NEW PRODUCTS FOR 2008 - See them first pg. 18!

Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • Low Resolution

INFERNO!

Kyosho ST-RR sets the track ON FIRE!

RIVEN:

ra GTP

R

2008 PROFESSOR of the YEAR

vote for your favorite

pg 84



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IFMAR WORLD CHAMPIONS 22 TIME

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

MGT 8.0



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

ae

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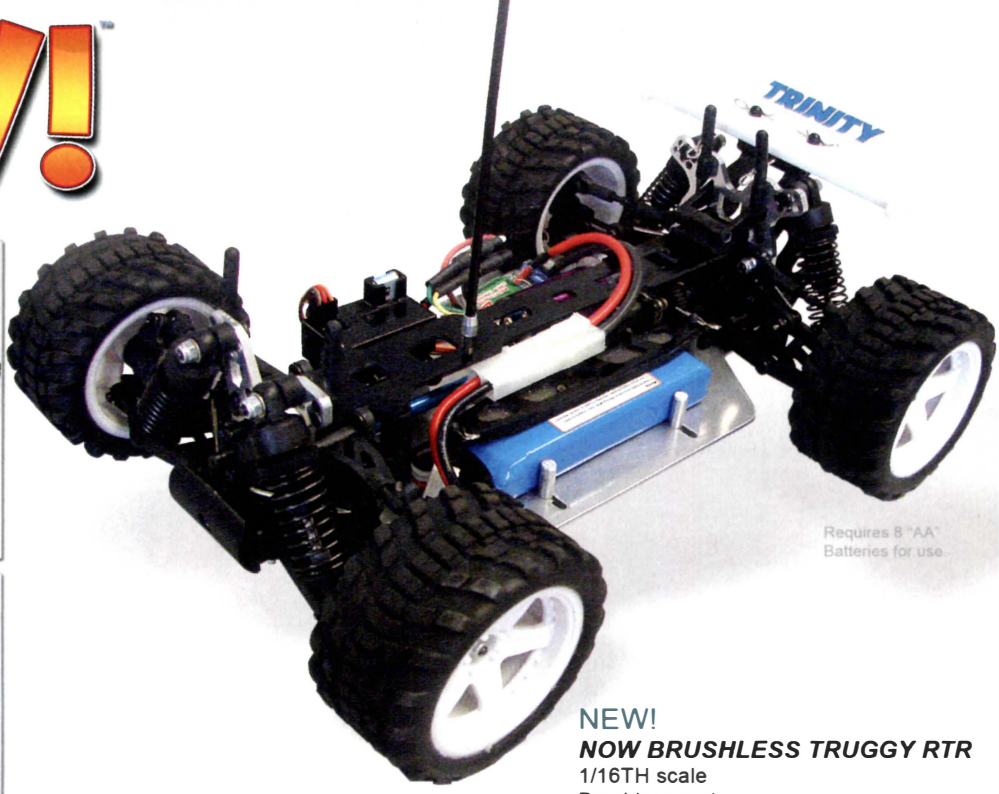

Requires 8 "AA" Batteries for use

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Requires 8 "AA" Batteries for use

NEW!

REVOLVER RTF HELICOPTER

Upper rotor dia., 260 mm
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Overall length, 300 mm
Drive, 2 high torque electric motors
Battery, 7.4V 350mAh Li-Po battery
Flying weight, 80g w/battery
Transmitter, 4 channel FM 72Mhz
Trinity balanced charger
TRI3800, $159.99 MSRP

www.teamtrinity.com

TRINITY PRODUCTS INC.
47 Colonial Drive
Piscataway, NJ 08854
732.562.1234, FX.732.562.1332

2007 IFMAR 2WD and









Every two years the top R/C racers from all over the globe converge upon the IFMAR World Championships to determine the "best of the best". For the third consecutive time, Team Associated's Factory Team B4 claimed the 2wd title. Reigning Japanese champion Hayato Matsuzaki drove his Factory Team B4 from pole position to victory, making for a 1-2-3 sweep with B4 drivers Jared Tebo and Ryan Maifield. In fact, Factory Team B4s captured eight of the ten A-main positions! Team Associated would like to thank the members of our team and everyone else for your hard work, dedication and choosing the Factory Team B4, the best 2WD buggy in the world.

4WD World Champions!









Even more impressive was Team Associated's winning performance in the 4wd class with the brand new Factory Team B44. The B44's true potential was proven in it's first major outing as it swept the podium. Jared Tebo, in a dominant display of driving and handling, claimed the top qualifier and the win with teammates Ryan Maifield and Ryan Cavalieri taking the second and third positions, respectively. Associated has won 22 IFMAR World Championships, more world titles than any other R/C company, ever. Thanks to everyone at Team Associated for all their hard work making the best R/C cars in the world, that are truly World Champions by Design.

GET OUTSIDE.



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#3202-00 fits Traxxas® JATO®

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All RUSTLER® Electric & STAMPEDE® Electric bodies are VXL® compatible.
Note: Bodies are painted for advertising purposes only.



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Chrome #2693-12 fits T3, T4, GT
Chrome #2693-22 fits XXX-T3, XXX-NT, X-Cellerator
Chrome #2693-32 fits JATO®, STAMPEDE® Nitro & RUSTLER® Nitro



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Includes 2 front, 2 rear, screws and wrench
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#2689-21 fits XXX-T3, XXX-NT, X-Cellerator
#2689-31 fits JATO®, STAMPEDE® Nitro, & RUSTLER® Nitro



Road Rage *30 Series*
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Dirt Hawg *30 Series*
#1136-00

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#1138-00

These tires fit 30 Series truck wheels only and can be used on the front or rear.

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Early '50s Chevy® Pick-Up
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Masher
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Masher 2000
#1074-00 (M2)
#1074-02 (M3)

Moab
#1120-00 (M2)
#1120-02 (M3)

Dirt Hawg
#1070-00
2.2" truck

Dirt Works
#1072-00
2.2" truck

These tires fit most 2.2" truck wheels only and can be used on the front or rear.

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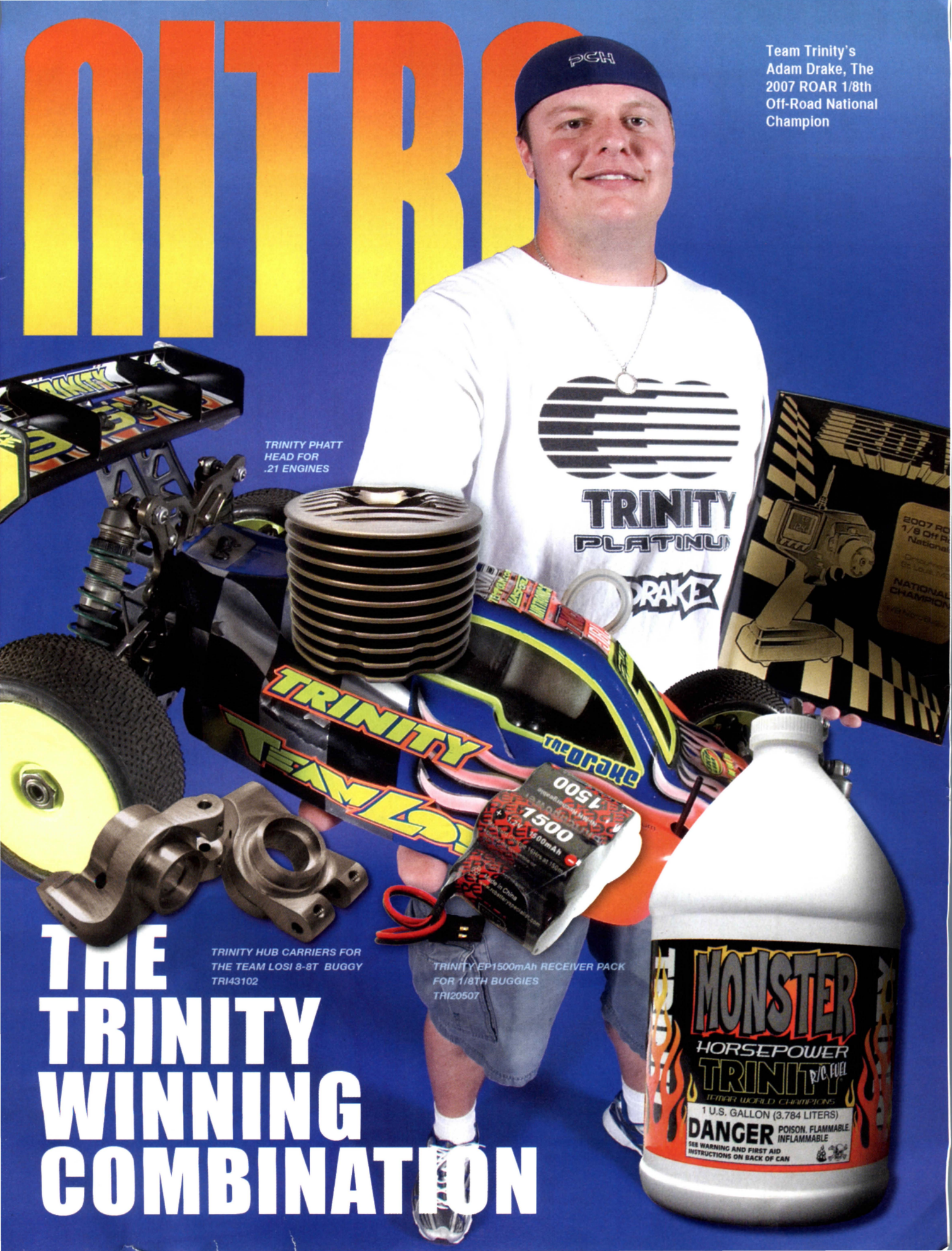
NITRO
Team Trinity's Adam Drake, The 2007 ROAR 1/8th Off-Road National Champion
TRINITY PHATT HEAD FOR .21 ENGINES
TRINITY
TEAM LOSI
TRINITY HUB CARRIERS FOR THE TEAM LOSI 8-8T BUGGY TRI43102
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HORSEPOWER
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R/C FUEL
1 U.S. GALLON (3.784 LITERS)
DANGER POISON. FLAMMABLE. INFLAMMABLE
SEE WARNING AND FIRST AID INSTRUCTIONS ON BACK OF CAN
THE TRINITY WINNING COMBINATION

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

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





ON THE COVER
Kyosho Inferno ST-RR photo by Jason Boulanger, special thanks to Rob and Levi Jackson for the loaner!

Outrageous.
That's how you'll describe the two new servos from JR.



The high-speed Z9100S and the high-torque Z9100T.

It's not often that a servo will elicit a response like, "Wow." But then again, it's not often that you get the choice of either the fastest or the strongest surface servos available from JR®.

Monster truck owners in need of the greatest steering power possible will love the Z9100T Ultra Torque servo, while on-road racers who demand instantaneous steering response will want to upgrade their cars with the Z9100S Ultra Speed servo. With the same case size as the 9000 series, they're an easy upgrade, and the red anodized aluminum heat sink case keeps things cool in demanding conditions.

Ultra-fast or ultra-powerful—the choice is yours with the Z9100S and Z9100T. See 'em both at your JR dealer's soon.

JR® feel the difference!

11006

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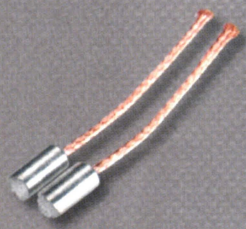

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WHAT I LEARNED IN 2007

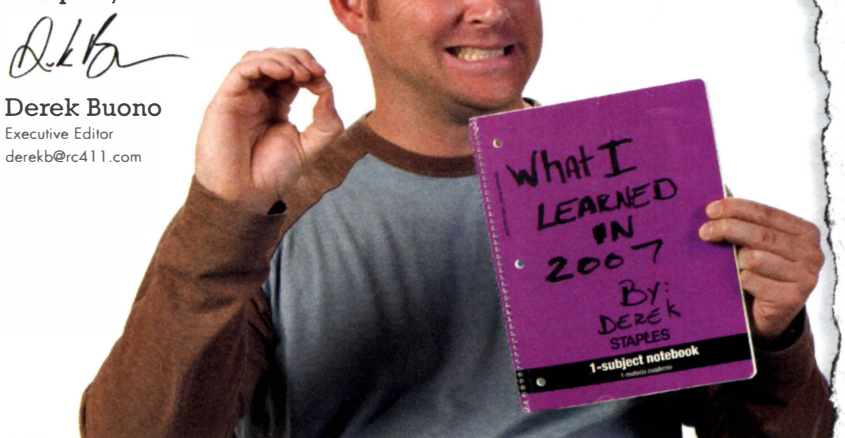
THE EXPRESSION "HINDSIGHT IS 20/20" IS ONE OF THE MOST ACCURATE SAYINGS OF ALL TIME ... well, for those with at least half a brain, anyway. You need the ability to actually look back and decide which actions would have been better had you done them differently.[1] I can look back and kick myself for not doing something, and high-five myself for the decisions I made that worked out.[2] So I thought I'd write a short essay called "What I learned in 2007, by Derek Buono." Since it feels like I'm writing a 5th grade paper, please read it like that.[3]

1. The Internet makes us stupider. Yes, that same tool that allows us to look up who won the first IFMAR Worlds also allows people who don't know anything to seem like they do. Nowhere else can you become a guru just by having a higher post count. And don't think that if you have facts to back up your argument, people will listen or understand. If there was one thing I learned from the Internet in 2007, it's that people read what they want to believe, and skip the truth if it doesn't fit their idea of it.[4]

2. We'll never race in front of a crowd. It would take some organization and unity as an industry to get us racing in front of people. And since we're all still too busy fighting for position within the industry, I don't see us getting together as a whole to move the sport forward. If cheese has a commercial on TV, why can't we get together and put a race on at an event that people actually go to. Cheese. Think about it.[5]

3. Half of intelligence is knowing what you can't do. I always laugh when I hear somebody offer to do more work than they can handle. While you should always test the limits of your workload, there comes a point when you have to look around and realize you can't physically do what you took on. You know who you are. If you have more than three projects you started and never finished, only to start a brand-new round, it's time to stop. Finish the projects, and only do one at a time. Build up to doing more. You'll get more done, and life won't be a series of disappointments.

Godspeed,



Derek Buono
Executive Editor
derekb@rc411.com

1. Hindsight is flawed because you can second-guess any decision, even if it was one that made you millions. If you made that decision differently, wouldn't it have made you billions?

2. Is a self high-five nothing more than an elevated clap?

3. It's always easier making my 5th grade writing ability look intentional.

4. Welcome to the Wikipedia generation. If you make up a definition and 30 people agree, you'll be used as a reference. The majority of people thought the world was flat at one point, and the person who disagreed was the one everyone thought was wrong.

5. Cheese! Cheese is organized as an industry. Cheese.

Derek, is that supposed to be an "OK" or a giant Cheerio?

» TEAM RANTS

MIKE VELEZ (PUBLISHER)



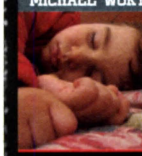
LAST YEAR ON NEW YEAR'S I... Spent it huddled in the forest.
MY NEW YEAR'S RESOLUTION FOR ME... Become the Human Weapon.
MY NEW YEAR'S RESOLUTION FOR YOU... Subscribe to *Xtreme RC Cars, RC Heli,* and *Beer magazines* :)

DEREK BUONO (EXECUTIVE EDITOR)



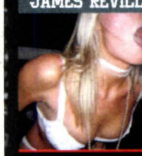
LAST YEAR ON NEW YEAR'S I... Got engaged and broke the hearts of millions.
MY NEW YEAR'S RESOLUTION FOR ME... Get back to the gym since I actually kept a resolution for most of the year.
MY NEW YEAR'S RESOLUTION FOR YOU... Grow more hair on your head and less on your back.

MICHAEL WORTEL (EDITOR)



LAST YEAR ON NEW YEAR'S I... Fell asleep around 10:30. New Year's is overrated.
MY NEW YEAR'S RESOLUTION FOR ME... To outsource an assistant in India. Best idea I've heard in a long time.
MY NEW YEAR'S RESOLUTION FOR YOU... Stop doing things to my car when it's parked!

JAMES REVILLA (EDITOR)



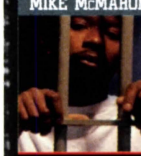
LAST YEAR ON NEW YEAR'S I... Played Wii tennis, drunk on vodka with two blonde chicks.
MY NEW YEAR'S RESOLUTION FOR ME... Get in shape before summer (I'm 215 lbs. Wow!)
MY NEW YEAR'S RESOLUTION FOR YOU... Find some blonde chicks, I have a Wii - see you in a year!

DAVE PALACIOS (SENIOR GRAPHIC ARTIST)



LAST YEAR ON NEW YEAR'S I... Drank the Patron I stole from McMahon during the White Elephant gift exchange at last year's Christmas Party.
MY NEW YEAR'S RESOLUTION FOR ME... Eat less fast food. Maybe knock a few pounds off by summer.
MY NEW YEAR'S RESOLUTION FOR YOU... Place lots of ads in *Xtreme* and *RC Heli.* OH, and get all your friends subscriptions.

MIKE McMAHON (GRAPHIC ARTIST)



LAST YEAR ON NEW YEAR'S I... Decided to change my office name to "Chuck McNasty."
MY NEW YEAR'S RESOLUTION FOR ME... Stay out of trouble with the law.
MY NEW YEAR'S RESOLUTION FOR YOU... Try to be at least as half as awesome as myself.

CARL HYNDMAN (SENIOR STAFF PHOTOGRAPHER)



LAST YEAR ON NEW YEAR'S I... Played Tiddlywinks, Drank Shirley Temples and went to bed early like a good boy.
MY NEW YEAR'S RESOLUTION FOR ME... Stop being so macho so McMoney can catch up.
MY NEW YEAR'S RESOLUTION FOR YOU... Teach McMoney how to be more macho.

BRIAN SKINNER (EDITOR-AT-LARGE)



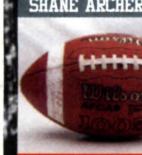
LAST YEAR ON NEW YEAR'S I... Shot-off fireworks and drank Champaigne.
MY NEW YEAR'S RESOLUTION FOR ME... To convince Derek to give me a full-time job, but do less work. And drink 2-galons of milk in an hour.
MY NEW YEAR'S RESOLUTION FOR YOU... Keep reading *Xtreme* (and tell Derek to get me in fulltime!)

JEFF EVELEIGH (EDITOR-AT-LARGE)



LAST YEAR ON NEW YEAR'S I... think her name was Tammy.
MY NEW YEAR'S RESOLUTION FOR ME... Teach Mike how to do a cartwheel.
MY NEW YEAR'S RESOLUTION FOR YOU... buy more xxx-main stuff!!!!

SHANE ARCHER (TECHNICAL EDITOR)



LAST YEAR ON NEW YEAR'S I... Watched football all day and tried to be as lazy as possible.
MY NEW YEAR'S RESOLUTION FOR ME... Finally complete work on my doomsday weapon, unleashing it upon the unsuspecting world!
MY NEW YEAR'S RESOLUTION FOR YOU... Forget everything you know about my doomsday weapon.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• Easily Replaceable Wires •
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FUELIE 26S GAS ENGINE



MORE POWER, MORE TORQUE, MORE SPEED!

FUELIE 26S 26CC ENGINE

Powering the Baja SS to extreme top speeds is the massive, new Fuelie 26SS engine! With more displacement than the standard Baja 5B engine, you will experience quicker acceleration, more torque, extra power and higher top speeds than ever before! Extra horsepower gives you the grunt to get over and through anything in your way!

BAJA 5B SS FEATURES

HEAVY DUTY REAR DOGBONES

All-metal construction for extra durability with high horsepower engines like the Fuelie 26S. Features rubber boots at both ends to keep dirt and rocks out of the joints.

HEAVY DUTY BEADLOCKS

Reinforced design increases durability of the wheels and tires. Protects the sidewalls of your tires in hard cornering maneuvers.

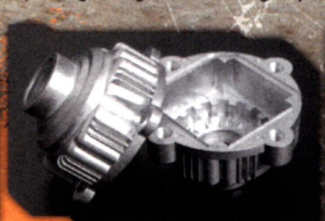
FRONT AND REAR SWAY BARS

Improves handling and gives quicker steering response.



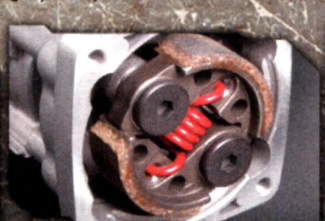
VVC HD PRO SHOCKS

New design VVC/HD shocks for improved handling over rough terrain. Large diameter shock shafts for increased durability.



ALUMINUM ALLOY DIFF CASE

For increased drivetrain durability and extended time between maintenance and rebuilds. Perfect for the powerful 26S Engine!



8000 RPM CLUTCH

Launches the Baja 5B at higher RPM for more punch off the line and out of low-speed corners.



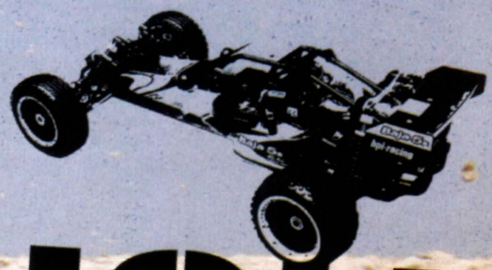
ALUMINUM TUNED PIPE

Tuned for increased power and quicker acceleration. The kit also includes the stock muffler for quieter operation.

1/5TH SCALE BAJA 5B SS RWD
GASOLINE POWERED DESERT RACING BUGGY

KIT VERSION!
ENJOY THE PROCESS
BUILD IT YOURSELF

KIT VERSION!





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Super Sport

GUNMETAL MAIN CHASSIS
Unique customized looks with a gunmetal-anodized 6061 T6 aluminum monocoque chassis. Super-rigid for supreme performance, it also looks amazing under the body!

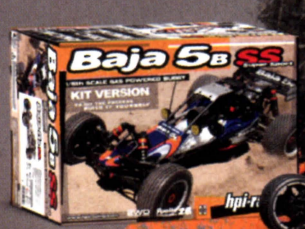
ORANGE ANODIZED SS PARTS
From the shock caps to the engine plate and chassis braces, you can see lightweight anodized aircraft aluminum 6061 T6 parts that highlight the incomparable looks of the Baja SS chassis.



METAL GEAR STEERING SERVO
Tough metal gears for extra durability and reliable steering in all conditions and at all speeds.



Kit builders... the Baja 5B SS comes as an unassembled kit with a complete instruction manual for the build-up, and it has a huge list of hop-up parts you won't find on the RTR version. For sand scorching power, a larger 26cc engine is mated to an aluminum tuned pipe and high RPM clutch. To handle the power we added a tough aluminum diff case, re-designed VVC/HD shocks with larger diameter shafts, all-metal dogbones, and heavy-duty beadlocks. And it looks great too, with a new gunmetal anodized chassis, orange anodized trim, and a clear pre-cut body so you can add your own custom paint job. We include a high output metal geared steering servo in the box, you supply your own transmitter, throttle servo, receiver and receiver battery pack. Enjoy the process, build your own high performance Baja 5B SS!



#10610 BAJA 5B SS KIT WITH BAJA 5B-1 CLEAR BODY

hpi·racing

WWW.HPIRACING.COM

Sold at finer hobby shops. See our website to locate one in your area.

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iHOBBY EXPO 07

EXPOSING THE INDUSTRY (NOT OURSELVES)

words: The Wort & Skinny

Last year, the talk of the iHobby Expo was how it was surprisingly successful, in spite of losing some "big name" companies from the floor. The show was as crowded as it had ever been, thanks in large part to a sizable advertising campaign. We knew that 2007 wouldn't be any different. Chicago was remarkably beautiful for this time of the year, so none of the native West Coasters were in weather shock. In the end, the public showed up once again en masse to walk the hallowed floors of the Donald E. Stephens Convention Center. Every year there seems to be a new trend on the horizon for the industry. This year, we're starting to witness the return to electric in a big way. This is what happens when Skinny and I (big buggy and lil' buggy) walk the floor, kiss some babies, and do a little politicking.

Jeff E. has officially been blacklisted from Hyperformance.

TEAM ACADEMY

Academy quietly produces some fine RC products, and new additions to their electric line were on display. With the 2WD buggy scene in the midst of a resurgence, Academy brings two new buggies to the market. The GV2 Pro kit is a full-blown racecar that has everything you need to keep up with the competition. The chassis is very versatile and adjustable, right out of the box. Academy also brought their sport version, the GV2 RTR. This car is perfect for beginners, easily upgradeable, and will come in at the sub-$200 mark!

www.modelrectifier.com

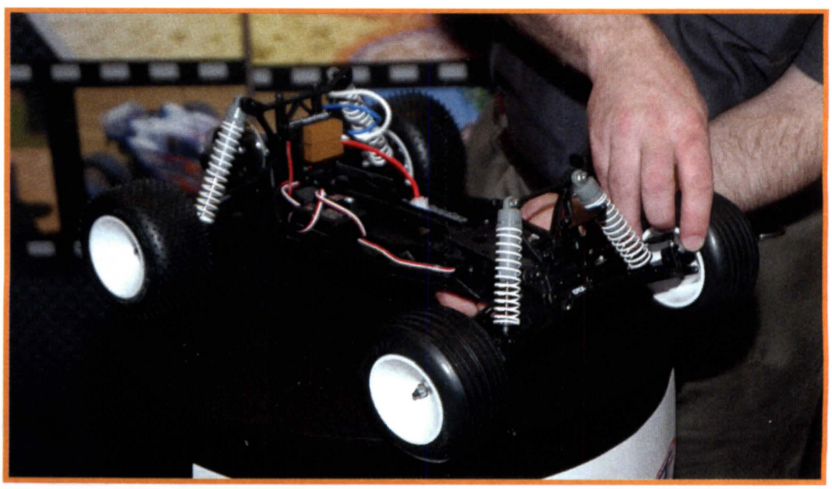


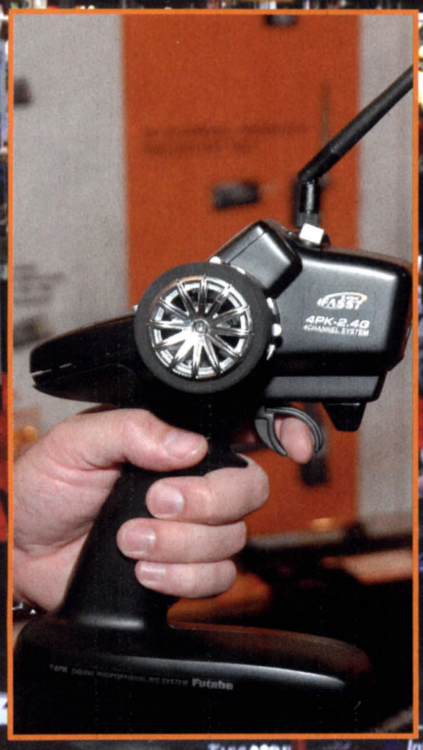


DURATRAX

The Duratrax Evader has been the Clydesdale of their lineup for years. This workhorse has always been one of their top-selling items, and has introduced many people to RC. The Evader's newest trim—the Evader EXT—is in RTR form. I asked Duratrax what's so special about this new kit, and they said that they set out to make the most durable car on the market. Most of the chassis components are made of a new, super flexible "MagnaFlex" plastic, which many claim to be nearly unbreakable. Coming in at a very low price tag, this truck is almost perfect for a novice and available just in time for the holidays.

www.duratrax.com













FUTABA

The newest trend in 2.4 GHz transmitters over the last year has taken away the conventional case stylings in favor of smaller, lighter, more ergonomic designs. Futaba is responding to this trend with the release of the 4PK. This doesn't replace the 3PK; it's just an alternative. The 4PK, however, has some features that make it more user-friendly. There were complaints about navigating through the 3PK's menus, and the 4PK appears to be more intuitive. But don't let this system's versatility fool you. It's pro-quality, and Futaba's state-of-the-art radio.

www.futabarc.com

HITEC

Hitec makes some of the best servos on the market, hands down. In fact, there are many who believe that Hitec servos are the best, overall. At the show this year, Hitec's spotlight was on their new, premium digital servo. The HS-7955TG G2 is sure to find its way into numerous racecars, especially in 1/8-scale off-road. At 6.0V, the servo provides a mind-blowing 333.29 oz.-in. of torque at a rapid 0.15 seconds. This servo will be awesome for throttle duties and steering. Also look for the rock crawling market to gobble this servo up! And if you ever make it to iHobby, stop by the Hitec booth at 4:30 p.m. for Happy Hour.

www.hitecrcd.com

LOSI

At last year's iHobby show, the Micro-T was the one thing I couldn't put down (I literally drove it on the demo table for about an hour). Well, at iHobby '07, Losi displayed their Micro-Desert truck. It's based off of the Micro-T, but it features an extended chassis, scale-looking wheels and tires, and a trophy truck body. This truck is more stable than the Micro-T and already has a ton of parts available. Coming in below the $100 mark, the Desert Truck is perfect for anyone who's looking for something to do between heats. They're also great for chasing the cat.

www.losi.com

MAXAMPS

MaxAmps has become an industry leader in Li-Po technology. They make packs that are effective, affordable, and actually fit into most cars. Their recent trend has been in making packs for specific vehicles. MaxAmps has teamed up with Traxxas in a big way, making packs for Traxxas' new VXL series of cars, complete with Traxxas-style connectors. If you don't have a Traxxas vehicle, but your ESC can handle 11.V, you, too, can enjoy ludicrous speed! MaxAmps has batteries available in various sizes, capacities, voltages, and configurations, so chances are good that you'll find at least one that you want for the holidays.

www.maxamps.com

Once a year, a guaranteed homecoming for the Wort.

TGN

HPI's Baja 5b has been great for the industry. It's one of those cars that steps outside the box and gets new people interested in RC. Well, TGN—the aftermarket leader in 5b upgrades—was at the show, and they brought out some of their new products. Quite literally, you could build an entirely new 5b with everything that TGN has to offer. Here's a shot of one of TGN's upgraded rigs. If you have a 5b, you need to check out what's new from TGN.

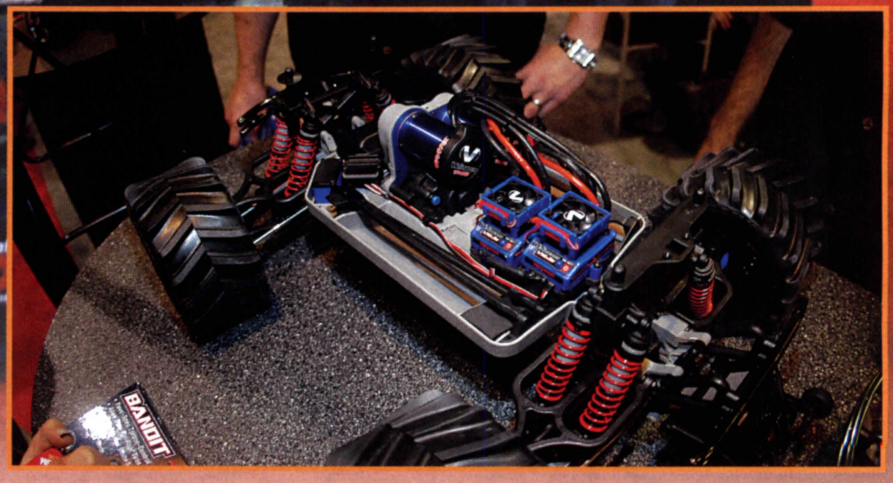
www.teamgonads.com



TRAXXAS

Traxxas' E-Maxx has been tremendously successful for them. Well, E-Maxx fans will have even more to get excited about, as Traxxas introduces the E-Maxx 16.8. They changed a lot! For starters, numerous Revo parts were incorporated in the E-Maxx, adding durability. The center transmission is brand-new and more easily accommodates the large-rotor brushless motors used in MTs. The truck is 99.9% waterproof (check out the video on their sight). And hurray! A new micro receiver is included.

www.traxxas.com



XXX MAIN

Canada's pride, XXX Main, made the arduous journey to the States to show off some of their new products. Although scorned by many at first, wraps are becoming more and more popular for those who want to create a unique body, but don't necessarily have the skills or time to make it look good. XXX Main's X-Wrapz are bold, sharp, and come in bad-ass designs. The best part is that their Wrapz are universal for each class, so you don't have to go digging through the shelves to find one for your specific body.

www.xxxmain.com

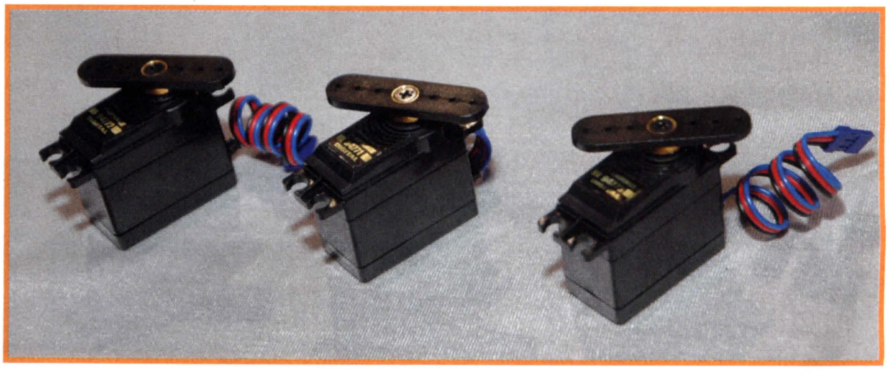




AIRTRONICS

Airtronics had a couple of new items to show, and the first thing you should be interested in is the 94771, 72 and 73 servos. These puppies are fast, and torque is not a problem. One thing you'll notice is that the aluminum casing is gone. This keeps the weight down, as well as the price. For you holdouts of the crystal age, Airtronics now has a sweet 2.4 GHz conversion system that will get you going with the rest of us.

www.airtronics.net



All Jeff needs is a hobo pant on a stick to complete the look.

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SUPERCHARGE
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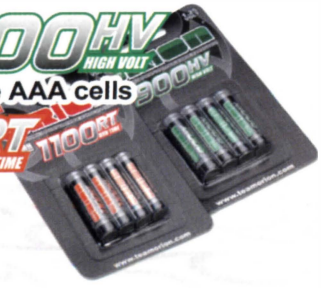
MARATHON
Receiver Packs **1600**
HIGH VOLTAGE



2700
Performance AA cells



900HV
HIGH VOLT
Performance AAA cells
1100RT
RUN TIME



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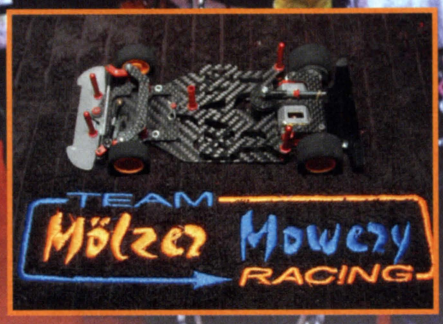
CORALLY

The Corally gang had some new 1/12-scale on-road cars that will get you pumped up. First is the SP12X that comes fully equipped with every exotic material known to man. From carbon fiber to ceramic, this 1/12-scale racer is trick. Next is its F-1 brother, which has the same attention to trickness. The F-1 racer should be out later this year. Love the F-1 cars!
www.corallyusa.com



MOLZER MOWERY RACING

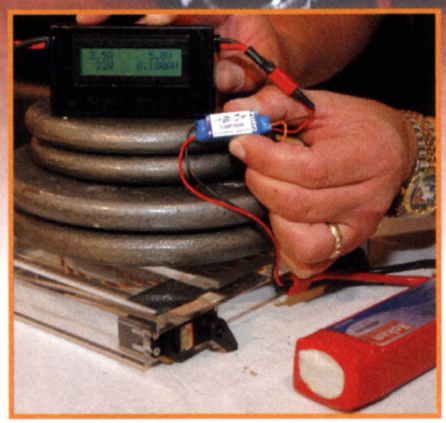
Molzer Mowery Racing had this killer-looking 1/5-scale FG Baja in their booth, and it was getting some long looks. This beauty is now on the market and should be a crowd pleaser. For you 1/5-scale gurus, FG also had this incredible Ti pipe from Samba. This baby is super light, and is very motocross in appearance. We like motocross!
www.molzermoweryracing.com





CASTLECREATIONS

Castle is on the cutting edge with the new CC BEC (Battery Eliminator Circuit). This device eliminates the need for a receiver and servo battery pack. It draws higher voltage from motor batteries and drops it to a voltage level that is suitable for receiver and servos. This should make the rock crawler crowd happy, and weight freaks should like this little goody as well.
www.castlecreations.com





FUSION MOTORSPORTS

Fusion Motorsports was on hand to present all the neat stuff from Novarossi Micro Motor. The main targets for 2008 are Novarossi-style race engines for the RTR crowd … at sport prices. Sounds good to us, but wait—there's more! These new engines come with a neat adjustable roto-start back plate. But don't worry; you can purchase the back plate separately to fit onto your Novarossi engine. Hey, Derek, now I know what to get you for Christmas!
www.fusionmotorsports.com

NOVAK

Things were jumping at the orange Novak booth. Bob Novak, himself, took the time to show us his latest creation—a 1/8-scale brushless motor conversion kit for the honorable Kyosho buggy. The motor mount is ingenious, and we can't wait to test this bad boy out. Novak is also working on being the king of the hill with their new rock crawler line of products. Bob has been busy this year, and had many new products to look forward to. We will be doing a lot of reviews of his products soon, right here in Xtreme RC Cars!
www.teamnovak.com





Castle should expect a call from Dave P. soon.

DURATRAX®

VENDETTA™ ST

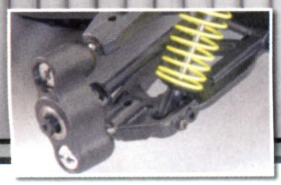
1/18 Scale Ready-to-Run EP 4WD Stadium Truck

FULLY OPTIONED AND READY TO RUN!

The mini stadium truck — with 1/18 scale features!

PLUS:

- Adjustable, oil-filled shocks.
- Aluminum shock towers with multiple mounting positions.
- Complete bearing set.
- Shaft-driven 4WD.
- Front and rear gear differentials.
- 650mAh NiMH battery and charger.



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OUTERWEARS

Outerwears Performance Products is another newcomer to the RC market and hails from the off-road industry. Like the name suggests, Outerwears supplies protection for air cleaners, and shocks and covers the outside of them. This system has been in use for some time in the off-road world, and will be a hit for RC.

www.outerwearsracing.com





PROLINE

The world-famous Pro-Line company had some new stuff to show. First off, Pro-Line is now unleashing Protoform into the off-road market to make new bodies, as seen in the photo. The other big news is that Pro-Line has a new 1/5-scale tire called the Badlands, and we can hear the cheers already.

www.pro-lineracing.com





O'DONNELL

O'Donnell was in the house, and Steve O'Donnell was there to show off his new products. We all know that O'Donnell has been working on a buggy and, well, it's finally here. The buggy is officially called the Z01-B, and it was worth the wait. This buggy is a thing of beauty, and we know it must be good because Jared Tebo has been winning consistently with it. Here are two things no one knew about. First, Steve has been working on a .21 engine called the Super Sport 2. The other surprise is this new tire. We don't know much about these two new products, but you can bet we'll be testing them.

www.odonnellracing.com



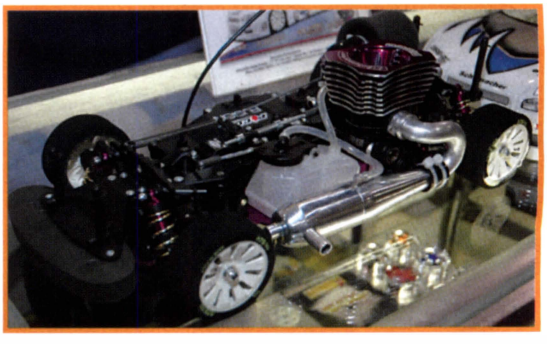
SCHUMACHER

As usual, Schumacher had some crazy new stuff, including this insanely fast .28 powered on-road car. If you need speed, then Schumacher is the company you need to see. Also included with the new car was this trick-looking head. We bet your engine will never get hot with that puppy. The last little item from Schumacher is this pre-painted clear body. The details are already done; all you have to do is spray the back color and you're ready to rock.

www.racing-cars.com







If you ever meet Darren from Thunderstix, you'll marvel at his hair.

Competitive drivers take charge

Whether you're a factory driver, a hard core racer or a seasoned pro, whatever batteries and applications you run, there's a Super Brain loaded with a combination of competitive advantages not found in other chargers.



SUPER BRAIN 989

The ultimate AC/DC charger for hard core competitors and seasoned drivers looking to take advantage of a high voltage, high current pack

● Charge and discharge 1-25 cell NiCd/NiMh; 1-8 cell LiPo/Ion at up to a true, blistering 10 amps*, up to 24v Lead Acid/Gel Cell as well. ● Cell capacity up to 19,900 mAh ● Functions as a 1-30v digital power supply ● 24 memory profiles to customize charging, discharging and cycling ● Intuitive interface eliminates complex programming ● Patented Micro Peak Technology ● Adjustable peak sensitivity and trickle charge ● Auto cycle mode for battery conditioning ● Fan-cooled, switching power supply reduces weight and delivers pulse-free DC voltage ● Temperature probe included at no extra charge *Depending on type and number of cells

SUPER BRAIN 977 PRO

The AC/DC charger that cuts downtime and doubles driving time

Simultaneously charge and/or discharge different battery types and different voltages; charge receiver and transmitter batteries at the same time; discharge one pack while charging another; charge your LiPo while peaking your NiCd/NiMh; dual channel capability eliminates the expense of a 2nd charger and time wasted waiting to charge a 2nd pack.

● Charge and discharge 1-8 cells (NiCd/NiMh); 1-3 cell LiPo/Ion; up to 12v Lead Acid/Gel cells ● 10 amp Dual Output with up to 5 amps per channel ● Patented Micro Peak Technology keeps NiCd/NiMh batteries cooler so they run longer ● Extra large LCD display ● Adjustable charge rates ● Adjustable discharge rate up to 4.0 amps ● 10 amp AC switching power supply reduces weight and delivers pure, pulse-free DC for less heat.

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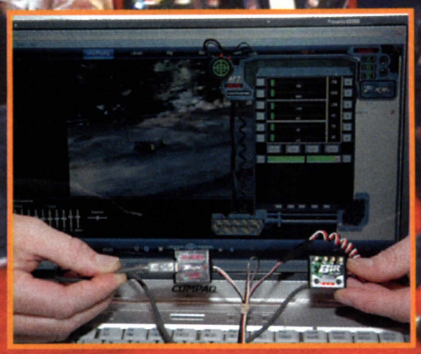
TEKIN

Tekin was in full force at the trade show and had a lot of new things to show. Most notable were the new Hot Wire system and Tekin servos. The Hot Wire is a new PC interface system that unlocks the full potential of your speed controller. This is an interesting concept, and will need a full test by us, of course. The new Tekin servos also caught our eye. These new servos boast some good numbers, and the construction looks to be the cream of the crop. The gears are full metal, and the outer case has a small heat sink to keep the weight down and draw off some of the heat generated. Look for a full test of these servos soon.

www.teamtekin.com





THUNDER TECH

Thunder Tech had this sweet electric desert truck at the expo called the CORR Pro-2. The name indicates that it's patterned after the sweet CORR race trucks you see on TV. This is a true scale RC model, which you don't see too much of anymore, and we applaud Thunder Tech for going over the top and making a performance RC like this. We foresee a whole new class of racing.

www.thundertechracing.com



POWER UP YOUR RTR!

Reedy Spec-19 & Pro-19 Quad-Mag Motors
Step up the power of your RTR with one of Reedy's Quad-Magnet 19-turn motors! 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. A dyno tuned version of the Spec 19 is also available. Reedy's Pro 19 has a hand-wound armature and adjustable timing.

#513 Reedy Spec 19 Quad-Mag Motor
#514 Reedy Spec 19 Dyno Tuned Quad-Mag Motor
#516 Reedy Pro 19 Hand-Wound Quad-Mag Motor





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

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

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!



#614 Reedy Ni-MH Receiver pack
(Flat style for RC8, Nitro TC3 & most popular onroad nitro cars.)



#615 Reedy Ni-MH Receiver Pack
(Hump style for RC8, GT2 & Monster GT)









XTM RACING

XTM Racing had a bunch of new goodies in their booth, and these two new vehicles were at the top of our list. First is the X-Terminator-2, or XT2. This buggy comes in a pro kit, as well as, RTR. The RTR is an updated version of their current buggy, and the pro kit has many trick items and features that will be sold at a great price. Next is the XST truggy and is a new offering from XTM. This is an RTR, and by the looks of it, this truggy will be flying off the selves at Christmas time. It comes with the powerful 247 engine, and all of the detail you would expect from a truggy.

www.globalhobby.com

XTREME RACING PRODUCTS

The good old boys from Xtreme Racing Products were at IHobby to show of their new stuff, and here are two things we think you'll like. For the dirt oval crew; Xtreme now has a carbon fiber chassis for the Losi Slider. Next, Xtreme was on the ball, and already had these sweet hop-ups for the new AE buggy. They include: Carbon fiber radio tray, center diff brace, and wheel wipers. 7075-T6 aluminum "quick set" engine mount, and shock towers.

www.xtremercracing.com

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, RC18MT, RC18B and RC18R.
#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, RC18B and RC18R!
#617 Reedy VMX R-14, 1400 Ni-Mh Battery Pack

www.rc10.com/reedy

REEDY

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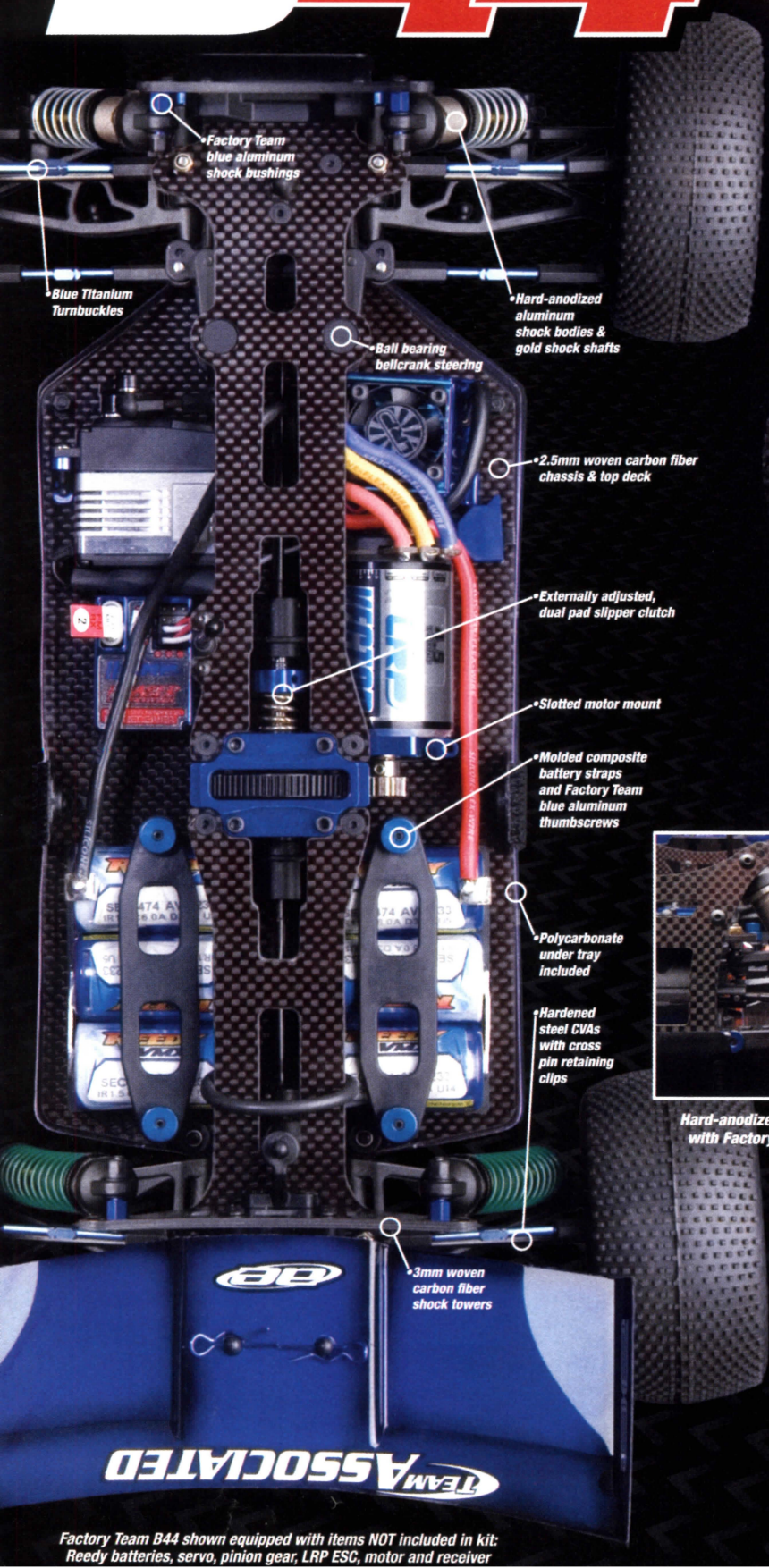
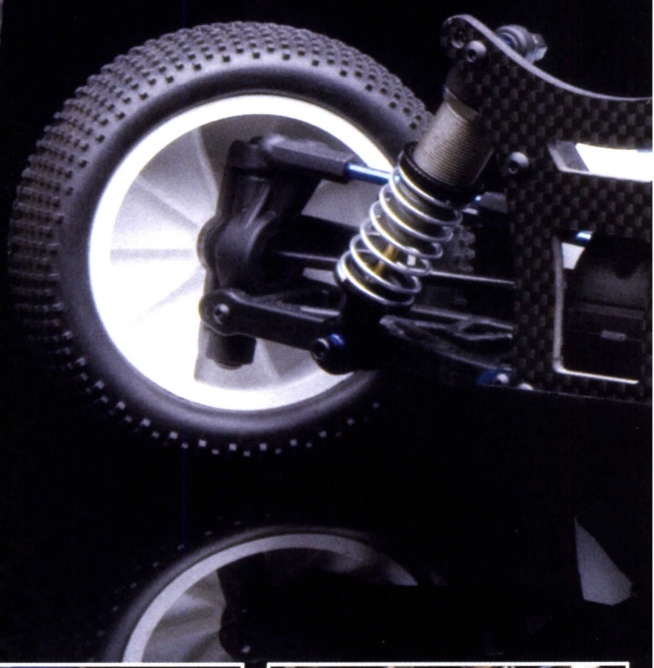
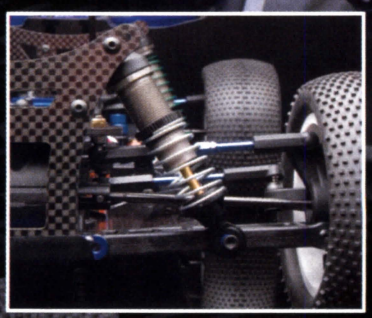
#2049

B44 FACTORY Team

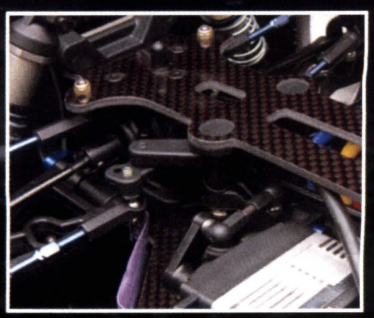


Factory Team B44 shown equipped with items NOT included in kit: Reedy batteries, servo, pinion gear, LRP ESC, motor and receiver





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



Ball bearing steering with adjustable servo saver

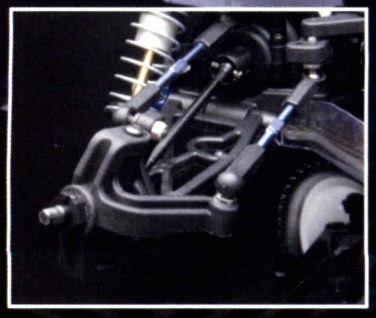
The Factory Team B44 project came to life in 2003 as a cooperative effort between Team Associated and J Concepts' Jason Ruona and Brad Reelfs. After Team Associated's Ryan Cavalieri won the 2005 IFMAR World Championships in Collegno, Italy with the BJ4 Worlds Edition, Area 51 shifted into overdrive to produce a true 'Associated' inspired 4WD buggy that would continue to dominate the 4WD off road racing class. The B44 is the result of this two year development effort.

During the design and development stages Associated used their extensive and well proven skills to make a 4wd competition buggy that is better suited to production. The results of this optimization are realized by you the customer in a more cost-effective vehicle with more readily available spare parts.

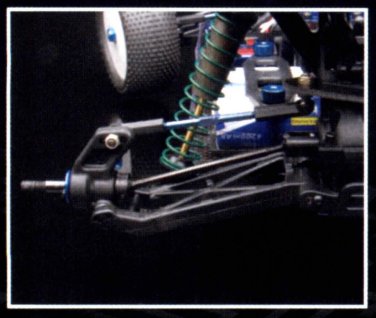


1:10 Scale Electric 4WD Offroad Competition Buggy Kit

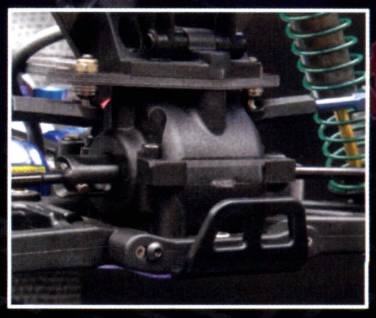
TEAM ASSOCIATED



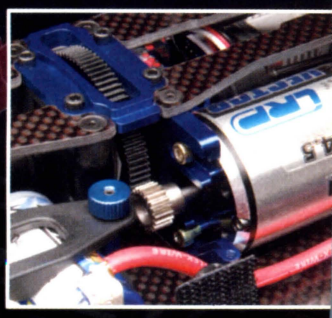
Blue Factory Team titanium turnbuckles
Front wheels and hexes are optimized



Hardened steel CVAs with cross pin retaining clips for ultimate reliability



Lightened ball differentials front and rear
New and improved front and rear gearboxes



Externally adjustable, dual pad slipper clutch

The B44 is built on a 2.5mm woven carbon fiber main chassis and top plate. What's new is the composite front bulkhead and rear chassis plate. These new features greatly improve overall durability and increase the ground clearance further enhancing the B44's performance.

Area 51 designers also improved the BJ4's slipper clutch. The result is the B44's new externally adjustable, dual pad slipper clutch, which transfers power to the ground more efficiently and effectively.

The B44 employs a hardened steel CVA drivetrain with lightened ball differentials for unparalleled acceleration. The B44 soaks up the bumps using Factory Team hard anodized aluminum threaded shocks with gold shock shafts. The shocks mount to durable 3mm woven carbon fiber shock towers making the B44 more responsive and quicker handling.

The B44 gets the full Factory Team treatment with blue titanium turnbuckles, blue aluminum shock bushings and blue aluminum servo mounts for a car that looks as good as it is fast!

Many Team Associated fans from all over the world have asked us when we are going to build a 4WD buggy. Team Associated is proud to say that day has come with the B44, the only 4WD electric race buggy that comes from a racing heritage with 20 IFMAR World Championships behind it.

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

ASSOCIATED

The AE boys had a few new things to show off, most notably the new MGT 3.0 RTR monster truck. This baby MGT is a 1/10-scale version of its big brother, and looks to be a real performer. It has a two-speed tranny, sweet stock radio, and a new style starter that will even make Derek happy. Look for a full review soon. For the electric crowd, AE had some new Reedy batteries and motors to show off. The new VMX 4200 Ni-MH batteries are matched and should make racers happy, as will the new Reedy canned motors that will be affordable for us all.

www.teamassociated.com



AXIAL

Axial/Robitronic introduced some innovative kits and products at the last few iHobby conventions. This year was no exception. It appears that the birth of a trophy truck class could be on the horizon, and Axial is capitalizing by releasing a new kit, the BR50. It's essentially a 1/8-scale buggy, but the scale-looking truck body gives it a totally new appearance. Axial's highly successful AX10 rock crawler was also at the expo, showing off a brand-new body and crawling on the demo rocks for spectators.

www.axialracing.com





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POLL PAGE

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

30% OF YOU LIVE MORE THAN 40 MILES FROM THE NEAREST RC TRACK

Random poll quote:
"On-road, 50+ miles to the north. Off-road, 15-20 miles away. Private track in my bud's backyard: priceless. Free too."
-WrenchHead

Have you ever done anything illegal with an RC car?



42%: Yes
42%: No
16%: Maybe. It may be illegal in some countries.

Random poll quote:
"I'm pretty sure a hit and run is illegal, but is it really an accident if your car isn't damaged? Oh well, I think the noise violation ticket counts. Damn neighbors."
-nitrosportster

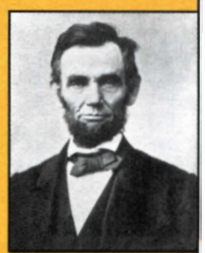
Why do tuned .21's cost more than tuned .28's?

48% have no idea and think it's re#!@$^& (I'm not allowed to use that word anymore)



Random poll quote:
".21's that are more expensive are "race" engines and therefore have more machine time. The .28's USED to be cheaper because they weren't technically "race" engines. Any time you have an engine that is tweaked for more power you pay for it. There are more expensive .28s coming out as they become the norm in truggy racing."
-DerekB

HAVE YOU EVER *LIED* ABOUT HOW MUCH *MONEY YOU SPEND* ON RC?



50%: Yes
19%: No
31%: Yes, and I've been busted!

Random poll quote:
"'Honey, the kids and I are going to the hobby store to pick up a few things for their cars that they really need....' In the car on the way home, "Okay guys, remember, we only bought this package of body clips (that in reality I bought a year ago, but keep in the sealed bag for these situations).'"
-vwdragracer

HOW DO YOU POWER THE ELECTRONICS IN YOUR NITRO CAR?

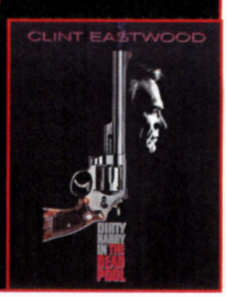


76%: Rechargeable NiMH pack
07%: Li-Po
12%: Throw-away AA's
05%: Rechargable AA's

Random poll quote:
"Jumping on the Li-Po wagon very soon. I was waiting for better voltage regulators to come out, and they are here now. I'm still hoping the price of Li-Po's comes down some so I can afford to put them in my starter boxes as well."
-John Schafer

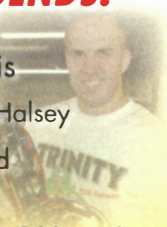
52% of you will be slapped for not even knowing what The Dead Pool is.

(See it; it's a movie)



Random poll quote:
"And if Eastwood had been thinking, he would have simply driven through a park and the RC10 would have been stuck in the grass...problem solved. Lousy on-road cars. They make terrible car bombs. Crap, I hope the Department of Homeland Security isn't monitoring this site for RC terrorists...crap."
-davecnitrors4

YOUR TOP-3 RC RACING LEGENDS:



1) Matt Francis
2) Jammin' Jay Halsey
3) Brian Kinwald

Random poll quote:
"Other: myself. I am an RC legend in my own mind."
-ALJR

vwdragracer's going home to have "a talk" soon.

By: TEAM INTEGY

The Best Monster Hopups for '08



T3693 Ultimate Brake System w/ Titanium Pads for T-Maxx



T6968 Complete Differential w/ Metal Gear for Savage-X



T3652 Steel Universal Drive Shaft (2) for T-Maxx



T3699 Delrin 73T for Rustler and T-Maxx 2.5



T3018 EVO-4 Adjustable Shock Tower for T-Maxx 3.3



T3000 EVO-4 Alloy Main Chassis for T-Maxx 3.3



T3017 EVO-4 Ball Stud (8) for T-Maxx 3.3



T3694 QUAD Exhaust Tune Pipe Set for T-Maxx



T3718 EVO-3 Wheelie Bar for T-Maxx 3.3



T3016 EVO-4 Steering Block for T-Maxx 3.3



T3011 EVO-4 Chassis Brace for T-Maxx 3.3



T3007 Chrome EVO-4 Alloy Servo Mount for T-Maxx 3.3



T3004 Chrome EVO-4 Front Bumper for T-Maxx 3.3



T3009 Chrome EVO-4 Lower Arm for T-Maxx 3.3



T3013 Chrome EVO-4 Upper Arm for T-Maxx 3.3



T3014 Chrome EVO-4 Front Bulkhaed for T-Maxx 3.3

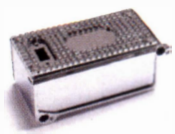


Item #3720BLUE





T3002 Chrome EVO-4 Rear Skid Plate for T-Maxx 3.3



T3005 Chrome EVO-4 Battery Box for T-Maxx 3.3

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



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



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

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



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

DECEMBER 2007 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
26	27	28	29	30	1 MidWest Off-Road Championships Trackside Hobbies, Milwaukee, WI www.trackside.com	2
3 Back in 1818, Illinois became an official state.	4 Hanukkah begins right about now	5 Walt Disney's Birthday	6 Sophie Santi's Birthday	7 Nov 30-Dec 2 Micro On-Road Nationals R/C Madness Enfield, CT www.rcmadness.com	8 SWTour Oval Series Finale Encino Velodrome, Encino, CA www.southwesttour.com	9 ROAR Region 1 Carpet On Road Championships SpeedZone Hobbies, Rocky Hill, PA www.speedzonerc.com Toys for Tots Annual race OC Circuit La Mirada, CA www.socal.rcracing.com
10	11 National Noodle Ring Day	12 Hannukah ends (we think)	13	14 Sophie Monk's Birthday	15	16 RC DriftClub Toys for Tots Team Drift Challenge SpeedTechRC, San Gabriel, CA www.rcdriftclub.com
17	18 Trish Stratus' Birthday	19	20	21	22 First Day of Winter	23
24/31 Christmas Eve New Year's Eve	25 MERRY CHRISTMAS! Sky Lopez' Birthday	26 Um... day after Jesus' Birthday	27	28 Sienna Miller's Birthday	29	30 Kristen Kreuk's Birthday

We love Jesus. We love Sky Lopez too.

JAMMIN' Racing Engines



This new line of Jammin Racing Engines uses the latest technology in engine design and materials. These engines have been thoroughly tested, their wear characteristics are excellent for longevity and tunning. The cranks have been knife edged, balanced and crank timing changed for increased run time along with consistent horsepower through the entire powerband for drivability. Both engines come with a newly designed head for optimum cooling along with a turbo plug and head button for maximum performance.

JAMMIN JPX.21

SPECIFICATIONS — JAMMIN .21

CLAIMED HP	3.0
RPM	36,000
CARB	8mm SLIDE
CRANK	SG
CONSTRUCTION	ABC
ENGINE SIZE	.21
PORTS	7
TYPE	REAR EXHAUST
PLUG	TURBO

MADE IN ITALY

JAMMIN JPX.21
PART #51250

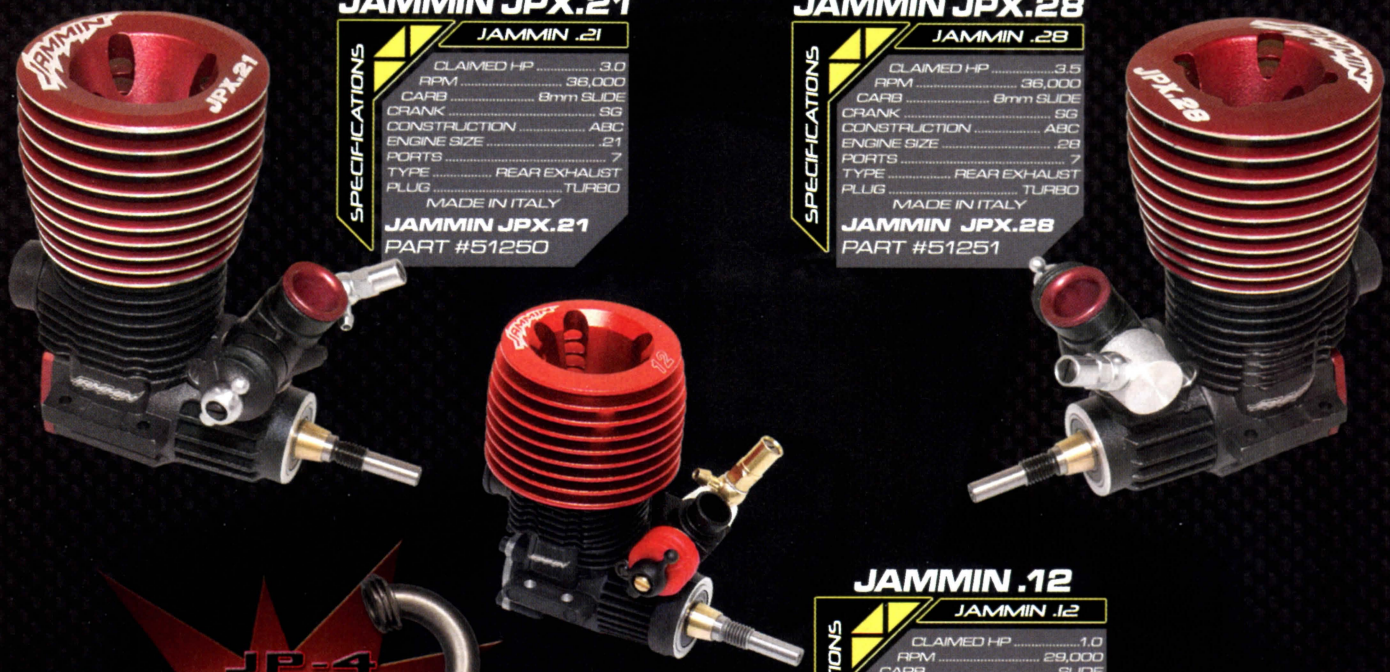
JAMMIN JPX.28

SPECIFICATIONS — JAMMIN .28

CLAIMED HP	3.5
RPM	36,000
CARB	8mm SLIDE
CRANK	SG
CONSTRUCTION	ABC
ENGINE SIZE	.28
PORTS	7
TYPE	REAR EXHAUST
PLUG	TURBO

MADE IN ITALY

JAMMIN JPX.28
PART #51251



JAMMIN .12

SPECIFICATIONS — JAMMIN .12

CLAIMED HP	1.0
RPM	29,000
CARB	SLIDE
CRANK	SG
CONSTRUCTION	ABC
ENGINE SIZE	.12
PORTS	ROAR LEGAL 3
TYPE	REAR EXHAUST
PLUG	STD

JAMMIN .12
PART #50125 PULL-START
PART #50126 AUTO

JP-4
HARD COATED JP-4
PART #10129

EFRA APPROVED
IFMAR LEGAL



• JP-4 Excellent for Mid to Top Range

HARD CHROME COATED JP-4
PART #10128

JP-3
HARD COATED JP-3
PART #10051



• JP-3 Excellent for Low to Top Power

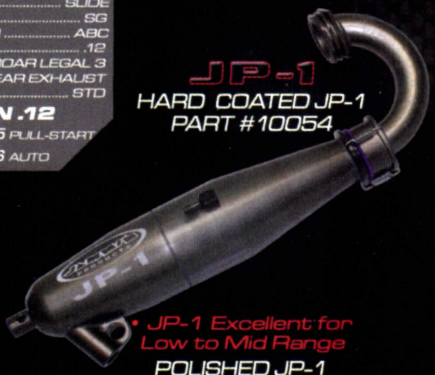
JP-2
HARD COATED JP-2
PART #10045



• JP-2 Excellent for Mid to Top Range

POLISHED JP-2
PART #10045

JP-1
HARD COATED JP-1
PART #10054



• JP-1 Excellent for Low to Mid Range

POLISHED JP-1
PART #10054

JP.5
PART #40885



• JP.5 designed for CRT.5 Mini Truggy



JAMMIN TEAM DRIVER GARY GUEST

TOOK TOP QUALIFYING HONORS AT THE CANADIAN WINTER NATIONALS USING JAMMIN JPX-21 IN 1/8th BUGGY AND JPX-28 IN 1/8th TRUGGY

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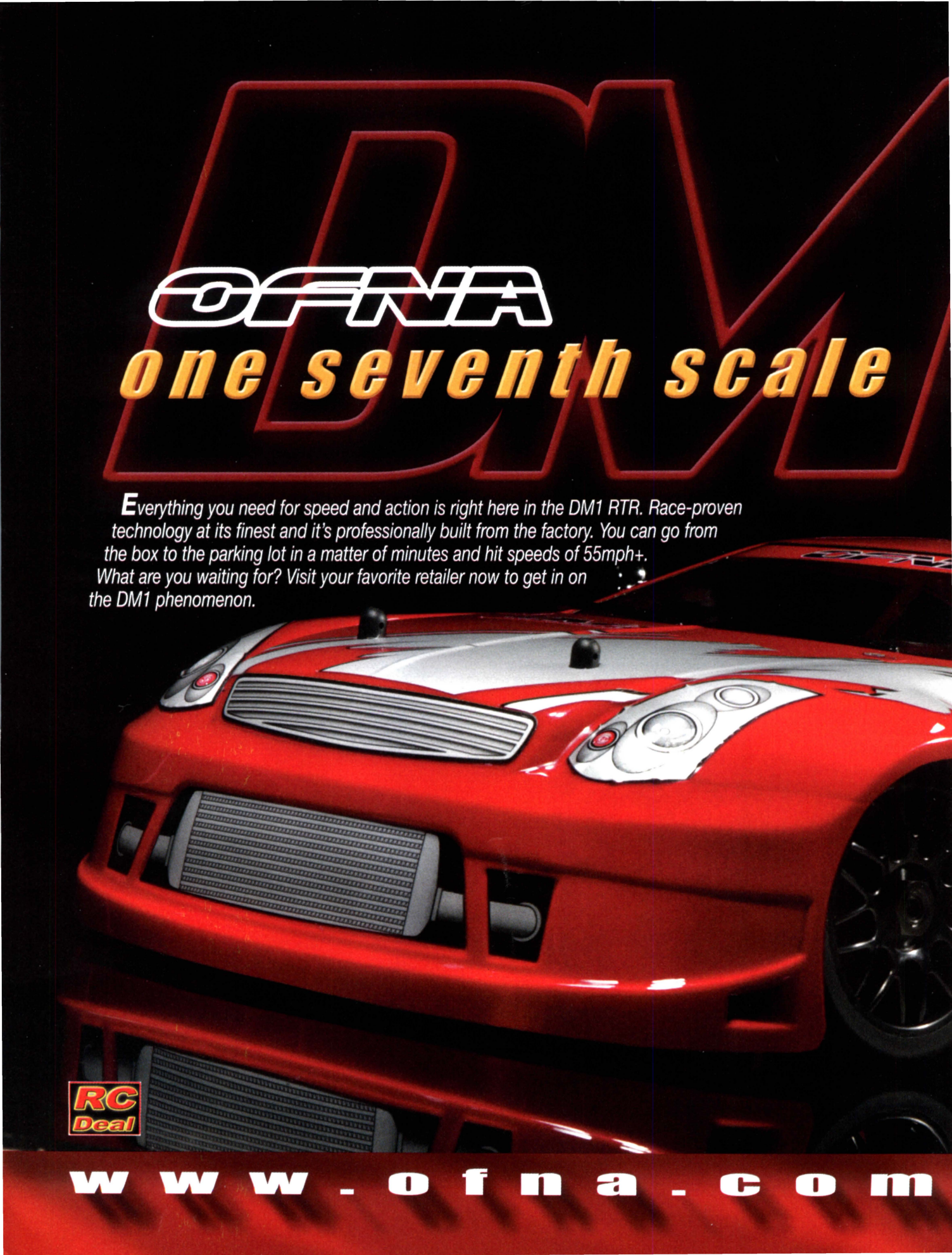
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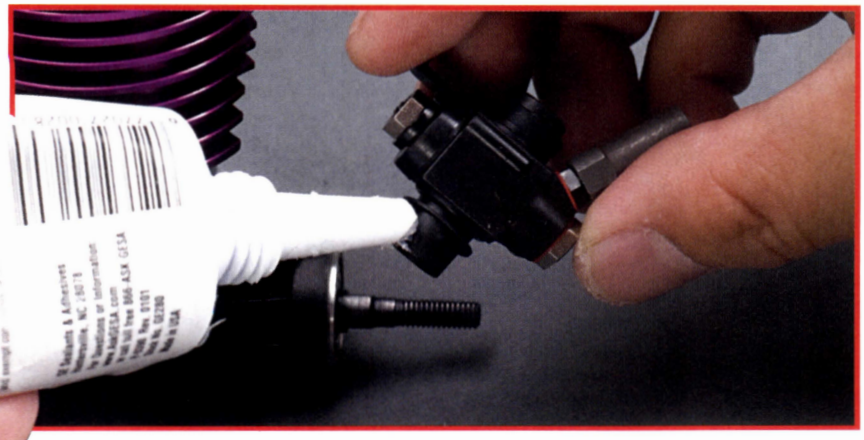
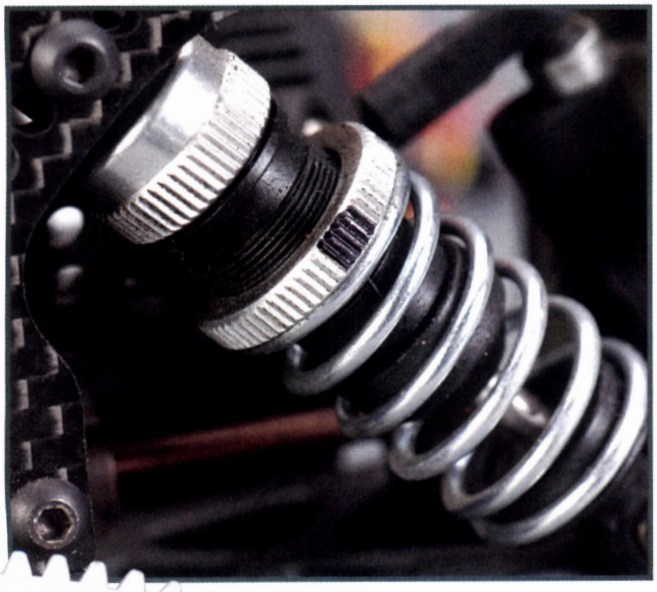


DON'T OVERTIGHTEN

When reinstalling your carburetor, it's very important that you don't overtighten the retaining nut on the pinch bolt. The pinch bolt creates a crush between the carburetor body and the crankcase, but since the throat of the carb is hollow, it can easily crack, causing permanent damage if you torque that sucker too much. A slight snugging of the nut is all that's needed to keep everything in place. If you have your carburetor out of your engine, anyway, it's a wise idea to slap a bead of high temperature silicone sealer around the base of the carb to prevent air leaks and hold the carb in place with a little more authority.

PRE-LOAD ACCURACY

When setting the preload for your shock springs with threaded shock bodies, it's easy to lose track of how many turns you've made when making adjustments. Use a permanent marker or a small file to make a small notch in the threaded spring collar. This way, when you rotate your collar, you'll know exactly how many turns you've made and can match the setting on the other side. For off-road racing, it's also a wise idea to double up on the upper shock spring collars to ensure that your preload settings stay put during the race.



DECAL APPLICATION

Slapping decals onto your car body seems simple enough, but it can be tricky to stick them on straight and smooth, especially when applying larger graphics. Instead of just peeling the backing off and smacking the decal into place, try peeling a small portion of the backing away from a corner of the decal and cut that small section of backing away. Next, line up the decal and press the exposed section of adhesive onto the body, remove the rest of the backing, and roll the entire decal into place. This method is faster and cleaner than using glass cleaner or soapy water, but still allows you to apply decals accurately and without any air bubbles.

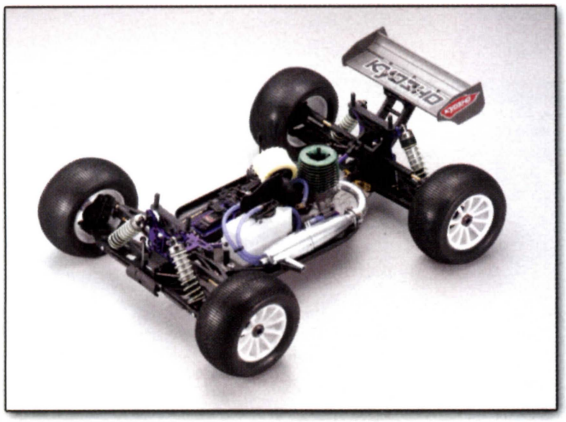


Ample usage of Sharpies on this page.

EASY READ GEARS

It's often hard to read the number of teeth on your spur gear when looking at the miniature molded in markings. To make this easier, use a black permanent marker to color over the numbers on white spur gears, then use a rag to wipe the excess marking away. The black marker will remain in the molded numbers, making them easy to read. You can do the same process with whiteout on black spur gears so that you can read them easily too. And while you're getting crazy with the marker or whiteout, why not make your pinion gears user-friendly as well. Now you'll never have an excuse for installing the wrong gear ratio again.

Inferno



Technical Specifications:

- **Scale:** 1:8
- **Length:** 22.64 in. (575mm)
- **Width:** 16.85 in. (428mm)
- **Wheelbase:** 14.68-14.88 in. (373-378mm)
- **Track width:** 13.90 in. (353mm)
- **Approx. weight:** 151.7 oz. (4300g)
- **Final drive ratio:** 16.54:1

Features:

- **Long Chassis** tested and proven for rock steady stability*
- **Big Bore Shocks** for unmatched performance over rough terrain
- **Lightweight Universal Driveshafts** made from chrome moly steel
- **Low Profile, High Down-force Body** for perfect fitment and looks
- **Extended Wing Mount** improved high speed grip and air handling
- **Wide Offset Wheel Hubs** now increased handling is standard equipment
- **High-Grade (HG) Air Filter** high flowing with a world champ pedigree
- **Legendary Kyosho Quality!**



• Unmatched Precision

Many of the ST-RR's components feature precision grinding, which is a step skipped by most other manufacturers. Precision grinding ensures the most precise fit between axles and bearings, hinge pins and suspension components, ring and pinion gears, and more.



• High-Quality Ball Bearings

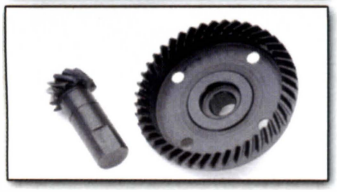
Kyosho specs among the highest quality precision ball bearings throughout the drivetrain to ensure smooth long-lasting performance.





• Superior Stopping Power

The combination of the precision-ground discs and the bonded semi-metallic brake pads produces the best braking performance of any truck on the market. The brakes are incredibly smooth, durable and consistent even in the hottest conditions. You simply won't find higher quality brakes anywhere else.



• Ultra-Strong Chromoly Steel

Used for pneumatic impact sockets and piston rings in automotive engines, chromoly steel is among to most durable metals for high stress applications. That's why chromoly is used for the ring and pinion gears, driveshafts and other components for the ultimate durability.

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Inferno ST-RR Truck #31353B



Winner 2007 Silver State Nitro Challenge

Top Qualifier 2007 ROAR Truggy Nationals

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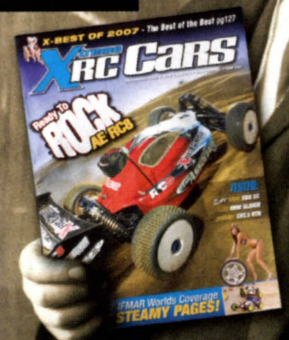
WEIGHTS AND MEASURES

MR. WIZARD, MINUS THE CREEPY OLD MAN IN A SHED

words: Michael Wortel

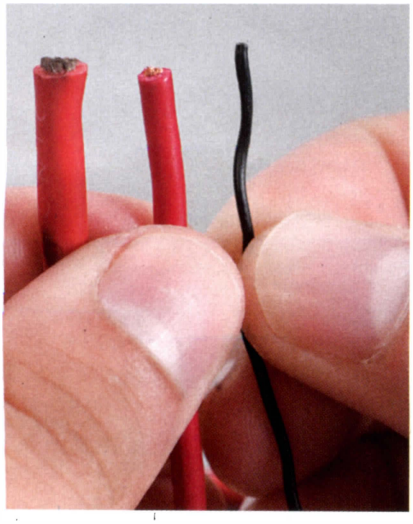


There's a lot of data being thrown around in our magazine and especially in our product reviews. Numbers are everywhere you look. You're not necessarily going to complete derivative functions or the quadratic equation, but there's a good chance that someone used them while engineering and designing your car. You will, however, be faced with units of weight, measurement, velocity, electricity, and combustion, in lots of places. Many aspects of RC are statistically savvy, and understanding all of the abbreviations and designations are important in defining your car and what it's capable of. The following list will explain some of the less obvious terms that you will encounter in RC data, what they mean, and where you'll find them in RC.

The girl flexing in "torque" is stronger than Wort.

PHYSICAL WEIGHTS AND MEASURES

Awg (gauge): This unit is used to give the diameter, or gauge, of wiring and tubes. The lower the gauge, the larger the diameter. Gauge is mostly used to designate wires. For example, a 12-gauge wire is thicker than an 18-gauge, and 18 is thicker than 24.



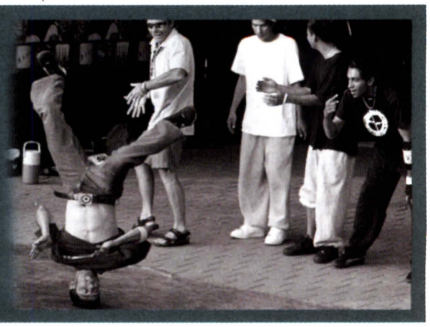
1.00:1 (drive ratio): Drive ratio is the ratio of how many times the engine makes a complete revolution to the amount of times the resulting gear (or wheel) actually revolves. For example, a final drive ratio of 11.8:1 means that the wheels will make one full revolution for every 11.8 revolutions of the motor itself. You'll find primary ratios (spur/pinion), internal ratios (ring/top gear) and final (rotor/wheel) drive ratios.



Torque: Torque is a measure of rotational force, and it's used extensively in engine and motor data, including servos. The RC industry standard is oz.-in. For example, if an engine produces 28.54 oz.-in., it can lift 28.54 oz. using a 1-inch lever. This example is even easier to understand if you imagine a steering servo with a 1-inch horn lifting a weight of 28.54 oz. (The formula looks like this: torque = distance to center x force.)



RPM (revolutions per minute): RPM is a common term in RC that refers to the number of times an engine's crankshaft (or armature) rotates in one minute. In general, the higher the rpm, the more potential there is for horsepower and speed. You'll find rpm in dyno data and manufacturers' engine specs.



XRAY NT1

1/10 LUXURY NITRO TOURING CAR

MADE IN EUROPE SLOVAKIA

Developed, designed & styled by
Dipl. Eng. Juraj Hudy,
Chief Designer, XRAY

AUTHENTIC OPTION PARTS

#331101
Chassis 4mm - CNC Machined - Swiss 7075 T6

XRAY PATENT

#338712
Multi-Flex™
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Swiss 7075 T6 + Graphite Braces

#334141
Lightweight Brake
Disk Adapter
Swiss 7075 T6

#335521
Lightweight Carrier for
2-Speed Gear (2nd)
Swiss 7075 T6

#335531
Lightweight Drive Flange with
One-Way Bearing - Alu 7075 T6

Offset Alu Wheel Hubs (2)
#335250 ° 0.00mm°
#335251 °-0.75mm°
#335252 °+0.75mm°

CVD Drive Shaft - Set - Hudy Spring Steel™
#335205 - Front 55mm
#335305 - Rear 60mm

#333401
Rear Adjustable Anti-Roll Bar - Set

XRAY PATENT

#335100
XRAY Multi-Diff™
• one-way
• solid one-way
• solid axle

#333422
2.2mm
#333424
2.4mm
#333426
2.6mm

Anti-Roll Bar Rear

#338511
Lightweight Clutch Bell
Hudy Spring Steel™

#338531
Lightweight Flywheel
Swiss 7075 T6 - Hardcoated

#338575
Harder Clutch Shoe - Yellow

XCA Alu 7075 T6 Hardcoated Pinion Gear
#338520 - 20T (2nd)
#338521 - 21T (2nd)
#338522 - 22T (2nd)
#338523 - 23T (2nd)

XCA Alu 7075 T6 Hardcoated Pinion Gear
#338515 - 15T (1st)
#338516 - 16T (1st)
#338517 - 17T (1st)
#338518 - 18T (1st)

Composite 2-Speed Spur Gear
#335553 - 53T (2nd)
#335554 - 54T (2nd)
#335555 - 55T (2nd)

#335557 - 57T (1st)
#335558 - 58T (1st)
#335559 - 59T (1st)
#335560 - 60T (1st)

#331221
Foam Bumper - Hard

#331215
Graphite Upper Holder for Bumper

#331201
Composite Wide Bumper

#336155
Graphite Battery Plate

#336040
Graphite Receiver Bracket Set

#336080
Graphite Personal
Transponder Bracket

#336060
Receiver Switch - Set

Front Springs (2pcs)	#338183 (28.5 LB)	#338184 (30.5 LB)	#338185 (33 LB)	#338186 (35.5 LB)	#338187 (38.5 LB)
Rear Springs (4pcs)	#308386 (25 LB)	#308396 (28 LB)	#308387 (30 LB)	#308397 (33 LB)	#308388 (35 LB)

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XRAY
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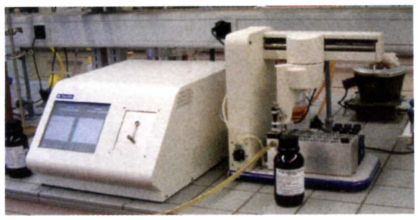
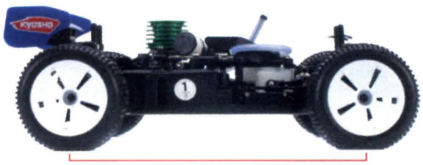
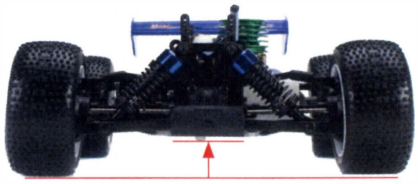
Wt. (shock and diff oils): Shock and diff oils vary in viscosity, and thickness is designated by a number assignment on a relative scale. Viscosity is measured using a device called a viscometer. Liquid is drawn up into one side of a tube and allowed to drain into a cup. The amount of time this process takes determines the weight rating. The lower numbers are less viscous (more runny) than the higher ones. They are usually expressed in two ways, on a scale of tens or 1,000. Different oils can be used to tune the shocks and diffs for specific tracks and terrain.





Wheelbase (X in. (Xmm)): Wheelbase is the measurement of the distance between the center of the front and rear wheel hubs. This value is independent of overall length. In general, a longer wheelbase adds stability but reduces cornering. Wheelbase is a useful tuning aid and is often highlighted in the development of a new kit.



Ride height (X in. (Xmm)): There isn't a universal standard for ride height, but in our magazine, ride height is the measurement of a car's minimum amount of ground clearance. It gives an indication of the surfaces a car can effectively run over, and it's also a very useful tuning aid.

X sec/60° (servo speed): This measurement is the benchmark used to determine servo speed. If a servo's swath is .19 sec, it means that the servo completes a 60° rotation in .19 sec. This number is usually followed with either 4.8V or 6.0V, indicating how much power was used to actuate the servo. Speed will automatically be quicker with higher voltage.

Swaybar rates: Like springs, there's a way of designating compression/depression rates for swaybars. However, they vary between manufacturers, so they can only be used as a relative scale within the same manufacturer. Typically, the swaybar rate is the diameter of the bar, in mm. Therefore, a 2.5mm swaybar is thicker and subsequently stiffer than a 2.0mm bar.



Spring rates: Using different springs on your car can have a dramatic effect on its handling. There is, thankfully, a standardized way of expressing stiffness. The amount of weight in pounds that's needed to compress the spring one inch is the spring rate. If the spring rate is given at 17 pounds, for instance, it means that it took 17 pounds of weight to compress the spring one inch. (The metric conversion is expressed as kg/mm.)



Turning radius (X ft. X in.): The turning radius refers to how much space a car needs to drive in a complete circle. If you were to turn the wheels all the way in one direction and drive, the radius is half the distance across the entire circle. Turning radius is useful because it gives an indication of how much steering a car possesses.



ENGLISH (SAE), METRIC AND TORX

Fasteners (nuts, bolts and screws) are used extensively in RC cars, and depending on where you car is manufactured, it may use different types and sizes of fasteners. Many American manufacturers use English (SAE) sizes of flathead, Phillips, hex and bolts. The sizes are given in inches, e.g., 1/16", 1/8" and 5/64". Most Asian and Japanese manufacturers use the same type of fasteners as SAE, but the sizes are broken down into



SI units, like 1mm, 1.5mm and 3mm. The TORX is a drive type of fastener that is less common but still used. They are seen on some European cars and resemble a star pattern more than any other fastener. They are sized using a capital "T," followed by a number. The larger the number, the farther the point-to-point distance of the screw head. Is any fastener type or unit better than another? No, they all work well for RC, but some are more common than others, and some are more simple to understand. For instance, it's brainless to know that a 2mm hex is bigger than a 1.5mm, but it takes a second to differentiate between a 5/64" and 3/32". And TORX, although effective, can be a pain in the ass to find and replace. The world will never agree on a standard ... anything. So you should probably get familiar with all of them.



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1/10 Truck shown for size comparison

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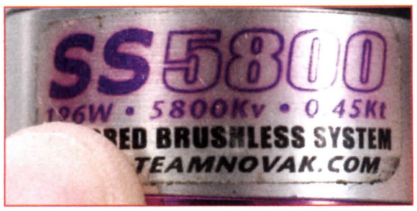
ELECTRIC MOTORS



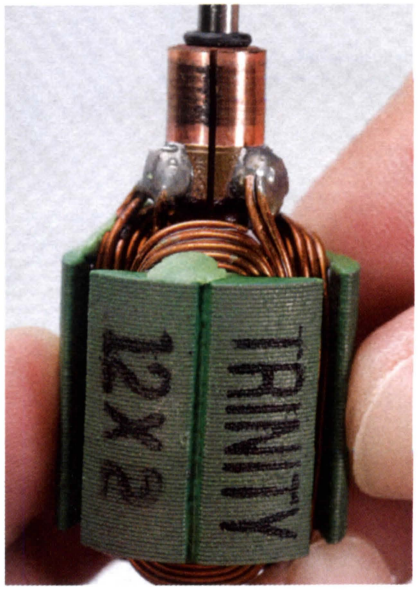
Turns (wind): When you're talking about electric motors and hear 19-turn (19T), the turn refers to the amount of times the copper wire is wound around each armature segment. Motors with fewer turns use a thicker gauge wire, which produces a stronger magnetic field. Low numbers of turns generally equal higher power consumption and production.



kV (kilovolt): A volt is an expression of electromotive force. It basically dictates a "push" of electrical energy. In brushless motors, power is usually expressed in kV. 1 kV = 1000 volts. A motor's kV rating equals RPM per volt - or, how fast the motor will spin per volt given, with no internal resistance. For example, a 4800kV motor will spin 4,800 rpm per volt; with a 7.2v battery, 4,800 x 7.2 = 34,560rpm.

ESC current rating: An ESC essentially acts as your battery's current limiter, which allows you to control throttle and speed. A number that you will find on most manufacturers' specs is a "max current" rating. The higher the maximum rating, the more electrical current the ESC can handle. Some ESCs are rated lower than others, which means they are less capable of handling the current draw of modified motors. In general, the higher the current rating, the more power the ESC can handle and the smoother the delivery.

Single, double, triple ... (electric motors): If you're reading about an electric motor and the motor is described as a 14T double, the double refers to the number of wire segments used to complete the wind. For instance, a double means that two separate wires are wound around the armature. A single uses one continuous strand, and so on. Generally, the lower the number, the more low-end power, and as they increase, the power band becomes more linear.



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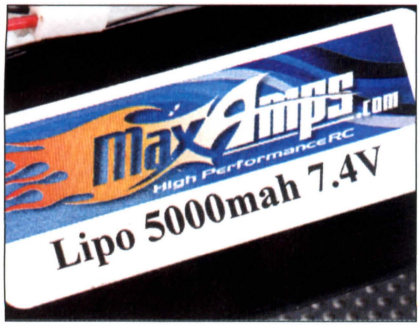
BATTERY PACKS

mAh (milliamp hours): An amp is a measure of electrical current, by second. It's basically a way to express continuous, electrical power. In RC, we use milliamps to designate battery pack capacity, with emphasis on overall runtime. Basically, a 4800 mAh pack will run longer than the same 3800 mAh pack, because under the same discharge current, it will provide a longer duration of energy. Comparing mAh capacity between Li-Po and Ni-MH packs, however, won't give you a very accurate comparison. But if you stay within either battery type, mAh is a good gauge of potential runtime.

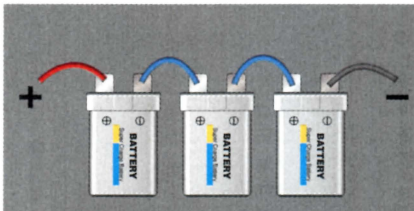




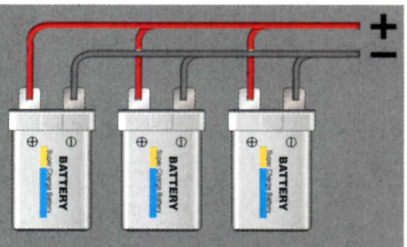
Cell (C rating): Li-Po battery packs have a designated C rating. The C rating corresponds to the pack's discharge current, in amps, divided by the capacity of the pack. For instance, 72A/4.8A = 15C. The higher the C rating, the higher the peak or continuous current draw possible.

Sec (battery packs): This number, on battery packs, refers to how long it took a cell to reach the cutoff voltage at a specified discharge amperage. Divide this number by 60, and that's how many minutes of effective runtime you can expect during racing conditions.





Series (s): Series refers to an electrical circuit and is mostly used in defining Li-Po battery packs. A series means that the voltage increases linearly as you add more cells. For example, a 4S pack has two times the voltage of a 2S pack. Series can also be used if you're hooking up one or more electric motors.



Parallel (p): Parallel is essentially the opposite of series. Running cells (or motors) in parallel doesn't increase voltage, but it does increase capacity. For example, a 2P battery pack has double the capacity of a 1P and so on. This principle, like series, also applies to motors.

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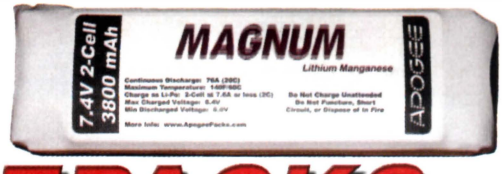

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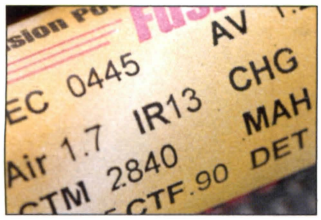
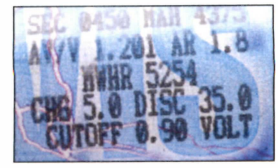
IR (internal resistance): This number may be expressed in milliohms or calculated as a relative measurement. The lower a cell's IR, the better. It's a measure of electrical efficiency. Cells with a low IR deliver smooth, "punchy" power on the track.





CHG (charge rate): This number, on matched cells, is given in amps. It tells you the amp rate at which the cell was charged for testing. It's also a good indicator of which amp rate to charge the pack at for optimum performance.

DIS (discharge rate): This number, in amps, is the rate at which the pack was discharged during the matching process. The higher the number, the more assured you can be that the pack will perform to its claimed specs under high current draw applications. A DIS rate of 30-35A will perform well for all motors, while less than 30 may only perform well for 19T or stock motors.



NITRO TERMS

Horsepower (hp): Horsepower has a slightly flexible definition, but it's a measurement of power. Horsepower = work done/time. Horsepower is a measure of potential energy. When it applies to electrical power, 1 hp = 745.7 watts. As far as mechanical power, 1 hp = 550 ft. lbf/s (or, the amount of work needed to lift 550 foot-pounds, using a pulley, in one second). Horsepower gives a good indication of how much power an engine will produce, especially at higher rpm.



Engine displacement: This value is either given in cubic centimeters or cubic inches. Displacement is the maximum amount of volume inside the piston sleeve when the piston is at full stroke. It determines the amount of combustion possible at any given time, which generally leads to more power. Here's what the formula looks like: π/4 x bore sq. x stroke x number of cylinders.



Bore (Xmm): The minimum diameter of a nitro engine's piston sleeve is known as the bore. A larger bore increases overall engine displacement, which usually results in more powerful, higher-revving engines.



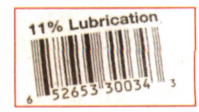


Stroke (Xmm): Stroke is the distance the piston travels in the sleeve. Coupled with the bore measurement, it determines an engine's overall displacement.

X-ports (piston sleeve): Ports are the cutouts on the engine sleeve, and there will typically be between two and eleven. In a two-stroke engine, the ports allow for the air/fuel mixture to occur, and they also make exhaust possible. The way the sleeve is ported can have a large effect on an engine's performance, as it regulates much of the combustion process.



Oil % (in fuel): The nitro methane fuel that your nitro engine burns is more closely related to diesel fuel than the gasoline that powers your full-scale car. Instead of coming from a secondary source, oil is directly incorporated in nitro fuel. Varying percentages of oil can have an effect on its performance and protective abilities.



Nitro % (in fuel): Nitro methane is a highly combustible component of nitro fuel, and it typically varies between 15%–30% in RC fuel. Varying engine sizes can require certain nitro percentages, but the relationship is more based on the engines' specific compression. Typically, engines with more compression require a lower nitro percentage.



The idea for this article came as I was browsing through our newest issue. I noticed that on every page of the magazine, whether it was a review or even an advertisement, there were terms that are very familiar to me right now, but were confusing when I first entered the hobby. Everywhere you look, there are weights, measurements, percentages and numbers that mean very specific things to RC, and are important in understanding how your car works and how to make it behave differently. RC cars are extremely complicated and highly engineered, and slight differences can have a profound effect on how the car handles and performs. Understanding what everything means is the first step toward going faster. ✪

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THE SKINNY



FORTUNE COOKIE SAYS:

"IF DEAL SOUNDS TOO GOOD TO BE TRUE-IT PROBABLY ISN'T!"

words: Brian Skinner

BUYER BEWARE!

I'm not naming any names, but I was at EZ-Lube to get my windshield wipers changed. Yes, it rains in California, but so rarely that the blades dry out in eight months. I had all three of my cars wiper blades changed at this lube chain, because you get free lifetime replacement. As with most big companies these days, when you do business with them, they put your information in a data base for easy reference, not to mention they build a mailing list to bombard you with advertisements…but that's another story. I walked in and told the cashier I've been there before and want new blades installed. Ok the lady says, and punches in my information. Two seconds later my info comes up and only one car is listed, not the car I wanted…hmmm? She looks around some more, and none of the other cars show up. She then tells me I'll have to buy the blades, because my info from the last sale is not in the computer... if in fact, I was at the right place. "Ok," I think, I screwed up and didn't get my van done, but in the back of my mind, I know I did all three cars. Even thought the lady tells me the computer keeps track of all transactions, I went a head and paid full pop for the blades. After they finished it hits me to ask if this transaction is listed, and ask her to bring up my information again. Then the little secret these companies do comes from her mouth without her even realizing it. She says: "Oh, this was a 'quick sale', and does not get entered into your information on the computer." Ah-Ha - the old bait and switch! You have to keep the original receipt with you for life, or you're out of luck. Apparently they can do this "quick sale" thing anytime they want, which is probably anytime you get something that comes with a guarantee, because all of my cars that had this guarantee were not listed. That's sneaky of them if you ask me. Fortunately, once I heard this, I checked the van, and luckily I had the receipt for some reason. I finally got my free wiper blades, and as I drove off, it accrued to me that being a consumer in the US is filled with fine print and loop-holes companies use to get you to buy from them, and not have to follow through on the "supposed" promises they tell you they are offering. It all sounds good in the words they speak to you, but the fine print always leaves them a way out. This is but one example, and there are many others; like when I was at the all-you-can-eat sushi bar the other day. Sure it's all you can eat in an hour, but they dictated the rate in which the sushi was delivered. And when I was showing no signs of slowing down, they shorted the orders, and the cut rolls I ordered were so big an elephant would have gotten full eating them. So the moral of the story, and my New Years resolution is; be more watchful of what "the man" is trying to get me for, and to understand the fine print before I buy. As the Fortune Cookie says this month: "If deal sounds too good to be true—it probably isn't!"

Skinny's on salary?

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

SKINNY



FUNNY PHOTO

The street signs in my new neighborhood are a little confusing. The arrows seem to be pointing me through the neighbors front door!

EURO OIL

I found this new line of oil that's imported from Europe. It's called SIIM and is from a company called Silcar Import. It's silicon base oil for shocks, diff's, and air filters, and Andy swears by it. SIIM is just starting to be distributed here in the States, and if you want to find out about this new product and more, check out: *www.silcarimport.com*



Happy New Year! Its 2008, and I'm clearing space off my computer for this years Skinny photos. I found a few photos that I always wanted to show, but never had the time, so now's the time.

1. Life is sweet in the Jammin' pits. Jay Halsey and Mattie-Matt take good care of the team drivers. Yep, Jay and Matt cook up some good food for the team, and like they say: "A good team travels on its stomach!"

2. Every true racer has a pit mascot, and Bruce over at Xtreme Racing has one of the best. This little guy helps with pre-race jitters by making cool shifting sounds. If you don't believe me try one out, it's entertaining.

3. The ultimate pit bike. Pit vehicles are a status symbol for RC racers, and this 110cc pit bike is on my "A" list. But for ten grand, I'll wait for a salary increase from Velez!

4. It's nice to get out and explore when you're at the race tracks. I found this sweet dam on the other side of the hill from the Silver State track in Las Vegas. I love this photo, and wanted to show it to you…now, what's the name of this dam again?



Hoover Dam, Skinny. Like the president... or the vacuum.



MAGIC 8-BALL SAYS...

For fun, I've decided to ask my Magic 8-Ball questions about what is going to happen in RC. So if you want to ask the 8-Ball a question, email me at: brians@rc411.com. Just so you know, I actually ask the 8-Ball once and shoot the photo, no tricks, and I don't keep asking until I get an answer that I want.

This month's Magic 8-Ball question:

"Are brushless/LiPo motor systems going to take over nitro engines?"

Magic 8-Ball's answer...

My reply is no!



Got a Question OR IDEA?

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




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MONSTER PIT

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



Aluminum – not just for cans!

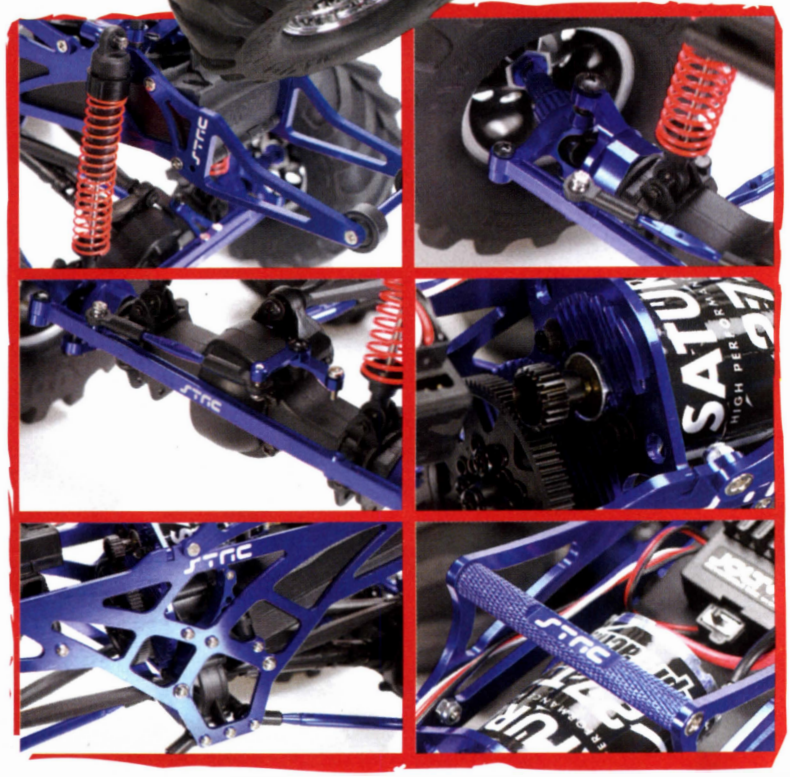
ST RACING CONCEPTS' WHEELY KING OPTIONS

Remember ST Racing Concepts' tricked-out Savage in issue #144? Well, STRC feeds the need for upgrades once again, this time using HPI Racing's Wheely King as their base. Their new lineup of aluminum upgrades for the popular monster truck is sure to hook up the ride and produce some head-turning looks. To see just how extensive their options list is, take a look below:

ST85255_ Aluminum Upper Handle Bar
ST86818_ Aluminum Heatsink Motor Plate
ST85256_ Aluminum Fr/Rr Shock Towers
ST85252_ Aluminum Hub Carriers
ST28525_ Machined Aluminum Steering Knuckles
ST58525_ Complete Wheelie Bar Kit
ST85260_ Aluminum Steering Bellcrank
ST85253_ Aluminum Threaded Shocks (pair)
ST85254_ Machined Aluminum Chassis Plate Set
STA549_ 10mm Extended Axle Kit (4)
ST85263_ Complete Aluminum Suspension Linkage Set
ST85257_ Complete Aluminum Fr/RR Steering Linkage Set
ST85212_ 12mm Aluminum Clamp Hex Adapter (4)
ST85214_ 14mm Aluminum Clamp Hex Adapter (4)

All aluminum parts are available in your choice of silver, purple, or blue (insert "B", "S", or "P" at the end of part numbers depending on color.)

STRC WHEELY KING UPGRADES, $11-$70
WWW.TEAMSTRC.COM



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Front A-Arms
For nitro Stamp., Rust. & Sport
Colors: Black or Blue

Wide Front Bumpers
For Rust., Stamp., Bandit & N/Sport
Colors: Black or Blue

Shock Spring Cups
For Rust., Stamp., Bandit & N/Sport
Colors: Black, Blue, Neon Yellow & Purple

Front & Rear Bearing Carriers
For elect. Stamp. & Rust.
For 5mm & 11mm bearings

Front A-Arms
For elect. Stamp., & Rust.
Colors: Black or Blue

Rear Shock Towers
For elect. Stamp., Rust. & Bandit; nitro Rust., Stamp & N/Sport

Rear A-Arms
For elect. Stamp., & Rust.
Colors: Black or Blue

Rear A-Arms
For nitro Stamp., Rust. & Sport
Colors: Black or Blue

Molded Camber Links
For elect. Stamp., & Rust.

Molded Gear Covers
For Stamp., Rust. & Bandit
Colors: Black or Blue

ESC Plates
For elect. Stamp., Rust. & Bandit
Colors: Black or Blue

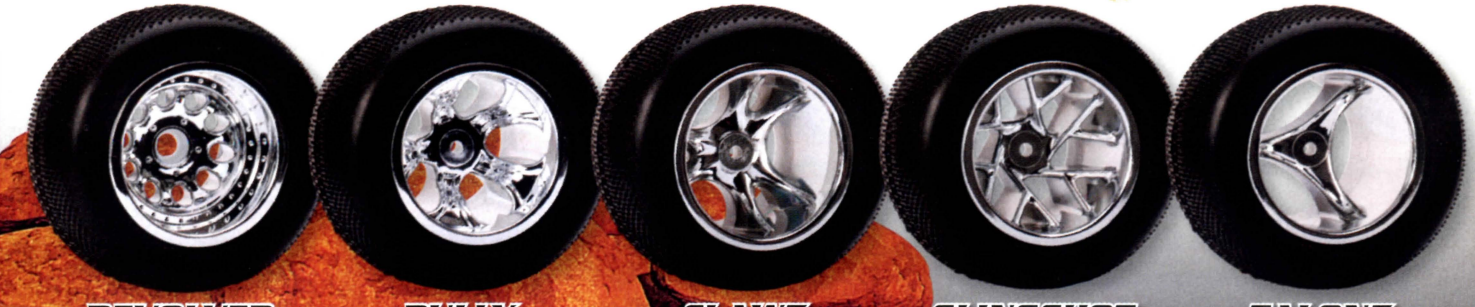
Shock Spring Clips
For Rust., Stamp., Bandit & N/Sport
Colors: Black, Blue Neon Yellow & Purple

Front Shock Towers
For elect. Stamp., Rust., Bandit & Nitro Stamp.

Two Stage Shock Pistons
For all except "Big Bore & Revo"

Caster Blocks
For elect. Stamp. & Rust.

2.2" Truck Wheels



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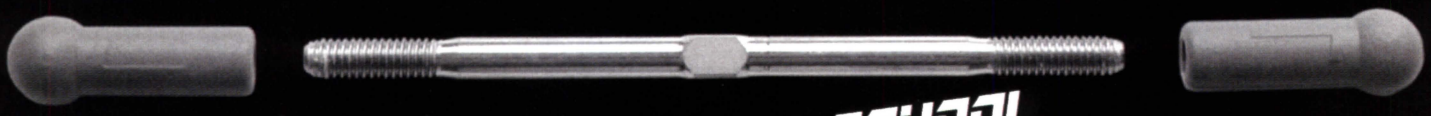
Punisher (3mm) Turnbuckles *Old School*

A true classic designed in the 90s and still delivering lightweight performance today!

New Punisher (black) rod ends. Precision molded in the usa to match perfectly with Punisher 3mm turnbuckles.

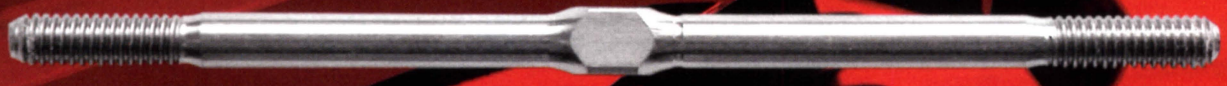


Super Duty (3.5mm) Turnbuckles *NEW SCHOOL*

It's a wrecking yard of pain out there and if you're just too fast, step up to the Super Duty 3.5. This beefy titanium turnbuckle craves the brutality of Nitro and brushless motor action!

New Super Duty (Grey) rod ends. Made exclusively for the Super Duty 3.5mm turnbuckles and snap fit to all popular 4-40 ball studs.

1/8 SCALE BUGGIES AND TRUGGIES



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Sized from 33mm to 130mm



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RAT RODDER

The "old school" Rat Rad body is now available in .060 Lexan plastic. It's manufactured to withstand the toughest abuse, with a clear overspray film, vinyl window masking, and pre-cut decals included. All bodies include a wing with mounting hardware for enhanced performance. This body will fit the Savage, T-Maxx, E-Maxx monster trucks, and AX10 Scorpion with the marked post mounting holes.

RAT ROD TRUCK BODY, AX4016, $36
WWW.AXIALRACING.COM



CRAWLER STYLE

Two of RPM's most popular wheels have been re-engineered to crawler status! Both the Clawz and Revolver are now available in a narrower width, with two different backspace options to alter the track width of your ride. Available in black or chrome, with a 12mm hex drive.

Clawz	Revolver
82202 Black narrow	82222 Black narrow
82212 Black wide	82232 Black wide
82203 Chrome narrow	82223 Chrome narrow
82213 Chrome wide	82233 Chrome wide

$8 (BLACK) / $10 (CHROME) /PAIR
WWW.RPMRCPRODUCTS.COM



HEAVY METAL MAXX

Golden Horizons extends their trick aftermarket lineup with these new shock towers for Maxx trucks. They'll fit both 2.5 and 3.3 version T-Maxx, as well as all E-Maxx monster trucks.

SILVER ALUMINUM SHOCK TOWER, 02188 ($31)
WWW.GHHOBBY.COM



MULTI-FUNCTION-ALITY

Make sure that your flywheel doesn't end your day early, with Integy's Alloy Multi-Function Flywheel Wrench. Available in anodized blue or gunmetal, the wrench features finger grips and multiple pin slots to work with most flywheels.

ALLOY MULTI-FUNCTION FLYWHEEL WRENCH, C22697BLUE / C22697GUN ($16)
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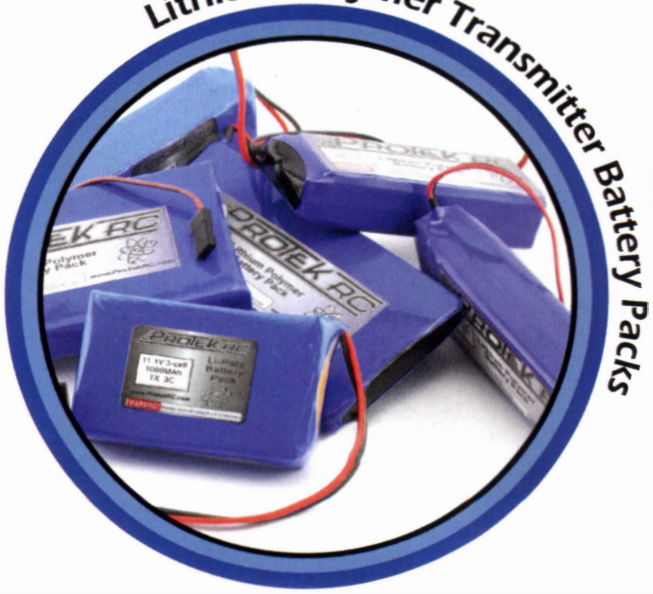

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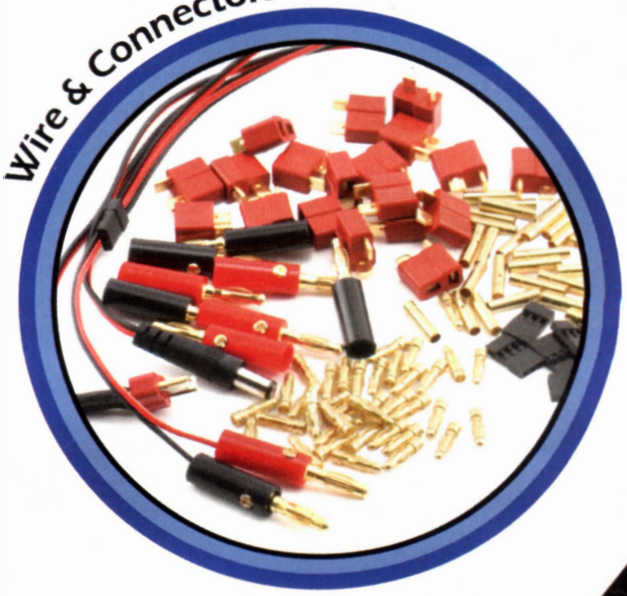

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In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month for the latest on new parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see In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

That Li-Po will "disappear" in James' tool box as soon as it's here!



OFNA

TEMP STIX

There are a few essential tools for nitro RC racing, and among them is a good temp gauge. OFNA is one of the industry's pioneers and leaders in nitro racing, so it was just a matter of time before they released a new temp gauge for the pits. The Temp Stix is small, lightweight, and features a 1:1 digital temperature display with a claimed accuracy of +/- 2%. The Stix comes with a key ring and clip, so you can attach it for convenience and safekeeping. A nice feature is the removable rubber cone, which allows you to probe the engine and point directly down onto the engine block, instead of accidentally taking a reading from the inside of the engine head. These are now available now through OFNA or at hobby stores.

Part #: 10153 **Street Price:** $30
www.ofna.com





TEAM ORION

7.4V RACE SPEC 3600 MAH LI-PO

Although you may confuse this for their 3200 mAh Carbon Series pack, this new Race Spec pack is much more race worthy. Like its predecessor, the new pack is encased in a near bulletproof material, and fits comfortably into almost any chassis on the market. The added 400 mAh will be appreciated by racers for increased runtime, but the most notable improvement is the C rating, jumping up to a "true" 25C continuous. That means the pack will provide a stronger continuous discharge current. Simply put, it can increase speed and punch, especially for high-current modified motors. Orion has one of the strongest race-oriented lines in the entire industry, and the new Race Spec pack gives them more ammo.

Part #: ORI14005 **Street Price:** $100 (approx.)
www.teamorion.com

XRAY

XB8 ACTIVE DIFF



Even though they are a Euro company, XRAY makes adaptations to their kits that are specifically geared to the American market. Their new Active Diff replaces the Torsen-style diff, making the XB8 buggy more suitable for some of the rougher, bumpier surfaces seen in America. The diff uses different angled segments that allow it to engage on-power and increase forward traction and stability. It makes handling more predictable, but it doesn't take away from the "feel," so even the pros will benefit. With its optional internal segments, the diff is adjustable—which adds a whole new dimension of tunability. Anyone who has purchased an XRAY product knows of their paramount parts quality and fit, and the Action Diff does not fall short of XRAY's legendary craftsmanship.



Part #: 355100 **Street Price:** unknown
www.teamxray.com



J-CONCEPTS

ILLUZION B44

Associated's B44 has gained immediate acclaim on the racetrack and has successfully perpetuated AE's winning lineage. J-Concepts is taking the buggy a step further with its new, Hi-Flow body design. The Hi-Flow body incorporates the best of styling, aerodynamics and function, all in one package. The new body features scoops for additional airflow to the ESC and motor. Also present are additional side pod scoops and an upper scoop that can be trimmed for individual needs. The body comes clear, uncut, and wrapped in overspray film, so you're ready to customize your body with any paint scheme imaginable. Window masks, a decal sheet and two 6" wings are included in the package. The Illuzion Hi-Flow is available now!



Part #: 0051 **Street Price:** $17
www.jconcepts.net

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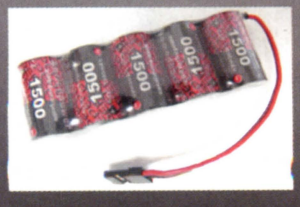

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- Inferno MP777 1/8 Buggy
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HAT TRICK



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Durable, Light, Inexpensive.

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These Ball Bearings are now trusted and being run by some of the fastest racers in the US, such as Andrew Smolnik, Jason Branham, and Gene Hickerson, and the list is growing!

Available in Standard and Ceramic, in sizes to fit most 1/8 Buggies and Truggies.

PRO-LINE



PROTOFORM HARDDRIVE

PROTOform is taking a step into the off-road racing scene with their new HardDrive series of bodies. Modeled from full-scale racing bodies, the HardDrive line is aerodynamic but with some additional bumps and scoops that allow racers to customize the body for increased airflow. The airflow has two advantages. First, it can allow more air to ventilate the engine cooling head, and second, the scoops can be cut out to increase drag and allow for shorter air time. Although big air is good for the "ooh and ahh" factor in RC, it increases lap times. The HardDrive line is concerned with keeping the buggy in the air for less time, allowing racers to use their engines more. This body is specific for Losi's 8ight, but look for it to be available for every racecar in the near future.

Part #: 1494-00 **Street Price:** $28

www.pro-lineracing.com



CROWD PLEAZER 2.0 FOR THE RC8

When a new, race-inspired buggy or truggy hits the market, it's just a matter of time before Pro-Line makes one of their race-proven Crowd Pleazer bodies to replace the stock model. Associated's RC8 is already a hit on and off the track, and now you can officially achieve Crowd Pleazer status. The body incorporates low, aerodynamic lines that are both attractive to look at and are engineered for optimum track performance. This 2.0 is made of tough but light 040" Lexan. It comes with window masks and is wrapped in clear overspray film.

Part #: 3260-00 **Street Price:** $28

www.pro-lineracing.com

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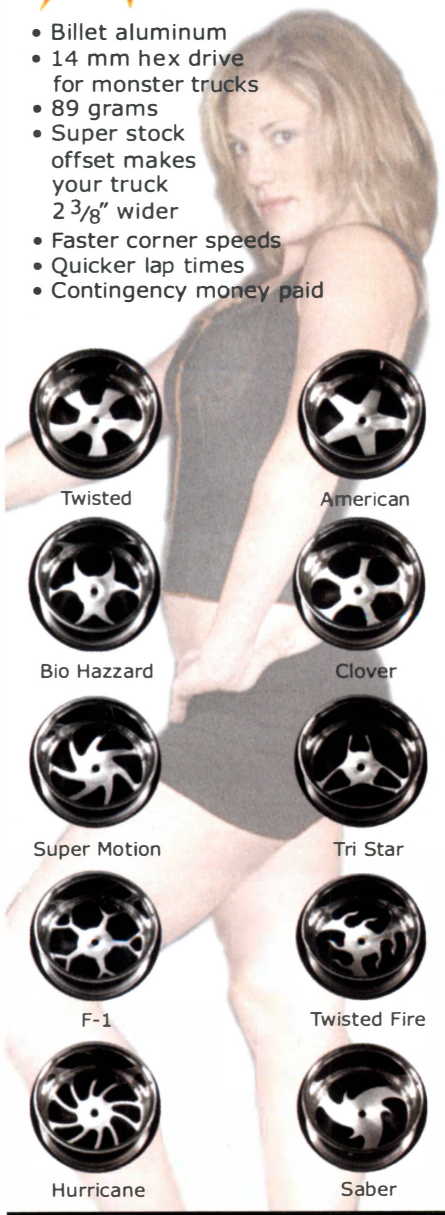

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Silver State Nitro Challange • 1st Unlimited Truggy - Chad Bradley

JAMMIN X1CR

X1-CR Factory Team Edition
#34959

Now Includes
- 5mm Front and Rear Shock Towers
- Captured Hinge Pins / No E-Clips
- Front Lower CNC B Block
- Fiber Brake Disks
- Big Bore Shocks with Threaded Shock Bodies





4 OUT OF 5
2005, 2007 ROAR NATIONAL CHAMPION!
2005, 2006 RC PRO NATIONAL CHAMPION!

PRO-LINE
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JAMMIN X1CRT

Both Pro Kits Feature
- Lower CG Components Provide Faster Response and Greater Stability
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- New Steering Geometry Reduces Bump Steer
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- Big Bore Shocks w/Threaded Shock Bodies
- Laydown Steering Servo
- Front/Center/Rear Universal Joints
- Lightened Front and Rear Billet Chassis Stiffeners
- Carbon Fiber Front Top Plate, Radio Tray, an Center Diff Plate
- 3mm CNC Billet Chassis
- Captured Hinge Pins / No E-Clips
- Front Lower CNC B Block
- Fiber Brake Disks

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

X1-CRT #34963

Features
- Pro-Line Crimefighter MT Tires w/Jammin Dish Wheels
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JAMMIN' X1 CRT

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X1-CRT RTR #34962

- Pre-mounted Brick Pin Tires on Jammin Dish Wheels
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- Molded Front/Rear Chassis Stiffeners
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- Shaft-Start System
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BOTH RTR INCLUDE: Force .28 Engine, 2-Channel Radio System w/ rechargable receiver pack, Glow Igniter, Fuel Bottle, Pre-Mounted Tires, and Shaft Start System

JAMMIN' X1 RTR

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- Aluminum Radio tray/Top Plate/Brake Brace
- Molded Front/Rear Chassis Stiffeners
- Unique T-Bolt Kingpin Design
- Shaft-Start System
- Fully Assembled

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Both pipes available in Polished or Hard Coated

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Great for low to mid range power

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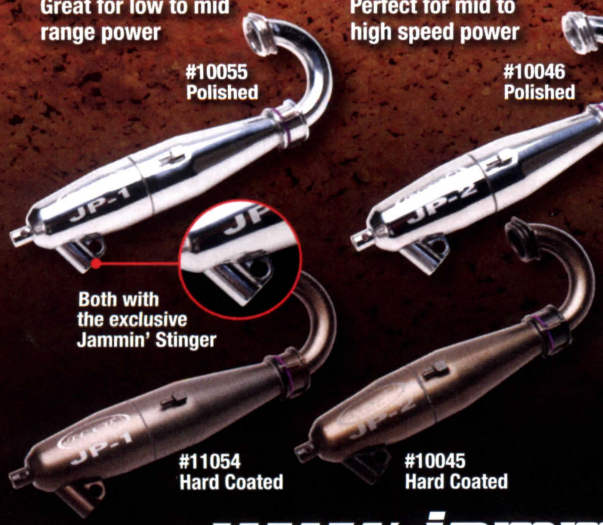

Jay Halsey

1st IFMAR OFF-Road World Champion

1st ROAR OFF-Road National Champion

1st ROAR Unlimited Monster Truck National Champion



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#1565 MIP Ball Diff Kit for Losi Mini LST (Fr/Rr)



#1563 MIP Hard Coated Lightweight Top Gear for Mini LST



#1568 CVD™ Kit for Losi Mini LST (Center)
#1567 CVD™ Kit for Losi Mini LST (Fr/Rr)







#1658 MIP Alloy Outdrives (2) for Kyosho Mini Inferno

#1652 MIP Ball Diff Kit for Kyohso Mini (Fr/Rr)
#1653 MIP Center Ball Diff Kit for Kyosho Mini

#1655 CVD™ Kit for Kyosho Mini Inferno Buggy (Fr/Rr)
#1656 CVD™ Kit for Kyosho Mini Inferno ST (Fr/Rr)





#1657 MIP Aluminum Center Bones for Kyosho Mini Inferno

A NEW MUST HAVE FOR EVERY TOOLBOX!

MIP Bearing Juicer!

In almost every case; clutch bearings don't get the maintenance they need. MIP has the solution, the MIP Bearing Juicer™. This two-piece device will allow you to regrease 5 x 10mm shielded bearings quick and easy. An added benefit is while installing new MIP Orange Grease the old lube will squeeze right out. It's simple to use, and really works! It seals both inner and outer bearing races, allowing grease to be forced around the bearing front shield, through the ball bearings, and out the back shield.

#1660 MIP 5x10mm Bearing Juicer™ Kit
$1661 MIP Orange Grease 4cc (included with Kit)



www.miponline.com

MOORE'S IDEAL PRODUCTS
830 W. Golden Grove Way
Covina, CA 91722 USA. 626.339.9008

» RUMOR MILL

We'll get right to it, with the **rumor of the month**: that a major US touring race is not only going to allow stock-level brushless racing in 2008—they are going to **do away with the brushed classes** altogether. One of the major hang-ups has always been figuring out how to get a stock motor on an even playing field with a similarly-tuned brushless. Well, getting rid of the stock motors is certainly one way! Does this trend **spell doom** for traditional brushed-motor racing?

As brushless motors and today's batteries grow in power production, some **until-now impossible** things are also starting to take shape. Electric 1/8-scale on-road? Buggy? Electric 200mm on-road? It may sound a bit odd, but people said the same thing about 1/18-scale when Losi first released the Mini-T—and **look at the market now.** Nitro certainly isn't going anywhere, but there's no debate that bigger is better for spectators, and with touring racing lagging a bit (okay, **more than a bit**) behind off-road in terms of national media coverage and real race payouts, it won't be long before somebody tries to produce a **bigger and more durable** race car.

With indoor season in full swing, Jaco made an interesting (and great, for racers) move by dropping foam tire prices by a few dollars. Merchants reacted in most cases, allowing us all to get tires for **a few bucks less.** We have no idea if this is permanent or not, but it is a step in the right direction for TC racing: the lower the entry and recurring cost, the more likely we'll see people hopping on board.

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

NEXT KYOSHO EVOLVA ALREADY A CHAMPION

It's not often that a many-time championship-winning chassis receives a complete overhaul, but Kyosho has done just that with the Evolva M3. They kept the core suspension geometry intact from the previous car, but thoroughly combed over the chassis and related components to make it both thinner and lighter, all while lowering the car's overall center of gravity. Many of the composite bits of the car have been updated as well, in most cases to strengthen the design and add a few new tuning options.

The car made its race debut at the recent 1/8-Scale World Championships in Argentina, where it didn't just perform—it captured the title, behind the capable hands of Lamberto Collari, winning his astonishing 8th IFMAR title, and his third straight 1/8-scale title for Kyosho, dating back to 2003. There were a total of four M3 prototypes in the A final, with Collari's teammate Chris Tosolini finishing on the final podium spot, a scant 6 seconds behind Collari's time. If you've never seen 1/8-scale on-road racing in person, be sure to find a video of it on the net and take a gander—it's quite a spectacle.

www.kyosho.com





Shane showed no love for the guy who finished in second.

STATE OF THE ART...



• The GFX uses LINEAR (constant current) charge and discharge technology. This is the ultimate "clean power" for your batteries and motors. GFX discharge results compare directly with cell labels.

• Many PRO drivers choose Competition Electronics products for their performance and reliability. Our products are designed to be upgradable for a long service life.

Turbo 35 GFX
#CEI-3760

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- *Exceptional service and support is just a phone call away.*
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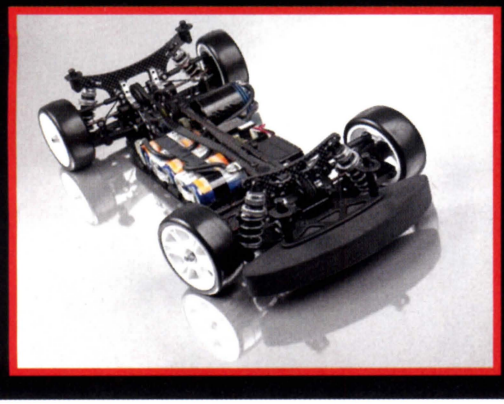
T2'008 ARRIVES IN TRIPLICATE

Remember the big 5-cell touring debate last year? Well, XRAY has marked the occasion by becoming one of, if not the first manufacturer to offer a pure-bred 5-cell racing chassis in full kit form. The brand-new XRAY T2'008 kit is available in three different versions: the US Foam-Spec (#31002), the Europe Rubber-Spec (#31011), and the Europe 5-Cell Rubber Spec (#31000). The US car includes a thicker 3.5mm chassis and a wider, thicker upper deck and braces, ideal for the rigors of indoor carpet racing. The European versions both include a narrower 2.5mm chassis more ideal for outdoor racing, and the 5-Cell version has been specially designed and balanced for 5-cell racing, allowing you to more easily add weight to any spot on the chassis to meet the minimum requirements for your class, rather than just using a dummy cell. Of course, there's nothing stopping you from running a European version here in the 'States either! You will hear a lot more about the T2'008 in coming issues, and probably everywhere else, so stay tuned.

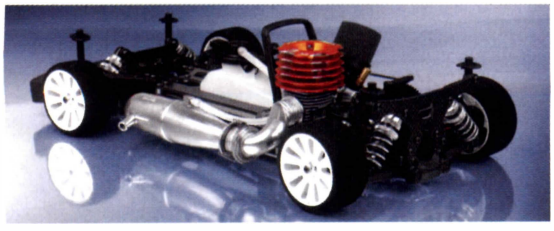
www.teamxray.com



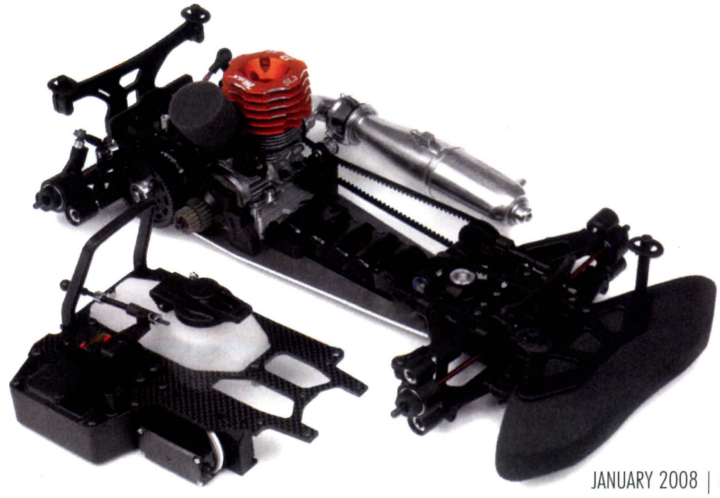
XRAY NT1 SPEEDS INTO THE NEW YEAR

To all of those who complained about the "car of the year" philosophy that some manufacturers have seemingly employed recently, XRAY has something to say: not us! Of course, it helps when your latest car has been so good, there's not much reason to change. Around this time last year we were talking about the brand new XRAY NT1, and now we're telling you about a great deal for racers everywhere: instead of releasing a new car, XRAY is instead offering the same NT1 at the same price, but including a free pair of Hudy Spring Steel CVDs for the front of the car, an upgrade over the car's standard driveshafts. If you're an owner of the NT1, don't be alarmed when you see the 2008 Edition of the NT1 on store shelves—it's still the same great car you're already driving, it just has an extra incentive for newcomers.

www.teamxray.com







E-MAXX®

The Ultimate Snow Monster!

The Traxxas E-Maxx® is the first Ready-To-Race® monster that doesn't stop when the going gets wet. Sealed electronics and waterproof servos allow E-Maxx to blaze new trails through water, mud, and snow that stop others dead in their tracks. To go along with the torquey 16.8 volt EVX-2™ dual-motor power system, key improvements have been engineered into the suspension, driveline, chassis, and electronics to make this the toughest, most versatile E-Maxx ever. The new E-Maxx is equipped with Revo sealed pivot ball suspension; dual-servo steering; an all-new transmission; Revo sealed differentials; and a new, longer chassis. And that's just the start. Everywhere you look on E-Maxx, Traxxas engineers have thoughtfully integrated new enhancements and features that make E-Maxx stronger, easier to use, and most importantly, more fun!



Go Ahead! Get it Wet!

Sealed Radio Box



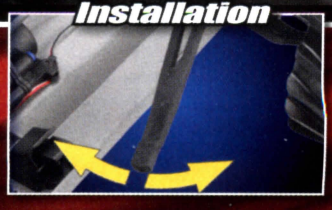
The four-channel receiver is installed into an O-ring sealed box. The clever, patent-pending design seals the wires exiting the case making it possible to use aftermarket radio systems.

Dual-Servo Bellcrank Steering



Dual waterproof high-torque servos drive a new heavy-duty bellcrank steering system. The integrated servo saver and smooth ball bearings combine with the dual-servo muscle to deliver the most powerful and precise Maxx® steering system ever.

Easy, Fast, Battery Installation



E-Maxx innovates with simple snap-lock battery hold downs. Press a lever to release, snap them in to lock. Securing your batteries takes just seconds and there are no clips to lose. The battery compartments are scaleable to fit today's battery technology and beyond.

70% OF THE EARTH'S SURFACE IS COVERED WITH WATER.

BRING IT ON!



Optional single motor mounting plate, gear cover, and two speed kit shown (sold separately). Allows factory clean installation of aftermarket brushless systems.

Brushless Ready

E-Maxx is equipped with an all-new transmission that's been engineered to handle nearly 2½ times more torque than the original, and yet do it in a more compact package. Extra-wide gears, smart use of steel components, and the Revo-Spec Torque-Control™ slipper all combine for the strength needed to handle the extreme power and torque that's possible with today's battery and motor technology. The design positions the motors closer to the chassis for a lower CG and improved handling. An optional bolt-in two-speed is available for shift-on-the-fly gearing options.

Brushless Tough Driveline

Watch the 55+mph V-Twin brushless concept truck give the drive system the ultimate torture test online at Traxxas.com.



TRAXXAS



This review was a collaborative effort.

XRAY XT8 TRUGGY

TRUGGIES GET LUXURIOUS

1:8 | NITRO | 4WD

words: Brian "Skinny" Skinner | photos: Carl Hyndman

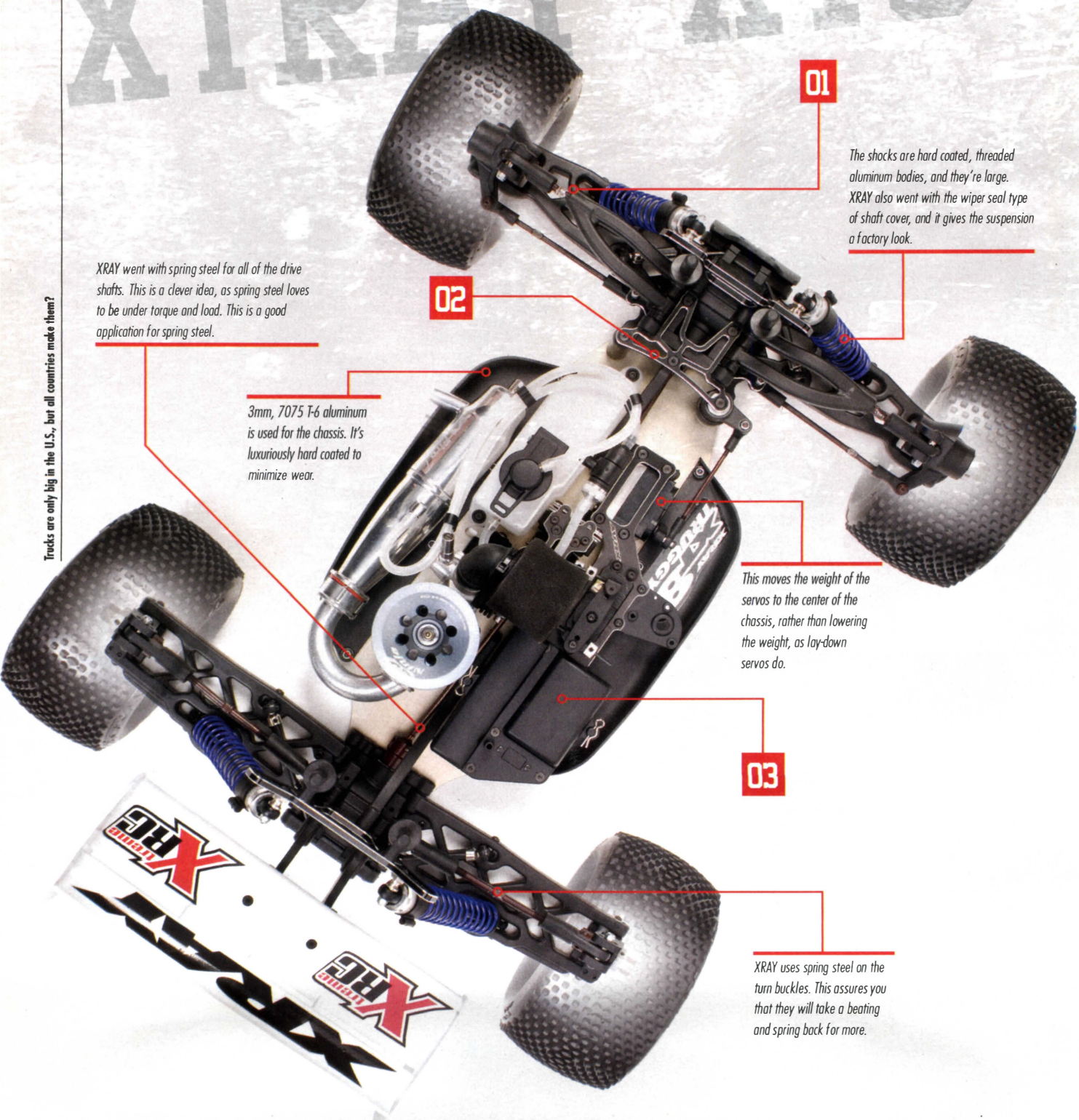
I've watched factory XRAY driver Josh Wheeler pilot the new XT8 truggy all season, and I've wanted to drive this new truggy for a while, now. So when Derek (that boss of mine) asked me to review the luxurious XRAY XT8 truggy, it was with great pleasure that I said yes. As most of you know by now, XRAY makes some nice products, and the new XT8 is a continuing trend in the luxury line of racecars that they make. After all, it's not often that you get to roost an XRAY car without having to worry about putting it through a torture test—with all the consequences. To that end, I built the XT8 and hit the track to see what this new truggy has to offer, and I've come back to tell you that I was not disappointed. Let's go in for a closer look, and see why XRAY calls this their luxury truggy!

Thank you Jeff for the wraps. You saved the day.

XRAY XT8 TRUGGY

PART #: 350200
STREET PRICE: $690.00 (Kit only, price may vary)
PRICE AS TESTED: $1,710
SETUP TIME: 9 hours
EXPERIENCE LEVEL: Novice-Advanced

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



The shocks are hard coated, threaded aluminum bodies, and they're large. XRAY also went with the wiper seal type of shaft cover, and it gives the suspension a factory look.

XRAY went with spring steel for all of the drive shafts. This is a clever idea, as spring steel loves to be under torque and load. This is a good application for spring steel.

3mm, 7075 T-6 aluminum is used for the chassis. It's luxuriously hard coated to minimize wear.

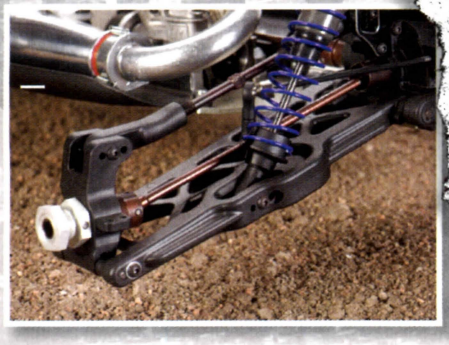
This moves the weight of the servos to the center of the chassis, rather than lowering the weight, as lay-down servos do.

XRAY uses spring steel on the turn buckles. This assures you that they will take a beating and spring back for more.

Trucks are only big in the U.S., but all countries make them?

01 ARMED FORCES •

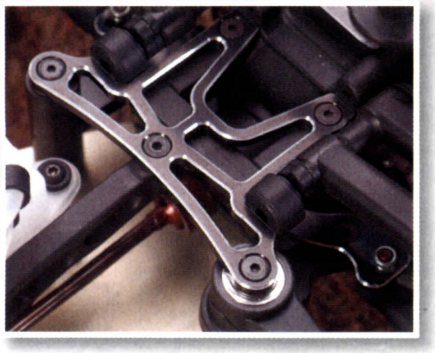
When XRAY uses the term "luxury," they're not talking about rich Corinthian leather seats! No, they're referring to well-designed parts and quality materials. Just look at the suspension: beefy virgin plastic A-arms, spring steel drive shafts, and everything's well designed, with attention to detail ... like the sweet captured hub carrier pin, or the shock shaft wiper seals that take the place of the "old school" shock booties.

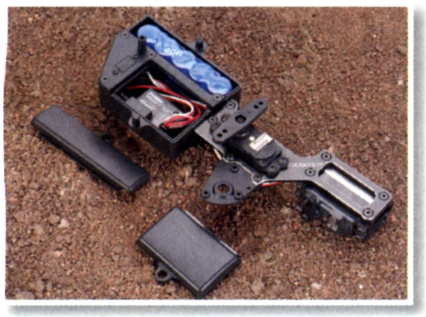


> "When XRAY uses the term 'luxury,' they're not talking about rich Corinthian leather seats!"

02 SWISS CUT BEEF •

XRAY uses Swiss 7075 T-6 aluminum throughout the chassis (same as any 7075 aluminum, just made in Switzerland). This is a robust material for RC use. XRAY uses it sparingly, but in the right places, which makes the XT8 light and strong. As always, XRAY includes its stylish black finish with machined edges to give it a luxurious silver-edged look. Often imitated—never duplicated!





03 TRAY-MAGNIFIC •

I like a good radio tray, and XRAY has a pretty nice one. It's a one-piece design to help stiffen the chassis, but what's really nice is the radio box. It has lots of room for all the wires, and you can run any receiver with all the room it has. This is one feature I consider luxurious.



VEHICLE INFO

CHASSIS

LAYOUT:	Single deck with upper braces
THICKNESS:	3mm
MATERIAL:	7075 T-6 Aluminum
TANK CAPACITY:	125cc

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Hudy spring steel
STEERING:	Dual bellcrank
SWAYBARS (F/R):	Front and rear, adjustable

SHOCKS

BODIES:	Big bore threaded aluminum (hard coated)
DAMPING (F/R):	Hudy 600cst
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Dark blue / Dark blue

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF. FLUID:	7,000 wt., 10,000 wt., 7,000 wt.
AXLE TYPE:	Universal drive
TRANSMISSION:	One-speed
SPUR GEAR MATERIAL:	Hudy spring steel
CLUTCH:	3-shoe aluminum
BEARINGS:	Rubber/metal-shielded

GEARING

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

BODY, TIRES & WHEELS

BODY:	XRAY XT8
TIRES (F/R):	XRAY, THRX + foam insert
DIAMETER/ WIDTH:	N/A
HEX SIZE:	17mm
WHEELS:	XRAY, Starburst aero disk

DIMENSIONS

WEIGHT:	9 lbs., 2 oz. (4173g)
TRACK WIDTH (F/R):	16.80in. (426.7mm)
WHEELBASE:	14.29in. to 14.48in. (363mm to 368 mm) (adjustable)
RIDE HEIGHT	1.48in. (37.5mm)

Better time management makes life easier.

XRAY XT8 TRUGGY

1:8 | NITRO | 4WD

TESTING

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

ACCELERATION AND SPEED • The Ninja .28 is a brutal engine that has gobs of torque, but that's okay because the XT8 likes it that way. When I first put it on the track and pulled the trigger, the XT8 wanted to wheelie, but that was due to the clutch being brand-new. Speaking of the clutch, XRAY has one heck of a clutch combo. Their design and material selection makes for one powerful clutch. It's a perfect match for a big block engine and really hooks the power up … which is great for a truggy. The XT8 has a truly luxurious wheel base setup, loves to go fast, and is well suited for powerful engines.
Rating: 9/9

BRAKING • Braking is powerful and linear, and showed no signs of fade during my testing. The XT8 has laser-cut ventilated rotors with Ferodo-lined calipers, and with that combination, there's not much to go wrong. One issue I did encounter was that the brake adjust rods seemed close together, which made "on the fly" brake adjustments a little more tedious. I had a hard time getting my fingers around the front brake adjuster because they were too close to each other. Aside from that little hiccup, I liked how the brakes felt.
Rating: 8

LOW-SPEED HANDLING • The XT8 is a plush truggy, and at slow speeds it felt stable and rolled through bumps well. On the other hand, the front pushed really badly when trying to turn sharply off-power. Granted, the track at Revelation (when dry) is challenging for any car, but this seemed a little more to do with setup. For this test (as with most car reviews), I use the recommended setup and go from there. I'm not sure if it was the Thrax tires or the steering setup, but I could tell that a little more time spent with setup was needed, and would help make this issue better. I've watched Josh Wheeler race, and I know that the XT8 is better than what I experienced during my test.
Rating: 7

HIGH-SPEED HANDLING • High-speed handling means "fully at home" for this truggy. When you're driving the XT8 aggressively, the truggy is truly happy. This is where you say oh, I get it, this is the luxury part of the XRAY. Never have I driven a truggy that looked and felt so fast out of the box. The XT8 had pro-like demeanor—even if I wasn't driving like a pro. If I was landing from a jump and blipped the throttle, the XT8 would suck itself down and take off. It felt like I was on autopilot when drifting through corners; it would just smoothly drift along no mater what I did. In general, the XT8 is very neutral in handling, and responds to what you ask of it. As with the low-speed handling, I could tell that the stock setup was a little off for tracks here in the States, but it's one of the most well-mannered truggies I have tried. Not only that, but it made me feel like I knew what I was doing!
Rating: 9

Photoshoots are entertaining.

TEST GEAR

RADIO:	Futaba 3PM 2.4GHz, FUTK2020, **$190** (in combo)
RECEIVER:	Futaba R603FF, **$190** (in combo)
STEERING SERVO:	KO PDS-2386, KOP30047, **$170**
THROTTLE SERVO:	KO PDS-2368, KOP30046, **$190**
ENGINE:	Mugen Ninja .28, M01A, **$310**
PIPE:	VXR Fire-T, VXR-NPBT210, **$85**
RECEIVER PACK:	OFNA 1600mAh flat pack, 10201, **$30**
BODY WRAPS:	XXX Main Xplosion Truggy (red), **$20**
FUEL:	Byron Fuel Race Blend 3000. Part# 3130034, **$25**

CONTACT

XRAY (Dist by RC America):	www.rcamerica.com
KO PROPO:	www.kopropo.com
BYRON:	www.byronfuels.com
VXR:	www.vxrracinguso.com
OFNA:	www.ofna.com
MUGEN SEIKI:	www.mugenseiki.com
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THE SHAPE OF THINGS TO COME

INTRODUCING THE SPEKTRUM DX3R

For over two years now, racers have relied on Spektrum's patented DSM® technology to win. Drawing from the extensive track experience of these racers, Spektrum™ engineers have created the DX3R—Spektrum's first pro-class racing system with lightning-quick DSM2™ technology.

DSM2—*This* Is Fast

In addition to unparalleled freedom and interference protection, DSM2 has a faster response time than any other spread spectrum or PPM system. With it, you will be able to hold the line around a track with a level of precision unlike anything you have experienced before. And because DSM2 uses direct sequence spread spectrum technology, you'll maintain this superior response rate no matter how "noisy" the 2.4GHz environment gets.

Form Shaped by Function

The DX3R's control wheel can be adapted for right- or left-handed drivers with just a few minutes of adjustment. The thick rubber comfort grips on the handle and control wheel are specifically designed with long A-mains in mind. And because the power requirements of the DX3R can be met with a smaller battery, its overall weight is significantly less than a conventional racing system.

Intuitive Programming

Instead of a bewildering array of buttons and dials, DX3R programming functions are accessed and adjusted using a single rolling selector button located within easy reach of your thumb as you hold the radio. The generously proportioned LCD screen is angled for easy viewing while holding the radio, so you can clearly see the adjustments you make.

Programming features include:

- ModelMatch™ 30-model memory
- Digital trims
- Graphically depicted exponential
- Graphically depicted throttle, brake and steering curves
- Graphically depicted travel adjustment
- Trim rate adjustment
- Steering dual rate
- Adjustable frame rate
- Servo monitor
- Switch assignment
- Model reset
- Model copy
- Sub trims
- 3 timer functions: countdown, count up and integrated
- 2 mixes



SPM3100

The DX3R comes with the new SR3100 DSM2 3-Channel Race Receiver. The SR3100 takes full advantage of the superior speed and 12-bit resolution of DSM2 technology. Plus, it weighs just 6 grams.



This is the competitive edge you (and everyone you race against) have been waiting for.

Visit your favorite Spektrum retailer today or check out www.spektrumrc.com to find one near you.

SPEKTRUM
Leaders in Spread Spectrum Technology

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10322

XRAY XT8 TRUGGY

1:8 | NITRO | 4WD

ROUGH-TRACK HANDLING • Revelation has a well-maintained track and rarely gets blown out. This was the case when I did the testing. I found a couple of bumpy places to see how the truggy felt, but not as many as I would have liked. Still, I got an idea how the XT8 feels, and other than the stock setup recommendations, the truggy is pretty dialed for rough stuff. After all, it is a truggy, and truggies are hardly phased by rough conditions. XRAY did a good job on the geometry of the XT8, and it's a well-planted vehicle.
Rating: 8

JUMPING • I loved this truggy for jumping! It feels very neutral in the air and does what it's told. You can attack a jump and not really worry about what the XT8 is going to do. It will simply level off, as if it didn't want to crash. It responds to input well, and is predictable when jumping. I enjoyed it the most when doing the photos for the jumps.
Rating: 10

WRENCHING

MAINTENANCE • This is where XRAY luxury shines. It's as if I didn't build it, and it went together rather smartly. XRAY is known for making quality car kits, and this one will not disappoint. Everything is laid out well with quality parts construction and one of the best instruction manuals in the industry. If you love building car kits, then you will love building the XT8.
Rating: 10

WEAR AND TEAR • XRAY is at the top of the class when it comes to parts quality and component choice, so it goes without saying that the XT8 will get high marks. Will it last forever? No. Will it be at the top of the wear-and-tear list? Yes. XRAY is a quality company, and you can rest assured that the XT8 will be ready for your next race, just like the other top companies in our industry. For my test, I had zero problems, and nothing broke or came off. As with the other top-of-the-line car tests, I did have some bolts start to come loose, but that is to be expected with a new car.
Rating: 9

TUNING • XRAY cars are a tuner's dream, and the XT8 is one of those cars. Not only does it have all of the tuning options of other cars, the XT8 (like its little brother, the XB8) has the Hudy touch of adjustable hinge pins throughout. Simply changing the clever hinge pin blocks allows you to easily change A-arm angle, C-hub angle, as well as the upper A-arms. The XT8 will be a snap to set up for any racetrack you happen to race.
Rating: 10

CONCLUSION

The XRAY XT8 is a truggy of considerable value. It has all "the good stuff" you could want in a truggy. It has great parts finish, a well-thought-out design with sweetly machined aluminum parts to reduce weight, and it's a beautiful truggy to look at. Couple that with the performance of this baby, and I'm sure you will smile from ear to ear. Think of it like this: If you were buying a luxury automobile from Europe, the XT8 would be like buying a BMW, Audi, or maybe even one of those Mercedes Unimogs—you know, the things that can go anywhere, even over the track pipes! ✪

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Best instructions and tuning guide in the business
- The best parts, finish, and quality around
- Once dialed in, the XT8 makes you look like a pro

MISSES

- Base setup misses the mark for US style tracks
- Center chassis braces seem a little too far apart, and the center part of the chassis flexes more than I care for

MAIN COMPETITION

Kyosho MP777-WC, Losi 8IGHT-T, Mugen Seiki MBX5R, Jammin Products X1CR

WHO IT'S FOR

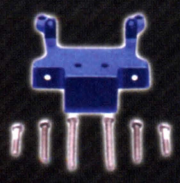
Anyone who loves 1/8-scale luxury truggies, and is not afraid to use one

Skinny durability tests everything to the extreme.



High Quality Machined Aluminum Option Parts!

Losi Micro-T
Front Bulkhead



2865 - Blue - $7.99
2866 - Silver - $7.99

Losi Micro-T
Arm Mount



2869 - Blue - $7.99
2870 - Silver - $7.99

Losi Micro-T
Arm Brace



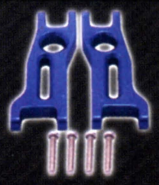
2871 - Blue - $8.99
2872 - Silver - $8.99

Losi Micro-T
Gear Box Cover



2877 - Blue - $16.99
2878 - Silver - $16.99

Losi Micro-T
Front Lower Arms



2883 - Blue - $10.99
2884 - Silver - $10.99

Losi Micro-T
Rear Lower Arms



2885 - Blue - $13.99
2886 - Silver - $13.99

Losi Micro-T
Front Shock Tower



2887 - Blue - $12.99
2888 - Silver - $12.99

Losi Micro -T
C Hub Set



2897 - Blue - $9.99
2898 - Silver - $9.99

Losi Eight B / Eight T
Center Diff Mount



4001 - Copper - $44.99
4002 - Titanium - $44.99

Losi Eight B / Eight T
Front Spindle Carriers



4005 - Copper - $44.99
4006 - Titanium - $44.99

Losi Eight B / Eight T
Front Top Brace



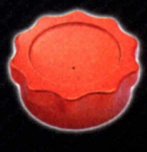
4013 - Copper - $34.99
4014 - Titanium - $34.99

HPI Baja 5B
Spur Gear Mount



2671 - Orange - $54.99
2672 - Silver - $54.99

HPI Baja 5B
Gas Cap



2675 - Orange - $44.99
2676 - Silver - $44.99

HPI Baja 5B
Clutch Bell Carrier



2677 - Orange - $59.99
2678 - Silver - $59.99

HPI Baja 5B
Rear Upper Arms



2695 - Orange - $59.99
2696 - Silver - $59.99

HPI Baja 5B
Rear Lower Arms



2699 - Orange - $99.99
2700 - Silver - $99.99

Losi Mini LST
Rear Top Chassis Brace



2957 - Blue - $28.99
2958 - Silver - $28.99

Losi Mini LST
Hinge Pin Mounts



2959 - Blue - $18.99
2960 - Silver - $18.99

Losi Mini LST
Front Shock Tower



2961 - Blue - $15.99
2962 - Silver - $15.99

Losi Mini LST
Gearbox Brackets



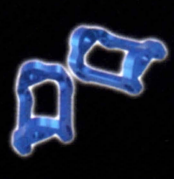
2963 - Blue - $19.99
2964 - Silver - $19.99

Losi Mini LST
Bumper Braces



2965 - Blue - $19.99
2966 - Silver - $19.99

Losi Mini LST
Castor Blocks



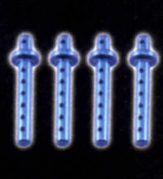
2967 - Blue - $19.99
2968 - Silver - $19.99

Losi Mini LST
Chassis Side Rail



2969 - Blue - $46.99
2970 - Silver - $46.99

Losi Mini LST
Body Post Set



2977 - Blue - $6.99
2978 - Silver - $6.99

Losi Mini LST
Center Tranny Case



2971 - Blue - $29.99
2972 - Silver - $29.99

HPI Savage X
Bulkhead Brace



2090 - Purple - $18.99
2091 - Silver - $18.99

HPI Savage X
Fuel Tank Mount



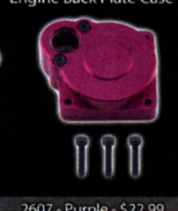
2601 - Purple - $12.99
2602 - Silver - $12.99

HPI Savage X
Throttle Mix Arm Set



2603 - Purple - $19.99
2604 - Silver - $19.99

HPI Savage X
Engine Back Plate Case



2607 - Purple - $22.99
2608 - Silver - $22.99

Associated RC18R
Front Shock Tower



2478 - Blue - $16.99
2479 - Silver - $16.99

Associated RC18R
Rear Shock Tower



2480 - Blue - $16.99
2481 - Silver - $16.99

Associated RC18R
Lower Arms



2486 - Blue - $19.99
2487 - Silver - $19.99

Traxxas Revo
Rear Skid Plate



2267 - Blue - $21.99
2268 - Silver - $21.99

Traxxas Revo
Front Shock Mount



2269 - Blue - $14.99
2270 - Silver - $14.99

Traxxas Revo
Rear Shock Mount



2271 - Blue - $14.99
2272 - Silver - $14.99

Traxxas Revo
Fuel Tank



2273 - Blue - $79.99
2274 - Silver - $79.99

Traxxas Revo
Servo Guards



2279 - Blue - $19.99
2280 - Silver - $19.99

Traxxas Revo
Servo Saver Set



2281 - Blue - $29.99
2282 - Silver - $29.99

Traxxas Jato
Battery Box



2165 - Blue - $19.99
2166 - Silver - $19.99

Traxxas Jato
Rear Bumper



2169 - Blue - $22.99
2170 - Silver - $22.99

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GH RACING

XRAY
XT8 TRUGGY

SCALE 1:8 | POWER NITRO | TYPE | DRIVE 4WD

BUILDING, INSTRUCTIONS, OR SETUP

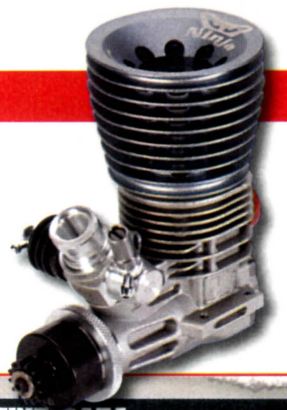
XRAY's instruction and setup manuals are nothing short of magnificent. And this is no secret. Ever since XRAY has been gracing the market with their luxury RC kits, they've included literature that is almost on a Pulitzer-winning level. Complete and thorough building instructions are included, on high-quality, glossy paper that makes the pages of our magazine look like something you'd use in the bathroom. And to top it off, a setup guide is included which is so detailed and helpful, that we each have one in our desks to refer to when researching articles or setting up our cars, regardless if they're XRAY or not.



Next month we shoot in the daytime!

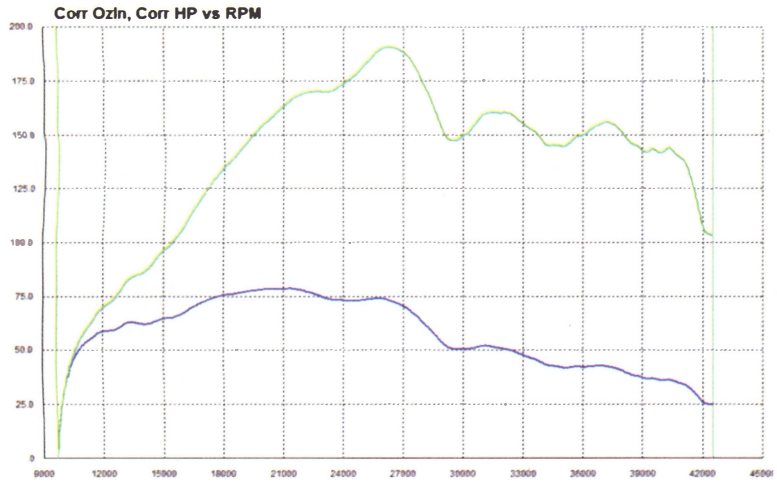
POWERPLANT INFO

The Mugen .28 is a best with a huge power band that is accompanied by a few thousand more rpm than other .28. The result is a handful if you aren't smooth with the trigger or the track gets blown out. Our MR28 turned in worse fuel mileage than a .21, but that does not matter to those looking for at least 37% more power! On smooth tracks, or those with tight technical jumps, the huge power can help you clear jumps that would otherwise require a wider approach. Temps were where they should be, and tuning was very easy.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: This is a new section to rate an engine in two areas of the graph. We are using an average HP/TQ for a set range of rpm. We set the low end from 10,000-25,000, and the high end from 25,000-40,000 (ranges are adjusted if maximum or minimum is not reached). This will allow comparison of an engine's two power ranges.

ENGINE DATA

ENGINE:	Mugen MR28 M01A
BORE AND STROKE:	18.6mm (0.728 in.) 16.8mm (0.681 in.)
DISPLACEMENT:	4.6cc (0.28 cu.in.)
FUEL:	Byron Fuel Race Blend 3000
PIPE:	MSRP 1005
PLUG:	Mugen #6
PEAK X-DYNO HP*:	1.91 hp @ 26,200 rpm
PEAK X-DYNO TQ*:	78.52 oz.- in. @ 21,400 rpm
PEAK X-DYNO RPM:	42,500
AVERAGE TQ:	57.13 oz.-in.
AVERAGE HP:	1.39
POWER FACTOR	
LOW END (HP/TQ):	67.56/1.21
TOP END (HP/TQ):	48.14/1.55
CORRECTION FACTOR:	1.036

*All numbers are SAE corrected

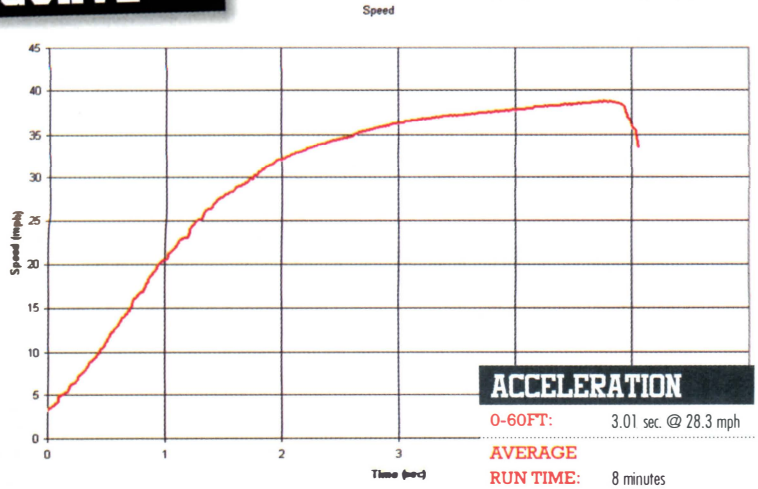
NEEDLE SETTINGS

HIGH:	3-1/2 turns out
LOW:	Flush
MID:	N/A
OPERATING TEMP:	240 - 270° F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 32.8 mph @ 151 ft.



ACCELERATION

0-60FT:	3.01 sec. @ 28.3 mph
AVERAGE RUN TIME:	8 minutes

TEST CONDITIONS

WEATHER:	Warm and fiery weather conditions
TEMP/HUMIDITY:	80° F/fire like humidity
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Freshly reconditioned track surface.

HANDLING

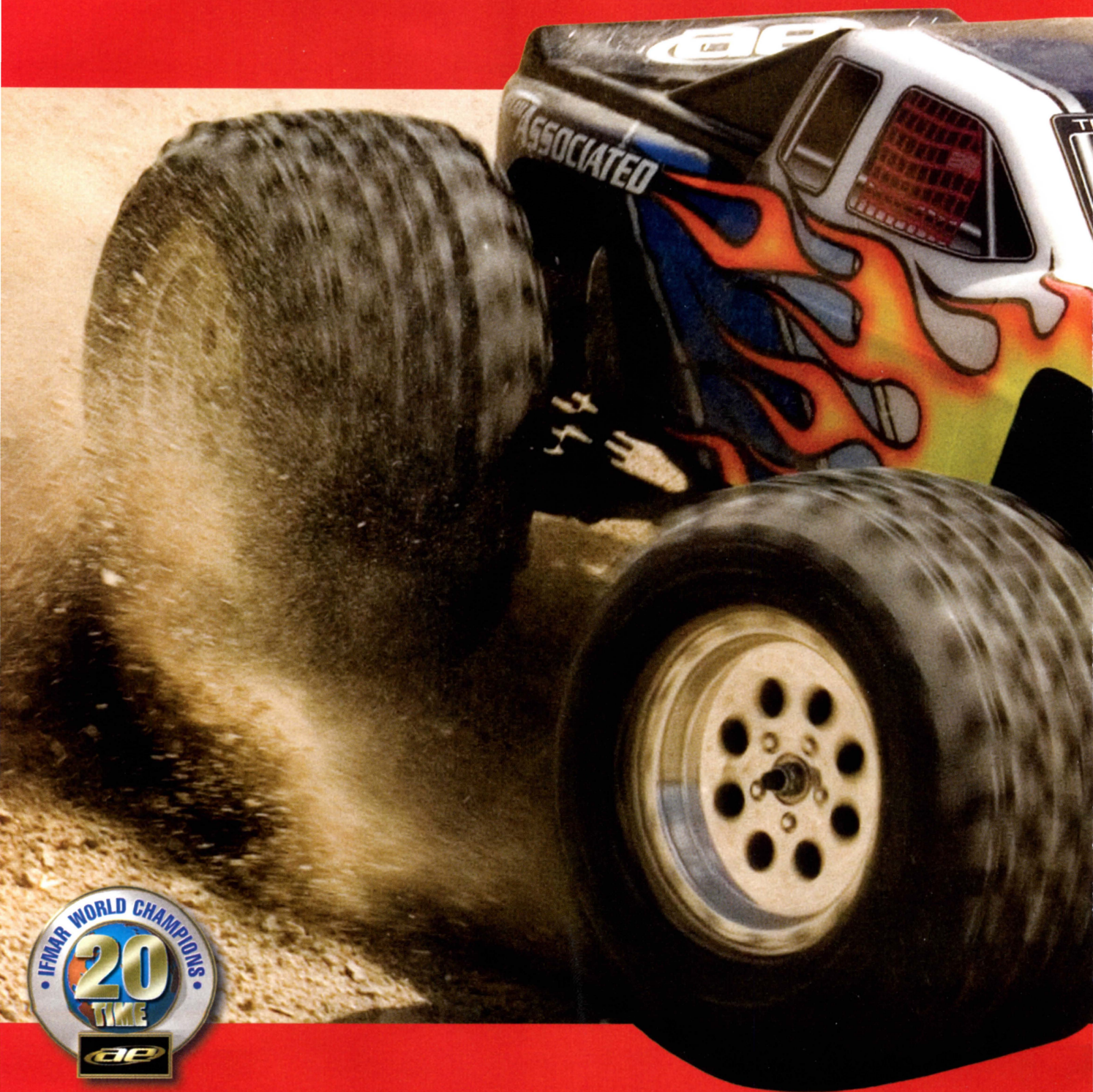
TURNING RADIUS:	5 ft., 6 in.
ON POWER:	Slight oversteer
OFF POWER:	Heavy understeer

BRAKING

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

of the people who worked on this, one of them isn't even here anymore.

1:10 Scale Ready-to-Run 4WD Nitro Monster Truck



IFMAR WORLD CHAMPIONS
20 TIME





TEAM ASSOCIATED



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Inspired by the overwhelming popularity and success of Team Associated's original MGT, the Mini MGT 3.0 packs all the same dirt-kicking performance into a compact 1:10 scale package. The Mini MGT 3.0 brings with it all the features like a 2-speed automatic transmission with reverse, eight coil-over oil filled shocks, full precision ball bearings and specially designed Team Associated all-terrain tires, just to name a few! The Mini MGT comes factory assembled with a painted body, ready for you to fire up and rip up the road!

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www.rc10.com or www.teamassociated.com

OFNA ULTRA GTP RTR

1/8-SCALE GETTING *LOW*

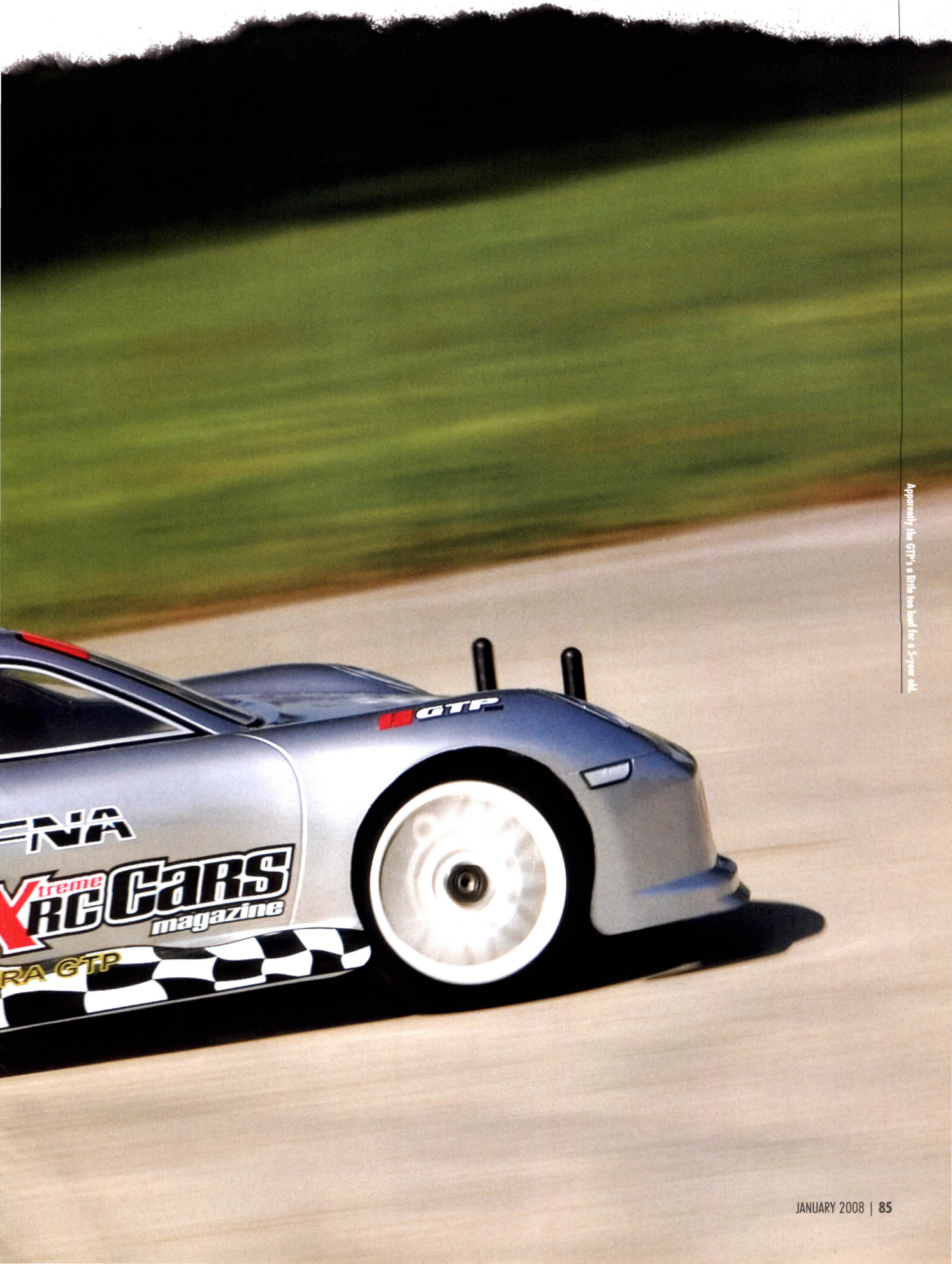
1:8 | NITRO | 4WD

words: Michael Wortel | photos: Jason Boulanger

When I first saw the OFNA GTP with the body off, I asked myself, "Why didn't I think of this?" The chassis is essentially that of an 1/8-scale buggy, with shorter shocks and different shock towers. Add some racing slicks, BBS-style wheels, and a touring car body, and you have a 1/8-scale buggy turned on-road. Although this is basically an adaptation of an existing kit, the GTP is still a departure from a buggy. The GTP represents an 1/8-scale, 4WD nitro touring car. Of course, all RC naysayers will point out that a "racing" class doesn't exist for the GTP, but one look a the price tag and you'll see that this would be a very inexpensive spec class to start—even if it's just a buddy or two and you're racing in the church parking lot. How much fun can a buggy/sedan Frankenstein be? We're about to find out.

We made a small child cry at this photoshoot.





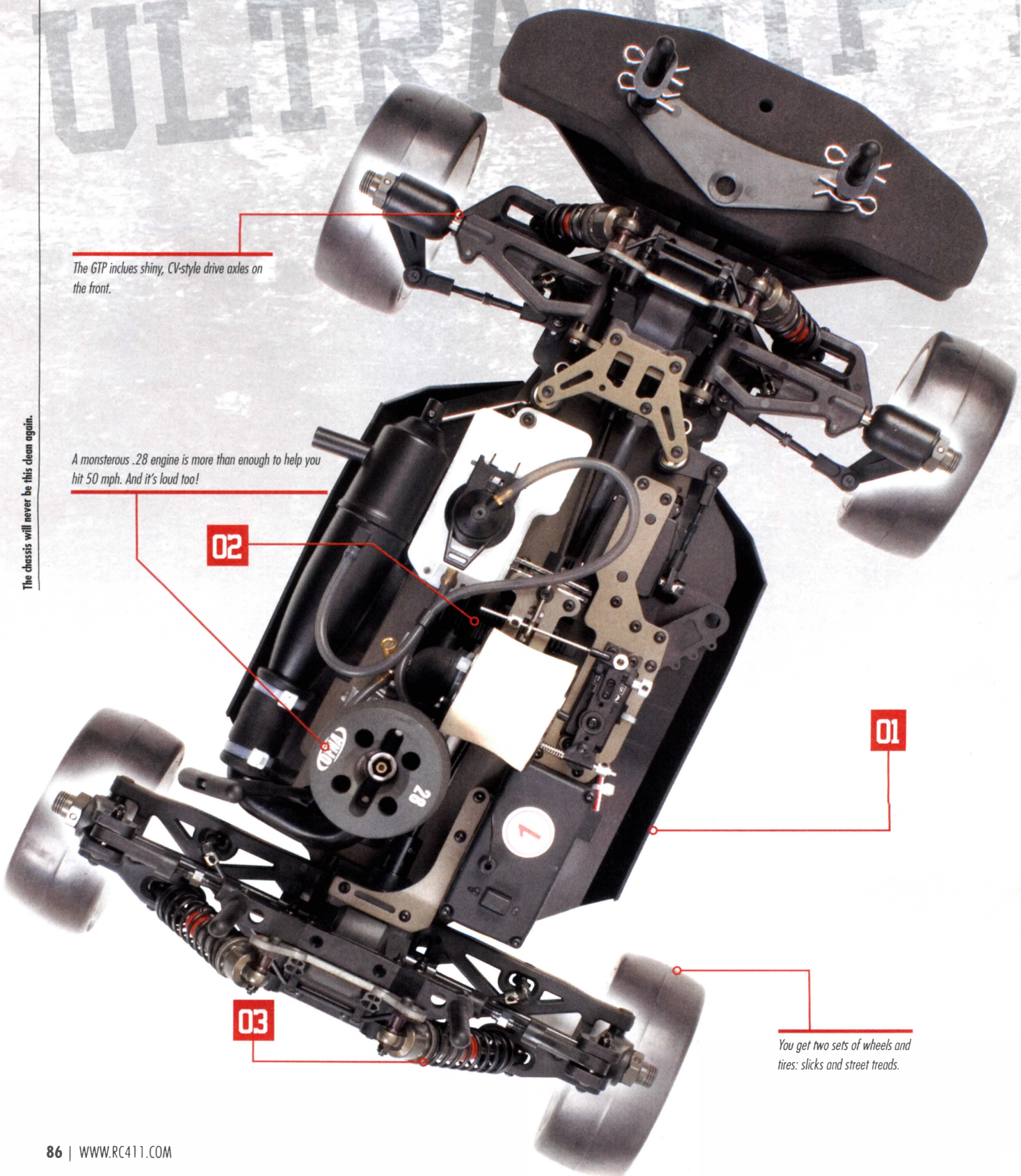
Apparently the GTP's a little too hard for a 5-year old.

OFNA

ULTRA GTP RTR

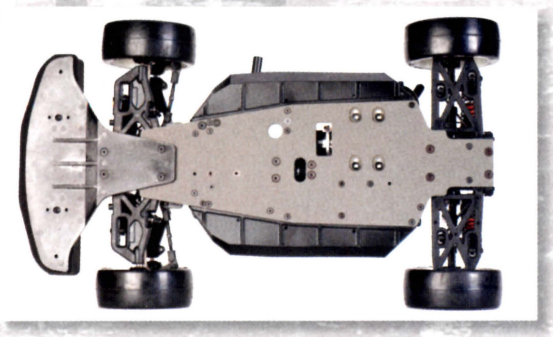
PART #: 34317
STREET PRICE: $340
PRICE AS TESTED: $390
SETUP TIME: 3 hours
EXPERIENCE LEVEL: Novice to advanced

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



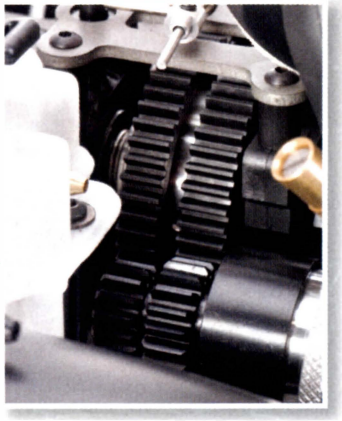
The chassis will never be this clean again.

01 **OFF-ROAD TO ON-ROAD** • If this chassis looks familiar, it is. OFNA has used this platform for 1/8-scale buggies and converted it into an on-road application. But aside from the shocks, shock towers and a couple of other subtle differences, the rolling chassis is essentially an 1/8-scale buggy. That means extreme durability and parts availability, not to mention that it'll be easy to maintain.



> "A 2-speed transmission makes the GTP stand apart from the 1/8-scale buggy it was bread from."

02 **FAST AND FASTER** • A 2-speed transmission makes the GTP stand apart from the 1/8-scale buggy from which it was bred. As if a .28 engine in an on-road car wouldn't be fast enough, OFNA includes a 2-speed that is easily adjustable without having to remove anything. Without even driving it yet, I predict that this car will easily approach the 50 mph mark, and that is out of the box, and under $350.



03 **SHOCKING APPROACH** • The shocks are a big part of what makes the GTP an on-road car, but these aren't some wimpy touring car shocks. They have a lot of travel and should be able to absorb anything that a road surface can throw its way. All four shocks are hard anodized and have threaded bodies for quick ride height and preload adjustments. These are more than you'll ever need for an on-road car, and they will also allow for some rough track composure.





VEHICLE INFO

CHASSIS

LAYOUT:	Pan-type with front and rear bracing
THICKNESS:	3mm
MATERIAL:	Aluminum
TANK CAPACITY:	125cc

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Steel
STEERING:	Dual bellcrank
SWAYBARS (F/R):	2.5mm

SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R):	40 wt. oil
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Black

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (2)
DIFF. FLUID:	Grease
AXLE TYPE:	CV-style / Dogbones
TRANSMISSION:	2-speed
SPUR GEAR MATERIAL:	Composite
CLUTCH:	3-shoe composite
BEARINGS:	Metal shielded

GEARING

	1st	2nd
PINION/SPUR:	13/49	17/45
GEAR RATIOS:		
PRIMARY:	3.77:1	2.65:1
INTERNAL:	3.64:1	
FINAL:	13.72:1	9.65:1

BODY, TIRES & WHEELS

BODY:	OFNA 911 w/wing
TIRES (F/R):	Slick and street tread (two sets)
DIAMETER/ WIDTH:	3.15 in. x 1.46 in. (80mm x 37mm)
HEX SIZE:	17mm
WHEELS:	Spoke-style

DIMENSIONS

WEIGHT:	8 lbs., 4 oz. (3696g)
TRACK WIDTH (F/R):	12.10 in. (307mm)
WHEELBASE:	12.75 in. (324mm)
RIDE HEIGHT	.50 in. (13mm)

You should see Worf's eyes light up when things shift into second.

OFNA ULTRA GTP RTR

1:8 | NITRO | 4WD

TESTING

Although the GTP would be fun on a large asphalt track, most of these kits will only see work on the streets and in the parking lots. We headed out to a local park with a network of asphalt and concrete jogging trails, which actually made for some good impromptu tracks. The GTP is a lot more versatile than most on-road cars, so it isn't hard to find somewhere cool to test. Plus, I could see Chino prison from the park!

ACCELERATION AND SPEED • Lining up the GTP on the street, with the engine warmed up and tuned perfectly, I pinned the throttle. The .28 screamed loudly, the wheels held a momentary spin, and the 911 was off like a dragster. A .28 in an on-road car equals a ridiculous amount of power and traction. The GTP rockets from a stop and pulls hard out of corners. The 4WD and slick tires keep the GTP stuck to the ground, so all of the car's power is utilized, and not only on the straights. Once it hits second, the power band levels off a bit, but given enough room, the GTP will make enough rpm to make you a bit nervous and white-knuckled (that's a good thing in RC, by the way). A bit higher gear ratio in second would have made the gear a little more responsive, but then again, this car really isn't geared for the track.
Rating: 10/9

BRAKING • Looking at the chassis, the first thing you notice is the lack of a center diff. Traction-wise, that doesn't really mean much on the GTP, but it does prevent it from having an adjustable brake bias. All of the braking duties are assigned to a single assembly, and the disc and pads aren't super beefy to compensate. The brakes perform well, and I wasn't as disappointed about the lack of adjustable bias as I thought I'd, but there is definitely a certain amount of fade as brakes heat up. Upgrading the brakes wouldn't be terribly difficult, and using a throttle servo with a little more torque would help as well. But inevitable brake fade aside, the brakes still work well on the GTP.
Rating: 7

LOW-SPEED HANDLING • Before I fired up the engine, I powered the servos and played with the steering. I noticed that the steering servo wasn't quite able to steer the bellcranks all the way at a standstill. They lack some torque, and this usually results in poor, sluggish, low-speed handling. Once the car was moving, however, momentum allowed the wheels to turn in, exposing tight, responsive handling. I was extremely impressed with the tight turning radius and maneuverability at low speeds. For its width, the car has a somewhat short wheelbase, which allows the car to transition easily at low speeds. There is a bit of push on-power, but the car has an abundance of steering off-trigger.
Rating: 9

HIGH-SPEED HANDLING • Since the GTP is so powerful and relatively heavy, the suspension wants to flex a lot through turns, which would result in a lot of body roll. To prevent this, OFNA includes thick swaybars that keep the wheels planted through high-speed turns. The swaybars are effective in doing this, but at the expense of some moderate understeer. High-speed push is comfortable for beginners, as the car isn't too twitchy and volatile, but more experienced drivers will want a little more steering. Going with a slightly smaller swaybar on the front would give a little more steering, while still allowing the wheels to stay planted.
Rating: 8

RTR GEAR

RADIO:	OFNA 2-channel AM
RECEIVER:	OFNA 2-channel AM
STEERING SERVO:	OFNA SX-0001
THROTTLE SERVO:	OFNA SX-0001
ENGINE:	Force 28 (pull-start)
PIPE:	OFNA stock tuned

TEST GEAR

RECEIVER PACK:	MDP400, 10202, **$25**
FUEL:	Sidewinder 20% basher, FSWBBQ, **$25**

CONTACT

OFNA RACING:	www.ofna.com
MORGAN FUEL:	www.morganfuel.com

ROUGH-TRACK HANDLING • What sets the GTP apart from many other on-road cars is its ability to be run on mostly any on-road surface. Its size, ground clearance, and inherent off-road nature make it more worthy of absorbing bumps, cracks, ruts, pebbles and dust than most other on-road cars. In fact, I'd more readily classify the GTP as a rally car than anything else. OFNA manufactures a dirt oval version of this car with only slight differences. If you wish, you could also use the GTP on smooth dirt surfaces; you'll just



Is that girl getting the wind in her face, or to the back of her head?

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Sgt. John Baxter - Stationed in Iraq

" Thanks CBP! "

C. Peaslee - Oregon, USA

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Nic Vasu - Colorado, USA

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OFNA ULTRA GTP RTR

have to cut a little of the body away so it doesn't scrape the ground. The GTP includes two sets of wheels and tires, featuring slicks and a treaded pattern. The treads work well on dusty surfaces and give a little more traction on the rough spots of the track.
Rating: 10

WRENCHING

MAINTENANCE • I would give the radio box about a C+. Although it's spacious, it forces you to stack the receiver on top of the RX pack. But its biggest drawback is that you have to remove four hex screws to get it open. The box makes a nice seal but at the expense of accessibility. The car, in general, is easy to work on. It utilizes hex screws throughout, and there are a few awkward angles to deal with. All of the upper and lower hinge pins use e-clips, and some of them are inaccessible without removing the front or rear suspension assembly. But aside from these subtleties, the car isn't difficult to wrench on. A full, step-by-step assembly manual is included, making maintenance and assembly painless.
Rating: 8

WEAR AND TEAR • Most on-road cars are pretty delicate, due to their minimalist approach at chassis design. 1/8-scale buggies, on the other hand, are extremely tough—able to withstand 30-foot jumps and ruts at 40 mph. Happily, the off-road durability carries over on the GTP. Short of smacking the car really hard into a stationary object, it will be hard to break the GTP. The front end features a huge foam bumper, which is supported underneath by a rigid, plastic skid plate. The thick 3mm chassis is supported by upper braces and will be hard to tweak, even if you're unfortunate enough to encounter a curb. Not feeling totally satisfied with my "durability testing," I drove the GTP around the concrete skate park and thrashed for a while on the jumps. This far exceeds the intended use of the GTP, but guess what? Nothing broke!
Rating: 10

TUNING • There is a fair amount of adjustability on the GTP, but it definitely isn't as intricate as a 1/10-scale sedan. However, all of the basics are covered. The front suspension uses a pillow ball design to adjust width and camber, while toe is adjusted by way of the steel turnbuckles. The shocks and their positioning are adjustable, although it would be nice to see more positions on the front shock tower. The lack of a center diff is limiting, as well as its accompanying lack of front and rear brake bias. Also, since it uses a two-speed transmission, gear selection is limited to a few options by OFNA. Although it lacks some of the "fine-tuning" ability, there is still enough to adjust on the GTP to create a specific feel for different tracks. For the price, there is definitely enough tunability to make you happy.
Rating: 7

CONCLUSION

The GTP has become one of those RC cars that I didn't know I needed until I finally drove it. Piloting a large-scale on-road car is a blast. There is nothing like drifting and powering out of corners with a loud, powerful, and BIG car, such as the GTP. OFNA's RTR kits are among the best in the market, and the GTP carries on the tradition. The only obvious drawback about the GTP is the lack of competition and popularity, and in turn,very few racing classes. Honestly, with its excellent value, it won't be hard to convince a friend or two to buy one and head out to a parking lot. And at the risk of sounding like an anti-social RC'er, it's even fun to drive alone. If you're looking for a new car to have fun with, the OFNA GTP comes in with a ton of features and a tremendous value. ✪

1:8 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Great value
- Fast out of the box
- Versatile platform

MISSES

- Radio box needs some help
- The body is a little too wide to be scale
- It may be hard to find people to race with

MAIN COMPETITION

Kyosho Inferno GT

WHO IT'S FOR

Nitro guys, from novice to advanced, and spec-class junkies

This picture shows when Wort forgot he wasn't driving an off-road buggy!



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OFNA

ULTRA GTP RTR

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD

BUILDING, INSTRUCTIONS, OR SETUP

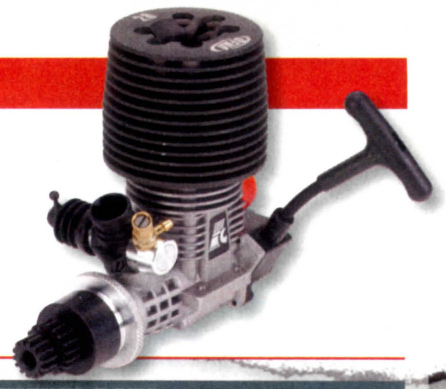
Usually RTR means a blistered middle finger (from the pull-start) and a shiny forehead (from "it won't stay running" frustration). However, the GTP, like all OFNA RTR engines, fired up immediately, stayed running, and had the needles preset at a perfect break-in point. After a few heating and cooling cycles, I began to lean out the top end and hit second gear. The GTP is about as easy to get running as RTRs come. However, I strongly recommend purchasing a hump-style, 5-cell receiver pack. It will last longer and give more voltage (power) to the servos than 4 AAs.



Wort involuntarily halted the day's skating practice.

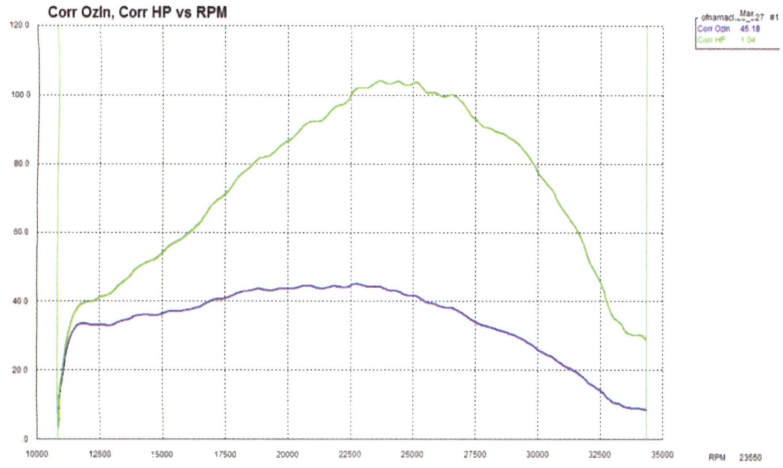
POWERPLANT INFO

The OFNA Force .28 made the GTP a very powerful on-road car. It had more than enough torque and rpm to create responsive acceleration and impressive top speeds. The power was very linear, so none of the rpm range was at all disappointing. OFNA's RTR engines have always been among my favorite to test, because they are powerful, easy to break in, and responsive to tuning. The Force .28 is no exception. It's very well suited to the GTP and feels at home on the pavement.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	OFNA Force .28
BORE AND STROKE:	0.64 in. x 0.66 in. (16.26mm x 16.80mm)
DISPLACEMENT:	.28 in.³ (4.66cc)
FUEL:	Sidewinder Backyard Basher 20%
PIPE:	OFNA Tuned
PLUG:	OFNA
PEAK X-DYNO HP*:	1.03 @ 23,400
PEAK X-DYNO TQ*:	44.82 oz-in. @ 23,400
PEAK X-DYNO RPM:	34,250
AVERAGE TQ:	33.96 oz-in.
AVERAGE HP:	0.72 hp
POWER FACTOR	
LOW END (HP/TQ):	39.11 / 0.72
TOP END (HP/TQ):	26.23 / 0.74
CORRECTION FACTOR:	1.041

*All numbers are SAE corrected

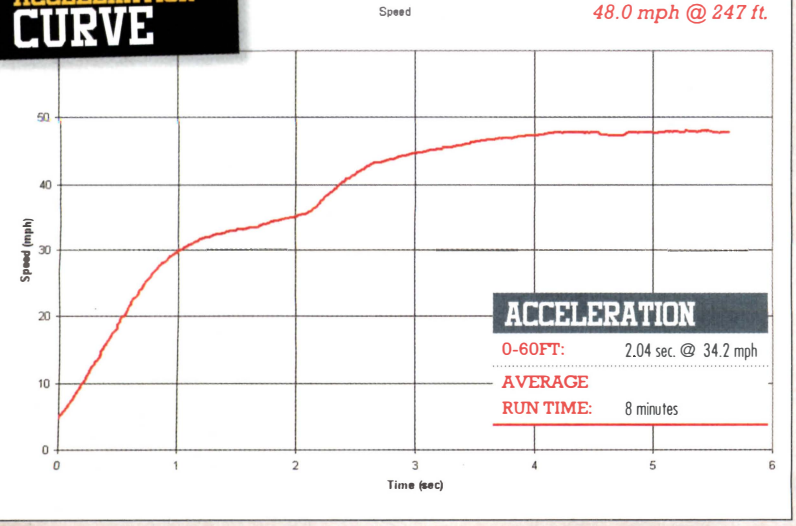
NEEDLE SETTINGS

HIGH:	1.5-turns in from flush
LOW:	1-turn out from flush
MID:	Flush
OPERATING TEMP:	230-250°F

Wort missed out on his usual hand injuries that were pull-start related.

PERFORMANCE INFO

ACCELERATION CURVE



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	82° F/37%
BAROMETRIC PRESSURE:	28.97 in.
ALTITUDE:	832 ft.
TRACK TYPE:	Asphalt and concrete

HANDLING

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

BRAKING

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

PRECISION PARTS FOR ASSOCIATED GT2



T7820	Alloy Front Arm for Associated GT2	$20.99
T7821	Alloy Rear Arm for Associated GT2	$20.99
T7822	Alloy Steering Block for Associated GT2	$20.99
T7823	Alloy Castor Block for Associated GT2	$20.99
T7824	Alloy Front Shock Tower for AE GT2	$25.99
T7825	Alloy Rear Shock Tower for AE GT2	$29.99
T7826	Alloy Rear Arm Mount for Associated GT2	$11.99
T7827	Alloy Camber Link Mount for AE GT2	$11.99
T7828	Alloy Front Sub Chassis Kickup for GT2	$29.99
T7829	Alloy Front Bulkhead for Associated GT2	$29.99
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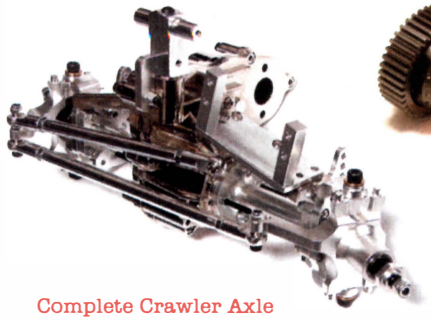

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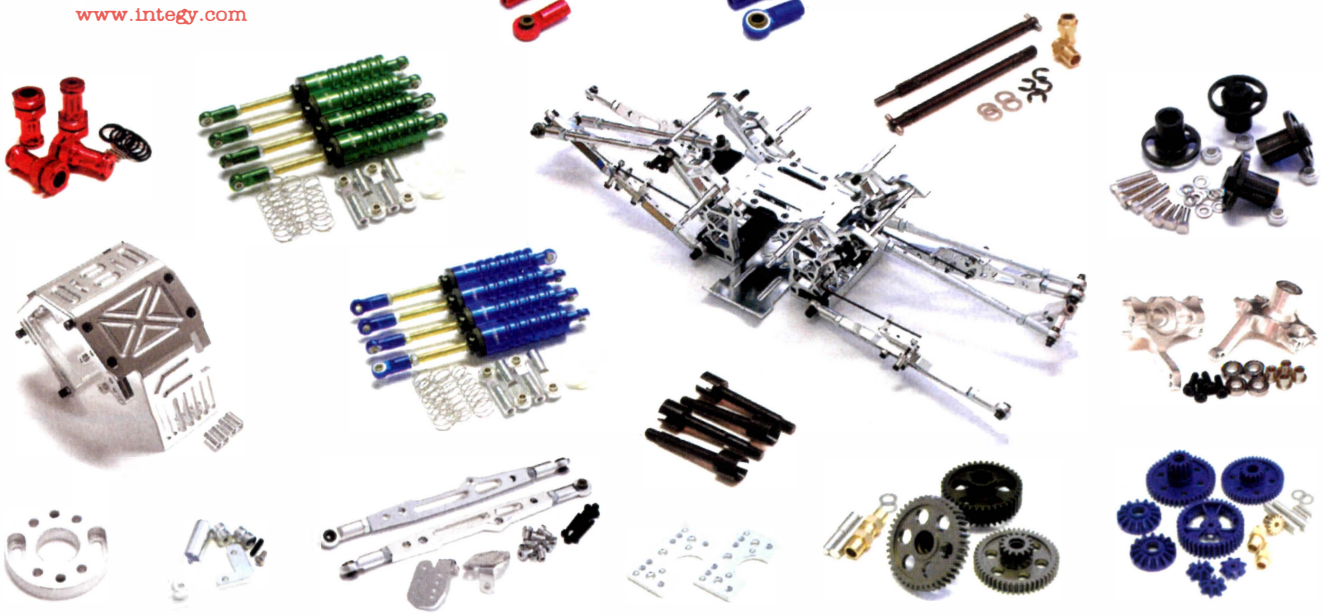

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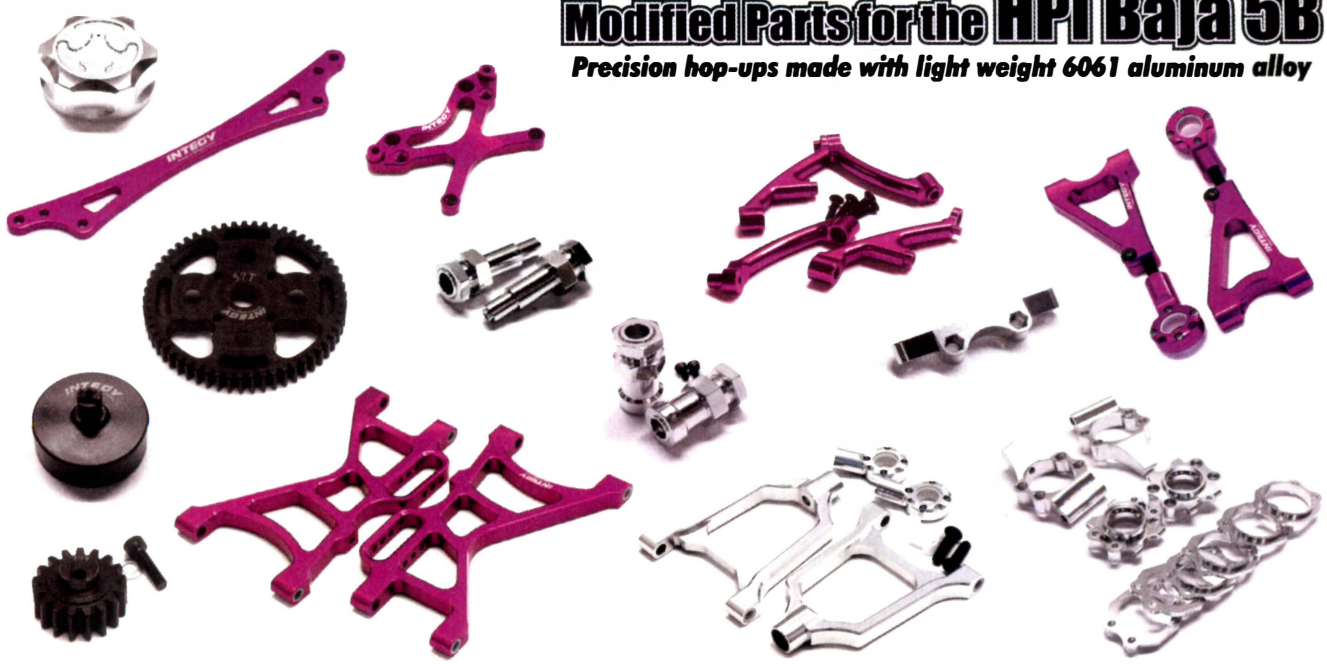




Losi is like the GM of Drifting.



Old English font is mandatory.

LOSI DRIFT-R RTR

...X-S DRIFT. GET IT?

1:10 | 4WD

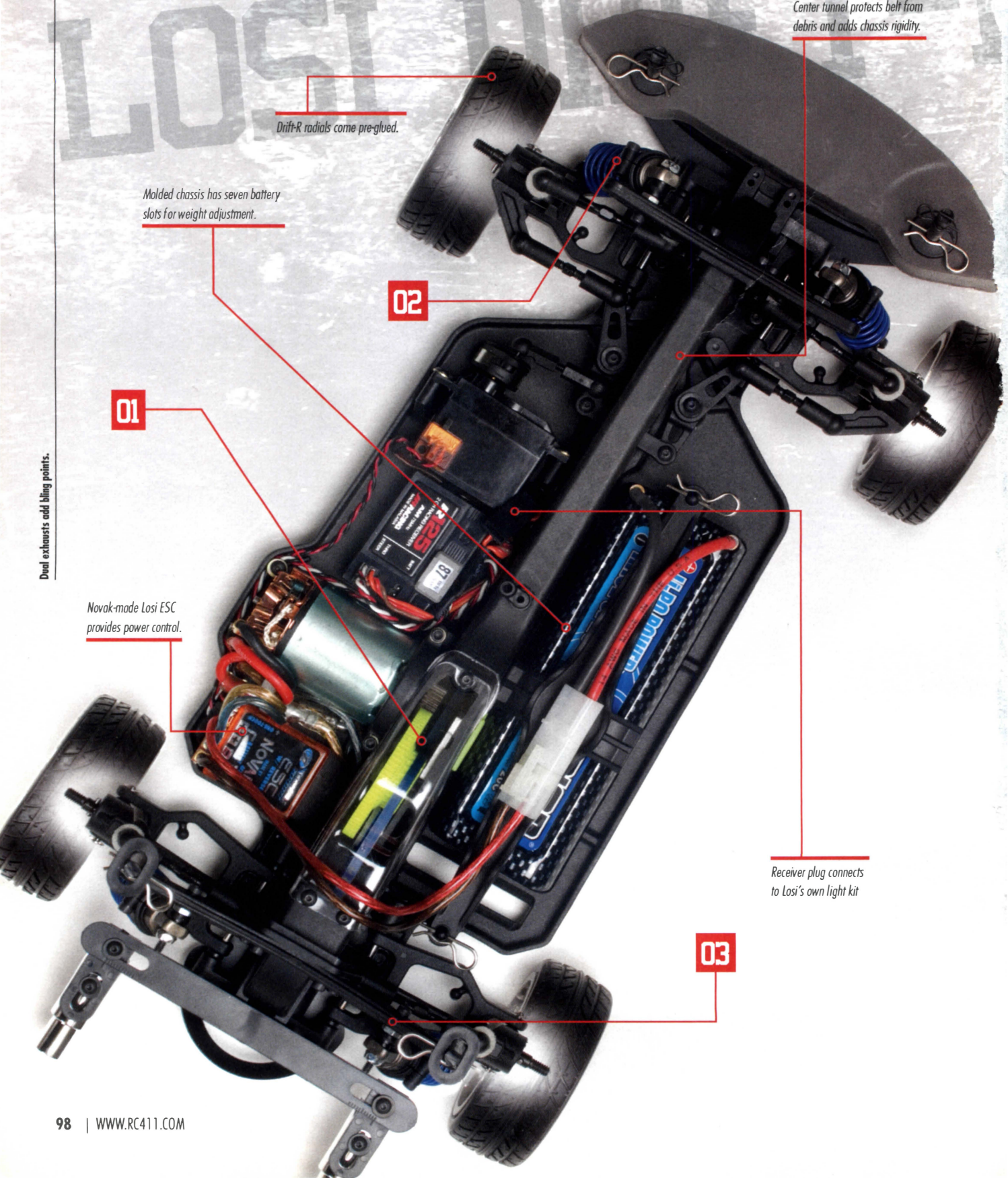
words: James Revilla | photos: Carl Hyndman

RC DRIFTING HAS COME FULL SWING, and nothing speaks more to that than having a big-name American company enter the sliding arena. Losi jumped into the game with their new Drift-R, and along with it came a race-winning, proven chassis. Based on their XXX-S touring car, the Drift-R has a lot more in the box than you'd think. Packaging is one thing, but can it slip and slide into the hands of RC drifters?

LOSI
DRIFT-R RTR

PART #: LOSB0289
STREET PRICE: $370
PRICE AS TESTED: $464
SETUP TIME: 1 hours
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			4WD



01 **GEARED UP** • Remove the Lexan gearbox cover and you'll be greeted with Losi's single belt drive system. A reinforced belt runs over and under an intricate pulley system and sends power to standard front and rear ball differentials. Ball bearings are found throughout the chassis. The entire drive system is sealed off to protect it from the elements, which is a key feature for RC drifters who regularly drive on unprepared, dirty surfaces.

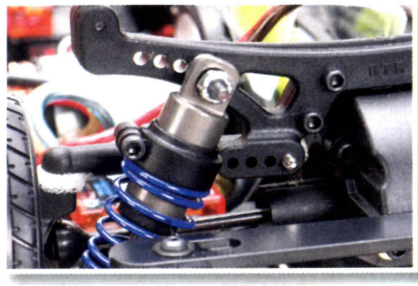


> "...LOSI TUNED THE DRIFT-R SPECIFICALLY FOR HIGH-POWER, HIGH-SPEED DRIFTING..."



02 **SHOCK THE SYSTEM** • The Drift-R is blessed with a set of Losi aluminum oil-filled shocks on all four corners. Practically the same units that were found on Losi's XXX-S, these shocks use clamps to adjust spring tension. Note the small foam washers underneath the ball ends; these help keep dirt and grime from finding its way inside the ball cups.

03 **ADJUSTABLE ANGLES** • Molded composite materials are used for the chassis and suspension pieces. Both front and rear shock towers feature multiple mounting points for both the shocks and the upper camber links, for fine-tuning functionality. Socket head cap screws are used throughout; you'll find no Phillips screws anywhere.





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
THICKNESS:	3mm
MATERIAL:	Molded composite

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bellcrank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Aluminum
DAMPING (F/R):	80 wt. /80 wt.
PISTONS (F/R):	#56 (red) / #55 (orange)
SPRINGS (F/R):	Blue / blue

DRIVE TRAIN

TYPE:	4WD single belt
DIFFERENTIAL:	2, ball
AXLE TYPE:	MIP CVDs
TRANSMISSION:	Single belt-driven
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Metal-shielded bearings

GEARING

CLUTCH/SPUR:	24/88, 48-pitch
GEAR RATIOS:	
PRIMARY:	3.66:1
INTERNAL:	1.83:1
FINAL:	6.69:1

BODY, TIRES & WHEELS

BODY:	Losi LS300
TIRES (F/R):	Losi Drift-R drift compound
DIAMETER/ WIDTH:	2.48 in. x 0.94 in. (63mm x 24mm)
HEX SIZE:	12mm
WHEELS:	Losi Drift-R 5-spoke

DIMENSIONS

WEIGHT:	3 lbs., 5 oz.(1,502g) (includes running gear)
TRACK WIDTH (F/R):	8.0/8.0 in. (203.2/203.2mm)
WHEELBASE:	10.13 in. (257mm)
RIDE HEIGHT	0.3 in. (7.62mm)

Trivia: Losi's "LS300" looks like an IS, not an LS.

LOSI DRIFT-R RTR

1:10 | 4WD

TESTING

Testing was done during a week when Southern California had some rain, so the parking lot was fairly clean, but conditions were on the cold side. In addition, there was a lot of clouds covering most of the sky, making traction a bit slicker than usual.

ACCELERATION AND SPEED • Acceleration off a standing start was pretty good since the kit tires were not plastic-based, but made of harder compound rubber. Combine that with a spec 19-turn can (instead of a plain stock 27-turn like others in its class) and you have some wheel spinning action going whenever you pull the trigger. The relatively low 6.7 final drive ratio propelled the Drift-R to some noticeable speeds as well.
Rating: 8/8

BRAKING • The Drift-R comes equipped with what amounts to a relabeled Novak XRS ESC. With no programming options available in this low-end unit, it still served well for its purpose. Braking was linear and straight, but if I jammed the trigger forward (in essence, slamming the brakes), the Drift-R would lock the wheels up quickly.
Rating: 9

LOW-SPEED MANEUVERING • Unlike in racing, the added grip of the Losi tires actually worked against the drift in low-speed situations. You'd have to open up the throttle to get the Drift-R to slide in a tight radius, and it would take a couple feet of real estate to break the rear end loose—again due to the tires having a more than optimal "grip-to-slip" ratio. It took a lot of throttle input to keep the rear end moving at tight, low-speed corners, but the upside to this was that I was less prone to oversteering (and thus spinning out). A drop in pinion teeth should help get the tires sliding a lot easier during slower transitions.
Rating: 7.5

HIGH-SPEED DRIFTING • Remember how I said that the Losi tires were too grippy at low-speed drifting? The total opposite occurred at higher speeds. It seems that the lower gearing, combined with the medium-grip tires, made for some high-speed, big radius drifts. At higher speeds it was easy to control the direction of the Drift-R using subtle throttle modulation and some strategic countersteering. I can almost say that Losi tuned the Drift-R specifically for high-power, high-speed drifting due to the kit setup. Out of the box, this was the sweet spot in the Drift-R's arsenal.
Rating: 9

WRENCHING

MAINTENANCE • There's nothing unconventional about the Drift-R's chassis when it comes to maintenance. Due to the sealed drivetrain and shallow chassis tub, the Drift-R usually only needed a quick blast of compressed air to clean it out. Six screws on each end will give you access to the front and rear diffs, but to actually get the diffs out, you'll have to release the center belt tensioner arm. Other than that particular area, the rest of the chassis components (steering linkage, electronics, etc.) are easy to access. One thing to

RTR GEAR

RADIO:	JR Racing XR2i AM 2-channel
RECEIVER:	JR Racing R125 AM 2-channel
STEERING SERVO:	JR Racing Z-590M analog
SPEED CONTROL:	Losi Sport ESC
MOTOR:	19T brushed spec motor
TIRES (F/R):	Losi DriftR drift compound

TEST GEAR

BATTERY:	Team Orion 3200 Carbon Li-Po, #ORI14001, S94

CONTACT

TEAM ORION:	www.teamorion.com
LOSI (Dist by Horizon Hobby):	www.losi.com

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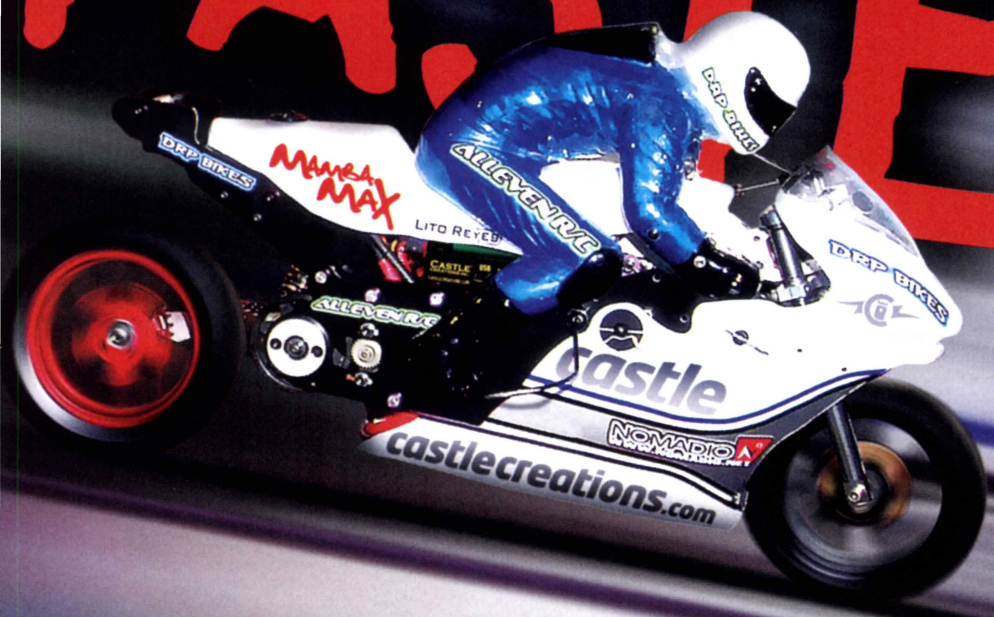
SEVEN LETTERS, BEGINS WITH "F"

FASTEST





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FASTEST MONSTER TRUCK - DAVID CORNELL 72.9 MPH (MAMBA MAX AND CM36 7700Kv MOTOR)

FASTEST MINI - KEN DAVIS 59.2 MPH (PHOENIX-35)

IF YOU WANT TO USE THE "F" WORD...

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note: The chassis uses standard hardware, so make sure you have some tools to match, especially an 11/32" nut driver for the axles.
Rating: 8.0

WEAR AND TEAR • Because of its racing pedigree, the Drift-R isn't (and shouldn't be) considered an entry-level machine. Along with this pedigree comes race-tested durability. Granted, crashing in RC drifting isn't usually as harsh as a full-speed wall smack that you might encounter in racing conditions, but it's still possible to break things. During my test, the only damage was a cracked wheel that occurred when I was doing high-speed drifts. (On one of them I went out too far and smacked a curb.) Other than that, after multiple battery packs, the Drift-R showed no signs of unusual wear or slop.
Rating: 9

TUNING • Having adjustable differentials is one of the major tuning areas when it comes to RC drifting, and the Drift-R comes standard with two ball diffs on each end. Making adjustments only takes a small Allen wrench; you don't have to remove the tires or axles beforehand. Multiple shock mounting positions in the front and rear shock towers allow you to adjust both shock and camber link position. Finally, since the Drift-R is essentially a XXX-S, there's a large catalog of upgrades and options from Losi ready for your order.
Rating: 10

CONCLUSION

What's a proven formula for making a competitive drift machine? Start with a race winner. Losi did just that with the Drift-R, calling on years of experience competing with their XXX-S platform. Combine this with a ready-to-run package featuring name-brand electronics (JR Radio and Novak ESC) and you've got something more than just an entry-level machine. If Losi's goal was to jump head first into competitive drifting, they've easily met that goal with the Drift-R.

LOSI DRIFT-R RTR

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Race-winning pedigree
- Finely detailed body
- Brand-name electronics

MISSES

- Gear ratio requires more speed to drift
- "Drift" tire compound is a tad too grippy

MAIN COMPETITION

Tamiya TT-01 Drift Spec RTR, HPI Racing Sprint 2 Drift RTR

WHO IT'S FOR

RC drifters looking for a competition-capable RTR

What about a "pro" Drift-R, based on the JRXS?



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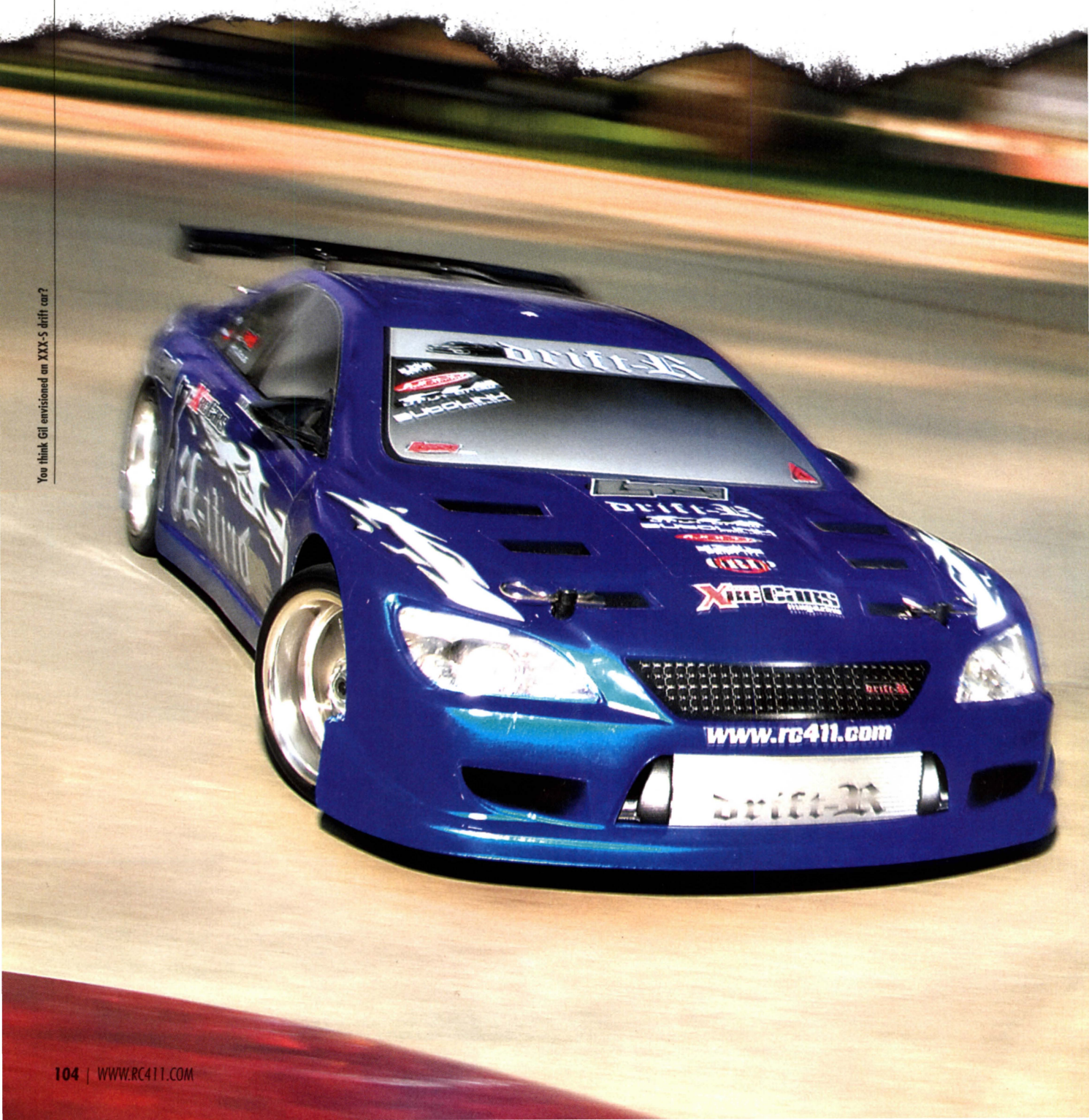
LOSI

DRIFT-R RTR

SCALE	POWER	TYPE	DRIVE
1:10			4WD

IT'S IN THE DETAILS

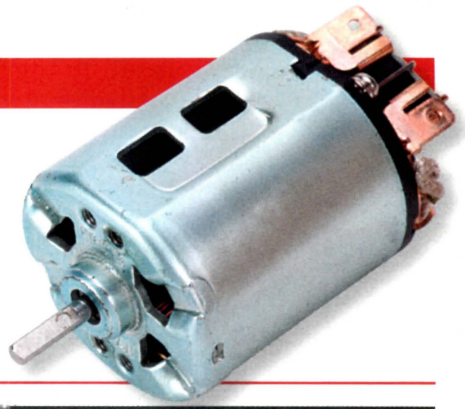
Drifting is about driving skill and pleasing the crowd with wicked angles, but there's also a "show" aspect involved. Drifters (both full-scale and RC) spend as much time making their ride look good as they do tuning, and Losi's included LS300 body is one sharp addition. Arriving pre-painted and trimmed, the body looks strikingly similar to a first generation Lexus IS300/Toyota Altezza, which is a popular platform in drifting due to its RWD configuration. Losi's version comes detailed with chrome light buckets and their trick 4-way LED light system. This system gives you four "light show" choices at the push of a button, and it all runs off the main battery pack. Once you apply the precut drift decals, you come out with a head turner both day and night. Let's face it. Shiny chrome wheels and a strobe light setup in the front beams will give you all the attention you need while you're drifting sideways!



You think Gil envisioned an XXX-S drift car?

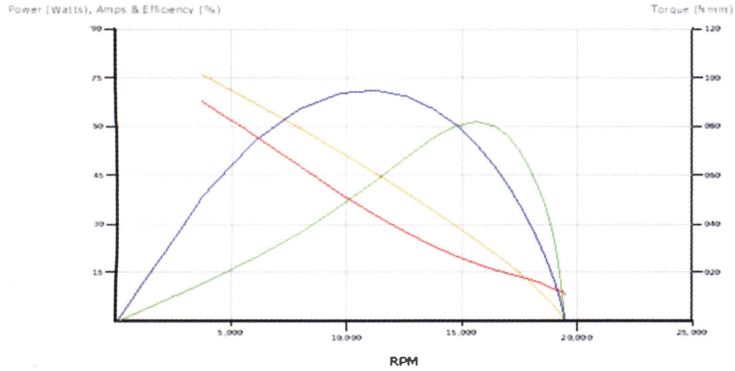
POWERPLANT INFO

The Drift-R came assembled with a no-label 19-turn "performance" brushed motor. Based on a standard Epic can, the 19t had enough power to break the Losi radial drift tires loose. Basically a spec motor, there was nothing substantially special about it, nor was it sub-par. However, the 19t was a good choice to combine with the kit gear ratio and kit drift tires. It might have helped that I powered it with a 7.4V Li-Po pack, but for what is essentially a spec 19t, output was satisfactory. Likewise, maintenance is standard fare to anyone who's worked on an open endbell can.



FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



MOTOR DATA

MOTOR:	Losi
WIND:	19-turn
MAX POWER:	71.28 @ 11,174 rpm
MAX TORQUE:	101.63 Nmm

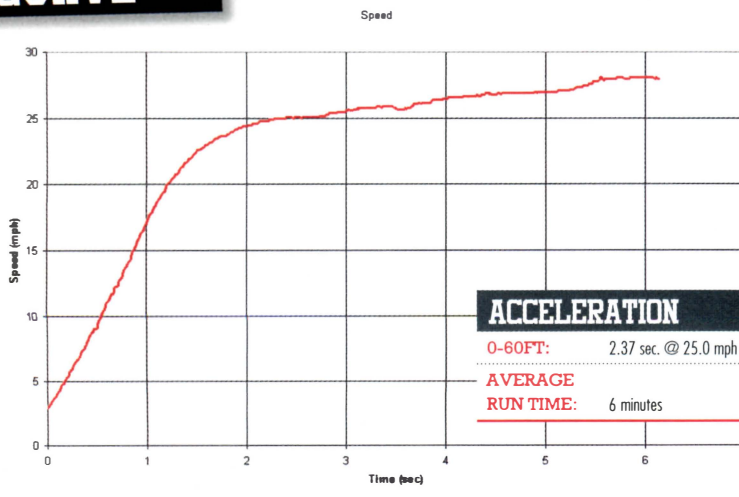
MOTOR SETTINGS

TIMING:	Locked
BRUSHES:	N/A
SPRINGS:	N/A

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 28 mph @ 132 ft.



ACCELERATION

0-60FT:	2.37 sec. @ 25.0 mph
AVERAGE RUN TIME:	6 minutes

TEST CONDITIONS

WEATHER:	Partly Cloudy
TEMP/HUMIDITY:	68° F/31%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Unprepared asphalt (outdoor) asphalt track (indoor)

HANDLING

TURNING RADIUS:	2 ft. 6.5 in.
ON POWER:	Mild oversteer
OFF POWER:	Neutral

BRAKING

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

JR Radio's was named after me. OK, I'm kidding.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"K-truggy" isn't a reference to Korea.

KYOSHO INFERNO ST-RR

ONE LETTE "R" EQUALS A BOATLOAD OF PERFORMANCE

1:8 | NITRO | 4WD

words: Derek Buono | photos: Jason Boulanger

It's hard to believe that the truggy market has come so far in such a short amount of time. We're in generation #2 of most vehicles in the segment. The learning curve on these trucks is sharp since most of the companies have years of nitro buggy experience, and they've tested and tested to determine how to make their trucks go faster. Kyosho has never been one to ride a design for long, and their new ST-RR is the fruit of some major testing that has taken place since the first buggy hit the market. Gone is the short wheelbase and short track design, and in is a new, longer chassis, revised track, and some big bore shocks. The end result is a K-truggy that's ready to own all of the track.

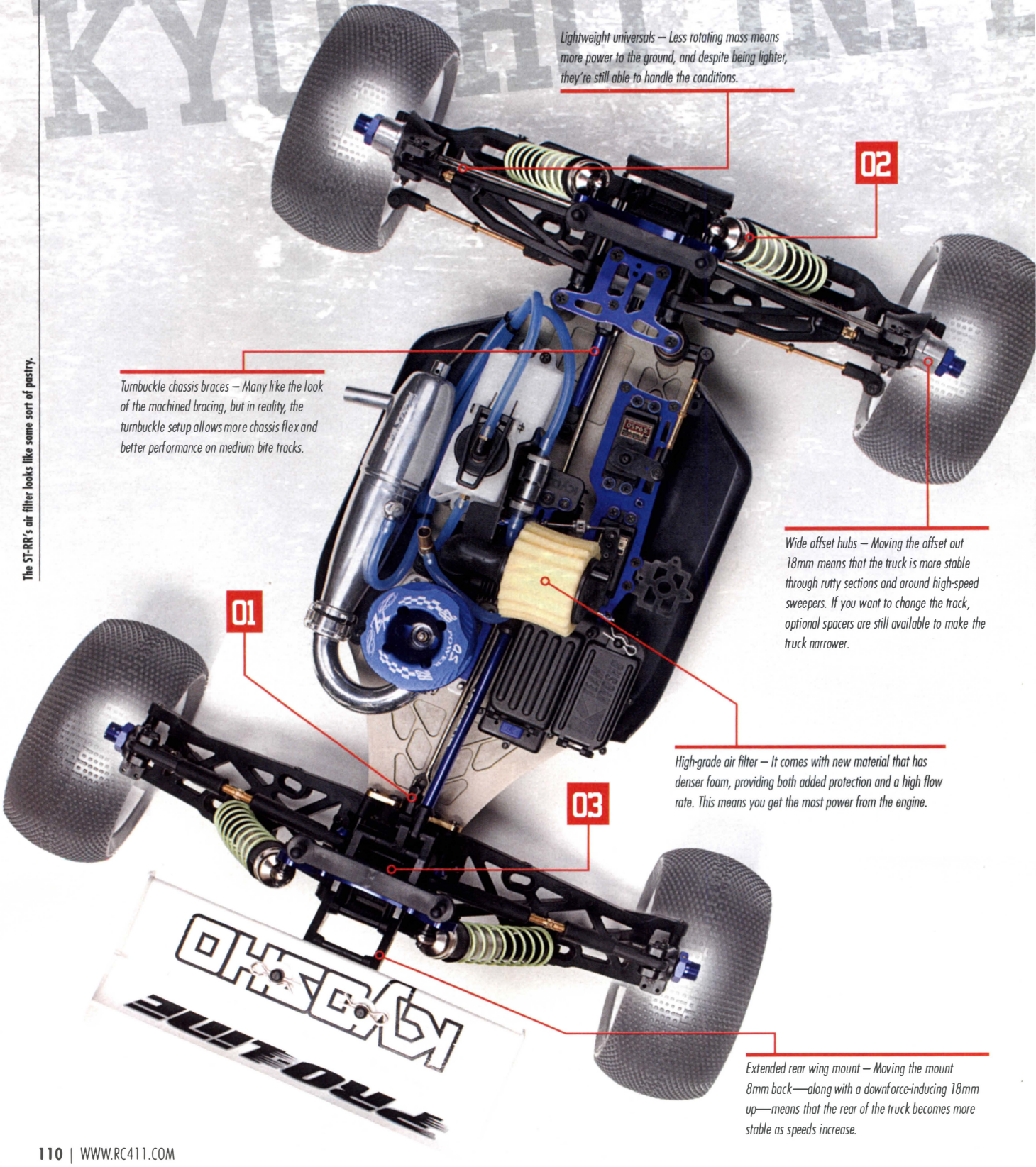
Looks like another antenna cap casualty.

KYOSHO

INFERNO ST-RR

PART #: KYO31353B
STREET PRICE: $750
PRICE AS TESTED: $2,052
SETUP TIME: 10 hours
EXPERIENCE LEVEL: Intermediate to advanced

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



Lightweight universals – Less rotating mass means more power to the ground, and despite being lighter, they're still able to handle the conditions.

Turnbuckle chassis braces – Many like the look of the machined bracing, but in reality, the turnbuckle setup allows more chassis flex and better performance on medium bite tracks.

Wide offset hubs – Moving the offset out 18mm means that the truck is more stable through rutty sections and around high-speed sweepers. If you want to change the track, optional spacers are still available to make the truck narrower.

High-grade air filter – It comes with new material that has denser foam, providing both added protection and a high flow rate. This means you get the most power from the engine.

Extended rear wing mount – Moving the mount 8mm back—along with a downforce-inducing 18mm up—means that the rear of the truck becomes more stable as speeds increase.

The ST-RR's air filter looks like some sort of pastry.

01 **MORNING STRETCH** • Kyosho may have had one of the shorter chassis in the class, but that's all changed. The new chassis is longer for greater high-speed stability, and this comes in handy, especially since many folks on the track are using grossly overpowered engines.



> "The longer chassis and more volume in the shocks means that the big truggy can drive over and through the ruttiest parts of the track and still be fast."

02 **MY YOU HAVE BIG BORES** • We spoke with some of the team drivers, and the one feature they all said made a big difference in the truggy's performance was the addition of the new big bore shocks. Larger bore shocks are the trend right now, and Kyosho's 16mm bore shocks and 3.5mm shafts make soaking up bumps easier—and that means faster.



03 **CHROMOLY IS GOOD** • The drivetrain on truggies is one of the harshest places on earth. To combat the stress exerted on the ring and pinion gears (the weak spot on many truggies), Kyosho turned up the metallurgy and moved to Chromoly plating to add a new level of durability. Less maintenance and higher reliability are worth the small bump in cost.





VEHICLE INFO

CHASSIS

LAYOUT:	Stamped with chassis braces
THICKNESS:	3mm
MATERIAL:	7075 aluminum
TANK CAPACITY:	150cc

SUSPENSION

TYPE:	4-Wheel independent with adjustable upper link
TURNBUCKLES:	Steel
STEERING:	Dual bellcranks with built-in servo saver
SWAYBARS (F/R):	2mm / 3mm

SHOCKS

BODIES:	Aluminum 16mm bore
DAMPING (F/R):	700wt. /700wt. (Kyosho)
PISTONS (F/R):	1.3 x 6 / 1.3 x 6
SPRINGS (F/R):	Blue / Blue

DRIVE TRAIN

TYPE:	4WD Shaft driven
DIFFERENTIAL:	Gear diff (3)
DIFF. FLUID:	10,000wt. /18,000wt. / 2,000wt.
AXLE TYPE:	Universal
TRANSMISSION:	Center diff
SPUR GEAR MATERIAL:	Steel
CLUTCH:	3-shoe aluminum
BEARINGS:	Metal-shielded

GEARING

	1st
CLUTCH/SPUR:	13/50
GEAR RATIOS:	
PRIMARY:	3.85:1:1
INTERNAL:	4.30:1
FINAL:	16.54:1

BODY, TIRES & WHEELS

BODY:	Kyosho ST-RR
TIRES (F/R):	Not included
DIAMETER/ WIDTH:	N/A
HEX SIZE:	17mm
WHEELS:	Kyosho spoked

DIMENSIONS

WEIGHT:	7 lbs., 9 oz. (3,430g)
TRACK WIDTH (F/R):	13.90 in. (353mm)
WHEELBASE:	14.68-14.88 in. (373-378mm)
RIDE HEIGHT	1.5 in. (38mm)

Skinny would comment on Chromoly since it's also a bike thing.

KYOSHO INFERNO ST-RR

1:8 | NITRO | 4WD

TESTING

For testing, I did something different. I called up Kyosho and set up a test session with Levi Jackson at Thunder Alley Raceway in Beaumont, California. The track is way more technical than other tracks in the area, and because it's Levi's home track, it was more likely that his truck would be set up for the conditions. Yeah, I'm lazy!

ACCELERATION AND SPEED • The O.S. engine is awesome, and combined with a good clutch setup and the new chassis and shocks, the ST-RR accelerated hard and without worry of ruts. Hit the gas and the truck does squat a little, but with the new big-bore shocks and wider dimension, you can motor through sections without worrying about the rear endstepping out.
Rating: 9/9

BRAKING • Braking is always the driver's preference. Some like front bias, others like rear, and some like none at all. The brakes were broken in and never changed during testing. Although they were a little light for me in the beginning, after two quick turns on the adjustment knobs, they were perfect.
Rating: 8

LOW-SPEED HANDLING • Truggies drive differently than buggies; they all push more. The extra length and width have taken away from the low-speed handling, especially when you're off-power. This truck likes to turn when you're on the gas, so in sections where we were slowing down and turning in, a push would force us to get on the gas. You can also counter this by using brakes to get the weight to transfer up front, but it's a longer process because of the extra length of the chassis.
Rating: 8

HIGH-SPEED HANDLING • Party on! Once the hammer was down, the newfound stability of the ST-RR made driving it at the limit much easier. Most tracks will have more places to stretch the legs of the RR, showing off its new track manners. Hitting the bumps with velocity was easier, and ripping up the track's high-speed sweeper required little worry about whether you were going to go where you wanted. A good tip: Make sure to keep a little power on when landing off jumps so that you don't pogo off the rear end and spin out. Once you get a feel for it, you'll be even faster.
Rating: 10

ROUGH-TRACK HANDLING • This is probably one of the more improved areas. The longer chassis and more volume in the shocks

Carl would call that "mood lighting."

TEST GEAR

RADIO:	Futaba 3PK, FUT2010, **$350**
RECEIVER:	Futaba Module, FUTL8926, **$200**
STEERING SERVO:	Futaba S9450, **$90**
THROTTLE SERVO:	Futaba S9451, **$90**
ENGINE:	O.S. Engines Max-28X2, OSMG2074, **$375**
PIPE:	Sirio 2057, **$85**
TIRES (F/R):	Pro-Line Holeshot, 1133-00, **$31/pair**
RECEIVER PACK:	Team Orion GP1500, ORI12234, **$30**
FUEL:	Byron 30% Race, **$20**

CONTACT

KYOSHO AMERICA:	www.kyoshoamerica.com
FUTABA:	www.futaba-rc.com
BYRON FUELS:	www.byronfuels.com
TEAM ORION:	www.teamorion.com
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NEIL CRAGG United Kingdom
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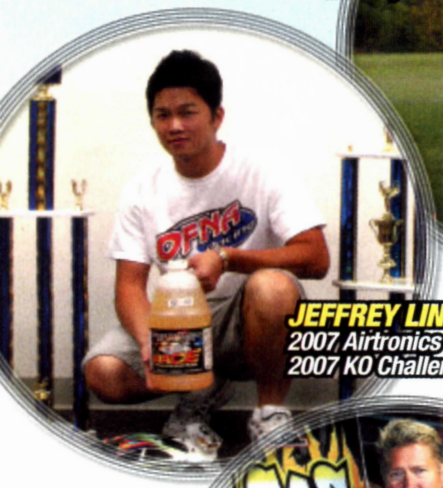

JEFFREY LIN California
2007 Airtronics Challenge, Sedan
2007 KO Challenge Points Champion



ELLIOT BOOTS United Kingdom
2007 Kyosho Off Road Masters
Champion, France



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KYOSHO INFERNO ST-RR

1:8 | NITRO | 4WD

means that the big truggy can drive over and through the ruttiest parts of the track and still be fast. There was one jump where I had to go from the straight to an off-power double-double, and if I hit it with the power off, it would wash out. This issue was resolved with a better approach and landing. I made sure to land on-power to pull through the landing. Watching other cars on that section proved it was just what you had to do, so it wasn't the fault of the truck.
Rating: 9.5

JUMPING • Another improvement was the ability to jump and land off big jumps without getting bent out of shape. Unless I hit a rutted-out lip of a jump, the ST-RR could clear sections with ease. The combination of the geometry improvements, engine power, and clutch made it easy to clear sections even if you got off line and had to re-time sections.
Rating: 9

WRENCHING

MAINTENANCE • In the maintenance department, there really isn't much difference from one truggy to the next. There are a few that are more complicated, but the truth is that most of them are about the same when it comes to taking out a diff or changing an arm. Some may complain about the coarse threads on the longer screws, but your forearms won't.
Rating: 8

WEAR AND TEAR • If there was a problem area in the past, it was the ring and pinion. The smaller gear set in the truggy means that it had more load on the teeth, and as many discovered with the older kits, it was a point of failure. Kyosho made sure to address this with a Chromoly-treated ring and pinions in the transmissions. This should all but eliminate any problems with the gears. I did break an arm and hinge pin during the testing, but that's because I jumped into a railroad spike holding the pipe in the ground. Once I learned the track, I had no issues with anything breaking.
Rating: 9

TUNING • Truggies are a little more numb to tuning. It will take much larger changes to have a similar effect on performance, but they are still very apparent. The ST-RR has all the settings you'll need to dial it into the roughest or the highest bite track you can find.
Rating: 10

CONCLUSION

The next generation of truggy is here, and with that the ST-RR is quickly proving on the track that Kyosho knows 1/8-scale off-road. With a longer chassis, wider hubs, high capacity shocks, and a handful of other changes, the new RR is going to be kicking a lot of ass on the track, and that's not just at the factory level, but at the club level where things really matter.

Note to Kyosho: hex screws are better!

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Big bore shocks smooth out the bumps
- Chromoly ring and pinion gears up durability
- Longer chassis and hubs improve performance

MISSES

- Phillips-head screws
- Still uses e-clips

MAIN COMPETITION

Losi 8IGHT-T, Mugen MBX-5T, XRAY 8T8, Jammin CRT

WHO IT'S FOR

Intermediate to expert racer



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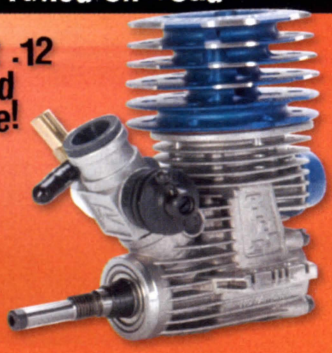
for finishing 1st and 2nd at the Mugen Grand Prix and for Scott's TQ and win of the Capital Classic in Maryland

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

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

NEW 353 Race .12
Tuned on-road

The fastest .12 you'll find anywhere!



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KYOSHO

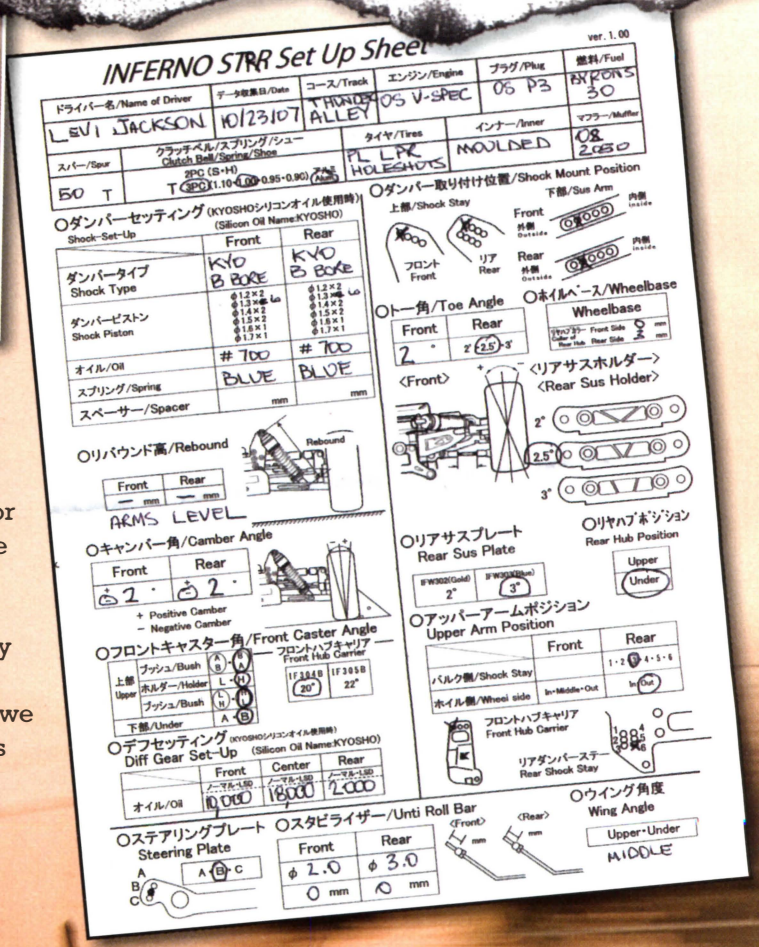
INFERNO ST-RR

SCALE 1:8 | POWER NITRO | TYPE | DRIVE 4WD



Yeah, lots of crazy things happened in this review.

Building the ST-RR isn't that big of deal if you are new or a vet. Kyosho doesn't offer the "lazy racer" version of the truck (race-roller), so you'll get to know the truck better than you would with a pre-built version. For testing I used Levi's setup, which was pretty close to what you would build out of the box. A driver preference might alter a few options like shock oil, or toe blocks, but for the most part if you copy one of the setups from www.kyoshoamerica.com you should be good. If you want to use the setup we tested with break out the magnifying glass here's Levi's current setup.





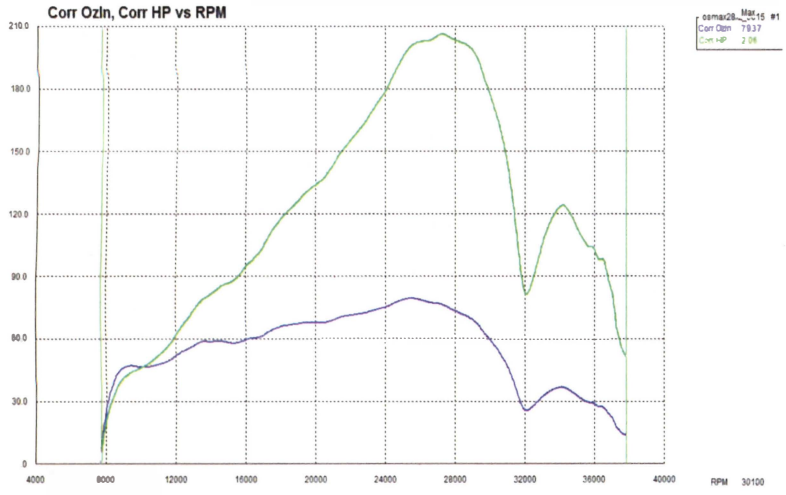
POWERPLANT INFO

The O.S. V-Spec was an instant success. Its formula was simple: Create world-beating power, have a super drivable power band, be easy to tune, and win the Worlds. It has proven successful in all of the above. While this version might be missing the more durable ceramic bearings, it still packs in lots of life and power, along with that O.S. signature tuning that makes it beginner friendly, but pro fast. Even in the heavier truggy, the .21 never struggled or ran excessively hot. With a race tune, you'll get excellent fuel economy, which at this point is more valuable than power.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	O.S. Engines MAX-28X2
BORE AND STROKE:	0.728 in. x 0.681 in. (18.5mm x 17.3mm)
DISPLACEMENT:	0.28 in.^{3} (4.65cc)
FUEL:	Byron 30% race
PIPE:	MSRP 1005
PLUG:	O.S. turbo head
PEAK X-DYNO HP*:	2.06hp @ 27,000 rpm
PEAK X-DYNO TQ*:	79.34 oz.-in. @ 25,500 rpm
PEAK X-DYNO RPM:	37,750
AVERAGE TQ:	57.52 oz.-in.
AVERAGE HP:	1.36
POWER FACTOR	
LOW END (HP/TQ):	1.13 / 63.05
TOP END (HP/TQ):	1.46 / 49.08
CORRECTION FACTOR:	1.045

*All numbers are SAE corrected

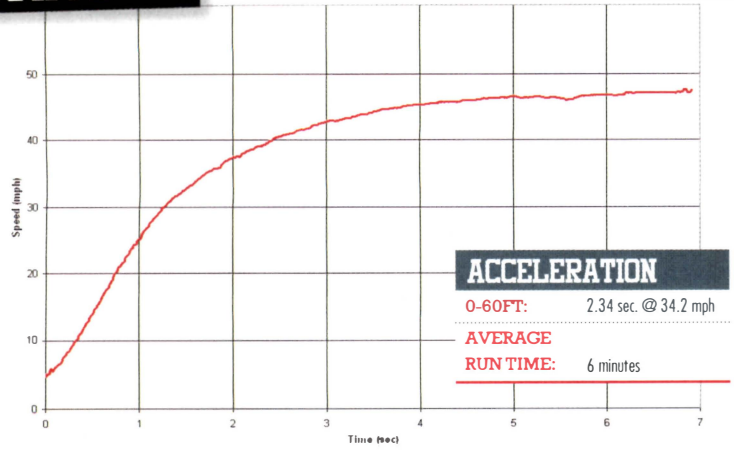
NEEDLE SETTINGS

HIGH:	3 turns out from bottom
LOW:	Flush
MID:	N/A
OPERATING TEMP:	240 - 250° F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 43.4 mph @ 241 ft.



ACCELERATION	
0-60FT:	2.34 sec. @ 34.2 mph
AVERAGE RUN TIME:	6 minutes

TEST CONDITIONS

WEATHER:	Smokey
TEMP/HUMIDITY:	75° F / 33%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Medium grip

HANDLING

TURNING RADIUS:	5 ft., 4 in.
ON POWER:	Slight Understeer
OFF POWER:	Moderate Understeer

BRAKING

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

We've heard people, to this day, still say "kee-yo-shuh."



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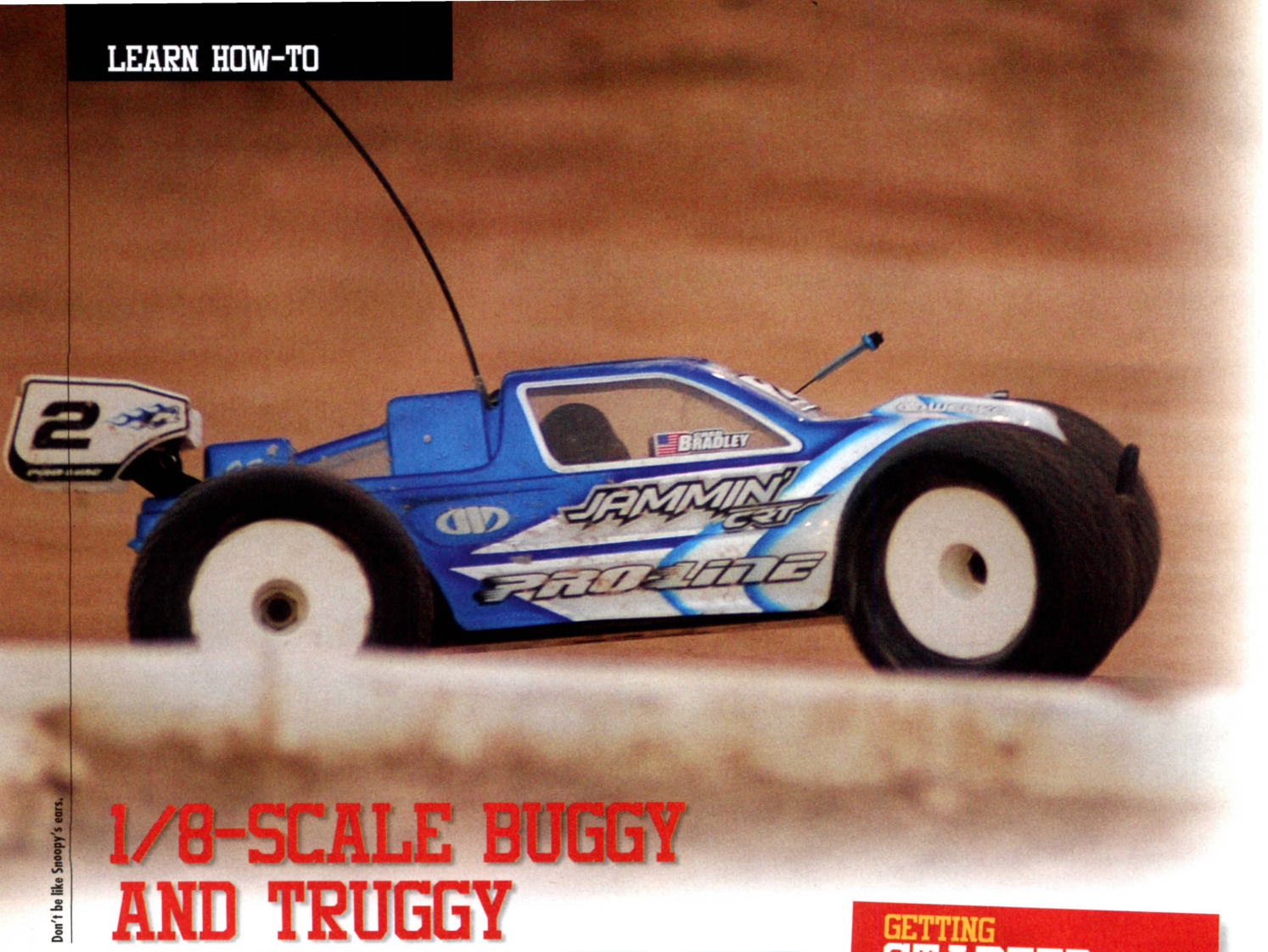

Don't be like Snoopy's ears.

1/8-SCALE BUGGY AND TRUGGY DROOP

IT'S THERE, AND YOU DEFINITELY SHOULD LEARN HOW TO USE IT

words: Jeff Eveleigh



Droop is an amazing and often overlooked tuning aid, especially in nitro off-road racing. It's a quick and easy adjustment that shows immediate results in how weight is transferred within your chassis. Droop drastically affects how your car enters and exits a turn, and how it handles bumps and ruts. It can even determine chassis attitude over jumps. We checked in with super fast Jammin' driver Chad Bradley to get all the goods on this underrated adjustment. Learn how to set your droop with the fast guys, and you'll never hit the track again without a droop adjustment wrench in your back pocket.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0 Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED



- Hex wrench
- Ruler or caliper









MARK PAVIDIS

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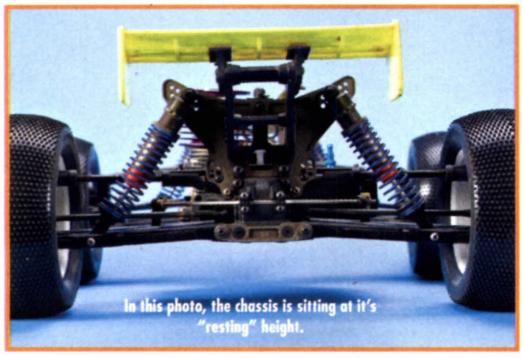
WHAT IS DROOP?



Before we get started, let's make sure you have a full understanding of what droop is. Droop (or down travel) is the measurement of upward chassis travel allowed from the point of chassis rest to the point in which the tires leave the ground. A good comparison is when you use a jack to change a tire on your real car. Droop is the distance between when you start to jack your car up from rest—to when the tire lifts off the ground. Droop is one of the main deciding factors in how much weight is allowed to transfer from front to back during braking and acceleration, or from side to side through a turn. A vehicle with less droop will stay flatter on the track, offering more agility but less traction. The opposite is true when your setup offers more droop. Your chassis will roll more, which creates more grip, but the chassis will be less responsive to direction change.



In this photo, the chassis is sitting at it's "resting" height.



Droop is the distance of movement between resting height and full upward travel.

One of the main points that Chad made during our conversation is that "every car is different." You are usually best to start with the stock or a team driver setup and make droop adjustments from there. Generally speaking, most chassis' run a little less droop up front as compared to the rear. This is because 4WD nitro vehicles have a lot of power and this causes them to squat at the rear. A little less front droop prevents your car from completely unloading the front tires under acceleration. Droop changes also seem to be more noticeable on Truggies than on Buggies, probably since Truggies have a higher center of gravity and suspension arms that are much longer.

BUMPS AND RUTS

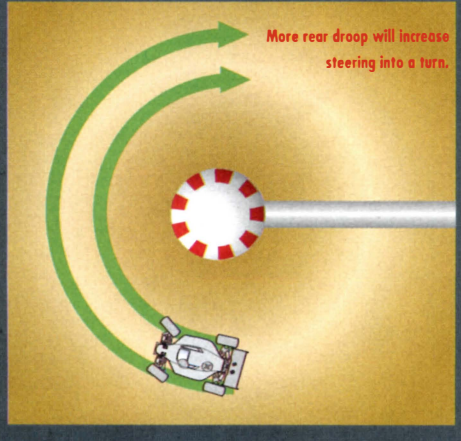
The roughness of the track surface will determine your starting droop settings, both front and rear. Limiting your droop helps to prevent traction rolling through turns by keeping your chassis flatter and reducing body roll. Less chassis roll will reduce the chance of flipping your car over while sliding sideways over a rut. If you're driving on a bumpy, rutted-up surface, add as much droop as possible without traction rolling or flipping easily over ruts. Flat and smooth racing surfaces allow you to take droop out so you can drive harder without the risk of traction rolling. Be careful, though, because if you remove too much droop, your car may not transfer enough weight while decelerating to offer adequate steering response into a turn. Truggies usually handle well on bumpy tracks since the chassis' are longer, wider, and have bigger tires. This allows you to reduce the droop a bit, which makes your truck more agile. As a basic rule, Chad says to "run as much droop as you can without traction rolling, then make adjustments later to alter steering characteristics."

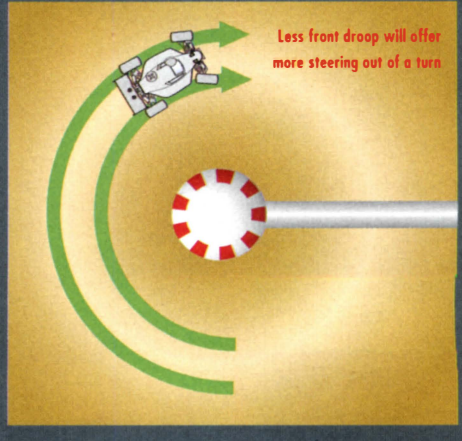


Are those airbags, or a hard landing?

STEERING

Droop changes are most noticeable when it comes to how your vehicle enters and exits a turn. Altering the front and rear droop will drastically alter how aggressively your chassis corners. A quick twist of the droop wrench can make your car steer into a turn with more authority, or pull out of a turn faster then the guy beside you on the drivers stand.





Increased rear droop offers more aggressive steering into the turn, as weight transfers to the front end when you lift off of the throttle or apply the brakes. This added weight transfer forward will provide less rear grip as you are entering the turn, so if you run too much rear droop you could spin out under heavy braking. Less rear droop will offer increased rear traction while decelerating, but can cause a slight push while entering the corner.

Increased front droop offers less steering out of a turn but more rear grip; when you accelerate, more weight will be transferred to the rear tires. To get more steering out of a turn, you would reduce the front droop to keep the weight on the front tires under acceleration. But keep in mind that a heavy throttle finger out of a turn may spin you out, since your rear end has been lightened by placing much of the chassis weight over the front tires. Generally speaking, the end of the car with increased droop will transfer weight away from that point whenever an external force is applied.

AX10 SCORPION

1/10 Rock Crawler Kit



Dimensions
- Wheelbase: 304mm~320mm (12"~12.6")
- Ground Clearance: 79mm (3.125")
- Width: 254mm (10")
- Height: 156mm (6.125")
- Weight: 1588g (3.5 lbs)
- Articulation: 70°

Body Specifications
- Length: 438mm (17.25")
- Width: 181mm (7.125")
- Height: 133mm (5.25")

◀ Part #: AX90001

Competition Ready Kit
Includes chassis, wheels, tires, and body.
Does not include electronics, radio, or battery.

www.axialracing.com

Ultra compact and lightweight transmission
Overall gear ratio range from 15:1 to 74:1

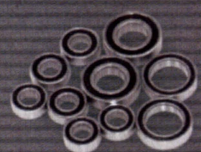




Solid axles that feature improved driveshaft angle, castor and class leading steering throw



Complete axle and transmission set sold separately also!



Full Ball Bearings ▶

Green Aluminum 12mm Hex Hubs



The first of its' kind!

Previously the only way to build a competition capable rock crawler was to buy bits and pieces of several different kits here and there. Now you can get everything in one box and in a matter of a few hours build time be able to hit the rocks with the Axial AX10 Scorpion 1/10 Rock Crawler Kit.

AXIAL

21092 Bake Parkway, #114 • Lake Forest, CA 92630 • 949.600.8642

TEKIN Racing



R1 — The Premier Choice in Hi-Performance Brushless Systems

R1 Actual Size
1.3" x 1"



The R1 Brushless System is the highest performance product Tekin has ever released, a result of over 20 years of exhaustive research and development. The R1 Systems are designed to propel 10th scale to a new level of performance, delivering blinding speed, intense power, and precise control without sacrificing size and weight! The R1 ESC is a technological triumph, featuring an On-Board temperature indicator, LiPo Battery Voltage Cutoffs, and the ability to interface with your PC though the Tekin HotWire connection. The R1 comes as a standalone ESC capable of driving Brushed and Brushless motors, or as a complete system with motor choices ranging from a 27T Stock Equivalent to Touring Car Mod. R1: #TT1150/R1Pro: #TT1151

HOTWIRE COMPATIBLE — BRUSHLESS + BRUSHED



FX — Eliminates all Power Bottleneck from Battery to Motor

FX Actual Size
1.0" x .8"



(prototypes shown)

The FX Series re-defines what is possible in the new era of brushed speed controls. The FX Series captures the processing speed of Flash-Programmable Software in a Pipelined Microcontroller Architecture and combines it with the lowest On-Resistance MOSFETs ever used in a speed control. The result is a virtually perfect conductor between the battery and the motor--no latency, no power loss, no bottleneck. The FX also features status monitors such as an On-Board Temperature Indicator, Receiver Signal Status, LiPo Battery Pack Voltage Cutoffs, and can be tuned either On-Board or using Tekin's HotWire PC Interface.
FX: #TT1090/FX-R: #TT1091/FX Pro: #TT1092/FX-R Pro: #TT1093

HOTWIRE COMPATIBLE — BRUSHED



B1 — The New Weapon in Micro Scale Racing

B1 Actual Size
1.0" x .93"



Tekin's B1 and B1-R bring exceptional, brushed technology to "18th scale" cars and trucks. The B1 Series ESC is small, less than 1" square, yet powerful enough to run any micro brushed motor available (up to 380 size). On-Board Temperature Indicator and Lipo cutoffs bring extra safety and highly reliable operation! With the use of the Tekin's HotWire PC Interface, you can fine tune the ESC beyond our Quick-Tune™ On-Board Programming.
B1: #TT1080/B1-R: #TT1081

HOTWIRE COMPATIBLE — BRUSHED



Mini RAGE — Unleash Your Rage on the Competition

Tekin's first brushless system is designed to bring the standards of high end, 10th scale performance, speed, and control to the 18th scale enthusiast. The Mini Rage comes as a stand alone ESC or a complete system with your choice of 3 Tekin motors. Dial it all in with either the 5.4kV Performance Motor, 6.8kV Hi-Performance Motor, or the 8.0kV eXtreme Motor! Mini Rage ESC: #TT1100/ESC+5.4kV Motor: #TT1101
ESC+6.8kV Motor: #TT1102/ESC+8.0kV Motor: #TT1103

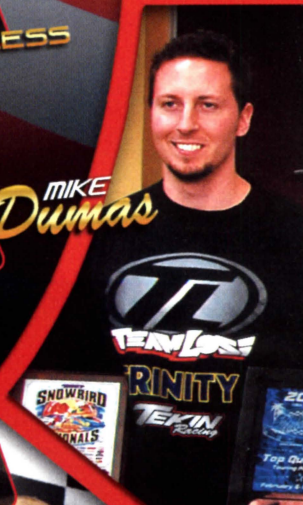
HOTWIRE COMPATIBLE — BRUSHLESS

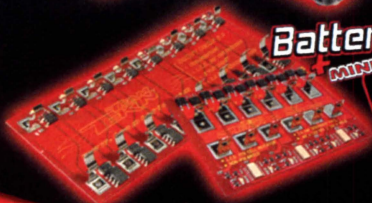


(prototype shown)

Battery Nurse — Physical Therapy For Your Battery Packs

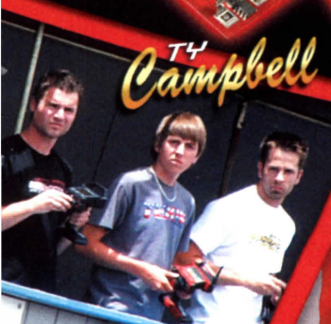
The Tekin Battery Nurse with its VCS is just what the Battery Doctor ordered! While the Battery Doctor relies on the time-tested methodology of battery conditioning through cycling and discharge, the Battery Nurse uses an exclusive Voltage Control System (VCS) to automatically and safely maintain the peak performance characteristics of new battery packs.
Battery Nurse: #TT1435





Battery Doctor 8.0 / Mini Battery Doctor — Doctor Recommended Discharge and Equalization Trays

Batteries have recently been experiencing a revolution in terms of capacity and performance. New battery technology has fostered new theories and strategies for affecting, maintaining and improving battery performance. The "Doctors" were designed to realize a specific objective; to maintain cells at their highest performance without sacrificing runtime or voltage. The Battery Doctor maintains your 10th scale NiCd and NiMH Cells while the Mini Battery Doctor handles the smaller, 2/3 cells for your mini R/C vehicles.
Battery Doctor 8.0: #TT1420/Mini Battery Doctor: #TT1425







Visit us On-Line: www.teamtekin.com

*Tekin HotWire sold Separately



AIR TIME



Chad doesn't alter droop too much for jumping, although for big jumps it's important to land smoothly and get on the throttle early so that more droop will smooth out the landing—allowing Chad to hammer his magic finger a little sooner.

You can also alter your chassis attitude in the air over jumps by making slight changes to your droop, but Chad doesn't usually do this, since nitro off-road vehicles offer so much attitude control through throttle inputs. However, if you're trying to fine-tune a certain jump and droop changes can also benefit your steering characteristics, it won't hurt to experiment. If your chassis is jumping nose high, then try decreasing the front droop or increasing the rear droop a slight bit. The opposite is true if your car is nose-diving over the jumps. You can help solve this by increasing the front droop or reducing the rear droop. Keep in mind that altering droop to change chassis attitude in the air should only be done to fine-tune attitude—as long as the changes will also benefit steer-in or steer-out characteristics of your chassis though a turn.

CLOSING

You need to start playing with droop settings on your chassis to see exactly how beneficial they can be to your lap times and overall driving experience. I'd like to thank Chad Bradley for taking the time to educate us regular folk on how to use droop to go as fast as he does around the track. Now we just need some Bradley-Driving-Skill-In-A-Can so we can all be future National Champs!

» TECH TIP

MEASURING DROOP

There aren't as many fancy tools available for off-road droop settings as there are for touring cars, where accurate down travel settings are vitally important. We talked to Chad to learn about the tricks he uses to set his car up. Remove all of your tires and prop your chassis up off of your worktable. Chad uses an unmounted wheel under his chassis. As a starting point, measure the shock length while it's still installed on the car, from the top mounting screw to the bottom mounting screw, and make sure they are the same length from left to right. This would normally ensure that the droop on your car is accurately balanced, but this isn't always the case. It's common for the molded suspension arms or other chassis components to bow over time, which could alter your droop; therefore, some verification is in order. With your chassis still propped up on the wheel, measure the distance from the bottom of your axle to the table (make sure that the table is flat). Compare this measurement to the opposite side of the car and make adjustments to the droop screws to match both sides. It's also a wise idea to verify your droop settings throughout the race day, as the setting screws can dig into the chassis, altering your final settings.

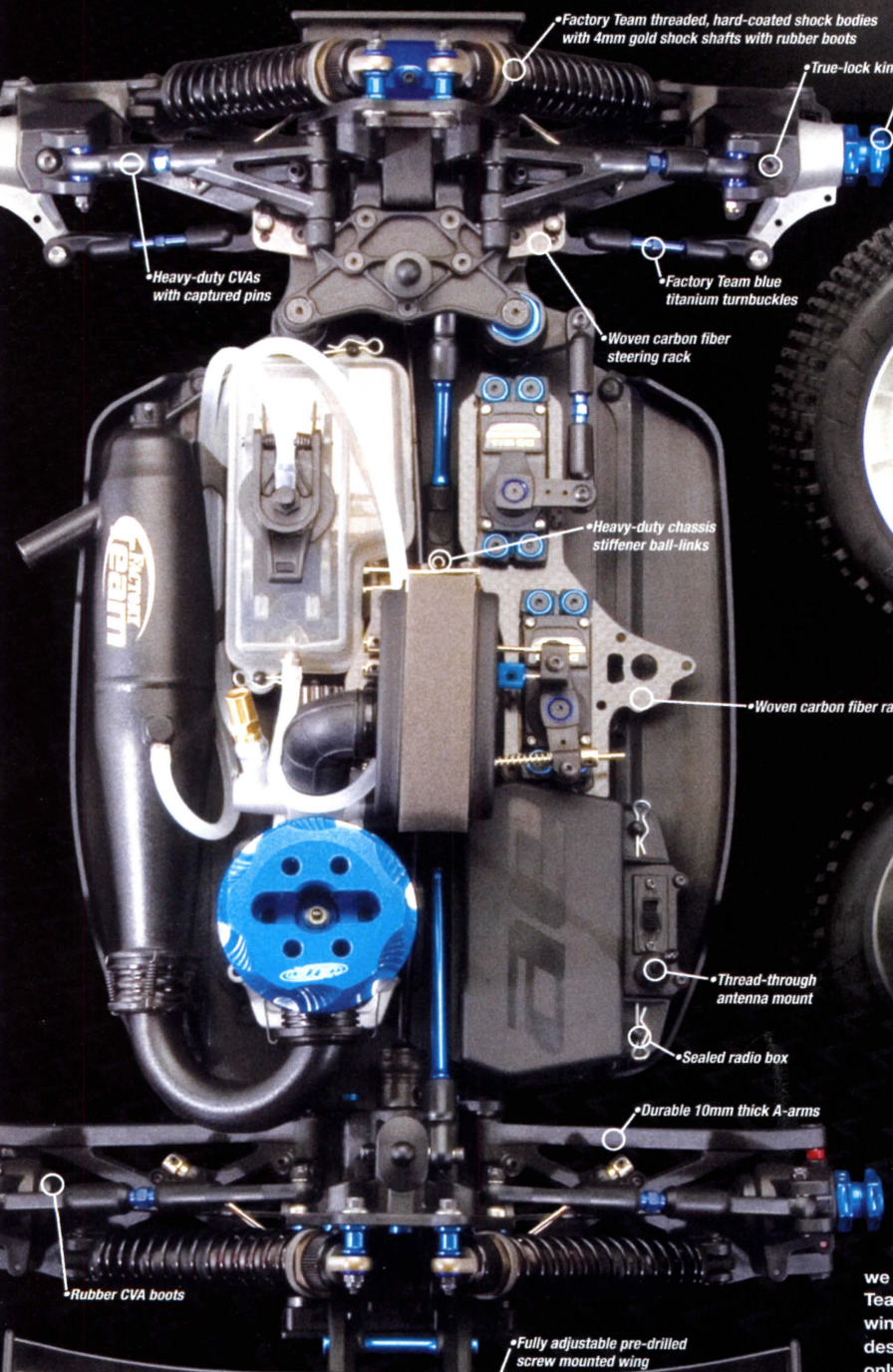


If you find that your shocks are different lengths, fix this first before measuring droop.



Apparently Chad has a magic finger. Hmmm?

RC8 FACTORY Team





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

FACTORY Built



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

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

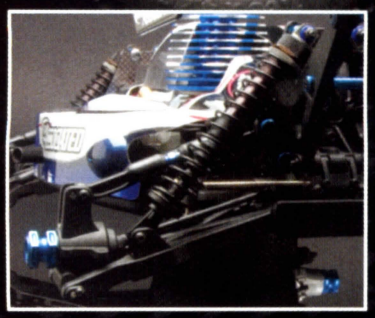
The Factory Team RC8 brings with it many new ideas, touching on every detail ensuring that the RC8 will live up to the high standard that is expected from Team Associated. To start with the RC8 is the first Factory Team kit ever to come fully assembled and set up, ready for you to install your engine,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

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

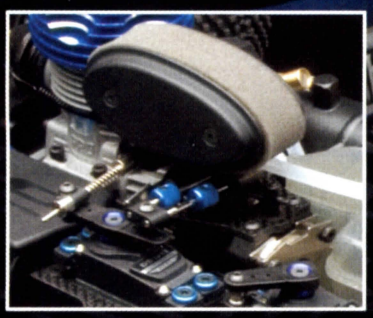


1:8 Scale Nitro 4WD Offroad Buggy Kit

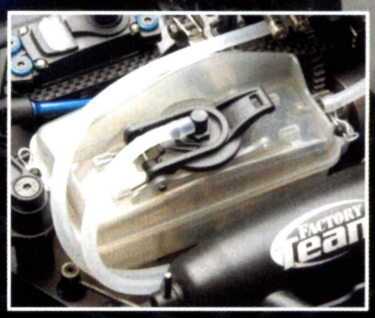
TEAM ASSOCIATED



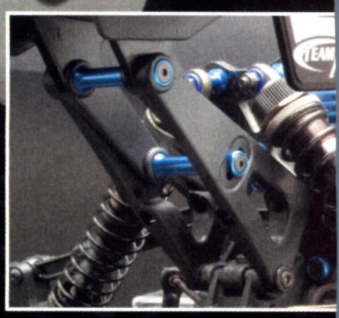
Hard-coated, threaded shocks with rubber boots keeps the suspension smooth



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



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



Wing angle and position is fully adjustable and secure

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

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

Designing the RC8 to be quick and easy to work on was also a top priority for the engineers of Area 51. The two-piece split center diff mount allows for quick and easy access to the center diff and brakes. Another feature is the RC8's fully adjustable wing angle and position to help you get it further dialed in. The Factory Team blue titanium turnbuckles are light and durable making suspension adjustments easy. Another innovation is the True-lock kingpin system that keeps the kingpins from backing out during long mains. The backbone of the RC8 is a 3mm milled black hard-coated 7075 aluminum chassis that is strong and light helping to make the RC8 one of the lightest buggies in its class.

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

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www.rc10.com or www.teamassociated.com

IIC

INTERNATIONAL INDOOR

The most anticipated on-road race of the year is now the International Indoor Champs. Nowhere else can you race against the world's best drivers, stay in a hotel that doesn't require shots afterwards, and best of all … it's Vegas, baby! Each year Scotty Ernst and crew deliver one of the best racing experiences on Earth in one of the best places on Earth. The world knows it, too, as each year the number of international drivers coming to the race increases, and with it the prestige goes up. If you win the IIC you're not only good, you're damn good.

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Race during the [illegible] all night!

CHAMPIONSHIPS

FRESHNESS GUARANTEED

Race Date: 09.30.07



Words: Derek Buono



Photos: Carl Hyndman & Jason Boulanger





Now you know why we call Carl "Creepy" in the office.

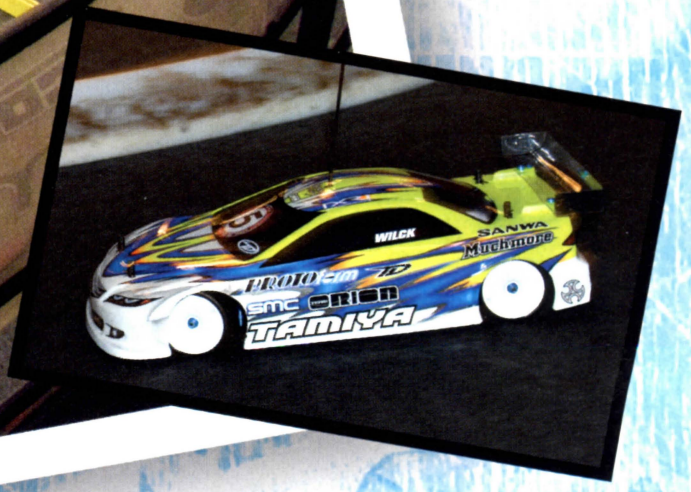


The Track

The track had the same layout as 2006, but this year it actually had a lot more bite. It could have been a material change in the carpet, but many attribute the better grip to the handout traction compound chosen for the race.

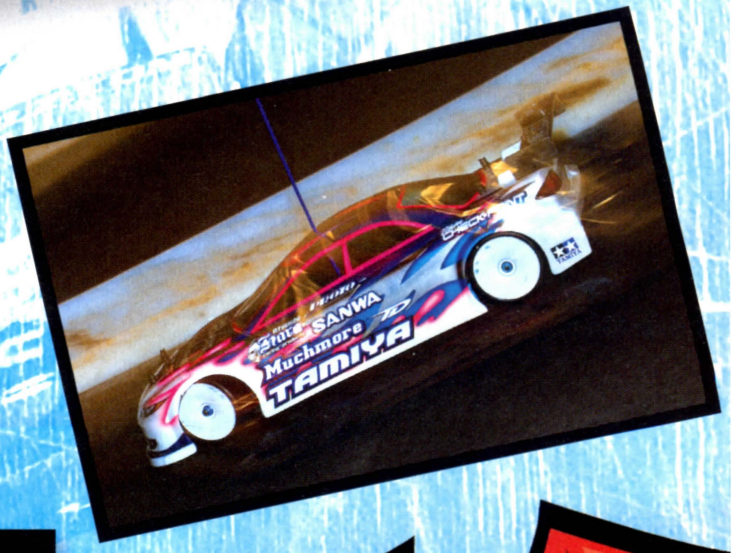






Scotty working the mic.





Format: 4 rounds of qualifying (rocket round)

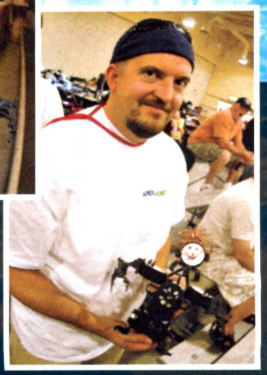
Mains: Single A-Main

Buzz

You got time

The entries were limited to a much more manageable level this year, and with that came more free time to enjoy the surrounding area. Also, a finish time of 9 p.m. allowed racers to eat dinner, explore, and enjoy this city of strange people.







Speedmerchant REV5

The 1/12-scale market is in the midst of a change. Brushless power is king in the class and cars are changing around that design a bit. The new REV5 from SpeedMerchant is a pretty significant departure from the previous design. A new, super-low CG rear pod is only outdone by the new multi-link front end that is more adjustable than the old school block used on the previous generations. The good news is that you can use the REV4 parts on the front or rear if you want to try either one.

Hot Bodies Cyclone 12

Team HB has been hustling, lately, and they've released lots of cars that have been in development for team use for years. The new Cyclone made its track debut in impressive form. They TQ'ed and dominated the super competitive 1/12 Mod class.





Trinity Duo Motors

Trinity has a big secret that a few people knew about at the race. It wasn't that Dumas was running the new Duo brushless motor, but that Jim Dieter is back as the motorman for Trinity. With his wickedly awesome beard and motor experience, you should be seeing Trinity motors back on top of the pack.



Checkpoint Signature Series

Checkpoint brushed motors are arguably the best in the world. They also have the best drivers in the world who can buy their signature series and setup.

Direct Fit X-citer Body

Nothing changes the look of your RC vehicle like a new body. We offer a full line of clear direct fit bodies for most trucks. Most are molded from durable .060 lexan for bashing and long life. You can paint these aggressive style bodies any way you want and have yours mounted up within minutes of the paint drying.



Online Catalog > Search > X-citer

F-1 Pro Airbrush

A shiny new dual action airbrush kit will brighten up any hobbyists morning and keep the enthusiastic beginner or experienced painter happy all year long.

#40260



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We have a huge selection of items for every RC fanatic on your list. From paint and detailing accessories to the largest selection of clear bodies for most vehicles, you are sure to find something in our online catalog to help wrap up your holiday shopping needs.



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More tires, a couple of new bodies, maybe a better bumper? Whatever you race, we have top quality National and World Championship race bodies that are designed to win. All you need to know is the scale and the width. While your at it, add some 1/12 or 1/10 scale foam racing tires for best results. New compounds are available now!



Online Catalog > RC Cars And Trucks

FASKOLOR Paint

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Fun Gift!



1/10 Hemi Coupe 2 Kit

Online Catalog > Search > Hemi Coupe

The Hemi Coupe is fun to race or cruise around the neighborhood. It's like a big model that can be used for display without adding electronics. The kit includes a detailed clear body that can be built with or without fenders and is fun to paint. Building the plastic motor adds to the fun, it's great for most anyone. The chassis is easy to assemble and includes fiberglass and aluminum parts with complete instructions. The electronics, radio and electric motor are not included, but can be purchased in any hobby shop.



Clear Bodies

Great Gift!

We have all your favorites, including the Grave Digger® (Also available painted) and many classics that would make anybody's day!

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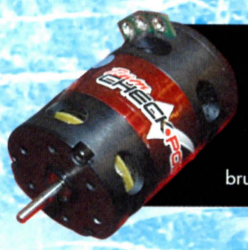

Brushed, Brushless, 4,5,6-cells stock-ified action

Just when you think brushed motors are gone, they stick a finger in and give you the shocker. Honestly, "maintenance" isn't an issue at this level; instead, it's about all-out performance and drivability. With that mentality, a driver will switch to anything they "feel" makes them a faster driver. While to me this means that it could be a coincidence that switching to brushed motor or 5-cell made them faster, this is how racing goes. Switch everything until you think you're fast.













Racing

While there were more than enough classes for the average racer to choose from, the "show" will always be open modified in any class, and the spectators surrounding the track let us know when they were up. The IIC has always been a "single main" format, which has its pros and cons. Folks on both sides of the issue will gladly give you an earful. As always, the level of racing at this event was second to none.

1/12 Mod

Brushless had the edge in this class—if you're looking at what type of motor was used. The racing in 1/12-scale is always intense. This is one of the few classes where you can still dump batteries in, and eight minutes of full-punch modified racing can make that happen. Four American drivers made the main, and six Euros. This battle was led by Andy Moore, who showed us why he's the current World Champ in TC. His Hot Bodies Cyclone 12 was chased by a multitude of drivers, with Marc Rheinard and Josh Cyrul getting the last podium spots.

1/10 Modified Foam

The international split in this class was 5 to 5, and this time not only did drivers have to watch their speed to prevent dumping, they also had to deal with breaking. The speed of this track and its fairly simple layout produced some spots where participants could end their race in the blink of an eye if they tried to straight-line. Chris Tosolini is always fast on carpet, and his Corally Phi was the car to beat. Temmu Leino put his new proto-type XRAY in front early, and was able to outdo Toso, with Paul LeMieux putting the pressure on.

1/10 Modified Rubber

Rubber tires are more commonly run on carpet in Europe, but with the focus on international racing, this has become a very competitive class at many races. Paul LeMieux showed everybody that US drivers could win, but in the end Marc Rheinard benefited from some shuffling at the front of the pack, putting his CheckPoint-powered Tamiya on the top spot, with LeMieux and Atsushi Hara getting the last two spots.

"Wow - that McMahon guy sure did a great job on those banners! -Mike McMahon.

When you are charging you should always have an

advantage



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  - Li-Io or Li-Po 1-5 cells
  - lead acid (Pb) batteries 1-6 [2V per cell]
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- Adjustable discharge current (0.1A-1.0A)
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- "Constant current/discharge voltage" charge method for lithium-Ion/Po and Pb batteries.
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INTERNATIONAL INDOOR CHAMPIONSHIPS





King of the Hill

This title is given to the driver who places the highest in both foam and rubber touring cars. Once again, it was Paul LeMieux collecting the $500 for his double podium performance. I'm sure he would like to trade some of that cash for a win in either, but this is a very difficult prize to claim, and Paul has done it multiple times.

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Craps (Conclusion)

The International Indoor Champs is a race that should be on every on-road electric race "things to do before I die" list. It packs in everything you could want as a racer, and it's in Las Vegas—one of the most sinfully fun places on earth. Scotty and crew put in an amazing amount of time and effort, which is appreciated by all who attend. This year's race sold out in a few days, so set up your calendar reminder for next year and sign up early.

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INTERNATIONAL INDOOR CHAMPIONSHIPS

The Results

1/12 Stock

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	6	Stephen Boice	USA	42	08:19.6	11.388	Speedmerchant	Parma	Kwik	Kwik	KO	Novak	Parma
2	2	Pete D'Agnolo	USA	41	08:00.1	11.277	CRC	Parma	Handout	Whiplash	Futaba	LRP	Jaco
3	4	Jim Herrmann	USA	41	08:01.1	11.227	CEFX	Parma	EA Motorsports	EA	KO	Tekin	Parma
4	5	Mark Smyka	USA	41	08:04.7	11.346	CRC	Parma	Handout	Hurricane	JR	Tekin	Jaco
5	8	Jeff Brown	USA	41	08:05.2	11.448	Speedmerchant	Protoform	Handout	Kwik	KO	Novak	Jaco
6	7	Jeff Cuffs	USA	41	08:06.3	11.259	CRC	Parma	Handout	Trinity	Futaba	Tekin	Jaco
7	9	Joe Trandell	USA	41	08:06.6	11.177	CEFX	NA	Handout	SMC	KO	Novak	Jaco
8	3	Jarrod Langlois	USA	41	08:10.6	11.295	Speedmerchant	Parma	Brood	Brood	KO	Novak	NA
9	10	Mark Strasnick	USA	40	07:59.2	11.229	Speedmerchant	Parma	Kwik	Kwik	KO	KO	Parma
10	0	Andrew Ellis	USA	40	08:08.3	11.351	CEFX	Parma	EA Motorsports	SMC	KO	Novak	Jaco





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Kimbrough

1/10 Stock Sedan Rubber

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	1	Jimmy Maddison	UK	24	05:10.7	12.542	Schumacher	East Coast	Full Throttle	Full Throttle	KO	Tekin	Jaco
2	2	Alan Hewitt	USA	24	05:12.2	12.403	Schumacher	Protoform	Handout	EA	KO	Novak	Jaco
3	6	Rob Michael	USA	24	05:12.5	12.346	Corally	Protoform	Handout	SMC	Airtronics	Novak	Jaco
4	3	Brandon Melton	USA	23	05:01.2	12.46	Associated	Protoform	Express	IB	Futaba	LRP	Jaco
5	4	Dave Bowser	USA	23	05:05.4	12.691	XRAY	Protoform	Kwik	Kwik	KO	Novak	Jaco
6	9	Brian Stanton	USA	23	05:06.5	12.704	Corally	Protoform	Goop	Hurricane	Futaba	Novak	Jaco
7	7	Keith Yu	Canada	23	05:06.7	12.569	Associated	Protoform	NA	Reedy	KO	Much More	Jaco
8	5	Tony Fiorella	USA	22	05:01.7	12.479	Corally	Protoform	Kwik	Thunder R/C	Airtronics	Novak	Jaco
9	10	Ryan Pratl	USA	22	05:04.3	12.528	XRAY	Protoform	Hurricane	Hurricane	Futaba	Novak	Jaco
10	8	James Arluck	USA	9	02:05.9	12.704	Corally	Protoform	Kwik	Kwik	Airtronics	KO	Jaco





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1/10 Modified Sedan Rubber

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	3	Marc Rheinard	Germany	26	05:05.3	11.197	Tamiya	Protoform	Checkpoint BL	Checkpoint	Sanwa	LRP	Jaco
2	1	Paul LeMieux	USA	26	05:08.1	11.459	XRAY	Protoform	Truespeed	SMC	Futaba	LRP	Jaco
3	2	Atsushi Hara	Japan	26	05:09.3	11.24	Hot Bodies	Protoform	Checkpoint	Checkpoint	Futaba	Hara	jaco
4	7	Juho Levanen	Finland	26	05:10.3	11.425	Associated	Protoform	LRP X11	Reedy	Sanwa	LRP	Jaco
5	9	Alexander Hagberg	Sweden	25	05:00.5	11.614	XRAY	Protoform	LRP Vector	LRP	Futaba	LRP	Jaco
6	4	Barry Baker	USA	25	05:04.5	11.305	XRAY	Protoform	Checkpoint BL	SMC	Futaba	Novak	Jaco
7	8	Temmu Leino	Finland	25	05:06.1	11.455	XRAY	Protoform	Orion BL	Orion	Sanwa	LRP	Jaco
8	10	Mike Blackstock	USA	25	05:09.5	11.473	Corally	Protoform	Checkpoint	SMC	Futaba	LRP	Jaco
9	5	Billy Easton	USA	24	05:10.6	11.273	Serpent	Protoform	Speed Passion	Hurricane	Futaba	LRP	Jaco
10	6	Andy Moore	UK	15	02:59.10	11.27	Hot Bodies	Protoform	Orion Vortex	Orion	KO	NOSRAM	Jaco

1/10 Sedan 19-Turn Foam

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	1	Mike Dumas	USA	28	05:07.8	10.658	Losi	Parma	Trinity	Trinity	JR	Tekin	Jaco
2	7	Paul Ciccerelo	USA	28	05:10.6	10.645	XRAY	Parma	Express	Pro Match	Futaba	Novak	Parma
3	4	Stephen Boice	USA	27	05:01.1	10.715	Corally	Parma	Kwik	Kwik	KO	Novak	Parma
4	10	Josh Hohnstein	USA	27	05:04.5	10.731	Corally	Parma	Checkpoint	Hurricane	Futaba	Novak	Parma
5	6	Larry Fairtrace	USA	27	05:06.4	10.688	Losi	Parma	Express	Express	Futaba	Keyence	Parma
6	8	Andrew Ellis	USA	25	05:08.5	11.035	XRAY	Parma	EA Motorsports	SMC	KO	Novak	Jaco
7	9	Jeff Cuffs	USA	19	03:46.10	10.882	Serpent	Parma	Handout	Trinity	Futaba	Tekin	Jaco
8	2	Jason Schreffler	USA	14	02:33.10	10.617	Losi	Parma	Express	Express	Futaba	Keyence	Parma
9	3	Brad Johnson	USA	0	0	0	Corally	Parma	Checkpoint	Hurricane	KO	Novak	Parma
10	5	Jeff Dayger	USA	0	0	0	Corally	Parma	Trinity	Trinity	Futaba	Corally	Parma

1/12 Modified

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	1	Andy Moore	UK	47	08:03.8	9.984	Hot Bodies	Protoform	Orion Vortex	Orion	KO	NOSRAM	Jaco
2	2	Marc Rheinard	Germany	47	08:04.2	10.039	Hot Bodies	Protoform	Checkpoint BL	Checkpoint	Sanwa	LRP	Jaco
3	4	Josh Cyrul	USA	47	08:09.3	10.052	CEFX	Protoform	Orion	SMC	KO	Novak	Jaco
4	7	Mike Blackstock	USA	46	08:04.7	9.936	CEFX	Protoform	Checkpoint BL	SMC	Futaba	LRP	Jaco
5	6	Simo Ahoniemi	Finland	46	08:05.5	9.997	Corally	Parma	GM 4.5 BL	Corally	Sanwa	GM	Parma
6	8	Jeff Dayger	USA	45	08:05.6	10.044	CRC	Parma	Trinity DUO BL	Trinity	Futaba	NA	CRC
7	9	Jillies Groskamp	Netherlands	44	08:00.2	10.31	CRC	Protoform	Checkpoint BL	Checkpoint	KO	NOSRAM	CRC
8	10	Hupo Honigl	Austria	34	06:16.3	10.105	CRC	Protoform	Orion Vortex	Orion	Sanwa	LRP	CRC
9	3	Atsushi Hara	Japan	28	04:55.5	10.126	Hot Bodies	Protoform	Checkpoint BL	Checkpoint	Futaba	LRP	Jaco
10	5	Chris Tosolini	USA	27	04:48.7	10.161	Corally	Parma	Novak BL	Brood	Airtronicss	Novak	Parma







There's a lot of big names on this page.

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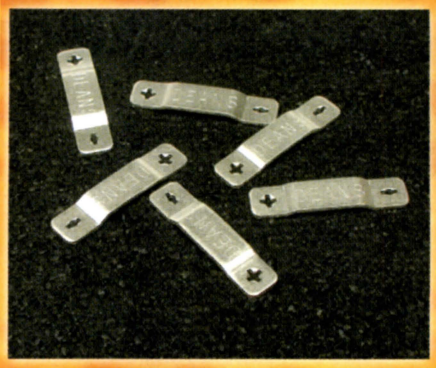

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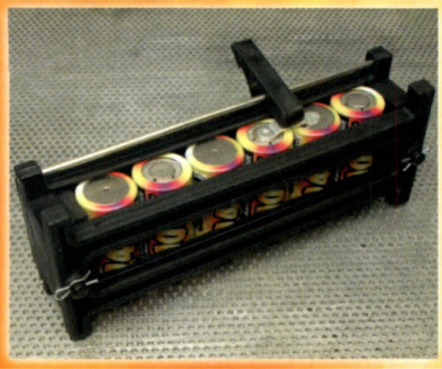

"Ten Must Have Tools" - R/C Car Action
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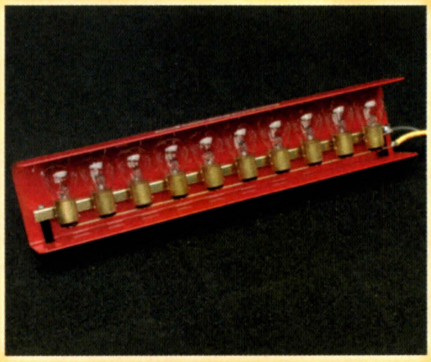

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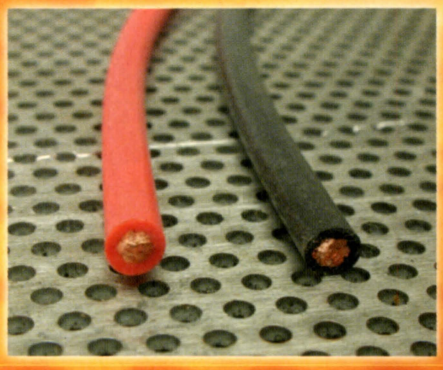

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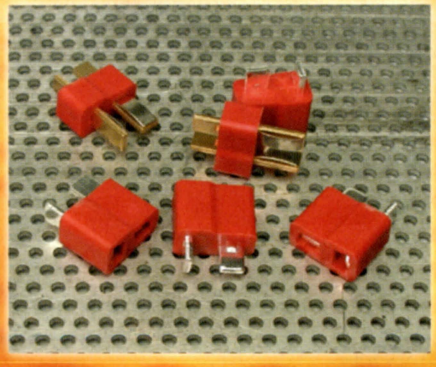

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1/10 Stock Foam

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	1	Brad Johnson	USA	27	05:08.7	11.124	Corally	Parma	Handout	Hurricane	KO	Novak	Parma
2	10	Andrew Ellis	USA	26	05:02.4	11.273	XRAY	Parma	EA Motorsports	SMC	KO	Novak	Jaco
3	3	Jim Herrmann	USA	26	05:03.1	11.263	XRAY	Parma	EA Motorsports	EA	KO	Tekin	Parma
4	5	Chris Goetz	USA	26	05:03.9	11.328	Schumacher	Parma	EA	Hurricane	Futaba	Futaba	Parma
5	9	Larry Fairtrace	USA	26	05:09.5	11.138	Losi	Parma	Express	Express	Futaba	Keyence	Parma
6	6	Jarrod Langlois	USA	26	05:11.2	11.3	Corally	Parma	Team Brood	Team Brood	KO	Novak	Parma
7	4	Stephen Boice	USA	24	05:06.1	11.348	Corally	Parma	Kwik	Kwik	KO	Novak	Parma
8	7	TJ Bradley	USA	21	04:07.2	11.29	Corally	Parma	Handout	SMC	Airtronics	Corally	Jaco
9	2	Jason Schreffler	USA	15	02:51.5	11.082	Losi	Parma	Express	Express	Futaba	Keyence	Parma
10	8	Brian Lutz	USA	2	27.864	13.412	Losi	Parma	Team 1	SMC	Airtronics	Novak	Parma

1/10 Modified Foam

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	2	Temmu Leino	Finland	29	05:04.9	10.063	XRAY	Parma	Orion Vortex	Orion	Sanwa	LRP	Parma
2	1	Chris Tosolini	USA	29	05:06.7	10.07	Corally	Parma	Team Brood	Team Brood	Airtronics	Novak	Parma
3	6	Paul Lemieux	USA	29	05:08.1	10.196	XRAY	Protoform	Truespeed	SMC	Futaba	LRP	Jaco
4	8	Jilles Groskamp	Netherlands	28	05:05.8	10.258	XRAY	Protoform	Checkpoint	Checkpoint	KO	Hara	Parma
5	7	Mike Dumas	USA	28	05:08.5	9.983	Losi	Parma	Trinity Duo	Trinity	JR	DNS	Jaco
6	9	Barry Baker	USA	26	04:37.7	10.055	XRAY	Protoform	Checkpoint	SMC	Futaba	Novak	Jaco
7	10	Victor Wilck	Sweden	14	02:33.2	10.225	Tamiya	Protoform	Orion Vortex	SMC	Sanwa	LRP	Jaco
8	4	Marc Rheinard	Germany	4	49.628	10.189	Tamiya	Protoform	Checkpoint	Checkpoint	Sanwa	Hara	Jaco
9	5	Josh Cyrul	USA	3	35.383	10.073	Kyosho	Parma	Orion	SMC	KO	Novak	Jaco
10	3	Atsushi Hara	Japan	0	0		Hot Bodies	Protoform	Checkpoint	Checkpoint	Futaba	Hara	Jaco

1/10 Sedan 19-turn Rubber

F	Q	Name	Country	Laps	Time	Fast Lap	Chassis	Body	Motor	Battery	Radio	ESC	Tires
1	#5	Tommy Torikka	USA	25	05:09.9	11.979	Associated	Protoform	EA motorsports	Reedy	Airtronics	LRP	Jaco
2	#1	Randy Caster	USA	25	05:12.2	11.714	Schumacher	Protoform	Orion	Orion	KO	Much More	Jaco
3	#2	Mathias Larsson	Sweden	25	05:14.9	11.865	Associated	Protoform	EA motorsports	Reedy	Airtronics	Novak	Jaco
4	#8	Jimmy Maddison	UK	24	05:07.5	12.15	Schumacher	East Coast	Full Throttle/Orion	Full Throttle	KO	Tekin	Jaco
5	10	Tony Fiorella	USA	24	05:07.8	12.08	Corally	Protoform	Kwik/Orion	Thunder R/C	Airtronics	Novak	Jaco
6	#4	Alan Hewitt	USA	24	05:08.1	11.913	Schumacher	Protoform	Trinity	EA	KO	Novak	Jaco
7	#7	Juan Aveytia	USA	23	05:00.6	12.272	Corally	Protoform	Kwik	Kwik	Airtronics	KO	Jaco
8	#6	Rob Michael	USA	22	05:13.2	11.959	Corally	SMC	Checkpoint	SMC	Airtronics	Novak	Jaco
9	#9	E.J. Evans	USA	15	03:16.6	11.888	TOP	Protoform	Kwik/Trinity	SMC	Airtronics	Novak	Jaco
10	#3	Niclas Nilsson	Sweden	7	01:30.2	11.956	Serpent	Protoform	EA motorsports	LRP	Sanwa	LRP	Jaco







If it was possible, the whole XTC staff would be gone for a week for this race.

TRINITY DUO 550

FOR THAT SPECIAL MONSTER



words: Michael Wortel

Large-scale electric RC is impressive, and for that reason, it's going to gain a lot of popularity over the next couple years. Manufacturers are converting nitro cars into electric, and those cars need larger motors to do the job. Well, Trinity recognizes this too. Trinity has produced a 550-sized, large rotor brushless motor: the DUO 550. And if it follows in Trinity's winning footsteps, it should make an E-Maxx scream.

TESTING

Trinity offers this motor in three winds: 4.5, 5.5 and 6.5. I went for the hottest one and strapped it in the E-Maxx. Installation was a breeze, but the soldering tabs were only insulated on one side, and they were on a single tab, so bridging could become an issue. Performance was great. There was very low cogging, the motor was responsive and had plenty of torque, and thanks to an internal rotor fan and ample cooling vents, it stayed cool and efficient.

CONCLUSION

The DUO 550 does not disappoint Trinity's winning heritage. It produces power on the level of many larger motors available on the market, while its smaller size makes it much more efficient. The DUO 550 may be just what you need for your large-scale electric RC. I'm sure it will be even more appreciated as nitro continues converting into electric. If you're in the market for a big block electric motor, give the DUO a serious look.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.5

KATIE RICHMOND

HITS

- For sensor or sensorless ESC's
- Loaded with power
- High quality endbell

MISSES

- Soldering tabs are a bit suspect

CONNECT

Manufacturer: Team Trinity
Web: www.teomtrinity.com
Phone: 732.562.1234
Part Number: TRI10211
Street Price: $104

MUGEN SEIKI RC BAG

BIG BLUE BOX



words: James Revilla

Face it— you basically have just two choices to get all your gear to the track: pack each item separately and show up trackside looking like a UPS truck, or you can shop for a large "carryall" bag to store a majority (if not all) of your RC track gear. For those of you who like option #2 (like myself), Mugen Seiki has a new, larger-sized, multi-compartment bag that might suit your needs.

TESTING

Because of its size, it was obvious that this bag was designed to accommodate 1/8-scale. The large bottom box is pretty close to an exact fit for a 1/8-scale buggy chassis, although not wide enough for a truggy. The smaller boxes will fit a lot of stuff because of their depth, such as tools, parts, wheels and tires, etc. I like the fact that the double-walled boxes are slide-out style, as opposed to other pit bags that require you to physically remove the entire box before you can get inside. The box sleeves will keep your gear put should you need to lay the bag sideways for storage, and the molded box handles are a nice touch when it's racing time.

CONCLUSION

Mugen's RC carrying bag is a high-quality product and should last for years of RC racing abuse. Pick one up and you'll have a nicely made, no frills pit carryall that's designed to handle the extra abuse of 1/8-scale nitro racing.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.0

KRISTA ALLEN

HITS

- Heavy-duty box design
- Molded handle prevents paper cuts
- Slide-out feature is convenient

MISSES

- No outside pockets

CONNECT

Manufacturer: Mugen Seiki
Web: www.mugenrocing.com
Phone: 949.707.5607
Part Number: P0319
Street Price: $159

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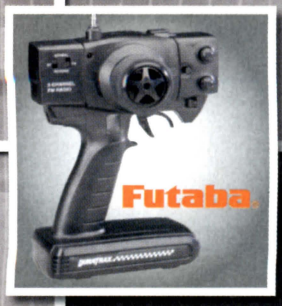

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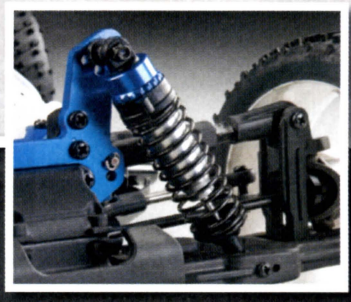

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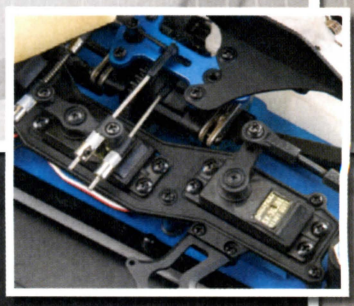

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CLEAN YOUR CAR BETWEEN MOTOS



IF YOU'RE NOT GOING TO WIN, AT LEAST LOOK GOOD ON THE TRACK

words: Brian "Skinny" Skinner

This How-To targets the often-overlooked part of proper car care—cleaning your car between motos. Seriously, how many people have talked about this RC ritual? Not many. To that end, this article is a beginner's guide to quick cleaning that you should do between bash sessions or between race motos. By doing a quick clean between runs, you help keep it in top running order and you also keep the weight down. Another plus: You get an opportunity to examine your car for possible problems. I don't know how many times I've set out to clean my car between runs and have found a cracked part or something loose. If I didn't take the time to brush my car down, my day would have been ruined. Besides, you want your car to look its best for those photo opportunities, don't you?

They look the opposite of clean... dirty!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED

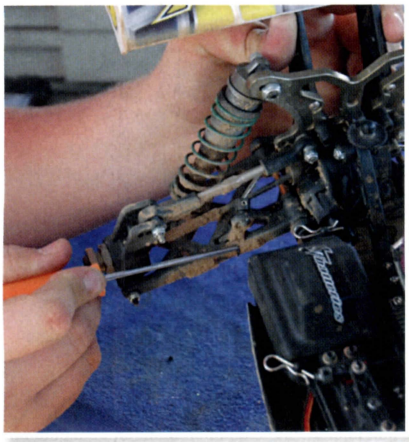
- Contact cleaner
- Shop rags
- Brush
- Pick
- Cleaner and/or water

STAGE ONE: CLEANING THE CHASSIS

01 The first step in ultimate quick cleaning is to grab your car and remove the body and wheels.

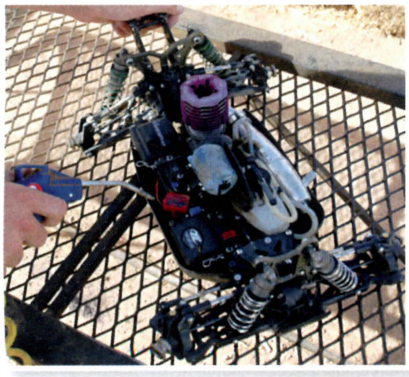


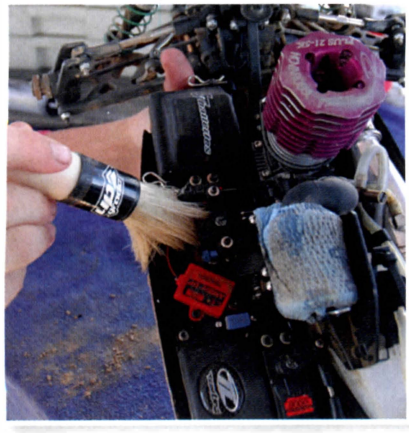
02 If there's mud or dirt caked on the chassis, take a pick and remove the heavy stuff. You can also use your finger or a rag to remove this; it all depends on how hard the dirt is caked on.





03 Once all of the big stuff is off the chassis, it's time to start on the dust and loose dirt. If an air compressor is handy, blow off the car and use the air to blast the sticky dirt off. If no compressor is handy, use a small paintbrush or various brushes to remove the dust and loose dirt. Simply brush the car down with a brush until the dirt is gone, and try to get the majority of it off. For stubborn areas and small tight places, a toothbrush is a good tool to use.





04 Now that the car is fairly clean, it's time to take a rag and wet it with some water, or if you have a big budget, use Simple Green. This stuff is the best for cleaning cars. Simply start wiping your car down until it's a sweet RC again. You can alternate between the rag and a brush to get the nooks and crannies clean. Basically, you need to wipe the car down several times before it's looking race again. Here's a tip for you: While you're wiping down the car, do a visual check to make sure everything's tight, and check for parts that might need replacing or some work. This is the best time to look at your car.



OPERATION DESERT STORM

Since this is a basic How-To about in-between cleaning, we should talk about cleaning your air filter. I hate to burst your bubble, but you'll need to clean the air filter once in a while. It's not like your automobile, where you change the air filter every 6000 miles. So here are some ideas to get you motivated.

There's not too much to explain as far as cleaning filters. Simply remove the filter element and clean it. Soap and water will usually do it for you. Once you get the foam clean, wrap it in a dry rag and twist it to get the water out. Once you get most of the water out, apply some filter oil, and off you go. Here's a tip: You can use your fuel to clean the foam if nothing else is available. The main point here is to have a clean filter with clean filter oil.



If there was a thought bubble for Skinny, we bet there would be food in it.



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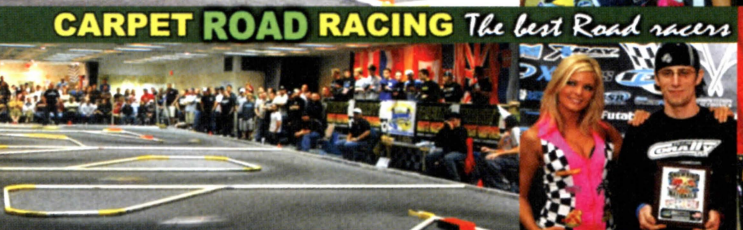





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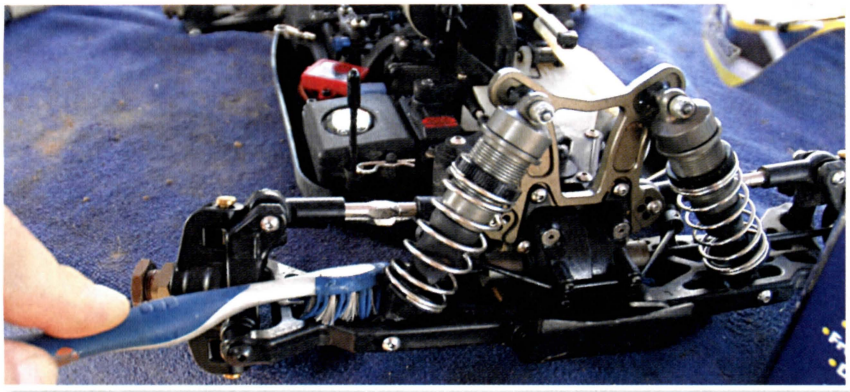
05 By now, the chassis should be "good enough" to be ready to run again. You should have gotten the chassis clean and fixed any problems. At this point, you can add a little WD-40 treatment to the chassis parts. This helps keep the dirt from adhering to the car, and also lubes the moving parts. Spray some WD-40 on a toothbrush and go over the entire car, then wipe it down with a shop rag. Your chassis is looking good and you're ready to move to the other parts.



STAGE TWO: CLEANING THE OTHER STUFF

Tired of Dirty Tires

Tire cleaning is simple and only takes a few minutes. The main thing to remember about cleaning tires is not to get a lot of water inside the tire. First, spray the entire wheel with Simple Green or water, and use your scrub brush to clear the tire and rim. After you're done, dry the wheel with a rag. If you have a sink handy, you can lightly rinse the tire before and after cleaning, or you can use a handy cleaning tub like in the photo. These tubs work great for in-between moto cleanings, and it's fast. If you have an air compressor, you can blow-dry the wheels and blast off any dirt inside the rim. Here's a tip: If you punch two small holes in the tread of the tire, any water that gets inside will fling out when your car is running. If your tire is not really dirty, you can use a damp rag and wipe the outer part of your wheel to give it a fresh look. This is the lazy man's way, and I use this method a lot.



It's Your Body

The car body is your personality, so it's important to have it looking its best. I prefer to use running water to clean the body, along with a good cleaner. First, get the body wet, then wipe the body down lightly so you don't scratch the Lexan, then wipe it dry. Use a bike polish or some plastic treatment to give it luster. You need that shine to make it look sexy again, you know.





Just Wing It

There are two ways to clean the wing … that is, if you have one. You can leave it on, or you can remove it from the car. If it's really muddy or grimy, I recommend that you remove it and wash it with plenty of water and cleaner. If it's slightly dirty, you can leave it on and wipe it down. Here's a tip for cleaning your wing. Most wings have stickers and they love to peel off when you clean them. When you clean your wing, start at the center of the sticker and clean outward. That way, you press the edges down and keep it from peeling off. That's all I've got for you. It's pretty simple to clean wings, after all.

MOTHER TOLD YOU TO CLEAN YOUR SHOES

Here's a suggestion, but you don't need to do this all the time. It's a good idea to clean and check your clutch shoes every so often. I check my clutch shoes every couple of runs, or when it feels like the performance is fading. Here's what you do: Pop the engine out and remove the clutch bell, then take a small file or medium grid sand paper and lightly go over the worn surface of the clutch shoes. While you're at it, remove any burs, and check the clutch springs. Once you've checked it over, reassemble. Remember—this is just for "in-between" runs, and it's no substitute for a good clutch overhaul.



Conclusion...

Doing a general cleaning between runs is good for your car. It helps you to examine your car for problems, and makes it easier for you to do a total cleaning when you're done with your trigger-pulling session. Your car will also perform better, since dirt buildup weighs the car down and reduces wear and tear on the parts. This How-To just scratches the surface of what you can do. The next time you go to a club race or you're with your buddies, check out what they do in this cleaning ritual, and pick up some more tips. If you discover something really good, e-mail me and let me know. I'm always *looking for new ways to* keep my cars clean.

Skinny should be paid by WD-40.



66515 1/8 Lightning Stadium Sport RTR

- .26 Power House Engine with Pull Start
- Long Wheelbase Main Chassis
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- Spiral Bevel Gears
- 50 Tooth Center Gear
- Composite Long Suspension Arms
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- Front CVA Joints
- Front and Rear Long Shocks
- Full Sealed Bearing
- Racing Wheels and Tires
- Steel Differential Gears
- 2 pieces Racing Clutch
- Low Profile Stadium Truck Body
- Front and Rear Sway Bars
- Radio and Radio Gear
- High Torque Steering Servo

66205 1/8 Lightning 2 Sport RTR

- 6061(T6) 4mm Front and Rear Shock Towers
- 5052 3mm Main Chassis
- Front & Rear Chassis Braces
- Full Ball Bearings
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- Exhaust-Tip Bash Guard
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RANDI
JANUARY #134

AGE / OCCUPATION: 21 / Kick Ball Tester
FAVORITE DRIVER: Scott Hughes
FAVORITE RC CHORE: Cleaning tires
RANDI ON RC: RC drivers are way cooler than F1 drivers.

We're kidding, we wouldn't vote any of them off.

Professor OF THE YEAR 2007

IT'S THAT TIME. You know the time. No, not the Holidays, not a New Year, not even your anniversary. It's more important than that. It's time to vote 11 girls off the XRC island, and pick the "Professor of the Year!" There's nothing more exciting or important than heading over to our website and voting who you thought was the most helpful and should come back again! Forget the President, this is the election that matters.

THAI
FEBRUARY #135

AGE / OCCUPATION: 19 / Farmer
FAVORITE DRIVER: Barry Baker
FAVORITE RC CHORE: Tuning nitro engines
THAI ON RC: I wish I could be a professional corner marshall.



TRICIA
MARCH #136

AGE / OCCUPATION: 22 / Umbrella Maker
FAVORITE DRIVER: Chad Bradley
FAVORITE RC CHORE: Setting tweak
TRICIA ON RC: I want to drift with James!

TATUM
APRIL #137

AGE / OCCUPATION: 23 / Kung-Fu Master
FAVORITE DRIVER: Ryan Maifield
FAVORITE RC CHORE: Repairing the track
TATUM ON RC: Real men run electric!

James challenges anyone in Guitar Hero. All four versions.

STEPHANIE
MAY #138

AGE / OCCUPATION: 21 / Guitar Hero
FAVORITE DRIVER: Paul Lemieux
FAVORITE RC CHORE: Trim mounting tires
STEPHANIE ON RC: Ever skip work to build a kit?

Professor OF THE YEAR 2007



TANAYA
JUNE #139

AGE / OCCUPATION: 25 / Pro Barbie Jeep Racer
FAVORITE DRIVER: Richard Saxton
FAVORITE RC CHORE: Winning
TANAYA ON RC: You wish you could beat me and my jeep.

Don't email us asking for Jennifer's digits.

JENNIFER
JULY #140

AGE / OCCUPATION: 21 / Phone Operator
FAVORITE DRIVER: Adam Drake
FAVORITE RC CHORE: Building shocks
JENNIFER ON RC: I love the feel of shocks built right.

ASHLEY
AUGUST #141

AGE / OCCUPATION: 23 / Caddy
FAVORITE DRIVER: Atsushi Hara
FAVORITE RC CHORE: Binding DSM radios
ASHLEY ON RC: I love frequency hopping!



Jessica and Stacey are sisters. We applaud their parents.



JESSICA
SEPTEMBER #142

AGE / OCCUPATION: 22 / Mannequin
FAVORITE DRIVER: Mark Pavidis
FAVORITE RC CHORE: Painting bodies
JESSICA ON RC: I like to paint bodies all night!



STACEY
OCTOBER #143

AGE / OCCUPATION: 21 / Blacksmith
FAVORITE DRIVER: Todd Hodge
FAVORITE RC CHORE: Dremeling parts
STACEY ON RC: I can hammer anything into shape!

Professor OF THE YEAR 2007

CRISTAL
NOVEMBER #144

AGE / OCCUPATION: 26 / Pro-Sitter
FAVORITE DRIVER: Craig Drescher
FAVORITE RC CHORE: Pitting
CRISTAL ON RC: Even at the Playboy Mansion we like RC.

Lucky stool.

ALICIA
DECEMBER #145

AGE / OCCUPATION: 21 / Tire Roller
FAVORITE DRIVER: Travis Amezcua
FAVORITE RC CHORE: Building diffs
ALICIA ON RC: I wish MySpace had more RC drivers on it!

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VEN-1581T 20C 5400mah 11.1v LiPO with Traxxas® High Current Connector

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R/C Car X PAK LiPO

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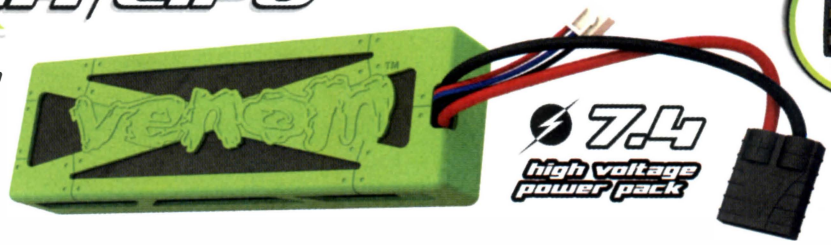

7.4 high voltage power pack

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Drift Showdown '07

1/10 RC Drifting Championship Series

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WORDS: **James Revilla** PHOTOS: **Oliver Bentley** and **Jay Ebue**

Not even the Worlds had this many prizes.

LOOK IN ANY "TUNER"-TYPE FULL-SIZED CAR MAG ON THE RACK AT YOUR LOCAL STORE AND THERE'S ONE THING YOU'LL SEE THAT'S TAKING THE SPOTLIGHT—DRIFTING. What was once a midnight underground activity in Japan, nowadays it has evolved into sanctioned competition in all parts of the world, from the U.S. to the U.K. The growing popularity of drifting has made its way into RC, and there are organizations that cater specifically to the small yet dedicated RC drifting crowd. RC DriftClub's "Drift Showdown 2007" points series featured over $5,000 in grand prizes, not to mention another $1,800 in single event prizes given out through the year. This alone raised the bar for any drift event, and with stakes this high, drivers had to be on their A-game.

FRESHNESS GUARANTEED
Race Date: Jan-Sep 2007



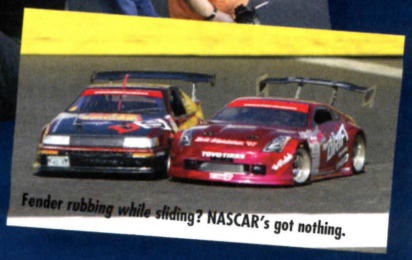
Hachi-Roku represented in full force!

THE SERIES

Starting in March of 2007 (after two "warm-up" sessions) the points series followed a 6-round monthly format (with one throw out.) Points were accumulated during qualifying (individual runs) and through the single-elimination bracket battles (pairs), where two drifters would compete bumper to bumper – or more specifically, door to door – sliding their rides in order to entertain the crowd and impress the judges.

Although the events bring out the drifter's competitive nature, the atmosphere of RC drifting is unlike other competitions. Being a niche in the large world of RC, the drifters don't forget that it's still a hobby – which is about having fun. Even if they're competing against each other, drifters help each other out with setups, driving tips, and the like. EZ-up pits become hangouts in between track time. At times, others will offer their batteries, tires, or even their own car to another driver if they break during the single-elimination bracket rounds. Close battle will result in cheers and applause, regardless of who comes out the victor on the track. It's a good atmosphere with less stress compared to regular racing, and it shows.


Driver's meetings, where everyone gets their game faces on.


Fender rubbing while sliding? NASCAR's got nothing.



WHAT MAKES THEM DRIFT?

What really transforms a touring car into a drift car are tires. Early drifters adopted home-made tires, usually a 2" diameter piece of ABS tube from a hardware store, cut to width to fit a standard touring car wheel. Once RC drifting gained attention from manufacturers, well known manufacturers like HPI, Tamiya, and RP Tires offer their own versions of drift tires. These tires are grouped in two categories: plastic-type and rubber-type.

The more popular and more widespread choice is the "plastic-type" drift tires. The plastic type tires offer little in regards to traction, but provide the means necessary to get a car sliding. These tires are usually slick (no tread) made of a soft plastic material; not as hard as ABS piping, and not as soft as a rubber compound tire. On the other hand, the rubber type tires usually have some sort of tread pattern and look similar to racing radials, but are made with a harder, more durable compound. The harder compound does the exact opposite of super-soft racing tires—as these tires are designed to break loose in order to allow for drifting action.





...e racing, these tires were made to slide.

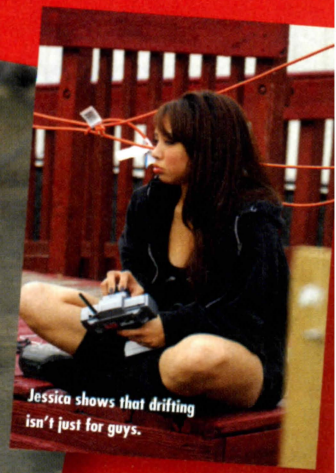
Talking in third-person is fun.

THE EQUIPMENT

The majority of RC drifters use vehicles based on 1/10-scale electric touring car platforms. They're not limited to entry-level chassis though; it's not surprising to see some high-end "race" chassis sliding sideways. Walk through the pits and you'll see anything from an entry-level RTR setup to high-end, full carbon fiber and aluminum rides that are normally reserved for competitive racing. Accessories also cover a wide range of equipment levels; don't be surprised if you see an AM transmitter sitting next to a pro-level, multi-channel transmitter with DSM. Stick packs find a home right next to Li-Po's, and both brushed and brushless setups are widespread. Because traction is minimal compared to regular touring car racing (commonly referred to as "grip racing" within the drifting crowd), it's not uncommon to see a box-stock 27T-powered chassis beat a high-dollar, brushless-powered machine. This wide variety allows drifters of all skill levels (and all budgets) to compete with a chance of winning on any given day, since at bare minimum all you need to compete is a touring car and some drift tires (see sidebar "What Makes Them Drift?")



Z33 replica sliding sideways.



Jessica shows that drifting isn't just for guys.

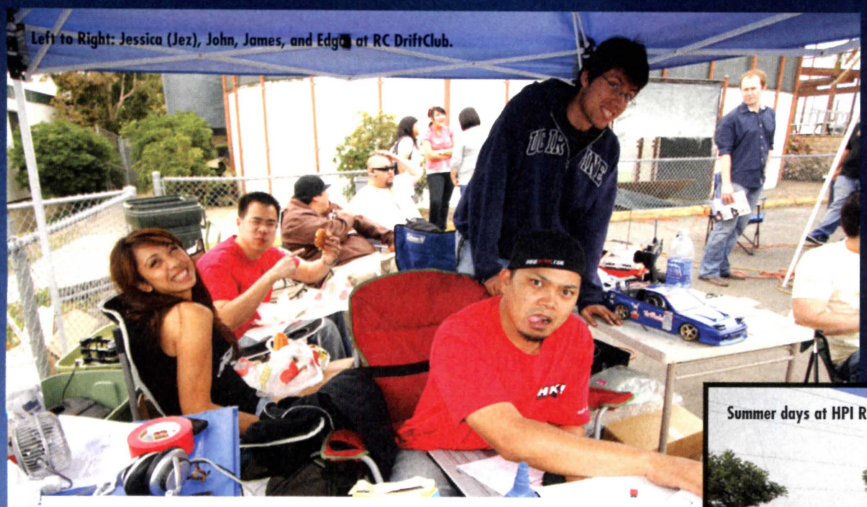
Drift Showdown '07

1/10 RC Drifting Championship Series

RC DriftClub: First in the U.S. to run drift zones. It's true.

THE CREW

Although this was the first year of the RC DriftClub organization, their experience in RC goes back to the late 80's. RC DriftClub founders James Revilla and Dave Palacios (who also happen to be XRC's Associate Editor and Senior Graphic Artist) were driving RC's for many years now, and their experience in holding parking lot races in the mid 90's carried over to running drift events. Both were around when touring car first exploded into the mainstream, and since RC drifting is basically an extension of touring car racing, this experience helped immensely in the planning and execution of this points series.



Left to Right: Jessica (Jez), John, James, and Edgar at RC DriftClub.



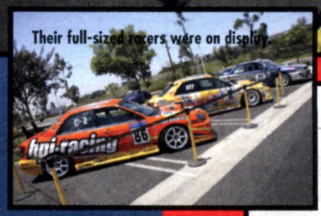
Look! It's an Oliver Bentley sighting! (and Dave, in red.)

FACTORY SUPPORT

Much of the success of this first year series was the sponsorship from 8 RC drift-specific manufacturers, including 5 major players in the RC industry. Industry giants HPI Racing and Tamiya USA we're the first to sign on as sponsors, and because RC DriftClub put more of a focus on the idea that you don't have to use one specific chassis or one specific tire in their series, this opened up a venue for other RC drift manufacturers to promote their products in a competitive environment—a move that other drift organizations have only recently followed. Similar to touring car racing, the points series was more focused on driving skill and chassis tuning, as track size and locations varied from round to round. One of the deciding events in the points series was hosted by HPI Racing at their U.S. facility in Foothill Ranch, CA. many of HPI's staff competed, including HPI USA president Shawn Ireland!



Summer days at HPI Racing's U.S. facility.



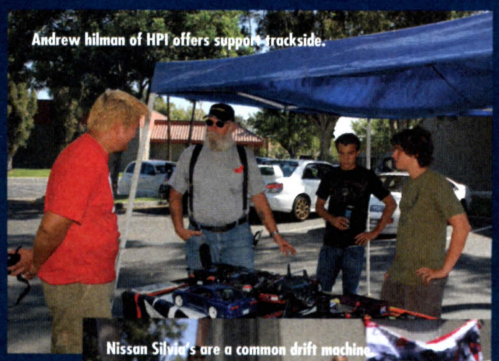
Their full-sized racers were on display.



HPI President Shawn Ireland, 2nd from the right.

THE FINALE

When all was said and done, RC DriftClub held a separate event in September, in order to cap the 8-month long series and crown the series champions. Held at Speedtech RC in San Gabriel, CA, the ceremony featured a free practice session as well as the grand prize and trophy presentations. Jhon Mundo, Mac Cruz, and Valentin Hoang rounded out the top three in Class-A. Kristoffer Crisostomo, Jonathan Vong, and Tyrone Abella led Class-B, and in Class-S Mundo, Cruz, and Mike Chung clamed victory. Special surprise awards were given out as well: Crisostomo picked up the "Highest Single Event score" award, George Baserga got "Most Improved", and Marc Marquez scored "Concourse Master."



Andrew hilman of HPI offers support trackside.



Nissan Silvia's are a common drift machine.



HPI also had their latest goods on display.



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TAMIYA

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DRIFT GOOD... LOOK GOOD DOING IT

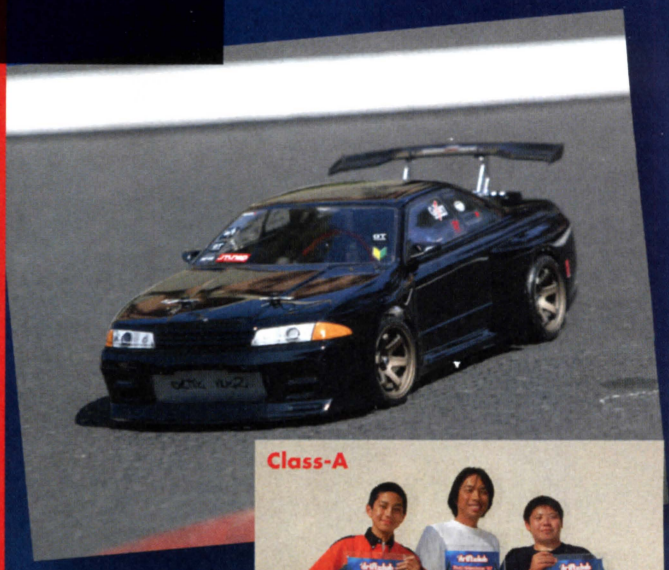
Concourse is alive and well at RC drifting events. Whereas regular touring car racing has gone the way of identical bodies for the sake of performance, many RC drifters take pride in spending hours of work to come up with highly detailed bodies that often replicate full-sized drift cars. For some, the level of detail is amazing—from full-blown interiors to hand-made intercoolers. Others do unique body alterations, like Skyline pickup truck conversions and wide-body fender mods. Throughout the series, Tamiya provided paint and masking packs for prizes in the concourse competition to reward the winning efforts.

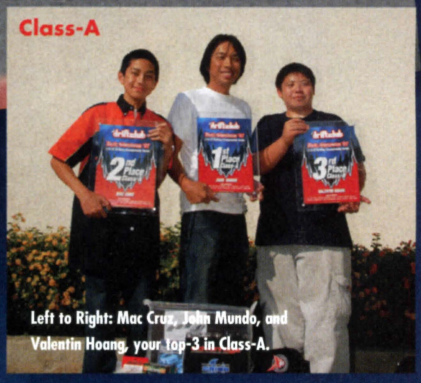

The entire engine in Marc Marquez' AE86 was hand made.


Ever seen an R32 pickup truck?


Race cars = racing seats.

Lots of plugs in here... we learned from Skinny!




Class-A

Left to Right: Mac Cruz, John Mundo, and Valentin Hoang, your top-3 in Class-A.

FINAL POINTS

CLASS-A

	NAME	TEAM	CHASSIS	TOTAL
1	John Mundo	D-Style	HB Cyclone	427
2	Mac Cruz	Touge Knights	HPI Sprint 2	410
3	Valentin Hoang	N/A	Associated TC3	369
4	Gerald Dojillo	Team CGS	Tamiya TT-01	368
5	Marc Marquez	Touge Knights	HPI Sprint 2	346
6	Mike Surinsuk	D-Style	HB Cyclone	313
7	Sean Morgan	Team CGS	Tamiya TT-01	300
8	Hyren Miralles	Team CGS	Tamiya TT-01	278
9	Ryan Delmendo	Drift Nutz	HB Cyclone	277
10	Lloyd Javier	Touge Knights	HPI Pro 4	272
11	Alain Chau	Touge Knights	HPI Pro 4	269
12	Richard Eslava	Drift Nutz	HB Cyclone	263
13	Emil Anastacio	Team CGS	Tamiya TT-01	236
14	Randy Villanueva	Touge Knights	HPI Sprint 2	236
15	Gil Espinosa	Team Arai	Associated TC3	217
16	Eric Tubig	Touge Knights	HB Cyclone	215
17	Nathan Espiritu Santo	Touge Knights	HPI Sprint 2	187
18	Mike Chung	Team Arai	Associated TC4	1617
19	Jay Ebue	Touge Knights	HPI Sprint 2	127
20	Rudy Rodriguez	N/A	HB Cyclone	118
21	Katsumi Kuwakino	Team Arai	Yokomo MR4TC	100
22	Ulysses Pasqual	Team Arai	Yokomo MR4TC	69
23	Scott Ikeda	Team Arai	Tamiya TA-05	60
24	Sang Nam	Team Arai	Yokomo MR4TC	50
25	Akihito Watamase**	HPI R&D	HB Cyclone	49

**not eligible for prizes in the points series

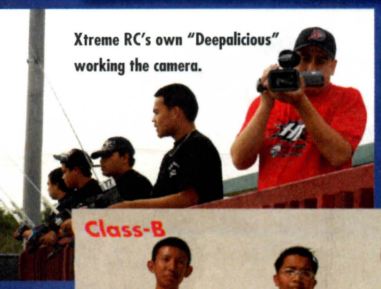
SPECIAL AWARDS

Highest Round Score	Kristoffer Crisostomo
Concourse Master	Marc Marquez
Most Improved	George Basesrga


Left to Right: Marc Marquez, George Baserga, and Kristoffer Crisostomo, special award winners.

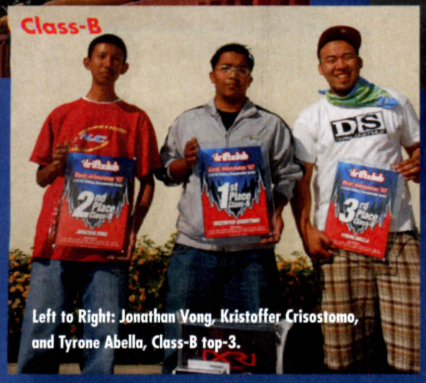
THAT THANK YOU BOX

Dave, Jez, Oliver, Edgar, John, and James of RC DriftClub would like to send special thanks to the following for their continued support: Rodney Wills and Andrew Hilman (HPI Racing); Fred Medel (Tamiya USA), Cliff Black (Team Orion); Phillip Ng (RCKenon); Steve Wang and Jeff Young (Speedtech RC); Arthur Tsui (Team Integy); Paul Renna (PTI Racing); Skinny for hooking up the NOS; Team Touge Knights, D-Style, C.G.S., Drift Nutz, Team Arai, and all of the drivers who came out to compete and have fun. RC DriftClub wouldn't be here without you guys (and girls!)

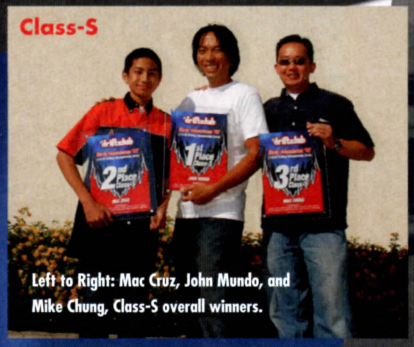


Xtreme RC's own "Deepalicious" working the camera.





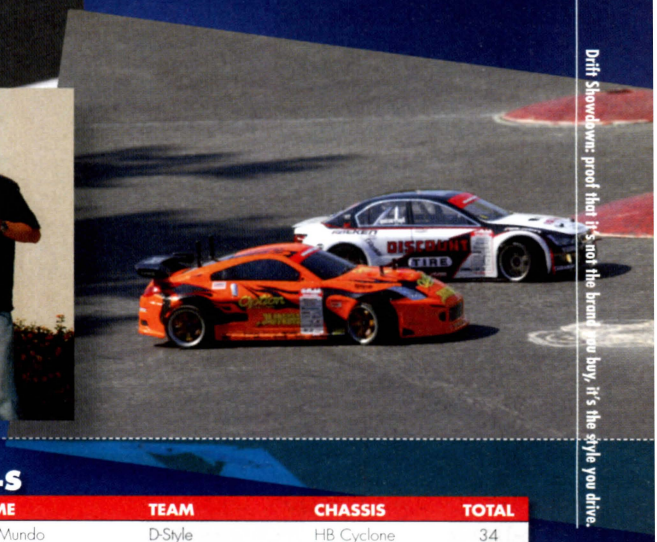
Left to Right: Jonathan Vong, Kristoffer Crisostomo, and Tyrone Abella, Class-B top-3.



Left to Right: Mac Cruz, John Mundo, and Mike Chung, Class-S overall winners.

THE FUTURE OF RC DRIFTING

RC Drifting continues to grow at a steady pace. It has become today's "parking lot" action, seeing as touring car racing these days seems to be reserved for mainly big pro-level events. By the time you read this, RC DriftClub should have next season announced and ready to go. With major manufacturers acknowledging RC DriftClub's dedication to promoting RC drifting, you can bet that you'll have a place to slide and show off your skills. Don't forget to stop by www.rcdriftclub.com and say hello to your fellow drifters!



Drift Showdown: proof that it's not the brand you buy, it's the style you drive.

CLASS-B

	NAME	TEAM	CHASSIS	TOTAL
1	Kristoffer Crisostomo	Touge Knights	HB Cyclone	454
2	Jonathan Vong	Team CGS	Tamiya TT-01	388
3	Tyrone Abella	D-Style	Yokomo MR4TC	386
4	Mikko Yang	D-Style	Tamiya TT-01	385
5	Kenneth Eslava	Drift Nutz	HB Cyclone	384
6	George Baserga	N/A	HPI Sprint 2	245
7	John Ramos	Drift Nutz	Associated TC4	217
8	Karlo Sison	D-Style	XRAY FK'05	206
9	Dayne Cocores	Sui-Slide	HB Cyclone	205
10	Geremy Dojillo	Team CGS	Tamiya TL-01	199
11	Alec Mandell	N/A	Yokomo MR4TC	198
12	George Davis	Drift Nutz	HB Cyclone	193
13	Alvin Barbosa	Team CGS	Tamiya TT-01	168
14	Tim Hallock	Drift Nutz	Yokomo MR4TC	158
15	Jeremy Ylagan	D-Style	Associated TC4	157
16	Ritche Umali	N/A	Losi XXX-S	151
17	Holden Miralles	Team CGS	Tamiya TT-01	151
18	Veje Roberts	Drift Nutz	HB Cyclone	145
19	Jowell Protasio	N/A	Yokomo MR4TC	138
20	Chayanin Gomasathit		Tamiya TA-05	117
21	Anthony Vong	Team CGS	Associated TC4	103
22	Eric Rosales	N/A	Tamiya TT-01	98
23	JC Stephenson	N/A	Yokomo MR4TC	91
24	Eric Contreras	N/A	N/A	62
25	Derrick Ray	N/A	HPI Sprint 2	59
26	Victor Martinez	Team CGS	Tamiya TT-01	50
27	Marc Benedicto	Team CGS	Tamiya TT-01	47
28	Alfonso Williams	N/A	HPI Sprint 2	44
29	Arthur Grabia	N/A	N/A	44
30	Howard Liu	N/A	Tamiya TA-05	40

**not eligible for prizes in the points series

CLASS-S

	NAME	TEAM	CHASSIS	TOTAL
1	John Mundo	D-Style	HB Cyclone	34
2	Mac Cruz	Touge Knights	HPI Sprint 2	22
3	Mike Chung	Team Arai	Associated TC4	22
4	Valentin Hoang	N/A	Associated TC3	20
5	Thad Garner**	HPI R&D	HB Cyclone	20
6	Alain Chau	Touge Knights	HPI Pro 4	15
7	Randy Villanueva	Touge Knights	HPI Sprint 2	13
8	Ryan Delmendo	Drift Nutz	HB Cyclone	12
9	Marc Marquez	Touge Knights	HPI Sprint 2	11
10	John Ramos	Drift Nutz	Associated TC4	11
11	Hyren Miralles	Team CGS	Tamiya TT-01	9
12	Jeremy Ylagan	D-Style	Associated TC4	8
13	Akihito Watamase**	HPI R&D	HB Cyclone	8
14	Mike Surinsuk	D-Style	HB Cyclone	8
15	Katsumi Kuwakino	Team Arai	Yokomo MR4TC	8
16	Lloyd Javier	Touge Knights	HPI Pro 4	6
17	Richard Eslava	Drift Nutz	HB Cyclone	6
18	Nathan Espiritu Santo	Touge Knights	HPI Sprint 2	4
19	Andrew O'Bannon**	HPI Cust. Service	HPI Sprint 2	4
20	Eric Tubig	Touge Knights	HB Cyclone	4
21	Kenneth Eslava	Drift Nutz	HB Cyclone	3
22	Gil Espinosa	Team Arai	Associated TC3	2
23	Jay Ebue	Touge Knights	HPI Sprint 2	2
24	Shawn Ireland**	HPI USA President	HPI Sprint 2	2
25	George Davis	Drift Nutz	HB Cyclone	2
26	Tyrone Abella	D-Style	Yokomo MR4TC	1
27	Kristoffer Crisostomo	Touge Knights	HB Cyclone	1
28	Alfonso Williams	N/A	HPI Sprint 2	1
29	Derrick Ray	N/A	HPI Sprint 2	1
30	Dave Potter**	HPI Sales Manager	HPI Sprint 2	1
31	Satoru Terada**	HPI R&D	HB Cyclone	1
32	John Shultz**	HPI Marketing	HPI Sprint 2	1

**not eligible for prizes in the points series

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TOUGH AND FAST! READY TO RUN!

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- Loaded with features usually found only on costly race trucks
- Fully adjustable suspension. Full ball bearings.
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- Hitec Aggressor radio system + electronic F/Rev ESC!
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$299.99



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Associated
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NEW!

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READY TO RACE! NEW FOR '07!
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HPI Racing
E-Savage RTR Electric Monster Truck w/Baja Body (above)
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HPI Racing
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XTM Racing

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No. 146054 shown (includes power panel, high torque motor, battery & charger)

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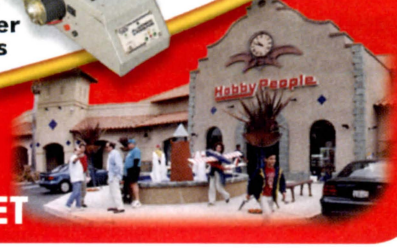

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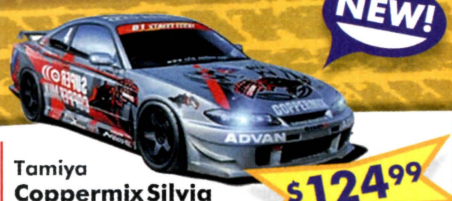

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Traxxas

638313	TRX Power Charger	34.99

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Includes: Mamba-25 brushless speed control and the CM2054 Performance Motor, On/Off switch, and connectors for motor and controller hook-up.
Size:
ESC: .95 x 1.72 x 0.4 in
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ESC: 0.9 oz
Motor: 1.7 oz

Castle Creations BL motor & ESC combos

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nitro rtr3 RTR3 evo+

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BRUSHLESS TUNING

MORE BLACK MAGIC FOR YA

words: James Revilla

Voodoo …that black magic you see many racers do to their brushed cans can vary depending on where you look. However, with the gaining popularity of brushless, people looking to extract every little drop of performance out of their brushless systems might not know where to begin. Spring tension? Does not apply. Brush cutting? Nonexistent. For the intermediate and seasoned brushed motor user, working with a brushless system in the pits is a new thing. However, after getting information straight from three of the industry's brushless motor companies, we learned that brushless "tuning" does exist, once you understand the differences between brushed and brushless motors. Confused? No problem. Read on for an explanation of what I'm actually talking about.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.0

Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

15 MINUTES

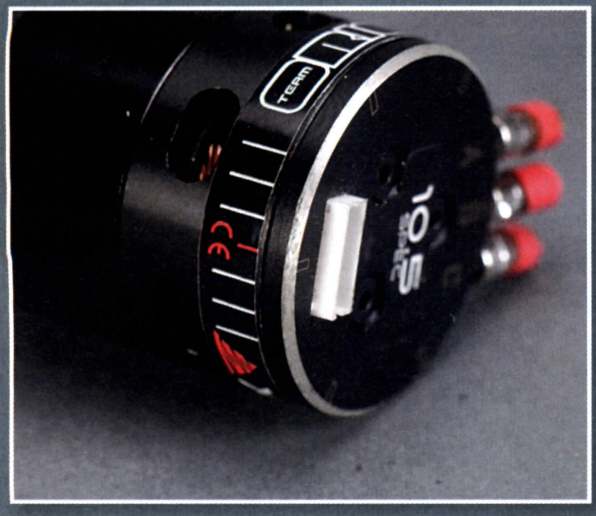
TOOLS NEEDED

- Hex wrench
- Flathead screwdriver
- Compressed air
- Soft bristle brush
- Motor spray
- Bearing oil
- Card stock

I cut my hair so short that I'm technically a brushless myself.

PERFECT TIMING

Like brushed motors, you can adjust the timing of certain brushless cans, although it's not as drastic an adjustment as it is with brushed cans. With sensored motors, you'll notice some timing marks on the back side of the can. To adjust timing, loosen the three "endbell" screws (the side with the solder tabs) and rotate the rear of the can to adjust the timing. Range of adjustment is very small, maybe 2mm-5mm depending on which motor you have. When you change the timing on a brushless motor, you're actually just changing the position of the rotor sensors inside the can. This moves the position of the motor's rpm range up or down the power band—it doesn't give you more low end or more top end. Charlie Suangka of Novak Electronics said that the Novak drivers use timing adjustment as a fine-tuning tool to get the motor "in-between gears." In other words, if you're trying to match up final drive ratios with others and you find yourself in-between two pinion gear numbers, you can rotate the timing ring slightly to achieve the same effect. An example of this is when you need a pinion gear in-between 31T and 32T, which obviously doesn't exist.



Now here's where it gets a little weird. With sensored motors, the motor timing will always be set at a specific degree throughout the motor's power band. Set the can at 0 degrees and it will always be at 0 degrees, whether you're barely on the trigger or hammering it down. A sensored motor obviously has sensors in the can, and changing the timing physically changes the position of the sensors to the rotor. On the other hand, a sensorless motor relies completely on the ESC to sense rotor position. The word "timing" is used loosely, here, because in the case of sensorless brushless motors, motor "timing" is not a physical change but a programming setting in the ESC itself. It's not like brushed motors, where timing changes can effect torque output; both sensored and sensorless brushless motors almost have infinite torque, as the actual output is limited to the amount of current you run through the motor. Sensorless systems like Castle Creations and Tekin's Redline motors rely solely on the ESC to do all the tuning, regardless of what's actually going on in the motor itself. Bernie Wolfard of Castle Creations explained that with sensorless systems, the motor's timing is actually dynamic. Unlike mechanically set timing, their Mamba Max ESC constantly monitors multiple parameters such as rotor rpm and load in order to maximize power output. Jim Campbell at Team Tekin explained that their R1/Redline systems do the same; instead of relying on sensors mounted inside the motor, the ESC will read the different parameters while the motor is running, and adjust on the fly.

ROTOR SIZING

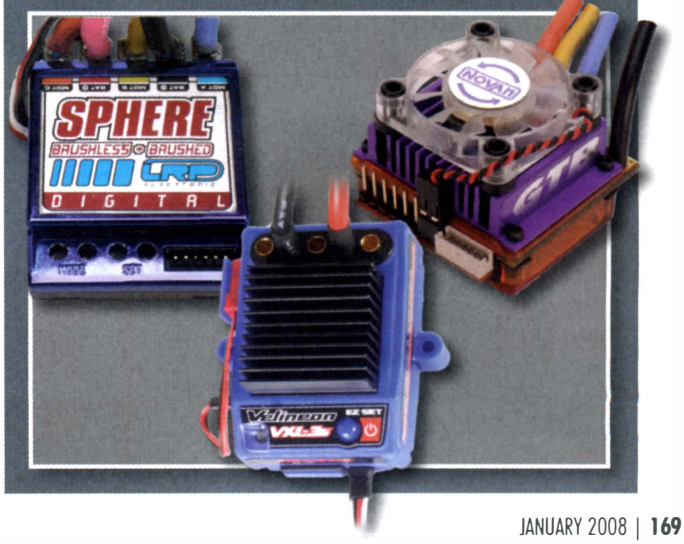
With brushed cans, you can change the wind by changing armatures, thus altering torque and power output. You may or may not know this, but you can do the same with a brushless motor … sort of. With brushless, instead of an armature, you're actually dealing with a rotor; more specifically, the air gap between the rotor and the inner windings of the can. Jim explained that if you were to swap in a larger diameter rotor (which in turn brings the rotor closer to the can windings), you would get more torque, but less kV.

With this in mind, changing rotor sizing would have more of an effect on sensored cans; sensorless systems have that ability to change timing throughout the power band, instead of having it set at one specific measurement.



GET IT SET

This step has nothing to do with the brushless motor itself, but the ESC controlling it. Most brushless ESCs have profiles or additional settings available when you set up the ESC. Adjustment choices vary from system to system, but they're not there to look pretty. See your owner's manual to determine what's available for your particular brushless ESC. Depending on your application, these ESC settings can make or break your ride if you've set them wrong. For example, if you have the current limit set too high, you might be doing a lot of wheel spinning, resulting in longer lap times. Some ESCs only have a few adjustments available, whereas others (particularly the sensorless systems) may give you a wider range of adjustments—some only accessible via your home PC. Take a look at the adjustments your brushless ESC offers and make full use of them. By doing so, you'll be getting more out of your brushless system than the other guy who believes in the simple "plug and go" method.



You can also use this article as a cheat sheet when you type out Charlie's last name.

MAINTAIN TO GAIN

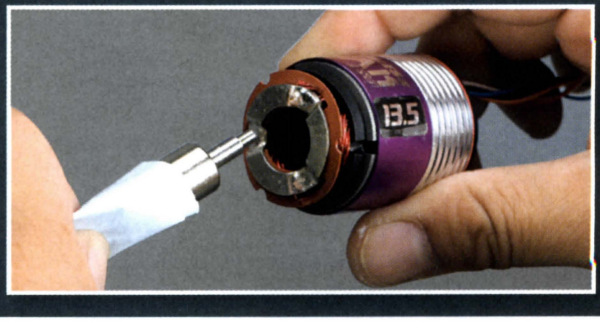
Efficiency is also an important thing to consider when "tuning" a brushless can. Although brushless motors do not have the actual friction element (i.e., brushes being pushed onto a commutator with a spring, a la brushed motors), they are still exposed to the elements. Periodic maintenance on the more common sensored motors should be done to ensure that it's in tip-top shape.



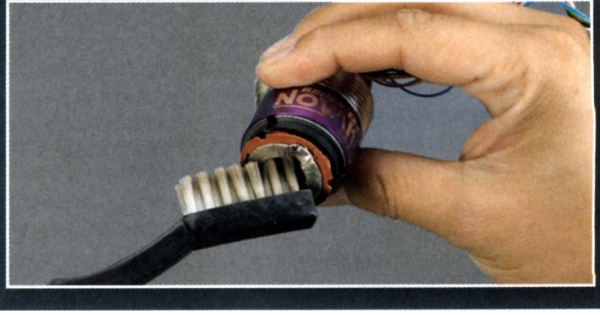
01 For motors that you can disassemble (usually sensored cans), use the appropriate hex driver (or screwdriver) to remove the front (shaft side) part of the endbell. This part of the endbell will have one of the bearings in the center. Make note of the timing before you loosen the screws (more on timing below). Also make note of any shims (your motor may or may not have them) and clean out the bearing as normal, using motor spray. Allow it to dry, then lubricate the bearing with some good bearing oil. One drop is more than enough!



02 Next comes the can itself. First you'll need to remove the rotor. Similar to removing an armature out of a brushed motor, the rotor will want to stick to the side of the can because of the magnetic field. Here's a good tip from Charlie: Use some paper or thin card stock and make a tube. Slide the tube into the motor can, right in-between the can windings and rotor. With the paper in place, pull the rotor out carefully; the paper will protect both the can windings and the rotor surface from any nicks or scratches. Note any shims that may be on the rotor shaft.



03 With the rotor out of the way, use a small bristle brush or compressed air to clear the inside of the can of any loose dust or debris. Warning: Do not use any motor spray, nitro cleaner, or other chemicals! Do the same brushing technique with the rotor and the front endbell.



» TECH TIP

THICKER HELPS

When dealing with brushless motors, I asked if there was any benefit to going with larger gauge wire. Charlie said, "Under heavy loads, larger gauge wire can in fact make a difference in performance." That said, a thicker gauge wire will help, especially on the lower turn brushless motors (anything with a kV rating of around 7,000 and up).



» TECH TIP

PERFORMANCE CONNECTION

High-performance connectors are a must for brushless systems. Jim said that the ideal would obviously be to hard wire, but he found that this isn't evident with those who run Li-Pos with their brushless setups. So, short of hard wiring, you'll want to run an aftermarket connector designed to handle high loads, such as Deans plugs and the gold-plated "zero-loss"-type bullet connectors. Stay away from the Tamiya-style white connector. Although commonplace, these connectors are actually rated at a mere 15 amp maximum load! Though great for the low-power, RTR-type applications, these should be avoided when running brushless systems. This is more important with sensorless setups, where the ESC uses those same wires not just to move voltage to the motor, but to read the rotor position while you're driving.



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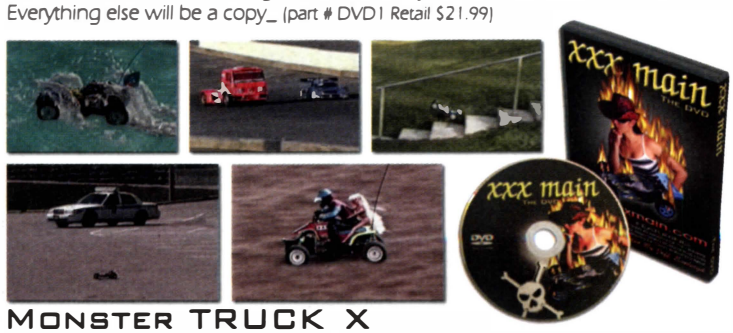

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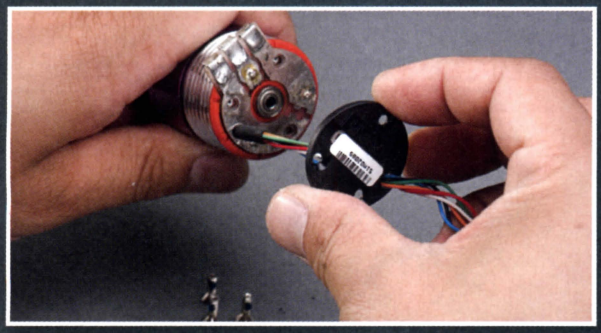
04

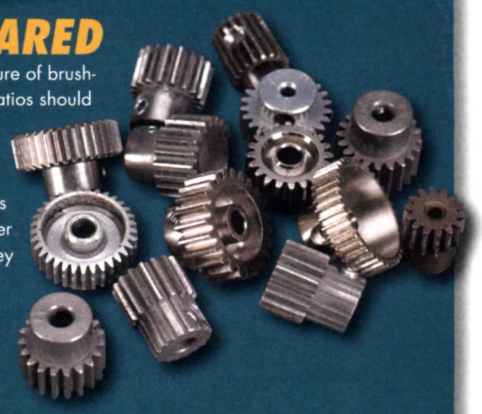
For the rear bearing, remove the screws holding the rear cover in place. With the cover popped off, you'll have access to the rear ball bearing. With the tip of a hex wrench, gently and carefully push the rear bearing out of the can, then clean, re-oil, and re-install. Note that some brushless motors will have the rear bearing pressed in pretty tightly. Also note any shims here as well. After this step, you can insert the rotor back into the can using the paper method described in step 2. The rest of the assembly is simply the reverse of everything you just did to clean your brushless motor.



Please note that some motors (such as sensorless cans from Castle Creations) are completely sealed units that do not even need any form of maintenance other than making sure that grit or grime doesn't collect on the outside of the can or the rotor shaft opening.

» TECH TIP

GET GEARED



Because of the nature of brushless motors, gear ratios should be modified in order to get the most out of your brushless setup. Brushless motors have a wider power band, so they give you the ability to gear up two to three teeth higher than an equivalent brushed motor. In some instances, you can go as far as five teeth higher (particularly true with the lower kV brushless motors) to get more overall power from a brushless when compared to a standard brushed setup. Also, the temperature of the motor can plays a big part in gearing a brushless system. Heat kills efficiency, so keep tabs on your brushless motor's temperature and don't go overboard with gearing. Just how important is efficiency? Jim explained that a 10%-15% increase in efficiency will practically double the power output of a brushless setup. You may not be able to get this much gain just by gearing correctly, but every little bit counts.

» TECH TIP

TWISTER



In the regular brushed motor world, the usual method for avoiding glitching is to install some capacitors onto the can. Obviously, this can't be done with brushless cans, but you can try twisting your ESC's power wires (the wires to the motor and the wires to the battery pack) around each other. This will help cancel out any interference from the voltage running through the wires themselves.

CONCLUSION

Sounds like a lot to absorb? Not really. Brushless systems may provide you with a host of different adjustments that you can use to tune, but they're easy to use once you familiarize yourself with them. The main thing to remember is that just like brushed motors, brushless motors (to a degree) still have certain user-changeable settings (like timing) or parts (rotors) in order to maximize output. Stay on track, and you'll have a tuned brushless setup that's more powerful, more responsive, and more reliable than the rest of the grid! ✪

» TECH TIP

POWER UP

Brushless systems put out a lot of power, and they need a good power source—which brings us to battery packs. To get the most out of your system and ensure that your receiver has enough power, a good-quality, high-output battery pack is recommended. Matched packs work well, as do 2-cell and 3-cell Li-Pos (make sure your brushless system can handle a 3-cell if you go that route).



» TECH TIP

THANKS

Just a quick thanks to the following people who helped immensely in this article:

JIM CAMPBELL @ TEAM TEKIN
Web: www.teamtekin.com

CHARLIE SUANGKA @ NOVAK ELECTRONICS
Web: www.teamnovak.com

BERNIE WOLFARD @ CASTLE CREATIONS
Web: www.castlecreations.com

Don't overtighten brushless endbell screws! It's not good, trust me.

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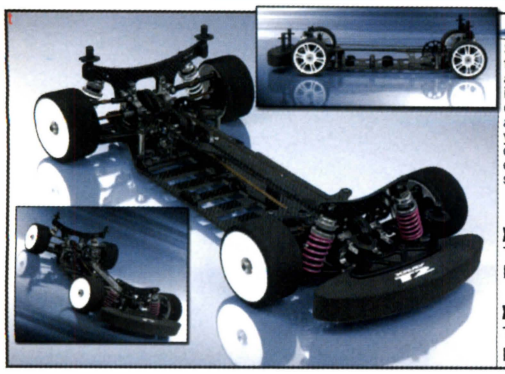

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Since the T2'007 is built on the T2 platform, most parts are fully compatible and interchangeable between all of the cars. This means that at any time you can upgrade your T2 into the T2'007 EU or US version. Or you can convert the T2'007 EU version into the US version and vice-versa.

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HB Cyclone S -Electric-



HOT66403 Cyclone S with stratus body .. **$169.95**
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HOT66450 Cyclone Andy Moore Edition Kit.....484.95
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COR00167 Sedan Kit, US Carpet Spec.. **$359.95**
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This versatile ESC can be used with either brushless or brushed motors, has no brushed motor limit, and is compatible with all Novak 540-size sensored brushless motors.

LRP ELECTRONIC

NOVAK

Detects the motor type and adjusts the correct brushless or brushed mode automatically without any switching or adjustment by the user. No more manual setups are required after changing the motor type.



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NOV3002	Gtb Racing Brushless System With Velociti 5.5r Motor	239.95
NOV3003	Gtb Racing Brushless System With Velociti 6.5r Motor	239.95
NOV3004	Super Sport Plus Brushless System w/SS5800 Motor	204.95
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LRP80700	Lrp Esc-sphere Competition Brushless Controller	209.95
NOV1705	Super Sport Plus, Brushed/Sensored Brushless Motor	149.99
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TEKIN Mini Rage Brushless System

Motor has 3 different sets of screw holes on it, so it will bolt into about any 1/18 or micro car.

Fits, Losi Mini-T Pro, Associated RC18T, RC18MT, RC18B, Xray M18, MT8T, Kyosho Mini Inferno, HPI Micro RS4, BRP cars, Itsy Bitsy Spyder.



TEKTT1100	Mini Rage Brushless Speed Controller	89.95
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TEKTT1103	Mini Rage Brushless System 8.0 Extreme Performance	149.95
TEKTT1200	Mini Rage Performance Brushless Motor-5.4kv	61.95
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NOVAK Stock Equivalent 13.5



Team Novak has had many requests to come up with a brushless equivalent to a 27-turn stock brushed motor. After much field testing on dirt and tarmac with some of their team drivers, they have come up with a wind that gives nearly identical lap times as a stock brushed motor.

NOV3413 Velociti 13.5 Stock Brushless Motor **$79.95**

NOVAK Sintered Rotors



Made of Sintered material, these Novak-designed rotors provides increased magnetic strength, improved motor braking power, improved motor acceleration and power, and improved performance under higher temperature conditions.

NOV5908	Novak Velociti Sintered Rotor, Nickel Plated	27.95
NOV5912	Novak HV Sintered Rotor, Nickle Plated	32.95

ORION 4200's



Team Orion now discharges its IB4200WC cells at a 35-amp rate using industry standard Competition Electronics testing equipment to most realistically portray the actual demand experienced in today's high-powered R/C vehicles.

ORN11501	Ib4200 Wc V-max Plus Rds Racer, 6-cell Loose	62.95
ORN11502	Ib4200 Wc V-max Plus Rds Team, 6-cell Loose	69.95
ORN11505	Ib4200 Wc V-max Plus Rds Racer, 4-cell Loose	41.95
ORN11506	Ib4200 Wc V-max Plus Rds Team, 4-cell Loose	48.95
ORN11512	Ib4200 Wc V-max Plus Rds 35 Amp Team, 6-cell Loose	74.95
ORN11513	Ib4200 Wc V-max Plus Rds 35 Amp Hv, 6-cell Loose	74.95
ORN11516	Ib4200 Wc V-max Plus Rds 35 Amp Team, 4-cell Loose	49.95

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27 Turns, 22 awg wire.
40 Lamination "X" Armature
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Epic XX With Ball Bearings
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24 Degree Locked Timing
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Dual Ball Bearings
Where rules are not an option.

EP1166 X Stock Pro Motor..... **$29.95**
EP1167 XX Stock Pro Motor w/bearinga ... **$39.95**

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**

Money 19 Turn Race Motor



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**

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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.

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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

Komodo Dragon



•The Komodo Dragon is the latest 19 turn spec motor from Trinity. The Komodo features a new armature design that meets all ROAR rules for 19 turn spec motors. Designed to work with the new high voltage batteries from Intellect and GP.
•The Komodo Dragon features a broader power band and more overall power than the Chameleon 2 making it faster lap for lap especially in heavy touring cars.

TRI12003 Komodo Dragon 19 turn spec motor.... **$32.95**
TRI12004 Komodo Dragon 19 turn pro spec motor.. **$39.95**

Cobalt 2 9 turn



TRI10108 Cobalt 2, 9 double with roundwire..... **$29.99**

Fancom Alloy Series



FAN37104	7 turn single Alloy series	59.95
FAN37106	8 turn single Alloy series	59.95
FAN37112	10 turn double Alloy series	59.95
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AIRTRONICS M11 FM 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**

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MX3S Synthesized Radio System



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	Radio, 75 mHz with (2) 94102Z servos	204.95
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NOMADIO Sensor

Spread Spectrum Digital Radio Control System



• Provide two way communication so the car's condition is displayed on the controller
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One hundred percent digital two-way communication utilizing frequency hopping digital spread spectrum technology.

Like the Sensor by Nomadio, the React can transmit telemetry back from the car as it is driven. The React system supports "feelers" that give the driver real time feedback of the car's speed, battery voltage, and engine temperature. Unique to the RC market, the React radio system is software based; its capabilities may be altered / upgraded when it is connected to a personal computer and the Internet via the built in USB port.

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Tekin's 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

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The Dyna Pulse discharger is designed to condition your battery packs by reducing crystallization inside the cell and provide the high discharge rate that improves voltage without incurring damaging heat cycles.

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The Spintec ICC Charger (Individual *Cell Charger*) is the world's most advanced charger. There is nothing like this charger on the market today. The Spintec ICC Charger is the first charger that can charge each cell in a soldered pack individually as well as charge external packs and run a motor source all at the same time.

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The industry standard for accurately matching all types of sub-C cells. The newest, most up to date technology to keep your cells in tip top condition and make sure you're the first to the finish line. Works with cells from GP, Sanyo, Panasonic, etc. from 1300mAh to 3600mAh.

CEI3505 Discharges at up to 35amps..... **$639.99**

MOP IT UP

I have to remember to use the word "spooge" more often.

Q: I've experienced this at least once on every engine I've ever owned and I was curious to know what actually causes the front main bearing on engines to leak. Is it a poor quality bearing, improper tune, or both? Is the break-in too elaborate and drawn out? Something else? I experience this mostly after I get an engine broken in and I start tuning for performance and find myself chasing a tune. Once I start to see that it's not the tune but some kind of leak, I start looking into the clutch and I'll find spooge all over the chassis and surrounding parts. Once I change the bearing it's as good as new, but it's not the most enjoyable experience to change engine bearings. I've heard all sorts of stories as to what causes it (as I mentioned above), but there's nothing I can call truth.

Claudacio

A: The front bearing is designed to be lubricated by the engine's fuel so there is going to be some seepage through the front bearing. Too much usually means a bad seal, not necessarily bearings, but if it's "excessive," you might want to look into purchasing a new bearing or calling the manufacturer to ask them if they consider what you have "normal." For the most part, all the engines I've tested leave a little bit of a mess, and a few had a lot of oil. And actually, during the testing of the Axial .12—where I was helping with R&D—a very high leakage was found to be caused by the bearings they chose (the most free-spinning and metal-shielded, on one side only). They decided to change that after discovering that it leaked all over the place.

DerekB



FINDERS KEEPERS

Q: I've done a search on this forum (and several others) and can't seem to find a fix for a problem. I know there's an answer because I read it somewhere here or there. My son keeps losing the dogbones in the front end of his car. Someone posted a thread about how they put some kind of "keepers" on them so they don't lose them. Seems to me like they said something about small zip ties. That doesn't keep them from coming out of the hub; it just prevents folks from losing them. Any suggestions would be appreciated.
jsears



A: There's a fix where you make two zip tie loops—one around the dogbone (loosely, so it doesn't restrict the rotation of the dogbone)—and the other around the suspension arm, forming a figure eight.
drcmaster

Another thing to look at is limiting the suspension down travel, the steering travel, or both, because overextension is actually why they pop out. Look closely at the front end while moving the suspension through its full range of travel, then turn the wheel fully in both directions while doing the same. Insert a small piece of fuel line behind one end of the dogbone to help keep it centered at full extension. And consider moving the shock position (if possible) to limit down travel slightly.
John Schafer

CLEAN BREAK

Q: I don't know what's up with my truck. I've got a Revo 3.3 and just yesterday I snapped the exhaust header clean in half. I have no clue how it happened. I didn't hit anything at all. This truck is such a pain—I break something all the time. Is there a way to toughen up this truck? I don't really have a lot of money.
N3w2THIS

A: Parts break, it's as simple as that. The better and more comfortable you become at driving, the less you should break things, but it's a learning curve. What we forget is that we're putting our little plastic/metal trucks through some of the most unrealistic punishment on earth. The good thing is that they stand up to it. Exhaust pipes are one of the parts exposed and can take a hit when you don't think they do. One thing to make sure of on every car is that you're not putting unnecessary force on the header. Adjusting the pipe mount so that the force is not pushing out is critical, and this will help keep headers from breaking or pipes from bending. Always check to see that the pipe mount is secure and that it's holding it in the true position and not pushing it out on an angle.
DerekB

Wish all you want; Kelbie won't clean up after you.

CUT THE BLUE WIRE

Q: Hey, guys, I just put a LRP Quantum 2 Micro Speed Control in my M18 and there's this mysterious blue wire exiting with the on/off button wires and receiver plug. Does anyone know what it is?

A: The extra blue wire is a power source for either FET-boosted servos or brake lights. I didn't think they were used anymore, especially since externally boosted servos (like KO used to be) aren't really found anymore.
DerekB



GOT A QUESTION FOR THE PROFESSOR?

The Professor isn't a person, but our message board where you can ask questions and get answers from racers like you around the world and the answers from avid racers, old-time pros, and factory pilots. Each month we'll choose certain questions and publish them here. If you've got a question, The Professor's got the answers! The Professor shown here is only a representation of what we think everybody on the Internet looks like. "Your" Professor may look different or be a toaster. Visit **www.rc411.com** to look, learn and help.



TEKIN FXPRO ESC

BRUSHED IS ALIVE

words: James Revilla



Brushless may be mainstream these days, but brushed setups are far from being sent to the history books. Tekin Racing agrees, and with that they return to the high-end brushed market with their new FX series of ESCs. The FX comes in four flavors: two forward/reverse models and two forward/brake models. The unit we're testing here is their top-of-the-line FXPro 1:10-scale professional racing ESC. After reading the features list and seeing the FXPro's small size, I asked myself, "Could all that really fit into such a small thing?"

It's probably a thing with blondes.

FEATURES

- No motor limit
- 4 adjustable voltage cutoffs
- Multi-step adjustable drag brake, push, neutral zone, current limit
- One-touch radio calibration
- QuickTune digital setup
- 1.1" x 0.8" x 0.6" footprint
- 6 throttle profiles
- On-board temp monitor
- Self-test mode
- Multi-LED display with error codes
- Audio/visual confirmation
- Optional HotWire PC interface

TESTING

Thank you, Tekin, for remembering that although ESCs are getting smaller, 12-gauge wire is still the same size. Instead of small tabs for soldering points, the FXPro features three gold-plated vertical posts to which you can easily solder your wires. After going over the single sheet instructions, I installed the FXPro into my test chassis and powered it up with a 12x2 modified motor and a 7.4V Li-Po.

Radio setup was as simple as a single push of a button, and you get a nice audio beep and LED flash confirmation, signaling that the ESC is tuned and ready to go. With that accomplished, I took a few laps to get used to the feel of the FXPro before making adjustments. Drag brake, neutral width (dead band), current limit, and "push control" (creep) each have 11 steps of adjustment, all done with pushes of the two buttons on the FXPro's face. Making these adjustments took seconds, as the LED indicator didn't use any weird combos to tell you which setting you're in. If there's one LED on, you're at setting #1, and if there are six LEDs on, you're at setting #6. I could definitely notice a difference through each step of adjustment, especially for drag brake, current limit, and throttle profile.

The FXPro also has a lot of extra features built in, and one of them is the on-board temp monitor. While running, the LEDs will fluctuate—depending on how hot the FXPro is—all the way up until it reaches its internal thermal shutdown. The self-test mode is useful for troubleshooting, as is the automatic error code output. I liked the user-selectable voltage cutoff, which let me run my Li-Po pack as far as I safely could without passing the limit. When the FXPro sensed that the Li-Po reached 6V, it did a soft shutdown, and I still had complete steering and braking control. Finally, for those drivers who want complete control of all parameters (instead of using the default selections), Tekin offers their optional HotWire PC interface that allows you to connect the FXPro to your home PC to make minute adjustments to the FXPro's settings.

CONCLUSION

Tekin packed a lot of features into this little ESC, and the best part of all is that they can be adjusted very quickly without having to go back to the pits. Performance-wise, you will not make any mistakes choosing the FXPro for all-out racing. It is missing reverse voltage protection, and although it uses a relatively small external power capacitor, I still don't like having a required part of the ESC external. But besides those two small issues, the FXPro is ready for the track and ready to take some trophies!

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.5

SAMAIRE ARMSTRONG

HITS

- Nice, small package
- Very quick and easy to make adjustments
- Adjustable Li-Po cutoff

MISSES

- No reverse voltage protection

CONNECT

Manufacturer: Team Tekin
Web: www.teamtekin.com
Phone: 208.634.5559
Part Number: TT1092
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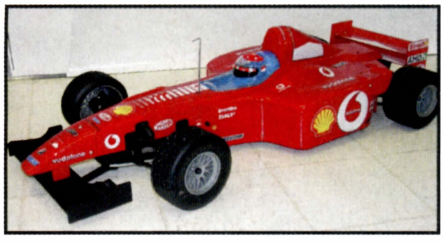

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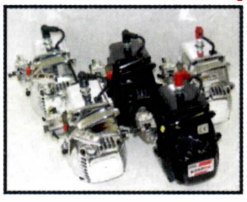

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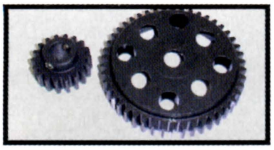

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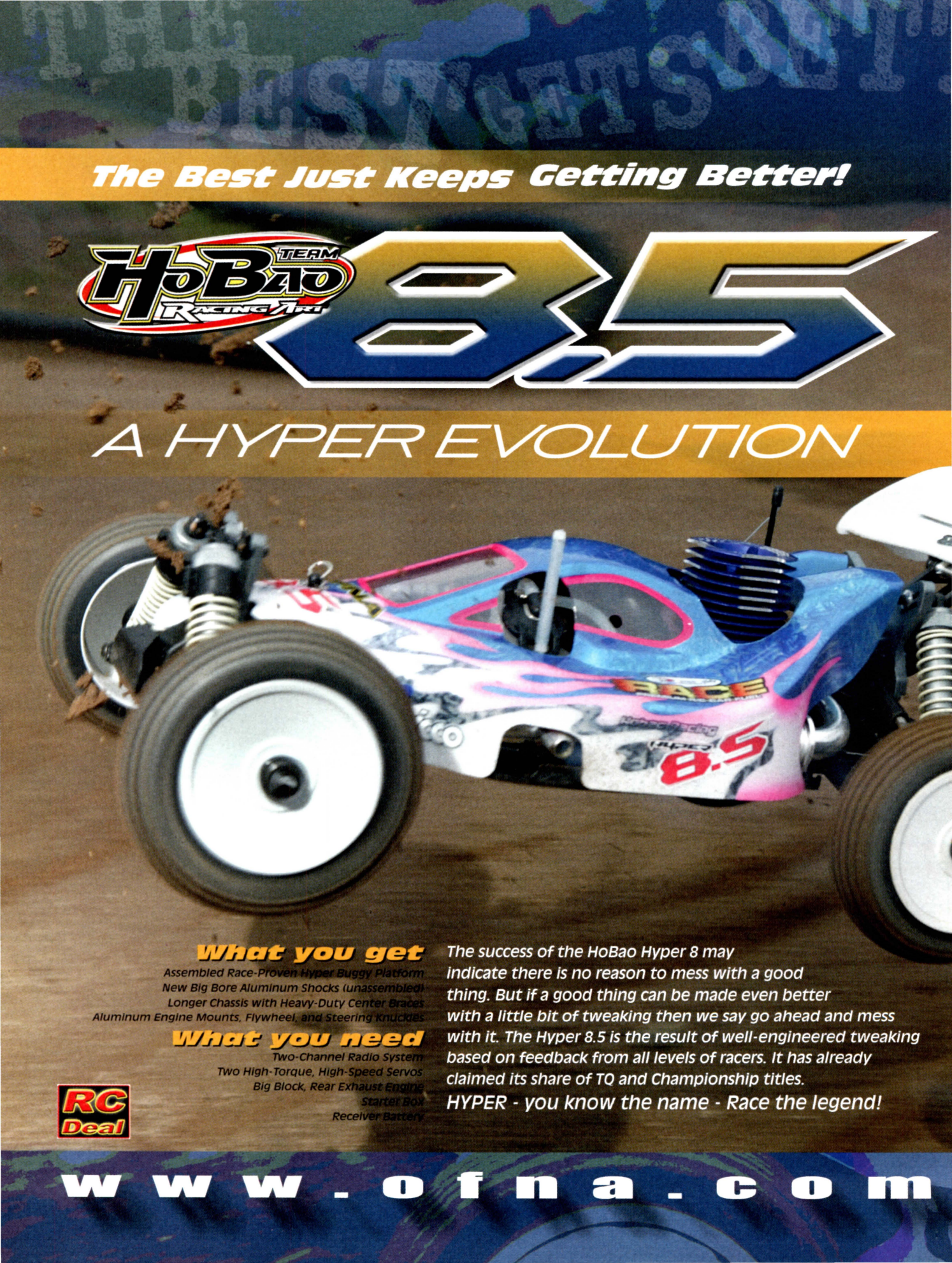
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I had an unfortunate wire-stripping incident preparing for this photo shoot.

MAKE A UNIVERSAL CHARGING ADAPTER

MAKE TWO, BECAUSE YOUR BUDDY WILL PROBABLY STEAL ONE.

words: Michael Wortel

No matter what kind of RC car you drive, there is no way to get around having to charge batteries. In electric RC, you obviously need to charge your car's battery pack, which can feature one of many different kinds of connectors. Ironically enough, there is even more to charge if you're running nitro. (Doesn't that seem odd?) You have an igniter, receiver pack, and possibly even a transmitter pack. To make a long story short, charging battery packs is a part of the RC lifestyle that is here to stay. To make life easier on yourself (especially if you have more than one car or truck), it's a good idea to make a universal plug adaptor for your charger. That way, you won't have seven different adaptors lying around that can get misplaced, lost, or clutter up your toolbox. If you want to make a be-all and end-all adaptor for your different plugs, here's how it's done.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.5



TIME TO COMPLETE

25 MINUTES

TOOLS NEEDED



- Soldering Iron & Solder



- Deans Plugs



- All of the plugs you need

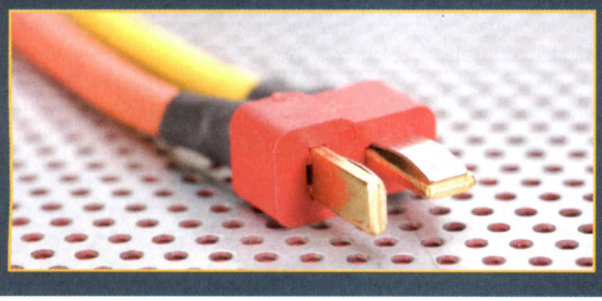


- Liquid electrical insulator

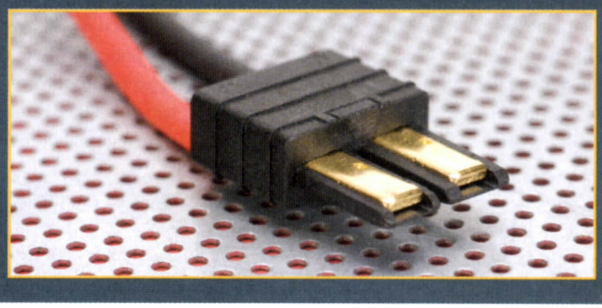
GETTING STARTED

First, decide which connectors you need to use on a regular basis. Since most of you who read *Xtreme* are enthusiasts, chances are you have one or more vehicles, nitro and electric. Many plugs in our industry are "standardized" on batteries, so you'll see the same few pop up in almost every charging application. Here is a list of some of the most popular plugs and why it's a good idea to include them in your adaptor's repertoire:

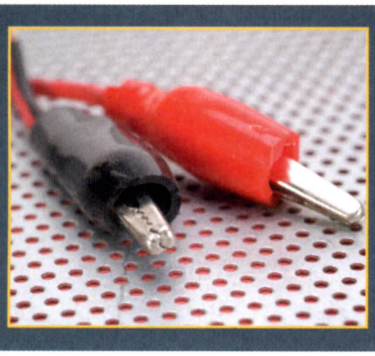
DEANS:
They are the current industry standard for electric racing and provide a broad surface area for the foundation of your adaptor. Their 360° soldering surface makes them ideal for a multi adaptor.



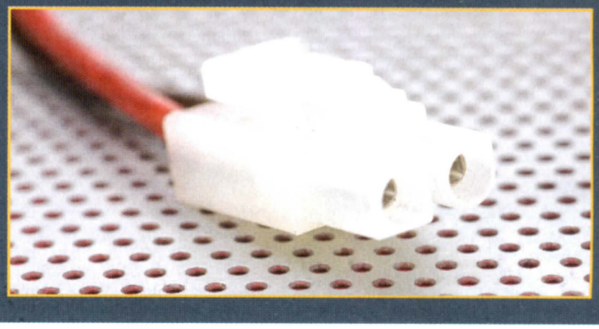
TRAXXAS:
These plugs are somewhat new to the scene, but they are priming for a takeover, as they offer high-current capabilities and come standard on Traxxas vehicles (the industry's leader in RTR sales).



ALLIGATOR:
Alligator clips are nice because they can be clipped onto almost any charging surface. To combat poor nitro radio box engineering in the past, I've created external receiver pack access, and gator clips are perfect for my rigged application.

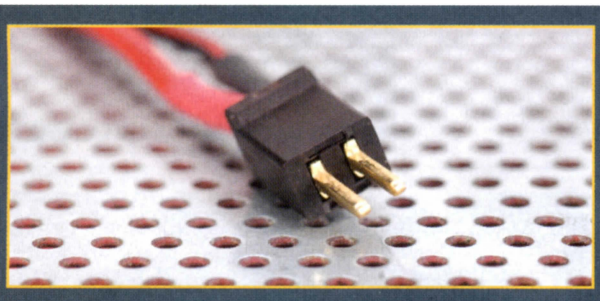


TAMIYA:
These plugs have fallen out of favor, but they still come standard on many batteries and have to be used for many roto-start systems and bump boxes. Although we cringe, a Tamiya plug must be on every universal adaptor.



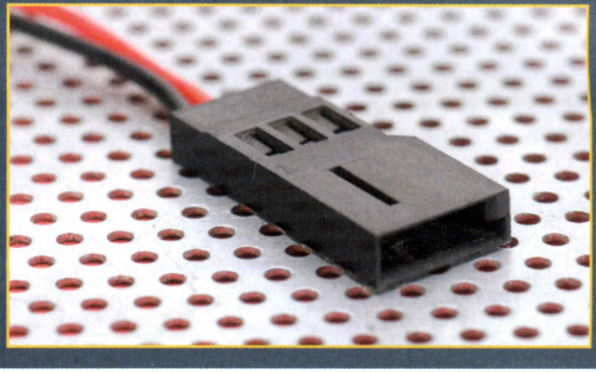


IGNITER:
Being able to quick-charge your igniter is awesome, so snip off the plug from the wall charger and use it on your charger adaptor.



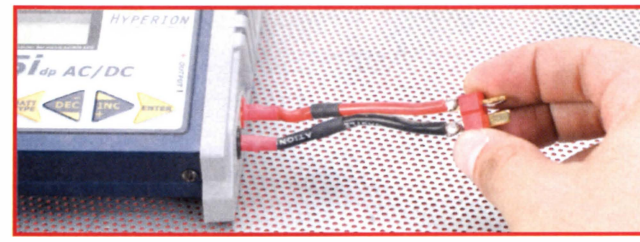
MICRO PLUGS:
If you run a micro car, select your plug to make an adaptor. Most mini batteries utilize the stock box-type connector, while the Deans micro plug is the aftermarket standard. Use one or both, if needed.

RECEIVER:
Nitro cars' electronics are powered from a receiver pack, which must remain charged at all times. However, do yourself a favor and select a Futaba-style female adaptor. Futaba connectors have a unique slotted head, and sticking with a Futaba adaptor will make it universal with most battery manufacturers.



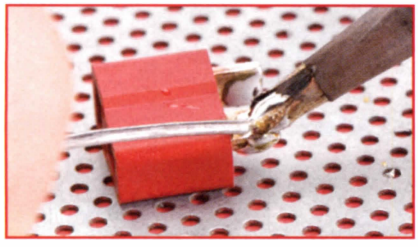
01 ATTACH A MALE DEANS PLUG DIRECTLY TO THE CHARGER

Deans plugs serve as the foundation for the charger adaptor, because they have a very low current resistance, are easy to find, and the female plug offers a broad surface area on which to solder the adaptors. Solder a male Deans plug directly onto the charger's output wires.



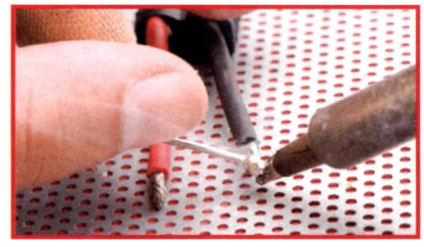
02 LIGHTLY TIN A FEMALE DEANS PLUG

The female Deans plug is the melting pot of the charger adaptor. Heat and tin both sides of its surface, because unlike soldering a Deans plug onto a single wire, you'll be utilizing both sides of the wire mounts when making the adaptor. Don't go overboard with the tinning; just make sure both sides of both prongs are lightly covered in solder.



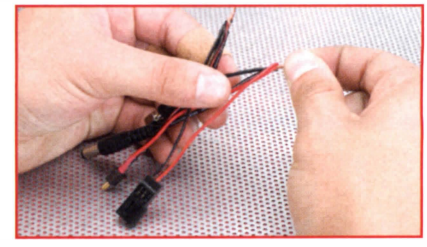
03 TIN ALL OF THE LARGER GAUGE CONNECTORS

Go ahead and pre-tin all of the large gauge connectors, such as the Traxxas plug and Tamiya connector. When you strip off the insulation for the wires, take a little more off than you normally would, because the surfaces are going to get cramped when you start attaching multiple wires onto the Deans plug. You'll appreciate the extra room that you'll have to work with.



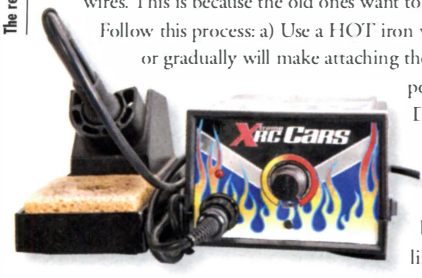
04 GROUP AND TWIST A BUNCH OF THE SMALLER GAUGE WIRES

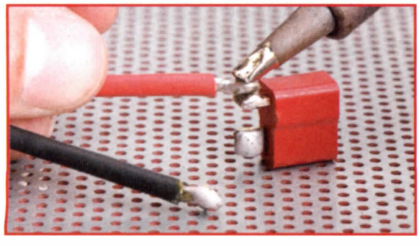
This step will save you a big headache in a few minutes. Gather all of the smaller gauge connectors (receiver, igniter, micro plug, etc.). Next, twist all the positive leads together, and do the same on the negative side. Once all the connectors' wires are in positive and negative groups, tin each bundle.

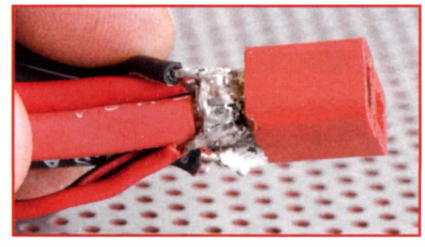


05 ATTACH ALL OF THE LEADS ONTO THE FEMALE DEANS PLUG

This is known as "the fun part" (I hope you can sense my sarcasm). Soldering three or four wires onto the same Deans wire mount can be tricky, for obvious reasons. You'll quickly learn that the first one is easy, then it gets progressively more difficult as you add additional wires. This is because the old ones want to pop off as soon as the new ones melt onto the Deans plug. Follow this process: a) Use a HOT iron with a clean, small chisel tip. Heating the surface too broadly or gradually will make attaching the additional wires nearly impossible. b) Attach all of the positive wires first, because the inside of the prong on the female Deans plug is hard to access if you have something soldered onto the negative side. c) Attach the initial wire, but don't take up all of the soldering surface; leave some room for the following plugs. d) Let everything cool off between steps, because if the surface is already hot, your initial wires are more likely to become unsoldered when attaching the new ones.

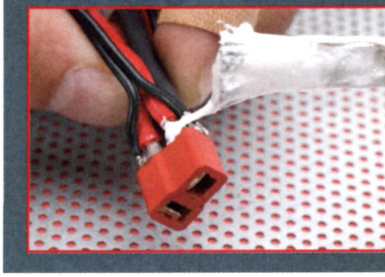






06 INSULATE THE EXPOSED PLUG LEADS

The hard work is done. But now you want to protect the adaptor by insulating the exposed soldering tabs. Since you can't use heatshrink, you'll have to find a more "ghetto" way of doing things. You can use electrical tape, or (oh my, I'm turning into Skinny) go to your local hardware store and pick up some Liquid Electrical Tape. This adds a little class to your rigged insulation.



The resulting Band-Aid is visible in step 3.

CONCLUSION

Making a universal charger adaptor not only saves you time and space, but it also saves money. If you do it right, you only need to buy one pair of Deans plugs, rather than using one for every connector that you need. The whole concept of the universal charger adaptor never really dawned on me until I went into James' office and discovered his. As James knows, I like to take things (without asking) and keep them for a very long time. Eventually he took his adaptor back and I was forced to make one for myself. In the process, I figured out the best way to assemble the adaptor, mostly through trial and (much) error. But once you get the hang of it, you'll wonder why you've never made one before. However, keep it close! Someone will try to steal it from you … trust me.

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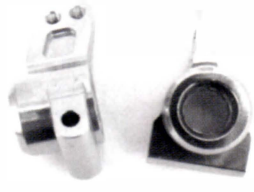

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Xtreme Tools is devoted to anything and everything that can be used for wrenching on your RC. We search the world over for tools that will be helpful in your wrenching sessions and may even help you around the house for the "honey-do" list. There's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

words: Brian "Skinny" Skinner

TRADESHOW ALERT! TRADESHOW ALERT!

I just flew in from the iHobby show, and boy are my arms tired. Wah, wah, waaah! There's a bunch of new RC tools I saw coming our way for 2008 from the hobby show, and here are just a few to wet your whistle.



TOOLS OF THE TRADE

EDS is a new tool company just for RC. Here's a photo of their new tool delivery concept that should be a big hit. It's a customizable tool case that you order with the tools you want. You pick out 26 tools that you want for the tool case, and they pack it up and ship it to you for $299.95. That works out to about $11.53 per tool, and that's a good deal. EDS also has tools you can buy separately, and they've got just about every tool imaginable. If you need RC tools, EDS just might be your new choice.

www.e-squaredenterprises.com

The hidden compartment can also hold candy, too. Perfect for Skinny!

GENTLEMEN... START YOUR ENGINES

Starter boxes seem to be the rage, as every company has some new trick ones to sell. Molzer Mowery has the new "Power Start" starter box that is sure to be a favorite. This starter box is a futuristic, molded composite design that is compact. The starter wheel can be configured to fit 1/10-scale and 1/8-scale, and the handle is molded into the case for ease of transportation. Probably the neatest feature is the hidden compartment on the top deck that holds small parts for your adventures in pit lane. Simply pop the lid off and you can grab a spare glow plug, wheel nut, or whatever you might need.

www.molzermoweryracing.com



HOUSE OF KOLOR

House of Kolor is well known in the auto industry for its great paints, and I'm happy to tell you that House of Kolor has now branched out into the RC world of painting. Not only do they have a great selection of paints, but they now have a cool, entry-level airbrush system for the person who wants to try painting. This little airbrush kit is inexpensive, and works much like the pro systems. If you have an itch to be a Picasso but don't want to spend the money, then this is your chance to see if you have talent. House of Kolor is jumping big time into RC, so look for more great news from this world-famous company.

www.houseofkolor.com







CALIBRATE NOVAROSSI STYLE

Calipers are a must-have if you're serious about RC. And if you're serious, then you need a caliper that looks the part. Novarossi has a caliper that will let others know "you are the man" with its stylish case and matching caliper. Just to push that point home, the calipers have a laser etched Novarossi logo that screams, "I'm serious!" Oh, did I forget to tell you that they work well, too?

www.fusionmotorsports.com

HOW DO YOU SAY PROXXON?

Proxxon is a European tool company that makes some sweet micro tools for serious modelers. Their tools are used by NASA, Boeing, and others to make mockups, so you know these tools are good. To start, here is a photo of their multi driver set that has every conceivable driver tip known to man. With this set, MacGyver could rule the world. Proxxon has a lot of cool tools, and I'll show you more of the good stuff in the next few issues of Xtreme Tools. And I thought Harbor Freight was cool!

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THE BOWLING BALL FINISH

LOOKS GREAT ON A FENDER... OR A HOOD.

words: M. R. Ogle

Custom RC painters know that inspiration for a paint scheme can come from almost anywhere. I found the idea for this technique from the finish on a dark red Fender Telecaster electric guitar. The guitar's body was painted with a "burst" pattern of streaked red and black paint, fading to black at the edges. Very striking. I looked this up online at the Fender Musical Instruments website, and they referred to it as their "bowling ball" finish. Well, I had to see if I could replicate that look ... in reverse, of course ... for RC car bodies. It turned out to be even easier than I thought, and a technique that almost anyone can pull off successfully. Here's the lowdown on how to do it:

"Chuck" McMahon bowled a 200+ game holding the ball like a six-pack.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0

FASKOLOR by Parma International
OFFICIAL PAINT OF CUSTOM WORKS

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED

- Parma Faskolor Faspearl paints (your choice of color)
- Backing color (such as black)
- Sponge
- Airbrushing equipment

01 Mask off your windows and spray the main areas of your body first. We'll be applying the "bowling ball" technique to the sides, bed cover, and hood of this Pro-Line Chevy Silverado pickup body.



02 Here, we'll just lightly shade the edges with black to add depth to the panel. I'm using Pactra paint because it dries quickly and will not be smeared or dissolved by the water-based paint we'll be applying next.





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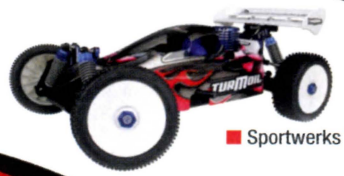
03 After the edges have completely dried, take a small piece of sponge and dip it into some un-thinned Parma FasKolor paint. I found that the colors that gave the best results were the FasPearl Series paints.



■ Revo 3.3



■ Losi 8ight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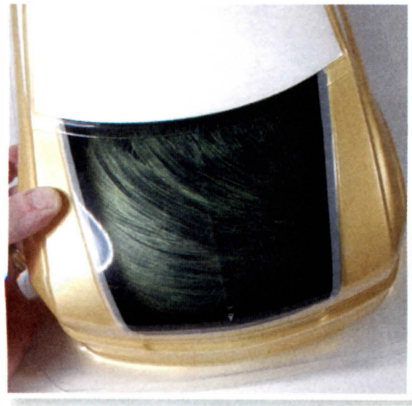
04 Blot out the excess paint and wipe the inside of the body with a quick "streaking" motion. If you get a few areas of excess paint blobs or runs, just go in and wipe over those areas again until you get a nice, directional pattern going like this. It's impossible to do this step wrong. Almost anything you do will still look good, but if you're not satisfied with the pattern, just wipe it clean with a wet paper towel and try again. No harm, no foul.



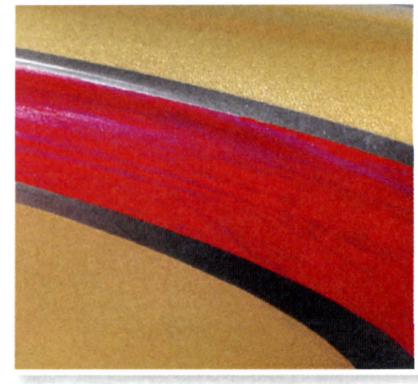
05 Back the entire area with your backing color–in this case it's black—to show the pearlescent color streaks the best. You can do more than one color in an area, but be careful to choose like colors with enough contrast to show the streaked pattern when backed up.





06 Here's a side panel done with a very directional wiped pattern, more like controlled streaking than a "bowling ball" effect. Experiment with the direction of the pattern, especially when used as a background behind other painted graphics. This adds motion to an otherwise solid area of color.





07 The finished truck bed is done in the same "center burst"-type pattern as the guitar that inspired it. With a little practice, you'll find this is one technique that you can easily incorporate into almost any paint scheme for added depth and interest.



Derek and Wort stopped bowling after the termination of $1 games.

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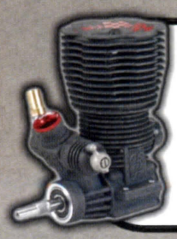

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FAST TRACK HOBBIES

"WHEN YOU HAVE THE NEED FOR SPEED"

» RUMOR MILL

Racers know about the 10.5 motor for **brushless** racing (formally the 4300) and are getting familiar with the fast-growing 13.5 class. Now there are new motors on the horizon giving even more options: the 17.5 and 21.5 motors. Many thought the 13.5 would equal stock speed, but this is not the case, as it's faster. So some tracks are now running the 17.5 as a "stock" class. Li-Po's are a hot topic, and some companies are rumored to be making special battery trays to allow their mounting. KSG is, for a fact. **Li-Pos** have much higher voltage, so these higher-turn brushless motors might equal 4-cell speed. With more and more companies building brushless, determining which ones will be legal is a big topic. And will the racers and industry agree on their standardization to allow them all to compete? Time will tell. But 27T and 19T racing is still hot in many parts of the country, so there are more options now to racers and tracks. In fact, some feel there are too many.

Some big-time **road racers** have been spotted racing oval! Champions like Jeff Cuffs and Drew Ellis have been to some oval events and winning! With the upcoming Snowbirds, it will be interesting to see how many cross over. Oval champions Danny Bartholomew and Pete D'Agnolo were racing at the IIC in Vegas, and Pete shocked the racing world by finishing second in the largest class there—the 1/12-scale GTP Stock. Things go in circles (and cycles, they say).

ARCOR, the only oval organization, closed its doors unexpectedly, which stunned many in the oval world. Many have empty feelings about how this went down. But don't worry, there are tons of great tracks and racers, and overall, oval racing seems to be growing, with several new and exciting series around the country gaining attendance and crowds (at least six, we counted). Don't forget, ROAR is still kicking, and it has been the foundation for organized racing and standardization of rules for decades. With their new RMT (Race Management Team), many believe they are on the right track.

ARCOR - check please.

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

words: Mike Boylan

PROTOFORM GOES TRUCKIN' THAT'S A BIG 10-4!

Names like Bodine, Skinner and Hornaday continue to make the NASCAR Craftsman Truck Series one of the most exciting racing series anywhere in the world today. The racing is fast and intense, and the finishes are always close. Maybe this is why there's been a recent surge of interest in oval truck racing on many RC tracks around the USA.

Here at Protoform, we didn't want to be left out of the action, so we're proud to present the all-new Protoform Oval Race Truck body, or simply: the ORT.

The new ORT incorporates styling cues and aerodynamic tricks from all of the four brands represented in the NCTS. From its molded-in front splitter to its add-on rear spoiler, it's a serious race body. It features two sets of trim lines for both carpet/foam racing (4.5 inch minimum height) and outdoor capped tire racing (4.75 inch minimum height); clear protective film, spoiler mounting hardware, and window masks; and a decal sheet that features optional headlight and grill styles, as well as all the Craftsman Truck's body details. Early testing has proven that the Protoform ORT performs as well as it looks. It "turns in hard" and "comes off stable." It has been chosen as the official oval truck body for the popular Brushless Racing League's 13.5 Masters Class.

Oval racing ace Dusty Kemp not only TQ'ed and won the A-Main in the BRL tour's first event, but he actually ran lap times equal to the 13.5 Brushless Stock Car class while using the Protoform ORT body. Hey—we've all known for a long time that "America loves trucks." RC oval racers are just doing what comes naturally.

Features:

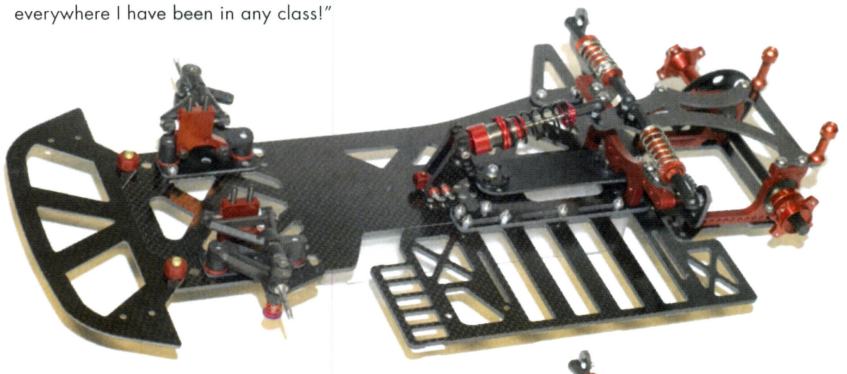
- Superb molded-in detail
- Contemporary design
- Molded-in rollbar down tubes
- Dual trim lines
- Detailed decal sheet with two grills and two headlamp designs

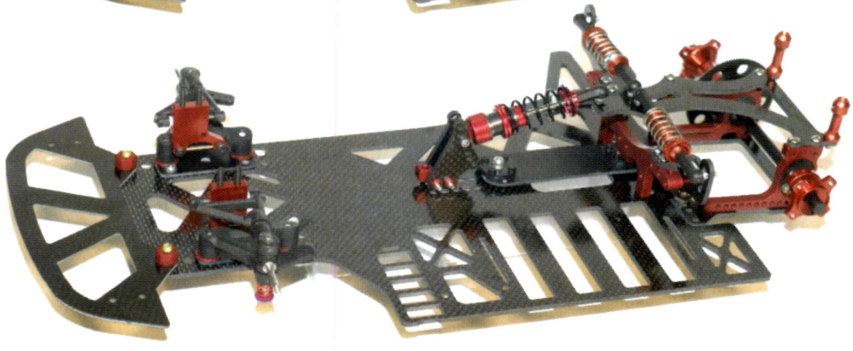




SLIDER VS. SOLID CHASSIS: WHAT'S THE DIFFERENCE?

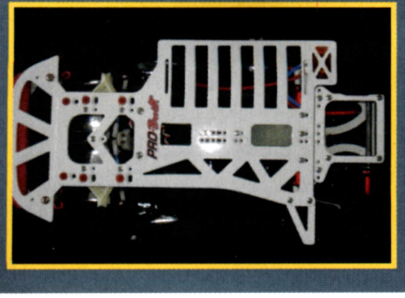
A lot of car companies now sell different versions of chassis for oval racing that include a solid and slider-type chassis. A slider is a separate piece that attaches to the main chassis, where you can adjust the battery placement by sliding it forward or back, whereas a solid chassis is all one piece, with the battery slots built right into the main chassis. Some racers might be wondering what the difference is between the two, so we asked one of the fastest oval racers in the country, Frank Ulbrik from Team Hyperdrive and Pro Built. He explained, "Most oval manufacturers now sell a slider and a solid chassis. Some manufacturers sliders are stiffer than their solids, and some manufacturers' solids are stiffer than their sliders. I'll use Hyperdrive's Pro3 as an example. Their Solid Pro3 chassis is slightly stiffer than the Slider Pro3 chassis. I feel the slider chassis is better because it has more flex; it seems to turn more aggressively, it's smoother on bumpy tracks, and it's a little easier to get set up and keep there. However, for slower classes, wide smooth tracks, bank tracks and outdoor racing, I feel the solid chassis may be a better choice. At any track where you do not need the car to turn aggressively, a solid chassis would be a good choice. As for most flat carpet tracks, I feel the slider is absolutely the way to go. The slider is extremely consistent from track to track, turns harder than anything I have ever driven, and is super smooth everywhere I have been in any class!"





RC OVERHAUL: HAVE YOUR RIDE BUILT RIGHT!





Ever dream of having your RC car built by the guys at the Hendrick Motorsports Fab Shop? Well here's the next best thing: Frank Ulbrik from Pro-Built provides a great service to the racers and will professionally build your RC oval car for this upcoming racing season. Every detail that goes into a National-winning RC racecar is put into your ride, and Frank works one-on-one with you to help get the setup wherever you may race. He will even mount and paint your body! Contact Frank at: **PROBUILT_RC@YAHOO.COM**

NEW LOCATION FOR THE "OPEN WHEEL CHAMPIONSHIPS"

Custom Works has announced that the 17th Annual US Open Wheel Dirt Oval Championships will be held at the brand-new C&S Indoor Raceway in Cherryville, NC, from December 5-9. Last year, the race sold out with over 400 entries! This new indoor racing facility will have lots of great amenities, which they hope will make an enjoyable event for all. This includes larger pit spaces, a large, level area for pit trailers, and unlimited parking for cars and RVs. Also, it's close to food, hotels, and the Charlotte Douglas International Airport. There are also some changes to this year's class lineup. Stock Truck and Nitro Truck classes have been eliminated, but there are two new limited nitro classes being added that will feature the O.S. TG 12 as a spec motor. Custom Works has developed a driver division system for 2008, where expert drivers and A-main drivers from past Open Wheel Champs races can not race the new limited nitro classes, or electric stock class. This is to help the average racer compete for a win and force past champions and fast drivers to move up to modified, and the other higher classes. classes. Also new: Brushless motors are now allowed in the Electric Modified classes. More race information can be found at: **WWW.USOPENWHEELCHAMPS.COM.**



Pro-Built can't add in driver skills to your chassis - that's all on you!



Not many know more than Gil

TUNING WITH SWAYBARS

GOING BACK TO THE BARS

words: Jeff Huneycutt

Longtime readers of Dialed In will remember that we first covered the topic of tuning with swaybars a little over a year ago (in the July '06 issue to be exact). It may seem a little soon to be going back to a discussion of swaybars, but this edition of Dialed In is no editorial retread. We recently had the opportunity to discuss the topic of swaybars and how they can be used to your advantage with none other than Gil Losi Jr., and we wanted to pass along his wisdom.



Car designer and overall RC guru Gil Losi Jr. knows a thing or two about suspensions and off-road racing, so when he talks, you had better believe that we listen.

The interesting thing about Gil Losi Jr. is that he spent years with Team Losi and is now designing cars and trucks at Kyosho, so he not only understands how swaybars effect performance, but he also designs them to his specs. Last time around we spent a lot of time talking about how swaybars worked and the different ways they effected suspension performance. This time, however, we wanted Gil to concentrate on tuning issues.

FIND YOUR STARTING POINT

Gil says that swapping swaybars isn't a tuning change that he regularly makes. For most vehicles, he recommends finding a baseline setup that works well for most track types. From there you can make adjustments for specific conditions. "When we do make a change," he says, "it's usually only one bar size up or down. There are so many other tuning options available to you that it usually isn't necessary to make more significant swaybar changes than that.

"What you want to do is allocate certain suspension changes for specific handling problems. Normally, like on a buggy, springs and shocks will usually be dialed in to the bump conditions. The size of the jumps will determine how stiff the springs or how thick the shock oil needs to be to keep your car from bottoming out. And then the bump will determine how soft they need to be to get through them without upsetting the chassis. So normally, you're tuning the shocks and springs for that, and then you use the swaybars to control the weight and keep the chassis stable.

"If the car feels unstable, you can go to a stiffer swaybar. But when you go stiffer, it won't go through the bumps as well. So you just have to find the best compromise, whether you're looking to create stability for a high-bite smooth track, or soften it up for a rougher track. Generally, I try to run all my bars as light as I can, but I'll keep the balance so that when it's going straight, there's no wandering. Also, I usually keep the rear bar a little stiffer than the bar in front."



Going to a stiffer swaybar will help your buggy or truck feel more stable through the straights, but it can upset the chassis in the rough stuff.



That's a long antenna you've got there.

MATTERS OF WEIGHT

Properly sizing your front swaybar in a 4WD car is a delicate balancing act. You have to have enough to keep the front end stable, but it should be light enough so that the inside front wheel doesn't lose traction and diff out when powering out of a turn.

In touring car racing, swaybars are used to control body roll and help maintain traction on the inside tires, but in off-road racing—the focus of this month's column—swaybars have a different use. On dirt, body roll is often encouraged to help provide additional traction to the outside tires in turns, or to the rear tires on acceleration, so swaybars are used primarily as a means to provide stability by controlling the movement of weight.

"It's about controlling weight," Losi says, "and how you control the movement of weight helps eliminate wander. If you're going down the straightaway and you can feel the weight moving around and the car wants to wander, I would stiffen up the swaybars. If the car feels nice and flat and square, but it doesn't have enough grip or is getting kicked around in the bumps too much, then I would soften the swaybars."



Check the rear treads on Masami's buggy.

TRUGGY VERSUS BUGGY

Always remember that a truggy is shoving around a lot of weight. Sometimes the front end can actually lack grip because the rear swaybar is too light, allowing the rear end to roll over too far when accelerating out of a turn.

The biggest difference between a truggy and a buggy is the higher center of gravity for a truggy created by the larger wheels and tires. A truggy also has a wider stance, which helps offset some of the tendency for the higher center of gravity to create rollovers, but excessive body roll with a bigger, heavier truggy is still an issue.

"With a truggy you have to run a lot stiffer bars than you would with a buggy or a lower center of gravity car," Losi says, "but the concepts are the same if you're talking about 4WD. When it's 4WD, I usually try to run the front bar as light as possible relative to the rear, just to keep as much weight on the front tire as possible. If the front swaybar is too heavy, it can keep that inside front tire from digging in through a turn, and then it can diff out. But you have to make sure you have enough front bar that you remain stable under braking, and if you're landing big jumps and your bars are running too much rear bar and not enough front, it will just dump over the front and hook."

CONCLUSION

Losi stresses that any swaybar change made at the track should be minor. Big changes are rarely helpful. "Don't overcomplicate them," he adds. "Swaybars aren't magic. They just add roll stiffness. They don't make your car faster or slower by themselves. They just change the way things work, so make them work to suit your driving style and the track and you will be faster." ✪

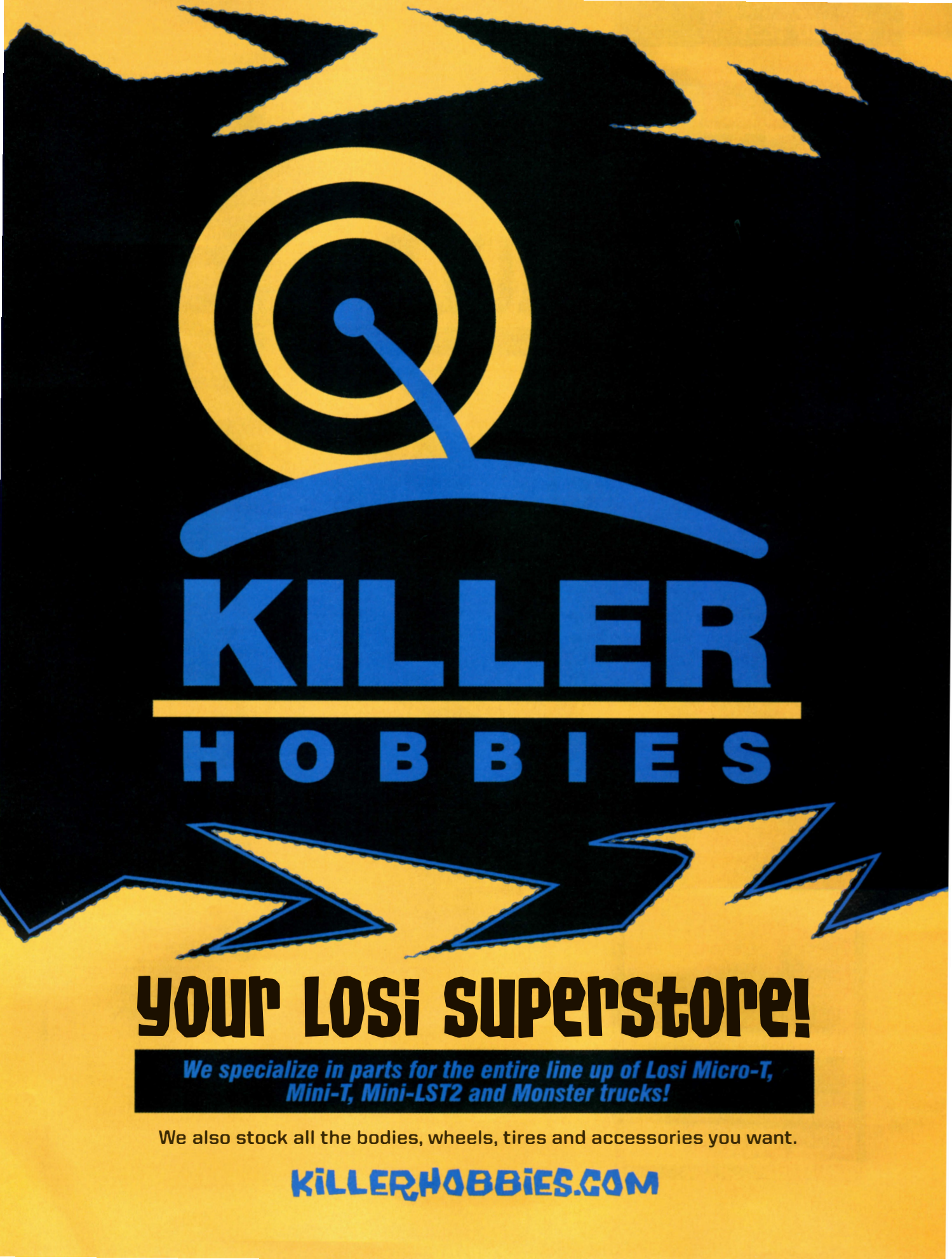
2WD ISSUES

"2WD vehicles are a lot different and sometimes require a different way of thinking when it comes to setups," Losi explains. "This is because you want all the weight all the way in the back because you're always trying to get more forward grip. So the weight distribution is biased heavily to the rear of the buggy or truck. The front end of the 2WD car kind of sets the car as it starts through the corner, but mostly your corner speed is dictated by the weight transfer at the rear of the car.

"So traditionally, a swaybar makes a 2WD car push if you put it on the rear. That's because you cannot use the weight to swing the rear end around. At the same time, it takes away forward grip. You lose grip to that inside rear wheel and you diff out a lot quicker, which causes you to lose a ton of forward grip. So we tend to try to run the rear swaybar as light as we can. Mostly, we just use it to keep wander out of the car. Once you get the wander out of the car, you don't want to run your rear swaybar any stiffer than that.

"On 2WD you really only want to run a front swaybar on high-bite tracks. It would only be in situations where you have so much grip that the front end is really hard to predict. This happens because of the kick angles on the front and how softly we run the front suspensions these days. If the bite gets too high, the front end feels really numb. What will happen is that when you turn, the front end will end up compressing and rolling over, and it takes a long time for it to actually react. And then when it finally does react, it overreacts. In those kinds of conditions we'll put a light front swaybar on it just to get the front end to respond quicker so that you don't end up with too much wheel input just to get something to happen."

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MUGEN NINJA MR28 M01A

TOO MUCH POWER FOR YOU

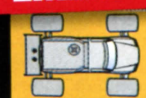
words: Derek Buono

The Ninja engine line by Mugen Seiki has proven in just a few short years that they can compete with the world's best, at the highest levels of racing. Their design and packaging have been talked about and copied often, and you should be seeing more and more of the Ninja engines on both the blacktop and dirt. The current trend in truggies is leaning toward .28, and while most people can't even begin to use the power they deliver, more and more are putting these power-producing mills into their truggies. Who really wants to brag about having less horsepower? Me neither, so it's time to see where the .28 ranks on the dyno.

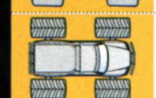


James always votes "pirates" in the ninja vs. pirate arguement.

ENGINE APPLICATIONS



TRUGGY



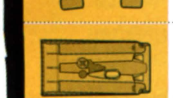
MONSTER TRUCK



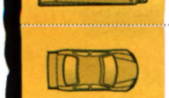
1/8-SCALE BUGGY



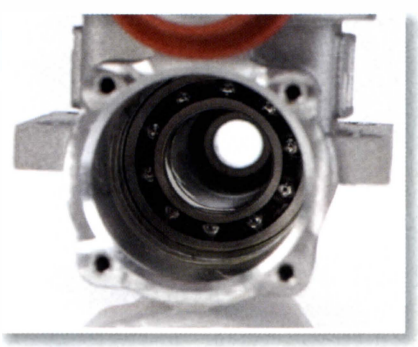
1/10-SCALE TRUCK



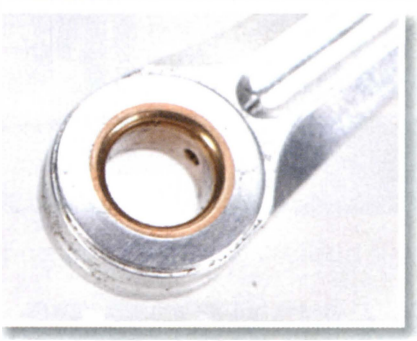
1/8-SCALE ON-ROAD

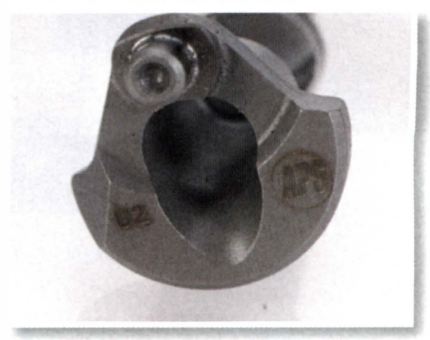


1/10-SCALE ON-ROAD



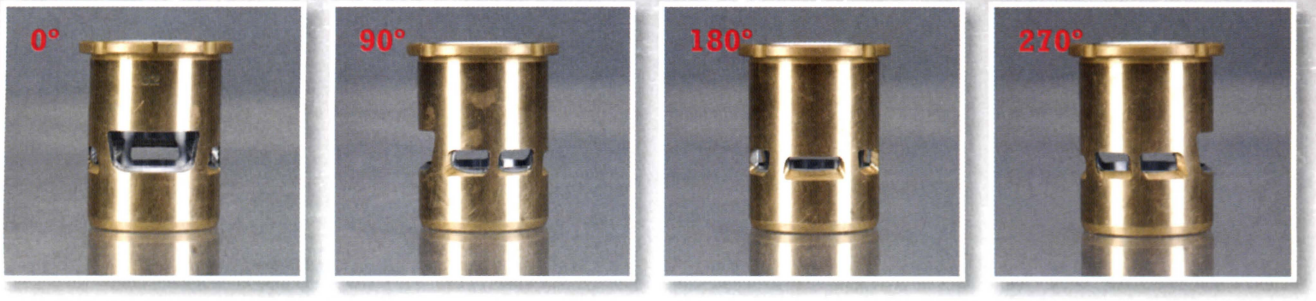






FEATURES:

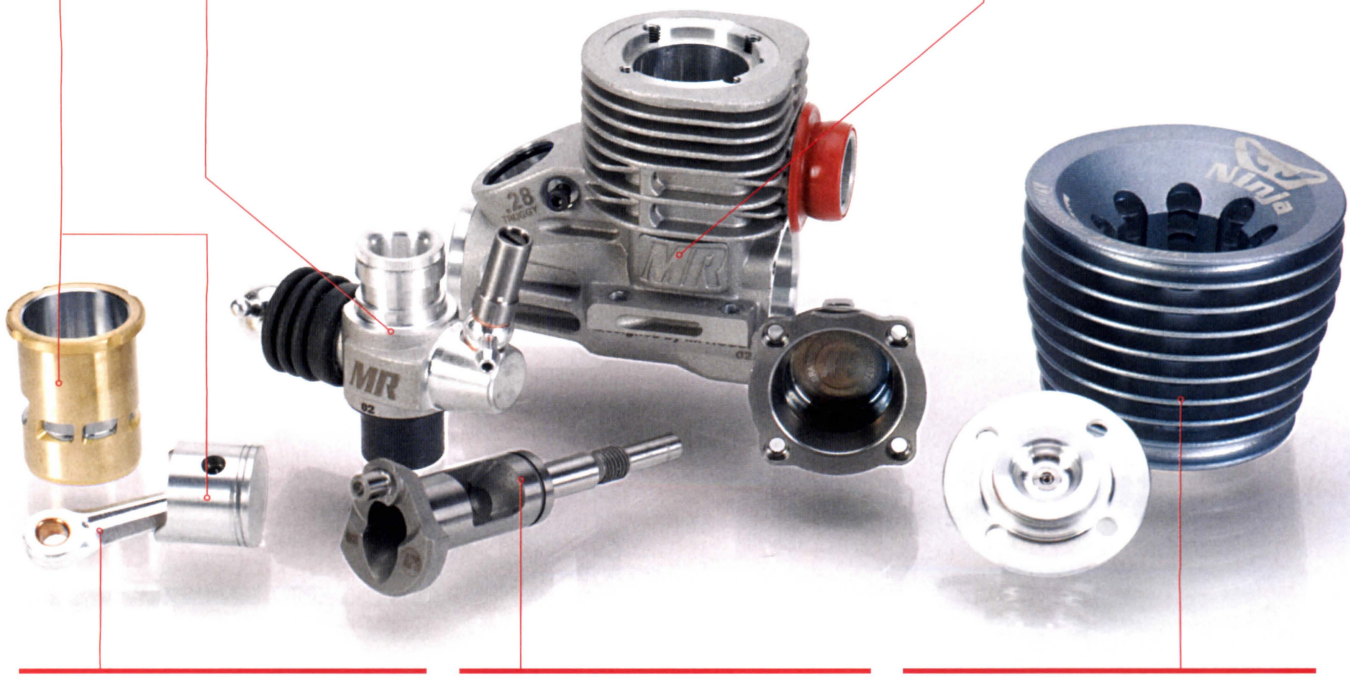
The Ninja series has a very high level of fit and finish, and quality of materials. The dual spring retainers on each side help keep you from hearing the embarrassing sound of a header fall off, and the dual-need carb with optional venturis make it easy to tune and adjust the power band.



PISTON AND SLEEVE: *The porting is machine only, but the finished product is very nice. There isn't much flashing on the edges of the ports, as in some other engines. Whether that affects power is a topic of debate, but the porting looks well done.*

CARBURETOR: *The Ninja series opts for a solid piece of aluminum for their carb which helps with cooling and reliability. To combat vapor lock, a TCS (temperature control system) helps stop transfer of heat from the case to the carb. This heat-resistant washer really does help in fighting vapor lock, which is usually more common in on-road, where high surface temps and lean conditions are the norm.*

CRANKCASE: *A lot of homework was done on the computer to make sure the case does not deform at high temps. The case is designed to retain its shape and not cause power loss. That is why they chose to use mirroring dual springs to hold the manifold on so that when the exhaust side of the case gets really hot, a tight spring isn't pulling on it.*



CONNECTING ROD: *To keep up with the stress, the conrod grows a bit in girth. It features the same bushingless design at the top, and a bushed lower end. Mugen claims that the material resists wear better and is lighter, allowing for improved performance.*

CRANKSHAFT: *The 14mm crank features an exclusive coating of what Mugen calls APS (abrasion protection system), and it's designed to reduce wear on key components that are subject to high wear. The machine work on the crank is typical, with a decent turbo scoop. They also claim that they've balanced the crank without adding slugs that can deform at high temps.*

COOLING HEAD: *A nice, large cooling head with X-Fins keeps things running at the right temperature. The shape is visually appealing as well, which counts when you're sitting at a pit table, bench racing.*

Aren't ninja's supposed to be dressed in black?

PERFORMANCE

Breaking-in Ninja engines can be harder than you'd like. Mix in the cooler temps present during this time of the year, and the initial pinch of the engine is on the annoying side. Everything gets easier once you get some fuel through it, but be prepared to give a starting box with little 550 motors a workout.

Dialed in on the dyno, the engine was loud, which usually means good things. After some tuning and getting the engine to pull from idle to full steam, the Ninja put down what is now "average" for .28 race engines. And by average, I mean WAY too much power. The MR28 made 1.91 hp @ 26,200 rpm, 78.52 oz.- in. @ 21,400 rpm, and still revved to 42,500 rpm—which is something even more impressive considering it's a big block engine. The extra power is skewed to the higher rpm, and honestly, with an engine of this power, this is where you want it. Too much power down low and you'll find the engine muscling the truggy around on the track and slowing you down. If you want to know, that's about 37% more power than their .21 that we tested not too long ago. The graph shows that the power delivery is pretty ideal, with an initial thrust of power followed by a fairly large power band that goes from ~21,000 to 40,000 rpm. That means there's power on tap just about everywhere!



CONCLUSION

I've been testing some serious .28's lately and I'm getting spoiled by horsepower. The downside of having too much power is that it can cause the truck to be harder to handle, and without gearing up to take advantage of the power, you won't gain top speed— although this engine revs really high for a .28. But we're about power, and this engine not only puts down an impressive peak, if you look at the graph it has more overall power than the O.S. we tested last month that had a slight edge in peak but fell off sharper for a "narrower" power band. You want more power to compensate, and the Ninja will provide.

Even if she's pregnant at the moment, she's still a 10 in our book.

MUGEN NINJA MR28

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



CHRISTINA AGUILERA

HITS

- Power and insane rpm for a big engine
- More power than you need
- High quality and good price

MISSES

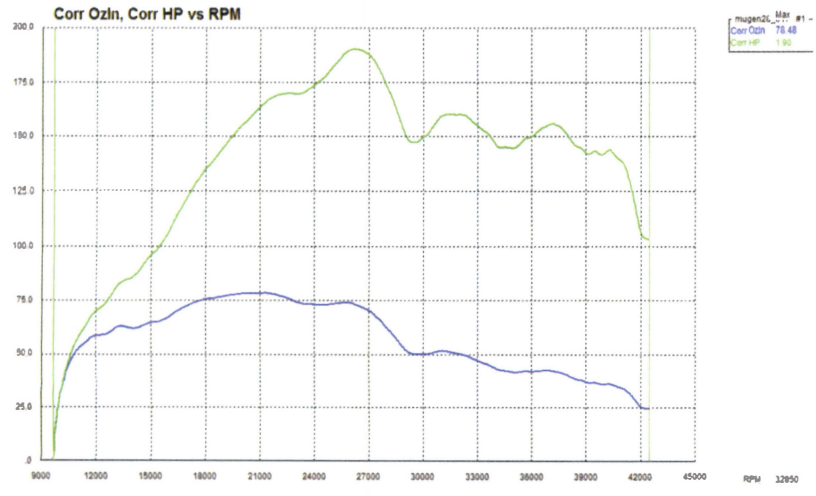
- Still can't get 37% more power without losing considerably more fuel
- Initial pinch is still too much

CONNECT

Manufacturer: Mugen Seiki
Distributed By: Mugen Seiki
Web: www.teammugen.com
Part Number: MUGMR28M01A
Street Price: $350 (varies)

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



TEST EQUIPMENT

FUEL:	30% (12% Oil)	PLUG:	Turbo OS P3 Hot
PIPE:	Standard	OPERATING TEMP:	207° F

ENGINE DATA

ENGINE:	Mugen Ninja MR28 M01A
BORE AND STROKE:	18.6mm (0.728 in.) 16.8mm (0.681 in.)
DISPLACEMENT:	4.6cc (0.28cu.in.)
PISTON/SLEEVE:	ABC
PORTS:	5+1
HEAD BUTTON:	Turbo
CRANKSHAFT:	14mm / Pilot shaft (SG)
PEAK X-DYNO HP*:	1.91 hp @ 26,200 rpm
PEAK X-DYNO TQ*:	78.52 oz.- in. @ 21,400 rpm
PEAK X-DYNO RPM:	42,500
AVERAGE TQ:	57.13 oz.- in.
AVERAGE HP:	1.39 hp
POWER FACTOR	
LOW END (HP/TQ):	67.56 / 1.21
TOP END (HP/TQ):	48.14 / 1.55
CORRECTION FACTOR:	1.036

*All numbers are SAE corrected

POWER FACTOR: This is a new section to rate an engine in two areas of the graph. We are using an average HP/TQ for a set range of RPM. We set the low-end from 10,000-25,000 and the high end from 25,000-40,000 (ranges are adjusted if max or min is not reached). This will allow comparison of engines 2 power ranges.

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Look here for a nostalgic tear.

XTREME CHRONICLES

Ten, five and one seem to be the perfect yearly increments to look back on. For instance, take a little retrospective of your own life and what you were doing. As for myself, 10 years ago I was in high school, pimpin' my tan Saturn and learning to love beer. Five years ago I was a raging frat guy, back into RC again. And last year, well, I was dating someone crazy (although I've finally bucked that trend), but had the ultimate job in the world (which I still currently have, in spite of all of your feeble attempts to take it away). Timelines are fun, and I always enjoy going into the magazine vault to see what was going on in RC's yesteryear. Because much like our own lives, every year in RC offers something remarkable.

words: Michael Wortel

Wort's dating can be tracked on MySpace.

10 YEARS

January 1998; Issue 3.5



Page Count: 82
Cover Price: $2.75
Office Location: Covina, CA
Editors: Mike Velez (owns medieval weapons) and James Revilla (POV star)
Art: Dave Palacios (rubs his rock crawler in my face)



TAMIYA TA03F

This front-mounted motor chassis design was one of the most innovative things seen on a TC chassis to date. Although it never caught on, it seemed to work okay for David Jun, because he captured the Mod Nats title with it. The car looks awkward; the shocks are nearly vertical, and yes, James still has one.



NI-CD DOLDRUMS

Yep, 10 years ago we were still running Ni-Cd batteries, and in '98, 1700 mAh was still the racing standard. From the 80s through the late 90s, the mAhs only increased by about 500. But in '98, Ni-MH was only a couple years away, and it doubled capacity instantly.

5 YEARS

January 2003; Issue 86



Page Count: 162
Cover Price: $4.99
Office Location: Chino, CA
Editors: Derek (was scammed on a BMW credit card)
Art: Andy Mock (Xtreme sandbagger) and Dave (RC body hustler)



ADULT TOYS

In Derek's editorial, he explained what we do for a living to someone who thought of RC cars as "something you could buy at Wal-Mart for $50." We've all been through this here, and I'm sure that every reader has a similar story about people misunderstanding how complicated, expensive and involved "real" RC cars are. Derek's advice was to have pride in what you do. Because after all, is having a sophisticated hobby or being an actual professional toy tester something to be ashamed of? Hell no! RC isn't something that just anyone can pick up and do.

A TRUE CLASSIC?



Haven't I seen this before? Yes, I have! Deans started running this ad back in late '01, and here it appears in 2003. But it doesn't stop there. I just looked in our last issue, and there it is! (For authentication, look at the batteries used in the "speed jig.")

1 YEAR

January 2007; Issue 134



Page Count: 226
Cover Price: $4.99
Office Location: Ontario, CA
Editors: Derek (his dog has mud butt), James (is big in Japan), Wort (is talking in the 3rd person again)
Art: Dave (has a piñata every birthday), McMahon (most likely to come down with the bird flu)

EVERYONE LOVES TATUM



Though it's the most controversial aspect of our magazine, it's definitely the hottest! You may not believe it, but we catch a lot of flack for using models in the magazine. I know, what's wrong with some people? The Professor of the Year is the highly regarded title—voted on by readers—of the hottest model of the year. Not surprisingly, Tatum won. You probably don't want to bring her home to Mom, but I'm sure Dad wouldn't mind.

24-HOUR ENDURO



A Guinness world record was set in Washington at the 24-hour Enduro. Eight teams set out to see who could complete the most laps in 24 hours. Each team had their own chassis and strategy, some favoring efficiency, others seeking durability. Team CRC won with a modified 1/10-scale pan car—completing 7,869 laps in 24 hours. By the way, that's 385.21 actual miles.

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MIKE OMNIMEDIA

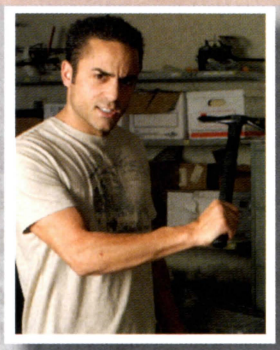
words: Michael Wortel

Actually, the name of our publishing house is Think Omnimedia, but it may as well be Mike. Let me explain. A little over a year and a half ago, the only Mike in the office was none other than our trusted Publisher, Mike Velez. Everything was fine and dandy before I came along. Then Mike McMahon arrived. To make matters worse, Mike Davidson showed up, then two other Mikes joined the crew: Ogle and Boylan. Well, something had to give. Not everyone could keep their actual names, so we had to get creative around the office. Here is a How-To on losing your identity.

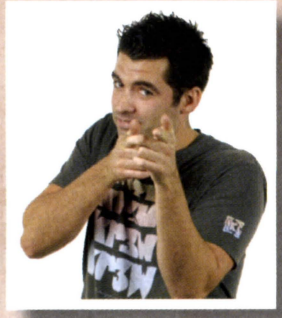
McMahon lucked out and avoided the use of his infamous "I made Par" picture.



Real Name: *Mike Velez*
Office Name: *Mike*
How it happened: *Mike's the lucky one. Needless to say, if you're the signer of paychecks, you get to keep your real name. If someone yells "Mike" around the building, everyone knows they mean no other than the guy in charge of it all.*



Real Name: *Mike Wortel*
Office Name: *Wort*
How it happened: *Well, there isn't too much thinking that needs to be done with this one. Wort is clearly the first portion of my last name, and being one syllable, it's easy to use. From the moment I arrived, I have been Wort around the office and The Wort in Xtreme. No, Wort didn't come from something I may have contracted in the college years.*



Real Name: *Mike McMahon*
Office Name: *Chucky*
How it happened: *No, Chucky isn't McMahon's middle name, or any real name for that matter. When he started working at Xtreme, Velez decided that McMahon needed a new name to avoid "Mike confusion." McMahon chimed in. "Well, what about Chuck?" he asked. And it stuck from there. If you address him formally, it's Charles. And we've seen Velez accidentally (and seriously) refer to him as "Charles" to other people!*



Real Name: *Mike Davidson*
Office Name: *Mr. B*
How it happened: *Mr. B gets the most formal name of all. And why not? He is as regal as they come, and he demands respect. Actually, "Mr. B" came about in an Art Department think tank. Someone in the office blurted out, "How about Billy? He kinda looks like a Billy!" Then Velez countered with, "I think it should be Mr. B, because then we can pretty much call him whatever we want—starting with a B."*



Real Name: *Mike Ogle*
Office Name: *M.R.*
How it happened: *Now this one is brand-new as of this month. As James and I were copy editing some of the articles you have just read, we saw that Ogle now refers to himself as "M.R. Ogle" in print. Apparently, he's going to adopt the pretentious writer image, but I like it! It adds a bit of sophistication to our magazine.*



Real Name: *Mike Boylan*
Office Name: *Mike*
How it happened: *Well, well, well. It looks like one slipped though the cracks. Mike is the new writer of Oval Nation, and since he works at home and has only been writing for Xtreme for a short time, it appears he'll get to keep his name … for now, that is! He'll know he's officially a member of the team when he loses the first thing his parents gave him—his name, of course!*

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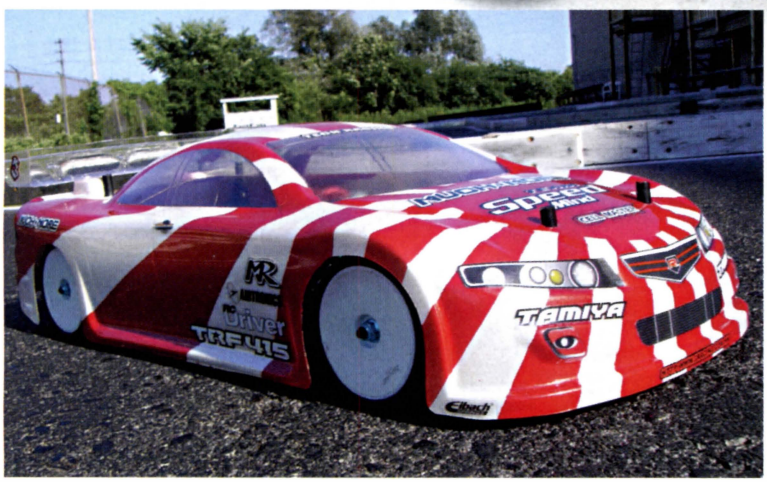
I BET HE SAYS "HAMBURG"

Greetings from upstate New York. This is my hybrid T-Maxx truggy. It has Pro-Line shock towers and arms, Traxxas big bore shocks, MIP CVDs, Futaba 3pm/hrs radio and digital servos, hyper .21 8 port or M26. This is the first off-road body I have painted, and I hope it's good enough to grace the pages of your great magazine. This is my first year racing, and I got hooked at CRC Raceway in Rome, New York. Thank you for your time and for looking at my project truck.

Patrick Vrooman

XTREME RC CARS WINNER of the month RACERS RIDES

Patrick bribed McMoney since he's from upstate too.



THE RISING SUN

I've been racing at FastCats Racetrack in Toronto since January 2007. One of the weekly races is scheduled on Thursday night, and after dark you need to have a car that really stands out under the lights. This inspired me to design and paint a night body unlike the usual boring fluorescent body colors (usually paint bombed). After a lot of thought, I decided on the Japanese Rising Sun or Japanese Kamikaze Body (which sounds cooler). I painted it with metallic red, pearl white, and of course I added some decals to finish it off. The car is a Tamiya TRF415, powered by a Novak GTX, Komodo Dragon 19T Pro, Futaba servo, Integy 4200VESC Intellects, 3Racing heat sink/fan motor cooler, Much More and Speedmind spec tires. Keep up the great work; your mag is the best!!!

David • Toronto, Ontario

THE NEXT BIG THING?

These are my 9-year-old son's three RC rides. He's been racing for three years and already has five track championships and over 40 A-Main wins in dirt oval and off-road racing. He lives for RC of any kind. The Jato has an eastern dirt-modified body mounted on it with victory tires. The Revo has a Crowd Pleaser body and Pro-Line tires. Both are powered by 2.5R motors from Traxxas. The last model is an older RC10 chassis with RPM parts, a 19T Chameleon motor, and Whiplash battery packs. All three have Spectrum radio system components. We race in the Pocono Mountains of Pennsylvania at L.A. Speedway and Marshall's Hilltop Hobbies. Sponsors should get on board while they still can!

Thank you,

Ed Strada



WANT TO SEE YOUR RIDE IN RACERS' RIDES?

Send us pictures of your car along with a description of what it's got. We prefer digital files (no zip files please) in a high resolution, so be sure to flip that switch on your camera to the "fine" setting. One submission per month will receive a full-year subscription to *Xtreme RC Cars*, an *XRC* T-shirt, and a xxx-main paint DVD!

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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
13401 Yorba Avenue
Chino, CA 91710





BULLETPROOF

Hey, these are pics of my Traxxas E-Maxx. My truck has a Novak HV Maxx system with Intellect 4200 high drain batteries, Robinson Racing pinion, spur and slipper. My transmission gears are all titanium. I've got a Venom speed meter, Integy bulkheads and steering blocks, and Lunsford titanium hinge pins. My shocks are threaded Hot Bodies, and the roll cage is Hard Body'z USA. The body is a Pro-Line Dodge Ram Ex Cab. I just ordered Integy a-arms and shock towers. I love to bash all the time. My truck keeps up with my buddy's 2.5R T-Maxx. I love the magazine and buy it every month.

Frank Faschauner
Winnipeg, MB, Canada

Lil' Crapper

Greetings, gents! Great mag. I believe I'll subscribe pretty soon! (Is this enough buttering up?) You seem like the type of guys who would find this amusing. It's a Micro RC Toilet Dragster that I built for no apparent reason, except that no one else has one. It's based on a MicroSizer, with big and littles from a department store car, and hand-built fenders and bodywork. There are two cells in the tank, so the weight bias is way to the rear and the wheelie bar is needed. Every time it takes off, the seat flaps up and slams shut. It's hard not to smile when running this thing. Just something different for ya!

Chris Cazan,
Pueblo, CO



Chris will follow up with an RC sink, bathtub, and shower next.

THAT'S RIGHT. WE'RE EVERYONE'S BUDDY.

Hey, buddy, here are some pics of my CRC Gen-X. It sports a Novak GTX speed control and Checkpoint Money motor, Airtronics servos to match my M8, and Spektrum RX, of course. We had a carpet track for about three months this winter out here in Utah, and it was super fun until it closed down due to lack of turnout. An FYI to racers everywhere: If you have a track in your area, do everything you can to support it, because when it closes, it sucks. I was so bored waiting for spring that I started growing a mustache just to have something to look forward to. Anyway, hope you like the paint; I did it with Faskolor paints and my trusty Iwata airbrush. All masking, including the headlights, is custom. Keep up the good work!



Jason L.
Park City, UT

ONE WORD: DECALS

Hello, my name is Kevin Ragsdale. Here are a few pics of my newly finished Team Losi 8ight-T, right before taking a few practice laps at my local track (Rogue Valley RC Club). Aside from the added running gear, the truck is box stock. An RB Concept C6BB engine with a 2045 pipe powers the truck. It's controlled by a KO Propo EX10 Helios with an ACE DS1015 servo pointing the tires, and an Airtronics servo handling the throttle. Dad painted the body (my hands just aren't stable enough). Love the magazine. Do us all a favor and keep up the great work.

Kevin Ragsdale



1/10 ELECTRIC RACE



XXX-T CR
[LOSK0077]

XXX-T CR [LOSK0077]

- New rear axles with quick-change wheel capability
- Interchangeable wheels that can be used front or rear
- Machined aluminum multi-adjustable rear hubs with vertical ball studs
- XXX Transmission with long-life ball differential, Kevlar® spur gear and dual disk slipper
- Variable Length Arms for increased adjustability and tuning
- Ball bearing steering for smooth response
- Titanium nitride hinge pins and shock shafts
- Machined titanium turnbuckles
- Threaded shock bodies with aluminum adjustment collars for easy suspension tuning



XXX-CR
[LOSA0032]

XXX-CR [LOSA0032]

- Revised rack steering configuration and ball bearings for smooth response
- Redesigned front shock tower with additional mounting positions and optimized suspension travel
- Genuine Team Losi® Racing soft compound racing tires
- Titanium nitride hinge pins and shock shafts
- Machined titanium turnbuckles
- Hard-anodized suspension balls for durability and decreased friction
- Threaded shock bodies with aluminum adjustment collars for easy suspension tuning
- Tunable multi-element wing package

LOSA2112	Rear Pivot Block, 0 Deg	LOSA5128	2" Spring 2.5 Rate, Red	LOSA5152	2.5" Spring 2.6 Rate, Red
LOSA1123	25 Deg Spindles & Carriers, VLA	LOSA5130	2" Spring 3.2 Rate, Silver	LOSA5156	2.5" Spring 3.4 Rate, Silver
LOSA3983	82T 48P Kevlar Spur	LOSA5134	2" Spring 3.8 Rate, Blue	LOSA5160	2.5" Spring 4.1 Rate, Blue
LOSA4142	Front & Rear Sway Bar Set	LOSA5147	2.75" Spring 1.8 Rate, White	LOSA9945	Titanium .188" Ball Stud w/Rod End
				LOSA9947	Titanium .380" Ball Stud w/Rod End

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1/10 ELECTRIC RACE



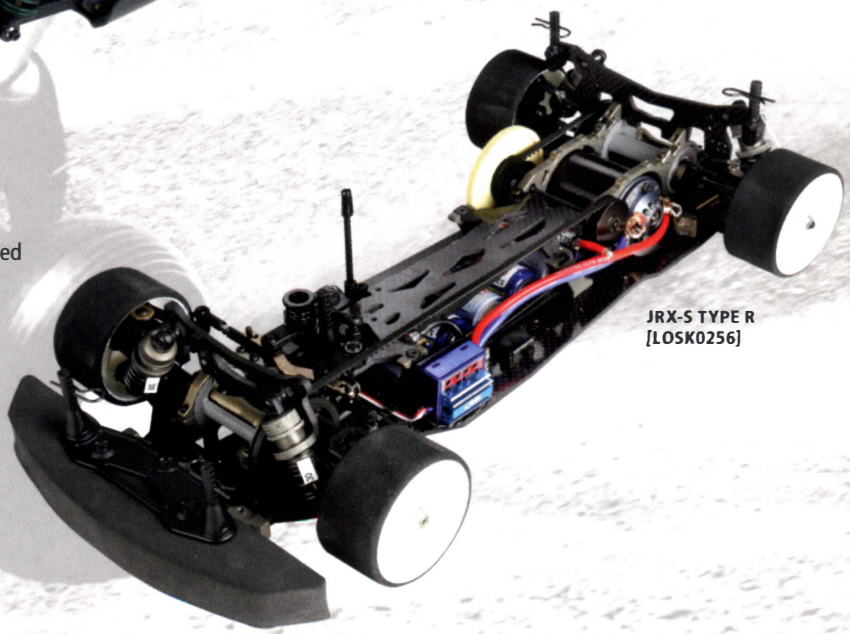
XXX-4 G+
[LOSA0015]

XXX-4 G+ [LOSA0015]

- Threaded hard-anodized shocks
- Single-belt enclosed drivetrain
- Revised front suspension arms improve rough-track handling
- Ball bearing steering
- Aluminum front and rear CVD's
- Titanium turnbuckles
- Titanium nitride hinge pins provide silky-smooth suspension
- Kevlar® spur gear/pulley

JRX-S TYPE R [LOSK0256]

- Suspension components molded from high-strength EA3 compound
- Revised suspension arms with new shock location moved further out and built-in sway bar mounts
- Front and rear shock towers with revised geometry
- CNC machined aluminum suspension mounts
- Pinned inner mounts maintain consistent alignment through maintenance and impacts



JRX-S TYPE R
[LOSK0256]

LOSA9831 Graphite Rear Pivot Plate	LOSA9945 Titanium .188" Ball Stud w/Rod End	LOSA4252 Sway Bar Set, Front/Rear (4 Bars)
LOSA3981 78T 48P Kevlar Spur	LOSA9949 Titanium .375 (Short Neck) Ball Stud	LOSA4311 Routed Battery Tray, 2.75mm, Graphite
LOSA5150 2.5" Spring 2.3 Rate, Pink	LOSA9712 Front Suspension Arm - VLA, Graphite	LOSA5301 10mm Sedan Shock Set
LOSA7065 F/R Truck QC Wheels, White	LOSA9722 Front Shock Tower, Graphite	

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