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Xtreme RC Cars

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FEB 2010 / ISSUE 170

02

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TESTED:

HOT BODIES Ve8

TRAXXAS Slash 4x4

TEAM XRAY T3 2010

RACE COVERAGE:

2009 Nitro Cross

NR/CTPA Monster Truck Worlds



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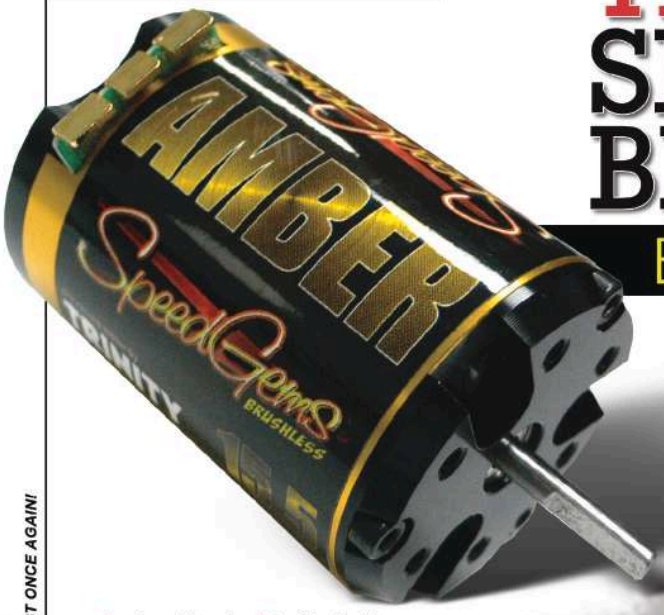
EDITOR'S PICK

TRINITY SPEEDGEMS BRUSHLESS

BIG BANG FOR THE HORSEPOWER BUCK



The Hottest Selling Brushed Motors Are Now Available Brushless!

words: Nosmo King | photos Max Stealth

TEAM EPIC RULES THE MOTOR ROOST ONCE AGAIN!

FEATURES

This November Team EPIC is launching the Trinity SpeedGems brushless motor line. Like their world famous SpeedGems brushed motors the brushless series will offer the highest performance and quality at a consumer friendly lower cost. The winds (turns) like their brushed cousins have been optimized to excel in specific venues of racing. The SpeedGems brushless feature the same technology as the more expensive NEMESIS line which is a good deal for all racers and bashers.



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CONCLUSION

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SCORECARD

NAME	WIND	KV	RPM	LENGTH	DIA.	WEIGHT	SHAFT	BATTERY	SPEEDO	USAGE
NITRONITE	5.5	7200	53,280	52.03	36.18	151.3g	.125	4600mAh + Ni-MH/Li-Po	Any Sensor Sensored*	Traxxas, Kyosho, Losi & other ready to run trucks, buggies, touring cars, oval & 4wd racing buggies. The most power, shortest run time.
CHROMIUM	8.5	4700	34,780	52.03	36.18	152.2	.125	3800mAh + Ni-MH/Li-Po	Any Sensor Sensored*	The ultimate motor for your Traxxas Slash! Also excellent for all 1/10th racing buggies on hooked up, high traction tracks. The perfect choice for all 1/12th scale racing.
TITANITE	12.5	3200	23,680	52.03	36.18	156.4	.125	3000mAh + Ni-MH/Li-Po	Any Sensor Sensored*	Use in 1/10th ready to run trucks and 1/10th buggies. The perfect motor for 1/10th racing buggies on slippery or small tracks. Your best choice for an all around versatile modified motor. Long run time.
AMBER	15.5	2700	19,980	52.03	36.18	158.2	.125	1800mAh + Ni-Cd/Ni-MH	Any Sensor Sensored*	Designed for use in all rock crawlers. Great for 1/10th touring cars, off-road buggies, racing and monster trucks. The longest run times and works well with just about any capacity battery.

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Xtreme XRC Cars magazine

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LOSB1481B Mini Rock Bashers

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1/24 Micro Rock Crawler BND (LOSB0236BD)

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VECTOR X12 STOCKSPEC

Now also stock drivers can take advantage of the World Championship winning XTEC X12 technology. With the all new VECTOR X12 Stock Spec motors, developed specially for stock racing, even more performance is available at your disposal.

Together with an improved throttle response, higher efficiency and better controllability this new motor is a clear advantage that promises to bring both more fun and performance to your racing.

X12 VECTOR StockSpec

	10.5T	13.5T	17.5T	21.5T
Order No.	50832	50842	50852	50862
Specific rpm per volt, kv	3.600	3.050	2.200	1.700
RPM[1]	25.920	21.960	15.840	12.240
Power[2]	306W	241W	183W	148W
Efficiency[2]	92%	93%	93%	93%
Magnet material	Sintered 12.45mm X12 StockSpec (#50635)		Sintered 12.45mm X12 StockSpec (#50635)	
Min. speed control requirements	SXX StockSpec Brushless (#80910)		SXX StockSpec Brushless (#80910)	

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Sealed winding



Laser-engraved turns



Black coated shaft and magnet

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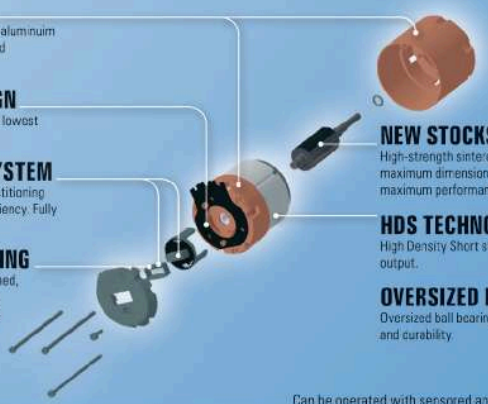

NEW STOCKSPEC MAGNET

High-strength sintered 12.45mm magnet with maximum dimension allowed by the rules for maximum performance.

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High Density Short stack for highest power output.

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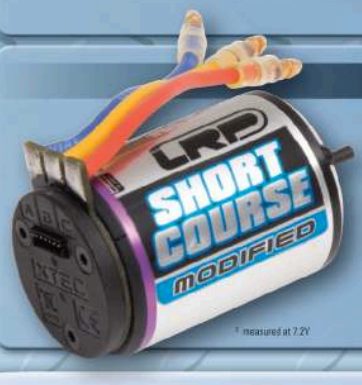
Oversized ball bearings for highest performance and curability.

Can be operated with sensored and sensorless speed control



[1] measured at 7.2V

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Upgrade your 1:10 scale short course truck with serious brushless power. The LRP Short Course Modified motor has been tailor-made for high performance short course racing!

Features:

- Military-spec sintered rotor
- Hand wound
- Heavy-duty low-friction ball bearings
- Plug and play
- Sensored design
- ROAR legal for racing

	9.5 Turns
Part No.	50820
Colour aluminium ring	purple
RPM[1]	30.240
Specific rpm per volt, kv	4.200
Power[2]	278W
Efficiency[2]	92%
Magnet material	Sintered. 12.3mm Stock Spec Rotor (50613)
Min. speed control requirements	LRP A.I. Brushless Pro (80150)

LRP BLUE IS BETTER

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STRAIGHT TALK

The past year has been a rough one for many. We're sure that you know somebody that lost his job or has been put out of business since the unemployment rate is about 10-percent and much higher in some states.

One segment of the economy that's suffered some serious losses has been advertising, which is the lifeblood of our magazine. Many people probably perceive our company and many others like it as being bigger than they really are, but truthfully we are small. Many larger magazine titles have closed their doors[1]; others have cut jobs, sent jobs overseas, reduced quality, and done everything they could to save money and stay in business.

One of the ways our company has minimized the effects of a terrible economy has been to delay printing. Without going into how our business manages cash flow, the result to you the reader was simply that you got your issues later and maybe on a more erratic schedule than in the past. We, like you, weren't happy with this trend, but it happened. As we enter 2010 in a stronger financial position, we have to do something to get our magazine back on schedule with you and the newsstand. That means the issue you're reading, which should be labeled as the January issue, is actually also the February 2010 issue.[2] This gets our magazine back in line with newsstand standards and distribution and it resets our timing with you. Everybody will still receive the 12 or 24 issues they've paid for, and with this correction, we should be back on schedule completely within a few issues. We can't just pump out issues back-to-back with little time in between. This solution would cause more problems short term. So from here on out, expect to find your copy of *Xtreme RC Cars* in your mailbox, on the newsstand, or at the hobby shop before the end of each month.

We are printing this because we think our readers will actually care and understand, and hopefully support us as we correct a problem that was unavoidable.[3] What we are doing as a "we're sorry please still love us" gesture is adding 32 more pages to this issue. It's like us giving you flowers after we got into a fight. This is where you start to cry and hug us.[4] So enjoy the extra content in your super collectors January/February 2010 issue and we're looking forward to a great 2010 … anybody see one of those flying cars yet?

Godspeed in 2010

Derek Buono
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derekb@rc411.com

Michael Velez
Publisher
mikev@rc411.com





1. Dear Internet, it's not because of you either.
2. Super special collectors edition! We should print the cover upside-down too!
3. Some may not have even noticed, but I'm sure there will be those who put their spin on this. Fact is most magazines, and all in RC have had to do some things they didn't want to.
4. You don't have to cry, we are men.



Now you know why we use models in our magazine.

» TEAM RANTS

MIKE VELEZ [FORWARD ALL SPAM TO MIKEV@..]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Recessions.

THE ONE THING I WISH I SKIPPED... That YouTube video of the guy with giant boil on his back.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... Sending me Spam.

DEREK BUONO [AND HE THOUGHT MYSPACE WAS BORING]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Listening to the bottom of the barrel wish it was the top.

THE ONE THING I WISH I SKIPPED... Reading every second of everybody's life on Facebook.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... being armchair "everything" –if you can do something better…do it.

JAMES REVILLA [HATES THE DRINK, LOVES THE CHICKS]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Jury duty. Happy birthday, James.

THE ONE THING I WISH I SKIPPED... buying a $650 imported cell phone last December, only to get rid of it for an iPhone 3GS roughly 3 months later.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... getting Starbucks between 8:00-8:10am, when I'm there staring at the pretty girls.

MIKE McMAHON [HIS "SITUATION" IS PRETTY GREAT]

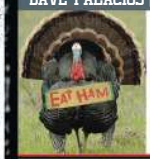


IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Getting another year older.

THE ONE THING I WISH I SKIPPED... Seeing an episode of Jersey Shore on MTV.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... Doubting my greatness.

DAVE PALACIOS [LEAVES XMAS LIGHTS UP ALL YEAR]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Taxes, I'd love to skip paying taxes for a year.

THE ONE THING I WISH I SKIPPED... The extra helping of Turkey at Thanksgiving. My stomach still hurts.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... February 29th.

CARL HYNDMAN [ROBOTS DIDN'T EXIST WHEN HE WAS A KID]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Watching bad movies. You can never get those hours back.

THE ONE THING I WISH I SKIPPED... Watching Transformers—waste of time, ha ha.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... All those reality TV shows—enough already!

BRIAN SKINNER [NOT AS FAST A HIS INTERNET CONNECTION]

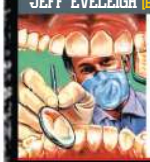


IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Dead lines, I'm not good at them!

THE ONE THING I WISH I SKIPPED... The years 1989 to 1992.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... Bashing people/things on the web forum.

JEFF EVELEIGH [BUT HE LIKES THE "TAP" MOVE]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... The dentist, I hate the dentist!!!

THE ONE THING I WISH I SKIPPED... having Derek crush my junk in Chicago a few years back.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... "News" shows that are filled with lies—can't those people just go away???

JASON BOULANGER [ONLY TIME HE RIDES SOMEONE'S REAR]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Being stuck in traffic.

THE ONE THING I WISH I SKIPPED... Getting the flu.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... All that Twilight crap.

MIKE BOYLAN [OR "FORUMS" WELCOME TO 2009]



IF I COULD SKIP ONE THING THIS YEAR IT WOULD BE... Reading R/C message boards.

THE ONE THING I WISH I SKIPPED... My first beer.

THE ONE THING I WISH OTHER PEOPLE WOULD SKIP... Being negative.

We Bring The Excitement!

ULTIMA SC

#30855X-B (1/10th EP Ultima SC Truck Ready Set

KYOSHO MotorSports



Short Course Truck racing is spreading across the world and is becoming the hottest class for beginners and hardcore racers alike. The Ultima SC has been designed with the ultimate racing performance in mind and meets all ROAR regulations. This ReadySet (RTR) is not just a backyard basher, but a race ready chassis with many of the high performance traits from the Ultima RT5 from which it's chassis is based. The Ultima SC brings the fun and ease of short course racing combined with proven Kyosho quality and performance to your national title fight or backyard grudge match. Kyosho and the Ultima SC, we bring the excitement!

DBX VE

ReadySet #308421:10 Vortex Powered OffRoad 4WD Buggy

MAD FORCE Kruiser

#31226B(Mad Force Kruiser Ready Set

Mini-Z Racer MR-03

Combine the MR-03 with your favorite car body and you have the finest radio controlled model available in style and performance.





KYOSHO
THE FINEST RADIO CONTROL MODELS

www.kyoshoamerica.com

#5873R - S1 Racing Compound Slash tires
Assembled on Red Beadlock Wheels



#3652X (Red) / #3652A (Blue)
Anodized Aluminum Stub
Axle Carriers



#3632X (Red) / #3632A (Blue)
Anodized Aluminum 30° Caster Blocks



#3743X (Red) / #3743A (Blue)
Anodized Aluminum
Steering Bellcranks



#6845 - Slash 4X4 Steering
Bellcrank Set With Integrated
Servo Saver (Fits Slash)



#3139X (Red) / #3139A (Blue)
59mm Anodized Aluminum Toe Links
#3737 (Red) / #3737A (Blue)
39mm Anodized Aluminum Camber Link



#4628X - Hardened Steel
Differential Output Yokes



#5862 - Aluminum Big Bore Shocks
Assembled with TiN Shafts and
Progressive Springs (4)



#2520 - Pro
Ball Differential



#3767X (Red) / #3767A (Blue)
Anodized Aluminum Shock Caps (4)



#3636X (Red) / #3636A (Blue)
Anodized Aluminum
Steering Blocks



#1664T (Long) / #2656T (XX-Long)
Titanium Nitride Shock Shafts



#1918 - 18-Tooth Pinion Gear
#2416 - 16-Tooth Pinion Gear
#2423 - 23-Tooth Pinion Gear
#4725 - 25-Tooth Pinion Gear

SLASH PERFORMANCE ACCESSORIES

Whether you're looking for increased speed, improved handling, greater durability or custom style, Traxxas has you covered with accessories designed just for Slash. Perfect fit. Fantastic finishes. Serious styling. See the complete line of Traxxas accessories at your local dealer or visit Traxxas.com.

R/C HERO™ WIDE On-board video™ camera



#5840 - R/C Hero Camera $179.99



#6840 - Aluminum R/C Hero Camera Mount

POWER CELL

Traxxas Certified to deliver all the speed and power engineered into your Traxxas models!

6-Cell Pack

Fits all Traxxas 1/10 scale electric models.

#2922 – 6-cell – 3000mAh
#2942 – 6-cell – 3300mAh
#2952 – 6-cell – 4200mAh

7-Cell Flat Pack

Required for 7-cell use in E-Maxx, E-Revo, and Summit. Also fits Slash.

#2923 – 7-cell flat – 3000mAh
#2940 – 7-cell flat – 3300mAh
#2950 – 7-cell flat – 4200mAh

7-Cell Hump Pack

Fits Slash, Rustler, Stampede, and Bandit models.

#2926 – 7-cell hump – 3000mAh
#2941 – 7-cell hump – 3300mAh
#2951 – 7-cell hump – 4200mAh

Velineon 60+ mph

When you're ready for extreme power, install the Velineon Brushless Power System into your Slash to unleash top speeds over 60mph!

#3350 - Velineon Extreme Brushless Power System

Power-UP

Trade in your Slash's brushed ESC and motor for Velineon brushless power--just $130! Learn more at Traxxas.com/powerup

Faster Charging! EZ-Peak

#2930 – Traxxas EZ-Peak Charger

TRAXXAS

Traxxas.com

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HEAD HONCHO

We see that body popping up on a lot of rigs.

Axial has expanded its scale line-up with the new Trail Honcho. This new ride sits on the familiar SCX10 chassis and features aluminum suspension links, a longer 12.3 in. wheelbase, sintered diff lockers, Axial's trick rock sliders side bars, a tube-style front bumper with aluminum skid plates, 14 light buckets and a real spare tire. Speaking of treads, the Trail Honcho comes standard with Pro-Line Racing 1.9" Flat Irons on Axial beadlocks.



Part Number: AX90014
MSRP: $275
www.axialracing.com







BRUSHLESS T4

Based on the 7-time National Champion RC10T4, the new Team Associated brushless RC10T4.1 is a fully assembled truck that features many of the components from the RC10T4 Team kit, while incorporating a totally new 2.4 GHz XP3-SS 3-Channel radio system and SHV1504 MG metal gear steering servo. Power is supplied by a Reedy 3300kV brushless motor while the XP SC450-BL electronic speed control with LiPo cutoff provides smooth throttle control. A sealed gear differential improves reliability and allows fine tuning for different track conditions. The brushless RC10T4.1 can be additionally upgraded using a full line of Factory Team T4 hop ups, as well as Reedy and LRP performance parts.

RC10T4.1 Brushless RTR Features:

- Built on the 7-time National Champion RC10T4 platform
- XP3-SS 2.4 GHz 3-channel radio system
- HV1504MG metal gear servo
- XP SC450-BL Brushless ESC with LiPo cutoff, forward and reverse with lock out
- Reedy 3300kV brushless motor
- 2.6:1 ratio gearbox with sealed gear differential
- Dual-sided adjustable slipper clutch
- Rubber sealed ball bearings
- Molded composite low-CG chassis with set-screw antenna tube lock
- Blue aluminum shock bodies with molded pre-load clips
- Battery strap with twist-lock thumb knobs
- Rugged steel turnbuckles for adjustable camber and front toe
- Angled bellcrank "co-planar" steering with built in servo saver
- Vertical ball ends for roll center adjustments, front & rear
- Pre-mounted tires on white dish wheels
- Factory finished Interceptor-T polycarbonate body





Part Number: 7037
MSRP: $399
www.teamassociated.com



Slash SHOCKER

Enhance the overall performance of your Slash with Pro-Line's new PowerStroke Shocks. These new dampers feature a true dual-stage spring rate, aluminum body and shock cap, infinite spring pre-load adjustment, 3.5mm shock shafts, injection molded, super durable spring retainer and shock ends, bladder sealed shock cap, free flow molded pistons, dual O-ring seats and upper and lower shock shaft guides. The shocks come in pairs and are pre-assembled, all you have to do is add oil and go.

Part Number: 6063-00
www.prolineracing.com

I guess in Europe it's "raycer" not "racer."

NITRO "RAYCER"

XRAY is pleased to present the new XRAY NT1R, the latest release from the XRAY design studio for the nitro car racer in everyone. The XRAY NT1R represents the latest offering of the super-successful "RAYCER" concept: luxury at an affordable price. Based on the successful, award-winning, racing-dominating NT1 platform, the Raycer's features include a CNC-machined 3 mm Swiss 7075 T6 chassis; CNC-machined 2.5mm fiberglass radio plate; aluminum engine mount; Swiss 7075 T6 hard-coated flywheel; easily-adjustable 3-shoe XCA (XRAY Centrifugal-axial) clutch; laser-cut, precision flat-ground ventilated steel brake disk for ultra-efficient fade-free braking; high-grip Ferodo brake pads that are heat treated for maximum lifespan; PUR-reinforced, high-efficiency, low-friction, fine-pitch drive belts; oversized pulleys; XRAY 4-step externally-adjustable shocks featuring standard fixed or adjustable pistons; fine-threaded shock bodies; specially-hardened shock shafts for maximum strength; and much more.



Part Number: 33-0100
www.teamxray.com

Build-a-Brushless



Team Novak is offering RC enthusiasts the opportunity to customize their own ballistic motor with the new "Build-A-Ballistic" program, where drivers can choose among thousands of replaceable-part combinations to create their own perfect motor.

NOVAK OFFERS FIVE CUSTOMIZABLE OPTIONS:

* Specialized, hand-wound stators (16 choices)
* Premium bearings (2 choices)
* Superior-quality sintered rotors (3 choices)
* Different-colored motor sleeves (5 choices)
* Multiple length harnesses (3 choices)

You can get all of Novak's next-generation features, such as an easy-to-adjust timing assembly, heavy-duty solder tabs, interchangeable wound stator construction, a removable shielded sensor harness and Thermal Overload, but with your own custom specs.

To ensure the highest quality, each Build-A-Ballistic motor is built by Novak motor-assembly experts. Each motor is custom built, individually timed based on your chosen wind and subjected to numerous motor tests. Each also includes a 120-day warranty. To top it off, these precisely constructed motors only take up to 10 business days to complete.

www.teamnovak.com





Part Number:
4821 (front)/
4823 (rear)
MSRP: $39/pair
www.hpiracing.com

Bust Some Sand

On the beach or desert, equip your 5T with HPI Racing's new Sand Buster-T Rib front and Sand Buster-T Paddle rear tires. The Sand Busters-T Rib fronts have a rib down the center of the tire to cut through the sand for stable steering, and the Sand Buster-T Paddle rears have 10 large paddles for maximum traction in sand and soft dirt. Sold in pairs, these tires are a direct replacement for the factory Baja 5T tires.

TUNE IT UP

Team Epic's Nemesis Project now has rotor tuning kits for all Nemesis motors. Now you can fine-tune your motor to the track by using rotors of different strengths. Each kit includes two rotors, and are available for both Spec and modified Nemesis cans.

Part Numbers: TRI10563 (Mod) / TRI10564 (Spec)
MSRP: $60/set
www.teamepiconline.com



Tamiya Classics Return

Tamiya is celebrating the 30th anniversary of the Sand Scorcher with an improved re-release of the model. The "2010" version features new improvements and more fine-tuned parts. Just as with the original, the updated Sand Scorcher features ribbed front tires and paddle rear tires. Since the Sand Scorcher and the Buggy Champ use the same chassis, the spare parts are interchangeable. Also, a new addition to the XB lineup is the classic BMW M3 E30 Sport Evo, based on the popular TT-01D type-E drift chassis. Like all XB models, this one comes completely assembled for quick running.





Part Numbers:
57800 - 1/10 R/C XB BMW M3 E30 Sport Evo (TT-01D Type-E)
58452 - 1/10 R/C Sand Scorcher (2010)
www.tamiyausa.com

Probably the best M3 ever.

JCONCEPTS
IFMAR World Champions

JCONCEPTS – 1:8 BUGGY

SUBCULTURES

IT'S A WHOLE NEW WORLD BELOW THE SURFACE



Subcultures, the new, three-tier design from JConcepts are the latest in 1/8th buggy tire development. It's a whole new world down within the tread as the Subcultures are the first 1/8th buggy tire with three-tier lug technology. The precisely spaced pyramid shaped tread provides the initial feel and control for hard packed, loose and loamy conditions while the step base gives the necessary height for wet and soft conditions. At the very base of the Subcultures is a mesh of tread which provides grip at a time when most tires are left bald.

Designed for maximum performance, the design allows even wear all the way down to the tire body. Subcultures in new condition excel on hard or soft surfaces that are either dry, wet or where mixed conditions are present. Subcultures worn to the second or third tier of lugs excel on surfaces where a groove has formed with minimal dust buildup.

THREE-TIER TECHNOLOGY

JConcepts team driver Ryan Maifield had this to say about the performance of the Subcultures tires. *"Dialing in my 1/8th buggy has never been easier than with JConcepts. The Subcultures tire is a great weapon when I'm running on a surface that has loose and dry conditions. When it comes to tires, wheels, bodies and accessories JConcepts has you covered."*

#3034 - Subcultures 1:8 Buggy Tires

SUBCULTURES TIRE COMPOUNDS Yellow = Medium - all conditions · Blue = Soft - all conditions · Orange = Soft - groove conditions

JCONCEPTS – 1:8 TRUCK

SEVENS

LUCK HAS NOTHING TO DO WITH IT

As a driver looking for a competitive edge, look no further than the Sevens. Sevens are a result of 2-years of research and development on the world and national 1/8th circuit. The innovative Sevens design incorporates the small pin design of the Double Dee's combined with directional and functional undertones which produce increased grip while reducing wear.



Wear is always the trade off when going to a small pin, and with the Sevens these worries are a thing of the past. Running qualifiers and main events on the same quick tire is now possible. Sevens are a world leading tire right out of the package, the unique Sevens lug technology combined with the sticky yellow and blue compound allow the flexibility necessary to compete on even the most demanding surfaces for an extended period of time.

The JConcepts Sevens excel on hard packed or blue groove conditions where the track surface has started to take rubber. Drivers will feel the immediate impact of the exclusive design and proprietary rubber compound as they rip around the track at blistering speeds.



Compact tire body with crisp tread and separation

SEVEN IS A LUCKY NUMBER -

More than just "show tires," Ryan Maifield recently TQ'd the Nitro Cross World Championships running the Sevens. Ryan had this to say following the event –

"The Sevens are my answer when I'm looking to go fast or step it up in a big main event. I have been amazed at the jealous response from other drivers after running the Sevens. My competitors think I am cheating but I just tell them - its JConcepts, buddy."

#3027 - Sevens
1:8 Truggy Half Up Tires

SEVENS TIRE COMPOUNDS Yellow = Medium - all conditions · Blue = Soft - all conditions

For complete catalog of JConcepts products, visit www.jconcepts.net



SLIPPERENTIAL

Transform your brushless buggy or truggy to the next level of drivability with RC Monster's new "Slipperential" center differential and integrated slipper clutch. The Slipperential utilizes a hard anodized, Teflon coated, three-piece diff cup design and custom spur gear and slipper clutch components that will drop into most current 1/8 scale center diffs in Mugen, Losi, Associated, XRAY and other similarly sized diff compartments on buggies and truggies. Each Slipperential includes an instruction sheet and all parts required to build one complete center diff.

MSRP: $120

www.rc-monster.com

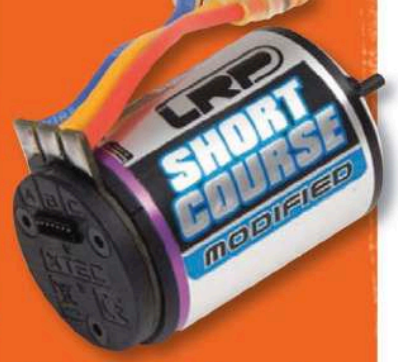
Dark Series Stick Packs

The new TrakPower Dark Series LiPos are the next generation in ultra high discharge 1/10-scale race packs. With up to a whopping 80C burst capability, these hard-cased stick packs are available in an entry-level 3600 mAh 35C pack and a 5000 mAh 40C pack. Designed for electric vehicles, these hard-case packs feature 4 mm bullet plugs with a 2mm balancing tap. For the racers out there, the Dark Series packs are ROAR approved.

Part Number and MSRP's:
FPWC0090 (3600 7.4V 35C LiPo Pack) $130
FPWC0104 (5000 7.4V 40C LiPo Pack) $180

www.flightpowerbatteries.com





LRP has developed the perfect brushless system to upgrade your short-course truck. With features such as waterproof operation and sensored technology, this system promises to deliver better performance and higher speed to your short-course truck, in addition to the smoothest power delivery that only a sensored system can provide.

LRP SHORT COURSE SPECIAL

The Ai Brushless Pro Reverse ESC features brushed/brushless modes, forward/brake/reverse operation, waterproof construction, auto set-up plug in and drive, and sensored design. It's also LiPo safe. The matching X-11 short course modified brushless motor features a military-spec sintered rotor, hand-wound can, heavy-duty low-friction ball bearings. It's also ROAR legal for racing.

Part Number: LRP80585
MSRP: $240

www.teamassociated.com



The HPI Formula

HPI Racing has some clean looking wheels for a perfect fit on their Formula Ten cars. The FT01 Precision front and rear wheels are molded from high impact nylon to roll true and round for maximum grip and minimal vibration. These silver wheels feature a split 6 spoke design for realistic looks, and are available in front pairs and rear pairs.

Part Numbers: 103321 (front), 103322 (rear)
MSRP: $8/pair

www.hpiracing.com



Someone put LEDs in battery packs, and call them "Light Series."

LIGHT 'EM UP WITH
DYNAMITE Li-Po POWER



1/10 LI-PO HARD CASE SURFACE PACKS



MINI/MICRO/ RECEIVER PACKS



Introducing the new lineup of Dynamite Li-Po battery packs. Now you have a lightweight, powerful Li-Po solution for today's most popular vehicles that won't break the bank. Minis, micros, monsters, even receivers—Dynamite Li-Pos were designed to meet the demanding power requirements of the hottest electric vehicles around, including Traxxas vehicles equipped with the Traxxas High-Current Connector. And each is constructed to exacting tolerances for maximum safety and reliability.

1/10 LI-PO HARD CASE SURFACE PACKS

DYN5350T - 7.4V 2600mAh 2S 15C Li-Po, Hard Case w/Traxxas® Connector
DYN5360T - 7.4V 5300mAh 2S 25C Li-Po, Hard Case w/Traxxas® Connector
DYN5370T - 11.1V 5300mAh 3S 25C Li-Po w/Traxxas® Connector
DYN5350 - 7.4V 2600mAh 2S 15C Li-Po, Hard Case: TAM
DYN5360D - 7.4V 5300mAh 3S 25C Li-Po, Hard Case: Deans Connector
DYN5370D - 11.1V 5300mAh 3S 25C Li-Po, Hard Case: Deans Connector

MINI/MICRO/RECEIVER PACKS

DYN1419 - 7.4V 2000mAh 2S 5C Li-Po Receiver Pack
DYN1426 - 7.4V 2000mAh 2S 20C Li-Po: Mini-T, MLST/MLST2
DYN1427 - 7.4V 1650mAh 2S 25C Li-Po: Eracer, Mini-Slider, 18T, 18MT
DYN1429 - 7.4V 180mAh 2S 20C Li-Po: Losi Micros

To learn more about the entire line of Dynamite Li-Po packs
VISIT WWW.DYNAMITERC.COM/LIPO

dynamite®

QUALITY, PERFORMANCE, VALUE: THAT'S DYNAMITE

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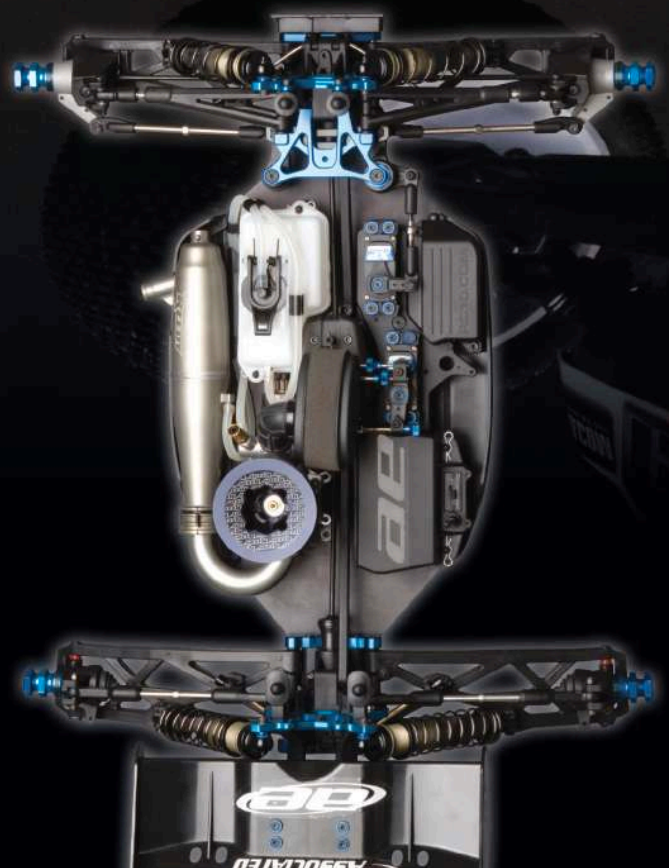
RC8T FACTORY Team

CHAMPIONSHIP EDITION

1:8 Scale Nitro 4WD Off Road Competition Truggy Kit





Factory Team machined blue aluminum top plate for superior strength



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

After TQ'ing all four rounds of qualifying, Team Associated's RC8T Factory Team kit took first place at the 2009 ROAR Nationals! Driven by Ryan Maifield and powered by the Reedy 121VR .21 competition engine, the RC8T performed as it was designed to and brought home the big win!

Inspired by this achievement Associated is proud to introduce the RC8T Factory Team Championship Edition kit. The RC8T CE kit has added many new features to the original RC8T that make it an even more potent race machine. Improved strength, durability, rough track handling and overall performance are all qualities built into the RC8T CE making it the most competitive Team Associated truggy to date.

- **Pre-assembled shocks, diffs and turnbuckles with Factory Team shock and diff fluids included**
- **Factory Team 16mm 'Big Bore' threaded, hard-anodized shocks feature heavy-duty 4mm TiN coated stainless steel shock shafts for durability and reduced stiction**
- **Updated 5mm 7075 blue aluminum shock towers with additional rear camber link options**
- **Revised front upper camber link allows for easier adjustments and maintenance**





RC8T differentials come preassembled and ready to fill with diff fluid



5mm machined blue aluminum shock towers for light weight strength, and durability



Blue aluminum narrow hex adapters with pin retainer clips and nylon locking wheel nuts



JConcepts tires, tire inserts, pre-drilled wing and Punisher body included!

- 7075 blue aluminum suspension mounts key into chassis for maximum durability
- Molded bushings allow for easy adjustment of caster, rear toe-in, rear anti-squat, and front kick-up.
- Updated steering geometry for more consistency and reduced bump-steer
- Molded composite radio tray includes optional forward placement battery box for increased corner speed
- Molded composite front and rear chassis braces for increased chassis response
- Blue aluminum Narrow hex adapters with pin retainer clips and nylon locking wheel nuts
- JConcepts Punisher body, JConcepts Illuzion pre-drilled wing, and JConcepts tires and foam inserts included
- Three aluminum clutch shoes with full sets of 1.0mm and 1.1mm clutch springs
- Factory Team 7075 blue aluminum one-piece top plate
- Light-weight 3mm 7075 hard-anodized chassis
- 4.30:1 ratio gearboxes with a 14T clutchbell and 54T spur gear
- Heatsink brake discs with 'FFC' Free Float Caliper brake-system eliminates unwanted brake drag
- Two-piece split-center diff mount allows easy access to the center diff
- 3.5mm light CVA drivetrain with full ball bearings

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

SWEEP UP THE COMPETITION

On-Road specialists Sweep Racing have introduced the new EXP-30E 1/10-scale rubber tires. Featuring a higher traction level compared to the successful "R" and "QTS" tires, the EXP-30Es use a new rubber compound to gain maximum traction. Measuring in at 64.5mm in diameter, these new treads work well on both carpet and asphalt, and are available in tire-only or premounted form.

Part Number: EX-30E (tires only, 4 pieces) / EX-30P (premounts, 4 pieces)

www.sweepracing.com





Mini Push Rods

Featuring CNC Machined Delrin rod ends with lightweight anodized aluminum centers, Team STRC's new pushrods greatly reduces the flex in the pushrod suspension and also adds great looks matching up perfectly with the line of option parts for the Mini E-Revo and Mini Slash. The pushrods are sold in pairs, and are available in blue, red and silver colors.

Part Number: varies by color
MSRP: $10/pair
www.teamstrc.com

Reedy Competition LiPo

Reedy's competition LiPo batteries have proven themselves time and time again in the hands of the world's best drivers in the most prestigious international competitions. Maximum capacities, high C ratings, durable cases, multiple configurations, and ROAR/EFRA/TCS homologation make Reedy LiPo batteries the best choice for the hardcore racer looking for the edge over the competition.

Christer Andersson
2009 Euros Warmup
Modified TC Champion



ROCKED AND LOCKED

Introducing RC4WD's new Rok Lok 4.0 Comp tires, mixing scale looks with off-road performance. The Rok Lok 4.0's measure in at 8.62" x 3.14" and feature a reinforced sidewall support, molded in RC4WD's X3 sticky compound. Sold in pairs, the Rok Lok 4.0's include memory foam inserts.

Part Number: Z-T0012; MSRP: $45/pair

www.rc4wd.com





SACK BOY

Protect yourself and those around your pit by charging your LiPo battery packs inside these new Losi LiPo protection pouches. These pouches are constructed from a flame-resistant material and feature a secure hook and loop flap for proper closure while allowing for a release of pressure in the event of an explosion.

Part Numbers and MSRP:
LOSB9700 (small) $11
LOSB9701 (large) 15

www.losi.com

The Power To Win!

IFMAR WORLD CHAMPIONS 28 TIME

#709 Reedy 5000mAh
35C 7.4V

Keven Hébert
2009 IIC 13.5 Rubber
TC Champion

www.ReedyPower.com

REEDY

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

LINK IT UP



Available now as part of the new Traxxas Slash 4X4, Traxxas has an updated TQ 2.4GHz radio system. Along with DSSS technology, they have added in a new patent-pending "Traxxas Link" automatic model recognition. Not just your usual "model memory" setup, the TraxxasLink is automatic in that you can bind up to 20 different TraxxasLink transmitters or TraxxasLink receivers, and the next time you're ready to roll just grab ANY TraxxasLink radio and any of your vehicles equipped with a TraxxasLink receiver, hit the on switch, and the radio will automatically set its settings to match the vehicle you have.

Along with TraxxasLink technology, the newest TQ radio also features a multi-function knob on the face of the transmitter can be programmed to control a variety of functions such as steering exponential, steering and braking dual rate, and throttle trim. Access is through a simple menu tree controlled by a two-button interface. Other tuning options include end point adjustment, servo reversing, and sub trim adjustment.



Part Numbers and MSRP:
2208 4-channel transmitter and 5-channel receiver combo, $150
2209 2-channel transmitter and 5-channel receiver combo, $125
www.traxxas.com

Phasers on "stun."

Ultra Powered

Need an upgrade to your RTR car or just want an affordable entry-level control motor? Speed Passion has you covered with its new line of Ultra Sportsman V2.0 motors. These brushless motors are sensored and available in 5.5R to 21.5R versions and a specially designed 30.5R 1000KV for rock crawler applications. This new line of motors includes Speed Passion's new, improved one-piece design and all-new V2 FTD (Fixed Timing Dynamic) sensor base technology.

Part Number: varies by wind
www.speedpassion.net

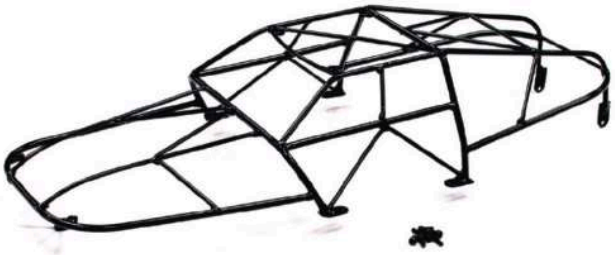




BAG IT

For a compact yet functional way to carry your 1/8-scale setup equipment, check out HUDY's new 1/8-scale Set-Up Bag. It's the perfect size for carrying a complete HUDY 1/8 off-road set-up system and accessories. With a separate storage area for set-up wheels, a Velcro-sealed pocket for storing fasteners and accessories, and cool, stylish full-color graphics, the Set-Up Bag is made from high-quality European materials, with a heavy-duty zipper with pull cord, super-strong stretchy Xylan bands to hold set-up system components in place, and a strong nylon strap handle with soft rubber cover.

Part Number: 199240
www.hudy.net





HOPUPS FOR TRAXXAS STAMPEDE, RUSTLER & SLASH

YOUR #1 SOURCE FOR PERFORMANCE AFTERMARKET PARTS

















OPTION PARTS FOR TRAXXAS 1/16 REVO VXL & SLASH VXL







ULTRA V2 SPORTSMAN BRUSHLESS SYSTEM

NEW DEBUT
Sensor Base Technology
Brushless Motor



PN# SPF05V2



PN# SPF06V2



PN# SPF07V2



PN# SPF08V2



PN# SPF09V2
ROAR Spec



PN# SPF10V2
ROAR Spec



PN# SPF11V2



PN# SPF13V2
ROAR Spec



PN# SPF17V2
ROAR Spec



PN# SPF21V2
ROAR Spec



PN# SPF30V2
Rock Crawler



Speed Passion

SPORT TUNED VERSION 2.0



- Sensor less base technology brushless motor
- New improve one piece design, V2 sensor less base technology
- New high current power plug in design



2500KV
F1 DESIGN
PN#SPST25V2



3000KV
READY TO RUN
DESIGN
PN#SPST30V2



4000KV
DRIFT/ON ROAD
PN#SPST40V2

www.speedpassion.net

CHANGE YOUR NUTS



That plastic crap jammed into your locknuts is there for a reason. It is an undersized nylon insert used to bind around screw threads to help keep your nut from rotating off from vibration or other rc related causes. It is important to know that every time you thread a locknut on or off of your car you wear this nylon insert out a bit and eventually render its "locking" ability useless. Check your locknuts for resistance when installing them from time to time and if they spin on or off too easily, replace them with a fresh locknut so the new nut and tight nylon insert can continue doing its job.



CLEAN NEW GEARS

When you get new pinion or spur gears spray them with motor spray to minimize their dirt and dust attraction. Many parts are packed in super-light oil to help prevent corrosion or from the manufacturing process. Other parts may have mold-release or other trace agents so cleaning everything with motor spray before use is a smart idea. Even older gears can get dirty and pick up crap so keep them clean too. It doesn't take much motor spray to keep your gears rolling smoothly.

CHEAP PINION HOLDER

In this economy, any form of thrift is welcome. So here's a money saver for storing your pinion gears. Use an old worn-out shock shaft or hinge-pin to store your metal motor gears. Simply slide your gears onto the shaft and tighten down the setscrew to hold them securely in place. This will keep your gears in order without spending the big bucks. The only drawback is that you may have to pull a few pinions off first to get to the desired gear ratio, but I think any of us would trade 5 seconds for $5 any day of the week.



That would be a crazy transmission.

BUILD THE SLOP IN

It is often the quest of racers to have zero slop in there suspension, steering, and other moving parts and this is fine in some classes of racing. Sometimes it's a good idea to leave a bit of slop or end-play in your moving parts to prepare them for other external variables. Things like temperature, dirt, friction, and flex can all cause tightly tolerated moving parts to bind up once stressed. In many classes and especially those in dirty conditions it is important to build a certain amount of slop into your chassis to ensure all of its moving components can work as they are intended in the harsh conditions of a racetrack. How much slop you ask? That depends on your specific conditions so you'll have to figure it out for yourself. Just be aware that a tight car isn't always a fast car.





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DIRTY BODY

This is a pretty obscure tip, but also a really smart idea to ensure you aren't running your nitro mill too lean. Check the side of your body where your tuned pipe stinger protrudes: There should be a buildup of oil and dirt along the side of your body where your exhaust exits. If there isn't oil on your body, you probably aren't rich enough. This isn't rocket science, but it shouldn't be used as that anyway. This quick reference point is super easy to check and if first signs point to a problem, then you can break out the temperature probe and tuning screwdriver to fix your mixture before you damage your engine. It's also a wise idea to clean your body between runs so you can assess the oil after each race.

Thanks to Kris Moore for making the joke about Skinny's body being clean.

MULTIPLE POSITIONS

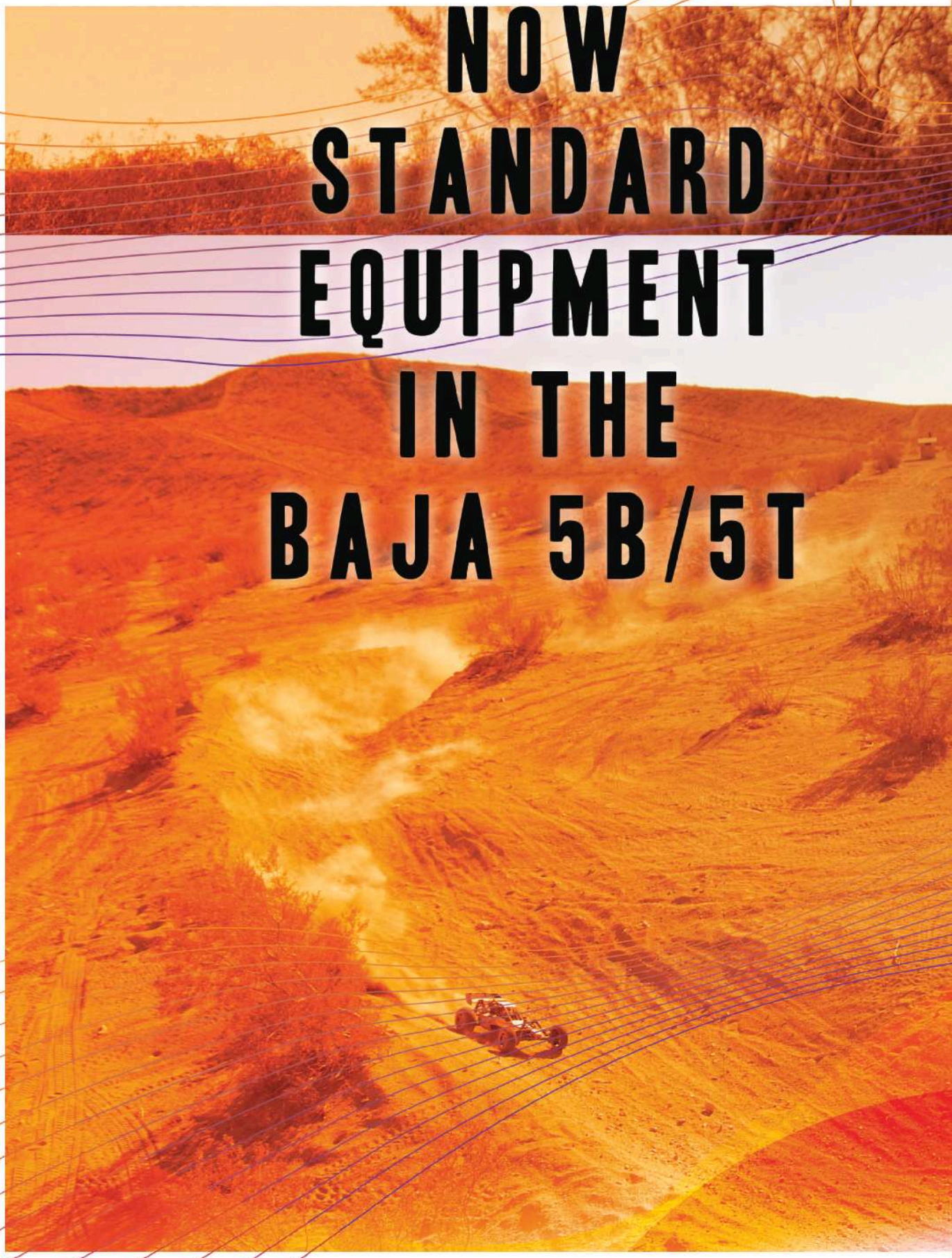
It's common to get in the habit of standing in the same spot on the drivers stand every time you drive the track. Although it seems like a good idea to focus your skill from one area the problem arises when someone else occupies your spot before you. It's always a wise idea to stand in multiple positions on the drivers stand so you can learn the track from 3 different angles. It sounds silly but corner timing and jump angles all seem to change when you drive from different spots to ensure you're comfortable from all of them and it will never be an issue.



CHANGE YOUR CLUTCH BEARINGS

Do it—right now! How do I know they need changing? Because they almost always do! Clutch bearings are the hardest-working bearings in your nitro machine. The heat from your engine, clutch and brakes—not the mention the high-rpm of their positioning—make failure common. Clutch bearings are tortured more than any other in this hobby. Here's the real kicker: When a clutch bearing fails, you are done in your race—end of story. Clutch bearings are cheap (you can usually buy them in bulk for a buck or two each), so get into the habit of checking them often and replacing them at any signs of wear.

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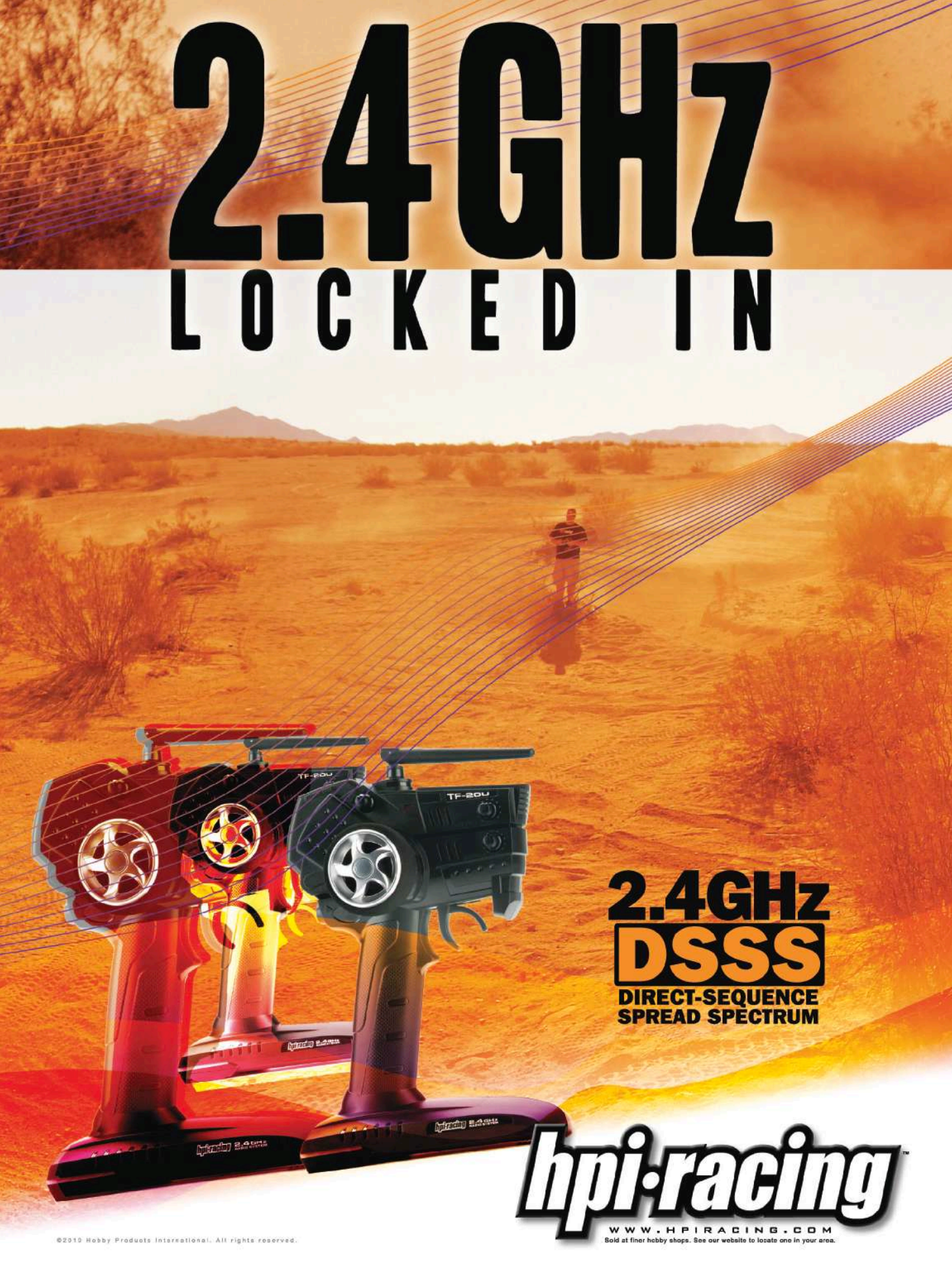

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INSTALL AND ROUTE FUEL LINES

CHANNEL THE JUICE

words: James Revilla

As with veins that funnel blood through our bodies, nitro vehicles' fuel lines are often overlooked, but very important! Think about it: Without fuel lines, how would your engine run? For this month's Starting Box, we'll go over how to properly install and route fuel lines on your nitro. It doesn't matter if it's a car, buggy, or truck; this method and the included tips apply to all nitro RC vehicles—especially yours.

They do make pink fuel tubing … But that doesn't mean you should run it.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

1 2 3 4 5

TIME TO COMPLETE

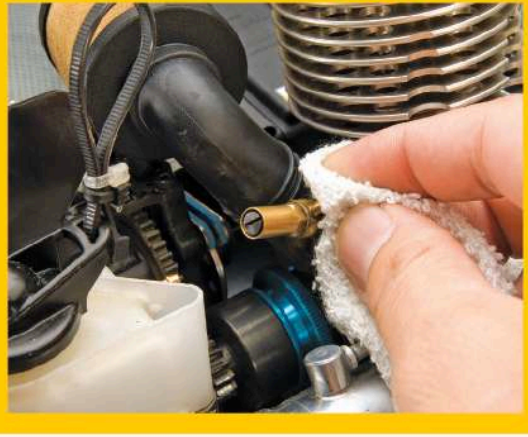
5 MINUTES

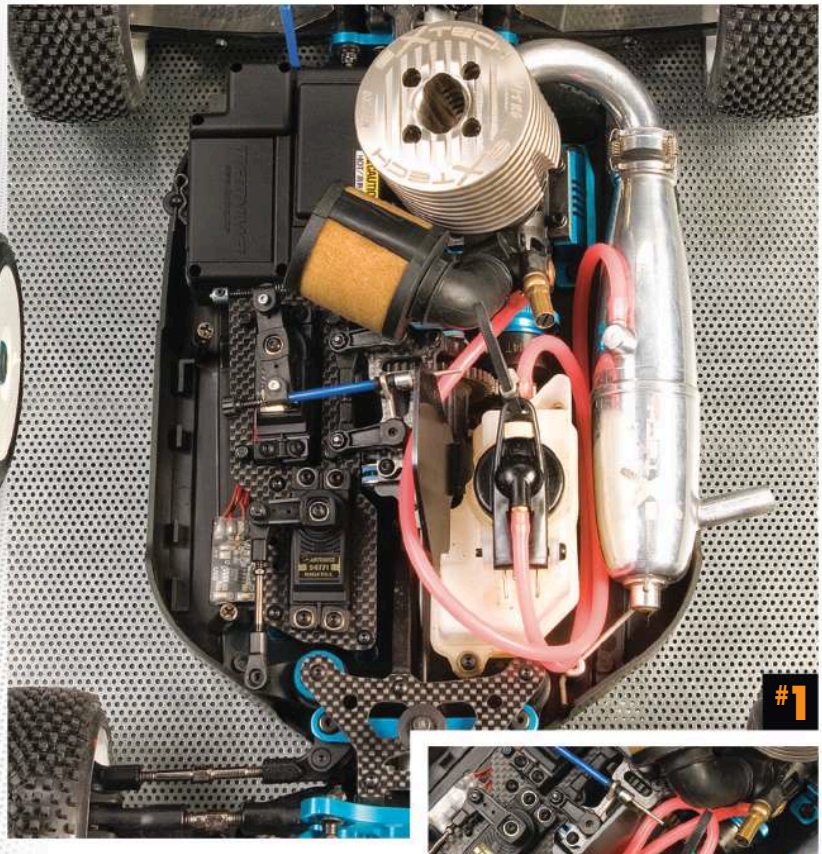
TOOLS NEEDED

- New Fuel Tubing
- Scissors
- Motor Spray
- Towel or Rag
- Zip Ties
- Heat Shrink Wrap

1: VEHICLE PREP

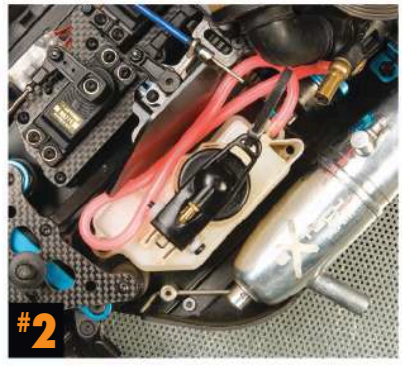
First things first: If you're running fuel lines on a new kit, you can skip this step. If you're replacing or upgrading your current fuel line, go ahead and empty out the fuel tank (if there's fuel in it) and remove the old lines. Use a rag and some motor spray and wipe off any fuel residue on the carb, exhaust pipe and fuel tank fittings (don't forget there are two on the tank!).





2: TANK TO CARB: FIGURING OUT THE ROUTE

NOW YOU'LL HAVE TO ACTUALLY FIGURE OUT WHERE YOU WANT TO RUN THE FUEL LINES. If you have your instruction manual handy, it should give you a general idea of where the fuel lines are meant to be routed. However, lots of little details can change the route, such as engine type, carb position, pipe clearance, etc. For the first line, find a route from the fuel tank output fitting (the one closest to the bottom of the tank) to the carb input fitting that: **A.** does not involve very sharp transitions or bends in the tubing; **B.** clears any moving parts such as a drive shaft or any steering/throttle linkages; and **C.** is not on top of or in contact with the exhaust manifold and/or exhaust pipe.



In the example photo above, the #1 line is a good route as it meets the three criteria listed. The other routes aren't a good choice; #2 uses a lot of fuel line that changes direction many times, and can limit the flow of fuel. #3 is too close to moving parts, which can pinch or sever the fuel line. Finally, #4 is running a path that is too close to the exhaust pipe, which can burn the fuel line and heat up the fuel going to your engine.

FUEL LINE TIPS

SPRAY THE TUBES

>> Some fuel tubing may feel a little oily, or have a powder-like substance on the outside (to keep it from being sticky). Before installing your fuel tubing, give the ends a shot of motor spray, and wipe clean with a rag. This will give the fuel tubing more "grip" to hold on to the fittings.

ROTATE THE CARB

>> Most carb fittings can be rotated in the event that you need the fitting to point a particular direction. Simply loosen the upper needle (you don't have to remove it completely), turn the fitting to the direction you want, and tighten the needle back down.

EXTRA LOOPS

>> To keep your ride running in the event that you flip it on its lid, run some extra fuel line in a loop on the tank-to-carb side. The extra fuel that's in the tubing will keep your engine on for a few seconds longer–long enough for a turn marshal (or yourself if you're bashing) to flip your car or truck back on its wheels without having to restart it.

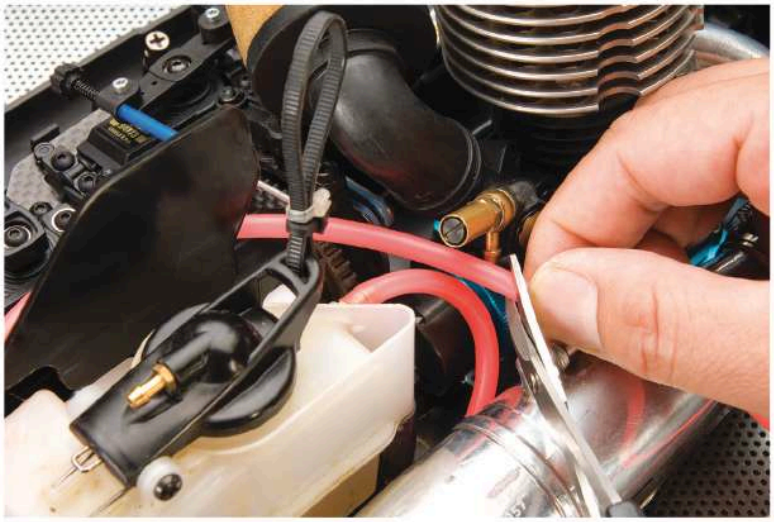
FILTER IT CLEAN

>> A fuel filter can be installed inline anywhere between the tank and the carb. You can secure the fuel line with zip ties to part of the chassis. Some people also run a filter on the pressure side to keep oil and fuel burn-off from re-entering the tank.

Unless you're a "pink" kind of person. Or a girl.





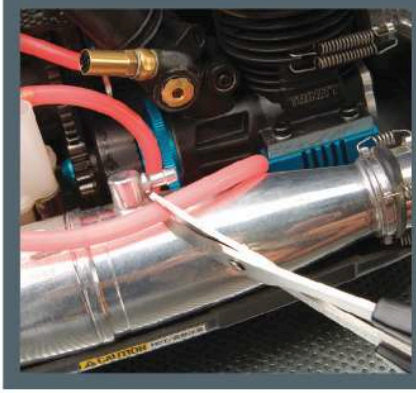


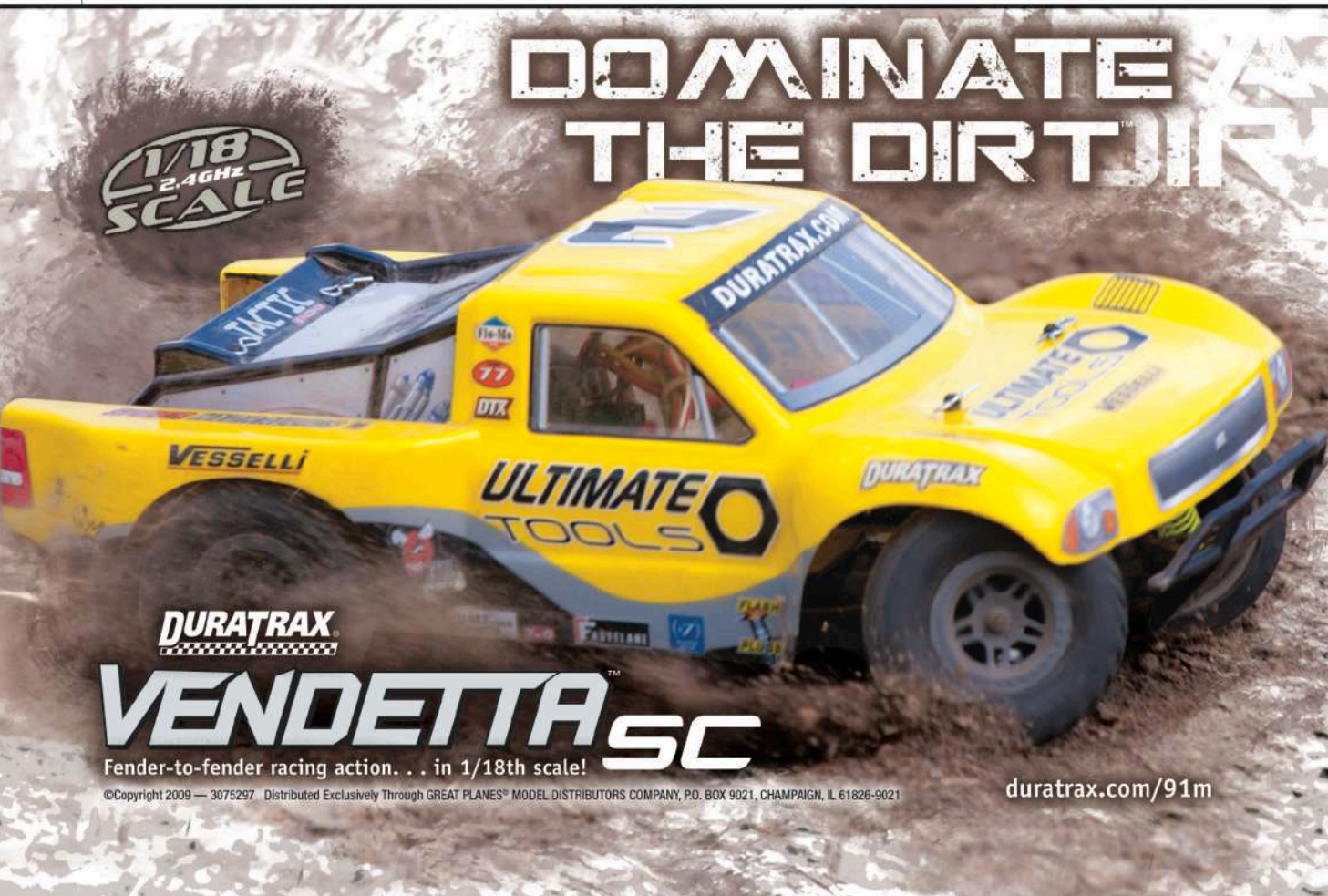
3: MEASURE UP

Once you have a route selected, it's time to measure your fuel line. Attach one end of the fuel line to the fuel tank output fitting, and run the fuel line along the desired route, making sure not to bend and kink the line, until you reach the carb. Double-check that the fuel line is free from any moving parts, then go ahead and cut the line at the carb. It's okay to cut the line a half-inch longer than you think you need—when you secure the lines later in step 6, you might need some slack. Plus, you can always shorten the line if you find that it's a tad too long, but if you cut it too short the first time, then you wasted a perfectly new length of fuel tubing.

4: PIPE TO TANK: THE RETURN LINE

THE SECOND LINE YOU'LL NEED TO RUN is also known as the "pressure return" line, because it routes pressure from the exhaust pipe back to the fuel tank to help "push" fuel out of the tank and into the carb. This one is easy: Find a route from the exhaust pressure fitting back to the fuel tank pressure fitting that does not involve any sharp bends that can kink or sever the tubing, and that is away from any moving parts. Note that if your pressure fitting on the fuel tank is actually part of the fuel lid itself, you'll have to give the tubing some extra slack to compensate for when you open and close the tank lid.

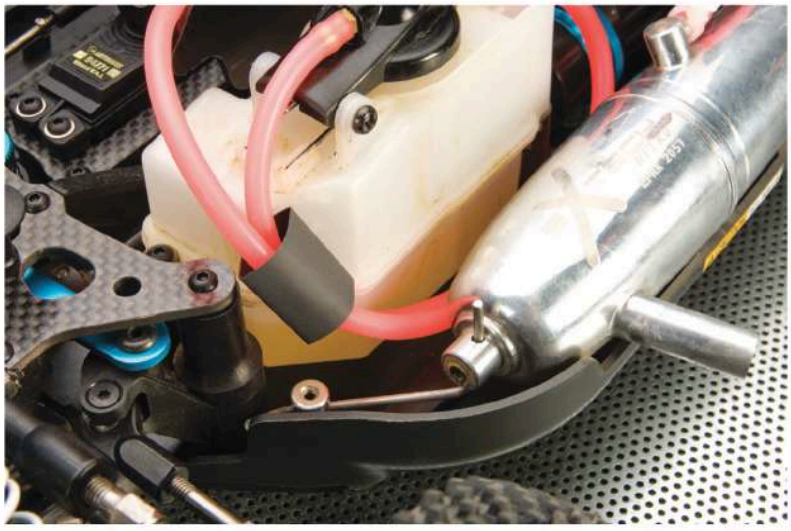




5: SECURE LINE

With both fuel lines installed, grab four small zip ties and wrap them around the ends of the fuel tubing where the tubes attach to the fittings. In some cases the carb, fuel tank, and/or exhaust pipe fittings may have barbs built-in to help keep the tube in place; adding a zip tie will just add more security by ensuring that your lines stay put.

If both fuel lines are near each other, some people use zip ties to hold them together; however, if you tighten the zip ties too much, you could pinch the lines and impede flow. Instead of a zip tie, try using some small pieces of shrink tubing. The shrink tubing can be literally "shrunk to fit" where it securely holds the lines without pinching them.





CONCLUSION

Fuel lines may be simple clear tubes, but they are the veins of your nitro machine, delivering fuel to power your ride. With the steps above you can make sure that all of your nitro vehicles are good to go!



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THE SKINNY



FORTUNE COOKIE SAYS:

"REMEMBER, WE DO NOT STOP PLAYING BECAUSE WE GROW OLD; WE GROW OLD BECAUSE WE STOP PLAYING!"

words: Brian "Skinny" Skinner

REFLECTIONS

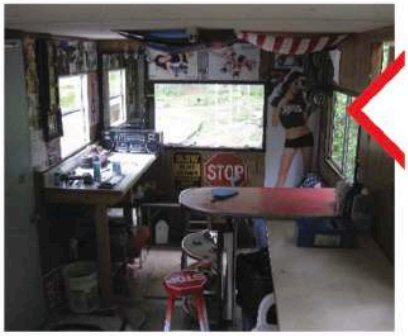
Happy New Year my fellow RC aficionados! It's 2010, and only two years until Mother Nature has a seizure, according to the Mayan calendar anyway. Besides that little tidbit, like most people, I've been reflecting on the past, and what to do, or what will happen for the New Year. Reflecting on the past: I'm happy to say it seems my Nostradamus-like ability for ranting about RC is paying off. Bigger shocks are now mainstay, and have made suspension even better. Low-profile truck tires are finally here, which make our big trucks so much easier to throw around. People who care about our hobby are making efforts to get RC to the mainstream with cross promotion and more media exposure. Races and promoters have upped their game by putting on great events that run smoothly, and are akin to the "real" race experience. So I think, for RC, 2010 looks pretty good.

Now for that guy Skinny, a little more work needs to be done. At the end of the year the Big Guy (not Derek!), slapped me in the back of the head a little bit; I guess I've been slacking off, so I need to be working on things more. I guess I have to be more of a granola-eating, tree-hugging type of guy to be healthy, and of course, not get so intense with customer service people, and be a little cooler on race day—something about blood pressure, losing weight, and living a healthier life. I guess that's my New Years resolution, and hopefully y'all will join me in being a healthier/better RC person.

The world is your sandbox—ROOST it!

Skinny

The "big guy" lives in a mud, much higher altitude.





BEAT MY SHOP CONTEST WINNER!

A few months—and a bunch of photos of garages, shops and dens later— ***Robert Jarrell*** takes the prize of the one-year FREE subscription to XRC! There were a lot of good shops, but what put Jarrell in the winners' circle was the fact that he's got a freaking track in the backyard next to his shop. How cool is that? Do a little wrenching, toss your car on the track to see how it works, and life is sweet! I sure wish I had that setup. Roberts says his track shack and track are not done yet, but he still runs on it, and it's a work in progress. Congratulations Robert, and keep up the good work!



ROCKIN' IT OLD SCHOOL

Ahhh, those were the days: just load up your truck, head out for club night, then pit out of the back! Well, mi jefe Derek called me last-minute to go racing with him, and I just loaded up my truck and went. All the pit tables were in use, so I just worked out of my truck like the good old days. I kind of miss those days, but after the looks and questions I got, I think I'll go back to the team Xtreme monster van set-up. It was fun reliving my humble beginnings though.





I'M THE ALFA ENGINE DUDE!

Alfa engines are the new kids on the block, but with their economical price and performance, a lot of racers are taking notice. Performance is reported to be akin to pricier race engines, and durability seems to be good so far. They come nicely packaged with extra head shim, and have 7, 8, and 9mm venturies to choose from. Pictured here is the Alfa Z852 5+2 port, and you can see the whole package looks pro. I can't wait to get it on our Dyno!

Part number: 21-BT5PA (Z852)
Price: $209
www.rcproproducts.com

BALL BUSTER...HOW DID MAGIC 8-BALL DO IN 09?

The Magic 8-Ball is the RC industry's crystal ball to foresee future events and trends. I get asked questions all the time about the RC future, so I ask the 8-Ball. Let's take a look at how the 8-Ball did in 2009:

JANUARY 8-Ball question: *"8-Ball: I think the electric 1/10 CORR truck will rein supreme out of all the new scales of truck. Am I right?"*
8-Ball's answer: *"Don't count on it!"*
(BUSTED) *= Now called "short course" trucks, these puppies are very popular.*

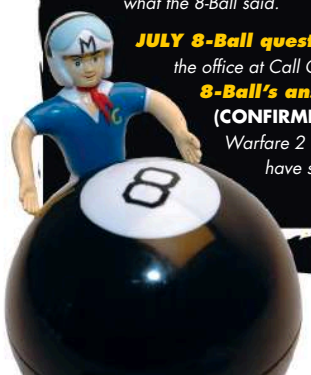
MARCH 8-Ball question: *"Magic 8-Ball, do you think the 2010 off-road 1/8-scale Worlds will be in China?"*
8-Ball's answer: *"Don't count on it!"*
(CONFIRMED) *= Close, but no cigar: Pattaya, Thailand is the home of the Worlds in 2010.*

APRIL 8-Ball question: *"Magic 8-Ball, truggies are very popular now; will they become the top dog of RC this year?"*
8-Ball's answer: *"YES"*
(PLAUSIBLE) *= For 2009 I would have to say it was close. It seems that the truggy class is close in numbers to the buggy class.*

MAY 8-Ball question: *"Magic 8-Ball, is Buster in doggy Heaven?"*
8-Ball's answer: *"YES" (8-Ball really said that)*
(CONFIRMED) *= You can ague all you want, but I say that all dogs go to heaven, and Buster was the best dog ever! I'm sure Buster would approve of Boomer; he's doing a good job of filling Buster's paws, and the two would have been two peas in a pod!*

JUN 8-Ball question: *"Will people now see the value of club racing?"*
8-Ball's answer: *"It is decidedly so"*
(PLAUSIBLE) *= Although the economy dragged things down, there did seem to be more racing at the local level around the country, so I'll have to go with what the 8-Ball said.*

JULY 8-Ball question: *"Will I ever beat the guys in the office at Call OF Duty?"*
8-Ball's answer: *"Outlook not so good"*
(CONFIRMED) *= Even on the new Modern Warfare 2 the guys still kick my butt. I do have small victories though.*





THUNDER ALLEY & TOYS FOR TOTS

Once again, Rob Jackson and Thunder Alley have given back to the community with their annual TOYS for TOTS event back in December. Of course, Rob wants to thank the real heroes, which were the 130 racers that came out to donate a ton of toys to the Marines, and $940 dollars from the raffle. Thanks to all the sponsors that donated sweet prizes for the raffle and making the event possible; among them such recognized names as Byron Fuels, Pro-Line Racing, Losi, Team Associated, Jammin', Kyosho, Tekno RC, A-Main hobbies, TKO, Novak, and Airtronics. As for racing; Jeremy Kortz was back in form by easily winning the pro buggy class, and Adam Drake laid down the smack to take the pro truggy class. The racing was fun, and the course was one of the coolest layouts ever! Be sure to come out next year—this is one event not to miss.





A 0.33 KTD is a very small, small victory.

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.**

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HOP-UPS



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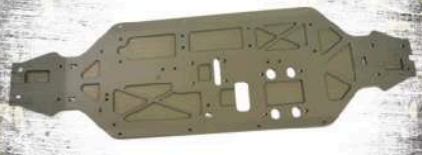

#84036- Lightweight chassis 330g



#84038- Aluminum Rear Hub

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#84037- Aluminum Brace Front / Rear



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

words: Brian "Skinny" Skinner

WHAT THE PROS WILL USE FOR THE NEW YEAR!

It's the New Year, and I thought you might like to know what the Pros favorite tools are for 2010.

GET EM' UP

ADAM DRAKE, Factory Losi Driver, likes his Losi ride height gauge. If you've seen his car in action, and how it sticks to the ground, this is what makes it happen. You were thinking it was his mad skills, eh?

Part number: LOSA99173
Price: $9.50
www.losi.com



Pops Cavalieri doesn't look like he knew this was happening.



THANKS DAD

RYAN CAVALIERI, Factory AE driver, says his dad is his favorite tool—well yeah, if my dad did all the wrenching—I would say that, too!

www.ryansdad.com



MORE POWER

BILLY FISHER, factory Losi driver, likes his power tools, and the Makita 7.2v Lithium-Ion Cordless Driver-Drill is his weapon of choice. Makita makes great power tools, and they sponsor a supercross team, so you know they're cool!

Part number: DF010DSE
Price: $180.00
www.makita.com

PICK IT

"PUDDIN," factory Byron Fuels driver, likes his dental pick—not to keep his teeth pearly white, but to clean out all those screws and hard-to-reach areas. You can find these at most drug stores, craft shops and tool shops.

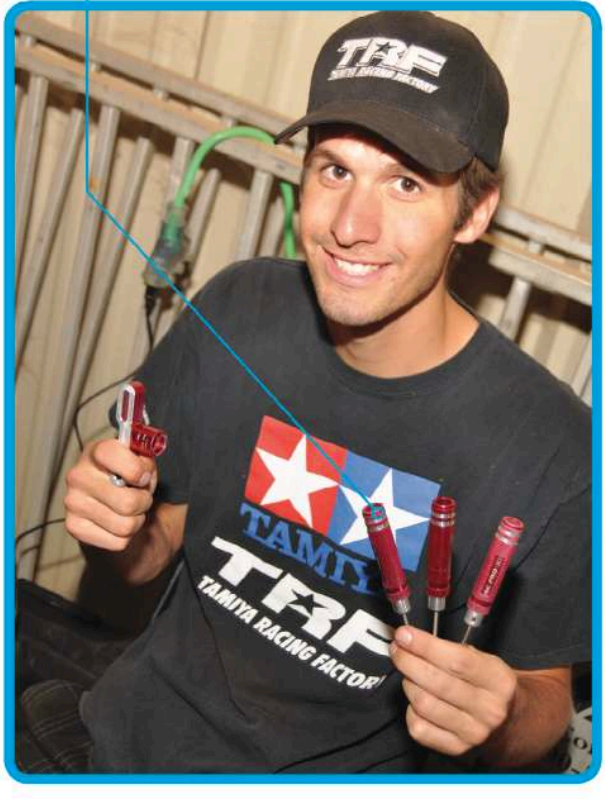


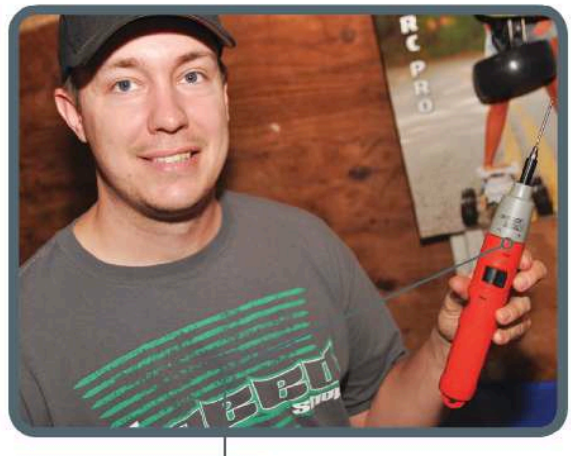
He meant the screwdriver, not Alan.

THE TWIST

RYAN LUTZ, factory Tamiya driver, says his tools for 2010 will be from RC Pro Products. They have a full line of RC tools that are nicely priced, and they work well. I know because I've been stealing Ryan's RCP tools at the last few races … shhh, don't tell him please!

www.rcproproducts.com





HIRED HAND

ALAN BURTON, owner of The Speed Shop, and factory wrench to the stars, uses his trusty Black & Decker cordless driver to quickly fix cars. This baby is inexpensive, and fits in your toolbox nicely. If you're on a budget, this is the driver to get.

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DCJ CENTER DRIVE SHAFT COMPLETE SET (FRONT/1PC)
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BIG BORE SHOCK SET (112MM/2PCS)
Fits: D8 / D8T / Ve8



67210
HIGH MOUNT SHOCK TOWER (112MM)
Fits: D8 / Ve8



67170
WCE CENTER DRIVE SHAFT (105MM/1PC) Fits: D8T
67171
WCE CENTER DRIVE SHAFT (78MM/1PC) Fits: D8 / Ve8



67172
WCE ALUMINUM AXLE (1PC)
Fits: D8 / D8T / Ve8



67174
WCE Drive Shaft (92mm/1pc)
Fits: D8 / Ve8



67176
WCE ALUMINUM CENTER DRIVE SHAFT COUPLING (1PC)
Fits: D8 / D8T / Ve8



67177
WCE UNIVERSAL DRIVE SHAFT SET (92MM/1PCS)
Fits: D8 / D8T / Ve8



67178
WCE CENTER DRIVE SHAFT SET (105MM/1PC)
Fits: D8 / Ve8



67580
ALUMINUM FRONT SKID PLATE
Fits: Ve8



67581
ALUMINUM REAR SKID PLATE
Fits: Ve8

66223	Deck Wing White
66887	HB Factory Phillips Screwdriver (6.0X100mm)
66888	HB Factory Phillips Screwdriver (4.0X100mm)
66889	HB Factory Slotted Screwdriver (4.0X130mm)
66890	HB Factory Socket driver (7.0X80mm)
66891	HB Factory Socket Driver (5.5X80mm)
66892	HB Factory Ball Allen Wrench (2.5X100mm)
66893	HB Factory Ball Allen Wrench (2.0X100mm)
66894	HB Factory Allen Wrench (3.0X100mm)
66895	HB Factory Allen Wrench (2.5X100mm)
66896	HB Factory Allen Wrench (2.0X100mm)
66897	HB Factory Allen Wrench (1.5X100mm)
66898	HB Factory Turnbuckle Wrench (3.7X80mm)
66899	HB Factory Droop Gage
66900	HB Factory Droop Gage Block (20x115mm/2pcs)
67151	Silicone Oil #15000
67152	Silicone Oil #20000
67167	HB Aluminum Steering Servo Horn (23)
67168	HB Aluminum Steering Servo Horn (24)
67169	HB Aluminum Steering Servo Horn (25)
67170	WCE Center Drive Shaft (105mm/1pc)
67171	WCE Center Drive Shaft (78mm/1pc)
67172	WCE Aluminum Axle (1pc)
67173	WCE Axle (Hard Steel/1pc)
67174	WCE Drive Shaft (92mm/1pc)
67175	WCE Center Drive Shaft Coupling (1pc)
67176	WCE Aluminum Center Drive Shaft Coupling (1pc)
67177	WCE Universal Drive Shaft Set (92mm/2pcs)
67178	WCE Center Drive Shaft Set (105mm/1pc)
67179	WCE Center Drive Shaft Set (78mm/1pc)
67180	WCE CVD Coupler/Pin Set
67191	Light Weight 43t spiral bevel gear
67195	Light weight Steering post (2pcs)
67196	Light Weight wheel hex hub(2pcs)
67197	Light weight out drives (2pcs)
67198	Light weight brake cam (2pcs)
67199	Light Weight Ball (6mm/4pcs)
67200	Light weight differential shaft (2pcs)
67201	Light Weight King Pin Bushing (4pcs)
67202	Light weight shock stand off (2pcs)
67203	Light weight steering bushing (2pcs)
67204	Light Weight Fixing Ball (4pcs)
67205	Light Weight Upper Suspension Fixing Ball (4pcs)
67210	High mount Rear shock tower (112mm)
67206	Light Weight Steering Push Rod Ball (4pcs)
67207	Light Weight Sway Bar Holder (4pcs)
67211	Light weight diff. axle shaft (2pcs)
67213	Light Weight Shock End Ball (4pcs)
67214	Aluminum Rear Hub Carrier Set (0 degree)
67215	Aluminum Front Spindle Carrier Set
67216	Aluminum Front Spindle Set
67217	DCJ Drive Shaft Complete Set (1pc)
67296	Big Bore Shock Set (97mm/2pcs)
67434	Big Bore Shock Spring Adjust Nut (2pcs)
67437	BIG Bore Shock Bottom Cap (Purple/2ST)
67448	Big Bore Shock Spring (Blue/60mm/89gf/2pcs)
67449	Big Bore Shock Spring (Orange/60mm/98gf/2pcs)
67450	Big Bore Shock Spring (Green/68mm/59gf/2pcs)
67451	Big Bore Shock Spring (Yellow/68mm/68gf/2pcs)
67452	Big Bore Shock Spring (Red/68mm/81gf/2pcs)
67453	Big Bore Shock Spring (Gray/76mm/52gf/2pcs)
67454	Big Bore Shock Spring (White/76mm/59gf/2pcs)
67455	Big Bore Shock Spring (Blue/76mm/63gf/2pcs)
67456	Big Bore Shock Spring (Orange/76mm/74gf/2pcs)
67560	Pinion Gear 16T
67561	Pinion Gear 17T
67562	Pinion Gear 18T
67563	Pinion Gear 19T
67564	Pinion Gear 20T
67565	Pinion Gear 21T
67566	Pinion Gear 22T
67567	Pinion Gear 23T
67568	Pinion Gear 24T
67569	Pinion Gear 25T
67570	Pinion Gear 26T
67576	Pinion Gear 12T
67577	Pinion Gear 13T
67578	Pinion Gear 14T
67579	Pinion Gear 15T
67580	Aluminum Front Skid Plate
67581	Aluminum Rear Skid Plate
67585	One Piece Aluminum Motor/Diff Mount
HBC8039-4	WHEEL HEX NUT (PURPLE) (4PCS) (LIGHTNING SERIES)
HBC8051-1	1/8 DECK WING BLACK (LIGHTNING SERIES)

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

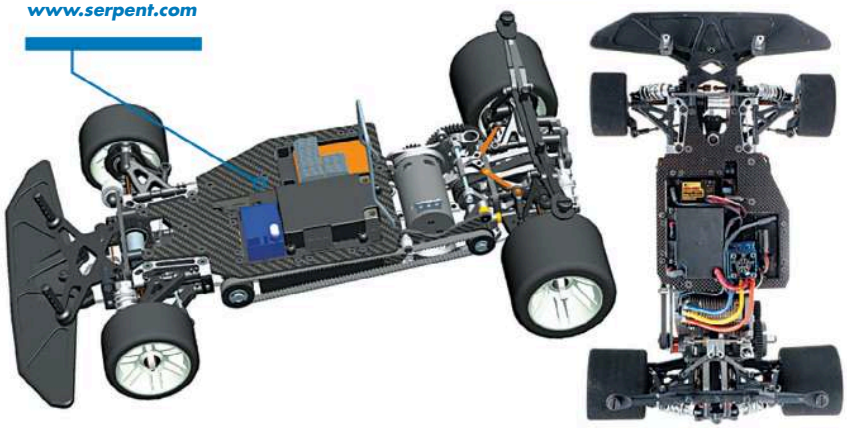
words: Carl Hyndman

SERPENT MAKES BIG POWER IN 1/8 SCALE

It was only a matter of time before 1/8-scale on-road adopted the power of brushless, and Serpent is busy gearing up for the launch of the new 966-E. This is a production-made, 1/8-scale electric on-road race car. Based on the successful 966 platform, and sharing many of the same components, this car has a redesigned center section that includes a purpose-designed nylon bracket/holder for all components, such as the two pairs of saddle packs, the speedo and receiver. The large, high-power brushless motor is securely mounted on a sturdy aluminum motor plate between the rear 2-speed bracket and the aluminum radio plate support, and all elements have been positioned in such a way that an optimal weight balance of the car is maintained. Serpent is also offering a conversion set to change existing Serpent 960 or 966 models into an electric racer.

www.serpent.com

Brushless blanket coming up!



CHECKPOINT POWER!

Here's another single-cell LiPo offering, this one by Team Checkpoint. The company is releasing this new 3.7v 5000 mAh 40C LiPo pack designed to be used in place of older 4-cell NiMH packs. Super lightweight and with more capacity, this pack includes a factory-installed Deans connector to help with standardization. The cell is encased in a durable, lightweight plastic case, and yes, it's ROAR approved.

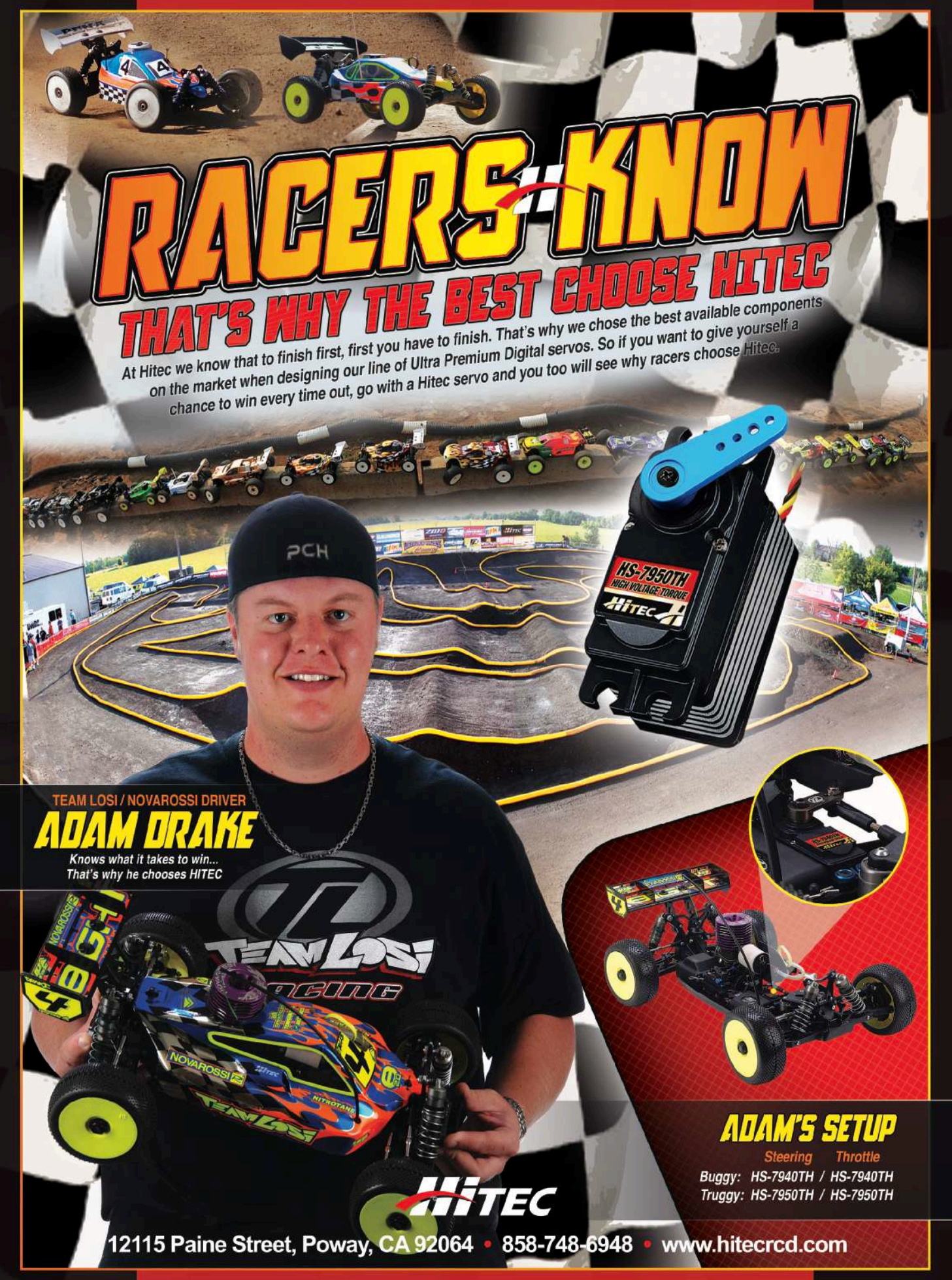
www.teamcheckpoint.com



» RUMOR MILL

Yep, it's winter now and that means if you continue to race, chances are you've moved inside. Indoor carpet and asphalt tracks are common with some **much-needed rules** for stuff like fumes and odor. Team Epic now sells its new "Sticky Fingers" traction compound that gives racers another affordable option. Feedback from racers has been positive. These compounds are great for use on foam and rubber tires, although foam tires on touring cars are becoming less and less popular. Cars that still enjoy foam as the standard include the pan cars with **spec tire compounds on World GT.** For most racers, this narrowing of classes has helped to strengthen our focus and create a more competitive set. I'm sure there will always be some extra "hobbiest" classes to make things exciting and new, but most agree—with participation once again gaining some momentum—that going through this phase is a good thing.

In other areas, it looks like the **"ESC timing boost war"** continues to heat up in the stock classes with LRP showing good success, Tekin continuing to release new versions for upgradeable systems, the new Advanced Electronics Black Diamond making a big push on the podiums, with Team ORCA getting ready to launch in North America. Speed Passion, KO Propo and Team Orion are also pushing software and a host of other manufacturers are all scrambling to jump on this bandwagon. Luckily, reprogramming of these new speedos is fairly easy and all of them offer profiles that run regular timing for use with mod motors. **Having a PC is becoming a standard tool for your pit,** but hey—it's probably better than a motor lathe, battery trays, motor break-in stand, etc. Another good side effect is that gearing is low enough again to take advantage of this timing boost, so **crazy spur/pinion combos are becoming a thing of the past** and chassis companies are going back to traditional internal gearing and motor spacing. There is a pretty big leap on the learning curve, and I'm sure we'll see some burnt-up electronics, but this new technology is here to stay.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PICCO RELEASES NEW TURBO SEDAN ENGINE

Italy produces some of the best nitro engines for our touring cars, and that tradition continues with Picco's new P1 .12 Turbo factory-tuned engine. It's hand-assembled and bench-tested by Eduardo Piccoto to ensure top performance. The engine comes in a handy carbon fiber look Picco bag and includes an EFRA 2651 exhaust system and five P6TC turbo plugs. Sedan racers now have another nitro screamer.

www.teampicco.com



THUNDER POWER GIVES MORE LIPO OPTIONS

With single and multi-cell LiPo racing gaining momentum among racers abroad, it's nice to see so many quality products being released with Thunder Power leading the charge. The battery company has just released their new G4 Pro Race 50C series batteries and matches them using "true internal resistance, capacity and voltage." G4 Pro Race 50C series batteries are available in capacities from 4200 mAh to 5200 mAh and configurations from 1S 3.7v to 4S 14.8v, and all 1S 3.7v, 2S 7.4v and 4S 14.8v batteries are ROAR-approved for use at ROAR-sanctioned racing events. Race series batteries are available with your choice of Deans Ultra Plug or Traxxas High Current Connectors. Oh, and they look hot.

www.thunderpowerrc.com

ROBOTRONIC RELEASES NEW SERIES OF SPEEDOS & MOTORS



With brushless technology the standard for electric cars, many companies are racing to release products that are unique from the rest. Not to be outdone, Robotronic is now offering a new lineup of brushless speedos and motors that are an update of their Speedstar series. The new Speedstar Platinum brushless motors feature a lightweight design, adjustable timing and a sintered neodymium rotor with integrated fan. Available in 3.5T, 4.5T, 5.5T, 6.5T, 7.5T, 8.5T, 9.5T, 10.5T, 13.5T, 17.5T and 21.5T versions.



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WE SCALED DOWN EVERYTHING

Extreme power! It's just what you would expect from Traxxas. Screaming 50+ mph* performance packed into a pair of incredible 1/16 scale brushless-powered machines. 30+mph right out of the box with the included NiMH battery. Add a second battery and series connector and you've got 50+mph under your trigger finger–no mods required, all with reliable and inexpensive NiMH power.

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E-Revo VXL and Slash VXL 4WD deliver exceptional handling with Revo's exclusive rocker-actuated, long-travel inboard suspension; full ball bearings; 2mm hex hardware; oil-filled shocks; and sealed, silicone-filled differentials. The 1-to-1 translation of every Traxxas performance detail into 1/16 scale will simply amaze you.

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The high-power Velineon 380 brushless motor is the largest in its class and uses high-strength Neodymium magnets, a sintered rotor, and high-rpm ball bearings for lasting performance. The VXL-3m speed control features Traxxas' exclusive High-Current Connector, and built-in Low Voltage Detection makes Traxxas 1/16 VXL models ready for 2S and 3S LiPo packs.

50+ mph 4WD

1/16 SLASH VXL BRUSHLESS 4WD



1/10 Scale Slash

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V Brushless Power

*Slash VXL 4WD and E-Revo VXL, 50+ mph with additional 6-cell NiMH battery, series connector, and included optional gear. Additional battery and series connector sold separately. 30+ mph with included 6-cell NiMH battery.

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

words: Dave Palacios

LOSI MICRO ROCK CRAWLER TUNING TIPS

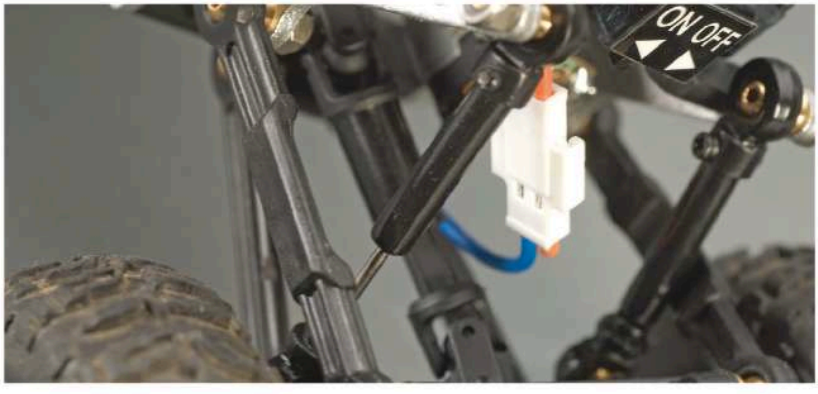
The Micro Rock Crawler is fine out of the box, but there is always room for improvement. We've listed here a couple easy tips to improve the performance of this micro rig without spending any extra money.

Our stand was a little on the loose side.

1 BATTERY RELOCATION: You'll want to move the heavy battery from the top of the chassis to a lower point toward the front of the vehicle. The best location is on top of the steering servo. This moves the weight further toward the front of the rig while also adding weight to the front axle and tires. Simply unclip the battery retainer, set it aside, and, using a small piece of double stick tape, stick the battery to the top of the steering servo. Make sure you position the battery so the wires run toward the back to the receiver.



2 DROOP SETUP: If you read the scope I did on the Micro Rock Crawler, you'll remember that I mentioned the suspension was a little bouncy. To remedy this and to lower the CG, you can remove the springs from the shocks. The shocks don't have any oil, so the rig just hops when traction is low on inclines. By removing the springs you'll notice a huge reduction in the hop effect right away.



If you want to go a little further on the performance and don't mind spending a little money (or raiding your spare parts bin), then read on to the next couple of tips.

HEAVY WEIGHT: Start off by removing the outer ring on the front rims only. Then gently tug on the bead of the tire until you find a weak spot. Once you've found one, continue gently pulling the bead and breaking the glue bond. Don't worry; the tire is glued to a chrome finish (which usually makes a weak glue bond) and if you are gentle enough you will be able to remove the bead from the rim leaving only a small amount of rubber. Once you've removed the outer bead, pull back the tire and remove the foam. Next, glue in a few lead fishing weights or BBs in the channel on the rim and put the wheel back together.



FOAM INSERTS: If you want to change the foam inserts, it's best to do so when/if you add the weights to the front wheels. On the rear I used slightly firmer touring car foams that I had laying in my parts bin. Just cut them in half around the parameter and cut a section out so that the outside diameter is the same as the stock foams when the ends meet. As for the front, I took an old memory foam insert from a used 2.2 tire and cut out my own for the micro sized tire. I simply used the stock foam as a template and traced the profile outline to the memory foam and cut it out with a pair of scissors. It may look rough, but the main thing is to try and make it as even as possible all the way around. If you have a few rough edges that is okay, once inside the tire no one will be able to see it.



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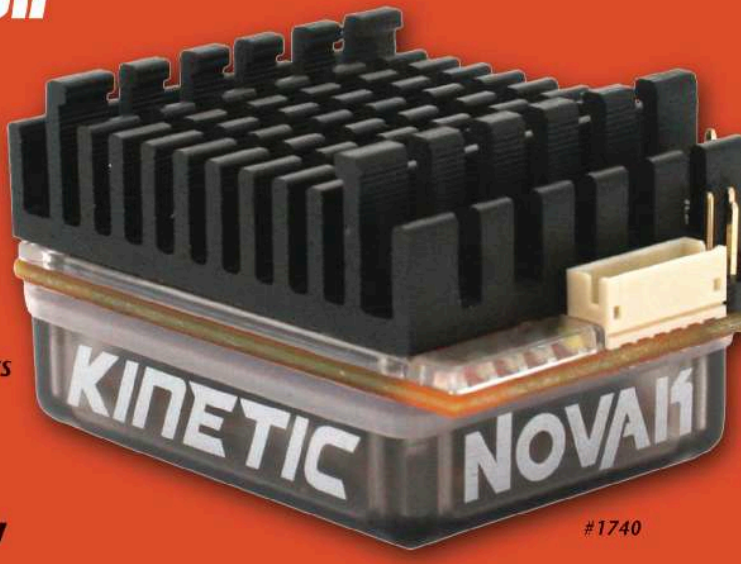

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This stand is made from 6061 T6 aluminum and comes anodized to provide a long-lasting finish. Assembling the stand doesn't require the use of any tools, but to ensure a snug fit, dimples on the edges of each interlocking joint are used. The RC Product Designs crawler stand can accommodate almost any crawler and can be disassembled for easy storage.

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86832
ALUMINUM FRONT ARM BRACE

words: James Revilla

MONSTER MBX6-E?



RC Monster has a new brushless conversion kit for the Mugen MBX6 buggy. The kit includes a CNC machined motor mount, single servo/Rx plate with integrated transponder and antenna mount, and a battery/ESC tray. All items bolt directly on the stock chassis with no modifications required. The kit retains the use of the MBX6's stock chassis, mud guards, etc. It's a simple, effective, bolt-on conversion with a factory look, fit, finish and quality. All kit components promote a super-low center of gravity for optimum handling, and the weight balance has been optimized with the stock chassis configuration for predictable and responsive handling characteristics.

MSRP: $99

www.rc-monster.com



SPRING BLITZ

HPI Racing now offers racing spring sets that give their Blitz trucks a wide variety of tuning choices to adjust handling to track conditions for faster lap times. Each set features four pairs of gray springs that are color coded for easy identification: You get pink, white, yellow and red pairs in each set.

Part Numbers and MSRP: 103807 (rear, 4 pairs), $22/set; 103348 (front, 4 pairs), $20/set

www.hpiracing.com

MICRO LIGHTS



Micro T, B, and Desert Truck owners can now light up the evening with Losi's Micro Light Set. The set includes a pair of white front and red rear LEDs, mounting tape, and installation instructions.

Part Number: LOSB1604
MSRP: $12/set

www.losi.com



GET THE HOLESHOT

Hook up your 4WD 1/10-scale buggy with pro-Line Racing's HoleShot 2.0. Featuring a refined pin pattern, flatter carcass and updated internal webbing, the HoleShot 2.0 will fit any 1/10-scale 2.2 in. buggy front or rear wheels. Made 100 percent in the USA, the HoleShot 2.0 tires are sold in pairs, include foam inserts and comes in their sticky M3 compound.

Part Numbers and MSRP: 8206-02 (rear), $16/pair; 8207-02 (front), $15/pair

www.prolineracing.com

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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



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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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33005 - SC10 1:8 Wheel Adapters (Complete Kit)



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33002 - Slash 1:8 Wheel Adapters (Front Only Kit)
33003 - Slash 1:8 Wheel Adapters (Rear Only Kit)
33004 - Slash 1:8 Wheel Adapter Fastener Set
33005 - SC10 1:8 Wheel Adapters (Complete Kit)
33006 - SC10 1:8 Wheel Adapters (Front Only Kit)
33007 - SC10 1:8 Wheel Adapters (Rear Only Kit)
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www.rc4wd.com

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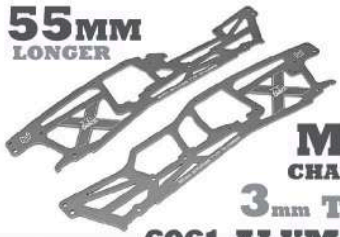

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DURATRAX DX450

TWISTING THROTTLE IN 1/5TH SCALE

1:5 | 1WD

words: Brian Skinner | photos: Carl Hyndman

Did you see the cover shot? Yep, that's my Huseberg!

RC motorcycles are not new to the scene. In fact, the first one appeared around 1979 from a company called Kraft. It was called the Eleck-Cycle, and was a Café racer, which was pretty cool for the time. Hot on the trail, though, was Kyosho, who introduced the first MX bike in late 1979—the venerable Yamaha YZ 250. It was nitro powered, had "monoshock" suspension, and looked just like the real YZ. This bike was way ahead of its time, and is still highly coveted by collectors. Through the years bikes trailed off, but a while ago they started to come back after a push from some Euro companies, and of course, Kyosho's Hang-On racers. More recently Radio Shack came out with the Ricky Carmichael CRF250 MX bike with Carmichael on board; it was not the best thing when it came time for performance, but it did look cool! Now in 2010, DuraTrax has upped the RC bike game with the new DX450 MX bike. The DX450 has all the new technology, from brushless to 2.4 GHz, to make it a performer; it looks cool, has gobs of travel, and could possibly start a new craze for RC. If you like throttle twisting like I do, then read on, we might be able to do huge quad jumps without breaking a leg with the DX 450 motocross bike!



Is that a Yamaha yellow or Suzuki yellow?

DURATRAX DX450

PART #: DTXD02
STREET PRICE: $350
PRICE AS TESTED: $420
SETUP TIME: 15 minutes
EXPERIENCE LEVEL: Novice to Advanced

SCALE	POWER	TYPE	DRIVE
1:5			1WD

For this review I'll be using "ROOSTING" a lot...





01 SPYRO-GYRO

• The DX450 has a gyro built into the rear wheel to make the bike easier to drive. It helps the bike in a straight line by making it steady, and brings the bike upright quickly after turns. The gyro also aides the bike at slow speeds, so learning to "ride" will be quicker.



> "IF YOU LIKE THROTTLE TWISTING LIKE I DO, THEN READ ON, WE MIGHT BE ABLE TO DO HUGE QUAD JUMPS WITHOUT BREAKING A LEG WITH THE DX 450 MOTOCROSS BIKE!"

02 MONO-LINKLESS-SUSPENSION •

Not seen much in the real world of motocross, "linkless" suspension works great if you nail the geometry; plus it's virtually maintenance-free. It makes sense for a scale RC motorcycle; mini linkage would be a pain to design and maintain. DuraTrax was kind and included a sweet, aluminum-oil damped, coil-over shock, too!





03 FORK IT UP DUDE •

To protect the forks from damage, Duratrax made this little spring-loaded head tube to absorb impacts caused by endos, and wall slams.



RIDER: *The rider gives the 450 a scale look, and besides; who wants to go riding without a rider onboard?*

VEHICLE INFO

FRAME

LAYOUT:	Aluminum twin spar frame
THICKNESS:	2mm
MATERIAL:	Stamp cut aluminum

SUSPENSION

FORK:	8mm upside-down fork
STANCHION TUBE:	Plastic
SLIDER TUBE:	Aluminum
DAMPING:	Internal spring

SHOCK

BODIES:	Aluminum
DAMPING:	35 wt.
PISTON:	Two hole piston
SPRINGS:	Black (stock)
STEERING:	Straight-link, with servo saver

DRIVE TRAIN

TYPE:	Chain driven
TRANSMISSION:	Pinion and spur
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Metal-shielded

GEARING

COUNTER-SHAFT/ SPROCKET:	1st 9T / 26T
GEAR RATIOS:	
FINAL:	2.88:1

BODY, TIRES & WHEELS

BODY/FENDER:	DuraTrax DX 450
TIRES (F/R):	DuraTrax DX 450
DIAMETER/ WIDTH:	Front, 5.2in. X 0.79in. (132mm x 20mm)
HEX SIZE:	2.5mm
WHEELS:	DuraTrax DX 450

DIMENSIONS

WEIGHT:	7 lbs., 2oz. (3,265g)
WHEELBASE:	12 in. (305mm)
RIDE HEIGHT	2.16 in. (55mm)

Angry Ninja can't pooh-pooh my use of roosting in this story!

TESTING

Testing was done at multiple locations: an open parking lot, a flat dirt lot, and at Revelation Raceway. While the bike looks like it's ready to attack a real track, the reality is it's not really going to be able to throw down laps like an RC car. It's still a two-wheel bike without a real rider to keep it going. We put more value in the "street" testing rather than if it can hit that triple.

ACCELERATION AND SPEED • The brushless system in the bike provided some pretty good speed for a stock setup. Sticking a 2S LiPo in there would make it pretty nuts. Grab a handful of throttle and the bike rockets forward. You do have to spool up the rear wheel before taking off, but that's a small price to pay. Top speed was also very good and a slight speed wobble actually makes it feel even faster. On higher traction surfaces the bike will rip a mean wheelie. But with low traction that's not going to happen.
Rating: 9/9

BRAKING • Braking wasn't the greatest and might have been due to a radio system that seemed to have a mind of it's own. Since we couldn't set the brakes due to the auto setup, braking was very slight and needed to be a little stronger. Swapping out the radio will help have more control.
Rating: 5

LOW-SPEED • In the dirt, the DX 450 felt its best at low speed. If you rode it at walking pace or a little faster, it handled the bumps and turns well without crashing. Any faster in the dirt and it would hop, and any little bump would send it on its lid. On the pavement, slow speed was good, but a brisk walking pace made the DX 450 carve through the parking lot like a pro - but it's not going to do 180s or handle like a car. And since you can't put a foot down and pull the bike around a rut it can be more difficult to drive than you might want or expect.
Rating: Dirt 6 / Street 9

HIGH-SPEED HANDLING • Going fast in the dirt (other than in a straight line) was an adventure. The suspension is not set up for going fast in the dirt on anything past a perfectly flat and groomed surface. In those conditions, the DX 450 carved and roosted nicely, and laid sweet trenches with the rear wheel as it sprayed dirt coming out of turns. On the street the DX 450 was fairly easy to drive at speed, and I soon found that steering gingerly was the ticket to making the DX 450 act like a real bike. The bike is fun—you will crash a lot, but the relatively huge learning curve is needed to really get in the groove of roosting the DX 450 at its full potential.
Rating: Dirt 6 / Street 9

ROUGH-TRACK HANDLING • At the track, the DX 450 swapped, pogoed and endoed almost constantly (the track was in prime shape, by the way, with only mild bumps). It was fun to roost the bike around, but got frustrating crashing all the time. Changing the suspension a little might help, but to be more realistic it's not really going to be a track star. The rear shock needed heavier oil, and the forks needs some oil to dampen it. As it was, any bump would send Mikey (my name for the rider) into a face plant. Another issue was that the bike would change directions all the time, and it seems the steering link setup allows the front wheel to wiggle back and forth, causing the bike to be unstable in the dirt. The Nerf bars really help the bike, but unfortunately they broke constantly, making roosting in rough dirt almost impossible. Despite all of this, the DX 450 was still a fun drive, and anyone who tried out the bike had a smile on their face. I think with some thicker oil in the rear shock, stiffening up the steering, and a lot more time practicing with the DX 450, someone could actually roost the DX 450 around a rough track or bumpy dirt lot with ease.
Rating: 4

JUMPING • Jumping was cool, and a lot of time Mikey looked like a Supercross hero in the air. Again, the DX 450 is not for the faint of heart when it comes time for the dirt. A lot of practice will be needed to throw the DX 450 around hitting jumps. It wanted to endo some off the jumps, but a blip of the throttle solved this. Jumps that were a little more scale were okay, but big air jumps saw our test rider casing the down side a lot of the times. More

I don't know which is harder to work on: my FE600 or the DX450.



DURATRAX DX450

1:5 | | | 1WD

RTR GEAR

RADIO:	DuraTrax Tactic 2.4GHz
RECEIVER:	DuraTrax Tactic TR324, 3-channel
STEERING SERVO:	DuraTrax Tactic TSX200
SPEED CONTROL:	DuraTrax 75A Brushless ESC
MOTOR:	DuraTrax Brushless 3800kV

TEST GEAR

BATTERY:	DTX5000 7.2V 5000mAh NiMH, DTXC2151, **$60.00**

CONTACT

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S6010 SPMSS6010	1/10 scale	100 oz-in 7.2 kg-cm	.14	1.7 oz 49.0 g	Metal w/One Nylon	Brushed/ Dual
S6020 SPMSS6020	1/10 & 1/8 scale	146 oz-in 10.5 kg-cm	.19	1.7 oz 49.0 g	Metal w/One Nylon	Brushed/ Dual

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traction might have helped get the speed needed, but I got to say seeing the DX 450 in the air was really cool—looked just like the real thing!

Rating: 8

WRENCHING

MAINTENANCE • Working on the DX 450's external aspects is simple. Although, if you have to tear into the frame to remove the electronics or motor, it's like … well … tearing into your MX bike that's sitting in the garage! There are many small parts, and you almost need a third hand to help you. Fortunately, all the things you'll need to access are outside of the frame, which makes life easier. It reminds me of working on my Husaberg on those cold winter nights.

Rating: 7

WEAR AND TEAR • Overall, the DX 450 held up well with not much breaking or falling off, and we did crash the bike a lot! Amazingly Mikey our test rider did not crack or fall off; he just had a few scuff marks. The tires are in great shape, and the bike is pretty much ready for more action. On the other hand, the Nerf bars broke constantly (why use plastic there?) Also of interest is the Duratrax Tactic radio: Every time we turned it on, the throttle trim need to be re-adjusted and seemed to wander. If we were testing the radio we'd be mad and it might be a point of frustration for many, but we care more about the bike than the radio gear. For as much abuse as the DX 450 went through, it's amazing how well it held up. This is a good thing, as you will need a lot of saddle time to get the hang of piloting an RC bike around in the dirt.

Rating: 9

TUNING • The DX 450 comes as is—there is no tuning. The closest thing to "real tuning" you can do is to adjust pre-load on the rear shock or change the oil in the shock (highly recommended). However, for the tinkering types out there DuraTrax does offer a list of hop-ups for the DX 450, so any tuning will be provided if you equip those extra parts.

Rating: 8

CONCLUSION

Being an old motocrosser, I went in with big expectations about the DX 450. I guess I wanted to re-live my MX days … silly me! My personal thinking about the DX 450 is that for an RC dirt bike it's sweet looking, and probably the best RC dirt bike to hit the market (well—it's the only MX bike on the market)! Off-roading on two wheels is hard, and even harder if it's RC, I found out. The DX 450 will need a huge learning curve to really rail it around: it's much different that an RC car, which adds to the fun. After four battery packs I found it first frustrating, then fun; now I've found that riding it mellow makes it much easier to control. I'm having fun learning to roost and just play with it. Entering the next Moto against Bubba Stewart isn't going to happen. I think the real conclusion was when I brought it to the office and everybody came out and had a turn driving it with one of those big "poop-eat'n" grins on their faces. The DX 450 might not be a track star, but sometimes the real value in nsomething is measured in more than just a lap time.

The DX450 digs trenches like my FE600…

DURATRAX DX450

1:5 | | | 1WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- It's a motocross bike…and it works pretty well!
- It takes a licking and keeps on ticking
- Macho speed out of the box
- Brushless and 2.4gHz included

MISSES

- Nerf bars are plastic and break all the time
- The rider is a little big—looks like me on a YZ125!
- Flaky radio system might be a problem (swap it out for your race gear)

MAIN COMPETITION

Kyosho Hang-On collection, Thunder Tiger Ducati street bike, Nova Faor SF506 street bike

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DURATRAX DX450

SCALE	POWER	TYPE	DRIVE
1:5			1WD

POWERPLANT INFO

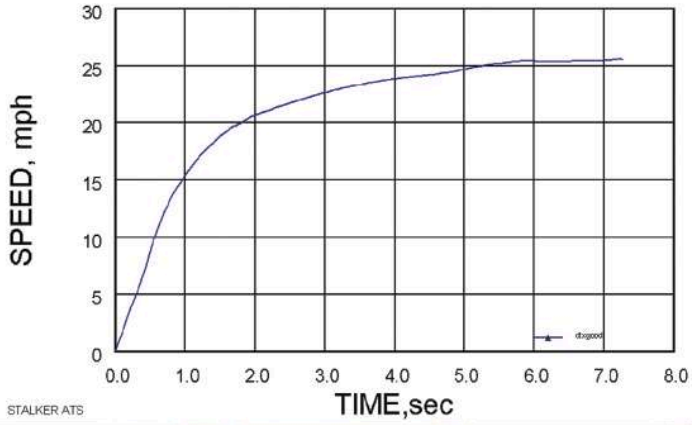
The bike comes with a brushless setup that provides some really good power for a stock system. It's an auto setting ESC and it's pretty linear for a sensorless system. It's got enough power to pull wheelies when the traction allows. It's hard to find much fault with it as it never had an issues other than the neutral point problem (which seems radio-related) that we are still trying to figure out. Overall it does more than we expected and that's a good thing.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.62 sec. @ 22.1 mph
TOP SPEED: 25.4 mph @ 215 feet
AVERAGE RUN TIME: 13 minutes



TEST CONDITIONS

WEATHER:	Overcast
TEMP/HUMIDITY:	65° F / 52%
BAROMETRIC PRESSURE:	29.97
ALTITUDE:	652 ft.
TRACK TYPE:	Tarmac and dirt

HANDLING

TURNING RADIUS:	17 inches
ON POWER:	Moderate oversteer
OFF POWER:	Heavy oversteer

BRAKING

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

How many of you felt Skinny drove the point to death about owning some bikes?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But... a V8 is fuel powered!

HOT BODIES VE8

AHEAD OF THE GAME

1:8 | 4WD

words: James Revilla | photos: Jason Boulanger

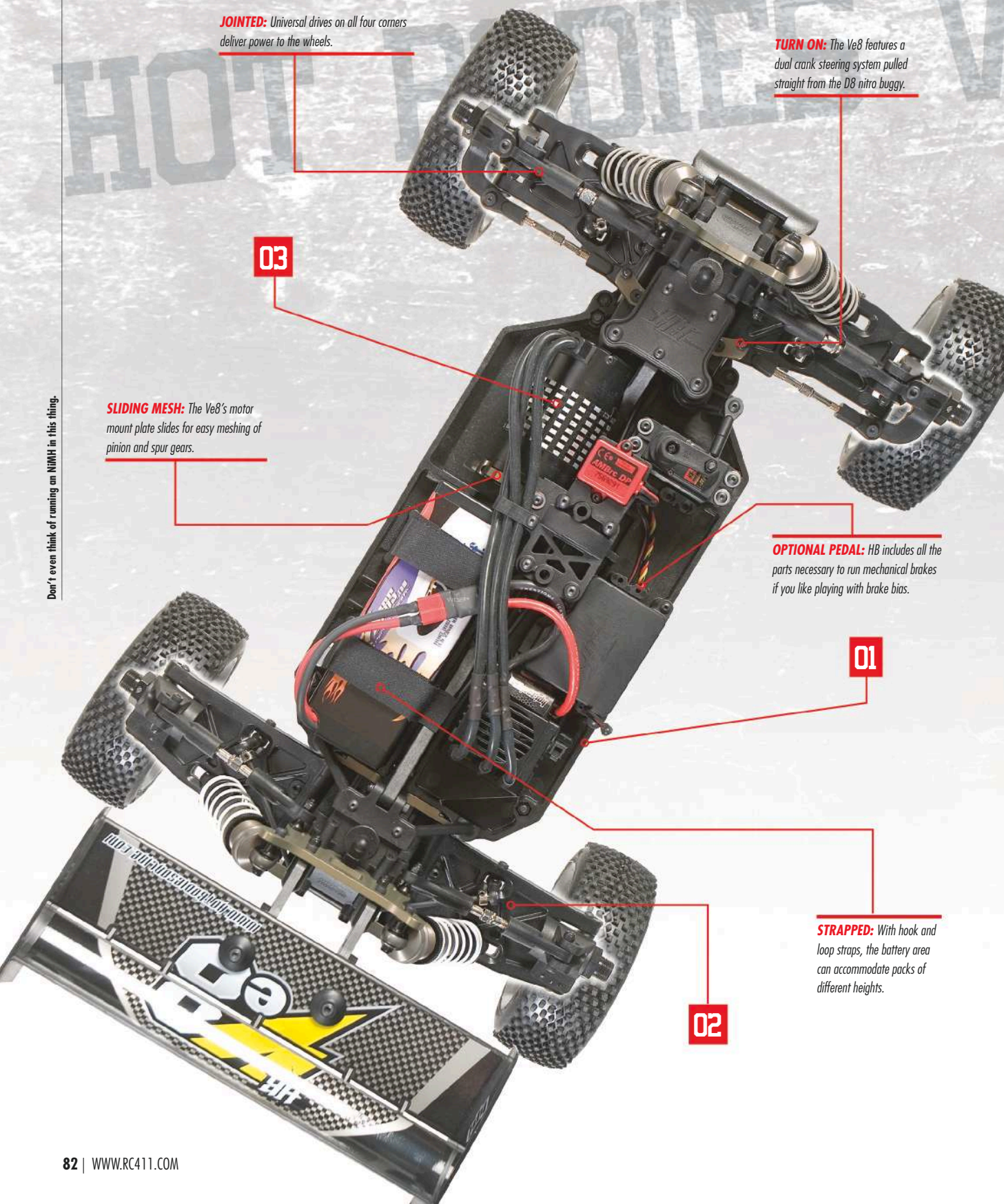
AS WITH ALL RACING TEAMS, HOT BODIES LIKES BEING FIRST. They were the first to come out with what would become the truggy (Lightning), they were the first to win an 1/8-scale Worlds with a sub-$400 machine (D8), and now they're the first to come out with an 1/8-scale buggy specifically designed to run brushless and LiPos. Dubbed the "Ve8," this isn't simply a nitro buggy with conversion pieces. At first glance you can tell that it's heavily based on the championship D8, but the main chassis and numerous details in between the bulkheads have been designed specifically to run voltage and not fuel. Let's take a look at what the latest Hot Bodies runner offers.

Version Electric & Sure pol.

VE8

PART #: 67535
STREET PRICE: $310
PRICE AS TESTED: $1,767
SETUP TIME: 5 hours
EXPERIENCE LEVEL: Intermediate to Advanced

SCALE	POWER	TYPE	DRIVE
1:8			4WD



JOINTED: *Universal drives on all four corners deliver power to the wheels.*

TURN ON: *The Ve8 features a dual crank steering system pulled straight from the D8 nitro buggy.*

03

SLIDING MESH: *The Ve8's motor mount plate slides for easy meshing of pinion and spur gears.*

OPTIONAL PEDAL: *HB includes all the parts necessary to run mechanical brakes if you like playing with brake bias.*

01

STRAPPED: *With hook and loop straps, the battery area can accommodate packs of different heights.*

02

Don't even think of running an NiMH in this thing.

01 **SPECIALIZED BACKBONE** • What makes the Ve8 different from your usual "nitro chassis with a conversion kit" is the all-new molded chassis. Designed for electric and electric only, the tub features a flat, smooth bottom with replaceable front and rear sections.



> "...driving the electric Ve8 is easily summed up with six words: pull the trigger and hang on!"



02 **CHAMPIONSHIP LEGS** • The front and rear suspension pieces are pulled from the world champion D8 nitro buggy. Solid lower arms, sway bars, turnbuckles, aluminum shock towers and trick big-bore aluminum shocks can be found on the Ve8, allowing for race-level adjustments.

03 **POWER UP FRONT** • The Hot Bodies team decided to position the motor up front behind the steering rack. By doing so they balanced more of the weight from front to rear, which gives the front end more traction and quicker response compared to rear-biased machines.





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
THICKNESS:	N/A
MATERIAL:	Plastic

SUSPENSION

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

SHOCKS

BODIES:	Threaded aluminum alloy
DAMPING (F/R):	#350 / #450
PISTONS (F/R):	#23 / #23
SPRINGS (F/R):	Gray / White

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	3, gear
AXLE TYPE:	Universal
TRANSMISSION:	Single speed
SPUR GEAR MATERIAL:	Steel
BEARINGS:	Bearings

GEARING

	1st	2nd
PINION/SPUR:	20T / 50T	
GEAR RATIOS:		
PRIMARY:	2.5:1	
INTERNAL:	4.3:1	
FINAL:	10.75:1	

BODY, TIRES & WHEELS

BODY:	Hot Bodies Ve8
TIRES (F/R):	Not included
DIAMETER/ WIDTH:	N/A
HEX SIZE:	17mm
WHEELS:	Hot Bodies dish

DIMENSIONS

WEIGHT:	8 lbs., 3.2 oz. (3,7220g)
TRACK WIDTH (F/R):	12/12 in. (305/305mm)
WHEELBASE:	12.9 in. (327mm)
RIDE HEIGHT	1.16 in. (29.4mm)

You'll be slow, you'll throw the balance off...

HOT BODIES VE8

1:8 | 4WD

TESTING

I had previously tested the nitro D8 buggy at Revelation Raceway in Montclair, CA, so naturally, I wanted to run at the same location to see how different a brushless and LiPo combo would be from a nitro and fuel power plant. With no needle tuning to deal with, I simply plugged the battery in and turned the ESC on, and I was ready to go.

ACCELERATION AND SPEED • When I see a 1/8-scale buggy I immediately think nitro noise, power and response. Thus when I gunned the trigger on the Ve8 it seemed a bit quiet, and somewhat odd. However, response was (naturally) electric-quick, and with the 4S LiPo power, also a lot more than I expected, even in the semi-loose conditions. Speed was fast—so fast that I took extra laps getting used to the buggy's velocity down the back straight. If you've run mod 1/10 4WD buggy before, you'll be used to this much go—just not at this size!
Rating: 10/10

BRAKING • For testing I passed on the mechanical brakes (which are included in the box if you choose to run them). Because of my previous testing with the D8 buggy, which uses identical brake components, I knew the mechanical brakes were up to par, so for this test I stuck with the more simple electronic braking from the Flux ESC. On the track the buggy made a sinister-sounding drone whenever I smashed on the brake. The braking itself, however, was very consistent and fade-free. With no mechanical parts to adjust, heat up, or wear out, I knew that the Ve8's brakes would feel the same whether seconds after starting up or minutes after driving non-stop. The only downside to electronic brakes compared to the mechanical setup was that if I wanted to tweak the brake feel at the track, I'd need the optional PC software—and a laptop—on my pit table.
Rating: 9

LOW-SPEED • Like its nitro counterpart, the Ve8's low speed maneuvering was excellent. With identical geometry to the D8, the Ve8 handled the low-speed stuff like cake. The buggy's tight turning radius let me trace fine lines around corners and hairpins, and after I got accustomed to the responsive steering, I found myself turning in a little faster than I'd expected. I did experience a little understeer when I pulled the trigger upon corner exit, and the rear end felt like it literally bit into the dirt, keeping the buggy moving forward as fast as my trigger finger wanted it to.
Rating: 9

HIGH-SPEED HANDLING • At higher velocity the Ve8 felt light; this was a weird feeling, because the electric Ve8 as tested was actually a tad heavier than the nitro D8. I think the responsiveness of the electric power plant made high-speed handling feel better, but hey, that's a good thing. Did I mention that she was fast? With the 4S (as tested) this thing was like a wicked rocket. In fact I had to alter my trigger work a little bit, since there wasn't any clutch lag, and the Tork motor would send power directly to the tires in an instant. If I let off the trigger mid-turn, the buggy had a neutral, easy-to-control response, making driving at higher speeds anything but twitchy.
Rating: 10

ROUGH-TRACK HANDLING • Unlike other 1/8-scale buggies, the Ve8 used equal-length shocks on all four corners—the same units as with the D8. Although other buggies were equipped with longer rear shocks, for the most part this difference didn't seem to hinder the Ve8's rough-track handling. With all of the weight nice and low on the chassis—compared to the nitro D8, nothing heavy is higher than the body posts on the Ve8—it kept the buggy from wiggling around when the track surface was uneven. The big bore shocks took control of the rough stuff even if my driving was less than perfect. I didn't feel like I lost any front-end traction either, as the brushless motor's weight probably helped the front tires stick to the ground as much as possible.
Rating: 9.5

...and you'll give us an excuse to laugh at you.

TEST GEAR

RADIO:	Futaba 4PK, FUTK4900, **$500**
RECEIVER:	Futaba R604FS (included with radio)
STEERING SERVO:	Hitec HS-5955TG, **$160**
SPEED CONTROL:	HPI Racing Flux Blur ESC, 100686, **$500**
MOTOR:	HPI Racing Flux Tork 2200Kv (included with ESC)
BATTERY:	MaxAmps 5250 14.8v LiPo, Lipo-5250HC-148-Pack, **$253**
TIRES:	Hot Bodies Block (red), 67769, **$22/pair**
BODY:	Hot Bodies Ve8

CONTACT

HOT BODIES:	www.hotbodiesonline.com
FUTABA:	www.futaba-rc.com
HITEC RCD:	www.hitecrcd.com
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JUMPING • During the build I was a little concerned about the left-to-right weight balance, as the design of the Ve8 positioned both the brushless motor and the main 4S LiPo pack on the left side of the chassis. The only items giving any weight to the right side were the steering servo, the non-existent brake servo (remember I'm using electronic brakes), receiver and ESC. With all four tires in the dirt, the Ve8 still seemed to handle even left-to-right with this layout. Once the buggy took flight, my worries were dispelled, and the Ve8 looked pretty even in the air. Flat landings were fine considering the relatively short rear shocks; having the brushless motor weight biased up front meant less weight over the rear end to bottom out. The lack of excessive down travel out back upon landings also allowed me to punch the trigger immediately without worrying about the chassis hanging up.
Rating: 9.5

WRENCHING

MAINTENANCE • The best part about electric 1/8-scale is not having nitro oil and gunk all over the place after a run. With the Ve8, all of the major electronic components are an easy-access affair. The only enclosed component is your receiver (which should need little of any maintenance at all), and design features like a sliding motor mount and an upright steering servo make things fast and easy to get to. Solid arms and shock boots keep grime to a minimum.
Rating: 9

WEAR AND TEAR • The Hot Bodies team made sure that the Ve8 could handle high voltage brushless power by way of spiral-cut metal diff gears, metal spur gear, and universal CV-type center drive shafts and axles. The suspension took a beating but held tight—both factors I was used to after sampling the D8 buggy and D8T truggy. The Ve8 was no exception. The smooth-bottomed plastic main chassis showed no signs of stress or breakage, and the drivetrain easily survived my heavy trigger finger and the sheer power of a 4S LiPo. After a full run, the motor was a little on the hot side – but some quick body trimming would easily let more cooling air circulate underneath the low-slung body.
Rating: 9.5

TUNING • If you've seen a competition-level 1/8-scale buggy before, there's nothing new here. Every standard tuning option you'd expect is available, although we've reached the point that most of these machines run pretty well out of the box, and only require fine-tuning to tailor handling to your track of choice. I just hoped for some extra tuning tips in the manual specific to 1/8-scale electric, but all you get is a standard setup sheet. One thing to note: Changing motors may take some work (see "Power Plant Info" for more on this).
Rating: 8



Okay we won't laugh, we'll just talk amongst ourselves.

HOT BODIES VE8

1:8 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Brushless/LiPo specific design
- Championship-winning D8 suspension
- Price undercuts its competition

MISSES

- Required modding to fit test motor
- Battery sits very close to pinion gear

MAIN COMPETITION

RC8e, Losi 8IGHT-E 2.0, OFNA Hyper 9-E

WHO IT'S FOR

Electric racers looking for an 1/8-scale competitive off-road machine

CONCLUSION

With handling pulled straight from a championship-winning buggy combined with a lower price than its competition, driving the electric Ve8 is easily summed up with six words: pull the trigger and hang on! It felt just like the D8 minus the noise and hassle of nitro tuning, and took to the track like a natural. No weird gimmicks, no flashy parts (even the anodized aluminum is in a bland color); just performance. The Hot Bodies Ve8 is a worthy addition to the 1/8-scale Hot Bodies race-winning family.

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5192 - Front Skid Plate


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5109 - Rear Shock Mount


5157 - Rear Upper Arms


5113 - Motor Mount


5188 - Body Mount


5137 - Front Lower Arms


5133 - Front Upper Arms


5141 - Rear Upper Arms


5145 - Rear Lower Arms

Associated SC10 Hop-Up Parts


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4204 - Front Lower Arms


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4219 - Steering Block


4259 - Chassis Plate

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

POWERPLANT INFO

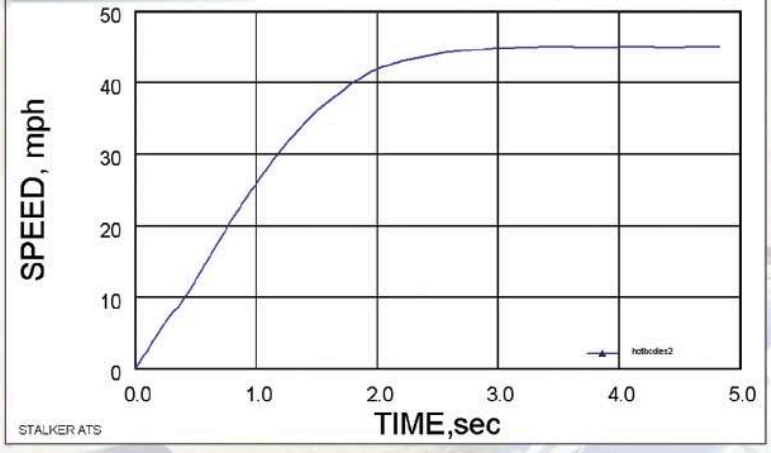
Based off the Castle Creations Mamba Monster BL system, the HPI version provides ample power and top end. The hiccup wasn't the performance of the Tork motor, but rather installing it into the Ve8. You'd think that because Hot Bodies (made by HPI Racing) made a brushless vehicle, that they'd make sure that their own branded brushless system would drop right in, right? Nope—the Tork's waffle heat sink had to be machined down in two sections in order for the can to clear both the main lower chassis and the rear-center chassis brace. However, once bolted down, the Flux ESC/brushless combo made the Ve8 run with the wind, and had loads of bottom end to pull away from corners. It was strong too, making the Ve8 pull the front wheels up off the ground when punched. Wheelies in top-heavy monster truck are one thing, but with a 1/8-scale buggy? Oh yeah!



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.79 sec. @ 40.1 mph
TOP SPEED: 54.02 mph @ 157 ft.
AVERAGE RUN TIME: 12 minutes



TEST CONDITIONS

WEATHER:	Cool, overcast
TEMP/HUMIDITY:	68° F/22%
BAROMETRIC PRESSURE:	29.49 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Slightly-packed dirt

HANDLING

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

BRAKING

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

I didn't point this one.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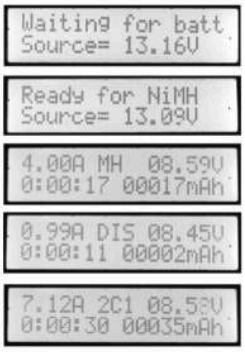



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* up to 150W output in DC mode & 75W in AC/DC mode

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TEAM EPIC
NEMESIS SPEC BRUSHLESS MOTOR SERIES

A SOLID OPTION FOR RACERS

words: Carl Hyndman



It wasn't long ago that racers did everything they could to extract every watt from their motors. Whether it was cutting the comm a certain way, or using some hard-to-find brushes, or even slotting or drilling a brush in some odd fashion, things were done to gain that little bit of advantage on the track for one run. These days the power our motors turn out is much more than what we were used to only a few years back. Combined with LiPo power and speed controls with timing advancements, racers are learning that it's not about the strongest motor you can find, but usable, smooth power that can be put down on the track. For mod racers, there are plenty of off-the-shelf motors that will give you more than you need. The Holy Grail of speed now is the characteristics of that power band and how consistent and reliable it is Team Epic has always pushed the technology for the racers and now they have something new up their sleeve.

TESTING

I installed the 10.5 motor in the XRAY T3 touring car I tested and ran at West Coast RC Raceway in Orange County, CA. The track had a good layout (especially for this motor), with a good-sized straightaway that started with a nice sweeper and ended with a tight 180. This configuration tested both the torque and rpm of the motor with the infield of the track having some variety to test the midrange.

I started out with a final drive ratio of around 6.9 and set my ESC to have a moderate amount of timing; this really increased the range of the motor. I left the motor's factory-installed timing of zero, although I did have the option to change it if I needed by just loosening the screws on the end bell and rotating. Bottom end was punchy and top end was holy-cr%# fast on the straight. Part of this was due to the ESCs settings, but the motor kept cool and efficient right along with it. I was also running a pretty new racing 2S LiPo pack, and had some other very competitive racers running their 13.5 motors.

Now 10.5 isn't a whole lot faster than a good racing 13.5, but like most racers know, a tenth here and a tenth there can add up to quite a bit of time over a race or 5-minute qualifier. Since the 10.5 class is pretty much gone, you would have to run this motor in the mod class. For a touring car, the difference from mod to 13.5 class is about .5 sec per lap—and that's only if you are able to use the power of a low-turn motor and drive a consistently flawless lap. Since that is hard to do, some racers making the transition to mod might like the easier jump by using a motor like this 10.5. For off-road electric mod racers, this might be the perfect choice. Either way, I was impressed by the added bit of speed this motor gave me and welcomed the ease with which maintenance or changes could be made. For racers looking for a specific spec class to race in, the Nemesis series also comes in 13.5, 17.5 and 7.5 turns (for 1-cell spec racing). All the motors come with the same list of features, are color coded for easier identification and meet ROAR rules for spec racing. Soldering was easy via the motor's flat tabs, timing changes were a snap, and it took standard sensor cables (one included) that plugged directly in to the end bell. Team Epic also makes different size rotor choices (sold separately) for those looking to take their tuning even further.

CONCLUSION

Team EPIC (Trinity) has long been known by racers to be at the cutting edge of motor technology and this one should continue that reputation. Smooth power and ease of use make this line of motors a great addition to your car. Be careful though; today's electronics demand a learning curve since they can have huge side effects on your motor. Like everything else, over time, brushless motors will lose some performance; how long that will take is dependant on gearing, the batteries you choose, and the number of cycles, etc. Keep your motor happy and it will reward you.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



10

CHARLIZE THERON

HITS

- Excellent powerband
- Easy solder tabs and adjustable timing
- ROAR approved

MISSES

- None

CONNECT

Manufacturer: Team Epic
Web: www.teamepiconline.com
Part Number: TRI10558 (for 10.5T)
Street Price: $84

Both are available in South Africa.

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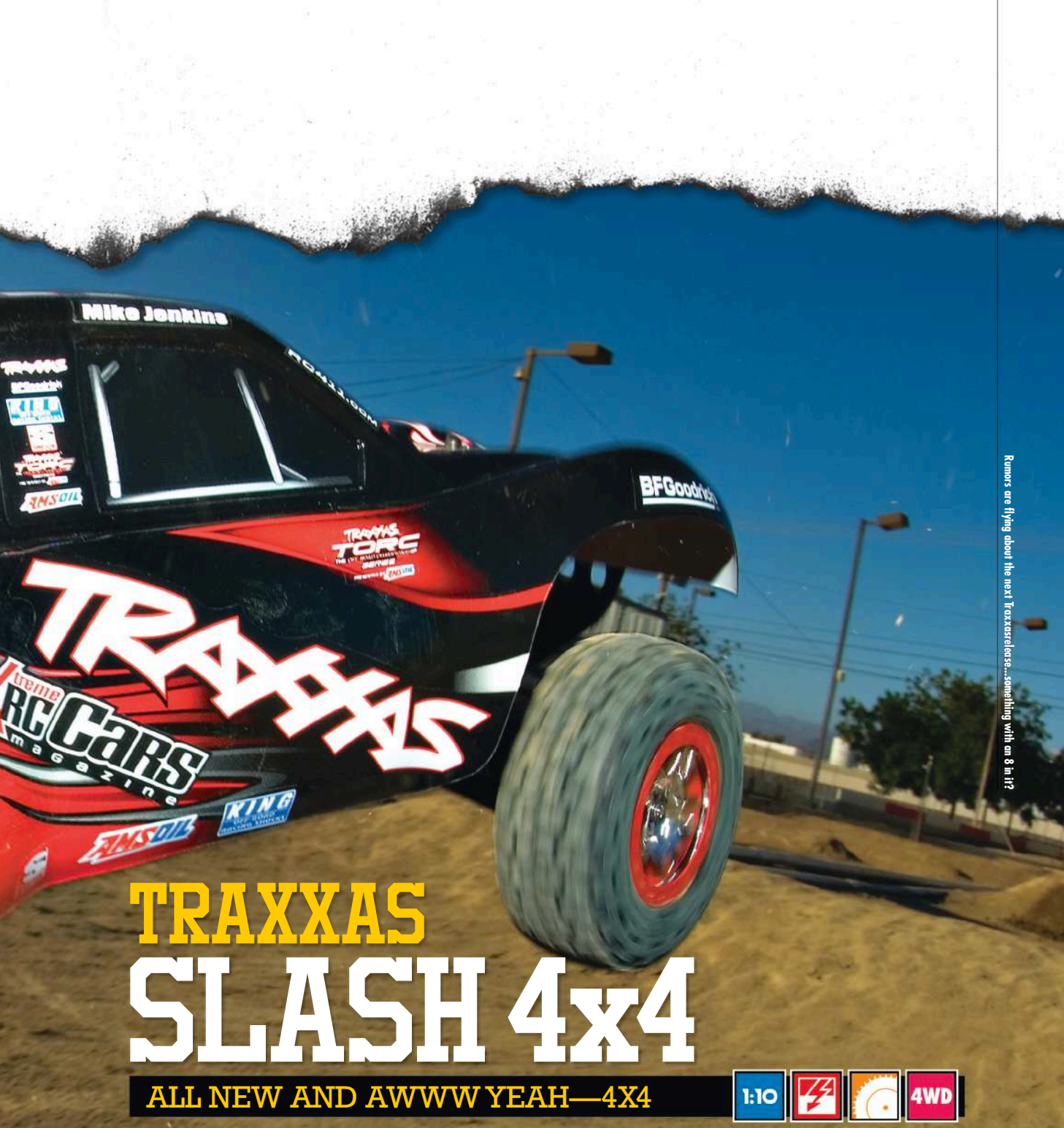
Sometimes I can't believe the hate for Traxxas on the forums.



Rumors are flying about the next Traxxas release...something with an 8 in it?

TRAXXAS SLASH 4x4

ALL NEW AND AWWW YEAH—4X4

1:10 | 4WD

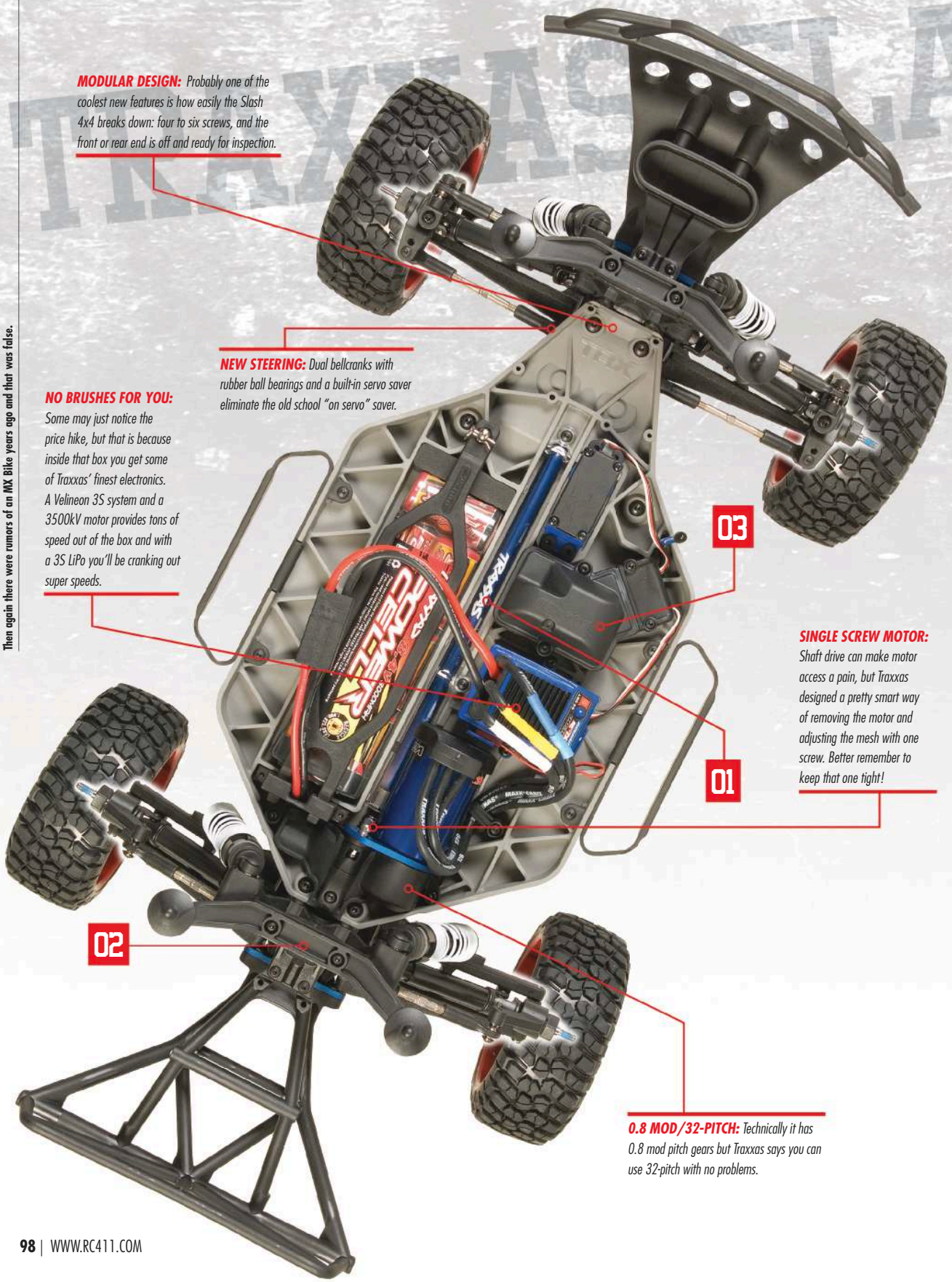
words: Derek Buono | photos: Carl Hyndman

IF YOU LOVE ELECTRIC OFF-ROAD RACING YOU SHOULD THANK TRAXXAS every day. Many might not like to admit it, but the Slash brought a fresh batch of racers into the class and may even have brought electric racing back from the dead. The Slash wasn't perfect, but for the price and what it created, it had few faults. The only thing that might have been in question was it was 2WD. Little did we know that Traxxas was hard at work on that 4x4 version and have given us a new short course racer that they simply call the Slash 4x4. Little does that name imply - it's not even close to resembling a Slash - and comes loaded with features to make it a better performer and a better value.

TRAXXAS SLASH 4x4

PART #: 6808
STREET PRICE: $399
PRICE AS TESTED: $399
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to advanced

SCALE 1:10 | POWER | TYPE | DRIVE 4WD

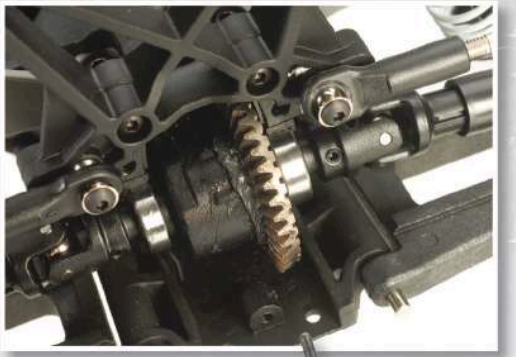


Then again there were rumors of an MX Bike years ago and that was false.

01 **4WD** • The most painfully obvious and awesomest feature is that fact that the Slash 4x4 has 4WD! A shaft design adds realism and the built-in Revo-spec slipper will handle more power than the Hoover dam can pump out.



> "The most painfully obvious and awesomest feature is that fact that the Slash 4x4 has 4WD!"



02 **THANKS REVO** • The Revo must have "donor" on its drivers license; it allowed Traxxas to transplant the fluid fillable diffs into the Slash 4x4. That means they work well and don't break!

03 **CORDLESS TECH** • We've been openly making fun of the stock TRX radio for … well, since it's been out. But the truth is that the radio does the job, and since it's not new every year, it keeps costs down. Traxxas stepped out of AM and right into the 2.4 GHz frenzy with an all-new 2.4 GHz system and a 4-channel micro receiver! Same radio look, but updated to black to look a little better than the old taupe.





VEHICLE INFO

CHASSIS

LAYOUT:	Molded
THICKNESS:	NA
MATERIAL:	Molded plastic

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Steel
STEERING:	Bellcrank with integral servo saver
SWAYBARS (F/R):	Not included

SHOCKS

BODIES:	Molded plastic
DAMPING (F/R):	50 wt. / 40 wt.
PISTONS (F/R):	#1 / #1
SPRINGS (F/R):	Progressive (black) / Progressive (black)

DRIVE TRAIN

TYPE:	4WD, aluminum center shaft
DIFFERENTIAL:	front/read fluid sealed Revo gear diffs
AXLE TYPE:	Universals
TRANSMISSION:	Direct drive with transmission reduction
SPUR GEAR MATERIAL:	Plastic
CLUTCH TYPE:	Slipper clutch, Revo spec with semi-metallic pads and steel disc
BEARINGS:	Rubber sealed

GEARING

	1st
PINION/SPUR:	13/54 0.8M, (32-pitch compatible)
GEAR RATIOS:	
PRIMARY:	4.15:1
INTERNAL:	2.85:1
FINAL:	11.82:1

BODY, TIRES & WHEELS

BODY:	Traxxas Slash 4x4 short course
TIRES (F/R):	Traxxas, licensed BFGoodrich Radial Mud Terrain T/A KM2
DIAMETER/ WIDTH:	Dual diameter 2.2 in. outer, 3.0 in. inner x 1.5 in. (56mm outer, 76mm inner x 39mm)
HEX SIZE:	12mm
WHEELS:	Traxxas, SCT Split

DIMENSIONS

WEIGHT:	5 lbs. 13 oz. (2,640g RTR w/ included 7-cell battery)
TRACK WIDTH (F/R):	11.65 in./11.65 in. (296/296mm)
WHEELBASE:	12.75 in. (324mm)
RIDE HEIGHT	1.5 in. (38mm)

We know they like grey plastic but all black would look better.

TESTING

I took the Slash 4x4 out to my local short course racing haunt, OC/RC Raceway in Huntington Beach, Calif. The track has been expanded and is even better than before. Traction is medium to high and the big flowing layout is a perfect place to test the on-track ability. I also tested this with Traxxas in some open fields for more durability testing.

ACCELERATION AND SPEED • Hot damn! It was too long ago that RTRs went about 15 mph. The kit comes with a 7-cell battery and even with just that this truck hauls serious ass. You can thank the Velineon brushless system for that speed and power. On the track the lack of a sensor does create some subtle timing oddities, but for the most part it's all well and good in the hood with this ride. The extra wheels pulling the truck make for quick squirts out of the corners too.
Rating: 9/10

BRAKING • With a 2WD car, I usually take most of the braking out to allow me to not spin out coming to a corner. The Slash 4x4 has 4WD and can handle lots more braking: Enough to where you could actually point the nose down off a jump if needed.
Rating: 10

LOW-SPEED • The stock set-up's response is a little slow. The stock servo does have decent speed, but you will have to drive this a little more "pre-turning" style to really get around the tight stuff fast. The radio has some crazy dual rate system that I probably should have read about because it did work, but it also caused the truck to be a little too loose. A tire swap to some Pro-Line SC tires made it almost all go away … so if you're going to race the stock tires work pretty well, but race rubber makes a ridiculous improvement.
Rating: 8.5

HIGH-SPEED HANDLING • The new layout allows for some exhibition of speed and the stock battery was actually impressive. I could hang with some of the 1/8-scales that are running 1,325-cell LiPos! The truck was pretty stable, if not a tad lazy. That's not a bad thing on the fast sections, but that can be cured with a servo upgrade and a few changes to the suspension.
Rating: 9

ROUGH-TRACK HANDLING • The rough stuff was outside where we tested a pre-production truck, and the Slash 4x4 has no issue in the "real world"—but on the track, the Slash 4x4 did better than expected considering

XBox 360 reference one page back.

TRAXXAS SLASH 4x4

1:10 | 4WD

RTR GEAR

RADIO:	Traxxas TQ 2.4 GHz with 4-channel mini receiver
RECEIVER:	4-channel mini receiver
STEERING SERVO:	Traxxas 2075
SPEED CONTROL:	Traxxas Velineon VXL 3S
MOTOR:	Traxxas Velineon 3500
BATTERY:	Traxxas Power Cell 8.4v
TIRES:	Traxxas, Licensed BFGoodrich Radial Mud Terrain T/A KM2
BODY:	Traxxas Slash 4x4 short course

CONTACT

TRAXXAS:	www.traxxas.com



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the soft suspension setup. Traxxas doesn't really design race cars, so they are set up for the basher; but even with that, the stock oil wasn't too far off. The 4WD setup pulled straight too. If you know about torque steer, you'll be happy to not feel that much.
Rating: 9

JUMPING • My Slash—and most short course trucks—aren't really good "jumpers." They tend to be dead fish in the air, and if any correction is possible it's just from using the brakes. Throttle doesn't lift the nose up. But the Slash 4x4 had the power to clear a killer triple with no problems and jump out of a double from a tight corner. The brakes would also bring the nose down and make it pretty easy to control in the air.
Rating: 10

WRENCHING

MAINTENANCE • Traxxas did a great job making access to the internals super easy. At most, you have to remove six screws to get to the diffs. It's also nice that there are just two screw sizes to worry about.
Rating: 10

WEAR AND TEAR • The Slash is probably too durable, which is great. Over the year I raced the 2WD version, I didn't break much, and the Slash 4x4 lived up to that. I haven't raced it too long yet, but the track layout made for some great "lawn darts" at high speed, which have snapped other SC trucks in half. Out of the day of testing I just really bent a front shock shaft, which still worked, even when bent. There were no other signs of damage and as we test this truck more we'll get a good picture of its toughness. So far we think it's going to be above average.
Rating: 10

TUNING • Unlike the Slash, the 4x4 version gives you some tuning options with camber links and shock mounting angles. That is both good and bad, because the Slash's simplicity made it great. This does give you some beginner tuning to learn, so we think it's a great addition.
Rating: 8

CONCLUSION

I was pretty excited when we first saw this truck. Of course, 4WD makes everything better and the Slash 4x4 is at least 16 times better (get it…4X4)! Traxxas did a lot of work to make this truck durable, fast, better-looking, and inexpensive. While the price tag is more than a Slash, you get way more in the kit and the speed out of the box is awesome. We know Traxxas doesn't give a hoot if these make it to the track, but we see this leading to another boom in the racing market. Traxxas knocked this one out of the park and possibly off the planet.

Black isn't the best color for dirt...shows everything.

TRAXXAS SLASH 4x4

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- 4WD makes it easier for everybody to go faster
- Modular design at its best
- Ready to handle big power: Revo-spec diffs and ready to accept the Mamba Max 6S system!
- Manufacturer support that is the best in the business
- Higher price point, but still a killer value! Ready to run; includes battery and charger!
- New body looks awesome

MISSES

- Shaft design does have some drawbacks
- Chassis collects debris and channels it toward the driveshaft.

MAIN COMPETITION

OFNA Hyper 10SC

WHO IT'S FOR

Short course fans or anybody who wants a bad-ass truck



(no marketing text needed)



FUSION 28
4WD 1/10th Scale R/C Nitro Car

80mph *Straight out of the box*
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"Rating: A+" -Xtreme R/C Cars
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#2040

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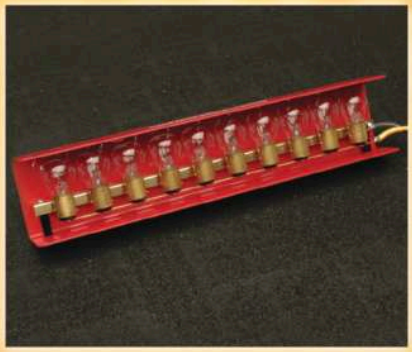

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#2030 .....kit
#2031 .....assembled

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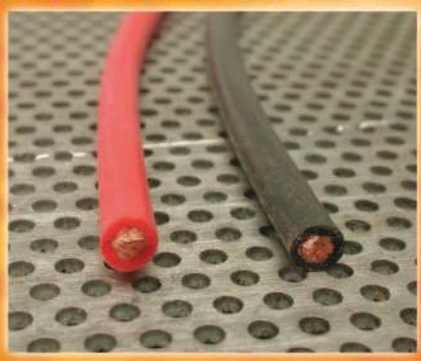

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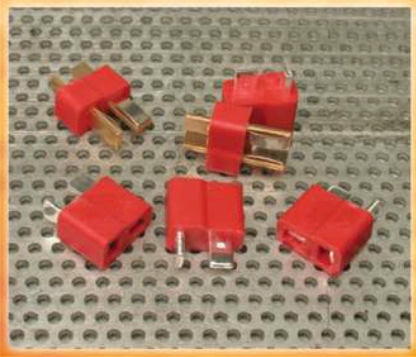

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TRAXXAS SLASH 4x4

SCALE 1:10 | POWER | TYPE | DRIVE 4WD

POWERPLANT INFO

The Traxxas Velineon system has proved to **be one potent** system. It can handle 3S without a problem **and the feel is** pretty good for a sensorless system. The **3500 series motor** gives you ample performance with the included **7-cell, but it** isn't until you toss in the 3S pack that you feel the **power.** It's addicting.



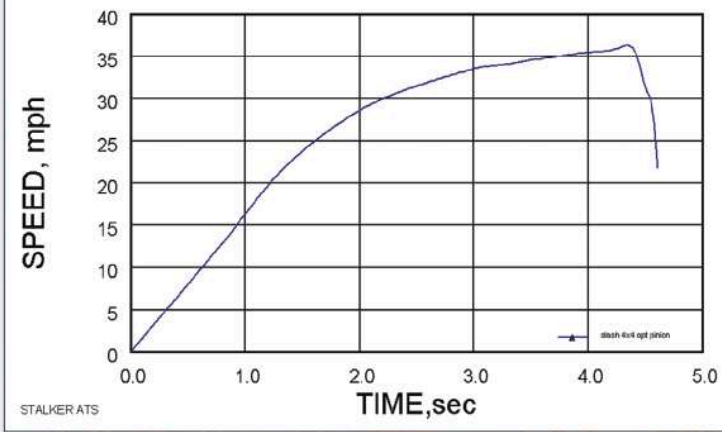
MOTOR DATA

MOTOR:	Traxxas Velineon
WIND:	3500 KV
SENSOR:	No
SOLDER TABS:	Plugs

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.30 sec. @ 30.5 mph
TOP SPEED: 36.5 mph @ 167 ft.
AVERAGE RUN TIME: 10 minutes



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	58/45%
BAROMETRIC PRESSURE:	30.15
ALTITUDE:	652 ft.
TRACK TYPE:	Indoor Clay

HANDLING

TURNING RADIUS:	4 feet, 4 inches
ON POWER:	Slight oversteer
OFF POWER:	Neutral

BRAKING

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

For an RTR this sets the speed standard!

SC10
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Hinged battery hold-down strap for quick and easy access



Authentic and functional bumpers with rubber mud flaps



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Rugged steel turnbuckles and blue aluminum shock bodies

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- Realistic bumpers for maximum durability
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- Efficient dual-sided, externally adjustable slipper clutch
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2.6:1 ratio gearbox equipped with sealed gear differential



XP SC200 Digital electronic speed control governs the power



The powerful Reedy 17-turn motor comes factory installed

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- Rugged steel turnbuckles for quick and easy suspension adjustments
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- XP SC200 Digital electronic speed controller
- Reedy 17-turn motor
- Many Factory Team & Reedy option parts already available!

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Do I need to grow back my mustache to race XRAY?

XRAY T3

ATTENTION TO THE DETAILS

1:10 4WD

words and photos: Carl Ryndman

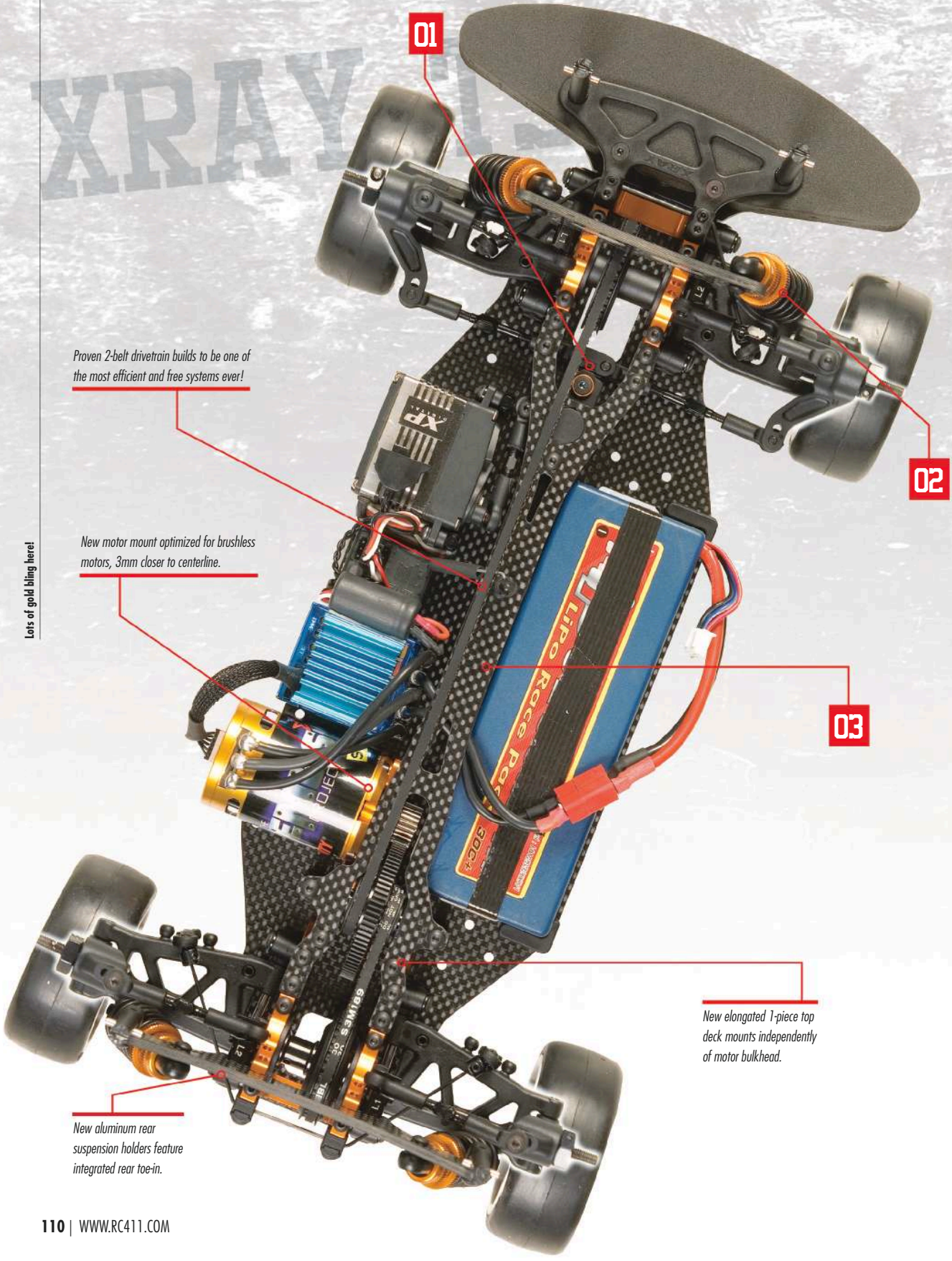
TOURING CARS ARE VERY TECHNICAL and XRAY has always given hardcore racers one of the best options out there. From the first opening of the box, to the last turn of the final screw, my grin just keeps getting bigger and bigger. Every attention to detail is usually covered and I've been lucky enough to build these little jewelers' dream kits from time to time. Each year XRAY releases a new version with the lessons learned from the testing done by an amazing team of drivers and engineers, and now for 2010 the T3 looks to follow in that tradition. The class looks to be gaining some momentum again, and for those lucky enough to drive these intricate marvels, take a look at what's here.

Juraj Hudy has a macho mustache!

XRAY T3

PART #: 301129
STREET PRICE: $499
PRICE AS TESTED: $1,512
SETUP TIME: 7 hours
EXPERIENCE LEVEL: Advanced

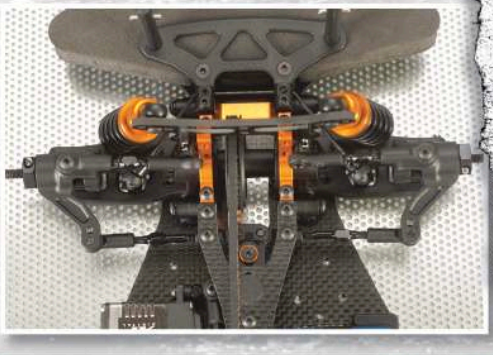
SCALE	POWER	TYPE	DRIVE
1:10			4WD



Lots of gold bling here!

01 ACKERMAN SETTINGS

• This one features the special Quick-Saver servo saver along with five Ackermann settings that can be changed for different styles of tracks. Ackermann is a powerful tool for tuning your steering and XRAY pays close attention.



"Refined to the Max!"

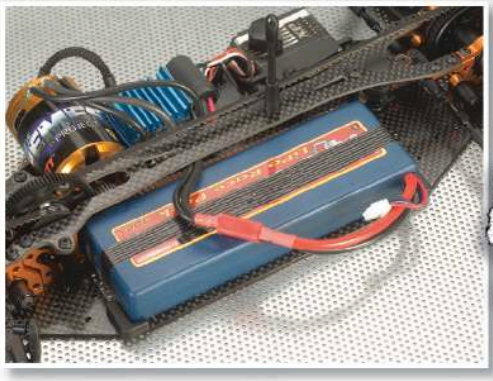


02 SHOCKS

• These aren't new to XRAY, but they are still pretty trick. You can build them up with the included standard multi-hole pistons or use their own unique design with adjustable pistons. With a quick twist, you can change your pistons without having to disassemble them.

03 UPDATED CHASSIS

• This new chassis still can be used with traditional the NiMH juice, but it now includes hardware to use with LiPo batteries. The upper deck is higher and the LiPo parts make battery **security less of an issue.**





VEHICLE INFO

CHASSIS

LAYOUT:	Double Deck
THICKNESS:	2.5mm Lower, 2.0mm Upper
MATERIAL:	Carbon Fiber

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	HUDY Spring Steel
STEERING:	Monocrank
SWAYBARS (F/R):	1.4mm / 1.2mm

SHOCKS

BODIES:	Plastic
DAMPING (F/R):	XRAY 350 wt. / XRAY 350 wt.
PISTONS (F/R):	2-hole
SPRINGS (F/R):	3.0 / 2.6

DRIVE TRAIN

TYPE:	4WD dual belt
DIFFERENTIAL:	Rear diff, front spool
AXLE TYPE:	HUDY Spring Steel universals
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Hardened plastic
BEARINGS:	Rubber shielded

GEARING

	1st
PINION/SPUR:	23/84, 48-pitch
GEAR RATIOS:	
PRIMARY:	3.65:1
INTERNAL:	1.9:1
FINAL:	6.94:1

BODY, TIRES & WHEELS

BODY:	Not included
TIRES (F/R):	Not included
DIAMETER/ WIDTH:	NA
HEX SIZE:	14mm
WHEELS:	Not included

DIMENSIONS

WEIGHT:	3.09 lbs., 1,402g
TRACK WIDTH (F/R):	7.40 / 7.40 in. (188 / 188mm)
WHEELBASE:	10-10.2 in. (256-261mm)
RIDE HEIGHT	0.2 in. (5mm)

XRAY cars are so sensitive; just like Derek.

XRAY T3

1:10 | 4WD

TESTING

With temps dropping for the winter in Southern California (ok it's relative, but a couple degrees is a lot right?), I headed over to West Coast RC Raceway in Orange County. The facility is indoors with baby's-butt-smooth permanent asphalt with high curbing. Since the asphalt doesn't ever see outdoor weather, the traction is usually consistent and very high grip. The lanes are divided by wood 2x4s with painted cement curbing in various shapes for the corners that can send your car into the stratosphere if you don't take the right line. The track has a lot of layout options, but this one had been set to be fairly flowing and high-speed with some tighter-low speed sections that made for a very challenging test overall.

ACCELERATION AND SPEED • I programmed my LRP SPX at 7 (advanced timing) in the power settings, geared the 10.5 pretty low, and hit the track. I was amazed at the range of power the car had, and it was much quicker than what I was used to for a motor in this range. The acceleration was snappy and strong. Traction was high and the car was able to move around the track at a pretty scary pace. In fact, I found myself overdriving it for a little bit until I calmed down and controlled my nervous throttle finger. I was using a LiPo battery and needed to add weight in order to balance the car, or it would wander and pull to one side. Since most people will probably be using this car with LiPo batteries, make sure to balance yours out properly or you will get some handling side effects. Unfortunately, as in-depth as the XRAY tuning manual is, it really doesn't give too many details about weight balance, so you will have to address this yourself since this is a huge issue with the design of the car.

Rating: 10/9

BRAKING • The new T3 comes with a spool instead of a multi-diff up front, which helps greatly with braking. In fact, the car needs to be used with the supplied spool since the multi-diff supplied in previous cars will not work properly without some modifications. As with acceleration, make sure your car is balanced with weight when using a LiPo battery.

Rating: 8.5

Mod touring cars are very scary to drive... but fun.

TEST GEAR

RADIO:	Airtronics M11, 90270TX75, $270
MODULE:	Spektrum Pro SM1001, $110
RECEIVER:	Spektrum SR3500, SPM1210, $99
STEERING SERVO:	Associated Electronics DS1015, $99
SPEED CONTROL:	LRP SPX LRP80710, $199
MOTOR:	Team Epic Nemesis 10.5T TRI10558, $84
BATTERY:	Team Epic IP3200mAh, TRI20804, $99
TIRES:	Sorex 36R Premount GT40436W, $33
BODY:	Protoform LTC-R - #PF150530, $20

CONTACT

XRAY: DIST. BY RC AMERICA	www.rcamerica.com
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PROTOFORM:	www.prolineracing.com
TEAM EPIC INC.:	www.teamepiconline.com
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The DX3E includes:

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SPMSR300 RECEIVER

The World's Most Trusted RF Link

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XRAY T3

1:10 | 4WD

LOW-SPEED • The car was very smooth and carried a lot of corner speed. The instruction manual did call for two shims under the links in the rear hubs, but the top of the link would rub on the inside of the wheels, even with some shaving down of plastic on my Sorexes. In order to remedy this, I had to run less spacing under the link, which may have contributed to the car getting a little too aggressive in the corners. Since there are a zillion other things to adjust on the car, it wasn't too hard to find a fix to the problem.
Rating: 9

HIGH-SPEED HANDLING • High speed steering was well balanced and solid and took the big sweepers on the track well. I could run the curbs tight and fast with a lot of confidence.
Rating: 10

WRENCHING

MAINTENANCE • Maintenance is pretty straightforward stuff for a touring car. There isn't anything too weird or unusual that would make these common things like droop, ride height, diff rebuild, camber, etc., extra hard or time consuming. Luckily the diffs are sealed and just about everything can be accessed by removing a few screws. Now if they could just find a way to lessen the wrenching needed for touring cars in general!
Rating: 9

WEAR AND TEAR • These days touring cars really move around a track and that is where this car is at home. Unfortunately, its speed comes at a price and if there were a fight between a wooden 2x4 and the T3, sometimes that 2x4 is going to win. Yeah a couple of things could be beefed up, but as with everything, performance is usually the trade off. Fortunately, this car does a little better than cars in the same class. Take note though, often the parts on this car are specialized and can't easily be replaced by a common shim or ball stud.
Rating: 9

TUNING • This is where the car really shines. Just about everything can be changed on this car and those minor details can be felt on the track. Chassis flex is still tunable (albeit with some less overwhelming options), Ackermann can be changed in small increments, droop is easy, diff height can be adjusted with the nylon hubs, and with some option parts, you can adjust just about everything else. Most racers may not ever need to touch some of these things, but for a race car of this nature it sure is welcomed.
Rating: 9.5

CONCLUSION

The new T3 is an evolution of design from years past and it has a very impressive list of results to back it up. Unfortunately, as LiPo takes over as the key power plant for touring cars, this car only slightly addresses this need. However, if you pay special attention to this element, you will be rewarded with a car that is very deadly to your competitors on the track. Also, be sure to have some back up parts since this car has some very unique items that are specific to the design, and parts support is thin without going online. Still, if you burn with the need to win, look no further.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Very tunable
- Quality materials and fit
- Great team and factory support

MISSES

- Pricey
- Parts are hard to find at your LHS
- Weights and instructions for balancing your LiPo aren't included

MAIN COMPETITION

Tamiya 416X, Hot Bodies Cyclone TC, Team Associated TC5-R, Schumacher Mi4, TOP Racing Photon, Yokomo BD5

WHO IT'S FOR

Experienced racers who want a very tunable kit with great team and factory support.

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11th Annual The Dirt NITRO CHALLENGE FEB17-21, 2010

CLASSES
Check all that apply

1:8 BUGGY

GAS

- ☐ OPEN freq ____ or 2.4ghz
- ☐ PRO * freq ____ or 2.4ghz
- ☐ 40+ ** freq ____ or 2.4ghz

ELECTRIC

- ☐ OPEN freq ____ or 2.4ghz
- ☐ PRO * freq ____ or 2.4ghz

1:8 TRUCK

GAS

- ☐ OPEN freq ____ or 2.4ghz
- ☐ PRO * freq ____ or 2.4ghz
- ☐ 40+ ** freq ____ or 2.4ghz

1:10 SHORT COURSE

ELECTRIC TRUCK

- ☐ STOCK freq ____ or 2.4ghz
- ☐ MOD freq ____ or 2.4ghz

* Anyone can race in "Pro" but if you have a car mfr sponsor you must race in the "Pro" class.
** ID Required

1:8 Classes $70 per entry
SC Truck Classes $30 per entry

- No entries accepted after February 15th, 2010
- One free race t-shirt per driver with paid entry
- Entries are non refundable. No refund due to rain cancellation.
- Anyone under 18 must be accompanied by an adult.

YOUR INFO

Name _____
Address _____
City _____
State/Zip _____
Phone _____
Email _____
Shirt Size (S-XXL) _____
Personal Transponder # _____

SCHEDULE

WED FEB 17

Practice

Scheduled practice two 7 minute rounds
8am-9pm Gates open at 7am

THURS FEB 18

1:8 Truck Qualifying

(Three 7 minute rounds, one throw out)
Gates open at 6am - Qual starts at 8am
7:30am mandatory drivers meeting

FRI FEB 19

1:8 Buggy Qualifying

(Three 7 minute rounds, one throw out)
Gates open at 6am - Qual starts at 8am
7:30am mandatory drivers meeting
Friday Night Driver's Social!

SAT FEB 20

1:8 Truck & SC Mains Only

Gates open at 6am, practice 6:30-7:30
Mains at 8am
Trophy presentation after final A-main

SUN FEB 21

1:8 Buggy Mains Only

Gates open at 6am, practice 6:30-7:30
Mains at 8am
Trophy presentation after final A-main

• • All A-Mains **45min**

The Nitro Pit/
Speedworld Motorplex
19421 W Jomax Rd.
Witmann, AZ 85361

Get in the Pit! Visit the track online @ speedworldmotorplex.com or thenitropit.com for info about the entire Speedworld facility including local lodging.



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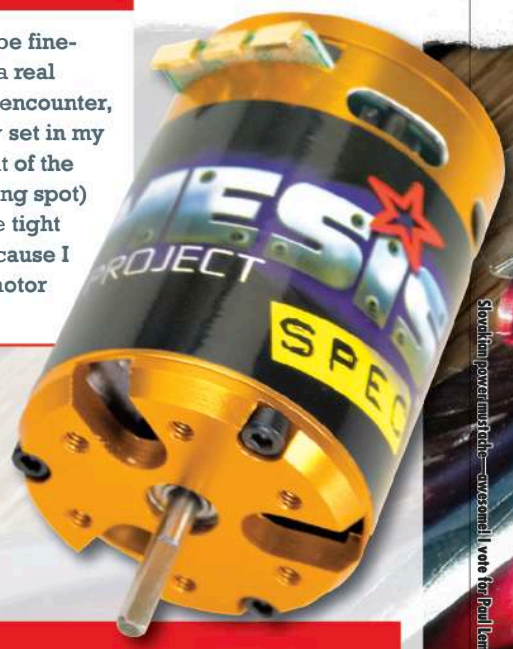
POWERPLANT INFO

The Team Epic Nemesis 10.5 BL Motor is a very strong motor that can be fine-tuned to your needs. Its top-of-the-line components make this motor a real screamer on the track. Since a 13.5 motor has more power than most will encounter, I was anxious to see what this missile was capable of. With timing already set in my ESC, I geared fairly low and was rewarded with wheel-spinning power out of the corners. As the ESC kicked in the timing (I left the motor in the stock timing spot) on the straight, top speed was very quick and rocketed my car toward the tight 180 turn at the end. Good thing this motor has good power for brakes because I needed them as my speeds approached 50 mph! After a few packs, the motor stayed consistent, strong and showed no excessive heat buildup.



Slovakian power mustache—awesome! I vote for Paul Lemieux to grow a mustache.

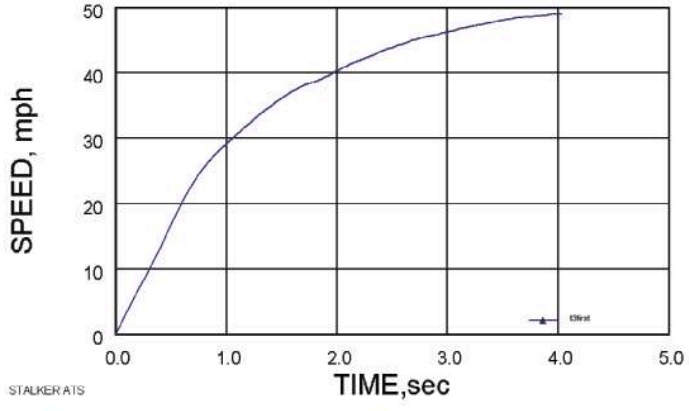
MOTOR DATA

MOTOR:	Team Epic Nemesis 10.5
WIND:	10.5
KV RATING:	N/A
ROTOR TYPE:	Sintered
SENSOR:	Yes/Removable
SOLDER TABS:	Yes

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.77 sec. @ 38.7 mph
TOP SPEED: 49.1 mph @ 209 feet
AVERAGE RUN TIME: 7 minutes
(before noticing the lipo go "soft")



TEST CONDITIONS

WEATHER:	Indoors
TEMP/HUMIDITY:	68° F
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	N/A
TRACK TYPE:	High bite smooth asphalt with concrete curbing. Permanent.

HANDLING

TURNING RADIUS:	2 ft. 8 in.
ON POWER:	Oversteer
OFF POWER:	Neutral

BRAKING

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

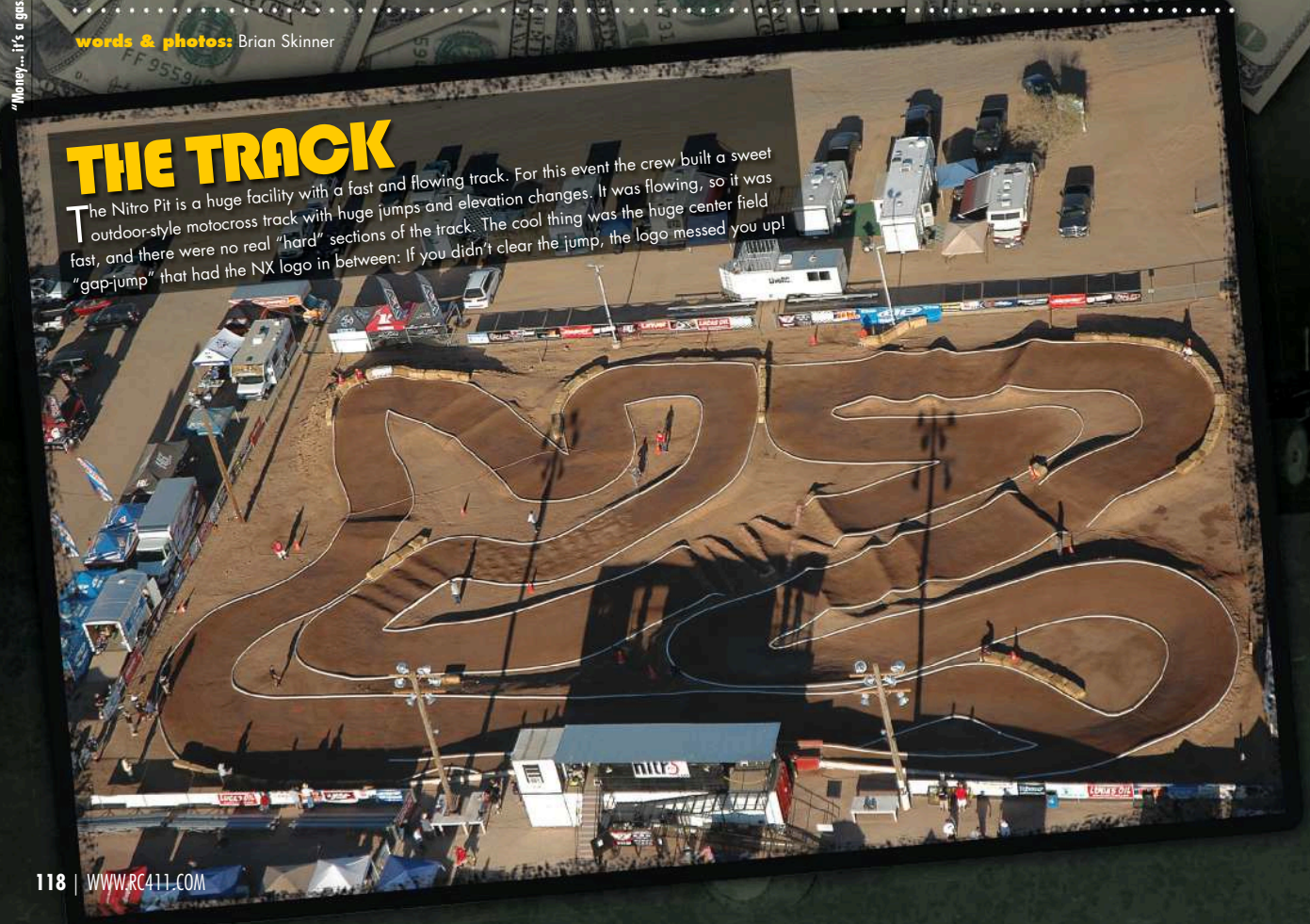
A-MAIN HOBBIES

$25,000 NITROCROSS WORLD CHAMPIONSHIPS

SOMEONE WENT HOME 10 GRAND RICHER!

"Money... it's a gas..."

words & photos: Brian Skinner



THE TRACK

The Nitro Pit is a huge facility with a fast and flowing track. For this event the crew built a sweet outdoor-style motocross track with huge jumps and elevation changes. It was flowing, so it was fast, and there were no real "hard" sections of the track. The cool thing was the huge center field "gap-jump" that had the NX logo in between: If you didn't clear the jump, the logo messed you up!

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CLASS SPONSORS: AE • NOVAROSSI • DYNAMITE PLATINUM • HOT BODIES • MAX AMPS • PRO-LINE • AMCO TRANSMISSIONS • DIALED

THE LARGEST CASH PAYOUT EVENT IN RC IS BACK

IN 2007 THE NITRO PIT MADE HISTORY BY PROMOTING THE LARGEST CASH-PAYING EVENT THE RC WORLD HAS EVER SEEN, and it was back for 2009. On Oct. 15, the gates opened for well over 200 racers ready to go for the $25,000 cash prize. To make the event bigger and better for this year, Ross Denny, owner of Nitro Pit, teamed up with Lucas Oil and Speed World to hand out free passes to the Lucas Short Course event taking place that weekend. Lucas Oil has become a big fan of RC and even held a BBQ Saturday night for the RC racers. The company also had some of their top drivers come over to the track (driving over in their race trucks I might add!) to race RC with scale versions of their trucks. Thanks to Associated for pulling that off, and getting all the trucks looking like the real ones! This event has become "the" racing event of the year, with pros from all over the world and major TV coverage from ESPN and Speed Channel, just to name a few. Thanks to people and companies like Nitro Pit, Ross Denny, Lucas Oil, and Associated, the sport aspect of RC racing is getting overdue attention, and if our industry keeps up the pace on RC promotion, maybe one day soon it will get the recognition it should. Now let's go see the pro who won all that money.

"Grab that cash with both hands and make a stash."

MOTOCROSS STYLE RACING

This event is run differently than most, so a little explanation is needed: For the Pro Invite A-mains, a parallel grid is used to keep the cars tight, much like with short course racing. It really works well and should be used more often. Also, the classes were broken in two types—buggy and truggy. Not to be left out were the intermediate and novice classes. They didn't race for cash, but there were lots of prizes to be won. Last but not least was the electric buggy event. Electric 1/8-scale is getting more popular, so this class was included. Everything but the Pro Invite class was run IFMAR style; here's how the Pro Invite format worked:

- Two Heats; top four from each advanced to finals
- Two Semis; top three advanced
- LCQ (Last Chance Qualifier); top two advanced
- Invite races were by laps, not time; there were 30-lap do-or-die A-main events







$25,000 NITROCROSS WORLD CHAMPIONSHIPS

LIFE IN THE PIT



It's amazing how sweet the Lucas-1 helicopter looks with the Nitro Pit girls next to it, eh?


Is this guy happy or crying? Read on to find out what happened to him.









The owners of Byron Fuels committed to making the best possible fuel for racing and plan on promoting it again next season.

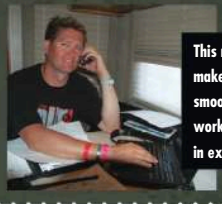

Former MX legend Kyle Lewis, now Kal-Gard honcho, shows how "real" racers look cool in the pits.

The pits were a sight to see. It's great to behold manufactures looking "pro" at events. Also, it's attracting outside companies like Kal-Gard to come and get into the RC game, which is good for us!



Is Gil Jr. smiling because this is his first heli ride, or because we landed safely?

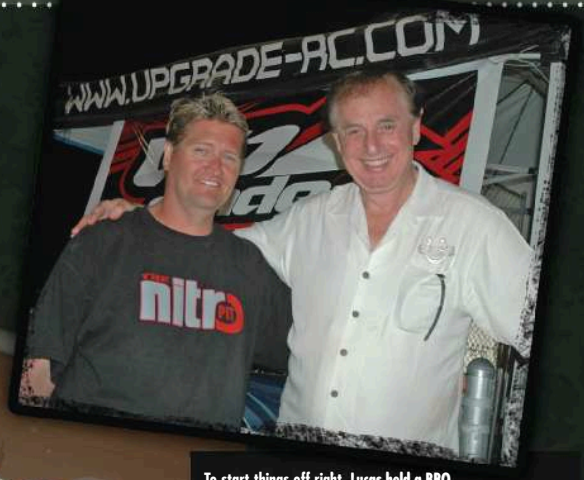



This man never sleeps. To make an event like this work smoothly, Ross Denny is always working. How he finished fourth in expert class is beyond me!

What helicopter.

THE LUCAS OIL CONNECTION

Thanks to Ross Denny, I had the pleasure of speaking with Forest Lucas, owner of Lucas Oil, and Bob Patison, executive vice president of Lucas Oil, to find out the connection between Lucas Oil and RC racing. It turns out that after some talks with Denny—and then Associated signed up to do RC demos at the Lucas events—the Lucas team decided to do a little research. They found that RC was a perfect demographic match for cross-promotion. Besides, Patison and his son Jason (who just happens to race NASCAR), are into RC to the point of now having an RC track in their backyard. So far everybody is happy: RC is getting more exposure, and Lucas is looking to do more ventures with RC in the future.



Lucas brought over its top drivers to do a little RC racing, and of course, Speed Vision was there to capture the action.





Associated did up replicas of the real trucks for each of the drivers using RTR RC8-Ts. The drivers had a blast, and were in awe of the pro RC driver's abilities—that's a switch!

To start things off right, Lucas held a BBQ at the RC race for the drivers. Nice idea!



TEBO&LIN

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HEY—LETS CHECK OUT THE LUCAS OFF-ROAD EVENT!

This year the Nitro Cross event was purposely held the same weekend as the Lucas Off-Road event. Why? Because the two have joined forces to cross-promote each other in some ways, and us RC geeks get free tickets to see the real thing in action. There's more to it, but I'd rather walk over to see the action—you wanna go with me?

IN THE PITS

There's plenty to see and do at the Lucas events, and plenty of spectators, too. Check out the kids with their RC monster trucks!



Cliff Lett is pointing out that he and Associated are committed to bringing RC to the general public through the Lucas off-road events. A lot of people checked out the booth, and this will help grow RC popularity.



Real-scale and RC-scale short course events are huge with thousands of people. RC is small with hundreds of people. They look the same, RC is just a little smaller. We'll get there one day!



ON THE TRACK

Short course racing is wheel-banging action, much like RC racing; just a tad more intense!







The drivers stand—literally! Here's something that big racing has in common with RC. Did you know the crew chiefs are up in the stands "talking" their drivers around the course? I was up on the observation deck listening to these guys talk their drivers through the track—kind of like RC, but with real drivers.

THE EVOLUTION CONTINUES.



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ONE MAN WALKS AWAY $10,000 DOLLARS RICHER!

Normally I tell you about all the racing, but this year one man mastered an incredible feat and not only won back-to-back in pro buggy and truggy events, but also did it with $10,000 on the line—talk about pressure! Ryan Cavalieri made my job easy this time by winning both pro classes. Actually Cavalieri had sort of a hard weekend as he qualified fourth in buggy, and fifth in truggy (although he did have the fastest lap of the weekend in the latter). He mentioned he had been chasing set-up during the heads-up qualifying, which is no place to have problems.

Pro truggy was up first and it was a crazy, 20-lap type of event. At the start, Cavalieri's teammate, Ryan Maifield, took an early lead, with Cavalieri jumping from fifth to third right off the bat. Cavalieri battled for the first part of the race to keep up, but like last year, Maifield made a few mistakes, which let Cavalieri make up time and swoop up to first place. After Cavalieri got past the front runners, he was in a solid first place at the halfway point, and put a little distance on the field to take home his first $5,000.

In pro buggy, Ryan Cavalieri was sitting fifth on the A-main grid, but his great start (and not by others), put him up in second behind Jared Tebo, who top-qualified and was looking fast. Ryan had to do a little footwork to keep pace with Tebo, but Ryan was on a buzz from his last race, and after a few minutes motored away from Tebo into first—never looking back. Ryan led the race from there on out, and after the halfway point he put it on cruise control and handily took home $5,000 in his second 20-lap A-main. This incredible racing netted $10,000 for about 40 minutes of his time. I believe that this is also the first time a pro RC racer has won this much money in a single weekend of racing—my, how our hobby is changing!



THE IRRESISTIBLE FORCE



Team CHECK·POINT™

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THE RESULTS

INVITATIONAL BUGGY

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	4	Ryan Cavalieri	AE	Orion	Orion	Sidewinder	Associated	AIR	Pro-Line
2	5	Billy Fischer	Losi	Novarossi	Novarossi	Nitrotane	Losi	SPK	Losi
3	1	Jared Tebo	Kyosho	Orion	Orion	Byron	Kyosho	KO	AKA
4	3	Cody King	Kyosho	Orion	Orion	Byron	Kyosho	KO	AKA
5	7	Jeremy Kortz	Hobao	Werks	Werks	Werks	J Concepts	***	AKA
6	8	Adam Drake	Losi	Novarossi	Novarossi	Nirtotane	Losi	AIR	Losi
7	15	Matt Castellano	Losi	O.S.	O.S.	Nitrotane	Losi	AIR	Losi
8	10	Ty Tessmann	HB	O.S.	O.S.	Byron	***	FUT	AKA
9	14	Ryan Maifield	AE	Reedy	Associated	Sidewinder	J Concepts	AIR	J Concepts
10	6	Josh Wheeler	XRAY	O.S.	O.S.	Byron	XRAY	FUT	Pro-Line

INVITATIONAL TRUCK

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	5	Ryan Cavalieri	AE	Orion	Orion	Sidewinder	Pro-Line	AIR	Pro-Line
2	8	Ty Tessmann	HB	O.S.	O.S.	Byron	***	FUT	AKA
3	7	Ryan Lutz	Tamiya	O.S.	O.S.	Prime	Tamiya	KO	AKA
4	9	Jared Tebo	Kyosho	Orion	Orion	Byron	Kyosho	KO	AKA
5	10	Taylor James	Jammin'	O.S.	Jammin'	Werks	Jammin'	FUT	Pro-Line
6	6	Adam Drake	Losi	Novarossi	Novarossi	Nitrotane	Losi	AIR	J Concepts
7	12	Mike Truhe	Losi	Orion	Orion	Nitrotane	Losi	AIR	Losi
8	14	Taylor Peterson	Mugen	Ninja	Ninja	Byron	Mugen	KO	Grid Irons
9	16	Richard Saxton	AE	Reedy	Associated	Sidewinder	Pro-Line	FUT	Pro-Line
10	11	Clint Wachter	Losi	Orion	Orion	Nitrotane	Losi	AIR	Losi

EXPERT TRUCK

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	14	Matt Schreffler	Losi	Novarossi	Novarossi	Nitrotane	***	SPK	AKA
2	3	Brent Thielke	AE	Reedy	Associated	Sidewinder	J Concepts	AIR	Pro-Line
3	7	Chris Wheeler	Losi	Novarossi	Novarossi	Nitrotane	Losi	JR	Pro-Line
4	12	Ross Denny	Jammin'	O.S.	O.S.	Byron	Pro-Line	KO	Pro-Line
5	8	Chris Burling	Losi	Novarossi	Novarossi	Nitrotane	Losi	FUT	J Concepts
6	6	Casey Peck	Losi	Novarossi	Novarossi	Nitrotane	Losi	SPK	J Concepts
7	5	Drew Moller	Mugen	Ninja	Ninja	Sidewinder	Mugen	KO	***
8	4	Frank Root	AE	Reedy	Associated	Cold Fusion	J Concepts	AIR	J Concepts
9	1	Colby Poh	Losi	Novarossi	Novarossi	Byron	Losi	AIR	AKA
10	2	Trevor Clement	Losi	Novarossi	Novarossi	Nitrotane	J Concepts	KO	AKA

EXPERT BUGGY

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	1	Casey Peck	Losi	Novarossi	Novarossi	Nitrotane	Losi	SPK	Losi
2	3	Chris Wheeler	Losi	Novarossi	Novarossi	Nitrotane	Losi	JR	Losi
3	8	Brent Thielke	AE	Reedy	Associated	Sidewinder	Associated	AIR	Pro-Line
4	6	Dylan Rodriguez	Mugen	O.S.	***	O'Donnell	Pro-Line	FUT	Pro-Line
5	5	Charles Hicks	Losi	Novarossi	Novarossi	Nitrotane	Losi	AIR	Losi
6	9	Don Vinkemulder	Losi	O.S.	O. S.	Nitrotane	Losi	FUT	AKA
7	12	Chris Burling	Losi	Novarossi	Novarossi	Nitrotane	Losi	FUT	Losi
8	15	Mike Bustamante	Losi	Losi	Losi	Nitrotane	Losi	JR	Eclipse
9	2	Drew Miller	Mugen	Ninja	Ninja	Sidewinder	Mugen	KO	***
10	13	Chad Parks	AE	Reedy	Associated	Byron	Associated	SPK	Pro-Line

NOVICE BUGGY

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	2	Dennis Muntean	Losi	Novarossi	Losi	Sidewinder	Losi	SPK	AKA
2	3	Cecillia Halliburton	Mugen	Ninja	***	Mugen	Mugen	AIR	AKA
3	5	Brian McMichael	Losi	Mugen	Rell	Byron	Losi	AIR	AKA
4	1	Brian Nunez	Losi	Novarossi	Novarossi	Byron	Losi	AIR	Pro-Line
5	11	Jeff Freeman	AE	Reedy	Associated	Byron	J Concepts	SPK	AKA
6	13	Mathew McMichael	Losi	Novarossi	Rell	Byron	Losi	AIR	AKA
7	12	Alex Rosen	Losi	Losi	Losi	Nitrotane	Losi	SPK	Pro-Line
8	6	Shelby Crisswell	HB	Ninja	Dynamite	Byron	HB	KO	AKA
9	14	Rachel Freeman	AE	Ninja	JP	Byron	Associated	SPK	AKA
10	4	Stephen Burdell	Losi	GRP	***	Nitrotane	***	***	***

INTERMEDIATE TRUCK

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	1	Troy Sears	Mug	Novarossi	***	Sidewinder	***	KO	AKA
2	13	Mac Mitchell	AE	Orion	Orion	Sidewinder	Pro-Line	AIR	Pro-Line
3	2	Danny Trevino	Losi	Novarossi	Novarossi	Nitrotane	Losi	FUT	AKA
4	9	Dave Enstrom	Mug	Novarossi	***	***	***	KO	AKA
5	4	Tori Santiago	XRAY	RB	Novarossi	Byron	XRAY	FUT	AKA
6	14	Vareck Wright	Losi	Novarossi	Novarossi	Torco	Losi	KO	Pro-Line
7	12	Greg Singletary	Losi	Novarossi	Novarossi	Byron	Losi	FUT	AKA
8	7	Richard Brodie	Losi	***	***	Nitrotane	Terrible	***	Round
9	15	Dave Wentz	Kyosho	Novarossi	JP	Werks	Kyosho	AIR	Pro-Line
10	3	Vince Kolby	Losi	***	***	Byron	Losi	KO	Pro-Line

NOVICE TRUCK

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	3	Ronnie Haynes	Losi	Novarossi	JP	Torco	Losi	AIR	Pro-Line
2	2	Stephen Burdell	Losi	GRP	***	Nitrotane	***	***	***
3	8	Keith Kittrell	Losi	Novarossi	Novarossi	Torco	J Concepts	SPK	Pro-Line
4	5	Trevor Holtorf	Jam	Novarossi	Novarossi	Byron	J Concepts	SPK	Pro-Line
5	1	Dennis Muntean	Losi	Mugen	Ninja	Sidewinder	Losi	SPK	AKA
6	13	Jim Andrews	Losi	O.S.	***	Byron	***	SPK	Pro-Line
7	11	Phil Cutrone	Losi	RB	RB	Torco	Losi	SPK	Pro-Line
8	12	Thomas Krier	Jam	Novarossi	Thunder Tiger	Torco	Jammin'	AIR	Pro-Line
9	4	Jeff Freeman	AE	O.S.	O.S.	Byron	Associated	SPK	AKA
10	9	Dennis Malin	Losi	Novarossi	Novarossi	Torco	Losi	SPK	AKA

INTERMEDIATE BUGGY

F	Q	DRIVER	CAR	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	2	John Guest	Losi	Novarossi	Novarossi	Nitrotane	Losi	AIR	Pro-Line
2	14	Bailey	Mugen	Ninja	Ninja	Mugen	Mugen	AIR	AKA
3	6	Dave Enstrom	Mugen	Novarossi	***	***	***	KO	AKA
4	3	Autie Bender	Losi	O.S.	O.S.	Byrons	Losi	KO	Losi
5	11	Douglas Kittrell	Losi	Novarossi	***	Torco	J Concepts	SPK	Pro-Line
6	4	Troy Sears	Mugen	Novarossi	Novarossi	Sidewinder	***	KO	AKA
7	13	Wayne Picou	Mugen	O.S.	Losi	O'Donnell	Mugen	AIR	Pro-Line
8	12	Vince Kolby	***	Werks	***	Byrons	Losi	KO	Pro-Line
9	10	Vareck Wright	Losi	Novarossi	Novarossi	Torco	Losi	KO	Pro-Line
10	8	Richard Brodie	***	***	***	***	***	***	***

1/8 ELECTRIC BUGGY

F	Q	DRIVER	CAR	MOTOR	BATTERY	BODY	TIRES	RADIO	
1	3	Casey Peck	Losi	X-Celorin	Losi	Losi	Losi	SPK	
2	6	Dakotah Phend	Losi	X-Celorin	Losi	Losi	Losi	SPK	
3	4	Josh Alton	HB	Tekin	Thunder Power	Hot Bodies	Hot Bodies	SPK	
4	1	Travis Amezcua	HB	LRP	Orion	Hot Bodies	Pro-Line	AIR	
5	7	Chris Dewinter	Mugen	Castle Creations	Team Scream	Mugen	AKA	JR	
6	2	Drew Moller	Tekno	Tekno	***	J Concepts	***	KO	
7	5	Jesse Robbers	HB	Novaic	SMC	Hot Bodies	Hot Bodies	KO	
8	8	Jeremy Kortz	Hyper	Losi	***	***	AKA	***	

$10,000 LATER

Once again the Nitro Pit crew has gone over the top to showcase RC. The door has been opened so companies like Lucas Oil can promote themselves to a whole group of like-minded racers who spend money for their kind of product. Now maybe others will follow and capitalize on a market that has been overlooked by corporate America. Not only is it good for them, it's also good for RC. As we quest for recognition, remember; motocross was once overlooked, as was snowboarding—look where they are now. The apple is ripe, and RC will be all the better for it. A big thanks needs to go out to Todd Jonas, Kevin Stees and Chris Stavos, owners of the Nitro Pit, and the whole crew that worked endlessly to make this event epic. Remember, we should thank and support the companies that help make this event what it is. And finally, thanks to all those who come just to race and have fun. The Nitrocross World Finals in its second year now has become the pinnacle of our sport, and 2011 should be even better!

Skinny asked for $2k and an IOU. He was denied.



Congratulations to Ryan Maifield.
TQ and Win @ the ROAR Nats in the Truggy Class and a 2nd in Buggy. Ryan used a new Prototype 30% blend that is currently being tested by the SIDEWINDER Team. Available Jan. 1 2010

Congrats should also go out to both Ryan Cavalieri and Ryan Maifield for their wins at the The Dirt 2009. Maifield Won Expert Buggy and finished 2nd in Truggy. Cavalieri Won Expert Truggy.

RYAN

ROAR NATIONAL CHAMPION

MAIFIELD



The easiest way is to just pay somebody else to do it!

APPLY LARGE DECALS

STICK IT TO EM'

words: Jeff Eveleigh

Large graphics look awesome on your rc machine, and given the huge number of decals and wraps available, there are many opportunities to utilize them. Also, since our vehicles are getting bigger, calling for larger decals, we might one day have to tackle the application of jumbo stickers! Peeling the back off and slapping large decals onto your body is not the correct way of doing things and will usually result in a wrinkled, air-bubble-ridden install that is not very pleasing to the eye. Applying large-surfaced detailing can be fast and simple as long as you know the tricks.

When it comes to installing larger graphics your main goal is to apply them so they are in the correct position—aligned how you wish, without creases or wrinkles—and without any air bubbles trapped beneath them. These goals can be achieved through one of two basic decal install methods: the wet method that utilizes fluid to allow you to move the graphic around on a thin layer of liquid until you are happy with the placement, or the peel-and-roll method, which applies the decal on dry but contains techniques for clean and accurate installation.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0

Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

45 MINUTES

TOOLS NEEDED

- Scissors
- Hobby Knife
- Glass Cleaner
- Hair Dryer/Heat Gun
- Clean Rag



WET METHOD

The wet method of large decal application uses conventional glass cleaner (such as Windex) or a soap and water solution (made from 16 oz. of water and one drop of dishwashing soap) to create a thin liquid barrier between the decal adhesive and your body. This thin layer of liquid allows you to apply your decal to the body and move it around to the desired position before finalizing the install. The process is pretty simple:

01 Spray a generous amount of glass cleaner to the area where you want to apply your graphic.





02 Peel the entire backing from your graphic and place it over the glass cleaner on your body.



03 Gently position the graphic then use a clean rag to squeeze the glass cleaner out from beneath the decal.

04 Once all of the fluid is removed, allow the graphic some time for the final bits of fluid to evaporate on their own and you're done!

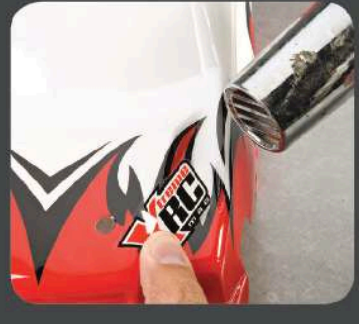


This method is a little more time-consuming and messy than the one we are about to discuss but the wet method almost guarantees a perfectly aligned, air-bubble free graphic. Keep in mind that this method isn't always the best choice. The wet method works well on large flat surfaces where there aren't any weird kinks or bends in the graphic. But when dealing with extreme compound curves or wacky angles, the "peel and roll" application method we are about to discuss seems to yield better results.

» TECH TIP

HEAT CAN BE YOUR FRIEND

Depending on the material used and the manufacturer of the decal in question, heat from a source like a hair dryer can help soften the decal material, allowing additional flex for easy installation around body molds or complex curves. Heat can also be very useful in softening the adhesive if you need to peel a small section of decal away from your body to remove an air bubble or flatten out a crease. Keep in mind that a lot of heat isn't necessary here and usually the low-heat setting on your hair dryer will do the trick. Always remember to test with scrap material from your decal sheet before you aim your heat source at your good graphics since some decals will shrivel up and be destroyed from the increased temps.





Not all decals benefit from the use of heat during application

If it's dry you can always use spit!

QUICK FIXES

Regardless of how much time you spend sticking jumbo stickers on your ride, problems can still occur. As mentioned, air bubbles and creases in the graphic are common installation errors. There are a couple of tricks to fix minor decal problems that are easy to implement and almost impossible to detect on the finished product.



RELIEF CUTS - A relief cut is any cut done with a hobby knife to allow the decal to fit into its desired location with greater ease. Complex curves often require "relief cuts" to allow the graphic to fully adhere to difficult areas. When making these cuts in the decal, always try to follow the design of the graphic as to maintain the integrity of the image.

AIR BUBBLE REMOVAL - If you end up with an air bubble that is too far in to reapply the graphic you can simply use a sharp hobby knife or pin to poke a hole in the center of the bubble and gently work the trapped air out. Just like with relief cut, always try to poke your hole in an area of the graphic that won't be easy to see once the air-bubble is removed.



DOUBLE STICKER - Sometimes you butcher up a section of your graphic that just can't be fixed. Another trick is to use a hobby knife to cut away a damaged area of decal and place another sticker over that area. Put some thought into this before you attempt it but you can cut away a long crease and place one of your favorite manufacturer stickers over the mistake to cover it up.



GLUE - Sometimes a section of decal just won't stick. This could be because you've applied and re-applied that area 420 times or because the graphic is placed over a very awkward area of your body. You can get a little help from your trusty old CA bottle for those hard-to-stick areas. A tiny drop of thin CA will keep your non-sticky stickers in place, but remember that CA glue isn't forgiving in any way, so once you've stuck that sucker down it's there for good.



Don't just look at the pics because sometimes they aren't exactly right. Some day the photogs will read.

PEEL AND ROLL METHOD

This is the faster and cleaner of the two methods as you don't need any liquid or squeegee action to finish the install. When installing large graphics using this method:





01 Simply peel away a small section of the decal backing and use scissors to remove it.

02 Line the decal up on the body where you want it placed and once you are happy with the position press the exposed area of the decal down.





03 Bend the decal up to remove the rest of the backing and roll the entire decal down onto the body, being careful not to trap air bubbles beneath the graphic.

Take your time when using the "dry method" of application. Drop the exposed adhesive area of the graphic down slowly onto the body, rolling your finger back and forth to ensure a smooth install. This method allows you to perfectly align the graphic before you fully commit to its position by slapping the full adhesive area down in one swoop!

CLOSING

Gone are the days of ugly decals because of a poor install. After reading this article there are no more excuses for your misaligned, air-bubble filled, creased and crappy looking stickers. Spend some time and practice slapping on jumbo designs and you'll be the master of decorating large surfaces in no time flat.

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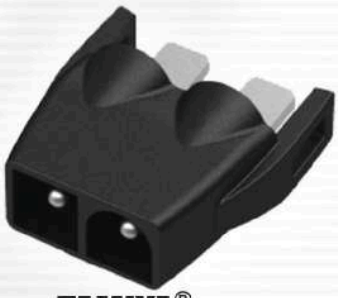

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KNURL YOUR NUTS

KEEP YOUR PANTS ON

words: James Revilla

No one enjoys being on the track and having a good run—only to be defeated by a lost wheel because the wheel nut came loose. A knurled nut would have prevented this. It's basically what its name implies: a nut with knurls, or a series of small ridges or grooves that aid in gripping. In our example, the grip would come between the wheel and the wheel nut. Sure, you can just buy a set of knurled nuts, but why bother if you can make your own?

This works on shock nuts too.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0

XTREME RC CARS

1 2 3 4 5

TIME TO COMPLETE

10 MINUTES

TOOLS NEEDED



- Dremel with cutting disc

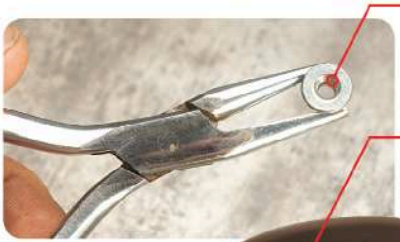


- Safety glasses



- Needle-nosed pliers







GET KNURLY!

01 As defined earlier, a knurled nut has ridges or grooves on the contact surface. Note that in this photo of manufactured knurled nuts, you can visibly see that the contact surface isn't flat, but grooved. These grooves literally "bite" into the wheel, facilitating superior grip compared to standard smooth nuts. Try to get a thin cutting wheel for your Dremel, although you can get away with a thicker one if necessary.

02 Before you fire up the Dremel, you'll need a way to hold the nut stationary while you're grooving and slotting. Because most of these nuts are small, you can use a pair of needle-nosed pliers or a set of small channel locks to hold them still. Don't just use your bare fingers! Oh, and don't forget to put your safety goggles on.

03 Ready? Now then, fire up the Dremel at low-to-medium speed; you don't need the cutting wheel screaming for this job. The point here is to not actually cut through the nut, but to score the surface with grooves or small slots so that it will get more "grab" (kind of like grip tape on a skateboard). Even a single groove across the centerline will help grip more than if you just kept the nut smooth. Whichever way you choose, the rough surface will bite into the contact surface (i.e. your plastic wheel) when you tighten down the nut, keeping it from backing out easily.

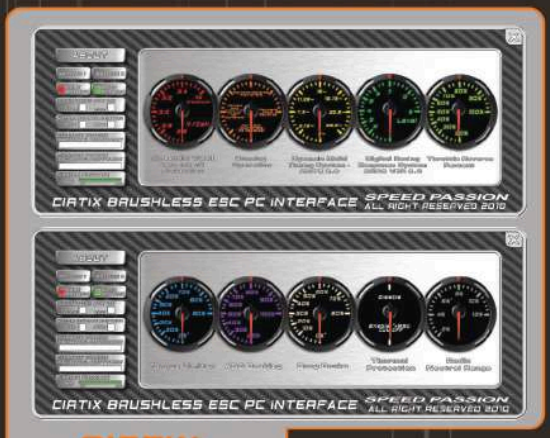
CONCLUSION

Knurl is a funny sounding word, but it's something that will help you keep your nuts on. A side effect to this is that you won't have torque down your nuts with superhuman strength anymore; the knurls will keep the nut from spinning off. So when you tighten your newly modded nuts, you won't have to worry about DNFs any longer.

SPEED PASSION
CIRTIX
BRUSHLESS SENSOR ESC

CIRTIX BRUSHLESS ESC COMBO SET

CIRTIX "RHINO"
ROCK CRAWLER SENSOR ESC
+
30.5R 1000KV MOTOR
PN#EXA93301RRC



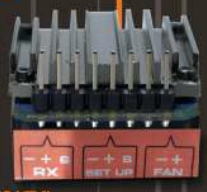
CIRTIX BRUSHLESS ESC PC INTERFACE



Ultra Sportman V2
30.5R Rock Crawler

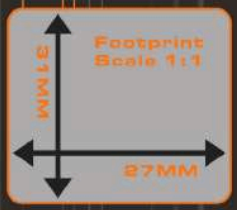
+



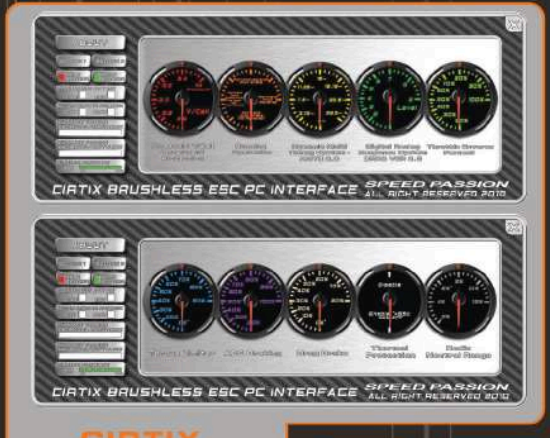


CIRTIX "RHINO"
ROCK CRAWLER ESC

- Splash Proof Design
- Battery support 2 cell lipo, LiFe, NiMH, NiCd
- LED Program Card
- Digital Rock Crawler Profile-Rhino RCV1
- ESC software Upgradeable
- 90 Days Warranty



CIRTIX "SHORT COURSE MASTER"
SENSOR ESC
+
3600KV MOTOR
PN#SC11036



CIRTIX BRUSHLESS ESC PC INTERFACE



Ultra Sportman V2
3600KV Rock Crawler

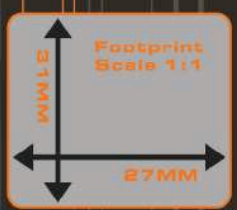
+

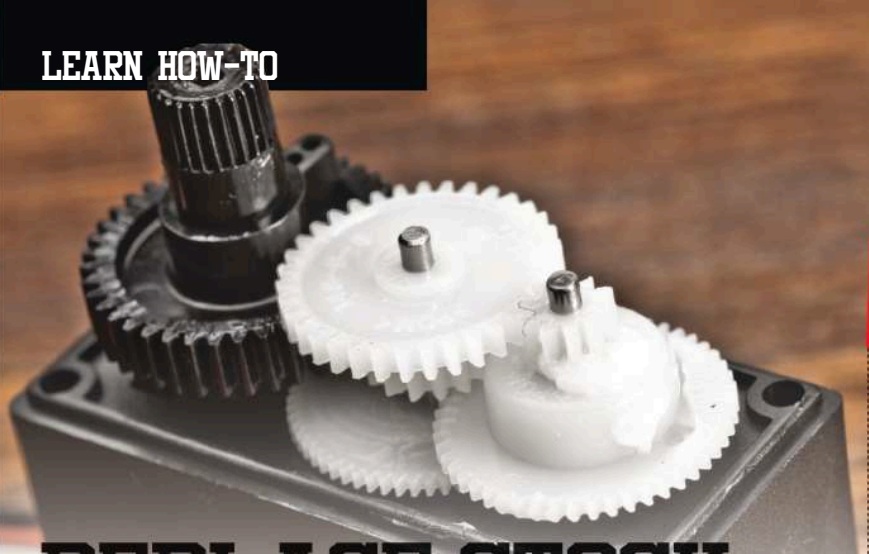




CIRTIX
"SHORT COURSE MASTER"
SENSOR ESC

- Splash Proof Design
- Battery support 2 cell lipo, LiFe, NiMH, NiCd
- LED Program Card
- Digital Short Course Profile-CIRTIX DV1.0
- ESC software Upgradeable
- 90 Days Warranty





REPLACE STOCK SERVO GEARS

SWAP YOUR TEETH

words: James Revilla

A hard crash or even hard driving can sometimes kill your servo gears. This is more common to the lower-cost RTR servos, but it happens to higher-quality ones as well. When this happens, the easy solution is to replace them, but the more cost-effective one is to simply replace the servo gears! You can buy just a gear set from your local hobby shop, but once you have the new gears in your hand, how do you get them into your servo? Read on, friends.

Try to do this away from lint.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

XTREME RC CARS

1 2 3 4 5

TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED



- Small-tipped Screwdriver



- Tube of Grease



- Cell Phone Camera

OPEN YOUR SERVO

01 After removing the servo from your vehicle, the first thing you need to do is open it up. Practically every servo we've seen is held together with four small screws at the base of the servo. Remove these screws carefully, then set aside.



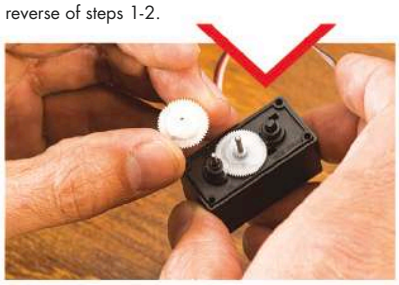
02 You should now be able to remove the top portion of the servo case, and underneath you'll see the servo gears.





03 Here's a good tip: If your new gear set doesn't have a diagram, no problem—save your memory and use a cell phone camera to take a photo of the stock gears and their positions. You can use this photo as reference when installing the new gear set.

04 Remove the stock gears and install your new ones, using the photo you took as a reference. Before closing it up, get some grease and put a small dab in any spot where teeth meet teeth. After this, reassembly is the reverse of steps 1-2.



CONCLUSION

Servo gear sets cost around $3-$10, whereas a new servo will probably run you at minimum $20; you do the math. Changing servo gears can easily revive a stripped servo and keep you on the track and out of the pits!



You wanted more....You'll get a load out of this!

Tekins HotWire PC Interface has a load of new features including:
The latest RS speed control software "Vegas 2.0"
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NetBook/Small screen interface option

SMARTER, SMALLER, FASTER...ER



Scotch tape = not an option.

MOUNT NEW ELECTRONICS

EASY AS 1, 2, 3

words: James Revilla

So you just unwrapped some new RC goodies for your ride. Say you upgraded your ESC, or radio system, or even a high-speed servo. You're thinking, "yes—I will have more performance!" but first things first: You have to get them in your RC vehicle! When it comes to mounting new electronics, it's a fairly simple job that shouldn't take hours and hours. Here's a quickie on how to go about getting your new electronic wonders in place and ready to go.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

XTREME RC CARS

1 2 3 4 5

TIME TO COMPLETE

15 MINUTES

TOOLS NEEDED



- Motor Cleaner Spray



- Rag



- Double-sided Tape



- Shoe Goo



- Zip Ties



- Foam Padding

MOUNT A NEW ESC

A majority of all ESCs in the hobby rely on double-sided tape (a.k.a. servo tape) to secure them to the chassis. Unless your current ESC uses screws, chances are it's just taped in.

01 The first step is to remove the old ESC. You can use a wide-tipped flat blade screwdriver to pry the ESC away from the chassis. Don't just grab a handful of the wires and try to yank it away—you could damage your current ESC (even if you're replacing it, if it still works it's worth something).

02 Kit servo tape (especially in RTR's) will most likely leave bits and pieces of the adhesive on the bottom of the old ESC and on the mounting area in the chassis. To get a nice and clean surface to mount your new ESC, spray some motor cleaner on the tape fragments; this will soften the adhesive and make it easier to remove. Once you get the bits off, spray some motor cleaner on a rag and wipe the surface clean and dry. Use the same rag and wipe the underside of the new ESC as well.

03 Place a square of new servo tape on the underside of your new ESC, peel the tape backing, and press the ESC in place on your chassis. Gather wires with a zip tie, and that's it – you're done!



DROP IN A NEW RECEIVER

Receivers are usually only replaced during a radio system upgrade (other than breakage). Installing a new receiver is similar to replacing an ESC, but there are a few simple things to keep an eye on:



01 Before you actually stick the new receiver in place, do a "test fit" and make sure that the antenna wire is coming out of the receiver case in the same direction as the old receiver. Also make sure that your servo/ESC wiring harnesses will reach the new receiver plugs.

02 If you're replacing a receiver in a nitro vehicle that has a radio box, instead of mounting the receiver with servo tape, try this instead: Get some foam padding and wrap the receiver on all sides, securing the padding in place with a zip tie if necessary. Place this inside the radio box, making sure that when you put the cover of the radio box back on, that the receiver doesn't shake around freely. This foam padding will help absorb shock and protect your receiver during bumps and jumps.

INSTALL A SERVO

Changing a servo is highly dependent on the vehicle type and layout. It's best to consult your instruction manual for the exact steps, but here are a couple of tips for you:

01 Make sure to install the correct servo horn for your vehicle before you install the servo into the chassis. On many vehicles the servo horn screw isn't accessible once the servo itself is installed in its place. Also check that you have the right servo horn, especially if you're swapping in a new servo that's a different brand than the original one.

02 Don't over-tighten the servo mounting screws, especially the servo horn screw. If you crank down too much you could strip the servo gear or snap some servo mounting tabs.

03 In some vehicles (such as on-road pan cars) you must use servo tape or Shoo Goo to mount your servo (that's why it's referred to as "servo tape"). If this is the case, follow the same directions for mounting a new ESC.

James hasn't really run a pan car for maybe 8 years? Who mounts servos with tape?



CONCLUSION

To the seasoned RC hobbyist, sometimes some things simple like mounting new electronics can be taken for granted, but after reading this page you're set to install any of your new gear the right way!



FLATTEN A TWEAKED CHASSIS

NO PRETZELS IN HERE!

Do you want mustard with that pretzel?

words: Carl Hyndman

Touring cars are sensitive, high-technology racing machines that require some special attention to perform at their best. What some drivers forget when turning their wrenches is to check and make sure everything is where it needs to be. Driving these land missiles can be an exercise in nerves, talent and hand/eye coordination, but few things can upset your efforts like a chassis that has twisted or "tweaked" to the point where driving any sort of line becomes close to impossible. What was a predictable, balanced car somehow disappeared and was replaced by something that now has become an evil twin brother. Often when a car gets this way, one wayward turn can make the car snap hook, turn the other way and it push off the track—the opposite of fun.

Yesterday's racecars had all sorts of plastic, carbon fiber, graphite combos to make up the chassis, but a common design theme these days is to use a carbon fiber upper and lower deck layout. The use of this material combined with milled aluminum is great from a manufacturing standpoint and results in a car that is stiff with the right amount of flex, can be changed or modified easily during production and doesn't involve a lot of costly initial setup costs. Yep, it works fairly well, but there are some side effects that lend to a high chance of a tweaked chassis. Recognizing this potential problem is important and knowing how to return your car back to its balanced state is what we are addressing here.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Extreme RC Cars

1 2 3 4 5

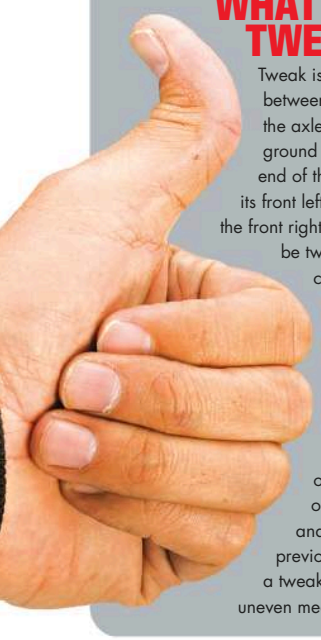
TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED

- Hex drivers
- Flat board
- Calipers (if needed)
- Countersink bit (if needed)
- Flat-edged tool (ruler, ride height gauge, etc.)

WHAT IS TWEAK?



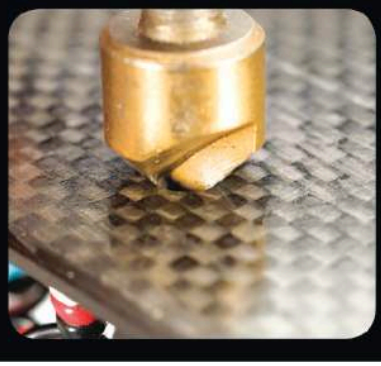
Tweak is the difference between the height of the axles relative to the ground (at the same end of the car). e.g. If its front left is lower than the front right, a car is said to be tweaked—usually caused by a distorted chassis or unequal items like shock lengths or droop. Assuming your shocks and other parts are of equal length, and the car was previously balanced, a tweaked car will have uneven measurements.

STEPS TO RETURNING CAR TO A FLAT CHASSIS

01 CHECK FOR LOOSE OR RAISED COUNTERSUNK SCREWS

Run a very flat object (you can use a ruler, ride height gauge, etc., as long as it's nice and flat) along the bottom of the chassis to see if it touches any screw heads. Screws that have backed out or aren't countersunk enough will give you a false reading. Likewise, if the bumper or any other item protrudes lower than the bottom of the chassis, you need to address and correct it. If a screw is tight, but still protrudes, you will need to countersink the hole again. Often in the manufacturing process, a countersinking bit is used to make sure flathead screws sit flush, but mistakes or small variations in tolerance can cause this to be a problem.

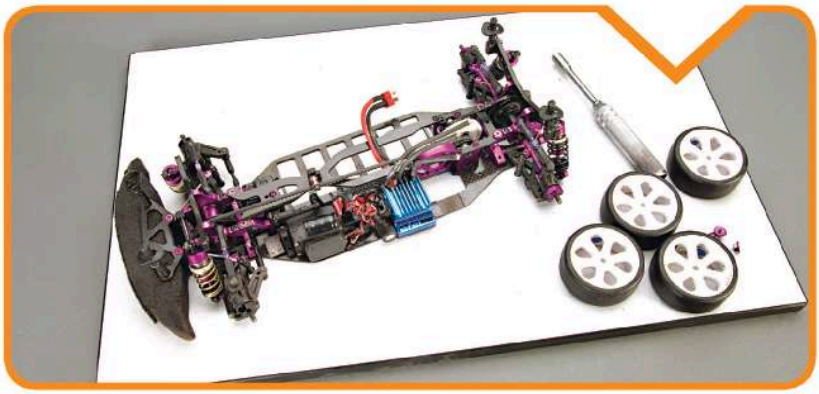




REMOVE WHEELS AND PLACE ON FLAT SET-UP BOARD

02

Once you have the wheels off, lay the chassis on a flat setup board. Did I emphasize flat? Make sure you use a good flat board. Often cheap, thin Lexan will bend and not give you a true flat surface and that's not something you want. If you use strapping tape to hold down your battery, remove that too.



REMOVE BUMPER AND LOOSEN SHOCK TOWERS

03

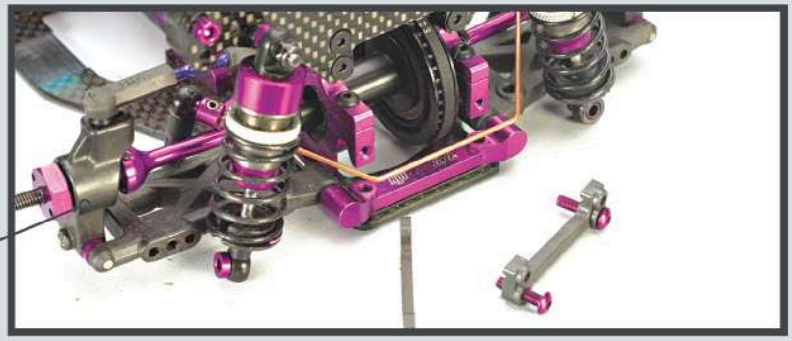
You don't have to remove the bumper, but working on your car without it can make things easier. However, you will have to loosen the shock towers or remove them completely. Since the shock towers are usually screwed into the bulkheads, which are screwed into your chassis, the cause of the tweak could be this area.



DETACH SHOCKS AND SWAY BARS

04

Your shocks and sway bars add unwanted tension to the suspension and chassis, so in order to reset your chassis you will need to detach both.

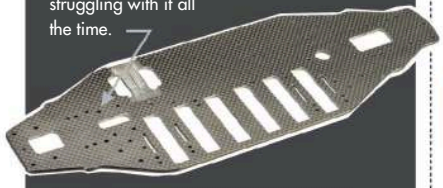


Being a "Tweaker" is never good.

COMMON PROBLEMS

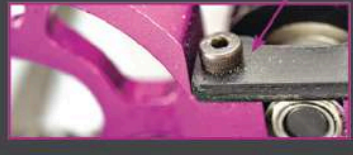
LOWER DECK CARBON FIBER IS TWISTED

Sometimes carbon fiber isn't completely flat and may have some bad manufacturing tolerances. If this is the case, a replacement is probably in order. You don't want to be starting out with a bad foundation and struggling with it all the time.



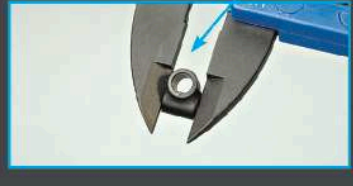
UPPER DECK DOESN'T KEY IN TO BULKHEADS CORRECTLY

The ends of the top deck that are designed to sit flush against the front and rear bulkheads sometimes have some issues with tolerance (not all cars have this sort of design). If it doesn't fit properly and is too tight, the upper deck can push against the bulkheads and cause twist. If this is the case, take a piece of sandpaper or light file and remove a little material until things fit properly.



PARTS NOT CONSISTENT IN SIZE

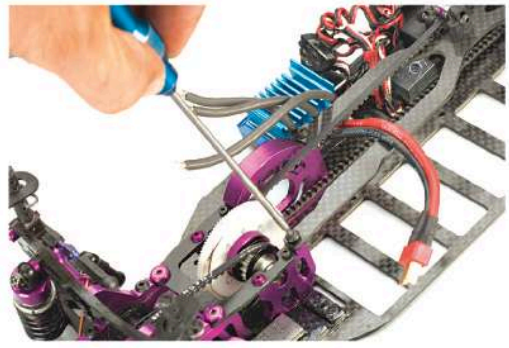
Plastic parts are formed in a mold and can have imperfections when manufactured. These differences in size can cause inconsistent readings in droop, ride height, etc. Check them with good quality calipers for equal measurements.



ALUMINUM GETS BENT

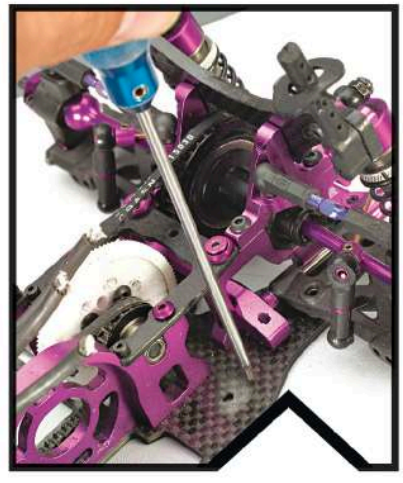
Like any metal, aluminum can bend. This is a common problem after a bad crash and is often hard to detect. If you suspect a bulkhead or motor mount is bent, place the item on your set up board to check it. If it shows signs of being bent, you'll have to replace it or that part will put unwanted tension on your chassis.





05 LOOSEN UPPER DECK AND BULKHEADS

The screws in your car are tensioned to keep things in place, but if they get out of whack, or a part twists, those same screws can keep things in a bad place. Loosen all screws in the upper deck, bulkheads, motor mount or posts that connect to the lower chassis.



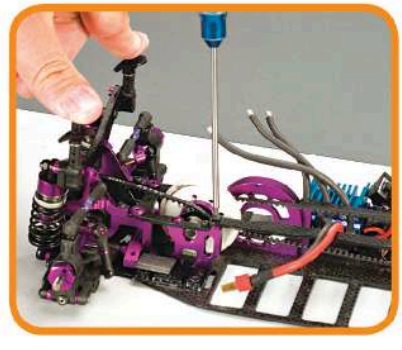
06 PRESS ON ALL FOUR CORNERS

With all the screws still loose and the chassis on the setup board, take a wrench and tap each corner. If you see or hear a click in one of them, chances are you have a gap between the chassis and board. This sign is a good indication that your chassis isn't flat, which needs to be addressed.

07 TIGHTEN DOWN SCREWS

As you start to tighten all the screws down, you are slowly adding tension to your chassis. In order for things to stay straight, you will need to do things in a certain order: Start with the screws on the bottom and screw things in firmly. Next, tighten the bulkheads, posts, steering and shock towers, then check to see if it is still flat.





08 FINAL STEPS

With everything but the upper deck(s) tightened, press down and tighten the remaining screws holding the upper deck on. A good place to press down is on the shock towers. To help with this, you can have a partner, but it isn't totally necessary. Finally, reattach your sway bars and shocks. Your chassis should be good and flat on the board now, and ready for the wheels. Every screw should be tightened down at this point. Now you have a good foundation and you can go on with your routine for checking droop, ride height, camber, etc.

CONCLUSION

This process will get you back to where you need to be. A touring car can be very exciting to drive when set up right. These steps should only take a few minutes and are easy to check. Don't skip the details.

Carl's thumbs have permanent tweak.

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TEAM LOSI MICRO ROCK CRAWLER

THE "FUN SIZE" ROCK CRAWLER

words: David Palacios

They say good things come in small packages. So how many good things can be squeezed into one? Losi quantifies that question with the new Micro Rock Crawler. It's the first of its kind on the market; and by the looks of things, not a bad little rig.

"Fun size" like the candy bars.



FEATURES

Losi's Micro Rock Crawler is packed with quite a few features considering how small the chassis is on this rig. Some of the basic things like four-link suspension, low-profile solid axles, plastic telescoping driveshafts, molded skid plate, aluminum twin vertical plate chassis, chrome beadlock-style wheels and three-wire micro servo are all standard on this crawler.

In addition to the previously mentioned features, the Losi rig also features an integrated DSM receiver/speed controller. This compact, space-saving ESC/receiver is compatible with any Spektrum DSM or DSM2 transmitter—so if you want, you can use the same transmitter that you use on your other vehicles if you have any.

Just like its big brother, the Micro Rock Crawler uses metal worm gears. This makes the drive train extremely compact and durable at the same time. As for tires, Losi reduced the size of its National Champion title-winning Rock Claws down to micro: the Micro Rock Claws come in a soft compound and feature the same multi-tread design as their 2.2 counterparts.

Its best feature, however, is the fact that the Micro Rock Crawler comes 100-percent RTR right out of the box. I know, you're wondering if that means it even comes with AA batteries—and the answer is YES! Losi was generous enough to include 12 AA-sized batteries: four transmitter-specific batteries and eight for the portable charger. The charger is portable and requires batteries to operate. There's no need for an external DC power supply or electrical outlet; just plug the crawler's battery in, charge, and go.

Of course, if you already had a Spektrum DSM or DSM2 transmitter with multi-model memory, you could opt for the Bind-N-Drive version. This will save you about $30 on average—plus, you get to fill up one more spot on that DX3R's 30-model memory reserve.



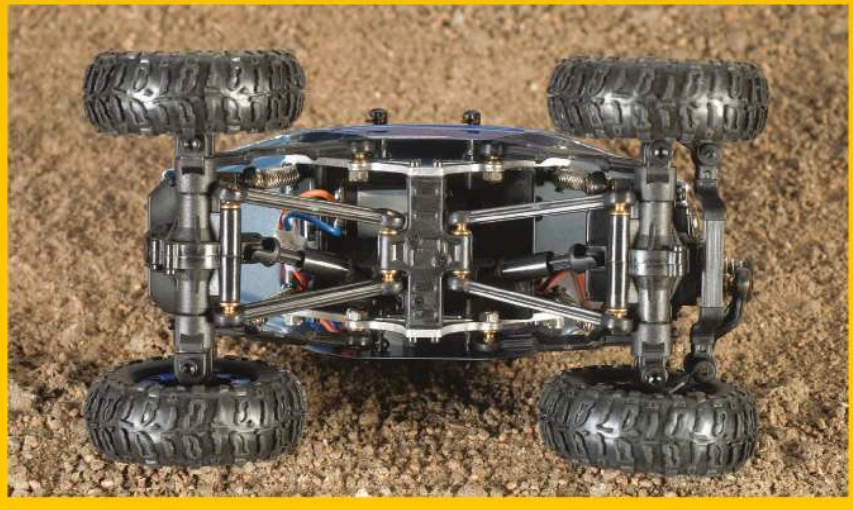


TESTING

Because of its size, the Micro Rock Crawler was perfect for indoor use on almost any type of surface. The first thing I did right out of the box was to drive it across my desk over various obstacles. My keyboard was no match, but the pile of 6-cell battery packs, ESC boxes and other RC-related items made for better crawling. After a couple of minutes it got boring, so I took the Micro Rock Crawler outside in our office's newly landscaped rock garden.

Outside proved to be a little more exciting. A few small tennis balls that I had picked up at the pet store and cut in half made for some perfect gate markers. The Losi micro rig worked fine and was able to get around the course with only a few bobbles. The un-dampened shocks did make it a little wobbly in a few areas, but Losi will hopefully be releasing a few oil-filled dampers as upgrades.





SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.0

Jessica Alba

HITS

- Comes fully Ready-to-Run (even AA batteries are included)
- Also available in Bind-N-Drive (BND) version
- Comes equipped with 2.4 GHz DSM radio

MISSES

- Suspension is a little springy
- Very toy-like feeling

CONNECT

Manufacturer: Team Losi
Distributed by: Horizon Hobby
Web: www.losi.com
Part Number: LOSB0236DB (BND), LOSB0236 (RTR)
Street Price: $120 (BND), $150 (RTR)

CONCLUSION

Overall, the Losi Micro Rock Crawler performed pretty well. It's no competition rig, but Losi didn't intend for it to be one. What the this little rig will do for you is satisfy that crawling urge on the days you can't get out on the rocks with your comp rig, or if you just want to have a little fun pretty much anywhere. Hmm, I'm going to have to build a faux rock course to keep in my garage for such days.

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ORN28129	4.5T Brushless Racing Motor	79.95
ORN28130	5.5T Brushless Racing Motor	79.95
ORN28131	6.5T Brushless Racing Motor	79.95
ORN28132	7.5T Brushless Racing Motor	79.95
ORN28140	10.5T Brushless Racing Motor	78.95
ORN28141	13.5T Brushless Racing Motor	78.95
ORN28142	17.5T Brushless Racing Motor	78.95

ORION Vortex



Features:
- Sensored technology
- Brake and driving frequency control
- Interactive communication system (ICS)
- 52 step driving frequency
- 5 pre-set profiles
- Battery protection system
- Only 30.8grams
- IFMAR World Champion technology (2.5 version insludes cooling system)

ORN65006 Sensored Race ESC. 4.5 limit $199.95
ORN65007 Sensored Race ESC. 2.5 limit $224.95

TRINITY Brushless SpeedGems $59.95



TRI10150 Speedgem 9.5, Nitronite
TRI10151 Speedgem 8.3, Chromium
TRI10152 Speedgem 12.5, Titanite
TRI10153 Speedgem 15.5, Amber

PRO-LINE PROTRAC SLASH SUSPENSION

SLASH MADE SUSPENSION



words: Derek Buono

The Slash has become probably the most popular RC vehicle in recent history, and for good reason. It started a Short Course movement in racing and can even be credited with putting electric racing back in racers' minds. It also isn't perfect. It was really never tested as a race truck and there are some improvements that can be made and Pro-Line may have given us the best performance upgrade for the Slash to date. Their suspension conversion will seriously improve the performance of any Slash. If you race SC and thought you couldn't keep up, this kit will give you the extra performance to do so with any of the more race-spec'd kits.

*Some people **should** pay more than $55 for that one second drop in lap time.*

TESTING

I got Scott Hughes to attend a race night at OC/RC and we got there early to do some preliminary testing before the race. The first test was with my Slash in stock form but with Pro-Line's M3 Revolver tires (which are a great upgrade alone). This was also going to test to push the limits with an LRP 8.5 turn motor pushing my stock Slash forward with godlike power. With my initial testing complete I was able to get a fast lap time of 25.5 with an average best five laps of 25.64 and felt that the rear end was a little loose and almost scary punching it out of corners.

The next test was breaking down the Slash and replacing all the arms, shock towers, rear hubs and links. You have to use the new offset wheels to fit in the body, but with all that installed it was back on the track. Within three corners I could feel the difference. The PL/Slash would squat and put the power down. It squared up on power and went through bumps better. It actually easily handled the insane power and inspired confidence. Even without knowing my lap times this kit was a huge improvement over stock. But since we are talking racing, my average lap times were now faster than my original fastest single lap AND my fastest lap was actually a second faster at a 24.4 with a best 5 average of 24.82 That is an almost unreal improvement, and to top it off the PL parts held up just like the stock Traxxas parts, which are almost indestructible.



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



10

MEGAN FOX

HITS

- Quality molded parts and made in the USA!
- Unreal improvement in performance
- Additional tuning options in the hub and shock towers

MISSES

- New offset wheels are required, but also at least included
- Makes the Slash more expensive

CONNECT

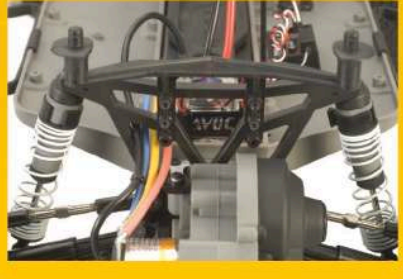
Manufacturer: Pro-Line
Web: www.prolineracing.com
Part Number: 60-6200
Street Price: $55



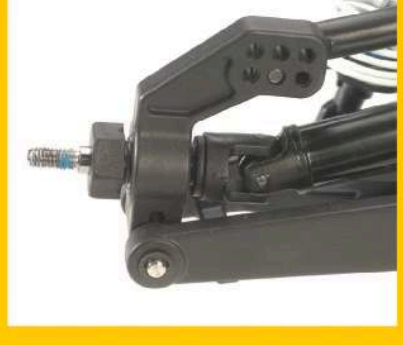
Not that we're pro drivers, or anything.

FEATURES

- Revised suspension geometry
- New off-set wheels
- Steel turnbuckles
- New rear hubs with optional camber link mods
- New front and rear shock towers with multiple camber link position









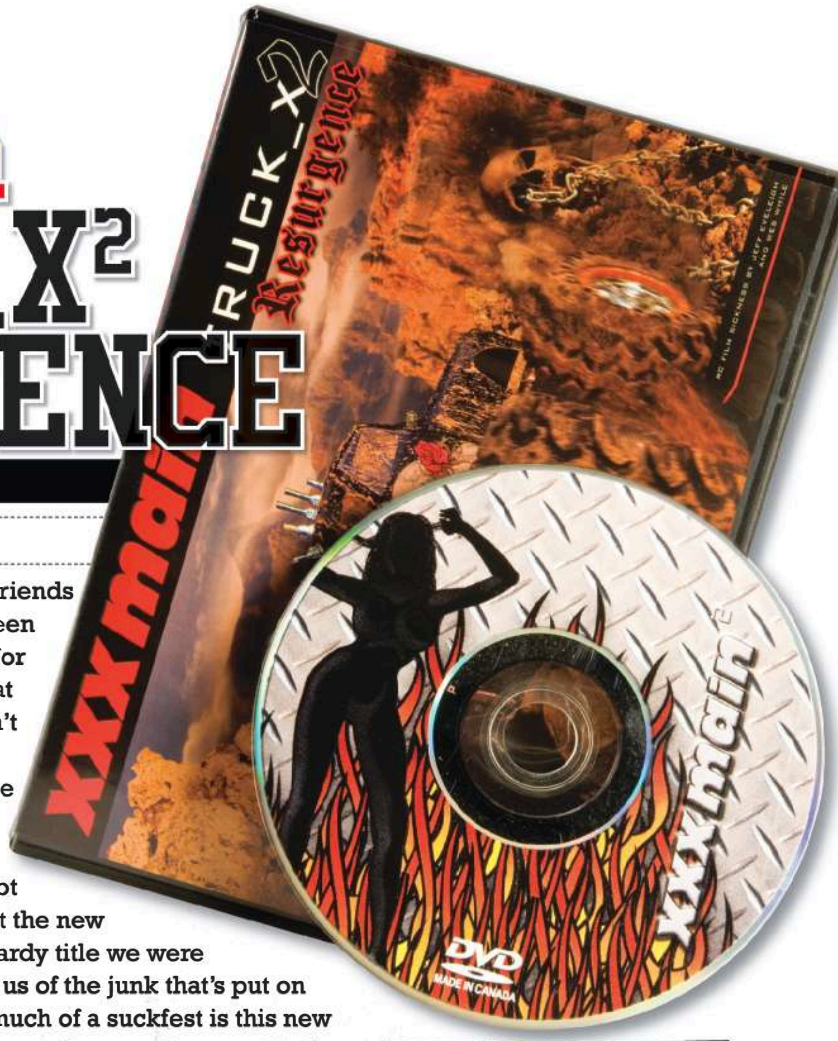
CONCLUSION

I'm a big "stock slash" class guy who sees how valuable having a cheap class of spec racing is to the industry. The Slash has done wonders for us that most people don't or won't ever realize. But if you're a racer, pitting the Slash against the more race-bred competition shows some of the former's weaknesses. Pro-Line's new Slash Suspension addresses this and brings it back up into the A-Main of any open SC class. We can't think of a better $55 to spend on a Slash than this kit. Do it.

xxx main TRUCK_X2 RESURGENCE

STILL THE SUCKIEST!

words: Derek Buono



Our crazy Canadian friends at xxx main have been making RC videos for over 10 years. In that 10 years they haven't actually made too many videos, but the ones they do make suck a big bag. That's right, they suck. They are full of quality footage, real music and the occasional shot of some eye candy. So when we heard that the new truck video was coming out with a Tom Hardy title we were NOT excited. Why? Because it reminds of us of the junk that's put on YouTube that people think is good. How much of a suckfest is this new video? We watched it five times in a row to see how much we wanted to puke on it.

If you put a dash in their Web site you get a better site.

TESTING

I opened the package and installed it in my $29 DVD player I have in the office. It played. After watching the video at least five times, I've decided that everybody should buy this DVD and burn it (with fire). It makes you want to go run a monster truck and punch a tree. A tree with juggernaut that's camping in the woods! the best $20 you can spend on an RC DVD that doesn't bore you into thinking that the outlet looks like a good place to stick a fork. We do miss some of the chicks, and we figured we'd see some road kill or at least a polar bear, but it's still a good watch and well worth the loot.

CONCLUSION

If you aren't that bright the short bus will be there in the morning to help you. I've made fun of this video but in reality it's still



FEATURES

- Trucks
- Sound
- Color video
- Two ugly Canadians

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



12*

*It's really a 9, but it's my mom. -D

Derek's Mom

HITS

- Professional quality
- Licensed music that is actually worth listening to
- We love dem monster trucks... who gots a hemi?

MISSES

- I've got an HD TV and Blu-ray? Welcome to 2002 it's time for an HD version.
- Too PC! We want girls, and bad jokes
- Jeff is ugly

CONNECT

Manufacturer: xxx main
Web: www.xxxmain.com
Part Number: DVD9
Street Price: $20


Start to sell
OVER SEA MAIL ORDER
from Japan
TAMIYA, TEAM YOKOMO and more
SUPER RAJIKON
WWW.SUPER-RC.COM
The world's supplier of Japanese Radio Control models


Presented By. East. Coast. Bodies. Tune.
PRODRIVE
DRIVER MASTER series
TRF 416 WE
CARBON CHASSIS
+ LIPO BATTERY TRAY
PN#PD416-5001
PN#PD416-5002
East coast BODIES TUNE
www.eastcoastbt.com
DESIGNED & TESTED BY
TONI RHEINARD

Interview with MIKE JENKINS

words: Derek Buono **photos:** Traxxas

MANY MAY NOT KNOW THE NAME MIKE JEKINS, BUT I'D SAY MOST IN RC KNOW THE COMPANY HE OWNS. TRAXXAS HAS BEEN A PART OF MY LIFE FROM VERY EARLY ON. WORKING AT A HOBBY SHOP WHEN THEY FIRST PUSHED RTRS HELPED ME APPRECIATE HOW THEY CHANGED THE WAY THE HOBBY WORKS. Even from the beginning Traxxas did things differently. I remember they had a program that sold their entire RTR lineup to shops so cheap that you'd be dumb not to buy it. The idea then was to have them available for people to drive. Effectively, they were not only the first to offer RTRs, but also the first company to offer free test drives. Most of us just bought our cars because the box looked cool or some tool in a magazine said you should get one.

Over the years, Traxxas has become the face of RC to the mass market. It's not easy for other RC companies to deal with, but it's true: Say the word "T-Maxx" and most people know what you're talking about. Watch TV and you see Traxxas on the major networks. It's all good for RC in general, and great for Traxxas too.

I'll admit that I didn't know Jenkins for the first half of my industry career. He's not an in-your-face type of guy; he's more of a person who lets his accomplishments speak for themselves. When he started racing short course and the rumors of the money they invested into their team got around, many RC companies laughed it off. But now they are showing that racing does actually work, and more importantly, we think Jenkins got to do something he wanted to–race full-sized off road. With no real off-road experience in his hat, Mike and his brother Mark entered the race scene and rolled with the punches. Their first season got more air time because of crashing, but as season two rolled around, they seemed to get used to the insane style of racing. The last race of 2009 yielded something I wouldn't have guessed: A first-place finish for Mike in P4. That win seemed almost conspiracy-like in timing as their new Slash 4x4 popped into the media!

We thought it was time to have a chat with Jenkins and talk to him about his win and the company that's bringing RC to mainstream.

The man has skills, and he earned it.

NAME: MIKE JENKINS
AGE: 44

Q. First off, congrats on your first win in the Traxxas TORC Pro4x4 class! That's pretty amazing. Was it something expected?

A. Mentally, I expect to win every time I hit the track but it doesn't always go as planned. The real story here is that we went into it with a whole-race strategy to still be running as hard at the end of the race as we (did) at the start. The track was very muddy and full of ruts and holes. What we DID expect was that the rough track conditions, combined with go-for-broke driving in the last race of the season, would result in some attrition during the race. A well-prepped truck and careful driving strategy created opportunities to move to the front. By the end of the race I was out in front with a fast truck, slinging mud at my competitors that were probably out of tear-offs. I was relaxed and focused in the cockpit with a clear track in front of me. At that point it was foot to the floor and wide open to the finish. People have commented that the last few laps of that race produced some of the most exciting wheel-to-wheel competition of the entire season. I was most excited to reward my crew with a victory after they had worked so hard throughout the season to keep the truck in top shape as I gained experience and climbed that learning curve.

Q. Do you participate, or have you participated, in other types of motorsports?

A. I've always strived to have something fast in the garage, be it a drag car, dirt bike, street bike, or track car. I raced spec Miatas for two years and then moved into the Playboy Mazda MX-5 cup for the last two seasons. My brother Mark and I just finished competing in the NASA 25 Hours at Thunderhill in a Mazda MX-5 Cup car. This was our third year to run this race. Our team finished second in our class and 10th overall in a field of 75 racers. It's just amazing how good the MX-5 cars really are. They dominated the E1 class again this year and in 2008, an ES class prepped Mazda MX-5 won the overall. That makes for big bragging rights when you consider the competitors for overall included Mustangs, Porsches, CSRs and even a Daytona Prototype car! For personal fun I ride motorcycles and I have a couple of built street cars that really belong on the drag strip.

Q. What made you decide to sponsor a full-scale racing series?

A. Traxxas had already been experimenting with bringing the name to a larger outside-the-industry audience with the full-size T-Maxx Monster Truck. Traxxas did this for a few years with success but overall the monster truck thing was closer to entertainment than actual racing. We didn't have enough control to create the opportunities I wanted for Traxxas. Once I was exposed to short course racing I immediately saw a clear connection in what looked like full-size RC stadium truck racing. I also saw some fire-breathing 900 horsepower trucks that I personally wanted to race.

Much of my personal philosophy carries over into Traxxas and we're about putting our money where our mouth is. I wanted to put myself and the company on the front lines of the action where we could really get to know the spectators and participants and in the process share with them all the amazing things we do in the world of RC. When the CORR series went bankrupt, the short course teams, particularly on the west coast, had no series to race their substantial investment in hardware. A group of these drivers banded together to form the PDG (Professional Drivers Group) so that there would be a unified voice for short course racing to work with potential marketing partners to create a new series. Motocross legend Ricky Johnson and entrepreneur Mitch Covington began bringing people and resources together to form TORC (The Off Road Championship). Traxxas was a good fit to be the title sponsor because we all believed in the potential growth of the series and we would not create conflicts with cornerstone partners such as the competing tire and oil manufacturers. The title sponsorship gave us access to invest in numerous marketing programs on top of our committed racing involvement, and we could help bring a higher level of professionalism to the presentation of short course racing. Short course racing is the most exciting form of off-road racing on television today. We want to be a key component of that excitement and growth.



No racer is what he is without a great crew backing him.



Q. Some might ask, "Since Traxxas doesn't market toward RC racers, why the market on the full-size racing side?" Doesn't that show why there is some strength in marketing to racing?

A. It's really part of a bigger overall vision. Traxxas as a company relates very closely to the full-size racing world. This is a huge audience of horsepower-hungry, performance-minded speed freaks. We make the kind of products that appeal to them. It's about reaching out to that larger audience and introducing them to our hobby. They need a high-quality, affordable product that performs to the highest standards and is backed with world-class service to keep them excited about their new interest. While we don't look like the conventional, old-school RC racing company with hired-gun drivers and a narrowly targeted race-specific product, we are inviting the next generation of racers into RC and injecting the hobby with product innovation and performance benchmarks that keep it exciting and fun. When the products we build become huge sales successes, tracks tend to make places for them to race (as with the T-Maxx and most recently Slash). We take great pride as we take witness to that. In that respect, I think Traxxas is still very much an RC racing company. It's part of our heritage and remains a passion for us.

Q. Traxxas seems to create racing classes out of the blue. We're pretty sure there was no racing objective for T-Maxx, but then it became one of the hottest classes ever. Now you've done the same thing with the Slash—seemingly overnight people were racing them. Is this just luck or something else?

A. Racing classes for the T-Maxx and Slash started due to the fact that they are both huge sales successes. We witnessed die-hard racers come across the brand lines to buy those trucks because they are fun! Naturally, racers are going to race them. It's so refreshing to race those classes, especially compared to the normal truck and buggy ones. Most tend to take the racing a little less seriously and often enter an additional class to just go out and have a great time racing. When it gets too serious, the fun seems to fade away. Conventional RC racing classes can look very intimidating for someone just getting started. The competition is tough and the cars are expensive and highly evolved to appeal to the most serious, dedicated drivers. Certainly there is a place for that type of racing, and as a racer myself, I have tremendous respect for it. I also know what it's like to be the new guy on the track running in your first race against guys with years of experience. The common denominators with T-Maxx and Slash racing are fun and affordability for those that just want to go out and race. Cost of entry is low. The vehicles are incredibly durable and they are great fun to race. That style of racing is very inviting and draws people in. At the end of the race weekend you should ask yourself, "Did I have fun?"

Q. Traxxas used to offer racing cars that fit the regular ROAR off-road classes, but that was long ago. Is there any chance that we might see a car targeted for RC racing? Or do you think just selling lots of cars will play on percentages and you'll just see Traxxas cars being raced because so many were sold?

A. ROAR has a requirement to impose rules and boundaries to create structured racing classes. What's legal and what's not can become points of contention and hinder the pace of larger innovation. I recall very well the preliminary discussions about T-Maxx and how we had to make a conscious decision to ignore the ROAR standards for dimensions, wheel sizes, and so on in order to achieve the performance benchmarks we had established. At the time, sticking the company's collective neck out and quite literally breaking every rule in the book was a pretty scary thing to do. Fortunately the gamble paid off and the public responded to our vision in a big way. Fast forward to today and I think you are already seeing a Traxxas vehicle that intentionally targets racing also in a big way: the Slash 4x4. It's powerful and has truly excellent weight bias, suspension geometry and a world-class driveline. There's not really a precedent or longstanding class for this type of 4WD truck but we see it as a natural progression for Slash racers that are ready for more power and need a tough, affordable platform that can really put the power to the ground.

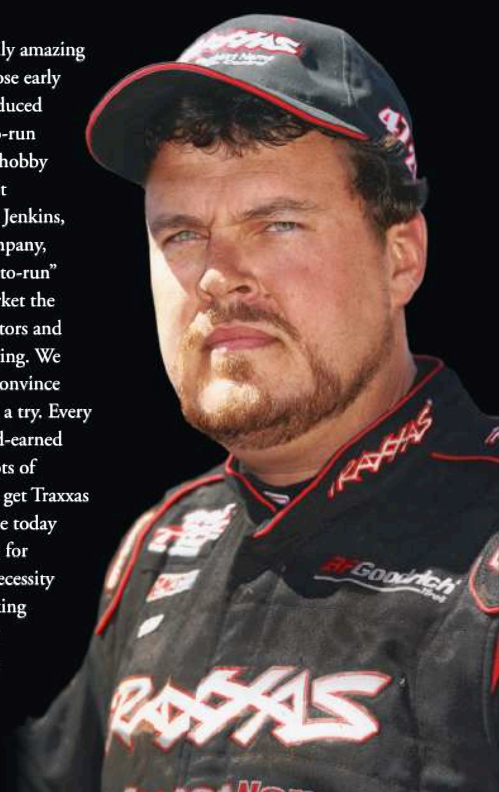
Our next generation 2.4 GHz high-output transmitter that ships with Slash 4x4 is track-ready with fully adjustable expo, dual rate, endpoints and more. The truck can be completely disassembled to service a diff or install a center differential in just minutes, a definite wink and a nod to the racing community. The Slash and especially the Slash 4x4 are redefining old-school perceptions about what is and isn't an R/C race vehicle. For the driver that doesn't participate in organized racing, Slash 4x4 expands their fun with brushless speed, waterproof electronics, a 2.4 GHz radio, and 4WD traction for under $400.

Q. Traxxas seems to do some really innovative things. What's the one innovation you are most proud of?

A. Ready-to-run. It's really amazing to think back now to those early days when Traxxas introduced fully assembled, ready-to-run hobby-class models to a hobby entirely dominated by kit building. My father, Jim Jenkins, who co-founded the company, coined the term "Ready-to-run" to help describe and market the models. At first, distributors and hobby shops weren't buying. We had to work so hard to convince shops to even just give it a try. Every sale back then was a hard-earned victory and there were lots of sleepless nights trying to get Traxxas off the ground. Of course today we all take ready-to-runs for granted and they are a necessity with people's ever-shrinking allotment of recreational time and the complexity of some parts that are beyond the average kit-builders' skill level. Besides the innovation you see in the product, there's a whole other level of engineering required to make the fixtures and equipment that ensures thousands of shocks and differentials are built perfectly, every single time. We even offered ready-to-runs with the option of a two-stick radio. That sounds outrageous today.

Q. Traxxas started selling trucks at Pep Boys last year. Was that a success? Some in the industry were upset, but we've felt we needed somebody to sell in a mass-market arena for years. What's the reason you think we haven't seen the Traxxas brand in, say, Wal-Mart or even Radio Shack?

A. Pep Boys has been a good partner for Traxxas. They approached us initially at the I-Hobby Show in 2008 and we were impressed by the enthusiasm they had for the product, the research they had done, and their willingness to direct customers back to Traxxas and hobby shops to support the product after the sale. They really understood the need for their stores and hobby stores to co-exist. In a week's time, a million people move through Pep Boys stores. Most



Wait in line for a Slash 4x4. No, really.

have never seen a hobby class RC car and may not have ever known where to look to find one. Pep Boys carries a limited amount of product and support parts, but it's enough to draw in new customers and ultimately create an avenue for them to seek out their hobby dealer for their next model, parts, accessories, and so on. In some cases hobbyists in the know see Pep Boys as a convenient place to pick up a quick part to keep them involved and interested in their model until the weekend, when they are able to have time to drive farther to their hobby shop. It's all about finding creative ways to generate and point foot traffic into hobby stores. The short-sided view is that we "sold out," but our long-term goal is to grow the total RC industry audience. Most in the industry understood what we were trying to accomplish and praised the careful manner we went about doing it. So far as Wal-mart, our type of product requires people support that those kinds of stores just can't provide. Hobby Stores are where the real volume of product gets sold.

Q. The Slash 4x4 was recently released and we think it's going to be great. What were some of the challenges in bringing that truck to life, and was a 4WD truck planned from the beginning, when Slash 2WD was launched?

A. The biggest challenge is always time. We studied some 4WD options in the initial development of the Slash but the first solutions were not very elegant or Traxxas-like at all. We ended up setting it aside for later. We finished Slash and headed out to race the CORR series. When we circled back to define the Slash 4WD, we were initially challenged by how to maintain the best qualities of the Slash and package them into what we knew would be a whole new category of 4WD vehicle. The engineers spent much of their effort early-on with hand-built test mules developing the weight bias, the handling, and the gearing. Basically getting the feel right. Then they took it to the software to refine it. I think the engineering team will say they are most proud of the way they packaged the drivetrain so that the complexity people normally fear in 4WD models has been eliminated. The Slash 4x4 solution is simple, super efficient, and a snap to tune and maintain. Our-next generation 2.4 GHz radio system with Traxxas Link included with the Slash 4x4 was developed entirely in-house. It took a tremendous amount of engineering and testing resources to add such a large feature set to a ready-to-run model without raiding the consumer's wallet. The interface design of the new 2.4 GHz high output transmitter has the ability to be as simple to use or as advanced as the driver needs it to be.

Q. What do you think separates Traxxas from the rest of the RC manufacturers out there?

A. Passion and resource. The passion keeps our ear to the ground listening to our customers and also keeps us very excited about what we can build next. We are so fortunate to be able to dream up really cool product ideas and have both the financial and people resources to make those dreams come to life. A quarter of our staff is made up of engineers in many different disciplines. The resource we have in people gives us the confidence that we can execute on our dreams and plans. Everyday at Traxxas, we're so blessed to work at creating fun and truly take pride in making our customers happy.

Q. Has RC helped you prepare for off-road racing? What are the similarities and differences?

A. Many of the handling dynamics of the full size trucks and the RC trucks are quite similar. The instinctive control reactions you develop driving R/C cars do indeed come into play for example in knowing how to react to a truck that's biked up on two wheels. Just like in RC, the 4WD trucks can utilize more power and are easier to drive than 2WD trucks. So far as differences, the thing that comes to mind immediately is that it can be a punishing ride in the cockpit of number 47. The RC truck doesn't make you suffer physical consequences for not landing that jump just right.

Q. Has racing full-sized help in design of any RC products? Or has RC helped in full-size?

A. The full-size trucks of course become the inspiration for the look and the driving characteristics of the RC models. Many hours were spent tuning the Slash suspension to deliver a realistic interpretation of the racing action on the full-size track. Currently some of our Traxxas engineers are studying the design and geometry of the race trucks to see where some extra performance might have been left on the table. We build our race trucks from the ground up so we have the opportunity and the ability to drive some Traxxas innovation in there to help us get to the podium.

Q. Any secrets about future products we might see coming? We won't tell anybody!

A. What we do is not that big of a secret. Look at what people are asking for. That's what we are going to build next, and expect it to be FAST! ✪



A lot of companies can learn something from this guy.

O'DONNELL SS .21 OFF-ROAD

IT'S BEEN A LONG WAIT

words: Derek Buono

If you've been into nitro for a while you'll know of the mythical O'Donnell engine. His name was made from Steve O'Donnell's tuning and modifying stock engines to produce great power and runtime, but the real story has been the rumor of this engine for years and with several different manufacturers. So you know there's been a lot of anticipation and hype for this engine, which normally can only lead to disappointment. But Steve is a perfectionist and it took him well over five years to release something he felt was good enough. The result was the O'Donnell Super Sport .21. By the name you can see they aren't targeting the $500, macho, hairy chest Italian race engines but the normal guy like you and me. Is this worth your $250 in cash? We think so.

Disclaimer: Not all Italian race engines have hairy chests.



ENGINE APPLICATIONS

- TRUGGY
- MONSTER TRUCK
- 1/8-SCALE BUGGY
- 1/10-SCALE TRUCK
- 1/8-SCALE ON-ROAD
- 1/10-SCALE ON-ROAD

FEATURES:

Engines are all pretty much the same these days, and that's a good thing. The SS comes with what you'd expect. Decent looking parts that aren't over worked so the price stays low. Long term issues won't be seen until we get some more mileage on this issue. Overall the engine looks very nice and initial testing was strong.

















"Flowmax", not "Flowbee."

PISTON AND SLEEVE: *The sleeve is a pretty standard 3-port design, which makes us say this all the time: Good design will always be better than hand carving, but that doesn't mean it can't improve. This is a good base engine with just a few extra machined scoops to give better flow and power. The piston is standard and robust.*

CARBURETOR: *The carb is dual material: Plastic for less heat transfer and metal by the fuel intake for better cooling. The carb also has a thick thermo barrier to help prevent the hot engine from preheating the fuel. Cold air and fuel make more power.*

CRANKCASE: *The crankcase has been designed to be as distortion-free as possible. To achieve this, heat dissipation is key, and there are fins to try and keep the heat moving in uniform fashion out of the engine. Hot spots create weak points and distortion and can steal power, so this all-black case has some features to help with that.*



CONNECTING ROD: *The machined 7075 aluminum rod has double bushings for durability. It's got some interesting machine marks that are stepped. Some may say it's for cost cutting, others might say it adds rigidity.*

CRANKSHAFT: *I wouldn't call this really a showpiece as the finish is a little rough, but maybe this shows we might be wasting time on super smooth finishes? It's cut right and obviously makes the right power. OD says it's balanced and "Flowmax" designed, so we'll take their word for it.*

COOLING HEAD: *Probably a signature of OD is the head look. The all-black head has the expected waffle design and is machined from aluminum. We wish there were machined guides to allow straight-in access without a ball driver.*

O'DONNELL SS .21 OFF-ROAD

PERFORMANCE

Some engines can be a little stubborn when they are new, and since it's cold, the pinch on the new engine was a little tougher than I liked. Once it fired up, though, it wasn't much of an issue. Remember to use a heat gun to help get new engines started with less hassle.

Once fuel was run through and break-in was done the engine ran without much fuss. I tried to get as much fuel through this as possible before taking some readings, but I'm always curious to see how much power there is to start. After the first reading I could tell this engine made lots of low-end power because the top was so rich it sputtered at about 32,000 rpms and **spit fuel like it was at a wine tasting. As I leaned it out, the engine perked up and the numbers started getting higher and more consistent.** The graphs do show that it's still got some final break-in to do, as it bounces a little but in the end that doesn't really matter as much as the overall power.

With a string of consistent pulls, going the peak power was pretty impressive: A nice meaty 1.37 horsepower at 22,500 rpms, a healthy 62.8 oz. inches of torque and a very impressive 41,000 peak rpm. These are all very good numbers for an engine that is about $250, and I'd even say it was impressive for a $450 engine. This is with the biggest venturi in the box, so realistically those numbers in "race mode" would fall accordingly (as they all do). This month I've also decided to show a range of pulls to show an "average" dyno graph look and not just one of the better ones. This shows that the engine can run and produce consistent power at operating temperature. Sometimes you can get an anomaly of a high reading when the engine isn't heat soaked, which is really how it's run.



Now we have to wait for the race version.

CONCLUSION

The O'Donnell engine is finally here. While not ground breaking or really different in design or material, it's a very good engine for a great price. It looks like the sport engine market is stepping up the game in terms of price and performance. We'll be testing this engine in a review to get some long-term information on it, but we won't think that by looking at metal we can tell how long an engine will run. What we can say is that it will provide race power on a sport budget. Maybe the term "super sport" isn't so bad?

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



10

BEYONCE

HITS

- All-business black
- Exceptional power for the price
- O'Donnell name
- Sweet finned/cooled head button

MISSES

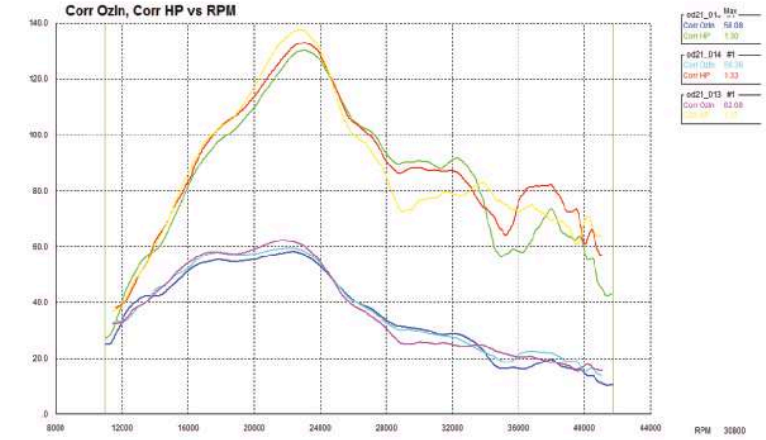
- Machine marks on crank and conrod

CONNECT

Manufacturer: O'Donnell
Distributed by: Great Planes
Web: www.odonnellracing.com
Part Number: ODOG5010
Street Price: $250 - $275

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



TEST EQUIPMENT

FUEL:	30% Nitro, 12% Oil	PLUG:	O'Donnell #99
PIPE:	Standard	OPERATING TEMP:	220 to 260–degrees F

MOTOR DATA

ENGINE:	O'Donnell SS .21 Off-road
BORE:	16.5mm (0.648 in.)
STROKE:	16.4mm (0.646 in.)
DISPLACEMENT:	3.5 cc (0.21 cu. in.)
PORTS:	3+1
PISTON/SLEEVE:	ABC
HEAD BUTTON:	Turbo
CRANKSHAFT:	14.2mm / Pilot shaft (SG)
PEAK X-DYNO HP*:	1.37 hp @ 22,250 rpm
PEAK X-DYNO TQ*:	62.8 oz.-in. @ 21,750 rpm
PEAK X-DYNO RPM:	41,000 rpm
AVERAGE TQ*:	37.62 oz. in
AVERAGE HP:	0.87
POWER FACTOR	
LOW END (TQ/HP):	52.57/0.98
TOP END (TQ/HP):	25.04/0.79
CORRECTION FACTOR:	1.036

*All numbers are SAE corrected

POWER FACTOR: We are using an average hp/tq for a set rpm range. We set the low end from 10,000-25,000 and the high end from 25,000-40,0000 (ranges are adjusted if maximum or minimum is not reached). This will allow comparison of the engine's two power ranges.

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You Save $20.00 More!

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No. 629222

Reg.$399.99

379.99



You Save $30.00 More!

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No. 158400

Regularly $129.99

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Promotion dates: 1/26/09 to 2/28/10

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hobbypeople.net

Some sale items limited to stock on hand. Prices and specifications subject to change without notice. Not responsible for inadvertent errors in this ad. Sale prices good through February 28, 2010. RCCA-03-2010

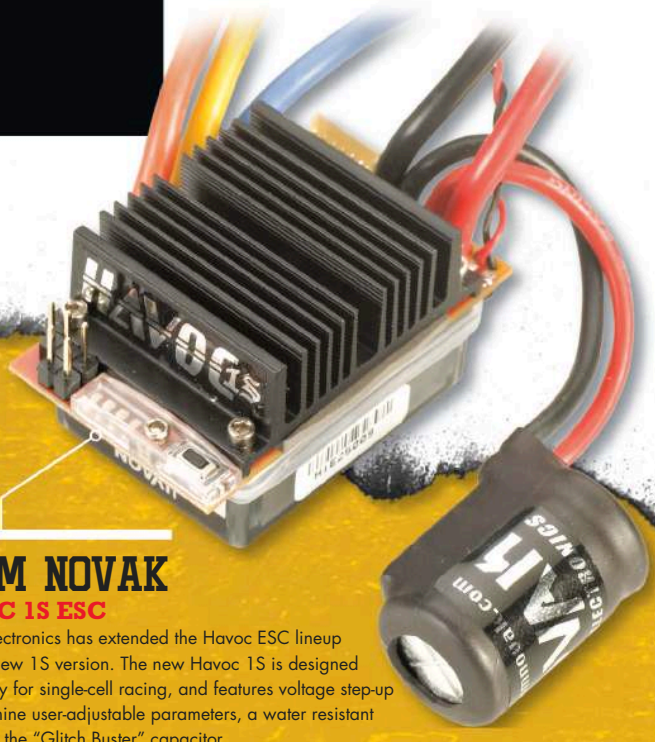


DURATRAX

ONYX 100 AC/DC CHARGER

Entry-level RC enthusiasts looking for an inexpensive charger that can automatically peak both NiCd and NiMH batteries and accept AC or DC input power for the lowest possible price should take a look at the Onyx 100. Perfect for RTR packs, the Onyx 100 has selectable charge currents from 1 to 4 amps, with automatic peak detection and trickle charge, which takes the guesswork out of topping off packs at maximum power. A small, lightweight built-in AC power supply helps to make this charger easy to take anywhere.

Part Number: DTXP4190
MSRP: $30
www.duratrax.com



TEAM NOVAK

HAVOC 1S ESC

Novak Electronics has extended the Havoc ESC lineup with this new 1S version. The new Havoc 1S is designed specifically for single-cell racing, and features voltage step-up circuitry, nine user-adjustable parameters, a water resistant case, and the "Glitch Buster" capacitor.

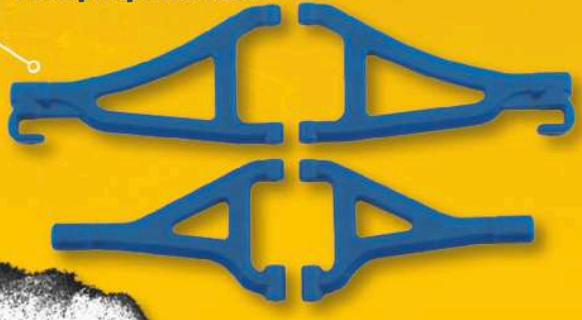
Part Number: 1731
MSRP: $99
www.teamnovak.com

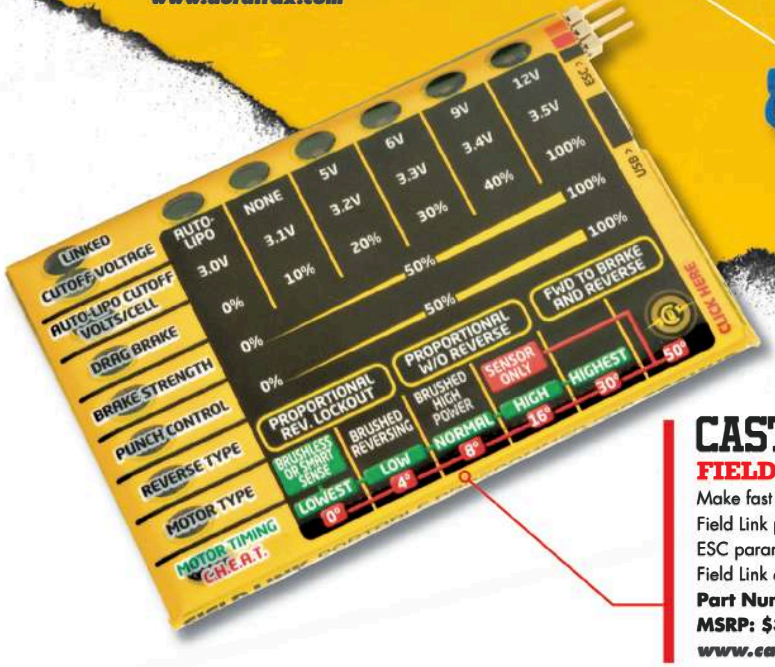
RPM

FRONT ARM SET FOR E-REVO VXL

1/16-scale E-Revo VXL owners, beef up the front end with RPM's new front arm set. Available in blue or black, the arms have been thoroughly upgraded by the RPM team for tighter tolerances, less slop, and better damage resistance by way of a 30-degree beveled edge that "slides" over obstacles, as opposed to smashing into them. Backed by RPM's breakage warranty, each set includes two upper and two lower front arms.

Part Numbers: 80692 (black) / 80695 (blue)
MSRP: $15/set
www.rpmrcproducts.com





CASTLE CREATIONS

FIELD LINK

Make fast ESC setting changes without a PC with Castle Creations' new Field Link portable programmer. A single button lets you scroll through the ESC parameter menu and change the parameter value in seconds. The Field Link also serves as a USB adaptor to your PC for more fine tuning.

Part Number: 010-0063-00
MSRP: $30
www.castlecreations.com

If your real arm is blue, seek help.

HUDY

POWER TOOL SOCKET DRIVERS

HUDY has extended its Power Tool Tips range with two new socket drivers. Just like the hex drivers, these are made from their famous HUDY Spring Steel, and are heat-treated, laser engraved and available in the common 5.5mm and 7mm sizes to fit virtually most vehicles.

www.hudy.net



CASTLE CREATIONS

CM-26 26MM LIMITED EDITION BRUSHLESS MOTORS

Power your 1/18-scale minis with these limited-edition CM-26 brushless motors from Castle Creations. These 26mm motors were designed with heavier 1/18-scale vehicles in mind, such as the Duratrax Vendetta, Vendetta ST, Mini-Quake, and Losi Mini LST. They are available in three different kVs: 4600, 6800 and 9200. The 4600 kV and 6800 kV work well in off-road vehicles, while the 9200 kV is only recommended for on-road vehicles using 2s LiPo. These motors deliver more power than their 20mm motors, and Castle recommends matching them up with their Mamba Micro Pro ESCs.

Part Number: varies by wind
MSRP: $42/each, $150/combo with Mamba Micro Pro ESC
www.castlecreations.com





TEKNORC

TEKNORC STRETCH-FIT HAT

Top your dome with the new Tekno RC stretch-fit hat. This super high quality embroidered cap is a perfect fit for many head sizes. It carries the Tekno "T" logo along with the RC star logo in front and a Tekno RC logo in back. Manufactured in the USA by Hempy's Clothing.

Part Number: TKRHAT01M (M/L) / TKRHAT01XL (L/XL)
MSRP: $20/each
www.teknorc.com

Put some mesh on that cage.

AXIAL RACING

SCX10 ROLL CAGE FLAT-BED SET

Pump up your concourse points with Axial Racing's new SCX10 Roll Cage Flat-Bed Set. Identical to what comes with the Trail Honcho kit, this set features a molded rear cage made from strong durable composite material with a realistic diamond plate drop-in polycarbonate bed. It includes a spare tire carrier/mount, and comes in clear Lexan so you can paint it to match your rig.

Part Number: AX80046
MSRP: $30
www.axialracing.com



2009 NR/CTPA

Git tO PULLIN'

WORDS: Joe Kilian

Every year in October the faithful make their way to Holiday City, Ohio, for the NR/CTPA Worlds. This year's event was the 21st edition, held on October 9–11. Being one of the original monster truck racing and pulling events in the world (since the '80s!) the atmosphere was competitive, yet felt like a giant family reunion. This was an event for the ages: Multiple generations of monster truck racers and pullers found their way to the starting line. On the pulling side, moms, dads, grandfathers and even grandmothers stood at the line to make a pass.



Pay for the whole seat.

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WORLDS



Only need the edge!

A WEEKEND OF RACING & PULLING

Friday night featured drag racing and the "Eliminations Race," which was pretty much like the real deal in monster truck racing—lose, and you go on the trailer. At the end of the evening, Dan Dufore showed that he was on his game, taking the win in both classes. When Saturday rolled around, drivers competed on one of four monster truck tracks. A full day of racing saw drivers' best times recorded to come up with their daily totals, which would go toward final rankings at the end of the weekend.

On the pulling side, drivers got three chances at a full pull; if none could complete a full pass, then the driver with the longest distance would take the win. Concourse and Special awards were handed out on Sunday morning, followed by an afternoon filled with final competition. Electronic digital timing and laser measurement tools were used throughout the event. The Freestyle competition was the grand finale. There was smoke, music and a lot of carnage here! Bart Maimone took the win, but had to piece his truck back together afterward.





That's some pretty grass.



SATURDAY CONCOURSE

The concourse event floor was covered with really awesome-looking machines for both pulling and racing. Jake Haulman won the Pulling Concourse and Best Engineered Puller categories with a John Deere tractor featuring two nitro motors machined on one side to look fused together. Cierra Maimone won the Racing Concourse with a Scooby Doo-themed monster truck. Mike Eckenrode's monster truck won Best Engineered Racer, while Morris Ashkenas topped the field in the Retro Concourse class.

The Presidents Awards went to Darren Mealy's hand-built Mack truck, the JR Collins Buckeye Bulldog replica, and Scott Taylor's tube chassis replica of the Bounty Hunter. The Mack truck featured a totally handmade balsa body. The Bounty Hunter had a really sweet tube chassis and a flawless paint job.

While all of this was going on, the Ride the Lightning full-sized IH super stock alky tractor was being set up outside. The DeLynn Kale family from Richwood, Ohio, owns this tractor and DeLynn was to receive a replica of it at this year's Worlds; unfortunately he lost his battle with cancer two weeks before the event, though the family still brought the tractor in his memory. It is really a spectacular piece that DeLynn's wife is set to drive next year. Another spectacular demonstration was by the Tennessee boys from RC Tractor Werks of Covington. They have produced a seven-function pulling sled that does everything a real sled does, including return to the line by radio control. The last fantastic unveiling was a five-motor nitro tractor by Richard Triftshouser, a really awesome piece. I had seen this tractor run before and its volume is earsplitting.







RACING CLASS EVENT RESULTS

CLASS	WINNER	LOCATION
Monster Truck (Box Stock)	Matt Stoltz	Greensburg, PA
Monster Truck (Open)	Mike Eckenrode	Patton, PA
Monster Truck (Super Stock)	Jamie Grund	Tomahawk, WI
Stock 4WD Independent Susp.	Paul Ovares	N/A
Modified 4WD Independent Susp.	Morris Aschkenas	Pittsburg, PA
"Tuff Truck" 2WD Stock	Mike Eckenrode	Patton, PA
"Tuff Truck" 2WD Modified	Jim Grahl	Woodhaven MI
"Tuff Truck" 4WD Modified	Jay Bruns	Palatine, IL
Sport Modified	Matt Stoltz	Greensburg, PA
4WD Modified	Ben Prevenvost	Brooklyn Park, MN
Short Course Trucks	Jim Grahl	Woodhaven, MI
Tube Chassis	Mike Eckenrode	Patton, PA
Driveshaft	Mike Eckenrode	Patton, PA
Novice Class	Ashley Bruns	Palatine, IL
Retro Class	Dan Wyatt	Dearborn, MI

TRUCK PULL (carpet) EVENT RESULTS

CLASS	WINNER	LOCATION
Open Class 1	Kyle Haynes	Edwardsburg, MI
Open Class 2	Glen Singleton	Utica, PA
4WD Pro Modified	Jack Koogler	Beaver Creek, OH
2WD Sport Truck	Jack Koogler	Beaver Creek, OH
Hot Farm Stock	Glen Singleton	Utica, PA
Pro Stock Tractor	Bobbie McGuire	Ezel, KY
Outlaw Garden Tractor	Joe Kilian	Wanakah, NY
Big Rig	Jarred Jones	Georgetown, KY
Bar Tire (Sportsman)	Joe Kilian	Wanakah, NY

2009 NR/CTPA WORLDS

TRUCK PULL (DIRT) EVENT RESULTS

CLASS	WINNER	LOCATION
2WD Box Stock	Bill Shorney	Toronto, Canada
2WD Pro Modified (Electric)	Derrick Pero	Brockport, NY
2WD Pro Modified (Nitro)	Mark Hardings	OH
2WD Nitro Truck	Joe Kilian	Wanakah, NY
2WD Open 1	Joe Kilian	Wanakah, NY
4WD Box Stock	Jay Bruns	Palatine, IL
4WD Modified Driveshaft: Derrick Pero	Brockport,, NY	
4WD Scratch-built	David Smith	Georgetown, KY
Gas	Kevin McPherson	Owensboro, KY
Deisel Class	Jeff Stickel	Prosperity, PA
Digger Class	Bill Shorney	Toronto, Canada
Insane Class	Joe Kilian	Wanakah, NY
STPA Super Stock	Jason Smith	Tiffin, OH
Garden Tractor	Mark Damewood	OH
Pro Stock Tractor	Brian Davin	Rush, NY
Big Rig	Jarred Jones	Georgetown, KY
Bar Tire Sportsman	Joe Kilian	Wanakah, NY





That "Farmageddon" looks like it has a CD player.



MORE INFO

If you want to learn more about the NRCTPA, go to www.nrctpa.org for rules and an overview, or contact Joe Kilian 716. 627.4321 email: rctruckpull@roadrunner.com or Andy Linkenholker email: andrewlinkenhoker@gmail.com

CONCLUSION

Like any other hobby if you don't have fun doing it, you are wasting your time and money. At this year's NR/CTPA event, the emphasis was on fun and competition, and in the end it turned out to be a great gathering. We can't wait for next year!

NitroHouse.com & Electric



Hyper 9e
1/8 Electric Buggy



Hyper 9
1/8 Nitro Buggy

Market Prices

New!!!
The Hyper 10 SC Pro 4x4 electric short course truck is available with an optional Novak Havoc Pro ESC & 4.5 brushless motor w/sensor wire. This race winning combo has proven to be hard to beat.







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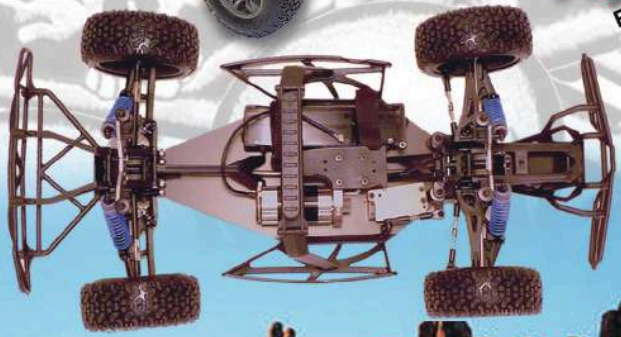
Clear Unpainted Body w/ Window Mask and Decals,
CNC Aluminum Center Drive Shaft,
Flex Tech Front & Rear Bunper,

Wheel Base: 12.75 inch
Length: 21 inch
Width: 11 inch





New!!! Hyper 10 SC Pro 4x4



NitroHouse.com
7 Vanderbilt
Irvine CA 92618
800-928-0304

HOSTILE TAKE OVER

I SEE THAT THE NEW 2.4 GHZ SYSTEMS ARE TAKING OVER THE INDUSTRY and I'm wondering, since they are on 2.4 GHz—will things like wireless routers and other things on that system cause interference?

AWDTalon97

A: Some think 2.4 GHz marked the end of "glitching" but really it just reduced some forms of radio interference. Since we no longer have to worry about vibrations of metal-to-metal from a vehicle, there are some forms of other radio frequencies that will and do cause glitching. Anything running on 2.4 GHz can cause some sort of inference that may show up as a lag or just erratic response. There are two forms of 2.4 GHz technology, and both can have interference from anything (including other radios) on 2.4 GHz. So the answer is yes, your router can cause problems, but odds are it won't or doesn't have enough range.

DerekB

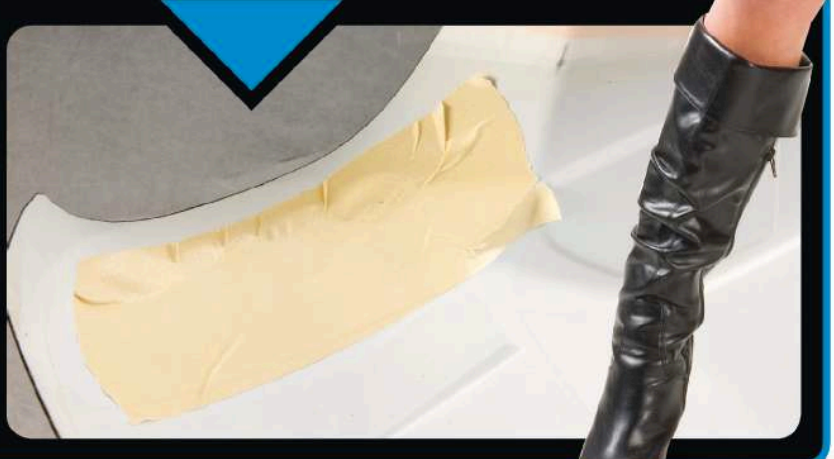
RUB IT OUT

I've been running the HPI Blitz since it came out and the tires seem to hit the body and wear the paint off. Is this normal?

FullyBlitzed

A: One of the problems with bodies that cover wheels is that the suspension has unrealistic travel in both directions. So most of the short course bodies that are more "scale" will run into this. You can raise the body or limit up-travel (which can affect performance for better or worse), or you can do the simple fix and use stickers or chassis tape on the spots that might hit. This will keep the tire from wearing through the paint immediately, though that will eventually happen. Tire scrub on the body also can cause strange handling characteristics, so you want to make sure it's not hitting too much and stopping the wheel.

DerekB



A lot better looking than Dave in that helmet.

PILLOW FOR MY RADIO

I have an M11 with the Airtronics' 2.4 GHz module, and the radio bag I have doesn't really allow space for the antenna. Is it good to take the module out every time I put the radio away?

AVguy

A: I have this same issue when I run my M11. When I had the Spektrum system on my M8, it did cause the case to break, but that has been updated. The problem is my radio bag should really be built for it to stay in the radio. Anytime you disconnect/reconnect small pins they wear. Over time that can lead to issues, or you could break a pin off. So my advice is to only take it out if you have to, and do it as little as possible. Get the right bag that has enough room for the module and antenna to be left on.

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.



Nice pillows.

WHERE DO I PUT THIS?

I just started racing and finally bought a personal transponder. I used to have the one from the track mounted on the body but now I want to install it permanently. Where is the best place to do that?

PrimalRage



A: A personal transponder is expensive but one of those things you wish you bought earlier. Since we really race to the line where the transponder is mounted you want to mount it as far forward as possible just in case you're racing to the line and want to beat the guy next to you. In racing there is supposed to be a camera to see what car crosses the finish line first, so that placement isn't really an issue, but few tracks have that. Mount the transponder as flat and low as possible so it can trip the loop with a good signal. Some people say that it has trouble with woven graphite or high carbon amounts, so if you have a weak signal, you might have to move it around if there are problems. Use either double-sided tape, or if your car has mounts, as most race kits now do, use the screw tabs.

DerekB

TWO THOUSAND NINE

PROFESSOR of the YEAR

If there's ever a good reason for celebrating the beginning of the new year, it's our annual Professor of the Year contest. That's right, once again we showcase twelve lovely ladies who have graced the pages of Xtreme RC Cars in 2009. As all contests go, vote for your favorite Professor of the Year - and to give you a head start, we've decided to include "staff picks" - which was hard to do, since they're all hot and stuff.

You'd think Dave would have picked Bianca by default because she's holding Jackson.



JAMIE

ISSUE: #158 (January 2009)
AGE / OCCUPATION: 23 / Lexan Window Washer
FAVORITE DRIVER: Frank Root
FAVORITE RC CHORE: Filling shocks with oil
JAMIE ON RC: I like the sounds the nitro cars make!

BIANCA

ISSUE: #159 (February 2009)
AGE / OCCUPATION: 24 / Army Dog Carrier
FAVORITE DRIVER: Mike Truhe
FAVORITE RC CHORE: Trimming Bodies
BIANCA ON RC: I like dogs, but the one I had to hold for the photoshoot was especially cute.



MELISSA

ISSUE: #160 (March 2009)
AGE / OCCUPATION: 25 / Bum Sign Maker
FAVORITE DRIVER: Jesse Robbers
FAVORITE RC CHORE: Setting Gear Mesh
MELISSA ON RC: I didn't know these things were so complicated!

ALI

ISSUE: #161 (April 2009)
AGE / OCCUPATION: 25 / Knitting Champion
FAVORITE DRIVER: Ryan Cavalieri
FAVORITE RC CHORE: Making motors look sexy!
ALI ON RC: What does knitting have to do with toy cars?



JESSICA

ISSUE: #162 (May 2009)
AGE / OCCUPATION: 26 / Hardware Expert
FAVORITE DRIVER: Paul Lemieux
FAVORITE RC CHORE: Being a trophy girl! Is that a chore?
JESSICA ON RC: I meet all sorts of interesting people at races.

We all had a tough time picking just one Professor.



ROXANNE

ISSUE: #163 (June 2009)
AGE / OCCUPATION: 28 / Speed Gun Tester
FAVORITE DRIVER: It was Brad Pitt, but now it's Barry Baker!
FAVORITE RC CHORE: Anything that involves fire!
ROXANNE ON RC: I always like posing for XRC!

COURTNEY

ISSUE: #164 (July 2009)
AGE / OCCUPATION: 26 / Book Reader
FAVORITE DRIVER: XRC assistant Matt Olson
FAVORITE RC CHORE: Fixing axles.
COURTNEY ON RC: Derek's old Z was way cooler than the "tuner" TL in the parking lot with the $75 throttle body spacer.

Courtney is our most frequent Professor.



NICOLLETTE

ISSUE: #165 (August 2009)
AGE / OCCUPATION: 25 / Party Favor
FAVORITE DRIVER: James Revilla
FAVORITE RC CHORE: Anything, as long as I'm blindfolded!
NICOLLETTE ON RC: Posing with real cars is cool, but this was fun too.



MERCEDES

ISSUE: #166 (September 2009)
AGE / OCCUPATION: 26 / Manwich Taster
FAVORITE DRIVER: Mike Truhe
FAVORITE RC CHORE: Working on monster trucks.
MERCEDES ON RC: XRC is the best RC magazine.

$6 in Stickers Can Fix Ugly



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TRUCK-X2

Resurgence

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Each DVD is about an hour long and filled with the stuff you wish you could do with your rc ride~







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PROFESSOR of the YEAR



We're guessing James picked Lisa because of the Lakers jersey.

LISA

ISSUE: #167 (October 2009)
AGE / OCCUPATION: 26 / Baller
FAVORITE DRIVER: Jared Tebo
FAVORITE RC CHORE: Radar-checking top speed.
LISA ON RC: These things are fast; I checked!

ASHLEIGH

ISSUE: #168 (November 2009)
AGE / OCCUPATION: 22 / Tool Chest Hider
FAVORITE DRIVER: Fred "Macho" Medel
FAVORITE RC CHORE: Anything with a Dremel!
ASHLEIGH ON RC: There weren't actually any parts in the secret parts box, just corn tortillas.

BRITTNEY

ISSUE: #169
AGE / OCCUPATION: 22 / Balloon Blower Upper
FAVORITE DRIVER: Travis Amezcua
FAVORITE RC CHORE: Holding a balloon! Wait... that's not an RC chore...
BRITTANY ON RC: Can cars really get swine flu?

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OVAL NATION

Can't get enough circle track racing? Want the lowdown on the newest parts and news in the world of oval? Got a picture of your buddy dancing on a stool at Hooters? Check in every month to get the inside line on all things oval. This is Oval Nation!
Got something cool you want to see in the Nation? E-mail it to RCThunder@aol.com.

words: Mike Boylan

Real Gas, Real Big, **Real Racing!**

One type of racing that is very popular, but not very publicized, is quarter scale. These gas-powered racers have been around for dozens of years, and provide some of the most realistic and exciting racing found in RC. The Quarter Scale Auto Club provides the closest thing to big car racing that you can get without putting a helmet on! QSAC provides six National races a year, and is split up into Eastern, Central and Western Districts. There are currently over 20 racetracks across the United States, with racing divided into four classes for all different experience levels: Sportsman, Super Truck, Grand National, and Sprint. Check out their Web site to find a club/track near you: ***www.qsac.org***



The 2010 QSAC NCS (National Championship Series) Schedule:

April 16-17: DFW Speedway — Dallas/Fort Worth, TX
May 14-15: Northwest RC Speedway — Pasco, WA
June 11-12: Carolina RC Complex — Easley, SC
July 16-17: Boulder City Raceway — Boulder City, NV
August 20-21: Lagoon Park Raceway — Montgomery, AL
September 17-18: Veteran's Park Speedway — Algona, IA

Quarter-scale... it's alive!





GFRP IS CREATING MORE HAVOC

Go Fast Racing Products is proud to announce they are releasing a new dirt oval ride this fall, the 'Havoc 2.0'. With a street price just under $400, the company did not skimp or make a less quality car; it simply made a better, less expensive one. Just after the 2008 Open Wheel race, GFRP started looking to make a car for the newer LiPo technology. So after about 10 months of testing designs and ideas, the new car is now complete. The new 2.0 car features all the same high-quality GFRP machined parts as the original. Then add in the Lunsford Ti turnbuckles, hinge pins, IRS Shocks and MIP cvd kits, and you get some serious bang for your buck.

THE TWO BIGGEST DIFFERENCES ON THE 2.0 CAR:

* The angled battery balances the car back out, due to the weight differences between a LiPo and a NiMH battery.
* The back half of the car was redesigned to be lighter, as well as much more adjustable.





CHECKING BRUSHLESS *Just Got Easier!*

The Motor Measurement System is an interesting new device that claims to measure the resistance of your brushless motor windings, to help you figure out the best combination of your motor components, and to help tracks and races tech motors much easier. The MMS comes ready to go with an LCD screen that will measure winding resistance from 0.1 to 399.9 milli-ohms. Readings can be done with the motor in or out of the car, and/or with the rotor in or out of the motor. The MMS has single or two pole operation modes. Single pole mode is for when the motor is apart, to measure each coil independently. Two pole mode is like a quick reference check to make sure the motor is the correct winding. Now tracks can do a quick brushless motor check trackside (regardless of labels or markings), instead of un-soldering a motor and removing the rotor to get a good inductance number.

MSRP is about $80. You can contact MMS at mr-rms@hotmail.com.

THE OVAL TOUR BEGINS

The 2009 Oval Masters was another great race held at Greeneville RC Speedway, hosted by Allan Arrington and Mike Russell, and title sponsored by Hyperdrive and Thunder Power RC. Drivers were represented from 21 states this year! The Masters crowns the manufacturer that accumulates the most points out of the three largest classes. This year it was won by KSG Motorsports, which, amazingly, captured the win in all three classes: 13.5, 10.5 and 7.5! They were followed by Hyperdrive, CRC and CEFX. The largest class there was COT with 46 drivers, and the 17.5 Sportsman Truck class created a lot of interest, as it is designed to bring new and veteran racers together while putting a lot of emphasis on driving skills. This race was the debut event of the new TOUR, which not only developed a National rules package, but also crowns a National Championship winner based on points from the four major oval races: The Masters, Snowbirds, BRL Champs and TOUR Nats.





EVENT WINNERS:

13.5 COT 1S: Caleb Mullins
10.5 1S: Rick Talbot
7.5 TOUR Mod 1S: Andy McClellan
17.5 Sportsman Trucks 1S: Bill Maye
21.5 3200 2S: Gary Warren

» RUMOR MILL

TWO VERY HOT TOPICS BUZZING ON THE BOARDS ARE Speed Controls and the return of **mono-ball** cars. KSG was testing this new rear suspension at the Oval Masters, and it provided great results. CRC and CEFX already have cars on the market this way. This setup hinges the rear pod solely on a rear pivot ball (without a t-plate), changing a car's spring rates and geometry. **Mono-ball cars were big back in the '80s,** and as they say, things go in circles. T-plates are not going anywhere, as Muddslide has been spotted with a brand-new tuning plate where racers can control the softness and flex with innovative screws built into the plate itself.

The speed control market is a more sensitive topic, under great debate. Companies are learning how to optimize their controllers for 1S racing, including CRC's new Advance, and the Castle Creations Mamba Max has been shown fast on the track (which does need an internal mod to make it work on 1S). The word is that **Castle is working on a 1S speedo** that may be out the first of the year, and Tekin is rumored to have all new software for 1S racing soon (which will be a free download for their customers!). Racers have lost their tuning with brushed motors and batteries, but in this high-tech world, **speedos are the new frontier,** and giving racers plenty to play with at the races (and at home on the bench). Some area race leagues include **locking in existing speedos,** like the BRL for the time being, while others are not putting rules on speed controls, such as ROAR.

We now have more grip without the smell! Epic has hit a home run with their new **odorless traction compound** 'Sticky Fingers,' with both price and performance. CYA at the races!

Sticky fingers is what happens when you play with pancake sauce.

THANK YOU

from everyone at the

nitro X cross

world championships OCT 15-18, 2009

We would like to thank ALL of those Pit Crew members and Sponsors involved in putting forth an incredible amount of effort and support in making the 2009 Nitro Cross World Championships a successful event by giving it their ALL! In addition, the 235 entrants from 4 countries demonstrated such a high degree of professionalism that it made for great national television coverage on SPEED, MavTv, VersusHD, and The Outdoor Channel.

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BROWN NOSE



I've been working on this one for about a month, and it has really turned out good. Good enough for me to try to get it in Racer's Rides maybe? It would be cool to see it in your magazine. This build was mainly inspired by James Revilla's excellent write-up (and Jason Boulanger's beautiful photography work) on the Axial SCX10 in the April 09 issue:

- Axial SCX10—three-linked front, four-linked rear, w/RC4WD 90mm scale shocks
- Rear links stretched to match body
- Tekin FX-R/Tekin 35T/7.4 v LiPo
- Hi-Tec 5645MG servo/Hand Bros. steering kit
- Pro-Line CGR 1980 Chevy Blazer shot w/ Testors gold and black. Vinyl pinstripes
- Bumpers and sliders are stock Pro-Line products, hard-mounted to the chassis
- Axial 1.9 wheels/Pro-Line Flat Irons
- Driver is a WWE figure named JBL (finding a suitable driver is one of the toughest parts of building a scale truck IMO)
- 3Racing winch
- Controlled by a modified Traxxas TQ3



Justin Bradshaw Layfield!

Mike Corvin
Sterling, VA

YOU'RE A CREEP

Here is my new Venom Creeper! It has a Futaba 4-channel FM stick radio, two Tower Hobbies high torque MG servos with Integy alloy servo horns for 4WS, a Novak Rooster crawler ESC with 55T motor, and to top it all off a custom painted body from www.victory-rc.com.

Matthew Davis
Sheboygan, WI





YUP!

Derek B: Hope you like my son's XRC Model tribute Slash. The guys sure love it at the local track. I decided to paint something different on his truck. Thanks for the awesome mag.

Rick, Bradenton, FL





STILL GOOD

I just finished my SC10. I think it turned out okay. I have installed the Traxxas 12-turn motor in it so I can race in the Slash class at my local track, though there are still naysayers. I have a LRP IPC V7.1 speed control in it. A Futaba FASST radio compliments the kit just fine. I love this truck.

Matthew Hill





Scale Rust

Hello Derek and everyone at XRC. Just wanted to submit my latest creation for consideration. As soon as I saw the SCX kit from Axial, I knew I had to have one! I kept adding scale parts to my AX10 for trail running with my buddies, and then taking them off for maximum rock-crawling performance. Neither version of the same truck was what I really wanted. Now I have exactly what I want for trail running and it crawls pretty well, too. It's basically the SCX with AX10 shocks at full droop, with a Traxxas XL-5 waterproof ESC and 2075 servo, and a Novak 45-turn motor. I flipped the tranny, mounted the MaxAmps 4700 battery in the front and made a tray to hold the Traxxas waterproof receiver box containing the Spektrum receiver and ESC near the rear of the frame. The body is a Parma Bronco that I melted with a torch in spots and brush-painted to simulated dents and rust. The rest of the paint is airbrushed Parma Faskolor. I added the Pro-Line goodies and some scale truck parts from a kiddy RC and the interior is a Lexan piece for an Indy car that I brush-painted and sealed up with RTV silicone. This truck is great! I love how it looks and performs! Thanks for the consideration and I hope you like it!

Lantz Sims
Enola, PA



All hail scalers.



IT'S TIGHT

Here are a few shots of my new Pro-Line tuber with panels on my Axial. I am still fairly new to the RC world. I purchased my AX10 a little over a year ago and since then have used up a few bodies while modding and upgrading when it's affordable. Currently I am running the Mamba Max with brushed motor, Integy shocks with internal springs, Praline wheels with memory foam, saddle-type battery setup for extra weight up front and high clearance links all the way around. I used an internal graphics kit and paint and stickers for the body panels. I hope to use more scale accessories in the future, but like with a lot of hardworking people out there, money's tight and the RC budget is even tighter.

Shayne Johnson
Payson, AZ

Now it's your turn to buy rigs for the wife and son.



The Good Wife and Son

I am a fortysomething teenager who just recently got into nitro monster trucks after my wife got my son got me a nitro truck for Christmas. We have been hooked ever since.

I like your magazine very much: It has great articles, how-tos and reviews—everything a newbie like me needs. I am sending along some shots of my (mostly) stock Duratrax RTX27, which I got a few short months ago. I have made some modifications and spent a few $$ on it and now unveil to you all the new RT28 Bad Bug!

First off, I replaced the stock Super Tiger .27 engine with an Axial .28 Spec 1s; this was a major improvement. It now has a Buku pipe, which has added all-round power and performance. I also replaced the stock steering servo with an aftermarket high-torque 202 oz. servo. The stock body was replaced with a Pro-Line Baja Bug body painted and decaled by yours truly. I also painted the stock aluminum chassis with green anodized auto paint and added some nice chrome and green rims and tires from NitroRCX. Finally, the radio system is a Spektrum DX3S with telemetry built in.

All in all I am quite proud of my first custom ride, what do you guys think?

James Recoskie
Ottawa, Ontario Canada





PROBABLY STUPID ... WE MEAN INGENUITY

This is a small piece of my collection of RCs. Just a good way to show I have too much free time. This is my scratch-built 6 x 6 with AX10 axles. I built my own suspension and aluminum chassis. The shocks are full droop set up. It is using all waterproof electronics and probably the neatest thing is that it has a functional power tilt bed, working lights, and a winch on the front; for winter there is also a working snowplow that goes on it.

Behind it is my scratch-built tandem axle boat trailer that has a working jack on the front, working yellow maker lights on the side and red taillights on the back. The lights on the trailer even plug in to the back of the truck to get their power. I am not sure whether my build shows skill, ingenuity, stupidity or all of them, but it is definitely fun. Love your mag!! Keep up the good work!!

Clay Nighswander
Newport, MI

WE LIKE YOUR MOVIES

Here are my stock and modified Traxxas Slash trucks. Can you tell who my favorite racecar driver is? The Amp Energy Slash is bone stock except for the Spektrum Pro 3001 receiver. The National Guard slash has an Outlaw double deck carbon fiber chassis, a set of Traxxas big bore shocks, a Novak Havoc 13.5 brushless system, a Spektrum Pro 3001 receiver, and front and rear graphite shock towers. I love racing both of them every week. Thanks for looking and keep that great magazine coming.

Kevin Smith, Macomb, MI





Backyard Party: Mario's House



Hey, I am from Cayman Islands and I read your magazine every month. I have a Team Magic and Serpent that I race on my own track that we built in my backyard, which is the only track on the island, so lots of guys come and race on Sundays. We all love your magazine and hope one day you could run an article in your magazine about us ...

Mario Rankin
Cayman Islands

WANT TO SEE YOUR RIDE IN RACERS' RIDES?

Send us pictures of your car along with a description of what it's got. We prefer digital files (no zip files please) in a high resolution, so be sure to flip that switch on your camera to the "fine" setting. One submission per month will receive a full-year subscription to *Xtreme RC Cars*, an *XRC* T-shirt, and a xxx-main paint DVD!

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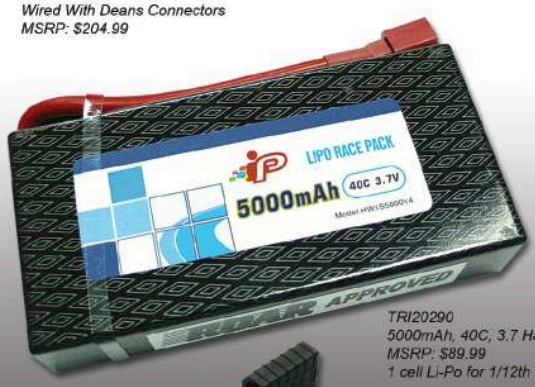

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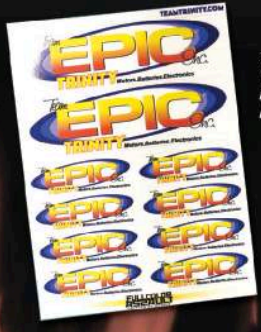

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