ONE GIANT CEN TRUCK *IS HUGE SCALE THE NEXT BIG THING?* pg. 18



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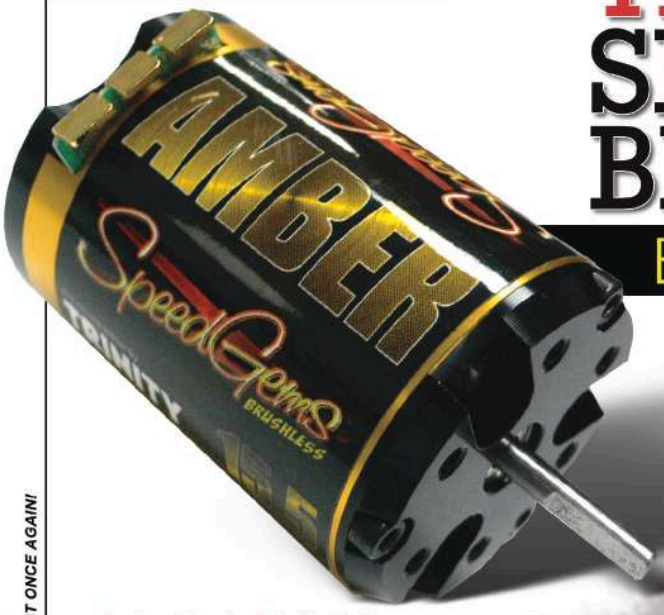
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EDITOR'S PICK

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.



$89.99 msrp

CONCLUSION

What can we say, superior performance at a great price, nothing is better than this!

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.

The SpeedGems Brushless Motors Feature Adjustable Timing, Super Strong Neo Magnets, High Performance Ball Bearings. Easy To Remove Endbell Design Allows For Easy Rotor Change And Cleaning.

*Works With Most All Serious Racing Sensored & Sensor Less Speed Controls. Will Not Work Wit Thermal Sensor Speedos as Like Those Made By Novak.

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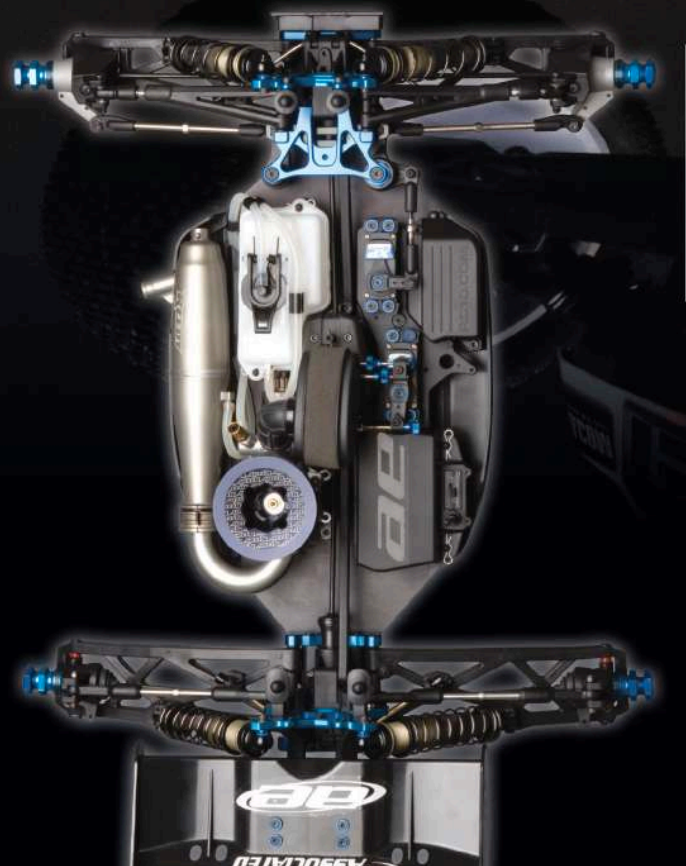
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RC8T FACTORY Team

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

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NEW!

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FOR SLASH®

"Media Feedback
…it all comes down to the numbers. According to the stopwatch, my laps were about 1.5 to 2 seconds faster with the Pro-Line's suspension system."
- RC Car Action

"Hobby Shop Talk
The ProTrac™ Suspension Kit is the single most important upgrade you could do to your Slash®."
- Jimmy Babcock, Hot Rod Hobbies & JBRL

"Enthusiast Feedback
The handling is unbelievable. You can actually drive it competively!"
- Gordy Wiliardson



RACE INSPIRED TECHNOLOGY = YOUR SLASH IS FASTER.

"From a Basher's perspective, we felt that durability, ease of installation and affordability was key. From a hardcore racer's perspective, it was clear the performance, tunability and the finish work were the focus."

A.I.I. IN ONE

ID#6062-00

PROTRAC SUSPENSION KIT



PowerStroke Shocks (*Front*)
Product ID : 6063-00



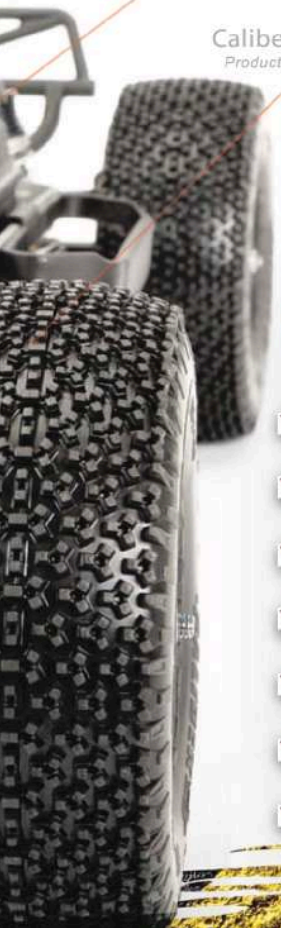








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Product ID : 1156-0x



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Race frequently. Read Xtreme RC Cars.
Printed in the U.S.A

New LiPos from Team Orion have the racing world all charged up.

EXTREME POWER. ENHANCED PERFORMANCE.

No wonder the racing community can't get enough of our new LiPos. They're developed from power-packed carbon-molecular technology. And they offer the race-proven performance you expect from the Team Orion name.

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Our 1/10-scale Carbon-LiPo Packs fit perfectly into the Traxxas Summit and E-Revo. Our 1/16-scale Carbon-LiPo Packs do the same for the Traxxas E-Revo and Slash. We designed them all to give you the maximum power from all these vehicles. Plus, the packs come with three different skins (shown here) you can use to customize your batteries.



ORI14140



ORI14141



ORI14142

Carbon-Molecular Packs

Available in various mAh and C ratings, our Carbon-Molecular Packs are ROAR approved and available with Deans, Traxxas and plug-type connectors.



ORI14023



ORI14025



ORI14016

To see Team Orion's complete product line-up and to find a retailer, go to **www.horizonhobby.com**.

TEAM ORION

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It's late and humor is low. Maybe next month something amazing will be said.

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X12 X12 TECHNOLOGY FOR STOCK RACING



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)	

EASY-TECH FEATURES



Sealed winding



Laser-engraved turns



Black coated shaft and magnet

REBUILDABLE

Rebuildable - Machined 7075-T6 aluminuim can, short/lightweight design and maximum airflow.

EASYSOLDER DESIGN

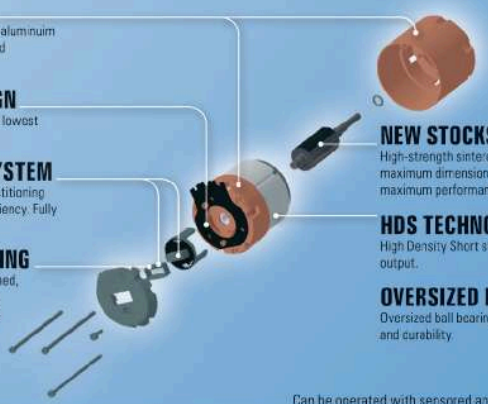
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Revolutionary precise sensor postitioning for best power, throttle and efficiency. Fully adjustable and replaceable.

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

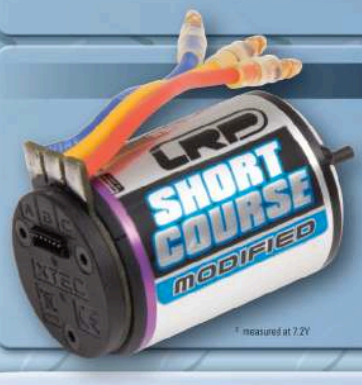
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High Density Short stack for highest power output.

OVERSIZED BALL BEARINGS

Oversized ball bearings for highest performance and curability.

Can be operated with sensored and sensorless speed control



[1] measured at 7.2V

SHORT COURSE MODIFIED

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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a2

REMOVE HEAD INSERT INTO ARSE

I bet some of you think this is the most accurate photo of Derek yet.

It's two-thousand-freaking-ten! What the hell happened? About 10 years ago I entered the world of RC media and back then my thoughts and ideas of the industry were unjaded and optimistic. I thought that since the industry was doing so well, it would be a model of efficiency, inspiration and fortune. And I thought that maybe, in some sort of strange way, I could make a difference.[1]

I've come to realize that, like many things, the machine of RC is a universe of inertia; to change its direction might require more than just some strong words, maybe even a few "shootouts." Unlike in my last month's editorial, which was all warm and fuzzy, I'm going to just rant about the many things we do in this industry that are so counter-productive and detrimental to its overall health. Sometimes I just stare at the screen wondering if I would be better off to just fade into the monotony of the machine.[2]

The Internet has changed many things[3], but how do we still limit when press releases are seen on some sites and not others? Once the information is out there, it's out there. Same goes for "exclusive reviews." It's not really exclusive if someone can buy it at the hobby shop. Why don't we just ditch our limited "hobby-only" tradeshow and head as a group to the New York Toy Fair? We go to Germany and see the value and size of that, yet we have shows that barely attract anyone but locals, and present RC in the lamest ways possible: as static, and on terrible indoor courses.[4] How do we not have a set of standards, or a board that can help guide racing that's not just a bunch of volunteers who aren't even really in the industry? What other industry relies on having people that don't make a living in it to help guide its fate?[5] Why do we continually race in third-world countries when we can race in the home markets where people can afford to actually buy the products? Why do we have IFMAR qualifying for short course trucks? Why are all the cartoons I loved as a kid becoming terrible movies? Why does cheese smell so bad, but taste so good?

There are lots of questions that can't be answered until we do one thing as an industry: Reach down, remove our pants and pull our heads out of our asses—because waiting until it goes so far up that it pops out on top just isn't an option anymore.[6]



Godspeed,



Derek Buono
Executive Editor
derekb@rc411.com

1. I think I've made a little bit of a difference.
2. Ignorance is bliss they say, and that's oh so true.
3. Facilitating an overload of porn, the ability to become an instant expert, getting beer delivered to your door, and even dating.
4. Filling the show with wandering industry people doesn't count.
5. Don't get bent out of shape, but it's true.
6. Starting off this year's editorial lineup in true angry bald guy fashion!

» TEAM RANTS

MIKE VELEZ [NOT A DECATHLETE]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... Doppelganger.

A RANDOM ANGRY RANT... Why do people name drop? I can't stand that - am I supposed to be impressed?

A RANDOM NICE RANT... My buddy Bruce is such a cool guy. 'Bruce who?' you ask? Bruce Jenner of course.

DEREK BUONO [NO ANGRY RANT? HOW WEIRD!]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... Student loans, lets spend money on making people more educated by learning… not by fear.

A RANDOM ANGRY RANT... Isn't it easier to just do things than just talk about doing things?

A RANDOM NICE RANT... Check back next month.

JAMES REVILLA [LOVES J-WOWW'S "J-WOWW'S"]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... "Jersey Shore." Wait - that's two words.

A RANDOM ANGRY RANT... I miss eating prime rib, pizza, Yoshinoya, ice cream, and Nestle's Crunch.

A RANDOM NICE RANT... I love the SB girls for helping me stick to my diet (Java Chip Light? WTH?), but hey - at least it's good for me.

MIKE McMAHON [CAN GROW A SWEET BEARD]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... Moist. Just sounds grubby.

A RANDOM ANGRY RANT... Getting ready to just yank all these teeth. Dental crowns, round 4!

A RANDOM NICE RANT... Glad my man Skinner is good to go!

DAVE PALACIOS [WHATEVER, DAVE. WHATEVER.]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... Whatever. I hate it.

A RANDOM ANGRY RANT... I hate it when people drive like idiots. You know who you are, and if you don't think people drive like idiots, well you're the idiot people complain about.

A RANDOM NICE RANT... It's deadline, I have nothing nice to say.

CARL HYNDMAN [1,000,000 PERCENT]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... Hunger.

A RANDOM ANGRY RANT... I hate people who drive in the fast lane!

A RANDOM NICE RANT... Everyone should be as macho as me.

BRIAN SKINNER [LIKES PROCTOLOGISTS THE MOST]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... "Whatever", as in "Whatever dude!" Totally bugs me!

A RANDOM ANGRY RANT... Cancerous tumors suck, I hate them, you have to do surgery and stuff!

A RANDOM NICE RANT... Surgeons are pretty cool, I use to not like doctors, but after meeting some surgeons, they're not all so bad after all!

JEFF EVELEIGH [WHO CARES? YOU'RE FROM CANADA]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... BUSH, but that word needed to be removed a good 9 years ago!!

A RANDOM ANGRY RANT... Derek smells like a barf bag wrapped in expired mayonnaise.

A RANDOM NICE RANT... Derek's mom is awesome!!!!! Hi Derek's mom.

JASON BOULANGER [HELLA LOVES CARL'S MACHO-NESS]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... "Hella", as in "Using this word makes me sound hella retarded."

A RANDOM ANGRY RANT... this low-calorie diet sucks… where's my Chipotle?

A RANDOM NICE RANT... Everyone should be as macho as Carl.

MIKE BOYLAN [MODS, JUST BAN HIM]



IF I COULD REMOVE ONE WORD FROM THE WORLD IT IT WOULD BE.... Bailout.

A RANDOM ANGRY RANT... People that love their hobby shouldn't use public boards to criticize it.

A RANDOM NICE RANT... Don't blink... life goes by faster than you think.

The ultimate advantage is here.

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



I-BEAM

Designed for tracks with a little bit of loose dirt.
Available in various configurations:
1:8 BUGGY #14001S Soft
1:8 BUGGY #14001M Medium
1:8 BUGGY #14001SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14001SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14001MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14001MPY Medium, Pre-Mounted on Yellow Rims



CITYBLOCK

Ultimate all purpose tire.
Available in various configurations:
1:8 BUGGY #14002S Soft
1:8 BUGGY #14002M Medium
1:8 BUGGY #14002SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14002SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14002MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14002MPY Medium, Pre-Mounted on Yellow Rims



GRIDIRON

Ultimate racing performance best suited for hard-pack.
Available in various configurations:
1:8 BUGGY #14003S Soft
1:8 BUGGY #14003M Medium
1:8 BUGGY #14003SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14003SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14003MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14003MPY Medium, Pre-Mounted on Yellow Rims



CROSSBRACE

Best suited for Loamy tracks .
Available in various configurations:
1:8 BUGGY #14004S Soft
1:8 BUGGY #14004M Medium
1:8 BUGGY #14004SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14004SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14004MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14004MPY Medium, Pre-Mounted on Yellow Rims

SC 1:8 Wheel Adapters


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



Looking for better handling and a wider tire selection for your Traxxas Slash or Associated SC10? AKA has what you need! AKA 1:8 wheel adapters for Short Course trucks. Made from 7075 aluminum and hard anodized, these wheel adapters are a great upgrade to your Associated or Traxxas truck. The adapters come with all necessary pieces for use and include AKA "SureGrip" 17mm nuts to keep the wheels securely on the hubs. The adapters install in just minutes and require zero modifications to the truck. The stock width and steering radius are kept in tact. Improve your tire choice and handling by getting a set of AKA 1:8 Wheel Adapters for your Traxxas Slash or Associated SC10. All popular 1:8 buggy wheels can be used including AKA and Associated SC8 wheels.

33001 - Slash 1:8 Wheel Adapters (Complete Kit)
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)
33008 - SC10 1:8 Wheel Adapter Maintenance Set

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FEATURES:

for complete details, please visit hpiracing.com/blitzESE

- COLOR CODED SUSPENSION PERFORMANCE
- COMPOSITE MAIN CHASSIS
- FIRM ARMS
- FIRM SHOCK TOWERS
- FIRMER SKID PLATES
- FIRMER BUMPERS
- COMPOSITE FRONT BULKHEAD
- ALUMINUM FRONT ARM MOUNT
- ALUMINUM SHOCK BODIES
- ALUMINUM SHOCK TOP CAPS
- ALUMINUM CARTRIDGE CAP
- FIRM SUSPENSION MOUNTS
- BALL DIFFERENTIAL
- UNIVERSAL DRIVE SHAFTS
- TRAILING AND INLINE STEERING BLOCKS INCLUDED
- CNC SERRATED ALUMINUM, LARGE DIAMETER WHEEL NUTS
- HEAT SINK MOTOR MOUNT
- LIGHTWEIGHT SLIPPER/ SPUR CARRIERS
- TITANIUM TOP SHAFT
- ALUMINUM LOCKNUTS
- 7075 ALUMINUM BALL STUDS
- TITANIUM TURNBUCKLES
- HIGH IMPACT FIRM BALL CUPS

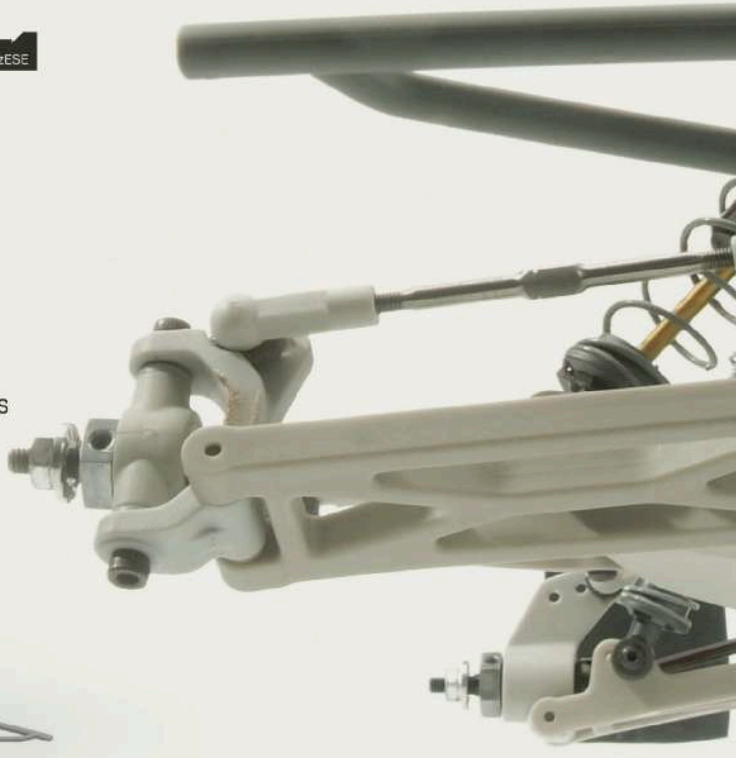
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Ti 6-4 (AEROSPACE GRADE TITANIUM)

> TURNBUCKLES

> TOP SHAFT





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ATTK-10
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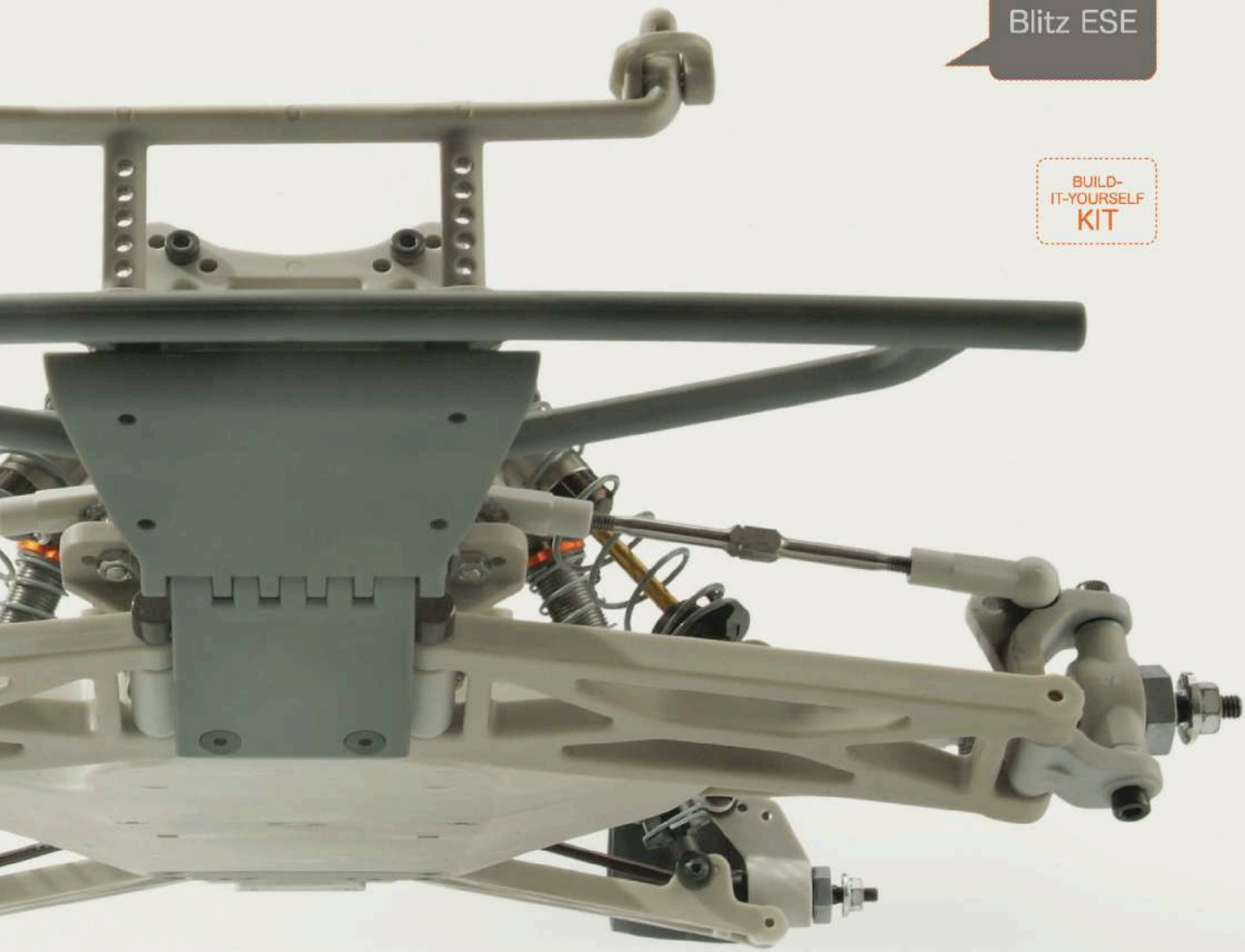
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Now we wait for a Squirrel Edition AX10.

AXIAL GETS ATTACKED BY A SQUIRREL

One of the friendliest and most helpful people on the RC planet, Scott Hughes, has joined Axial Racing. In his new position as Global Sales Manager, Hughes will be responsible for national and international sales accounts. "We are pleased to welcome Scott Hughes to the Axial family," says C.E.O Jeff Johns. "His extensive experience within the R/C industry on and off the track is an excellent match. We know that he'll be a major asset, especially with what Axial has planned for 2010 and beyond." The name should be familiar to all our readers and everyone in RC as he spent the last 12 years at Pro-Line Racing.

www.axialracing.com



SMALL FOOTPRINT, BIG POWER

Team Epic has a new line of saddle pack LiPo batteries. Featuring a smaller size to fit most 4WD buggies and 1/12-scale pan cars, these IB LiPos are rated at 5000 mAh 35C or 5200 mAh 40C. Each pair includes a prewired plug with balancing adaptor.

Part Number and MSRP:
TRI20309 (5200mAh 45C) $214
TRI20310 (5000mAh 35C) $200

www.teamepiconline.com



Cirtix Powered

Speed Passion recently introduced its new revolutionary Cirtix series of 1/10 and 1/8–scale brushless motors. Designed to be used in any mod 1/10-scale off-road or on-road vehicle, as well as 1/8 buggy and truggy, the Cirtix motor series feature a powerful and efficient slotless motor design, combined with a sensored application for no cogging at lower speeds. The Cirtix is the first slotless motors compatible with any sensored ESC!

Both the 1/10 and 1/8–scale motor lines are built to ROAR legal specs, and approvals are pending as of publication.

www.speedpassion.net

Limited Edition

Designed by renowned engine expert Adrien Bertin with feedback from Losi driver Mike Truhe, the Team Orion CRF .21 Mike Truhe Edition Ceramic Buggy Engine Nitro Kit delivers the ultimate combination of speed, torque and fuel economy. This high-performance competition-level engine for 1/8–scale buggies and truggies features a patented CRF crankshaft, a 5-port ABC piston and cylinder, a custom-machined and lightened cylinder head, an aluminum twin-needle, a slide-valve carburetor with replaceable venturi inserts and an aerospace-quality ceramic rear bearing. The Nitro Kit includes an engine, EFRA-legal #2013 tuned pipe and manifold.

Part Number: LOSR1901
MSRP: $540
www.losi.com





HIGH VOLTAGE

Looking for some macho servos for your ride? Check out these two new High Voltage servos from JR Racing. The Z9100HVS is a high-speed servo with a .06 second transit time at 7.4v and 230 oz.-in. of torque. The Z9100HVT is the high-torque model with 480 oz. in. of torque and a .12 second transit time at 7.4v. Both servos can be powered by a 7.4v pack without a regulator for maximum power, and feature a newly designed aluminum case and JR's "SuperSteel" gears for reliability.

Part Number: JRPSZ9100HVS / JRPSZ9100HVT
MSRP: $200/each
www.jrradios.com

We have seen "City Blocks", now "Suburbia's", so what's next?



Suburbia

The 2008 ROAR National Champion tread and compound is now available for your 4WD buggy front. Introducing the new Pro-Line Suburbs 4WD front tire, available in Pro-Line's M3 (soft), new MX (blue-groove/high heat) and MC (clay) compounds. Internal carcass webbing resists tire expansion under acceleration and deceleration, while internal sidewall ribbing maintains sidewall structure in extreme traction conditions for greater corner control. The Suburbs include single stage firm foam inserts, and are sold in pairs.

Part Numbers:
8208-02 (M3 Soft)
8208-16 (MX Blue-Groove/High Heat)
8208-17 (MC Clay)
MSRP: $15/pair
www.prolineracing.com

BIND AND DRIVE

Losi's popular 1/18 Mini-Rock Crawler is now available in a Bind-N-Drive™ version. The Mini-Rock Crawler BND utilizes the same design elements as the ready-to-run version, including a Tuber-style body, multi-link suspension system, 4WD drivetrain and center-mounted 3-gear transmission. The Mini-Rock Crawler BND includes everything consumers need to run the vehicle, except for the transmitter—so if you already have a Spektrum radio system, you can bind it to the Mini-Rock Crawler BND and get moving without having to purchase a second radio system.

Part Number: LOSB0222BD
MSRP: $210
www.losi.com



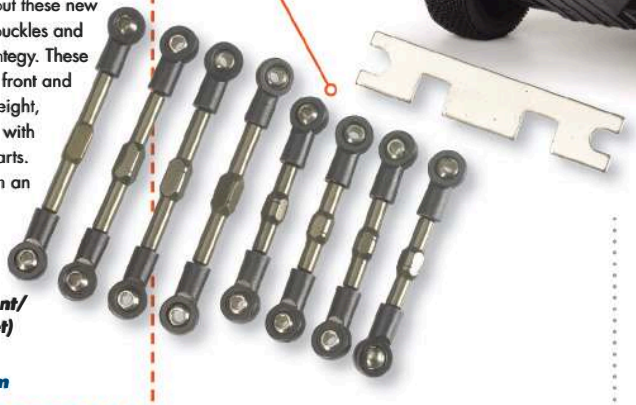
Push My Rods

Looking for some more adjustability on your 1/16-scale Traxxas E-Revo or Slash VXL? Check out these new front and rear turnbuckles and push rod set from Integy. These allow you to adjust front and rear toe and ride height, which you can't do with the stock molded parts. Each set comes with an adjuster tool.

Part Numbers: T3405 (front/ rear turnbuckle set) / T3406 (front/ rear push rod set)

MSRP: $21/set

www.integy.com





RIDE THE SILVERADO

Chevy race fans, get ready to go thrashing through your off road terrain with your Traxxas Slash, Slash 4x4 or Associated SC10 and Pro-Line's new Chevy Silverado race body. This licensed body features extremely pronounced fenders for an attack-like stance, and is made from crystal-clear genuine GE Lexan. The body includes window masking and a detailed decal sheet.

Part Number: 3307-60

MSRP: $36

www.prolineracing.com



CIVIC CUPPER

Cup Racer and Switch owners... HPI Racing's popular Honda Civic Si is back! Completely revised decals and revised tooling make it a perfect fit on Cup Racer cars as well as many other "mini" size cars with a 225mm wheelbase. HPI has also added front and rear light buckets for the ultimate in realism. A convenient pre-cut decal sheet comes with window lines, tinted rear and side windows just like the real Civic Si (EK9), two different radiator/intercoolers, official Honda logos and even some retro HPI logos thrown in. A clear protective overspray film and window masks help when painting your new ride.

Part Number: 7024

MSRP: $22

www.hpiracing.com



About as rare as a real 4WD Civic.

El Gigante





Part Numbers:
CEG5001 (monster truck)
CEG5002 (buggy)
CEG5003 (truggy)

CEN Racing went big—as in 1/5–scale big with the new Matrix5 line of vehicles. Available in buggy, truggy or monster truck form, the Matrix5 features shaft-driven 4WD, a 30cc gas engine, full metal gear diffs, 4mm T6 aluminum chassis, universals, ball bearings, and a fully adjustable suspension. All three versions are ready-to-run with CEN's Skyion DX-Pro FM radio system.

www.cenracing.com

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BIG GIG

HPI Racing has upgraded its ready-to-run 1/5–scale Baja series to 2.4 GHz! Both the 5B 2.0 buggy and 5T truck now include HPI's new 2.4 GHz radio system, which consists of the TF-20 transmitter with spread-spectrum radio technology and the new 2-Channel RF-30 matching receiver. No more worries about radio conflicts, crystals, or radio interference, the 2.4 GHz upgrade is a worthwhile addition to the highly successful Baja range.

Part Numbers and MSRP:
103850 RTR Baja 5T with 2.4GHz, $2400
103859 RTR Baja 5B 2.0 with 2.4GHz, $1950
www.hpiracing.com



We'll say it again: make 2.4gHz standard for all RTR's!



On-Screen Thrills

RedHill Games has just released the newest version of its 1/28-scale racing game, 3DRC. It's is a unique racing game based around 1/28-scale RC cars, simulating the experience of small scale with its fixed-position players view, multiple tracks, and a pit to adjust each vehicle's settings. Online multiplayer support is included along with an integrated lounge chat to help players coordinate competitions. You can download a demo or purchase the full version from the company Web site. We tried it out for a bit and it's pretty fun! Features include multiplayer online play, ability to host servers, single player "practice" mode, optional computer cars for more competition, customizable paint schemes, different background environments to host racing in, varying vehicle types, a track editor/creator, a pit area to tweak car settings, four different race modes (stock, mod, pro-mod, and drifting), and joystick/RC radio support.

MSRP: $15
www.3drcracing.com



REBUILD YOUR O.S. .12XZ

The O. S. .12XZ Speed rebuild kit features a hardened chrome-plated cylinder liner for high durability and long life. The machined aluminum piston features parallel rings that trap fuel oils and use them as a seal to enhance compression and boost power. Racers can now get everything they need in one package: one cylinder liner, one piston, one connecting rod, one piston pin and two piston pin retainers.

Part Number: OSMG4801
MSRP: $160/kit
www.osengines.com



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Composite shock with adjustable pre-load



Functional bumpers with rubber mud flaps



Newly designed servo saver



Sealed two-belt drive train

Now you can enjoy Team Associated's world-class performance with true scale authenticity in a 1:18 scale electric truck! Team Associated is proud to bring to you the SC18; a 1:18 scale RTR (Ready-To-Run) electric 4WD off-road short course race truck.

- Authentic short course racing truck 0.8mm (0.03") polycarbonate body
- AMT™ Forged style wheels with aggressive tread multi-terrain scale tires
- 2-belt drive system for ultimate durability capable of handling most brushless/LiPo combos
- Realistic bumpers and rubber AE logo mud flaps
- Molded composite chassis with sealed drive train
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SC18
SHORT COURSE

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Official R/C Car of the

LUCAS OIL OFF ROAD RACING SERIES™
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AMT™ style wheels



XP3-SS 2.4GHz 3-channel radio system



Full ball bearing drive train



XP3-SS radio, battery & charger included

- Dual bell crank steering for improved cornering performance
- Newly designed servo saver for optimal straight line tracking
- Hinged battery strap for quick battery changes
- Complete set of 15 shielded ball bearings
- Composite fluid filled shock bodies with adjustable pre-load
- XP3-SS 2.4GHz 3-channel radio system comes factory installed

TEAM ASSOCIATED

26021 Commercentre Drive • Lake Forest, CA 92630 USA
www.RC10.com • www.teamassociated.com



GET THE EDGE

This new 4S LiPo from Racer's Edge offers huge power output and long runtimes. The hard case pack is a great option for 1/8–scale electric buggies or electric monster trucks with plenty of voltage and a 40C power rating. The pack comes pre-wired with a Deans Ultra Plug and it uses a JST-XH (Align) balance adapter.

Part Number: RCELP4S5000
MSRP: $200
www.racers-edge.com

Pro TOOLS

VP Racing sent us a sampling of its pro tools for RC. Shown here are the aluminum flywheel wrench, nut driver set and wheel nut wrench setup parts. The tools are made from anodized aluminum, and the nut drivers have grippy knurled handles. VP Racing has a whole line-up of tools, parts and accessories that can be seen on their Web site.

Part Number and MSRP: Varies by tool
www.vp-racing.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



#711 Reedy 4900mAh 35C
7.4V EFRA Spec

SHINY SLASH BY VENOM

CNC Machined from high grade Aluminum, all of theese new parts from the Venom Group are available in three great looking colors to personalize your Slash. The steering set, gearbox, and bulkhead are listed here; check out the Venom Web site for all the upgrades available.

www.venom-group.com

Part Numbers and MSRP:

VEN-4131O Aluminum Steering Set (Orange)
VEN-4131GM Aluminum Steering Set (Gun Metal)
VEN-4131R Aluminum Steering Set (Red)
$27/set

VEN-4137O Aluminum Rear Gear Box (Orange)
VEN-4137GM Aluminum Rear Gear Box (Gun Metal)
VEN-4137R Aluminum Rear Gear Box (Red)
$75/each

VEN-4134O Aluminum Front Bulkhead (Orange)
VEN-4134GM Aluminum Front Bulkhead (Gun Metal)
VEN-4134R Aluminum Front Bulkhead (Red)
$21/each







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We all get to lose one hour of sleep on the 14th.

MARCH 2010
RC EVENTS CALENDAR

RACE GUIDE KEY

On-Road Race Off-Road Race

02 Read Across America Day
03 Jessica Biel's birthday

06 Surf City 700 (three-hour Enduro)
Huntington Beach, Calif. – Surf City Raceway
www.socal.rcracing.com

07 Tamiya TCS Championship Series #151
Fredrick, MD
www.tamiyausa.com

09 Panic Day
10 First Paper Money Issued, 1862
11 First Basketball game, 1892

13 SOCAL-RC.com short-course 2WD points series
www.socal-rc.com

14 Daylight savings time begins
17 St. Patrick's Day
18 First walk in space, 1965

20 ROAR Region 12, 1/10th-scale Electric On Road Championships
Camarillo, Calif. - Roadrunners RC Club
www.roadrunnersrc.com

20 3rd Annual RCX Challenge Hosted by The Greater L.A. R/C Racing Club
Pomona, Calif. – Pomona Fairplex
www.greaterlarc.com

23 Toast Day
24 Harry Houdini's birthday

25 ROAR Electric On Road Carpet Nationals
Gaithersburg, Md. – The Track
www.roarracing.com

26 Derek's birthday
26 Keira Knightley's birthday
27 Fergie's birthday
28 Palm Sunday
30 Passover
31 Don't-be-stupid-tomorrow-day

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1/12 PAN CAR
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EUROPEAN Junior INDOOR CHAMPION
RCAMERICA
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Fax: 214-744-2401, E-mail: xray@rcamerica.com
www.rcamerica.com
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www.teamxray.com
Tires, wheels, electronics, servo, motor and body are not included. Assembly required. All specifications are subject to change without prior notice. All rights reserved.

PRE-THREAD DIET



ALUMINUM SCREWS ARE AMAZING! They are super light, relatively strong, and usually come in cool colors. Now, when I say relatively strong, I mean that they are strong enough to do "screw duty" in many locations—but not all. Aluminum screws are actually much weaker than steel screws. Still, keep in mind that there is a huge mass savings with aluminum hardware (they weigh less than half of their steel counterparts). Choose their location for use wisely and base it on your experience with your chassis and the strength requirements you've found. The softer aluminum screw can break when being installed into fresh plastic parts, so be sure to first run a stock steel screw into the hole to cut the threads into the part before you jam an aluminum one into its place.

THROTTLE RETURN TEST

It is pretty much common knowledge that we should all be running some sort of throttle return spring on our nitro machines. Many people actually have them installed but often they aren't functional for one reason or another. It is important to do a simple test to ensure that your gas guzzler will slow when radio signal is lost. With your radio system turned off use your hand to rotate your throttle servo and open the throttle fully. Once you let go of the servo-arm your throttle return spring should bring your carburetor barrel directly back to neutral. If your return spring doesn't have the power to move your dead servo then your fail-safe system isn't working and needs some attention. Usually a firmer return spring or a different mounting location will do the trick but regardless of the fix – be sure that your return spring is doing its job properly before firing up your mill.





Blue threadlock, not red!

TOUGHER PRO WRENCH



Fancy hex wrenches are a must in this hobby for any serious builder. The hardened steel tips are virtually bulletproof while the easy grip handles feel comfy in your mitts. The only drawback is that the hardened tip can rotate within the handle under high torque conditions. Most pro tips have a flat spot ground into them for the retaining setscrew, but as an insurance policy, slap some blue thread-lock onto the screw to bolt her up with a little more authority. This will prevent any slip but still allow you to replace the tip if you need a different size or if you break your existing hex.



MOTOR MARKINGS

Most brushless motors look the same on the outside, and as we all build our arsenal of new-technology horsepower, it is easy to lose track of the specific motor details. To keep track of any changes to your brushless motors, use a dot-sticker (available at office supply stores) and mark the rotor, the number of turns, its shims and dyno status. You can put all of this info on the sticker for quick and easy reference later. The stickers are cheap and easily removable, so you have no excuse for not updating the info as motor use continues.

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THE FIRST THREE UPGRADES FOR YOUR RTR

STEPPING UP THE RIGHT WAY

words: James Revilla

Don't go overboard with upgrades. Learn to drive first.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

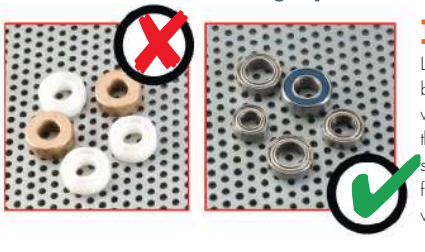
TOOLS NEEDED

- Wallet
- This article

With hundreds of RTR vehicles (ready-to-run) available in our hobby, it's easy to pickup everything you need to start with in one box. However, most low-cost RTRs, although capable of introducing the RC experience to a newbie, lack something for the more eager hobbyist. And let's face it—part of what makes the hobby fun is upgrading and increasing your RC vehicle's performance, reliability or durability. For this month's Starting Box we'll give you a few ideas on what upgrades you should consider for your RTR. We're not just listing a bunch of aluminum option parts or high-end upgrades; you don't need bling or top-of-the-line equipment to enjoy your RC. Instead consider this a three-step guide to bringing your RTR from box stock to a reliable and enjoyable machine!

A: THE ESSENTIALS

These three items apply to a majority of RTR kits, regardless of brand or electric or nitro category.



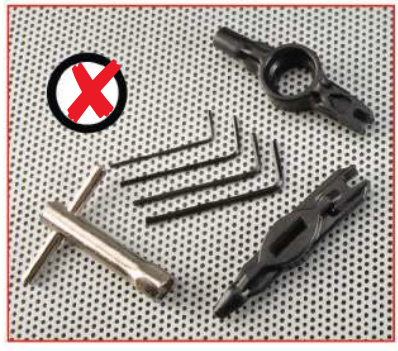
1. Ball Bearings / $30-50

Lately many RTR kits come with ball bearings installed, but not all. If you happened to start your RC experience with a bushing-equipped vehicle, then these should be the first upgrade. Ball bearings not only increase the speed and response of your vehicle by reducing rolling friction, but they also reduce axle and drivetrain slop, vehicle noise, and, best of all, extended run times.

2. Peak Charger / Around $30-up

Unlike the 8-12 hour wall chargers you might get with an RTR, a decent peak-type charger will charge more efficiently, automatically stop charging your battery packs when they are at full capacity, and extend the life of your batteries. Many peak chargers can charge different types of batteries; make sure you get one that can revitalize, at minimum, NiMH and LiPo. They also charge at higher rates (4-6 amps compared with 0.5-1 amp for the RTR wall charger type), which mean less down time and more driving! Even if you're running a nitro, you still have things to recharge like glow igniters or receiver packs. So nitro owners can benefit here as well.





3. Hobby Grade Tools / $5-up each; $50-up for sets

Okay this isn't actually on your ride, but how can you work on your vehicle without tools? Sure, the L-shaped Allen keys and stamped nut wrenches included in the box may be good enough for the first few times you have to work on your vehicle, but soon you'll find these things cumbersome. A set of hobby grade tools will greatly ease the job of working on your ride, and last a lot longer than the kit-included tools. Full sets cost anywhere from $80 on up, but you don't have to start with a full set right away. Individual hex wrenches and nut drivers run around $5 each, so you can purchase each driver you need over the long run.



B: FOR ELECTRIC RTRs

If you're starting with an electric-powered RTR vehicle, here's what you can do to get more reliability and performance out of your machine.



1. Upgraded Plugs / $5

With the exception of a few manufacturers, most electric RTRs default to using the good old "Tamiya plug" type connector between the ESC and battery. They're great for beginners, but they wear out easily and are prone to melting from heat. Changing connectors to a high-quality unit will give you less electrical resistance and a more durable connection. They're also easier to plug/unplug, and can handle a lot more voltage than standard RTR connectors. Look for aftermarket connectors from from Dean's, Traxxas, Losi or Venom Racing.



2. LiPo Pack / $30-up

RTRs usually come with a NiMH battery pack, which was the top technology—back in the early 2000s. LiPos are the way to go now, and there are many on the market to fit any budget. Even if you'll never hit the track, you can pick up a good entry-level LiPo for around $30; the actual cost varies depending on how much capacity you want. The benefits? LiPos have higher voltage (7.2v NiMH vs. 7.4v LiPo), have higher capacities without taking more space, and are lighter in weight than their NiMH counterparts. All this translates into more power to the motor, longer run times in between charges, and better vehicle response due to less weight. Who doesn't want that?

Remember, a parts list doesn't apply to your skills.



3. Rebuildable Brushed Motor / $45-60

A majority of entry-level electric RTRs come powered by a closed can "Mabuchi"-type motor. These low cost, non-rebuildable powerplants get you going, but are far from the limits of performance and speed. An easy upgrade that won't break the bank is to swap them out and install a rebuildable brushed motor. They're available in many winds, and you can upgrade to a simple 27-turn motor and experience a nice bump in performance. Sure, you may read about brushless motors all the time, but a brushless motor will cost you around $80 and up and require a brushless ESC ($120 up), which adds even more cost up front. A brushed 27-turn should fall within the limits of your kit ESC (check the documentation included with your RTR) and installing it is as bolt-on as it gets.

C: FOR NITRO RTRs

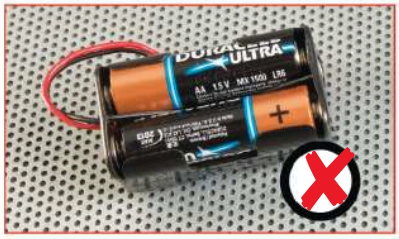
If you've started your RC experience in the nitro side of things, here's a few upgrades that will give more durability and safe running when you bring out the nitro machine.



1. Fuel Tubing / Less than $1/foot

If your nitro RTR is equipped with transparent, thin diameter fuel tubing out of the box, look to upgrade this to high-grade silicone fuel tubing as soon as possible. The thin stuff tears easily due to its thin walls. It's also prone to kinks where the tubing folds over, which blocks fuel flow, and it doesn't flow the same capacity as aftermarket fuel tubing can. At less than $1 per foot and available in many colors, it's a very cheap yet excellent upgrade that can be performed in seconds.





2. LiPo Receiver Pack / $25-50

Many nitro-powered RTRs come with a dry-cell AA battery holder to power your electronics. While AAs are found everywhere, they are not rechargeable, have limited capacity and get expensive over time. Like with the electric upgrades listed above, a LiPo receiver pack is a worthwhile upgrade. Starting at as little as $20, LiPo receiver packs have more capacity than AAs, and provide a bump in voltage to ensure that your receiver and servos get the juice they need while you drive. They're also rechargeable, making LiPo receiver packs a good investment.





3. Tuned Exhaust Pipe and Header / $30-up

Nitro engines are basically air pumps, so making power is a matter of how fast you can get air into the engine and how fast you can get the exhaust out. Kit canister-type mufflers on many RTR nitro kits exhibit a quieter exhaust noise at the expense of highly restrictive exhaust flow. By simply replacing the kit muffler with a tuned aftermarket exhaust pipe, you can quickly free up more power that the engine is producing, and in some cases actually gain some fuel economy. You also get a more macho nitro growl when you get on the trigger, and all it takes is as little as $30 for a pipe/header combo.

CONCLUSION

You don't have to take out a loan just to upgrade your RTR. Whether it's electric or nitro-powered, you can easily bump up your vehicle's performance and reliability with these changes, and you can make them over time.



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.

Award-winning Revo® Innovation

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.

Extreme Velineon® Brushless Power

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

1/16 Scale Slash VXL 4WD

$259 SUGGESTED SELLING PRICE

CLASS-LEADING FEATURES



VXL-3M BRUSHLESS SYSTEM



BALL-BEARING TRANSMISSION WITH SLIPPER CLUTCH



Take Velineon Brushless Power with you Anywhere!

NEW!

1/16 Slash 4WD and E-Revo are also available with more affordable TITAN 380 brushed motor power!

Model #7005 (Slash - $169), #7105 (E-Revo - $199) Suggested Selling Prices.

Includes Waterproof XL-2.5 speed control with Training Mode

EXCEPT THE POWER

1/16 E-REVO VXL BRUSHLESS

$289 SUGGESTED SELLING PRICE

30+ MPH	Out of the Box With Included Battery
50+ MPH	With Optional Pinion Gear and Second NiMH Battery Pack *(sold separately)*





NOTHING MORE TO BUY!

WATERPROOF ELECTRONICS

BATTERY AND CHARGER INCLUDED!



50+ mph FAST AND EASY!

There's no easier—or more affordable—way to experience 50+mph! Simply install an additional Power Cell Series 1 battery and Traxxas Speed Connector to deliver 14.4 volts of wheelie-popping brushless horsepower. No need for LiPos, special chargers, or extra battery care. Rugged, reliable NiMH packs are all you need for high-speed fun, run after run!

2925	Traxxas Power Cell Series 1 Battery	$24.50
3063	Speed (Series) Connector	$8.00

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.

TRAXXAS®

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THE SKINNY



FORTUNE COOKIE SAYS:

"LIGHT TRAVELS FASTER THAN SOUND. THAT'S WHY SOME PEOPLE APPEAR BRIGHT UNTIL YOU HEAR THEM SPEAK."

words: Brian "Skinny" Skinner

SUBMITTED FOR YOUR APPROVAL...2010

Whether I admit it or not, I'm a '60s kid, and 2010 was some far off future place where George Jetson pushed buttons, Captain Kirk fought Klingons, and we all flew in space cars. Indeed, making the jump from 1965 to 2010 was like something out of Twilight Zone, another '60s TV great! So join me at the signpost ahead, and let's take a look at what we kids thought back then, and what's happening now. Back in the day, the future promised peace on earth and all that good stuff. Unfortunately, it's a little rockier, but not all bad.

Most of us wanted cars when we grew up to be like our toy cars. I guess designers of today's cars must have thought the same, because our cars today are trick like our sweet Hot Wheels of yore, except for those cables, cables and more cables! We kids all hated our cord-heavy toys, like power tools and phones. (Do you know how hard it was to even talk to your girlfriend in private back then?)

Now everything is cordless: Tools are LiPo powered, we have cell phones, and best of all, our toy cars use remote control with 2.4 radios, which never conflict with other toy cars. Life is good with no cords! Maybe the reason us older guys love RC is because growing up, we longed for free-running toy cars that we could tinker with, and really drive hard like real ones.

Everything an RC car is today is what I wanted with a passion in my teens. There is so much more I dreamed about as a kid that has become reality. But what do kids dream about today? Will their dreams and ideas be reality around 2040? Will the future be dark and dreary like the new movie *Book of Eli*? Or will it be happy like *Alvin and the Chipmunks, the Sqeakual*? All I can say is, be careful of what you dream about—you'll probably have to live with your dreams when they happen. ***—The world is your sandbox—ROOST it! Skinny***



"SO EASY A CAVEMAN COULD DO IT"



DE Racing makes parts that racers need, and the newest product in the stable is "The Spike." This is a great way to keep your tires in one place, and they're color coded for easy identification. Much like a caveman putting a spike through a T-Rex, you put the spike through the center of the wheels to hold them together. To unleash your tires for battle, you pinch the end, and you're ready for action. For $10 a set, this is a must have for tire organization: So easy a caveman can do it!

www.deracing.net



JUST SO YOU KNOW

Pro-Line cares about the up-and-coming racer, and has been doing this award thing for sportsmen racers at the last few races of 2009. Inside sources at Pro-Line tell me that we average Joes can look forward to more sportsmen awards for 2010, and that they have some other fun things in store for us racers, too! I thank Pro-Line for doing this, and I thought you should know.

www.prolineracing.com

Skinny and the words "free running" - think about that for a few seconds.



ITS DIALED DUDE!

Dialed Inc. is a new company with some great ideas. Currently they offer these sweet carrying cases for cars, cans, and tires, all nicely set up so you can effortlessly find the stuff you need, when you need it. It's also great for storage and keeping the dirt off the garage floor - or your car on the drive home! The systems are modular so you can mix and match, and depending on what you buy, it can cost from $10 to $45. Dialed Inc. has a large selection so visit their Web for all the goodies!

www.dialedinc.com



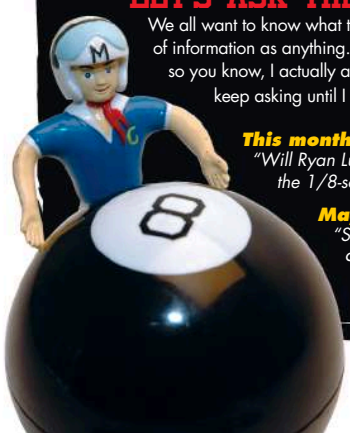


LET'S ASK THE MAGIC 8-BALL...

We all want to know what the future holds for RC, and the Magic 8-Ball is as good a source of information as anything. So give it try and ask your question about the RC future. Just so you know, I actually ask the 8-Ball once and shoot the photo—no tricks—and I don't keep asking until I get an answer I want. E-mail me at brians@rc411.com.

This month's Magic 8-Ball question:
"Will Ryan Lutz and his new Tamiya make the podium at the 1/8-scale Off-Road Worlds?"

Magic 8-Ball's answer...
"Signs point to yes!" NOTE: 8-Ball wobbled on this one. It was on the edge of "definitely not", then fell over to "Signs point to yes". Ryan, I think you got your work cut out at the worlds!







LOVE FOR WD-40 INSPIRES OTHERS

"Hey Skinny, My brother in-law Ryan and I are faithful followers of Xtreme. One night Ryan came over, and showed me your editorial in the Nov'09 issue about John Barry, the founder of WD-40. I was inspired to create a WD-40 SC truck in his honor. You are right on about the many uses for R/C cars, and we regularly use "3 in 1," which is a WD-40 product. To make a long story short, I made Ryan a WD-40 race truck with the new Ofna Hyper 10 SC for Christmas. Ryan knew I was giving him the Ofna, but on Christmas morning when he opened it, he was surprised at what I had done. It made a nice gift even better, since the body was done. Ryan stayed up all night and had it ready to go on Saturday morning, and is already competing at Mikes Hobby in Carrollton, Texas, and at the newly opened Vertigo Raceway in Alvin, Texas.
Thanks Skinny."
- Jay

Thanks, Jay, for the e-mail. The WD-40 truck looks killer, and I keep telling Dream Crusher that people love WD-40, and its many uses. I just got carried away with WD in his opinion! I hope to see it at one of the races this year, and thanks for reading Xtreme!
Skinny

WD-40 should pay us for all this product placement.

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.**

ROCK ON!



HB SEDONA 2.2
extreme side bite

Now you can get our championship winning tires in the great compounds but with a whole new tread pattern, opening up a broad spectrum of previously uncrawlable rocks for you to concur. The Sedona tire is designed to offer extra side bite for off camber situations with aggressive sidewall tread that helps in negotiating crevasses.

67918 HB SEDONA TIRE (White/Soft/Rock Crawler/2pcs)

HB ROVER-EX 2.2
cold weather

The world famous HB Rover tire now comes even softer! The HB Rover-EX tire works great in cold conditions or if you just can't get enough traction! The treads are slightly beefed up to compensate for the softer compound and maintain the carcass shape.

67916 HB ROVER-EX TIRE (Pink/Super Soft/Rock Crawler/2pcs)



HB ROVER 2.2
championship winning tire

These are the tires that started it all. Grip like no other and multiple championships to back them up, make these the go-to tires you have to have. Going to an event without a set of these on hand is like going to school without a pencil. Be prepared and make sure to have the HB Rover tires in your pit box.

67772 HB ROVER TIRE (White/Soft/Rock Crawler/2pcs)
67780 HB ROVER TIRE (Blue/Firm/Rock Crawler/2pcs)

HB ROVER 1.9
scale looks, champion performance

After taking the crawling community by storm because of their awesome flexibility, tall profile and unique inner foam characteristics, the HB Rover tire line-up has been expanded to include the popular 1.9" size and the new EX ultra soft tire. Get the scale look you want and the traction you need to grab the rocks and climb the toughest ascents with the amazing HB Rover and HB Rover 1.9 tires!

Extensively tested in real competition by the HPI/HB crawler team, rock crawling fanatics have been raving about the Rovers since they first saw them in action. Now that they have had the chance to try them on their own rigs, the word has been spreading and the verdict is: TREMENDOUS!

The more these tires are run, the better they perform on all types of rock: granite, sandstone, and more. Even in wet conditions they will excel - just give them a try!

67913 HB ROVER 1.9 TIRE (Red/Rock Crawler/2pcs)

HB By hpi racing

WWW.HOTBODIESONLINE.COM

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

GET A GRIP

1/10 2WD FRONT

67987
67779
67739

HB DOUBLE BLADES

HB DOUBLE BLADES TIRE (2pcs/Red/2wd Front/ fits 1/10 Buggy)

This tire works great on a lot of different track surfaces and is a great all around tire to have in your arsenal.

1/10 2WD FRONT

67974
67778
67783

HB FULLSLOT

HB FULLSLOT TIRE (2pcs/Red/2wd Front/ fits 1/10 Buggy)

If Double Blades are too difficult to drive on blue groove, abrasive, high traction tracks give HB Fullslot tires a try!

1/10 SCALE TIRE ENTRY

We are pleased to announce our latest entries into the high paced world of competitive 1/10th scale tires. Our aim is simple, to bring you the highest performance tires, at the lowest price! HB is the leader in cost effective, world class tires!

Let's get down to the nitty-gritty with some details on the highest performing tires on the market today.

- Exclusive racing compounds deliver extreme traction and long life.
- Tread patterns for every track condition imaginable.
- Consistent pressure, long lasting inner foams.
- Designed by world class factory racer Jesse Robbers.

1/10 4WD FRONT

67964
67775
67782

HB FULLSLOT

HB FULLSLOT TIRE (2pcs/Red/4wd Front/ fits 1/10 Buggy)

These tires work best on blue groove, abrasive, high traction tracks and also on indoor tracks.

1/10 REAR

67962
67776

HB GIGABITE

HB GIGABITE TIRE (2pcs/Rear/ fits 1/10 Buggy)

These tires are great for indoor racing and also on outdoor tracks where there isn't a lot of dust or loose soil where the race line is "clean".

FACTORY DRIVER
TY TESSMAN

Ty took 5th in 4WD at the cactus classic race using prototype HB Beams (red) and HB Fullslot (red) combination.



FACTORY DRIVER
JESSE ROBBERS

Jesse took 9th in 2WD at the cactus classic race using prototype HB Beams (red) and HB Fullslot (red) combination.

1/10 REAR

67784
67774

HB BEAMS

HB BEAMS TIRE (2pcs/Rear/ fits 1/10 Buggy)

These tires are suited for blue groove, abrasive tracks where there is a lot of traction. They also work great on indoor tracks where the race line is free from a lot of dust or loose soil.

1/10 REAR

67961
67777

HB MEGABITE

HB MEGABITE TIRE (2pcs/Rear/ fits 1/10 Buggy)

If there is a fair amount of dust or loose soil at your track, try some HB Megabite tires!

HB By: hpi-racing

BUY ONLINE

WWW.HOTBODIESONLINE.COM

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

XTREME TOOLS

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

Overexageration is a Skinny specialty.

THE COOLEST TOOLS EVER MADE!



If you want the most killer-looking tools on the market, look no further! Vorac Speed features three-piece construction handles (two aluminum end caps, plus a unique carbon over aluminum center). The aluminum ends are anodized R5 treatment, a form of hard anodizing. The tips are hardened spring steel, which is available in Metric, SAE hex, ball hex, nut drive, slotted and Phillips as well as specialty tips. The shafts are 120mm in length, and the carbon look might be familiar to mountain bikers because Nuke Proof (a hub manufacturer from the early '90s) built their bike hubs this way. Vorac Speed has other goodies coming our way so keep an eye out. This is a tool done right, and perfectly suited for RC Aficionados!

Price: $15

www.voracspeed.com

TAMIYA HAS TOOLS TOO!

It's a little known fact, but Tamiya has a lot of killer tools for us RC aficionados. This month I found some plastic side cutters and box wrenches (really they're socket drivers), but the company has so much more.

Tamiya side cutters are sturdy: They have auto open to keep them open for use, and of course, are made from hardened tool steel. These are great for trimming plastic parts, and used for modifying plastic parts for better fit. MSRP is $31 for this high quality Tamiya tool.

Part Number: 74001

Tamiya has a line of TRF tools that have the prestige and price of snap-on tools. If you're looking for a thin nut driver to reach shock nuts or nuts in tight spaces, then the TRF 7mm and 5.5mm wrenches are what you need. The heads are hardened steel, and for once, a company has made a large aluminum handle that you can actually get a grip on. Of course, the TRF tools come in TRF blue, so you can proudly display your tool on the table!

Price: $37 (MSRP)
Part Number: 42149 (7mm) & 42148 (5.5mm)

www.tamiya.com



FOLD-UPS, MY FAVORITE 2010 TOOL

Folding key sets are way overlooked for RC, and it's about time they get their due. Bondhus is one of the best folding Allen key sets around, and these make on-the-fly wrenching easy. These types of "fold-ups" come in many shapes and sizes, and can be found just about anywhere. The best part is they usually cost around $10 for a full set! Bondhus has a huge selection of quality tools that are perfect for RC. In fact, I just found ball-end Allens that have a "holder" to keep the bolt on the tip as you extract it. Go check out the Web page—it's the bomb!

www.bondhus.com



THE CAR STAND

In the search for the ultimate car stand, we ran across this gem at the Ihobby trade show. "The Car Stand" from Overdose Racing is reminiscent of a motorcycle work stand. This is by far the best stand on the market if you ask me. It's made of steel and folds down flat for storing in your toolbox—what more could you ask for? Well, since you asked: it has multiple positions to fit any car, and did I mention it has a no-skid base and top to keep the stand and car in one place? The Car Stand works for all sedans, buggies, truggies and monster trucks. You'll be saying "wow" every time you use it.

Price: $25
Part Number: OD1010
www.overdoseracing.com



Like an ironing board.



The pinnacle of Traxxas innovation. The peak of brushless horsepower. Together, they represent the ultimate in monster truck performance. Squeeze the trigger, and E-Revo® Brushless Edition launches off the line like a top-fuel dragster. Electric horsepower surges through the heavy-duty drivetrain, escaping only where the rubber meets the road to turn torque and rpm into pure velocity. The laws of physics and aerodynamics bend as Traxxas' most powerful monster truck punches a 65mph hole through the wind. E-Revo Brushless Edition: the fastest monster truck on the planet. Period.

© Copyright 2010 Traxxas. 2P-5608-100115. Mamba Monster is a trademark of Castle Creations

MAMBA MONSTER POWER



Built specifically to handle the rigors of large, power-hungry trucks, the Castle Creations Mamba Monster speed control is ready for 6S LiPo power with its massive 6.5mm gold-plated connectors, high-efficiency heatsink, integrated cooling fan and heavy-duty components. The speed control feeds Castle's 2200Kv monster-motor, designed specially for maximum performance and reliability with a 5mm shaft, high-grade bearings and high-strength Neodymium magnets.



TQ 2.4GHZ RADIO SYSTEM

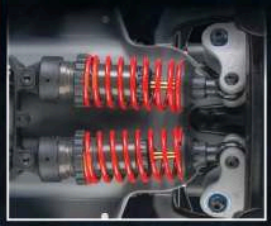
With a beast this powerful, it's important to hold onto the reins. That's why the E-Revo Brushless Edition is the first truck to get Traxxas' new Direct Sequence Spread Spectrum (DSSS) 2.4GHz radio system for glitch-free, long-range performance. No crystals, no channels…just switch on and drive with total confidence.

INTEGRATED BATTERY COMPARTMENTS

Adjustable battery bays accept 6- and 7-cell NiMH packs, or use LiPo power to unleash the full fury of the Castle Creations Mamba Monster system. Quick-release doors allow fast pack changes.



ADVANCED INBOARD SUSPENSION



E-Revo's innovative rocker-actuated suspension design offers progressive springing and damping for responsive bump handling without compromising big-hit performance. Hard-anodized, teflon coated GTR shocks with titanium-nitride shocks offer unmatched smoothness.



Two 7-Cell Battery Packs Included!

17MM SPLINED ALUMINUM HEX HUBS

To make sure every watt of brushless power makes it to the track, E-Revo Brushless Edition is outfitted with Traxxas' exclusive 17mm aluminum hubs. The hubs use a unique spline design that allows even greater torque-handling ability yet is fully compatible with aftermarket 17mm wheels.



TRAXXAS®

THE FASTEST NAME IN RADIO CONTROL®

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

MORE SCALE F1 FROM HPI

Formula Ten chassis fans get a very detailed scale option with the release of HPI's new officially licensed Renault R28 formula one shell. The shell is accented with a detailed decal sheet, which can also be purchased separately, and there is also a rear wing set, front wing set and barge board to complete the scale look. Nice.



www.hpiracing.com





Wonder if XRAY will make a luxury F1?

EAST COAST TUNES A TRF416WE CHASSIS

LiPo batteries are a staple these days and East Coast Bodies have just released their own design interpretation for the Tamiya TRF416WE. The design features a 2.25mm carbon chassis and also adds a 45g battery tray. This battery tray keeps the weight low and easily slots in to the chassis. Toni Rheinard (2-Time World Champion Marc's brother) helped with testing and development, so you know it's got clout. This upgrade will be sold under East Coast Bodies' Prodrive Performance Series brand.

www.eastcoastbt.com





LRP Octa Power!

As brushless power gets more refined, it was just a matter of time before someone came along with different styles of winding. This new second-generation series of motors with XTEC X12 technology features an eight-time (octa) winding instead of the previous four-time winding, which is said to have an effect on the power characteristic, resulting in much higher performance. The company has increased the number of copper wires used in the motor, resulting in lower resistance. Since the octa wind develops lower heat, less energy is lost resulting in higher efficiency. More powah!

www.rc10.com

» RUMOR MILL

So what's the **next big craze?** With powerful LiPo batteries and brushless power taking a good hold in off-road, it may be time to take a serious look at **electric 1/8-scale on road**. Sure 1/8 scale has always been aimed at the seasoned racer, but the traditional electric crowd may now have a toy to run with the big boys. Big foam tires, huge delta body, white-knuckle driving, ginormous tracks; if that's what you are looking for, maybe 1/8 is for you. Serpent has a production car in the form of the 966-E and hobbyists have been trying their hands at conversions for years now. With 2-speed, low CG, no clutch and that kind of power, going fast is a given.

In the area of motors, companies like LRP aren't content to just release the "same ol'" with small refinements. Windings like **"octa"** give racers even more options. Remember the old triple and quad arms we ran back in the brushed days? Well it isn't exactly the same, but seeing new forms of windings could be an area mod drivers will want to take a look at. However, don't forget about the rotor. Yep, there are many options here beyond just the size. Products like the **Team Epic I-Gauss** can measure the magnetic strength of a rotor or use the new **MMS (Motor Management System)** with LCD screen to measure the resistance of brushless motor windings to find the best combination of your motor components. Our pits are going to start looking like a tech office in Silicone Valley!

SPEED PASSION PROSTOCK

GranTurismo21

GT V2.1 PRO STOCK EDITION – BLACK EDITION

FOR STOCK RACING ONLY



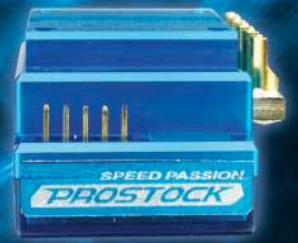


PN# EXT98802PROSCB

GT V2.1 PRO STOCK EDITION – BLUE EDITION

FOR STOCK RACING ONLY





PN# EXT98802PROSB

Aluminum case with heatsink fins, make lower temperature and improve efficiency.
Low profile aluminum case in 21mm height. Suitable on 1/12 and mini chassis.
30mm large cooling fan is compatible, extremely high airflow cooling to increase the esc efficiency.

Speed Passion
WWW.SPEEDPASSION.NET

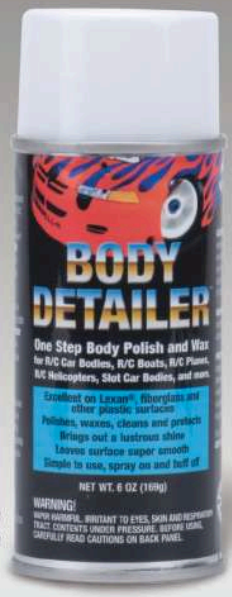
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BODY DETAILER™

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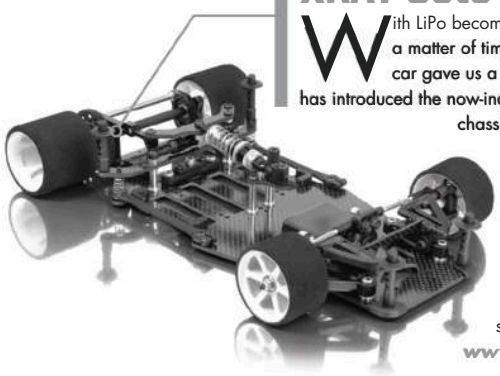
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XRAY Gets With the Link



With LiPo becoming the standard even with pan cars, it was a matter of time before manufacturers who do a T-plate car gave us a link option. Not to miss the boat, XRAY has introduced the now-industry-standard linkage rear end to the XII chassis. The new design follows current rules and trends in allowing both options of either NiMH or LiPo technology, with no bad side effects in handling or balance. Top-quality materials such as self-developed composite mixtures, HUDY Spring Steel, premium Swiss 7075 T6 aluminum, and highest-grade graphite are XRAY signatures that the XII has throughout.

www.teamxray.com

LRP UPS THE ANTE WITH THE SXX STOCK SPEC

With stock being the most popular class of racing, it's no surprise to see LRP giving racers another ESC to their already successful lineup. It's based on the IFMAR World Championship winning SXX TC Spec with new features specifically designed for stock-spec racing. The ESC comes with dual ADPC max software that allows independent adjustment of "feel" and "boost," while a twin BEC ensures constant 6V/3A output with 3.0v to 7.4v batteries, meaning there is no need for a receiver battery. An internal temp check system allows you to read the maximum internal temperature for both the speed control and motor while the AutoCell system is a fully adjustable cut-off system for all types of cells.

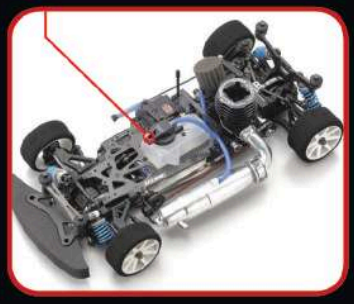


www.rc10.com

ANOTHER EDITION TO THE SUCCESSFUL V-ONE RRR

Kyosho has just released the new V-One RRR "Shimo Edition." This special version features many not-yet-released option parts and the whole car is finished off in Shimo's signature silver color. The list of upgrades includes a new smaller diameter clutch unit, new "velvet coated" V-One shocks for smoother shock action, different belt tensioner, ventilated brake disk, new 3 mm carbon shock tower and hard coated pillow balls for better durability.

www.kyoshoamerica.com





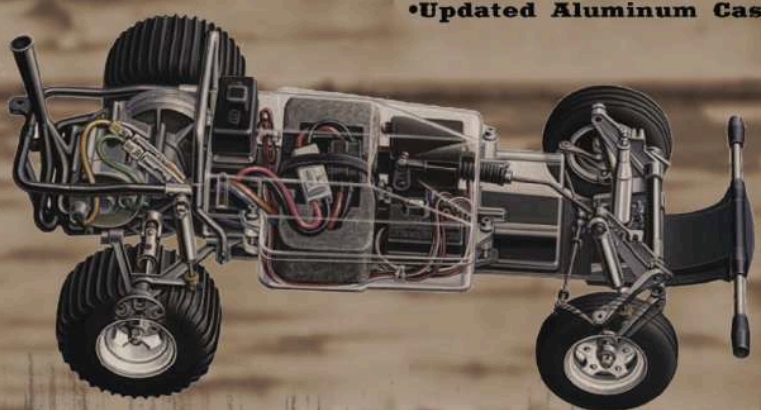
1979
Vintage Off Road
Sand Scorcher

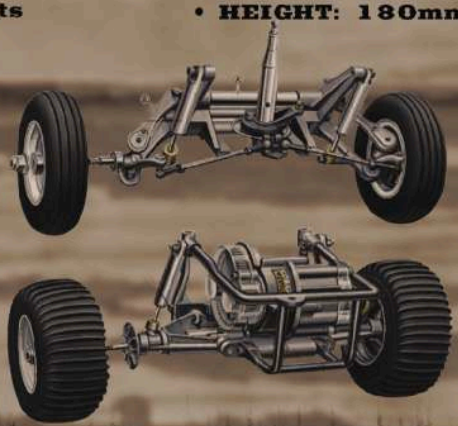


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- Front Double Tracking Arm Suspension
- Swing Axle Rear Suspension
- Updated Aluminum Cast Parts

- LENGTH: 400mm
- WIDTH: 230mm
- HEIGHT: 180mm







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ORIGINAL KIT RELEASED in 1979

In 1979, the Sand Scorcher contributed to the start of the R/C Off-Road craze. Tamiya has re-released this classic racing buggy with updated parts and original style packaging. The improved kit includes die-cast suspension arms, oil dampers, full ball bearings, semi-pneumatic grooved front & rear tires with pattern thread, 3-piece center lock wheels, 4 wheel independent suspension, 2 gear options, and a 2mm FRP chassis with a fully enclosed electronic case, motor & gear box. Get back to the basics of Off-Road with the vintage Sand Scorcher.



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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



We all know what happened to Greg Brady when he took that Tiki idol out of the caves.

TRAIL HONCHO GOES TRAIL READY

The awesome look of the Trail Honcho kit is now available in Trail Ready (RTR) form. Complete with radio, ESC and motor—and not to mention completely built—this rig is ready to tackle even the toughest trails you can find.

Part Number: AX90016
Price: $299
www.axialracing.com

Features
- Pre-painted with CLEAR WINDOWS!
- Realistic shock hoops.
- Real beadlock rims.
- Light buckets for LED's
- High-torque metal gear servo... plus more!



AXIAL RACING
SCX10 TR Aluminum Link Upgrade Pack

Also available now is Axial's aluminum link kit for the SCX10 TR. This kit eliminates the stock plastic links for a more ridged and reliable suspension. Each kit comes complete with all necessary hardware, rod ends, and can be used in either 3-link or 4-link applications. Two kits are available to fit either 11.4-inch (Dingo body) or 12.3-inch (Trail Honcho) wheelbases, or any other types of bodies will similar wheelbases.

Part Number: AX30549 – 11.4" (290mm) AX30550 – 12.3" (313mm)
MSRP: $50 (AX30549) $54 (AX30550)
www.axialracing.com

It's Official Rock Crawling is Popular!

If you've been hiding under rocks instead of crawling over them then you've probably missed that RC rock crawling has become pretty popular. How popular, you ask? Well popular enough that racetracks are beginning to see the benefits of building rock courses. One such track is OCRC in Huntington Beach, Calif., which is in the process of building a large rock crawling "rock wall" inside the facility and should be done soon (visit their web site below for updates). It's made from man-made sculpted foam and resin rocks along with granite river rock, lime stone and lava rocks straight from the big island of Hawaii.

Hopefully Pele, the Hawaiian goddess of fire, is a fan of RC rock crawling and will spare them mercy. So if you live in the area, or are going to visit, check out OCRC Raceways "Rock Wall" and get your crawl on!

www.ocrcraceway.com





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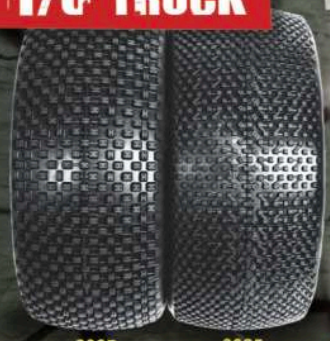


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Winter Midwest
Championships
Ryan Maifield
1st Place Truggy



1/8 TRUCK



3025 CROSSHAIRS
3025 CROSSHAIRS

PUNISHER BODIES



0060 AE-RC8T



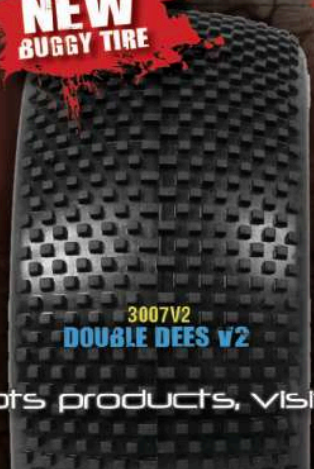
0066 LOSI T 2.0
0095 H8-D8T
0096 MUGEN MBX6T

1/8 BUGGY



3026 DOUBLE CROSS
3029 SEVENS
3030 BARCODES
3031 CROWBARS
3032 CROSSBOWS

NEW BUGGY TIRE



3007V2 DOUBLE DEES v2

NEW BUGGY TIRE



3034 SUBCULTURES

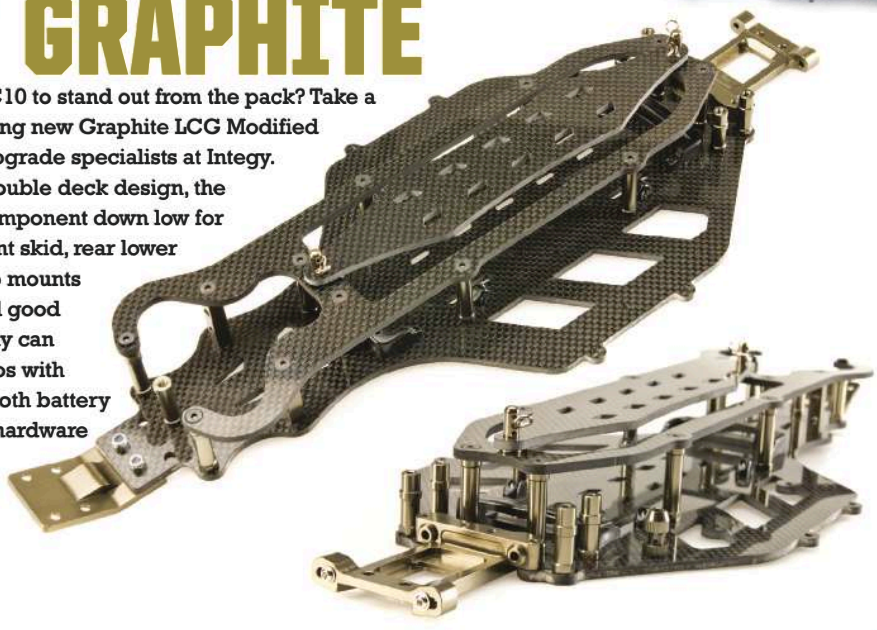
For complete catalog of JConcepts products, visit www.jconcepts.net

words: James Revilla

SC10 GOIN' GRAPHITE

Want your Associated SC10 to stand out from the pack? Take a look at this sweet looking new Graphite LCG Modified Chassis Set from the upgrade specialists at Integy. Sporting a 3mm woven graphite double deck design, the chassis brings every electronic component down low for better handling. The aluminum front skid, rear lower block, upper deck posts and servo mounts are anodized for both strength and good looks. The LCG chassis' battery tray can accommodate 7-cell NiMHs or LiPos with varying heights, and comes with both battery straps and a battery top plate. All hardware required to convert your stock SC10 to bling status is included—not bad for the price!

Part Number: TOP T7844GUN
MSRP: $99
www.integy.com



Will all 1/8-scale brushless fill this page soon?

COVER YOUR NUTS

Losi 8IGHT 2.0 Buggy and truggy owners, check out these new covered wheel nuts. Made from anodized aluminum, these nuts are closed-ended to keep dirt out, and fit 17mm axles. The covered nuts are sold in packs of four.

Part Number: LOSA3538
MSRP: $24/pack of 4
www.losi.com



MEGA MOUNT

Increase your Ve8's strength and simplify your chassis layout with the all-new one-piece motor/diff mount. This part also helps support the center diff and the motor mount to ensure constant and positive gear mesh. The one-piece mount is machined from aluminum and topped off with a coat of hard anodizing for that factory look.

Part Number: 67585
MSRP: $37
www.hpiracing.com



USE YOUR ILLUZION

Racing specialists JConcepts offers its sleek Illuzion bod for the electric Hot Bodies Ve8. With a "drop-on" fit, race-inspired aggressive styling, "Illuzionized" cab and durable design, the aerodynamic body will add performance and good looks to your Ve8 buggy. Includes window masks and a detailed decal sheet.

Part Number: 0100
MSRP: $29
www.jconcepts.net





WHEN STANDARD JUST WON'T DO

In the World of 1/5 scale vehicles you need a servo that can take a beating and keep on performing. Check out the new HS-805MG and the Digital HS-5805MG, the latest additions to our Mega Servo lineup. With big gears in a big case powered by a big motor these servos were designed to take the abuse big cars and trucks dish out.



Features

• Large 8mm Output shaft • Dual Ball Bearings
• Heavy Duty Metal Gear Train • Water and Dust Resistant Case

Specifications

• Torque: 343 in/oz @ 6 volts • Speed: 0.14 second @ 6 volts
• Size: 2.59 x 1.18 x 1.26" • Weight: 6.95 oz.



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It matches our old T-shirt.

LOSI TEN-T RTR

FLICK THE SWITCH

1:10 | NITRO | 4WD

words: James Revilla | photos: Jason Boulanger

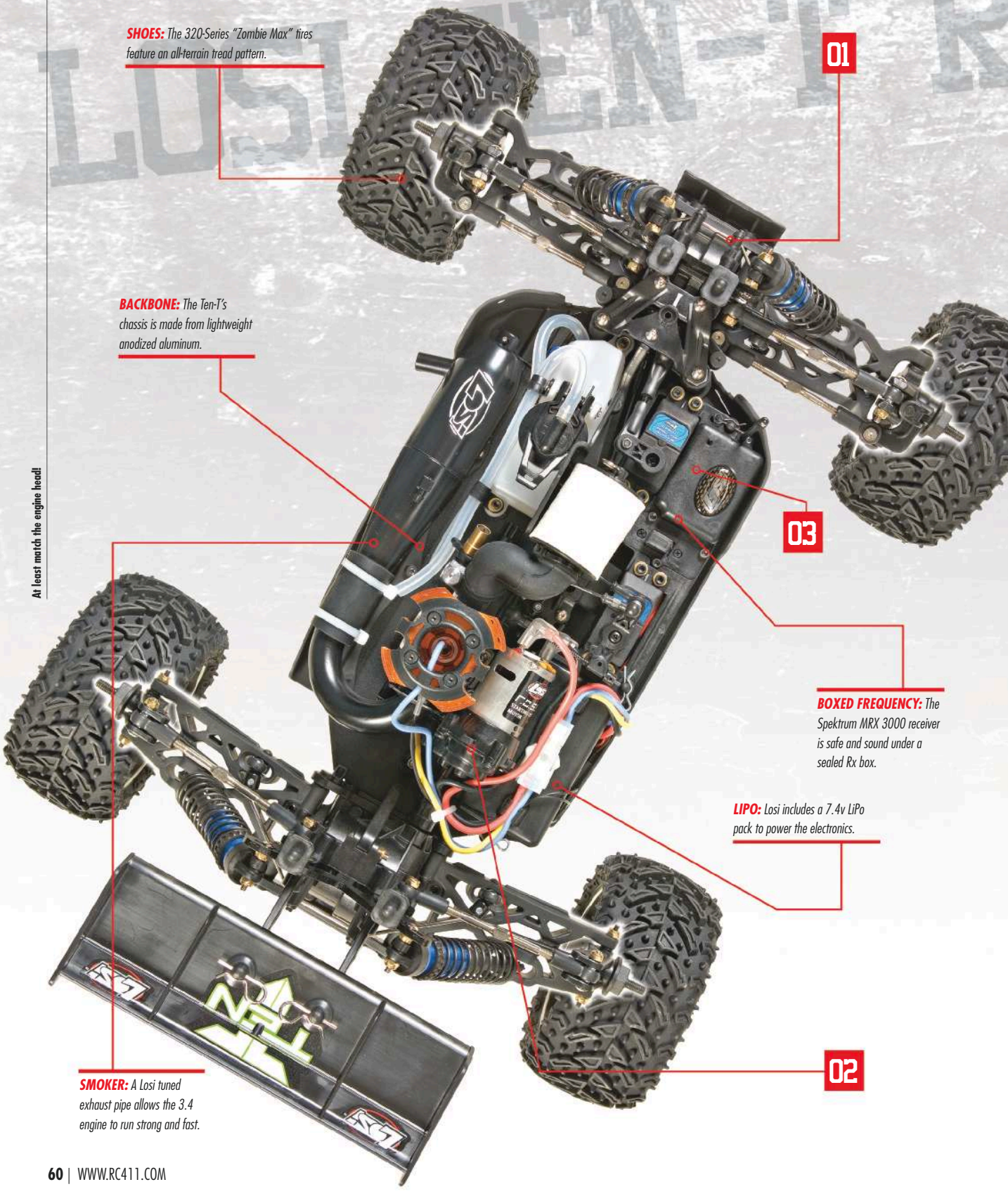
LOSI'S OFF ROAD LINEUP COVERS A WIDE RANGE, from 1/8-scale buggies and truggies, to 1/10-scale monster and racing trucks. So what would happen if some mad scientist decided to combine all of these together into one all-purpose nitro machine? We're not sure if one of those said scientists is on Losi's payroll, but if you take the component layout from their 1/8-scale race machines and combine that with 1/10-scale dimensions and a 1/10-scale sleek racing body, then put some all-terrain monster truck type shoes on, and top it off with a new remote starting system, here's what you'll have in the end; Losi's new Ten-T RTR truck. Not only does it arrive fully built from the factory, but you also get a full-spec Spektrum 2.4 GHz radio system and Losi's R.O.S.S. (Remote On-board Starting System) setup, putting you a button's push away from the road.

Our old sticker sheets, too.

LOSI
TEN-T RTR

PART #: LOSB0126
STREET PRICE: $500
PRICE AS TESTED: $515
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Intermediate

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



SHOES: *The 320-Series "Zombie Max" tires feature an all-terrain tread pattern.*

BACKBONE: *The Ten-T's chassis is made from lightweight anodized aluminum.*

BOXED FREQUENCY: *The Spektrum MRX 3000 receiver is safe and sound under a sealed Rx box.*

LIPO: *Losi includes a 7.4v LiPo pack to power the electronics.*

SMOKER: *A Losi tuned exhaust pipe allows the 3.4 engine to run strong and fast.*

At least match the engine head!

01 **THE LAYOUT** • If you've ever seen Losi's 8-IGHT lineup, the chassis layout will seem very familiar; it's as if Losi shrunk its 1/8–scale competition machines down to 1/10-scale. Even the suspension shares design cues with the 1/8-scale machines, from the big-bore 12mm aluminum shocks with threaded bodies, twin disc brakes and two-stage air filter, all the way down to the beefy 4mm suspension links with captured ends.



> "...Losi performance? Ready to run? On-board starting? Sounds like a winner..."



02 **R.O.S.S.** • Losi's trick remote on-board starting system allows you to fire up the engine with a push of a button on the Spektrum DX3S transmitter. An on-board starting module is wired into a small electric motor that's bolted to the engine, connected to the engine's crankshaft through a gearbox. It might seem trivial at first, but think about it—if you flame out, you can restart without chasing down your truck; it also spares you from having to carry around a glow igniter and a starting box or roto-start.

03 **GAUGE CLUSTER** • A trick feature that's standard equipment on the Ten-T is the implementation of Spektrum's telemetry system. The telemetry system relays engine temperature, speed (in mph or kmph), and receiver pack voltage from the truck to the Spektrum DX3S transmitter. This information can be viewed at a glance from the DX3S's LCD screen, so you can keep tabs on what's going on without needing extra tools or measurement devices.





VEHICLE INFO

CHASSIS

LAYOUT:	Anodized chassis plate with bulkhead braces
THICKNESS:	3mm
MATERIAL:	Aluminum alloy
TANK CAPACITY:	75cc with tank clunk

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Steel with captured ball ends
STEERING:	Dual bell crank, integrated servo saver
SWAYBARS (F/R):	1.8mm silver / 2.0mm silver

SHOCKS

BODIES:	Threaded Aluminum
DAMPING (F/R):	30-wt. / 30-wt.
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Medium (black) / medium (black)

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	3, gear
DIFF FLUID (F/C/R):	Grease
AXLE TYPE:	CV driveshafts
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Steel
CLUTCH TYPE:	2-shoe
BEARINGS:	Rubber and metail—ealed

GEARING

CLUTCHBELL/ SPUR:	17/48
GEAR RATIOS:	
PRIMARY:	2.82:1
INTERNAL:	1.54:1
FINAL:	4.11:1

BODY, TIRES & WHEELS

BODY:	Losi Ten-T
TIRES (F/R):	Losi 320-Series Zombie Max
DIAMETER/ WIDTH:	NA
HEX SIZE:	14mm
WHEELS:	Losi 320-Series Force

DIMENSIONS

WEIGHT:	6 lbs., 3.2 oz. (2,812g)
TRACK WIDTH (F/R):	13.5 / 13.5 in. (343mm / 343mm)
WHEELBASE:	11.75–11.875 in. (298–302mm)
RIDE HEIGHT	1.5 in. (38.1mm)

RTR's should all come with 2.4GHZ radios.

LOSI TEN-T RTR

1:10 | NITRO | 4WD

TESTING

With a 1/10-scale designation, I took the Ten-T to Pegasus Hobbies in Montclair, CA. On test day the track had a fairly simple layout with four straightaways and three hairpins, but with a step-down, a flanged double, and a host of standard as well as off-camber bumps and jumps scattered in strategic sections of the course. The skies were clear and temperatures were in the mid '70s. It was a practice day, so the track wasn't in full-racing shape, but it was still good for testing.

ACCELERATION AND SPEED • At first I wasn't too thrilled seeing the Ten-T's acceleration seem a lot slower than their Speed-NT truck (which uses the same engine), but then I remembered how difficult the Speed-NT was at resisting wheelies. Add the fact that the Ten-T was about two pounds heavier, with more mechanical drag due to the 4WD, and I wasn't feeling bad anymore. In fact, at the end of the day there was nothing wrong with the Ten-T's acceleration and top speed numbers at all, because it had a great balance of power without being extreme on one end or the other, and that power balance made driving a lot easier, compared to a wheelie-happy machine.
Rating: 9/9

BRAKING • When you have a vehicle with a center diff and adjustable front and rear brakes, it's almost a given that the vehicle will be good at stopping. Compared to other 1/10-scale off-road trucks (which are usually RWD only) having four wheels stopping me allowed for more speed down the back straight and entering corners. Out of the box I only made a half-turn adjustment to the front brake to move braking balance forward, which helped keep the rear end from swinging around when I would brake mid-corner. After four consecutive tanks of fuel I didn't feel any fade.
Rating: 10

LOW-SPEED HANDLING • At low speeds, the Ten-T was stable and relatively flat. The swaybars on both ends kept the chassis lean to a minimum, but on some of the tighter turns, I found myself sometimes wishing for just a little bit more steering. The Zombie Max tires held on fine during maneuvers.
Rating: 8

HIGH-SPEED HANDLING • Kick up the speed and the truck would seemingly squat down to hug the dirt as it flew through the back straight. The rear wing kept the rear end nice and stable, and the combination of large truck tires and a long-throw suspension kept chassis movement in check. There was no sweeper in the track layout to test high-speed turning, but with the Ten-T's wide, pitbull-like stance, I'm pretty confident it'll be no problem.
Rating: 9

ROUGH-TRACK HANDLING • With its 1/8-scale chassis layout, driving the Ten-T felt like driving an 1/8-scale truggy. This feeling was obvious when it hit the rough stuff, as half of your brain would be concentrating on keeping your driving line over uneven terrain while the other half would be amazed at how the suspension seemed to smooth out the rough stuff.

"They're 10's but I keep them clean."

RTR GEAR

RADIO:	Spektrum DX3S, 2.4gHz DSM
RECEIVER:	Losi MRX 3000
STEERING SERVO:	Losi MSX Digital High Torque
THROTTLE SERVO:	Losi MSX Digital
ENGINE:	Losi 3.4 with on-board start
RECEIVER PACK:	Losi 7.4v 1000mAh LiPo Pack
PIPE:	Losi Tuned Pipe
TIRES:	Losi 320-Series Zombie Max
BODY:	Losi Ten-T

TEST GEAR

FUEL:	Losi Nitrotane 20%, LOSF0020, **$15**

CONTACT

LOSI: www.losi.com
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- Tail Light Housings
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- Shock Spring Cups
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- 2wd Front & Rear A-arms
- 2wd Front & Rear Axle Carriers
- 2wd Caster Blocks
- **2wd Molded Gear Cover**
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- 2wd Front & Rear Bumpers
- 2wd Rear Bumper Mount
- 2wd Mud Flaps
- 2wd Light Canister Sets
- 2wd Tail Light Housings
- *Roof-Mounted Light Bar Set
- *Two-Stage Shock Pistons
- *Shock Spring Cups
- *Shock Spring Clips

* *Fits both 2wd and 4x4.*





HPI Blitz, Firestorm & E-Firestorm

- NEW Front A-arms (includes Front Bulkhead)
- NEW Rear A-arms
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- Shock Spring Cups
- Roof-Mounted Light Bar Set





Traxxas 1/16th Scale Mini E-Revo

- NEW Front A-arm Set
- NEW Rear A-arm Set

Tools & Misc.

- NEW Narrow Roof-Mounted Light Bar Set
- Camber Gauges (Standard and Monster)
- Toe-In Gauge
- Parts Trays
- Hex Drivers (from .050" - 3mm)
- Bearing Blaster (The Ultimate Bearing Cleaning Device)
- Motor Work Station
- Ride Height Gauge
- RPM Pro-Logo Decal Sheets
- Servo Mounting Posts
- Enclosed Receiver Box



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WWW.RPMRCPRODUCTS.COM

Or send $4 for our complete catalog and decals to:
RPM R/C Products 14978 Sierra Bonita Lane, Chino, CA 91710

The kit shocks absorbed a lot of bumps and ruts, and seemed to have a good all-around setup; in other words, it wasn't stiff enough for full-blown racing, but the softness actually made it a more forgivable machine to drive.
Rating: 9

JUMPING • Ah, this is where the Ten-T pulled on the fun lever! The 4WD made it easy to setup for a jump, the big-bore engine gave me enough power to go, and the 1/8th-scale layout seemed to make jumping a breeze. I was easily clearing doubles and the medium-sized triple that was the centerpiece of the track layout, and in the air the truck felt as controllable as its bigger 1/8th-scale relatives.
Rating: 10

WRENCHING

MAINTENANCE • Being a 4WD machine, there are a lot more components on the chassis, but if you've ever worked on a 1/8-scale machine before, there's nothing new here. Sure the components are closer together, but it's still cake compared to smaller vehicles. The tight fitting body helped keep dirt and dust build-up to a minimum, so in between runs there wasn't much to clean.
Rating: 9

WEAR AND TEAR • Losi's quality shows on the Ten-T, as the high wear and tear parts common to other vehicles held together well. After a full afternoon there were no signs of unusual wear; the only "damage" was a scratched up chassis and some oil residue on the left rear wheel, which is nothing to worry about. The suspension arms did not seem to gain any slop, and the oil-filled shocks had no signs of leakage. The rear wing and body took a beating during a few mishaps, but again, no damage.
Rating: 10

TUNING • Because the Ten-T shares a lot of features with Losi's 1/8th-scale racing vehicles, a lot of the same tuning options are available to you. There's a small yet informative tuning section in the manual that covers shock locations, camber, camber link location, toe and ride height. There are also optional shock spring, oil and sway bar sets available should you feel the need to tinker a bit more than "out of the box."
Rating: 9

CONCLUSION

After a fun-filled afternoon of running and beating the Ten-T down, the machine handled it and was ready for more. For a little over $500 you get a sweet combination in a box. Losi performance? Ready to run? On-board starting? Check. Sounds like a winner, and in the case of the Ten-T, that is exactly what it claims to be: An excellent RTR package that is right at home for both the bashing and competitive crowd.

(Oh many, there's no driver!)

LOSI TEN-T RTR

1:10 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Off-road handling like 1/8-scale racers
- R.O.S.S. eliminates extra gear
- Full-spec Spektrum radio included

MISSES

- Rx/starter battery could use more capacity
- Want to race? It's not a common class at tracks

MAIN COMPETITION

HPI Nitro MT2 G3.0 RTR, Kyosho DST ReadySet

WHO IT'S FOR

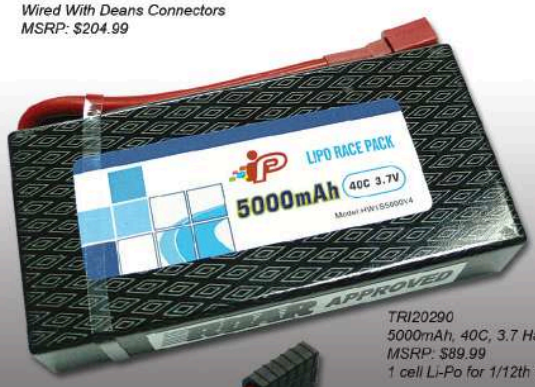
Bashers and racers looking for 1/8-scale performance with a smaller footprint





TEP2000
5000mAh, 7.4 volts, 40C
With Bullet Connectors
MSRP: $204.99

TEP2001
5000mAh, 7.4 volts, 40C
Wired With Deans Connectors
MSRP: $204.99



TEP2006
220mAh, 6.6 volts, Li-Fe Receiver Pack With Switch
MSRP: $34.99
Super small and light receiver battery pack.
Safe Li-Fe chemistry charges on most good chargers for Li-Po that contain a Li-Fe setting.
Correct voltage so no voltage regulator required.





TEP2500, 1 Set, 1 Male, 1 Female
TEP2501, 2 Males Only
TEP2502, 1 Pair, 2 Males, 2 Females
Low Profile Bullet Connectors
MSRP: TEP2500, $2.99, TEP2501, $3.25, TEP2502, $5.99
The male connector has a notch so that the wire may be soldered on at 90 degrees to the connector itself making for a lower profile set-up.

TRI20290
5000mAh, 40C, 3.7 Hard Case With Deans, 1 Cell
MSRP: $89.99
1 cell Li-Po for 1/12th on-road, 1/10th oval and World GT.

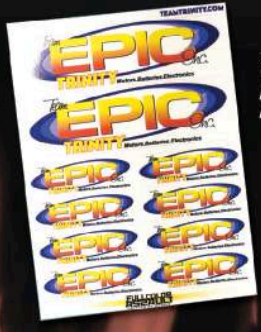




TEP2004, 2700mAh, 7.4v, 20C Monster Li-Po Trak Pak
TRP2005, 5300mAh, 7.4v, 20C Monster Li-Po Trak Pak
MSRP: TEP2004, $59.99, TEP2005, $126.99
Two new Li-Po packs designed for the Traxxas truck owner with a affordable price.
Hard case with balancing plug. Thick amp carrying lead wires.



TRI20291
5400mAh, 35C, 14.8 Hard Case With Deans For 1/8th
MSRP: $250.00
1/8th off-road Li-Po battery pack. High quality Intellect made, ROAR Legal.



TEP9002
Team Epic Sticker Sheet
MSRP: $4.95
Full color on white vinyl.

TEP5000
Sticky Fingers Foam & Rubber Orderless Traction
MSRP: $11.99
New "odor free" formula for foam and rubber tires. No wintergreen in formula so it will be legal for most all racing where only an "odor free" tire traction is allowed. If you like Jack you will love this! 4 ounce bottle with easy to use dauber top.

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BY GOLDEN HORIZONS

Traxxas Mini E-Revo / Mini Slash Hop-Up Parts


5129 - Rear Rocker Arms


5196 - Rear Skid Plate


5192 - Front Skid Plate


5105 - Front Shock Mount


5125 - Front Rocker Arm


5109 - Rear Shock Mount


5157 - Rear Upper Arms


5113 - Motor Mount


5184 - Servo Guard


5137 - Front Lower Arms


5133 - Front Upper Arms


5141 - Rear Upper Arms


5145 - Rear Lower Arms

Associated SC10 Hop-Up Parts


4229 - Tranny Case


4204 - Front Lower Arms


4249 - Top Plate


4219 - Steering Block


4259 - Chassis Plate

Traxxas Slash Hop-Up Parts


2117 - Castor Blocks


2101 - Front Lower Arms


2127 - Steering Bell Crank


2125 - Steering Blocks


2597 - Front Bulkhead

Check out our full line of aftermarket hop-up parts for Bandit, E-Maxx, E-Revo, Jato, Revo, Rustler, Slash, Stampede, Summit, T-Maxx, AX-10, MGT, RC18R, RC18T, RC8, 8ight, LST, Micro-T, Mini LST, Mini-T, Baja, Hellfire, Savage, Mini-Z and Evader

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LOSI

TEN-T RTR

POWERPLANT INFO

You can't question the Losi 3.4 engine's guts, as this is the same one that powered the Losi Speed-NT we tested to over 60 mph in issue #167. The 3.4 included with the Ten-T did have some added weight in the form of its trick R.O.S.S. on-board starting system, but this didn't seem to matter as it motored the Ten-T chassis down the straights at a quick pace. This time around it took about four full tanks during break-in before the engine felt smooth and ready to go. You don't really notice the balls this engine has until you give the trigger a blip while moving, as mid-range response was excellent. Like in the Speed-NT, once I had the needles set during the warm-up run, the rest of the day required no needle re-tuning. This is probably one of the better RTR engines you'll find.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	Losi 3.4
BORE AND STROKE:	0.66 in. x 0.60 in. (16.9mm x 15.3mm)
DISPLACEMENT:	0.21 in.^{3} (3.4cc)
FUEL:	Losi Nitrotane 20%
PIPE:	Losi tuned pipe
PLUG:	Stock
PEAK X-DYNO HP*:	1.31 @ 29,500 rpm
PEAK X-DYNO TQ*:	47.00 oz.-in. @ 25,250 rpm
PEAK X-DYNO RPM:	39,750
AVERAGE HP:	0.82
AVERAGE TQ:	36.57 oz.-in.
POWER FACTOR	
LOW END (TQ/HP):	40.33 / 0.74
TOP END (TQ/HP):	21.39 / 0.62
CORRECTION FACTOR:	1.074

*All numbers are SAE corrected

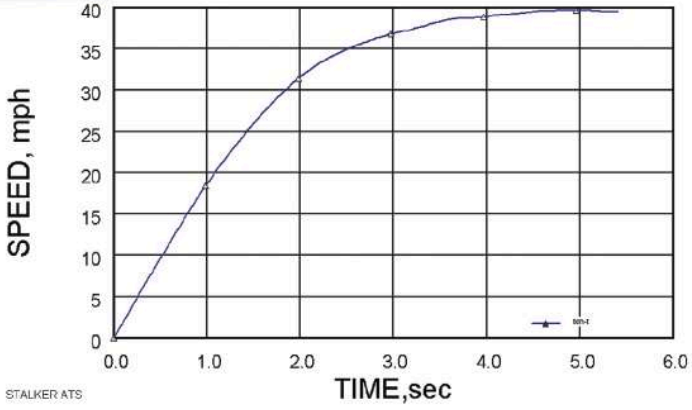
NEEDLE SETTINGS

HIGH:	2.5-turns out from flush
LOW:	2.5-turns out from flush
MID:	NA
OPERATING TEMP:	210° F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 0-60 feet: 2.18 sec. @ 33.1 mph
TOP SPEED: 39.62 mph @ 202 ft.
AVERAGE RUN TIME: 8 minutes



TEST CONDITIONS

WEATHER:	Sunny, clear skies
TEMP/HUMIDITY:	75° F/22%
BAROMETRIC PRESSURE:	29.95 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Packed dirt with loose dust

HANDLING

TURNING RADIUS:	3 feet, 11 inches
ON POWER:	Understeer
OFF POWER:	Neutral

BRAKING

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

Hey I'm in this photo, right there behind... nevermind.

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INCREASE CORNERING POWER
IMPROVE STRAIGHT LINE TRACKING
IMPROVE STABILITY & HANDLING
REDUCE TIRE WEAR

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for Stampede
for Rustler
for Slash
for Jato
for Firestrom
for 1/10 TC
for RC18B/T
for Mini-T, Mini-LST
for B4, T4 & SC10 ... etc.

INCLUDES ADAPTERS TYPE A & TYPE B:
for 1/8 Buggy
for 1/8 Truggy
for T-Maxx
for Revo
for E-Maxx
for Savage-X
for Savage XL
for LST ... etc.

* patent pending

Modified Parts for the Associated SC10

Precision option parts for short course competition

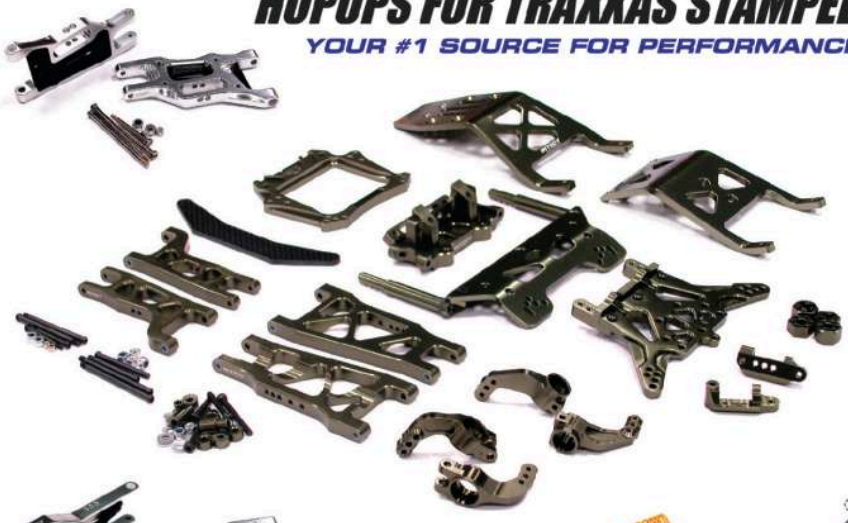






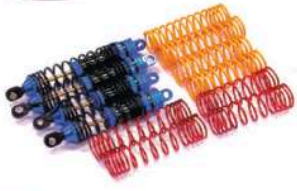
HOPUPS FOR TRAXXAS STAMPEDE, RUSTLER & SLASH

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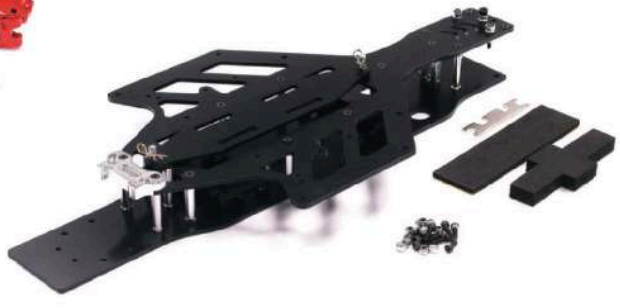












OPTION PARTS FOR TRAXXAS 1/16 REVO VXL & SLASH VXL







It's like driving a buggy with donuts on all four corners.

KYOSHO ULTIMA RT5

MAKING THE COMPETITION TIGHT!

1:10 | 2WD

words: Carl Hyndman | photos: Jason Boulanger

KYOSHO HAS A LONG TRADITION IN THE OFFROAD ELECTRIC SEGMENT THAT REACHES WAY BACK TO OUR EARLY RC HISTORY. Then a few years ago Kyosho took a break from the scene until 2007 when it released its much-anticipated RB5 buggy and has seen some refinements with a new "SP" version, but until now there hasn't been a truck. That changed recently with the new RT5 racing truck and I am fortunate to have put it through the paces on an indoor high bite track. Yep, Jared Tebo and other noteworthy drivers are running the truck now, and it is being put through its paces at the highest level. Let's see what the hype is all about.



Quick release wheels in electric, uh ok ...

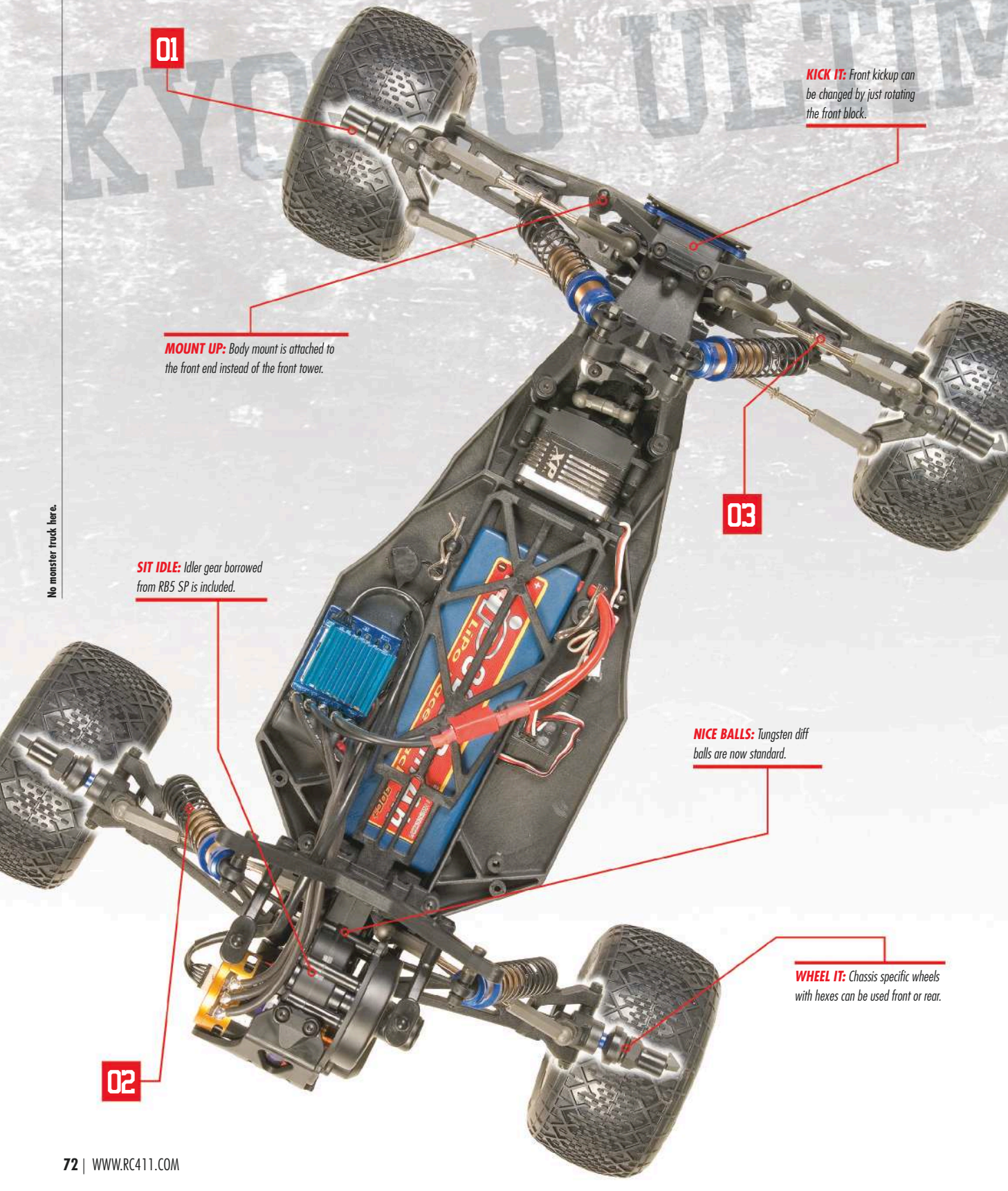
KYOSHO

ULTIMA RT5

PART #: 30065B
STREET PRICE: $290
PRICE AS TESTED: $1,290
SETUP TIME: 7 hours
EXPERIENCE LEVEL: Intermediate to Advanced

SCALE	POWER	TYPE	DRIVE
1:10			2WD

No monster truck here.



01 **QUICK RELEASE AXLES** • No need for tools here, the RT5 comes standard with quick release axles for both front and rear. Races for electric are never long enough to warrant a quick wheel change, but for us lazy racers it is one more quick step in convenience and security; no more worrying about a wheel nut coming loose.



"Late to the game, but not the Podium!"



02 **SHOCKS** • Kyosho shocks have been around for a little while now and have a well-deserved reputation for performance. Yeah they are still the emulsifying type, but time has proven their design to be solid. The shock bodies are also threaded and "velvet coated." The design includes a top cap, threaded aluminum body, and a bottom screw on cap enclosing the O-rings.

03 **FRONT SHOCK BLOCKS** • Most front-suspension arms on electric offroad vehicles incorporate mounting holes for your shocks with different locations, but this placement is unique. The 2mm of adjustment is standard and raises the bottom of the shock up away from the level of the arm. The mounting block is also a separate piece and can be replaced.





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
THICKNESS:	2mm
MATERIAL:	Composite

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Stainless steel
STEERING:	Horizontal rack
SWAYBARS (F/R):	N/A

SHOCKS

BODIES:	Velvet coated aluminum threaded
DAMPING (F/R):	Kyosho 300-wt. / Kyosho 300-wt.
PISTONS (F/R):	3-hole B / 3-hole A
SPRINGS (F/R):	Black (65) / Black (65)

DRIVE TRAIN

TYPE:	Three-gear reduction
DIFFERENTIAL:	Ball
AXLE TYPE:	Steel CV type
TRANSMISSION:	Direct drive with transmission reduction
SPUR GEAR MATERIAL:	Hardened plastic
CLUTCH TYPE:	N/A
BEARINGS:	Metal and Teflon-shield

GEARING

	1st
PINION/SPUR:	25/82, 48-pitch
GEAR RATIOS:	
PRIMARY:	3.28:1
INTERNAL:	2.6:1
FINAL:	8.53:1

BODY, TIRES & WHEELS

BODY:	Kyosho Blaze
TIRES (F/R):	Pro-Line Suburb MC
DIAMETER/ WIDTH:	4 in. x 2.2 in. (102mm x 55.88mm)
HEX SIZE:	13mm
WHEELS:	Kyosho dish

DIMENSIONS

WEIGHT:	3 lbs. 8.6 oz., (1,602 grams)
TRACK WIDTH (F/R):	330mm / 330mm
WHEELBASE:	292.5mm
RIDE HEIGHT	30mm

Another non-standardized wheel; hmmm.

KYOSHO ULTIMA RT5

1:10 | 2WD

TESTING

OCRC in Southern California was to be my testing ground. Luckily the track is an indoor, high-bite facility with a big straight and flowing layout with just a touch of very slow, technical sections. The layout also had a mix of big jumps, off camber sections and some rhythm sections that should really test the suspension. I chose the hot tires that the locals were running and set up the truck according to the instructions in the box. After charging up a LiPo pack, I hit the track.

ACCELERATION AND SPEED • Since this is a race kit roller without any guts, I went with a Team EPIC 10.5T and LRP ESC set on a pretty aggressive timing setting and geared it appropriately. That setup combined with the power of LiPo really mohawked the rear tires and gave me another lesson in throttle control. The truck screamed on the track and my white knuckles held on as the tires grabbed at every bit of clay. Quick blips of the throttle made short work of jump approaches, and fortunately, the slipper helped out or it would easily have flipped itself on to its back. Pick your power wisely, this truck moves—and with only two wheels to move you forward, keep some smooth throttle finger in your arsenal.
Rating: 9.5

BRAKING • As with any rear wheel drive car, braking can be a bit of an exercise in light finger input. In fact, dialing back a little EPA on your push brake should be one of the first things addressed when hitting the track. Of course you will have to find the correct balance between slowing the car down at the end of a straight, using your brakes for flight control and sliding around corners. Once you find that balance, this truck's braking will be a little less scary.
Rating: 8

LOW-SPEED • Since the car was equipped with LiPo power and the initial setup was probably based around the weight of six NiMH cells, take some time to either get used to the change and its effect on handling, or make some appropriate changes. The car was smooth and went through the corners well, but was a little pushy. A slight change in springs, pistons, oil or shock location could compensate for this and luckily all of those things are easily addressed. The truck did respond quickly to quick changes and it wasn't too long before it settled down. The instruction manual doesn't really address this and in fact, there is virtually no help on how to tune for track conditions, so take a little extra time here.
Rating: 9

HIGH-SPEED HANDLING • I was impressed at how balanced the truck felt at speed. There was a big sweeper at the end of the straight that had a small step down mid-corner that could get your truck sideways if things weren't done just right, but that wasn't a problem for this truck. I had lots of confidence with it and could really drive hard and tight. It was fairly easy to hit the same line every time with all the power I had at my disposal.
Rating: 10

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:	Proline Suburb MC, 8205-17, **$40**

CONTACT

KYOSHO:	www.kyoshoamerica.com
AIRTRONICS:	www.airtronics.com
TEAM ASSOCIATED:	www.rc10.com
PROLINE RACING:	www.prolineracing.com
TEAM EPIC INC.:	www.teamepiconline.com
LRP:	www.rc10/lrp.com
SPEKTRUM	www.spektrumrc.com



What does Stadium Truck mean?



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

KYOSHO ULTIMA RT5

1:10 | 2WD

WRENCHING

MAINTENANCE • The design of the truck is pretty conventional here, and most of the normal high-maintenance items like shocks and suspension are a pleasure. Everything is well-thought-out with a few extra items to make the short time between racing qualifiers a social event instead of a hair-pulling stress factory. Parts have great tolerance and everything goes together without any hand fitting; in fact I never had to reach for tools to do those tedious tasks.
Rating: 9.5

WEAR AND TEAR • On the track, the truck took a lot of hits and held up pretty well. Most crashes would have seen a walk back to the pits, but with the help of oversized ballstuds, beefed up stainless steel turnbuckles and Kyosho's composite plastic, breaking was kept to a minimum. I'm not saying it went without a hiccup, but compared to other trucks in its class, I'd have to say this thing is pretty stout.
Rating: 9

TUNING • The RT5 has plenty of tuning options for even the most seasoned racer. All the standard choices and allowances apply: shimming the pivot balls to change the roll center, different pistons available for the shocks, shock location holes, wheelbase, kickup, anti-squat, etc. But with a few things like the removable lower front shock mount, tuners may have some things up their sleeves to get creative with. Kyosho owners are also happy to know that many of the parts on this truck are interchangeable with the smaller RB5 SP buggy. Unfortunately, as I have mentioned before, do your homework on tuning because Kyosho only offers help online and not in the manual.
Rating: 10

CONCLUSION

Lately, 2WD stadium trucks have taken a back seat as classes like short-course truck have grabbed hold. That doesn't mean the class that is pretty much dominated by Losi and Team Associated couldn't use some competition; this truck should easily challenge for those podium spots. It's a little pricier than those other options, but offers a solid alternative choice with its own driving characteristics and unique, high-quality parts. If you are looking to run in a class that's pretty much 'Merican in origin, take a good look at this design because it could help to bring back some life to stadium truck racing.

Nice addition to the 'Merican class.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Very Tunable
- Quality materials
- High quality shocks

MISSES

- Pricey
- Parts are hard to find at your LHS
- Instructions a little slim and no tuning guide

MAIN COMPETITION

Losi XXX-T CR, Team Associated RC10T4 Factory Team, X-Factory X-60

WHO IT'S FOR

Intermediate to advanced racers looking for a competitive offroad truck.



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1/10th SCALE BASHER

Sidewinder Sport Power Packages are available with 4600kv or 5700kv motors.



1/10th SCALE CLUB RACER

NEW Mamba Max Pro Extreme Power Packages are now available! Sensored and Sensorless, good to 6s! Ready to ROAR? Now available in one cell version for carpet racing!



1/8th SCALE BASHER

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CIRTIX SLOTLESS SENSORED MOTOR

Cirtix Slotless Sensor Motor For 1/8





Cirtix Slotless Sensored Motor 2200KV
PN# CSL01



Cirtix Slotless Sensored Motor 2500KV
PN# CSL02

Cirtix Slotless Sensor Motor For 1/10

Another Industry First For Speed Passion Cirtix Slotless Sensored Motors

Speed Passion is proud to introduce the revolutionary Cirtix series of 10th and 8th scale slotless sensored brushless motors. Bridging the gap between the raw power and high efficiency of a slotless motor design, and the zero cogging smooth low end of a sensored system. The best of both worlds is now here for any mod 10th offroad or onroad vehicle, or 8th buggy and truggy.

The Cirtix motor series features all the incredible power and efficiency of a slotless motor design, which means more power, longer runtime and less motor heat in any mod 10th application, as well as stronger and smoother braking. These efficiency gains no longer have to come at the expense of common sensorless ESC cogging at startup and low speeds, as the Cirtix motors (inspired by Speed Passion R&D Team) are the first slotless motors compatible with any sensored ESC!

When combined with Speed Passion's newly redesigned sensored 8th scale ESC, the Cirtix 8th scale motors provide all the brutal horsepower needed in any 8th scale application, as well as the accuracy and control of a cog-free sensored system.

Both of these new motor lines are built to ROAR legal specs, and approvals are pending at this time.







Cirtix SSlotless Sensored Motor 3000KV
PN# CSL03



Cirtix Soltless Sensored Motor 4000KV
PN# CSL04

KYOSHO

ULTIMA RT5

SCALE 1:10 | POWER | TYPE | DRIVE 2WD

POWERPLANT INFO

The Team Epic Nemesis 10.5 BL Motor is a perfect match to the RT5 truck, with plenty of torque and rpm. Most of my friends know that I have one solid "blow out" in just about every 5-minute race, but this has nothing to do with the power on hand. In fact, the power would often help me out of some sticky situations since it came on smooth and strong when needed. Brakes were strong and helped me negotiate some quick turns and the torque really helped when flying in the air. With timing manually adjustable in the motor, combined with ESC timing, there is a big range of power that can be used if geared correctly. For most racers, having this kind of power is probably overkill, but watching it fly out of every corner without any weird side effects is just plain fun.



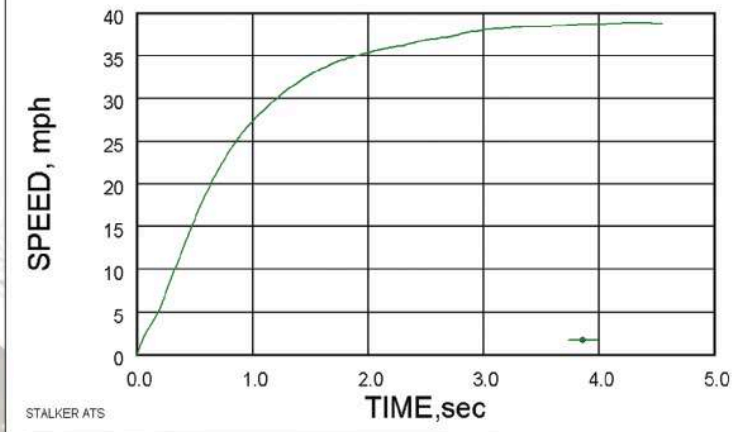
MOTOR DATA

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

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.81 sec. @ 33.9mph
TOP SPEED: 39.1 mph @ 199 ft.
AVERAGE RUN TIME: 7 minutes



TEST CONDITIONS

WEATHER:	Indoors
TEMP/HUMIDITY:	62°F / 30% (Indoor track)
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	High to medium bite hard packed dirt/clay

HANDLING

TURNING RADIUS:	3 ft. 10 in.
ON POWER:	neutral
OFF POWER:	understeer

BRAKING

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

Qualcomm Stadium is in San Diego and I'm sure this truck would fit in nice.




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#1601 .....25pcs
#1602 .....100pcs

PROBAR 3™



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

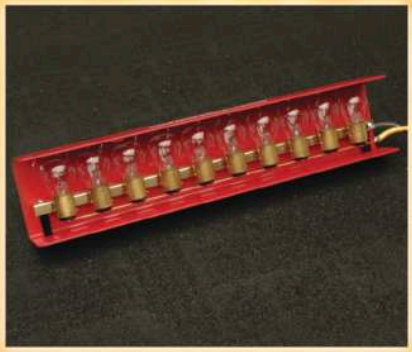
#1610 .....6pcs
#1611 .....25pcs
#1612 .....100pcs

SPEED JIG™



"Ten Must Have Tools" - R/C Car Action
"Rating: A+" -Xtreme R/C Cars
"The best building jig on the market" - R/C Car
#2040

DISCHARGER



Car stand and discharger in one

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

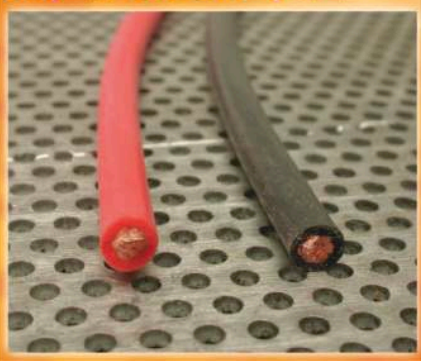
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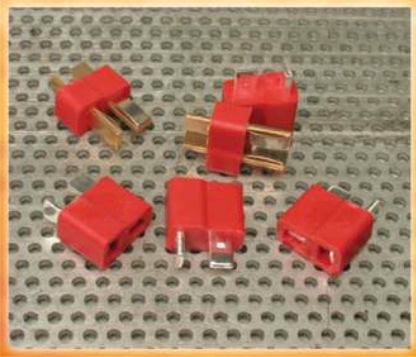
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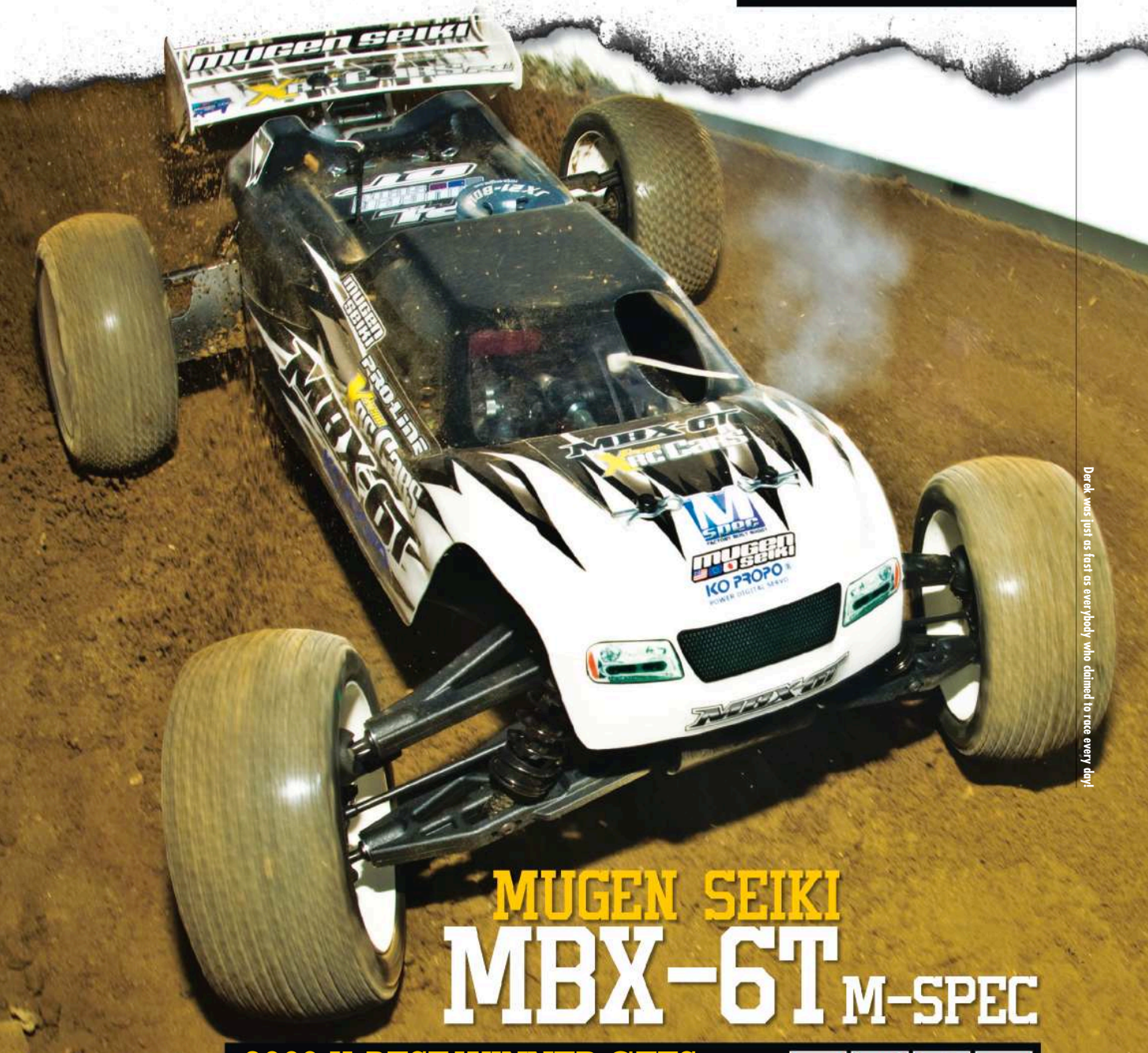
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Derek was just as fast as everybody who claimed to race every day!

MUGEN SEIKI MBX-6T M-SPEC

2009 X-BEST WINNER GETS FACTORY ASSEMBLED

1:8 | NITRO | 4WD

words: Derek Buono | photos: Carl Hyndman

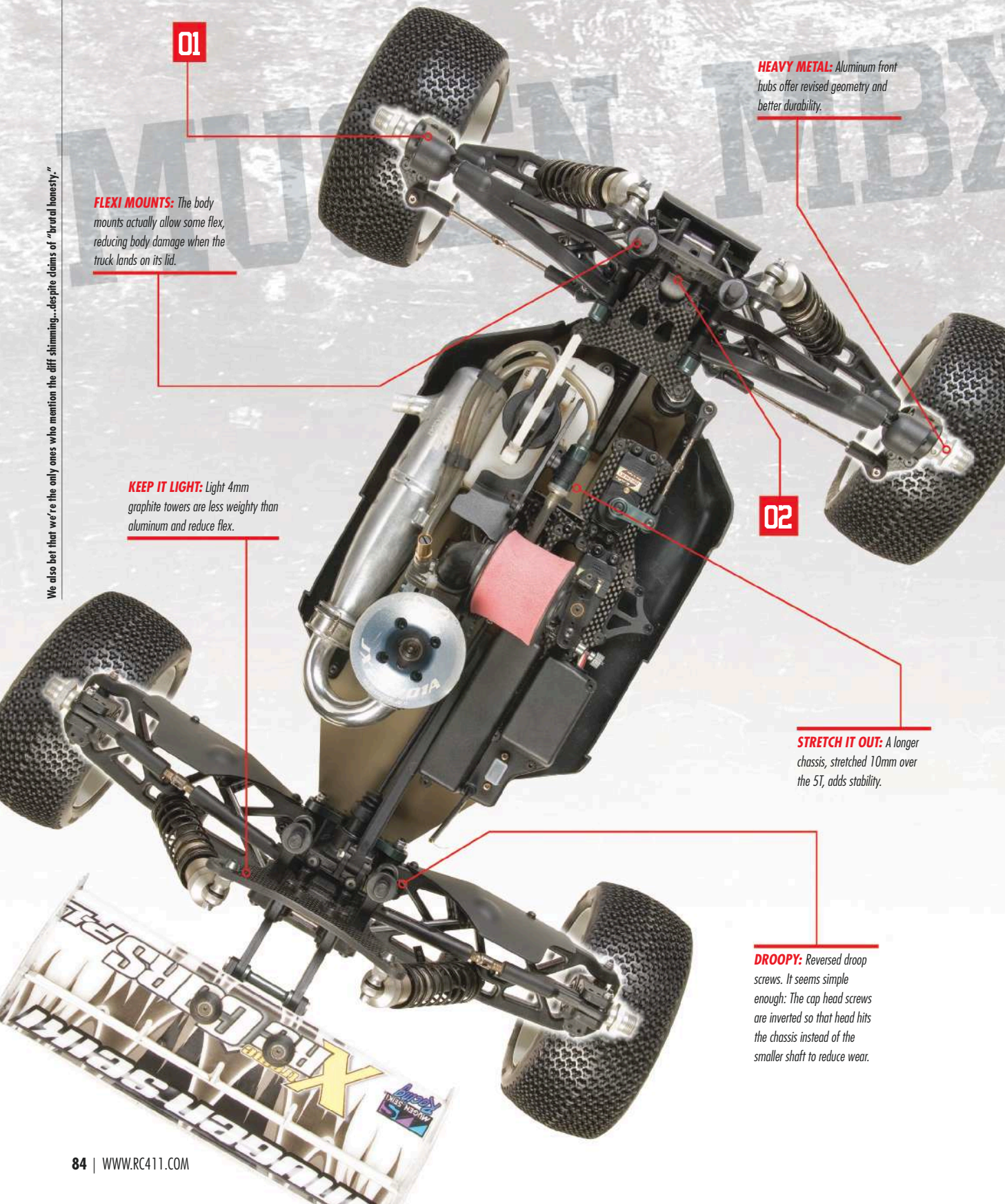
"WE'LL NEVER MAKE RTRS—WE DON'T MAKE TOYS." While that might not be the exact phrase it's something Mugen has said and lived by. So when it was time to make a race roller they might have backpedaled a bit. Racer rolling chassis are everywhere and they allow those who might not have the time, skill or desire to build a kit to enjoy one and not worry if it was built right. The new MBX-6T Spec comes factory-built with all the race parts the kit has! Mugen invited all the media out for a test day with the new Truggy and we rolled down to put some miles on the roller to see if it was as good as the kit version.

MUGEN SEIKI
MBX-6T M SPEC

PART #: MUGE0065
STREET PRICE: $550-$575
PRICE AS TESTED: $2,000
SETUP TIME: 3 hours
EXPERIENCE LEVEL: Intermediate to Advanced

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD

We also bet that we're the only ones who mention the diff shimming...despite claims of "brutal honesty."



01 **PARTS IS PARTS** • What you're looking at is a race kit that has been built for you. There are no cheaper or "sport" parts used in place of any of the high-quality parts that are found on the kit version, so all the good qualities of the kit are still found in the roller.



> "What you're looking at is a race kit that has been built for you."

02 **LAZY PERSON READY** • We checked on the setup and it was pretty spot-on. We did notice they changed some of the diff fluids and shock oils, which might just be better than the kit setup, or at least more current.



POWERPLANT INFO

The Ninja engine has the heart of an OS and that means amazing levels of power, a rock steady idle and enough RPMs to lend to your buddy. The Ninja purred like a kitten and just needed a few turns on the screws to have it running perfect and providing awesome power and runtime.



VEHICLE INFO

CHASSIS

LAYOUT:	Stamped aluminum with braces
TANK CAPACITY	150cc

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Steel
SWAYBARS:	2.5mm / 2.9mm

SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R):	500 wt. / 450 wt. (Mugen)

DRIVE TRAIN

TYPE:	4WD, center shaft
DIFFERENTIAL:	3 gear, fluid damped
DIFF FLUID:	7,000 wt. / 10,000 wt. / 4,000 wt.
AXLE TYPE:	Universal
TRANSMISSION:	Center differential
SPUR GEAR:	Steel
CLUTCH TYPE:	3-shoe aluminum
BEARINGS:	Metal and rubber shielded

GEARING

	1st
CLUTCH/SPUR:	13/46
GEAR RATIOS:	
PRIMARY:	3.54:1
INTERNAL:	4.60:1
FINAL:	16.28:1

DIMENSIONS

WEIGHT:	8 lbs. 14 oz. (4,040g)
TRACK WIDTH (F/R):	17.05 in. (433mm)
WHEELBASE:	14.69 – 14.92 in. (373 – 378mm)
RIDE HEIGHT	1.22 in. (31mm)

ACCELERATION

0-60FT:	1.95 sec. @ 35.98 mph
TOP SPEED:	46.42 mph @ 202 feet
AVERAGE RUN TIME:	8 minutes

MAIN COMPETITION

Team Associated RC8T, Losi 8IGHT-T 2.0, Hot Bodies D8T

WHO IT'S FOR

Racer who want "instant race" in a box

We stole Mugen's starting box after the test day! Gotcha!

MUGEN SEIKI MBX-6T MSPEC

1:8 | NITRO | 4WD

TESTING

Testing was done at Revelation Raceway in Montclair, Ca with medium-to-low traction conditions, depending on the water status. There were plenty of high and low speed sections and one of the hardest-timing sections we've ever seen with a double-double-double-single mix that challenged the soul.

ACCELERATION AND SPEED• We loved the kit version, and the real test of the race rolling chassis is that it handles the same. The rip out of corners and through the rough sections was impressive and the top speed would have been almost perfect if it weren't for the excessively long straight that tests your engine's rod strength.
Rating: 10/10

HANDLING • It would have been a failure on Mugen's part if the race roller was anything less than ready to win the A-Main, like the kit version. All the parts used are 100-percent the same as you would get if you built it yourself, and the result is near-perfection. The setup isn't going to work on every track perfectly, but as a starting point, you can't go wrong with just throwing it on the track. The truck drives like a buggy and has some of the best handling we've ever experienced in a truggy. Since you have to install a radio, brake bias settings is up to you.
Rating: 10

WRENCHING

MAINTENANCE • Like always, 1/8-scale cars are some of the easiest to work on, with everything fairly easily accessible. As with the kit version, I don't really care for the radio box using screws to keep shut, and I wish there were more room in it for a variety of electronics.
Rating: 8

WEAR AND TEAR • This was a Mugen test day and all of the magazines had their trucks burning fuel for a few hours. To my surprise, none suffered much damage and we brought our executive durability tester, Skinny, there to make sure it was abuse-tested. We did note that our rear diff skipped a little under heavy braking, and after inspection we found it needed to be shimmed. In fairness these were first run kits, but if you're a racer you probably should take 15 minutes to see if it's shimmed right. One truck did need to change a gear, but ours didn't.
Rating: 10

TUNING • We'd like to say we needed to change something but the stock setup was fast and easy to drive fast. There are tons of options to play with, but if you're lazy this works well, and if you're fast, this works well.
Rating: 10

CONCLUSION

Mugen always said they would never make RTRs, or "toys" as they called them, but those words have been muttered by companies before, and they also ate them. The pre-built kit isn't quite RTR, but it's about two steps closer to it, and when they do come out with an RTR we won't hate them for it. Mugen did a great job with the box setup and keeping the quality high. We think this will bring a new set of loyalists to the brand. The MBX 6T was our X-Best of 2009 and for good reason. It rocks our faces off.

It's always nice having a factory driver setup your cars.



TEST GEAR

RADIO:	KO Propo EX-1UR 2.4GHz SS, 80190, **$320**
RECEIVER:	KO Propo (included with radio)
STEERING SERVO:	KO PDS2368ICS, **$150**
THROTTLE SERVO:	KO PDS2368ICS, **$150**
ENGINE:	Mugen Ninja .21 JX21-B01A, MUGJX21B01A. **$375**
RECEIVER PACK:	Mugen Power Pack, B0242, **$40**
FUEL:	Mugen Seiki Racing Fuel 30%, **$45**
EXHAUST PIPE:	Mugen Ninja JX21c MUGJX15001, **$12**
STARTING BOX:	Mugen Pro Starter BII, B0230, **$145**
TIRES (F/R):	Pro-Line Caliber, 9032-02, **$30/pair**

CONTACT

MUGEN SEIKI:	www.mugenracing.com
KO PROPO USA:	www.kopropo.com
PRO-LINE:	www.prolineracing.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- All the same parts as the kit, but assembled for you
- Amazing handling out of the box
- Brings new people into the Mugen brand

MISSES

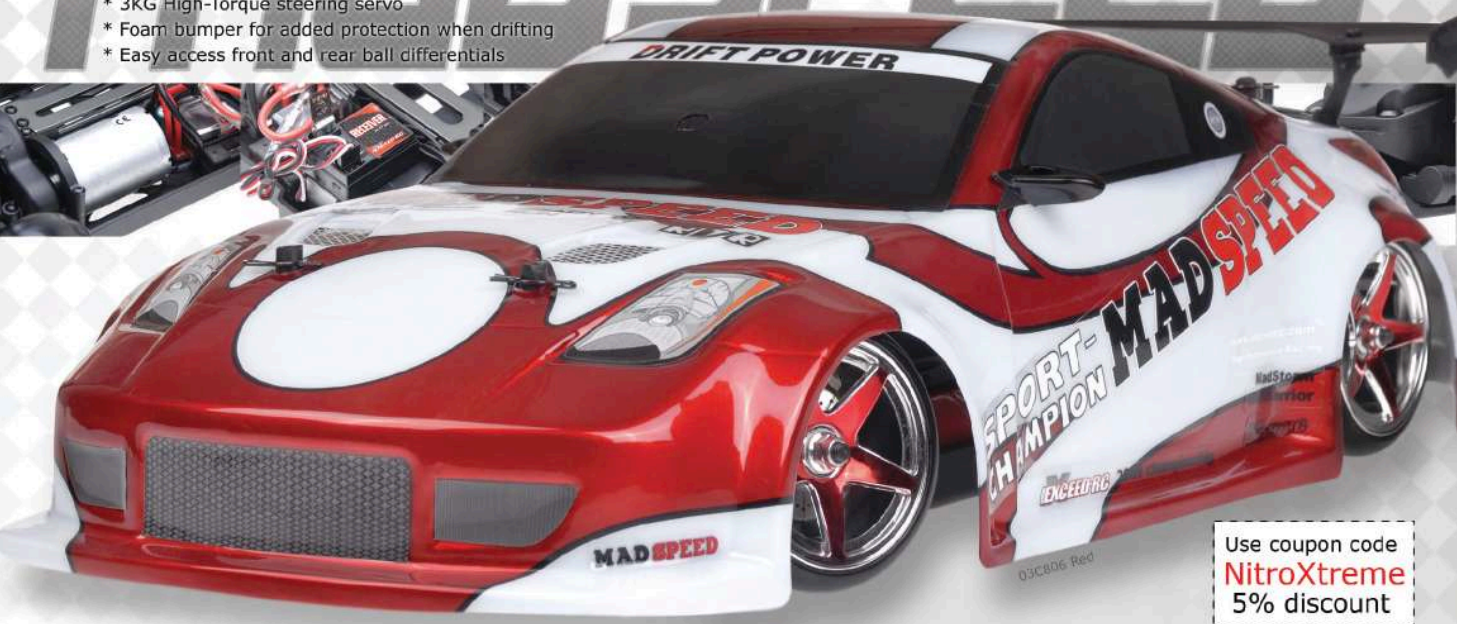
- Our kit required a re-shim of the diff
- Overly complicated and complex radio box

EXCEED RC

1/10 SCALE ELECTRIC POWERED MADSPEED 350

Features

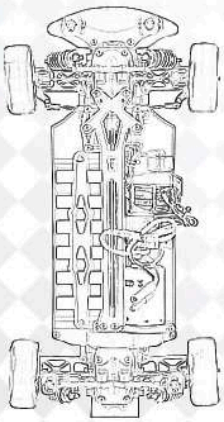
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Specifications:
Type: 4WD Electric Drift Car
Scale: 1/10
Length: 17.32 in (440mm)
Width: 7.48 in (190mm)
Wheelbase: 10.20 in (259mm)
Weight: 3.3 lb (1496.g)
Chassis: Molded composite
Suspension: Independent
Tire Type: Drifting rubber
Motor or Engine: High-performance 540 motor
Speed Control: Exceed RC engineered Speed Control
Radio: Pistol radio system
Servos: 3KG.cm high-torque steering servo
Kit/RTR: RTR
Shock Type: Aluminum, coil-over oil filled
Body: Prepainted 350 Drift body
Ball Bearings: Complete
Battery: 7.2v Ni-MH 1800mAh

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FIRE BLUE


BLUE


GREEN

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TRF 801X T

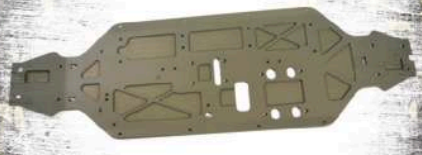
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Anti-Gravity Prone!

HOP-UPS



#84041- Lightweight Universal Shaft



#84036- Lightweight chassis 330g



#84038- Aluminum Rear Hub

TRF 801XT

TAMIYA RACING FACTORY

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#84040- Lightweight Universal Prop Shaft

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AWCCQ #3 - March 13
St. George, UT
hosted by 801RCC

AWCCQ #4 - March 27
Lucia Falls, WA
hosted by ORCRC

AWCCQ #5 - April 10
Lake Amador, CA
hosted by CCRC

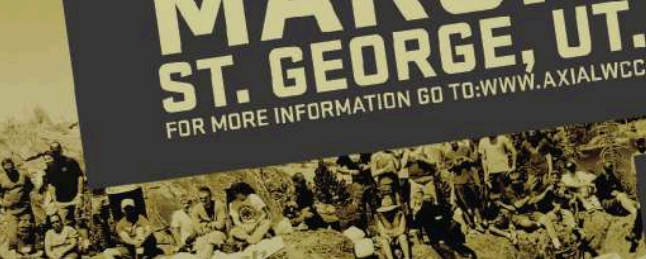
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TRAXXAS REVO 3.3

RETURN OF THE MONSTER TRUCK

1:10 | NITRO | 4WD

words: Brian Skinner | photos: Carl Hyndman

IN THE BEGINNING TRAXXAS CREATED THE MONSTER TRUCK AND THE T-MAXX; and the monster truck class was without form, and void; and darkness was upon the face of RC. And the Spirit of Traxxas moved upon the face of RC.

And Traxxas said, Let there be monster truck racing; and there was REVO.

And Traxxas saw the REVO, that it was good. And Traxxas divided the T-Maxx from the REVO, and created the REVO Platinum for racing. But Traxxas was not happy, since the people wandered the desert of RC for 10 years seeking their own style of MT for racing. Then Traxxas said, "It is not good that monster trucks have changed—we shall release a real REVO monster truck so the bashers will rejoice!" And Thus the New REVO 3.3 was created with huge tires, larger body and reverse. Now, the bashers saw the REVO 3.3, and the earth trembled as the bashers and the new REVO 3.3 roosted it.

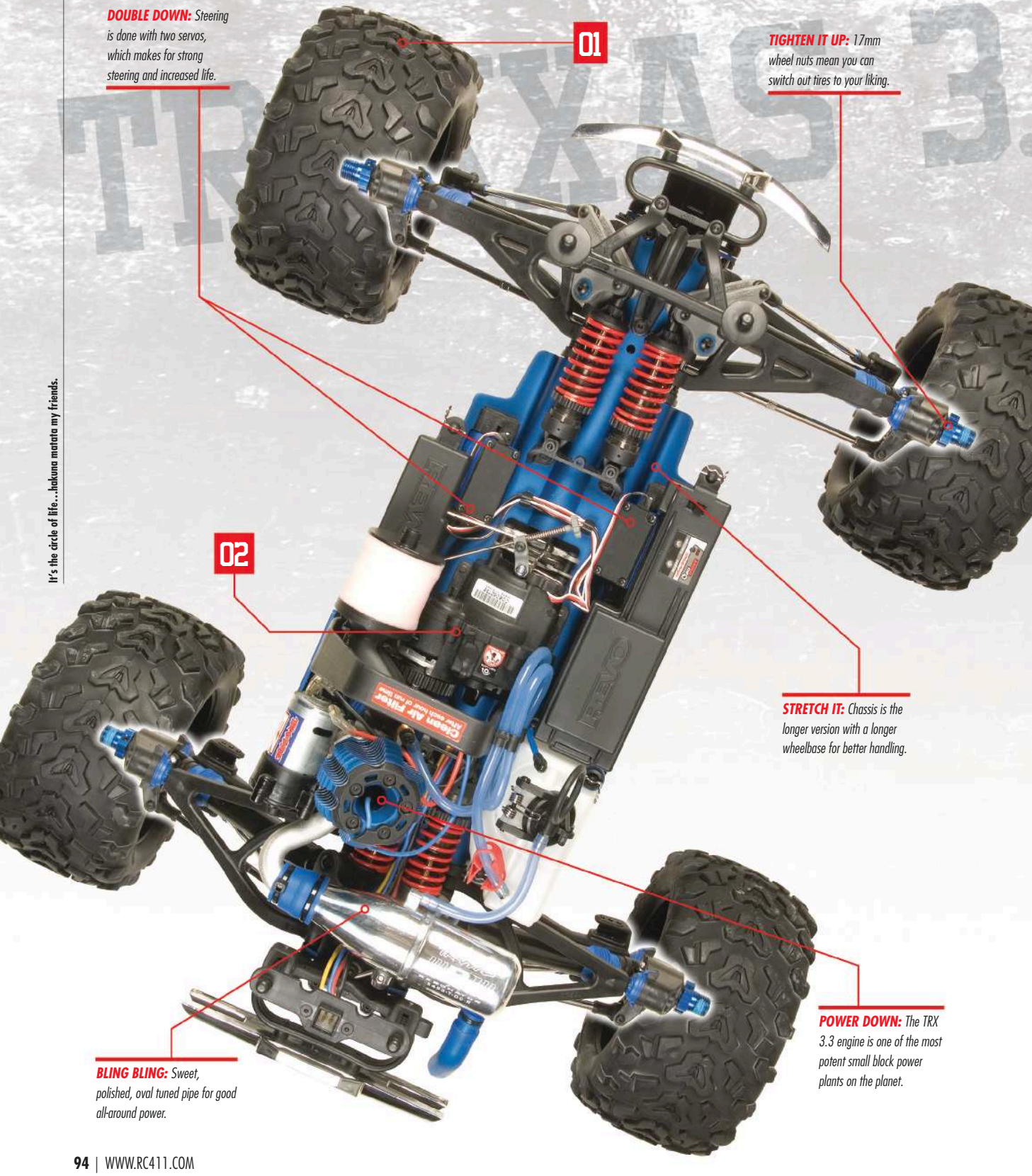
— *Skinnesis 1: 1-4 (SV)*

The king of bashing returns all shiny and new.

TRAXXAS REVO 3.3

PART #: 5309
STREET PRICE: $500-$575
PRICE AS TESTED: $587
SETUP TIME: 3 hours
EXPERIENCE LEVEL: Intermediate to Advanced

SCALE	POWER	TYPE	DRIVE
1:10	NITRO		4WD



DOUBLE DOWN: *Steering is done with two servos, which makes for strong steering and increased life.*

TIGHTEN IT UP: *17mm wheel nuts mean you can switch out tires to your liking.*

STRETCH IT: *Chassis is the longer version with a longer wheelbase for better handling.*

POWER DOWN: *The TRX 3.3 engine is one of the most potent small block power plants on the planet.*

BLING BLING: *Sweet, polished, oval tuned pipe for good all-around power.*

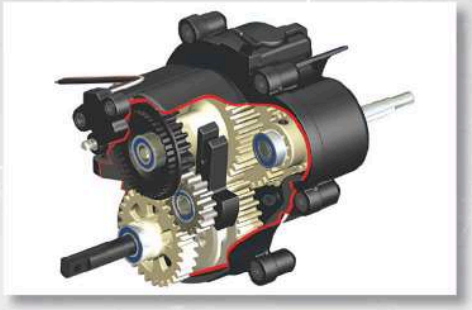
It's the circle of life...hakuna matata my friends.

01 **FAT TIRE FLYER!** • The REVO 3.3 has large 6.3" tires to give it a mean look, and wider stance. A new tread design has wrap-around lugs to dig in through corners and loose dirt. The new Geode chrome rims give the bling effect of a proper MT.



> "Traxxas said: it is not good that monster trucks have changed—we shall release a real REVO monster truck so the bashers will rejoice!"

02 **OPTIDRIVE** • The OptiDrive Shift Module has returned with its microprocessor controller that senses vehicle speed. It performs forward and reverse shifting effortlessly. The tranny is the same rugged design as the previous REVO, which will last a lifetime.



POWERPLANT INFO

The Traxxas TRX 3.3 is a brute of a small block engine. It puts out great power for its size, and will easily roost the REVO 3.3 wherever you want to go. As we have grown accustomed, the TRX started to life quickly and easily, and ran consistently throughout the test. We did have to do some bottom-end tuning to it, but for the most part that is to be expected. For a stock motor, you can't find a better one, and that says a lot.



VEHICLE INFO

CHASSIS

LAYOUT:	Stamped 3mm aluminum
TANK CAPACITY	150cc

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Steel
SWAYBARS:	None

SHOCKS

BODIES:	Hard anodized aluminum
DAMPING (F/R):	30 wt.

DRIVE TRAIN

TYPE:	Center shaft
DIFFERENTIAL:	Enclosed, spider-gear differential
DIFF FLUID:	Grease
AXLE TYPE:	Universal
TRANSMISSION:	Internal two-speed w/forward and reverse
SPUR GEAR:	Plastic
CLUTCH TYPE:	2-shoe, spring loaded
BEARINGS:	Rubber-shielded

GEARING

	1st	2nd
CLUTCH/SPUR:	14 / 38	
GEAR RATIOS:		
PRIMARY:	2.71:1	
INTERNAL:	9.42:1	6.01:1
FINAL:	25.55:1	16.31:1

DIMENSIONS

WEIGHT:	10 lbs., 9 oz. (4944Og)
TRACK WIDTH (F/R):	Front 17.5 in. (444.5mm) Rear 17.6 in. (447mm)
WHEELBASE:	13.7 in. (348mm)
RIDE HEIGHT	3.5 in.

ACCELERATION

0-60FT:	2.37 sec. @ 27.98 mph
TOP SPEED:	43.1 mph @ 295 ft.
AVERAGE RUN TIME:	10 minutes

MAIN COMPETITION

HPI Savage, and its many variations, and the Associated MGT

WHO IT'S FOR

Bashers and people who like having fun.

Angry Ninja just upped and left me after the radar test.

TESTING

Testing was done at Revelation Raceway, and a canyon park with its many trails, rocks and hills. It was a cool 75-degrees out, and the dirt ranged from loose and slippery to loamy.

ACCELERATION AND SPEED • Off the line, and at speed, the REVO does not disappoint. It has low-end punch where pulling wheelies is the norm, and not the exception. As for the need for speed, the REVO 3.3 has that in abundance. It's fast, it's quick, and will get you into trouble if you're not careful.
Rating: 9/9

HANDLING • The REVO from past to present has always been one of the best handling MTs on the market, and the 3.3 is no different. Its plush suspension soaks up the rough, and the geometry keeps it well planted. You can nail the 3.3 through whoops and potholes, and it will not whimper. You can launch the 3.3 off the most intimidating jumps and ledges, and it will want more. There is one thing it's slow at, and that's turning. The steering is lazy and pushes in stock form, but that is the nature of monster trucks. For bashing this is acceptable, but if you want performance there are set-up sheets to turn your new REVO 3.3 into a scalpel-like tool of death!
Rating: 9

WRENCHING

MAINTENANCE • Bashing with the 3.3 and maintaining it is the yin and yang of RC. It's built well so maintenance is low—other than the initial "seating in" of parts—but once you get past tightening up the RTD assembly ritual, there's not much up-keep. However, if something needs to be worked on deep inside, you got some wrenching to do.
Rating: 8

WEAR AND TEAR • REVO 3.3 is a robust monster truck, and over time I've found this MT to be a solid piece of work. You can tumble it and smack it into things, and it will just drive away, waiting for you to do it again. If something strips or breaks, it's probably driver error. Really though, it is built well, and will take abuse—it's not indestructible, but it will take a beating.
Rating: 9

TUNING • The REVO 3.3 has tuning galore: shocks can be tuned, suspension adjustments are endless, and the shift points can be tweaked to your liking. Out of the box you can tune the 3.3 for just about any conditions you encounter.
Rating: 9

CONCLUSION

The REVO has a long history behind it with multiple national titles and a true cult of followers. The REVO 3.3 represents a rebirth of the true monster truck that got so many people involved in RC back in the day. Out of the box, it has everything you need to get going, other than eight AA batteries, and fuel. It's got a 2.4 GHz radio, an electric starter with battery—and the radio gear on board comes with a battery, too! In conclusion, I have to say that if you're looking into buying a monster truck for the first time, then the REVO 3.3 is a MT worth a long, hard look. Jeez, when I bought my first monster truck, I paid only $70 less than you guys will, and you're getting way more features than I did, lucky dogs!

Looks kind of like an energy drink of some sort.



TRAXXAS REVO 3.3

1:10 | NITRO | 4WD

RTR GEAR

RADIO:	Traxxas TQ 2.4GHz (3-Channel)
RECEIVER:	Traxxas Micro Receiver 2.4 GHz
STEERING SERVO:	Traxxas Water Proof 2075
THROTTLE SERVO:	Traxxas Water Proof 2056
ENGINE:	Traxxas TRX 3.3
RECEIVER PACK:	Traxxas RX Power Pack (6v / 1100 mAh)
EXHAUST PIPE:	Traxxas R Resonator (polished aluminum)

TEST GEAR

FUEL:	Traxxas Top Fuel, 30%, #5030, **$12**

CONTACT

TRAXXAS:	www.traxxas.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Return of an old friend.
- You get everything you need, and at a great price.
- Fun right out of the box!

MISSES

- Steering is lazy due to the large tires, and it pushes, but hey it's an MT!

BUCKLE UP!

ALL THE TITANIUM YOU WILL EVER NEED!!



Punisher (3mm) Turnbuckles *Old School*

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

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



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Sized from 33mm to 130mm



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New name, same game.

2009 PRO-LINE GAS CHAMPIONSHIPS

SPONSORED BY: Pro-Line, *Xtreme RC Cars* Magazine, Up-Grade, JBRL, and Live RC

THE MAX CHALLENGE IS GONE, BUT SAY HELLO TO PRO-LINE'S NEW RACE

WORDS: Skinny **SPECIAL THANKS TO:** Scott Hughes and Pro-Line

Well true to Pro-Line's word, the Max Challenge has risen like a phoenix reborn as the Pro-Line Gas Championships. The new event is in-line with today's racing vehicles, and style, plus it's still cool like the old Max event. In October of 2009, the event was kicked off at Thunder Alley Raceway which is a perfect venue for RC racing. It's in a park with grass, "real" bathrooms, and the track is always epic. Rob Jackson and his son always build off the hook tracks, and for many; is closer than the old Pro-Line track. The day was fun with great racing, food, and cool awards. Join me as we go back to the future to see the re-birth of a classic.







It's always nice to get recognition; just ask these people.

KEEPING IT FUN

Although the racing was intense, the Pro-Line event is about fun. This year they gave out awards to deserving drivers, and that is pretty cool. Next year Pro-Line has plans for more fun and games.



WALK ABOUT

HALF THE FUN OF RC RACING IS WHAT'S GOING ON OFF THE TRACK; let's see what trouble we can get in to.

1. Dani Choi, Alpha Plus team driver, came all the way over from Taiwan, to learn how to get fast. He's been living here for over a year to compete with the American drivers. In his opinion we are the fastest guys around…I'll agree with that!

2. Pro-Line's own Daniel has become quite the cook; you should try his tacos…De-Lish!

3. When it's cold at the track, (and it was cold!) it's nice to have some warmth.

4. Pit girls are awesome, but how the heck do you use a fuel gun with those claws? Who cares—they look killer!

5. Hey Chad—how's your day going?

6. **I've fallen, and I can't get up!** Turn marshaling is hazardous to your shoes.

THE TRACK

AS ALWAYS, THUNDER ALLEY PROVIDES A KILLER TRACK. This one was fast with a couple of uphill jumps, big curved table top jump, and a long curved front stretch. Two sections gave drivers a challenging time; the uphill step-up section in the center field, and the back uphill long jump. You had to carry speed and time them right; if you didn't your car was on its lid.

THE RACING

The racing was fast and furious, and fun to watch all the classes compete on this track. It was challenging, but not so much that every drive didn't look fast on this layout.



The odd couple.

PRO BUGGY: Ryan Cavalieri had a good weekend; he qualified first and he finished first. The first part of the race he did have to work for it though. Cody King, Travis Amezcua took shots at placing first, but Ryan got out in front and had a nice gap on second place finisher Cody King in the end.



PRO TRUGGY: Just an observation, but it seems the truggy class is where the battles are theses days. Most events I go to, buggy is done by the halfway point with no real battles. Truggy on the other hand, seems to be a real dog fight for most of the race…I'm just sayin. This race was no exception, Ryan "Tokyo Drift" Lutz, and his Tamiya had to hammer most of the race with attacks from Travis Amezcua, Josh Wheeler, and Ryan Cavalieri to get the top spot. The four drivers duked it out for the first part of the race with Lutz always leading or attacking for the lead. By the end of the 30 minute A-main Lutz had a fat 20-second lead on the crew. Although Travis Amezcua, and Josh Wheeler fought tooth and nail to the finish, it was Travis just edging out Josh for second place by just a little over a second. This was a great race, and a good way to finish the day. Also of interest was how the truggy class put in 55 laps to buggies 54 laps.





EPILOG

THE PRO-LINE GAS CHAMPIONSHIPS WAS A FUN EVENT, and I'm glad to see that Pro-Line has committed to their tradition of having an annual event. It just shows the dedication they have to racing. Giving back to the RC community is always a nice gesture. If you missed this year's event make sure to go next year, it will be even better, and Pro-Line, and Thunder Alley always do their best for us racers!

Race results on page 142.

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Mini-Z Racer MR-03

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Do you think Rudolf Ackermann raced RC?

> "Cornering speed is the key to everything. If you corner that much faster, you carry that speed all around the track."
> – Jim Hall, Chaparral Cars

TUNE WITH ACKERMANN

RACES ARE WON IN THE CORNERS!

words: Carl Hyndman

At first, steering a car seems pretty straightforward: you turn the wheel, the front wheels turn proportionately, and the car goes in that direction. But that is an oversimplification as many things can affect this basic idea. How that happens is a lesson in steering design, which I will try to touch on here. Every manufacturer—whether on or off-road—has its own approach to this principal that is usually based on our full-size cars. Corner speed is key in winning any race and although there are many things that contribute to this, Ackermann is a key element that is often overlooked by many racers. Those who are able to understand and utilize this tuning option have an advantage.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0 XRC Cars

1 2 3 4 5

TIME TO COMPLETE

10 MINUTES

TOOLS NEEDED



- Car specific hex drivers



- Car specific socket drivers

01 Identifying ACKERMANN ANGLES

A. "True," More and Less Ackermann Steering

"True" Ackermann minimizes scrub by positioning both tires perpendicular to the turn center. This is defined by angling the steering arms so that a line drawn between the king pin and steering arm pivot points intersects with the center of the rear axle. As this gives true Ackermann steering geometry, there is no toe angle change on the inside wheel in regard to the inside radius of the circumference of the turning circle. This gives true Ackermann steering geometry, and there is no toe angle change on the inside wheel.





B. More Ackermann Angle

More Ackermann angle can be added by adjusting the angle of the pivot points on the steering arms so that the point of intersection is forward of the real axle's center. This steering geometry achieves greater angular inequality of the turned wheels, resulting in the inside wheel trying to follow a smaller diameter circle. It is a general rule that in low-to-medium grip conditions, more Ackermann is suggested.



C. Less Ackermann Angle

Less Ackermann angle can be set by adjusting the angle of the pivot points on the steering arms so that the point of intersection is behind the center of the rear axle. This geometry achieves a reduced amount of angular inequality of the turned wheels, resulting in the inside wheel trying to follow a larger diameter circle. Less Ackermann is usually reserved for use in medium-to-high grip conditions.



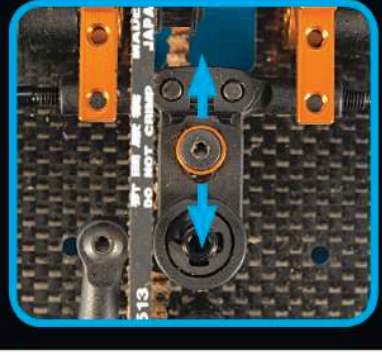
What is ACKERMANN?

Ackermann is a form of steering technology that was first introduced in 1758 by Erasmus Darwin—father of Charles Darwin, the guy who was all about monkeys—in a paper deemed, "Erasmus Darwin's improved design for steering carriages—and cars." However, it was never patented until 1817, when Rudolph Ackermann patented it in London, and now we are stuck with this funny name.

In the simplest form of steering (think Radio Flyer), both the front wheels point in the same direction. You turn the wheel and the tires turn around the corner parallel to each other. The problem is, when this happens, a lot of tire scrubbing takes place, lessening the effectiveness of the steering. When a car goes around a corner, the outside wheels travel further than the inside ones. Ackermann controls the difference in steering arcs between the front inside and outside wheels. The inside wheel always has a tighter arc in any corner. The goal in tuning Ackermann is to get the car to keep a consistent steering arc after going from off-power to on-power, while not letting the tires scrub too much in the driven corner.



I wonder what Ackermann Dave's racecar has?



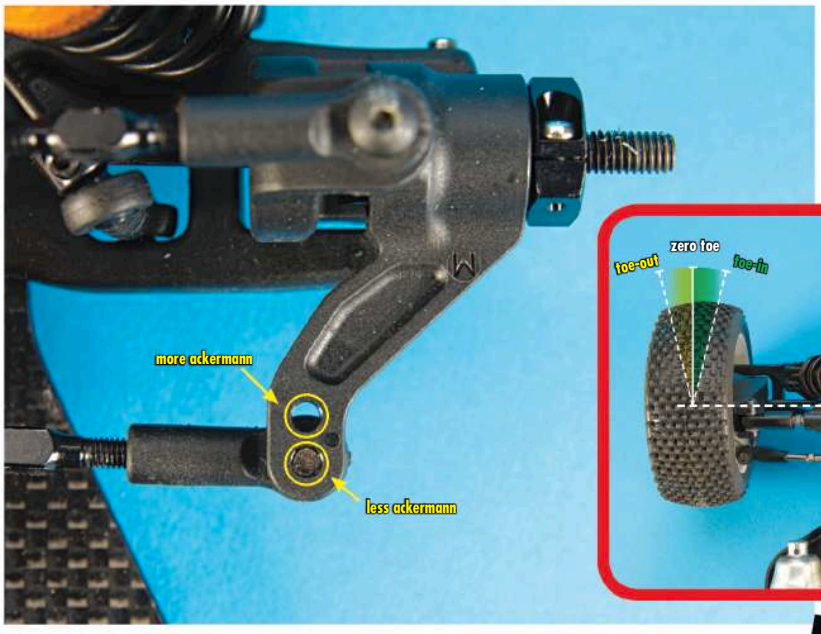
02 CHANGING ACKERMANN AT THE INNER POSITION

Now that you understand the Ackermann angles, it's time to put the knowledge to use. On many cars, changes can be achieved by altering the angle of the steering rods. This is fairly easy and can be done by changing the location of the steering rods' inner mounting positions. Most vehicles have multiple options that let the driver select the desired outcome in fine increments. Changing the inner position usually has the greater affect with outer position changes reserved for fine-tuning.

By moving the inner position forward and creating the most angle with the steering rods, less Ackermann effect is generated. The opposite is true for moving the position back, resulting in straighter steering rods and greater Ackermann effect.

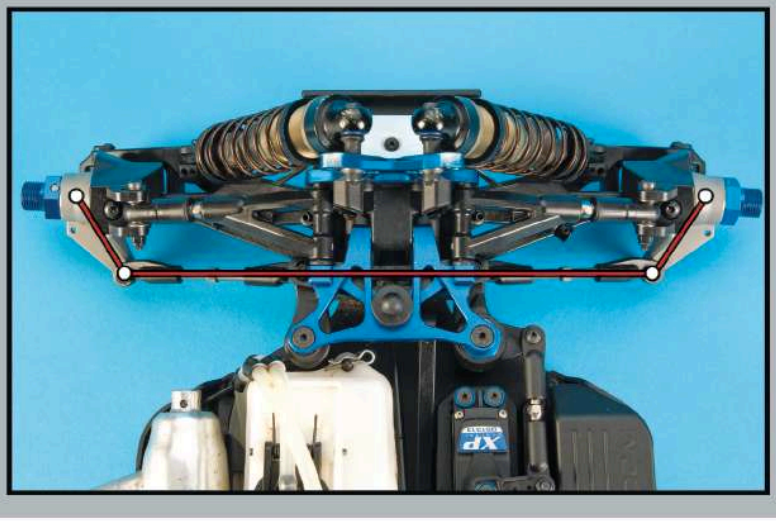
03 Changing Ackermann AT THE OUTER POSITION

Changing positions on the steering blocks is used to fine-tune your Ackermann position. In this case, moving the rod to the forward position straightens out the rods and creates more Ackermann effect.



04 Steering Arms and Their AFFECT ON ACKERMANN

Now that you understand the needs of your inner and outer tires, it's time to make those angles change according to the track. Since every corner requires less or more steering input, depending on the speed and radius of the turn, having angled steering arms changes unequal angular movement exponentially. This means that the more you turn the wheel, the greater the angular difference between the wheels. This is important, since without the same angle difference between them, the tires would remain the same no matter how much each tire was turned. For tight turns, a bigger difference in angle is needed and high speed would need less—and both would need to go back to zero angular difference when pointed straight. This couldn't be accomplished using parallel steering arms, which is why all of our cars have angled ones.

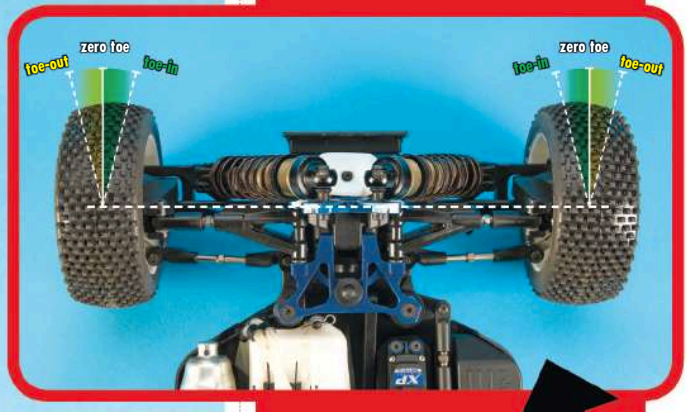


Tire scrub is no bueno.

FRONT TOE EXPLAINED

Front Toe?

Toe is the angle of the wheels when viewed from above the car, i.e. how parallel they are to each other and the car (toe does have an effect on Ackermann but will not be discussed here). For simplicity, we will be adjusting Ackermann with the car's front toe set at zero.



Zero Toe
Wheels are parallel with centerline of the car.

Negative Toe (Toe-Out)
Wheels are angled out from front of car.

Positive Toe (Toe-In)
Wheels are angled in from front of car.

CONCLUSION

As you can see, Ackermann is a powerful tool in tuning your steering, but like everything else, it isn't isolated. Adjusting your car with this tuning option is usually thought of as something reserved for experienced drivers or car designers, but with this information you can have the option. There are a lot of things that can affect Ackermann in your set-up, such as bump-steer, toe, camber, caster, kick-up, roll-center, etc., but when applied correctly could mean a key ingredient in finding that magical balance. Go race!

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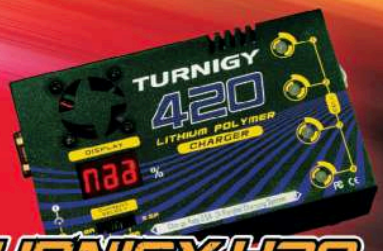


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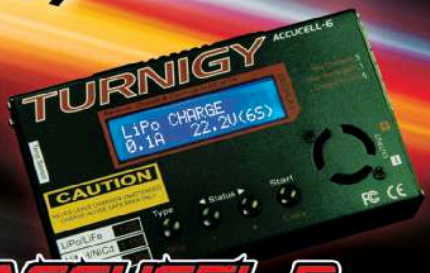
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Stay straight.

CENTER YOUR SERVOS

STOP WANDERING AROUND

words: James Revilla

As plain as they may seem, servos are a key component in what makes a radio controlled vehicle. If you think about it, they basically take the place of the driver in the car; servos are used for both steering and, in the case of nitro vehicles, throttle/brake operation. If you don't have your servos properly centered, you'll encounter problems when driving, such as more steering to one side, not enough brake actuation, etc. This month we'll school you on how to properly center your servos so that they can function optimally. We'll go over centering the steering servo since it's found on all RC vehicles, but check the sidebar for centering your throttle servo if you're running nitro.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0

Featuring RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED

- Transmitter
- Receiver
- Receiver Pack
- Screwdriver / Hex Driver
- Calipers
- Turnbuckle Wrench

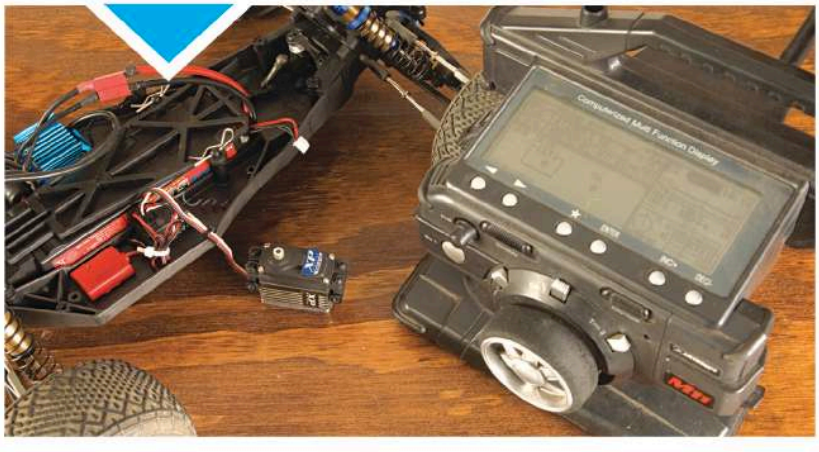
1. CHECK THE GEOMETRY

Before we center the servo, let's make sure the steering linkages are correct. The first step is to remove the servo from the vehicle. Next, use a set of calipers, and make sure that the steering rods and drag link (if applicable) are the correct length as instructed by the vehicle manual; after all, it won't make sense to get your servo centered properly if the rest of the vehicle isn't!



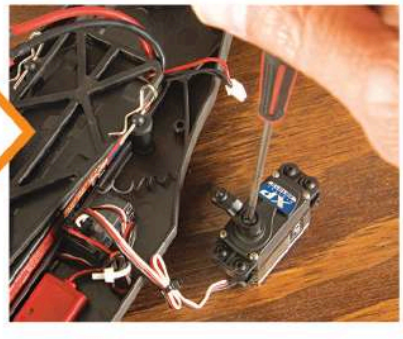
3. GET HER IN THE MIDDLE

You'll need your radio equipment for this next step. First, turn your transmitter on and make sure that the steering trim is set to 0 (check the radio manual to find the correct knob/switch on the radio). If you have a fancier radio with sub-trim adjustment, make sure that it is also set to 0. Next, power up your receiver; this can easily be done by either turning the ESC on (use a charged battery pack!) or by plugging a receiver pack into the receiver directly through the "BATT" socket. Plug in your servo to the steering port on the receiver (usually labeled "1" or "STR") and move the steering wheel to check if it responds.



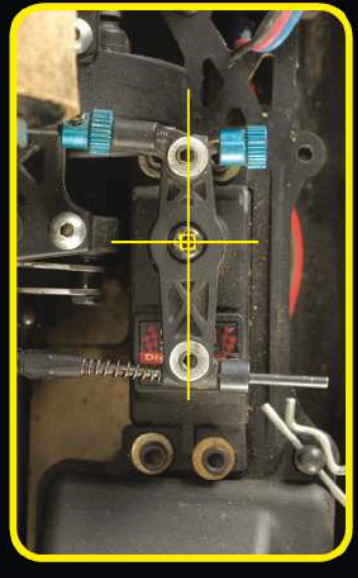
4. HORN POSITIONING

With your instruction manual handy, install the servo horn following the positioning in the manual (keep your radio equipment on for now). Don't worry if you can't get the horn at an exact 90 or 180 degrees (or whatever the manual shows); we can adjust this later. Just get the servo horn as close as possible to its intended direction and reinstall the servo horn screw.



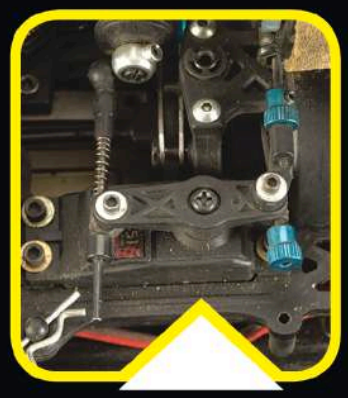
2. WHAT IS CENTERED?

Now to the servo itself. First let's refresh the term "centered"—when it comes to servos, its center is based on the position of the servo horn when it is at neutral. This requires that your radio trim and sub-trim adjustments are at 0, the servo is powered, and the steering wheel/trigger is also at neutral. Depending on your vehicle, the servo itself may require that the horn is at 90-degrees (perpendicular to the long side of the servo) or 180-degrees (parallel to the long side of the servo); likewise, there are some vehicles that call for the servo horn to be slightly at an angle at its centered "neutral" position. Consult your instruction manual for the correct positioning of the servo horn at neutral/center position.





Carl's truck volunteered for this article.



WHAT ABOUT THROTTLE?

For the fuel running folks, there's the added mechanics of a throttle servo to deal with. The throttle servo may be in a different location and a different position on the chassis, but getting your throttle servo centered isn't complicated at all. Centering the throttle servo is as easy as following steps 2 – 4. Afterward, you'll just have to check the manual and adjust the throttle and brake linkages to their correct lengths for proper carb/brake action.

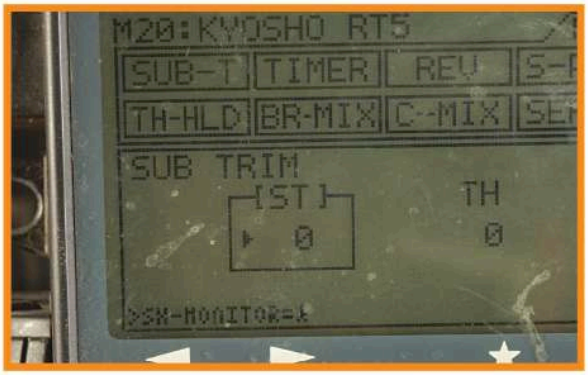
Ever try driving a straight line with a non-straight car? Not fun.

5. ROTATION CHECK

Before you actually bolt the servo onto the chassis, position it similarly to how it would actually sit in the chassis. With your transmitter still on, turn the steering wheel to the left and watch the servo horn move. It should move so that the front wheels on the chassis would be turning the same direction (left is left, right is right). On cars with direct steering (steering rods attach to servo horn) it's easy to tell if the servo is rotating the right way or in reverse. On cars with steering racks, you'll have to manually move the steering rack with your hand as if the servo horn were moving it. Then check if the front wheels turn the same direction as your transmitter steering wheel.

If the front wheels turn the wrong way compared to your steering wheel, you'll have to find the servo-reversing feature on your radio and flip it. After flipping the servo from standard/reverse or vice-versa, your servo horn position might move a little; simply repeat the "horn positioning" step. If the wheels turn the correct way relative to your transmitter steering wheel, then go ahead and install the servo into the chassis, connect all steering linkages, and then go to the next step.





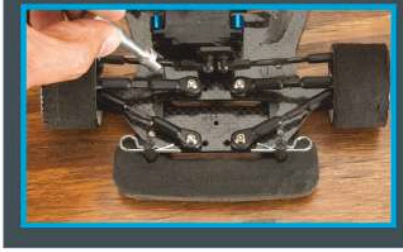
6. TRIM A LITTLE

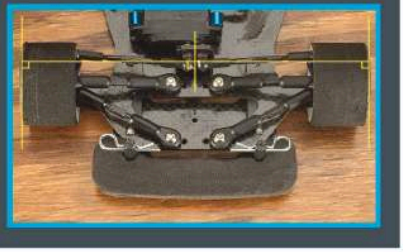
Now look at the servo horn as it sits in the chassis, and compare its position to what the instruction manual shows. If the servo horn is exactly where it should be, then skip to the next step. If the servo horn position is just slightly off, you can use the sub-trim function of your radio. If you don't have sub-trim, it's okay, just go to the next step and do the fine-tuning mechanically.

The sub-trim function moves the servo horn position in very fine increments, allowing you to get the servo horn position just right. If your radio doesn't have a sub-trim function, then you'll have to make the fine adjustment mechanically instead. At this point your front wheels should be pointing straight ahead. Take a test drive and see if the vehicle tracks straight; if it does, congratulations—you're done. If it floats to the left or right, no worries; one final adjustment is required, based on if your vehicle uses steering rods or a steering rack (see the next step).

7. THE ALIGNMENT – STEERING ROD STYLE

If your steering rods attach directly to the servo horn, you'll need to adjust the lengths of the rods to get the vehicle pointing straight. Make sure your radio/receiver is on, and check the front wheel direction. Then, without making any transmitter trim or sub-trim adjustments (remember, we just got the servo centered!), adjust the left and right steering turnbuckles until both front wheels are straight, and the vehicle runs straight when you test drive it.





CONCLUSION

Getting your servo properly centered may seem difficult and can cause a lot of frustration the first time around, but by following the steps in this article your servo centering adventure can be as pain-free as possible. This is also a "required skill" for those who work on or own different types of RC vehicles. The linkages may look different but the methods are the same, and with this knowledge you'll be able to center any servo on any vehicle!



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SHORT COURSE DIFF TUNING

GETTING THE POWER DOWN

words: Derek Bouno special thanks: Erik Shauver

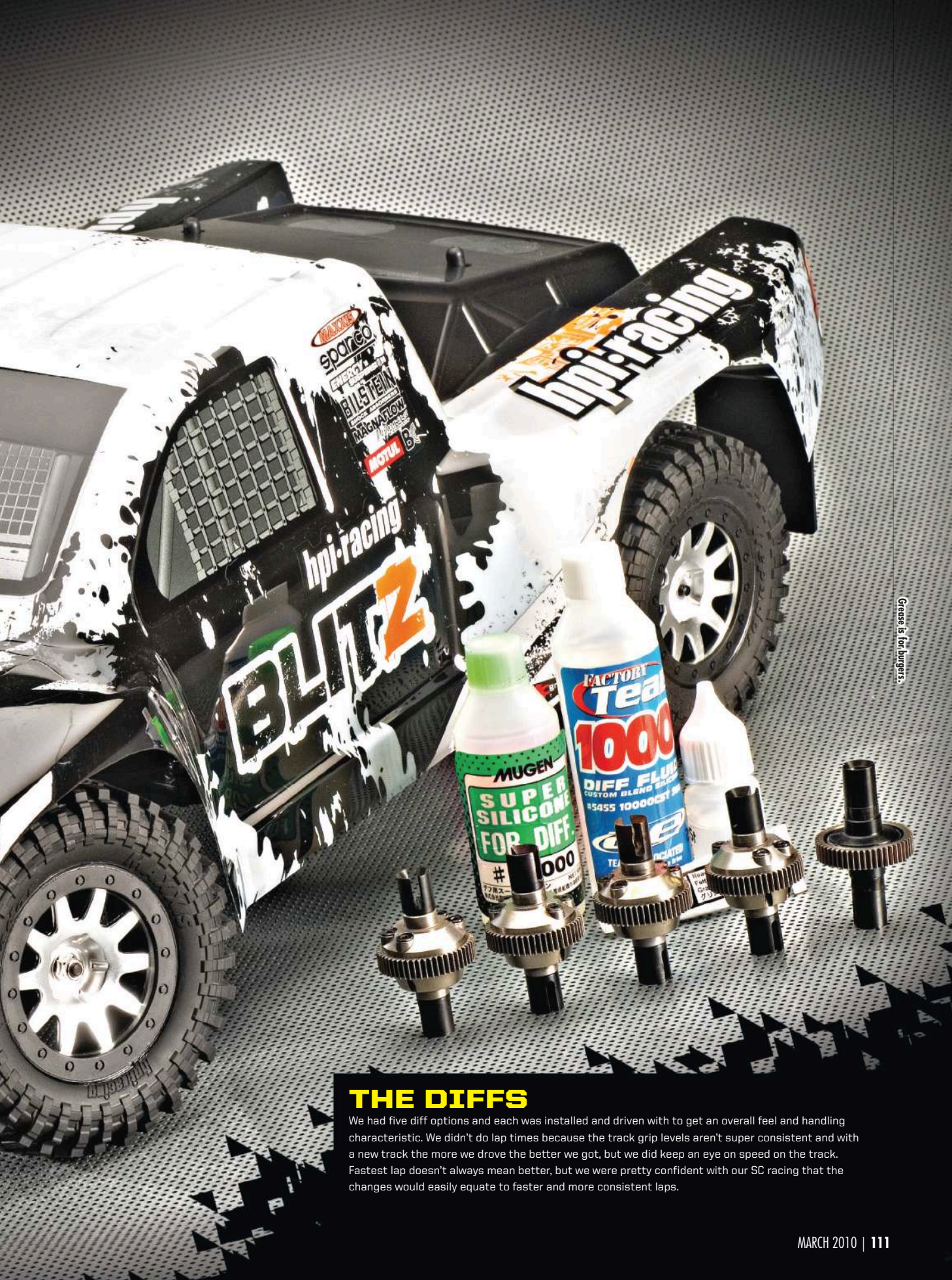
Short course racing has become huge in a flash. With the new cars comes challenges and tuning techniques that some aren't familiar with, and sometime not even the race teams that put them out. Tires are probably the most important tuning option out there, and with many SC trucks coming with hard low traction tires, many of the theories and ideas of tuning change a little. But eliminating the tires from the equations still leaves one new tuning option in 2WD electric: gear diffs. Once thought of as cheap RTR parts, gear diffs have proven themselves in nitro, and with the amount of power we're putting through these cars, they've also shown their value in electric 1/10-scale. They can handle more power and be adjusted with fluid or grease to change handling characteristics. If you haven't started to adjust the fluid in your SC truck you might just want to start thinking about doing that now. The result is well worth your time and effort.

Put your balls away for this one. Ball diffs, that is.



TESTING

We set up a track day with Erik Shauver, designer of the HPI Blitz at our local indoor track OC/RC Raceway in Huntington Beach, California. The track was recently changed and that provided lower grip levels than normal, which in this case would help us see the difference more. We equipped the Blitz with a Tekin Brushless ESC and a 10.5 mod motor running on Pro-Line Bow-Tie tires. This gave us some increased grip and the power to spotlight handling characteristics that might have been overlooked in slower classes.



Grease is for burgers.

THE DIFFS

We had five diff options and each was installed and driven with to get an overall feel and handling characteristic. We didn't do lap times because the track grip levels aren't super consistent and with a new track the more we drove the better we got, but we did keep an eye on speed on the track. Fastest lap doesn't always mean better, but we were pretty confident with our SC racing that the changes would easily equate to faster and more consistent laps.



DIFF 1: HPI Z164 HEAVY DUTY "GREEN" GREASE

(about the viscosity of full-size automotive bearing grease, gears lightly greased)

ACCELERATION- 1 STAR
This was clearly the worst of the bunch on many levels. The truck was very darty under acceleration, and almost felt like it never wanted to go straight. Timing jumps was also difficult, and required more rounded corners to maintain speed.

CORNER SPEED- 4 STARS
As long as I was off-throttle, I had lots of corner speed and could hold tight lines. But since I was always on the threshold of losing traction it was very inconsistent.

STABILITY- 0 STARS
This yielded the least stability in the test: going out of corners, braking, and even down the straight at full throttle felt like the chassis never settled; it was dancing all over.

OVERALL FEEL- 1 STARS
Terrible, unless you're required by some spec rule, or have super high traction (maybe the track is made of glue). We can't recommend a time where you'd want just grease in the diff. It creates an inherent instability that might be fun for a few minutes in the street, but not so fun on the track.

DIFF 2: 4,000 CST SILICONE OIL

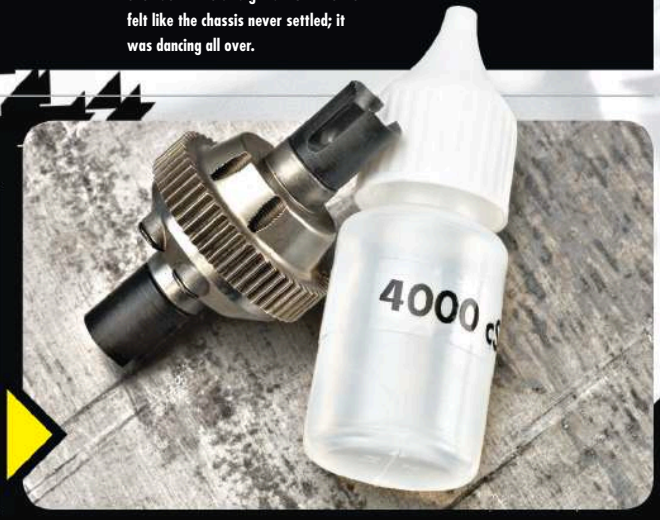
(same as a stock Blitz RTR diff)

ACCELERATION- 1 STARS
Our test vehicle was an HPI Blitz and it was surprising that the light stock diff oil wasn't much better than the grease. The rear end was still dancing out of corners and the ability to clear tight timing jumps was still very low.

CORNER SPEED- 4 STARS
Like with the grease, if you coasted through the corner you could maintain a tight line, but at any second or sudden input the rear end instability was immediate.

STABILITY- 1.5 STARS
Slightly improved over grease, but still felt very skittish on the straight and could spin out if you just barely hit the gas.

OVERALL FEEL- 1 STARS
Still way too light and unstable. Corner speed is still pretty good off-throttle, but with the instability everywhere else, was a waste.



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DIFF 3: 10,000 CST SILICONE OIL

ACCELERATION- 2 STARS

This was getting closer to where the truck would start to accelerate out of corners harder and hit the jumps coming off a slightly tighter line. It was still not completely stable or comfortable but better than the previous two tests.

CORNER SPEED- 4 STARS

You had to start to use the throttle in the corners to maintain speed, which is a good thing since now it was starting to feel like it wanted to have power.



STABILITY- 2 STARS

This was the first diff that we felt added some stability. Down the straight the rear end wasn't dancing back and forth and you could use the brakes and not spin out on a dime in some corners. There was also a noticeable increase in out-of-the-corner punch that allowed the truck to clear jumps using tighter lines.

OVERALL FEEL- 3 STARS

Still not rock solid in stability here, but there was a noticeable difference in stability and acceleration that made you feel more confident. This did require that you start using a steady smooth throttle in the sweeper to go faster, but that's much easier to do than holding on to the truck on the verge of spinning out all the time.



DIFF 4: 30,000 CST SILICONE OIL

ACCELERATION- 5 STARS

It was pretty clear from the first lap that we'd reached a spot where the Blitz felt right. You could now punch the throttle just about anywhere, but still overpower the rear end. Hitting jumps was now easier as the truck launched forward.

CORNER SPEED- 4 STARS

This is an odd rating, because off power, the truck would be slower than an open diff and in some tight high-speed corners. But with the stability and natural tendency to slow down quicker, drivers just had to use throttle in the turn to get the speed back. The natural coasting speed comes back with some throttle, and you can maintain a higher average corner speed because you can use the brakes to slow the truck down or rotate it.

STABILITY- 5 STARS

This was the most stable feel of the test. Out of corners the truck squared up. If you let off the throttle or if you got the rear end out of shape, the truck squared up and you could just go full tilt down the straight and ease on the brakes with little drama.

OVERALL FEEL- 5 STARS

We've done lots of SC racing and our previous testing showed us that these trucks are way easier to drive with a heavier diff. The gains in traction from this weight were immediate and we feel that for 99.9-percent of drivers the confidence will make for faster lap times.

25XZ

A TRUGGY RACING REVELATION.





O.S. engineers made a crucial discovery: In truggy competition, power alone doesn't get you the win. The 25XZ delivers all the speed any racer can use. Boost your edge with:

- *Better fuel economy*
- *Improved handling*
- *Smooth acceleration*
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The O.S. 25XZ. It's a racing revelation — and your key to victory.

osengines.com/92v **Practical RPM Range:** 4,000-39,000 • **Output:** 3.1 hp @ 33,000 rpm • **Weight:** 13.05 oz (370 g)

O.S.® ENGINE UNEQUALLED QUALITY PRECISION & PERFORMANCE

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DIFF 5: PROTOTYPE BALL DIFF

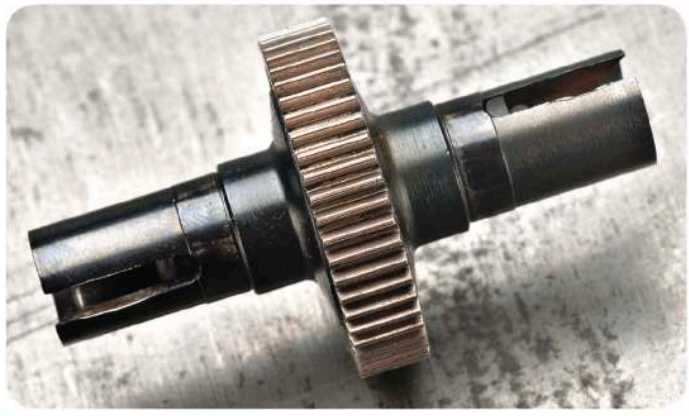
ACCELERATION– 3.5 STARS
This had some better acceleration out of corners than the lighter oils, but after driving earlier with heavy oil, timing the jumps with the ball diff showed decreased forward traction. It did track straight, but the lose in forward movement was pretty obvious.

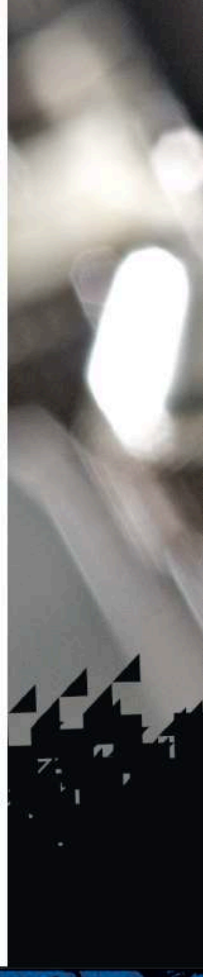
CORNER SPEED– 5 STARS
This was a pretty good mix of both the lightweight oil and the heavy oil. You could use some throttle but it coasted a higher, tighter line than the thickest.

STABILITY– 4 STARS
Out of corners and down the straight the truck was pretty rock solid, only really bothered by abrupt use of the brakes. You could get the rear end to get out of shape pretty quick, but overall it was still pretty good.

OVERALL FEEL– 3.5 STARS
Back in the day ball diffs were king. We were low in power and weight meant everything. The prototype ball diff we tested is considerably lighter than the seal diff options but at higher-power motor levels that means nothing. This was shown by the heavier, thicker oil diff accelerating better and harder than the lighter ball diff. If you're racing stock motor you probably can't use this diff anyway, plus the maintenance is going to be tenfold higher, which to us is a negative.











WHERE TO **START**

We'd love to generalize and say run 30,000 wt. in every SC truck, but that would be dumb. Differences in tolerances and diff volume will make the "sweet spot" different for every truck (even though our Slash setup suggests 30 – 50K oil) and can vary with track conditions. Higher traction will allow you to run some lighter oils to get some steering back, and if you have some terrible setup to start, that can make things worse in every change you make. Our suggestion is to start to go thicker with oil and get a feel for the handling. Our testing has shown us time and time again having a more stable truck makes us faster.

CONCLUSION

Contrary to popular thought, the ball diff is not the best option. While it did show us that it is a good compromise, the fact that we preferred the heavier (mass) and thicker oil gear diffs is proof that times have changed. Most of us have so much power and low enough grip that having more mass might actually help in feel. We were a little surprised that our steering didn't fade out as much as we thought, but since the truck started with a severe over-steer tendency, that reduction of steering actually brought it into the sweet spot. You will lose some turn-in and response as you go heavier, so you will have to figure out that balance to go fast. So if you're having trouble with the rear end on your SC truck, going to thicker oil will solve most of that issue. It won't teach you to drive or throttle control but it will help remove some of the natural handling characteristics of a high power 2WD car with low traction, A.K.A. spinning out whenever you get on the power.

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SS .21

Designer: Steve O'Donnell
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Includes:
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2010 RC PROS

THE ANNUAL HOEDOWN AT DIAMOND W PALACE

words: Brian "Skinny" Skinner **special thanks:** Carlton & Marry Eppes!

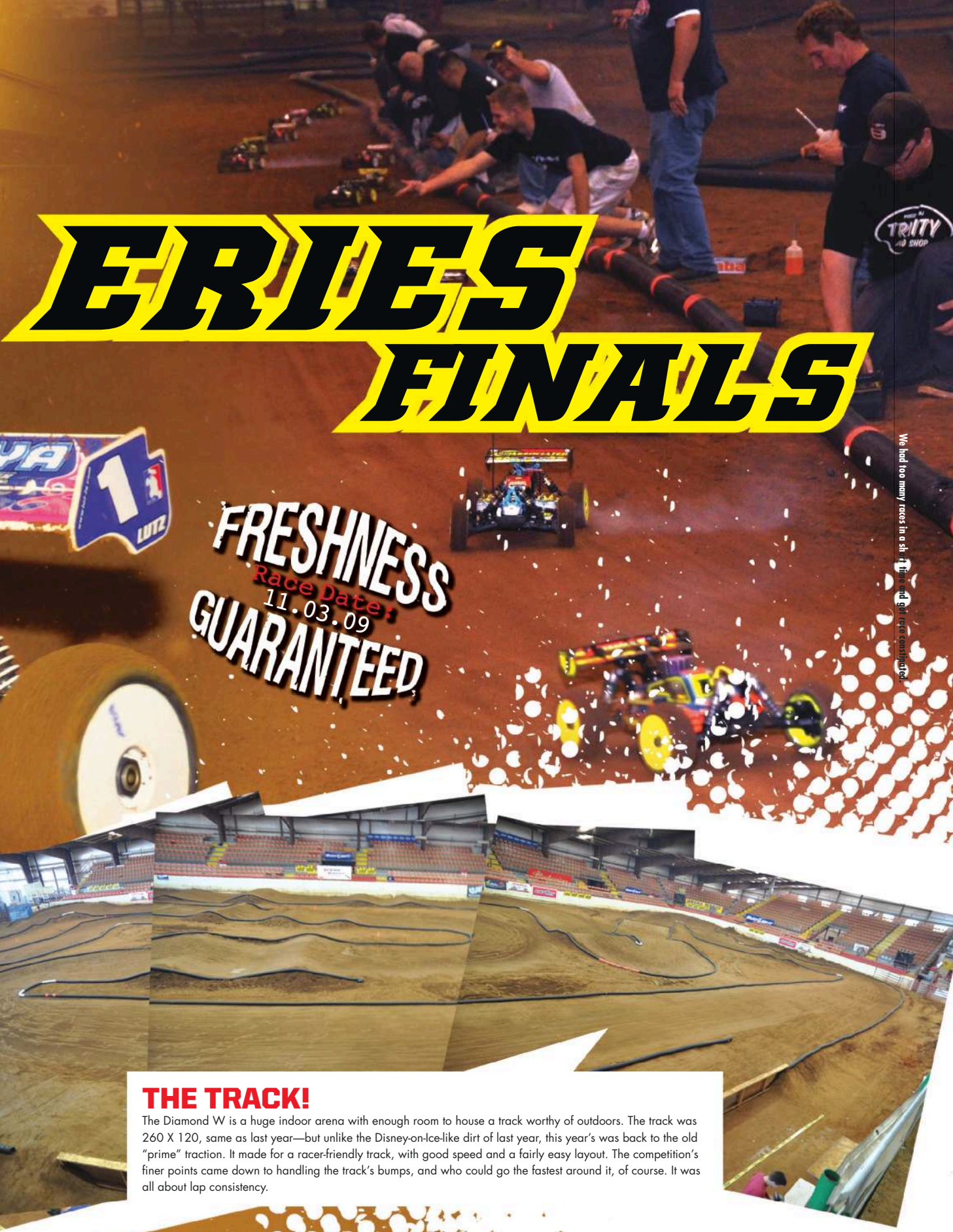
The Ninth Annual RCP finals took place again at the world-famous Diamond W Ranch. This year saw a good amount of factory pros show up to do battle, and even with the economy in the dumps, 300 entries were in the books for this year-end shootout to take top honors. If you never raced at the "W" you're missing out. The place is huge with a large track that's indoor. The dirt is a mix of sand, clay and some horse pooh that makes for great traction and little tire wear. You can rent private pit stalls (read: horse stalls), which means no dragging your equipment back and forth, and with permanent bathrooms, a snack shop, and lounge, this is the perfect indoor event. I might even go as far as to say that this is the best indoor event ever! Now that I got your interest, read on and see why you should join up with RC Pro next year, and make it to the grand finals.

This race has a "not so fresh" funk to it!



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ERIES FINALS



We had too many races in a sh rt time and got rce constipated.

THE TRACK!

The Diamond W is a huge indoor arena with enough room to house a track worthy of outdoors. The track was 260 X 120, same as last year—but unlike the Disney-on-Ice-like dirt of last year, this year's was back to the old "prime" traction. It made for a racer-friendly track, with good speed and a fairly easy layout. The competition's finer points came down to handling the track's bumps, and who could go the fastest around it, of course. It was all about lap consistency.

2010 RC PRO SERIES FINALS

LIFE AT THE PALACE

Life at the Diamond W is good–all you could want is right there.

1. The control tower here is a nice place to be, with fresh air and a great view of the track. The boys here did a great job of running the show!

2. There's a cantina right by the track, and the food was awesome even though it was under new management. The tri-tip steak was da-bomb!

3. The girls of the Diamond W love RC racing, and wanted to show off the new BCE buggy chassis.

4. Bless Indy RC World! They had an on-site shop fully stocked, and boy, this year I needed it! It was great to see tat there. I wish more events had shops to buy parts from so we can keep racing.

5. How big is this place? Josh Wheeler used a Segway to get around.

6's. Once again there was a manufacturers' row for display, and Castle Creations, VP-Pro and Speed Threadz took advantage of it.

7. The seats were starting to get filled at this event—this year more than any other—and the locals came out to watch.

8. Lounging around is big at the finals: Every night, factory pros and Joes get together for some relaxation. It's just 20-feet from the track, so it's easy!

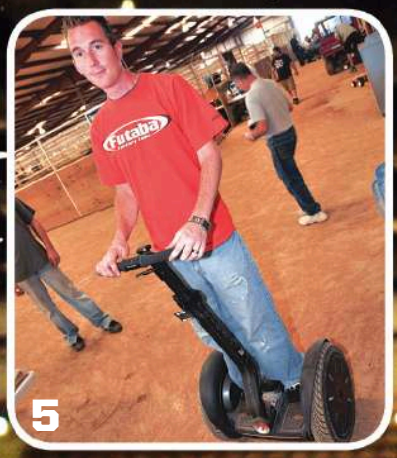












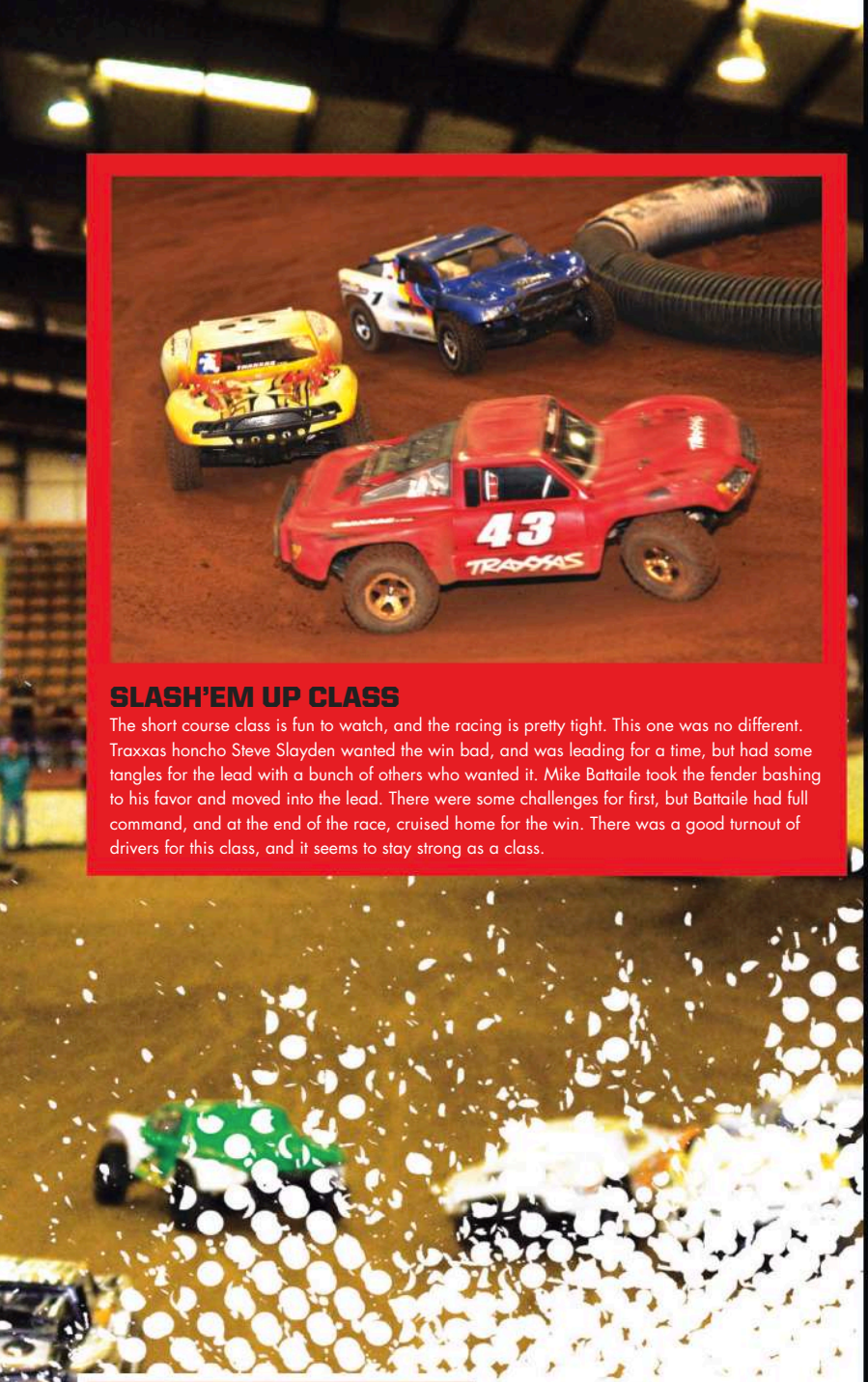








Skimy never mentioned how's race wea...



SLASH'EM UP CLASS

The short course class is fun to watch, and the racing is pretty tight. This one was no different. Traxxas honcho Steve Slayden wanted the win bad, and was leading for a time, but had some tangles for the lead with a bunch of others who wanted it. Mike Battaile took the fender bashing to his favor and moved into the lead. There were some challenges for first, but Battaile had full command, and at the end of the race, cruised home for the win. There was a good turnout of drivers for this class, and it seems to stay strong as a class.



C'EST LA VIE MANSUR MONSTER TRUCK!

Well friends, it has happened: The monster truck is now dead as a class. RCP was the last vestige for real MT competition, and this was the last year for a championship title. Funny, but monster trucks spawned truggies, which, in turn, eradicated the very things that created them. I think it's fitting that Traxxas honcho Slayden, an icon for monster truckers everywhere, won the last race and national title for the last MT event. Slayden ran a great race and dominated from the start to finish two laps up on second-place driver Gunnar Rieck. I found that the MT race was only slightly slower than the truggy class—just six seconds off pace. I'm sad to see the class go; it holds a lot of memories for me.

ODDS & ENDS IN THE PITS

There were a lot of things at RCP finals, so here are some things to tickle your fancy.



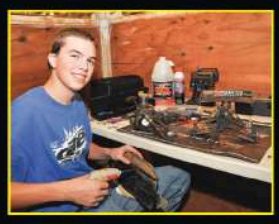
One of the best things at this event is the personal pit spaces. It's like having your shop at home. So cool!



I did not know this: A pro told me that it says "$3 to rent," with no other stipulations. Cool—now I know that I can get a cart from the airport and carry my junk around at the races. Thanks.



Yes my friends, LiPo batteries blow up sometimes, and yes, the LiPo safety pouch does work. I saw the whole thing!



Training Your Intern 101: Matt here is our intern, and I did my best to train him—first by letting him clean my cars; next by making him do comments for the race report. Life is good with interns!



Drake "The Snake".



Wait a second … isn't the fuel supposed to go out the other end?



Hi-jinx are fun! Imagine Adam Drake's face when he found this snake on his winning Losi truggy.

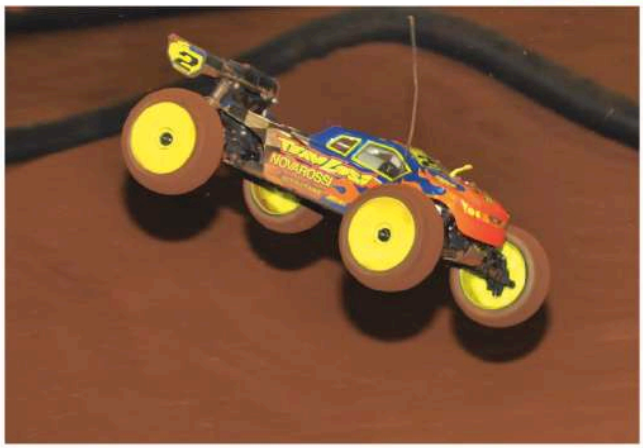
2010 RC PRO SERIES FINALS

THE **MAIN** EVENTS

Pro Buggy: The start of the hour-long buggy Pro A-main was exciting. Adam Drake and Ryan Cavalieri made it to the loop first with Ryan Lopez in third. After the first lap, Drake and Cavalieri were putting a gap on the field with Billy Fisher moving into fourth, but in an amazing feat, Ryan Lutz, who bumped from the B-main to start at the back of the pack, had a great charge to the front. Lutz took over fourth just as the third lap was coming up. A few laps in, Drake was commanding the race, with Cavalieri taking a tumble and letting Fisher into second. Then Cavalieri put his speed vision on, and viciously went after the leaders. The first quarter of the race was a blur of action, with Drake fighting all oncomers. First it was teammate Fisher, and then Cavalieri; all the while, Lutz was lurking in the back, waiting for his opportunity. Going into the second round of pit stops, Cavalieri made a pass on Drake for the lead, and Fisher walked off the stand with radio issues. A few minutes later Fisher was back out, but there was no way he could get back into the hunt. At the halfway point, it was an AE-Losi-Tamiya battle as Lutz made a bid for second over Drake, and then for Cavalieri fought for first. A couple of laps later things settled down with Cavalieri looking solid in first with eruptions of battles behind him for second and third. The last part of the race was mild in comparison to the first. Cavalieri was in solid command, Drake in second, and Lutz in third. By the finish, Cavalieri had lapped the entire field, and Drake put a 10-second gap on Lutz for second.

Pro Arena Truck: The pro arena truck class was hotly contested this year with three manufacturers and three drivers tight on points for the national title. At the start Adam Drake, Ryan Cavalieri and Billy Fisher rocketed off to immediately take command of the top spots. All of them were fumbling around, swapping back and forth, but they all seemed to stay together. Twenty minutes in, the three amigos were still at it, but going into the next lap, Cavalieri had a catastrophic flame-out literally two feet in front of the timing loop. That put Cavalieri two laps down by the time he got re-fired. Going into the last part of the race, Cavalieri was blistering his way up to fourth, Drake was in command in first, and Lutz was going nuts to take his place. With two minutes left, Lutz was five seconds behind Drake, doing a Hail Mary to catch him, but he failed. This brought us to a climatic end with Billy Fisher in third—but flaming out with 22 seconds left on the clock. Fisher flamed; then amazingly, his pit crew got him back out before the clock ended, but not fast enough: Cavalieri took over second place. Drake took it home, but boy was this fierce racing for the podium spots!

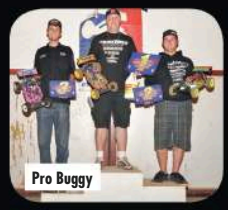
Skinny got back and went straight into the hospital...another reason why it's late.







RC PRO **NATIONAL CHAMPIONS** FOR 2009


Pro Buggy


Pro Truggy


Pro MT


Int. Truggy


Open Buggy


Open Truggy


Int. Buggy



Electric Buggy

Thunder Tiger

1/10TH Electric Brushless Powered OFF-ROAD

Mean Machine

The 1:10th Phoenix XT brushless-powered truck is another great mean machine built with top-end components for inducing total fear among the competition.
The Phoenix XT has it all: A strong molded composite chassis and extra-long suspension arms for outstanding stability and fantastic handling, while the addition of sealed ball bearings and race-proven 2.40:1 racing transmission coupled to CVD axles deliver efficient power transfer. The full set of anodized aluminum shocks are ideal for all-out damoening under the worst track conditions.



Specifications:

Length:	15.63"	Wheelbase:	10.98"
Width:	12.32"	Ground Clrnc:	1.89"
Height:	6.10"		
Weight:	3.00 lbs.		

TTR6571-F071A1
Also available in Purple TTR6571-F072A1

PHOENIX XT
BRUSHLESS SYSTEM INSIDE



Specifications:

Length:	14.68"
Width:	9.37"
Height:	4.72"
Weight:	3.33 lbs.
Wheelbase:	10.51"
Ground Clrnc:	1.33"

TTR6572-F071A1
Also available in Red TTR6571-F072A1

PHOENIX XB
BRUSHLESS SYSTEM INSIDE



There is No Secret!

The 1:10th Phoenix XB brushless-powered buggy is packed with an extensive list of high-end components for ego-building and terrain-bashing! The machine is fearless, and it's been clearly designed for extreme performances: its tough composite chassis and extra-long suspension arms deliver greater stability and superb rough-track handling while its sealed ball bearings and a race-proven 2.40:1 racing transmission directly coupled to CVD axles guarantee super efficient power transfer. And if this wasn't enough, the anodized aluminum shocks simply absorb anything. It's that simple!

FEATURES:

- ACE R/C Cougar 2.4GHz radio system
- ACE R/C BLC-40C brushless forward/reverse ESC &
- Ripper IBL36/3900Kv brushless motor
- Full ball bearings
- Racing ball differential and drive shaft
- Aluminum oil-filled shocks
- Adjustable camber, squat, wheelbase, & shock position
- Adjustable servo saver assembly
- Quadra-symmetric suspension for superb stability and handling.
- Optimized front end geometry for improved steering and increased rigidity
- Race-winning transmission for extreme power handling.
- Adjustable slipper clutch assembly

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2010 RC PRO SERIES FINALS

PRO BUGGY (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	2	Ryan Cavalieri	Associated	Orion	Sidewinder	Associated	Airtronics	Pro-Line
2	1	Adam Drake	Losi	Novarossi	Nitrotaine	Losi	Airtronics	Losi
3	14	Ryan Lutz	Tamiya	O S	***	Tamiya	KO	AKA
4	4	Joshua Wheeler	XRAY	O S	Byrons	Pro-Line	Futaba	Pro-Line
5	5	Ryan Lopez	Tamiya	O S	***	Tamiya	KO	AKA

PRO ARENA TRUCK (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	1	Adam Drake	Losi	Novarossi	Nitrotaine	Losi	Airtronics	Losi
2	2	Ryan Lutz	Tamiya	O S	Prime	Tamiya	KO	AKA
3	3	Ryan Cavalieri	Associated	Orion	Sidewinder	Pro-Line	Airtronics	Pro-Line
4	4	Billy Fischer	Losi	Novarossi	Nitrotaine	Losi	Spektrum	Losi
5	9	Kyle Skidmore	Associated	Reedy	Rocket Science	Pro-Line	Futaba	Pro-Line

PRO MONSTER TRUCK (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	1	Steve Slayden	Traxxas	Traxxas	Nitro Juice	Traxxas	Spektrum	Traxxas
2	7	Gunnar Rieck	Traxxas	O S	Byrons	Traxxas	Airtronics	Traxxas
3	9	Ron Anderson	Traxxas	Traxxas	Traxxas	Pro-Line	Futaba	Traxxas
4	12	Bob Sydow	Traxxas	***	Byrons	***	Spektrum	AKA
5	13	Ron Wall	Traxxas	Castle Creations	***	Majestic	Airtronics	AKA

OPEN BUGGY (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	4	Ben Wheeler	Jammin	Trinity	Sidewinder	Jammin	Futaba	V P Pro
2	3	Nick Vanderpool	XRAY	O S	Rocket Science	XRAY	KO	AKA
3	5	Mike Jackson	Kyosho	O S	Byrons	Kyosho	Futaba	AKA
4	7	Courtney Tate	Losi	O S	Nitro Juice	J Concepts	Futaba	Pro-Line
5	13	Michael Clark	Mugen	Novarossi	Nitro Juice	J Concepts	Futaba	Pro-Line

OPEN ARENA TRUCK (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	8	Cody Fruge	XRAY	O S	Nitro Juice	***	***	***
2	5	Michael Clark	Mugen	R B	Nitro Juice	J Concepts	Futaba	Pro-Line
3	10	Robbie Darby	Kyosho	O S	O'Donnell	***	Futaba	AKA
4	4	Mike Jackson	Kyosho	O S	Byrons	Kyosho	Futaba	AKA
5	2	Ronald Fleck	Mugen	Ninja	O'Donnell	J Concepts	Airtronics	Round Ones

INTERMEDIATE BUGGY (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	8	Vance Kennedy	XRAY	Novarossi	Torco	XRAY	Airtronics	AKA
2	14	Daryl Roqueplot	Losi	Werks	Torco	Losi	Spektrum	Pro-Line
3	5	Scott Stanley	Losi	O S	Nitro Juice	Losi	Spektrum	Pro-Line
4	10	Kelly Hilmer	Mugen	O S	Byrons	Mugen	Spektrum	Pro-Line
5	4	Shawn Taylor	Losi	O S	Nitro Juice	Losi	Futaba	Pro-Line

INTERMEDIATE ARENA TRUCK (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	4	Shawn Taylor	Losi	O S	Nitro Juice	Losi	Futaba	Pro-Line
2	2	Delon Price	***	***	***	***	***	***
3	8	Chad Arnold	O'Donnell	O S	O'Donnell	O'Donnell	Futaba	Pro-Line
4	10	Frank Hodits	Losi	O S	O'Donnell	***	Spektrum	AKA
5	14	Matt Wood	Losi	Go	Nitro Juice	Losi	Airtronics	AKA

SPEC SLASH (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	8	Mike Battaile	***	***	***	***	***	***
2	4	James Christopher	***	***	***	***	***	***
3	6	Tim Roberts	***	***	***	***	***	***
4	7	Steve Slayden	***	***	***	***	***	***
5	2	Jason Fiock	***	***	***	***	***	***

E BUGGY (A MAIN)

F	Q	Driver	Chassis	Engine	Battery	Body	Radio	Tires
1	2	David Joor	XRAY	Tekin	Tekin	XRAY	KO	J Concepts
2	5	Brent Thielke	Associated	LRP	Reedy	Associated	Airtronics	LRP
3	1	Billy Fischer	Losi	Xcelorin	Losi	Losi	Spektrum	Losi
4	9	Steve Hale	Jammin	Castle	Thunder Power	Tekno	KO	J Concepts
5	3	Andrew Smolnik	Cen Racing	Castle	Gotech	Cen Racing	Airtronics	VP Pro USA

FIN!

It was another great year in racing for the RC Pro series. Next year will be the tenth anniversary of the RCP series, and it should be a special event for the finals. It will once again be held at the Diamond W Ranch, so if you're going to do any racing next year; may I suggest regional RC Pro events, and making the big show for next year? RC Pro is an excellent racing organization, and the events are low-key and fun. Besides, racing at the "W" is an experience you don't want to miss. The girls will be waiting, and Carlton Eppes will make sure you have a great time at his event. I'm fixin' to go again–are you?

This race nearly killed him...but saved his life later. More on that to come.

THE READERS' CHOICE

Byron RACE Gen2 has captured the **Car Action** *Readers' Choice awards in 2008 and repeated in 2009 and is the first recipient of the* **RC Driver** *Voice Your Choice Awards, making it the most visible and respected car fuel on the market two years running.*



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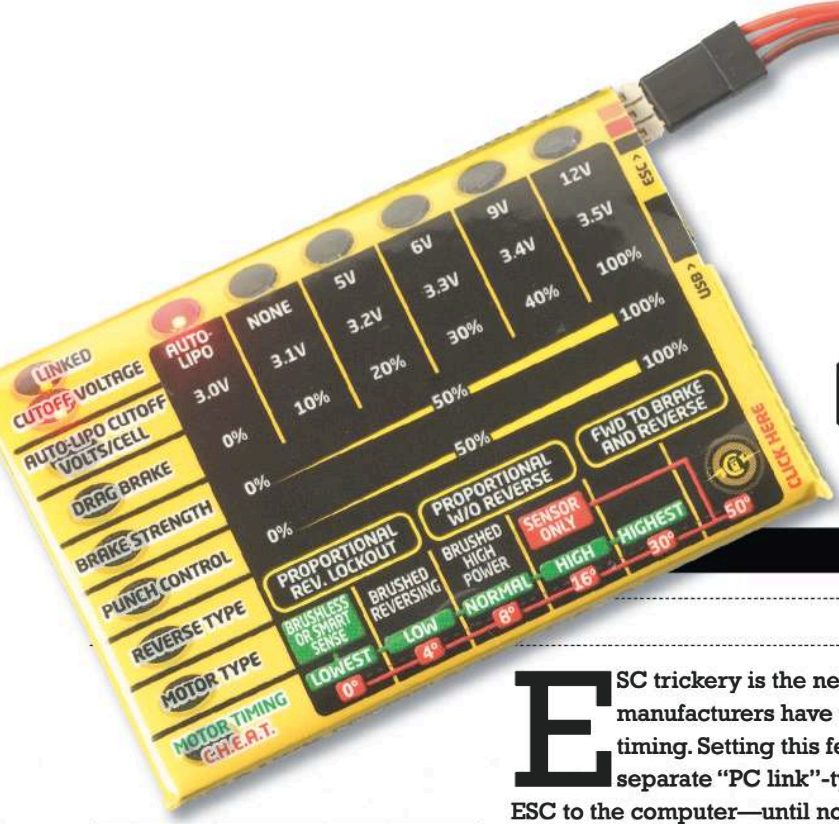
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CASTLE CREATIONS QUICK FIELD PROGRAMMER

ON THE FLY

words: James Revilla



FEATURES

- No PC required
- One-button control
- LED indicators
- USB adaptor built-in

ESC trickery is the new now, and as of late many brushless ESC manufacturers have updated their units with adjustable motor timing. Setting this feature has usually required a laptop and a separate "PC link"-type physical plug adaptor to connect your ESC to the computer—until now. Castle Creations company is no newbie to brushless ESCs, and its latest 1/10 Mamba Max Pro ESC includes this timing feature. To augment this, Castle has developed a simple, PC-free handheld unit called the Quick Field Programmer, which can make ESC adjustments trackside without the need for a separate computer.

No PC needed.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.5

ALESSANDRA AMBROSIO

HITS

- Simple, easy to use
- No PC needed
- Priced right

MISSES

- Be careful with the exposed plug pins

CONNECT

Manufacturer: Castle Creations
Web: www.castlecreations.com
Part Number: 010-0063-00
Street Price: $25-30

TESTING

Using the Quick Field Programmer is easy—just unplug your ESC from your receiver, plug the ESC harness into the Field Link, turn the ESC on and you're ready to change settings. The Quick Field Programmer allows you to change cutoff voltage for LiPo and NiMH/NiCd, and drag brake strength percentage, punch control percentage, reverse type, motor type and motor timing. The one-button control is effortless: press once to cycle through the settings, press and hold to change a setting parameter. Although each parameter is pre-set (if you want fine control, you'll have to use the CastleLink software with a PC) when it comes to trackside changes right before a heat or a main event, it can't get any easier than this.

CONCLUSION

The Quick Field Programmer is a no-frills, get-to-the-point-type unit that does what it's supposed to do with zero complications. It's small, self-explanatory, and at only $30, is a tuning tool value (some hex wrenches cost more than this!). The only fault I found was that you have to be careful not to break or bend the unprotected connector pins that stick out from the programming card. Other than that small hiccup, if you're running a Castle ESC and you want to have split-second adjustability on the fly, then you have to have this in your pit box! ⚙



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Skinny's engines x 1,000,000.

NOT BLOW UP YOUR ENGINE

YEAH, I'M GETTING TIRED OF THAT!

words: Brian "Skinny" Skinner technical adviser: Adam Drake

For nitro cars, the heart of the car is the engine; it provides the power and the fun. The thing is though, it has to be tuned right to prove that power and fun. A lot of drivers have an idea of tuning, but it's kind of a vague idea to many, including myself! There are many factors involving a rippin' good engine, such as clutch, air filter, head shim stack, and more. Most of the time though, it's the simple things that get overlooked, and one of them is the base tune. I've talked to a lot of drivers, and found that most find the base tuning is off on their cars. Usually it's too lean or rich on the bottom, or too rich or lean on the top. Once these base settings get out of whack, tuning your engine for performance becomes a nightmare. It seems the base tune is overlooked, so I set out for answers from one of the best nitro guys I know: Adam Drake.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.0 XTREME RC CARS

1 2 3 4 5

TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED

- Tuning Screwdriver





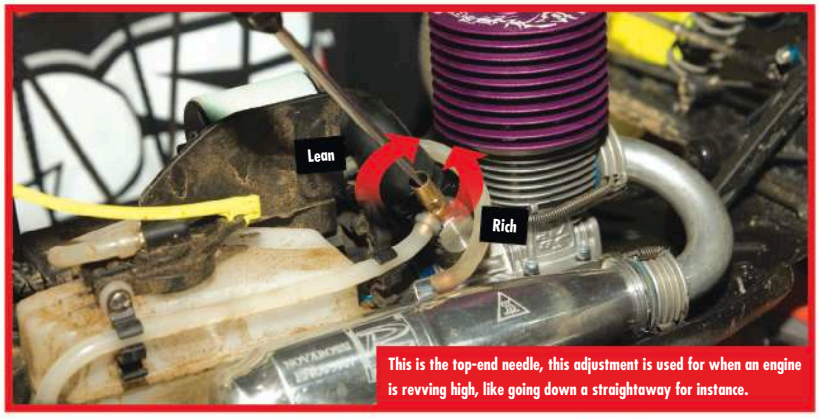
TIPS FROM MR. RC

THE DRAKE GAVE SOME OTHER INFORMATION THAT MIGHT HELP YOU ALONG THE WAY FOR THE PERFECT TUNE. There are many things to consider for engine performance, but this how-to is about the basic element of having your engine's base setup right. If that's correct, finding other issues will be easier to detect, like clutch problems.

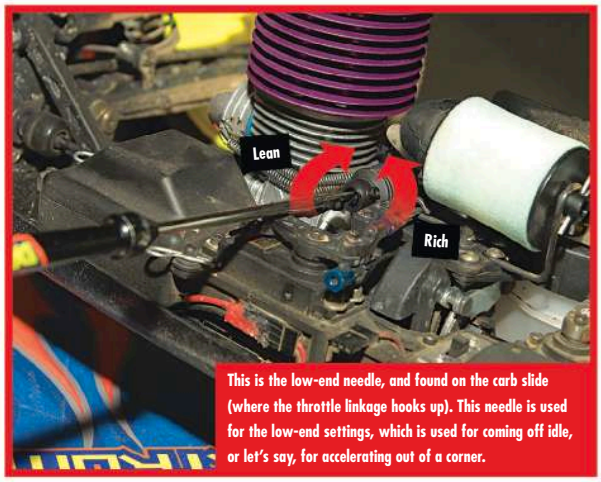
- Always look for the simplest thing first—it could be as easy as the idle adjustment.
- About 90 percent of the time, when people ask for help from Drake, the top-end needle is too lean, and the bottom-end needle is too rich.
- If your engine is having a hard time running at idle, it's probably too rich and/or the idle is too low.
- Tuning is an acquired skill, and to really do it well, you have to have the sound of a rightly tuned engine down in your head.
- Try to use new air filters if you can; even clean-looking filters can be clogged without you knowing.
- If an engine is tuned right, you can go anywhere in the world, and only need to adjust it one to two hours for optimal performance.

CARBURETOR ADJUSTMENT NEEDLES EXPLAINED

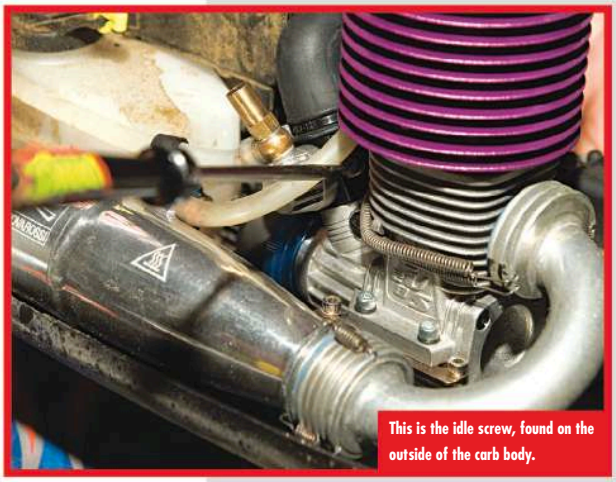
The carb is where tuning is done for the engine. It has a high-end needle, a low end-needle, and some engines have a midrange needle (most informed people say to leave it at factory setting—do not touch!). And finally, there's an idle screw that keeps your engine running while it's sitting there ready for action. All these needles use the same threads as regular screws—righty tighty, lefty loosey! This means if you screw a needle in clockwise, you will be leaning out the engine, be it on the top-end or low-end. For the idle screw it would be increasing idle. Also, when you tune, you turn the needle in increments of one hour. Think of a clock face and you will understand this. When first setting up the needles, the instructions or people may say half turn, full turn, and so on; these refer to the screwdriver blade making a 180-degree turn or 360-degree turn of the blade.



This is the top-end needle, this adjustment is used for when an engine is revving high, like going down a straightaway for instance.



This is the low-end needle, and found on the carb slide (where the throttle linkage hooks up). This needle is used for the low-end settings, which is used for coming off idle, or let's say, for accelerating out of a corner.



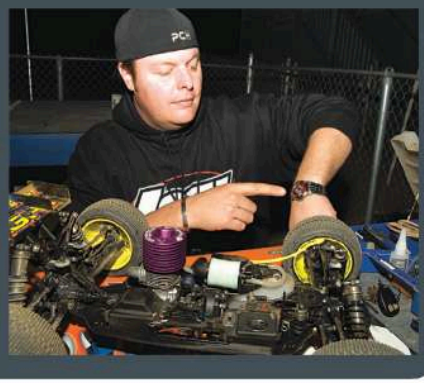
This is the idle screw, found on the outside of the carb body.

Skinny is not MR. RC or Mr. COD.

TUNING YOUR ENGINE–GETTING THE BASE SET-UP

Bottom-end Tune





1. Start your engine, and bring it up to operating temp (150 – 180 degrees will do). If it does not idle, adjust it to where it does.

2. Clean out the engine (rev it up once or twice), and let it come back to idle. Let it idle for 10 seconds, then stab the throttle to see how it reacts coming off idle. Ideally, there should be a very slight hesitation, and then a move into a nice curve of crisp acceleration. If it dies, gurgles, or takes a long pause before it starts to accelerate, the bottom-end needle is too fat (rich). This means you need to lean it out by turning the low-end needle in, clockwise. Do one-hour adjustments until you reach the ideal setting stated above. Also pay attention to the idle; as you go lean, the idle should change, so re-adjust the idle if needed. If it's lean, the response off the bottom will be instantaneous, and very snappy. While this may seem good, it's not, and could cause premature damage. Turn the needle counter-clockwise and use the same method we just did for leaning it out.

TECHNO-WEENIE STUFF

There are debates about a few methods of tuning, such as the pinch technique, and temp tuning, so we'll talk about it some more. Adam Drake has made the most sense out of it for me, so I'll pass his wisdom on to you. In the world of nitro engines, there is no common engine temp to tune by—all engines run their peak at different temperatures. The temp gun should be used as a tool to confirm your tuning job is still right, or whether the engine is in need of adjustment. Meaning that once you tune your engine and run it, it will be running at a temperature it likes—it could be 150, or it could be 270-degrees. The point is, if the engine is operating optimally, it will give off a heat signature that it's happy with; this is the temperature you need to know, so use it to gauge how the engine is running. If the number is lower than normal, that means something has changed: maybe the weather or one of the adjustments. In this case you would lean it out (turn the top-end needle clockwise) to bring the engine temperature back to its happy place. I think this insight to using your temp gun is the best explanation I've heard, and I plan on using it next season.



TUNING FOR SPEED

1. Tuning the top-end should always make it feel smooth, and sound dialed, not like it's laboring at frantic rpms. If the engine is too snappy, it means it's too lean, and you need to richen it up by turning the top-end needle counter-clockwise. If it has a gurgle sound, or sounds flat, it's too rich (fat) and you need to lean it out by turning the needle clockwise. Always remember to do your adjustment in 1-hour increments.

2. If you get lost on the adjustment and are not sure where you are on the setting; turn the needle out half a turn (counter-clockwise). That way you know it will be fat (rich), and you can turn the needle clockwise to lean it out.

3. After you have adjusted the "base tune," go out and try it to see how it feels. You should be in the ballpark at this point, and maybe need no more than an hour of needle movement to get it just right. If it feels good, remember how it sounds. To really tune engines, understanding the sound of the engine is key. Don't worry, it will come to you in time.



TO SUM IT ALL UP:

The inspiration behind this how-to was one of education on getting the base tune on my engine correct. Lord knows I blew up several engines last season, and traveling across our fine country, I see I'm not alone. Of course, having Derek tease me about blowing up engines regularly had nothing to do with this, but now that I've researched this and Mr. RC explained it, I see that out-of-whack high and low settings stresses your engine, causes heat build-up and starves your engine for lubrication where it's needed. I hope this helps your tuning skills, and I suggest we head out to the garage and check our engines–race season will be here in a few weeks!

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SCP49L02	Red Steering and Drag Link set	6.88	SCP20101	Hollow Li wt black Body post(4)	13.88	RCL60801	Black Alum. 6x8mm Link (4)	4.88

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ASK THE PROFESSOR

FOAM FINGERS



I've heard that the foams in my tires are bad. They feel fine to me, but is there a life expectancy to foam inserts?

Track Attack

A: Foam inserts do have a life expectancy. It does depend on the foam, but there is no "use it for 12 runs and done" rule for any of them. On road cars sometimes reuse inserts because they get softer and increase traction. Off road is much harder on foam inserts and can often ruin them in one run. Dust can get into tires and act like sandpaper, destroying the foam to the point of total breakdown. So to answer your question, yes, they do wear out, and depending on what and where you use the tires, it may be in a month or it may be a day. Feel the tires and foam when you install them new, and you can check them later to see how they have degraded.

DerekB

Dave wanted a "Los Doyers" finger instead.

TORQUE WRENCH

I have an HPI Blitz and somehow the wheel is turning instead of the nut when I try to loosen them, and I can't seem to get the wheel off. I just put knurled nuts on too, if that helps.

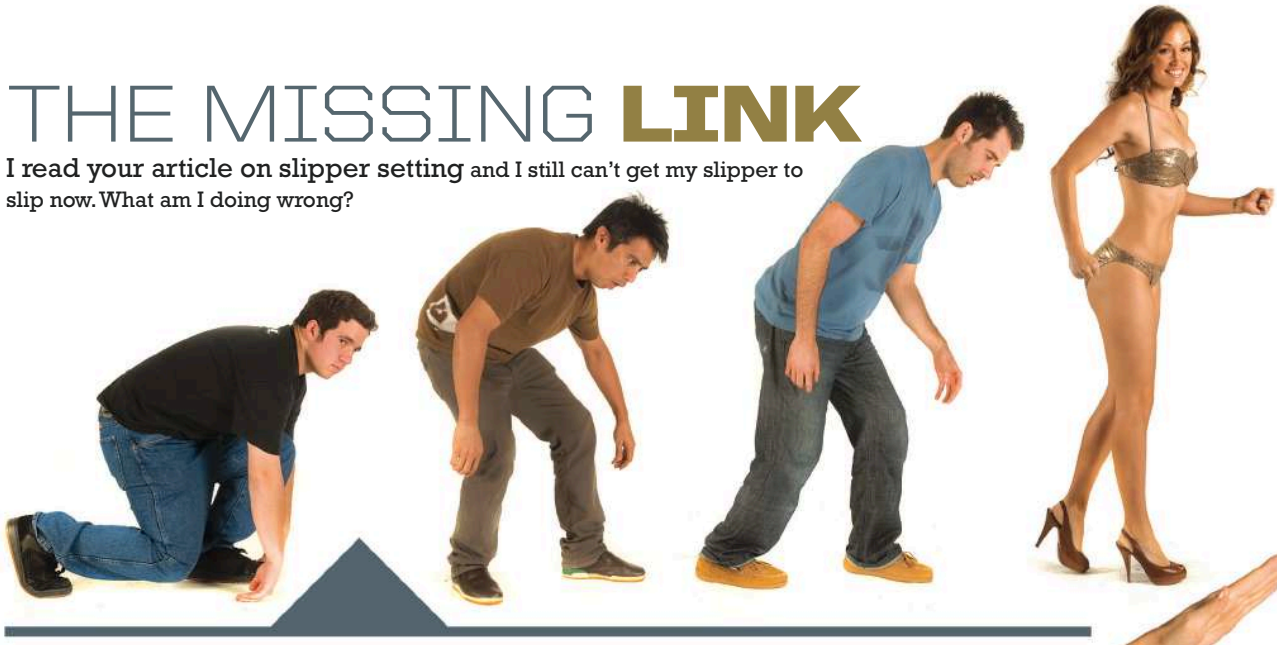
A: What you probably did was tighten the wheels too much or if the hex wasn't aligned when you put the wheel on, stripped out the wheel itself. This isn't that uncommon and all you have to do is wedge something to prevent the axle from spinning. A good spot to do that is the diff outdrive, sometimes if it has universal axles, you can find an empty hole to use an Allen Wrench. Just make sure you get a good grip and use the right wheel wrench and you should be able to get it off. You probably ruined the wheel so you'll need to get a new one.

DerekB



THE MISSING **LINK**

I read your article on slipper setting and I still can't get my slipper to slip now. What am I doing wrong?



A: One of the things that should have been mentioned is that if you have a ball diff installed, then you have to first make sure that's adjusted correctly. If the diff is loose it will slip and may fool you into the slipper being the cause. For the most part, a diff slipping is loud and almost sounds like the car is barking, and the slipper is more of a softer slipping noise. But you can check your instruction manual on proper settings to get it right. An easy check is holding the wheels and watching the slipper adjustment nut. If that is spinning when you hold both wheels and hit the throttle, you have a diff that's too loose. You should also hear the "bark" when you do that too.

DerekB

L to R: Shoe, Carl, McNasty, then Hottie.

TOO **TIGHT**

I have a Kyosho MP9 and I keep cracking the body. Is there something I'm doing wrong? I see people running the same body for a long time and I can't seem to do that.

A: Most of us don't think about how much the chassis flexes on any car, but we tune with chassis flex. That movement isn't accounted for when you install a body that has tight-fitting body mount holes. Lots of body and chassis manufactures have countered this by telling you to slot the holes in the body so when the chassis flexes it doesn't hit it. This is for handling reasons, because you don't want the chassis flex impeded by the body. It's also to save the body because it won't try and bend or break the body when the chassis flexes under load.

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.

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Jeff gave us this article 30 seconds before it was too late.

JUMPING AT THE RACETRACK

CHECK YOUR ATTITUDE

words: Jeff Eveleigh

When it comes to bashing at the park or ripping it up at the sand dunes, it's all about big air—you want to get as high as you can into the atmosphere to impress all the hot ladies standing nearby. But when it comes to racing, not only do you want to ensure you keep your tires pointed toward the ground, but you want your tires on the ground as often as possible. This means that while jumping during a race you usually want to stay as close to the track surface as possible, allowing your tires to propel you forward ahead of the guy racing next to you. There are many techniques in jumping when it comes to approach, air-borne control and landing, so read on to find out the fastest way to pop from the lip and get your chassis back down to reality fast enough to take home that win.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 XRC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED

- Shock Oils
- Springs
- Your Trigger Finger



JUMPING CRITERIA

When jumping, you want to approach the face as fast as you can, then check your speed to land on the down-side, getting your tires back onto the racing surface as quickly as possible (there isn't much forward-grip in the air). Just before landing, it is important to match wheel speed with chassis velocity so as to not stress the driveline or unsettle your vehicle, which causes a loss of grip. On the more advanced side, you can even take driving line into consideration and hit jumps on an angle. To demonstrate, jump a double from mid track, but land tight to the inside, so your chassis is better prepared to rip through the switch-back that follows.

JUMP INTEGRITY

Off road tracks change and so do jumps! This makes it your job to see what shape they are in and if you need to make changes to your driving or setup program to work around the jump's erosion. Walk the track before each round to see if the jumps are holding up or breaking apart. Check the jump angle, lip, face and overall wear of the jumps throughout the day and always be ready to switch a line if a certain part of the jump gets wonky. Watch other cars in heats just before yours as well to see how their chassis are reacting to the current track conditions.




Speed is a huge variable when approaching a jump.

APPROACH

The most obvious requirement of a strong jump approach is that you are lined up properly with the face. It sounds silly but this is one of the more difficult parts of hitting a jump. Since your car is becoming a projectile any small miscalculation at the start of the jump can quickly land you in another lane on the track once gravity brings your chassis back to reality. Another good tip is to learn how to pull out of a jump just before you are committed if things aren't lined up just right. Instead of hitting the face crooked and crashing, huge simply "lift" off of the throttle and roll over the dirt mound. You may lose half a second from rolling it, but you'll avoid a potentially catastrophic wreck.

Speed is another huge variable when approaching a jump. Generally speaking, you don't want to hit a jump at full speed. Slow down or check your speed by lifting off of the throttle just as you're ramping up the face of the jump. Depending on the type and condition of the jump, you may wish to blip the throttle on the face to get a little more distance and keep your nose higher upon takeoff.

Another technique is to "brake" up the face of the jump, allowing you to approach quickly but drastically slow your chassis at the last second to reduce air time. This works well when you want to hit the jump fast but just want to lob your car over it and quickly get the tires back on the ground to accelerate away.

AIRBORNE ATTITUDE

One of the greatest things about flying our cars like planes is that you have great control of their attitude in the air. Our little race tires act like gyroscopes, allowing us to control chassis attitude with throttle input from our radios. Most jumps are hit off-throttle so once you are in the air you need to make a split-second assessment on your chassis' attitude and where you want it to be. If your vehicle is nose-high in the air then a gentle tap of the brakes will bring it down. If your nose is dropping into an endo, then grab a handful of throttle to pop the front of your car back into place. Remember that you're trying to land on the down-side of the jump so you may even want your nose pointing down slightly to match the angle of the landing. Some racers will run a slight bit of drag brake in their chassis setup to point the nose slightly to the ground upon takeoff so they don't have to apply the braking input themselves. Keep in mind that this technique will only work well if you're down-siding the jump accurately almost every time. It is also possible to correct attitude changes from left to right by turning your wheels in the air and applying throttle, but this is a very advanced technique that should only be utilized after much practice.


You want to land with the nose slightly down, matching the downside of the landing spot.


Advanced jumpers can change the left/right attitude of their vehicle using the steering wheel.

And then he'll complain that something wasn't right.



LANDING

There are two basic goals when landing a jump: to have all four tires contact the racing surface at the same time, and to land on the down-side of the jump, so it pushes you forward. As mentioned earlier, you want to match the rotational speed of your tires with the speed your car is going on landing. This will allow you to get your chassis settled on the racetrack quicker so you can hammer the throttle and save precious time. Ideally you'd land on the down-side of the jump every time, but this obviously isn't always going to be possible. Over or under-jumping can be hard on your chassis, but the flat-landing side effect of over-jumping still seems to be a little safer than going short and front-siding the last triple. As a final landing tip, when jumping into a corner, make sure your tires are on the racing surface before you tag the brakes or you'll nose-over in the air.





Jeff is too small to bottom out.

SUSPENSION

Most drivers seem to prefer a suspension setup that launches the car level; then adjustments to chassis attitude can be made in the air through throttle inputs. Some prefer their nose to drop slightly so they are prepared to "down-side" the backside of the jump. This isn't an article on how to set suspension, so figure that out for yourself so your chassis leaves the face of the jump pointing in the direction you want it to. With off-road racing it is almost impossible to prevent your chassis from bottoming out over some jumps. However, excessive bottoming out can unsettle your chassis, causing loss of grip, and the increased drag can reduce your speed and acceleration after landing. Keep an eye on this area and try to find a happy medium between suspension function and bottoming out after each flight.


Sometimes bottoming out is unavoidable.



Setup things common to avoid bottoming out.

COMPLEX JUMPS

How to handle a certain jump section of the track isn't always cut and dry. Just because there is a triple doesn't mean you have to triple it. Try different lines and see what works best for you. Sometimes it's faster to double-single rather than attempt a risky triple lap after lap. Always take consistency and crashes into account when testing a line. If you can save 0.2 seconds per lap when you do the ballsy jump but lose 5 seconds from one crash because the jump is too technical, you're better off finding a more consistent line to keep your rubber toward the ground. Also keep in mind that traffic can play a role in your line decision. If you're the only guy hitting the triple while the rest of the drivers are checking their speed at the face, then it'll be even harder for you to land your jump consistently since other cars will often be blocking your approach. Put some thought into your jumping plans and test your hypothesis while thinking about both speed and potential crashes.





CLOSING

For the average hobbyist jumping is fun and one of the main draws to this fine sport. However, racers need to be more technical with their jumping regimen to ensure that their chassis spends the least time in the air as possible and the most time transferring horsepower to the track surface to win races!

TEAM ASSOCIATED

1/8TH SCALE ELECTRIC CHAMPIONSHIPS

Hosted By: **OCRC Raceway**
Huntington Beach, California

April 24th
1 day event

$40 FIRST CLASS
$25 SECOND



CLASSES

Amateur Buggy
Sportsman Buggy
Expert Buggy
Amateur Truggy
Sportsman Truggy
Expert Truggy

> Doors Open at 7 am
Practice till 830 am
Racing at 9 am

> 3 Rounds of Qualifying
Triple A-Mains

> 10 Minute Mains for
All Mains. Bump-Ups
in Each Class

More Information On-line at:
WWW.OCRCRACEWAY.COM

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

YOU NEED 'MUCHMORE' COOL STUFF

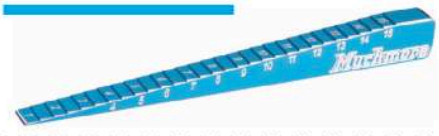
Muchmore has some awesome products that will go perfect with your racing gear. Just introduced is this great-looking LED light stand to help illuminate your pit table. Available in hard anodized blue or black, it is made from extruded aluminum and uses an array of bright LED lights, which results in a lightweight DC powered lamp. It also folds up very compact so it's easy to transport, and when open, the light can be adjusted to a wide range of angles while extra fold-out feet keep it steady on your table.

And yes, they have much more: Keeping up with race day notes is a must, and knowing the temperature, time, and humidity can help compare setups on different days and conditions. Check out the cool Race Helper clock and pit table display.

Finally, many racers look for ways to check ride heights trackside and have asked us who makes a tool for this. Muchmore has a nice step design tool you can use for great results. Both the helper and gauge are available in black, blue, and purple. Muchmore is available through your local hobby shop or at:

www.muchmoreusa.com





Pun intended, we hope.

OVER HALF A GRAND PACK THE DIRT

If you are looking for proof that 1/10-scale dirt oval racing is alive and well, you can find it in Etters, Penn. Bumps and Jumps RC Raceway was the host of the 19th Annual Custom Works US Open Wheel Championships the second weekend in December. This year's event ended up being the largest dirt oval event ever held, with more than 500 entries—60 more than the previous year. There were 10 classes offered that ranged from both electric and nitro spec classes to full-blown mod brushless and open nitro classes as well. Racers came from all over the US including California, Arizona, Texas, Florida and the Midwest. Congrats to Chris Mckinney and the Crew at Bumps and Jumps for a flawless event. Read more about the event and more at ***www.dirtoval.com***.







WINNERS:

NITRO SPRINT - Billy Fischer, AZ - Custom Works
NITRO LATEMODEL - Jody Utt, NC - Custom Works
NITRO EDM - Matt Murphy, CA - Custom Works
LIMITED SPRINT - Dan Deburkarte, PA - Custom Works
LIMITED LATEMODEL - Jim Fries, PA - Hyperdrive
13.5 SPRINT - Max Flurer, NC - Custom Works
13.5 EDM - Max Flurer, NC - Custom Works
13.5 LATEMODEL - Rob Hillman, NY - Hyperdrive
MODIFIED SPRINT - Mark Corns, IN - Hyperdrive
MODIFIED EDM - Mark Corns, IN - Hyperdrive



GET BACK TO BASICS

Old-time racers remember the name Bolink, as it was the staple of oval racing and the hobby as a whole back in the '80s. Bolink was famous for its basic and affordable racecars, including the highly popular Legends and the successful race program it brought to race tracks across the USA. Good news is the Legends are back and available now, thanks to a new company called RJ Speed. Rick Jordan is a part of RJ (in case you didn't notice), and his roots go way back to the Bolink days. Legends are very simple cars and provide a very simple way to race. Maybe it's time for tracks to bring them back and try some 'back to basics' racing once again. They are fun, that is for sure! And you can also get the original Bolink servo tape we all used through RJ Speed now, and remember the Digger? See everything they have to offer (bodies, drag cars, more) at: ***www.rjspeed.com.***

OVALEDGE.com
THE ULTIMATE OVAL RC COMMUNITY



LIVING ON THE EDGE

OvalEdge.com is an oval RC racing Web site that covers news, events and information pertaining to oval carpet and cap tire racing all over the nation. The site provides the latest news and information from the oval RC world, including new product news, event coverage, tech articles and more. OvalEdge.com is also a community-based site, where members can maintain a public profile and information about themselves, as well as connect with other oval RC racers all across the nation. Users can access the latest video media, view and submit upcoming races and events, and also view and submit tracks and racing facilities from all over the nation.

SPICY WINGS ANYONE?

Thunder Racing has brought the racing world winning wings since 1995. Now the company features new and improved glue and materials, and a faster assembly thanks to Bill Spicer. Thunder wings are the choice of many, and the holder of dozens of track records nationwide. Available through MSA, Lefthander, RC4Less, Darkside and others.



» RUMOR MILL

It is winter and the **hot topic is speedos.** And this might be the most controversial issue to hit RC racing, ever! Starting at the IIC road race in September, CRC brought in a new speed control from Advance Engineering that performed incredibly, instantly sparking debates on its legality. Then it was discovered that **Castle Creations** has a very affordable speed control, the Mamba Max Pro which boosted the same miracles in performance. Tracks across the country felt the pressure from racers, and either allowed the new generation speed controls, or not. **Roar has no speed control rule, should oval?**

The TOUR has worked on a **"limited timing" speedo rule** to allow all brands to compete in their respective sportsman class, and it seems to be working well. This allows racers to run older-style speedos and still be competitive against the new generation of SCs, and also provides a trickle down for old equipment to be raced. **The timing capabilities of these new faster speedos** are rumored to be the big difference, as they actually seem to have a brain that controls the motors timing to ramp up on the straights, then slow down in the corners for maximum torque. Tekin has been working behind the scenes, developing new software that is matching this performance gain, which is great for customers who can download it free of charge right to their existing speedo. **This will all settle down soon.**

One thing is for sure: Speeds have increased across the board, sparking debate to do something fast. The 13.5 classes may need to go to 17.5 to match the old speed, and 10.5 to 13.5, etc. Custom Works has surprised the oval world with its brand new **SE edition caRConversion coming out**, delighting many race fans. It features an all-new linked rear suspension design. And **Hyperdrive** has officially released the **rumored SK car** it has been working on this past year, with great reception by racers. CYA at the races …

Wings and melons make a nice sandwich.



One of the few race bags that will fit James' trunk.

JCONCEPTS
RACING BAG

JConcepts has a new racing bag that can be used for just about any of your R/C needs. With enough room for 1/10-scale buggies, 1/16-scale vehicles or touring cars as well as room for radio gear, tools, tires, or various other R/C gear, this bag features front-load Velcro design, extra tough fabric, handle and straps, business card holder, and a full-length composite inner liner. The bag measures in at 18" x 14" x 12" inches.

Part Number: 2037
MSRP: $55
www.jconcepts.net



LOSI
8IGHT-T 2.0 V2 SHOCK TOWER

This new version 2-rear shock tower for the 8IGHT-T 2.0 truggy features an additional outer shock mount hole. This new outer shock location increases forward traction and improves jumping and bump absorption. This shock tower also features a new set of camber link holes that will allow the chassis to roll with more increasing corner speed.

Part Number: LOSA1741
MSRP: $37
www.losi.com

PROTOFORM
TCC WING SET

After many requests from oval racers around the globe, PROTOform now makes the TCC wing (from their popular TCC race body) available separately. The wings with add-on spill plates are identical to the wings that are included with the body, so that racers will able to have extra wings in their pit box to allow for experimentation (with varying degrees of downforce) and the ability to replace damaged ones. You get two in a bag, and they are compatible with many of PROTOform's other racing bodies as well.

Part Number: 1230-40
MSRP: $12/set of two wings
www.prolineracing.com





LOSI
HIGH-OUTPUT LIPO REGULATOR

If you're running a 7.4v receiver pack in your nitro ride, make sure your voltage is on check with Losi's High-Output LiPo Regulator. The regulator provides 5-amps at a constant 6.0v with any 2-cell LiPo pack. It also has a built-in power switch to cut voltage completely without having to unplug your battery.

Part Number: LOSB9608
MSRP: $25
www.losi.com

PRO-LINE RACING

1980 CHEVY BLAZER BODY

1/18-scale crawlers and scale builders—are you ready for a new body for your rig? If so, check out the new 1980 Chevy Blazer body from Pro-Line. Featuring a classic style and the old school look of your micro ride, the new Blazer is made from crystal clear Lexan and is a perfect fit for Team Losi's 1/18-scale crawler. Made in the USA, the Blazer comes with window masking and a decal sheet.

Part Number: 3244-40
MSRP: $28
www.prolineracing.com



INTEGY

E-REVO VXL AUMINUM ARMS

Add some pretty aluminum to your E-Revo VXL with a set of upgraded upper and lower arms from Integy. Available in pairs (front upper, front lower, rear upper, rear lower), the arms are available in blue, red or clear silver anodizing to mix or match your ride.

Part Numbers: varies by color
MSRP: $21/pair
www.integy.com





Might actually even fit two of them in the trunk.

VENOM GROUP

50C-RATED LIPOS

Here's a pair of new 50C-rated LiPo packs from Venom. The green one is their 14.8v 5000mAh hard case LiPo, while the black pack is their 22.2v 5000mAh soft pack. Both battery packs feature Venom's Universal Plug System to be compatible with a majority of connectors.

Part Numbers and MSRP:
VEN-15031 (14.8v), $180
VEN-15048 (22.2v), $240
www.venom-group.com

HPI RACING

RAYS GRAM LIGHTS 57S-PROS

Check out these new officially licensed replicas of the Rays Gram Lights 57S-pro wheels. These new kicks are available in black, gold or chrome with a chrome lip, and come in 3mm, 6mm, and 9mm offsets to fit many body widths for both racing and drifting. The Rays Gram Lights 5S-Pros are sold in pairs.

Part Number: Varies by style/offset
MSRP: $10/pair (all chrome), $12/pair (black/chrome or gold/chrome)
www.hpiracing.com



2009 PRO-LINE GAS CHAMPIONSHIPS

Continued from page 100.



Let's play the name game on this page

Expert 1/8 Truck (A Main)

F	Q	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	2	Ryan Lutz	Tamiya	O.S.	O.S.	Prime	Tamiya	KO Propo	AKA
2	5	Travis Amezcua	Hot Bodies	Ninja	Ninja	Sidewinder	Hot Bodies	Airtronics	Pro-Line
3	3	Josh Wheeler	XRAY	O.S.	O.S.	Byrons	XRAY	Futaba	Pro-Line
4	1	Ryan Cavalieri	Associated	Orion	Orion	Sidewinder	Associated	Airtronics	Associated
5	7	Jessie Robinson	Mugen	Ninja	Ninja	Byrons	Mugen	KO Propo	AKA
6	6	Drew Moller	Mugen	Ninja	Ninja	Sidewinder	Mugen	KO Propo	Pro-Line
7	9	Curtis Door	Losi	Ninja	***	Byrons	***	Airtronics	Panther
8	10	Scott Wagner	Hobao	O.S.	O.S.	Werks	Hobao	Futaba	AKA
9	8	Dylan Rodriguez	Mugen	O.S.	***	O'Donnell	Pro-Line	Futaba	Pro-Line
10	4	Chad Bradley	Jammin'	O.S.	Jammin'	Werks	Pro-Line	Jammin'	Pro-Line

Intermediate 1/8 Truck (A Main)

F	Q	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	9	Tom Wolf	Mugen	Ninja	Ninja	Byrons	Mugen	Nomadio	AKA
2	2	Dave Enstrom	Mugen	Novarossi	***	Losi	***	KO Propo	***
3	4	Scott Rapoport	Losi	GRP	AE	Trinity	Losi	Spektrum	AKA
4	3	Aaron Huerta	Mugen	Novarossi	Nova	Mugen	***	***	AKA
5	1	John Gaines	Losi	O.S.	Jammin'	Byrons	Losi	Spektrum	AKA
6	10	Danny Flores	Hot Bodies	Picco	Ofna	Prime	Hot Bodies	Futaba	Pro-Line
7	12	Pres Ilog	***	***	***	***	***	***	***
8	7	Rudy Rosales	Hot Bodies	Orion	Orion	Sidewinder	Hot Bodies	Airtronics	Pro-Line
9	8	Chris Nunez	Losi	Novarossi	Novarossi	Byrons	Losi	Airtronics	AKA
10	6	Mark Meehan	Hot Bodies	Picco	Picco	Losi	***	Airtronics	Pro-Line

Sportsman 1/8 Truck (A Main)

F	Q	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	2	Tyler Delong	Associated	Ninja	Associated	Byrons	J Concepts	Spektrum	J Concepts
2	1	Chuck Myers	Losi	O.S.	Jammin'	Byrons	Losi	Spektrum	AKA
3	7	Earl J.	Mugen	Mugen	Ninja	Mugen	Mugen	Futaba	AKA
4	9	Chris Marrale	Losi	O.S.	Jammin'	Byrons	Losi	Spektrum	Pro-Line
5	4	John Edmond	Losi	Reedy	Associated	Byrons	Associated	Futaba	Pro-Line
6	6	Marcus Conway	Mugen	Mugen	Jammin'	Mugen	J Concepts	Spektrum	Pro-Line
7	8	Dylan Elliot	Losi	Losi	GRP	Losi	Losi	Spektrum	Pro-Line
8	3	Chris Thomas	Mugen	Ninja	Mugen	Byrons	Mugen	Futaba	Pro-Line
9	5	Brad Gilmore	***	O.S.	Jammin'	Byrons	***	Associated	Pro-Line

Expert 1/8 Buggy (A Main)

F	Q	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	1	Ryan Cavalieri	Associated	Orion	Orion	Sidewinder	Associated	Airtronics	Pro-Line
2	2	Cody King	Kyosho	Orion	Orion	Byrons	Kyosho	KO Propo	AKA
3	7	Travis Amezcua	Hot Bodies	Ninja	Ninja	Sidewinder	Hot Bodies	Airtronics	Pro-Line
4	4	Ryan Lutz	Tamiya	O.S.	O.S.	Prime	Tamiya	KO Propo	AKA
5	6	Matt Castellano	Losi	O.S.	O.S.	Losi	Losi	Airtronics	Pro-Line
6	9	Dylan Rodriguez	Mugen	O.S.	***	O'Donnell	Pro-Line	Futaba	Pro-Line
7	5	Jessie Robinson	Mugen	Ninja	Ninja	Byrons	Mugen	KO Propo	AKA
8	11	Brent Thielke	Associated	Reedy	Associated	Sidewinder	Associated	Airtronics	Pro-Line
9	8	Colby Poh	Losi	Novarossi	Novarossi	Byrons	Losi	Airtronics	AKA
10	12	Curtis Door	Losi	Ninja	***	Byrons	***	Airtronics	Panther

Intermediate 1/8 Buggy (A Main)

F	Q	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	2	Dani Choi	Mugen	Alpha	O.S.	O'Donnell	Mugen	Futaba	Pro-Line
2	1	Chris Jarosz	Associated	Reedy	Associated	Sidewinder	Associated	Airtronics	Pro-Line
3	8	Louis Fernandez	OFNA	Novarossi	Novarossi	Sidewinder	Ofna	Spektrum	Panther
4	7	Mike Lubanko	Losi	Novarossi	Novarossi	Losi	Losi	***	Losi
5	6	Aaron Huerta	Mugen	***	Novarossi	Mugen	Mugen	***	AKA
6	5	Scott Rapoport	Losi	GRP	GRP	Trinity	Losi	Spektrum	AKA
7	11	Keimon Lawrence	XRAY	O.S.	***	Byrons	J Concepts	Futaba	Pro-Line
8	10	Scott Kerkes	Tekno	Reedy	Associated	Byrons	***	Airtronics	AKA
9	3	Pres Ilog	Hot Bodies	Novarossi	Dynamite	Prime	Hot Bodies	Spektrum	***
10	12	Darren Kirkman	Mugen	O.S.	Jammin'	Torco	Mugen	Airtronics	Panther

Sportsman 1/8 Buggy (A Main)

F	Q	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	BODY	RADIO	TIRES
1	2	Primo Olivares	Mugen	Werks	Losi	Sidewinder	Pro-Line	Airtronics	AKA
2	8	Shane Lyon	Associated	Reedy	Jammin'	Byrons	Associated	Spektrum	Pro-Line
3	6	Mason Elliot	Losi	Novarossi	Jammin'	Losi	Losi	Spektrum	Pro-Line
4	7	Chuck Myers	Losi	O.S.	O.S.	Byrons	Losi	Spektrum	AKA
5	5	Bill McEuen	OFNA	Novarossi	***	Werks	Ofna	Airtronics	Panther
6	9	Brandon Pitt	Associated	R B	Jammin'	Byrons	Associated	Futaba	Pro-Line
7	3	Aaron Kallio	BCE	Ninja	O.S.	Byrons	J Concepts	Airtronics	Pro-Line
8	4	Tyler Delong	Associated	Reedy	Associated	Byrons	J Concepts	Spektrum	LRP
9	11	Spike Benson	Hot Bodies	Picco	Jammin'	Byrons	Hot Bodies	Airtronics	AKA
10	10	Justin Heflin	Jammin'	O.S.	Jammin'	Byrons	Jammin'	Airtronics	Pro-Line

E-Conversion 1/8 Buggy (A Main)

F	Q	DRIVER	CHASSIS	MOTOR	BATTERIES	BODY	RADIO	TIRES
1	1	Drew Moller	Tekno	Tekno	***	J Concepts	KO Propo	AKA
2	2	Brent Thielke	Associated	LRP	Reedy	Associated	Airtronics	Pro-Line
3	3	Darren Kirkman	Caster	Novak	Orion	Mugen	Airtronics	Panther

The Dirt PRESENTS

2010 SILVER STATE NITRO CHALLENGE

March 11-14, 2010 • Silver Bowl Park • Las Vegas, Nevada

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

* 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

- One free race t-shirt per driver with paid entry, no later than March 1st.
- Entries are non-refundable. No refund due to rain cancellation.
- Anyone under 18 must be accompanied by an adult.

YOUR INFO

Name _____

Email _____

Phone _____

Shirt Size _____

Personal Transponder# _____



SCHEDULE

THURS MAR 11: Scheduled Practice

Three 7 minute rounds (Time Permitting) @ 8am-9pm • Gates open @ 7am • Driver's Meeting @ 7:30am

FRI MAR 12: Qualifying All Classes

Two 7 minute rounds • Gates open @ 7am • Driver's Meeting @ 8:30am • Qualifying starts @ 9am • Friday Night Driver's Social (after quals)

SAT MAR 13: Qualifying/Lower Mains

One 7 minute round (lower mains to follow last qualifier) • Gates open @ 7am • Qualifying starts @ 9am

The event will have three total rounds with one throw out and points per round.

SUN MAR 14: Final Mains!

All A-mains 45 minutes • Gates open @ 7am • Mains start @ 8am • Driver's Meeting @ 7:30am • Trophy presentation after final A-main.

LOCATION

Silver Bowl Park
6800 E. Russell Rd.
Las Vegas, NV 89112
Visit maps.google.com for directions.

HOST HOTEL

Sunset Station Hotel and Casino
3 miles from the track!
1301 W. Sunset Rd.,
Henderson, NV 89014
(702) 547-7777
Book by phone: (888) 786-7389, Opt#9 and mention the group code SILVERSTATE. For further information, visit www.sunsetstation.com.

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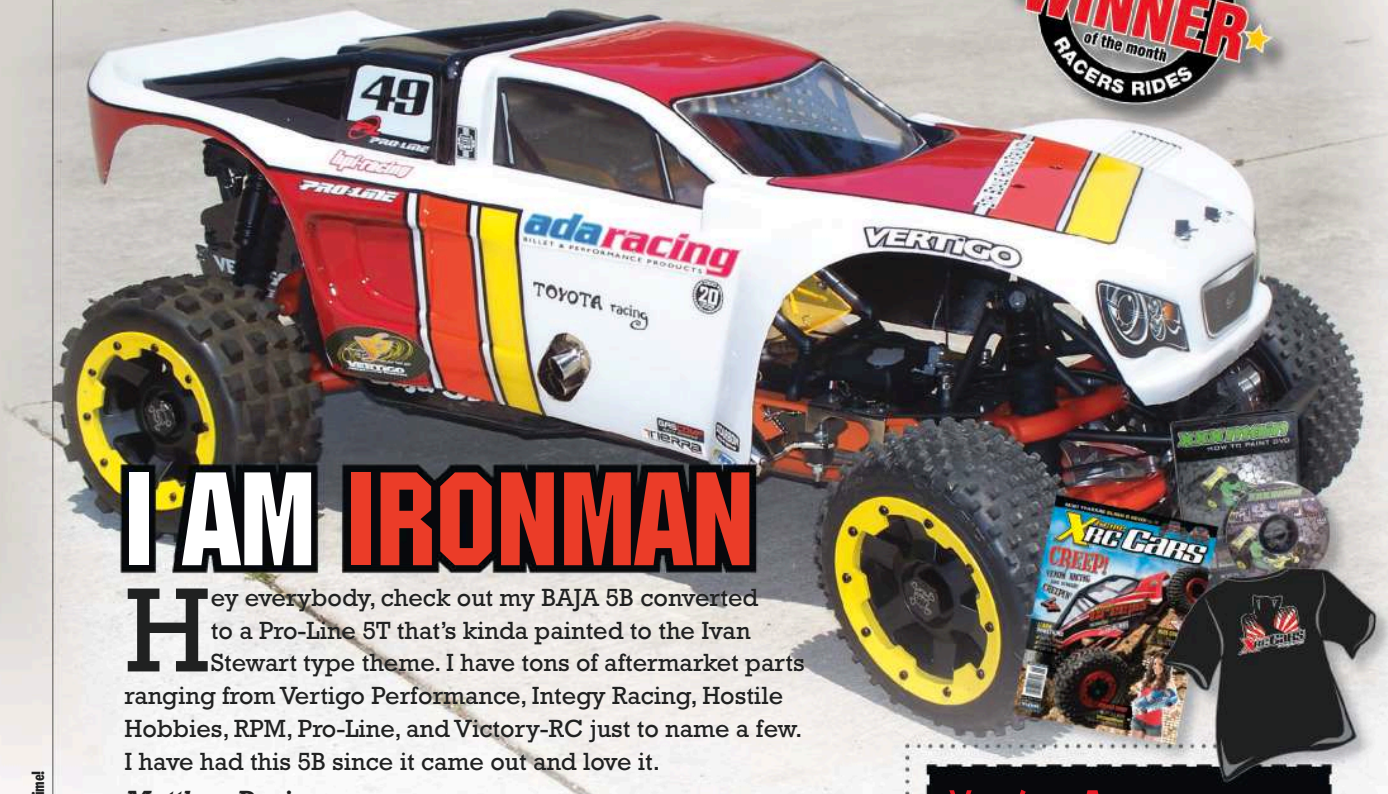
Entry by mail
The Dirt Racing,
140 E. Stetson Ave. #300
Hemet, CA 92543
(please send check or money order)

Credit Card
Secure Private line!
(951) 925-7592
(leave info if no answer)

Paypal
thedirtracing@aol.com

More info
Joey @ The Dirt
(951) 925-7592 office
(951) 347-4707 cell
(951) 765-5660 fax

Get Silver State Race News at www.neobuggy.net

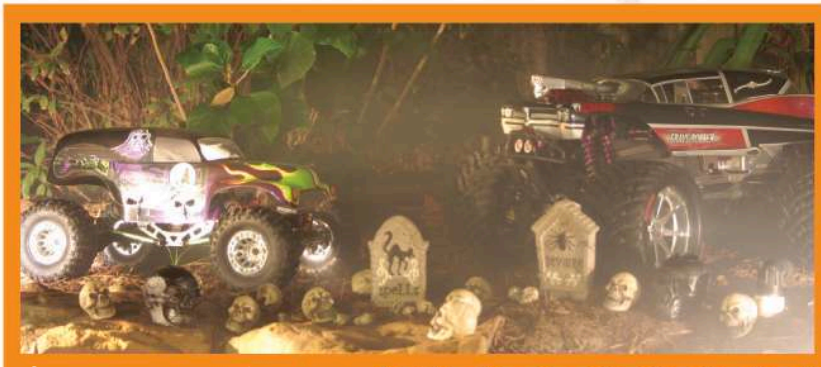


I AM IRONMAN

Hey everybody, check out my BAJA 5B converted to a Pro-Line 5T that's kinda painted to the Ivan Stewart type theme. I have tons of aftermarket parts ranging from Vertigo Performance, Integy Racing, Hostile Hobbies, RPM, Pro-Line, and Victory-RC just to name a few. I have had this 5B since it came out and love it.

Matthew Davis
Sheboygan, WI

Halloween? It's spring time!



Spring-O-Ween

Hey there, love your mag. Been a subscriber for a while. Here are some shots the wife and I took in our backyard for Halloween. I am sending them now to hopefully be in time for your October issue. The images are NOT Photoshopped in anyway. The fog you see is from a fog machine. The Grave Robber is a Savage X and the Grave Digger is an Axial AX10. Hope you like them, and keep up the great work!

C.O. Magee
Cypress, TX



You're Awesome

I JUST WANTED TO SAY THANKS FOR SUCH AN AWESOME MAGAZINE. I also wanted to show you a few of my trucks. I have three Revos, including a Platinum that is signed by Steve Slayden and Tim Roberts that has never been broken in; two Rustlers VXL, one set up for on-road and one for off-road; a Stampede XL-5 with Pro-Line 4 wheeler body; a Mini-T that now has Mamba Micro Pro 8000 kV and two-cell LiPo; a Mini LST2 with Exotek single servo conversion and 5000 kV Excelorin and a Quark 33A Procar ESC, also on two-cell LiPo. Here are a few pics. Hopefully I will get to see them in my favorite magazine soon.

Thank you and keep up the great work.

Greg Roberts
Longview, TX



AE FAN



Here are a few pics of my AE RC8T and RC8. My FT RC8T has a Extech 24 full mod with Big Boy pipe and header, Futaba digital servos throttle and steering, Pro-Line rims and AKA tires, with a custom painted J-Concepts body painted by Dean Isaac.

The RC8 buggy is my new toy for the season. It's got an OS VZB 21, JR 9000z servos, Pro-Line tires and custom-painted body to match the truggy.

Both cars are running on a Spektrum DX3R radio. Thank for looking at my rides.

John Barrera
Sparks, NV



Karma finally found us...

Hello my name is karma and I just got into RC in February of this year. I have been racing a lot locally, getting better every race. I am the only female that races at our local Hobbytown races. I read your magazine every month now looking for new tips to learn. My slash is completely stock, my RC18R is not pictured but it is stock too, I have put all my effort into my sedan; it is an HPI Sprint 2 with the Flux motor and ESC, Sorex tires, Spektrum radio and receiver, HPI Comp racing shocks and JR servo. I have also put my friends company name on all 3 of my racers it made for a great theme. Thank you for the great mag. and all the very helpful tips!

Karma Stanford
Las Vegas, NV, Pink Poodle Parlor Racing



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!

Void where prohibited. Subscription offer is valid for U.S. residents only!

Digital files should be sent to:
derekb@rc411.com
Please put "Racers' Rides"
in the subject line.

Sorry we no longer accept print photos at this time. If you still use film save up money by not printing the photos out and get a digital camera. It's 2010! We'll have flying cars soon.



TRAIL QUEEN

Hi, Derek! This is my 2.2 Bronco scaler that I call "Hannibal." This is my first scale build and first time brazing, it took me about four-and-a-half months to complete. I started with a TCS X-Trail chassis and made the full body roll cage myself out of 3/16" automotive brake line. I used styrene sheet for the interior floor, bed floor, bed wheel wells, firewall and dash.

The center console is made from a daily pill container I found in our junk drawer. The seats are cell phone holders that just happen to be the right scale. The steering wheel is made from a servo horn and a key ring wrapped with electrical tape to simulate a leather wrapped steering wheel. The two switches in the console are functional and operate the lights and power for the truck. The lights are made from the reflectors of flashlights with LED lights mounted inside of them. It also has parking lights on the rear that function. I also made a scale speaker box for the bed with a scale power amplifier on it out of styrene.

The speaker box is made to hold a Creative Labs Zen Stone MP3 player, which has a built in speaker, so this speaker box in the truck actually does play music through it. I have small holes drilled in the back of the speaker box and I can use a small Allen Driver to press the buttons on the MP3 player to adjust the volume, change tracks, or turn it on and off. I mounted a Parma 1/10-scale HEMI under the hood that had to have some modification and I also have a handmade power brake booster mounted on the firewall too. The wheels are RC4WD RPP black edition 2.2 Pythons, wrapped with Pro-Line M3 Flat Iron tires.

The axles are from an Axial AX-10 kit and the transmission is an Axial with a Novak 55t motor mated to it. The front suspension is 3-link with handmade aluminum tubing links with Traxxas rod ends. The rear suspension is 4 link with handmade links and an axle truss where the upper links connect at the axle end. All four corners use RC4WD's dual spring 90mm shocks. Steering is provided by a Hitec 645MG servo.

The other electronics consist of a Tekin FX-R speed controller, Spektrum SR3100 3 channel receiver, castle creations BEC, and a 3Racing winch controller board. All are hidden away under the bed of the truck in two Radio Shack project boxes. Power for the truck is from a Holmes Hobbies 3S 1300 mAh LiPo.

This truck is no shelf queen and gets driven hard, and I am very impressed with the performance of it.

I had a lot of fun building this truck and actually have just started another similar build but with roofless Pro-Line Bushwhacker body (Toyota FJ-40).

Nathan Mueller
Kernersville, NC

If you didn't notice we get lots of submissions. It takes time!

10 THINGS YOU DIDN'T KNOW ABOUT: POLYCARBONATE

MORE THAN JUST PLASTIC

RC BODIES ARE A STAPLE OF THE INDUSTRY. It doesn't matter if you drive a car, truck, buggy, truggy, crawler, etc. You'll always find clear plastic bodies ready to paint with the intention of topping your ride. However, other than "paint-it-on-the-inside," what else do you know about RC bodies—or more specifically, the material they're made of? The next time you're in a battle of RC knowledge, here are 10 things you may or may not have known about polycarbonate, from which most current RC bodies are made.

Thanks Fred @ Tamiya for schooling me yet again. Just not in MW2.

1. Polycarbonate (a.k.a. Lexan) is a modern plastic that is unique in that it has high temperature resistance, impact resistance and optical properties.

2. "Lexan" is not a material, but a brand name for polycarbonate sheet, just like "Xerox" for copy machines or "Coke" for cola.

3. Before RC bodies were made of clear polycarbonate, they used to be molded using polystyrene plastic.

4. Polycarbonate (sometimes mixed with ABS plastic) can be used in injection molds for parts such as gear cases and suspension arms, not just in sheet form for bodies.

5. Polycarbonate will begin to soften at 302° Fahrenheit, and will flow like a liquid above 572°.

6. Polycarbonate is also used in manufacturing CDs and DVDs, animal cases, media player cases, containers, instrument lenses and even bulletproof windows and riot shields.

7. Saudi Basic Industries Corporation or SABIC (formerly known as General Electric Plastics) is one of the largest manufacturers of polycarbonate.

8. Polycarbonate was first discovered by both Dr. Daniel Fox of GE Plastics in the United States and Dr. Hermann Schnell of Bayer in Germany within days of each other in 1953.

9. Polycarbonate is UV stable, which is why your RC bodies don't get a yellowish tint over time.

10. Polycarbonate bodies can only be vacuum formed, with some companies using multi-piece molds to provide more intricate body details.



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