

WE TEST THE WORLDS WINNING **HOT BODIES D8!** pg 80

Xtreme **RC CARS**

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SIMPLY AWESOME!

Associated's SC8 CORR
Racing Trucks

**FREE POSTER!
INSIDE!**



DEC 2008 / ISSUE 157



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ALSO TESTED:

HOT BODIES D8

TRAXXAS Slayer

LOSI Mini Rock Crawler

2008
X-Best Awards!



IFMAR 1/8 BUGGY WORLDS - HARA SHOCKS THEM ALL

THINK
omnimedia



#708 4800mAh Pro 7.4V

Length: 68mm Width: 44mm Height: 24mm (x2)

Weight: 282g

Discharge: 20C (96A) continuous, 30C (144A) burst

Connector: None w/12 gauge wire + balance connector



#703 5000mAh Pro 7.4V

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

Weight: 293g

Connector: None w/12 gauge wire + balance connector



#704 5000mAh 7.4V

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

Weight: 293g

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



#705 3200mAh 7.4V

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

Weight: 199g

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



#706 3200mAh 11.1V

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

Weight: 300g

Connector: TRA w/12 gauge wire + balance connector

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

Champions Choose Reedy Lipo Power!

Exclusive Reedy case design helps protect the battery from damage while allowing easy installation in both touring and offroad chassis.

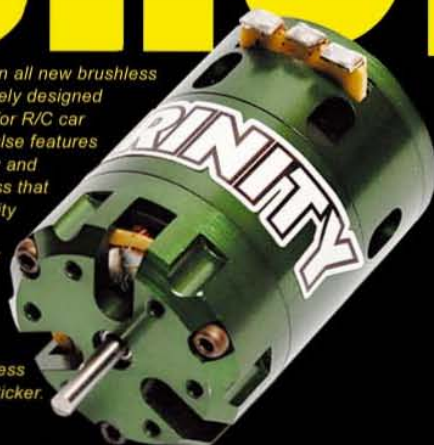
- Up to 30% longer runtime than NiMH batteries of equal capacity
- Lighter than NiMH batteries of equal capacity
- Maintains rated performance over many consecutive charges in a day
- Improved cell efficiency results in less energy lost as heat and greater power output
- Battery can be charged well in advance of use with no loss in performance
- Lower maintenance than NiMH
- Longer cycle-life than NiMH means lower battery costs over time
- Balancing connector included and installed, no complicated wiring required!



JACKPOT

The Pulse is an all new brushless motor completely designed by Jim Dieter for R/C car racing. The Pulse features the technology and thought process that has made Trinity the leader in brushed motor technology.

This Pulse is not another generic brushless motor with a sticker. It is for real!



Paul used the new Pulse™ brushless modified motor for his Las Vegas Domination. Coming this fall to your local R/C shop!



"2008 King of the Hill!"

PAUL LEMIEUX

TQ Brushless Foam Touring
TQ Brushless Rubber Touring
1st, Brushless Foam Touring

VEGAS BABY!

MARK SMYKA
1st, World GT

TRAVIS SCHREVEN
1st, Brushless 13.5 Touring

IIC INDOOR INTERNATIONAL CHAMPIONSHIPS, LAS VEGAS, NEVADA



Jim Dieter used the new I-BALANCE charger to charge and condition Paul's Ni-MH pack and Travis's Trinity Li-Po battery packs all weekend. Available this fall. TRI22006, I-Balance

The new IB3800 Li-Po pack was Travis's choice to power his Duo 13.5 brushless motor. Available from Trinity!



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SC8

SHORT COURSE



1:8 Scale Nitro 4WD Offroad Race Truck



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



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



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



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

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

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

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



WWW.RC10.COM



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



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



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



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

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

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

ae
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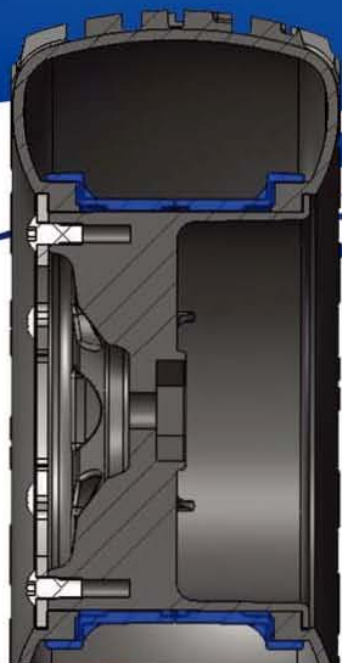


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HARDCORE #3283-00
fits TRAXXAS® SLASH®



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7.4v
35-C



TRI20541
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7.4v
25-C



TRI20542
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7.4v
25-C

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Lead acid(Pb)	2-20V	



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Optional
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Computer Interface
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TRI20010
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TRI20011

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OMNIMEDIA LLC



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Have Some Feelings

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Take your favorite 8IGHT™ vehicle (kit, Race Roller®, or RTR)



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Note: Buggy owners will want to buy the new LOSA8097 8IGHT-E Clear Body



03. XCELORIN BRUSHLESS SYSTEM

Add your choice of Losi 1/8 Xcelorin™ Brushless Systems (ESC and Motor) with QPC™ and software

Only Losi offers the Quick Programming Card (QPC) advantage allowing for ESC setting changes at the track without the need of a computer.

- LOSB9516 1/8 Xcelorin Sensorless ESC
- LOSB9420 1/8 Xcelorin Sensorless Motor, 1300Kv
- LOSB9421 1/8 Xcelorin Sensorless Motor, 1700Kv
- LOSB9422 1/8 Xcelorin Sensorless Motor, 2100Kv
- LOSB9556 1/8 Xcelorin Sensorless Combo, 1300Kv
- LOSB9557 1/8 Xcelorin Sensorless Combo, 1700Kv



04. LOSI HARD CASE LiPo

Complete it by using a Losi LOSB9864 Hard Case

LiPo battery 14.8V 5000mAh 4S 25C

The LOSB9864 has been specifically designed and tested for use with 1/8 Xcelorin Brushless Systems and comes pre-wired with an EC5 and balance connector.



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ON THE COVER

Our friends at Associated decided to mix up the 1/8-scale arena by producing the realistic (and freakin' awesome) SC8.

IT'S BRUSHLESS TIME

SENSORED DESIGN

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

brushless technology into a sports level Brushless/Brushed system which will turn the R/C market upside down. The LRP brushless technology combines the two main features all R/C car drivers are looking for: **MAXIMUM POWER AND PERFORMANCE WITH LOW MAINTENANCE AT A VERY COMPETITIVE PRICING!** Now everybody can enjoy the LRP brushless advantage!

ERASER BRUSHLESS

FEATURES

- Neodymium magnets
- Can be operated with sensor and sensorless speed controls
- Handwound
- Star winding
- Double ball bearings
- XTEC K3 Sports Modified teardown, dismountable
- Sensored technology
- Solder tabs for easy and safe installation
- Pre-Wired
- Standard 540 size and weight (179g)



NEW

NO COMMUTATOR	
+ NO REBUILDING	
+ NO BRUSHES	
+ NO SPRINGS	
= LOW MAINTENANCE	
= MAXIMUM DRIVING FUN	



BACKSIDE VIEW OF MOTOR.
Pre-Wired with silicone flex wires and gold plated connectors.

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

A.I. BRUSHLESS REVERSE

A.I. BRUSHLESS PRO REVERSE

100% A.I. AUTOMATIC ADAPTATION:

- Setup ✓
- Brushless+Brushed ✓
- NiMH / NiCd / LiPo ✓
- 4, 5 and 6 cell ✓
- = NO MANUAL SETUP REQUIRED!**
- = PLUG IN AND ACTION!**

ADDITIONAL FEATURES:

- Waterproof
- Fail Safe
- Forward/Brake/Reverse
- Sensored Design
- Multi-Protection-System
- Plug in and Drive
- 25-years warranty



NEW



NEW



Type	4i REVERSE	4i PRO REVERSE
Order No.	80100	80150
Voltage Input	4.8 - 8.4V	4.8 - 8.4V
Rated Current (Brushless) ⁴	120A/phase	150A/phase
Rec. Motor Limit for Star winds (Brushless) ²	over 12.5 turns	over 8.5 turns
Rated Current (Brushed) ⁴	120A	150A
Rec. Motor Limit (Brushed) ²	over 10 turns	over 7 turns

⁴ excl. wires ² measured at 7.2V ³ Transistors rating at 25°C junction temperature. Specifications subject to change without notice.



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PERSONAL LETTER TO YOU

DON'T LOOK NOW BUT THE YEAR IS OVER AND WE'RE ABOUT TO START A NEW ONE.¹ That's the great thing about a new year, it can either be the end of something or the beginning of something new.² It's also the time of year you can reflect and smile at some of the memories.³ 2008 was a big year for the world and our little industry, and I wanted to take this time to personally thank you, <INSERT YOUR NAME HERE>, for reading our magazine. Without you, <YOUR NAME HERE>, we'd be working the drive thru somewhere and screwing up your order.⁴

So without wasting too much space with meaningless babble⁵, we all here want to say it again...Thanks <YOUR NAME HERE> for being our customer. We love you!

P.S. Please cut out a picture of your face and place it over the one next to me so we can say we all had our pictures together.



Godspeed,

Derek Buono

Executive Editor
derekb@rc411.com

1. The older you get the foster these damn things go by.
2. We're ending this horrible magazine and starting a new horrible magazine for 2009!
3. Some look back and cry...babies!

4. Don't send it back or we'll give you the "oops, we dropped it on the floor" special!
5. Bobble = pure poetic genius!

» TEAM RANTS

MIKE VELEZ [BECAUSE "OTHER PEOPLE" IS SKIDNY'S ANSWER]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: Inner peace.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: Three great magazines.
MY FAVORITE GIFT FROM LAST YEAR WAS: My "World's Greatest Dad" back scratcher.

DEREK BUONO [CAN'T LEASE A CLEAN OFFICE]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: A clean office...and maybe an F430.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: A bitch slap for being so stupid.
MY FAVORITE GIFT FROM LAST YEAR WAS: A new watch...who can have enough cool watches?

JAMES REVILLA [WANTS TO BE OFFICIAL "FIRER" GUY]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: A hot blonde white girl. I'm pretty serious, people.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: "Eliminating" stupid people. I'd do it.
MY FAVORITE GIFT FROM LAST YEAR WAS: Call of Duty: 4 for PS3 from my girlfriend.

DAVE PALACIOS [W200 CAR + 35¢ LUNCHES = 3¢ HOTV]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: A/C for my 1985 Corolla GT-S. I used to have it at one point, but was removed by the previous owner.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: The gift of LUV =)
MY FAVORITE GIFT FROM LAST YEAR WAS: I don't remember what I got last year, probably some RC stuff.

MIKE McMAHON [BAD LUCK WOULD GIVE HIM TRIPLETS]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: Twins...lol just kidding.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: Hair.
MY FAVORITE GIFT FROM LAST YEAR WAS: Collection of sweet movies (Big Trouble in Little China and Big Top Pee Wee to name a couple)

CARL HYNDMAN [BIKER SHORTS AND PERRIER... MEAN?]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: Anything RC. I still get all excited for the new stuff.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: My Macho aura.
MY FAVORITE GIFT FROM LAST YEAR WAS: Bottle of Cabo Wabo Tequila- I think, can't remember.

BRIAN SKINNER [NO CHANCE TO BE MISS UNIVERSE]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: Our world to be in better shape than it is now.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: I'd like to buy the world a coke, and keep it company...it's the real thing!
MY FAVORITE GIFT FROM LAST YEAR WAS: The garden gnome I got at our Xtreme office party...but Derek stole it from me!

JEFF EVELEIGH [WITH NO JUNK WHY WISH FOR THE MOM?]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: Derek's mom of course!!!
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: Another me (I get tired being so awesome and need a nap sometimes!)
MY FAVORITE GIFT FROM LAST YEAR WAS: Another year without Derek doing permanent damage to my junk.

SHANE ARCHER [SHANE + GERMAN CONVERTIBLE... MEAN?]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: Brand new 2009 M3 convertible. Merry Christmas to myself!
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: A completed Idleup.com website!
MY FAVORITE GIFT FROM LAST YEAR WAS: My PS3, which has yet to play an actual game. Blu Ray for life!

MICHAEL WORTTEL [NEXT YEAR = SHARPIE EYEBROWS]



THE #1 THING ON MY XMAS LIST THIS YEAR IS: Bose Sound Deck for my iPad.
IF I COULD GIVE ONE GIFT TO THE WORLD IT WOULD BE: Eyebrows as nice as my own.
MY FAVORITE GIFT FROM LAST YEAR WAS: A kick-ass switchblade my bro' got for me!

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Sport Sensored Brushless System

Perfect brushless upgrade for
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HPI® E-Firestorm™

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Go **40+ MPH** with your Slash and the
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Short Course Truck™

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* Using a 7-cell battery and a 23-tooth pinion gear.
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- ▶ **High Speed**
- ▶ **Low Cost**



The Havoc System
installed in a
Traxxas® Slash™



2008

IFMAR

HPI
by hpi-racing
D8

WORLD CHAMPION

CHAMPIONSHIP INGREDIENTS

Many things need to come together at one time and stay together all week long. Driving skill, pit stops, plus a consistently fast & durable car. Atsushi Hara had all those in place and was able to walk away with the 2008 IFMAR 1/8 Buggy World Championship title! You may not share Atsushi Hara's skill but you can share the same car choice! The least expensive car out there had the best results. Make sure you are getting most out of your dollars, get yourself a D8.



67300 D8 KIT DESIGNED IN THE U.S.A.

ATSUSHI HARA AND HOT BODIES D8TH WONDERS OF THE WORLD!

CONGRATULATIONS ATSUSHI HARA



THE RESULTS SPEAK FOR THEMSELVES

Not only did HB win the world championships, we took 4 spots in the A-main event! That's double the amount of any other company in attendance!

IFMAR 1/8 BUGGY A-MAIN

1	Atsushi Hara
7	Ty Tessmann
10	Jesse Robbers
12	Travis Amezcua



Check out website for setup sheets and upgrade parts list:

www.hotbodiesonline.com

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

SLASH SHOES

W^e

knew this one
was coming...

Pro-Line introduces their new Epic Bead-Lock wheels and Switch tires for the Traxxas Slash! The Epic Bead-Locks are completely reusable, and come in flat black, stainless steel, or red rings on black centers. Matching the Epic's are their new Switch off-road tire. These are made in Pro-Line's M2 compound, and include oversized foam inserts and beefy sidewall ribbing.

Part Number: 1076-01

MSRP: \$21/pair

www.prolineracing.com



AKA HEAD GEAR ▶

Hats are always useful, from shielding your skull during those outdoor turn marshalling duties, to covering up your messy hair for those quick runs to the hobby shop. AKA has a nice hat for you, featuring the AKA logo and available in two sizes.

Part Number: AKA98102 (L/XL), AKA98102SM (Sm/Med)

MSRP: \$40

www.raceaka.com



BRAMA 10B BASHER!

Brands new and ready for off-road action is the totally fresh Brama 10B... the first electric 4WD buggy from HPI! It's made to be tough, affordable, easy to work on, and 4WD shaft driven for high grip. The Brama 10B comes completely ready-to-run. Based on the tough E10 chassis, the Brama 10B has long suspension arms and long-stroke oil-filled shock absorbers to allow the Brama 10B to soak up rough terrain with ease. A sealed shaft drivetrain and spiked Digger tires keep the Brama going through dirt, grass or hard-packed surfaces. The Brama 10B comes pre-built with HPI electronics, battery pack, and Saturn 35T motor.

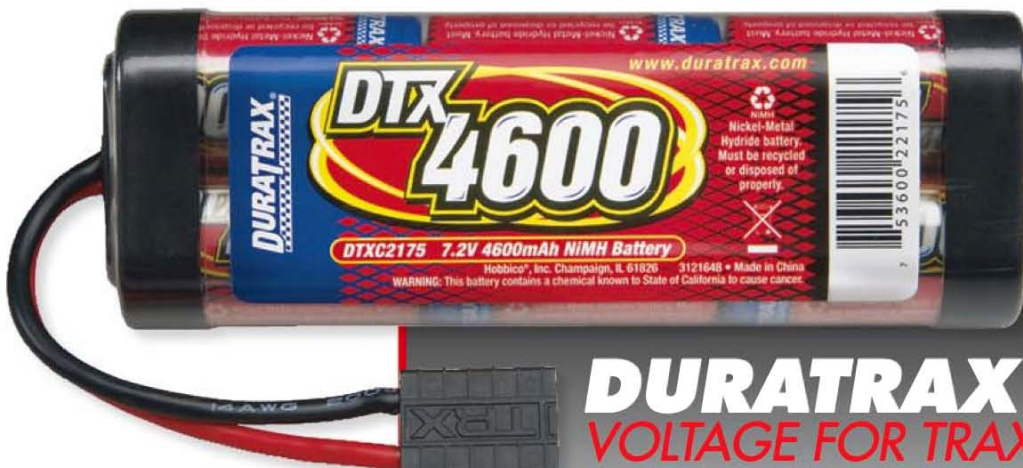
Part Number: 10791

MSRP: \$299

www.hpiracing.com



Inside Line novice page right here.



DURATRAX VOLTAGE FOR TRAXXAS

DuraTrax's largest capacity NiMH batteries are now equipped with genuine Traxxas plugs! Perfect for weekend warriors who want maximum runtime from their sport packs. Available in a 7.2V stick pack, plus 8.4V stick and hump configurations.

- DTXC2175 7.2V NiMH Stick Pack w/Traxxas Plug**
- DTXC2176 NiMH 8.4V DTX4600 Stick TRX**
- DTXC2177 NiMH 8.4V DTX4600 HUMP TRX**

MSRP: \$55 (\$65 for 8.4v)
www.duratrax.com

DESERT RAT

Like the Hardcore body, but looking for something more aero and sleek? ProLine has an answer for you: now you can hit the dirt in style and go thrashing with your Slayer 4WD chassis topped with the new ProLine Desert Rat body. You know the deal—GE .060 lexan, integrated body detailing, overspray film, decal sheet, and window masks are included. The Desert Rat gives a sleek front-end look to Traxxas' nitro CORR truck, with rounded fenders, built-in side mirrors, and a low stance.

Part Number: 3288-02

MSRP: \$43

www.prolineracing.com



"BENDER" JOINS AXIAL

Brad Dumont is a very familiar name amongst hardcore R/C rock crawling enthusiasts. Known as "Bender" in the rock crawling scene, Brad gained notoriety and the respect from his "Bender Customs" products. Now Brad has joined the Axial team, where he'll be a valuable asset to the entire development/design process through his additional perspective of the rock crawling market; in fact, Axial just released Brad's first contribution to Axial Racing—the SWX chassis (for more info on the SWX chassis, see this month's Monster Pit column.)

www.axialracing.com



STAY IN BALANCE

Hudy's new Universal Tire Balancing Station for 1/10, 1/8, 1/6 and 1/5 wheels allows you to quickly and easily balance car tires by identifying the heaviest part of the wheel so that proper balancing aids can be applied. This also helps to identify improperly glued rubber tires or differences in inserts. Precision-balanced tires will improve your car's traction and stability, and also give improved shock absorber action. The super-stable base board securely and firmly holds the balancing wheel adapter, and the smart clamping system ensures that the wheel adapter does not bind and can rotate absolutely freely. The high-quality, high-precision ball-bearings used in the wheel adapter are degreased and lightly oiled for ultra-fine wheel rotation, helping to identify even the smallest inaccuracies of the tire balance. Wheel adapters are available optionally for different scale wheels.

Part Number: 105500

MSRP: \$35

www.hudy.net



The Lipo that set the standard, just got better!



TEAM ORION 5000mAh Lipo #ORI14010

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

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

TEAM ORION 2400mAh Experience Lipo #ORI14007

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



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



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

Manufactured exclusively for Team Orion by

Kokam



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

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

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

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



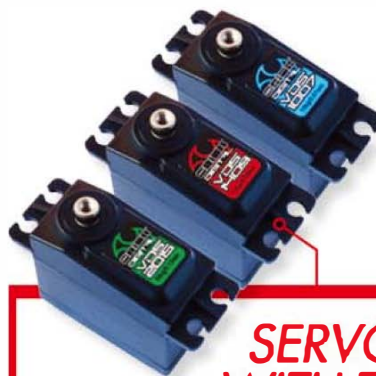
GRAB A PAIR OF REVOLVERS

The new tire that won this year's IFMAR 1/8 worlds is now available to you! Pro-Line's Revolver tire is available in three compounds (XTR, M2, and M3) and you can get them in standard or Pro-Line's V3 sizing. Each pair includes molded foam inserts.

Part Number: Varies by compound

MSRP: \$24-29/pair

www.prolineracing.com



VORTEX
DIGITAL SERVOS

SERVO'S WITH THE ORION TOUCH

Team Orion is proud to announce its new line of Vortex Digital Servos; with four different models making it easy to find the servo you need. These servos feature high quality aluminum gears, powerful and precise motors and an aluminum heat sink. Available in high-speed, high-torque, and ultra high-torque for all your RC needs.

ORI68000 Vortex Digital Servo VDS-2015
(20kg/0.15sec)

ORI68001 Vortex Digital Servo VDS-1007
(10kg/0.07sec)

ORI68002 Vortex Digital Servo VDS-1409
(14kg/0.09sec)

www.teamorion.com



O'DONNELL'S HANDYWORK

With Steve O'Donnell's name on these tools, modelers are assured of quality and performance! Heat-treated stainless steel tips are precision ground for proper fit. Extra-long shanks are stepped for strength and permit easier access to hard-to-reach fasteners. Comfortable, molded handles won't roll around on pit tables and the bright orange color lets modelers know exactly where to find their tools when they put them down. Tip size is conveniently laser-etched into the anodized handle inserts for easy identification. Available individually, in carded 3- and 4- price sets and in 12-piece sets inside a zippered, book-style case. Individual replacement tips also available. Sizes include metric and standard, in straight hex drivers, ball end drivers, nut drivers, screwdrivers, and more.

Part Number: varies

MSRP: \$16-45

www.odonnellracing.com



GET CRAWLIN!



The scale-like truck body looks just like a full-size rock crawler!

The arena is unforgiving, the action is unstoppable! Set the Cliff Climber loose, and watch it fight its way over and around any obstacle. It's as tenacious as any rock crawler you'll ever encounter!



CLIFF CLIMBER™

1/14 Scale Ready-To-Run EP Rock Crawler

DURATRAX®
www.duratrax.com

For more information visit
www.duratrax.com or
call 1-800-682-8948 and
mention code number 82F.



This is true full-time 4-wheel drive! A solid spool locks the hardened steel axles; no diffs means zero slippage, for maximum traction!



Includes a Tactic™ 2-channel radio.





FLOOR MAT

Large enough for trucks, Losi's Pit Mat is made of a leak-resistant nylon material, and can be easily wiped off and cleaned with normal cleaners. A non-slip backing helps prevent the Pit Mat from sliding on the tabletop, and the large size allows you to keep your toolbox and spare parts safe from dirt and damage.

Keep your bath towels in the bathroom, and use one of these instead.

Part Number: LOSA99013

MSRP: \$21

www.losi.com

Reedy NiMH



#693 WolfPack 7.2V 2400 mAh NiMH

#694 WolfPack 7.2V 3000 mAh NiMH

#695 WolfPack 7.2V 3600 mAh NiMH

#696 WolfPack 7.2V 2400 mAh w/ Traxxas® connectors

#697 WolfPack 7.2V 3000 mAh w/ Traxxas® connectors

#698 WolfPack 7.2V 3600 mAh w/ Traxxas® connectors



#612 1600 Series 6.0V
Hump Receiver Pack

#613 1600 Series 6.0V
Flat Receiver Pack



#618 1600 Series 7.2V
Flat Micro Pack

#619 1600 Series 7.2V
4x2 Micro Pack

801XT HOP UPS

As fresh as the 801XT will be, if you and a buddy both get one the same day, you'll have the same truck, right? Wrong—not if you sneak away and pickup some Tamiya hop-up options for your ride! Available now are front and rear spring sets (3-pairs each, red/yellow/blue), universal propeller shaft set (front/rear), stabilizer set (red/yellow/blue), and some sweet aluminum anodized chassis braces in TRF blue.

- 84037 Aluminum Brace (Front/Rear)
- 84040 Universal Propeller Shaft (Front/Rear)
- 84043 Setting Spring Set (Front)
- 84044 Setting Spring Set (Rear)
- 84046 Stabilizer Set (Front)
- 84047 Stabilizer Set (Rear)

www.tamiya.com

Reedy LiPo MICROS!

STARTER BOXES!

#635 Starter Box Battery
2200mAh 14.8V 20C

#620 Micro Pack 1800mAh 7.4V 20C



TRANSMITTERS!

RECEIVERS!

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

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

www.ReedyPower.com

REEDY

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

RC8T FACTORY Team



Factory Team Aluminum Top Plate and Steering Rack Included!



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

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

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

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

1:8 Scale Nitro 4WD Offroad Truggy Kit

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

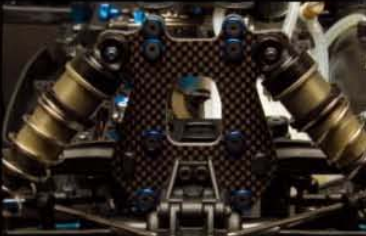
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AREA 51

RC8T
TEAM ASSOCIATED



RC8T differentials come preassembled and ready to fill with diff fluid



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



Factory Team blue titanium turnbuckles and aluminum chassis braces come assembled



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

The Factory Team RC8T features:

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

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



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

POLL PAGE

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



42% are surprised HARA WON THE WORLDS

RANDOM POLL QUOTE:

I didn't know much about the D8 but Hara is definitely a top 5 anywhere he goes. He's one of the "greats" at the moment. Right now there are a number of guys that, if they have the right set up, for that day on that track, plus a little luck on their side, could have taken home the gold. I didn't expect him to win but it doesn't surprise me either.

-John8601

0% of readers are surprised to find out that Clay Aiken came out of the closet!

RANDOM POLL QUOTE:

Who's that? Some form of track clay, like Georgia Red Clay??

-sonicshystr



15% of readers POLLED HAVE USED A 10+ cell battery pack



RANDOM POLL QUOTE:

I have used 12 cells at once on an old school RC10CE gold tub chassis with a mechanical speed control. I wired the 2 packs in series for 14.4 volts and man did that thing fly until the speed control burned up, and then the old reedy 19 turn motor. Damn that was fun though!

-TOOLTME

27% HAVE SPENT MORE THAN AN HOUR LOOKING FOR A PART ON THE GROUND:

RANDOM POLL QUOTE:

I'm still looking for an e-clip from my Micro-T wheel. Who has fingers that small anyways?!

-firesprink281

ARE YOU GOING TO DRESS-UP FOR HALLOWEEN?

1/3 of readers polled are going to dress-up for Halloween

RANDOM

POLL QUOTE:

Halloween = great excuse for women to wear skanky clothing. The only bad part is, the fact that you gotta dress up too.

-blindingspeed



25% think that Traxxas fuel looks the tastiest!

RANDOM POLL QUOTE:

If it looks like gin, it looks good to me. The clearer the better...

-davenitrors4



Do you know how to calculate gear ratios?

60% say: YES!



I do, but I also got a website that does that and many other handy things too.

-rcrugnut10

Where do you keep your favorite ride?

40% KEEP IT IN THEIR BEDROOM
33% KEEP IT IN THE GARAGE

RANDOM POLL QUOTE:

Right now my favorite car is in my room along with all of my other RC's, as they need a place to crash too.

-PyroMike

THE OFF-ROAD ADVENTURE BEGINS HERE



SUPER SIZE CRAWLER AFA01

RTR Super Size Rock Crawler by Integy



Item #AFA01 MSRP\$299.99

2009

AVAILABLE AT YOUR LOCAL HOBBY DEALER

NOVEMBER 2008 RC EVENTS CALENDAR

RACE GUIDE KEY

■ On-Road Race ■ Off-Road Race

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY



IFMAR 1/12 & 1/10 Electric On-Road Worlds
Bangkok, Thailand — Radio Control Speedway
www.thailandwrc8.com



Turkey's fear November.

Engineered by Legends.
Driven by Champions.



Inferno MP9

Delivering the experience of seven 1:8 off-road world championships



www.kyoshoamerica.com



CRF

WASP

REV

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



OR180607 CRF 21 - Off-Road 2008

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

Features:

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



NOW SHIPPING!
OR180607 CRF 28
Off-Road 2008



COMING SOON!
OR133100 10Amp
voltage regulator



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



Easy SHOCK STAND

1/8 scale shock bodies are just about the same size as sub-C cells (especially the newer "big bore" shocks.) After filling the most vital part of your suspension system with silicone fluid you have to stand there like an idiot and hold the shocks until all of the air bleeds out of the oil. Or do you? Now you can use a simple battery jig to hold your shocks so you don't have to—perfect for air bleeding without having to juggle four shocks around your workbench. Just fill your shocks with oil, bleed, drop them into your battery jig, and let the air float to the top on its own. Come back later and your shocks will be air free and you will have freed up some of your wrenching time.

SHIMMED DIFFS

With the RTR movement in full swing, many newcomers to the hobby (and some veterans) forget how vitally important it is to properly shim your differential crown and pinion gears within your 1/8-scale front and rear bulkheads. Even though these gears are machined from super strong hardened steel they are a common area of failure if the gears aren't meshing just right. Set this gear mesh as you would any other, with the gears as close together as possible without creating any sort of binding (trial and error with shims is really the only way to do this). Check the backlash between your gears and ensure that you have only a slight amount throughout the rotation of the diffs. Always remember that all gears have high and low spots, so rotate your gears around a few times while checking your spacing to find a happy medium. Also, brand new gears tend to go through a break-in period during initial use, so it is wise to recheck your gear spacing after you jam a few fuel tanks through your fresh metal teeth.



SEALED BOX

Dirt, dust, moisture, or any sort of debris does not mate well with electronics. Almost all nitro vehicles come with a sealed radio box, but is it really sealed? Large rocks or chunks of dirt definitely cannot enter, but fine dust and moisture can still negotiate your radio box map and get



into places you don't want it. The seam around the access door is usually the problem. A simple fix is to run a piece of electrical tape around the seam of your radio box after you've clamped her shut for the day. This tape is cheap and easy to reapply between openings (for charging or general maintenance), so you have no excuse for letting dirty crap come in contact with your expensive radio equipment.

SMART DIFFS

Setup changes with differential oils in your 1/8-scale buggy or truggy are among the most receptive tuning changes you can make. The only problem is that all of the oil looks the same clear color going in and the some muddy color coming out, so unless you have turbo-memory it is easy to lose track of your fluids. When building 1/8-scale diffs with different fluids, keep track of what's in each by using a fine tip point marker to write the oil weight on the outside of your diff housing. This works great, especially when you have identical front/rear diffs with different viscosities of oil in them, and you're rebuilding your chassis.



Sometimes we just stand there like idiots anyway.

XRAY

XRAY AWARDS

2001 Car of the Year

2001 World's Best Crafted Touring Car Award

2002 Car of the Year

2003 Car of the Year

2004 World's Best Belt Driven Touring Car Award

2004 Car of the Year

2004 World's Best Off-road Car

2004 World's Best Touring Car Award

2005 Car of the Year

2006 Car of the Year

2006 Buggy of the Year

2006 Reader's Choice Award

2006 Best Car of the Year

2007 Car of the Year

2007 Touring Car of the Year

2008 Car of the Year

2008 Nitro Touring Car of the Year

2008 Reader's Choice Award



2008
READER'S CHOICE WINNER

FIRST
PLACE

BEST TOURING CAR

T2 DIPL. ENG. **JURAJ HUDY**
XRAY CHIEF DESIGNER

1/10 ELECTRIC TOURING **CAR OF THE YEAR 2008**

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2008
XRAY

Year 2008 victories

XRAY VICTORIES

US Electric Touring Car Champion - 20x

US Nitro Touring Car Champion

US Micro National Champion - Multiple

European Nitro Touring Car B Champion

European Off-road Champion

European Off-road B Champion

European Junior Touring Champion - Multiple

Worldcup Champion

EFRA GP Winner - Multiple

LRP Master Winner - Multiple

US Snowbirds National Winner - Multiple

International Indoor Champion - Multiple

European Nordic Champion - Multiple

German National Champion - Multiple

UK National Champion - Multiple

Japan National Champion

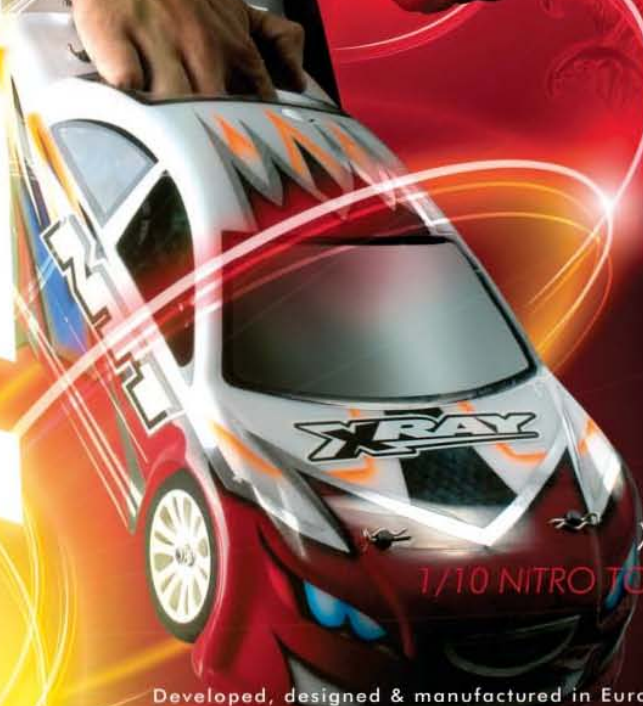
French National Champion - Multiple

Italian National Champion - Multiple

Australian National Champion - Multiple

Swiss National Champion Multiple

National Champion World Wide.....



MARTIN HUDY
XRAY PRO DRIVER **NT1**
1/10 NITRO TOURING **CAR OF THE YEAR 2008**

Developed, designed & manufactured in Europe.

www.teamxray.com

GOING BRUSHLESS, HUH?

Our own "Angeli" got that static action going.

THINGS YOU NEED TO KNOW

words: Michael Wortel

There was a time when the majority of our industry was electric. Before the T-Maxx and before 1/8-scale RTRs, almost everyone had an RC10 buggy, and four or five different motors for it. Why did we have so many motors? Well, motors didn't last very long. They wore-out, the springs heated-up and went bad, and the commutator wore and needed to be put on a lathe once a week. Then about five years ago, a beautiful thing hit our industry: the brushless motor. The first time we laid our eyes on one, we thought it was a generic Mabuchi motor with a sealed can and internal brushes and springs, but upon further inspection, we learned that it was an entirely new technology that was going to make RC cars better. If you don't know much about brushless tech, you're not alone, because it is still somewhat new. And that is where I come in. This installment of "Starting Box" is intended to give you a better understanding of what brushless is all about.

HOW BRUSHLESS WORKS

Brushed motors rely on brushes to physically contact the commutator—delivering electrical current to it—and thus energizing the electromagnets to make RPM. Brushless motors, however, communicate with the rotor through a circuit board, so no frictional contact is needed to energize the magnet. That is the underlying principle behind how brushless motors differ from the brushed motors of yesteryear; now let's get a little more detailed.





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

WHEELY KING CRAWLER CONVERSION SET

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

CRAWLER CONVERSION SET FEATURES:

- 2 1/4" longer wheelbase for better stability.
- Longest wheel base allowed by class rules.
- Diff Lock (front and rear) for increased traction.
- Front battery layout moves weight forward for better crawling stability.
- Additional body mounts allow fitment of all Savage bodies.
- Aluminum lower suspension links for extreme durability and good looks.
- High link suspension mount brackets for more ground clearance.
- New Steering servo mount repositions servo to allow battery in front of crawler.
- Optional 17mm hex hub included for fitment of 17mm hex hub wheels.

R/C ROCK CRAWLER OPTION PARTS AND ACCESSORIES:



#4896 Rock Grabber Tire S Compound
(130x55mm/2.2in/2pcs)



#67772 HB Rover Tire (Soft)



#87634 Reduction Gear Box Set
Transform the Wheely King
into a rock crawling beast.



Rock 8 Bead Lock Wheel
#3211 White, #3212 Black, #3213 Chrome, #3214 Black Chrome
Bead Lock Rings
#3230 Bead Lock Ring 6 Hole (Silver/47x32.8mm/2pcs)



#7179 1973 Ford Bronco body
(some decals shown are optional
and are available separately)

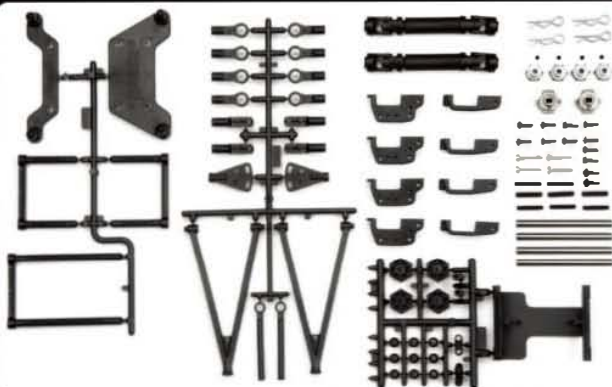


#7182 Jeep Wrangler Rubicon body



#7199 Land Rover Defender body

#87633 Wheely King Crawler Conversion Set



hpi-racing

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

ADVANTAGES OF GOING BRUSHLESS

Obviously, there are advantages to owning brushless motor systems, otherwise brushed motors wouldn't have been pushed out of the spotlight. Brushless systems really do offer some valuable advantages over brushed systems, and here is a rundown of the most notable ones.

1. LESS MAINTENANCE

This is perhaps the biggest advantage of going brushless. As its nomenclature indicates, a brushless motor lack brushes, which cuts a number of maintenance steps out of the equation compared to brushed motors. No brushes means that there are no brushes to replace, and thus no springs either. Brushes and springs can get expensive, and having to replace them every couple months, or every week, gets costly. And since there are no brushes, comm truing is taken out of the equation as well. Lathes are not only expensive, they are also time-consuming to use. Finally, when brushes heat-up and oxidize, the inside of the can gets dirty with brush debris; there is a lot less cleaning needed with brushless motors.

2. LONGER RUNTIMES

Runtimes in brushless motors are greatly improved, because brushless motors are much more efficient than their brushed counterparts. The drag created by brushes coming into physical contact with the armature takes energy from the power created by the motor. Since the rotor spins more freely on a brushless motor, efficiency, and in turn runtime, increase.

3. BETTER HIGH RPM POWER BAND (GENERALLY)

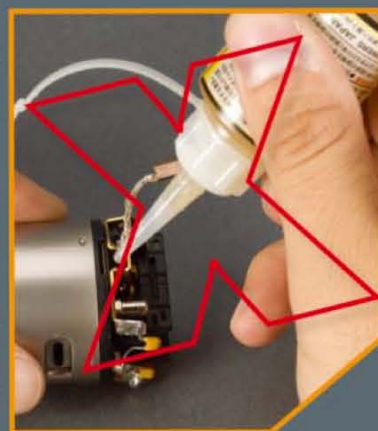
Another product of increased efficiency with brushless motors is better performance in the high RPM band. With brushed motors, as RPM increase, efficiency exponentially decreases, because the armature is spinning faster and creating more and more friction. Since so much friction is eliminated from the equation with brushless, they leave brushed motors in the dust at high RPM.

4. QUIETER

I wouldn't say that this is a huge advantage, but since there is so much less friction, brushless motors are quieter than brushed motors. Since the motor itself runs quieter, you're more able to hear your drive train running. This can help you hear and diagnose problems in your drive train, problems that would have been inaudible under the sound of a loud, brushed motor.

5. NO BREAK-IN

Before brushless came along, you couldn't simply buy a new motor and get rolling. You had to put your new brushed motor through a stringent break-in process to get the brushes to conform to the armature properly. You had to buy things like break-in drops, and even worry about brush hood alignment over time. With a brushless motor, there is zero break-in procedure. You simply install the motor in your car, and you're good to go.



DISADVANTAGES OF GOING BRUSHLESS

Although I am sure some manufacturers are going to hate me for admitting this (It's okay if they do. I am here for you, not them), there are still a few disadvantages of using brushless motors. That is one of the reasons brushed motors still exist, especially in the pro racing scene.

1. HIGHER INITIAL COST (MOST OF THE TIME)

Brushless systems are usually a higher initial investment, compared to brushed motors. On the least expensive end of the spectrum, you can buy an adequate brushed motor and ESC for about \$80. Even the cheapest brushless systems, however, will still run you around \$150. When you get to the competitive side of things, the gap narrows, but you'll still end up paying about \$50 more for a top-of-the-line brushless ESC and motor (about \$300) than you will for a pro brushed system (about \$250).

2. BRUSHLESS TECHNOLOGY IS STILL SOMEWHAT NEW

Brushless tech has come a long way in the last few years, but it is still going through some growing pains. A couple years ago, when James, Dave, and I competed at the Tamiya Enduro race, we saw a perfect example of brushless systems that didn't have the bugs worked out of them yet. Rotors were

breaking, ESCs were thermaling, and bearings were failing. Now, however, it is a lot less common to see those problems, as most manufactures are on their third-generation systems. But brushless still isn't perfect yet; sometimes motors break and ESCs fry when they shouldn't.

3. BRUSHLESS MOTORS LACK THE LOW END THAT SOME BRUSHED MOTORS MAKE

I really wish I could explain exactly why, but brushed motors do tend to give more low-end torque than brushless motors. I personally believe that the larger rotating mass of a brushed motor armature enables it to product more torque off the line than brushless, which has a smaller rotor, but that's just my opinion. The fact remains, however, that brushed motors make a little more initial torque, which is why you still see a lot of brushed motors in electric racing.



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

MID-ARTICLE CONCLUSION

Skinny says that I do this a lot in my articles. I constantly build-up and tear-down a subject before I come to a final conclusion. But eventually, I do come up with some final decisions. Although at this point there are still some disadvantages to going brushless, the advantages far outweigh them, and here is why:

1. Although the cost of going brushless is initially higher than going brushed, the fact that you never have to buy a brush or spring or pay to have the comm lathed makes the more expensive brushless system pay for itself in no time.

2. Even though the technology is still new, and brushless motors and ESCs still fail, they are 1000% more reliable than they were three years ago. And don't forget, brushed motors and ESCs have failure issues of their own.

3. And finally, even though brushed motors seem to make more torque, brushless more than makes up for it in the mid to high-RPM band.

So there you have it. I managed to debunk my own self once again. I cite the opposition before it even gets a chance to argue with me. My Rhetoric professor would be proud.



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BRUSHLESS MOTOR ANATOMY: THE DIFFERENCES

A) NO BRUSHES OR SPRINGS

Here, you can see what I mean. In a brushed motor, the ESC tells the motor what to do through a circuit board, not by passing electricity through the a brush, as it does in a brushed system.



B) MAGNETS ON THE ROTOR, WIRE IN THE CAN

Another obvious visible difference between brushed and brushless motors lies in the entire magnet and wire relationship. In old-school brushed motors, the copper wires are wound around the armature and the magnets are located on the inside of the can. With brushless, however,

it's totally opposite. The wires are wound around the inside of the can, and the magnet actually acts as the rotor!



C) MAGNETS ROTATE, NOT WIRES

To go along with the reversed wire to magnet relationship, brushless motors produce kinetic energy differently than brushed motors. With a brushed motor, the output shaft (where the pinion eventually attaches) is attached to the wires. With a brushless motor, however, the output shaft is attached to the magnet. Basically, in a brushed motor, the wires rotate. In a brushless motor, the magnet itself rotates.

D) EXTRA POWER WIRE

In brushless systems, the ESC is connected to 3 phases: one pushes, one pulls, the other is just chiling', helping the ESC know what is going on. In a sensorless system this coil is key. In a sensed system there is an array of sensors in the motor that tell the ESC where the magnet is. So the ESC has to do all work and switch the coils and adjust for RPM. And more recently, they are starting to advance the timing of the motors with much more precision (but a bit more complicated) hence the third wire. The ESC controls all three coils directly, so it has to use the extra wire to keep the motor running.



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KEY TERMS GLOSSARY:

New, brushless technology is accompanied by some new terminology as well. Say goodbye to these familiar brushed terms: turns, wind, capacitors, diodes, and timing degrees, because they are a thing of the past. There are, however, some new terms to learn.

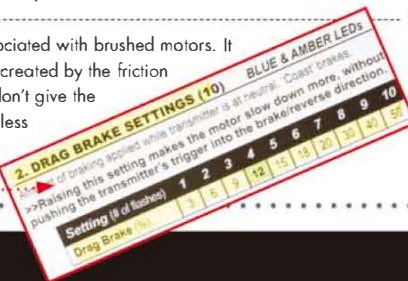
ERASER Brushless 10.5 Turns			
Brushzahl	28.570 RPM		RPM
Kv	4.100 RPM/Volt		Kv
Leistung	100W		Power
Wirkungsgrad	87%		Efficiency
Gewicht	179g		Weight
min. empf.	10P A.L. Brushless Pro	min. required	
Fahrtenregler	Reverse No. 80150	speed control	
(measured at 7.2V)		(measured at 7.2V)	

KV: Kilovolt, or Kv, is the term used to express the RPM potential of a brushless motor. Instead of using "turns" as you did for brushed motors, you will see brushless motors expressed in Kv. Here's how it works: if a motor is rated at 5700Kv, it will make 5700 RPM per volt. So if you have a 5700Kv motor and a 6-cell (7.2V) battery, the motor will make 41,040 RPM (5700 X 7.2). If you increase it to a 7-cell (8.4V) battery, the motor will make 47,880 RPM (5700 X 8.4).

SENSORED VS. SENSORLESS:

The main difference between sponsored and sensorless brushless systems is the amount of wiring. Sensor based systems have a set of sensors inside the motor, and wires that connect these sensors to the ESC. Often times it is just a simple plug. Beyond that, the power and operation of the sensed and sensorless systems is fairly similar. There are some operational differences at low speeds and under very big loads, but we'll leave that for another day. If you need a lot of "fine" throttle control, usually the sensed stuff is better. If you're just looking to blast up and down the street, it won't make much difference.

DRAG BRAKE: Drag brake is a phenomenon associated with brushed motors. It refers to how a car coasts to a stop under the "drag" created by the friction between the brushes on the comm. Brushless motors don't give the same drag once you let off the trigger, so many brushless ESCs have an adjustable feature that simulates drag brake. It's helpful and a great feature.



LI-PO CUTOFF

Although this is also available on brushed ESCs, most brushless ESCs offer a Li-Po cutoff feature. Li-Po battery packs cannot drop below a certain voltage, or they will be irreversibly damaged. By setting the Li-Po cutoff, the ESC will cutoff power once the battery voltage gets to a set point to save you from ruining the pack.



MAINTENANCE

Although brushless motors do require a lot less maintenance, they are not 100% maintenance-free. Since batteries are getting better and better, RPM and runtime are constantly increasing, leading to added demands on the motor itself. Do the following to ensure a long life for your brushless motor:

1. CLEAN AND RE-OIL THE BEARINGS

Although they will stay cleaner than on a brushed motor, it is still important to disassemble your brushless motor and spray-out and re-oil the bearings somewhat regularly.



2. TAKE GOOD CARE OF THE POWER WIRES

Some brushless motors have fixed, internal power wires that connect to the ESC via Zero Loss connectors. These work well, but the wires are not replaceable in some cases. So if you fray or damage a wire, you may be in for costly repairs.

3. KEEP THEM COOL

It is a good idea to keep brushless motors cool during operation, as prolonged heat tends to be bad for their rotors, causing them separate where the magnet meets the driveshaft. Whenever possible, run a heat sink, and let the motor cool off between runs.



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

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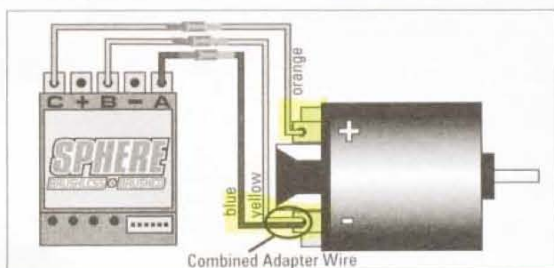
BRUSHED/BRUSHLESS MODE

Most brushless ESCs are able to run brushed and brushless motors. But in order to do this properly, you need to set the ESC to do so, otherwise you can fry it. Most of the time, a brushless ESC's default is "brushless mode," but always read the instruction manual just to make sure.

BRUSHED MOTOR:

There are adapter wires supplied with the SPHERE, which allow simple and trouble-free connection of a brushed motor, as shown in the picture below. You can, of course, also use the supplied optional power wires for a "hardwired" setup without connectors.

- MOT.A (blue) and MOT.B (yellow) will be the combined "minus" on the brushed motor.
- MOT.C (orange) wire will be "plus" on the brushed motor.



Combined Adapter Wire

RACING

Brushless motors are becoming more and more accepted in the racing world. In fact, in the last few years they went from illegal to legal, and from the exception to the norm in some cases. It sounds cliché, but if the pros are using it, then it probably is the fastest. Pros don't care about things like maintenance or buying new brushes and springs; they get the work done for them and don't pay for a thing. So if you see a pro going brushless, it really is because it's the best choice for them, and not just that it saves time or that it's the newest, most expensive thing on the market.

GEARING

There isn't a rule of thumb for all brushless motors and classes in RC, but you generally want to gear-down a bit with brushless motors, as opposed to brushed. Let's say, for instance, that Novak makes a brushless motor that they say is a 10-turn equivalent. If you're used to using a 13-tooth pinion gear on a brushed 10-turn motor, you'll be better-off going with about a 12-tooth on your new brushless motor. This is just a generalization, but for the most part, brushless motors require you to gear down a tooth or two. I choose to believe that this is to make-up for the fact that they give a little less torque on the bottom end, but not everyone agrees. If you're uncertain about gearing, give the motor or ESC manufacturer a call and tell them your situation. They will probably be willing to help you out.



CONCLUSION

I hope this installment of Starting Box has given you a better understanding of not only how brushless systems work, but also how they are for the most part better than brushed motors. After all is said and done, however, we will look back on brushless motors and see that they had a positive impact on our industry. In a time when nitro RC looked to make electric a thing of the past, brushless came along to give a much-needed kick in the ass to electric cars.

They are faster, better, and require much less maintenance than brushed motors. You'll quickly learn that you will spend more time driving a brushless motor than messing with it, which definitely wasn't the case with brushed motors. So, throw your brushes, springs, comm drops, and lathes on eBay, and put the money you make toward a new brushless system. You won't regret it. ⚙️



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words: James Revilla



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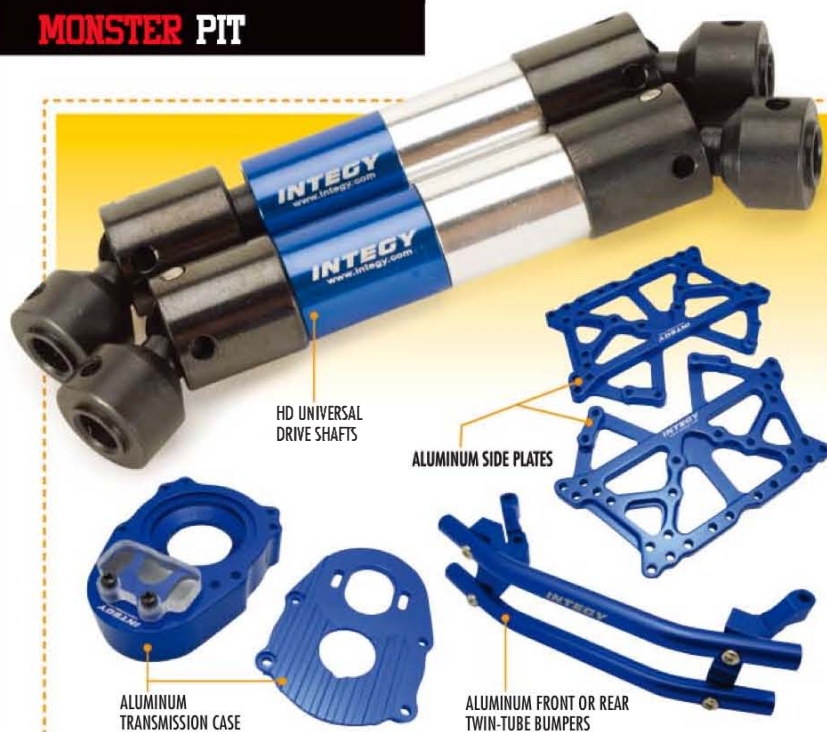
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words: Derek Buono



You want aggressive? Check out Hard's hair styling.

As you can see in this issue, the full Monty of new buggies is about to hit the market. These new buggies all come with new geometry and weight distribution to corner faster, turn-in faster, and be more nimble. But is there a downside to all this? Yes. Most of us are not factory drivers, and sometimes a pro can do things with a car that we don't understand until we drive it. The new buggies all cater to a more aggressive feel that might be too much for some of us to handle. The "safety net" of a push has been traded in for the ragged edge of oversteer. This means that for some drivers, these new buggies might be more than a handful and a little frustrating. Losi learned this with their 8IGHT and quickly came up with some setups to actually reduce some of the aggression. I'm hoping that other companies recognize that and offer advice to mellow their cars out as well. Don't get me wrong; 99% of the new cars coming out are way faster around the track than the models they are replacing, but sometimes we need to remember that it's the people with "less than pro skills" who are buying these products, and that catering to them will be rewarded with loyalty. I know we all like to think we are above average drivers, but the truth is most of us are just average after all.

TOO LIGHT?

Another new feature all these buggies share is that they are as close to the minimum weight as possible. Weight reduction is something that improves handling for every car, but is there a downside to all the material reduction? Well, maybe. As we all know, 1/8-scale buggies are among the most durable cars in the world; they crash at 40mph and usually don't break. Until recently, most buggies were not close to the minimum in terms of weight. That's not the case in other classes where the cars are under legal weight. Gas truck, 2wd electric, and touring cars all went through a "Jenny Craig" program and now they often break during their five-minute races. I don't know if we'll see that in 1/8 buggy, but there is a point where durability is compromised for performance, and more failures will be the result. Out drives, shock towers, spur gears, brakes, and even the axles themselves are going to smaller, lighter stock. I'll go out on a limb and say that we might see more cars break this year because of it. I can't say that for certain, but we might be at a point where cars are being built for maximum performance at the expense of durability. Time will tell if our new faster, lighter 1/8 scale buggies retain their legendary durability.



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IN THE DIRT



WORLD WAR TIRES 3

There are many tire manufacturers now, and the choosing a tire is only going to get more confusing. With about five manufacturers offering multiple treads and multiple compounds, the odds of you showing up with "the tire" are pretty slim. The good news is that all you need to do is go to the track and ask around, or even just look to see what works. Even if the tire everybody is using isn't the fastest tire for the track, at least you won't end up with a tire that makes you slower or wears more than it should.



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THE LOCAL

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

words and photos: Kip Scharf

RC drag racing still lives!



2008 IMDRA R/C Drag Racing World Finals

Sponsored by VP Racing Fuels

SAN ANTONIO, TX. - The weather did not disappoint. Neither did the turnout, as racers from all points made their way to Litespeed Raceway once again, for 4 days of racing fun and friendly camaraderie. Old acquaintances met once again as new racers introduced themselves to the likes of Jim "Rainman" Shauer, Pat McDonald, "Bullet" Bob Antelope, Mike Smith and the entire Puerto Rican team, to name a few. Racers came from as far away as Hawaii and Puerto Rico, with several states well represented in between. Thursday's test and tune session was attended by the largest number of drivers thus far and if the numbers being laid down were any indication, we were going to see records fall and fall hard!

QUALIFYING R1

Friday's single round of qualifying saw Tennessee's Richard Pascal take the top spot with a .401 reaction time in the Combined Bracket class. San Antonio's own Tommy Halbardier took top honors in Electric Pro Mod/Funny car with a 1.695, 3/10ths faster than

anyone else in that class. Big bad Mike Smith from the MHRA in California dropped jaws as he blasted a 1.476 in Electric Top Fuel Dragster. Musa Mohammad set the bar in the 2.00 Index Class with a 2.031. Puerto Rico's Alberto Rivera Jr. established the pace with a 1.854 in the super wild Nitro Pro Mod/Funny Car class.



"Marvelous" Marvin Jackson from Dallas wowed the crowd with a 1.773 to set the mark to beat in the Top Alcohol Dragster & Funny Car class. 1.732 held down the number one spot for Hawaii's Robbie Okazaki in the Nitro Top Fuel Dragster class while Joshua Wood from Dallas broke the sprints of every other racer in the Extreme class with a resounding 1.317.

QUALIFYING R2/R3

Saturday saw more excitement as the second and third rounds of qualifying got under way. Darron Legnon of San Antonio dropped a perfect light during the second round of qualifying to take the Top Qualifier spot in the Combined Bracket Class. The MHRA's Randy Spiering did an incredible 1.541 in the Electric Pro Mod / Funny Car class, shattering the existing record by over a tenth and a half! It took all 3 tries, but Arizona's Pat McDonald laid down a 1.436, put him at the top of the heap in the Electric Top Fuel Class. "Bad Joe" Braddock of San Antonio ran a perfect 2.000 to take the number one spot in the 2.00 Index class. Puerto Rico's Mech Tech sponsored Alberto Rivera Sr. drove around his son with a 1.737 to nail down the top spot in the Nitro Pro Mod / Funny Car class. Dallas resident Joshua Wood dropped a 1.729 to grab the number 1 qualifying spot in the Top Alcohol Funny Car and Dragster class. Alberto Rivera Jr. squeaked by and stole the top spot in Nitro Top Fuel with a 1.649. Joshua Wood was the only one to retain his original Friday number one qualifying spot.

50/50 BRACKET SHOOTOUT

Last years winner, Daniel Rivera, was right there in the middle of the action. In the second round, he met a buzz saw by the name of Bobby De Los Santos, who went red by 4 thousandths against young Daniel, but Daniel also went red...by 4 tenths! Bobby went on to meet John Schneider in the finals. In 2 tenths, the race was over and Bobby was the winner as John went red. Congrats Bobby D! Meanwhile, Colorado resident Greg Settle enlightened racers to the ins and outs of nitro engines with his nitro engine clinic. Corpus Christi resident Robert Reeves brought his blown Conley powered quarter scale roadster for display, promising to have it on the track next year.

SUNDAY CONCOURSE

Sunday morning greeted the racers with a cool, brisk wisp in the air. A call out to all drivers for the Concours competition to



begin rang out at Litespeed Raceway. Two rows of highly polished land-based missiles stretched beyond the Christmas tree, indicating that the judging this day would be extremely rough! Reb, Holly and Emily Hamilton of Reb's Smokin' Oak BBQ were the guest judges. These fine folk provided incredible bar-b-que, snacks and drinks for the entire event to racers and spectators alike. They were overwhelmed by the incredible details that were witnessed on the vehicles. With their heads spinning, they managed to make their final decisions in each class. They voted for Musa Muhammad as the winner in the Funny Car class, Bobby De Los Santos in the Doorslammer class and Joshua Wood in the Dragster class. Congratulations guys on those incredible cars.

COMBINED BRACKET CLASS

The Combined Bracket class started things off. After 3 rounds of competition, it came down to an all San Antonio final on the B-side with Kevin Schneider defeating a red-lighting Michelle Scharf. The A-side saw San Antonio's Donnie Legnon take the win over Southern Californian Gary Kirkpatrick after Gary red lit.

ELECTRIC PRO MOD & FUNNY CAR

Racers in the Electric Pro Mod & Funny Car class fought an uphill battle as number one qualifier Randy Spiering proceeded to set record after record. On the B-side, MHRA's Mike Smith claimed victory over San Antonio's Tommy Halbardier with a 1.598. The A-side saw Randy taking on San Antonio's Kip Scharf. Randy got to the stripe first but banged a wall on his way, handing the win to Kip. Randy re-set both ends on the PM / FC record in this class with an astounding 1.518 ET and 84.1 mph run.



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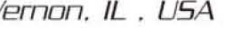
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2008

IMDRA R/C

Drag Racing World Finals



ELECTRIC TOP FUEL

Records fell hard in the Electric Top Fuel class as well. The B-side saw an all Texas shootout as Ted Dzedzic took the victory over David Mares in the B-side final. A-side drew SA's Kip "Gilligan" Scharf taking on Jim "The Skipper" Shauer for their first match-up ever. Jim had already shattered both ends of the Electric Top Fuel records, and took the A-side win with an unbelievable 1.445 at 93.3 mph. Jim already had the mph record at 96.0 mph backed up by his third round qualifying 98.8 pounding of the track.

2.00 INDEX CLASS-B

The 2.00 Index class B-side event ended with a 2.040 run by San Antonio's Chris Alcoser over MHRA's Gary Kirkpatrick. The A-side was an all Puerto Rican event as Daniel Rivera was triumphant over Alberto Rivera Sr., when he was unable to maneuver down the 132. Daniel ran a 2.229 at 62.5 mph for the win.

NITRO PRO MOD & FUNNY CAR

Nitro Pro Mod & Funny Car saw Shawn Grier taking on Robbie Okazki on the B-side. Robbie goes red by 4 thousandths of a second as Shawn takes the win. A-side was a family affair as father and son met up. Alberto Rivera Sr. already has the et record at 1.737, and had enough to stay just ahead of his son for the win at 1.808 to a losing 1.835.

TOP ALCOHOL DRAGSTER AND FUNNY CAR

The Top Alcohol Dragster and Funny Car class also saw records fall. B-side final round action was a Big D event as Dallas residents BK and Sam Cannata both red lit, but it was Sam coming out victorious with a .395 light to BK's .387 light. A-side final round racers Joshua Wood and Alberto Rivera Jr. Joshua, the owner of the new Top Alcohol et record (1.729) dropped a near perfect .402 light to send the younger Rivera packing.

NITRO TOP FUEL DRAGSTER

Nitro is in the air as the ever popular Nitro Top Fuel Dragsters come to the line. Hawaii's Keegan Inouye dropped a series of 1.6's

to get to the B-side finals where he met up with Dallas local Mike Barge. At the green, Mike was out in front with a great .409, but faltered. Keegan dropped another 1.6 in the opposite lane to take the win. A-side ended with a pair of 1.7's as San Antonio's VP Race Fuel sponsored driver Jeff Schmidt laid down a superb .409 light to take the holeshot win over a faster Robbie Okazaki from Hawaii.

EXTREME CLASS

The last class to be contested is the fastest of the fast. The Extreme class proved to be just that. The B-side ended in the semi's as Hawaii's Keegan Inouye could not make the call so Alberto Rivera Jr. took the solo run and dropped an amazing 1.557 at 90.0 mph to take the B-side win. The A-side was a perhaps the best way to end the 2008 IMDRA racing season as Jim "Rainman" Shauer attempted to rain on everyone parade, but Joshua Wood had something to say about that. At the green, Joshua jumped out with a .429 light to Jim's .453. At half track, it was still Joshua by a mere 8 thousandths of a second and finally at the top end it was Joshua taking the win with a 1.324 over Rainman's 1.341. Both racers exceeded 100 mph during this race. With his 1.324 in the final round, Joshua rewrote the Extreme class et record by one thousandth of a second down to 1.317. Whew!

The engines have stopped. The tents have come down. Cars and trailers have been loaded up. Racers bid one another farewell until next time, vowing to take it all in 2009. Until next year, be safe, be quick and be fast! ☺



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words: Brian "Skinny" Skinner



TXT THIS!

LK, OMG M8, TXT is our future speak! IC PEEPS ATT use TXT to TLK and I figured soon most of us will WAN2TLK this way. IDKAU, but TXT is TMTH for my brain. It's 2MI to learn, but KDZ TDY say it's EZY & the EVO of the computer language. I think it's a CWOT TBH. I thought it would be EZY to write in TXT speak, but it's a PITA 2 write this way ATEOTD! If U can't understand TXT talk, read below...TTYL

:-&

TRANSLATION FOR THE TXT CHALLENGED:

Like, oh my God mate, texting is our future speak! I see people all the time use texting to talk, and I figure soon most us will want to talk this way. I don't know about you, but text is too much to handle

for my brain. It's too much information to learn, but kids today say it's easy and the evolution of computer language. I think it's a complete waste of time to be honest. I thought it would be easy to write in text speak, but it's a pain in the ass to write this way at the end of the day! If you can't understand text talk, read below...talk to you later. :-& = tongue tied

Since texting is the new "big" thing in our world today, I thought I'd take a crack at writing my rant for this month in TXT. I'm not big on texting and found it hard to do more than a paragraph. I see people texting a lot these days, and they seem caught up and not "plugged in to reality" to some extent (kind of reminds me of scenes in that Wall-E movie). I also

saw a commercial recently that had kids talking to their mom in text speak, and it made me think—is this what we will be talking like in a few years?—I guess it beats Ebonics. I really hope people keep talking to one another like they did in the good old days. Texting other people while you're hanging with your buddies seems kinda rude, although it is fun to use some of the lingo once in a while. My TXT message was an experiment... in a few years all stories may look like that first paragraph...any thoughts?

The world is your sandbox—ROOST it! —Skinny



TITANIUM ROCK CRAWLERS

I love my new Axial crawler and have tricked it out so I can play on my crawler course. One problem though: now I have to rebuild it because I found the new Lunsford Ti screw kit for Axial crawlers. These screws are light and strong, and having Ti is just plain cool! This new kit from Lunsford replaces all the bolts on your Axial, and will make it a little stronger and lighter. If you like Ti like I do, this kit is for you.

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COOL BEANS

At the recent Manufactures Cup a friend came by to show me this article about RC in the Sentinel...a local paper in Washington State. It was a great article, and the writer really gave RC a good plug. We talk all the time about RC getting more popular, and this two page story shows that we are indeed getting to a good point with our toys.



LOOK WHAT I FOUND IN MY GARAGE!

Funny things happen when you clean your garage...you find stuff! Case in point: I found what I believe is a 1976 Kyosho Circuit 1/8-scale buggy. I'm not sure on the buggy because it has no markings, but if you know exactly what this buggy is, please let me know. I do know that this was the first generation of what we race today in the 1/8-scale buggy class, and it's amazing how far the design has come in 30 years. I would like to rebuild it and pit it against a modern buggy to see how different they are. If you're game for a story like this let me know and give me some suggestions. It would be cool to do a then-and-now-story, especially in the wake of the



RC LIVE ROCKS!

As I type this, I'm watching the 1/8-scale Worlds.

Thanks to Brandon, owner of RC Live, I am able to see the whole event from the comfort of my home. You see, that darn editor boss of mine pulled rank on me and went to cover it himself, but I digress. The thing is, this is a great marketing tool for our industry and can help show the world how fun our hobby is. The Worlds coverage attracted 4,188 viewers, a new record. There could have been more, but so many people tried to log on at one time, it crashed the site. Fortunately, the crew fixed the issue, and the subscribers got to see everything. You can currently watch for free, but I suggest you sign up for the bonus-lap package for \$30.00. This gives you instant priority access, and the video feed is great. The live coverage was akin to watching a Clear Channel event and I have to give a hats off to the whole gang that ran the show—they really made it seem like I was there. Thanks guys!

www.liverrc4cars.com

It's all mine!

Speed Threadz is a new apparel company that caters to the RC world with sweet racer T-shirts featuring your favorite drive, or in this case—your favorite editor! They're also dealing in the motorcycle and car world with similar subject matter shirts and clothing. Currently they are building a collection of driver shirts, so check back to see who to wear on your body next. So far there inventory lists: Taylor James, Steve Slayden,



Matt Gosh, and Of course...you want the one with me on it! Speed Threadz also has Baby-T's for girls (or guy if you're so inclined!), that has a cool "RC Nitro Chick" logo on it. If you plan on going to the RC Pro Finals November fourth, you can pre-order and pick them up at the event. Now that's service!

www.speedthreadz.com

WATCH THE SPECIAL ADDITION

I received a call the other day to pick some merchandise up for the RC Pro series guys. When I got there, the shop handed me some boxes, including a separate one for me. Hmm...I had no idea what it could be. When I got home I found that it was a limited addition SKINNY watch...SWEET! If you want your very own Skinny addition RC Pro watch, give them a call!

www.rcpro.com



MAGIC 8-BALL SAYS...

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

This month's Magic 8-Ball question:

"8-ball, I think this year's 1/8-scale worlds were the best. Do you think this year's IFMAR will be the best ever?"

Magic 8-Ball's answer...

"Ask again later".

—Great answer 8-ball, that helps a lot!



BRENT HAS A FUZZY BRUSH!

Brent Thielke, team manager for AE and all around nice guy, showed me an interesting cleaning tip while at the RCX-Games. If you want to really get the parts that pivot on hinge-pins clean, use a fluffy pipe cleaner. Simply run it through the pivot hole a few times to get all the dirt out and leave the surface nice and smooth. You can find these at a tobacco store or grocery stores for like 59 cents a bundle. Remember to get the "fluffy" ones...not the bristle ones!



Got a Question OR IDEA?

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

If there's so many limited edition Skinny stuff, then is it really "limited edition?"

let the conquest begin

TRF

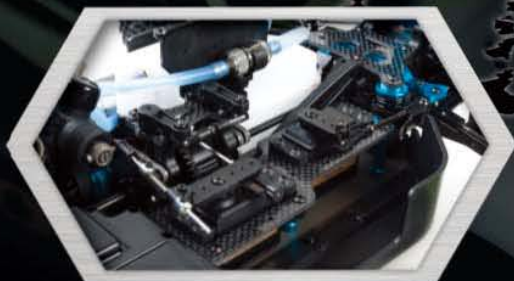
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• **Straight Line Drive Path**

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• **Large Volume (15mm bore) Shocks**

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*Photo shows prototype and may differ from final product

*Specifications are subject to change without notice



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

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TRAXXAS SLAYER

HELL YEAH IT ROCKS



words: James Beville | photos: Jason Boulanger

ATENTION, ATTENTION: Traxxas has another hit with their Slash electric CORR truck. The simplicity of 2wd is mixed with CORR looks, and people love it. Yet it's still not enough; when nitro is the name of the game, what do you do? Traxxas answers that question with their newest offering to date. This isn't just a modified Slash; this machine features full-time 4WD, 2-speed transmission, a nitro powerplant, and a chassis, suspension, and drivetrain derived from the REVO. Did you catch that last bit? I did, and that's what intrigued me. As good as their popular monster truck is, can you imagine that same REVO performance in Slash dimensions? No need to dream, for here it is in real life: the new Traxxas Slayer Pro 4WD.

If it looks like it was hot in any of these photos, you're right.





You try standing under the sun, with nitro fumes and dirt flying everywhere.

TRAXXAS SLAYER

PART #: 5908

STREET PRICE: \$460 (Kit only, price may vary)

PRICE AS TESTED: \$472

SETUP TIME: 2 hours

EXPERIENCE LEVEL: Novice to Intermediate



STOPPING POWER: Brake sensitivity can be adjusted in seconds with an easy-to-access thumb dial.

LOOK OUT COWS: Front bumper is realistic looking and protects from front-end impacts.

02

01

03

FIX-A-TICKET: The Slayer is equipped from the factory with a tuned resonator pipe.

BUTT PROTECTOR: The rear bumper emulates the front bumper in realism and function.

Even "the Shoe" took a turn behind the wheel...

VEHICLE INFO

01

SHIFTING •

The transmission is lifted straight from the REVO as well. An adjustable 2-speed can be found inside for high-speed running, along with an externally adjustable slipper clutch to handle the rigors associated with off-roading (especially jumping!) A single perforated brake disc provides stopping power, and the Slayer's brake shoes have thick carbon friction pads for stop-on-a-dime performance.



There are no words to describe how awesome it felt flying through the air; the Slayer handled jumps like a pro...



02

PILLOWS •

All four corners of the Slayer feature pillow ball suspension. Generally seen on high performance nitro on-road and some 1/8-scale off-road, pillow ball suspension offers adjustability. Rubber boots protect the pillow balls and the beefy slider-type drive shafts from the elements, and all ball ends are secured with screws for reliability.

03

IN-BOARD •

One look at the Slayer's suspension design and you know where it came from: Traxxas's own REVO. The pushrods are there, the composite rocker arms are there, the inboard aluminum shocks are there—you can't blame them for using this proven suspension design. Likewise, there's already a long hop-up list ready for those of you who can't live box-stock.



CHASSIS

LAYOUT:	Semi-monocoque
THICKNESS:	3mm
MATERIAL:	6061-T6 aluminum
TANK CAPACITY:	150cc



SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Yes (steel)
STEERING:	Center crank
SWAYBARS (F/R):	None



SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R):	40-wt. / 40-wt.
PISTONS (F/R):	1.3 / 1.3
SPRINGS (F/R):	White-pink (8.0 lb/in) / White-blue (9.1 lb/in)



DRIVE TRAIN

TYPE:	4 WD center shaft
DIFFERENTIAL:	2 (gear)
DIFF. FLUID:	30k / 30k
AXLE TYPE:	Slider shafts
TRANSMISSION:	2-speed
SPUR GEAR MATERIAL:	Composite
CLUTCH:	2-shoe
BEARINGS:	Bearings



GEARING

	1 st	2 nd
CLUTCH/SPUR:	15/36	18/38
GEAR RATIOS:		
PRIMARY:	2.40:1	2.11:1
INTERNAL:	6.56:1	4.76:1
FINAL:	15.75:1	10.05:1



BODY, TIRES & WHEELS

BODY:	Traxxas Slayer
TIRES (F/R):	Traxxas SCT Off-Road
DIAMETER/ WIDTH:	4.3 in. x 1.7 in. (110mm x 45mm)
HEX SIZE:	17mm
WHEELS:	Traxxas SCT



DIMENSIONS

WEIGHT:	7 lbs., 5.8 oz. (3,340g)
TRACK WIDTH (F/R):	11.65/11.65 in. (296/296mm)
WHEELBASE:	12.7 in. (323mm)
RIDE HEIGHT:	2.8 in. (71.12mm)

...and drove slow. Really slow.

TESTING

I went bashing and tracking to test this machine at the empty lot at the office, then on the track at Pegasus Hobbies in Montclair, CA. Our test sample came from Traxxas with the engine fully broken-in, which meant less prep time and more driving for me. I kept the suspension settings box stock, and I ran Traxxas 20% nitro fuel. The only thing about testing that sucked? The mid-September heat, of course.

ACCELERATION AND SPEED • With Traxxas's workhorse TRX 3.3 in a lighter chassis (it was fast already in the REVO I tested previously), the Slayer had good pickup and response. It was fun to look at, as the soft rear end suspension setup made the Slayer squat with every trigger pull. With dirt kicking up behind the fenders, the Slayer had more than ample acceleration, and once the two-speed transmission kicked in, top end was pretty fast. In fact, in a way it was scary fast—not because of bullet-like speed, but because of the handling at top speed (read on).

Rating: 9/8

BRAKING • The Slayer is equipped with the REVO brake system, and there isn't much else to say here—it just works. The Slayer slid to a stop whenever I locked up the brakes, but at the same time if I feathered the trigger the truck slowed in a controlled manner. There was no brake fade even after four straight tanks of hard driving.

Rating: 10

LOW-SPEED • From the factory, the Slayer comes with a soft, plush suspension setup. At low speeds the truck felt like it had a short wheelbase, as it would change directions quickly, the body leaning ever so slightly with each change in direction. Having 4WD kept the truck in its intended direction and the stock Traxxas steering servo was surprisingly quick compared to what we're used to as

far as "RTR" servos are concerned. Turning radius was acceptable, and if you needed to tighten up the turn even more, all it required was a quick blip of the throttle to swing the rear end around.

Rating: 9

HIGH-SPEED HANDLING • At high speeds, the 4WD allowed me to control the Slayer through the course, and because of the exaggerated body roll, the Slayer looked realistic and pretty cool to boot. I found that I could hammer the trigger down and pin it around the squared back "sweeper" (which was actually two 90-degree corners), and I could control the direction of the madness easily with the steering wheel. When the 2-speed kicked in, the engine tone changed but the control was still the same. At high speed the Slayer was calm and stable.

Rating: 9

ROUGH-TRACK HANDLING • This is where the REVO-derived suspension and layout made its mark. The Slayer's soft setup made rough spots feel like flat ground. As I drove over these rough areas, I could easily see the 4-wheel independent suspension doing its magic, and yet

TRAXXAS SLAYER



RTR GEAR

RADIO:	Traxxas TQ
RECEIVER:	Traxxas Micro AM
STEERING SERVO:	Traxxas 2070
THROTTLE SERVO:	Traxxas 2055
ENGINE:	Traxxas 3.3
PIPE:	Traxxas Resonated



TEST GEAR

RECEIVER PACK:	Team Orion Marathon 1600, #OR112227, \$25
FUEL:	Traxxas Top Fuel, 20%, \$11/qt.



CONTACT

TRAXXAS:	www.traxxas.com
TEAM ORION:	www.teamorion.com

He did say that it was fun, and wanted to take the Slayer home.



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PERFORMANCE TEST

the Slayer body stayed relatively still and level. It didn't matter whether I hit bumps straight on, at an angle, or while turning—regardless of approach, the Slayer held on and carried its way through. After a few laps I found that I could easily apply more throttle through the rough stuff—other, less-capable vehicles would require more subtle throttle management. With the Slayer it was basically “punch it and go!”

Rating: 10

JUMPING • There's something sweet about seeing a realistic looking truck flying through the air, and the Slayer easily emulated its CORR counterpart. There are no words to describe how awesome it felt flying through the air; the Slayer handled jumps like a pro. With all four wheels hanging at full extension, the truck felt like it jumped better than other “race” chassis I've tested, and jump landings were plush; the soft suspension absorbed the return to earth as if the truck were landing on pillows each time. Soft landings meant that I could get back on the throttle immediately to set up for the next obstacle. A few times I launched at an awkward angle, but the truck fought to stay flat through the air. If this were high school, the Slayer would pass all jumping tests with an A+.

Rating: 10

WRENCHING

MAINTENANCE • Keeping the Slayer in good shape in between runs is not a difficult task. Things may look crammed together, but in real-world testing it was easy to get at most of the components. The only things that might give you some trouble are the rear shocks and rocker arms. Because of the short chassis, the rear shocks are positioned in between the fuel tank and the tilted engine's head. At least you can remove two body clips to pull the fuel tank out for a little more space. Extra care is required with the rocker arms as the rear

rockers sit directly below the tuned exhaust pipe. In other words, if you need to work on the rear, wait for the engine and pipe to cool down—or keep some Neosporin handy.

Rating: 8

WEAR AND TEAR • Chassis-wise, the Slayer is best described as a short, narrow REVO. This is a good thing, as not only is the REVO setup proven, but it's also designed to take abuse and rough driving. During my test, the front bumper took a lot of hits, but its 2-piece design allowed it to flex upon impact. Underneath, multiple skid plates for the steering servo, bulkheads, and center guard protected the transmission and drive shafts. Traxxas has a lot of experience building tough machines, especially for the RTR crowd, and the Slayer is no different. Trust me—I flipped this thing, tumbled this thing, and did some of the best gymnastics impressions I could while driving, and the Slayer kept going.

Rating: 10

TUNING • Because it's heavily based on the REVO, the Slayer has a very nice list of tuning upgrades available. Springs, sway bars—you name it, and if the REVO has it then the Slayer most likely does too. Even without upgrades, you get a lot out of the box. The pillow ball setup allows for camber and width adjustments. C-clips are used up high in front for caster, threaded preload rings are standard issue, and both the 2-speed and the slipper clutch can be adjusted without disassembly.

Rating: 9

CONCLUSION

It's not often that I get to review a vehicle that puts a genuine smile on my face. The Slayer went beyond that, giving me the means to actu-

TRAXXAS SLAYER

1:8

NITRO

4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8

INSTRUCTIONS

8

PARTS QUALITY/FIT

10

DURABILITY

9

TUNABILITY

9.5

OVERALL PERFORMANCE

9

VALUE

HITS

- REVO setup works perfect here
- Jumps like an Olympian
- You want fun, it's definitely got it

MISSSES

- Non-standard wheel size
- Get rid of the AM radio!

MAIN COMPETITION

Give it a bit, but for now nothing

WHO IT'S FOR

CORR fans who liked the Slash but wanted 4wd and nitro power



ally have a lot (A LOT!) of fun. The 4WD made it easy to control, the long-throw suspension kept the truck on all fours, and the TRX 3.3 gave it the muscle to fly like an eagle. Body roll was evident—but because of the realistic ties to the real CORR trucks, it made watching the Slayer on the track more enjoyable. Toss in Traxxas's reputation for building strong machines, the ease of getting up and running thanks to the EZ-start system, and the fact that it actually looks like a real vehicle, and the Slayer is definitely a winner. Now excuse me while I take my Slayer outside for some more bashing fun! ☺

SIDEWINDER SWEEPS

The Dirt Nitro Challenge



photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

Ryan Cavalieri -

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



THE ELECTRIC CONVERSION DEBACLE

Check any off-road forum and you might come across “The first ever electric Slayer!” or “E-Slayer Conversion” threads. Fanboys aside, this is a cool idea and it’s easy to do. It doesn’t take a genius to realize that many REVO aftermarket parts bolt right onto the Slayer—and this includes brushless conversion kits. Even before the Slayer was released, there were already multiple options for converting the REVO platform from nitro to electric; one of those conversions you can see back in issue #148 in the Monster Pit column (which I’m in the process of moving onto my Slayer!) To try it for yourself, you’ll need to pick one of the conversion kits (obviously), get yourself a brushless ESC and motor with a 5mm output shaft, buy a Y-harness (the ESC handles forward but the stock Slayer mechanical brake still needs a servo), and get a fairly large capacity Li-Po pack. A lot of locals buy Slayers for the advantage of having 4WD, then convert them to brushless in order to run at indoor off-road facilities. If this is something you want to do, everything is already available.



Here's my work in progress. Note that I can easily switch back to nitro in about an hour because the conversion kit is bolt-on (and thus bolt-off!)

Then again the Shoe drives the same way in his real car.



POWERPLANT INFO

Pop the Slayer body off and you'll see Traxxas's well-engineered 3.3 engine. Power output-wise, it matched well with the REVO Platinum I reviewed in issue #154; however, in this application the 3.3 felt even more powerful in the smaller, lighter Slayer chassis. The 3.3 had more than enough grunt to give the Slayer all (if not more than) it needed. Most noticeable was the quick response, especially mid-range. We ran our truck slightly on the rich side to counter the high temperatures of the September sun, but this didn't affect the 3.3's stable idle and its will to provide horsepower. The EZ-start system made it a breeze to get up and running, and the 3.3 stayed consistent from start to finish. Temp checks showed that it was steady around the 215-220 range—a conservative reading considering that on the X-Dyno the best power up was around the 250° mark. Like I said, though, the power was still there and I never felt like it needed more.



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: Traxxas TRX 3.3

BORE AND STROKE: .579 in. x .665 in.
(14.7mm x 16.9mm)

DISPLACEMENT: 20 in³ (3.3cc)

FUEL: Traxxas Top Fuel 20%

PIPE: Traxxas Resonator

PLUG: Traxxas

PEAK X-DYNO HP*: 1.42 @ 28,500 rpm

PEAK X-DYNO TQ*: 39.32 oz.-in. @ 22,700 rpm

PEAK X-DYNO RPM: 40,750

AVERAGE TQ: 38.81 oz.-in.

AVERAGE HP: 0.92

POWER FACTOR

LOW END (HP/TQ): 0.87/47.40

TOP END (HP/TQ): 0.82/2609

CORRECTION FACTOR: 1.079

*All numbers are SAE corrected

NEEDLE SETTINGS

HIGH: 4-turnout

LOW: ¼-turn in from flush

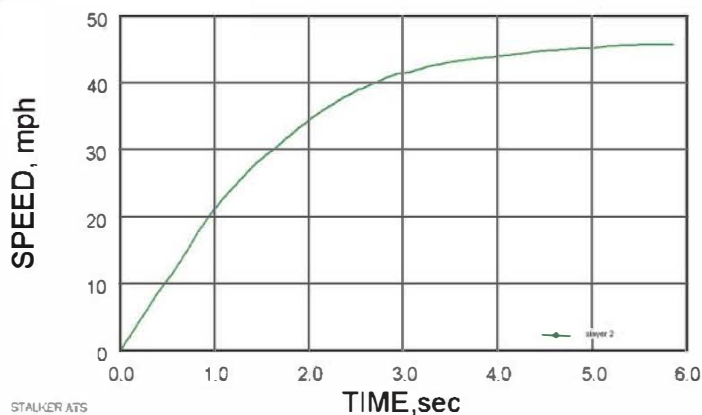
MID: NA

OPERATING TEMP: 250-260° F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.05 @ 35.31 mph
TOP SPEED: 45.7 @ 277ft.
AVERAGE RUNTIME: 12 minutes



TEST CONDITIONS

WEATHER: Like a mini oven

TEMP/HUMIDITY: 92° F/48%

BAROMETRIC

PRESSURE: 29.97 in.

ALTITUDE: 652 ft.

TRACK TYPE: Hard-packed dirt

HANDLING

TURNING RADIUS: 4 ft., 10 in.

ON POWER: Slight understeer

OFF POWER: Neutral

BRAKING

CONTROL: Poor Satisfactory Good Excellent

FADE: Poor Slight None

OVERALL: Poor Satisfactory Good Excellent

Thus we don't want him driving at lunch, or we'll get there at 4pm.

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Apparently D1, D2, D3, D4, D5, D6, and D7 were taken.



HOT BODIES D8

WORLD CHAMPION. YES, REALLY.



words: James Revilla | photos: Carl Hyndman

FIRST THINGS FIRST: I'M NOT HARA. I don't even play him on TV. However, when I got the task of reviewing the new Hot Bodies D8, I was excited. After all, this is the same platform that Hot Bodies top gun Atsushi Hara used to win the recent IFMAR 1/8 Worlds in Charlotte, North Carolina. Interestingly, the D8 is a sub-\$400 chassis, and it took the checkered flag against competitors twice its price. In a world where generally the higher the price, the higher the performance, is the D8 really better than its price tag suggests?

Kit wing and wheels in yellow mean no default James paint scheme.



HOT BODIES D8

PART #: 67300
STREET PRICE: \$380
PRICE AS TESTED: \$1,755
SETUP TIME: 10 hours
EXPERIENCE LEVEL: Intermediate to Advanced



These photos were shot on the same day the 2008-2009 Lakers preseason opened...

GET PICKED UP: The fuel tank features a weighted fuel pickup to ensure fuel delivery at any angle.

FAST CHANGER: Quick-change three-piece engine mount allows for engine removal without disturbing gear mesh.

LEAN WITH IT: The front and rear included swaybars measure in at 2.4mm and 2.8mm, respectively.

E-CLIPS ARE DEAD: The D8 uses captured hinge pins and shock pistons held with locknuts to eliminate the need for annoying E-clips.

ADJUSTABLE FLIGHT: The rear wing features a four-angle adjustable mount.

01

ROCK SOLID •

The trend towards “big-bore” shocks continues, as the D8 is equipped with equal-length, heavy-duty 16mm units on all four corners, all tied to a thick 4mm 7075 hard-anodized aluminum chassis. Matching 4mm front and rear CNC’d shock towers and beefy upper turnbuckles round out the suspension setup.



“ On the track, I understand why this buggy won the Worlds... and at this price, it's a steal! ”

02

CIRCUIT BOX •

Here's one feature of the D8 that I wish was on all nitro vehicles—a one-piece radio tray. The molded tray detaches completely from the chassis with the removal of five screws, and with it you also remove the receiver, receiver pack, and both servos. This maintaining your electronics easy and quick.



03

UPWARD SPIRAL •

The D8 features a 4.3:1 internal ratio, and the drivetrain features three sealed differentials. The front and rear diffs use spiral-cut alloy bevel gears for strength, and the factory-included diff oils are 5000wt., 4000wt., and 1000wt. (front/center/rear). There are no dogbones here—the axles and center drive are all universal shafts, pre-built from the factory.



VEHICLE INFO

**CHASSIS**

LAYOUT: CNC machined lower deck
THICKNESS: 4mm
MATERIAL: 7075 hard-anodized aluminum
TANK CAPACITY: 125cc

**SUSPENSION**

TYPE: 4-Wheel independent
TURNBUCKLES: Yes, steel
STEERING: Dual bell crank, integrated servo saver
SWAYBARS (F/R): 2.4mm / 2.8mm

**SHOCKS**

BODIES: Threaded aluminum alloy
DAMPING (F/R): #400/#400
PISTONS (F/R): #23/#23
SPRINGS (F/R): Gray/white

**DRIVE TRAIN**

TYPE: 4WD center shaft
DIFFERENTIAL: Gear (3)
DIFF. FLUID: #5000/#4000/#1000
AXLE TYPE: Universal
TRANSMISSION: Single-speed
SPUR GEAR MATERIAL: Steel
CLUTCH: 3-shoe
BEARINGS: Bearings

**GEARING**

1"
CLUTCH/SPUR: 16/48
GEAR RATIOS:
PRIMARY: 3:1
INTERNAL: 4.3:1
FINAL: 12.9:1

**BODY, TIRES & WHEELS**

BODY: Hot Bodies D8
TIRES (F/R): None
DIAMETER/ WIDTH: N/A
HEX SIZE: 17mm
WHEELS: Hot Bodies dish

**DIMENSIONS**

WEIGHT: 8 lbs., 2 oz. (3,674g)
TRACK WIDTH (F/R): 12/12 in. (305/305mm)
WHEELBASE: 12.9 in. (327mm)
RIDE HEIGHT: 1.16 in. (29.4mm)

...note the later paint scheme colors.

TESTING

We here at Xtreme are fortunate to have a facility like Revelation Raceway a stone's throw away, so I found myself there on a sunny afternoon, D8 in hand. Revelation is known to have some killer jumps and intricate corners that look easy until you're on four wheels, and today's layout was no different. The surface was slightly packed dirt, but nothing too soft.

ACCELERATION AND SPEED • Acceleration and speed are two things that can be affected by a lot of things—engine output, clutch bell tooth count, tire traction, and so forth. Regardless of those small details, I had the benefit of a powerful engine that gave the D8 a lot of low-end jump. Top end seemed to be okay, if not a hair slower than I would have wanted; however, I could easily go up a tooth or two for more velocity and still have the low-end response to match.

Rating: 10/9

BRAKING • The D8 uses a standard dual disc brake configuration, with two metal plates sandwiching a fiber disc with vent holes for heat dissipation. Thumbwheels allow you to adjust brake response, and after the first pull I had to dial out a lot! With the linkage settings specified in the manual, the D8 had super-responsive brakes—meaning a full lockup on all fours whenever my trigger finger went forward. Mind you this was with simple metal pods—no fancy friction materials, no exotic material broke disc either. There was no hint of fade throughout testing, even with the sun beating down on the track.

Rating: 10

LOW-SPEED • Low speed maneuvering was excellent. The D8's short turning radius made it easy to carve tight lines around the smaller corners without having to let off the throttle in anticipation of understeer. This buggy was really responsive, yet not twitchy. In fact, it was a little too fast at first, but once I got used to how it reacted, I noticed that my lap times were lower, and lower, and lower with each pass. You have

to go easy with the throttle to control your steering arc with some vehicles, yet with the D8 you can drive harder.

Rating: 9.5

HIGH-SPEED HANDLING • The D8's high speed handling is just an extension of its low speed capability. It seems as if HB got the balance right, because during high speed cornering the D8 had a touch of understeer—just enough to keep from spinning, yet not enough to require me to back off the throttle. The box-stock setup made the buggy easy to drive fast. Turn in response at higher velocities was precise, yet the D8 never felt out of control.

Rating: 9

ROUGH-TRACK HANDLING • I was interested to see how the D8 reacted on rougher surfaces, mainly because of the equal-length shocks on all four corners. Whereas other buggies have longer rears (even Hara used longer rear shocks on his World's-winning ride), the D8 comes stock with four 16x97mm shock bodies. Turns out that that's all it needs when the surface is less than ideal. The D8 handled well on the rough stuff. The chassis stayed level, and the shocks and long arms conformed to the surface as I drove through the course. I have no complaints in this department.

Rating: 10

JUMPING • Ah yes, the thrill of flight. The D8 jumps like its competition. In the air it seems to follow a nice arc, nose slightly up, rotating toward the landing

HOT BODIES D8



TEST GEAR

RADIO: JR Z-1, #JRP374075, \$340

RECEIVER: Spektrum SR3000, #SR3000, \$90

STEERING SERVO: Hitec HS-5955TG, \$160

THROTTLE SERVO: Hitec HS-5955TG, \$160

ENGINE: Trinity EB Mods Tuned Ex-Tech.21, TRI40064, \$430

PIPE: Trinity 2057 Ex-Tech pipe, TRI40065, \$113

RECEIVER PACK: Trinity 1500mAh hump pack, TRI20507, \$24

TIRES (F/R): Pro-Line Bow-Ties, 9025-02, \$24/pair

FUEL: O'Donnell 30% quart, #O00P3330, \$10

CONTACT

HOT BODIES: www.hotbodiesonline.net

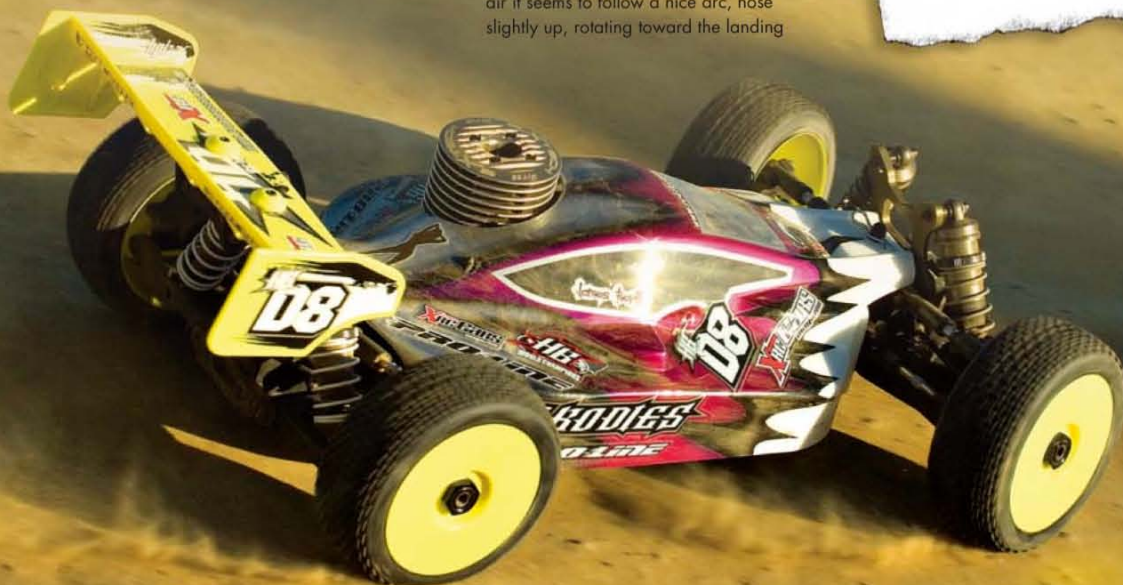
JR RADIOS
(Dist by Horizon Hobby): www.jrradios.com

PRO-LINE RACING: www.prolineracing.com

TRINITY: www.teamtrinity.com

O'DONNELL
(Dist by Great Planes): www.odonnellracing.com

Okay it's yellow, not gold—blame that on HB, not me.



STATE OF THE ART...



Turbo 35 GFX
#CEI-3760

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NIMH compatibility update available for your Turbo 30 Turbo Flex (9 button model).



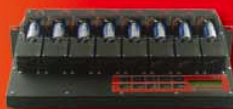
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Pit Bull X3
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#CEI-3710

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PERFORMANCE TEST

point at just about the right rate. A slight brake tap was all I needed to make the nose come down faster. Downside jumps was effortless with this buggy, yet flat landings were different. This is where the shorter rear shocks might not be as ideal, as the rear end of the buggy tended to smack the ground upon landing the larger jumps on the course. However, the D8 stayed composed on landing regardless, and I could smash the throttle down right away once I all four tires touched the ground.

Rating: 9.5

WRENCHING

MAINTENANCE • To coin a phrase from Skinny, it's pretty much the same working on most 1/8-scale buggies these days. Like other buggies on the market, access to diffs is easy. The radio tray is completely removable in one piece—a plus that isn't immediately realized until it's time to rebuild or clean your ride. Also, all four shocks get rubber boots to protect the shock pistons. Likewise, HB's interesting solid arm design resists packing mud in between the arms' webbing. Finally, there are no e-clips anywhere on this buggy. These small but useful features give the D8 an "A-ok" in the maintenance department.

Rating: 9

WEAR AND TEAR • HB products are pretty good in the wear and tear department. The D8 is no exception, as the buggy easily handled the rough and tumble of my off-road "skills." I did manage to strip the stock steering servo arm during the first test drive, but replacing it with a reinforced arm and solved that small issue. I didn't sense any slop and I didn't notice and unusual wear or tear after running five tankfuls with guns-a-blazin'. In fact, if you bought yourself a D8, you'd probably worry more about the engine head, as it sticks up above the low-profile body

just enough to be exposed in the event of a rollover.

Rating: 9.5

TUNING • Compared to other competition-spec buggies, the D8 features your standard allotment of adjustments—camber, caster, toe, downstops, etc. Both front and rear shocks are identical in size, and have six different positions. A base setup sheet is included in the manual, but there are no tuning tips whatsoever. Inside the box the only extra tuning parts you get are different shock pistons. It's ok though—all that money you saved by buying the D8 comes in handy for stuff you'll want at the track, such as caster blocks and a few pairs of shock springs.

Rating: 8

CONCLUSION

I understand why this buggy won the Worlds... and at this price it's a steal! It drove with precision, it jumped like a pro, it handled all the rough stuff with ease—all for about half the entry price of its main competition. The D8 met all expectations, and proved that it's not about the flash (do you see any carbon fiber anywhere?) or the over-engineering (the D8 has a low screw count)—it's about what a buggy should be capable of to win. Word has it that the day after Hara's shocking win, Hot Bodies sold out of their D8s. That said, I'll be waiting for when you get yours, because mine's ready to go—and I love it. ☺

HOT BODIES D8



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Bonafide world champ
- Price point is a steal
- Excellent handling

MISSES

- No fuel filter
- Explaining how your sub \$400 buggy is better than your friends' ride

MAIN COMPETITION

Kyosho MP9, O'Donnell Z01-B, Associated RC8, XRAY 808

WHO IT'S FOR

1/8-scale competitive nitro buggy racers... on a budget (!)

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THE COST OF WINNING?

The second that Atsushi Hara crossed the finish line with his D8, the Internet was buzzing. A lot of racers were trying to figure out how the D8—which replaced the Lightning (which wasn't competitive anyways) took the checkered flag against the likes of the big guns in 1/8-scale; namely the Losi, Kyoshos, XRAYs, etc. Some "Internet Professionals" started coming up with stuff like "It wasn't even stock" or "It's all driver." True, Hara is among the cream of the crop when it comes to driving ability, but the 'stock' comment? Do you really think the pros run any vehicle box stock?

Turns out that the D8 that Hara drove to victory was not stock—but it was pretty damn close. One of the obvious changes was the switch to longer rear shocks. Hara's setup wasn't exactly like the manual either, but no one runs a box-stock setup anyways. But things like front/center/rear diff oil thickness? His only change was 3k instead of 5k up front. Spring rate? Stock. Spur gear and clutch bell? You guessed it—stock. Hara didn't even run a Li-Po receiver pack, because the D8 was designed with weight distribution in mind, and apparently if you run something lighter than a Ni-MH 5-cell, it affects the buggy's performance!

And yet, without titanium turnbuckles or carbon fiber top plates or aluminum chassis bracing, Hara managed to drive his D8 to victory; proof that the cost of winning may not be what you think!

What are they going to name the Truggy? D8T? D80? Da Truck?



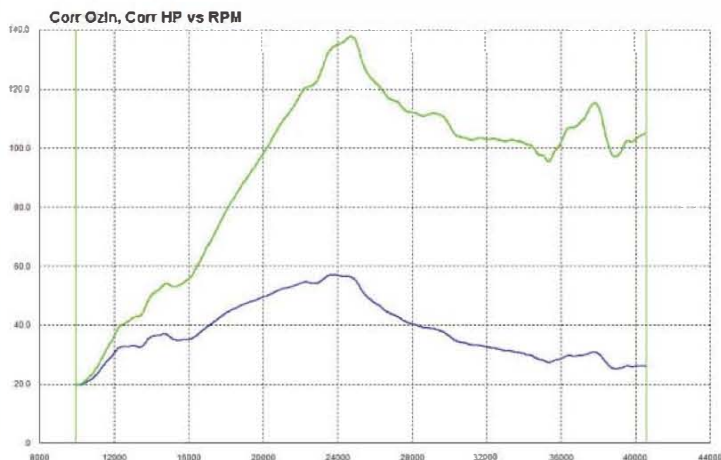
POWERPLANT INFO

I got rid of two birds with one stone by selecting the Trinity EX-Tech EB Mod engine; first, it came modded and broken in by EBMods master Ed Bridges, and second, Derek added his mojo fine-tuning tricks (he put this mill on the X-Dyno back in issue #155). So right off the bat I knew I had an engine ready to rumble. After warming the engine up in the D8, the .21 had some go-power off the line. The excellent torque at times overpowered the shocks, making the D8 rock back and forth like that \$0.25 rocking pony ride in front of K-Mart. Idle was stable, and the engine was trouble-free throughout testing. Matching the needles to the changing conditions of the day took little if any adjustment—proof that you can have a tuned engine that's reliable and easy to use.



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:	Trinity EX-Tech EB Mods .21 Race Prep
BORE AND STROKE:	0.643 in. x 0.656 in. (16.22mm x 16.8mm)
DISPLACEMENT:	0.21 in. ³ (3.49 cc)
FUEL:	30%, 12% oil
PIPE:	Ex-Tech 2057
PLUG:	TR140110
PEAK X-DYNO HP*:	1.38 @ 24,750 rpm
PEAK X-DYNO TQ*:	56.99 oz.-in. @ 23,750 rpm
PEAK X-DYNO RPM:	40,500
AVERAGE HP:	0.93
AVERAGE TQ:	37.86 oz.-in.

POWER FACTOR

LOW END (HP/TQ):	0.77 / 41.85
TOP END (HP/TQ):	1.08 / 34.12
CORRECTION FACTOR:	1.078

*All numbers are SAE corrected

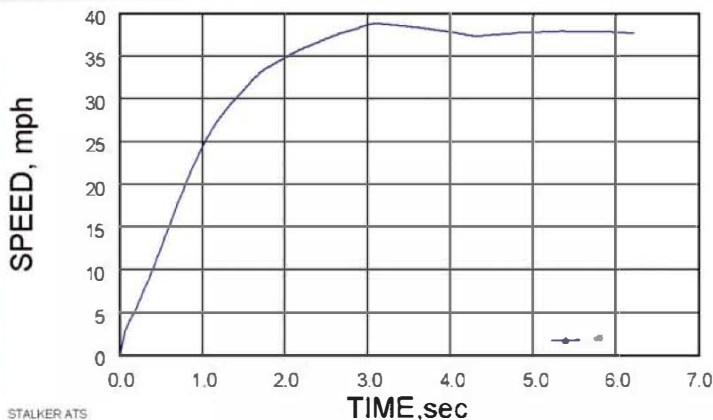
NEEDLE SETTINGS

HIGH:	Flush
LOW:	1/24in in from flush
MID:	N/A
OPERATING TEMP:	190-230°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.87 sec. @ 32.6 mph
TOP SPEED: 38.9 mph @ 145 ft.
AVERAGE RUN TIME: 5 minutes



TEST CONDITIONS

WEATHER:	Medium hot but breezy
TEMP/HUMIDITY:	85° F/45%
BAROMETRIC PRESSURE:	30.03 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Slightly-packed dirt

HANDLING

TURNING RADIUS:	2 ft., 8in.
ON POWER:	Neutral
OFF POWER:	Slight oversteer

BRAKING

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

As long as it's not some weird spelling.

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C22910 Complete Alloy Conversion Kit for AX10 \$239.99

James got behind the wheel, and wants to steal this one from Derek.

TEAM ASSOCIATED SC8

AE GOES SHORT TRACK RACING



words: Derek Buono | photos: Jason Boulanger

I DON'T FALL IN LOVE TOO OFTEN, BUT WHEN THE FIRST PICS OF THE SC8 ROLLED OUT I WAS HEAD OVER HEELS. In the past "scale" was sort of a code word for "looks cool, but doesn't really perform that well." Team Associated has really done something few other companies could pull off by combining the handling of their RC8 and a level of scale realism that honestly we didn't expect. The SC8 is freakin' as good as we hoped and we think that it's going to be huge. If you like nitro, 1/8-scale and full fender racing there isn't anything out there more exciting than the SC8.



Maybe it's because of the paint scheme...

TEAM ASSOCIATED SC8 RTR

PART #: 80923
STREET PRICE: \$699 (price may vary)
PRICE AS TESTED: \$762
SETUP TIME: 2 hours
EXPERIENCE LEVEL: Intermediate



RC8 SUSPENSION: Wondering what anns are used in the suspension? The suspension is straight off the RC8 buggy. It works and parts are everywhere!

START ME UP: The body created a problem for glow igniters, so a "relocater" was used to allow you to connect the glow igniter to the plug without an 8-foot extension cord.

03

HIGH TORQUE SERVO: The S2008 servo makes good power and doesn't require an upgrade to get better performance.

RUBBER BOOTS: All the universals have protective rubber boots to keep grime out and grease in.

02

01

FULL RACE DIFFS: a cheap diffs here. You get the real RC8 race diffs that allow you to alter the fluid.

...or maybe because it kicked ass on the dirt.

VEHICLE INFO

01

ROLL OUT • One of the things that makes the SC8 look so good is the roll cage. Some may think it's cosmetic, but it's fully functional and supports the body and protects the car from damage. It is secured with four body clips to allow unrestricted access to the chassis.



If you've never seen a main full of full fender scale trucks, you haven't lived yet!

02

TIRES WORK • Scale tires almost never

work. These tires are actually molded after the pattern real CORR trucks use. You'll notice that they have different inner and outer sidewalls. This allows realistic looks and added performance.



03

EXTEND-O-CHASSIS • AE

really went to great lengths to get the look of the SC8 right. The body is almost exactly scale and the RC8T chassis was used to get the right wheelbase. This results in perfect and adds a level of stability that the truck needs.



CHASSIS

LAYOUT: Stamped aluminum

THICKNESS: 3mm

MATERIAL: 7075 Aluminum

TANK CAPACITY: 150cc



SUSPENSION

TYPE: 4-Wheel Independent with adjustable upper link

TURNBUCKLES: Aluminum

STEERING: Dual ball-crank with ball bearings

SWAYBARS (F/R): Black (2.2mm) / Black (2.2mm)



SHOCKS

BODIES: Aluminum

DAMPING (F/R): 50wt./40wt.

PISTONS (F/R): 1.6mm/1.6mm

SPRINGS (F/R): Silver (3.93lbs.) / Silver (3.31lbs.)



DRIVE TRAIN

TYPE: 4WD with center differential

DIFFERENTIAL: Three, gear

DIFF FLUID: Fluid (10k / 10k / 10k wt.)

AXLE TYPE: Universals

TRANSMISSION: Single Speed

SPUR GEAR

MATERIAL: Steel

CLUTCH: 3-shoe aluminum

BEARINGS: Metal shielded



GEARING

1"

CLUTCH/SPUR: 16/46

GEAR RATIOS:

PRIMARY: 3.54:1

INTERNAL: 4.30:1

FINAL: 15.22:1



BODY, TIRES & WHEELS

BODY: Team Associated

TIRES (F/R): Team Associated

DIAMETER/ WIDTH: 4.4 in. x 1.7 in. (113mm x 44mm)

HEX SIZE: 17mm

WHEELS: Team Associated (KMC)



DIMENSIONS

WEIGHT: 10 lbs., 0.5 oz. (4,550g)

TRACK WIDTH (F/R): 11.9/12.0 in. (302/305mm)

WHEELBASE: 14.76 in. (375mm)

RIDE HEIGHT: 1.14 in. (29mm)

TESTING

I took the SC8 to Revelation Raceway (www.revrace.com) for some quick testing since we got the truck so close to deadline. Rev is not really set up for this truck. It would do better on a rolling track than it did with the big double jumps this track had. Traction went from medium to low pretty quick as the track dried out, but it gave us some good testing for multiple surface conditions.

ACCELERATION AND SPEED • We were very pleased with the performance of the TTR28; it created some good power and the gearing of the truck seemed just right for the long straights. Even if you bash the truck is going to rip! When the traction basically went out the window, it was a little more difficult to get good traction out of the corners, but since I've raced at Rev before I know this is not unique to the SC8. Even so, the softer than normal suspension and lack of spikes on the tires did make it a little tricky. I can't count that against the truck, however, as all cars struggle for grip here. Bottom line is the truck is fast and rips off the line.

Rating: 8/10

BRAKING • The brakes are the same ones you'll see on an RC8, and that means you'll have some good brakes. I did notice some initial fade from the box setting but that is acceptable. Just be prepared to adjust them after the first few tanks. Also, the bias was pretty heavy toward the front, which will cause the car to push if you're hustling down a fast section and hit the brakes. Spend a few minutes dialing in the brakes and you'll be rewarded. They work great and the truck responds really well to corrections.

Rating: 9

LOW-SPEED • One of the compromises with looking real was that additional suspension movement was put into the car to help it look like it's digging into a corner. It also means that the tires don't have the grip a racer might want. The result is a pretty healthy push at low speeds that is corrected with throttle. Now, you can get on the gas earlier and get the ass end to come around, but keeping tight when coasting in tight sections

and especially in low traction is difficult. Going through rough sections on the other hand is like watching a tiger take down a its prey in slow motion; I don't think I can get enough of watching the suspension literally eat the ruts.

Rating: 9

HIGH-SPEED HANDLING • When the traction was high the SC8 was super easy to drive. A push prevented me from getting in trouble and the soft suspension seemed to defy logic and not allow the truck to roll over. When the traction went down it was much harder to keep going straight, and that same soft suspension added to the float that seemed to happen at the end of the straight. Obviously you would have to tune the SC8 to the conditions.

Rating: 8.5

ROUGH-TRACK HANDLING •

This is like one of those "good dreams" we have. Running a scale full fender truck and watching it go through a washboard section erases every bad thought you had, or could ever have about the SC8. This is the appeal of the class. You can literally squint and think you're watching a real 800hp PS CORR Truck at Chula Vista. Everything becomes clear when the truck is in its element. Don't think you can't run this

TEAM ASSOCIATED SC8 RTR



RTR GEAR

RADIO:	Team Associated XP30 FM 3CH	
RECEIVER:	Team Associated FM	
STEERING SERVO:	Team Associated S2008	
THROTTLE SERVO:	Team Associated S2008	
ENGINE:	TTR Pro 28	
PIPE:	Team Associated 2-Chamber	

TEST GEAR

RECEIVER PACK:	Reedy 1100mah, 615, \$20	
FUEL:	Losi Nitroane 30%, LOSF0430, \$23/quart	

CONTACT

REEDY:	www.rc10.com/reedy
LOSI:	www.losi.com

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- Ceramic Rear Bearing
- American Off-Road Timing Specifications
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PERFORMANCE TEST

truck over the same set of quads as the buggies, but it's more of a visual treat when the track is a little more tame and less Excite Bike.

Rating: 10

JUMPING • I am always a little bit of a baby when I get a car that's brand new. I know that 99% of the parts are in the hobbyshop behind me, but I just don't want to break something. I always start to get some bigger balls after I get most of the shots and have enough of checking up on doubles though. Several times I hit the 20 foot gaps and the truck jumped awesome, and it looked awesome. The lower traction conditions did make it a little hard to get a good approach, but I could make most of the jumps a buggy could make. The one thing to remember is a buggy lands nose down, but the bumper hit first on the SC8. and it's critical to avoid doing that. There is not as much wheel mass to throw the car around with throttle/brake to bail you out, and when you do "lawn dart" the body lets everybody know you didn't get it right.

Rating: 9

WRENCHING

MAINTENANCE • Once I realized that it was pretty easy to take eight body clips off and get the roll cage out of the way there weren't any real issues. Working around the body and the cage was a pain in the ass, but underneath was a well-sorted chassis that was easy to work on. It should be; it's an RC8 and the extended chassis that even makes things look less cramped.

Rating: 9

WEAR AND TEAR • This is one of those tests where I didn't get gallons of track time to see what might break, but if you use the RC8 as a basis, the SC8 is going to hold up extremely well.

I think the slightly more forgiving RTR plastic will help even further. The body is going to be the one thing that takes all the abuse. The front bumper is really close to the body and hitting it up front may eventually cause some stress cracks in the front, but even with a good beating from me, it just looked dirty, like a race car should.

Rating: 9

TUNING • It's always nice to have a good chassis as a basis for any car and the RC8 is one fine machine. You get all those option parts to bolt right up, and we're betting that the big bore shocks we just saw being tested at the Worlds will make a mighty fine addition to the SC8! The body did pose some access issue to the engine which can be solved with a ream and a slightly longer tuning wrench, but other than that you can adjust just about everything you need to get the SC8 dialed in.

Rating: 9.5

CONCLUSION

There are many racers who turn up their noses at his class, but the SC8 is going to be an asset to racing over all. It looks like a real race truck; it sounds like one, and it handles better than one. People who want to have more than say a truggy that "sort of" looks like a truck will be well satisfied. The detail of this kit is something we honestly didn't expect from AE; they went for it all and produced what could be the world's best looking and best handling scale truck ever produced. We're excited to see our first race with these trucks banging against each other! ☺

TEAM ASSOCIATED SC8 RTR

1:8



4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Super model looks
- Handles as good as it looks
- Details that make it that much better
- Uses RC8 parts!
- Includes FM computer radio

MISSSES

- Body impedes engine tuning access

MAIN COMPETITION

It's not really the same but the only thing right now is the Traxxas Slayer

WHO IT'S FOR

Scale enthusiast, race enthusiasts, and nitro enthusiasts

Even Cliff got in on the action.



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

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

Ross Denny
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TQ Monster Truck,
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Jim Hottinger, CEO
Fusion Motorsports/
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TEAM ASSOCIATED SC8 RTR

SCALE	POWER	TYPE	DRIVE
1:8			4WD



It's always better when the thing looks real.



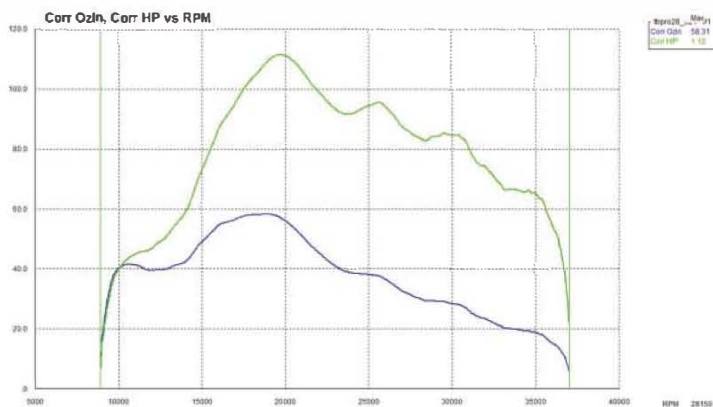
POWERPLANT INFO

The TTR Pro.28 is an average RTR engine that puts out enough power to get the truck going, and for the most part people won't notice it does lack a little bit in power. The engine ran a little higher temp than some engines, but it delivered most of it's "balls" down low. We're not really knocking the engine because it will provide more than enough rip and it tuned pretty well, but a race engine might just perk this baby up a little more and deliver even more fun to this wicked SC8.



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:	TTR Pro.28
BORE AND STROKE:	18.3 mm X 17.5mm (0.72 in. X 0.693 in.)
DISPLACEMENT:	.28 in ³ (4.63cc)
FUEL:	Losi Nitotane 30%
PIPE:	AE
PLUG:	TTR (stock)
PEAK X-DYNO HP*:	1.12 @ 19,250rp
PEAK X-DYNO TQ*:	58.29 oz.-in. @ 19,000 rpm
PEAK X-DYNO RPM:	37,000
AVERAGE HP:	0.78 hp
AVERAGE TQ:	37.43 oz.-in.
POWER FACTOR	
LOW END (TQ/HP):	46.43 / 0.79
TOP END (TQ/HP):	25.46 / 0.76
CORRECTION FACTOR:	0.996

*All numbers are SAE corrected

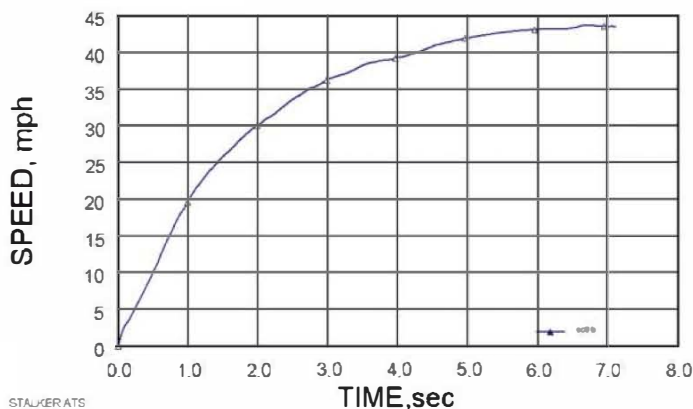
NEEDLE SETTINGS

HIGH:	3 turns out
LOW:	Flush with housing
MID:	Stock
OPERATING TEMP:	200-250°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.14 sec. @ 31.1 mph
TOP SPEED: 43.6 mph @ 322 ft.
AVERAGE RUN TIME: 6 minutes



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	85°F / 20 %
BAROMETRIC PRESSURE:	30.01 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Low to medium traction

HANDLING

TURNING RADIUS:	5 ft., 1 in.
ON POWER:	Moderate Oversteer
OFF POWER:	Moderate Understeer

BRAKING

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

We're pretty sure there's 11 parts in the works. Pretty sure.



hpi-racing hpi-racing hpi-racing hpi-ra

CHECK THE YOUTUBE VIDEO: [YouTube](#)
search for "BAJA 5T"

hpi-racing.com



hpi-racing

TAKING RADIO CONTROL TO
**A WHOLE NEW
LEVEL**



1/5 SCALE, 2WD GAS POWERED R/C TRUCK
BASED ON THE AWARD WINNING BAJA 5B SS CHASSIS
#10620 RTR BAJA 5T WITH 5T-1 BODY



Baja 5T

LOSI MINI ROCK CRAWLER

**LOSI MAKES CRAWLING FUN
-ANYTIME-ANYPLACE**



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

ROCK CRAWLER AFICIONADOS HAVE BEEN EXPECTING LOSI TO RELEASE A CRAWLER. After all, Losi has been releasing rock crawling components here and there over the last year or so. Well, about a month ago I got a glimpse of the new Losi before it was released, and it was indeed sweet. But it was smaller than expected... 1/18-scale to be exact! Now that it's on the market, it's unquestionably caught people off guard, not only because of its size, but due also to the amazing attention to detail that Richard Trujillo put into designing it. The Losi 1/18-scale crawler is a shrunk version of what is currently the hot set-up for 2.2 crawlers, and without a doubt will be fun even for the most hardcore crawler. Let's head out to the Casa De Skinny crawling course to Losi's contribution to the newly created 1/18-scale





...what's that to Spanish gym?

LOSI MINI ROCK CRAWLER

PART #: LOS80222
STREET PRICE: \$240
PRICE AS TESTED: \$240 (includes all test gear)
SETUP TIME: 2 Minutes
EXPERIENCE LEVEL: Novice to Advanced



TURN 'ER: Mini high-torque rock crawling servo does the job, and a servo saver helps keep the plastic gears running strong.

STRAIGHT PLATE: TVP chassis (Twin Vertical Plate) gives the hobbyist plenty of room to modify the mini Losi like the popular 2.2 crawlers. All the 2.2 setup information transfers easily to the mini Losi.

SEALED FRESH: Sealed bearings are used throughout, which is a nice touch for an RTR.

WE GOT NO CRYSTALS: Spektrum 2.4GHz DSM technology is stock, and is a great thing to have when a bunch of your buddies are around playing with their crawlers.

HOLD SOMETHING: Mini-Rock Claw tires help the Mini Crawler look the part of a scale vehicle. Losi also includes rock rings to add to the look.

Believe it or not, the radar couldn't pull a curve for this.

01

MINI GEARBOX

• This baby is built tough with a three gear reduction to offer ultimate torque. It rolls on sealed bearings and is compact with a brass primary drive. The cases completely enclose all the moving parts (even the spur and pinion gears) and can be removed with four screws. This design makes it super easy to work on.



Now that it's on the market, it's unquestionably caught people off guard, not only because of its size, but due also to the amazing attention to detail...



02

SMALL DIFFERENCE

• There's little difference between the Losi Mini Crawler's differentials and the bigger 2.2 crawlers. This sucker is super compact and built to take the punishment of crawling. The ring and pinion gears are hardened steel, and the axels are nickel plated steel for a nice finish. Of course, Losi includes sealed bearings to add to the already sweetly designed diffs.



03

ARTICULATE**ARTICULATIONS**

• Extreme movement in suspension is the name of the game for rock crawling, and the Losi Mini has four and a half inches of articulation. The design of the suspension is current with trends, but includes nice touches such as pivot balls at all linkages with steel lower links to take the punishment. The yokes are steel to handle torque, and Losi even includes a stiffer left rear spring to offset torque to keep the front right wheel grounded. You can tell the design crew does a little crawling themselves!



VEHICLE INFO

**CHASSIS**

LAYOUT:	TVP (twin vertical plate chassis)
THICKNESS:	2mm
MATERIAL:	Stamped aluminum

**SUSPENSION**

TYPE:	Solid front/rear axle
TURNBUCKLES:	N/A
STEERING:	Standard steering bar linkage with servo saver
SWAYBARS (F/R):	N/A

**SHOCKS**

BODIES:	Molded Plastic
DAMPING (F/R):	30wt
PISTONS (F/R):	2 hole
SPRINGS (F/R):	(F) and (RR) silver (med), (LR) black (firm)

**DRIVE TRAIN**

TYPE:	4wd
DIFFERENTIAL:	Front and rear locked steel ring and pinion
AXLE TYPE:	Dogbone, straight axle
TRANSMISSION:	Center mounted enclosed 3 gear w/transfer case
SPURGEAR MATERIAL:	Injection molded plastic
CLUTCH:	Limited plastic slipper
BEARINGS:	Metal-shielded

**GEARING**

CLUTCH/SPUR:	14/60
GEAR RATIOS:	
PRIMARY:	4.29:1
INTERNAL:	7.59:1
AXLE:	3.125
FINAL:	86:1

**BODY, TIRES & WHEELS**

BODY:	Losi Tuber
TIRES (F/R):	Losi Rock-Claw
DIAMETER/WIDTH:	1.5 in. x 3.75 in. (38mm x 95.5mm)
HEX SIZE:	12mm
WHEELS:	Losi Beadlocks

**DIMENSIONS**

WEIGHT:	2 lbs., 1 oz. (952.5g)
TRACK WIDTH (F/R):	7.13/7.13 in. (179.3/179.3mm)
WHEELBASE:	8.25 in. (210mm)
RIDE HEIGHT	1.29 in. (32mm) / center chassis= 2.40in. (61.14mm)

OFNA
Racing

Starting Gear

NEW

T-START



Accommodates
A 12v /7.5Ah
Battery Source

OR

Two 7.2v Stick pack
Battery Configuration



- 775 MOTOR
- ADJUSTABLE CHASSIS BRACKETS
- LONG LIFE, HIGH IMPACT STARTER WHEEL
- BLACK ANODIZED ALUMINUM CASE WITH NYLON END CAPS COMBINE TO MAKE ULTRA DURABLE STARTER BOX

PART# 10262
Fits REVO only

Truggy START



Includes Dual
775 Motors

**DUAL
775
MOTORS**



Accommodates
A 12v /7.5Ah
Battery Source

OR



Two 7.2v Stick pack
Battery Configuration



Fully Enclosed Bottom
Adds to Longevity

1/8th OFF ROAD
PART# 10244

Fits: OFNA, JAMMIN, KYOSHO,
MUGEN, LOSI, and CEN

SEDAN START

1/10 ON-ROAD SEDANS

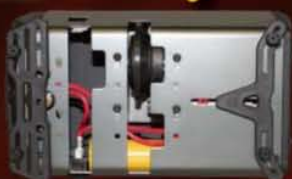
- 550 MOTOR
- NEW COMPACT DESIGN MAKES THIS BOX GREAT TO STORE OR SET UP
- ADJUSTABLE CHASSIS BRACKETS
- LONG LIFE, HIGH IMPACT STARTER WHEEL
- BLACK ANODIZED ALUMINUM CASE WITH NYLON END CAPS COMBINE TO MAKE ULTRA DURABLE STARTER BOX
- OPTION TO USE SECOND BATTERY IN PARALLEL FOR LONGER RUN TIME



1/10 ON-ROAD
PART# 10260

Starting Gear

MINI START



FULLY ADJUSTABLE TO FIT:
1/18th, 1/16th and 1/12th
BUGGY'S AND TRUGGY'S



COMES WITH ALL THE
NECESSARY HARDWARE
TO ACCEPT ONE 7.2V
STICK PACK BATTERY
CONFIGURATION



**1/18th 1/16th and 1/12th scale
OFF-ROAD**

- GREY... **PART# 10254**
- BLUE... **PART# 10252**



1/10 OFF/ON-ROAD

1/8 OFF-ROAD ... **PART# 10247**

1/8th and 1/10th scale Starter Box to fit:

1/8th scale Offroad Buggy's

1/10th scale Onroad Cars (OFNA - LD3) (Associated - TC3)

**1/10 ON-ROAD
PART# 10243**

**1/8 OFF ROAD &
1/10 ON/OFF ROAD
PART# 10245**



1/10th scale Starter Box
to fit:
OFNA - LD3 and CD3
Associated - TC3,
Kyosho - FW05R

1/8th - 1/10th scale
Starter Box to fit:
1/8th scale Offroad Buggy's
1/10th and 1/8th scale Onroad Cars

- 1/8 ON/OFF-ROAD ... **PART# 10250**
- 1/8 W/POWER PANEL ... **PART# 10253**

**1/8 OFF-ROAD
CHROME TOP**

1/10 OFF/ON-ROAD



- 1/8 OFF-ROAD ... **PART# 10248**
 - 1/8 OFF-ROAD ... **PART# 10249**
- RTR W/POWER PANEL & BATTERY

- 1/10 ON-ROAD ... **PART# 10256**
 - 1/10 ON-ROAD ... **PART# 10257**
- RTR W/POWER PANEL & BATTERY

TESTING

Testing was done at the world famous Casa De Skinny's ultimate crawling test track in the Los Angeles hills. The track is composed of logs, stumps, and California sand shale. It rests on a 35% grade hillside in a horseshoe configuration. It's fun for 2.2 crawlers, but a real challenge for mini crawlers. Weather was sunny and warm with dry conditions.

TORQUE AND POWER • The Losi Mini has excellent torque and power. The torque of the motor can handle just about anything you throw at it, and will never stop moving the wheels. It's enough to get through anything except gravity; once Mother Nature takes over the wheels just spin. The power of the little motor is impressive. The gearing makes the best of the little guy, and has plenty to get you in or out of trouble. The only thing I noticed was that the motor stopped when I locked a wheel between rocks. For an RTR, I would say this is good, because a lot of new comers to crawling burn out their motors in this situation. I don't think you'll find a better motor pick for an RTR of this nature... of course, the guy who wants silly power and torque can easily install a brushless motor.

Rating: 9/9

BRAKE HOLD • I found the included ESC to be just fine for the Losi crawler. After all, it was designed for the vehicle. Brake hold was good, and hitting the throttle and letting off into brake hold felt natural. Once I let off the throttle the little Losi stayed put and held its position. Also, the timing from forward to reverse to braking was spot on.

Rating: 10

MANEUVERABILITY • The Losi feels like it's bigger than it is. It feels much like a 2.2; it's very capable on the rocks as it articulates, and it maneuvers through and around obstacles with ease. Even with the servo saver on the steering, I could turn the wheels and go pretty much where I wanted to go. The mini Losi feels much the same as its bigger brothers.

Rating: 9

CRAWLING ABILITY

I'm torn on this category, so I'll just lay it out the best I can. First off, the Losi is an RTR, and as such is a stellar rig out of the box. It has

great articulation and moves well through and around stuff, but it's an RTR, so the spec and set-up is generic. I think that hurts its "total" crawling potential; the tires are not supple enough to be totally effective and the Mini is too light. Also the springs are stiffer than I like, but that's me. Don't get me wrong; this baby has the potential to be modified into a mini beast that would probably hang with a 2.2 crawler in all but the gnarliest of conditions. The rig itself (as in the chassis and everything else) is built like a true crawler, and for fun "out of the box" I give it high marks. To bring out its true crawling ability, however, you'll need to weight the tires and set up the chassis for serious crawling, which it will be stellar at. I'm sure most of you will be tweaking the mini Losi as soon as you get it, and I'm sure you'll have fun bring out its full potential!

Rating: 8.5

LOSI MINI ROCK CRAWLER



RTR GEAR

RADIO:	Losi DSM
RECEIVER:	Losi DSM 3-channel
STEERING SERVO:	Losi MSX12 Digital Mini Servo
SPEED CONTROL:	Losi Mini Rock Crawler ESC
BATTERY:	Team Losi Sport 7.2v 1100mAh Ni-MH
MOTOR:	Losi 1/18 Mini Rock Crawler motor



CONTACT

TEAM LOSI:
(DIST. BY HORIZON HOBBY) www.horizonhobby.com



To outrun signal interference. . .

4PK

7C



THINK FASST!



**Futaba FASST systems switch frequencies
too fast for interference to follow.**

Some of today's high-tech 2.4GHz systems are still vulnerable to interference. That's because they use just one or two frequencies, which makes them easy targets for same-channel interference.

Futaba 2.4GHz FASST systems, on the other hand, use Continuous Channel Shifting to keep your signal well out of harm's way. They don't stay on one or two frequencies...they shift frequencies hundreds of times per second, using every free channel available, to make sure your signal is always moving.

And, since a moving target is harder to hit, FASST systems have virtually no problems with signal conflicts or interruptions — and no need for a frequency pin, either.

Just one "hit" can bring a whole day of R/C fun crashing to an end. Avoid it before it happens, with a FASST system from Futaba. For more information about Futaba 2.4GHz FASST products and the location of a dealer near you, visit www.futaba-rc.com or call 1-800-682-8948 and mention code number 82D.

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PERFORMANCE TEST

COMPETITION POTENTIAL • 1/18-scale crawlers are new, and there are no competitions for them at the moment, but by the time you read this...there probably will be! The potential for the Losi crawler is off the charts if you ask me! Since it's based on the popular 2.2 designs the technology carry-over will be easy. A few minor tweaks to the mini Losi would give the little guy what it needs to be effective among the rocks. People are already talking about how to modify it, and the main body for crawler competition is already looking into specs for a new class. To top it off, the forums are alive with ideas on how to use mini Losi parts to trick out 2.2 crawlers, which leads me to believe that the mini Losi will lead the way in this new class of crawler.

Rating: 10

WRENCHING

MAINTENANCE • Losi went all out and designed the Mini for easy maintenance, with parts longevity in mind. I pretty much took the Mini apart completely for our photo shoot, and building it back up was so easy I thought I had done something wrong. In terms of maintenance, it's probably one of the easiest cars I've reviewed in a while. Most everything on the Losi is solidly designed, and after two hours of playing on the Casa De Skinny course, I'm happy to report the crawler was still tight and ready for more action.

Rating: 10

WEAR AND TEAR • As I've already mentioned, the Losi Mini is smartly built to take the rough and tumble world of crawling. The yolks are steel, so they won't pop apart, and they can take the constant rubbing on rocks. The tranny is sealed and fully bulletproof, and even though it's an RTR with a plastic gear servo (to keep cost down), the addition of the servo saver will make it last a good while. I did lose a shock clip after the crawler rolled down a 40-foot embankment...but that was my bad. This is a quality RTR for a price tag slightly over 200 dollars. The toy industry would do well to stock RTR cars like this in

big box stores...imagine how many new comers to RC would be instantly hooked!

Rating: 9

TUNING • As the Losi Mini Crawler comes out of the box, there's not much need for tuning. It's dialed and ready for fun immediately. For those who want to maximize the Losi Mini's crawling capability—the sky's the limit. The Losi Mini shares design elements with its larger counterparts, so tuning will be easy. In the next few months I'm sure we will see hop-ups that will transform the little guy into a beastly crawler. As for tuning the rig now, its basic set-up has what you need, and there're some hop-ups already in existence that will work for the Losi Mini.

Rating: 8

CONCLUSION

Losi was wise to let Richard Trujillo design the Mini Crawler. Richard has been crawling in the rocks for a long time, and he knows the game well...which definitely shows in the end product! For a street price around \$240, this RTR crawler with Spektrum 2.4 radio is a sweet deal, and will certainly appeal to new comers and seasoned crawlers alike. As it is out of the box, it's perfect for beginners to cut their teeth on, and seasoned crawlers to work with the Losi platform to take it to the next level. The Losi Mini RTR totally nails the look and feel of full-scale crawling and will tug at the heart strings of many buyers. The fact that it's also designed to be turned into a competition level RC crawler is a major plus. I'll bet you lunch that this little guy will be flying off the shelves this Christmas. To end my conclusion I'll say this: Losi makes crawling fun—anytime—anyplace! ☺

LOSI MINI ROCK CRAWLER



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- You can play with it anywhere...anytime
- Great RTR package, ready to crawl out of the box, and it has Spektrum!
- Looks like a scale crawler and performs well for scale situations
- Great platform to modify into a competition-capable crawler

MISSSES

- Tires are not flexible enough in stock form and lose traction over obstacles
- Shock clips and springs pop apart easily
- A little top-heavy for its size and weight

MAIN COMPETITION

HPI Wheelie King 4x4, Duratrac Cliff Climber, Hylint 1/18 Rock Crawler

WHO IT'S FOR

Anybody who loves rock crawlers or wants to have a rock crawler

He's pluggin' away his backyard this time.



PRODUCT GUIDE:

1/18TH SIDE WINDER
MAMBA
MICRO PRO

1/10TH SIDE WINDER
MAMBA
MAX

1/8TH MAMBA
MONSTER

FOR MORE INFORMATION VISIT
castlecreations.com



THE 1/8TH SCALE ELECTRIC REVOLUTION STARTS HERE!



CC PINIONS

CC PINIONS ARE AVAILABLE IN 32P VERSIONS FOR MONSTER TRUCKS, AND MOD-1 VERSIONS FOR 1/8TH SCALE CONVERSIONS.



CONVERSION KITS

1/8TH SCALE CONVERSION KITS ARE AVAILABLE FOR LOST RIGHT™, JAMMIN X1CR™, AND KYOSHO 777™ BUGGIES. CHECK OUT THE AWESOME SNAKE BATTERY RESTRAINTS!



MAMBA MONSTER

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



NEU-MOTORS
WORLD CLASS BRUSHLESS MOTORS

+ castle

LOSI MINI ROCK CRAWLER

SCALE	POWER	TYPE	DRIVE
1:18			4WD



Scale-camby-anti-row looking.

POWERPLANT INFO

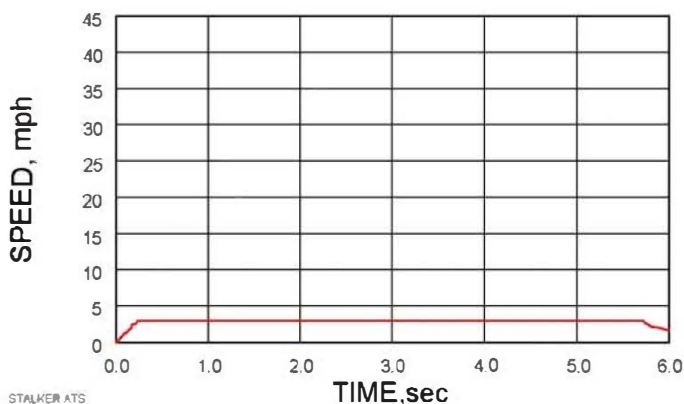
The Losi Mini Crawler motor is small—so small it wouldn't fit on the dyno, but from the real life testing you can tell it packs a good punch for its size. Thanks to the gearing choice the motor has plenty of torque and enough power to pull it through and over just about anything you tackle. It's a stock locked motor can, but it worked flawlessly the entire test. It got warm, but not hot, which shows that the gearing is matched and should last a good while.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: Tomorrow
TOP SPEED: 3.27 mph
AVERAGE RUN TIME: 17 minutes



TEST CONDITIONS

WEATHER: Sunny
TEMP/HUMIDITY: 85° F/57%
BAROMETRIC PRESSURE: 29.97 in.
ALTITUDE: 852 ft.
TRACK TYPE: Rocks

HANDLING

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

BRAKING

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

This sidebar is reserved for Skinny's thoughts.

check

TEMPERATURE

Monitor your engine or motor's operating temperature in either Fahrenheit or Celsius

your

VOLTAGE

Never let a low battery stop you in your tracks – the DX3S and integrated telemetry let you watch over your receiver pack's voltage to keep you in the running

vitals

RPM / SPEED

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

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

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

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



SPEKTRUM
Leaders in Spread Spectrum Technology



GAS PROOFING YOUR BODY

GAS AS IN NITRO FUEL

words: Todd Hodge

With the rigors of gas off-road racing, your body shell can take a beating. Between the fuels being splashed all over it and the chassis flexing it can definitely show some damage. Let's not forget the guy next to you on the driver stand who thinks T-boning you in the corner is ok as well. All of this can be frustrating when you have your body professionally painted and it just cost you that tank of gas in your real car. Let's face it: an arm and a leg is not really that expensive anymore compared to today's fuel prices. In this article we will enlighten you on some tricks and tips to make your 1/8 or 1/10-scale body withstand the fuel splashes, hot pipes, and pounding of gas off-road racing.

PICK THE THICKNESS

The first step in having a lexan body that will last is purchasing one that has the correct thickness of lexan. Most manufacturers offer either a .030" or .040" thick lexan for 1/8 buggy bodies. Truggies go as high as .060" thick. Generally the thicker the lexan, the more durable your body will be and the longer it will last. The negative behind a thicker lexan body is that the increased body weight raises the center of gravity; however, in gas off-road this is not much of a concern.



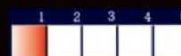
GETTING
STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

XRC Cars



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED



• Long Straight Edge Scissors



• Curved Lexan Scissors



• Body Hole Reamer



• Xacto Knife (#11 Blade)



• Black Sharpie Marker



• Losi Nomex Thermal Tape



• Shoe Goo



• Dremel with a Sanding Drum

TAP THAT HOLE

Use a trusty tapered body reamer for the body mount holes. Companies such as Hudy and Dynamite offer tools that all racers should have in their pit box. Most manufacturers make small indentations to indicate the location of the body post and corresponding chassis. Trust these locations; all manufacturers make sure they are in the correct place. I like to slot this hole to accommodate for the flex of the chassis. You will be amazed at how much your car flexes. To sustain a secure body mounting area, I used the scrap lexan to form small body spacer to hold the rear of the body down to the chassis. This spacer is applied between the body and the body clip.



1



2



3

AIR OUT THE HEAD

In gas off-road we have the pain of cutting out the body for the engine cooling head, pipe stinger, and fuel tank. We all know how frustrating this can be; however, a body reamer, a pair of curved lexan scissors, and the Dremel can make this job clean and easy.

1. Start by going inside a $\frac{1}{4}$ " of the engine head scribe line with the body reamer and ream out a hole that barely touches the engine cooling head scribe line. This hole will allow you to get the tip of your curved lexan scissors into the body to start cutting. I recommend going about $\frac{1}{16}$ " outside this line and cutting evenly until you get back to your reamed hole. The reason for making the engine head hole larger is to provide more space for your body to move around the head during crashes and hard landings. This will save your body from getting scratched and dented by the engine cooling head.

2. Now that the hole for the cooling head is cut out, take the Dremel and gently smooth

the edges. Remember, sharp edges will lead to cracks in the lexan, so be sure to smooth them all away. This same process can be used for cutting out the front windshield to access the fuel tank.

3. Now that the body is mounted to the chassis you will need to make a cutout for the pipe's stinger. There is no set standard on where this is located, as all pipes and headers have different lengths. I advise that once you know exactly which pipe and header you want to run you then mount your new body. Take your newly painted investment and put it on the car. The body will bow out where the stinger rests, which will show you where to take your Sharpie and draw a nice upside down U-shaped line around the stinger. Cut the body out to these lines. You will want about a $\frac{1}{4}$ inch of clearance above the stinger so your body does not melt during use. You may have to do some trimming to get this perfect. Be sure to leave a nice radius on all of your lexan cuts to prevent the body from cracking.



CUT IT OUT

Now that you have your body picked out and painted, it is time to mount it to the car. I have witnessed some racers take an Xacto knife and score the scribe lines with a fresh blade. Once they go around the body one time with the blade they simply bend the body on the scored line to get the lexan to break. The lexan simply peels like a banana around the entire scribe line. If you choose this method of cutting out your body I advise that you practice on some scrap lexan to get the hang of it and PLEASE BE EXTREMELY CAREFUL. Personally, I like to use long straight edge scissors to make my long cut lines perfectly straight. Short straight edge scissors will make small cuts and increase the chances of making errors. I use a good pair of curved lexan scissors for the curved portions of the body because I could rotate them around the rounded edges and trim lines to make even radius cuts. Once the body is trimmed to the scribe lines, take your Dremel with a sanding drum to make smooth edges. Be sure not to leave corners that have sharp angles that raise the risk of the body splitting and breaking in those areas.



PROTECTION

Your new lexan masterpiece should now be all cut out and ready to race, right? Wrong. You still have to take care of the undercarriage to protect your investment. I like to use Losi's Nomex tape to cover all the areas where the pipe will sit to prevent any premature melting. I cover both sides of the body just to be safe and also to keep things balanced.



SPREAD GOO

One last tip is to protect the lexan with Shoe Goo on any areas that may break in with previous bodies. This can be around the body mounts or additional areas where the body will see a lot of flex, perhaps where the body gets bent upward to adjust bottom end, high end, and idle needs. Also keep in mind that if you or your painter has a heavy hand with the X-Acto blade, you can coat those areas (such as where you cut out your flames or other design elements) with Shoe Goo to prevent the lexan from breaking from the scores of the X-Acto blade. You will only need one thin coat of Shoe Goo.



DETAILS

1. HSN (HIGH SPEED NEEDLE)

Once my body is fully mounted I like to ream a 1/4" hole for the high end needle. This helps my pit guy tune the top quickly and efficiently.



2. ANTENNA

The body will cut your antenna tube if you let it, so make a slightly larger hole and even put some fuel tubing around the antenna to prevent it from being cut during the race.

3. TOO LOW

In off-road, in any class, allowing your body to drag on the ground is a bad idea. Flip the car over and draw a chassis line along the body to find out where the body should be cut.



THE FINISH

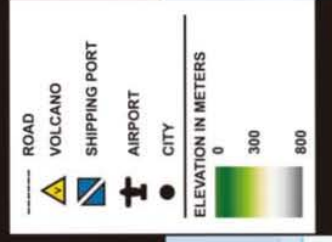
Hopefully this article will help you out and protect your buggy or truggy body so it can have a nice long life. If you have any questions pertaining to this article please feel free to email me at: todd@toddhodge.com.

Good Luck with all your racing, Hodgimoto



Creepers Island

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WORDS & PHOTOS: Brian "Skinny" Skinner
SPECIAL THANKS: Nutch & BFF-MBI

FHF RCX

WHERE ELSE CAN YOU GO TO HAVE THIS MUCH RC FUN ON LABOR DAY WEEKEND?

The FHF RCX-Games are held every year on Labor Day weekend in Cambridge Minnesota. I call it the Woodstock of RC because it's a gathering of everything RC. What better way to spend a holiday than pulling trigger with a bunch of people who love RC, and love to have a good time? Sounds great to me, and apparently I'm not alone because several hundred people come every year to have some Labor Day fun. Every year there's a plethora of things to do, such as Mini-T racing for kids, plane or helicopter demos, Boats, Spud-Run, and at center stage: awesome off-road racing. Now in its fourth year, the FHF Games have seen television coverage, radio coverage, and magazine coverage. This year the factory guys came for some relaxation before the IFMAR World's. If you were at your computer over the holiday weekend, you might have caught the racing action on Live RC.com. This event has gotten to the point where drivers from all around the country come to have some fun playing with their RC toys. If you didn't get to come, or missed it on RC Live, then read on and find out what you should do next year on Labor Day weekend...don't-ya-know!?! •

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4th ANNUAL GLXAMES



THE TRACK

Three words describe this track: large, loomy, and fun! It took almost a minute to get around, and there were some challenging sections. The huge wood mountain that launched you 20-feet in the air, and almost 50-feet out if you went far it was the trade mark of the event. This year included a six-pack section, cross-over jump, and wooden "wagon-wheel" turn set at a 30% grade to make it interesting. It is one of the most fun tracks I've ever seen, and there's never a loss of traction to through major roost.



Nowhere in the RC world will you find another jump this big—it's fun!



This six-pack was brutal; it was almost impossible to time this section.



The "wagon-wheel" turn looked innocent, but too much throttle and you crashed!



Gate starts are alive and well in Minnesota, don't ya know.

Metal lives forever!

FHF RCX-GAMES 4th ANNUAL

LET THE GAMES BEGIN

Before we get to the racing side of FHF RCX-Games, here're some other things to do during this RC Labor Day weekend extravaganza...yeah sure, you betcha, don't-ya-know!

THE SPUD RUN

What do you get when you fill an eight-foot by two-foot trough with 80 pounds of mashed potatoes? A spud run! This event was by far the crowd favorite, and this year it was sponsored by Applebee's Restaurant. Ryan Lutz took his factory Kyosho truggy and did well for his first time spud running!



FUN FOR KIDS RACES

For fun, there was a Mini-T track where kids could race for prizes. It was great for the kids and spectators who had never tried RC before!

LATE NIGHT OVAL RACING

There was plenty of RC fun late into the night. This year they had oval racing, and everyone had a good time watching it into the night.

THREE "PERSON" ENDURANCE RACE

There was a three-man, two-hour event on Labor Day Monday. The idea was to have three drivers, each driving a different RC. One drove a MT or truggy, another a 1/10-scale, and the last a buggy. Each person drove his vehicle for 20-minutes and then changed the transponder to the next person's vehicle. Each driver ran his car twice, for a total of two hours. This was a challenging event; you've got to try it. This year three teams rose to the top: Team Kyosho, Team AE, and Team Panther.



This year there were two class winners: 1/8-scale and under and fifth-scale. The fifth-scale guys went crazy, and spewed spuds everywhere; it was crazy!



IN THE PITS

What goes on in the pits is just as much fun as what happens on the track!



Amazingly—spuds clean off pretty easily.

BIG AIR CONTEST

This year Ryan Lutz took the jumping contest to the next level by beating the snout out of his Kyosho truggy. The big air contest was great this year; there were a lot of entries, and lots of action. Here, Ryan and Brandon do a double corkscrew twist in synchronized fashion...sweet. Ryan Lutz won, by the way!



I've said this before, but Erik "Notch" Johnson is one heck of a race director. If you have an event and you need some good announcing/race directing...Notch is your guy. Once again, Mike Fisk brought MR. MC out to Minnesota to run the show. It's amazing, but Notch raced and ran the show. Good work, Notchy.



Factory Horko and team manager for Kyosho Ryan Lutz came to play and had a great time. He also gave out new AKA tires and wheels at the raffle to some lucky drivers... lucky drivers!

RACING MINNESOTA STYLE

Of course, off-road racing was at the center of the FHF RCX. If you're a beginner or seasoned pro, there are 10 classes to choose from to make a fun RC Labor Day weekend. The two main events for the weekend were the Pro Buggy and Pro Truggy classes. This year the games had some real talent in the pro class: Ryan Lutz came all the way from California, and Brent Thielke was present as well. From what I heard in the pits, this was the first time world class drives came to this area to do battle. The local pros would have their work cut out for them. Let's look at the results.

PRO TRUGGY: The dirt was getting loamy and moist as the sun set on the races. The track was looking sweet for the pros to battle on. At the start of the 45-minute pro truggy main, Brad Shearer took the lead, but Brandon Rhode—who bumped up from the lowest main with no qualifying time—took the lead just before the first pit stops. Coming into the pit stops, Ryan Lutz took over the lead, with team Kyosho running first and second. After the first round of fuel stops Ryan checked out and was gone for the rest of the race. At the end, Ryan won by three laps over second place finisher Brandon, and to top off a great race, Ryan did a sweet 30-foot back flip off Fisk Mountain. If you were watching Live RC, you got to see it as I panned the camera to record the historic flip. As a side note: I should mention that Ryan Lutz came to Minnesota early in the week to visit shops and race his Kyosho truggy at a local track. He then came to the event to practice, did qualifying, did the spud run, and competed in the "Last Man Standing" event. He then participated in the big air contest (beat the heck out of his truggy, too!), and finally raced the A-main and won—all using the same truggy for the whole time. I don't know about you, but I find that...Aaamazin'!

PRO BUGGY: Ryan Lutz and his brand-spanking-new MP9 were a dominate force all weekend, and heading into the last race of the evening, all eyes were on them. Fellow Californian Brent Thielke was fast, but did he have something up his sleeve to topple Lutz? Did local favorites Kendall Welch and fellow Kyosho driver Brian Bohlman have the right stuff to win? At the start, Ryan Lutz left nothing to chance, and got the hole shot with Michael Paige and Brent Thielke in tow. After five minutes Ryan was solidly in first and was stretching out his lead. The real battle was between Brent and Kendall for second and third. The top three drivers stayed pretty much the same until two-thirds of the race were gone, when Brent kicked it gear and took over the second position. Lutz was long gone with three laps on the field, and Brent had second locked up with a comfortable lead over Kendall. In the end, Ryan Lutz won, with firm orders from Kyosho America NOT to do any "crazy" stuff off Fisk Mountain with the Brand new never-been-raced-before Kyosho MP9. They were watching on Live RC to keep him in check...Ryan went big anyway!

Brent showing his "Blue Steel" look.

RJD Hobbies in Lincoln Illinois brought out their trailer to offer on-site parts (thank you very much!). What's great about this business is that it's a family affair; Mom, Dad, and Junior, run the shop, and they go racing too. It just shows: A family that RCs together—stays together!

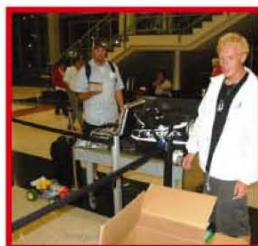
Associated sent team manager Brent Thielke out to have some fun, and with the talent of drivers this year, it looks like FHF Games is on the mop. Brent had a good time, and would like to come back. Now, if you want to know what he's up to—flip back a few pages to "The Skinny" to find out.



Just how many RC guys does it take to fix Skinny's truggy? Let's see, one...two...three...



The plate says "Reinvest in Minnesota," but to me this picture says "Repopulate Minnesota!"



TSA is out to get you! TSA is in charge of National security against Terrorism, but apparently they're out to be our baby sitters, too! Robert and Eric find out that this is all too true as they have to throw their gel-cell batteries out of their "sealed" starter boxes. The funny part is...if TSA so concerned about safety, why did they make the boys throw two fully-charged 12v batteries into a common trash can where passers by could throw cola and stuff on them? That's amazing!

4th ANNUAL FHF RCX-GAMES

PANTHER PRODUCTS POWDER PUFF EVENT

The Games has a class just for the girls every year, and Panther Products has sponsored it from the very beginning. This class is great, and I wish more tracks would do this. I can't think of any other place where the girls get to race together. Panther provided shirts, tires, and sweet hats this year, and the winner received a one year Panther sponsorship, which is pretty cool. This year 12 girls signed up to do battle, and it was fun to watch. The A-main was a cat fight right from the start, with Chris Fisk grabbing the hole shot, but last year's TQ, Kelsea Stough, took the lead a couple of laps later and never looked back. In the end Kelsea won and took home the trophy, plus a one year Panther sponsorship.



Kath Smith, you asked for it—you got it. Here's your first time point job in full color magazine print.

Ladies and gentlemen, your 2008 winners of the Panther Powder puff class. Great job girls. Chris, I was rooting for you; I wanted you to get that new radio...yeah, sure, don't-ya-know!

WHAT A WAY TO SPEND A HOLIDAY!

That's all I have space for. There's so much to do at the FHF-Games that it's hard to fit it all in here. I have to say that with all the races and events I go to, this is the one I look forward to. It's relaxed and fun, and we need more events like this. Racing is great, but to come to something like this, do some camping, party a little, try your luck at other types of events, and just have fun playing with your RC is the best feeling in the world. Mike, Chris, and the crew deserve a big round of applause for putting on an event like this. I also want to thank Eric Johnson for making the trip out from Cali to announce and run the races. It's so rare to have something like this in our hobby; I'm surprised it's not done more often. To help the cause, I'll say this; manufactures, fellow drivers, you're missing the boat if you don't support this event or events like it. I saw a couple of interesting things in the heart land: 1/10-scale trucks are alive and well with two full classes; and a brushless Lipo-powered truck actually kicked booty on the gas trucks. I also witness a brushless Lipo powered Revo raging in the monster truck class for 20 minutes. That was interesting to see, and made me wonder if electric and gas can co-exist. To end, I say take a load off and take a break next year... come out and have fun—this event is for you, and if all else fails...the racing is great!

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1/8-SCALE BUGGY PRO

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	1	Ryan Lutz	51.746	Kyosho	Sirio	Werks	Sirio	AKA	MP9	KO Propo
2	2	Brent Thielke	53.863	Associated	RB	Sidewinder	RB	Pro-Line	Associated	Airtronics
3	3	Kendal Welch	54.082	Kyosho	GO	Byron	GO	AKA	Pro-Line	Spectrum
4	5	Michael Paige	52.470	Kyosho	Sirio	O'Donnell	N/A	AKA	Kyosho	Futaba
5	4	Marshall Skare	55.557	Associated	OS V-Spec	Byron	Associated	AKA	Associated	Futaba



1/8-SCALE BUGGY PRO

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	1	Ryan Lutz	50.872	Kyosho	Sirio	Werks	Sirio	Panther	ST-RR	Kyosho
2	BU*	Brandon Rhode	53.514	Kyosho	Orion	Nitrotane	Orion	Panther	Kyosho	Kyosho
3	2	Michael Paige	52.131	Kyosho	Sirio	O'Donnell	N/A	Panther	Kyosho	Futaba
4	4	Kendall Welch	54.071	Kyosho	GO	Byron	GO	Pro-Line	Kyosho	Spectrum
5	BU*	Zac Schneider	56.277	XRAY	Medial Pro	CPR	Mugen	Panther	XRAY	JR



1/8-SCALE BUGGY SPORTSMAN

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	3	Shane Luckey	56.281	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	BU*	John Bazinet	56.825	Sport Werks	SWK	Byron	Jammin'	Pro-Line	Stock	Spektrum
3	1	Jon Ignaszewski	59.322	Losi	V-Spec	Sidewinder	N/A	Pro-Line	J Concepts	Nomadio
4	9	Cory Chuchna	61.586	Mugen	RB 57	Byron	OFNA	Pro-Line	J Concepts	KO Propo
5	7	Nate Onken	58.526	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Bump Up

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4th ANNUAL F4F RCX-GAMES



TRUGGY SPORTSMAN

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	1	Brian Krusick	56.320	Losi	Mugen	Byron	Dynamite	Pro-Line	Stock	Spektrum
2	2	Jon Ignaszewski	57.818	Mugen	O.S.	Sidewinder	O.S.	J-Concepts	J Concepts	Nomadio
3	6	Justin Sletten	59.926	Mugen	Go	Byron	Jammin'	Panther	Pro-Line	Airtronics
4	5	Shawn Noack	60.034	Jammin'	Go	Byron	Jammin'	Pro-Line	J Concepts	JR
5	BU*	Cory Chuchna	59.304	Jammin'	RB 6	Byron	Jammin'	Pro-Line	J Concepts	KO Propo



MONSTER TRUCK PRO

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	1	Brian Krusick	59.257	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	6	Jordan Olson	59.091	Traxxas	O.S.	Traxxas	Trinity	Panther	Traxxas	Spektrum
3	5	Joe Smith	60.992	N/A	O.S.	Byron	Traxxas	Panther	Pro-Line	Airtronics
4	3	Jeff Bartlett	60.116	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	7	Jon Ignaszewski	63.781	Traxxas	O.S.	Sidewinder	Traxxas	Panther	J Concepts	Nomadio



MONSTER TRUCK SPORTSMAN

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	3	Brent Morley	68.021	Losi	Stock	Byron	N/A	Werks	Stock	N/A
2	6	John Feezor	59.841	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	4	Jeremy Lamb	62.339	Traxxas	Traxxas	Byron	Dynamite	Traxxas	Traxxas	Spektrum
4	2	Ryan Sila	66.292	Traxxas	N/A	N/A	N/A	Panther	Pro-Line	Airtronics
5	5	Robert Rangle	71.475	Traxxas	NEU	N/A	N/A	Pro-Line	Traxxas	Futaba



1/10 SCALE NITRO TRUCK PRO

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	2	Steve Nelson	63.457	Associated	Dynamite	O'Donnell	Associated	Losi	J Concepts	Airtronics
2	1	Marshall Skare	63.422	Associated	Navarossi	Byron's	Associated	Pro-Line	J Concepts	Futaba
3	3	Gil Haugen	64.305	Associated	O.S.	Matrix	Associated	Pro-Line	N/A	Futaba
4	4	David Ohm	65.840	Losi	Dynamite	O'Donnell	Stock	Stock	Stock	KO Propo
5	10	Brandon Alvshere	66.475	Losi	Dynamite	Byron's	Losi	Losi	J Concepts	JR



1/10 SCALE ELECTRIC MOD

F	Q	Driver	Fast Lap	Chassis	Engine	Battery	Tires	Body	Radio	Unknown
1	1	Chad Lundahl	63.855	Losi	Orion	N/A	N/A	N/A	KO	N/A
2	2	Brandon Alvshere	67.840	Losi	N/A	N/A	Losi	Pro-Line	Airtronics	N/A
3	5	Bruce Collins	65.581	Losi	N/A	N/A	N/A	Losi	Futaba	N/A
4	7	Guillaume Lafond	67.666	Associated	Castle	N/A	Losi	N/A	N/A	N/A
5	11	Travis Renstron	74.045	N/A	N/A	N/A	N/A	N/A	N/A	N/A



1/10 SCALE NITRO TRUCK SPORTSMAN

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	1	Joe Matinson	65.818	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	6	Alex Martinson	66.739	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	8	Zach Martinson	70.041	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	9	JD Michel	84.068	Associated	O.S.	Byron's	Associated	Pro-Line	Pro-Line	JR
5	4	Travis Renstron	72.422	Traxxas	Pro-15	TOP	Traxxas	Pro-Line	Traxxas	Traxxas



POWDER PUFF

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Pipe	Tires	Body	Radio
1	1	Kelsea Stough	63.164	Jammin'	RB	Matrix	Jammin'	Pro-Line	Pro-Line	KO Propo
2	2	Wendy Hampton	68.234	Jammin'	Sportwerks	N/A	N/A	Panther	Pro-Line	Airtronics
3	5	Chris Fisk	73.452	Kyosho	RB	Byron	JP	Panther	Kyosho	N/A
4	4	Amber VanderHayden	70.230	N/A	GO	N/A	N/A	Panther	N/A	JR
5	6	Kath Smith	76.322	Mugen	O.S.	Byron	O.S.	Panther	RC Bodyworks	Spektrum

*Bump Up

Your new tires are now available!

Tires are a big investment for RC racing enthusiasts, so you want to be sure that you're getting your money's worth on the track. AKA Racing tires are designed by Gil Losi, Jr. and Mark Pavidis, the designers of the world's best performing tires of the last decade. So, if you're not running AKA, who's making your tires?



I-BEAM

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

Available in various configurations:

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



CITYBLOCK

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

Available in various configurations:

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

NEW!



GRIDIRON

The Grid Iron is the tire of choice for ultimate racing performance and is best suited for use on hard-packed and slightly dusty surfaces.

Available in various configurations:

- 1:8 BUGGY #14003S Soft
- 1:8 BUGGY #14003M Medium
- 1:8 BUGGY #14003SPW Soft, Pre-Mounted on White Rims
- 1:8 BUGGY #14003SPY Soft, Pre-Mounted on Yellow Rims
- 1:8 BUGGY #14003MPW Medium, Pre-Mounted on White Rims
- 1:8 BUGGY #14003MPY Medium, Pre-Mounted on Yellow Rims

NEW!



CROSSBRACE

The Cross Brace is best suited for tracks that have light to medium loam in the racing line and heavy loam around the edges.

Available in various configurations:

- 1:8 BUGGY #14004S Soft
- 1:8 BUGGY #14004M Medium
- 1:8 BUGGY #14004SPW Soft, Pre-Mounted on White Rims
- 1:8 BUGGY #14004SPY Soft, Pre-Mounted on Yellow Rims
- 1:8 BUGGY #14004MPW Medium, Pre-Mounted on White Rims
- 1:8 BUGGY #14004MPY Medium, Pre-Mounted on Yellow Rims



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X-Best^{of} 2008

SPECIAL FEATURE

It was one of the most highly anticipated times of the year in our office. Not only were new kits being thrown at us from all angles, but we also got to sit down and select the best cars to date so we could let our readers know. Unlike other forms of "best" awards, the X-best are not chosen by readers (it's not a popularity contest) but by a collective of XRC editors who have in some form or another touched, driven, raced, or broken every new RC car in the US. There is no bias toward what we own, since we don't own anything but have it all. Lots of emails pour in every day asking us what we think is the best this or that, and if we were to spend our hard earned dollars, what would we spend them on—this article answers all those questions.

This year also marks the first time we've stepped away from 10 categories and opened up a few new ones. This expansion shows that our industry is still growing and seeking new directions; we had to exceed the 10 categories we've stuck to since the inception of the awards to cover all the classes we feel are relevant.

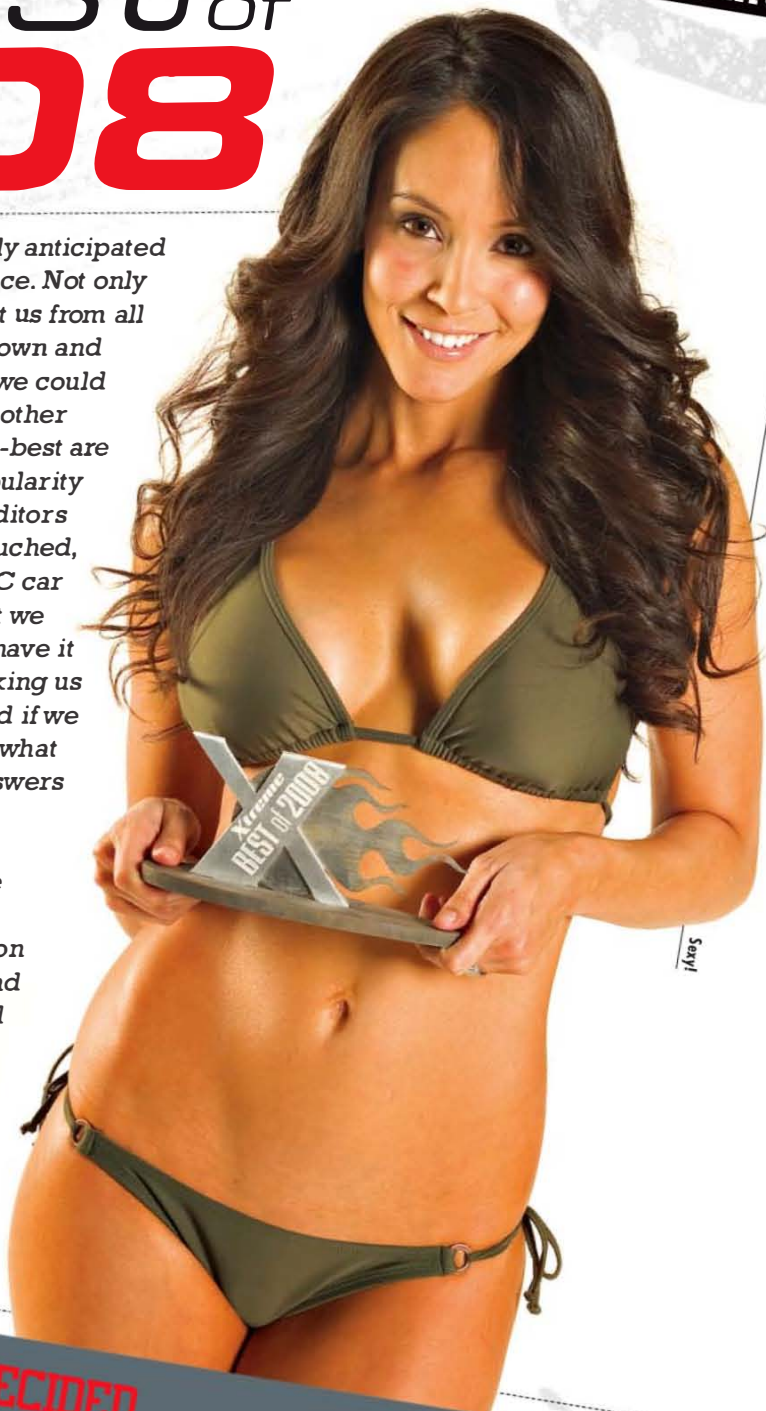
WHO GETS CONSIDERED?

There are no real restrictions as to which vehicles are eligible, except that they had to be on sale in the US at the time of writing, and we have had to reviewed them in the pages of Xtreme. A small change from last year: we've decided to include vehicles in the current issue because we didn't want the newest rides to be lost over the next year.

HOW WE DECIDED

Ultimately, we feel that the cars we chose were outstanding values, had innovative designs, or defined their classes in performance. We didn't judge them on sales numbers or who advertised the most. We are among the few who actually get to touch, taste, feel, drive, and crash just about everything in RC. This allows us to pick choices that are truly better, and not be swayed by what somebody bought or who had the coolest ad.

So without further babble (most people don't even read this far anyway) – the winners are...



Serj

1/10 ELECTRIC STADIUM TRUCK **TRAXXAS SLASH**

If we had a "RC Vehicle Of The Year" award the Slash would win. Some may not understand its appeal, but once you drive one and race or bash with some friends the reason for its win becomes obvious. You can pick one up for less than \$200 and join a racing class that isn't cluttered with option parts or tire options. Its scale appearance makes it look awesome on a track, and honestly it doesn't handle too badly either. And again—advertising in our mag isn't a factor, but when you take into consideration the fact that Traxxas spends a grip of cash exposing non-RC people to the hobby with TV commercials and an entire full-sized race team, you can see why the Slash has gained a huge following in such a short time. We've never before seen this much excitement over a \$200 RTR....ever. The Slash might be the next T-Maxx (coincidentally, also from Traxxas) and 'must have' RC car.



HONORABLE MENTION

- ▲ Team Associated FT T4
- ▲ Losi Speed-T

HITS

- ▲ Less than \$200 and you're having fun
- ▲ Quick out of the box
- ▲ One tough truck
- ▲ Scale looks
- ▲ Could be the savior of electric racing

MISSSES

- ▲ Honestly none, but once aftermarket starts punching us in the face with hop-ups it might lose some appeal. Keep a STOCK class!!!

SPECIFICS

VEHICLE: Slash
VEHICLE TYPE: 2WD Electric Truck
MANUFACTURER: Traxxas
WEBSITE: www.traxxas.com
PART NUMBER: 5805
STREET PRICE: \$199

1/10 NITRO STADIUM TRUCK **TRAXXAS SLAYER**

When the Slash was released lots of people wondered where the nitro version was. They didn't have to wait long; the Slayer was released not long after the Slash. Based on the amazing REVO chassis but adapted to the right proportions, the Slayer took all of what we liked about the Slash and added nitro plus 4WD to make one of the coolest things in RC in a long time. It's fast, it leans, it handles well, and it looks awesome. Competition is coming, but we have to give Traxxas credit for creating the demand before everybody else.

HONORABLE MENTION

- ▲ Team Associated GT
- ▲ HPI Firestorm

HITS

- ▲ Realistic motions
- ▲ REVO reliability and toughness
- ▲ Looks sick on the track
- ▲ Leads the way back to more realistic looking vehicles

MISSSES

- ▲ Might have a tough time if 1/8-scale buggies adopt the look and get popular

SPECIFICS

VEHICLE: Slayer
VEHICLE TYPE: 4WD Nitro
MANUFACTURER: Traxxas
WEBSITE: www.traxxas.com
PART NUMBER: 5908
STREET PRICE: \$475



1/10 4WD ELECTRIC BUGGY

TEAM ASSOCIATED FT B44

We haven't seen a new 2WD electric race kit in a long time, but 4WD has made up for that in a big way. Team Associated adopted the JConcepts BJ4 and refined it into an instant Worlds winning machine that is easier to maintain, handles better, has better parts availability, and is cheaper. If that's not a winning combo, we're not sure what is. There is a ton of competition out there, and some of them are really, really good, but when it comes down to throwing money down on a buggy we would without a doubt go for a new B44.



HONORABLE MENTION

- ▲ Hot Bodies Cyclone D4
- ▲ Tamiya 501X

HITS

- ▲ Refined and less expensive than the competition
- ▲ Worlds winner, and in stock form
- ▲ Value; cheaper and better than most of the competition
- ▲ Legendary parts support and distribution

MISSES

- ▲ Despite being popular at "big races" there aren't too many people running 4WD electric

SPECIFICS

VEHICLE: FT B44
VEHICLE TYPE: 4WD Electric Buggy
MANUFACTURER: Team Associated
WEBSITE: www.rc10.com
PART NUMBER: 9060
STREET PRICE: \$349

1/10 2WD ELECTRIC BUGGY

TEAM ASSOCIATED FT RC10B4

We'd love to say that the war in 2WD buggy continues to rage on like it used to, but it hasn't received much attention over the years. The good news is that the FT B4 is still the 2WD buggy to have. It's been refined longer than any other buggy (or car, for that matter) and still has the precise handling that every other manufacturer aims to equal. The FT version comes loaded, but the RTR version is ready for "future World Champs" too.

HONORABLE MENTION

- ▲ Kyosho Ultima RB5
- ▲ Losi XXX CR

HITS

- ▲ Legendary performance
- ▲ Precision handling that others are still trying to match
- ▲ Multiple World titles means it works

MISSES

- ▲ You'd think with all the LIPO and brushless talk we'd see more 2WD racing...nope

SPECIFICS

VEHICLE: FT RC10B4
VEHICLE TYPE: 2WD Electric Buggy
MANUFACTURER: Team Associated
WEBSITE: www.rc10.com
PART NUMBER: 9035
STREET PRICE: \$250



Associated captures the 1/10-scale buggy scene.

1/10 ELECTRIC TOURING CAR **XRAY T2'008**

This was a tough call this year as the competition is stiff, but in the end it became clear. The XRAY T2'008 is refined on both carpet and asphalt and capable of winning in anybody's hands. It is one of the few kits that comes tuned to the surface you run on; whether you need rubber tire or foam tire, there is a kit designed to work better out of the box. Sure it's expensive, but the material quality is the standard, the instructions are simply perfect, and the tuning book and support make other companies jealous. The XRAY T2'008 may not have won the Worlds yet, but its quality and prestige still make it the car people judge all others against.



HONORABLE MENTION

- Team Associated TC5
- Hot Bodies Cyclone TC

HITS

- Class leading fit and finish
- Best instructions in the business
- Best setup guide in the business
- Foam and rubber tire kits available

MISSES

- On the pricey side

SPECIFICS

VEHICLE: XRAY T2'008
VEHICLE TYPE: 4WD Electric Touring
MANUFACTURER: XRAY
WEBSITE: www.teamxray.com
PART NUMBER: XRA300012
STREET PRICE: \$520

1/10 NITRO TOURING CAR **KYOSHO V-ONE RRR EVO2**

Nitro touring never really took off like it should. However, once you race try it you might never really want to race anything else. Nitro TC has loads of speed, durability, real racing action with pit stops...what's not to like? The choice in this class hasn't really grown over the years but the one car that really seems to stand out is the Kyosho V-One RRR EVO2. It's a winner on every level, has steering that most race cars dream of, and it's built right. It's hard to not use it has the measuring stick in this small but highly competitive class.

HONORABLE MENTION

- XRAY NT1
- Mugen MTX4R

HITS

- Worlds winning performance
- High quality materials
- The "yard stick" in the class

MISSES

- Despite being popular at "big races" there aren't too many people running 4WD nitro

SPECIFICS

VEHICLE: Kyosho V-One RRR EVO2
VEHICLE TYPE: 1/10 Nitro Touring
MANUFACTURER: Kyosho
WEBSITE: www.kyoshooamerica.com
PART NUMBER: 31262B
STREET PRICE: \$499



ELECTRIC MONSTER TRUCK

TRAXXAS STAMPEDE VXL

The Stampede has been on our X-Bestlist since the start and it's probably going to stay there forever. The Stampede isn't new, but it's been refreshed with a brushless system that adds to an already high fun factor. Throw in a 7-cell or LIPO pack and the Stampede is almost too insane to drive. That added power hasn't even crossed its "breakage" threshold—since it still can have the crap beat out of it all day. If the VXL is too expensive for you, no problem—even the regular version is still one of the best beginner cars on the market.



HONORABLE MENTION

- ▲ Traxxas E-Revo
- ▲ Tamiya Hilux High Lift

HITS

- ▲ Takes a beating
- ▲ Great for beginners
- ▲ VXL version is borderline too fast!
- ▲ Legendary parts support and distribution

MISSSES

- ▲ The early 90s called...they want their radio back! Come on Traxxas, update the look of that radio at least.

SPECIFICS

VEHICLE: Stampede VXL
VEHICLE TYPE: 2WD Electric Monster Truck
MANUFACTURER: Traxxas
WEBSITE: www.traxxas.com
PART NUMBER: 3608
STREET PRICE: \$299

NITRO MONSTER TRUCK

HPI SAVAGE XL

Whatever form the Savage comes in—short, long, kit, RTR—it's hard to deny that it is one of the most durable trucks ever created. HPI continues to morph the chassis into whatever people seem to want. Big engine? Check. Bigger wheels? Check. Bigger anything? It's all there and in the same nearly indestructible form as the original. It's a tough market for nitro monster trucks because there are so many really good options, but if you want a true MT and one that is tough as nails, check out the Savage lineup. Pick your size and price; the Savage rocks!

HONORABLE MENTION

- ▲ Traxxas Revo Platinum
- ▲ Team Associated MGT 8.0

HITS

- ▲ Defines durability in the class
- ▲ More versions than we can remember—but one for every budget
- ▲ It's a real truck and doesn't pretend not to be
- ▲ Huge hop-up and aftermarket part choices

MISSSES

- ▲ Confusing if you don't know which one is right for you
- ▲ Weight hurts its performance

SPECIFICS

VEHICLE: HPI Racing Savage XL
VEHICLE TYPE: 4WD Nitro Monster Truck
MANUFACTURER: HPI Racing
WEBSITE: www.hpiracing.com
PART NUMBER: 10515 (XL version)
STREET PRICE: \$399-\$99 (depending on model)

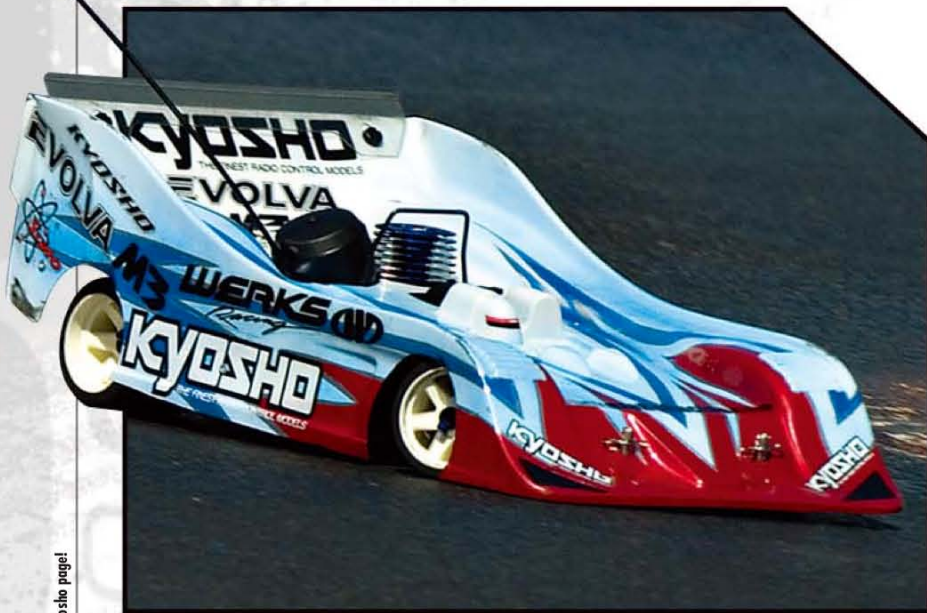


Hard to beat those Traxxas fellows.

1/8 NITRO ON-ROAD

KYOSHO EVOLVA M3

1/8-scale on road is the RC equivalent to F1. It's insanely fast, insanely expensive, and insanely insane. Believe us—it's a rush that few in our hobby get to experience. The cars handle like slot cars, the engines are the most powerful in the business, and just like in F1 you have to have good equipment to be competitive. The Kyosho EVOLVA is still the cream of the crop. It has years of development and a race team constantly pushing for more. It's sad that it is pretty pricey to run this elite machine, but that's part of the beauty. If you are thinking about entering this class you should be ordering this one.



HONORABLE MENTION

- ▲ Mugen MRX6
- ▲ OFNA DM-One Spec

HITS

- ▲ Insane handling
- ▲ Winning heritage

MISSES

- ▲ Wallet emptying cost to run

SPECIFICS

VEHICLE: Kyosho Evolve M3
VEHICLE TYPE: 1/8-scale 4WD Nitro on-road
MANUFACTURER: Kyosho
WEBSITE: www.kyoshomodels.com
PART NUMBER: 31268B
STREET PRICE: \$850

1/8 OFF-ROAD TRUGGY

KYOSHO ST-RR

The RR is one of those trucks that got hot quick and has stayed hot. It's one of the more feared trucks to be up against on the track. Its large bore shocks and extended chassis make it handle most situations with ease, and the Kyosho durability is there too. While there is no Worlds for it to win, it's been tearing up the national scene and even won the last big one—and the winning driver wasn't even sponsored by Kyosho! When the world's best drivers pick a competitor while waiting for their own companies to release a truck, you know that competitor's truck is good. If you're looking for a truggy, you'll find the ST-RR at the top of the pile.

HONORABLE MENTION

- ▲ Jammin CRT X2
- ▲ Losi 8IGHT-T

HITS

- ▲ Kyosho quality
- ▲ Incredible track manners

MISSES

- ▲ Not based on the current MP9 chassis

SPECIFICS

VEHICLE: Kyosho ST-RR
VEHICLE TYPE: 1/8-scale 4WD Nitro Truggy
MANUFACTURER: Kyosho
WEBSITE: www.kyoshomodels.com
PART NUMBER: KY031353B
STREET PRICE: \$675



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1/8 OFF-ROAD BUGGY **HOT BODIES D8**

Hot Bodies ran full speed and double drop-kicked everybody straight in the junk when their D8 won the Worlds. Not only did they prove that they had made a top level pro buggy, but they did it with a kit you can buy for less than \$380—which is almost half of the average pro kit cost! Sure, some will say Hara had some option parts on there, but so did most companies, and it doesn't even matter because the base D8 kit plus a few option parts is still cheaper. It's hard to justify spending more on a buggy to a new buyer. We often asked companies why an RTR is so much cheaper than a pro kit, but we think that question might have just been answered by HB.



HONORABLE MENTION

- ▲ Jammin CRT X2
- ▲ Losi 8IGHT-T

HITS

- ▲ Industry mocking \$380 price tag
- ▲ Aggressive "nex gen" handling
- ▲ Worlds victory makes it a legit pro kit
- ▲ Worth repeating: HALF the price of other pro kits!

MISSES

- ▲ Might not be as pretty as some other kits, but it works just as well
- ▲ Those who feel that a cheap price tag = cheap quality might take exception

SPECIFICS

VEHICLE: Hot Bodies D8
VEHICLE TYPE: 1/8-scale 4WD Nitro
MANUFACTURER: Hot Bodies
WEBSITE: www.hotbodiesonline.com
PART NUMBER: 67300
STREET PRICE: \$380

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ALL NEW SHOWS

SMALL SCALE

JAMMIN CRT.5

This was a tough class this year as there were a lot of cool little cars to be had. When we looked back, however, we agreed that one stands out in the crowd, and that is the Jammin CRT.5. It's small size, 4WD, and nitro power make it extremely fun and extremely capable of handling most off-road tracks—yet a track doesn't require a full hectare of land to have a track. The Jammin CRT.5 is available in an RTR and a pro kit so you have your choice, and either is a good one.



HONORABLE MENTION

- ▲ Team Associated RC18 Series
- ▲ Losi Mini Slider

HITS

- ▲ Smaller 1/12-scale size gives 1/8-scale fun, but requires less space
- ▲ Handles well
- ▲ Little sucker is fast

MISSSES

- ▲ Earlier kit we reviewed used micro servos when it really needed the standard size

SPECIFICS

VEHICLE: Jammin CRT.5
VEHICLE TYPE: 1/12 Nitro 4WD Truck
MANUFACTURER: Jammin
WEBSITE: www.jamminproducts.com
PART NUMBER: 34970 (kit)
STREET PRICE: \$275

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CRAWLER

AXIAL AX-10 SCORPION

This is a new category this year and it was pretty easy to pick the winner. The Axial AX-10 wasn't the first to the market but it quickly became the best choice. It comes in a few different forms to get any budget rolling and it instantly became "the" crawler to have. From competitions to our Racer's Rides pages, the Axial has almost turned itself into the generic term for "crawler." It's got huge aftermarket support and its potential is still being explored.

**HONORABLE MENTION**

- ▲ Losi Mini Crawler
- ▲ Tamiya Land Cruiser 40

HITS

- ▲ Kit, RTR, or pre-built competition versions available
- ▲ Huge aftermarket support
- ▲ The standard in competition crawling

MISSES

- ▲ Still requires a few parts to be at its most competition ready
- ▲ Still no real competition to help the class grow

SPECIFICS

VEHICLE: Axial AX-10 Scorpion
VEHICLE TYPE: 1/10 Electric 4WD Crawler
MANUFACTURER: Axial Racing
WEBSITE: www.axialracing.com
PART NUMBER: AX9001 (kit)
STREET PRICE: \$250

LARGE SCALE

HPI BAJA 5B

We wish there were more competition in this class, but the HPI Baja 5B is probably one of the sickest and most insane large RC vehicles that will ever be created. Nobody was prepared for it when HPI released it and the result was a huge cult following that few other cars have ever enjoyed. It really looks awesome, it handles well, it drives for an hour on a tank, and it has huge aftermarket support. We absolutely love the 5B in ways that are illegal in most states and even though there currently is no equal in RC, we still have to give it props for being the best large off-road vehicle money can buy. ⚙

HONORABLE MENTION

- ▲ HPI Baja 5B
- ▲ HPI Baja 5B

HITS

- ▲ Looks to die for
- ▲ Realistic physics
- ▲ Great value
- ▲ 45-minute runtime; even with gas at \$4.00 a gallon it's cheap to run.

MISSES

- ▲ No competition
- ▲ Price may seem steep until you realize a decent 1/8-scale costs about \$1,500 with race equipment

SPECIFICS

VEHICLE: HPI Baja 5B
VEHICLE TYPE: 1/5-scale 2WD Gas Buggy
MANUFACTURER: HPI Racing
WEBSITE: www.hpiracing.com
PART NUMBER: 10610
STREET PRICE: \$999



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4421 ADVAN NEOVA AD07



TOYO TIRES

4422 PROXES R1R



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4423 POTENZA RE-01R



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2008 IFMAR 1:8 OFF-ROAD

WORDS AND PHOTOS: DEREK BUONO AND JEFF EVELEIGH

THIS YEAR THE IFMAR 1:8 OFF-ROAD WORLDS BROUGHT US SOME OF THE BEST RACING EVER

seen on the planet, in any scale of racing. It's actually hard to explain the level of competition, the array of new cars, and the number of countries represented at this year's event, but it can be summed up in one sweet word—“Holy freakin’ crap that was unreal.” Okay, so that’s a little more than one word, but if you were lucky to attend the event, or watch what any of it on RClive, you witnessed the most lead changes, the most number of drivers leading, and some of the most insane off-road action that you could possibly ever see. It was that good. Nothing could put a damper on this race; not the weather, not the poor spectator layout, not the problems with us being allowed on the track...nothing. In the end the racing made all the pain go away, this year’s event sent a shockwave through the industry—the “usual suspects” were stunned as they witnessed the friendly little Japanese Hot Bodies D8 driver chase down the favorites and literally leave them in the pits scratching their heads. In the immortal words of one of the best drivers ever, one of our favorite drivers, and one of the factory driver’s favorite drivers: “It takes the maximum best to win and Atsushi Hara was the maximum best.”





FRESHNESS
Race Date:
GUARANTEED

IFMAR 1:8 OFF-ROAD WORLDS

CHARLOTTE, NORTH CAROLINA USA

RACE: 2008 IFMAR 1:8 Off-road Worlds
LOCATION: Charlotte, North Carolina USA
TRACK: The Farm 2
DATE: 9/21/2008
ENTRIES: 250 +/-
COUNTRIES IN ATTENDANCE: 30 +/-
TOTAL U.S. ENTRIES: 76 +/-

MIHE TRUHE: LOSI 8IGHT



ATSUSHI HARA: HOT BODIES DB



RYAN MAIFIELD: ASSOCIATED RC8



NEW BUGGIES INVADE THE A-MAIN

This race was a strange one.

More new buggies were debuted here than ever before, and the fact that there are so many manufacturers making cars that can win at the highest level is a sign that we might be at the peak of popularity. Lots of these drivers had had only limited time behind the wheel of entirely new cars, and it was pretty amazing to see the variety of buggies in the main. We sat down with the drivers of the new buggies and got the 411 on what these cars delivered in terms of handling and durability.

LOSI 8IGHT 2.0

The newest version of the buggy, which basically forced the entire 1/8-scale industry to design a new car, made its official debut at the race. The latest is not a radical departure from the original, but a refinement to an already refined car. We stopped Top Qualifier Mike Truhe and asked him what we could expect from the new 8IGHT 2.0.

MIHE TRUHE: "The 2.0 features a long chassis, which is the major

change to the car. It gives you more of what I call "useable" steering. It's way more predictable and better in the bumps than before. It's a safer car for people to drive, yet retains that aggressive nature. So you'll drive with more confidence. Aside from the chassis change we've gone through and lightened the car even further by removing shock tower mass and other sections. We've tightened up all the slop that we could so everything is tighter, lighter, and more efficient."

OFNA HYPER 9

While the only OFNA/HoBao driver in the main didn't run the new car, we thought it would be interesting to hear about it anyway. The Hyper 9 looks sick and with its tilted engine looks different from everybody else. We spoke with Jeremy Kortz about what we could expect from the new OFNA pro buggy.

JEREMY KORTZ: "We are still running preproduction parts and we're almost there. We wanted

to make sure the materials are all very durable for this car and have been busy getting that right. Over the 8.5 we've tested the Hyper 9 to be about a second faster a lap. We've done all the things you've seen in most buggies. The engine is farther forward and farther in than before. I really think the lean out style engine makes this the best handling car I've ever had. It allows you to go into a corner hard and have the balance be perfect. The lean allows our driveline to be completely straight, which helps in efficiency and reliability."

JAMMIN X2

Jammin has been quietly working on their latest car, and with some talented drivers behind the wheel it wasn't a long shot to see the X2 make it into the main; we wouldn't have been surprised to see Taylor James win everything. We hooked up with Chad Bradley to get the scoop on the new X2.

CHAD BRADLEY: "What we wanted to do with the new buggy was make it go around the track

faster without having to drive it as hard as the old car. We accomplished that in two main areas. First, we got the car a lot lighter. Then we made some weight distribution changes and put the tranny gearing in there so we could move the motor forward and in, along with the radio box and throttle servo. This made the car much more aggressive, but we were worried the average guy wouldn't be able to drive it. So we made the chassis 4mm longer and kept the wheelbase the same, which made it easier to drive and caused it to accelerate harder because the dogbone sweep keeps the rear end flat when you get on the throttle."

MUGEN MBX6

Most of the Mugen team got their cars for testing and racing literally a week before the event. Most scrambled to get them built and get them on a track to see what they had in store. From the looks of it, most who are looking to buy the new MBX6 will enjoy a faster car. We had last year's Worlds Runner Up Scott



JEREMY HORTZ: OFNA HYPER 9



MARK PAUIDIS: KYOSHO MP9



CHAD BRADLEY: JAMMIN' X2

Less than a year old, yet second oldest?

Hughes go over why the new MBX6 is better than the previous version.

SCOTT HUGHES: "The big ticket items for the new car are the weight distribution and the weight reduction. The engine is a lot further forward and more toward the center of the car. The big bore shocks help keep the damping consistent and handle the rough sections better. There's a lot of refinement in the car to make it easier to work on and last longer. The car is more aggressive—but not overly aggressive, so the average guy is going to have a hard time holding on. It actually is easier to drive because it doesn't roll as much in a corner. The old car leaned a lot and in high bite conditions it was really hard to get that lean out of the car. The new car is more consistent in the corners and carries way more corner speed than the previous car, so it's faster all around."

KYOSHO MP9

We got our MP9 a few weeks prior to the race and it was actually used at the Worlds. We also got a quick

taste of the Inferno Series new handling, and Cody King seemed to like the new car too. He put as much time on it prior to the race as he could and his effort paid off at the track. We sat down with the prior World Champ Mark Pavidis to see what he thought about the new car.

MARK PAUIDIS: "The first thing I noticed is that the kit builds so much better. All the hardware is in the right spots and the Allen head screws make the entire process a breeze. Once it's all together you should notice that the car is significantly lighter. This immediately translates into better performance. It jumps way better, which was something we thought it needed to do. It carries much higher corner speed than before and has a much more aggressive feel. We moved the engine forward about 10mm and also more toward the center, which was easy to do because we used the smaller spur gear of the truggy. I think the additional front kickup also helped. By doing all of these things we

achieved the goal of going faster in the corners and jumping better. Of course the Kyosho durability, which has always been an advantage, is still there."

HOTBODIES D8

"Maximum Best" is sort of a running joke and catch phrase that Atsushi Hara uses at the track. The new D8 from Hot Bodies literally slapped the industry by winning this event. Their prior "race car" was a good RTR that Hara and Amezcua drove very well. This new car is different in every way and we sat down with the new World Champ to ask him about the car just before he got warmed up for the main event. We couldn't really talk about the performance compared to the old car, because most of the car is so new that we're counting this as Hotbodies' first real race buggy.

ATSUSHI HARA: "Right now the car is maximum best. It's a very stable car that's easy to drive. I feel that most drivers will enjoy the handling and the only thing I can

hope to do while driving is make 'Maximum no mistakes!'"

ASSOCIATED RC8

The RC8 was the second oldest buggy in the main and it's less than a year old. With two of the world's best Ryans driving it, we weren't surprised to see the RC8 on the first two spots on the grid. AE would only admit to using new big bore shocks on the car, but we cornered Ryan Maifield and asked him how the car felt with the new digs.

RYAN MAIFIELD: "We're not really running anything new other than the big bore shocks and a slightly revised steering link. The new shocks add some consistency to the car through rough sections and make it a little more what I call "push." The additional bonus is that the shocks require less maintenance. We're really happy with the buggy so far and the shocks make it even better."

KORTZ ON THE TRACK

We sat down with consistently fast and always badass Jeremy Kortz to get the quickest driving line around this technically monstrous layout:

1 Start down the front straightaway and enter turn one a little wide to straighten out over the triple. Tighten the right-hander and square up through the rumble strip of buried logs.

2 Stay tight over the cement left turn while entering the tabletop. There is a narrow step-up section that will allow you to downside the tabletop, but if you miss you'll have to roll it.

3 Smooth out the bumpy section and try to keep your chassis flat through the S-turns to prevent traction rolls. Position your car mid-track to hit the large double on the cleanest part of the jump face (the outside section of the jump was the fast line but broke down throughout the week).

4 Hammer it down the back straight and get ready to negotiate the brake ruts that develop low in the sweeper. You can slow down and go low through the ruts or carry some corner speed, go wide, and slingshot back down the middle line.

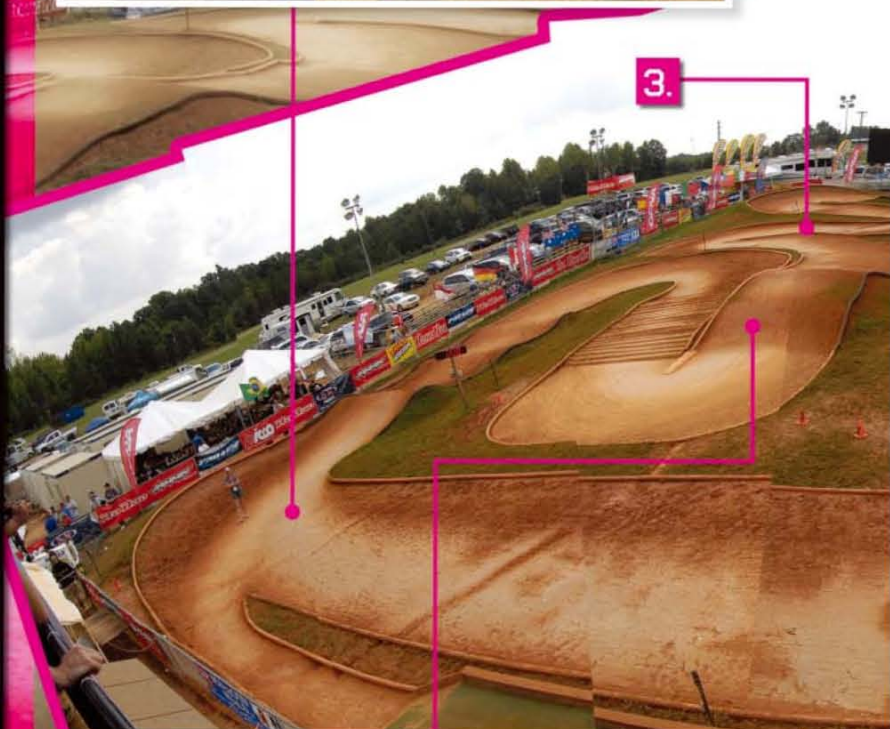
5 Punch it over the roller but stay left to avoid the rain rut that was created when water was drained during the week. A short shoot and roller will set you up for one of the more technical sections of the track.

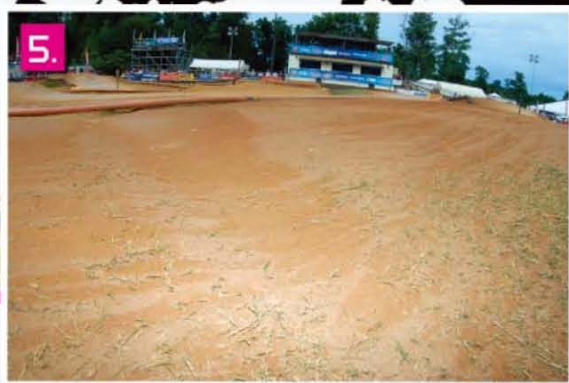
6 You can stay tight, hit the step-up, bounce your chassis on top of the pair of tabletops, and drop tight into the left handed switchback, or you can go wide, roll the first tabletop, and launch your car through the final triple to land in the center of the corner (both of these lines were used by the fast guys in the Final, but Hara preferred the step-up—bounce—bounce turn method, which he did flawlessly for most of the 60-minute event).

7 Stay a little wide through the left-hander and pop your car on top of the tabletop. Square up and enter the sand pit at speed to muscle through it. Drivers hit the sand pit at various angles but Kortz found it easier to stay wide, which gave him more room to set up for the large double to follow.

8 Stay mid-track over the double and land into the right-hander. Stay tight through the left turn and prepare for the tricky step-up. The face of the step-up was broken up so consistency was a problem in this area. You had to jump on top of the step-up and roll down, try to over jump it, or simply cruise over it slowly to maintain chassis control.

9 As you enter the front straight away again you have to stay slightly wide to avoid a rut on the inside line, but once you've cleared that you're good to grab a handful of throttle to get started on your next lap.





I wonder if grass was a factor.



MAXIMUM HARA HIMSELF,
GETTING SOME FACE TIME
WITH THE RACE DIRECTOR OF
DIRECTORS SCOTTY ERNST.

THE LOG SECTION WAS A
PRETTY INTERESTING PART
OF THE TRACK THAT PROVED
TO BE MORE DIFFICULT FOR
SOME DRIVERS THAN OTHERS.

TIRE TECH WITH PRO-LINE'S SCOTT HUGHES

Pro-Line front man Scott Hughes was busy running around the Worlds all week helping to ensure that Pro-Line rubber was bolted onto the winning car. There is a lot of tire tech involved in choosing the best tread, compound, and at this event—even tire width. Pro-Line found a loophole in the IFMAR rules that allowed the use of a wider tire that would normally be illegal at ROAR events. The innovative team ran with this information and designed a wider rim and tire package specifically for the Worlds. The wider footprint was originally developed for blue groove tracks to keep cars' rear ends more stable in high-bite and high-steering conditions. Unfortunately, rain earlier in the week along with the cloud coverage kept the track surface relatively cool and caused the wide tire to push entering the corners and making chassis feel unbalanced. The entire team loved the feel of the wide rears and narrow fronts when traction was up early in the week before the rain, but once the track temps were brought back to reality it was the trusty old standard width rubber that hooked up the best.

Historically, track temperature wasn't really looked at when it came time to choose tire compounds in 1/8-scale buggy racing. Scott mentioned Tire Tech has been doing some testing with their electric tire program and discovering some valuable information about track temps. So many tracks are bumpy, dusty, or broken up that track temps don't really matter, but the temperature of the racing surface seems to be very important for clean tracks without a lot of dust (such as the Farm II track surface). The Pro-Line guys walked the track before the semi-finals and recorded temperatures between 79 and 87-degrees (depending on the location on the surface). These temperatures placed the team on the verge between M2 and M3 compounds but they stuck with the M3 for the Final (another three to five degrees hotter and they would have switched to M2s). Low 80-degree temps allow an M3 compound to finish an hour long main with ease, but any hotter and M3 tires get too much traction and turn slimy as they overheat. M2 compound controls the temperature a little more and XTR compound is still available for days when the track surface is excessively hot.

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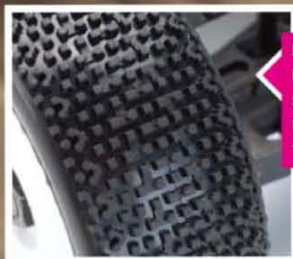
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MAXIMUM HARA

Some of you astute readers may have recalled that a couple of issues ago we printed an interview with Atsushi Hara. In the interview, Hara described what it was like to be a professional RC car driver. One of the key things that caught my attention was his talk about switching more of his focus towards nitro 1/8th Buggy. He talked about his plans and goals for the 2008 IFMAR Worlds and what it meant for him. I may have written off such comments, but with a talent only seen in a select few, and the winning heritage Hara has established, I was curious. Now, after time has passed and the Worlds is in the history books, I was only somewhat surprised to see him on the top of the podium and with a buggy that until then had yet to really prove itself. I was fortunate enough to get my hands on Hara's winning buggy, which has only minimal alterations to its box stock form.

CHECK IT OUT.

HARA MADE THESE LEXAN SPLASHGUARDS FOR THE MUD AT THE TRACK.



PRO-LINE M3 REVOLVERS IN STANDARD WIDTH WERE HARA'S TIRES OF CHOICE.



PROTOTYPE LIGHT-WEIGHT ALUMINUM OUTDRIVES

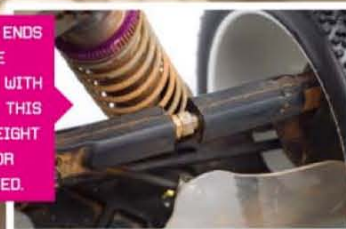


OPTIONAL REAR TOWER WERE USED WITH LONGER SHOCKS. HELPED IN THE RUTS.



OS SPEED ENGINE WAS USED AND WAS GREAT ON POWER AND FUEL CONSUMPTION.

LONGER PLASTIC BALL ENDS OFF THE TRUGGY WERE USED IN CONJUNCTION WITH SHORTER STEEL RODS. THIS HELPED TO REDUCE WEIGHT AND ADD STRENGTH FOR THE SETTING HARA USED.



SINCE MAINTENANCE IS KEY, USING TAPE TO COVER THE SERVO HOLES HELPED CUT BACK ON WRENCHING TIME AND CHANCES OF FOULING.



THE CHASSIS WAS LIGHTENED FOR WEIGHT AND FLEX.

DURING TESTING, HARA TRIED NORMAL AND WIDE WIDTH TIRES AND SWITCHED TO THE FRONT STEERING RACK FROM THE HOT BODIES LIGHTNING. THIS GAVE BETTER CLEARANCE WHEN RUNNING THE WIDER WHEELS. HE DID, HOWEVER, RUN THE NORMAL WIDTH DURING THE RACE.



SOME PRETTY CREATIVE FUEL LINE ROUTING WAS USED.



FOR DURABILITY, HARA SWITCHED TO TITANIUM STEERING LINKS OFF THE SAVAGE.



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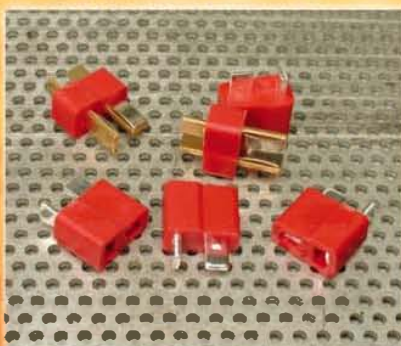
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REEDY ENGINE

Ryan Maifield was the one driver in the main running the new Reedy engine. The good news is that the engine appeared to make comparable power to the Italian and Japanese engines that dominate most high level racing, and it should be cheaper than the rest. We did notice that Ryan made earlier pit stops than some, but at this point we can't say that the production version won't get the MPG up and make it an even better value.



THE INTERNATIONAL CONGLOMERATE ARRIVED TO COMPETE AT THE TOP OF THE RACING FOOD CHAIN. THIS ADDED INTERESTING FLAVOR TO THE EVENT, HAVING REPRESENTATIVES FROM ALL OVER THE WORLD GOING HEAD TO HEAD FOR THE COVETED PRIZE.



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Chad Phillips, Team Trinity, 2008 Worlds Team

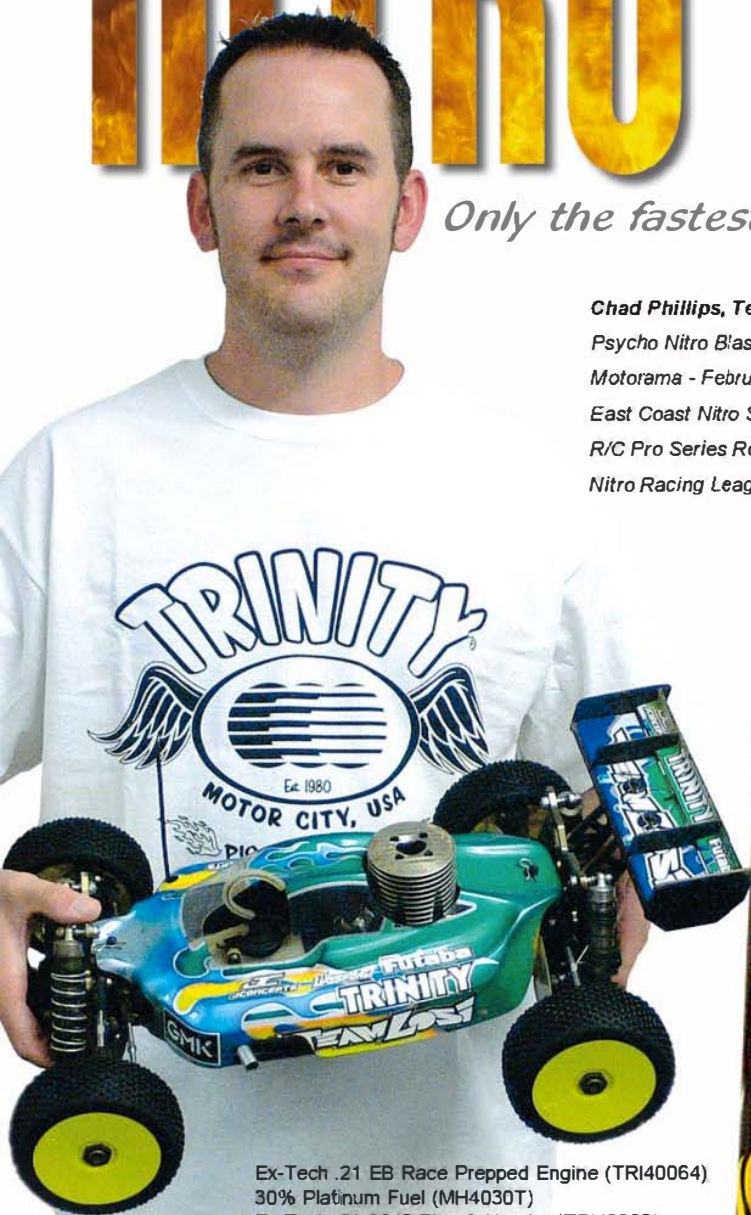
Psycho Nitro Blast - February - Atlanta, Georgia - 1st Place

Motorama - February - Harrisburg, Pennsylvania - 1st Place

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

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

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



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DEREK'S ANGRY RANT **LET'S MAKE RACING** **BETTER FOR** **EVERYONE**

I went back and forth about writing about what happened at the race, and in the end I decided that if I didn't point out the problems we encountered at this event they will never be fixed for future races. I've created a checklist of issues we encountered to help race tracks learn to do things better.

SPECTATORS: Yes, we need to have them, and we need to have them in places they can see the track. When we rolled up the track was a pretty amazing site, but once we walked up to the bleachers we realized that most spectators couldn't see it very well, and the sponsor flags further blocked their view. We need to think of spectators and design things so they can see, because if they show up and they can't see...they won't come back.

PIT ENTRY: Just about every form of motorsports allows spectators to access the pits in some form. At this event, unless you wanted to pony up a \$50 pit pass (If you come with a family of 4 that's \$200!) you couldn't see what was going on. We need to realize that we cannot charge \$50 for a pit pass, especially when spectators can't see the track. We need to allow people in the pits to see the action there too.

MANUFACTURERS ROW: Technically this is a redundant complaint, but it's important. The spectators who did show up weren't able to access any of the companies inside the track area. A few manufacturers set up booths outside the fence and they got all the traffic (shout out to Losi, J-Concepts, and EDS). How can we have a race and have nobody explaining to potential customers what they are looking at?

THE TRIANGLE OF LIFE: There are three main ingredients to a successful race—a track, manufacturers, and the media. Many times one of these corners is forgotten or thought to be less important. All forms of racing are meant to be in front of people and covered in the media. Why do you think all those race cars have sponsors? Over the years I've dealt with a lot of issues involving media coverage, but at this point we need to start planning around having the media cover our events correctly, which means they must have complete access and be allowed to shoot on the track. We're all working toward the same goal, and using the media is one thing that seems to be lost at these large races.

The formula for racing is simple, and honestly there are so many examples of how it should be done that it sometimes hurts my last good brain cells when it's not so simple in RC. We are at a point where we should be staging perfect events for the racers and the spectators and realizing that the media (magazines and Internet) exposes the race to hundreds of thousands of people. **Let's start doing it right!**



FIN

The 2008 IFMAR 1:8 Off Road Worlds was one of the most memorable races ever. Never have there been more manufacturers with the ability to actually win in the class fighting for the titles. We have to hand it to all the racers who made it into the final; they really put on a show. The Worlds doesn't come to the US, so it will be at least another eight years before we can experience the spectacle again. Congrats to Hot Bodies and Atsushi Hara, his maximum best performance showed that you don't have to dominate qualifying but can come from mid pack to win the race in a dominant fashion. ☉



Whoa—that's a big...

1:8-SCALE BUGGY WORLDS RESULTS

F	Q	DRIVER	CHASSIS	ENGINE	FUEL	GLOW PLUG	TIRES	RADIO	SERVO	COUNTRY
1	7	Atsushi Hara	Hot Bodies DB	O.S.	Cosmo	O.S.	Pro-Line	Futaba 4PK	Futaba	Japan
2	3 (TQ)	Mike Truhe	Losi BIGHT 2.0	GRP	Nitrotane	GRP	Pro-Line	Airtronics M11	Airtronics	USA
3	8	Renaud Savoya	Mugen MBX6	Ninja	Mugen	O.S. P3	Pro-Line	Futaba	Futaba	France
4	4	Jared Teba	O'Donnell Z01-B	O.S. Speed	O'Donnell	O'Donnell	Pro-Line	Futaba	Futaba	USA
5	1	Ryan Maifield	Associated RC8	Reedy 21VR-ST	TQ	Reedy	JConcepts	Futaba	Futaba	USA
6	5	Taylor James	Jammin X2 CR	O.S.	Werks	O.S.	Pro-Line	Futaba	Futaba	USA
7	9	Ty Tessmann	Hot Bodies DB	O.S.	O'Donnell	O'Donnell	AKA	Futaba 3PK	Futaba	Canada
8	6	Robert Battle	HoBaa Hyper 8.5	GRP	Ultimate	GRP	GRP	Airtronics	Airtronics	Spain
9	12	Cody King	Kyasha MP9	Siria EVO 4 STL	Byrons	Siria	AKA	KO Pro pa	KO Propo	USA
10	10	Jesse Robbers	Hot Bodies DB	GRP .21 MRT	Sidewinder	GRP	Pro-Line	JR	JR	USA
11	2	Ryan Cavalieri	Associated RC8	Team Orion CRF	Sidewinder	Team Orion	Pro-Line	Airtronics M11	Airtronics	USA
12	11	Travis Amezcua	Hot Bodies DB	Ninja JX	Sidewinder	Ninja	Pro-Line	Futaba	Futaba	USA

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STORE YOUR NITRO RIDE FOR THE WINTER

JEFF KNOWS A THING OR TWO ABOUT WINTER, HE'S CANADIAN

words: Jeff Eveleigh

I know, I know—this is the crappiest time of the year. Now is about the time when a good chunk of the world has to trade in their turbo-awesome nitro machines for snow shovels and sub-zero temperatures. Ending your race season sucks, but the only thing worse is trying to start your next race season with equipment that wasn't stored properly the year before. There is more to packing your baby up for the year than just jamming it into the corner of your basement and hoping for the best. I know you're hooked now, so keep reading to get the goods on proper long-term nitro vehicle storage.

ENGINE STORAGE

Your engine is the most vital of the items you'll be tending to for storage. The alcohol in your fuel absorbs water, so any go-go juice left in your engine spells bad news. Before you attend to your engine you need to clean up your fuel system. Safely dump any fuel that may be left in your fuel tank (don't dump this fuel back into your gallon since it may have picked up some contaminants within the fuel tank). Once your tank is empty start



your engine and burn out all of the residual fuel that is in the bottom of the tank, in the fuel lines, and in the engine's crankcase. You may have to fire the engine up a few times to fully dry out the fuel system but don't overdo it since once all of the fuel is burnt so is the lubrication and you could cause excessive wear to your engine's internals.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED



• Bristle and tooth brush



• After-run oil



• Nitro cleaner



• Denatured alcohol



• WD-40



• Zip Lock Bags

Once you have removed all of the left over fuel, use a little bit of denatured alcohol to clean out your fuel tank. Put a small amount of alcohol into the fuel tank and swish it around a bit before dumping it. This will remove any final bits of fuel and oil that could gum up over the winter. As a final internal engine step you should remove the glow plug, place 5 to 10 drops of after-run oil into the cylinder, and turn the engine over a few times to evenly coat the oil within your engine (make sure the top of your cylinder head is clean before you remove your glow plug or debris can fall into the engine when you remove it).



Now that your engine internals are set for the long haul you can start working on the engine exterior. Clean around your air filter with a bristle brush to ensure no dirt will fall into your engine's intake. Remove your air filter, clean and re-oil it, then store it in a bag until next year. Get yourself a good set of rubber carb, exhaust, and fuel intake plugs to keep the crap out of your engine while cleaning it. If you don't have rubber plugs you can roll up a small piece of paper towel and stuff it into the carburetor intake and exhaust port to prevent debris from entering. Remove your engine from your car and clean up the outside as best as you can with a bristle brush and some o-ring safe nitro cleaner. As a final precautionary measure place your mill into a clear plastic bag and seal it up.

Your tuned pipe can be a hazard when it comes to dripping burnt oil onto the carpet causing your wife/mom/landlord to want to kill you, so you might want to use a drop cloth. Remove your exhaust system from your car temporarily and use nitro cleaner to spray out the fuel and oil residue from inside your tuned pipe and header. Let everything dry and then re-install the assembly onto your car. Use a rubber plug or some rolled up paper towel to seal the stinger pipe and eliminate the chance of fuel or oil from dripping out.



GENERAL CHASSIS PREP

There is nothing worse than working on a dirty car, so your next task is to clean that sucker up!!!! Remove your wheels, body, wing, and receiver battery and get cleaning. There are many methods of cleaning your chassis, but they all involve a little elbow grease. Cleaning solutions such as denatured alcohol or Simple Green will make the cleaning much easier, and using an air compressor to blow off your chassis will shave valuable time from this task as well. Use a bristle brush and a tooth brush along with your cleaners to force your machine into super shiny status. Make sure you get right into the hard to reach areas and especially clean sections of your car with moving parts such as steering bellcranks, knuckles, suspension pivot points, and driveline components.

Keep in mind that if you use a solvent based spray such as nitro cleaner that all of the lubrication will be removed from your ball bearings (non solvent based cleaners will not degrease any of your chassis parts). It is a wise idea to remove all of your ball bearings, clean them individually, and re-oil them before re-installing them back into your chassis. Even if you don't use a solvent based cleaner this is a wise process to follow to ensure your bearings are ready for the long winter ahead of them.



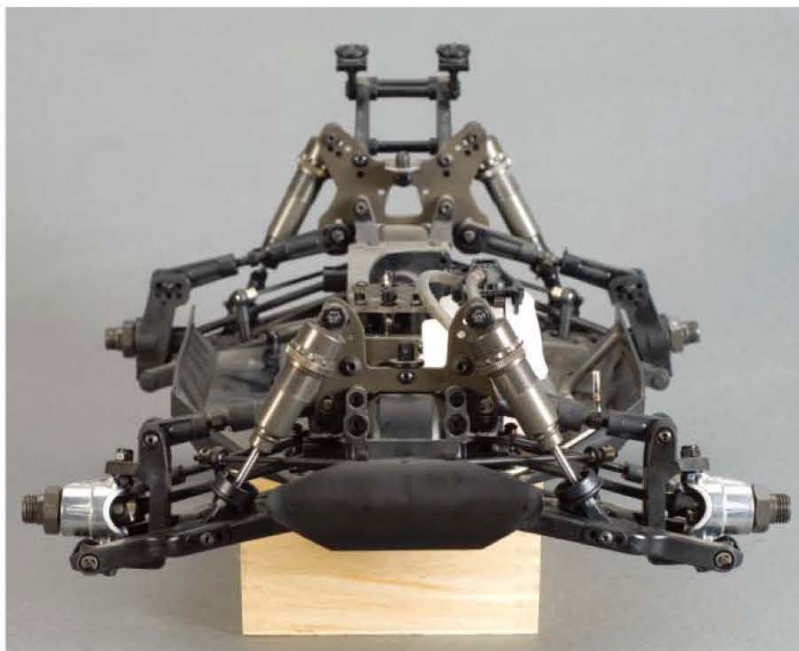
Spray some WD-40 onto a bristle brush and brush on a thin coat over your entire chassis and suspension components as a final storage step for your chassis. This will leave a thin film of silicone lubrication to help prevent corrosion over the months ahead. This trick also works during the race season to keep large chunks of mud from adhering to your chassis in moist racing conditions.



» TECH TIP

FUEL STORAGE

Your liquid gold needs some storage attention as well. Your best bet is to try to time your fuel purchases so you run out just as the driving season ends, but this is usually easier said than done. Assuming that you have some fuel left in your gallon a few simple steps will ensure it is still useable next year. Take the cap off your fuel gallon and squeeze out as much air as you possibly can and then re-cap it. This will help prevent the nitromethane from evaporating over the winter. Where you store your gallon of fuel is very important as well. You want to keep it in a cool, dry place off the ground. On a shelf or a piece of wood in the basement is usually a safe bet.



SUSPENSION

Don't leave your shocks to stress over the entire winter—loosen your spring collars to reduce the tension in your shock springs or remove your shocks and springs completely before putting them in storage. It is also a wise idea to keep your chassis on blocks when not in use so as to not place unnecessary load on the suspension. Since everything is clean and easy to work with, now is also a good time to inspect your suspension for bent hinge pins, worn out arms, or any other parts that need attention. Fix or replace any issues you find to be sure you don't forget to address them next race season.

STARTING ACCESSORIES

Your starting equipment such as glow igniters and starter box batteries may need some attention as well to get them through a few months of non-use. Depending of the type of cells you use in each piece of equipment you may have to handle storage differently. If your glow igniter has a NiCd cell in it, you should discharge it for the winter to eliminate any memory. If it has a NiMH cell in it you should leave it with a

bit of charge and even put a slight bit of charge in it every few months so it doesn't fully drain itself.

You need to store your starter box as well. If your starter box is powered by a Gel Cell type battery you should store it charged, and just like NiMH batteries you should top it up every few months to ensure it doesn't fully drain. LiPo batteries should never ever be allowed to fully discharge, so if you're using this awesome technology in your starter box mark a big "X" on your calendar to remind you that it's time for a LiPo power refill.





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BATTERIES AND ELECTRONICS

Just like the starting equipment discussed above your transmitter and receiver batteries may need some messaging. If you are using NiCd cells, discharge them for storage. If you use NiMH cells in your radio and car, store them with a charge in them. Same deal for LiPos too; let them die over the winter and you'll be buying new ones in the spring, so do whatever you have to do to remember to charge them during the cooler months. Keep in mind that batteries have a limited life span, so if you've got a few race seasons on them it may be wise to replace them with fresh cells next year. This is especially true for your receiver battery, since this one gets the most stress from your high current drawing super-servos.

Your radio equipment generally just needs a cleaning before bedtime. Use a bristle brush to remove any dust from your transmitter, receiver, and servos. You should take it a step further with your rx and open her up to remove any dust or debris that built up throughout your race program.



It says "love your rubber," not "Rub your... tires."

» TECH TIP

LOVE YOUR RUBBER

Whether you are running foam or rubber tires you shouldn't leave them on your car for the winter. The rubber can dry out and harden and the tires can flat spot. Take a few moments before storing your tires to mark the compounds, inserts, and wear status on the inside of the rims and then place each pair into a zip-lock bag and into a box out of direct light. This will ensure that your tires are fresh when you open them up in a few months.



PACK IT AWAY

It's hard to come to the end of this article because that means no more outdoor racing for a few months. As a final storage step place your chassis, engine, and accessories into a box to keep dust away and find a home for it in a dry place to prevent moisture from causing corrosion to metal parts. RC withdrawal is about to set in, but you can be confident that the next time you unleash your nitro warrior upon the rest of the unsuspecting RC population it will run as if you just prepped it for an A-main, even after collecting dust for a good four months. ☉

As LiPo racing grows nationwide, there are a few hot topics surrounding it. Some racers are **heating their LiPos to gain performance**. This can be done externally by actually heating the pack, and internally by discharging the pack at high amps before you charge it for racing. Some tracks and races are beginning to set rules against this and will be checking battery temps in pre-race tech. Battery voltage checks are already being done at most races, with a max allowable voltage of 8.44. There are issues with some chargers, however, that are cutting packs off slightly above this number. **Should those racers be DQ'ed** or allowed to 'burp' the throttle to bring their packs down? Is 8.46 really cheating? We allow racers to add weight if they are under... is this the same? Safety is the concern with Lipos and overcharging is dangerous, so this topic will be a 'hot' one for sure.

Another controversial topic to hit the net: **"Should 'pro' racers be racing in lower classes?"** 'Real' racing has had the same debate for decades with Cup drivers racing in nationwide and truck series. If rules are set and are fair for everyone involved then it should be ok, as it is especially **hard to establish what and who a 'pro' actually is.** A big dilemma also occurs when there might be only one or two classes at a race; what is a racer to do other than race in those classes?

Carpet season is here! Most racers wonder what will be hitting the tracks most this winter: **LiPos or Sub-Cs?** Heck who cares, as long as racers are racing and having fun! Make sure to check out the Snowbird website (snowbirdnationals.com) as we all get ready for the 'birds. New for this year will be a weekly webcam highlighting new news and live chat allowing racers to participate in each session. Should be fun (or corny); we will see. CYA there and CYA next time!

Got something cool you want to see in the Nation? E-mail it to RCThunder@aol.com.

words: Mike Boylan

NEW SILVA SHOCKS MAKE A BIG HIT

Many remember 'Delta' shocks from back in the day, and what a pain they were to build and maintain. Luckily over the years shocks have become much better. Silva Concepts recently released a brand new shock called the HPS2. These shocks are primarily designed for use as side shocks for pan cars, and can also be used as center shocks on 12th-scales. Remarkably, this new micro shock has an internal bladder and a changeable piston. Building one is a piece of cake; they assemble quick and easy. They also have extended movement that allow side shocks to operate better when the rear pod is rotated left and right. Dana Silva says there will be an upgrade kit down the road with coated shock shafts and different style pistons. Right now you can get the pieces in black and silver. This is cool if you want to build an extra set with different oils and setup for a quick change and easy identification in your pit box.

www.silvaconcepts.net

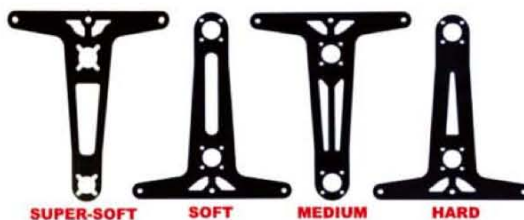


T-BARS AND RC CARS:

A popular company that sells T-Bars is Oval Racing Concepts. Owners Jorge Moreira and Walter Stuber are diehard oval racers and sell great products that win races. *Spring Steel* T-Bars are very popular with

racers, and ORC makes them in different sizes and tensions. Fairly new is their *Super Soft* bar that many racers seem to like. Here is a picture of their most popular bars, as some racers get confused at times distinguishing them apart.

www.ovalracingconcepts.com



THE FAMILY OF RC

One thing I would like to touch on is the great connection RC racing brings to families. Many of us are getting older and have been racing over a decade now. I am starting to see more and more kids under 10-years old at races and turning the wheel and pulling the trigger like their dads. We need this to help maintain the structure and keep the history and spirit of RC oval racing alive and well. I was 12 when I began racing, and spent many hours in the car driving to the races with my folks, and of course at the track with them. RC is a great hobby that can help keep kids off the street and actively involved with something they can enjoy and be proud of (along with their parents).

So, tracks, let's encourage this. Let's get the kids racing! Bring back big trophies for them, as trophies were my motivation when I started, among other things. Winning that trophy and putting it on the TV or bookcase meant the world to me. And let's try and encourage more family involvement. A once-a-month cookout where the wives and girlfriends can participate is a lot of fun. RC is a hobby first and foremost and the friends and relationships we establish are more important than getting crashed on the first lap.



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

THIS MONTH'S QUESTION: Can you talk a little about T-Bars/T-Plat's?

ARNIE'S ANSWER:

A T-Bar suspension is the combined effort of BOTH left and right side suspension arms and springs in other RC cars. The T-Bar also allows only the up and down movement of the tires while being the spring at the same time. The combined effort is a rigid & compact solution for smooth surfaces that unfortunately is not easily adjusted. Here are some simple guidelines for choosing the right T-Bar:

MOUNTING: Every T-Bar allows you to mount the rear pod with three screws. The center screw however can be optional. When it is left in, it makes the T-Bar bend more through the spine of the bar. When removed, it allows for more bending at the other two screws reducing the spring-rate of the T-Bar.

MATERIAL & CUT: Speaking only for flat tracks, as the motor torques and tries to climb the spur gear under acceleration, the T-Bar relates this force to the main chassis. Stiffer cuts and materials like spring steel will transfer more weight from the main chassis to the rear end, providing better drive off corners. The downside is that the stiffer material may be too stiff of a spring for the bumps in the surface. Fiberglass provides a lower spring rate for bumpy tracks; however, this makes for less weight transfer.

ON CENTER/ OFFSET: You can only transfer weight from what you are leveraging against. When mounting the T-Bar further to the left, it is mounted closer to the heaviest part of the car, allowing more weight to be transferred to the rear and more drive out of the corners. The down side is that it reduces the car's ability to rotate quickly. For most carpet flat tracks this option is not necessary except for high powered classes or low traction surfaces like parking lot asphalt.

You get a lesson every month right here.



THE 2008-2009 BRL SEASON DATES ARE SET:

Race #1: November 1-2
Hobbytown Hobbyplex—Omaha, NE

Race #2: January 3-4
Summit Raceway—Fort Wayne, IN

Race #3: February 7-8
S&N Trackside Hobbies—Brookfield, WI

Race #4: March 14-15
IROAR Raceway—Vinton, IA

Race #5: April 3-5
Tri-State Hobbies—Cincinnati, OH
(the BRL National Finals)

TRAXXAS Revo 3.3

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ACD15108 GV2 Pro 2WD Off-road Buggy..... \$209⁹⁵
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SCHK078 Cat SX 4WD 1/10th NIMH Car Kit... \$Call
SCHK079 Cat SX 4WD 1/10th LiPo Car Kit... \$Call



TRX5805 Electric Race Truck RTR..... \$189⁹⁵
TRX5908 4WD Nitro Race Truck RTR..... \$479⁹⁵



XRA350003 1/8th Off-road Buggy Kit... \$599⁹⁵



TRX5509 2wd RTR Racing Truck \$357⁹⁵



BMID12R Team 1/12th On-road Car Kit... \$249⁹⁵



CRC3200 Generation X 1/12th Kit .. \$249⁹⁵



LOS0800 8ight 1/8" Scale Nitro Buggy Kit ... \$499⁹⁵
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LOS0803 8ight-T RTR 4WD 1/8th Truggy... \$659⁹⁵
LOS0802 8ight-T 1/8th Truggy Race Roller Kit..... 589.95



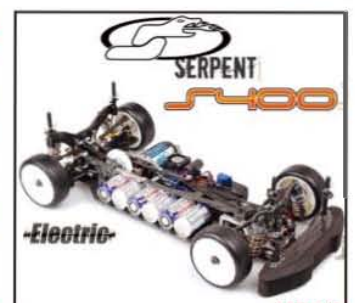
ASC80910 Factory Team RC8T Truggy Kit... \$599⁹⁵



ASC9060 4WD Team Buggy Kit..... \$324⁹⁵



TAM58405 Tamiya Toyota Land Cruiser... \$299⁹⁵



SER400001 1/10 Electric Touring Car Kit... \$439⁹⁵



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The kit includes:
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Chassis plate
Rear cross bar
Front bumper
CRC Pro strut/front-end ride height spacers

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FF1000 FF '07 1/12 Chassis Conversion Kit, Stormer Edition \$139⁹⁵



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 - 2mm Balance port
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TEKTT1600 3400 mAh 7.4v 2S LiPo Battery Pack, hard case 23C **\$89⁹⁵**

SMC LiPo



Run time @35 amps: 410-430
Average Voltage: 7.31-7.37
IR: 6.8-7.5
Weight: 242 grams, as shown with wires

SMC4028LD 4000mAh 28c 7.4v Lipo Battery with Deans connector, hardcase..... **\$104⁹⁵**

TEAM ASSOCIATED LiPo Packs



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Competition Electronics TURBO35GFX



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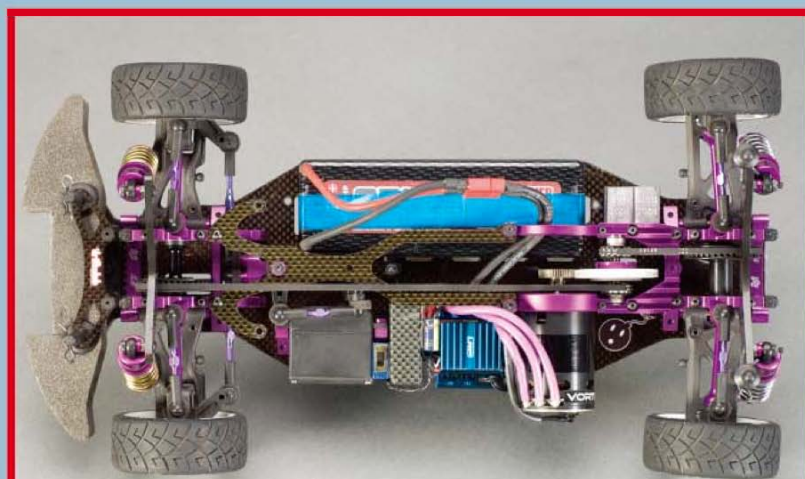
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TUNING WITH TOE ANGLES

IT'S THE WHEEL DEAL!

words: Jeff Huneycutt

Yeah, OK. That was a really bad pun, but tuning a car's handling by manipulating the toe angles is an important factor in many top racers' success. Although someone new to RC may think that all four wheels on a car should always be pointed straight ahead, that's actually rarely the case. Whether you are into touring cars, off-road, or even drag racing, toe can be used on both the front and rear wheels of every type of RC vehicle to help increase steering responsiveness and improve stability on the race track. And best of all, it's one of the easiest and quickest adjustments you can make on your chassis.



Looking at your chassis from directly overhead, toe in is when the front of the wheels are pointed toward each other. Toe out is when the front of the wheels are pointed away from each other. This applies to both the front and rear wheels. Here, the rear wheels have toe-in.

WHAT IS IT?

Looking down on the chassis from directly above, toe is the angle at which the wheels are pointed. If the front of the wheel is pointed toward the chassis, that is toe-in. If the front of the wheel is pointed away from the chassis, that's toe-out. This applies to all four wheels.

On most chassis, the method for adjusting toe is different for the front wheels versus the rear. Usually, toe can be adjusted on the front wheels by adjusting the length of the turnbuckles (or sometimes threaded rods) which are part of the steering linkage. This requires only a wrench and a little elbow grease. On the rear wheels, adjusting the toe angles usually takes a little more effort. Some have turnbuckles as well, but you usually have to change out one of the bulkheads locating the axis point for the lower control arm. The bulkheads are normally stamped with the toe angle they are made to achieve.

HOW IT WORKS

Toe angles mostly affect how sensitive your car is to steering inputs. Zero toe—when the wheels are pointed dead straight ahead—is the most efficient in terms of limiting rolling resistance. This means a car with zero toe will have the highest top speed. But on a track with turns, either on-road or off, the car with zero toe will rarely be the fastest.

Installing some toe angles in your car will introduce tire scrub that will in turn reduce top speed, but how often are you at top speed anyway? The other thing toe does is load the chassis so that your car can respond more quickly to steering inputs. Toe angle can have very different results depending on whether you are working with the front or the rear of the car. Generally, dialing in some toe-in on the front of the car will help it feel more stable in the straights. On the other hand, toe-out in the front wheels will improve turn-in response but can also make a car feel twitchy down the straights.

At the rear of the car, toe angles are a little simpler. Racers almost never run any toe out on the rear wheels. This will make the rear end want to lose traction and spin in the turns. Instead, running a little toe-in on the rear wheels helps keep the rear end in line in the turns. It will also aid rear traction and help you get off the line better.

As a car rolls through a turn (and especially when accelerating out of a turn), inertia forces the chassis to roll over on the outside wheel. If the outside rear wheel is toed-in, it keeps trying to push the rear end back in line instead of allowing it to fishtail out of control. So if traction is low and wheelspin is a problem, try dialing in a little bit more rear toe. This is especially prevalent in 1/10-scale two-wheel-drive classes running off-road. As a general rule, try to keep your rear toe between one and four-degrees of toe in on both rear wheels.



If you need more responsiveness on turn-in, try dialing in a little more toe in on the front wheels. If, however, turn in is fine but the car feels a little too twitchy, a little toe out will help settle it down.

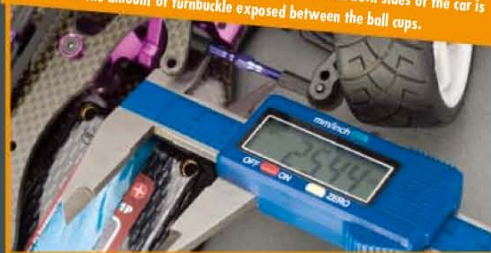
On the other hand, logging with toe-in might just make you fall on your face.

MAKING THE ADJUSTMENTS

When making toe changes, the most critical thing to make sure of is that both the right- and left-side tires are always changed the same amount. In other words, if you put 1.5 degrees of toe in on the left-front wheel, you absolutely must make sure that you also have 1.5 degrees of toe in on the right front. Unequal toe angles between the left- and right-side tires (either in the back or the front) will cause your car to behave erratically and make it extremely difficult to drive.

So if you are going to make toe adjustments to help prepare your car for the conditions, the most important thing you must do is always make sure the adjustments you make are the same on each side. This means you will need some system of measuring your toe settings. The most exact method is to use a setup board designed specifically for measuring all your chassis settings. These are popular among touring racers but systems are also becoming available for off-roaders. They are, however, a bit costly and out of the budget for many beginning racers. Another method is to break out the calipers and get to measuring. As long as everything else on both sides of the car is identical (steering knuckles, Ackerman settings, etc.), you can make identical toe adjustments by measuring your steering linkages. All you have to do is measure the exposed length of the turnbuckle (or threaded rod) between the ball cups on your steering linkages. If they are equal, your toe settings are equal and you are good to go. This method won't tell you your toe angle, but it will make sure that your wheels are at least even from side to side. Now, if you have to make a quick adjustment between heats, just try to turn the turnbuckles in even increments (like half-turns).

It won't tell you how many degrees of toe you are running, but one method for making sure you are running the same amount of toe on both sides of the car is to measure the amount of turnbuckle exposed between the ball cups.

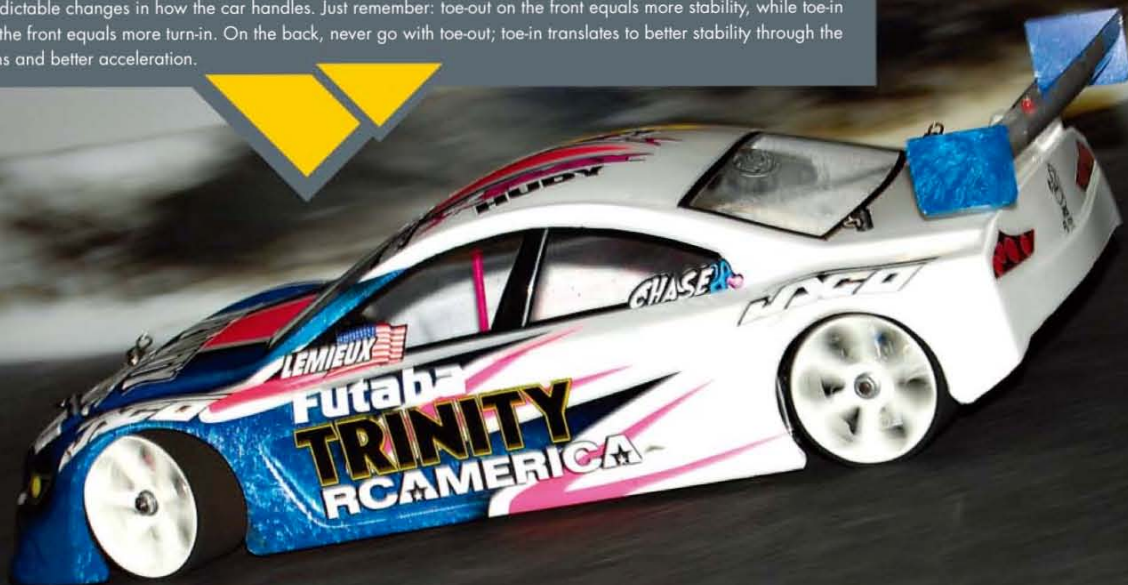


A setup board like this one from Integy is a great tool because it lets you measure your toe settings (plus a lot of others) with great precision. They can be, however, a bit of an investment.



CONCLUSION

Toe settings are among the most commonly made chassis adjustments at the race track. This is because a toe adjustment is not only quick and easy to make—especially on the front end—but it also results in predictable changes in how the car handles. Just remember: toe-out on the front equals more stability, while toe-in on the front equals more turn-in. On the back, never go with toe-out; toe-in translates to better stability through the turns and better acceleration.



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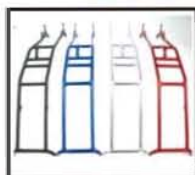


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2008 X-DYNO RECAP

A LOOK BACK AT WHAT WE TESTED

words: Derek Buono

The year is over and one of the most asked questions is "what does this engine make for power?" so the final X-Dyno for 2008 is actually a recap of the engines tested in the X-Dyno column in the last 12 months. We've included all the power data we have and the dyno graphs so you can look at each engine and see where they make the power and what engines make more power down low, or up top.

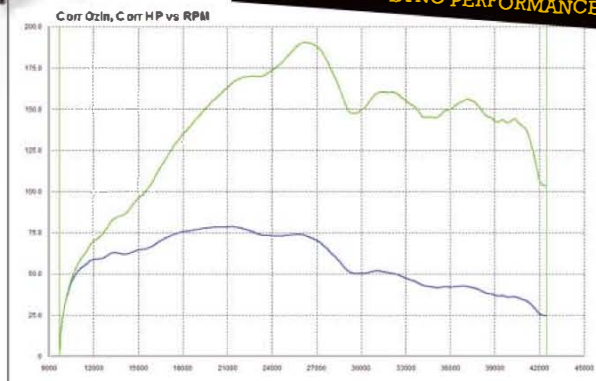
A full database will be online soon! We promise.

ISSUE
#146

MOTOR DATA

ENGINE:	Mugen Ninja MR28 M01A
PEAK X-DYNO HP*:	1.91 @ 26,200 rpm
PEAK X-DYNO TQ*:	78.52 oz.-in. @ 21,400rpm
PEAK X-DYNO RPM:	42,500
AVERAGE TQ*:	57.13oz.-in.
AVERAGE HP:	1.39
POWER FACTOR	
LOW END (TQ/HP):	67.56 / 1.21
TOP END (TQ/HP):	48.14 / 1.55

POWER PLANT DYNO PERFORMANCE



ISSUE
#147

MOTOR DATA

ENGINE:	Novarossi 353 Race .12 Plus 2
PEAK X-DYNO HP*:	1.04 @ 32,250rpm
PEAK X-DYNO TQ*:	29.52 oz.-in. @ 35,250 rpm
PEAK X-DYNO RPM:	42,250
AVERAGE TQ*:	22.54 oz.-in.
AVERAGE HP:	0.61
POWER FACTOR	
LOW END (TQ/HP):	19.12 / 0.34
TOP END (TQ/HP):	25.67 / 0.85

POWER PLANT DYNO PERFORMANCE

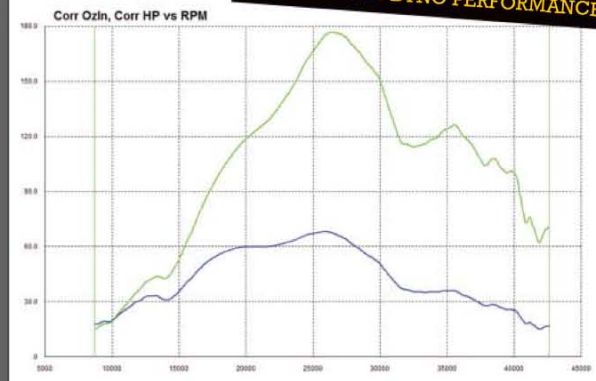


ISSUE
#148

MOTOR DATA

ENGINE:	Sirio S21 CL78 ST
PEAK X-DYNO HP*:	1.79 @ 27,400 rpm
PEAK X-DYNO TQ*:	68.76 oz.-in. @ 26,000rpm
PEAK X-DYNO RPM:	42,250
AVERAGE TQ*:	41.51 oz.-in.
AVERAGE HP:	1.03
POWER FACTOR	
LOW END (TQ/HP):	45.60 / 0.85
TOP END (TQ/HP):	38.14 / 1.19

POWER PLANT DYNO PERFORMANCE

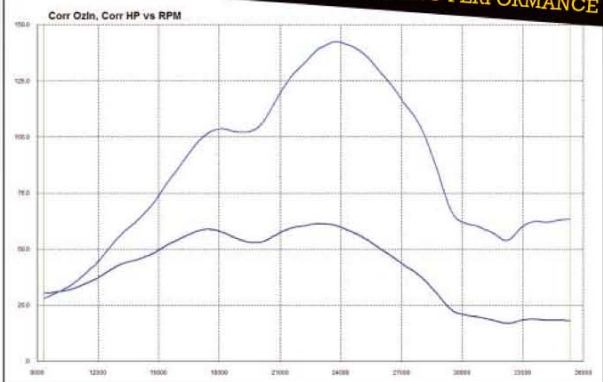




MOTOR DATA

ENGINE:	Go Tech 25R
PEAK X-DYNO HP*:	1.42 @ 23,500rpm
PEAK X-DYNO TQ*:	61.31 oz.-in. @ 22,900rpm
PEAK X-DYNO RPM:	42,250
AVERAGE TQ*:	41.50 oz.-in.
AVERAGE HP:	0.86
POWER FACTOR	
LOW END (TQ/HP):	50.34 / 0.90
TOP END (TQ/HP):	28.60 / 0.82

POWER PLANT DYNO PERFORMANCE



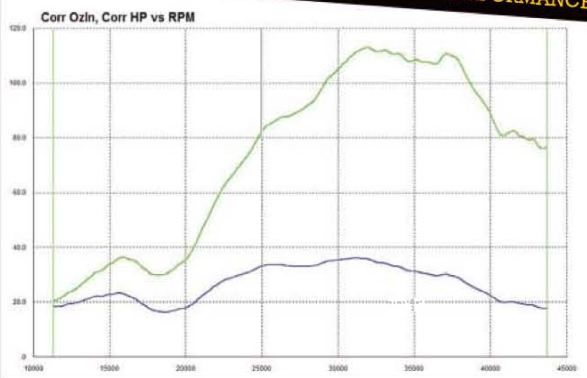
ISSUE
#149



MOTOR DATA

ENGINE:	OFNA/MCCO JLR Red-Dot Spec 2
PEAK X-DYNO HP*:	1.13 @ 32,000 rpm
PEAK X-DYNO TQ*:	36.02 oz.-in. @ 31,400
PEAK X-DYNO RPM:	43,500
AVERAGE TQ*:	26.53 oz.-in.
AVERAGE HP:	0.74
POWER FACTOR	
LOW END (TQ/HP):	22.33 / 0.41
TOP END (TQ/HP):	29.71 / 0.98

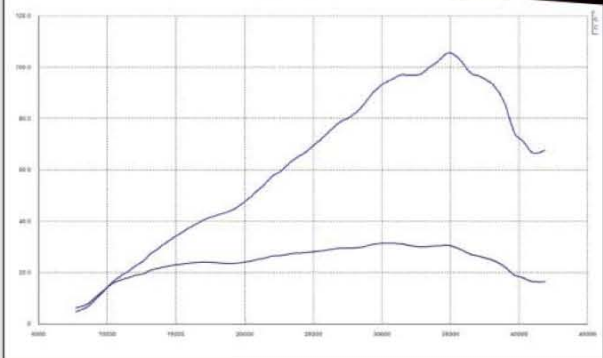
POWER PLANT DYNO PERFORMANCE



MOTOR DATA

ENGINE:	Siro S12 ST-Evo III
PEAK X-DYNO HP*:	1.06 @ 35,000rpm
PEAK X-DYNO TQ*:	31.55 oz.-in. @ 30,000 rpm
PEAK X-DYNO RPM:	42,000
AVERAGE TQ*:	24.17 oz.-in.
AVERAGE HP:	0.62
POWER FACTOR	
LOW END (TQ/HP):	23.10 / 0.41
TOP END (TQ/HP):	28.40 / 0.91

POWER PLANT DYNO PERFORMANCE



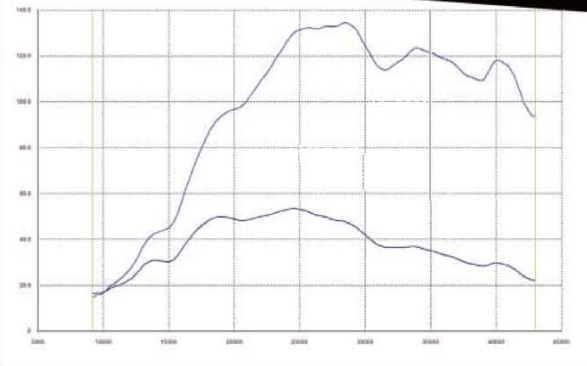
ISSUE
#151



MOTOR DATA

ENGINE:	Mugen Ninja JX21-B01
PEAK X-DYNO HP*:	1.36 @ 28,800 rpm
PEAK X-DYNO TQ*:	53.87 oz.-in. @ 24,600rpm
PEAK X-DYNO RPM:	42,500
AVERAGE TQ*:	39.23 oz.-in.
AVERAGE HP:	0.98
POWER FACTOR	
LOW END (TQ/HP):	39.54 / 0.74
TOP END (TQ/HP):	38.91 / 1.22

POWER PLANT DYNO PERFORMANCE



ISSUE
#152



ISSUE
#153

MOTOR DATA

ENGINE: Novarossi Nova N218
2001BF/RT

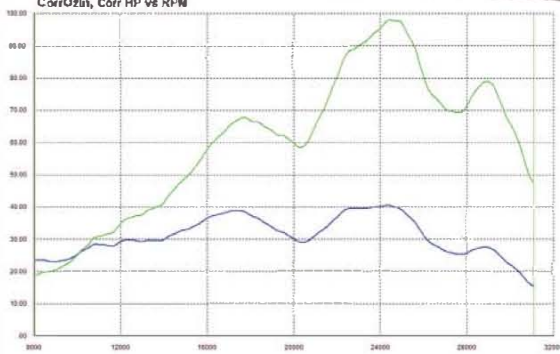
PEAK X-DYNO HP*: 0.98 @ 24,300rpm
PEAK X-DYNO TQ*: 40.12 oz-in. @ 24,100 rpm
PEAK X-DYNO RPM: 31,100
AVERAGE TQ*: 31.01 oz-in.
AVERAGE HP: 0.60

POWER FACTOR

LOW END (TQ/HP): 33.7 / 0.60
TOP END (TQ/HP): 26.9 / 0.74

POWER PLANT DYNO PERFORMANCE

Corr OzIn, Corr HP vs RPM



ISSUE
#154

MOTOR DATA

ENGINE: Team Orion .28 CRF Rev
Off Road

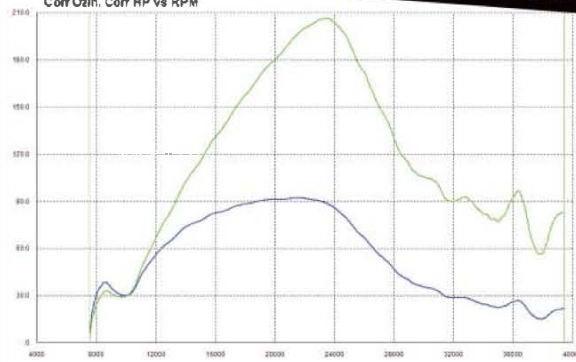
PEAK X-DYNO HP*: 2.06 @ 23,000 rpm
PEAK X-DYNO TQ*: 92.09 oz-in ipm
PEAK X-DYNO RPM: 39,250
AVERAGE TQ*: 55.12 oz. in
AVERAGE HP: 1.16

POWER FACTOR

LOW END (TQ/HP): 64.98 / 0.97
TOP END (TQ/HP): 49.03 / 1.29

POWER PLANT DYNO PERFORMANCE

Corr OzIn, Corr HP vs RPM



ISSUE
#155

MOTOR DATA

ENGINE: Team Trinity EBMods Tuned
.21 (Race-prepped)

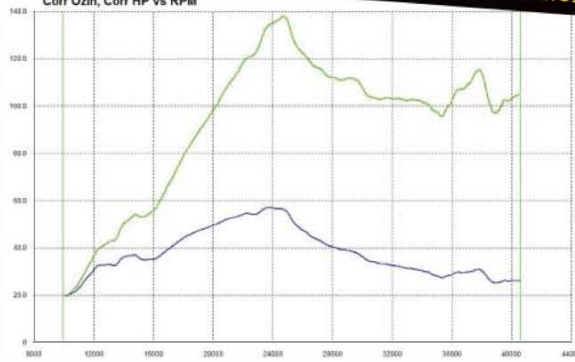
PEAK X-DYNO HP*: 1.38 @ 24,750rpm
PEAK X-DYNO TQ*: 56.99 oz-in. @ 23,750 rpm
PEAK X-DYNO RPM: 40,500
AVERAGE TQ*: 37.86 oz-in.
AVERAGE HP: 0.93

POWER FACTOR

LOW END (TQ/HP): 41.85 / 0.77
TOP END (TQ/HP): 34.12 / 1.08

POWER PLANT DYNO PERFORMANCE

Corr OzIn, Corr HP vs RPM



ISSUE
#156

MOTOR DATA

ENGINE: Team Orion .21 CRF
Rev Off-Road

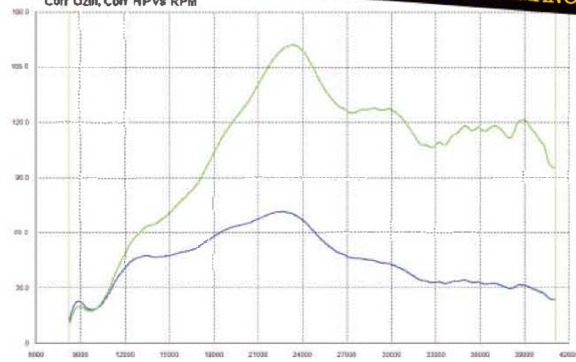
PEAK X-DYNO HP*: 1.62 @ 23,250rpm
PEAK X-DYNO TQ*: 71.21 oz-in. @ 22,500rpm
PEAK X-DYNO RPM: 41,000
AVERAGE TQ*: 44.08 oz-in.
AVERAGE HP: 1.04

POWER FACTOR

LOW END (TQ/HP): 50.57 / 0.91
TOP END (TQ/HP): 37.41 / 1.19

POWER PLANT DYNO PERFORMANCE

Corr OzIn, Corr HP vs RPM



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PILLOWS

I have an OFNA 1/8-scale buggy and I can't figure out how to set the width of the car. Can anybody explain it so I understand?
OFNAbasher

A. There are two basic designs in 1/8-scale suspension: the easier one uses hinge pins, and the other is what people call "pillow ball" or "pivot ball" suspension. Pillow ball suspension allows you to make slight adjustments to the width of the car, camber, and toe-in. While it's nice to have all that ease of adjustment, it can be difficult to get the correct setup. Some kits come with spacers to help you build equally from left to right to have a good setup. For those kits that don't come with spacers, you have to measure the gap and make sure you get it equal on both sides. Use a caliper to measure the gap between the arm and the hub. When adjusting width you want to make sure the dogbone is roughly in the middle of the outdrive and check that it doesn't bind or bottom out when the suspension goes fully in either direction.

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.



✚ NURSING CELLS ✚

I seem to have run into an issue with some of my matched NiMH batteries. I recently let them sit for about a month without use and now they seem to not want to take a charge and get really warm. I hope they aren't ruined; is there a way to bring them back?

rclugnut10

A: There's a lot of good information on battery care out there, but a lot of it isn't ever really passed on to the regular guy; it only seems to be known around the track. Most current cells (regardless of brand) need to be stored and maintained with a charge in them. Cells will naturally seek a steady-state (which is 0-volts) and discharge over time. In the past you could store Ni-MH/NiCAD cells at 0v and they would be fine, but some of the cells today get ruined when they are stored at 0v.

The first thing you want to do is use a volt meter and check each cell. They should read above one volt; if they are bad they usually read almost zero. If they all show an acceptable amount of voltage, find somebody with a discharge tray and use it to make sure the pack is balanced, then charge the pack. Monitor each cell with that volt meter in case one is a bad cell. It might take one to three cycles to get the cells back into shape, but keep in mind that they may never be as good as they were.

On a side note, Tekin came out with really cool product called the "Battery Nurse" to address this problem. The Battery Nurse keeps all your packs at a safe voltage when you aren't using them and drastically reduces failure due to lack of use.

DerekB



PUTTING THE BATTERIES TO BED

I have read a lot about LiPos and wonder if I should be putting them in a metal box at night. I take care of my batteries like little children, so I know I won't have any issues, but I want to make sure.

A: I always tell people that they wouldn't store a gallon of gas under their bed, and any form of battery has the potential to cause a problem given the right conditions. So, the key is to avoid giving them the right conditions. ALL your batteries should be stored in a safe place, like in a safe box.

There are LiPo sacks to help charge, and they should also be safe for storage, but a good metal box kept in a safe place is even better. Also, do not keep the three gallons of fuel you have for your nitro car on top of your batteries. If you want to keep your batteries safe like children, lock them in a metal box in a safe areathe batteries, not the kids.

DerekB



STICK IT

I have a Traxxas Slash and it seems I'm driving it very hard. I noticed the other day that the tires look like they are coming off the rim. Is that normal? Do I have to buy new ones?

Eyeraceslash

A: Pre-glued tires have been around for years now, and while they are really good, even the best glue can get tired of holding on over time. Check the bead of the tire by pulling back on the edge to see if the tire pulls away from the edge. Don't be afraid to pull hard, because depending on the speed of the car the tire is going to be subject to some high stress. Many pre-glued tires are glued to the inner bead more than the edge, which means that the tire may look like it's pulling away when it is actually secure to the chassis. If the tire is pulling off the rim entirely you'll have to re-glue the tire. Clean the surface well with soap and water. A little motor spray will get rid of any oils that will block the glue from sticking. Pull the tire back and apply some quality tire glue (Losi, Pro-Line, or Trinity) and hold the tire against the rim to make a good bond. Repeat for all the spots in question.



Don't you wish you were a teddy bear.



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INTERNAL GRAPHICS

Slap an Internal Graphic into your body and hit some paint~ Simple~
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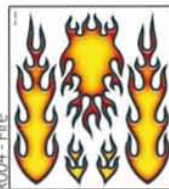
Part # R007
Scullop Flames



R001 - Chromal Blaze



R002 - Wickedness



R004 - Fire



R005 - XXXtreme Volts



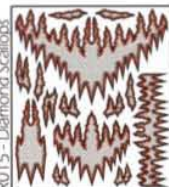
R009 - Graphite Checkers



R011 - Graphite Blank



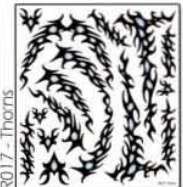
R014 - Graphite Blank



R015 - Diamond Scallops



R016 - Dysfunctional



R017 - Thorns



R018 - Heat



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R022 - Ice Internal Graphic

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CATCH THE RAINBOW



IS THIS THE ULTIMATE IN COLOR-SHIFTING PAINT?

words: M. R. Ogle

Color-shifting paint has been around for over a decade now. First you had two-color (commonly known as flip-flop) paints, then three-color shifting paints came along shortly after. These trick paint formulas have become very popular with custom painters in the RC world as well as in the real automotive customizing industry. Alclad II Lacquers, the company best known for introducing “chrome” paint to the RC industry, has unleashed an amazing new chrome-like paint called Holomatic Spectral Chrome that can reflect the full spectrum of colors... the whole rainbow. When I first saw the photos of a Lexan body done with Spectral Chrome, I couldn't really believe what I was seeing. I had to try it for myself. Here're a few tips on how to apply it to get the best, most dazzling rainbow-effect finish:

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0

FASKOLOR
OFFICIAL PAINT OF CUSTOM WORKS



TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED



• Alclad II Spectral Chrome Paint



• Black Blocking Paint

01

Because the Spectral-Chrome paint displays its multiple colors best on curved surfaces, we'll be using one of RJ Speed's "Legends-Spec" '37 Sedan bodies. The curved fenders are especially well-suited to showing off multiple-color reflections. Before you do anything else, wipe out the body thoroughly to make sure there's no mold release (or any other gunk) left inside the body which will show up in the paint later.



Ogle must eat a lot of Skittles.

02

Before I sprayed the Spectral-Chrome areas, I masked off and sprayed the basic body color (black with white side panels) first. I planned to paint the entire top in Spectral-Chrome, and to adorn all four fenders with Spectral-Chrome flames.



03

The Spectral-Chrome paint is (like the familiar chrome paint) formulated with the pigment suspended in a clear "carrier" that evaporates away, so be very sure to thoroughly shake up the paint right before using... and even a few times between coats... to ensure that the chrome particles do not get a chance to "settle" in the jar. Keep it shaken up as much as you can, even during the painting process.

Xtreme RC Cars

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Thank You.

04

Apply smooth, even coats with your airbrush set on a wide spray pattern. You'll want to use only moderate air pressure, and spray successive coats in the same direction for best results. Try to put it on a little "wetter" than you would with regular chrome paint to allow the particles to settle and "align" to make a smooth, mirror-like surface.



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05

Let the Spectral-Chrome paint dry completely before backing it with a water-based paint... in this case, Pactra Faskolor Black. To get the very best results, I actually let the paint dry overnight before I applied the backing coats.



Ogle is a master.



06

I finished off the Legends body with a few details to the grille. I can foresee painters using this exotic new paint where they might have just used regular chrome paint before to add a little "bling" to their paint schemes.



07

Here's the finished body. The total "rainbow" effect is difficult to capture in photos, but trust me, it's quite spectacular in person, especially out in the direct sunlight where the colors really come alive! Give it a try! 🌈



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Attack Stick Tx Only.....\$1.99
Mag Sport Tx Only.....\$14.99

-Novak Brushless Systems-

#3024 HV Pro 4.5 System.....\$269.99
#3024 HV Pro 5.5 System.....\$269.99
#3024 HV Pro 6.5 System.....\$269.99
#3024 HV Pro 7.5 System.....\$269.99
#3003 GTBw/Velocity Motor.....\$239.99

-Electronic Speed Controls-

Novak XRS w/Reverse.....\$49.99
Novak Rooster 12T ESC.....\$84.99
Novak Rooster Crawler.....\$84.99
Novak GTX Racing ESC.....\$149.99
Novak Super Duty XR.....\$145.99
LRP A1 Super Reverse ESC.....\$59.99
LRP A1 Pro Reverse ESC.....\$69.99
LRP A1 Bullet Reverse ESC.....\$89.99
LRP F1 Pro ESC w/Reverse.....\$89.99
LRP Quantum Competition 3.....\$159.99
LRP Quantum Reverse.....\$79.99
LRP Quantum Pro w/Reverse.....\$139.99
Traxxas XL1 ESC w/Reverse.....\$39.99
Traxxas XL5 ESC w/Reverse.....\$59.99
Traxxas XL10 ESC w/Reverse.....\$59.99
Futaba MC230 ESC w/Reverse.....\$49.99
Futaba MC330 ESC w/Reverse.....\$64.99

TEAM LOSI

1/8 Right Buggy RTR w/ 427 Engine & DX2 Radio.....\$559.99
Right-T Truggy RTR w/ 427 Engine & DX2 Radio.....\$619.99
1/8 Right Buggy Kit.....\$499.99
Right Buggy Race Roller.....\$519.99
Right-T Truggy Race Roller.....\$499.99

O.S. Engines

O.S. 30VGP-ES Roto Start.....\$239.99
O.S. 21RG-X Pull Start.....\$128.99
O.S. 21V-Spec Non Pull.....\$288.99
O.S. 21VZ-B Non Pull Start.....\$268.99
O.S. 21TM /Revo or Maxx.....\$259.99
O.S. 15CV-X w/Pull Start.....\$94.99
O.S. 15CV-R Non Pull.....\$118.99
O.S. 12CV-RX w/Pull Start.....\$118.99

Thunder Tiger Engines

9436 Pro-21BX-R(P).....\$129.99
9441 Pro-21BX-RP.....\$149.99
9473 Pro-28BD-R.....\$149.99

Nitro Combo

Futaba Mag Sport Radio & Gas Starter

Accessory Pack **Only...\$84.99**

For EZ Start/Roto-Start Systems Battery & Charger Upgrade.....\$32.99

Airtronics Radios

Blazer Sport w/Servos.....\$54.99
MX3S Synth FM w/Servos.....\$179.99
M-11 FM Tx & Rx Only.....\$289.99

Spektrum Radio Systems

DSM 3Ch. Module Systems, DX3 Pistol Radios w/ 2 Servos
DX2 Pistol Radios w/ 2 Servos
DX3R Pistol Radio
Now Available.....Call For Pricing

JR Radios

XR2i 2ch. AM w/2 Servos.....\$89.99
XR3i 3ch. FM w/2 Servos.....\$99.99
XS3 3ch. FM Synth.....\$109.99
XS3 Pro 3ch. FM Synth.....\$129.99

Nomad

#110 React Tx & Rx Set.....\$299.99

Hitec Radios

Aggressor AM Pistol.....\$49.99
Aggressor SRX FM Pistol.....\$89.99
Aggressor CRX 3P FM.....\$169.99
Lynx 3D FM Transmitter Only w/Spectra Module.....\$129.99

-Batteries-

Sport 1500MaH 6 Cell Flat.....\$13.99
Sport 1800 MaH 6 Cell Flat.....\$18.99
Sport 2400 MaH 6 Cell Flat.....\$21.99
Sport 3000MaH 6 Cell Flat.....\$29.99
Sport 3600MaH 6 Cell Flat.....\$39.99
Sport 4200 MaH 6 Cell Flat.....\$45.99
Sport 4600MaH 6 Cell Flat.....\$57.99
Team Orion 3300 Maxx 2 Packs.....\$59.99

-Battery Chargers-

Standard 15 min. AC/DC Charger.....\$26.99
Deluxe 15 min. AC/DC Charger.....\$32.99
Mega Peak AC/DC Peak Charger.....\$34.99
Vision Peak 2 AC/DC Peak Charger.....\$41.99
Super Brain 960 Peak Charger.....\$49.99
Super Brain 977 Peak Charger.....\$95.99
Super Brain 989 Peak Charger.....\$135.99
LRP Pulsar 3 DC Charger.....\$159.99
CEI Turbo 35 GFX.....\$399.99
CEI 23 Amp Power Supply.....\$129.99
DuraTrax IntelliPeak Chargers
DTXP4100 Pulse Charger.....\$54.99
DTXP4120 Deluxe Pulse Charger.....\$69.99
DTXP4130 Digital Pulse Charger.....\$89.99
DTXP4150 Twin Pulse Charger.....\$72.99
DTXP4170 Ice Charger.....\$119.99

TRAXXAS

T-Maxx 2.5 Nitro Powered RTR 4WD Monster Truck.....\$369.99
3.3 T-Maxx 4WD Nitro.....\$399.99
E-Revo 4WD Electric.....\$439.99
E-Maxx 4WD Electric.....\$329.99
Bandit Buggy RTR w/XL-5 ESC.....\$159.99
Bandit Buggy w/VXL Brushless.....\$274.99
4-Tec 4WD Sedan RTR.....\$164.99
4-Tec Sedan RTR w/ESC.....\$189.99
Rustler RTR w/XL-5 ESC.....\$169.99
Rustler RTR w/VXL Brushless.....\$284.99
Stamper RTR w/XL-5 ESC.....\$174.99
Stamper RTR w/VXL Brushless.....\$289.99
Slash RTR Race Truck w/XL-5 ESC.....\$199.99
3.3 Nitro 4-Tec Sedan RTR.....\$359.99
Nitro Sport w/15 & Radio.....\$219.99
Nitro Rustler w/Radio & 2.5 Engine.....\$289.99
Nitro Stamper Ready-To-Run.....\$269.99
3.3 Nitro Jato Ready-To-Run.....\$399.99
3.3 Nitro Slayer Ready-To-Run.....\$449.99
Revo 2008 Platinum Edition.....\$689.99
3.3 Revo 4WD Race Truck.....\$469.99

Ofna Racing

1/8 Dominator w/o Engine.....\$299.99
1/8 Ultra GTP RTR.....\$359.99
1/8 Ultra LX-1 Comp RTR.....\$299.99
1/8 Jammin' XI CRT RTR.....\$539.99
1/8 Jammin' XI CRT Pro.....\$589.99
Hyper ST RTR Truggy.....\$499.99
Hyper 8.5 Pro Race Buggy.....\$429.99
1/8 Hyper 7 RTR.....\$419.99
1/8 Ofna 9.5 Ready To Run.....\$399.99
1/8 Ofna 9.5 Violator RTR.....\$399.99
1/8 Ofna Jammin' XI RTR.....\$469.99
1/8 Ofna Ravager 4.6 RTR.....\$359.99
Ofna Hyper .21 Pull Start.....\$119.99
Ofna Picco .28 Pull Start.....\$199.99
Ofna Force .32 Pull Start.....\$149.99
Picco .21 Competition Engine.....\$199.99
Picco Maxx .26 Pull Start.....\$189.99

TEAM ASSOCIATED

Monster GT 8.0 Ready-To-Run with Radio & Engine.....\$519.99
MGT 4.60 SE Ready-To-Run.....\$399.99
RC8 Factory Team Kit.....\$499.99
RC8T Factory Team Kit.....\$579.99
Nitro TC3 Plus RTR.....\$299.99
Nitro TC3 Factory Team Kit.....\$329.99
RC10GT2 RTR w/15 Pull Start.....\$274.99
RC10GT2 Factory Team Kit.....\$274.99
TC5 Factory Team Kit.....\$329.99
TC4 Ready-To-Run Car.....\$239.99
RC10 B4 Team Buggy.....\$159.99
RC10 B4 RTR Buggy.....\$219.99
RC10 B4 Factory Team Kit.....\$219.99
RC10 T4 Team Truck.....\$179.99
RC10 T4 Ready-To-Run.....\$229.99
RC10 T4 Factory Team Kit.....\$229.99
RC18T, 18MT or 18B RTR.....\$159.99
RC18R Sedans RTR.....\$169.99

Shipping and Handling: \$9.99 up to 10 lbs (2nd day air, 3 day select, over weight & foreign orders are extra). C.O.D.'s add \$7.99 extra (Minimum C.O.D. order \$50.00 and must be paid by Money Order Only). We accept Visa, MasterCard, Amex, and Discover. Mail In Money Orders shipped without delay; Personal Checks allow 14 days before shipping. APO & FPO actual postage plus \$9.99. Prices & availability subject to change without notice. All Merchandise Covered By Manufacturer's Warranty Only! All Returns Are Subject To a 15% Restocking Fee And No Refunds On Shipping & Handling Fees. Send Mail Orders To: R/C Car Kings, 1307 East Hwy 13, Burnsville, MN 55337

XTREME TOOLS

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

words: Brian "Skinny" Skinner

OFNA TO THE RESCUE... AGAIN!

A lot of you may not know this, but OFNA has a great selection of tools. Once again I was on the hunt for S.A.E tools for my Losi 8s, this time for hex drive tips. After searching high and low at hardware stores, I stumbled on a set of OFNA S.A.E driver tips at RC Car Kings in Minnesota! This kit (pt# OFNR1311) comes with four tips and a ratchet, all for \$26.29. Odd price, but a great set of hex tips. OFNA tools are pretty darn good, and the OFNA tools I have in my toolbox have served me well over the years. If you need quality tools at a good price, check out OFNA's tool selection...they probably have what you need.

www.ofna.com



BLAZING SADDLES

This is a refillable butane pocket torch meant for cigars, but since it has its own protective casing, it's a good tool for the rough and tumble world of RC. You can use it for projects like electronic repair, heat shrinking tubing, loosening rusted & frozen bolts, and fusing adhesives. It has a window so you can see when it needs fuel, and it also has a lock so you can use it hands free. The CG-001 Blazer comes in many colors. I found mine at the local cigar store, but you can find Blazer products at hardware stores and craft shops. The nice thing is they cost \$20.00 and can be used for many RC projects...like getting that stupid lock-tight bolt unstuck from the engine mount!

www.blazerproducts.com



O2 COOL

I believe that my quest to find a small, compact fan that works decently for on the road races has come to an end with the O2 COOL portable fan.

This is the smallest fan I've found for keeping the pit area cool.

It's only three inches thick and about eight inches high, and it puts out a decent breeze. It uses a plug-in 12V converter or 4D cell batteries for almost 72 hours of run-time. The nice thing about this fan is that it's small for easy transportation, and can be used even when there's no power. To me, this is about as small as you can go to have decent cooling in a hot pit area. I've seen smaller, but they don't provide much breeze. I found this on sale at Lowe's for \$7.99; you might want to snap one up for your next race.

www.o2-cool.com





NURSE RATCHET

Here's a neat tool for heat-of-the-battle-wrenching. This is a finger ratchet that lets you hold onto the ratchet while you assemble your parts. Many times I've put stuff together only to have it fall apart when I grab for a tool. The finger ratchet hangs on your finger and is right there when you need it. It's designed to use keyed driver bits like the 1/8" hex bits or the standard +/- tips. For five dollars it's a nice tool that fits easily in your toolbox. It's really handy for race day wrenching. Try it! You'll like it!

www.harborfreight.com

IT'S IN THE HOLE!

I don't know about you, but I get tired of my silicon glue drying up after one use! You know what I mean; you use some glue to reinforce the car body or glue your transponder to the chassis, and two weeks later the glue has dried up. Well, the people at Caulk Savers LLC know your pain, and have come up with a sweet solution with this plastic screw plug. It costs about a dollar, is reusable, and fits almost any opening. You can find it at most hardware stores, or you can buy it online.

www.caulksaver.com

MACGYVER LIKE TOOL

You know how nuts and bolts seem to turn up missing when you're fixing your car? They either roll onto the ground—never to be seen again, or work their way to some part of the pit table, or hide behind parts. Well, I think I found the solution with this magnetic wrist band! Simply wear this wrist band, stick your parts and screws to it, and keep on working. When it comes time to put it all back together, the stuff is right there on your wrist. I think this will work great at the races where parts and screws seem to magically disappear when you need to get your work done fast. Now don't lie; you know your stuff does the same thing! You can find this Magnetic band at Harbor Freight for \$2.99, and it will undoubtedly pay for itself by the end of your race weekend.

www.harborfreight.com



Magnetic wrist bands look really cool.



TEAM CHECKPOINT

7.4V 4800 LI-PO SADDLE PACK

Team Checkpoint's new 7.4V 4800mAh saddle pack battery offers factory-matched cells to generate excellent power for extreme on-road and off-road performance. With a 20C discharge rating, this pack delivers all the power and punch the racer demands! The pack fits today's sedans and buggies and features gold-plated connectors. The included series connector has a built-in balancing jack.

Part Number: TCPC3640

MSRP: \$160

www.bestrc.com/teamcheckpoint

AKA

PREMIUM TIRE GLUE

Keeping tires on the wheels is the difference between win and foil. To keep your shoes on, try out AKA's new Premium Tire Glue. Formulated specifically for bonding tires, this high quality adhesive will ensure that your "fours" stay on. Comes in 20g bottles with twist cap.

Part Number: AKA38001

MSRP: \$8

www.raceaka.com



PROTECTA PARTS

PROTECTA-BAJA

The massive and very popular HPI Baja 5B requires protection of a much stronger kind; with that in mind, Protecta Parts offers their new "Protecta-Bojo" skid plate for the 5B platform. This plate is 1/8" thick and includes mounting hardware and instructions.

Part Number: 20081

MSRP: \$89

protectaparts@yahoo.com



HPI RACING

NISSAN GT-R

Most of us can't afford a GT-R. I know I can't— unless it's one of HPI Racing's exclusive limited-edition 1/43-scale Nissan GT-R scale models! The R35 is made of high quality resin with incredible detail only achievable by precision hand finishing. It is available in very limited production due to the extremely detailed process of creating and finishing each model. Each model comes in a crystal clear acrylic case (with a black base) so you can easily stack the cases if you wish. Fine details like radiators, disc brakes, brake calipers, mirrors, wings, exhaust pipes, headlights, fully painted and detailed interiors, full cylinder blocks, exhaust systems, and more elevate these models above other kits.

Available in silver, red, or black.

Part Number: 8404 (silver) 8405

(black) 8406 (red)

MSRP: \$190/ea.

www.hpiracing.com



Warning: Do not mix CA glue and lacquer thinner together.



INTELLECT

OFF-ROAD RECEIVER PACK

The last thing you want is to lose control of your nitro ride because of a drained receiver pack. Intellect has a new 5-cell standard hump pack available for nitro vehicles. Made from 1B-1 600mAh cells, the pack is pre-wired for plug and play simplicity.

Part Number: TRI20S31

MSRP: \$26

Web: www.teamtrinity.com



XRAY

XRAY T2 '008 ALUMINUM SOLID AXLE DRIVESHAFT ADAPTERS

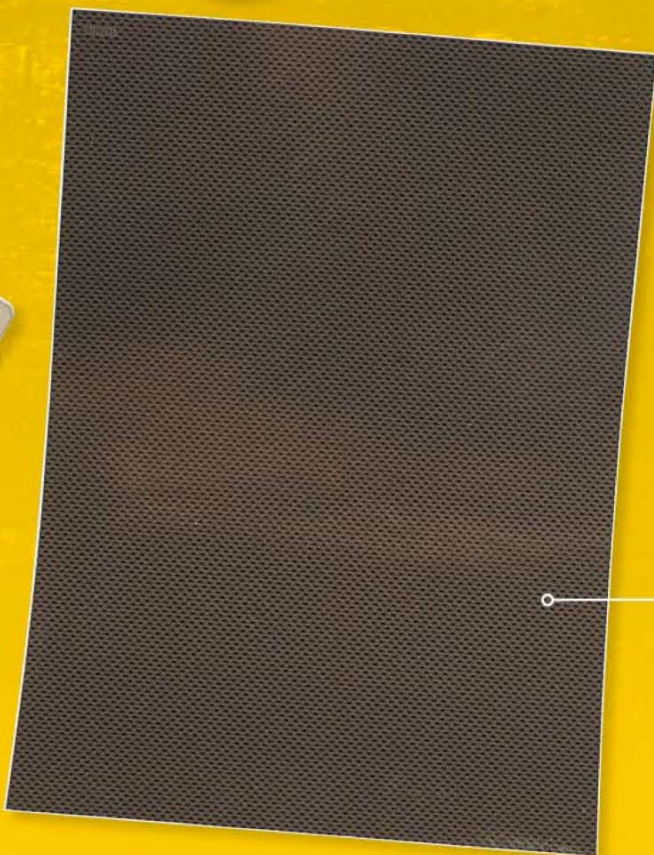
Stronger than the stock composite pieces, XRAY's new CNC-machined diff drive shaft adapters for XRAY T2 '008 Composite Solid Axle are made from premium lightweight Swiss 7075 T6 aluminum. Internal slots keyed to drive shaft pins require use of driveshaft blades (included), which enable direct power transfer to the wheels and eliminate excess play between the outdrives and drive shafts.

Part Number: 305136

MSRP: \$27

Web: www.teamxray.com

You'll get some poisonous, fingerprint-identifying fumes.



TAMIYA

FLEX STICKER

Unless you're Ogle or Dave, you don't have the patience to paint realistic carbon fiber. No worries—Tamiya's new Flex Sticker (Carbon Pattern) is the peel-and-stick way to go. Each sheet measures 155mm x 220mm, and you get one per package.

Part Number: 84035

MSRP: \$6

Web: www.tamiyausa.com

MUCH MORE RACING

BATTERY HEATSINK 2

During charging or discharging, battery cells get hot. Get rid of that heat with Much More Racing's new Battery Heatsink 2. The unit features six cooling fans for even heat dissipation, is made from anodized aluminum, and is powered by your 12v power supply or one of Much More's Cell Master chargers.

Part Number: MMRC2100

MSRP: \$70

Web: www.muchmoreusa.com



SPEED PASSION GRAN TURISMO ESC

FEELIN' IT

words: James Revilla

If you've never heard of Speed Passion, it's OK. But for those who know of Speed Passion, you also know that their lineup of electronic speed controls and motors have quickly jumped into the racing spotlight around the world. With names like Marc Rheinard, Billy Easton, and Satoshi Maezumi on the list of SP users, there's got to be something special going on here. Let's take a look at their top of the line ESC, the Gran Turismo ESC with SMART Esc programming unit.



FEATURES

When opening the box, you are greeted with what looks like a standard, 5-contact brushless ESC with sensor port. The ESC features include forward/brake or forward/brake/reverse operation, programmable drag brake, Li-Po cutoff voltage, 9-level throttle profiles, initial and maximum brake force, sensorless motor timing adjustment, throttle neutral range (dead band), and thermal protection on/off. Empty the box and you'll find a lot more—motor and battery wires, cooling fan, power capacitor, and the kicker—Speed Passion also includes their ESC programming unit in the box. Whereas a lot of this stuff is optional on other high-end ESC's, Speed passion packs it all together for you in one box.

TESTING

Installation was straight forward, and radio setup was quick and easy. Once I ran my test vehicle to make sure the ESC was operational, I went straight to the programming features. Like other programmable ESCs, you can use the "set" button to alter the various functions of the unit; or you can make your life easier and use the included SMART programming unit. This 3.5" x 2.75" x .5" handheld unit features an LED display and cheat sheet for programming the GT ESC in seconds. You don't need a separate laptop, and the

LCD indicators show you exactly what setting you have stored. You can also reset everything to factory values if you wish. I liked this feature, as in the heat of competition it can be difficult remembering how many LED flashes, or what number a setting is on, but the handheld unit eliminates all of the confusion. With it I was able to make fine-tuning adjustments at the track, without having to memorize LED flash patterns or lugging along a laptop to program my ESC parameters.

CONCLUSION

When I shopped for an HDTV recently, I skipped the usual "popular" brands and went with a unit that had more features, a better screen, and easier controls and adjustments, at a lower price. I'm 100% happy with my selection then, and the same goes for the Speed passion Gran Turismo ESC. When you buy a high-end competition ESC, you expect it to be loaded with features and extras, and the Speed Passion Gran Turismo delivers—at a lower street price compared to other brands. I had zero problems during testing (in hot August sunshine, mind you) and the handheld unit made changing parameters as easy as pie. Although a little new to the competitive scene, Speed Passion products are gaining a following, and the Gran Turismo ESC is a clear indication of why. ○

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



ODETTE YUSTMAN

HITS

- Top-level performance
- Program unit included
- Works with or without sensors

MISSSES

- Slightly larger than other high-end ESCs

CONNECT

Manufacturer: Speed Passion
(Distributed by Schumacher USA)
Web: www.racing-cars.com
Part Number: SP98801
Street Price: \$299



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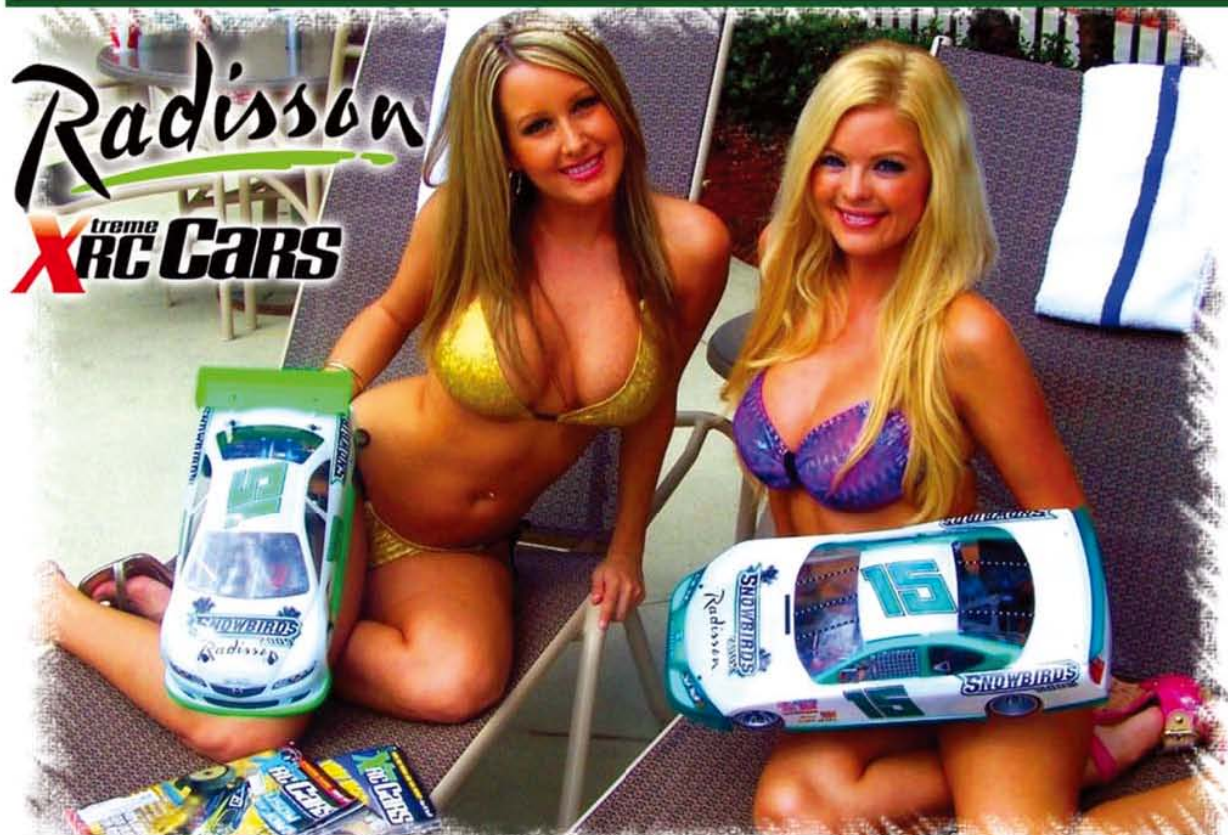
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XTREME CHRONICLES

Happy anniversary to us! Those of you who keep tabs on us know that this month marks the first anniversary of our sister publication, Beer Magazine. Ask anyone around the office, and they will tell you how quickly the year went by. Sure, every year tends to go by faster than the one before it, but more than anything, hard work made this year fly by. Everyone knows that when you bear down and bust your ass, time tends to fly, and that's exactly what happened this year. We all worked hard, but I want to take some time to recognize the hard work of our Art Department. In my opinion, they put the magic into every issue of our publications. When the Editorial staff finishes an article, it looks like a Word document; it takes the Art Department to turn it into what you see here: artwork! Nobody worked harder over the last year than the art staff. They are on deadline almost every week, and they never complain. Well, not much anyway. So without further adieu, thank you Dave, Joanna, Angie, and Chucky (McMahon). The four of you design three beautiful books, and your work doesn't go unappreciated.

words: Michael Wortel



10 YEARS

**DECEMBER 1998:
ISSUE 4.4**

Issue 4.4 ran an article about entering a race for the first time. It was a short article, and it didn't give a ton of information, but it did acknowledge that taking the hobby to the next level and entering your first club race can be intimidating. If you've never raced before, hit the track for a couple weeks, practice a little, learn which tires to use, and then give racing a shot! At the club level it is fun, and you'll learn more about your car in one week than you ever thought possible.

NITRO RS4

Ten years ago marked the anniversary of the release of the Nitro RS4. The electric RS4 is credited as one of the pioneers of the modern TC scene. In its wake, the Nitro Sedan class became popular. Although it never became one of the most popular classes of all time, Nitro Sedan is known by many racers as one of the most exciting.

CHANGING GEARS

James created a pinion gear guide that went into detail about selecting appropriate pinion gears for your motor, specific car, and track layout. Gearing is one of those aspects of our hobby that will always be critically important, and even though the concept of gearing literally goes back thousands of years, the technology has changed very little. Changing it would be like reinventing the wheel!



5 YEARS

**DECEMBER 2003:
ISSUE 97**

In issue 97, Derek sat down with one of America's greatest drivers, Mark Pavidis. Mark has been on top of the game for many years now. And even though most drivers' skills tend to diminish once they hit 30, Mark only seemed to get better. Mark has changed sponsors recently, but he's always a threat at the Worlds. Is it his time... again?

TUTOR REQUIRED

Futaba's 3PK line of transmitters is excellent. Many of the top pros use them, and they are at the top of many RC enthusiasts' wish lists. At around \$300 (without the spread spectrum module), they are a real investment. Navigating through the menu, however, is quite a journey. If you aren't used to it, changing a simple endpoint can be frustrating and complicated. The 3PKs are great, but so is the learning curve!



CHANGING OF THE GUARD

There was a profile in the back of this issue introducing Stephen Bess, former editor of Xtreme. Stephen was editor for about two years until he moved aside and I moved to So Cal to take his place. Fast forward to now, and I have moved aside myself. I currently write my articles at home, with the help of my four cats. I save a lot of gas money working at home, but my electric bill is now a lot higher. I guess it all evens out.

1 YEAR

**DECEMBER 2007:
ISSUE 145**

A year ago this month, Jammin' released their CRT.5 RTR. You may be asking why that's important; after all, the pro kit came out a number of months before that, so what's the fuss? Well, James reviewed the kit, and we both really liked it. When I saw the sub-\$300 price tag, I fell in love. The quality is great. The buggy is a blast, and if you can find a better RTR for under \$300, buy it. You won't be able to though!



RC8 FINALLY UNLEASHED

Team Associated has always been known for one thing—racecars.

As 1/8-scale started to explode in popularity, and the big manufacturers started making race buggies of their own, it was just a matter of time before AE produced something race worthy. A year ago this month, AE did just that. Some argue that they were a little late to the scene, but the RC8 has proven to be a great buggy. It's better late than never, right?

OH O'DONNELL

To go along with December 2007's theme of late-comers to the 1/8-scale buggy scene, we also saw the very first ad for O'Donnell's 201B buggy. Lots of people were surprised to find that O'Donnell makes more than fuel and glow plugs. Well, I was anyway. When it was announced that Jared Tebo would be driving the 201B, it became a huge deal.



RC PRO SERIES

NOVEMBER
4TH - 8TH
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Team Helotes

COROZO



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R/C CAR

O'DONNELL

NITROTANE

WISTER
TRUCKS

TRAXXAS

CRC
Competition RL

GH RACING
BY GOLD BEET HORIZONTS

R/C La Shop

LA SORPRESA
HOBBY

CEN



MEET MISS RC PRO - BRITANY
&
THE SPEED THREADZ GIRLZ

U.S.A! U.S.A!

Here are some pictures of my Traxxas Revo. I have been working on this truck for over a year now and it's my baby. I would love to see it make it into your magazine. I'm very patriotic and what better way to show it off than with a great RC truck. Thanks for all the help!

Justin Filiault
Portsmouth VA



Patriotism is a good way to get on our side!

BIG ONE

Here is my Yankee 1/4 scale Viper with 27cc custom engine from Yankee with billet crank case and carbon fiber reed intake. The list of upgrades include, aluminum diff, 2-speed transmission, front disc brakes and front and rear aluminum uprights. The body was custom painted by Mike Ogle. This is one of my favorite cars in my collection.

Mike Casey
Corona California



BIG BLOCK SWAP

Here are pictures of my Team Losi LST2. It has been converted from nitro to electric using Fine Design's conversion kit. It has the Losi's forward-only kit and wing kit. The steering servos have been upgraded to high tech Hitec 985 metal gear servos. I am running Pro-Line Badlands tires on 3/4" offset rims. The radio system is the Spektrum DX3R. The batteries I run are 5,000 MAH 4S LiPos. This truck will eat any nitro monster truck in production, and keeps up with, or beats, the truggies. Thanks to Chris at finedesigndc.com for all of his help in creating this monster.

Thanks guys! Love the magazine.

Jimmy McMullen
Yonkers, NY



WICKED COLLECTION

Hi my name is Adam Kaeding. I have been a reader for almost a year now. Here are some pics of my cars. They are a Mugen MBX5r Pro-Spec, Mugen MBX5T Pro-Spec, and a Jammin' CRT.5. I painted all the bodies myself. They are controlled by a Futaba radio and Futaba or Hitec servos. The Mugen's are both powered by an O.S. .21 VZB V-Spec and the CRT .5 by a Picco 7 port. I run all Pro-Line tires. I would also like to say thanks to Kit and Caboodle hobby shop in Oakley, CA. I also wanted to say thanks for the great mag and keep up the great work!

Adam Kaeding



HOW SLOW DO YOU GO?

Hi Derek, thought I'd submit my RC crawler pics for your enjoyment. Awesome magazine and hope to see more crawler specific articles.

Thanks,

Mike

Mike's Custom RC Paint
RCcrawler.com



- Blackjack Chassis
- Axial Tranny and Axles
- Custom made Links
- J Concepts Rock Steady Single Cab body
- Pro-line Hammer Tires
- Mayhem Eng. Double Phatty Competition Wheels
- Castle Creations Sidewinder ESC
- Holmes Hobbies Revolver Black Brushless Motor
- Max-Amps 2000Mah Battery Pack
- And a whole lot of killer rocks in Northwestern Montana to play on.

ADDICTED TO SLOW

I am a subscriber from Minnesota and love the magazine. Keep it up. Check out my Tamiya TLT that I just finished. It is my first crawler. I stretched it using my spare Revo links and custom driveshafts to meet 2.2 standards. I moved the shocks and added Axial beadlocks and Moab M3's with stick on lead weights inside. Motivation comes from an Integrity 55T controlled by an LRP speed controller and a 3600 Venom stick pack. I topped it off with a fresh (and so far uncut) 1972 Chevy Truck body by Pro-Line. Who would have thought slow rock crawling could be so fun and addictive?

Brandon Engen
Clearbrook, MN



NICE RIG!

Here is my current camp rig. Last year I took home a 4th place in the Axial West Coast Championships with a Bender Customs SW2 with a full Pro-line Chevy Silverado Body and no dig. This year I will be running a Bender Customs SW3 with goodies.

Best regards,
Arthur B. Bell



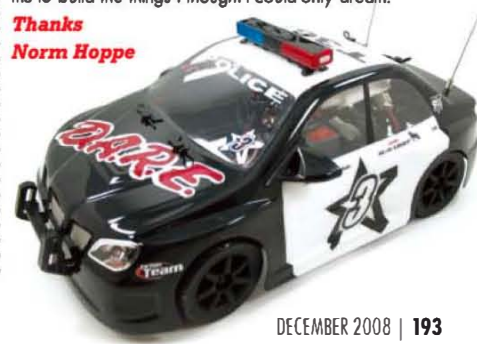
HERE ARE THE STATS:

Chassis: Bender Customs SW3
Axles: Front: TLT w/RCP Crawlers CVD's, Fat Rock Stainless Axle C's, RCP Crawlers Max clearance Knuckles. Rear: RCP Crawlers CVD's, RCP Crawlers straight axles
Transmission: RC4WD's R2D w/ HS645-MG actuator servo.
Motor: Matrix V10 50t
Radio: Futaba 3PM
ESC: Mamba Max with CC BEC
Servo: Hi-Tech HS5955-TG
Power: Custom Elite 3S 11.1V 2200
Body: HPI Baja Bug (Discontinued)
Wheels: RC4WD Narrow Beadlocks
Rubber: Pro-line M2 Hammers (pictured), Pro-line M2 Badlands, or Lasi Rock Claws.

ARRESTED DEVELOPMENT!

Sup XRC My name is Norm Hoppe and I have been into RC for about 6 years now. [Does that sound like I am giving a speech at AA] Well if RC is a drug then have me arrested! I recently came across an idea to make a D.A.R.E. Police car themed RC because of what D.A.R.E. stands for in there never ending goal to keep kids from drugs. This hobby is a great way to make positive friendships that can grow and is a drug that should be encouraged nonetheless. This here is my Team Associated 18R Kamino that I painted up Cali style, I added Yokomo side mirrors, Yokomo light buckets that I trimmed to fit the Kamino, a MOTORMAX Police light bar and bumper, and custom made lights finishes off the look. The chassis is all pretty much stock with the exception of the 2.4 system as this is meant to just have fun on those lazy days and the neighborhood kids seem to really enjoy it, especially at night. Thanks XRC throughout the years in your idea's and how to's that has allowed me to build the things I thought I could only dream.

Thanks
Norm Hoppe



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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

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