

MACHINE MOD MOTOR GUIDE: **WE DYNO A DOZEN!**

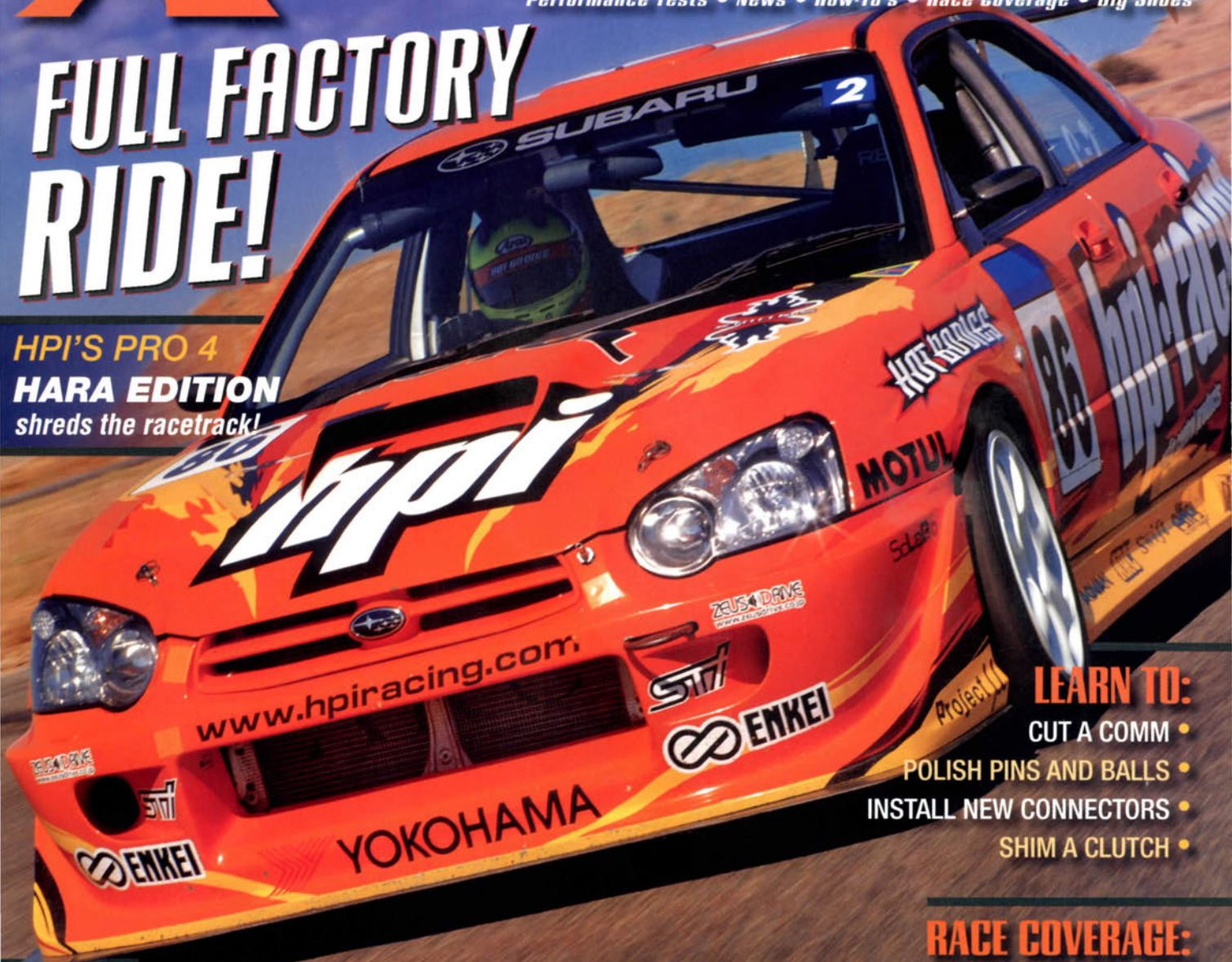


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- 15TH ANNUAL KYOSHO CHALLENGE
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MGT4

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The new MGT4.60SE has all the features you loved on the original MGT and now, Team Associated has added a few more.

At the heart of the new MGT beats the AE4.60 engine which has an increased displacement of 33%, making the MGT4.60SE deliver more horsepower and stump-pulling torque.

To make sure all of that extra power gets down to the ground, the MGT4.60SE's 2-speed transmission comes equipped with tough steel gears and steel CVAs that are up to the job of handling the massive torque.



AE 4.60 Engine

Now with 33% more displacement and the MGT Dual-Start system: Convenient pull start & hex-shaft/drill start combined in one unit!



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The rugged extruded aluminum chassis, oil filled shocks and huge mounted all-terrain tires gives the MGT4.60SE over 4 Inches of ground clearance, letting you take that power over most any obstacle.



The new MGT4.60SE comes with Team Associated's XP-3 Radio System that is factory installed for complete and total driving control. A full line of genuine Factory

Team performance parts are available for the MGT4.60SE to let you trick your truck out to your specifications.

Check out the new MGT4.60SE at your local hobby shop and drive one home today!



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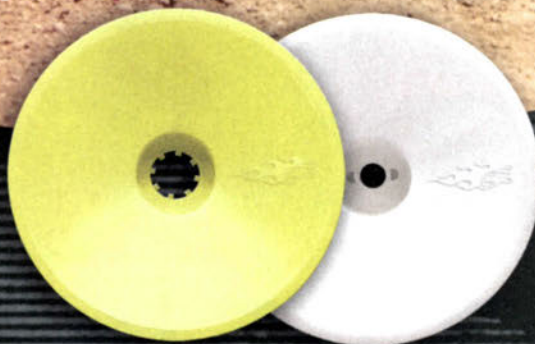
CROWD PLEAZER

Part # 3202-00 fits Traxxas JATO

2.0

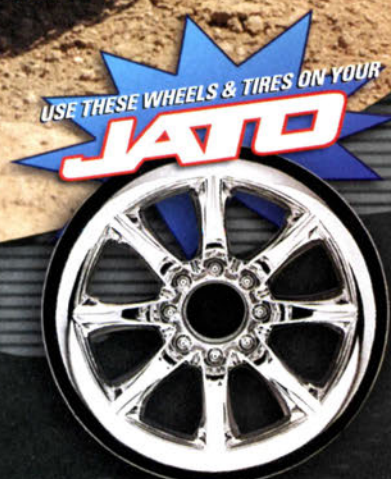


Premium Blend Team CA
Part #6005-01 - Thin 5-10 Sec.
Part #6006-01 - Thick 25-30 Sec.



Velocity Truck Wheels

- #2635-00 T2, T3, T4, & GT front - dyeable white
- #2635-02 T2, T3, T4, & GT front - yellow
- #2636-00 T2, T3, T4, & GT rear - dyeable white
- #2636-02 T2, T3, T4, & GT rear - yellow



Agitator Truck Wheels - Chrome

- #2685-01 JATO, Stampede/Rustler Nitro, Front
- #2686-01 JATO, Stampede/Rustler Nitro, Rear



Road Rage T

#1062-00
2.2 truck front or rear

Dirt Hawk

#1070-00
2.2 truck front or rear

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#3152-00 fits Stampede



Crowd Pleazer
#3153-00 fits Rustler Nitro



Crowd Pleazer
#3119-00 fits XXX-NT
#3127-00 fits RC10GT (shown)
#3147-00 fits XXX-T
#3163- fits T4

Note: Bodies painted for advertising purposes only.

PRO-LINE®

COBALT TOTAL

TRINITY

Ryan Cavalieri

Dominated 3 events in the 4th Annual Team Losi Off-Road Championships Race in Clearwater, FL.

- * 4WD Modified
- * Truck Modified
- * 2wd Modified

Placed 1st and TQ'ed in all 3!

TRINITY
TEAM ASSOCIATED


2005 Team Losi Off Road Championships

THE WINNING COMBINATIONS

4wd

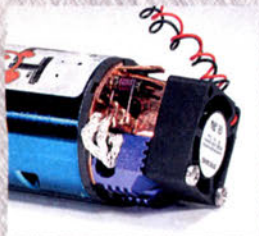
Cobalt 12 Turn Double (TRI10087) XXX Cobalt Brushes (TRI13504NT)

TRUCK

Cobalt 10 Turn Double (TRI10083) XXX Cobalt Brushes (TRI13504NT)

2wd

Cobalt 10 Turn Single (TRI10082)
XXX Cobalt Brushes (TRI13504NT)



Heatsinks are made to easily attach the Cobalt external fan for greater cooling in enclosed bodies like touring and oval. Works great in boats too.
TRI13019

4WD Modified

1. Ryan Cavalieri, TQ (Trinity)
2. Travis Amezcua (Trinity)
3. Adam Drake (Trinity)
4. Mike Truhe (Trinity)
6. Matt Francis (Trinity)

Truck Modified

1. Ryan Cavalieri, TQ (Trinity)
2. Brian Kinwald (Trinity)
3. Travis Amezcua (Trinity)
6. Matt Francis (Trinity)
9. Billy Easton (Trinity)

2WD Modified

1. Ryan Cavalieri, TQ (Trinity)
2. Travis Amezcua (Trinity)
3. Matt Francis (Trinity)
6. Brian Kinwald (Trinity)
10. Mike Truhe (Trinity)



Available Through
Shopatron

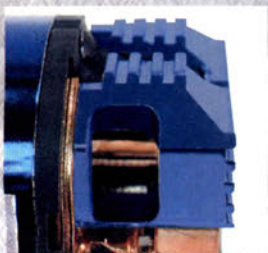
TRINITY PRODUCTS INC.
36 Meridian Road
Edison, NJ. 08820
732.635.1600
www.teamtrinity.com
©2005, Trinity Products Inc.

DOMINATION

Tour-bil-lion, From Latin turbo
A whirlwind. A vortex, as of a whirlwind or
whirlpool. A skyrocket that has a spiral flight.



New very high silver compound and special lubricants allow 5 to 10 runs between commutator cuts & a 20 to 30 run brush life. No performance fade during run or run to run. No horsepower loss like other long wear brushes. TR13504, Screwdriver install TR13504NT, Solder on



New tourbillon heatsink and endbell design maximizes cooling of the brushes. Endbell design channels air flow from armature through heatsinks for additional cooling.

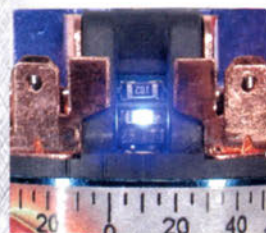


All new pure copper endbell hardware sucks heat away from the brushes and into the heat-sinks most efficiently while delivering the least amount of electrical resistance.

Endbell is designed with bosses to align hardware for perfect brush hood alignment.

Overhead brush springs means you now only have to inventory one type of springs. The Cobalt uses the same springs as your Trinity/Epic stock motors.

The Cobalt is available with both high torque FlatWire™ armatures or high rpm round wire armatures. All armatures are wound on our high torque armature blank, the choice of our team racers and our competitions' team racers.



All Capacitors are already installed with circuit confirmation LED. Be sure your capacitors are working and your motor is hooked up correctly.



Capacitor circuit board is moved inside the endbell for crash protection. Brush hood assembly has been moved closer to the commutator for better brush support and elimination of brush chatter.



car action
READERS' CHOICE

CONTENTS

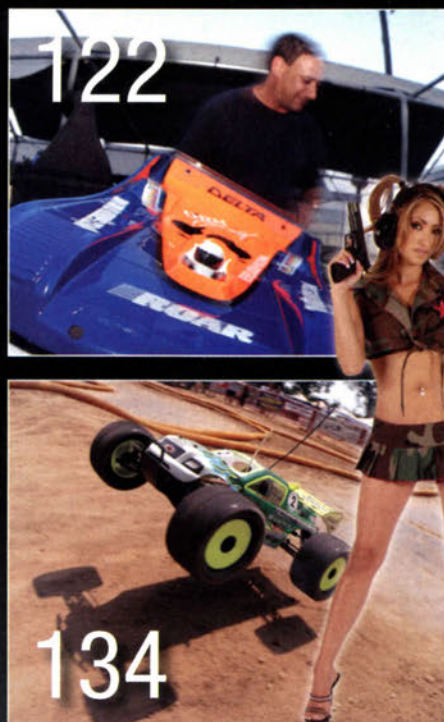
OCTOBER 2005 • ISSUE 119

FEATURES

- 122 ON THE GRILL: RICK WILSON**
The ROAR President tells all.
- 134 2005 KYOSHO CHALLENGE**
St. Louis renamed St. Humidity.
- 149 MACHINE WOUND
MOTOR GUIDE**
Hand winds? Who needs 'em!
- 156 2005 ROAR OFFROAD NATS**
Truhe, Tebo and Hodapp rule.
- 166 X-DYNO: NOVAROSSİ N528XR
HOTT MOD**
More power than anyone needs.
- 173 2005 ROAR NATIONALS
WINNING SETUPS**
We bring them to you first.
- 194 HITEC PARKING LOT
CHALLENGE**
I wonder where they raced?

LEARN HOW-TO

- 93 CUT A COMM**
Shiny happy comms!
- 132 POLISH PINS AND BALLS**
Your girlfriend can help you.
- 144 INSTALL NEW CONNECTORS**
Resistance is futile!!
- 154 SHIM A CLUTCH**
What's the clearance, Clarence?



REGULARS

- 14 INSIGHT**
Standards make too much sense.
- 18 INSIDE LINE**
It's all new for you.
- 33 QUICK TIPS**
Canuck's column.
- 37 IN THE DIRT**
Offroaders' paradise.
- 42 MONSTER PIT**
Truck news here.
- 48 TOURING CORNER**
On-rollers only!
- 198 ASK THE PROFESSOR**
She schools us all.
- 202 MAIL SACK**
You have questions, we have 3 answers.
- 207 XTRA STUFF**
Factory Team guy!
- 208 RACERS' RIDES**
Your photos, your bad grammar.

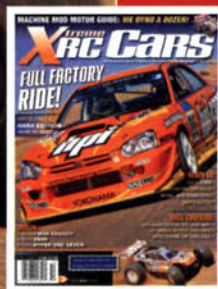
OTHER STUFF IN THIS ISSUE:

The X-Dyno finally sees a 2HP engine, Derek eats his own words when he falls in love with his truggy, and we fire up the Weber grill for our interview with the ROAR Prez. Who BBQ's at Starbucks? We do!

ON THE COVER:

HPI's Pro 4 Hara Edition raises the bar in the full-option touring car world.

Cover, Contents,
Pioneering Photography:
Jason "What?" Yu

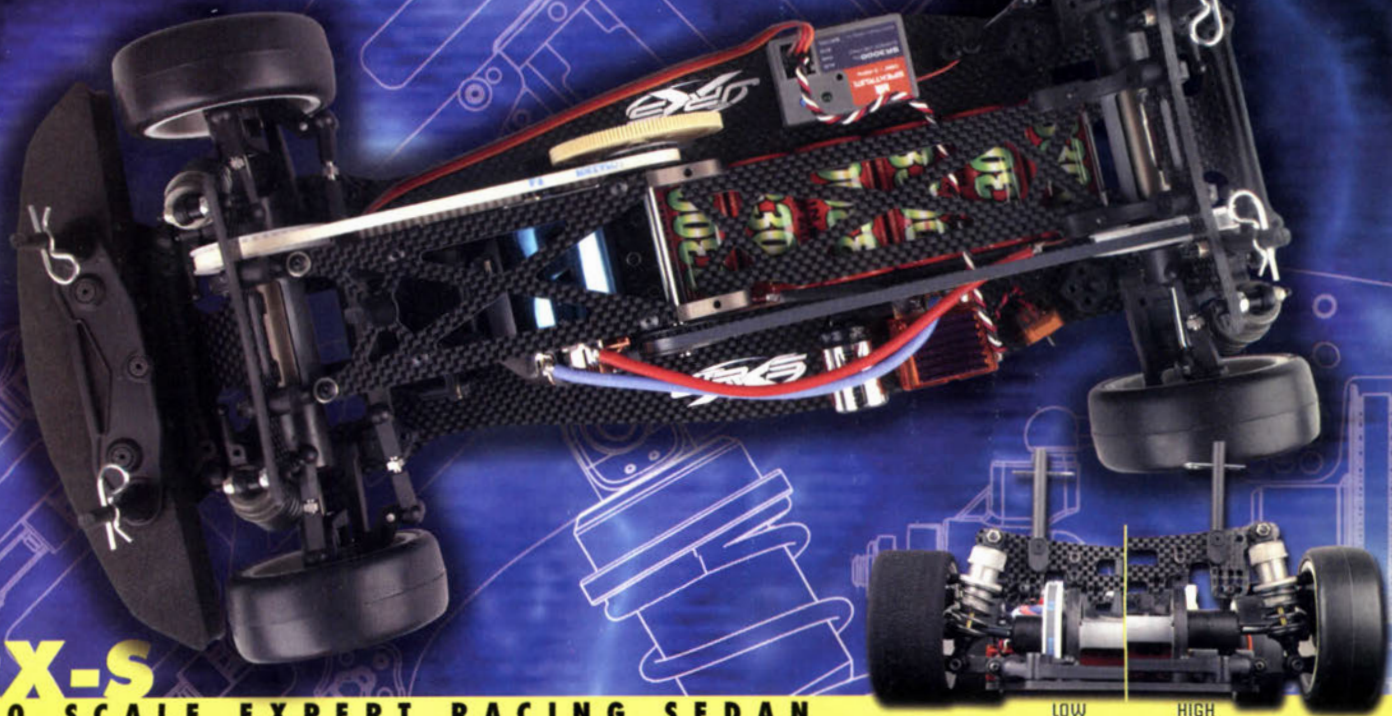


IT'S A TRUCK? OR A BUGGY? IT'S A TRUGGY!

Mugen's MSR X5-T attacks Pegasus Hobbies' race track...and Jason's camera lens. **pg. 68**

JRX-S

Innovative thinking. Race-winning experience. Advanced technology and high-tech materials. Team Losi[®] used it all when engineering the JRX-S—the most adaptable 4WD racing sedan ever created.



JRX-S

1/10 SCALE EXPERT RACING SEDAN

LOW HIGH

ROLL CENTER ADJUSTABILITY

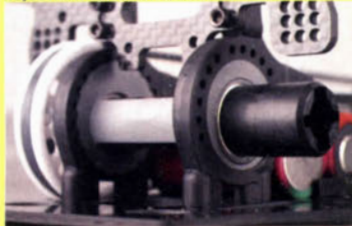
The differentials, pivot blocks, and shock towers are easily moved allowing the roll center to be adjusted to the extremes needed for both indoor and outdoor racing surfaces. Complete caster, camber, toe-in, and anti-squat adjustments are also easily made. This unique adjustability provides optimum performance and tuning options when racing on all types of surfaces with both rubber and foam tires.

WOVEN GRAPHITE CHASSIS w/ PINNED COMPONENTS



The main chassis, shock towers, and top plates are precision machined from lightweight, woven carbon fiber graphite for superior strength. All bolt-on suspension and drive components use pins to precisely locate and maintain proper alignment through the most severe impacts.

ADJUSTABLE DIFFS WITH COMPOSITE OUTDRIVES



The ingenious drivetrain bearing acentric provides easy differential height adjustments and precise belt tensioning. The composite differential outdrives are both lightweight and extra sturdy requiring no additional saver/retainer ring. The unique design works with both pin and bearing type drive shafts.

TWO-BELT DRIVETRAIN



The ultra efficient drivetrain uses no power-robbing idlers or tensioners. The large diff pulleys and unique drivetrain bearing acentric positions the differentials and allows the belts to run skip-free with much less tension and very little rolling resistance.

NEW LCD FRONT DRIVE SYSTEM (Patent Pending)



The rebuildable Losi Constant Drive (LCD) System (Pat. Pend.) uses a revolutionary, patent-pending design that eliminates power-wasting harmonics and drivetrain chatter. The result is greater cornering speed as well as remarkable smoothness when entering and exiting a turn.



TEAM LOSI RACING

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USA

CONTENTS

OCTOBER 2005 • ISSUE 19

COLUMNS

- 54 STARTING BOX**
Nitro engine break-in.
- 180 NITRO TUNER**
The pipes, the pipes are calling!
- 189 CUSTOM WORKS**
The painters of XRC.

PERFORMANCE TESTS

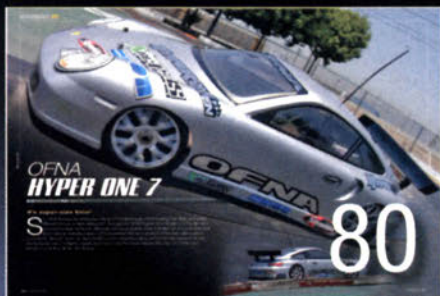
- 68 MUGEN MSR X5-T**
Derek gives in to the trend.
- 80 OFNA ONE-SEVEN**
A big Porsche you can own.
- 98 HPI PRO 4 HARA EDITION**
Hara's driving skill not included.
- 110 XRAY XB8R**
Entry level, Xray style.

UNDER THE SCOPE

- 128 EPIC SHOCK**
Give 'em the shocker!
- 170 SEAGULL WIRELESS DASHBOARD**
Stay wired, wirelessly.



189



80



110

HPI GOES FULL SCALE

HPI's new full-size Subie gives birth to its 1/10-scale Mini-Me replica, shown perched atop the air scoop at Willow Springs. **pg. 18**



Xtreme RC Cars
magazine

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THINK

TAKING MICRO RACING TO THE NEXT LEVEL

QUANTUM 2

COMPETITION MICRO

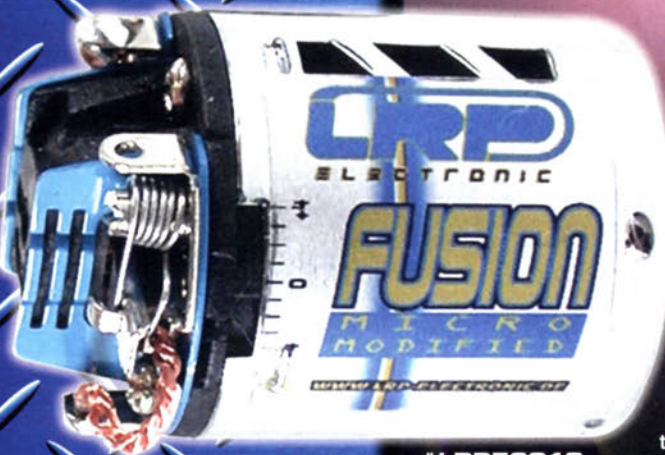
The all new Quantum Competition 2 Micro speed control is the "little brother" of the legendary, world's most successful racing speed control, the LRP Quantum Competition 2. The QC-2 Micro is designed to meet the needs of serious micro racing.



#LRP80810

QC-2 Micro performance features:

- Special Quantum Micro racing software with extra sensitive throttle and brake control, perfect car control of small, lightweight 1/24th & 1/18th scale cars
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- Blue metallized competition case
- Adjustable traction control
- No motor limit for any Micro-size motor
- Incredibly small (25x23mm) & light (16g)
- Limited Lifetime Warranty



#LRP52018

FUSION MICRO MODIFIED

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The LRP Fusion Micro Modified is the first motor design that applies all of the latest 1/10th scale race motor technology and high-quality components, shrunk down to fit micro and mini size cars. The result is a fully-blown modified micro motor featuring double ball bearings, laydown brushes, adjustable timing, 2mm shaft, that is totally rebuildable. The LRP Fusion Micro Modified is taking micro racing to the next level. Put some big LRP Fusion power in your little car today!

VTEC 1200UP RACE PACKS

Experience the ultimate punch and performance with LRP's VTEC 1200UP micro size competition battery pack. VTEC developed the 1200UP cell from the ground up featuring a completely new patent-pending cell design just for one purpose - ultimate performance in R/C micro cars. Ballistic high-power output with super-high capacity and the lowest internal resistance is the result. Choose from racing packs or competition packs that are matched and pushed with the original LRP HiVolt-PLUS performance enhancing system. There are four different pre-assembled VTEC 1200UP pack configurations to choose from made to fit in to all the popular micro 1/18th scale cars.



LRP

ELECTRONIC

INDUSTRY STANDARD

Let's pretend for a minute. No, not that we're hooking up with that supermodel we drool over, but that we lived in a parallel universe that we'll call Bizzaro Land. Much of Bizzaro Land is just like the real world, until you have to change a light bulb. When you try to change it, you notice that it doesn't fit in the socket. You bust out your screwdriver but it doesn't fit in the screws holding the socket in place. So, you jump in your car to hit the hardware store, and on the way there you need gas, but you get to the station and the pump doesn't fit in the gas tank. What the hell is going on here? Well, it turns out that in Bizzaro Land, they decided that they didn't need to standardize certain things and the result is that everything is proprietary and nothing works together. It's very frustrating, and something that has been causing Bizzaro Land to suffer.

Now Bizzaro Land isn't a real place, but some things in the RC industry remind me that Bizzaro Land is only about 7 products away from being a reality.² You see, in the past few months I've noticed that things are diverging away from standards. At one point a motor brush was a motor brush, but now if you buy one of the big-named motors you have to buy their brushes. And what happened to monster trucks? Sure, the original T-Maxx hex was too small for the enormous wheels we like, but do we really need a total of 4 different hex sizes? HPI has 17mm, Losi has 20mm and Pro-Line has the biggest at 23mm. And I won't even start in on different tire sizes! I'm all for the free market we have, but it's getting a little bit out of hand. Why not agree on a standard for some of these things? Are we going to start having different diameter output shafts in electric motors, varying length crankshafts that only fit one truck, or batteries that vary in size?³ It all started with those damned cursed receiver pack and switch plugs that didn't match up half the time, and now we're at hexes, brushes, and who knows what's next. Come on guys, let's stick to a standard!⁴

I'm calling out everybody who designs a car, part, wheels, or magazines.⁵ Talk to each other! Think of what's better for the industry and yourselves. Sure, if somebody buys your product it makes some sense to try and make them buy the supporting products from you as well, but what about offering your product to somebody with a competing product. Now I can't use HPI wheels on my T-Maxx or Losi truck? Think of all the things that have been standardized around you and then look at your products. We need that same ideal in RC.⁶

Godspeed,



Derek Buono

derekb@rc411.com

Executive Editor



1. In Bizzaro Land our magazine is still the best! No worries. But each page is a different size.
2. It's always about "7", 7-11, 7 little dwarfs...
3. Dogs and cats sleeping together, chaos, riots, world peace...
4. Hey, how about the metric system? That should be the standard.

5. That's one standard already happening. Trying to be just like us!
6. Although it seems my bread never fits in my toaster, dogs don't fit in buns, buns out number hot dogs, and all sorts of other mayhem!

TEAM RANTS

PUBLISHER

MIKE VELEZ



WHEN I WAS LITTLE I PLAYED PRETEND:

CHiPs, I was Ponch.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

Scary!

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

ME: Mel's Diner, I'd convince Flo to kiss my grits.

EXECUTIVE EDITOR

DEREK BUONO



WHEN I WAS LITTLE I PLAYED PRETEND:

Doctor. I'll leave it at that.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

Jeff. At least I could slap him around if he was here.

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: With the Fraggles. Who doesn't want to live down in Fraggle Rock?

ART DIRECTOR

ANDY MOCK



WHEN I WAS LITTLE I PLAYED PRETEND:

Army man. Camouflage, face paint and plastic guns!

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

Duff Man! Oh Yeah!

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: I'd hang out at that fountain that those chicks were having a catfight over beer in.

ONLINE EDITOR

DAVE PALACIOS



WHEN I WAS LITTLE I PLAYED PRETEND:

Motorcycle. I'd hurt myself on a real motorcycle.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

Had? What are you talking about had?

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: The Land of the Lost. I'd help Marshall, Will and Holly get those Sleestaks for good.

SENIOR PHOTOGRAPHER

JASON YU



WHEN I WAS LITTLE I PLAYED PRETEND:

Superman. With a towel around my neck.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

Angelina Jolie. And there would be an imaginary Brad Pitt for us to beat up.

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: Smallville. Hellooooo, Lana!

TECHNICAL EDITOR

SHANE ARCHER



WHEN I WAS LITTLE I PLAYED PRETEND:

Evil overlord bent on intergalactic domination.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

A small talking animal that never stops getting into trouble. Just like in every Japanese cartoon.

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: CTU Headquarters. If the building gets blown up, it's back up and running like two hours later.

EDITOR

STEPHEN BESS



WHEN I WAS LITTLE I PLAYED PRETEND:

By burying gold painted rocks in my yard and tricking my friends into thinking we struck gold.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

Jo Jo The Idiot Circus Boy, with a pretty new pet.

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: Springfield, USA with The Simpsons.

EDITOR-AT-LARGE

JEFF EVELIGH



WHEN I WAS LITTLE I PLAYED PRETEND:

Shooting games, we'd fire at each other with plastic toys and then argue about who won.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

A hot chick to cook me dinner. I'd name her Derekalina.

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: Whatever planet Transformers came from.

EDITORIAL ASSISTANT

COLLIN COCHRAN



WHEN I WAS LITTLE I PLAYED PRETEND:

Bank teller. Give me your money please.

IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

Some guy that would drop money for me on demand.

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: Chilling with the Teenage Mutant Ninja Turtles in the sewers. What up Splinter!

DAVE'S IMAGINARY FRIEND

PAT



WHEN I WAS LITTLE I PLAYED PRETEND:

Creepy weird person. And what's this "pretend" you speak of?

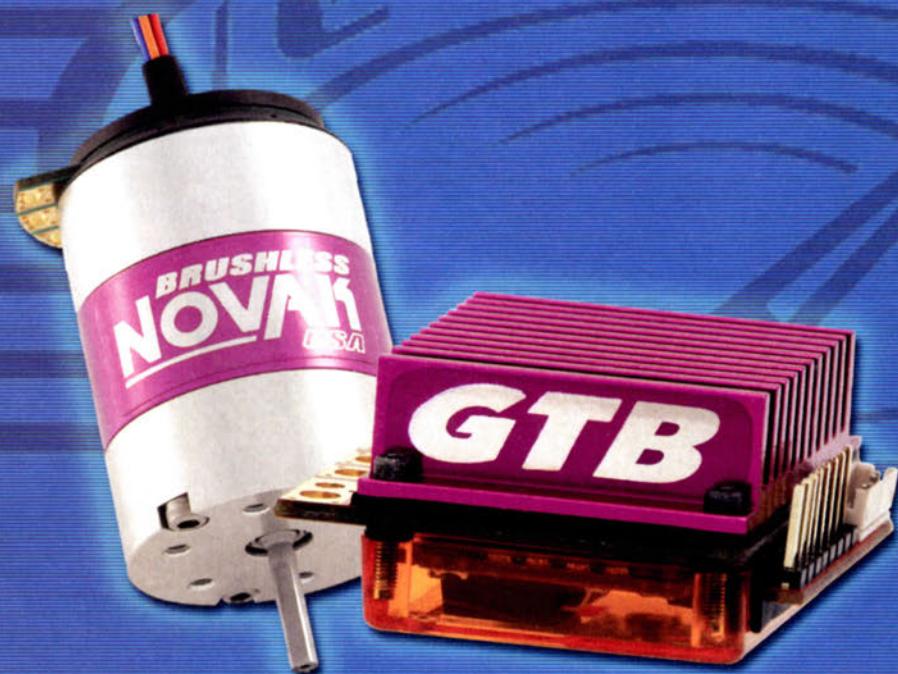
IF I HAD AN IMAGINARY FRIEND IT WOULD BE:

I don't have an imaginary friend. I don't need them.

IF I LIVED IN AN IMAGINARY TV PLACE IT WOULD BE:

BE: Anywhere I want. I can go anywhere. Even your home. Bwaaaaahahaha!

FEELING THE NEED FOR SPEED?



Two GTB Systems Available

The GTB systems are factory-wired to either the 5.5-turn Velociti Racing motor (#3002) or the 6.5-turn Velociti Racing motor (#3003).

NOVAK DELIVERS WITH THE GTB RACING BRUSHLESS SYSTEM

Like the idea of longer run times *and* incredible speed? Look no further! Novak combines over 20 years of speed control design with over 5 years of brushless motor design to develop a competition-level brushless system. The GTB is a fully-programmable speed control with *both* brushless and brushed modes. The new Velociti Racing brushless motors are sensor-based, and feature a high-strength Neodymium magnet and an oversized front bearing for top racing performance. The Novak GTB Racing Brushless System is what you have been waiting for!



Ready to Race Out of the Box!

The GTB systems include all of the performance-enhancing components required for world-class racing. Nothing extra to buy!



#3020 HV-Maxx High-Voltage
Brushless System (10-14 cells)



#3004 Super Sport Plus
Brushless System (4-7 cells)

www.teamnovak.com
NOVAK
Electronics, Inc.

17032 Armstrong Ave., Irvine, CA

FOR MORE INFORMATION ON
NOVAK BRUSHLESS SYSTEMS, VISIT
THE TEAM NOVAK WEBSITE
www.teamnovak.com

MEET THE STARS OF THE 18TH TRUCK NATIONALS

FACTORY DRIVER

JEFF WINEHOLT

4WD OPEN CLASS CHAMPION

TRUCK: RC18T

BATTERY: APOGEE 2 CELL 1050MAH LITHIUM POLYMER

MOTOR: MAMBA CM-2054

ESC: MAMBA-25

FACTORY DRIVER

TIM MOHR

2WD OPEN CLASS CHAMPION

TRUCK: MINI-T

BATTERY: APOGEE 2 CELL 830MAH LITHIUM POLYMER

MOTOR: MAMBA CM-2054

ESC: MAMBA-25

MINI MONSTER CLASS CHAMPION AND TO

TRUCK: MINI QUAKE

BATTERY: APOGEE 2 CELL 830MAH LITHIUM POLYMER

MOTOR: MAMBA CM-2054

ESC: MAMBA-25



www.castlecreations.com

THE MAMBA MAXX

BRUSHLESS POWER SYSTEM

TAKE YOUR MONSTER TRUCK OR 10TH SCALE VEHICLE TO NEW HEIGHTS OF POWER AND FUN!

The Mamba Maxx ESC has the power capability to easily handle **any 1/10th scale car motor - brushed or brushless!** Combine that with a rugged molded case, hard anodized heatsink, and pro-style solder post connections, and this is the **last ESC** you will ever need for any application!

Want more than power? How about a PC programming cable included that gives you almost infinite flexibility to "tweak" on settings for punch/traction control, starting power, timing advance, braking power, drag brake and more! Dialing in your power system for the track has never been this easy and with this much flexibility (plus - what else are you gonna do when you're not cutting comms and replacing brushes anymore???)

Don't get stuck with a brushless ESC that can only run one motor and needs outdated sensor technology to do it - bring a Mamba Maxx to your track and...

make 'em cry

MAMBA MAXX SPECIFICATIONS:

- 6 to 16 cells NiCad/NiMH
- Power Capability: 1200 watts continuous, 2400 watts peak
- Brushless motor limit: NONE
- Brushed motor limit: NONE
- PC Programming cable included
- 2 to 4s Lithium Polymer
- 13Ga hook-up wire included
- Ultra Duty 5.0v Switching BEC
- Motor connectors included
- Size: 2.2" x 1.3" x 1.25"



www.castlecreations.com



MUGEN MTX4

Mugen's MTX3 was one of the best Nitro Touring cars you could buy. We voted it in the X-Best for the past two years. It was fast and forgiving, which is something you can rarely say in the same sentence. We've known that Mugen was working on the successor to the MTX-3 and finally we have some quality images. These CAD drawing are the first official pictures of Mugen's next 1/10 Nitro Touring Car.

Here is the technical info supplied by Mugen:

Miscellaneous Data:

- Belt Drive 4WD
- Double Shoe Type Clutch
- Shoe Type 2 Speed Gear Box
- Adjustable (Angle) Front Anti-Roll Bar
- Adjustable Front Bump Stop/Rebound Stop
- Adjustable Rear Rebound Stop
- Low Gravity Battery Holder
- Carbon Radio Plate
- F/R Carbon Damper Stay
- 3mm (A70-75) Chassis
- Low Gravity 75cc Fuel Tank, Filter-equipped
- Turn Buckle Steering Rod
- Adjustable Servo Savor
- Belt Tensioner
- Front One-way Drive
- Rear Differential (Bevel Gear Type)

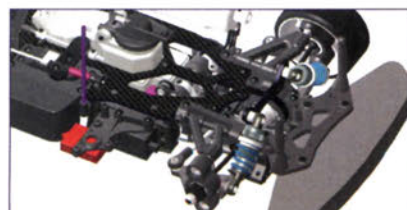
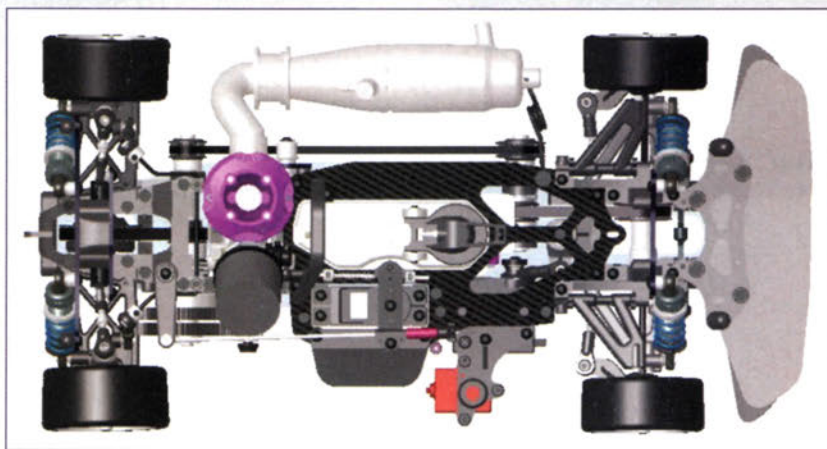
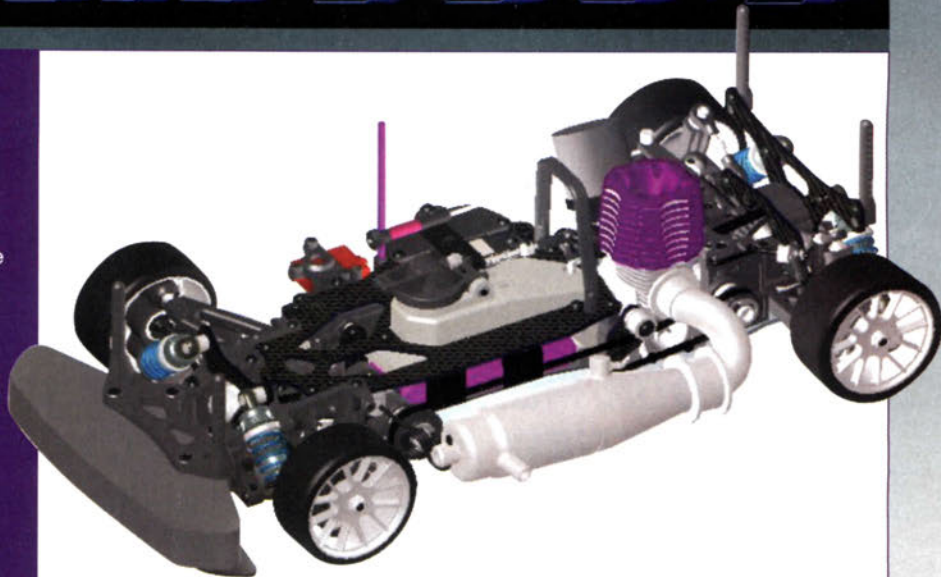
Technical Data:

- Length: 380mm
- Width: 199mm
- Wheel Base: 259mm
- Tread (F/R): 173mm/169mm
- Front caster Angle: 7.5 - 15.4 Adjustable
- Gear Ratio: 1st 7.49:1 / 2nd 4.97:1

Features:

- A70-75 (T6) 3mm Main Chassis
- New wide span rear body mount
- New Rear Lower Arm (5.5mm longer)
- New Front Suspension
- New Rear Bulk Head (Easy to remove the diff.)
- New Front Bulk Head (Easy to exchange the front one-way or diff.)
- New Low Gravity Fuel Tank (The position of cap is in front of tank to make quick re-fuel)

www.mugenracing.com



Trinity Octagonal Brushes

In the past few years, brush technology has been pushed to new limits. We've seen oversized, silver, round and now we have the latest brush design from Trinity...Octagons.

Trinity explains that the high draw applications like mod touring car have been particular problems for all motor designs and their latest brush should help brushes and the comm last longer. Like a round brush, arcing is reduced by the smaller initial contact area, but unlike a round brush, the brush face size isn't reduced as much allowing more current to pass through.

These brushes are also designed to fit all the current P-94 brush hoods, so dropping them in is simple and requires no alterations.

TRI13507 (w/eyelet), \$14.99

TRI13507NT, \$13.99

www.teamtrinity.com



TRINITY DYNA PULSE

Trinity's latest discharge device is one of the ones you may want to pick up. According to Trinity, the small compact unit is designed to help reduce the crystallization that forms inside cells and reduces pack life and power. The system works with 4-cell and 6-cell packs and will discharge at varying rates between 0 and 30 amps.

TRI2201, \$99

www.teamtrinity.com



Predator X10

The 4WD class is boiling over. For the most part, here in the USA it's a small class despite most people saying it's their favorite electric off-road class to run. For those of us who have been in the industry, you'll remember the Predator. It was one of the first cars to use an on-board cantilever style suspension. They had a touring car and a 4WD off-road buggy. Like awakening Godzilla, the horns of the 4WD class blowing up must have awoken the company, as they are just about to release the latest version of the Predator called the X10. It looks so sick that even if it doesn't handle well we want one, but the car should be a contender. We're expecting a kit for review soon and can't wait to get it on the track.

www.ttechracing.com



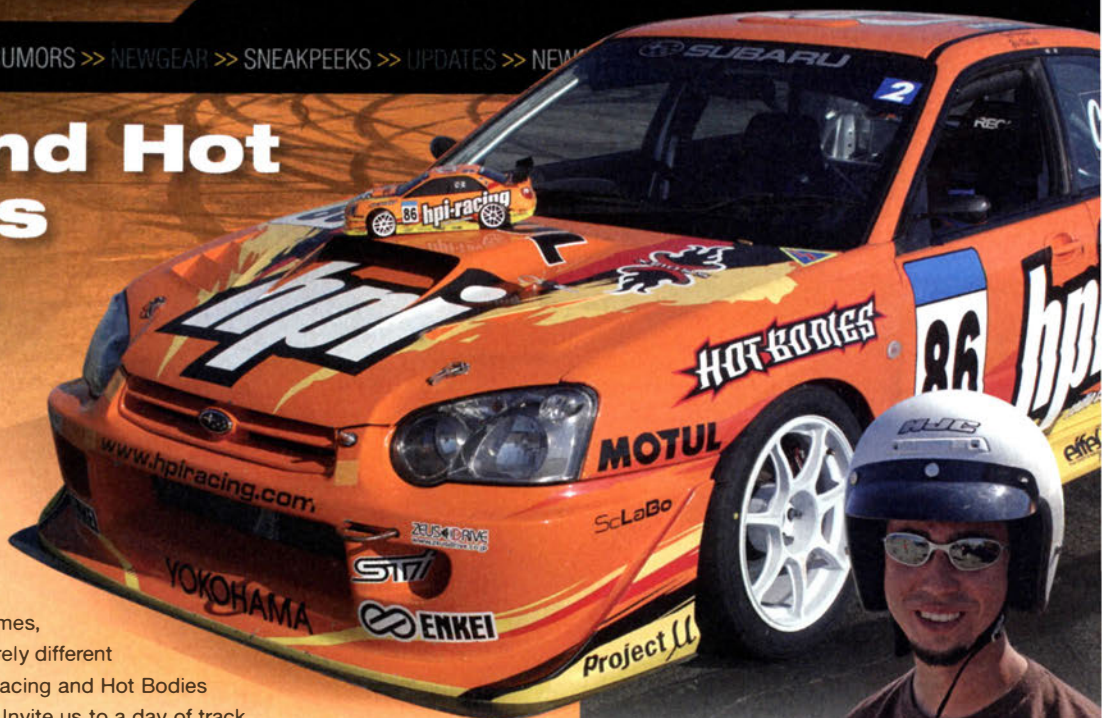
Yes, it's old school.

>> NEWS >> GOSSIP >> RUMORS >> NEWGEAR >> SNEAKPEEK >> UPDATES >> NEWS

HPI and Hot Bodies Track Day

Ask anyone in the magazine business why they got into it and you'll get the same answer. "For the perks." Usually those perks come in the form of all the free RC gear you could want. And sometimes, just sometimes, those perks come in an entirely different form. Well the guys at HPI Racing and Hot Bodies know the way to our hearts. Invite us to a day of track testing in the HPI Racing Subaru. Yup, that's right, we got run around the Streets of Willow racing facility with one of the country's top driving instructors in the turbo charged HPI Racing Endurance Impreza. The car is awesome. Its high-output turbocharged Subaru "boxer" engine powers an AWD chassis complete with state-of-the-art racing suspension, full safety cage, massive Brembo brakes, and lightweight carbon fiber everywhere. Barrelling down the track at speeds that would be illegal in all but a few countries was amazing. Along with running the course in the HPI car we were invited to take out our own rides on the race course. Collin, Jason, and Mike jumped at the opportunity.

Collin's new name is "O-Tip."



Collin obviously missed the short bus; let's just say he's "special."

Kazuhiro Kolzumi flew out from Japan to show off the car that that bears his name.



Jason used Collin's Mini to pioneer his "head out the window" action shots on this page.



The Power of Science



For the first time a nitro engine has been re-designed for ideal flux movement using today's most advanced technology.

Features include:

- Integrated Compressor Crankshaft (Patent Pending)
- Typhoon Mixture Distribution (Patent Pending)
- Internal Mixture Centrifugal Power Pump (Patent Pending)
- No back plate back effect resonance (Patent Pending)
- Automatic Cylinder Conicity Adjustment (Patent Pending)
- Crankcase Side Intake Tunnel (Patent Pending)
- Lower fuel consumption by optimisation of the mixture management
- Large heatsink for lower operating temperature
- Ultra precise high quality ball bearings
- Special carburetor with very fine tuning capability
- Turbo plug



The next level of nitro performance is on its way.

CRF Technology is Proprietary of Team Orion Group, Designed by Fabrice Ramella expert in flux science and technology and Inventor of the next level in nitro performance

THE NEWEST SNAKE

Serpent has been quiet for the past few months and it must have been in anticipation of their latest 1/8-scale on road car now officially called the 960 (Nine-Sixty). Scheduled for an August release the new 960 won't be a radical departure from the current 950R platform. Instead, Serpent explains that the goal was to improve the car in many areas, which should result in better construction, stronger parts, and an easier to drive car. They're hoping it all adds up to a quicker snake.

Serpent 960: Part Number and Price TBA

www.mytsn.com

TA-05 HOP-UPS

Tamiya's latest budget priced racer is the TA-05 and despite its cheaper price tag, it's capable of throwing down on the track. For those who want to add some performance Tamiya does offer hop-ups for the car including carbon fiber shock towers and aluminum steering racks.

www.tamiyausa.com



POWER UP YOUR RTR!

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

ONLY \$64.99

Suggested Retail Price

Reedy "Spec 19 Quad-Mag Motor.

Step up the power of your RTR with Reedy's Quad-Magnet "Spec 19" Motor! A great choice for the B4 RTR, the TC3 RTR, or any Ready-to-Run electric with a speed control rated for a 19-turn or less motor.

#513 Reedy Spec 19"Quad-Mag" Motor



Reedy's "Rated-X" Matched Sport Packs. Fully assembled in clear tubes so you can see the matching info right on the label of each cell. Don't settle for "mystery" cells in your sport packs, get Reedy's "X-Rated" packs and see the power you've been missing!

Reedy Ni-MH Receiver Packs for Nitro Cars and Trucks.

Reedy receiver packs give you the long-lasting, reliable power needed for nitro racing, and have a great low price that makes them your **BEST** choice!



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

#614 Reedy Ni-MH Receiver pack, (Flat style for Nitro TC3, etc.)

Suggested Retail Price

ONLY \$59.99

#699 Reedy "Rated-X" Sport Pack, Panasonic 3000 cells



IT'S THE BIG ONE!

Tempgun.com has just released the PE3. It's a full-blown high end infrared thermometer for measuring engine temp, motor temp, battery temp, and basically any temp. It's got a one second response time and a range of -76° to 1000° F. Yeah, I think you're a little lean if your engine reads out of this gun's range. It also features a laser sight and a stated accuracy of +/- 2°. This new gun is not for the meek, it will set you back 100 bones, but it should be the last temp gun you'll ever need.

TempGun.com PE3, PE3, \$100
www.tempgun.com



415 SPOOL

If you've been looking for a front spool to run in your Tamiya 415 you'd have to keep looking. Speedtech has a front spool available for the 415 series that will drop in and lock up the front wheels.

Speedtech Locked Diff Spool,
E4111499, \$29.99
www.speedtechrc.com



Mini-MAX

Reedy Hop-Ups for Micros!

ONLY
\$42.99 Suggested
Retail Price



Reedy Mini-Max High-Voltage 1100 Ni-Mh Racing Battery Pack. Higher voltage means more power and that's just what you get with Reedy's new Mini-Max 1100s. Featuring much higher voltage output than stock battery packs the Mini-Max HV 1100 pack is the ticket to making your micro car rip up the road. Comes completely factory assembled with connector and fits directly into the RC18T! #616 Reedy Mini-Max 1100 Ni-Mh Battery Pack



ONLY
\$44.99 Suggested
Retail Price

Reedy Mini-Max Modified Motor.

Seriously turn up the heat in your micro with the Reedy Mini-Max Mod Motor. Big time features like ball bearings and replaceable brushes are shrunk down to the popular 280-size to fit most 1:18 vehicles, especially the RC18T.

#290 Reedy Mini-Max Modified Motor

www.rc10.com/reedy

REEDY

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

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

SANYO 2500mAh

Most of us never think about our transmitter batteries until the light starts blinking or the alarm goes off. To extend the times between beeps and flashing lights the new Sanyo 2500mAh AAs will give your transmitter plenty of transmitting time.

www.teamtrinity.com



ATES >> NEWS >> GOSSIP >> RUMORS >> NEWGEAR >> SNEAKPEEK

Joel Gets VP

Kyosho America is in full swing and they've added legendary racer Joel Johnson to their party. Joel's new position is officially Vice President of Kyosho America. He recently put in to change his name legally to Joel Kyosho RRR.

www.kyoshoamerica.com

LOSI RUMORS

More rumors of Losi's venture into the 1/8-scale buggy scene have been floating around. For the most part Losi denies any such project, but the chatter in the area has been higher. But officially there has been no information on the project released or even sightings of a car. So we could be totally making this up.



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Our roll cages are made from 6061-T6 Aluminum which makes them extremely durable. They protect everything on your truck from the engine to the fuel tank. They are available in different colors and come with all stainless steel hardware.

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LOSI'S PROJECT X REVEALED

One of the biggest surprises at the 2005 Off-Road Worlds in Italy came on the very first day, when a few of Losi's drivers threw a car down on the track that nobody



Photo courtesy of Team Orion

had ever seen before. Officially called "Project X" and unofficially referred to as the JRX4, this new 4WD electric buggy looks to be the direct offspring of Losi's popular JRXS touring car. As you can tell by the rough-cut arms and machined pieces the car is still an early prototype, so there's no word yet on when (or even if) it will be available.

www.teamlosi.com

FEEL THE MOTION?

A new brand has popped onto the scene called SK Motion. Among the first items they're bringing to market are these hex wrenches. They're high quality and priced right. Other items being released from SK Motion are engine heads, pipes, and other accessories. We hear they're working on some pretty cool items that will turn heads, so stay tuned.

www.skmotion.com



Late Breaking Worlds News!

Just hours before going to press, Ryan Cavalieri took home the gold at the 2005 IFMAR Electric Off-

Road Worlds in Italy with his Trinity-powered JConcepts BJ4. Ryan took an early lead in the first leg of the A-main to win it. In the second leg Ryan won the race again, giving him the overall championship. Neil Cragg finished in second overall with two 3rd place finishes in the first two legs and a win in the third leg. Ryan Maifield finished third overall with two 2nd's and a 5th place finish. Look for full race coverage that you can't find anywhere else from Derek "Don" Buono reporting from Italy in next month's issue of XRC.



EVERY TOOLBOX WANTS ONE.

THE NEW MICROTEMP DIGITAL INFRARED TEMPGUN FROM ATOMIK R/C.



ONE-TOUCH USE!



INSTANT READ

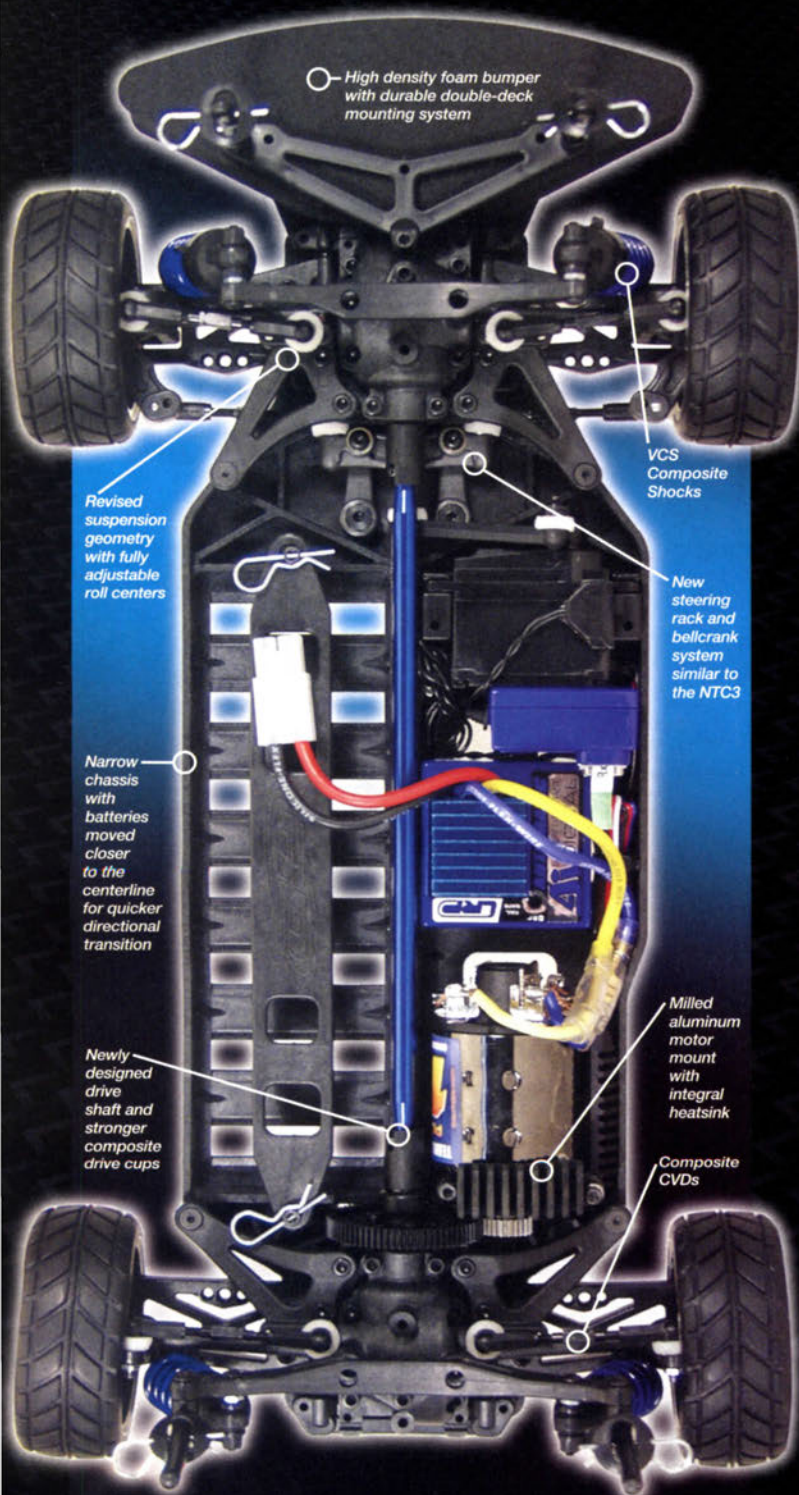
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PERFORMANCE R/C EQUIPMENT

RC10 TC4 Ready-To-Run



High density foam bumper with durable double-deck mounting system

VCS Composite Shocks

New steering rack and bellcrank system similar to the NTC3

Revised suspension geometry with fully adjustable roll centers

Narrow chassis with batteries moved closer to the centerline for quicker directional transition

Newly designed drive shaft and stronger composite drive cups

Milled aluminum motor mount with integral heatsink

Composite CVDs



RTR PER



Team Associated's RC10TC4 Touring Car is the refinement of the race-proven TC3 platform, optimized with more precise tuning features, better balance, and greater durability.

Team Associated takes full advantage of all these improvements and combines them to bring you the RC10TC4 RTR. The TC4 RTR features include a Team Associated 15-turn motor, LRP's Ai automatic speed control and Team Associated radio system made by

6-Cell battery pack, charger and 8 AA batteries may be purchased separately.



PERFORMANCE REDEFINED.



Airtronics, all factory assembled. The TC4 RTR also comes with treaded tires mounted on chrome 8-spoke wheels, composite CVDs, ball diffs, VCS oil-filled composite shocks and a cool street-tuner decal sheet. All that's left for you to do is to add your batteries and get ready to lay down the rubber.

The TC4 RTR will be supported by a full line of "Factory Team" performance parts, including blue titanium turnbuckles, optional radial heatsinks, a motor air-duct

cooling system, and the entire range of carbon chassis components.

Check out the TC4 RTR at your local hobby shop or at www.rc10.com and drive home a winner today.



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www.rc10.com or www.teamassociated.com

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HOT IMPORT DAZE

Words By: Shane Archer

We're always on the lookout for RC cars getting mixed up with real cars, and the full-size import scene is one area where radio control is gaining steam. From the popularity of drifting to the cool factor of having a 1/10-scale version of one's own car, it's clear that RC is becoming that much more mainstream every day. We took a ride down to the recent Hot Import Daze show at Qualcomm Stadium in San Diego to check out the action, the booth bunnies, and of course, the RC cars (although not necessarily in that order). Check it out!

There were CARS at this event?



Hot girl? Check. Big trophy? Check. Jumper cables? You betcha.



If you got bored of looking at cars, you could always take a go-cart for a spin.



Man, we should have thought of this sooner. In a related story, we've decided to invest all our money in AA batteries.



We aren't the only ones who put vinyl decals on our cars.

Pacific Coast Hobbies was on hand along with a San Diego radio station to provide a drifting arena, where contestants could try their RC drifting skills and compete for real Tamiya XB drift kits. Groups of five took turns in a "drift off" with the crowd's applause judging the winner, who received a brand new kit. Other than the full size drift arena, this booth had the largest crowd gathered around it all day long.



A lucky owner of a brand new Tamiya XB kit!



Of course, we were there for the cars. Really.

Nitro FUSION

l e a d s b y e x a m p l e



K028	Fusion 21 + BMW 3 Touring Body	\$399.99
K029	Fusion 21 + Subaru Rally Body	\$419.99
K030	Fusion 21 + F155 Truck Body	\$399.99
K033	Fusion 21 RTR + BMW 3 Touring Body	\$499.99
K034	Fusion 21 RTR + Subaru Rally Body	\$499.99
K035	Fusion 21 RTR + F155 Truck Body	\$499.99
K050	Fusion 21 + Skyline Body	\$399.99
K051	Fusion 21 RTR + Skyline Body	\$499.99

Now with enclosed transmission!

- >> Speeds of 80 Mph +!
- >> 21 ABC Pro Engine (3.5cc)
- >> 3 Speed Gear Box
- >> Revolutionary "E-Start" System
- >> 34 Piece Ball Race Set
- >> 4wd Transmission
- >> Powerful Disc Brake
- >> CNC Alloy Tuned Pipe
- >> 1/10th scale 200mm wide
- >> Machined Alloy Chassis
- >> Single Belt Enclosed Transmission
- >> Factory Assembled



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High Performance S-25 Engine



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- Aggressive porting
- Large, billet aluminum heatsink
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- Stealth black case for extra cooling
- Purple anodized aluminum carb trim
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Complete Set of Ball Bearings Included



Three-shoe clutch for quicker acceleration

15T and 18T clutchbells included for low end torque or high top speed!

FREE HOP-UPS!

>>> 4 Gear Diffs

To handle the extreme power we've added heavy duty parts as standard equipment. Front and rear "4 gear" differentials with updated gears are included for added durability.

>>> Cam-Type Servo Saver

The steering has been upgraded to an accurate cam-type servo saver, delivering quick steering response and added servo protection.



Now Includes:

4 bevel gear diffs & cam-type servo saver!



SAVAGE 25

The Savage 25 offers the total package! It's tough, fast, loaded with features... all at a price that makes it the best value in the monster truck class. The Savage delivers all of the "Big Block" power you need to take on the most extreme off-road driving conditions. To handle the massive power we made the drivetrain & suspension oversized so you spend more time driving and less time making repairs. Long-stroke suspension and our Twin Vertical Plate (TVP) chassis system allow the Savage 25 to soak up rough terrain and giant jumps. We've also added 4 bevel gear diffs front and rear, and our new cam-type servo saver for quick steering response and added servo protection. The convenient Roto Start electric starting system is standard equipment, just push the start button and the engine roars to life. Other features include an automatic two speed transmission, a three-shoe clutch for wheelie popping launches, stiff shock springs for improved jumping, long life rubber tires, chrome wheels, and a pre-painted body just like what you see in the photo! With incredible speed, wheelies on command, long-stroke suspension and the reputation for being the toughest truck on the market, the RTR Savage 25 is the MONSTER truck that needs to be in your garage!



#832 RTR Savage 25 Truck with Nitro GT-1 Truck Body

hpi-racing

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1

FUEL BOTTLE STORAGE

When racing on hot sunny days always store your fuel bottle out of direct sunlight to prevent nitromethane loss and condensation build up. Keep your fuel under your pit table or cover it with

a towel

between races to keep it fresh all day. Once the day of racing is over empty out your fuel bottle back into your gallon, squeeze out any excess air from the gallon, and cap it. Once you get home, store the fuel in a cool dry place off of the ground. Fuel should easily stay good for a year if taken care of properly.



2

SPRING MEASUREMENTS

Contrary to popular belief, not all springs are the same length just because they are powder coated the same color. There may be slight differences in spring length even when they are paired in the same bag. Use

a caliper to

measure your springs and make sure they are the same length from left to right. Ask your hobby shop guy if you can carefully open up a few packages of springs to ensure they are all matched. This will make setting up and keeping your car straight much easier when it comes time to set the ride height and remove any tweak from your chassis.



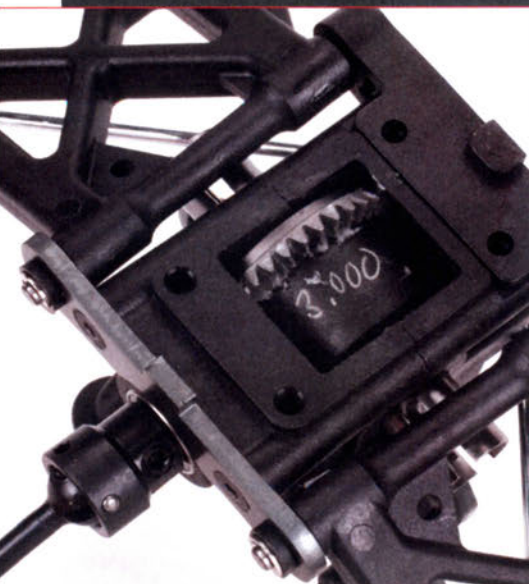
3

DIFF OIL RECOGNITION

It is very common to forget what differential oil you've loaded into

your diffs when you are trying

to find the perfect setup. So you'll always know what's going on inside your diffs, use a permanent metallic marker to write down the weight of diff oil you have in each differential. You can use denatured alcohol to clean off the number and put a fresh one on when you make a change but always make sure it is up to date. This trick also works well on shock caps to record the viscosity of shock oil being used.



4

ONE-WAY BRAKING

When running a front one-way in your Touring Car, it's difficult to apply the brakes without your car spinning out.

There is a "sweet spot" amount of braking you can use but if you go a little too far you'll be pirouetting down the back straight away. Instead of trying to feather the brakes to the right spot you are best to setup threshold braking with your radio endpoint adjustment. Threshold braking is the greatest amount of brakes that can be applied without the tires locking up. You'll need to set this on the track to be sure the traction is accurate but simply go full speed and hammer on the brakes. Keep reducing the brake endpoint until your car doesn't spin out anymore. This way during a race you know your chassis will stay straight every time you grab a handful of stopping power. Keep in mind that you may have to readjust this setting throughout the day as the amount of traction changes on the race surface.





The DX3 System

- DX3 3-Channel DSM Transmitter
- SR3000 3-Channel DSM Receiver
- Z270 Standard Race Servo
- Z590 Hi-Torque Race Servo

Introducing the **world's** **first DSM™** 2.4GHz radio.

Spektrum's race-proven 2.4GHz DSM* technology in a 3-channel radio that puts the pro-style digital features you really need at your fingertips.

Until now, unless you owned a module-equipped radio, there was no easy way you could race with the security and convenience of Spektrum's DSM™ 2.4GHz spread spectrum technology.

But with the new Spektrum™ DX3, you'll have a three-channel system loaded with great program-mable features combined with built-in, ultra-fast DSM modulation. It couldn't be easier.

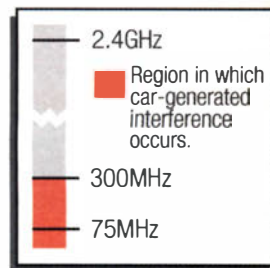
You'll never have to select — or wait for — a channel again. Plus, glitching from motors, servos

and metal-to-metal "noise" (see the chart at the right) will be a thing of the past.

Also, along with the interference-free, no-pins-no-crystals advantages of DSM, you'll be able to add telemetry in the very near future.

And to get a better handle on the DX3's program-mable features, just check the examples below.

Spektrum's DX3. It's backed by the unmatched support of Horizon Hobby, Inc., and it's available now at better dealers and tracks nationwide.



Car-generated RF noise occurs far below 2.4GHz frequencies, so it can't interfere with DSM 2.4GHz reception.



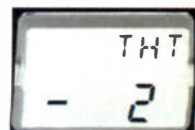
STEERING TRIM

Who wants a car that doesn't track like it's on rails? With the DX3's digital steering trim, you get it perfect every time. And like all the following features, your setting is memorized every time you turn off your transmitter.



STATIC BRAKE

Some setups and courses requiring lots of steering will benefit from precisely adjusted static brake at neutral—to enhance weight shift for more "turn-in." Conversely, if your car's steering is aggressive, a few clicks of "creep" will be your ticket to faster laps.



PANIC BRAKE

When heading into the corners, do you hook from too much panic brake? Relax. A few clicks with a thumb rocker will give you less brake—and more control.

Nitro racers, on the other hand, can add more brake to offset fade in those long mains.



STEERING RATE

Let's say your steering rate's set for the track's tightest turn, but you begin to lose "bite" as the race progresses. No problem. A few blips of added steering—using a thumb rocker—will put you right back in the groove.



*DSM stands for *Digital Spectrum Modulation*



Optional Adjustability

NEW!

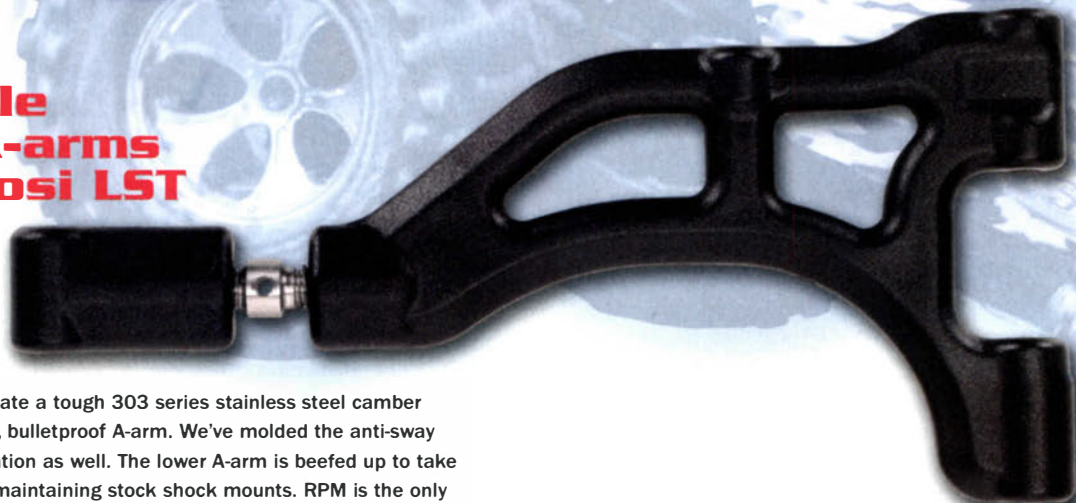
Adjustable Camber A-arms for the Losi LST

Camber is one of the most critical adjustments on a monster truck and the stock LST's camber is set at zero degrees and NOT adjustable. RPM upper

A-arms for the LST incorporate a tough 303 series stainless steel camber rod to create an adjustable, bulletproof A-arm. We've molded the anti-sway bar mount in the stock location as well. The lower A-arm is beefed up to take some serious abuse while maintaining stock shock mounts. RPM is the only answer for rugged, rigid, durable, and adjustable performance that works. Sold in sets of one upper and one lower A-arm.

Black Losi LST Adjustable Upper & Lower A-arms—#73192.

Blue Losi LST Adjustable Upper & Lower A-arms—#73195.



NEW!

Monster Camber Gauge

The RPM Monster Camber Gauge is a taller version (6.5 inches high) of our hugely successful Camber Gauge for checking and adjusting camber on some of the largest monster truck tires currently available. The RPM Monster Camber Gauge is accurate to within 1/2 degree, and capable of angles up to positive or negative 10 degrees.—#70950



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

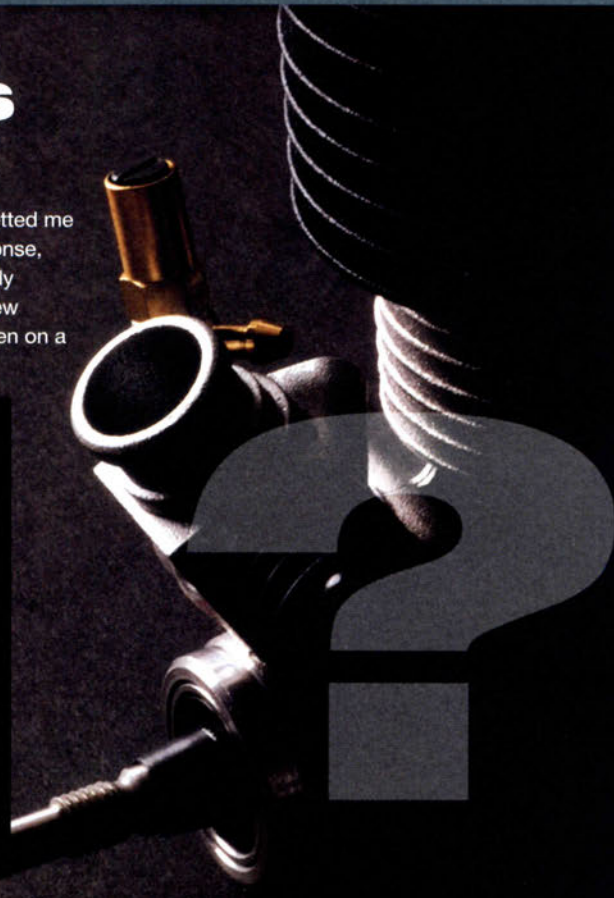
Words: Stephen Bess

Team Orion's Big Secret

Details are sketchy at this point, and a phone call to Orion netted me next to nothing except a "wait and see, it'll be worth it" response, but the buzz on the Orion Wasp Revolution engine has already begun. According to Orion's website, the ground-breaking new engine will include the following features that we've never seen on a 2-stroke engine before:

Features include:

- Integrated Compressor Crankshaft (Patent Pending)
- Typhoon Mixture Distribution (Patent Pending)
- Internal Mixture Centrifugal Power Pump (Patent Pending)
- No back plate back effect resonance (Patent Pending)
- Automatic Cylinder Conicity Adjustment (Patent Pending)
- Crankcase Side Intake Tunnel (Patent Pending)
- Lower fuel consumption by optimisation of the mixture management
- Large heatsink for lower operating temperature
- Ultra precise high quality ball bearings
- Special carburetor with very fine tuning capability
- Turbo plug



Who strikes fear in the hearts of men? The Shadow knows...

Team Losi XXX-T MF2 Body

Want to freshen up the look of your XXX-T MF truck? Slap on this new Losi XXX-T MF2 body. Designed to be sleek and to hug the chassis more than the bulbous original MF body, the MF2 is sure to appeal to the minimalists out there. We're now eagerly awaiting the release of the actual Matt Francis Edition 2 sponsored driver...



Fioroni Ultra Filter

Looking for the ultimate complement to your tricked-out 1/8 Fioroni-ized buggy? Fioroni says their Ultra Racing Hi-Flow air filter is designed to provide over 3-times the surface area of normal filters, while shaped to fit underneath 1/8- buggy bodies. Requires filter oil. www.gsracing.com



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RACE OR SPORT?

The Aggressor SRX is a great Sport radio loaded with powerful features at a fantastically low price. The SRX also features the same high speed response rate and synthesized capability of the Aggressor CRX so it's a competitive race radio too!



SRX & CRX SHARED FEATURES:

SYSTEM:

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- Quick 14ms Response Rate
- Progressive Spring Steering
- Steering Dual Rate
- Digital Trims
- Brake ATL Switch
- Brake Lever Travel Limiter
- Steering Wheel Tension Adjust
- Replaceable "Grip Pads" Available in Different Thicknesses and Colors

PROGRAMMING:

- Model Naming
- End Point Adjustments
- Steering/Throttle Expo
- End Point Adjustments
- Sub Trims
- Timer (Up/Down)
- Servo Reversing



Plug in module
Spectra synthesized shown

CRX

The higher end **CRX** offers
ADDITIONAL features including

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Factory Pilot Mikey Sharwin proudly uses the **CRX** for that extra edge to race his 1/8th Buggy at the highest level of competition.



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Team Losi Quick Change electric hubs

Team Losi's quick-change XXX-NT Drake 2 wheel hubs sent a shockwave through the industry several months back, and now they're available for your XXX-T electric stadium truck. Before you point out that you'll never change tires during a 5-minute electric race, let us point out that these hubs allow the user to mount front or rear tires on only one style of wheel—which will simplify your pit bag and wheel ordering job. Carry one style wheel, mount fronts or rear tires, and mount 'em up.

www.teamlosi.com

GS Racing CL-1 Pro Now Shipping

GS Racing's replacement for the Avenger Pro has officially hit the US shores, just days before the writing of this column. According to GS reps, the CL-1 is a complete overhaul and redesign, sharing no parts with the Avenger Pro except for wheel hubs, a few screws, and possibly a body mount post. Look for a complete track test and more detailed information once we get our grubby hands on one.

www.gsracing.com



Novarossi N21B Upgraded to N21BF

Novarossi's bargain power mill, the N21B, has undergone a hair transplant and received a 'fro in the form of a 9-fin cooling head. Replacing the short, stubby cooling head included with the first short-run of N21B's, the BF's larger cooling head will help keep things cool even under race conditions. If you know your Italian, you should be able to guess what the "F" stands for in the new name.

www.fusionmotorsports.com

CRIMEFIGHTER MT TIRES

So you've heard all the buzz, and they're finally here—Pro-Line's new Crimefighter MT. Until now, the hot ticket for Pro-Line monster truck drivers has been original Bow-Ties narrowed with the center section cut out, and the two halves glued together. The Crimefighter MT sports the same width as narrowed Bow-Ties, but with no cutting required. The tires come packaged with Pro-Line white foams and fit standard Maxx-size wheels.

www.prolineracing.com



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1 PAIR IN EACH BAG



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TRI30022, 6MM**

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- Big Bore Shocks
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- Adjustable Slipper

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MCR



X5T

1/10 SCALE GAS POWERED 4WD TOURING CAR

MTX-3
PROSPEC



MTX-3 Prospec - T0040:

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- CNC Motor Mounts
- Aluminum Wheel Hex's
- 4mm Option Chassis

1/8th Scale 4WD Gas Powered Racing Car

MRX4



MRX-4:

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Competition .21 Pipe
P01004 • 1pc • top end power

Competition .21 Pipe
P01003 • 1 pc • bottom end power



Comp .12 Pipe
P01002 • EFRA-26090 • On-Road • 1 pc

Comp .12 Pipe
P01003 • Off-Road • 1 pc

COMPLETELY RE-ENGINEERED



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NEW SUSPENSION GEOMETRY



Comp .12 Pipe
Outlaw • S01002



Comp .12 Pipe
Standard • S01001

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MBX5 PROSPEC



MBX-5 Prospec - E0010:

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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 parts, kits, racer tips, off-road news, and off-road how-to's. *Got something you want to see in Monster Pit? Let us know at monsterpit@rc411.com.*

Words: Mike Velez

AE MGT 4.60 SE

It's been a while since the MGT arrived in the monster truck scene. It was a great truck that provided lots of power and handling that few could match at the time. Since then, there have been a landslide of new trucks and the MGT fell out of view. Now, Associated has upgraded the MGT with some new features that should pump some new life into the truck. The first of these is a new 4.6 (.28) engine that bumps the displacement up by 33% and should provide more all-around grunt. To handle the newfound power, the MGT's 2-speed has received an upgrade to metal gears. They also included some steel CV-Axles for even more durability.

Associated Monster GT 4.60 SE RTR, 20501, \$839.99
www.teamassociated.com



Savage Power Stroke from Pro-Line

Pro-Line and Rock Concepts have teamed up to design an aluminum shock tower for your HPI Savage that allows the use of Pro-Line's killer ProStroke Shock kit. The two items are sold separately. The Power Stroke Shocks give you the best of both worlds when it comes to shock absorption for the big bumps as well as the little ones. The kit comes with four coil-over shocks and four bypass shocks along with 2 ounces of 30 wt. oil. The shock tower is machined from billet aluminum and made to take plenty of punishment.

Pro-Line Power Stroke Full Kit, 6025-00, \$155

Rock Concepts Savage Shock Tower, RCR-SAVST-02, \$54.95

www.pro-lineracing.com

www.rockconcepts.net



RPM Gear Covers

Rewind the clock a few years and one of the most common sights around any race track were RPM molded gear covers on any vehicle running the Associated or Losi colors. Well, add one more Losi to the list of kits that can benefit by the addition of an RPM gear cover, the LST. The new gear cover comes with a back plate that only requires the removal of the spur gear and a few screws, so it can easily be installed. Once installed, the large molded cover bolts right on. A removable plug allows for simple slipper adjustments. The gear cover and back plate help to protect the gearing from dirt and debris. It's available in either black or blue.

RPM Black Molded Gear Cover for Losi LST, 73332, \$11.95

RPM Blue Molded Gear Cover for Losi LST, 73335, \$11.95

www.rpmrcproducts.com



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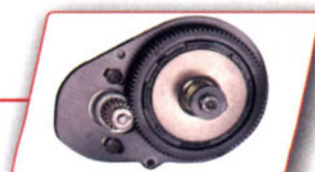
A top of the line race truck in a Ready to Run package. That is what people are saying about XTM's new 1/10 Electric Stadium Truck - Electric X-Cellerator. This factory built stadium truck features all of the adjustability and fine tuning that you would find on top level racing trucks. Not only does the Electric X-Cellerator handle superbly, it also contains extremely reliable electronics. Factory installed Mtroniks Eco 20 forward / reverse electronic speed control and Hitec Aggressor radio system ensure that your driving experience is the best it could be. Look no further. The Electric X-Cellerator is the new standard for electric stadium trucks!



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REAL-TIME TELEMETRY

Sensor's digital radio is two way, not one way, like crystal radios. That means that for the first time Sensor gives you real time reports of the condition of your car while you are driving it. Initially we provide sensors for speed, temperature and battery voltage, but the system is expandable and we will be releasing several exciting new sensors over the coming year. And Sensor's telemetry systems are fully integrated into the controller.



IT HAS PC-CONNECTIVITY

Sensor was designed to use your PC to make it incredibly easy to program, back up, analyze and update. Once you register your Sensor at Nomadio's web site, we'll automatically tell you when new software is available to add or improve functions on your Sensor. No other R/C product offers Sensor's future upgrade capability.



HEADS-UP COMPETITION DRIVING SYSTEM

Sensor gives you important alerts about your car without requiring you to take your eyes off the track. It does this with an integrated sound and vibration system that allows you to program what you want to know and how you want to be told. You can even use headphones to keep your alerts private.

This is how **sensor** changes everything about R/C.

BRAINS AND BANDWIDTH IN YOUR R/C CAR

For the first time, there is a microcontroller brain in your R/C car. This breakthrough enables all sorts of new and interesting capabilities for R/C. For example, Sensor's transceiver brain has a built-in failsafe that gets your car safely stopped if the radio should disconnect for any reason.

IT'S RIDICULOUSLY FAST

Sensor's design team optimized its digital brain for incredible speed and accuracy. The system sends control and telemetry updates to and from the car 100 times per second, with a resolution of 4096 steps per channel. Sensor has no conversion delays like "bolt on" digital radios — it's all digital from your hands to the servos.



LIMITED EDITION SAVAGE

The Savage has certainly seen its share of upgrades and new kit releases over the years. HPI has continually updated the truck to make it more durable, faster, and better overall. The latest version is probably the best deal yet. The Savage Limited Edition comes ready to run with lots of option parts pre-installed on the truck. Inside the LE you'll get a 3-speed transmission, a polished aluminum dual chamber tuned pipe, and two sets of gears, the standard 15T/49T gearing and optional 19T and 47T gears that give four different gear ratio combinations to choose from so that owners can dial in the gearing for optimum performance. Dual stainless steel drilled disc brakes come as are standard equipment. The pretty parts include shiny chrome 6-spoke wheels and a special metallic blue/silver/graphite paint job for the GT-1 body. Grippy Dirt Bonz tires are provided as well. All of the latest Savage upgrades come pre-installed: Cam-type servo saver for more accurate and

responsive steering, 4-gear diffs for extra durability, improved throttle and brake linkage, rear tie-rod washers, 3-shoe clutch for quick acceleration, and HPI's new high performance air filter to help protect the engine from dirt and dust. If you've been waiting to get a Savage, this may be the one you want to own.

Limited Edition HPI Savage w/ 3 Speed, 852, Price TBA

www.hpiracing.com



Flextek Revo and Savage Arms

Titanium is your friend, and especially when you don't want anything to break. Along with cast titanium arms for the Traxxas T-Maxx and Losi LST, Flextek is set to introduce arms for the Traxxas Revo and HPI Savage. As of press time no photos were available, but we're told that by the time this issue hits the streets Flextek will be shipping these new arms to hobby shops around the country. No official word yet on pricing or part numbers.

Flextek Titanium Arms for Revo and Savage, Part Numbers TBA, Price TBA

www.flextekrc.com

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FW-05T

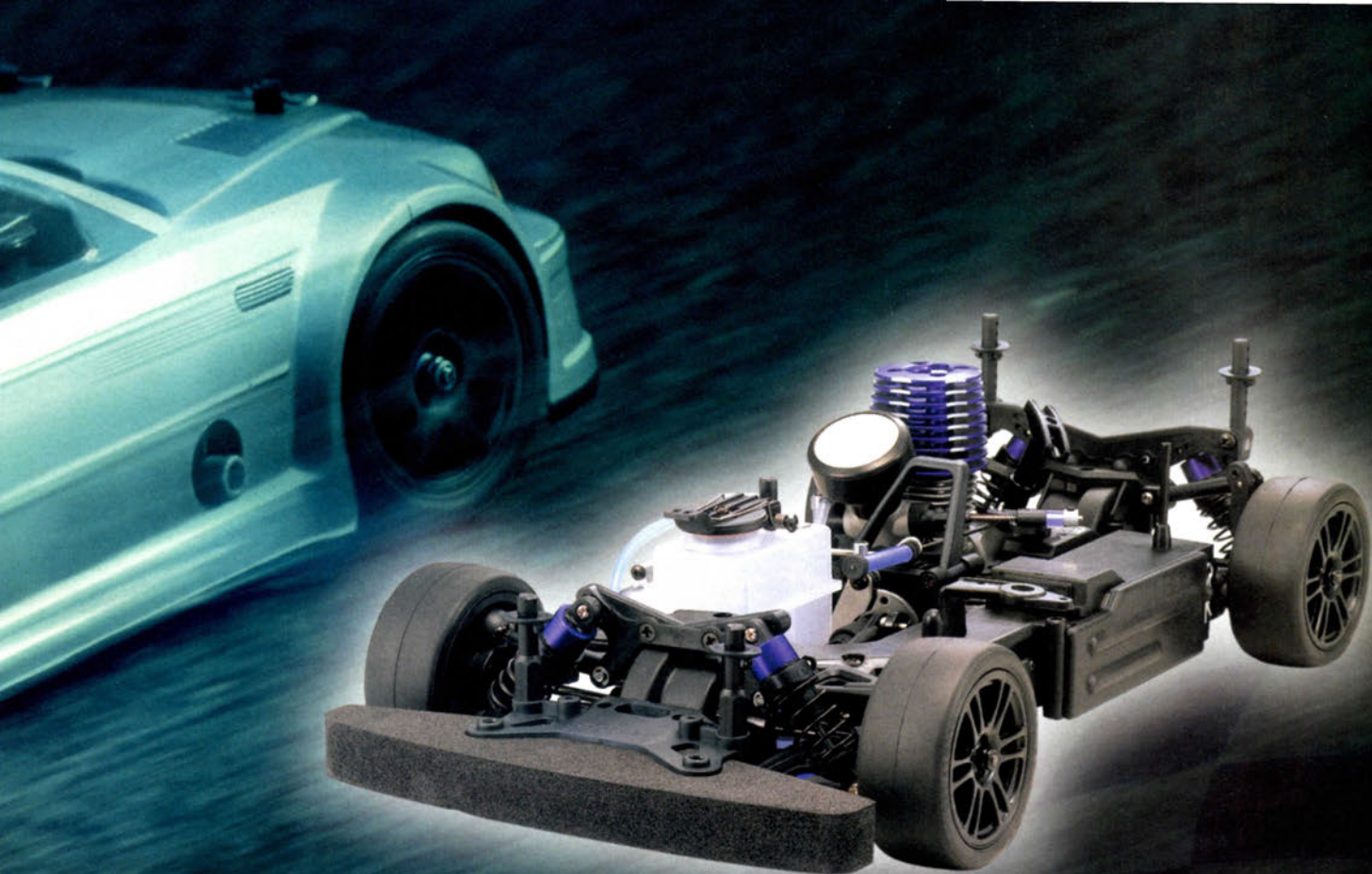


BMW M3 GTR



PORSCHE 911 GT2





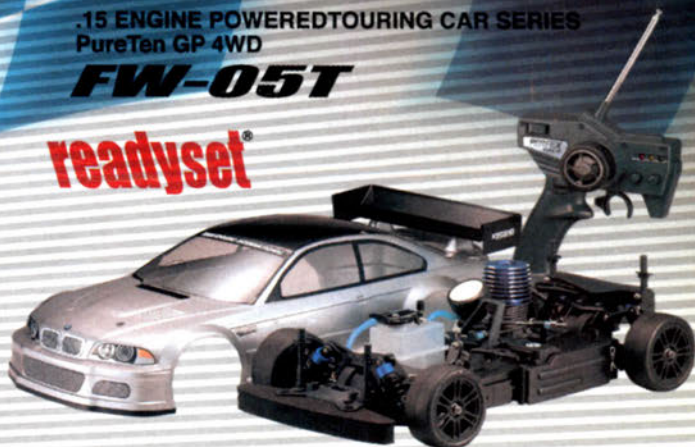
The FW-05T is now available as a ReadySet!

High-quality FW-05T shaft-driven GP touring car with a new look - fully equipped ReadySet version!
New, patented GXR 15 engine features a recoil starter and a slide-valve carburetor for excellent response.
Two-speed transmission is included as standard equipment.
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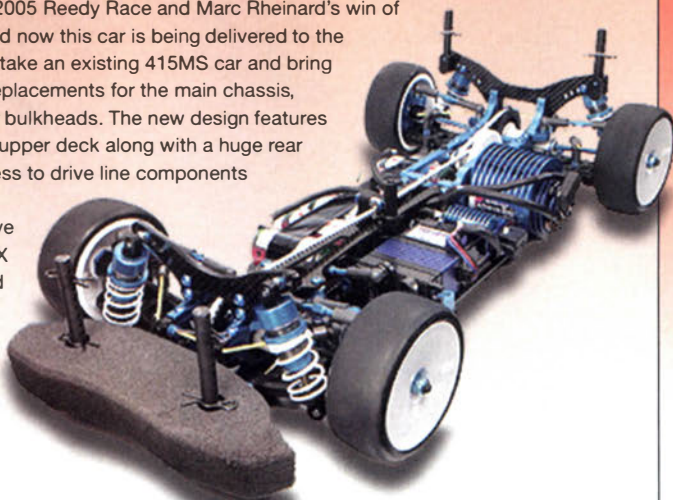
Want to cut to the chase and see what's new in the on-road scene? Just flip to these pages each month and you'll get all the latest news, gossip, and products on the market. From the latest body to the newest speed secret, you'll find it here. **If you've got a tip, secret or new part you'd like to see here, just email touringcorner@rc411.com.**

Words: Shane Archer

Tamiya TRF415MSX Conversion

You've read about the new version of Tamiya's popular 415MS touring car here in Xtreme, thanks to its four top ten finishes at the 2005 Reedy Race and Marc Rheinard's win of the 2005 Euro Reedy Race, and now this car is being delivered to the public. This conversion kit will take an existing 415MS car and bring it up to MSX spec, including replacements for the main chassis, upper deck, and front and rear bulkheads. The new design features a lower and forward-mounted upper deck along with a huge rear bulkhead, allowing easier access to drive line components and eliminating the need for a middle deck, helping to improve suspension durability. The MSX is already a proven winner, and the conversion kit includes all hardware and everything else you'll need to add that "X" to your car's title.

Tamiya 415MSX Conversion Kit, 49378, Price TBA
www.tamiyausa.com



TITANIUM RACING SPOOLS

If you're in the market for a lightweight and durable spool (solid axle) for your touring car, Titanium Racing will soon have the answer. Their new combination titanium/Delrin spools have all the strength of a one-piece alloy unit, but feature replaceable heavy duty drive cups and protective sleeves. Standard versions of the spools will also be available with 7075-T6 aluminum drive cups. The spools will initially be available for the Associated TC4, HPI Pro 4, Tamiya TRF415 and Evo IV, and Yokomo MR-4TC SD and BD.

TiR Touring Spools, Prices and Part Numbers TBA www.titaniumracing.com

RUMOR MILL

You may have noticed a lot of companies releasing spools for their touring cars in recent times, and at some tracks they are becoming even more prevalent than one-ways. Some pro drivers have even run spools outdoors in lieu of a one-way, simply because of the **added maneuverability** that full brakes can afford a driver in a tight spot. Other tracks have followed the Reedy Race in instituting "no one-way" rules, and manufacturers like HPI and Losi are offering spool options in their kits. If you don't already have a spool for your car in your pit box, **now might be the time** to invest.

The **long-awaited** Hot Bodies Cyclone car seems to be inching closer and closer to production. Hot Bodies finally released official pictures of a pre-production version of the car last month, and Hara and Surikarn continue to display the car's prowess. It's hard to say for sure, but this car may have **won more big races** before production than any other before it!

Foam tire users, take note: Jaco is set to release a brand-new two-stage foam tire for both 1/12-scale and nitro touring, with more compounds set to follow. These tires captured both the 2005 ROAR Fuel Nats and the 2005 1/12-Scale Carpet Nats, and the initial driver feedback is that they offer a serious **performance advantage**. Because of their complex manufacturer process the tires will cost slightly more than existing compounds, but Jaco is **significantly lowering** the prices of its regular foam tires to compensate. Based on their performance so far, these new compounds could be **the next big thing** in foam racing.

ON-ROAD CHAMPIONSHIP MANIA!

There are so many big touring car races going on around the globe these days that it's hard to keep up with them all. Here's a quick rundown of some of the action that took place this past July.



ATSUSHI HARA

*Hot Bodies Cyclone
Reedy Race of Asia - Hong Kong, China*



DAVID JUN

*Tamiya 415MSX
KO Propo Grand Prix - Aliso Viejo, Calif.*



TEEMU LEINO

*Schumacher Mi2
BRCA Modified Nationals - Hiltax, England
EFRA European Champs - Copenhagen Denmark*

XRAY

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1/10 LUXURY ELECTRIC TOURING CAR

Designed & Developed by
Jimmy Hendry

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AMT Horizon 2005

hpc craftsmanship

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#301113 3mm chassis for Carpet

FOR ASPHALT

#301114 2mm chassis for Asphalt

#301165 Wide Upper Deck

#302160 Hard Front Arms

#302160 Hard Rear Arms

Steering Block (3 holes)
#302251 Right, #302261 Left

New Caster Blocks
1.5" Medium & Hard
4.5" Medium & Hard

#302041 0.75mm Eccentric Suspension Holders

#303060 Graphite Motor Guard

Alu Upright Rear (Left + Right)
#303356 "1" Outboard Toe-In"
#303357 "2" Outboard Toe-In"

Wheel Axle Set (2pcs)
#305312 "- 1mm Offset"
#305313 "+ 1mm Offset"

#305102 XRAY Multi-Diff

#306162 Graphite Battery Strap

#306510 Alu Top Deck Mounts

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2005 ROAR FUEL NATIONALS

Dallas, Texas - July 13-17th

The top nitro on-road drivers in the country gathered in Dallas, Texas from July 13-17 to duke it out for this year's ROAR Fuel Championship. All of the usual suspects were present, including top drivers from Kyosho, Mugen, Serpent, Associated, OFNA, Yokomo and more. The 60-minute main was a battle to remember, featuring a healthy helping of intense driving, rain, and of course—what else?—controversy. The first few minutes of the main shuffled things up with a few large crashes, but before long it was 7th-qualifier Josh Cyrul making a serious charge at Mike Swauger for the lead. Swauger held about a 3 second lead over Cyrul at the 17-minute mark when the heavens opened up and the cars were pulled. After the track dried a bit the race was restarted (decently, correctly, or horribly depending on who you talk to) and Swauger was able to put a lap and a half on Cyrul. In Cyrul's own words, the sun came out and further dried the track, helping his car come alive, and by the 2/3 mark he had pulled to within half a lap of Swauger. If you remember last year's race at all, you might remember Swauger holding a commanding lead only to have his receiver pack fail and end his day. What are the chances of that happening...two years in a row? At the 40-minute mark Swauger, our nominee for "Unluckiest Driver of the Decade," was off the track with a dead battery and Cyrul grabbed the lead and put it on cruise control. He finished with a commanding 4-lap lead over Chris Tosolini, Paulo Morganti, and Swauger. Congratulations are in order for Josh Cyrul and Kyosho, and if anybody has any spare receiver batteries, we know somebody who could use them.

POS	DRIVER	LAPS	CAR	ENGINE
1	Josh Cyrul	186	Kyosho	Sirio
2	Chris Tosolini	182	Kyosho	Siro
3	Paolo Morganti	182	Serpent	Mega
4	Mike Swauger	181	Mugen	JP
5	Darin Ishitani	181	Mugen	JP
6	Brandon McNally	181	Serpent	Mega
7	Jeffrey Lin	179	OFNA	Sirio
8	Ralph Burch	177	Kyosho	MaxPower
9	Ron Atomic	165	Kyosho	O.S.
10	Bobby Flack	163	Kyosho	Sirio

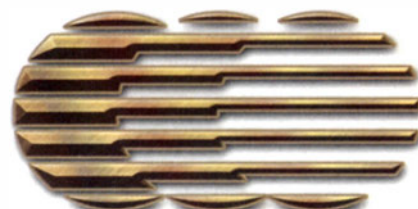


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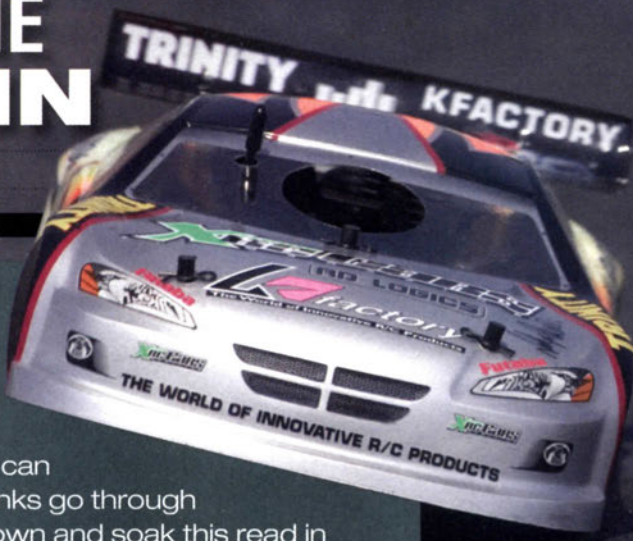
> INTRODUCTION >> RC 101 >> BEGINNERS >> NOVICE >> INTRODUCTION >> RC 101 >> BEGINNERS >> NOVICE >> INTRODUCTION >> RC

NITRO ENGINE BREAK-IN

We show you the truth!

Words: Jeff Eveleigh

Nitro engine break-in is one of the most important steps in producing the ultimate in power output, but so few people know how to do it properly. Break-in can never be relived once a few tanks go through your power plant, so buckle down and soak this read in as we do our annual revisit of the key procedures that must be taken at the beginning of every nitro engine's career.



WHY WE DO IT

Engines need to be broken in to allow the internal metal parts to seat together so they will move within each other smoothly, with as little friction as possible, while still maintaining the tightly tolerated seals that nitro power plants require to perform. A proper break-in procedure will do two things to your engine. First, it will wear all of the metal parts together to provide the perfect fit at operating temperature, and second, it will heat cycle the parts by heating them up to operating temperature and then allowing them to cool again teaching the metal to expand and contract.

You want to keep as many of the variables during engine break-in the same as race conditions. You should drive the engine in a similar manner touching upon a full range of RPM (avoiding erratic inputs). You should run the same type of race fuel during break-in as you would while racing. The only change you will make during the break-in process is a richer air/fuel mixture to provide the internals with more alcohol and oil to cool and lubricate while seating the parts together. You will also allow time for the parts to expand and contract between tanks to heat cycle them. It isn't necessary to allow your engine to cool down between fuel tanks once the engine is fully broken-in.

DIFFICULTY METER
SKILL LEVELS: 1=MONKEY • 5=EINSTEIN


2.0




TIME TO COMPLETE
 **4-8 HOURS**

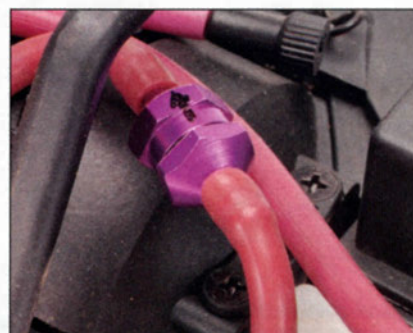
6 THINGS BEFORE YOU START

1. CHECK BATTERIES • Install new batteries into your car and radio or make sure your rechargeable batteries are topped up. If either your radio or receiver batteries die while operating



your vehicle you will lose control of it and most likely cause extensive damage. You may also want to look into a fail safe unit and throttle return spring to prevent a run away in case your battery dies, you lose a battery, or get radio interference.

2. INSTALL FUEL FILTER • If your fuel tank doesn't come equipped with a built in fuel filter, you should install one inline between your fuel tank and carburetor. Simply cut the fuel



line and place the fuel filter into its new home. If you ever uninstall your fuel filter make sure you mark the direction of fuel flow so you don't wash all of the trapped debris into the engine when you re-install it backwards.

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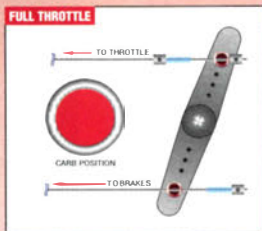
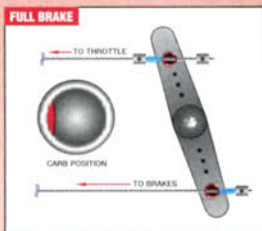
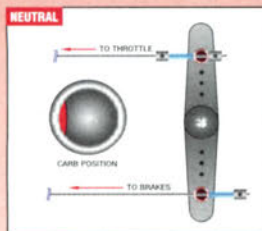
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6 THINGS BEFORE YOU START CONT'D

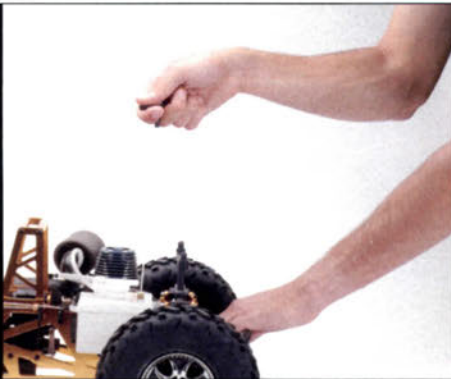
3. CHECK THROTTLE AND BRAKE LINKAGE • This is a very important one. Make sure all of your radio trim settings and end-point-adjustments are set properly. Your linkage should have a definite neutral position at which point the carburetor is only open about 1mm and the brakes are not applied. When the brakes are applied they should engage without the carburetor barrel moving at all. When the throttle trigger is pulled, the carburetor should fully open.



4. OIL AND INSTALL AIR FILTER • Most air filters that come with cars or engines are not oiled from the factory. Get yourself some foam filter oil from the hobby shop, apply a generous amount all over the foam filter element, and then place it into a clear plastic bag. Work the oil all through the element with your fingers through the bag. When you are finished, you shouldn't see any part of the element that is not treated with oil. Remove the filter element from the bag and place it on a few paper towels and squeeze the excess oil out into the paper towel. Install the element onto the filter mount and place it onto the engine. As a final step, use a zip tie to secure the air filter to the carburetor.

**KNOW WHEN TO STOP YANKING**

We've all heard this advice before but it is so important that we're going to revisit it again. Your pull starter cord is not 3 feet long like your lawnmower. Most pull start cords are about 12" long so if you pull it farther than that, you'll break it. Short quick pulls about 6" to 8" long each is all you need and although you won't go blind from yanking too far, it will cost you a few bucks to replace your pull starter unit.

**TOOLS AND ACCESSORIES**

GLOW IGNITER • Any 1.2 to 1.5 volt glow igniter will work but it is wise to get one with a long neck allowing you to clip it into the deep cylinder head of a car engine without burning your fingers on the top of the head. Rechargeable glow igniters are recommended but it doesn't hurt to keep an alkaline battery igniter around as a backup (they only cost a few bucks and will keep you going if your rechargeable igniter dies).

GLOW PLUG WRENCH • This sucker simply allows you to remove your glow plug when necessary. Good idea to have on hand to remove glow plugs for checking, replacing, or un-flooding your engine.

SPARE GLOW PLUGS • It is wise to keep spare glow plugs for two reasons. First, after the break-in process you should install a fresh plug into your engine and second, a glow plug can die at anytime. Just like a light bulb they can last 10 seconds or 10 years so you better have a backup.

FUEL • This is a touchy subject so to be safe you should check with your specific engine manufacturer to find out what they recommend. Most car fuels contain 20% Nitromethane but you can safely go up to 30% Nitro for most engines. Higher nitro will provide more power but also wears your engine out quicker. When it comes to oil content, 10% to 14% is common and generally safe. Some race fuels come with oil content as low as 6% which will offer slightly more power but you better be bang on with your tuning since the reduced lubrication can cause damage to your engine if you are too lean. Backyard bash type fuels contain as much as 16% oil and although they will reduce throttle response a bit they are much safer to use for new engine tuners.

FUEL BOTTLE • They are basically glorified turkey basters but they'll make topping off your fuel tank a whole lot easier.

FUEL FILTER • You may not need a fuel filter if your fuel tank has one built into it (which most do). Open up the cap of your fuel tank and look inside. If there is a filter on the end of the fuel pickup line then a fuel filter isn't necessary. If not, a few bucks could save your engine. Hit your local hobby shop and pick up a small inline fuel filter and place it in between your fuel tank and your carburetor to help keep contaminants out of your engine's internals.

NITRO CLEANER • This is good stuff to have around for general cleaning and also to spray around your cylinder head or carburetor before you remove your glow plug or air filter (to prevent debris from entering your engine).

FOAM FILTER OIL • Most vehicles that come with foam filters don't have the filter treatment oil applied to them. Without foam filter oil your air filter is not working nearly as well as it should be. Check out the section of this article under "Before You Start" to find out the proper way to protect your engine.

ZIP TIES • Zip Ties are a must to hold your air filter in place on your engine. Use a single medium size zip tie around the base of your air filter to keep it secure to your carburetor preventing it from falling off in the event of a hard collision or rollover.

AFTER RUN OIL • Stop your engine internals from corroding. Read the "Storage" section of this article to find out what to do with your After Run Oil.

TEMPERATURE PROBE • Although temperature of your engine is not the only indicator of engine performance or tuning it is a valuable aid in getting things set right and being sure that your settings are in the correct range. There is no excuse anymore either since you can purchase an infrared temperature probe for less than \$40 from Duratrax, OFNA, or tempgun.com.

STARTING ACCESSORY • Whether it be a starter box, pull starter unit, quick start, or a roto-Start, you are going to need something to turn your engine over to get it fired up. If your starter system requires batteries make sure they are fresh or fully charged.

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TIRES • WHEELS • AIR FILTERS • CRADOCK BRAKES • CARBON FIBER SHOCK TOWERS

DIRTY PLUG HOLE

There are many times that you'll be in a rush to swap out your blown glow plug for a fresh one but before each time that you remove the plug from your engine you need to do a little housework. The top of your engine cylinder head is a perfect home for dirt to park their lazy butts and as soon as you remove your glow plug the unwelcome dirt will find a new home between your piston and sleeve...at about 30,000 RPM. So before you go lefty loosy on your plug, use some nitro cleaner and spray generously down into your cylinder head to remove all of the contaminants before you give them full access and free rent to your engines internals.

**6 THINGS BEFORE YOU START CONT'D**

5 SET AIR/FUEL VALVES TO STARTING SETTINGS • Check your manufacturers recommended settings for break-in and make sure nobody has played with your engine. Engines are usually set for break-in from the factory but you are better to be safe by double-checking them.

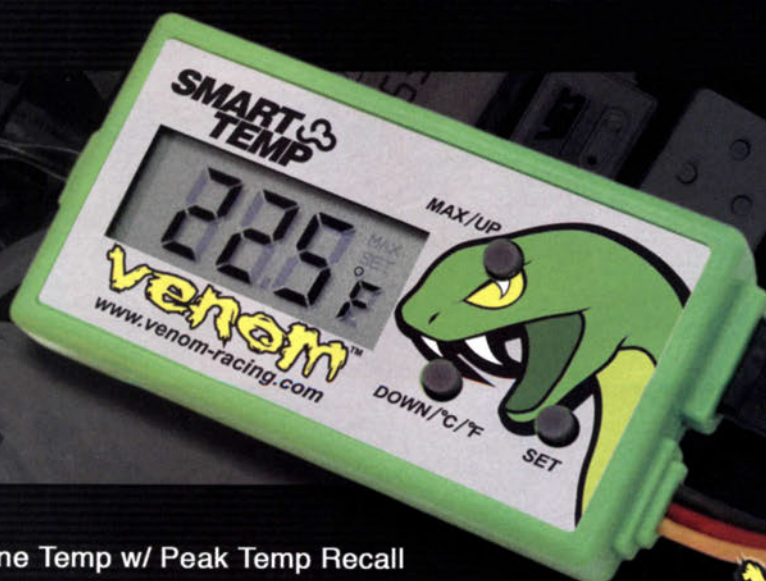


6 CHECK DIRECTION OF ENGINE ROTATION • This is really only an issue if you are using a starter box since all of the other methods are pre-set with regards to direction of rotation. When you are looking at the engine so you can see the face of the flywheel with the carburetor directly behind it and the cylinder head directly behind the carb the engine should rotate counter clockwise.



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THE SIX TANK BREAK-IN

TANK

1

The initial tank of fuel that is run through the engine will begin the seating process between all of the moving metal parts within the engine. With the high and low speed needle valves set for break-in (from the manufacturers recommendations) you are ready to fire up your engine and run through the first tank of fuel. Prime the engine by plugging the exhaust with your finger and turning the engine over a few times. You will see the fuel filling the lines and reaching the carburetor. Start the engine and allow it to idle for the entire tank of fuel. The engine temperature for this first tank should be relatively cool (between 140-degrees to 170-degrees at the glow plug).

Allow the engine to run at idle for the duration of the fuel tank. Just before the fuel tank is empty, shut the engine off by plugging the exhaust. Be sure to use a rag or a glove to prevent injury from the hot exhaust. You don't want to allow the engine to run the tank dry of fuel since this will cause the air/fuel mixture to go excessively lean for a few seconds which could cause damage to the engine before the break-in period is over. This is also why you should shut your engine off by plugging the exhaust instead of pinching the fuel line (pinched fuel lines will lean out the engine for a few seconds). Immediately after shutting the engine off, rotate



Park your car facing a wall while breaking in to make sure you don't accidentally have a run-away!

the flywheel so the piston is at Bottom Dead Center (BDC). BDC is the point in which the piston is furthest to the bottom of the sleeve that it can go. The tight compression feel is at Top Dead Center (TDC) and if you rotate the flywheel a half turn more you will be at BDC. You want to allow the engine to cool down with the piston outside of the tight area of the sleeve to prevent the chance of seizing the engine while the metal parts contract back to normal size. Once your engine has cooled off, your first tank of fuel is finished.

ON A SIDE NOTE, it is sometimes a good idea to richen the high-speed needle valve between a ¼ turn to ½ turn more than the manufacturers' recommendations for the first idling tank of fuel, though manufacturer settings tend to always be on the very rich side. This will ensure that there is lots of fuel and lubrication within the engine to keep it cool since the vehicle won't be in motion to provide airflow over the cylinder head. After the first tank of fuel is through, you can reset the high-speed needle valve to the manufacturer break-in recommendations.

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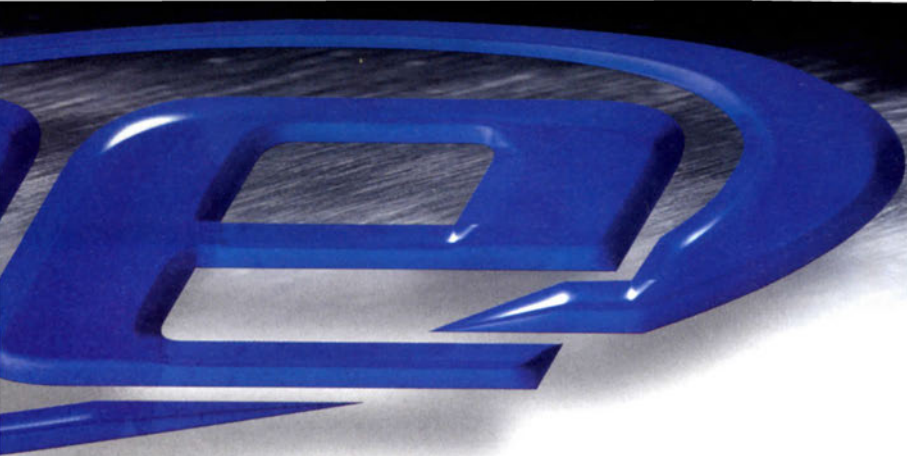
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THE SIX TANK BREAK-IN CONT'D**TANK****2**

Fire the engine up again and let it idle for a few seconds to get some heat into the cylinder head. Once the engine feels slightly

warm, place the vehicle on the ground and drive it around. You want to drive in through a range of RPM but not full throttle yet. Go from idle to half throttle and back smoothly. Don't use erratic inputs through your radio. You should be rolling your throttle finger on and off the gas. Abrupt throttle inputs are bad news for a brand new engine.

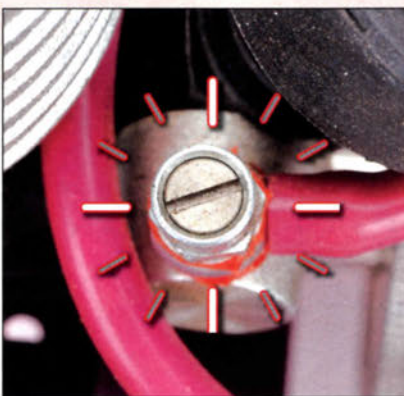
Check the engine's temperature on a regular basis using a temperature gauge or infrared temp gun. Assuming the engine is tuned slightly rich but not so rich it's four-stroking, the temperature at the glow plug should be less than 190 degrees depending on the weather conditions. You should almost be able to pick up your vehicle by the engine's cylinder head. If the cylinder head is too hot to do this you may be a little too lean for the second tank of break-in.

As always, you should never run the fuel tank dry during the break-in process. Once the tank is almost empty, shut the engine off and rotate the flywheel so the piston is at BDC and allow the engine to cool off again. Tank two is now finished.

**TANK****3**

These next three tanks are where you have to actually do some tuning. Rip out your tuning screwdriver and lean out the high-speed

needle a bit. 1/12 of a turn or "one hour" on the clock is all you'll probably need. Now run the engine the same way that you did for tank two, but you can now also touch upon full throttle but only for a few seconds at a time. Once this tank is finished, let the engine fully cool down with the piston at BDC.

**TANK****4**

Tank four is similar to tank three. Lean out the high-speed mixture another hour (1/12 of a turn in). There is no rule to follow at this stage of the game. Just keep in mind that you don't want to make large adjustments to the mixture. Slight changes of 1/12 of a turn at a time are more than enough. Once you've re-set the mixture for the forth tank, run it. Allow it to cool again before the following run. By this point you can bring the engine temps closer to the 200-degree to 210-degree point.

TANK**5**

Lean out the mixture a bit more and run your fifth tank. As you can probably see this process is fairly simple and there are no set rules, only guidelines. How much you have to lean the mixture to reach optimum performance will depend on how rich your mixture was when you started and the fuel/engine combo you're using. As long as you only lean a slight bit at a time you will be fine. Keep an eye on the operating temperatures and try to read your engine's performance. If it is always "loading up" and spitting raw fuel from the exhaust it is probably too rich. If it is insanely fast, hot, and very little smoke is coming from the stinger you are probably too lean. Keep an eye on this while running your break-in tanks and you'll be fine. Finish off this fifth tank and re-adjust your mixture one final time. It's not necessary to let the engine cool between tanks anymore. You can go right to your next tank with your new air/fuel mixture setting.

STORAGE

The way in which you store your engine after breaking it in or running it can affect performance as well. Once you are finished with your vehicle for the day there are a few quick and simple steps that should be taken to keep your engine in good health. First, dump all of the remaining fuel out of the fuel tank. I don't recommend that you pour this fuel back into your gallon, as there may be contaminants in it that could ruin the rest of your fuel. Discard the fuel safely and don't try to use it again. Second, start your engine again and let it burn away all of the remaining fuel from the

crankcase, in the fuel filter, and from the fuel lines. This could take several seconds depending on how long



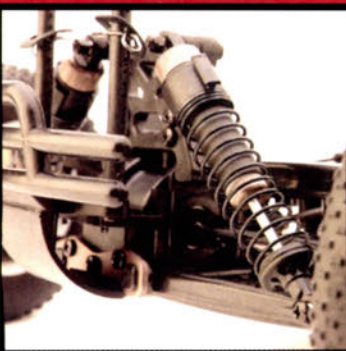
your fuel lines are. Once the engine stalls you should restart it again one or two times to be sure that all of the fuel has been removed from the system. Don't over do it though because if you keep trying to start the engine without fuel or oil in the system you may cause excessive wear since there isn't any lubrication for the internal engine parts. Finally, remove the air filter and drop 5 to 10 drops of after run oil into the carburetor and rotate the engine over a few times to spread the oil around. It is wise to



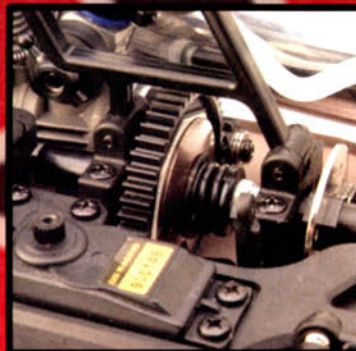
clean around the area where the air filter attaches to the carb to ensure that no debris will enter the engine when you remove it. You are now safe to store your engine for as long as necessary.

SHADOW ST1

1/10 Scale Stadium Truck



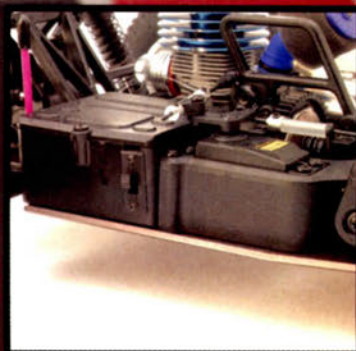
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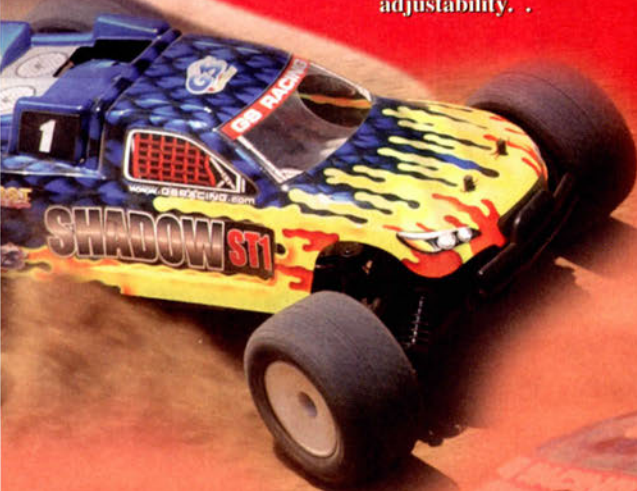
4wd transmission w/dual disk center slipper clutch and 1/2 sealed gear diffs for ultimate traction and adjustability.



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Not Pictured:

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(2.0mm Hex and 2.5mm Ball Hex)

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#1609 MIP Rocker Arm Posts for REVO Alum/blue (4)
#1610 MIP Push Rods Ft/Rr for REVO Alum/blue (4)

THE SIX TANK BREAK-IN CONT'D



By this time your high and low speed mixtures should be set very close to optimum performance given the environmental surroundings for the day. Your engine should provide you with ample amounts of top end speed, a clean launch even after idling for a few seconds, a mild stream of blue smoke out the exhaust while "on power", and an operating temperature that is within the range of your engine. It is difficult to establish what temperature range is best with so many variables such as race class, engine type, engine size, fuel used etc so it's always most important to tune to performance rather than temperature. Most engines run well between 220 to 250-degrees with some brands of engines being comfortable at temperatures close to 300-degrees. Talk to some of the veterans at the local track or hobby shop or give the manufacturer a call to see what they recommend, and when in doubt, always tune to performance rather than to a specific temperature range.

Once you are finished breaking-in your engine, it is recommended that you throw the glow plug in the garbage. While all of the internal metal parts are wearing themselves in there is a certain amount of metal particles circulating throughout your engine. These metal particles adhere to the hot coil on the glow plug and alter its performance. By replacing the old metal particle contaminated plug with a fresh one you will ensure trouble free plug performance from your freshly broken-in engine.

ALL SET!

There you have it, a completely broken in engine done safely, and properly to ensure the maximum amount of power output. Make sure to follow these tips with your brand new engine as well as the tips on storage and maintenance and your screaming block of RPM's will keep making power long after the competition needs a rebuild. o

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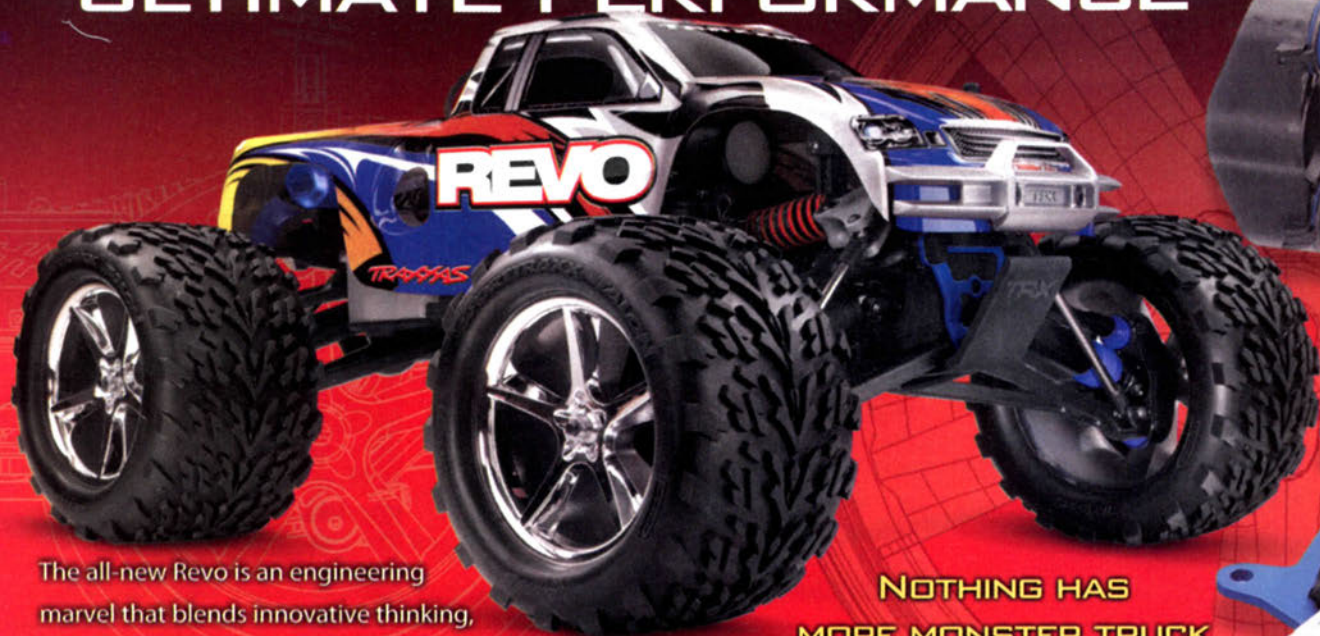
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* DC CHARGE CORD OPTIONAL

Included

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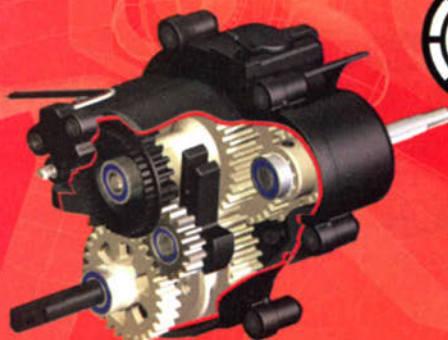


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MSR-Mugen MBX-5T

Words: Derek Buono ■ Photos: Jason Yu

A truggy you'll want to huggy.

Anybody remember that movie, "Evolution?" Probably not. For a quick recap, it was a sci-fi movie with David Duchovny about a meteor that crashes into earth and contains alien cells that "evolve" at an accelerated rate. The aliens evolve from a single cell to full pre-historic creatures in a few days. No this isn't a movie review, but monster truck racing has followed this movie's plot.. Initially the big push in monster trucks was to race these center transmission giants on the track, but in the world of racing Darwin's Law of Evolution applies, and as soon as the first "truggy" entered the class it was forever changed. The word "truggy" is a combination of the word truck and buggy, describing what you get when you throw bigger tires, a truck body, and altered gearing on an 1/8-scale buggy. The advantage is obvious; you have both a chassis that was bred to be on the racetrack and tires designed to be a basher. The class quickly transformed into the "unlimited monster truck" class we have today, which is arguably one of the quickest growing and most fun classes to race out there. Mugen Seiki has one of the world's best 1/8-scale buggy kits on the market, and it made sense for people to want to convert one to a truggy. MSR (Mugen Seiki Racing) developed a conversion kit for the MBX-5 to turn it not just into a truggy but one of the best truggies you can buy. Call up Visa and request a credit increase because this conversion comes at a price, but what you get is worth it.

Who cares about price?





Probably the people who can't afford to pay it.

MSR-Mugen MBX-5T

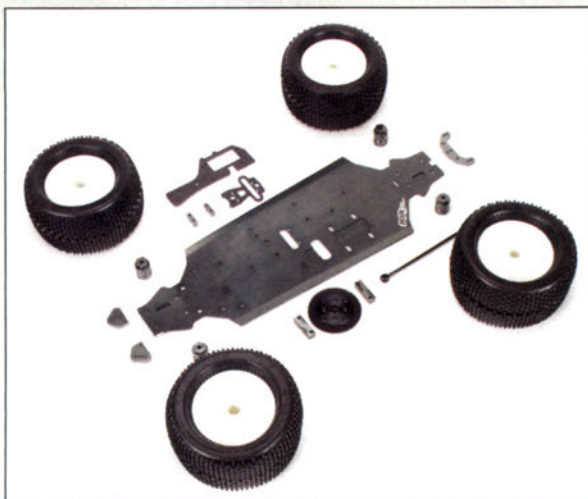
• 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY •

VEHICLE FEATURES

Although the conversion isn't a complete kit, we tested the MBX-5 buggy/MSR conversion as a total package. Mugen had to address some of the price issues of offering the MBX-5 as a truggy, and until they can get it all in one box for the right price, offering a conversion is a good alternative. You can convert your existing MBX-5 to a truggy or if you're die-hard monster truck racer you can get a buggy and conversion at the same time. The conversion alone supplies you with all the unique features of the truggy from the chassis to the gearing to the body mounts. For a complete review of the base buggy check out Issue #93 or visit our website www.rc411.com.

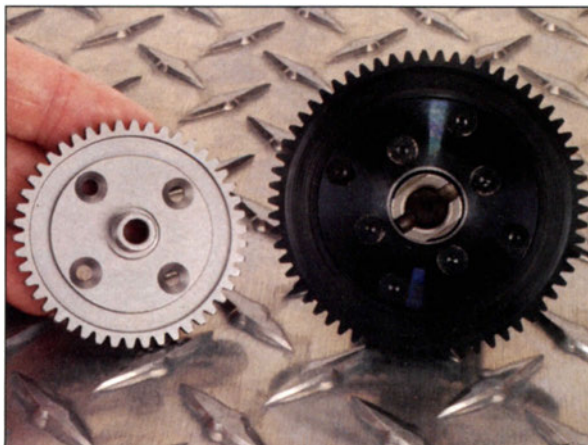
THE CONVERSION BEGINS!

For the amount of money the conversion costs, you do get a lot of stuff. Considering a stock replacement chassis can run you almost 100 bones alone, the times-three factor isn't as bad of a shock to the wallet as it appears. Inside the box you'll get a full set of Pro-Line wheels and tires, a super long chassis, machined aluminum center brace spacers, a new rear CVD to account for the chassis stretch, a redesigned steering rack and radio tray that takes in account all clearance issues, and the new longer axles hubs. Everything you need is in the box, with the exception of the Prospec steering rack that Mugen highly recommends. It handles the stress of the truck and is less prone to bend.



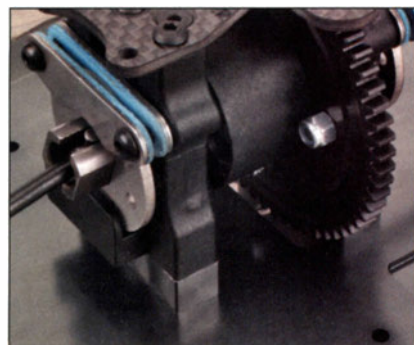
GI-NORMOUS SPUR GEAR

Most quality buggies come with a hardened steel spur gear to stand up to the punishment these kits supply. When you open the conversion you see one of the biggest spur gears this side of the Grand Canyon. Mugen didn't just want this to be a wheel and body conversion, they want it to be a true race truck so the gearing was redesigned to offer the low-end torque a heavy truck requires. That meant ditching the small 46-tooth spur gear in favor of a new 2-piece 62-tooth hardened steel spur gear to get the final drive to the right 15:1.



RAISE IT UP

Just slapping the Ferris wheel spur gear in the truck would have caused a lot of issues, most notably being the spur's clearance of the radio tray and chassis. The simple solution that MSR came up with was to space the entire center mount upward using anodized machined aluminum spacers.



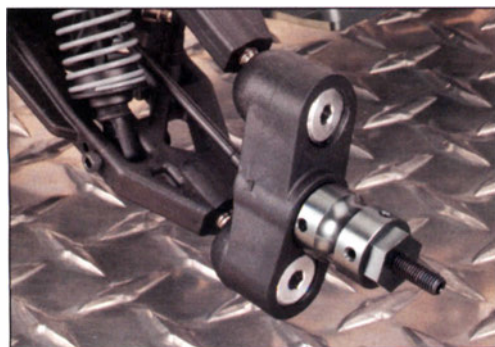


It looks killer without the mud guards, but the pipe takes a beating.

Mugen didn't want this to be just a wheel and body conversion, they wanted it to be a true race truck so the gearing was redesigned to offer the
LOW-END TORQUE A HEAVY TRUCK REQUIRES.

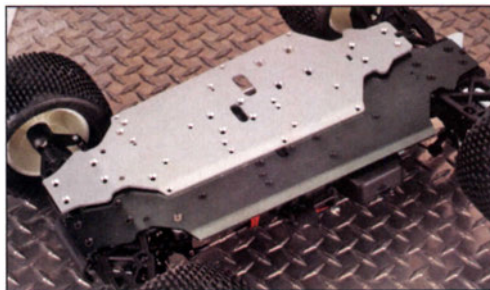
▶ LONG HUB'N

To make the truggy more stable, the width of the buggy was stretched with some new machined wheel extenders. They bolt in the same way the regular short axles do but they are a full 23mm longer take the width of the truck out to a full 297mm. Some of the other truggy designs have longer arms to get the width, but this seems to work well on the MBX-5T.



▶ LIMO STRETCH

Before the true racing truggy we now see dominating the tracks was raced, most truggies had the same wheelbase of the buggies. It wasn't until Hot Bodies came out with their LSP that companies looked into serious lengthening of the chassis. Mugen's chassis is significantly longer than the stock buggy chassis. This limo-stretched chassis gives the truggy superior stability and a plush ride that you can't get with the short wheelbase designs.



BUILDING

Since I started with a new kit the process was more involved, and the addendums to the conversion were a little more difficult to remember. If you're starting with a built car then it won't take that long to transfer the parts to the new chassis. I did have some clearance issues with the brake linkage hitting the tank, which required some Dremel action. The brakes also needed some attention. This kit is intended for a more experienced builder who should have no problems getting stuff right.

TESTING

I decided to make a double track testing this time and first went to Pegasus Hobbies for some testing (www.pegasushobbies.com) where the small technical track would show me how the truck would be on a typical size track. The next stop was Revelation Raceway (www.revrace.com) for a medium size track with some bigger jumps and more ruts. Both of these tracks allowed me to get a good feel for the truggy and it's capabilities.

Acceleration and Speed • Without severely altering the final drive ratio, the truggy would have suffered with the monster-sized tires, but because Mugen did their homework that wasn't an issue. The Novarossi P5, MSR pipe, and Pro-Line tires all combined to make the truggy rocket forward without hesitation. Squeezing through the rougher stuff, the suspension soaked up the imperfections and for the most part allowed the MBX5T to keep a straight line. In the really rough sections the back end did start to get a little bouncy and made it more of a handful. Top speed was excellent. Revelation had the longer straight and the MBX5T accelerated hard down it and kept on pulling.

Rating: 9/10

Braking • I had some building issues that at first caused some brake binding, but once I worked out the plastic bushing causing the problem, the brakes were smooth and easy to adjust.

There was an initial period

where the brakes grabbed hard and then showed signs of fade, but eventually they seemed to stay consistent with only a slight hint of fade. I was on the brakes often because of a slight push, and the extra use, big tires, and added weight would stress the best Brembo brake set. Despite the fade they do a good job slowing the truck and altering the truck's attitude while in flight.

Rating: 8

Low-Speed Handling • I used a super strength JR servo because I knew the steering would need it. Big tires, extra weight and tight tracks will require the best of everything. In the tight infield the truggy is pretty nimble. I did notice that it has a push that seems to require some brake action to get the weight on the front tires and allow them to grip and turn in better. At the slightly larger Revelation track, a smoother flowing layout made that push more manageable, but if you're looking for super tight turning you'll have to get creative to get it to do that.

Rating: 9

High-Speed Handling • Once the pace is quickened, the MBX5T starts to feel at home. The stock springs seem to be a bit too soft, and looking at the factory guys' setup they use a stiffer spring

OUR TEST GEAR

	Radio: Airtronics M11, 90270, \$350
	Servo(s): S: JR Z9000T, JRPSZ9000T, \$115 / T: JR Z4800T, JRPSZ4800T, \$85
	Receiver: Airtronics 92836Z 75MHz (Included w/radio)
	Receiver Pack: Mugen 900 mAH, B0212, \$40
	Engine: Novarossi P5, A2C201, \$300
	Pipe: MSR, P01005, \$140
	Fuel: O'Donnell 30%, DTXP0432, \$12

RTR GEAR

	Tires: Pro-Line Bow Tie
	Body: Mugen Truggy

CONNECT

AIRTRONICS	ph: 714.978.1895 web: www.airtronics.net
JR RACING	ph: 800.338.4639 web: www.airtronics.net
MUGEN SEIKI/MSR	ph: 949.707.5607 web: www.mugenracing.com
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1/10 Race Bodies

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Alfa w/Wing #10089



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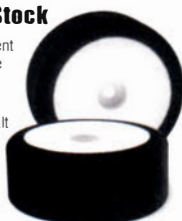


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1/10 Car Bodies

PARMA/PSE Clear Bodies Include Window Paint Masks, Detail Decal And EASY PEEL Clear Body Mask To Prevent Scratches & Overspray.



Tuner body shown painted using Slayer Paint Mask #10834

Modified Tuner #10211

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- #8863 Very Cherry
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than is supplied in the MSR conversion. On faster tracks this may help, but on the tight, rutted surfaces I was molesting with the truggy it didn't seem to be a hindrance. The tires and the racing suspension make short work of some of the nastiest ruts and bumps. I did notice that sometimes the X5T will push, and once the suspension dumps the truck will over rotate requiring a counter steer correction, but it's nothing too bad. I'm fairly certain a spring change will help, and I would have made it but I couldn't find a set to buy at the time.

Rating: 9

Rough-Track Handling • Pegasus was the smoother of the two tracks and the MBX5T had no issues what so ever there. Revelation was in heavy use and after a period of time became rutted like the track would at a big race. For the most part, I could motor through anything I wanted, but I did notice that a few times the suspension got caught out when coming off a small jump into some rougher stuff. I feel like the truck wants to ride on its front wheels too much, requiring me to apply throttle to pull out. Normally that's not an issue but when it causes you to over shoot a turn it is. I used the setup Bradley and other Mugen drivers are using except for those springs and I'm fairly certain the increased spring rate would help.

Rating: 9

Jumping • The conversion should have included a cape because this thing loves to be airborne. Some of the smaller jumps make the rear kick up some, but on the jumps that are more sculpted nothing seems easier than accelerating up the face of a jump and letting go of the throttle to see the big truck jump near picture perfect. If I held on the throttle to long and came off nose up, a quick tap of the brakes brought the nose down and everything flattened out. Landing is also fun to do because the added cush of the tires makes for some soft sounding landings.

Rating: 10

Wrenching

Maintenance • Breaking out the tools is no more difficult than with a normal buggy, and may be a tad easier because there's a little more room on the chassis. Most of the screws are 2mm hexes so you don't need to fumble looking for

different sizes. I made sure to check the gear mesh on a regular basis during the initial running and double checked all the screws to make sure they were tight. If you're used to wrenching on a buggy you'll see familiar territory

Rating: 9

Wear and Tear • I'm always concerned when things are made bigger. Those long axles to extend the width make me think I'll be breaking more arms, bending more hinge pins, blowing more bearings, and wrenching more. But after two solid days of abuse the only thing that I could say went wrong was an e-clip fell off causing the rear hub to fall off. After putting it back together nothing broke. I did pop a ball cup off which I was told was more common because of the wheels. I have to note that I used the optional Prospec steering bracket because the stock once was prone to bending even on the buggy. Since you're dropping a good amount of coin on the conversion or conversion and buggy I'd suggest getting either the MSR option or another company's heavy-duty rack.

Rating: 10

Tuning • One of the great things about the internet is that you don't have to start out blind or with some base setup. Some quick research allowed me to get the hottest setup and start off right. The only thing that I'd recommend is picking up some shock oil and a few set of springs since some of the issues I found were more than likely due to the wrong springs, and even then it was ripping up the track (my proof is by the amount of spectators that watched and asked me what it was). Just like the buggy version, there are tons of changes you can make to adjust the way the big truggy handles and all of them are effective.

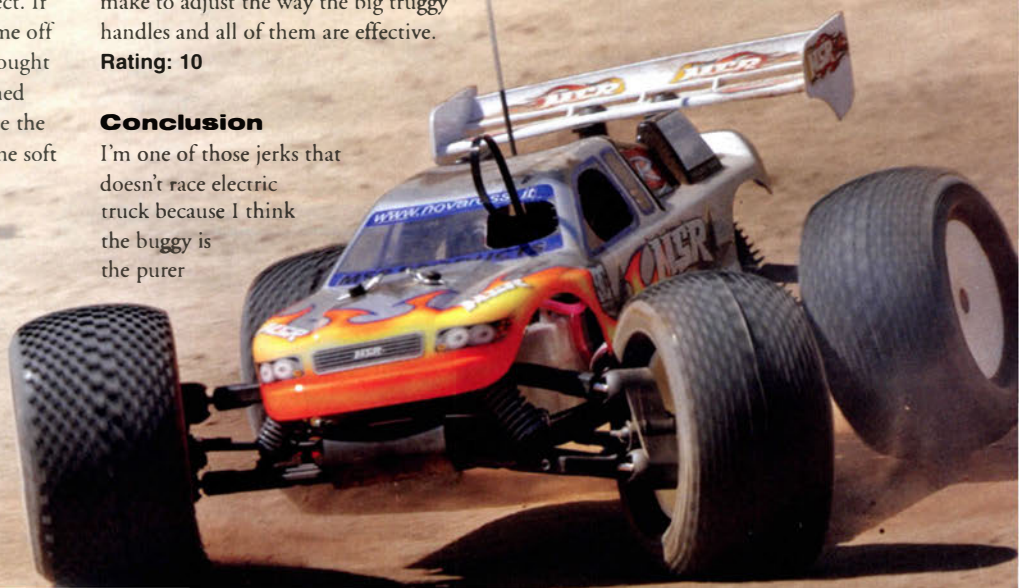
Rating: 10

Conclusion

I'm one of those jerks that doesn't race electric truck because I think the buggy is the purer

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8	INSTRUCTIONS
9	PARTS QUALITY/FIT
10	DURABILITY
10	TUNABILITY
9	OVERALL PERFORMANCE
6	VALUE
+ HITS	
- Gearing is perfect for new tire size - Conversion includes everything you need - World Champion performance	
- MISSES	
- If you don't have an MBX-5, apply for a second mortgage while the rates are low - Pushes more than most 1/8-scale buggies	

form. I was initially reluctant to try a truggy because the simpler form is a buggy. But after swallowing the initial cost of this conversion and all the things I needed, I can say that I fully understand why this is one of the hottest classes in off road. It's a little more forgiving, the track conditions don't seem to matter as much and it looked freaking awesome on the track. Mugen has one sick conversion on their hands, and if you have a buggy ready for the conversion, the withdrawal from the bank won't be as big. If, on the other hand, you're starting out from scratch this combo is going to cost you, but it will give you the best chance to date to take home first. The truggy class is exploding, and the MSR conversion is in the thick of the action as it transforms an already awesome MBX-5 buggy into an incredible truggy. ☺



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- Maximum Power—2.86 hp
- R.P.M. (M.P.)—38,000 rpm
- Bore x Stroke—16.26mm x 16.80mm

Crankshaft

- 14.50mm
- Type—Balanced Turbo SG
- Exhaust Type—Rear

Carburetor

- Type—Single
- Material—Aluminium Alloy



NovaRossi N12 LL-3

2.1cc 1/10 stadium truck

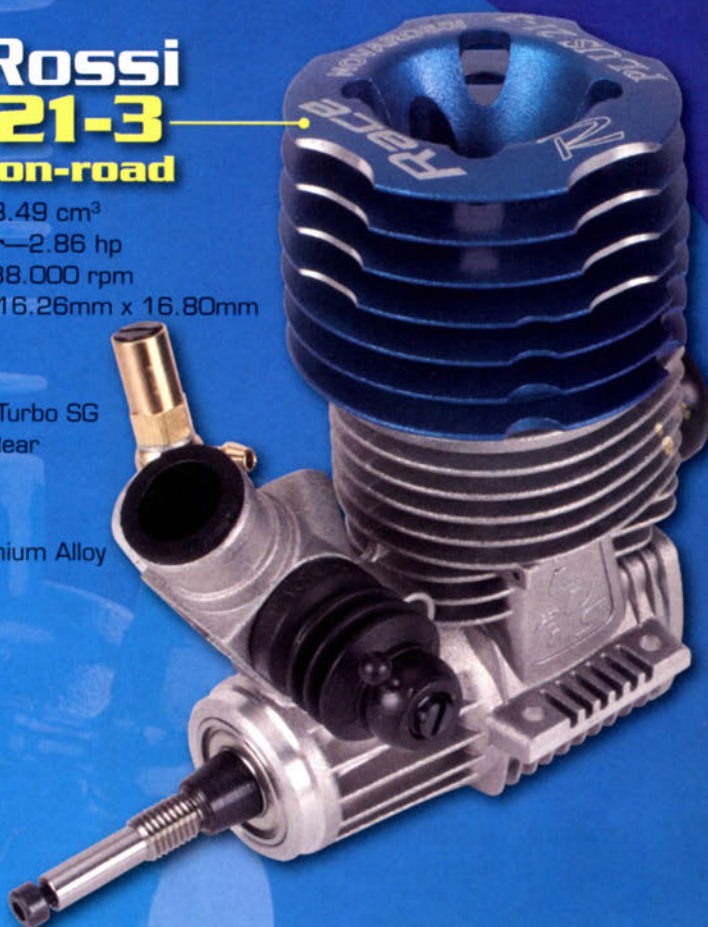
- Displacement—2.09 cm³
- Maximum Power—1.58 hp
- R.P.M. (M.P.)—41,100 rpm
- Bore x Stroke—13.70mm x 14.25mm

Crankshaft

- 11.5mm
- Type—EFRA SG
- Exhaust Type—Rear

Carburetor

- Type—Slide
- Material—Aluminium Alloy



NovaRossi N21BF

3.5cc 1/8 off-road

- Displacement—3.48 cm³
- Maximum Power—2.00 hp
- R.P.M. (M.P.)—28,000 rpm
- Bore x Stroke—16.42mm x 16.42mm

Crankshaft

- 13mm
- Type—SG
- Exhaust Type—Rear

Carburetor

- Type—Slide
- Material—Aluminium Alloy



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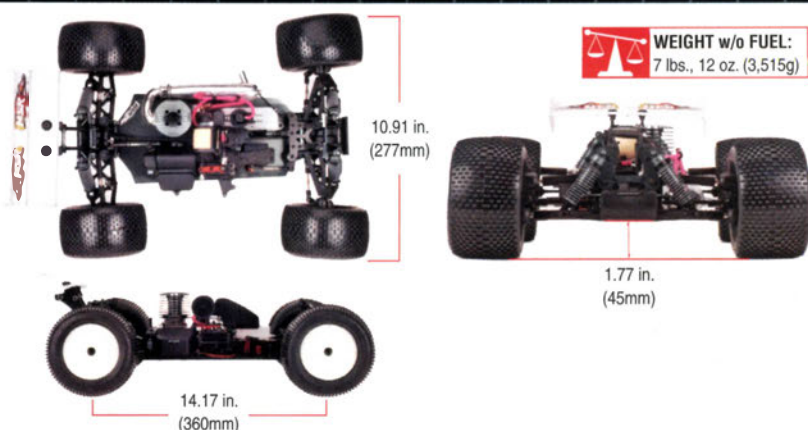
CONNECT:

MANUFACTURER: MSR Racing
PHONE: 949.707.5607
WEB: www.mugenracing.com

VEHICLE INFO

VEHICLE:	MSR MBX5T Conversion
SCALE:	1/8
TYPE:	Truggy
PART #:	ZMT-001 (E0001 MBX-5 required for completion)
STREET PRICE:	\$300 (plus cost of buggy)
PRICE AS TESTED:	\$1892 (including all items used for testing)
BUILD TIME:	10 hours
EXPERIENCE LEVEL:	Advanced

DIMENSIONS



TECHNICAL INFO

CHASSIS

LAYOUT:	Pan with chassis braces
THICKNESS:	3mm
MATERIAL:	T7075 Aluminum
FUEL TANK CAPACITY:	125cc

SUSPENSION

TYPE:	Pivot Ball / H-Arm w/adjustable upper link
TURNBUCKLES:	Steel
STEERING:	Dual bellcrank (with optional Prospec center brace)
SWAYBARS:	(F) 2.7mm / (R) 2.8mm

SHOCKS

BODIES:	Aluminum
DAMPING:	35 wt. / 30 wt. oil
PISTONS:	2-hole
SPRINGS:	Mugen Gray

DRIVE TRAIN

TYPE:	4WD Shaft w/center diff
DIFFERENTIAL:	4-Gear (3)
DIFF FLUID:	Silicone oil (7,000 wt., 10,000 wt., 3,000 wt.)
AXLE TYPE	CV-style
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Hardened steel (2-piece)
CLUTCH:	3-shoe aluminum
BEARINGS:	Rubber and metal shielded

GEARING

PINION/SPUR:	13/62
GEAR RATIOS:	
PRIMARY:	4.77:1
INTERNAL:	3.33:1
FINAL:	15.88:1

BODY, TIRES, WHEELS

BODY:	Mugen Seiki
TIRES (F/R):	Pro-Line Bow-Tie
DIAMETER/WIDTH:	5.51 in. x 3.31 in. (140mm x 84mm)
HEX SIZE:	13mm
WHEELS:	Pro-Line Dish

ITEMS NEEDED

Radio transmitter, receiver, steering servo, throttle servo, receiver battery, battery charger, engine, pipe, manifold, fuel, glow plug, glow igniter, body, paint, tire glue.

MAIN COMPETITION

GS SUT Ice, OFNA Dominator

WHO IT'S FOR

Expert Truggy Racer

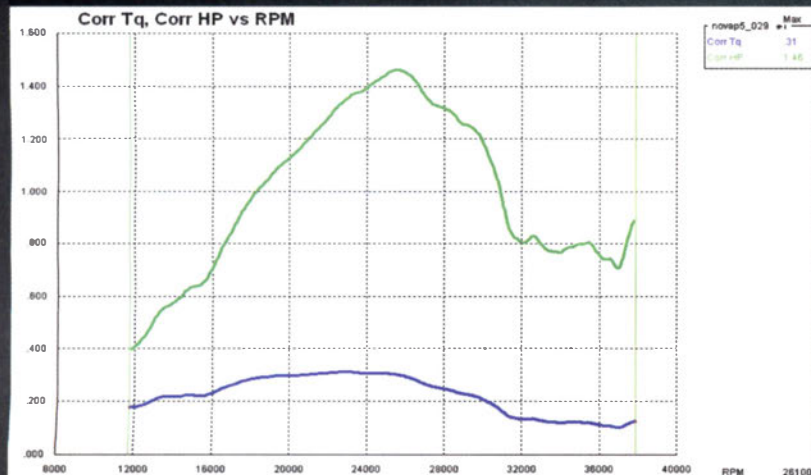


POWERPLANT INFO

The P5 has quickly become the reference motor for nitro off-road. It's always been praised for its wide power band and ample torque that makes even the heaviest buggy, or in this case truggy, rocket forward. Novarossi spent some time getting this engine right and it shows on the track. Great low-end power and the ability to keep making power in the upper power band make it versatile. Fuel economy is about average and operating temps were easy to keep steady. A 3 needle carb and different carb venturi inserts make it very tunable for any track.

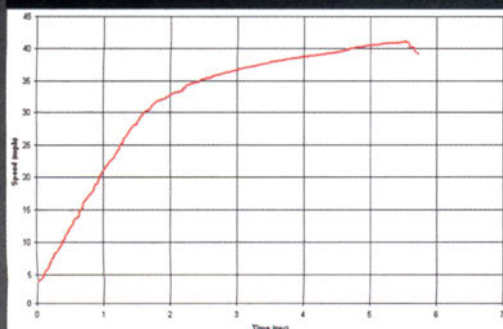
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.01 sec. @ 32.9 mph
TOP SPEED:	41.3 mph @ 253 ft.
AVERAGE RUNTIME:	7 minutes



ENGINE DATA

ENGINE:	Novarossi P5
BORE x STROKE:	.64 in. x .66 in. (16.26mm x 16.80mm)
DISPLACEMENT:	.21 in. ³ (3.5cc)
FUEL:	O'Donnell 30%
PIPE:	MSR
PLUG:	O'Donnell #99
PEAK HP*:	1.46 hp @ 25,250 rpm
PEAK TQ*:	59.52 in.-oz. @ 22,000 rpm
PEAK RPM*:	37,750 rpm

*Results as tested.

NEEDLE SETTINGS

HIGH:	3 turns out
LOW:	3.5 turns out
MID:	N/A
OPERATING TEMP.:	250° F

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	84° F / 46%
BAROMETRIC PRESSURE:	29.91 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Hard packed with dusty surface

HANDLING

TURNING RADIUS:	5 ft., 9 in.
ON POWER:	Moderate Understeer
OFF POWER:	Slight Understeer

BRAKING

CONTROL:	Excellent
FADE:	Slight
OVERALL BRAKING:	Good

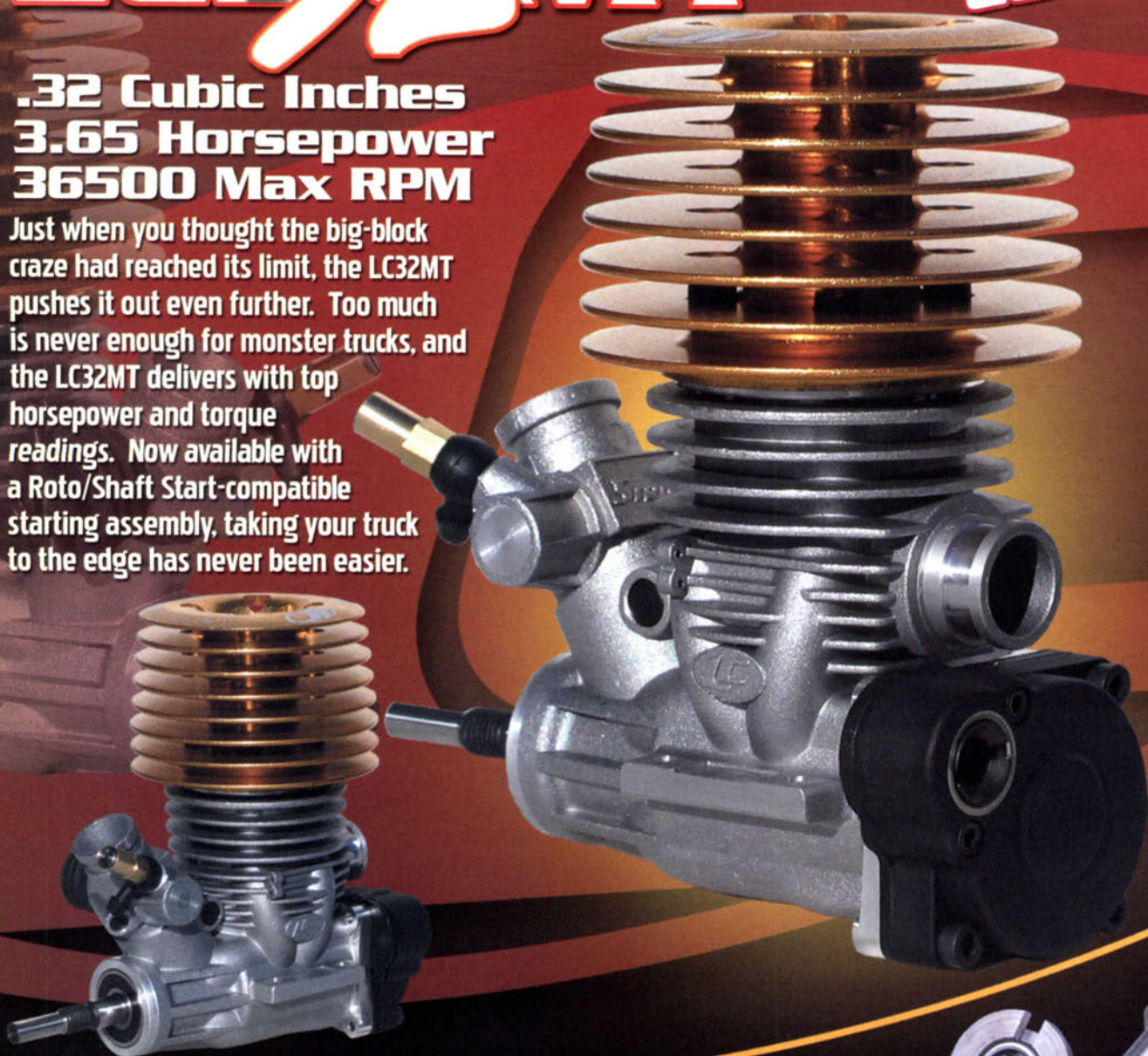
For those interested in getting a P5, it's now a PSX.

WERKS

LC32MT by WERKS collari

**.32 Cubic Inches
3.65 Horsepower
36500 Max RPM**

Just when you thought the big-block craze had reached its limit, the LC32MT pushes it out even further. Too much is never enough for monster trucks, and the LC32MT delivers with top horsepower and torque readings. Now available with a Roto/Shaft Start-compatible starting assembly, taking your truck to the edge has never been easier.



LC32MT Features:



Big-bore
Aluminum Carburetor



3-1 Port ABC Sleeve



Aluminum Piston with
Machined Connecting Rod



Professional Fluted Crankshaft



Heavy Duty Oversize
One-way Starter Bearing

LC12 SERIES

Features include:
AAC sleeve, Balanced
Crankshaft, Turbo Head
Button, Lightweight
Aluminum Rod,
CNC Piston

1.60HP
R/C Car Action Tested!

World Champion technology in a .12! R/C Car
Action writes: "...clocks in at 1.60HP, the highest horse-
power reading we've seen in a small block.
Available in a ROAR-legal 3-port &
outlaw 5-port trim.

LC21 Buggy

Features include:
ABC Construction, Balanced
Crankshaft, Knifed Rod, CNC-
cut Piston, Oversize heatsink
head, and more!

7-Port: 2.68HP 32kRPM
3-Port: 2.35HP 30kRPM
The LC21B7 is the engine
that's been dominating
races around the US!

LC21GT

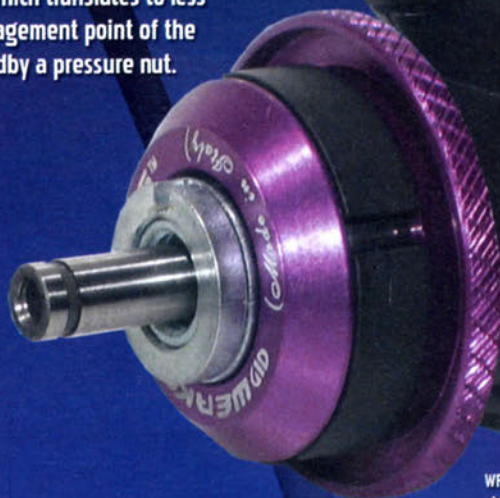
3.02HP
R/C Car Action Tested!

"The highest we've ever seen on the dyno"

The new 2-piece crankcase
design maximizes cooling
efficiency of the 7+3 port AAC
sleeve. The crank features hand-
modded timing cuts, and
is double-balanced
and hard-coated. An
extra set of bearings, rod,
pipe and more is included!
Put the 2003 World
Champions engine
in your hands.

Werks Racing Power Clutches

This is the revolutionary new clutch system that allows you to get the most
acceleration from your truck or buggy. The Werks Power Clutch features a
system with greater shoe to bell contact patch as compared to conventional
clutches. This means less force to do the same work, which translates to less
heat buildup and better shoe durability. The RPM engagement point of the
shoes is controlled by spring tension which is adjusted by a pressure nut.



WRX6541 T-Maxx Clutch Set w/clutchbell
shown on Werks Picco P2 T-Maxx Engine



Choose your application:

WRX6501 Carbon 1/8 Buggy Clutch Set
WRX6502 Rulon 1/8 Buggy Clutch Set
WRX6503 Teflon 1/8 Buggy Clutch Set
WRX6521 Carbon Monster Truck Clutch Set
WRX6531 Carbon X88 Buggy Clutch Set
WRX6541 Carbon T-Maxx Truck Clutch Set



WRX6511 Carbon Clutch Shoe Set

WRX6512 Rulon Clutch Shoe Set

WRX6513 Teflon Clutch Shoe Set

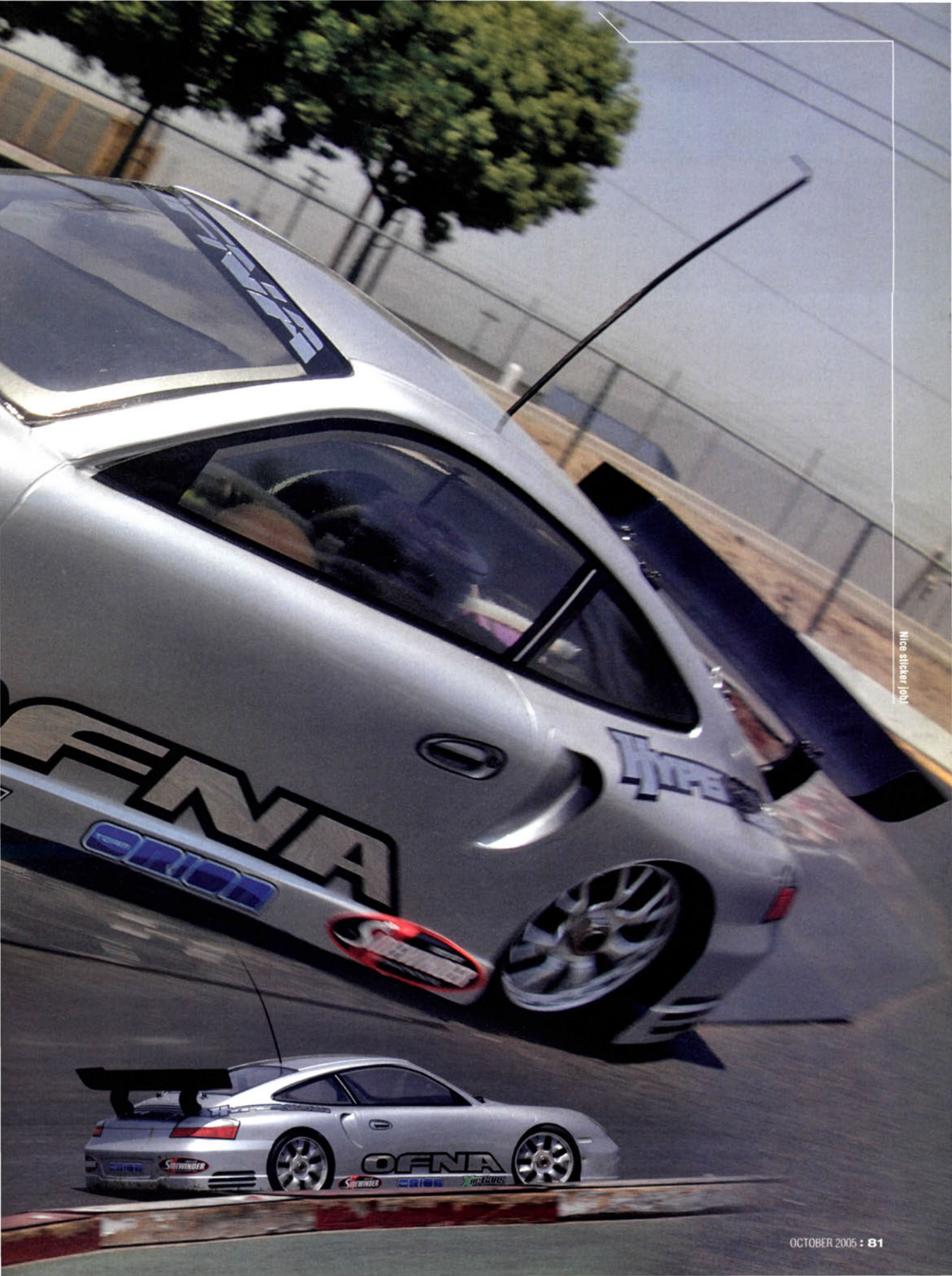


OFNA ***HYPER ONE 7***

Words: Collin Cocores ■ Photos: Jason Yu

It's super-size time!

So, what do you get when you mix an 1/8 scale buggy, some touring car dust, and some Miracle Grow in a simmering pot? You get the OFNA Hyper One-Seven, a 1/7 scale 4wd on-road touring car beast. Although you've probably seen a similar car or two in the past from various manufacturers, OFNA included, this time around OFNA set out to make a completely different style car. By including some very interesting and functional features on this ready-to-run car, it defiantly stands out from those that have tried in the past. So OFNA now brings to you, the Hyper One Seven!



Nice sticker job!

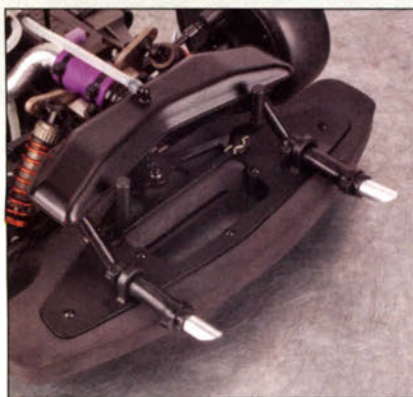
OFNA HYPER ONE 7

• 1/7-SCALE 4WD NITRO TC • 1/7-SCALE 4WD NITRO TC • 1/7-SCALE 4WD NITRO TC • 1/7-SCALE 4WD NITRO TC •

VEHICLE FEATURES

The OFNA Hyper One-Seven is a nice change from the touring car scene, as it's nice to have a car that mixes things up occasionally. The 1/7-scale class has been attempted in the past, but without having different vehicle options, things can get boring really fast. As a result, OFNA created some competition for what was already out on the market, but also stepped it up a notch by adding some simple tuning options, a powerful engine, and reverse, all in a competitively priced ready-to-race package.

► VROOM, VROOM!



Helping the One-Seven stick out from the rest is a realistic looking rear dual-exhaust setup, with dual outlets and polished angle cut tips, which everyone knows is good for at least 10 horsepower per tip. Not only does it look trick, but it also helps keep all that nasty oil off of the body, chassis, and left rear wheel, since it spits everything out the back. Having the exhaust wrap around the whole rear of the car may not be the most power efficient way of doing things, but it sure makes for a much cleaner chassis layout, and also makes getting to the engine much easier.

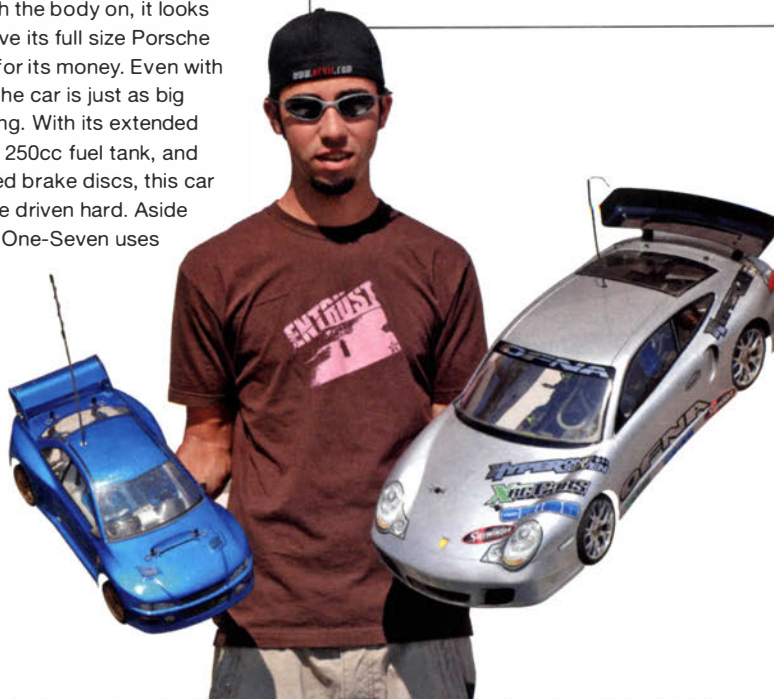
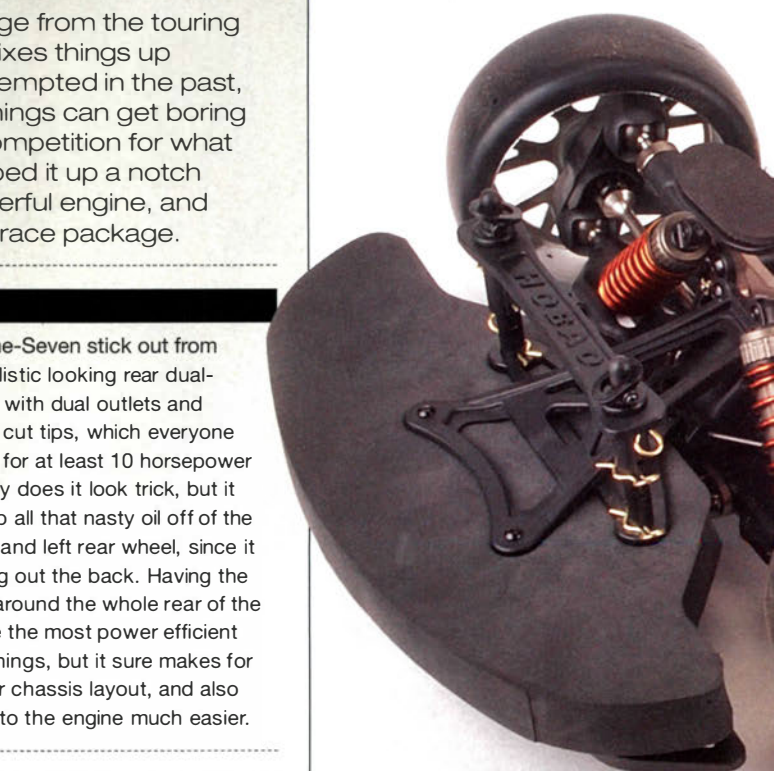
► REVERSE

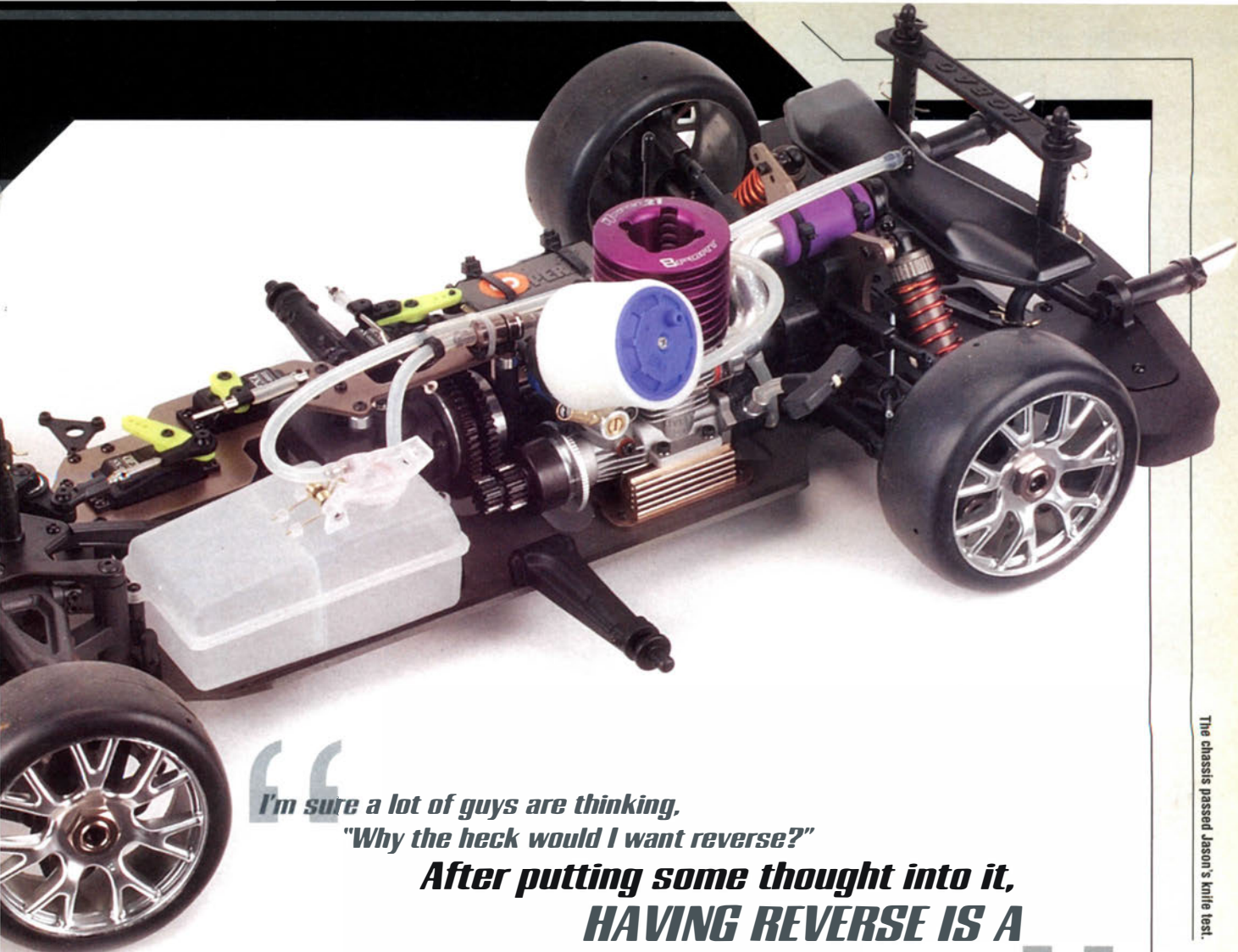
When I first glanced at the car, I couldn't help but notice the out of place third servo. I had a sneaking suspicion, and sure enough, it just so happens to be for reverse. Now I'm sure a lot of guys are thinking why the heck would I want reverse? After putting some thought into it, having reverse is a pretty bad ass feature. The servo is hooked up to a lever that engages either the forward or reverse gear, which is actuated by a switch on the transmitter. You will find that the reverse setup sits nicely alongside the rest of the transmission gears. All of the gears are easily accessible with the removal of the top brace and gear cover.



► YAH, IT'S BIG!

Lets get the obvious out of the way: this car is big! With the body on, it looks like it could give its full size Porsche brother a run for its money. Even with the body off, the car is just as big and intimidating. With its extended chassis, huge 250cc fuel tank, and massive slotted brake discs, this car just begs to be driven hard. Aside from that, the One-Seven uses beefy plastic, steel turn-buckles, front universals, and 4mm shock towers. It's almost like owing a full size race car!





The chassis passed Jason's knife test.

I'm sure a lot of guys are thinking,

"Why the heck would I want reverse?"

After putting some thought into it,

**HAVING REVERSE IS A
PRETTY BAD ASS FEATURE!**

TUNABLE SUSPENSION

In the past, the large scale 4wd tourers usually lacked in the adjustability department, and only allowed minor suspension tweaks. With the Hyper One-Seven, it is like working on a fully adjustable 1/10 scale touring car. It features pivot ball suspension front and rear, multiple shock locations on both the arms and towers, adjustable caster, two different Ackerman settings, and multiple camber link options. And of course, all of the standard adjustments are there as well, such as camber, toe, droop, and even track width. Being able to dial in car at multiple tracks is a pretty good recipe for keeping people hooked up on any surface.



HARD CHASSIS

The One-Seven uses a 3mm hard-anodized chassis, with some swiss-cheese cuts to lose some unnecessary weight. The cuts also help the chassis look more attractive, unless you prefer looking at a blank slab of metal. All of the screws are nicely countersunk in the chassis, and even the engine mount screws hide nicely in the chassis to prevent them from being worn down. If you think the chassis still looks familiar, then you are right since it is basically a 1/8-scale buggy chassis that had an encounter with "Honey I Blew up the Chassis". The chassis is stretched out to give it a longer wheelbase, and a little widening for extra stability. The extra width also allows for the very useful 1/5 scale inspired side body mounts to prevent the body from flapping at high speeds.



TESTING

After throwing in a receiver pack and making some minor adjustments to the car, I headed out to the back parking lot to get some fuel through the 8-port engine. After running some tanks and messing around with the car in the back, I headed out to Revelation Raceway to rack up some track time, and to our surprise, they also had a fresh new layout. Revelation Raceway is a very high traction track, which attracts a large array of drivers, even the occasional 1/5 scale guy.

Acceleration and Speed • The Hyper 8-Port provides the car with plenty of power from the get go, and having an adjustable mid-range needle allows you to find that sweet spot for the best of both worlds. When punching the throttle, I had no problem getting the car to slide for a little drift action. Once on the straight, after the car hit second gear there was no looking back. It's definitely pretty impressive seeing a car of this size flying down the straight having no problem keeping up with other cars on the track.

Rating: 9/9

Braking • The massive dual slotted rotors have no problem bringing the 9 lb. beast to a screeching halt at any given moment. I actually found out the hard way how well the brakes work. At first I was not expecting the brakes to work as well as they did, so when I got on the brakes and the car started skidding, I was very impressed. I actually had to dial out some brakes, which

does not happen to often; after all, too much is better than not enough.

Rating: 9.5

Low-Speed Handling • The fresh layout at Revelation had a fair amount of low-speed sections, which worked out nicely for the testing, especially since I have not driven on the new layout and had no idea what to expect. To begin with, this car comes with a lot of caster dialed in to the suspension, and it definitely shows. As soon as you turn the wheel, the car just dives into the turns and pulls out sharply, while still being drivable and in control. I had no problems in the tight and slow sections of track, simply turn the wheel and the front wheels would just pull the car in.

Rating: 9

High-Speed Handling • As the car approached the fast sweeper at the end of the track, I was able to keep the trigger at full peg, and for the most part, the car seemed to manage just fine. If you get a little excited and tend to start jerking the wheel in the turns, the rear of the car will get a little

RTR GEAR	
	Radio: OFNA TX-2
	Servo(s): S: OFNA SX-0002 / T: OFNA SX-0001
	Receiver: OFNA RX-0002
	Engine: Hyper 21 8-Port
	Pipe: OFNA Dual-Tip Single Chamber Muffler

OUR TEST GEAR	
	Receiver Pack: Team Orion Marathon 1400, ORI12224, \$32
	Fuel: Sidewinder Pro Race Blend 30%, 022112, \$12/qt.

CONNECT	
TEAM ORION	ph: 714.694.2812 web: www.team-orion.com
SIDEWINDER	ph: 800.633.7556 web: www.morganfuel.com
OFNA	ph: 949.586.2910 web: www.ofna.com

unhappy at times. Simply let off the throttle, and viola!, all is fine but you are aware of the car's overall mass at all times. Overall, the car had a very reassuring feel that did not make you fear going fast with the car.

Rating: 8.5



This car was a head-turner at the track.

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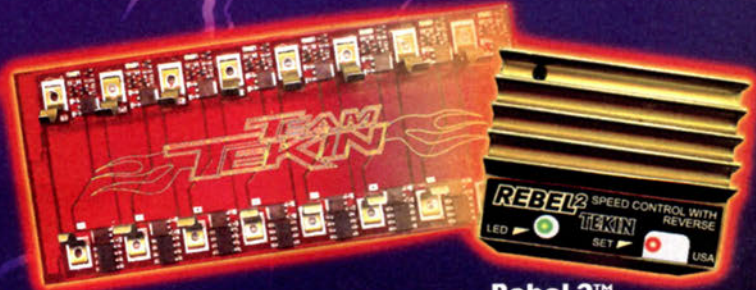
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WORLD CLASS ELECTRONICS!



Mini Rage™
18th Scale Brushless System

G-11™
Pro Racing ESC
"Tekin's fastest ESC yet!"



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10T+ motor limit

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Wrenching

Maintenance • The open layout of the One-Seven makes for a fairly hassle free maintenance session. Aside from having to remove the massive front and rear bumpers, the diffs can be accessed by simply splitting up the diff cases, just like a 1/8 buggy. Even the transmission can be worked on without much of a hassle. Unlike many cars, where you have to completely remove the transmission from the car in order to open it up, this car allows you to keep the tranny in the car and simply remove the top cover of the transmission to gain full access to the 2-speed as well as the reverse gears.

Rating: 10

Wear and Tear • The One-Seven feels really solid while driving it, and it has every right to. With all of the beefy plastics and metals used, it was able to stay in the exact one piece that it started in. While at the track, I did manage to have a few encounters with the wall, and after checking the car for damage, I found nothing out of the ordinary. The car even managed to withstand the very brutal radar test with the almighty Jason behind the wheel, and it stayed together just fine, and nothing gets by Jason in one piece.

Rating: 9.5

Tuning • Tuning in the One-Seven should be easy. Being that it is based off of the Hyper 7 buggy, it has just as much potential. With all the necessary adjustments, such as multiple shock positions, camber and toe. And you also have some more crucial tweaks that can be made, Ackerman settings, caster, track width, multiple camber link positions, just to name a few. Being that this is not a strong class, OFNA set out with the right intentions, putting out a car that will be ready to battle if and when that time does arise.

Rating: 9

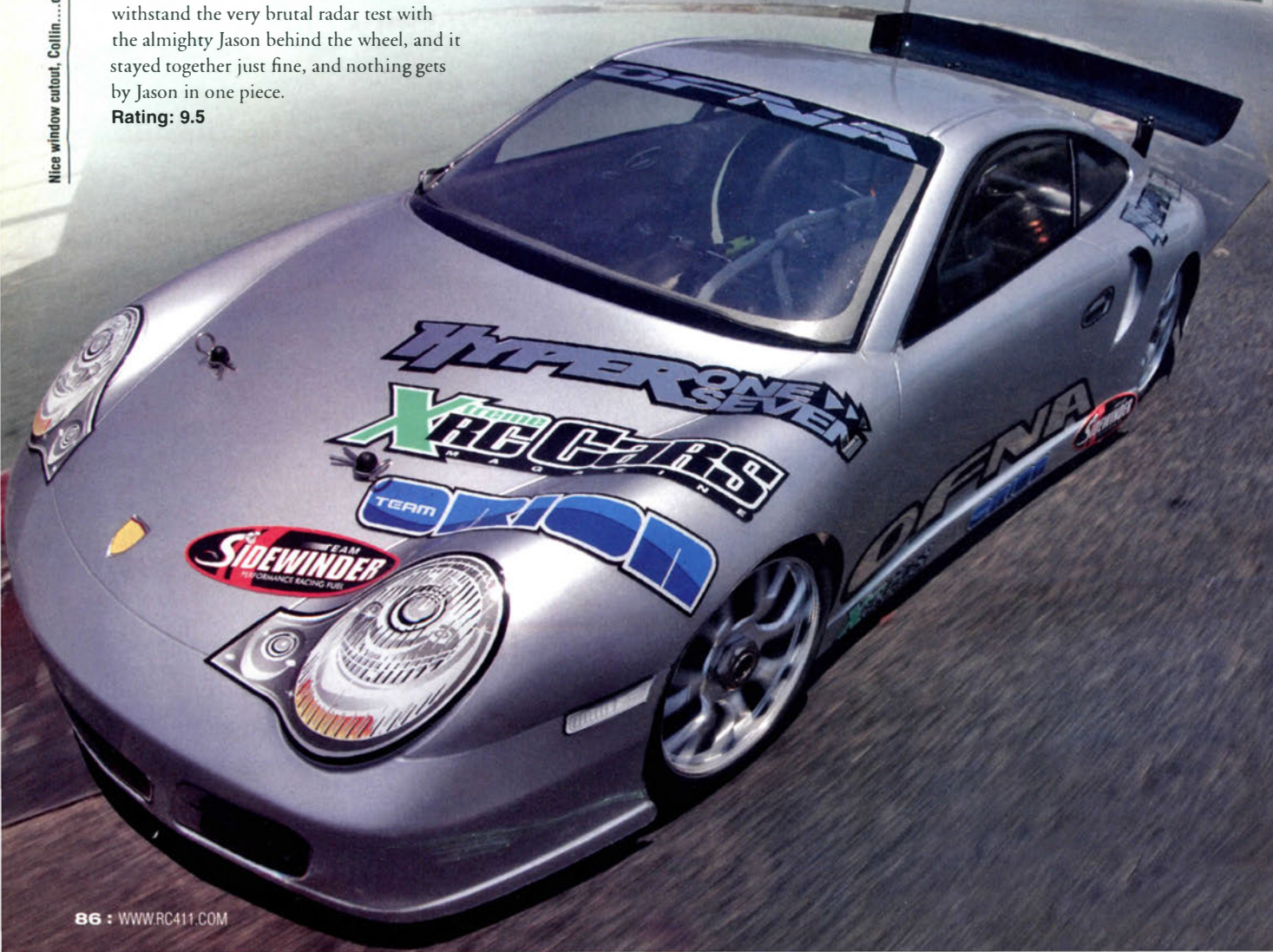
Conclusion

I had no idea what to expect when driving this car, since it is the largest on-road car I have really put some time into driving. And it was definitely fun, with enough power to get you into trouble, and enough size to make you think for a second that you are driving a 1/5 scale car, what more can you ask for? I would surely love to see this class grow, as it is a nice alternative to the very expensive 1/5 scale class, but still gives you

SCORECARD	
SCALE RATINGS: 1=POOR • 10=EXCELLENT	
8	INSTRUCTIONS
9	PARTS QUALITY/FIT
9.5	DURABILITY
9	TUNABILITY
9	OVERALL PERFORMANCE
7	VALUE
+ HITS	
• Big size equals big fun! • Cool rear exhaust • Nice looking bodies	
- MISSES	
• No designated racing class • Limited wheel and tire selection • A little on the pricey side	

that feeling of thinking you are watching a full size race car go around the track. And you get all this in a nice ready-to-race package, happy racing! ☺

Nice window cutout, Collin....d'oh!



Chris Tosolini
2005 *US National*
Peter Robinson **CHAMPIONS**

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We just don't build cases of motors as they come in!

Every motor comes with
case & extra set of brushes.



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OFNA HYPER ONE 7

• 1/7-SCALE 4WD NITRO TC • 1/7-SCALE 4WD NITRO TC • 1/7-SCALE 4WD NITRO TC • 1/7-SCALE 4WD NITRO TC •

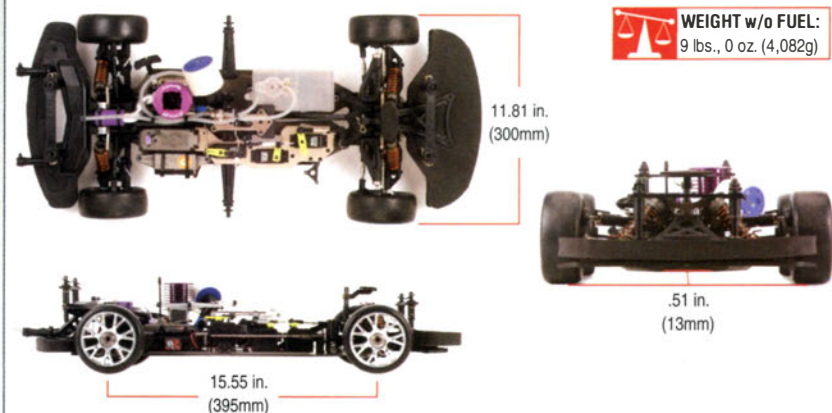
CONNECT:

MANUFACTURER: OFNA
PHONE: 949.586.2910
WEB: www.ofna.com

VEHICLE INFO

VEHICLE: OFNA Hyper One-Seven
SCALE: 1/7
TYPE: Nitro Touring Car
PART #: #14320 (w/Porsche body)
STREET PRICE: \$750
PRICE AS TESTED: \$794 (including all items used for testing)
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Intermediate

DIMENSIONS



WEIGHT w/o FUEL:
9 lbs., 0 oz. (4,082g)

TECHNICAL INFO

CHASSIS

LAYOUT: Lower plate/upper radio deck
THICKNESS: 3mm
MATERIAL: Aluminum
FUEL TANK CAPACITY: 250cc

SUSPENSION

TYPE: Pivot ball
TURNBUCKLES: Steel
STEERING: Dual bellcrank with adjustable-tension servo saver
SWAYBARS (F/R): 2.5mm / 2.9mm

SHOCKS

BODIES: Aluminum
DAMPING: 30 wt. silicone oil
PISTONS: 2-hole
SPRINGS: OFNA Copper

DRIVE TRAIN

TYPE: 4WD shaft drive
DIFFERENTIAL: Sealed gear (2)
DIFF FLUID: Grease
AXLE TYPE (F/R): CVA / dogbone
TRANSMISSION: 2-speed
SPUR GEAR MATERIAL: Steel
CLUTCH: 3-shoe
BEARINGS: Rubber-shielded

GEARING

	1 st	2 nd	3 rd
PINION/SPUR:	13/48	17/44	
GEAR RATIOS:			
PRIMARY:	3.69:1	2.59:1	
INTERNAL:	3.31:1		
FINAL:	12.21:1	8.57:1	

BODY, TIRES, WHEELS

BODY: OFNA Porsche 911
TIRES (F/R): OFNA Slicks
DIAMETER/WIDTH: 4.06 in. x 1.57 in. (103mm x 40mm)
HEX SIZE: 17mm
WHEELS: OFNA Chrome Mesh

ITEMS NEEDED

AA batteries, fuel, glow igniter.

MAIN COMPETITION

Hot Bodies Lightning Street

WHO IT'S FOR

Beginner to intermediate

Collin got a car ready in 1 hour? Get outta here.

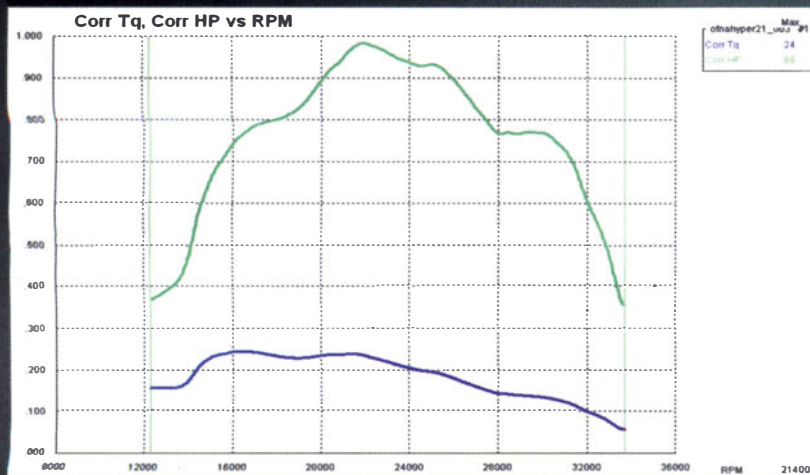


POWERPLANT INFO

The included OFNA Hyper 8-port engine provided me with plenty of power both on and off the track. It put out enough power to propel the massive 9-pounder to a top speed of 40+ miles per hour. The engine also had enough power to break the rear end loose if not careful at times. On a slight downside, the 8-port includes a pull-start, and not the very finger- and blister-friendly rotary start system that many of us have grown to love. We managed to go through a few plugs during testing, partially because of the mid-end needle that can tend to complicate things at times, but once we got it dialed in, it worked flawlessly.

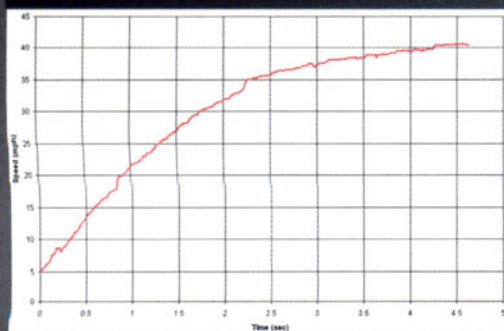
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



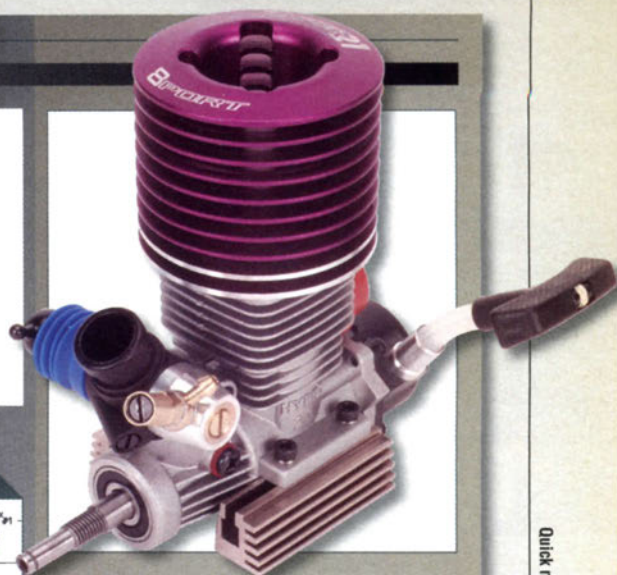
ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.16 sec. @ 31.6 mph
TOP SPEED:	40.7 mph @ 219 ft
AVERAGE RUNTIME:	10 minutes



ENGINE DATA

ENGINE:	OFNA Hyper 21 8-Port
BORE x STROKE E:	.640 in. x .661 in. (16.26 mm x 16.8 mm)
DISPLACEMENT:	0.21 in. ³ (3.5cc)
FUEL:	Sidewinder Pro Race Blend 30%
PIPE:	OFNA dual-tip single chamber muffler
PLUG:	Stock OFNA
PEAK HP*:	0.98 hp @ 20,750 rpm
PEAK TQ*:	49.92 oz.-in. @ 14,750 rpm
PEAK RPM*:	33,000 rpm

*Results as tested.

NEEDLE SETTINGS

HIGH:	1 turn in from flush
LOW:	1.5 turn in from flush
MID:	Flush
OPERATING TEMP.:	250° F

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	91° F / 20%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	High Traction

HANDLING

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

BRAKING

CONTROL:	Excellent
FADE:	Slight
OVERALL BRAKING:	Excellent

Quick math lesson: 40 mph + 1/7 scale + Collin's shin = ouch!!

ACCEPT NO II

The All New TA-05 CHASSIS

Tamiya started something in 1991 with the first realistic suspension 4WD sedan — the TA-01. Aftermarket parts rival the full-size automotive industry. Even the polycarbonate bodies are still the category's best. Remember the Schnitzer BMW M3 Sport EVO and the Mercedes 190 E EVO II? These classics have become prized performers.

Can the best really get better? You bet! Introducing the Tamiya TA-05. We've took innovations from past TA cars along with those of the TRF 415. The result? An optimum balance of power. Dual belt equal length drive-train — improves transmission efficiency at high speeds. Single-deck frame — creates a low center of gravity by placing motor and battery in the middle position for maximum symmetry. Finally, we topped it off with two different body styles — the Ferrari F430 sports car or the Mercedes C-Class DTM 2004.

For a high-performance racing 1/10 RC sports car, you can't go wrong with the right one — the TA-05 chassis. Get the real deal. Go Italian or German. Go big or go home. Grab one at your local hobby store today to start winning races instead of just running in them.

Chassis Length: 372 mm | Chassis Width: 191 mm | Wheel Base: 257 mm
Tread: 167 mm | Gear Ratio: 1:7.159 | Tire Diameter/Width: 64/24 mm



Oil Filled Dampers

Urethane Bumper



OPTIONAL PARTS:

Front One-Way Unit
Item #53833



Center One-Way Pulley
Item #53841



Front & Rear Stabilizer
Item #53842



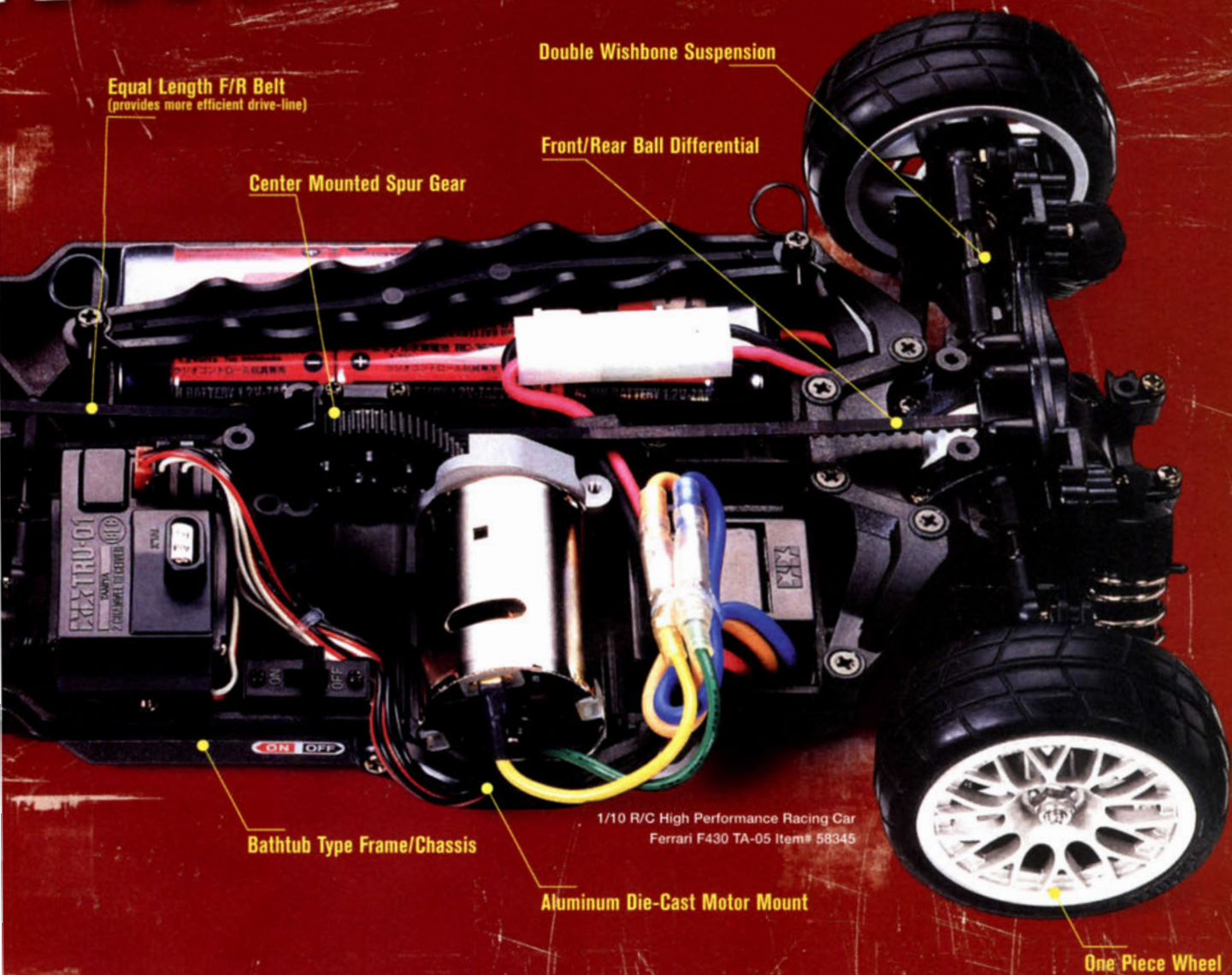
Carbon Damper Stay
Front: Item #53845



Universal Set
Item #53847



IMITATIONS.



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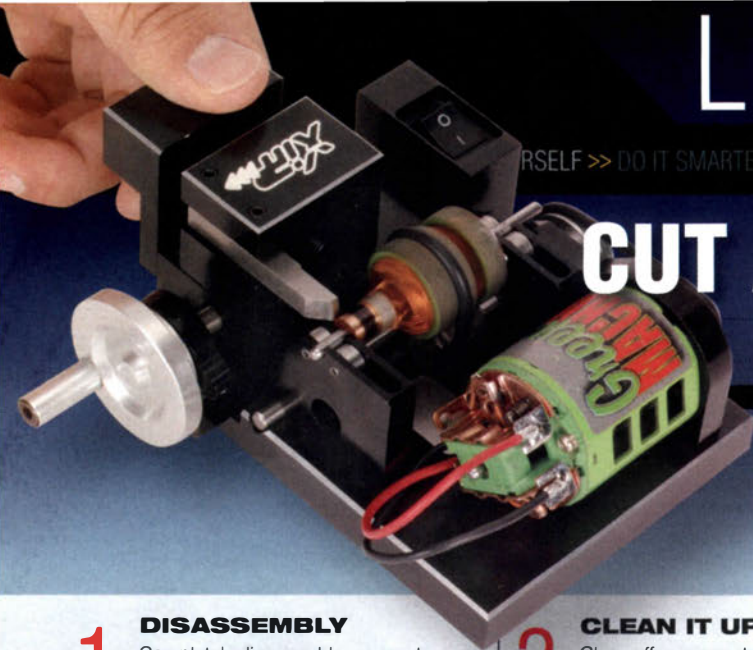
LEARN HOW-TO

DO IT YOURSELF >> DO IT SMARTER >> DO IT BETTER >> DO IT FASTER >> DO IT YOURSELF >>

CUT A COMMUTATOR

Somebody's got to do it.

Words: Jeff Eveleigh



1. DISASSEMBLY

Completely disassemble your motor, being sure to mark your timing settings (see sidebar), motor can polarity, and keep track of the shims at both ends of the armature.



2. CLEAN IT UP!

Clean off your armature if it is dirty so you can see what you are doing and to prevent debris from making the arm run untrue on your lathe.



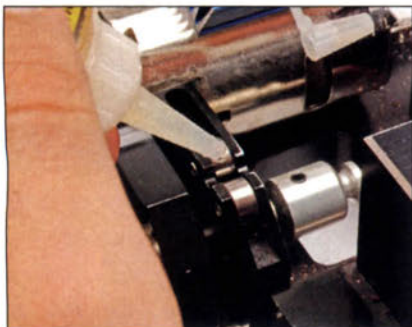
3. CLEAN 'ER OFF

Place a small drop of oil in your lathe bearings or on the v-blocks where your motor shaft will sit.

Mount your armature onto the lathe and use a pinion gear with a plastic washer to prevent the arm from moving back and forth while cutting the comm. Don't push the pinion gear on too tight, you don't want any back and forth slop but if the pinion is pushed on too firmly it could cause the arm to fall out of the blocks while rotating.

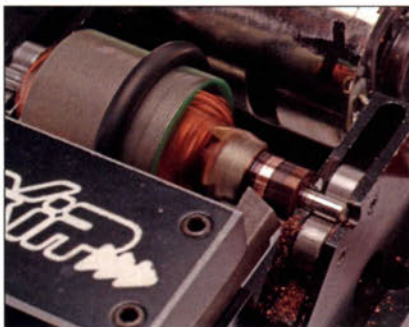


If a pinion doesn't fit on your lathe, use some plastic washers to take up the slack.



4. START CUTTING

Set the cutting bit far back from the commutator until you see it just touch. You can use a black permanent marker on the comm. so you can see when the bit touches more easily. Once the bit touches, move it along the face of the comm. slowly away from the windings to cut that small section and then back the other way until you reach the end closest to the windings. Go back over the other way until you fall off the end of the comm. Be very careful not to move too far towards the windings or you can damage your cutting bit.



Nothing freshens up a motor more than a freshly cut commutator. If you wait too long between maintenance, then the brushes and commutator will burn causing arcing. This arcing will greatly reduce the power output of your motor and will also cause the comm. to wear even faster. If you cut your comm. often, you will prevent the burning and the arcing and you'll experience more ponies and a motor with a longer overall life. Here's a quick review of how to cut your commutator the right way.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars

3.0



TIME TO COMPLETE



15 MINUTES

THE TOOLS



• Motor Lathe



• Sharpie Marker



• Machine Oil



• Hobby Knife



• Motor Spray

That illustration is actually of Jeff.

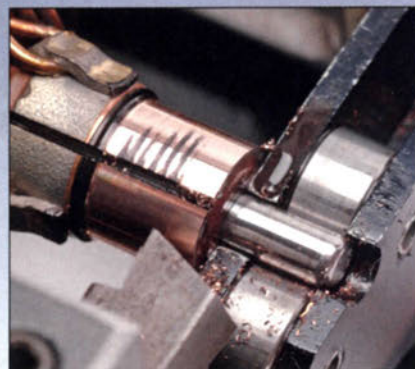
TIMING CHANGES WITH CUTS

Another thing you have to keep in mind when cutting your comm. is that as the diameter of your commutator gets smaller it will actually advance the timing of your motor. Chad Phillips of Team Trinity says that for every 0.005" of material you remove from a commutator the timing will advance by about 1°. With this being said, if you skim your motor between runs your timing could greatly increase during a single event and you may dump during the main, so keep this calculation in mind and make the proper adjustments to keep everything in check.



5 SHAVE IT

Stop the lathe and look at your commutator. There is a good chance that there will still be black burn marks on it. Move the cutting bit closer to the comm in 0.001" increments at the most and run the bit across the face of the comm slowly again. The smaller the cuts are and the slower you move the bit the better the results will be. Continue with this process until all of the burn marks have been removed from the commutator's face.



RACER TIP From Chris Tosolini

Instead of using a pinion gear to keep the armature in place, put a small drop of oil on your index finger and simply press your finger gently against the end of the armature shaft to keep it from moving. This is a great tip if you have many comms to cut and you want to save time.



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Onboard components



Display with optional laptop

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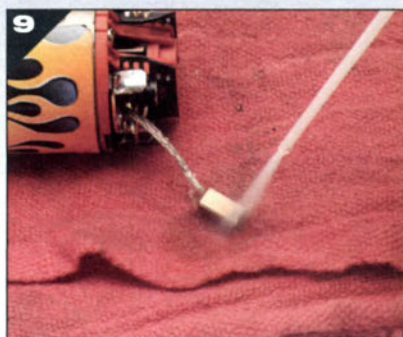
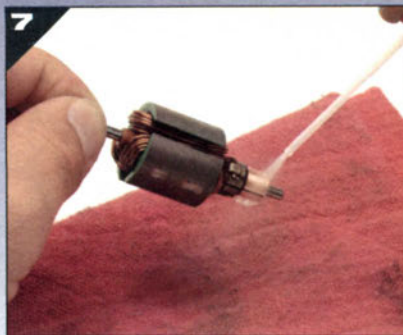
Sales: 888-432-4744
sales@eagletreesystems.com
Service: (425) 614-0450
Fax: (425) 484-4131

6 CLEAN OUT THE POLES
Remove the armature from the lathe and use a hobby knife to remove any metal debris that may be stuck in between the poles of the commutator. Be very careful not to slip and scratch your shiny comm.

7 SPRAY IT
Clean the armature thoroughly with motor spray and let it completely dry.

8 REASSEMBLE
Place the shims back onto the armature exactly as they were removed, place the armature back into the can, and screw the endbell into place being sure to set your timing back to the desired location.

9 CHECK THE BRUSHES
Depending on how many cuts you made on the commutator and the condition of your motor brushes, you can either clean off the face of your old brushes with motor spray and reinstall them or you can install a fresh pair of brushes. Regardless of whether you install a new pair of brushes or use the old ones you'll have to do a quick break-in procedure to match the brushes to the new commutator diameter.



CLOSING

This entire process usually takes only five or ten minutes, so you don't have any excuse not to cut your commutator often. With the return being increased performance and a longer life, it sounds like a win/win situation to me. ⚙



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—Xtreme RC Cars Magazine, 1/8 Buggy Cage Match

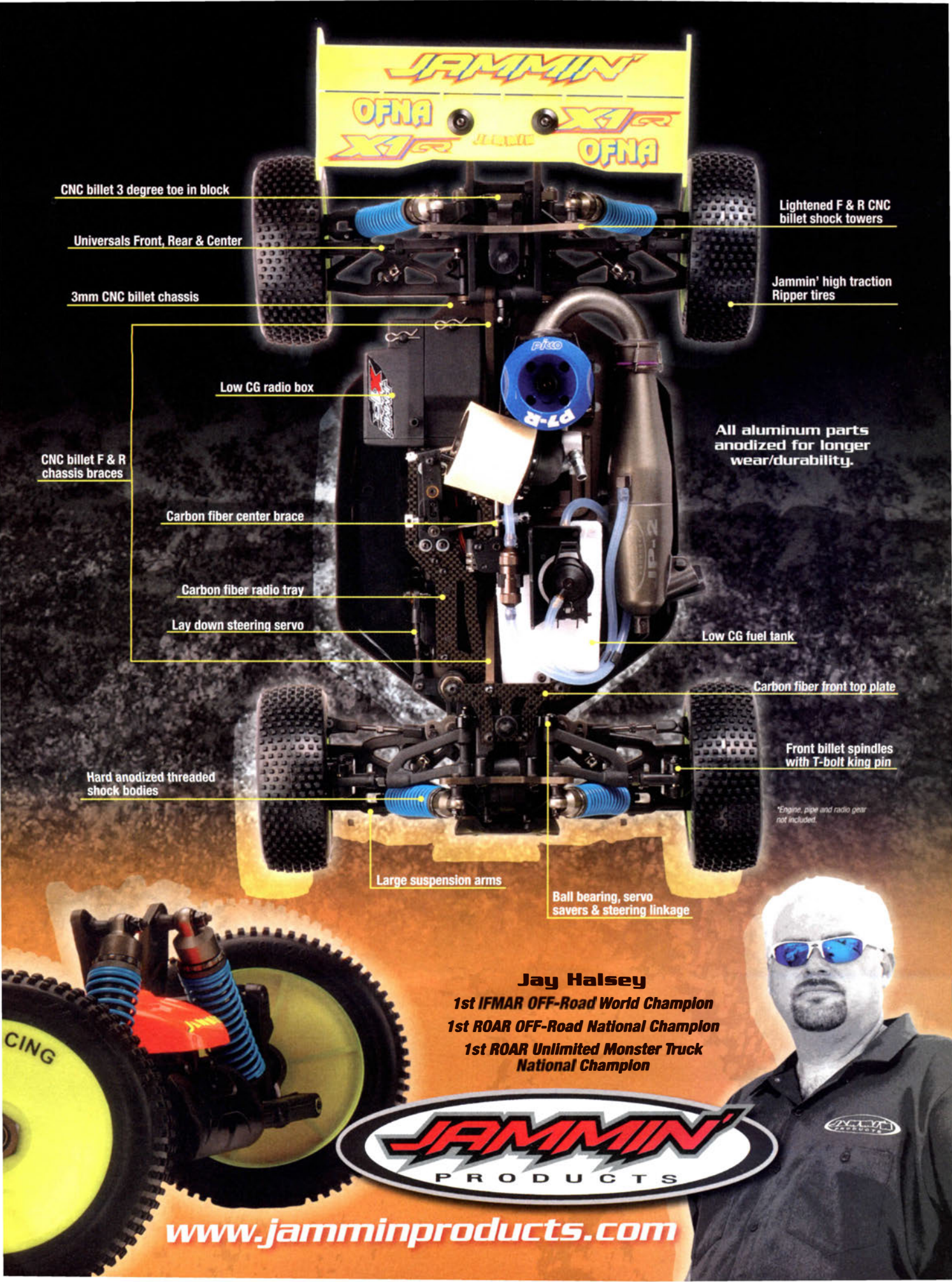


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Wait. Hara drives a Hot Bodies?





Yes, we find that odd.

HPI PRO 4 HARA EDITION

Words: Shane Archer ■ Photos: Jason Yu

More purple, more speed, more Hara!

Since its initial release, HPI's Pro 4 has redefined their presence in the touring market, capturing big-name titles and bringing HPI back to their touring glory days. With a championship-caliber roster of drivers that includes former World Champ Atsushi Hara, it's really no surprise that the Pro 4 has maintained its success and popularity over the past few years. Aficionados have long anticipated a new version of the kit, and HPI has finally answered with a fully factory-spec version of the car bearing their star driver's name. Best of all, the Pro 4 Hara Edition is much more than a minor facelift slapped on an existing kit with instruction addendums and extra parts bags; instead, the Hara Edition is a completely new kit with some of the best presentation in the industry. Driving this car may not bring us to Hara's level, but it sure won't hurt.

HPI Pro 4 HARA EDITION



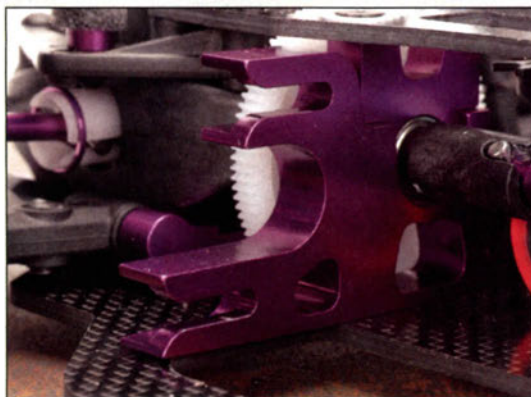
• 1/10-SCALE ELECTRIC TC • 1/10-SCALE ELECTRIC TC • 1/10-SCALE ELECTRIC TC • 1/10-SCALE ELECTRIC TC •

VEHICLE FEATURES

From the moment you open the box, the design, fit, and finish of the parts in this kit does not disappoint. Purple-anodized aluminum parts are everywhere; even the suspension mount spacers and anti-roll bar mounts are anodized. The car features as many or more tuning options than anything else out there, and comes with most option parts in the box—even extra caster blocks and a set of aluminum suspension mounts. And of course all of the standard things that we've come to expect are there as well, making this one of the most complete touring kits that we've ever seen. No wonder Hara keeps winning!

SLIDE MOUNT

One of the coolest changes to the new Pro 4 is this side-accessible motor mount. Instead of snaking a hex driver through the rear suspension while balancing a screw in front of the appropriate hole on the motor, you can pre-attach the screws to your motor and then simply tighten them once the motor is in place. You don't even have to remove the screws when you take the motor out; just loosen them.



SPOOLIN' UP

The Pro 4 Hara Edition is one of the first cars to include both a one-way differential and a spool as standard equipment in the box. And the spool isn't just an afterthought either, it's fully machined from aluminum and anodized purple to match the rest of the kit. The rear differential is upgraded from the original kit as well, including newly-molded outrives and purple anodized retaining rings.



ACCESSIBLE DECK

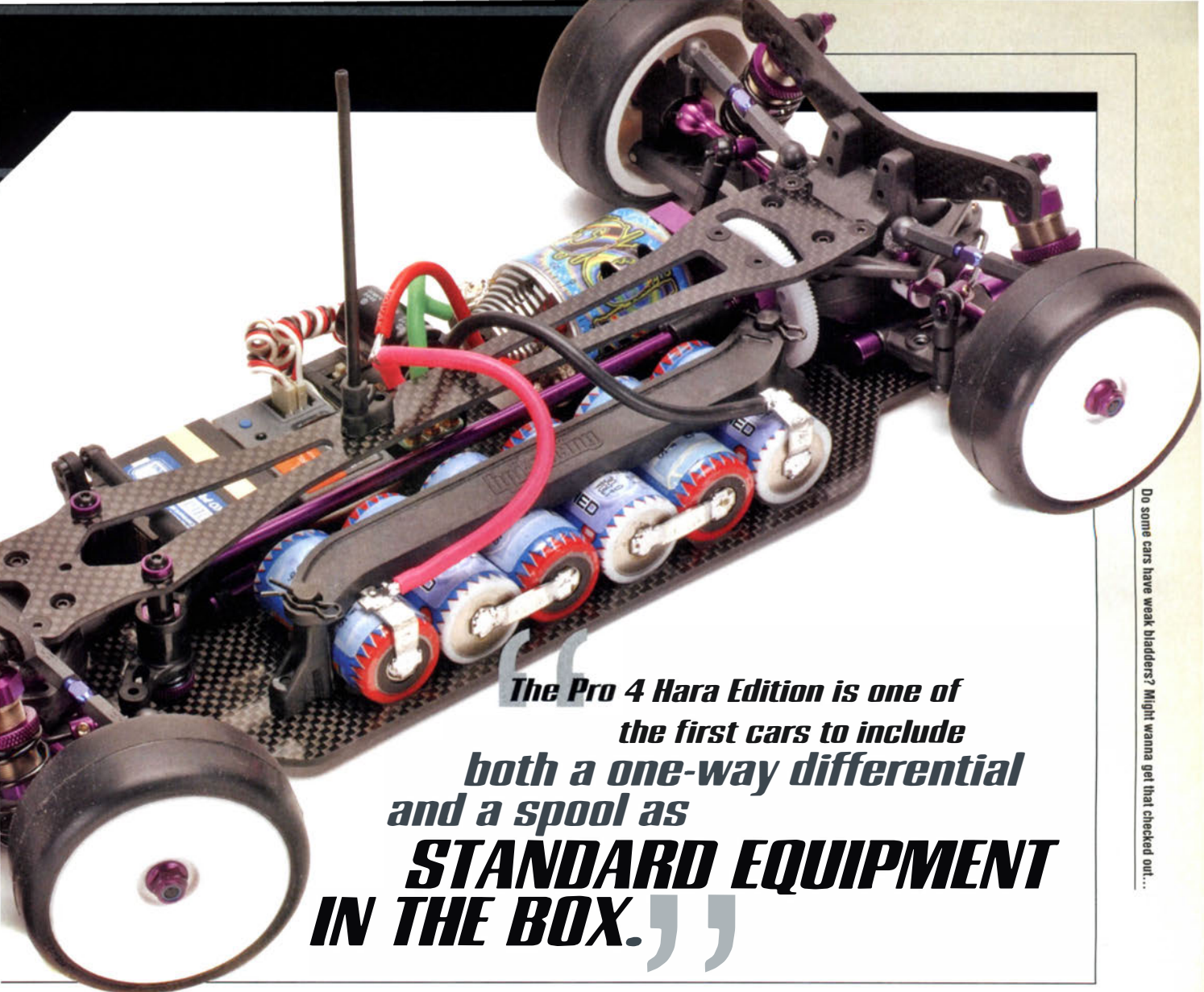
The Pro 4's upper deck design is somewhat interesting, as access holes in the deck allow you to remove both diff covers and the deck all together to gain relatively easy access to the drive train. A total of 12 screws need to be removed to remove both differentials, the drive shaft, and the spur gear assembly, as well as the steering rack. The design should make full-car maintenance a much easier proposition.



VERTICAL TUNING

An interesting two-stage bulkhead design allows for the use of completely vertical ball studs at both ends of the car. The kit includes a series of spacers to help you make incremental roll center adjustments at either end. Better yet, all of the ball studs in the kit have a hex head built into the top, making installing and removing them a breeze.



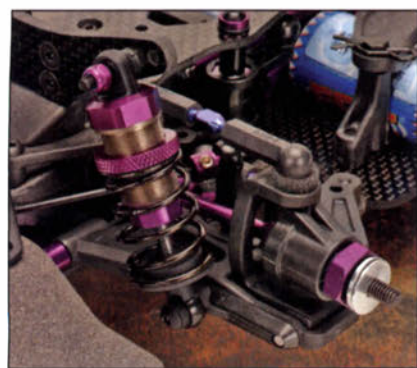


Do some cars have weak bladders? Might wanna get that checked out...

The Pro 4 Hara Edition is one of the first cars to include both a one-way differential and a spool as
STANDARD EQUIPMENT IN THE BOX.

BLADDER SHOCKS

It had been a long time since any of us have built HPI shocks, and we'd forgotten how nice they were. The Pro 4 Hara



includes hard-anodized threaded-body shocks with anodized caps at both ends. They utilize a bladder design that makes them easy to build consistently and maintain, and they performed extremely well. HPI has gone to an all-black spring design to eliminate the variance caused

by colored powder coating, but each spring is marked with a small color code on the bottom of one side.

BUILDING AND INSTRUCTIONS

In most cases, when we see a "Special Edition" of an existing car we expect to see a bunch of extra parts bags and instruction manual addendums as the company tries to save on packaging costs. Well here, the opposite is true; the Hara Edition's instructions are even better than those that came with the original version. The manual is well laid out and the steps follow the parts bags, although in some cases the plastic parts were hard to locate on their parts trees. The car goes together extremely well with no hand-fitting required, and once you're all done, a tuning section at the back of the manual will help you get ready for the track.



TESTING

There's nothing quite like heading to the track with a brand new car in hand, and I couldn't wait to get the Hara Edition moving. The most popular electric on-road track around here is SoCal RC Raceway in Huntington Beach, and that was my destination for a day of testing and practice. SoCal was originally a banked asphalt oval track, but has since been re-worked to include a technical infield section to make it a full road course. I dressed my Pro 4 with Protoform's popular Mazda 6 shell, and mounted a set of Sorex 36 tires, the favored compound for the track.

Acceleration and Speed • If there's any one thing that the Hara Edition has in abundance, it's speed. I've driven every touring car on the market, and this one equals or surpasses all of them in acceleration and flat-out speed. It's hard to quantify the feeling, but once you've spent a few minutes controlling the Pro 4 you'd agree: for whatever reason, this car just feels fast. Thinking back to our Touring Car Shootout last year, we all thought the same of the original Pro 4; it just felt snappier than most of the other cars out there. I'm happy to report that this new incarnation of the car is no different.

Rating: 10/10

Braking • After reading a few of our touring car reviews, you've probably noticed that we tend to be pretty harsh on the brakes of those cars that include one-way front differentials. With its one-way installed, the Pro 4 easily joins that club. In fact, I actually had an extremely hard time getting the car to brake in a straight line, even after playing with the brake exponential on my radio. However, the Pro 4 has something that no other one-way-equipped car has: an

included spool. Should your driving style favor braking, HPI has you covered, and the spool works flawlessly. With it equipped, the car stopped in a straight line with no pull to either side, giving me the confidence to go hard on the binders whenever I needed to.

Rating: 9

Low-Speed Handling • The Pro 4's low-speed handling is superb. It is easily the most responsive car I've driven, making technical sections of the track easy to navigate without losing much speed at all. With the one-way installed, I could roll through most corners while maintaining the tightest of lines, and with the right tires equipped the car never broke traction. The only downside of responsive handling, of course, is that the car could be a handful for a less experienced driver. But if you've got game, you won't find better handling anywhere.

Rating: 10

High-Speed Handling • Again, at high speeds, the Pro 4 is extremely responsive. However, being no Atsushi Hara myself, I did find the car to be overly twitchy at speed. With the

OUR TEST GEAR

	Radio: Airtronics M8, 90280TX, \$210
	Servo(s): KO Propo PDS-2363, 30035, \$160
	Receiver: Spektrum (Includes Module), SPM1002, \$160
	Motor: EPIC Shock 10x1, EP1145, \$70
	Speed Control: KO Propo VFS-1 Pro, 40040, \$200
	Battery: EPIC 3800 Team Matched, EP0069, \$80
	Charger: APS Dyno Charge, APS3309, \$150
	Tires: Sorex 36, CO-36R, \$15 (Pair)
	Body: Protoform Mazda 6, 1465, \$25

CONNECT

AIRTRONICS	ph: 714.978.1895 web: www.airtronics.net
APS RACING (Dist. by Magma Int'l)	ph: 905.886.1808 web: www.aps-racing.net
EPIC/TRINITY	ph: 732.635.1600 web: www.teamtrinity.com
KO PROPO	ph: 310.532.9355 web: www.kopropropo.com
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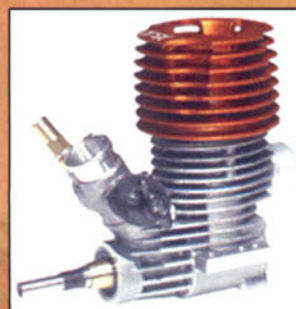
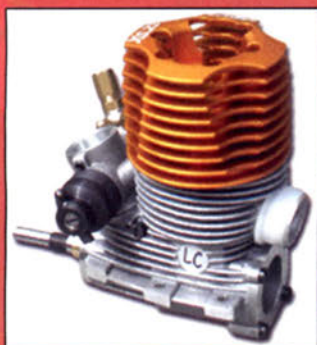
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Trinity Shock propelling the car at speeds up to 35 mph down a tight straightaway, the slightest correction had the potential to upset the car. It really is a catch 22 situation: you want a car to be good, but sometimes it's so good that it can actually be too good, at least for the average driver. With a steady hand, I was turning some of the best laps at SoCal that I had ever done, outperforming both of my regular racing cars. But the twitchy handling also prevented my runs from being as consistent as I would have liked. If you favor a highly responsive car, you will find this car to be right up your alley.

Rating: 9

Wrenching

Maintenance • At first blush, the Hara Edition looks like any other dual-deck shaft-drive sedan. Like most, accessing the differentials or spur gear requires the removal of the upper deck, although HPI has made it easier by allowing the deck and both bulkheads to be removed as one. If you are a meticulous maintainer you will really appreciate this feature. The motor mount has been changed on the Hara Edition, allowing the motor to slide in and out from the side, and this is something that I can't praise enough. I did have some trouble getting the CV-axles in and out of the rear of the car thanks to the outdrive-saving retaining rings, but other than that, working on the Hara Edition was as easy as could be.

Rating: 9

Wear and Tear • After a full day of running the Hara Edition at SoCal, I had experienced absolutely no problems with the car. I sent the car tumbling more than

once, but other than a few scratches on the chassis, it always came back for more. When I built the car my first impression was that it looked solid, and I must have been right.

Rating: 10

Tuning • Like the second generation of any touring platform, the Hara Edition improves and expands upon the earlier car's array of adjustments, although the changes are subtle. The included set of pivot block options and spacers automatically places this Pro 4 in the upper echelon of cars as far as out-of-the-box adjustability, and will definitely save you money down the road. The kit also includes an optional set of caster blocks, and of course the spool that has been mentioned. Anti-roll bars are included as well, along with all of the adjustments that you'd expect on any competition car, so it really doesn't get any better than this.

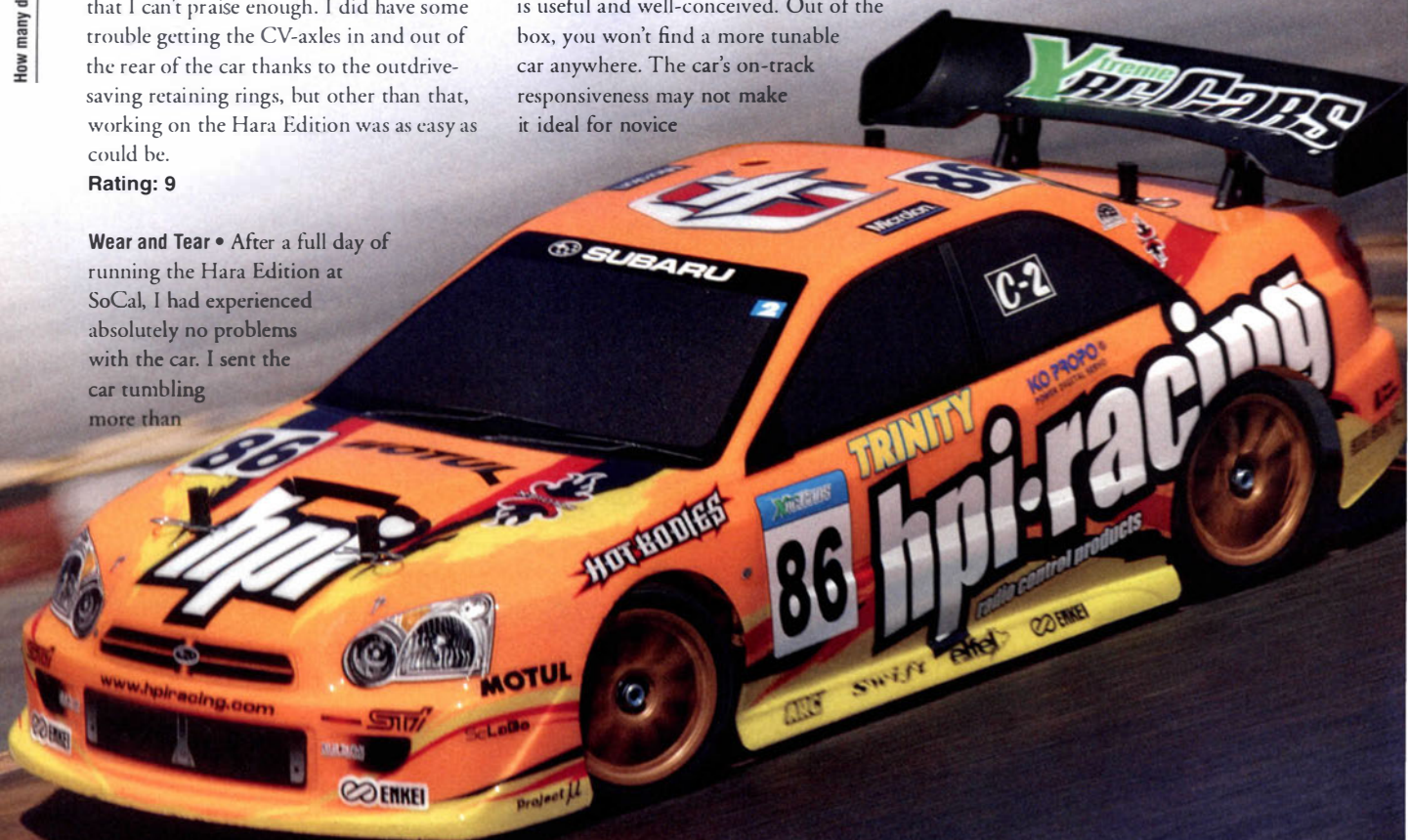
Rating: 10

Conclusion

There's not much to say about the Pro 4 Hara Edition that hasn't already been said on the track by Hara himself. This car is an exceptional performer, just like the Pro 4 before it, and each of the improvements is useful and well-conceived. Out of the box, you won't find a more tunable car anywhere. The car's on-track responsiveness may not make it ideal for novice

SCORECARD	
SCALE RATINGS: 1=POOR • 10=EXCELLENT	
10	INSTRUCTIONS
10	PARTS QUALITY/FIT
10	DURABILITY
10	TUNABILITY
9.5	OVERALL PERFORMANCE
9	VALUE
+ HITS	
- Includes more options than anything else out there - High-quality parts throughout - The pinnacle of shaft-drive touring car technology - Overall presentation is excellent	
- MISSES	
Price tag kind of hurts, and that's about it	

or even some intermediate drivers, but if you can handle it, this could very well be the car that will take you to the top of your local track and beyond. As an entire package, HPI has really outdone itself with this car, from the kit to the instructions to the optional parts and even the packaging. It is their best sedan yet, and it won't disappoint you. ☉



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HPI Pro 4 HARA EDITION



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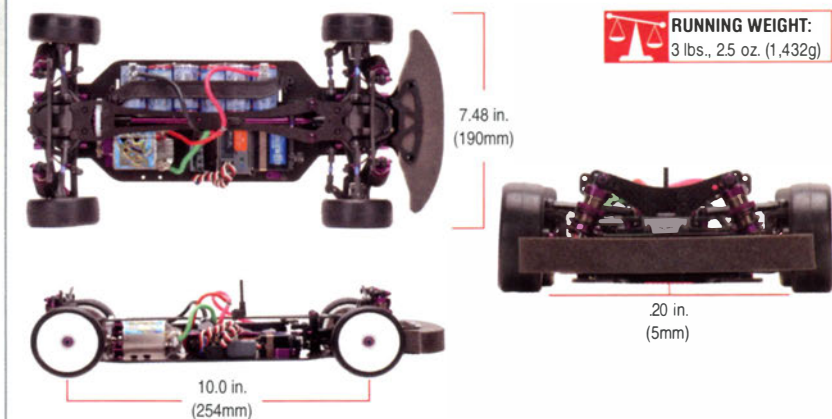
CONNECT:

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

VEHICLE INFO

VEHICLE:	Pro 4 Hara Edition
SCALE:	1/10
TYPE:	Electric Touring Car
PART #:	187
STREET PRICE:	\$400
PRICE AS TESTED:	\$1,485 (including all items used for testing)
BUILD TIME:	5 hours
EXPERIENCE LEVEL:	Intermediate to advanced

DIMENSIONS



RUNNING WEIGHT:
3 lbs., 25 oz. (1,432g)

TECHNICAL INFO

CHASSIS

LAYOUT:	Double deck
THICKNESS:	2.5 mm (2.25 mm upper deck)
MATERIAL:	Woven carbon fiber

SUSPENSION

TYPE:	Independent A-arm
TURNBUCKLES:	Titanium
STEERING:	Dual bellcrank
SWAYBARS:	Front and rear included

SHOCKS

BODIES:	Threaded aluminum
DAMPING:	50 wt. silicone oil
PISTONS:	3-hole
SPRINGS:	(F) HPI White / (R) HPI Pink

DRIVE TRAIN

TYPE:	4WD Shaft
DIFFERENTIAL:	(F) One-way or spool / (R) Ball
AXLE TYPE:	CV-style
SPUR GEAR MATERIAL:	Nylon
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	34/98
GEAR RATIOS:	
PRIMARY:	2.88:1
INTERNAL:	2.44:1
FINAL:	7.03:1

BODY, TIRES, WHEELS

BODY:	Not included
TIRES (F/R):	Not included
DIAMETER/WIDTH:	N/A
HEX SIZE:	12mm
WHEELS:	Not included

ITEMS NEEDED

Radio transmitter, receiver, servo, speed control, motor, battery, battery charger, body, paint, tires, inserts, wheels, tire glue.

MAIN COMPETITION

Associated TC4, Corally RDX, Losi JRX-S, Schumacher Mi2, Tamiya Evo IVMS, Tamiya TRF415MS, Xray FK'05, Yokomo MR4-TC BD

WHO IT'S FOR

Experienced racers



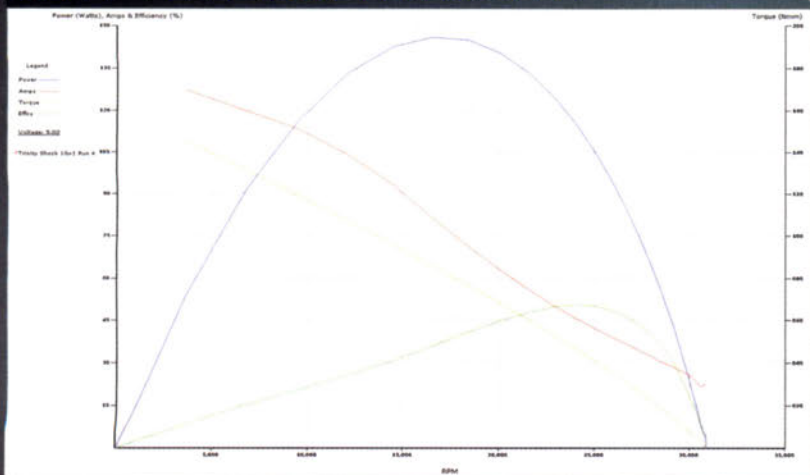
POWERPLANT INFO

The EPIC Shock is the newest motor in the Trinity family, combining years of innovation and excellence with the newest trend in high-end hand-wound motor design, the aluminum endbell. The new endbell design features the same things that have made other EPIC/Trinity motors work, meaning surface-mounted capacitors, dual-shunt XXX brushes, and an LED indicating the operating state, as well as all-aluminum construction that helps the endbell double as a heat sink, drawing heat away from the motor can and helping improve efficiency and power delivery. Plus, the motor now uses an industry standard spring configuration, so you no longer have to buy specific springs to tune it. The Shock is no slouch either, pushing our Pro 4 to over 42 mph on the radar gun and delivering consistent power throughout our track testing. Available in both standard round wire and Trinity's FlatWire, it's no surprise that the Shock is quickly becoming the motor of choice among EPIC/Trinity drivers everywhere.



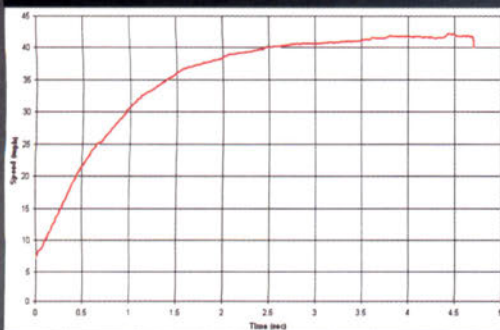
FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION 1.76 sec. @
 (0-60FT): 36.4 mph
 TOP SPEED: 42.2 mph @
 230 ft.

AVERAGE RUNTIME: 6 minutes

MOTOR DATA

MOTOR: Epic Shock
 WIND: 10x1 (Round Wire)
 MAX POWER*: 145.81 W @ 16,553 rpm
 MAX TORQUE*: 141.94 Nmm
 PEAK RPM*: 30,868 rpm @ 3.4 sec.
 EFFICIENCY*: 50% @ 24,004 rpm

*Results as tested.

MOTOR SETTINGS

TIMING: 20°
 BRUSHES: Trinity XXX
 SPRINGS: Trinity Purple

PERFORMANCE INFO

TEST CONDITIONS

WEATHER: Indoors
 TEMPERATURE/HUMIDITY: 70° F / 20%
 BAROMETRIC PRESSURE: 29.97 in.
 ALTITUDE: 900 ft.
 TRACK TYPE: Asphalt

HANDLING

TURNING RADIUS: 3 ft., 5.5 in.
 ON POWER: Oversteer
 OFF POWER: Neutral

BRAKING

CONTROL: Good
 FADE: None
 OVERALL BRAKING: Good

That's shocking.

iNDi 16X8v6 with built-in DynoV2

The future is NOW...



We have taken racing electronics to a whole new level, the all new 16X8v6 high performance charger is capable of charging Li-Po, Ni-Cd & Ni-MH batteries at up to 8.0A, discharge 0.1 to 30.0A, break-in motor & test motor at up to 9.0V. The included thermo sensor is very accurate & responsive, user can specify cutoff temperature as well as cutoff deltaV from 0mV/cell and up, both temperature and voltage are continuously monitored. Your expensive racing batteries are now protected against overcharging-overheating. Our 3-phase charging will increase overall battery runtime & improve total battery lifespan due to reduced internal temperature & pressure. After 22 months of research & development, we are proud to bring you the most versatile computerized charger available. The features are simply amazing and unmatched by competing products, at any price!

1-8 cell: Ni-Cd & Ni-MH
1-3 cell: Li-Polymer
Linear Charge: 0.1 to 8.0A
Discharge: 0.1 to 30.0A
Motor-run: 1.0 to 9.0V
Motor Dyno: Check rpm & condition
Break-in: Adjust high & low voltage
Timer: Cool delay & up to 99 cycles
User can save & recall motor data

F-1 SPEC 3-phase charge
Adjustable "mAh" long logout
Adjustable thermo cutoff
Adjustable deltaV 0mV-120mV
Auto discharge before charge
Anti-false peak DSP software
Adjustable cool-down timer
Adjustable trickle rate & on/off
Cycle battery up to 9 times

AC/DC operation
AC Input 110V-120V
DC Input: 11V-15V
Twin Cooling Fan
Built-in thermo sensor
Reverse polarity protection
Overload protection
Overheat protection
1-year limited warranty

NEW Z-ZONE V11 MOTOR

THE MOST ADVANCED MACHINE MODIFIED BY INTEGY

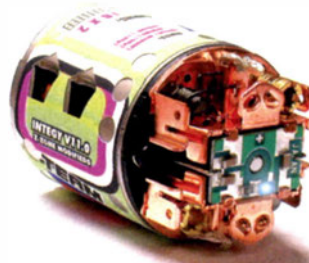
Accelerate your vechicle

High surface area copper hardware on motor endbell
Pro modify style motor can with optimized air vents
Built-in surface mount capacitors and blue LED indicator
Standard brush size and brush springs make tuning very easy
Accept 3.5mm Euro plugs, no more messy E8C wiring/soldering
Available in the following popular winds at your local hobby shops:

- | | |
|-----------|-----------|
| 10 Double | 17 Double |
| 10 Triple | 17 Triple |
| 12 Double | 18 Double |
| 13 Triple | |
| 15 Double | |
| 16 Triple | |



OEM Tear down
Inquiry Welcome



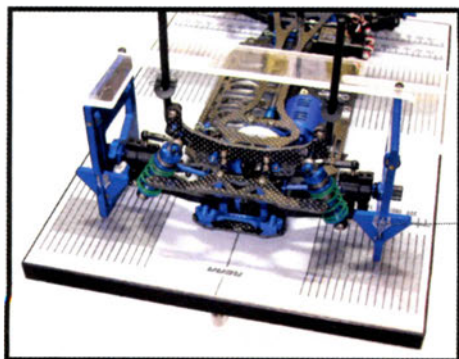
Team Setup Station 2

Ultra Precision Alignment Measuring Tool for 1/10 Touring Car

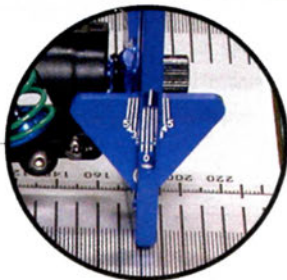
This is our new Setup Station for 1/10 touring car. The system works on both electric 190mm and nitro 200mm platforms. This new system uses ball bearing supports while moving parts are minimized. There is no wobble between machined parts and extremely accurate readings are now possible. This system is very easy to use, you can measure front camber, rear camber, front toe, rear toe, castor, steering angle, steering symmetry & camber changes. Medium size 3-point setup board and a limited edition professional carrying case are included.

Model#INT C22350PRO, \$129.99
available in blue, purple, red & gun metal color
* include standard size wheel nut (4), medium setup board, setup wheels and a limited edition professional carrying case

optional metric size wheel nut #INT C22305M, \$9.95
optional large setup board #INT C22348, \$49.99
optional setup wheel (4) #TOP T7012, \$27.99



Patent Pending



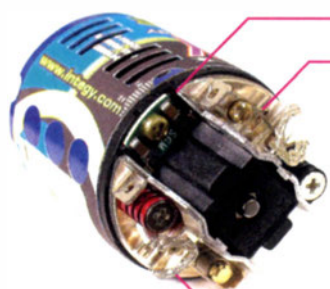
This next generation setup station provides incredible camber adjustment accuracy. A less than 0.25 degree sensitivity is visible while you are adjusting the camber linkage. This breakthrough is made possible using our exclusive design and a very special production process. All the reading marks are CNC machined with pinpoint precision.

By: **TEAM INTEGY**

New Racing Electronics for 2005

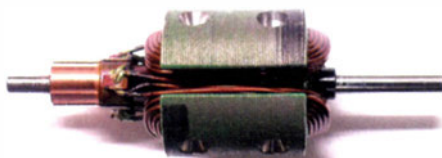
The MATRIX V10 MOD is the latest pattern wind modified motor from Integy. New extra high power wet magnets provide the low-end torque needed to accelerate your weight armature gets you the extra power throughout the our V10 armatures are coated with a high temperature electric short or premature armature failure and you get to choose the wire size that suit your racing.

vehicle. Our special super light entire rpm range. Best of all, epoxy coating to prevent any



3 SURFACE MOUNT CAPACITORS STOP GLITCHING

PURE SILVER HARDWARE FOR LOW ELECTRICAL RESISTANCE



PRECISION BALANCED LIGHT WEIGHT ARM FOR FAST SPOOL UP

CUSTOMIZED SPRING TENSION FOR DIFFERENT WINDS



OEM Tear down Inquiry Welcome

EURO PLUGS 3.5mm



C22364
3.5mm Euro
Plug Male (2)
MSRP \$4.50



C22365
3.5mm Euro
Plug Female (10)
MSRP \$7.00



C22366
3.5mm Euro
Plug Motor Post (2)
MSRP \$3.99



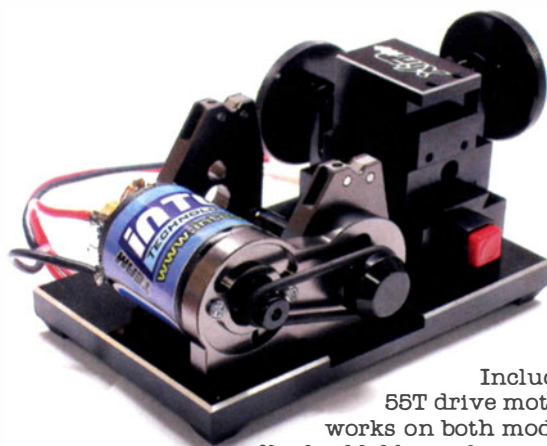
MODEL #E2034
List: \$155.99

INDi 16X405 D2

1-10cells AC/DC Battery Charger

Full featured charger & discharge for Ni-Cd & Ni-MH
Blue backlit 16X2 characters LCD display
AC/DC operation - internal 5-Amp, 12V power supply
Thermo sensor monitors battery temperature real-time
Adjustable deltaV from 3mV to 25mV per cell
4 user-selectable functions for both Ni-Cd & Ni-MH
Fuzzy Logic mode, auto discharge before charge
Charge mode, 0.1A to 5.0A adjustable
Discharge mode, 0.1A to 5.0A adjustable
Cycle mode - up to 3 cycles with cool down delay
Reverse input voltage protection (DC mode)
Built-in beeper indicates user mode selection
On-demand built-in cooling fan
Very easy to use and works perfect for:
GP3700, IB3800, Sanyo Ni-Cd/Ni-MH, Glow plug single,
12V battery, transmitter & receiver packs ... etc.
1-Year Limited Warranty

XIPP SUPER LATHE 3



Includes
55T drive motor,
works on both modify
& rebuildable stock motors,
solid carbide v-block armature supports with oil
reservoirs, dual axle design improves cut quality,
thick base plate reduce unit vibration, fine pitch
screw movement provides near zero backlash,
everything is in a compact, affordable and easy
to use package. Optional diamond bit #5101

* carbide bit included

List: \$139.99

No "XBB-R" decals?





Looks expensive, but isn't...relatively speaking.

Xray XB8R

Words: Stephen Bess ■ Photos: Jason Yu

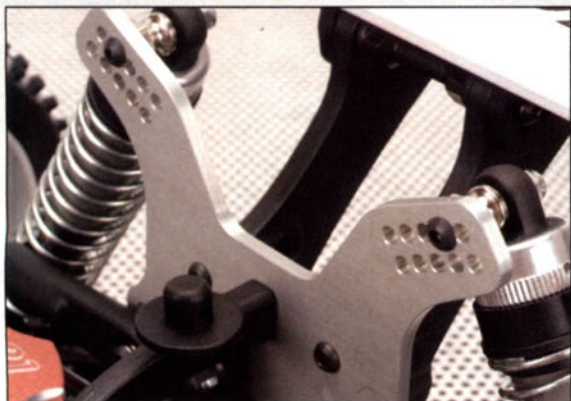
Luxury on a budget.

Buggy manufacturers have perfected the 1/8-scale buggy marketing game. They typically first release a base model version of their car with no option parts, and then release the full option "team" car shortly afterwards. Xray took that formula and ran it backwards with their XB8-series buggies, starting with their initial release of the fully optioned, "luxury" XB8 team car over a year ago. Now the market welcomes Xray's base version XB8R, which has surprised us all with a list of features that's far from base and closer to team than we're accustomed to seeing.

VEHICLE FEATURES

At first glance, it's tough to consider the XB8R anything but a full option team kit. Only when you compare the XB8R to its high end XB8 sibling do the R's cost-saving features become obvious. The R's full set of hex head machine screws, hard anodized oil-filled shocks, 7075 machined chassis, and hardened gear diffs are part of a hit list that's normally reserved for high end buggies.

3MM 7075 FRONT & REAR TOWERS



The XB8R's silver aluminum, 3mm-thick shock towers look simple, but are fully machined with smooth edges and a plethora of shock mounting positions. The towers' 7075 aluminum alloy makes them stiffer and less prone to bending in comparison with the cheaper 6061 alloys usually found on base model buggies.

CAPTURED HINGE PINS/ISS

The XB8R's suspension features the same geometry you'd find on the full-boat XB8, but without the extra suspension bushings to take full advantage of Xray's ISS (Integrated Suspension Settings) system. As shown in the photo, the XB8R's front caster is fixed at 15° with the single plastic bushing included in the kit, but can be upgraded to allow up to five different caster settings. Both the front and rear outer arm hinge pins are captured as well. To upgrade to full ISS ability, you can purchase both the optional front hinge pin plate and eccentric bushings (Xray parts 352320 and 352315).



SPRING STEEL CV AXLES

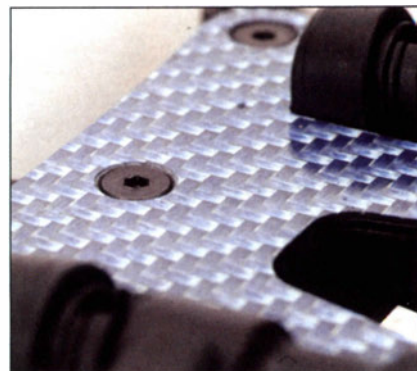


Just say "no thanks" to dog bones; the XB8R includes a full set of Hudy's exclusive "spring steel" CV-style drive shafts that are similar to those found on most full option team cars. The CV axles are completely rebuildable, and are less expensive than the XB8's universal drive shafts, helping to keep the R's kit price down.



BLUE GRAPHITE

The XB8R's upper steering plate and radio tray are both made of CNC-cut blue graphite, which adds a splash of color to the otherwise business class black and silver color theme. The 3mm-thick woven blue and silver plates are both lightweight and durable, enhancing the R's racy look.



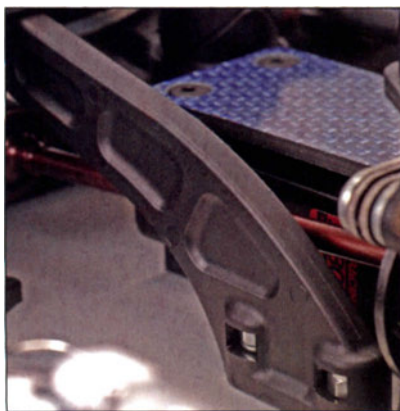


The XB8R is a full-boat buggy hiding in a budget-oriented skin.

**“ Building the XB8R is a pleasure
thanks to the
NEAR-PERFECT FIT AND FINISH
OF EVERY PART IN THE KIT. ”**

► PLASTIC CHASSIS BRACES

Look over the chassis and you'll notice two obvious plastic pieces where we're accustomed to seeing aluminum: the front and rear chassis braces. The R's plastic chassis braces are the most obvious cost-saving pieces on the chassis, but they serve a purpose as well—besides reducing chassis flex, their plastic design allows slightly more flex than their CNC counterparts, making them an ideal choice for rough tracks. Many of Xray's sponsored drivers use the plastic braces as a tuning aid on rough tracks.



BUILDING AND INSTRUCTIONS

Building the XB8R is a pleasure thanks to the near-perfect fit and finish of every part in the kit. Stepped bags allow you to open only one parts bag per step so you can find the required parts quickly and easily. The instructions are well written with full computer-generated graphics, but are not full color like the standard XB8's manual. Setting the buggy up should be painless as well, as the XB8R includes one of the most comprehensive setup guides anywhere in the building manual's back pages. Overall, the R's instructions are top notch, though they do miraculously exclude a single reference to thread lock! When building your kit, make sure to use liquid thread lock on all metal-to-metal parts or else your car will fall apart (as one of our nameless editors has experienced).



TESTING

Before running the XB8R, I first dialed it in using my trusty Hudy 1/8-Scale Setup System to ensure accurate camber and toe-in adjustments. I then broke in the Nova Max engine using a standard heat cycle method that lasted a total of approximately 7 tanks. It was then off to the track, where I ran the buggy for an entire afternoon at Thunder Alley Raceway in Beaumont, California and then again later for photos and racing at Pegasus Hobbies in Montclair, California.

Acceleration and Speed • With the Nova Max 5 port engine tuned properly and singing a crisp tune, the XB8R shoots off the line but feels slightly softer than some buggies. The R's initial 3.14:1 gearing is lower than what most 1/8-scale buggy racers are used to with a 14-tooth/44-tooth clutch bell/spur gear combination that allows plenty of top-end speed. Considering the XB8R's target market of novice and intermediate drivers, the higher gear ratio also smoothes out overly-zealous throttle fingers and helps make the car easier to drive. We clocked the R at 39 mph, which is excellent for any 1/8-scale buggy.

Rating: 8.5/9

Braking • The XB8R's brakes are excellent. Buggy purists may be accustomed to seeing dual- or triple-disc systems, but the R's

single disc brake works flawlessly. The buggy came to a screeching halt time and again, with virtually no fade even after extended, multi-tank enduro runs.

Rating: 9.5

Low-Speed Handling • I'm impressed with the R's low-speed turn in, even with its relatively limited suspension adjustments. The R's tuning is only limited when compared to its bigger brother, the full option XB8; otherwise, the R's setup options are on par with the rest of the buggy world. The R handles low-speed chicanes well, but when using the box-stock set up, I managed to traction roll repeatedly when the track was moist.

Rating: 9

High-Speed Handling • Stability and traction seem to increase as you drive the XB8R faster and faster, which is a positive trait we've noticed in the standard XB8 as well.

As speeds increase, the R seems to dig into the track and allow you to pull the throttle deeper into turns, which

OUR TEST GEAR

	Radio: Futaba 3PK, FUTJ32**, \$320
	Servo(s): S: JR Z8800S, \$85 / T: JR Z4800S, \$110
	Receiver: Spektrum, SPK1004, \$160 (w/Module)
	Engine: Max Power MX21M5, MX21M5, \$350
	Pipe: Max Power 02017, \$88
	Fuel: O'Donnell 30%, DTXP0432, \$12
	Receiver Pack: Reedy NiMH 1100mAh, \$25

CONNECT

FUTABA	ph: 217.398.0007 web: www.futaba-rc.com
JR RACING	ph: 877.504.0233 web: www.jrradios.com
MAX POWER (Imported by RC America)	ph: 800.519.7221 web: www.rcamerica.com
O'DONNELL	ph: 800.682.8948 web: www.odonnelltracing.com
SPEKTRUM	ph: 800.682.8948 web: www.spektrumrc.com
REEDY	ph: 714.850.8342 web: www.rc10.com/reedy
XRAY (Imported by RC America)	ph: 800.519.7221 web: www.rcamerica.com
ANDY JACOBSON	Pegasus Hobbies ph: 909.982.6507

This sucker is fast.



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typically translates into lower lap times. The buggy's box-stock 350 wt. shock oil seemed too soft, so I refilled the front and rear shocks with 40- and 35-weight Associated oil respectively, and the car seemed even more stable than before.

Rating: 9

Rough-Track Handling • Thunder Alley's track was fairly blown out during testing, which was fine with me since it's an off-road track. The XB8R didn't seem to handle the deep ruts well, however, when compared to some of the other buggies on the track. Compared to its market competition, however, the R has the capability to be one of the most stable cars of the bunch thanks to its extended soft suspension arms and high-quality shocks. I managed to roll the car several times while traversing rutted sweepers and turns, and the car didn't like to be pushed hard through ruts. Overall, the car handled the ruts well, but did feel unstable enough to make me slow down more than I would have liked.

Rating: 8

Jumping • Jumping the R is like jumping any other 1/8-scale buggy; it's awesome. Pull the throttle, get a good approach, and watch it soar. Off-camber landings can cause the buggy to get unsettled, but the majority of the time the buggy just soaks up the landings. I increased the R's caster setting to the maximum to help it feel more stable through high-speed turns, and it seemed to increase the buggy's stability when landing off of jumps as well.

Rating: 9

Wrenching

Maintenance • I thoroughly enjoyed wrenching on the XB8R due to its high quality parts and the accuracy with which everything fits. The car practically fell together when building it, and wrenching on the car is equally as satisfying. Its rare to find such high quality parts on a "budget" version kit, but the R's components are on par with other brands' pro-level kits. The full hex-head steel screw kit is also easier to wrench with than Phillips-head screws, making it even better to work with.

Rating: 10

Wear and Tear • After several hard weekends of running, the R walked away unscathed. I did notice one issue, however, during hot weather running—the bushing inserts on the front arms managed to rotate inside the cutouts. Not only do the caster settings change when this happens, but the bushings could potentially walk out of the housings, causing the pins to fall out. This seems to be a liability of the soft front suspension arms, but the extra length and forgiving handling they provide tends to make them worth the risk.

Rating: 8.5

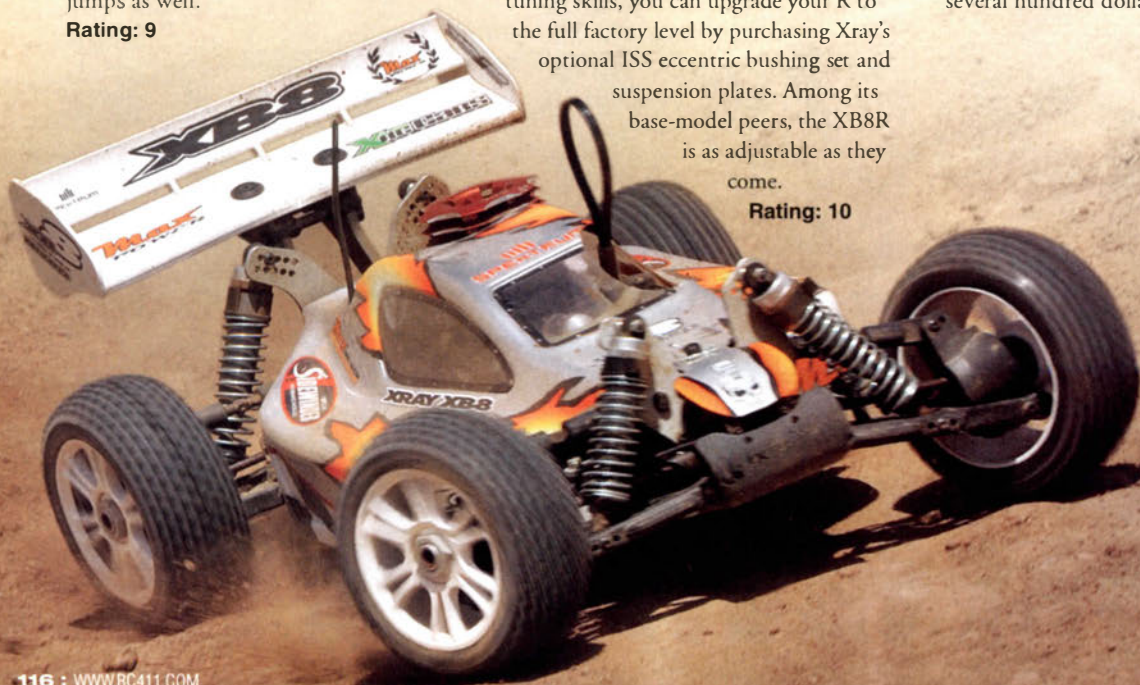
Tuning • The XB8 is arguably the most adjustable 1/8-scale buggy on the planet, and its little brother, the XB8R, isn't too far behind. A multitude of shock and camber link mounting holes, wheelbase, caster, and Ackerman settings provide more than enough adjustments for club racers. In the event you become confident in your tuning skills, you can upgrade your R to the full factory level by purchasing Xray's optional ISS eccentric bushing set and suspension plates. Among its base-model peers, the XB8R is as adjustable as they come.

Rating: 10

SCORECARD	
SCALE RATINGS: 1=POOR • 10=EXCELLENT	
8	INSTRUCTIONS
10	PARTS QUALITY/FIT
9	DURABILITY
8	TUNABILITY
9	OVERALL PERFORMANCE
9.5	VALUE
+ HITS	
- Value kit that still includes premium components - Near perfect fit and finish - Excellent performance and upgradeability for the price	
- MISSES	
May be too "pro" for some beginners	

Conclusion

Xray has hit a home run with the XB8R buggy kit. Found at a street price of \$495, you'll be hard pressed to find another buggy of similar quality, performance and adjustability. After re-reviewing the standard XB8 in last month's 1/8-Scale Buggy Cage Match, we know that the car is capable of performing against a field full of top-level cars. At the highest levels of competition, small handling issues will be noticeable but for the XB8R's intended audience, it's doubtful they'll be a problem. The XB8R's biggest draw, in my opinion, is that it's arguably the exact same car as the full-boat XB8 with only a handful of premium options missing for several hundred dollars less. ☺



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paulson

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RACE 2
CHAMPIONS



02H04

IFMAR
WORLD
CHAMPIONS

2004

IFMAR
WORLD
WARM-UP
CHAMPIONS

WORLD CHAMPIONS

Off Road 1/8

Off Road 1/8

Hydro

Dragster

Warm-Up

: Degani : Kanai : Brown : Campbell : Vick : Paulson :

Xray XB8R

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

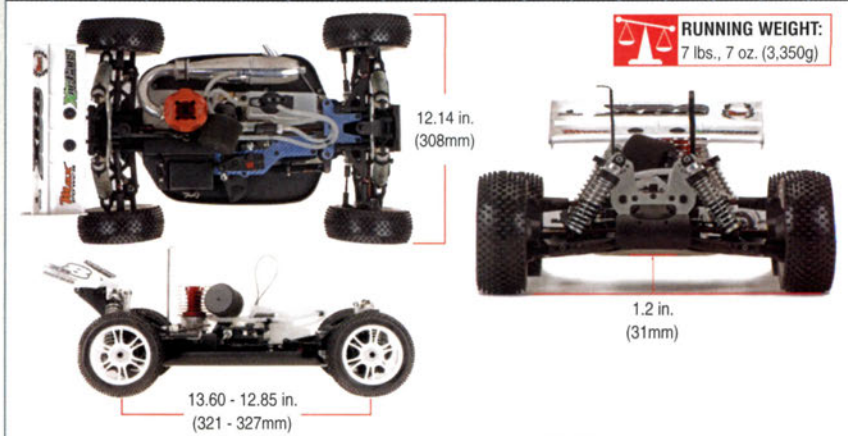
CONNECT:

MANUFACTURER: Xray (Imported by RC America)
PHONE: 800.519.7221
WEB: www.rcamerica.com

VEHICLE INFO

VEHICLE: Xray XB8R
SCALE: 1/8
TYPE: Nitro Buggy
PART #: 350100
STREET PRICE: \$495
PRICE AS TESTED: \$1650 (including all items used for testing)
BUILD TIME: 10 hours
EXPERIENCE LEVEL: Intermediate

DIMENSIONS



TECHNICAL INFO

BODY, TIRES, WHEELS

BODY: Pro-Line Crowd Pleaser
TIRES (F/R): Not Included
HEX SIZE: 17mm
WHEELS: Xray Starburst

SHOCKS

BODIES: Hard anodized aluminum
DAMPING: 350 wt. Xray silicone oil
PISTONS: 1.5 2-hole
SPRINGS: Xray Silver

CHASSIS

LAYOUT: Lower plate with upper deck
THICKNESS: 3mm
MATERIAL: 7075 aluminum
FUEL TANK CAPACITY: 120cc

DRIVE TRAIN

TYPE: 4WD Shaft
DIFFERENTIAL: Silicone-filled gear (3)
DIFF FLUID: Silicone
AXLE TYPE: CV-style
TRANSMISSION: Single-speed
SPUR GEAR MATERIAL: Steel
CLUTCH: 3-shoe
BEARINGS: Rubber-shielded

SUSPENSION

TYPE: 4-wheel independent lower A-arm with adjustable upper link
TURNBUCKLES: Spring steel
STEERING: Dual bellcrank with integrated spring loaded servo saver
SWAYBARS: Front and rear included

GEARING

PINION/SPUR: 13/46
GEAR RATIOS:
PRIMARY: 3.53:1
INTERNAL: 3.33:1
FINAL: 11.75:1

ITEMS NEEDED

.21-size nitro engine, tuned pipe, transmitter, throttle and steering servos, receiver, fuel, glow igniter, tires, foam inserts, CA glue, receiver battery, paint, basic tools.

MAIN COMPETITION

Kyosho Inferno 777, Mugen MBX-5, OFNA Hyper 7.

WHO IT'S FOR

Entry level to intermediate 1/8-scale buggy racers.

Catchin' some air baby!

POWERPLANT INFO

The Nova Max Power M5 is a premium version of Novarossi's P5 engine. Tuned to Massimo Fantini's specs, the M5 receives "factory" treatment in the form of a drilled and lightened crankshaft with an epoxy ramp, a deep "turbo" cut on the counterweight, and revised induction timing to provide increased power and acceleration. The M5 punches to maximum power smoothly and quickly, with a strong peak and gradual taper to redline. Our M5 performed well but took quite a while to break in, even compared to other Italian engines that are notorious for requiring 1 gallon or more for race-ready performance. Give yourself plenty of break-in time, and the Max Power M5 will reward you with tons of power.

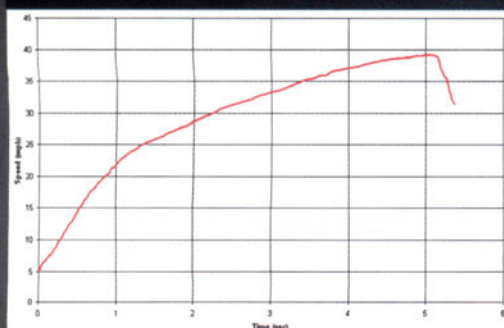
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION 2.21 sec. @
(0-60FT): 28.7 mph
TOP SPEED: 39.2 mph @
215 ft.
AVERAGE RUNTIME: 7 minutes



ENGINE DATA

ENGINE: MX21M5
BORE x STROKE: 0.639 in. x 0.66 in.
(16.26mm x 16.80mm)
DISPLACEMENT: .21 in.³ (3.49cc)
FUEL: O'Donnell 30%
PIPE: Max Power 02017 Off-Road
PLUG: Standard
PEAK HP*: 1.35 hp @ 24,500 rpm
PEAK TQ*: 55.68 oz.-in. @ 21,000 rpm
PEAK RPM*: 38,250 rpm

*Results as tested.

NEEDLE SETTINGS

HIGH: 1 turn in
LOW: 2 turns in
MID: N/A
OPERATING TEMP.: 250° F

PERFORMANCE INFO

TEST CONDITIONS

WEATHER: Sunny
TEMPERATURE/HUMIDITY: 90° F / 29.97%
BAROMETRIC PRESSURE: 29.97 in.
ALTITUDE: 652 ft.
TRACK TYPE: Loose Dirt

HANDLING

TURNING RADIUS: 5 ft., 7 in.
ON POWER: Slight Push
OFF POWER: Neutral

BRAKING

CONTROL: Excellent
FADE: None
OVERALL BRAKING: Excellent

Surprisingly, not as much power as we expected.

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MONSTER**

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August '05



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RACE TUNED FEATURES



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2.6 hp



ROAR PRESIDENTIAL RICK WILSON

Interview By: Derek Buono

Racing is an integral part of our hobby, and to some it can be considered the roots of where we are now. While some manufacturers struggle internally to validate the money spent on racing, it's easy for me to see that you can't put a price on the credibility racing brings to a company. ROAR is currently *the* RC racing sanctioning body in the USA and has been so for as long as I've been in the hobby, and even years before that. There have been other attempts to form organizations in the past, but most have come and gone. Any person or organization that puts their neck out in the public spotlight will be critiqued more than those who hide in the shadows, and ROAR has been under fire from more than one angle over the past few years. Those familiar with the past ROAR Presidential election know that it was one of the most controversial, but yet still yield less than a 10% voter turnout. The two people running were as polar extremes as you can want. Both spoke of changing things and making things better, but only one would get the chance. Rick Wilson seemed to have come out of the blue to win the election, and many, including myself, didn't know who he was—and that's not always a bad thing. But what he did win was some of the toughest criticism the organization has received in a long time, and lots of it coming from these pages, and in particular from me. It's not that I don't like Rick, it's just that I think racing can be so much more than it is and I wanted to see some changes. Over the past year those changes have come like locusts, and those things that did change didn't always seem to be for the best. We had some major anger at the ruling to allow brushed and brushless motors to run together two weeks before the Carpet Nationals, and we've had spec tire rule changes that seemingly caused teams to pump their fists. And you had some people that seem to just hate everything ROAR does. After the past in-depth interview with Ernie Provetti, ROAR wanted a chance to speak. In all honesty I wasn't sure how ROAR would come into this and how they would look after talking about some of the issues that infest message boards across the internet. This wasn't going to be a witch hunt, but it was a chance for me to get some of those questions answered and learn more about what's going on behind the scenes of our largest racing organization. I sat down at a local Starbucks with Rick, and over a Grande Ice Carmel Macchiato and an espresso brownie I spoke candidly with the current ROAR president about what's going on in the world of ROAR.



Do I have any bats in the cave?



Back rally Mike Velez?

Derek: I, for one, don't know too much about you. For me and for the people that may not know much about your RC history, how long have you been racing and how did you get involved with ROAR?

Rick: I started racing in the mid 80s. I raced off-road electric. I started with the Tamiya Frog and moved up into the RC10s and Yokomo Dog Fighters and grew from there. I've raced electric on-road, off-road, 1/12-scale, 1/10-scale; I've raced almost every class and every scale throughout the years of racing. And I've done it just because I like it. I've done it for the fun.

At what point did you get interested in ROAR, and how did that lead to you running and eventually being elected ROAR president?

I became a member because I started racing ROAR races like pretty much everybody else who's a ROAR member. We show up at a race that's a ROAR regional and they say I have to be a member, and I became a member. Just like I became a NORRCA member to race at their races and other organizations' races. I became interested in ROAR and helping the organization when I was racing out at a club and racing parking lot races. It seemed like the hobby of everybody in the pits was to sit around and complain and bitch about the club and the organization, but nobody ever did anything. I was friends with Ron Paris, he was the region director at the time. We started working together; I became a bit of an assistant to him and moved into his position at a point and served as a region director. I worked as a promotions director for ROAR and then ran for president.

Where do you see ROAR heading in the years to come? There's been some pretty vocal opposition to the way things have been handled or run in the past year, are we at some turning point or is it business as usual?

I think it was business as usual for a long time. I think that the direction we need to go, and it's a long process of making changes because every change is a decision by a committee, so you have to get a group of people to agree to any given decision. But the direction it has to go is back to fun. It has to lose the impression of coddling to team drivers or manufacturers, and bring it back to the 6,000 members that are out going and racing for fun. We need to really make it fun and make it important to win a ROAR National Championship.

Is that a grassroots campaign, something that you change at the bottom rather than trying to change the pyramid from the top down? I think there are levels of racing, going up to where a lot of guys are doing this professionally where it's not always fun. Like we spoke about before, a job becomes a job no matter what you're doing...if you're racing a toy car or if you're Santa. So don't you think it has to start at the bottom?

I think it has to change from the club level up. We need to increase the importance of winning at a club level so that when you get to a national level you felt like you actually earned your way up and built your way up. But it obviously has to start at the club level. We have to find ways to support the tracks better. We have to start on that level.

Are there any plans for ROAR to set up some sort of structure where you start off as say an amateur and graduate up the ranks so you don't have a career stock racer?

When I first got involved, having an amateur level was thought of as "what's the point?" Everybody kept saying if you're going to win a National Champion you should be the best and only the best should win. It seems like with racing on a local level if you split it up to have a pro level and amateur level, you see that people are having a better time. You see that you kind of divided it to a point to where you don't have some local kid in a heat with Barry Baker and being so intimidated that all he's doing is pulling over and not having a good time because he's just trying to get out of the way. There has been a lot of discussion of how to bring amateur level racing back to ROAR. I don't know if it will get up to the National level, but at least on the lower levels leading up to the Nationals it is definitely a topic of discussion, as in how do we do it, how do we build it in...and divide the people. Do we just self divide? Do I just choose what I am myself? Or is there a point where the race director looks at you and says you are the guy who keeps on winning at amateur level. I know you like trophies but it's time to move on.

There must be some issues or problems with ROAR that you see. What are they, and how do you think they will be resolved, if not by you then by the next president?

I see that right now there's a feeling that we're an organization built around national champions and not around a membership. We need to feel like we are catering to the 6,000 members, not the 50 professional drivers. The Nationals are great, the Nationals are incredibly important, the Nationals get you into the IFMAR World Championships, but we're an organization of 6,000 people that are all going out and racing for fun. We need to work on that, we need to work with our region directors to work on a local level.

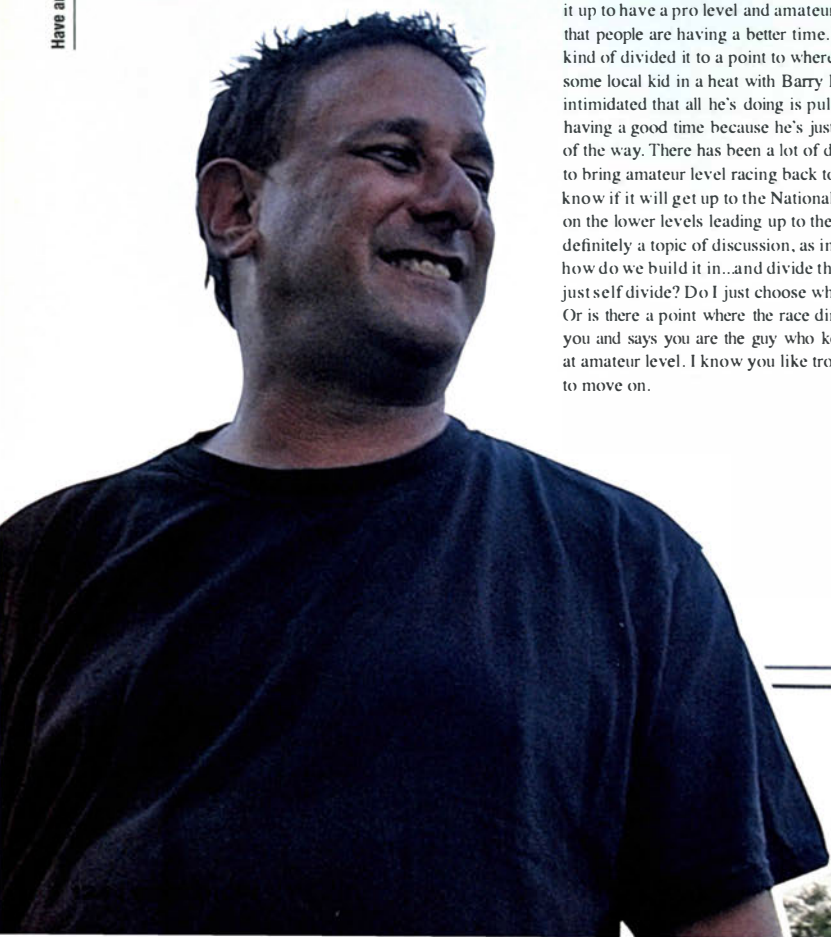
Is that the only fault?

I think, umm, one of our faults that we are trying to improve upon is communication. We're out there, I'm out there, Dawn Sanchez our Promotions Director is out there, we're accessible and online and actually talking to people. Whereas in the past people have been a bit afraid to be exposed to the membership. We put ourselves out there and exposed ourselves to the membership. But even so, we still need to get the message out about how the organization runs. We're constantly re-explaining how decisions are made, how this decision came about. An individual human being will be blamed for a decision when really it was a group of people amongst a group of people in a group of people that helped make this decision. And now somebody is taking the heat for something they only presented. I think the more we can show people how it works the more people will get involved, and the more people are involved the better we'll be.

Let's talk about REV-UP. ROAR is required to publish this as a non-profit organization, but it seems to be more of an inter-office memo bitching about things rather than something to help promote the organization to its members. What are your thoughts on REV-UP?

I don't disagree with you at all. I used to be a region director. I used to be obligated to write articles. The content we're putting in REV-UP is not that interesting to the majority of members. People read about their own region, and they read nothing else. We're not utilizing this tool as well as we should be, and if we can't do it right in its current form we need to readdress and re-invent it. In my opinion right now REV-UP can be three pages long and be just as good. And we can save a stack of money and utilize it for other things, versus what it's being used for right now. Content is king and we're not providing that content, we're not looking well enough at what's being offered up to be put in and to help region directors learn how to provide better content.

You mention that region directors are obligated, and I've heard that region directors are paid something like \$100 to submit. Even with the obligation and the pay it seems that people aren't submitting their articles. I don't even think you've done yours in the last three issues.



The way that it works for the region directors is they are reimbursed indirectly for the money they've spent. The reimbursement comes through providing articles for REV-UP. The only people that get that money are region directors. The Executive committee has two meetings a year where the expenses are paid for. Other than that, we don't get a nickel for being involved with ROAR; we're doing it because we want to. The region director setup has been changed recently. It used to be based on the number of members. Big regions got a lot of money little regions got a little. It was based on how many members signed up again and new members. We went to a more fair system where everybody is paid \$100 after you turn in your article. But again, it's not enough motivation. The money isn't doing. We need to help the region directors and help them pay their travel expenses and all the things they are doing, but it's not help on the side of REV-UP. REV-UP needs a reinvention. It needs to go electronic; we need to have people to be able to access it electronically. We've been working on our new website that everybody can go check out while it's under development www.revup.org and REV-UP will be online and available through that medium. And if we're not going to use it we need to look at ways to save that money for organizing Nationals.

A lot of ROAR volunteers are always quick to point out their doing it for free. Personally I wouldn't volunteer for something I don't like. If you're not going to fulfill your obligation you volunteered to do, why bother being there in the first place? Why would ROAR support these people, or better yet, why not flush them out so we have the right volunteers in there. I wouldn't expect a Red Cross volunteer to be angry at the Red Cross; they do it because they want to.

I wonder the same things constantly. I respect the fact that our region directors have a variety of opinions and at times they are happy with decisions and at times they aren't happy with decisions. Publicly they don't

always support the organization, but in the background they are always working towards racing in their local area. The people that are willing to volunteer are very vocal people. I don't always agree with them, but I don't always disagree with them either. Some of the comments they've made have been in an effort to make ROAR better even though the tone may have sounded like "ROAR sucks." They are really trying to make ROAR better. We can't just think "Oh my God you hate ROAR, why are you involved?" We have to read between the lines and see what they're saying to help improve ROAR.

What areas do you think ROAR has improved in or accomplished in the past years?

Membership builds. We're at record highs for membership. We're open in communication. We're making decisions based on committees of people that are involved in the classes rather than a small group of people making decisions for everybody. When I came into ROAR, everybody kept saying there was back room, exclusive group of people making decisions for the whole, and I believed it. But we absolutely don't do that anymore. It's absolutely a group of people involved in the classes.

You say "any more" as in it was done that way in the past?

It was a perception, I don't know. I had that same perception. But I don't know if it really happened or not. But it truly was how we felt as racers. Oh, the ROAR President has deemed it so! That's absolutely not the case and we've fixed that by restructuring things into committees. We're looking to take over ownership of the Nationals. Take over responsibility. In the past and right now ROAR events are run by the host track. ROAR comes in and supplements that with limited intervention and we really let the host track run the race. And because of that we're really at the mercy of the host track. We investigate the track, we

have the region director and committee look and see if this is an appropriate track to have the race. But things change, things change from the time somebody bids on the race to the time they actually have the race. The Nationals feel like they've gone out of our control to a degree. Our recent proposal is to come in as a race management team. Come in with all ROAR officials, run the race and take absolute responsibility. And not be able to point the finger at Joe at this track and that he can't run a National and it's not our fault. The days of "it's not our fault" are over and done.

You touched upon my next topic, that it seems we're scraping the bottom of the barrel for tracks to hold Nationals. It seems to some that hosting the Nationals is sort of a jinx, that soon after hosting a Nationals tracks have closed down. Is holding a National Championship a money-losing event for a track?

It shouldn't be. The tracks have had all control in running the Nationals, so maybe they made some management decisions where they spent money—but didn't need to—trying to make improvements. We offered the race to the track as the track was the day we offered it. Changes and improvements that are made by the track owner don't always have to be made because they can be very expensive. If we come in and actually run the race we can actually guarantee revenue. We can walk away and say you will make a profit. We'll collect entry fees, we'll manage the money and when it's over we're a non-profit organization so every nickel we make gets turned over to the track. They make money, we have a good race that we can be responsible about and it seems like everybody should be happy.

ROAR membership is about \$30. What does that give to the racer and why do you think every racer and track should belong to ROAR?

Maybe we should all be more involved?



"I worked as a promotions director for ROAR and then ran for president."

The reason we should belong to ROAR is because we feel we're part of an organization that we're proud of. I mean it's \$30, which equates to 50-something cents per week. So the amount of money is limited. We spend more than that on a set of tires we use once and throw away on any given race day. I think that the reason the majority of us did join ROAR is that we showed up at a race and they said to be a part of this race you have to be a part of ROAR because we need the insurance. Again if we can bring it back down to that grassroots level and make people feel proud to be in ROAR and proud of the organization, the money for entry and membership fees will seem like nothing. Again it's making people feel like they're a part of an organization they feel makes a difference and they're cool about it. They'll have ROAR stickers on their car because they want people to know they race these cool toy cars.

Promotion is something that is talked about a lot. ROAR has a Promotions Director, but from things I've read and heard it seems that ROAR only wants to focus on promoting to racers already in the hobby and ROAR racing events. What's ROAR's take on the promotion of racing to those outside of the 150 people at a race?

The mission of ROAR is to be a racing organization. We're the rulemaking and sanctioning body for a big picture of a giant hobby. We cater to a niche group within the hobby. So our real focus is on racers because we're the racing organization. We're not the national hobby organization. We have limited budgets for promoting, but we try and promote to the people from within. We honestly are trying to show that the people from within are working with the magazines, a publication, the local media, but our real goal is to support racing and provide fun, fair, and competitive rules for racers.

If ROAR can help grow the amount of people seeing racing by putting on a race in a higher profile area,

that would draw people into the hobby and eventually feed members into ROAR. Right?

It makes absolute sense, and we've had races in parking lots and in colleges. But the racers sometimes feel that they are coming to the Nationals, why are we racing on a parking lot? You and I may see the reason for racing in more of a public area, rather than a track where only racers come to watch. We want to make sure we put a ROAR Nationals at a track where it gives the opportunity for the best driver to win. And people come and feel they had a great race. The regional level is where we bring it public. We've been trying to get some demonstration races at places like the X-Games or the Long Beach Grand Prix. We're trying to build it up from there, from more of a demonstration type of race than a national. We'd have to sacrifice the quality of a Nationals to become a promotions company versus a racing company.

Does ROAR consult manufacturers when rules are being made, and what's the process of a rule change?

The process of rule changes are the same for everybody from manufacturer down to member. You submit it to the class committee, the committee discusses it, it gets brought up to the Ex Comm and it's always talked about. On top of that I'm on the message boards for a ridiculous amount of time. I work for an online company, so I'm online 24/7, so I'm commenting on some, and reading others. I cut and paste everything and bring them to the meetings. And if it doesn't naturally get talked about I grab my paper and bring up that people are talking about this what should we do. We do talk to manufacturers for rules and classes. We have a group of manufacturers called the affiliate members. We want to make sure we create rules that are not impossible to enforce, first and foremost. If we're making a change to the scoring system, we need to talk to the scoring software companies and make sure we're not creating something that doesn't work. If we're creating a new

rule about porting an engine or new tires we have to make sure we're not randomly coming up with a rule that sounds great on paper but that manufacturers won't follow or make. If we make a rule that all tires have to be 30mm and everybody is making them 31mm...then we made a stupid rule. It doesn't work, so we have to talk to manufacturers.

Speaking of odd decisions and rules, the brushless legalization has been one of the most controversial in a long time. If I'm not mistaken, in Europe they made an announcement and gave a year's notice that the new systems would be allowed in racing. Compare that to the 2 or so weeks here. It almost seems that ROAR was forcing a technology change as soon as it was ready. Why not have the two technologies separate, and if brushless is the better technology, then racers would gravitate to that, wouldn't they?

Brushless has been a controversial decision and the way we did it at its first national event was too rushed and it was admittedly a mistake. Everybody in the Ex Comm was the first to admit it and learn from our mistake and move on to make better decisions in the future, and in a situation that doesn't feel so rushed. Brushless on an international scale is here this year. We on the IFMAR class do make an effort to use IFMAR rules to keep things the same. From what we've seen it's not a huge advantage to use one or the other right now. People are winning with brushed and brushless motors. The Nats where we had the controversy they split the wins and both classes had to go to triple A-mains to make the decision. Both technologies are good. We want the racers to be able to make their own choice and use the technology they want.

The cost of racing is something that is talked about a lot. What is ROAR doing to help reduce the expense of racing at big events? Do we really need to be at the track for five to seven days?

Rick came out to Revelation to run some 1/8-scale on-road.



"I've raced almost every class and every scale throughout my years of racing."

We've already reduced it once. It was reduced down to a 3-day event already. We've reduced the number of days, which in turn reduces the number of people who can participate. If you compare us to a race like the Snowbirds where it has 400+ people and compare that to a ROAR race with 200+ people it's really based on time. It's based on how many racers we can move through the event. Part of it is the number of qualifiers we run. And to reduce the number of days we have to reduce the number of qualifiers. That's got to be something that the racers are willing to accept. The other forms of racing, I raced bicycles, we didn't have qualifiers. We came; we showed up, we raced. You didn't have an opportunity to qualify and move up and practice, practice, practice. You did that at home. Because we set up a system of multiple qualifiers we set up a system that takes a lot of time. On the pricing in general, I personally don't believe that ROAR should be in the business of determining prices of products; it's not our job and it's not what we should do. I'm an entrepreneur myself, if somebody told me what prices should be I would say "what are you talking about." I don't know what it cost to manufacture a car kit, so for me to tell you can only charge \$150 for your car kit that's really unreasonable. And racers naturally become obsessed and want to buy the best stuff and there's no reason we should stop them from being able to do that. It comes on a racer level rather than a rules level.

On that logic, why does ROAR have some price limits on some things and not others? Stock and mod motors have limits, but not batteries or nitro engines?

We inherited the rules of the price caps. Me, as a single vote in a group of seven amongst a multitude of committees, if I could turn it around today right now I would eliminate all price caps. I think that it's very random and very strange that they picked very specific little pieces to price cap and not other things. I'm personally opposed to price caps.

Teaching a race always seems to bring up some trouble. We rely on the track and sometimes people that may not know what they are doing. Is ROAR trying to fix this issue?

It will be fixed to an even better level because we are trying to have a standard set of humans enforcing a standard set of rules utilizing a standard set of tools. The tools are being made right now. For some classes they are done and for other classes they are still being built. Even if we handed the same set of tools to ten different people to use, we're still going to get ten different ways to do it even if you lay it out step by step. By bringing in a race management team with the same people doing it you can have some consistency. The race management team is really going to be what brings in consistency and the feeling like I won because I won, not because of a decision that was made.

There are some rumors that have been floating around and I want to clear them up. One of them is that there's a motion that in order to become ROAR President you have to serve on the Ex Comm for one year. Is there any truth to that?

There is a motion to get some guidelines in place for people to be elected officials. There are only two elected officials in ROAR. There's the Vice President and the President. The votes of those two people are equal to everybody else. So my vote is no more important than the Technical Director's vote. But I am an elected person. I honestly do feel that to be one of the elected two positions that you have to had some experience in ROAR. It doesn't have to be on the Ex Comm. It would have to be being a region director, worked on one of the committees, or at least something; we want you to have experienced the internal workings of ROAR to be one of those two elected people.

The other rumor is that ROAR is considering separating factory drivers from the average Joe?

That's a rumor. There are conversations on how you may enter a Pro class, but its just conversation at this point. We honestly don't know if it's the best move or how you would do it. You get to the national level and two thirds of the guys there have some sort of level of sponsorship. Either they get a discount from their local hobby shop and they run stickers, or they're fully

sponsored. Or they're getting free tires, everybody is sponsored all of sudden, so is everybody a pro? It's a very fine line of who we determine fits the criteria of a pro driver. Is it in the best interest of racing to have them separated? Maybe, but it really needs to be discussed as to how to absolutely do it right and do it right the first time rather than *re-invent and re-invent it* until we screw it up.

You're up for election this year? How long is a term?

I'm in the middle of the term right now and up for re-election next year. They are two-year terms. The Vice President is up for election now.

Do you plan on running again next year?

I will continue to run for President for as long as I feel I'm making a positive impact. The day I feel like things are flattening out or the positive impact isn't happening, then I should just be racing and not helping to run things. So right now it feels like positive things are happening. Positive things are happening much more slowly than I'd like to see them happen, but since we're working with approval by committee everything is slow. Everything takes convincing a group of people to agree on what's good for a big group, and that doesn't happen fast. It definitely doesn't happen fast enough for what's in my brain. <Laughs> ☉

"I will continue to run for President for as long as I feel I'm making a positive impact."

UNDER THE SCOPE

>> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT

EPIC SHOCK

ELECTRIC MODIFIED MOTOR

Words: Derek Buono

There are several things out there that can give you a shock. You can lick a light socket, or you can get a surprise thumb while Roman Greco wrestling, drag your feet on carpet and touch a door knob, or you can do the smart thing and just look into the new EPIC Shock Modified motor. It's no secret that EPIC is a sister line to Trinity, but that's where some of the similarities between their motors end. Trinity has their flagship mod motor with the Cobalt, and EPIC now their own flagship model in the new EPIC Shock. The Shock is EPIC's offering for those who want the advantage of an aluminum endbell, and long life silver brushes. It was good enough to allow Ryan Cavalieri to take the recent Worlds Warm up, but is it good enough for you to shock your friends?



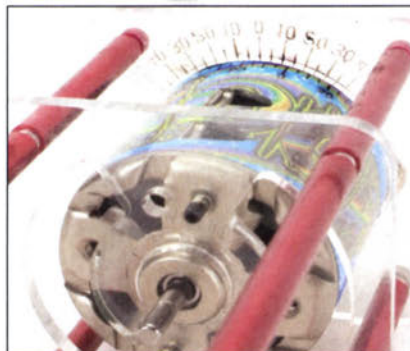
With that sticker it should be the EPIC Trippin'.



The Shock can use all of the current springs along with pre-existing P-94 brushes.

Testing

On The Dyno • Just like real engines, electric dyno queens produce great numbers on a dyno, but the place that it matters doesn't reflect those numbers. Simply looking at dyno numbers can tell you a lot as a racer or make you spend the rest of your life on the dyno. So by looking at these numbers we can safely say that the new EPIC shock had some good results. Watts are the horsepower of electric motors and the Shock threw down a respectable 145.81 W @ 16,553



Not a huge problem, but using any of the current timing jigs results in a +10° error.

rpm and spooled to a peak 30,868 rpm @ 3.4 seconds (5 volts). Torque was at a healthy 141.94 Nmm and peak efficiency was a very good 50% @ 24,004 rpm.

On The Track • Dyno queens tend to suffer when placed in a race car on the track, and as a racer, on-track testing is really the only place where a motor's performance matters. I strapped the Shock in to a Yokomo MR4TC BD and headed out for some testing. I rolled on the throttle and started

SCORECARD
SCALE RATINGS: 1-POOR • 10-EXCELLENT

CELEBRITY EQUIVALENT RATING

9.5

Jessica Simpson

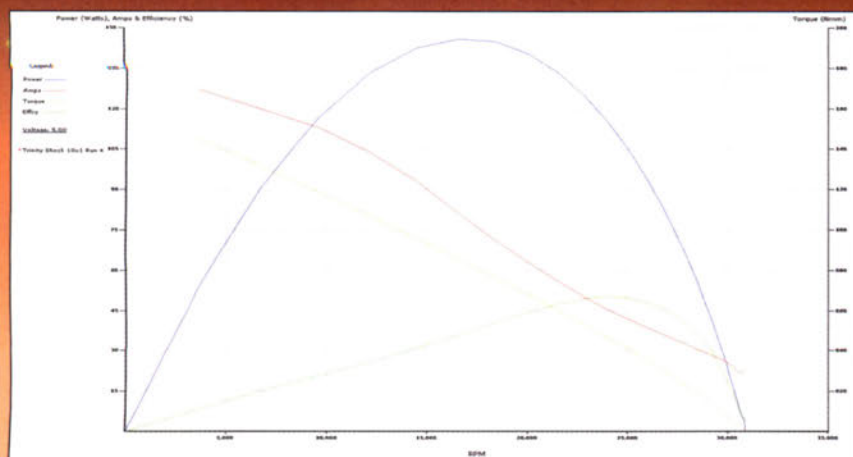
HITS

- Aluminum endbell design with tons of cooling fins
- Uses existing brushes from Trinity/EPIC
- Uses standard springs
- Linear power delivery

MISSES

- The endbell doesn't line up in timing jigs to give a correct reading
- Difficult to solder to tabs

CONNECT
MANUFACTURER: EPIC Motorsports
WEB: www.epicmotorsports.com
PHONE: 732.635.1090
PART NUMBER: EP1145
STREET PRICE: \$70



to get a feel for the motor. My impression of the motor was very good. It was smooth and had a great power band. There wasn't one specific point where the power felt like it kicked in. Delivery was linear and out of the corner it felt really good to roll to full throttle. Low end power wasn't abrupt and that's generally good. You don't want to have a motor that comes on too strong from a stop. I ended my impromptu

parking lot test and packed things up for some track testing. Much like my fun in our parking lot the Shock on the track wasn't shocking in any negative ways. It provided smooth linear power and the runtime that I expected.

Conclusion

This is the first motor from EPIC that is true a step away from the Trinity line. Its

FEATURES

- Aluminum endbell dissipates heat for longer brush and commutator life
- Epoxy balanced
- Billet brush holders transfer heat better and makes for a better brush fit
- Cooling channels in brush holders keep brushes cooler running
- XXX long lasting brushes, make more power and run longer
- Purple springs
- Dual ball bearings
- EPIC FB-9 magnets
- Adjustable timing

unique brush hood looks cool and keeps the motor cool. At no point did the power fade through the run, which is thanks to the XXX brushes, and even on the super hot black top that topped 125F the brushes showed no sign of unsoldering from the tabs. Ryan Cavalieri won the IFMAR Worlds warm up with this motor, which is a good sign that this motor is ready to perform at the highest level. ☼

BURNT ENGINE? BLOWN GLOW PLUGS? IF YOU RUN NITRO, YOU NEED A TEMP GUN!

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Pre-painted, trimmed body with decals applied!

AVAILABLE OPTION PARTS

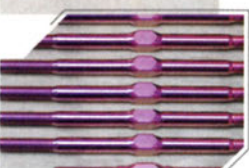
We offer a wide range of option parts to maximize the speed and performance of the RTR Nitro MT 2. Visit our website for a complete list of parts at: www.hpiracing.com

72176



Performance Air Cleaner

72227



Titanium Turnbuckle Set

72036



Aluminum Hex Hub Clamp

1617



Nitro Star 1699 Engine



READY-TO-RUN OFF-ROAD!

The Nitro MT 2 is a complete revision to our original Nitro MT 4WD truck. Our goals were to make it faster, stronger, and more "Ready-To-Run" than ever before. Meeting our speed goal was easy, we added a more powerful T-1 engine and an aluminum high flow tube header. To make the entire truck stronger was a bigger challenge, the shaft drive 4WD drivetrain has been beefed up using thicker dogbones, hardened diff gears in the critical spots, and a slipper clutch is now standard equipment. The chassis is now 2.5mm aluminum for extra strength, and the suspension arms are thicker and stronger. In addition to making the suspension stronger, we also took the opportunity to add more more travel to the suspension to make it soak up the bumps better. Stronger shock towers and a Savage-style front bumper and adjustable body posts were also added. To make the Nitro MT 2 more "RTR" we include a painted body that's trimmed and mounted, even the tires are now pre-glued to get you driving faster. Chrome wheels, new Geolandar tires, Roto Start electric starter...the list of standard features goes on and on. Check out the RTR Nitro MT 2 truck!

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#10401 RTR Nitro RS4 MT 2
with Nitro MT-1 Body (Painted)

hpi-racing

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LEARN HOW-TO

>> DO IT BETTER >> DO IT FASTER >> DO IT YOURSELF >> DO IT RIGHT

POLISH BALLS AND PINS

WE KNOW WHAT YOU'RE THINKIN' SICKO!

Words: Stephen Bess

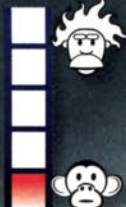
Ever wonder how the pros get their vehicles working in such a silky-smooth fashion, with suspensions that fall easily under their own weight? Polishing the hinge pins and pivot balls on your vehicle is the ideal way to achieve that factory-perfect fit and finish between the pins and the parts they slide into.

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Xtreme RC Cars

1.0



TIME TO COMPLETE



10 MINUTES

THE TOOLS



• Aluminum Polish



• Dremel Tool or High-Speed Drill



• Workshop Towels



• Motor Spray



• Fine Grit Sandpaper



• Safety Goggles

1 PREP THE PART

It's never a good idea to polish anything that's already dirty with grit and grime, as these unwanted substances can damage the part. Clean off any parts that you plan to polish using motor spray and some clean rags before you apply the polish.



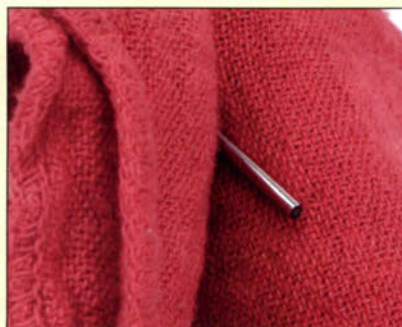
2 POLISH IT UP!

Now comes the fun part. Dab some metal polish on to a rag and spread it over the part you're polishing. Chuck the part into your drill or Dremel, and spin it inside the rag for 30 seconds or longer, until the polish turns black. Use some pressure, but don't press on the part too hard or you'll risk deforming it.



3 CLEAN 'ER OFF

After the part is polished, wipe away any excess polish and buff the part with a clean rag until it's shiny and new-looking. Spray the part down to remove all traces of polish, and it's ready for installation.



4 REINSTALL

Before cinching everything down again, check to make sure that the part you polished passes smoothly through its mating part. If not, polish it again. When the hinge pin or pivot ball fits tightly into its mating part, use the fine-grit sandpaper first and then the aluminum polish. Reinstall the pins only when everything moves smoothly and without friction. ⚙



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6061-T6 Alum



Upper Suspension
Arms (Pair)
6061-T6 Alum



Lower Suspension
Arms (Pair)
6061-T6 Alum



Aluminum Servo
Saver Set
6061-T6 Alum

TRAXXAS REVO

Front Lower Arms
6061-T6 Alum



Rear Lower Arms
6061-T6 Alum

Steering Block
6061-T6 Alum



Spring Retainers
(Pair—Blue or Silver)
6061-T6 Alum



Rear Rocker Arms
(120T)
6061-T6 Alum



Front Rocker Arms (90T)
6061-T6 Alum



Spring Adjusters
(Pair—Blue or Silver)
6061-T6 Alum



Rear Body Post
6061-T6 Alum



Front Rocker Arms (120T)
6061-T6 Alum



Rear Rocker Arms (90T)
6061-T6 Alum



Rear Upper Arms
(Pair—Blue or Silver)
6061-T6 Alum



Front Body Post
(Pair)
6061-T6 Alum



Front Upper Arms
6061-T6 Alum

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15TH ANNUAL KYOSHO NITRO CHALLENGE

One
more
year,
and it'll
be old
enough
to drive!

words & photos: Stephen Bess

THE KYOSHO NITRO CHALLENGE has a long history of exciting, intense racing action between the industry's top off-road nitro factory drivers. Having attended three of the last four years, I know from personal experience that this race tends to bring out the best and brightest of Kyosho's race team. This year's 15th annual Kyosho race was slightly different, with three of Kyosho's biggest names unable to attend. Few seemed to notice, however, as over 200 race entries converged just outside the hot and humid Midwest city of St. Louis, Missouri, at the St. Louis Dirtburners' off-road facility. Whether it was the rutted track, the hot weather, or the adrenaline-pumping racing action, the 15th annual Kyosho race provided plenty of memories to take home.



FRESHNESS

Race Date:
07.10.05

GUARANTEED

Jammie's Matt Gosch takes his new XT1 CRT to a 2nd place finish.



THE TRACK

I asked Team Losi's Adam Drake to take me for a lap around the Dirtburners' heavily-rutted track, and here's what he had to say.



11 Coming out of the pit lane, you run up to a jump known around the pits as "The Great Wall of China." It reminds me of the log jump in Sweden; you almost run into it, stop, and then roll over it. This isn't a high speed jump at all.

21 Next is the mogul/pot hole section where lots of holes have been dug into the ground, with the dirt placed around the holes to make them even deeper. Here you pull the trigger and with enough speed your car will just skip across everything and shoot you into the next corner.

31 Up a hill, into a 90-degree turn and tabletop area, and then go back down a hill. This is my favorite section of the track, as it's smooth and flowing at the right speed with the elevation changes.

41 Back up a small hill, into another 90-degree turn that shoots you onto the straightaway.

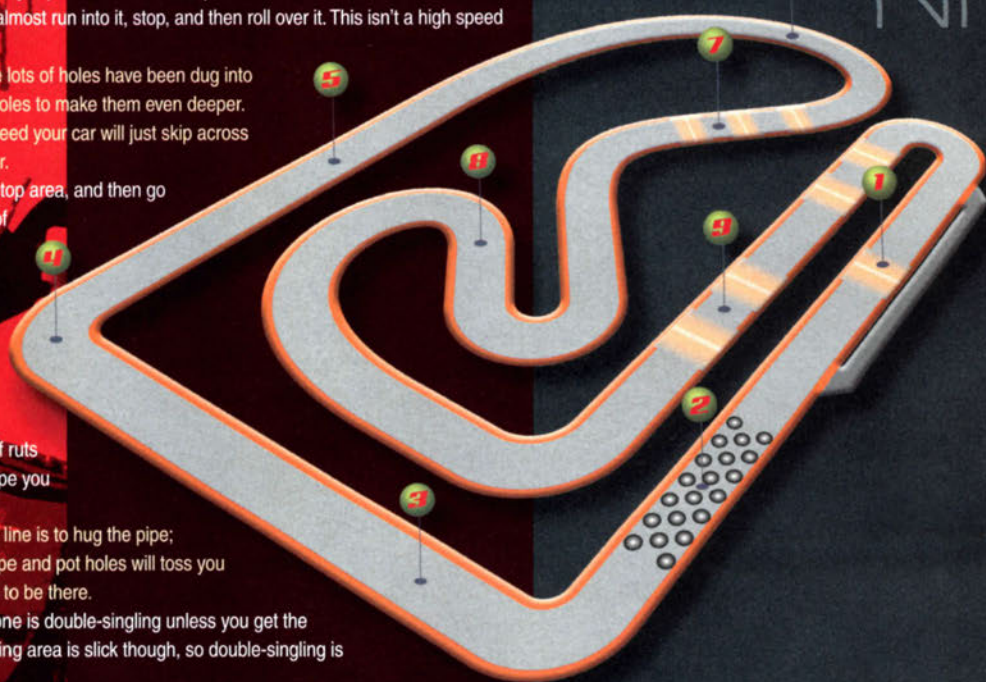
51 The straightaway is really short compared to past years' tracks, and there's no good line through there because it's full of ruts everywhere. You just have to go slow and hope you don't flip over.

61 This sweeper is killer. The only semi-fast line is to hug the pipe; get more than a few inches away from the pipe and pot holes will toss you around everywhere. You definitely don't want to be there.

71 Next is this triple jump that nearly everyone is double-singling unless you get the perfect line and pull a lot of throttle. The landing area is slick though, so double-singling is the fastest line.

81 This large S-section leads up to a decent size sweeper, where it's smooth but is also the slickest portion of the track.

91 This double-double is the most technical portion of the track. The first landing is like a table-top—you kinda land on top of it, and it's so beat up that most guys are rolling the first jump and doubling the middle to avoid it altogether. Single the final jump and it spits you onto a sharp turn where the timing loop sits to start another lap.



One way to differ? Have your pit guy pop a cap in the guy's truck behind yours.

HITS & MISSES

HITS

- Lots of prizes and giveaways.
- Full pit area with electric power.
- Well organized, well run program.

MISSES

- Although they were the same for everyone, the ruts became brutal.
- 96° F degrees and 95% humidity – are you serious?



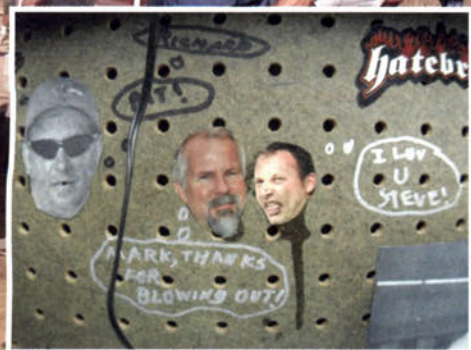


THE RACING

MAINS • After two days of qualifying, the racers were sifted into mains that were run all day Sunday. Four rounds of 7-minute qualifiers were used to seed the mains, with a resort after two rounds to keep racers in heats with other racers of similar speed. Qual points dictated the Main positions, with each racer's best two of four qualifiers counting for points.

MONSTER TRUCK • Top qualifier Richard Saxton, Midwest monster-truck standout Matt Gosch, and Mugen's Bobby Tillman headlined the 30-minute monster truck A-Main. Tillman hadn't qualified after getting to St. Louis late, so he bumped his way up from the C-Main into the number 12 qualifying position. Saxton grabbed the holeshot at the starting tone, with hometown favorite Colton Kiefer and Matt Gosch in pursuit. Saxton immediately opened up a gap between himself and second place by driving extremely hard without wrecking, while the remainder of the crowd settled in. Mugen's Bobby Tillman crept up from the back of the pack to grab third place, but was quickly taken out of the race when he broke his truck midway through. From there, it was a race for second and third place as Saxton checked out in first. Up until the very final lap, it was Matt Gosch driving his new Jammin' X1CR-T truck for the first time in second place, with Kiefer in third... until he flamed out, allowing privateer Aaron Walker to grab third thanks to his consistent, in-control driving performance. Saxton crossed two laps ahead of second place Gosch, with Walker in third place one lap behind.

1/10-SCALE PRO STADIUM TRUCK • Team Losi's Adam Drake piloted his eponymous XXX-NT Drake 2 truck into the TQ position, with Taylor James and Kyle Skidmore sitting pretty in the second and third qualifying spots. Drake took the holeshot at the starting tone but couldn't hold on to the lead for long, as Richard Saxton made his move and passed Adam only a few minutes into the race. From the 5-minute point until the finish tone sounded, it was a true dogfight between Drake and Saxton for the lead, as they battled, bumped fenders and traded leads multiple times. With the focus completely on the battle for the lead, Associated's Kyle Skidmore drove a smart race to finish 3 laps



1. Degani's "Wall of Fame" peg-board, which includes this happy photo of Derek's decapitated head, had too many sections we couldn't print. 2. Racers reading Xtreme? Our evil plan is working! 3. Generators in the Midwest have some interesting names.... 4. They call Dallas' Eric Locke "The Riffin' Kid" for a reason!

behind second to claim third place. Drake's fight for the lead came to an end when he pitted with approximately 5 minutes left in the race, allowing Saxton to gain a commanding lead from that point onward. When the tone sounded, it was Saxton and Drake on the same lap to finish first and second, with Skidmore taking the third podium position.

1/8-SCALE PRO BUGGY • Thunder Tiger's Richard Saxton had a full weekend, top qualifying in the 1/8-scale buggy class as well as in monster truck. Xray's Josh Wheeler earned the number two qualifying spot after winning two of the four qualifying rounds, with Kyosho's lone racer, Jeremy Kortz, occupying the third qualifying spot. When the starting tone sounded to begin the 60-minute battle, TQ Saxton immediately spun out and ended up dead last in the very first turn once the pack had made its way through. Xray's up and coming talent Patrick Castleberry took the lead quickly, with Jammin's Adam Drake and OFNA's Greg Degani close behind. The first 15 minutes of the race were unlike any other race I'd seen in a long time, as the entire group remained tightly bunched up on the heavily-rutted track. Buggies accelerating down the straightaway looked as though they were hitting land mines, as the deep ruts flipped car after car on its lid and off of the track. There seemed to be no single fast line through the straight and sweeper sections,

but Drake, Degani, Saxton and Castleberry managed to slowly pull away from the rest of the pack. By the 30-minute mark, Saxton had worked his way back up to the front, with Drake and Thunder Tiger's Taylor James fighting for the lead. At the 45-minute mark, Castleberry had broken, leaving James, Drake, Degani and Saxton battling for the lead. James drove the more consistent race, crashing less frequently (although no single driver drove a truly



IN THE PITS

KYOSHO INFERNO 777

SPECIAL 2 • Jeremy Kortz, Kyosho's lone factory pilot, drove his new Special 2 buggy to a 3rd-overall qualifying position in the 1/8-scale pro buggy class. The 777 SP2's most notable features include a longer chassis with a repositioned engine mount to place the engine's weight further back, revised blue shock springs that don't bind under full suspension compression, and thicker front and rear shock towers. The SP2 will be available in both full kit form and as a conversion for existing SP1 owners. Kyosho team manager Regan LeBlanc also showed me some trick-looking lightweight titanium differential cross-pins which reduce the differentials' rotating mass.



Xray Aluminum Hubs • RC America's full race team traveled to St. Louis, with all cars featuring Xray's new machined aluminum front and rear hubs. The front aluminum steering knuckles are flex-free and more durable than the stock plastic units, while the rear hubs offer adjustable lower hinge pin mount inserts to alter outboard toe angles.

OPS Engines • CEN factory driver Andy Smolnik raced his Matrix prototype buggy into the A-Main with a new 2-stroke .21 buggy engine and pipe combo from OPS. Details are sketchy at this point, but the OPS engine is rumored to have an 8-port design with a one-piece tuned pipe set available as well.



Jammin' X1CR-T Race Truck • If you've read our magazine in the last few months, you've already seen our coverage of the new Jammin' race truck.

Although there's no new features to report since our last update, the truck pictured here (team driver Matt Gosch's race truck) is as close to production as we've seen. The X1CR-T's production-looking plastic arms are flex-free with just enough give to prevent fracturing, while the carbon-fiber pieces and chassis are what you should expect to see in the production versions. According to Jay Halsey, the X1CR-T should be available around or just before the time you read this magazine!



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IB1205H—5 cell hump receiver pack.



IB1205F—5 cell flat receiver pack.



IB3800MSP—6 cell matched stick pack.



IB3600MSP—6 cell matched stick pack.



IB1206SP—6 cell stick pack for Xray M18/M18T.



IB3800SP—6 cell stick pack.



IB3600SP—6 cell stick pack.



IB1206F—6 cell flat for RC18T.



IB1207SP—7 cell stick pack for RC18T.



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crash-free race on the rutted track) while Drake and Degani pulled into the final two podium positions. When the hour tone sounded, Taylor James pulled across with 117 laps, with Drake 10 seconds ahead of Degani to claim second place. Drake, Degani and Saxton finished an incredible 13 seconds apart on the same lap to finish second, third, and fourth respectively.

THAT'S A WRAP!

The 15th annual Kyosho Nitro Challenge provided plenty to talk about. It's odd to attend a "Kyosho" race with only one Kyosho-sponsored driver, but with the IFMAR electric off-road Worlds

quickly approaching, several Kyosho drivers chose to prepare for that instead. Overall, the race's attendance was excellent, with over 200 total entries spread across 5 classes. Kudos to Kyosho for supplying an expensive Inferno 777 Special 1 kit as a giveaway, as well as a host of other products for drawing prizes. The St. Louis Dirtburners crew did an excellent job of keeping the racing going at an efficient pace, and the racing action was intense and incredibly fun to watch. I'd like to congratulate Richard Saxton on his double-win, Taylor James on his 1/8-scale buggy win, and thank the entire St. Louis Dirtburners club for hosting yet another enjoyable Kyosho Nitro Challenge. ☼

RACE RESULTS

PRO BUGGY

F	Q	LAPS	TIME	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	SERVO	RADIO	TIRES
1	5	117	60:27.4	Taylor James	TTR S3	REX	TTR	O'Donnell	Airtronics	Airtronics	Pro-Line
2	4	116	60:07.2	Adam Drake	Jammin X1CR	Trinity/Sirio	Sirio	Trinity	Airtronics	Airtronics M11	Pro-Line
3	6	116	60:17.9	Greg Degani	OFNA Hyper 7	Picco P7R Evo	Picco 069	Sidewinder	--	--	Pro-Line
4	1	116	60:20.4	Richard Saxton	TTR S3	O'Donnell/RB	O'Donnell	O'Donnell	Airtronics	Airtronics	Treadz
5	3	115	60:23.1	Jeremy Kortz	Kyosho 777 Sp.2	Collari/Werks B7	Collari 2013	O'Donnell	Airtronics	Airtronics M11	Pro-Line
6	12	113	60:19.2	Andy Smolnik	CEN Matrix C1	OPS	OPS	Byron	Airtronics	Airtronics M11	Pro-Line
7	7	110	60:02.3	Matt Gosch	Jammin X1CR	Werks/Collari B7	--	Byron	--	--	Pro-Line
8	10	108	60:23.4	Kyle Skidmore	TTR S3	Fusion P5 Hot Mod	TTR	Rocket Science	Airtronics	Airtronics	Pro-Line
9	9	83	44:10.8	Patrick Castleberry	Xray XB8	Max Power	Max Power	Rocket Science	Airtronics	Airtronics	Pro-Line
10	11	62	35:15.1	Aaron Pucci	--	EB Mod	--	Byron	--	--	--
11	8	52	27:41.3	David Joor	Xray XB8	Fusion P5 Hot Mod	Jammin JP2	Rocket Science	KO	KO Helios	Pro-Line
12	2	43	22:14.4	Josh Wheeler	Xray XB8	Collari/Werks B7	Collari Werks	O'Donnell	Airtronics	Airtronics M11	Pro-Line

1/10-SCALE TRUCK

F	Q	LAPS	TIME	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	SERVO	RADIO	TIRES
1	4	80	45:03.8	Richard Saxton	AE RC10GT FT	O'Donnell/RB	O'Donnell	O'Donnell	Airtronics	Airtronics	Treadz
2	1	80	45:29.1	Adam Drake	Losi XXXNT AD2	Trinity/Sirio	Losi Drake	Trinity	Airtronics	Airtronics	Losi
3	3	77	45:23.4	Kyle Skidmore	AE RC10GT FT	Mugen MT12	AE	Rocket Science	Airtronics	Airtronics	Pro-Line
4	5	76	45:24.6	Alan Horne	Losi XXXNT AD2	Fantom	Losi Drake	Fantom	--	--	Losi
5	12	70	45:09.8	Jimmy Holstein	Losi XXXNT AD2	Dynamite	Losi Drake	Trinity	KO Propo	Airtronics	--
6	8	69	45:12.7	Jared Bockholt	Losi XXXNT AD2	O.S.	Losi Drake	Rocket Science	KO Propo	KO Propo	--
7	11	67	45:18.6	Gus	Losi XXXNT AD2	RB	Losi Drake	Trinity	KO Propo	Airtronics	Losi
8	9	48	45:30.7	Sonny O	Losi XXXNT AD2	EB mods	--	Byron	Futaba	Futaba	Panther
9	10	41	40:06.3	Dave Mettetal	AE RC10GT FT	Fusion Hott Mod	AE	O'Donnell	Futaba	Futaba	Pro-Line
10	2	32	18:16.2	Taylor James	AE RC10GT FT	Top	O'Donnell	O'Donnell	Airtronics	Airtronics	Pro-Line
11	6	16	19:29.1	Aaron Pucci	--	EB Mod	--	Byron	--	--	--
12	7	15	09:10.5	Curtis May	Losi XXXNT AD2	Fantom	Fantom	Fantom	KO Propo	Airtronics	--

MONSTER TRUCK

F	Q	LAPS	TIME	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	SERVO	RADIO	TIRES
1	1	58	30:11.6	Richard Saxton	TTR S3-MT	O'Donnell	O'Donnell	O'Donnell	Airtronics	Airtronics	Treadz
2	2	56	29:44.4	Matt Gosch	Jammin X1CR-T	Werks/Collari B7	--	Byron	--	--	Pro-Line
3	7	55	29:57.2	Aaron Walker	Hot Bodies LSP	EB Mod P5	Nova 053	O'Donnell	Airtronics	Airtronics	Pro-Line
4	5	54	29:24.2	Colton Kiefer	Mugen MBX-ST	EB Mod 528	Nova 086	Byron	KO	Airtronics	Pro-Line
5	3	53	29:37.7	Jason Branham	--	Max Power	--	Rocket Science	--	--	Pro-Line
6	11	53	29:52.8	Jimmy Matsler	Mugen MBX-ST	TOP 28	JP1	Rocket Science	Airtronics	Airtronics	Panther
7	8	49	30:01.5	John Rodgers	Mugen MBX-ST	JP B5	--	Byron	Futaba	Futaba	Pro-Line
8	4	47	27:08.1	Sonny O	--	EB Mod 528	TTR	Byron	Futaba	Futaba	Panther
9	10	36	19:39.5	Michael Paige	Hot Bodies LSP	O.S. VZ-B	--	Byron	JR	Airtronics	Pro-Line
10	6	34	24:54.9	Erik Hannemann	Hot Bodies LSP	EB Mods	--	Byron	Airtronics	KO Propo	Pro-Line
11	9	32	18:00.8	Tim Mohr	Hot Bodies LSP	Mach 26	JP2	Byron	Hitec	Futaba	Pro-Line
12	12	29	15:00.3	Bobby Tillman	Mugen MBX-ST	JP	MSR 1005	Mugen	Airtronics	Airtronics	Pro-Line

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- 2801 Titanium Upgrade Kit (Traxxas T-Maxx 2.5)
- 2831 Titanium Upgrade Kit (Team Associated MGT)

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

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B4 Kit Shown



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RACE RESULTS

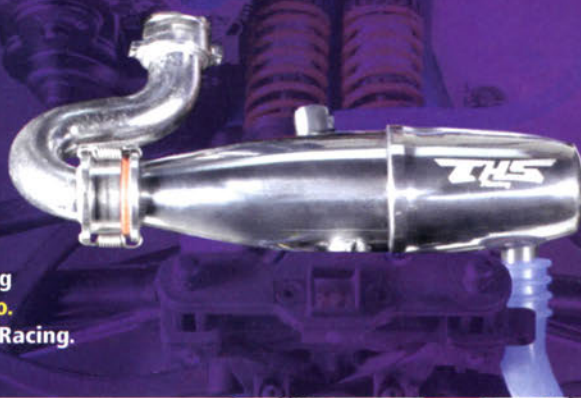
OPEN BUGGY

F	Q	LAPS	TIME	DRIVER	CHASSIS	ENGINE	PIPE	FUEL	SERVO	RADIO	TIRES
1	5	54	30:23.7	Cory Merrit	OFNA Hyper 7	Picco	Picco	Sidewinder	Futaba	Futaba	Pro Line
2	2	54	30:24.2	Steven Maxwell	Kyosho 777 Sp.1	JP B5	OFNA	O'Donnell	Airtronics	Airtronics	Pro Line
3	11	53	30:06.1	Keith Oestrick	Kyosho	EB Mods P5	--	O'Donnell	Airtronics	Airtronics	Pro Line
4	10	52	30:20:00	Steve Dubin	Kyosho 777 Sp.1	Rex P5	JP1	O'Donnell	Airtronics	Airtronics	Pro Line
5	3	51	29:45.9	John Taylor	Mugen MBX-5	Picco X7R	JP1	Trinity	JR	Futaba	Pro Line
6	7	47	30:36.1	Tre's Leonard	Kyosho Kanai 3	O.S. RG 21	--	--	Hitec	Hitec	Panther
7	1	37	25:27.5	Rayan Bauer	Kyosho 777 Sp.1	O.S. V-spec	O.S.	Byron	Futaba/Air	Airtronics	Pro Line
8	6	29	30:28.1	John Rodgers	Mugen MBX-5	JP B5	--	Byron	Futaba	Futaba	--
9	12	28	16:32.4	Chris P	Kyosho	EB Mods	--	Byron	Futaba	JR	Pro Line
10	8	24	14:44.1	Mike Windmann	--	--	--	--	--	--	--
11	4	22	13:57.9	Rich Raby	Jammin X1CR	Picco X7R	OFNA	O'Donnell	Airtronics	Airtronics	Pro Line
12	9	18	11:02.8	Trace McRae	Kyosho 777 Sp.1	Nova P5	Kyosho	Byron	Airtronics	JR	Pro Line



Look out!

THS Racing products were inspired by racers for racers. Whether at the nationals, club races or parking lots, THS Racing's quality and durable products have stayed true to the racers' philosophy of racing competitively on a budget without sacrificing performance. **And if it looks good...hey, that works too.** So take it to your competition at every race with THS Racing.



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1	8	45	30:30.4	Larry Thomason	Losi XXXNT AD2	O.S.	Losi Drake	Sidewinder	JR	Airtronics	Pro-Line
2	3	43	30:07.6	Tre's Leonard	Losi XXXNT AD2	O.S. CV 12	--	--	Hitec	Hitec	Losi
3	6	43	30:13:00	Rick Riggs	Losi XXXNT AD2	Novarossi	Losi Drake	Byron	KO Propo	KO Propo	Losi
4	10	42	30:22.6	Chuck Floyd	--	--	--	--	--	--	--
5	4	39	28:27.8	John Young	--	--	--	--	--	--	--
6	5	36	30:25.7	Derrick Maurer	Losi XXXNT AD2	Orion	Losi Drake	White Lightning	Airtronics	Airtronics	Losi
7	9	33	30:12.5	Linda Gustafson	--	--	--	--	--	--	--
8	2	27	21:22.6	Brian Robey	Losi XXXNT AD2	Dynamite	Losi Drake	Sidewinder	Airtronics	Airtronics	Losi
9	12	21	26:58.6	Gene Riha	Losi XXXNT AD2	O.S.	Losi Drake	O'Donnell	JR	JR	Losi
10	7	9	07:24.9	Kyle Orso	Losi XXXNT AD2	RB Concepts	Losi Drake	Sidewinder	JR	Airtronics	Panther
11	11	6	13:48.3	Tim Board	Losi XXXNT AD2	Picco	Losi Drake	O'Donnell	JR	Airtronics	Losi/Pro-Line
12	1	3	02:09.4	T. Jenkins	--	--	--	--	--	--	--



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SWAP BATTERY PLUGS

CHANGE CAN BE GOOD!

Words: Shane Archer

There are many reasons to change a battery or motor plug, the most important of which is delivering as much electrical current as possible from the battery to the motor. Although the white Tamiya-style plugs we see everywhere are a good standard and serve their purpose well, they just won't cut it when you're trying to go fast. If you still use these plugs, chances are your vehicle is losing speed that it doesn't have to lose. Luckily, replacement plugs are cheap and easy to find, and they aren't quite as difficult to install as you might have thought.

1

OUT WITH THE OLD

The first step is simple: disconnect the battery, speed control, and motor, and chop off the old plugs!

Be careful not to cut too much off of the lead wires or the new plugs may not be able to reach their targets. If you are cutting the plug off of a battery, make sure the positive and negative leads stay away from each other by not cutting the wires at the same time



2

STRIP THE WIRES

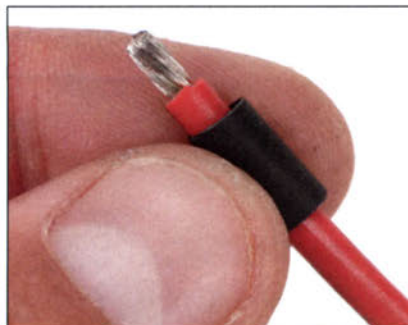
Use your wire strippers to strip off about 1/8-inch of insulation from each of the wire leads. Again, take care in how much you strip off, as you don't want to have too much wire exposed. If you strip off too much, make sure to use extra heat shrink tubing to cover up the excess so it can't accidentally make contact with something conductive.



3

SLIDE THE HEAT SHRINK

If the connectors you are using (such as these popular Deans plugs) include heat shrink tubing, be sure to slide a piece over each wire before you begin soldering. If they don't include heat shrink, you can get some cheaply at stores like Radio Shack.



DIFFICULTY METER
SKILL LEVELS: 1=MONKEY • 5=EINSTEIN
XRC Cars
1.0
TIME TO COMPLETE
20 MINUTES
THE TOOLS

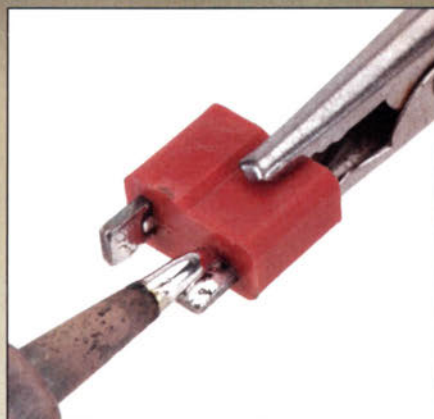
- Soldering Iron
- Solder
- Wire Cutters/Strippers
- Replacement Plugs (e.g. Deans)

TECH TIP
PLUGS...
and when to use them.
When you set out to retrofit your vehicle's wiring with a new set of plugs, there is one major thing that you need to keep in mind: the orientation of the plugs. On any lead that will carry live current, meaning the wires coming out of the battery and the wires coming out of the speed control towards the motor, you will want to use a female plug. Since the male plugs have two external tabs that can be easily (and accidentally) bridged, using this configuration will avoid any potential shorts, and could help save your expensive battery and electronic speed control from damage.

4

TIN THE CONNECTION

To make for an easy joint, you'll want to add a bit of solder to each wire lead and to the solder tabs on the plug. If the solder has a hard time mating with the surface, you can use a small amount of solder flux (available at places like Radio Shack) to help it out. Be very careful not to heat up the plug too much, since the plastic can easily melt.



5

ATTACH THE WIRES

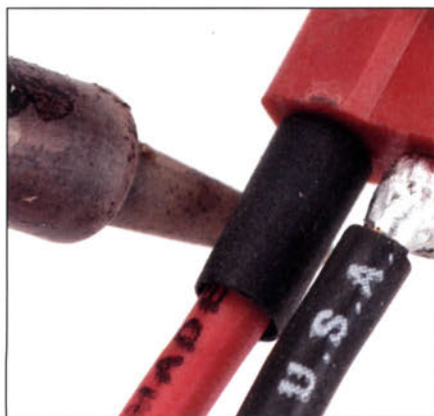
Lay each wire against the solder tab on the plug and hold the tip of the iron against the two for no more than two or three seconds. The solder that is already present should melt together to form a solid bond. If it doesn't, let the plug and wires cool off, add a bit more solder, and try again. If the two refuse to join time and time again, it's quite possible that your iron is not hot enough, or that your solder is bad.



6

SHRINK IT

With the plug securely fastened to the wires, slide the heat shrink tubing over the joints and use the tip of your soldering iron to shrink it. Be careful not to touch the heat shrink with the iron; you just want to hold the iron close enough to cause the tubing to contract.



THAT'S IT!

Could it be any simpler? Not at all! It may take a few tries to make the perfect connection, but once you get it right you'll be happily soldering from then on out. And once you see the increase in power that the plugs afford, you'll be rushing to replace them everywhere else that you can. ♦

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- Traxxas REVO
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- Losi Matt Francis II
—Call for price
- Trinity Cobalt
—\$54.99
- HPI Savage SS 4.6Kit—\$424.99
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- HPI Savage 25 GT1—\$404.99

Mini T
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WE DON'T!*

TRAXXAS REVO

parts and accessories



Accept no substitutes! HCR's Revo Titanium Cantilevers are made from 6AL4V titanium for superior strength and are ball bearing supported for smooth operation. All hardware is included and are machined so that no modifications are needed to install.

REVO CANTILEVER APPLICATION GUIDE:

Front Cantilevers - Titan.

POSITION 1:
HCR-05071 (blue) • HCR-05072 (green)
HCR-05073 (purple) • HCR-05074 (silver)

POSITION 2:
HCR-05081 (blue) • HCR-05082 (green)
HCR-05083 (purple) • HCR-05084 (silver)

POSITION 3:
HCR-05091 (blue) • HCR-05092 (green)
HCR-05093 (purple) • HCR-05094 (silver)

LONG TRAVEL:
HCR-05091 (blue) • HCR-05092 (green)
HCR-05093 (purple) • HCR-05094 (silver)

Rear Cantilevers - Titan.

POSITION 1:
HCR-05111 (blue) • HCR-05112 (green)
HCR-05113 (purple) • HCR-05114 (silver)

POSITION 2:
HCR-05121 (blue) • HCR-05122 (green)
HCR-05123 (purple) • HCR-05124 (silver)

POSITION 3:
HCR-05131 (blue) • HCR-05132 (green)
HCR-05133 (purple) • HCR-05134 (silver)

LONG TRAVEL:
HCR-05141 (blue) • HCR-05142 (green)
HCR-05143 (purple) • HCR-05144 (silver)



Undercarriage Skid Plate - Titan.
HCR-05021 (blue) • HCR-05022 (green)
HCR-05023 (purple) • HCR-05024 (silver)



Roll Bar/Handle - Alum. & Titan.
HCR-05031 (blue) • HCR-05032 (green)
HCR-05033 (purple) • HCR-05034 (silver)



Trans Servo Skid - Titan.
HCR-05041 (blue) • HCR-05042 (green)
HCR-05043 (purple) • HCR-05044 (silver)



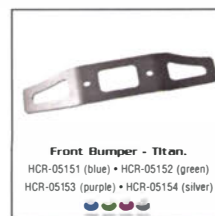
Battery Cover - Titan.
HCR-05051 (blue) • HCR-05052 (green)
HCR-05053 (purple) • HCR-05054 (silver)



Gas Tank Skid - Titan.
HCR-05061 (blue) • HCR-05062 (green)
HCR-05063 (purple) • HCR-05064 (silver)



Front & Rear Cantilevers - Titan.
Multiple part numbers available. See chart for specific part number application.



Front Bumper - Titan.
HCR-05151 (blue) • HCR-05152 (green)
HCR-05153 (purple) • HCR-05154 (silver)



Rear Bumper - Titan.
HCR-05161 (blue) • HCR-05162 (green)
HCR-05163 (purple) • HCR-05164 (silver)



Revo Mutant Head - Alum.
HCR-05171 (blue) • HCR-05172 (green)
HCR-05173 (purple) • HCR-05174 (silver)



Pillow Balls (4 pc.) - Titan.
HCR-05181 (blue) • HCR-05182 (green)
HCR-05183 (purple) • HCR-05184 (silver)



Front Bumper Bracket - Titan.
HCR-05261 (blue) • HCR-05262 (green)
HCR-05263 (purple) • HCR-05264 (silver)



Rear Bumper Bracket - Titan.
HCR-05271 (blue) • HCR-05272 (green)
HCR-05273 (purple) • HCR-05274 (silver)



8 Piece Arm Set - Alum.
HCR-05201 (blue) • HCR-05202 (green)
HCR-05203 (purple) • HCR-05204 (silver)



Front Upper L&R Arm - Alum.
HCR-05211 (blue) • HCR-05212 (green)
HCR-05213 (purple) • HCR-05214 (silver)



Front Lower L&R Arm - Alum.
HCR-05221 (blue) • HCR-05222 (green)
HCR-05223 (purple) • HCR-05224 (silver)



Rear Upper Arm L&R - Alum.
HCR-05231 (blue) • HCR-05232 (green)
HCR-05233 (purple) • HCR-05234 (silver)



Rear Lower Arm L&R - Alum.
HCR-05241 (blue) • HCR-05242 (green)
HCR-05243 (purple) • HCR-05244 (silver)

ALSO AVAILABLE:

A full line of Aluminum and Titanium Hop-Up Components for the Traxxas T-Maxx & E-Maxx. Check out our website for a complete product list of your vehicle.



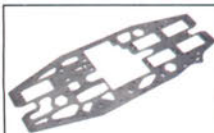
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Chassis - Titan.
HCR-15001 (blue) • HCR-15002 (green)
HCR-15003 (purple) • HCR-15004 (silver)



F/R Upper Tower Brace - Titan.
HCR-15021 (blue) • HCR-15022 (green)
HCR-15023 (purple) • HCR-15024 (silver)



Front Skid Plate - Titan.
HCR-15031 (blue) • HCR-15032 (green)
HCR-15033 (purple) • HCR-15034 (silver)



Rear Skid Plate - Titan.
HCR-15041 (blue) • HCR-15042 (green)
HCR-15043 (purple) • HCR-15044 (silver)



Center Skid Plate - Titan.
HCR-15051 (blue) • HCR-15052 (green)
HCR-15053 (purple) • HCR-15054 (silver)



F/R Bulkhead Brace - Titan.
HCR-15061 (blue) • HCR-15062 (green)
HCR-15063 (purple) • HCR-15064 (silver)



Upper Hinge Pin Brace - Titan.
HCR-15071 (blue) • HCR-15072 (green)
HCR-15073 (purple) • HCR-15074 (silver)



Lower Hinge Pin Brace - Titan.
HCR-15081 (blue) • HCR-15082 (green)
HCR-15083 (purple) • HCR-15084 (silver)



Brake Set - Titan.
HCR-15091 (blue) • HCR-15092 (green)
HCR-15093 (purple) • HCR-15094 (silver)



Battery Skid Plate - Titan.
HCR-15101 (blue) • HCR-15102 (green)
HCR-15103 (purple) • HCR-15104 (silver)



F/R Bumper Bracket - Titan.
HCR-15111 (blue) • HCR-15112 (green)
HCR-15113 (purple) • HCR-15114 (silver)



B Piece A-Arm Set - Alum.
HCR-15121 (blue) • HCR-15122 (green)
HCR-15123 (purple) • HCR-15124 (silver)



Chassis - Titan.
HCR-04501 (blue) • HCR-04502 (green)
HCR-04503 (purple) • HCR-04504 (silver)



Front Shock Tower - Titan.
HCR-04511 (blue) • HCR-04512 (green)
HCR-04513 (purple) • HCR-04514 (silver)



Rear Shock Tower - Titan.
HCR-04521 (blue) • HCR-04522 (green)
HCR-04523 (purple) • HCR-04524 (silver)



Steering Linkage Brace - Titan.
HCR-04531 (blue) • HCR-04532 (green)
HCR-04533 (purple) • HCR-04534 (silver)



Center Diff Brace - Titan.
HCR-04541 (blue) • HCR-04542 (green)
HCR-04543 (purple) • HCR-04544 (silver)



Front Bulkhead Brace - Titan.
HCR-04551 (blue) • HCR-04552 (green)
HCR-04553 (purple) • HCR-04554 (silver)



Brake Disc - Titan.
HCR-04591 (blue) • HCR-04592 (green)
HCR-04593 (purple) • HCR-04594 (silver)



Brake Caliper Set (4 pieces) - Titan.
HCR-04601 (blue) • HCR-04602 (green)
HCR-04603 (purple) • HCR-04604 (silver)



Front Brace - Alum.
HCR-04611 (blue) • HCR-04612 (green)
HCR-04613 (purple) • HCR-04614 (silver)



Rear Hinge Pin Brace - Titan.
HCR-04561 (blue) • HCR-04562 (green)
HCR-04563 (purple) • HCR-04564 (silver)



Front Hinge Pin Brace - Titan.
HCR-04571 (blue) • HCR-04572 (green)
HCR-04573 (purple) • HCR-04574 (silver)



Servo/Trans. Mount - Titan.
HCR-04581 (blue) • HCR-04582 (green)
HCR-04583 (purple) • HCR-04584 (silver)



Rear Brace - Alum.
HCR-04621 (blue) • HCR-04622 (green)
HCR-04623 (purple) • HCR-04624 (silver)



Knuckles - Alum.
HCR-04631 (blue) • HCR-04632 (green)
HCR-04633 (purple) • HCR-04634 (silver)



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Powers Tires are well balanced based on a compound of outstanding quality. We have completed countless hours of testing to create what we feel will become the new world standard. This ultimate tire provides strong grip, durability, straight drivability, good cornering, steady braking and stability that you've never experienced before.



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Powers QG, a low-viscosity CA glue, best suited for gluing PJ tires now on sale!



Powers Slick Tire

A Highly pure blended compound & well balanced inner mesh brings out the very best in your driving.
Hardness: 22:27:30:35

Racing Dish Wheel

Perfectly circular with a heavy duty design: These wheels hold up to any racing situation.
Available Colors: Orange, Black, White

Powers Quick Glue

Low-viscosity formula and high-strength adhesiveness. Very easy to use, and sure gluing from the first time you use it. Powers Quick Glue ensures perfect gluing for fitting Powers wheels into PJ tires.

PJ-QG01 Powers QG (20ml, nozzle included)

PJ-QG02 Powers QGextension nozzle (10pcs pack)

POWERS Molded Inserts are currently being developed.

POWERS Molded Inserts have been developed to be best suited for the POWERS Tire System in cooperation with SilverArrows. Now the development has entered its final phase and soon will be ready competition. Keep checking for future development of these molded inserts.



Surface temp. PJ-22 (0-25°C: 57-102°F) PJ-27 (10-45°C: 75-113°F) PJ-30 (20-60°C: 93-140°F) PJ-35 (40-70°C: 104-158°F)



White



Black



Orange

SilverArrows

Our newest brand "SilverArrows" has finally launched from POWERS. It promises to cause a revolution in the RC world.

SilverArrows is focused on developing products that truly meet the needs of racers.

SilverArrows Moulded inserts

SilverArrows allows users to choose their best-suited molded inserts from 9 different types of molded inserts varying in thickness and hardness: 3 different levels of thickness and 3 different levels of hardness. Each type is coded to its thickness and marked with S, M, or H to indicate its degree of hardness, making it extremely easy for racers to use and store them.

Size	4.3mm	4.5mm	4.8mm	Soft	Suited for the low traction surface.
Color	White	Black	Orange	Medium	Suited for the intermediate traction condition.
Hardness	MI-2143S : Soft	MI-2145S : Soft	MI-2148S : Soft	Hard	Suited for the high traction surface.
	MI-2143M : Medium	MI-2145M : Medium	MI-2148M : Medium	4.3mm	Suited for the low traction surface.
	MI-2143H : Hard	MI-2145H : Hard	MI-2148H : Hard	4.5mm	Suited for the intermediate traction condition.
				4.8mm	Suited for the high traction surface.



4.3mm / S / M / H
White



4.5mm / S / M / H
Black



4.8mm / S / M / H
Orange

Advice

Thinner and softer molded inserts tend to be more suited for the low traction surface. Thicker and harder molded inserts tend to be more suited for the high traction surface.

Nickel Chrome Screw

A single screw can change the world...



The first product line from SilverArrows is a series of Nickel Chrome screws. These are very high-precision, compliment the looks of an car and available at a very reasonable price. All the screws are sold in a special transparent case, which allows quickly identify each size, and store properly.

Hex Socket Button Head

No.	Size	Sold in
SIB-3006N	M3 x 6	10 pcs.
SIB-3008N	M3 x 8	10 pcs.
SIB-3010N	M3 x 10	10 pcs.
SIB-3012N	M3 x 12	10 pcs.
SIB-3014N	M3 x 14	10 pcs.
SIB-3016N	M3 x 16	10 pcs.
SIB-3018N	M3 x 18	8 pcs.
SIB-3020N	M3 x 20	8 pcs.
SIB-3025N	M3 x 25	8 pcs.
SIB-3030N	M3 x 30	6 pcs.

Hex Socket CSK Screw

No.	Size	Sold in
SID-3006N	M3 x 6	10 pcs.
SID-3008N	M3 x 8	10 pcs.
SID-3010N	M3 x 10	10 pcs.
SID-3012N	M3 x 12	10 pcs.
SID-3014N	M3 x 14	10 pcs.
SID-3016N	M3 x 16	10 pcs.
SID-3018N	M3 x 18	8 pcs.
SID-3020N	M3 x 20	8 pcs.
SID-3025N	M3 x 25	8 pcs.
SID-3030N	M3 x 30	6 pcs.

Grub Screw

No.	Size	Sold in
SIS-30N	M3 x 3	15 pcs.
SIS-40N	M4 x 4	15 pcs.
SIS-50N	M5 x 5	15 pcs.

Nyloc Nut

No.	Size	Sold in
SIN-30N	M3	10 pcs.
SIN-40N	M4	10 pcs.

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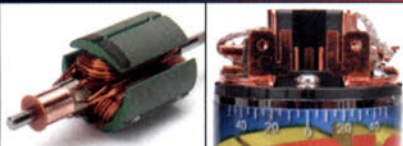
MACHINE WOUND MOTOR GUIDE

Budget doesn't always mean slow, and we decided to prove it by dyno-testing as many machine-wound modified motors we could find. If your car is too slow to hang, equip one of these and hang on for the ride!

This guide got us all wound up.

EPIC INTENSE

MACHINE WOUND MOTOR GUIDE



THE SPECS

Wind: 10x2
Estimated Street Price: \$30
Part Number: TRI1234
Bearings: Yes
Other Winds: 10x2, 11x2, 12x2, 13x2, 14x2, 15x2, 16x2, 19x1

PERFORMANCE

Watts: 104.67
RPM: 29,313 @ 5.4 sec.
Torque: 109.14 Nmm
Efficiency: 42% at 23,652 rpm
Timing: 10° (Adjustable)

OUR TAKE

The Intense is a full-featured motor with ball bearings and adjustable timing, making it an inexpensive pick for cutting your teeth in a modified class at the track. Its dyno scores were near the top end of our roundup, and EPIC/Trinity's positive history speaks for itself.

CONNECT

MANUFACTURER: EPIC
WEB: www.epicmotorsports.com

PEAK DRAGON

MACHINE WOUND MOTOR GUIDE



THE SPECS

Wind: 10x2
Estimated Street Price: \$40
Part Number: PEK1131
Bearings: Yes
Other Winds: 10x1, 10x2, 11x2, 12x1, 12x2, 13x3, 14x2, 15x2, 17x2, 19x2

PERFORMANCE

Watts: 102.51
RPM: 28,073 @ 5.4 sec.
Torque: 113.01 Nmm
Efficiency: 43% at 21,882 rpm
Timing: 10° (Adjustable)

OUR TAKE

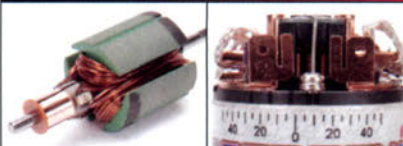
Peak's Dragon represents the high end of their machine-wound line, combining V2 angled cylindrical brush technology with an adjustable endbell and full ball bearings. The low maintenance features of the V2 brushes make the Dragon an appealing choice.

CONNECT

MANUFACTURER: Peak
WEB: www.peakmotors.com

TRINITY SG EXTREME

MACHINE WOUND MOTOR GUIDE



THE SPECS

Wind: 10x2
Estimated Street Price: \$40
Part Number: TRI10054
Bearings: Yes
Other Winds: 10x2, 12x2, 13x3, 15x2, 17x2

PERFORMANCE

Watts: 112.51
RPM: 26,388 @ 3.1 sec.
Torque: 123.96 Nmm
Efficiency: 50% at 19,436 rpm
Timing: 10° (Adjustable)

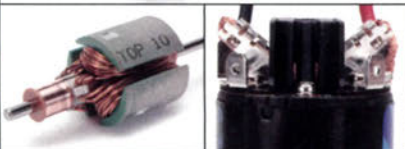
OUR TAKE

Speedgears motors have been around for awhile, and now Trinity has updated them with their latest technology. The SG Extreme motors use P-94 brushes, a removable endbell with adjustable timing, and full ball bearings. Not too far from a hand-wound!

CONNECT

MANUFACTURER: Trinity
WEB: www.teamtrinity.com

PEAK GRIFFIN

MACHINE WOUND **MOTOR GUIDE**


THE SPECS

Wind: 10x2
Estimated Street Price: \$29
Part Number: PEK1040
Bearings: Bushings
Other Winds: 10x2, 11x2, 12x2, 13x2, 14x2, 15x2, 17x2, 19x2, 21x2, 23x2

PERFORMANCE

Watts: 110.80
RPM: 28,497 @ 5.3 sec.
Torque: 120.64 Nmm
Efficiency: 41% at 21,892 rpm
Timing: 5° Fixed (Removable Endbell)

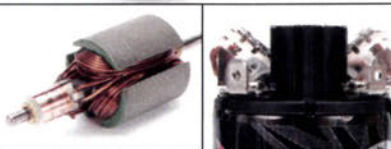
OUR TAKE

Peak's Griffin is a good mix of high end and base features, and its performance was surprising given the low price. Revolution brushes give it good maintenance characteristics, and it's fully rebuildable. Check out those dyno numbers!

CONNECT

MANUFACTURER: Peak
WEB: www.peakmotors.com

PEAK RAVEN

MACHINE WOUND **MOTOR GUIDE**


THE SPECS

Wind: 13x2
Estimated Street Price: \$17
Part Number: PEK1240
Bearings: Yes
Other Winds: 10x2, 11x2, 13x2, 15x2, 17x2, 19x2, 21x2, 23x2, 25x2, 27x2

PERFORMANCE

Watts: 72.45
RPM: 21,563 @ 3.3 sec.
Torque: 98.38 Nmm
Efficiency: 39% at 17,823 rpm
Timing: 0° Fixed (Locked Endbell)

OUR TAKE

The Raven brings the famous V2 technology to the budget conscious, delivering a modified motor that costs less than most stock motors. Cylindrical angled brushes improve wear characteristics, and can be replaced easily to lengthen the motor's life.

CONNECT

MANUFACTURER: Peak
WEB: www.peakmotors.com

PEAK RAVEN S

MACHINE WOUND **MOTOR GUIDE**


THE SPECS

Wind: 10x2
Estimated Street Price: \$19
Part Number: PEK1250
Bearings: Yes
Other Winds: 10x2, 11x2, 13x2, 15x2, 17x2, 19x2, 21x2

PERFORMANCE

Watts: 86.28
RPM: 24,067 @ 2.5 sec.
Torque: 106.78 Nmm
Efficiency: 43% at 19,391 rpm
Timing: 10° (Limited Adjustability)

OUR TAKE

Like the Raven, the Peak Raven S delivers modified power on a budget, but adds a limited timing adjustment and a removable endbell to make the motor fully rebuildable. Clear timing markings outside the motor mean that adjustments are easy to make.

CONNECT

MANUFACTURER: Peak
WEB: www.peakmotors.com

THE SPECS SIDE-BY-SIDE

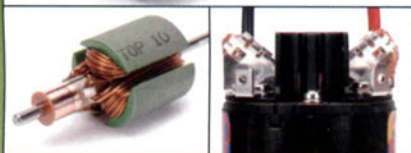
MOTOR	PART NUMBER	PRICE	WIND	BRUSH	SPRINGS	STACK HEIGHT (MM)
Trinity Speedgems Pyrite	TRI9256	\$33	10x2	RC4380E (P-94)	RC4033 (Purple)	21.70
Epic intense	EP1115	\$30	10x2	EP1200 (P-94)	EP1250	21.80
Speedgem Extreme	TRI10054	\$40	10x2	TRI135003	RC4033 (Purple)	21.80
Reedy Flash	410	\$35	12x2*	Reedy 729	Reedy Silver	21.75
Peak Griffin	PEK1040	\$29	10x2	ORI41910	ORI41391	20.35
Peak Dragon	PEK1131	\$40	10x2	ORI41910	ORI41391	20.65
Peak Raven	PEK1240	\$17	13x2**	ORI41910	ORI41391	21.45
Peak Raven S	PEK1250	\$19	10x2	ORI41910	ORI41391	22.00
Team Orion Formula Pro Bushing	ORI21035	\$29	10x2	ORI41910	ORI41391	20.80
Team Orion Formula Pro BB	ORI22031	\$35	10x1**	ORI41910	ORI41391	20.75
Team Orion Method	ORI25019	\$15	10x2	ORI41910	ORI41391	21.80
Team Orion Method R	ORI25109	\$27	10x2	ORI41910	ORI41391	22.00

* Not available in 10x2. ** Closest wind to a 10x2 that we had.

The Raven motors include bearings, and cost less than many pairs of bearings do!

ORION FORMULA PRO

MACHINE WOUND MOTOR GUIDE



THE SPECS

Wind: 10x2

Estimated Street Price: \$29

Part Number: ORI21035

Bearings: Bushing

Other Winds: 10x2, 11x2, 12x2, 13x2, 14x2, 15x2, 17x2, 19x2, 21x2, 23x2

PERFORMANCE

Watts: 106.00

RPM: 27,525 @ 4.0 sec.

Torque: 116.72 Nmm

Efficiency: 39% at 22,236 rpm

Timing: 5° Fixed (Removable Endbell)

OUR TAKE

Orion's mid-level offerings begin with the Formula Pro, which features a removable endbell for easy maintenance and their popular V2 brush technology. Despite its lack of bearings, the Formula Pro had no trouble nearing the top of our group on the dyno.

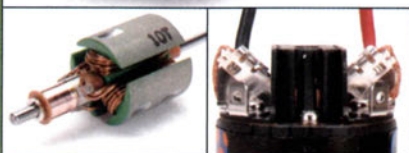
CONNECT

MANUFACTURER: Team Orion

WEB: www.team-orion.com

ORION FORMULA PRO BB

MACHINE WOUND MOTOR GUIDE



THE SPECS

Wind: 10x1

Estimated Street Price: \$35

Part Number: ORI22031

Bearings: Yes

Other Winds: 10x1, 10x2, 11x2, 12x1, 12x2, 13x3, 14x2, 15x2, 17x2, 19x2

PERFORMANCE

Watts: 105.08

RPM: 28,471 @ 5.4 sec.

Torque: 116.65 Nmm

Efficiency: 42% at 23,652 rpm

Timing: 10° (Adjustable)

OUR TAKE

The Formula Pro BB takes all of the features from the regular Formula Pro and adds a set of ball bearings to reduce friction on the rotating armature. The timing is also fully adjustable, making the Formula Pro BB a fully race-ready machine-wound modified.

CONNECT

MANUFACTURER: Team Orion

WEB: www.team-orion.com

ORION METHOD

MACHINE WOUND MOTOR GUIDE



THE SPECS

Wind: 10x2

Estimated Street Price: \$15

Part Number: ORI25019

Bearings: Yes

Other Winds: 10x2, 11x2, 13x2, 15x2, 17x2, 19x2, 21x2, 23x2, 25x2, 27x2

PERFORMANCE

Watts: 81.23

RPM: 23,410 @ 3.3 sec.

Torque: 104.54 Nmm

Efficiency: 45% at 18,189 rpm

Timing: 0° Fixed (Locked Endbell)

OUR TAKE

As the least expensive motor in our roundup, the Orion Method still seems full featured with its dual ball bearings and angled V2 brushes. The fixed endbell prevents easy maintenance, but also makes the Method a perfect first motor for anybody who just wants to go fast.

CONNECT

MANUFACTURER: Team Orion

WEB: www.team-orion.com

COMM DIAMETER (MM)	BEARINGS	TIMING	WATTS	RPM	TORQUE	EFFICIENCY	TIMING
7.40	Yes	Adjustable	137.16 W	32,142 @ 5.3 sec.	137.23 Nmm	45% at 25,179 rpm	10°
7.40	Yes	Adjustable	104.67 W	29,313 @ 5.4 sec.	109.14 Nmm	42% at 23,652 rpm	10°
7.35	Yes	Adjustable	112.51 W	26,388 @ 3.1 sec.	123.96 Nmm	50% at 19,436 rpm	10°
7.55	Yes	Adjustable	109.61 W	24,160 @ 2.5 sec.	122.38 Nmm	59% at 19,414 rpm	10°
7.55	Bushings	Fixed	110.80 W	28,497 @ 5.3 sec.	120.64 Nmm	41% at 21,892 rpm	Fixed
7.55	Yes	Adjustable	102.51 W	28,073 @ 5.4 sec.	113.01 Nmm	43% at 21,882 rpm	10°
7.50	Yes	Fixed	72.45 W	21,563 @ 3.3 sec.	98.38 Nmm	39% at 17,823 rpm	Fixed
7.55	Yes	Adjustable	86.28 W	24,067 @ 3.5 sec.	106.78 Nmm	43% at 19,391 rpm	10°
7.55	Bushings	Fixed	106.00 W	27,525 @ 4.0 sec.	116.72 Nmm	39% at 22,236 rpm	Fixed
7.55	Yes	Adjustable	105.08 W	28,471 @ 5.4 sec.	116.65 Nmm	42% at 21,415 rpm	10°
7.55	Yes	Fixed	81.23 W	23,410 @ 3.3 sec.	104.54 Nmm	45% at 18,189 rpm	Fixed
7.55	Yes	Adjustable	86.45 W	26,088 @ 5.4 sec.	104.74 Nmm	38% at 19,409 rpm	10°

My first modified motor was a machine-wound Pocket Rocket. My JRX-Pro made Speedy Gonzalez look like regular Gonzalez.



Old school cartoon reference FTW!

REEDY FLASH

MACHINE WOUND MOTOR GUIDE

**THE SPECS**

Wind: 12x2
Estimated Street Price: \$35
Part Number: 410
Bearings: Yes
Other Winds: 12x2, 13x2, 14x2, 15x2, 17x2

PERFORMANCE

Watts: 109.16
RPM: 24,160 @ 2.5 sec.
Torque: 122.38 Nmm
Efficiency: 59% at 19,414 rpm
Timing: 10° (Adjustable)

OUR TAKE

The Flash is Reedy's only current machine-wound modified, but it had no problem placing highly in our test, and it is only a 12x2 (the lowest wind available for the Flash). The Flash comes with full bearings, adjustable timing and a removable endbell.

CONNECT

MANUFACTURER: Reedy
WEB: www.rc10.com/reedy

ORION METHOD R

MACHINE WOUND MOTOR GUIDE

**THE SPECS**

Wind: 10x2
Estimated Street Price: \$17
Part Number: ORI25109
Bearings: Yes
Other Winds: 10x2, 11x2, 13x2, 15x2, 17x2, 19x2, 21x2

PERFORMANCE

Watts: 86.45
RPM: 26,088 @ 5.4 sec
Torque: 104.74 Nmm
Efficiency: 38% at 19,409
Timing: 10° (Limited Adjustability)

OUR TAKE

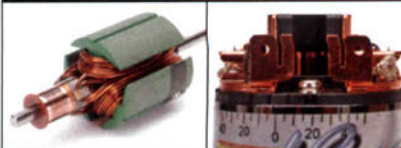
Orion's Method R takes all of the features of the Method and adds a removable endbell and limited timing adjustment. Despite its budget status, the motor still comes with full ball bearings, and will prove a reliable performer anywhere you use it.

CONNECT

MANUFACTURER: Team Orion
WEB: www.team-orion.com

TRINITY SPEEDGEMS

MACHINE WOUND MOTOR GUIDE

**THE SPECS**

Wind: 10x2
Estimated Street Price: \$33
Part Number: TRI9256
Bearings: Yes
Other Winds: 10x2, 12x2, 14x2, 16x2

PERFORMANCE

Watts: 137.16
RPM: 32,142 @ 5.3 sec.
Torque: 137.23 Nmm
Efficiency: 45% at 25,179 rpm
Timing: 10° (Adjustable)

OUR TAKE

Trinity's venerable Speedgems motors have been around for awhile, and as our test proved, there's a reason for it. The Pyrite (Trinity's nomenclature for a 10-turn) killed on the dyno, and is of course fully rebuildable with adjustable timing.

CONNECT

MANUFACTURER: Trinity
WEB: www.teamtrinity.com

TRUESPEED

by
CUSTOMWORKS
R/C CARS



TRUESPEED Black & Blue Label Motors feature the race proven V2 design. They are hand wound, assembled and tested by world-renowned motor builder Jim Dieter. All Truespeed motors are built to the same standards as those used by Team Drivers: Tony Stewart, Arnie Fie, Paul Lemieux, Josh Cyrul, Jim Dieter, Rob Cutman, Phil Marabella and Frank Polimeda.

Part#	Wind	Motor Use
TS1061	6 Single	TC
TS1071	7 Single	TC
TS1081	8 Single	TC
TS1091	9 Single	TC,4W
TS1092	9 Double	TC,4W,2W
TS1101	10 Single	TC,4W,2W
TS1102	10 Double	4W,2W
TS1111	11 Single	4W,2W
TS1121	12 Single	2W
TS1131	13 Single	2W

TC=Touring 4W=4WD Off-Road 2W=2WD Off-Road

Part #	Wind	Motor Use
TS0061	6 Single	4C
TS0062	6 Double	4C
TS0071	7 Single	4C
TS0072	7 Double	4C
TS0081	8 Single	6C,DO
TS0091	9 Single	6C,DO
TS0101	10 Single	6C,DO
TS0111	11 Single	6C,DO
TS0121	12 Single	DO
TS0131	13 Single	DO

4C=4 Cell Oval 6C=6 Cell Oval DO=Dirt Oval



16 Sec 1.171 Vts
.506 PV 2.2 I-Rep
.90 Cut Off 5000 VCo
35 Dis TM-21

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LEARN HOW-TO

>> DO IT BETTER >> DO IT FASTER >> DO IT YOURSELF >> DO IT SMART

SHIM A CLUTCH

SHIM SHIMMINY SHIM SHIM SHA-ROO

Words: Stephen Bess

Learning to properly shim a clutch is one of the many “advanced” procedures in RC that’s honestly not so advanced at all. New hobbyists may feel intimidated because the tolerances on each clutch are different, which is why instruction manuals rarely include shimming instructions. Follow these simple steps and you’ll have your clutch shimmed perfectly in no time.

1 INSTALL THE CLUTCH

Properly shimming a clutch involves spacing the clutch bell on an already installed, completely cinched-down clutch system. If you try to shim the clutch bell with the clutch nut only partially tightened, the tolerances between the bell and nut will change when you tighten it down fully.

2 CHECK FOR SLOP

Next, insert both bearings into the clutch bell and slide it onto the pilot shaft. You want at least one thin shim behind the rear bell bearing to prevent the bearing from contacting the clutch nut. With the pilot shaft screw or E-clip installed, check the play between the front bearing and screw. This is the area you’ll shim next.



3 SHIM IT!

After evaluating how much play exists between the front bearing and the shaft screw, install enough shims to take up this slack while leaving only a tick of play. The number of shims required here depends completely upon the distance between the front bearing and the clutch screw.

4 LEAVE A “TICK” OF PLAY

What’s a “tick,” you ask? With the pilot shaft screw or E-clip installed, the clutch bell should spin freely and move fore and aft with only a tiny amount of play equal to the thickness of one or two sheets of paper. Any extra movement can damage the bearings and throw off your gear mesh. Cinch it all down, add a drop of thread lock to the clutch screw, and you’re ready to go! ⚙



DIFFICULTY METER
SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

XRC Cars
2.0

TIME TO COMPLETE
 **10** MINUTES

THE TOOLS



- Clutch Shims (OFNA and Kyosho make excellent shim kits)

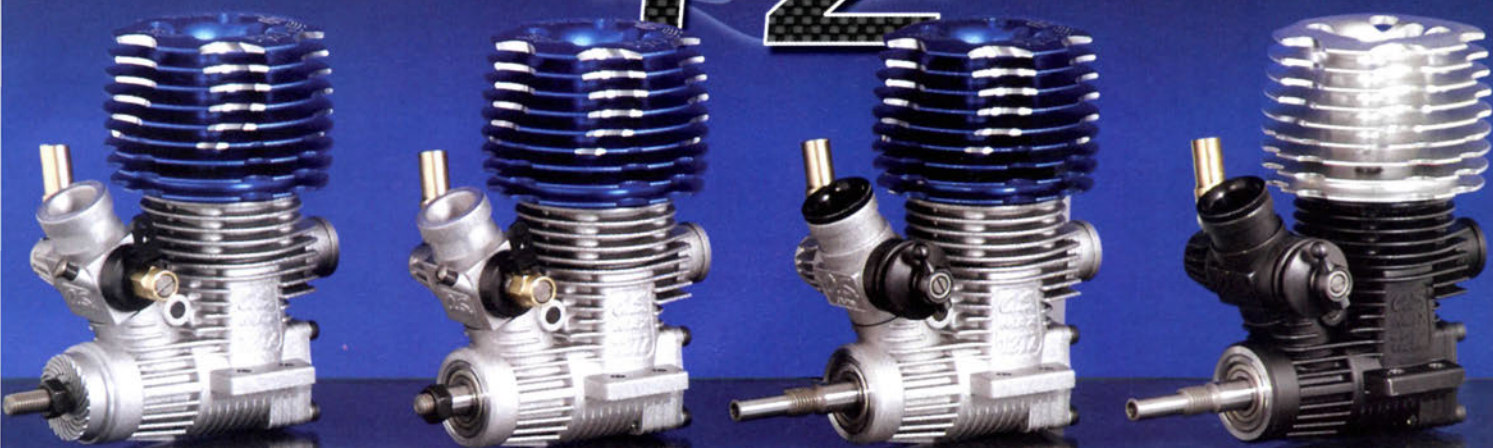


- Engine and Clutch system



- Thread lock

12 TZ



ONE RACE. ONE TQ. NO MODS.

Any Questions?

When Ron Atomic left for the '05 R.D. Logics Grand Prix in Las Vegas, he took a 12TZ, a tuned pipe and two unshakable beliefs: first, that his new 12TZ was "...a missile right out of the box..." and second, that he'd be the event TQ because of it. The results? Right on both counts.

After two years of testing and refinement, 12TZ design doesn't miss a trick. Two tiny, teardrop-shaped ribs inside the crankcase channel and compress fresh charges of fuel-air mix up to the P6 turbo plug — and like the crankcase, the ports are milled and flared to reduce power lost to fighting turbulence. True ABC construction provides the ultimate compression seal, a precision-machined A7075 piston and knife-edged conrod to minimize weight and wasted power. And the upsized 12mm crankshaft is CNC-machined, for a tighter fit, better balance and less vibration and wear.

Drop in a 12TZ and you can go head-to-head with any competition .12, regardless of brand or track. Virtually "square" design gives you the

option of gearing down for split-second punch needed for short, twisty tracks or gearing up for the top-end speeds you've always wanted.

Take it to either extreme, and its oversized, 2-piece turbo head will keep temps down and performance at peak. Ask for an engine that can run your race, and the 12TZ gives you a choice of three ROAR-legal 3-port versions for stock racing and a 5-port "black" version for 235mm outlaw class. Compare it to high-priced imports — and it's a winner hands down.

For more information on the amazing 12TZ engine or the location of the hobby dealer nearest you, please visit www.os-engines.com or call 1-800-682-8948 and mention code number 2366P.

***"a missile right
out of the box"***
- Ron Atomic



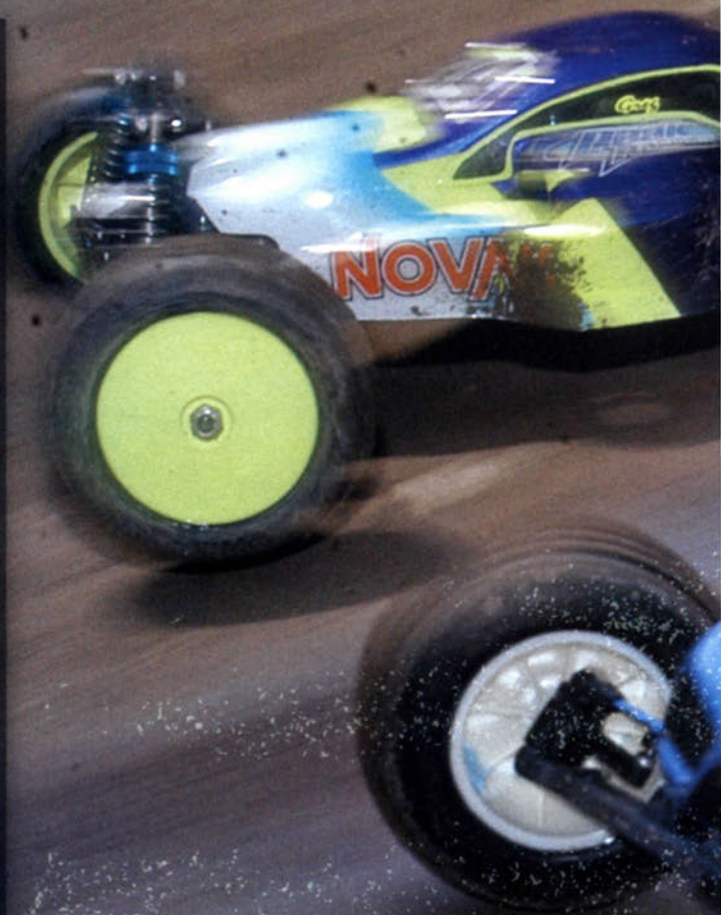
O.S. ENGINES

2005 ROAR INDOOR NATS

WORLDS WARM UP EAST COAST STYLE.

WORDS AND PHOTOS BY: PEREY BUNTON

The IFMAR Worlds is probably happening right about...now. That's right, by the time you read this the entire A-Mains of the 2005 ROAR Off-Road Mod Nats will have jumped on a jumbo jet and made the journey to Italy for the Worlds. But if this race was any indication of the level of intensity that the Worlds will have, we're in for a real treat. For the first time in, well, since written records were kept (since I was 12 anyway) the ROAR Nats journeyed to where I grew up racing. What does that mean? It means it was RC Madness in Connecticut showing the nation what it is to be a racer in the Northeast. The last Nationals in the area was probably regarded as a disaster, so many of the teams were probably in the mindset that this would be the same, but what they found out is that there is a reason why this track has thrived for years. So now as we all point our web browsers to see what's going on in Italy, let's not forget that many of the world's best drivers have already battled it out for our country's highest honor.



This time they ran all three classes at once.

INTERNATIONALS DUALS



Who would win?

FRESHNESS
Race Date:
07.24.05
GUARANTEED

THE TRACY

Even before the race the major teams were worried about the surface. They haven't tested on this type of soil in a long time and had little knowledge of what would work. Despite the panic and threats of bringing secret tire compounds, the track held up to be very consistent throughout the days. The crew kept it moist and the lower traction seemed to make things more interesting. Here's what they had to deal with.



- 1** The long back straight is your run-of-the-mill place to hammer the trigger. Coming on to the straight did require a smooth finger. Lots of drivers ended up drifting out and scraping the pipe.
- 2** A 90-degree bend in the track made it necessary to lift in order to stay tight.
- 3** Once you whipped around the hairpin it was back uphill to a little kick that made you go slow to make the turn.
- 4** A double right before a hair pin (an RC Madness trademark). Most of the fast guys would land the backside and already be turning.
- 5** A pretty fast keyhole that also served as the finish line.
- 6** A larger kicker that lead you to one of the trickier spots
- 7** A double-single that a few could clear, but most stayed safe and just did the double.
- 8** A pair of tiny doubles that seemed to upset some of the 4WD cars more than others.
- 9** A high-speed sweeper that tested side bite. It really got rough in the line, and if you dared to step out it was smooth but like ice. 4WD seemed to be the only ones trying the outside.
- 10** Hammer around the last hairpin and head down to a double. It was a final S-turn and back around.

THE RACING

2WD Buggy

Most top-of-the-heap drivers always prefer this class, as it requires quick reactions and more skill than the other two. It's also one of the classes at the IFMAR Worlds, so more testing and "stuff" was on the line. Mike Truhe could have been considered a surprise to some as TQ, but he's really fast and this looks good for him going into the Worlds. Ryan Cavalieri gave him a good run for the money in the first main, but it wasn't enough. In two short mains Truhe took the win and got to concentrate on the other classes.

4WD Buggy

This is going to be the hottest class at the Worlds as it proved to be here. Despite being one of the smaller classes at most races, even at this race the diversity of cars was amazing. You had two different Losi cars (XX-4 and XXX-4), the BJ4, and the X-5. While Maifield took the top spot in qualifying, it was underdog Greg Hodapp and his X-5 buggy challenging immediately for the win. Maifield won the first main, but after that Hodapp put his years of experience down on the track. In the final two mains he sealed his victory and was on fire. He won in a dominant fashion, only having a gut check when he flipped in the final minutes of the last main.

Truck

Truck is one of the most popular racing classes in the US, but is the only one of this trio to not be a class at the Worlds. But that didn't mean a thing to the ten guys fighting to win a National Championship on Sunday. Truck seemed to have some of the cleanest starts with one main having a train of trucks for over three laps. It did get a little ugly with some of the drivers. The low traction made even the slightest tap feel like a big one. So when things did get ugly, it was near ugly-tree status. Mike Truhe was the benefactor of some "action" in the first main and look posed to win. Ryan Maifield took the second main with Tebo close in tail. With all the drivers jumbled, the last main would determine who could win and at this point several could. Tebo decided it was time for him to step it up and took the last main to sneak in a win and the Championship.

You know the saying—if she smokes...

RACE STATS

Weather: 94°, 51% humidity

Track Surface: Hard packed with sandy surface (kept moist)

Fastest Lap: TBA

TQ Time: TBA

Fastest Overall Time: TBA

Qualifiers: Four (one throw out)

Mains Format: Triple A-Mains Points System

Track Center Line: TBA



THE BUZZ

Rivalry

Who doesn't love a good rivalry? Ford vs. Chevy; East vs. West, Associated vs. Losi. The battle is heating up to new levels. It's not surprising to see drivers get angry for questionable passes and blocking, but at this race it seemed Travis Amezcua and Ryan Cavalieri had some additional friction. In the first main of the day they tangled and at the end Travis crashed into Ryan's car after crossing the line as a nice "gesture."

BK

One of the staples of off-road racing was missing from this event. Brian Kinwald was rumored to be sick and unable to make the race. This was one of the few times Dirt wasn't out hunting for another trophy. We also heard that he may miss the IFMAR Worlds and wish him a speedy recovery.

Brushless

If anybody follows racing and ROAR, the drama that unfolded prior, during, and after the On-Road Carpet Nationals earlier this year wasn't anywhere to be found at this race. Novak was there running one of their finished brushless motors and there wasn't a peep about it. One of the great things about off-road is that everybody is already overpowered and the only class that you should realistically come close to dumping in is 4WD Mod. I think if they debuted the motors at this race the transition would have been smoother.

Novak Brushless

Novak was finally ready to let us snap some pictures of their upcoming brushless system that they tested at the Reedy Race and now here. The new system has a built-in fan and is combined with a 6.5-turn brushless motor that looked good on the track. It will feature an auto brake system to simulate the drag of a brushed motor so more racers will be comfortable with the feel.

The Next XXX Worlds Edition?

Since the Worlds are right around the corner we were surprised at the lack of new stuff, but that doesn't mean it wasn't there. Sometimes teams will hide things they will be using at a race so the competition won't know about it. Losi has been testing suspension changes that may work better on the Worlds surface and we were finally allowed to see some of the new stuff. The first and most obvious changes are the new bladder shocks. This design was first featured on Losi's latest touring car and has now made its way to the off-road scene. Losi has also been playing with the rear end of the car and most drivers are now using the old XXX geometry and transmission. The transmission raises the differential up for a high center of gravity and the suspension uses slightly different pivot points.



Jared has been on fire this year. Don't be surprised if you see more wins from him soon.

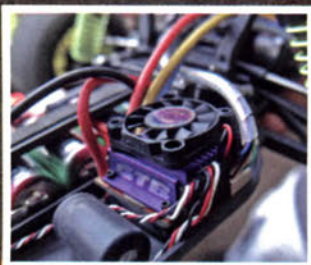


HITS

- Race was run without a glitch
- The mains began at 11 AM and ended at 6 PM
- Track's low level of grip seemed to be a good equalizer
- Could be considered the pre-Worlds, albeit minus a few other drivers

MISSSES

- What happened to the RC Madness signature huge jumps?
- For those who forgot what humidity was...sweat you later



CHAMPION

MARC

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2005 IFMAR

TOURING CAR

WORLD

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KYOSHO SOLO

Mark Pavidis is a name that you'd expect to see in the A-Main, and usually in contention for the win. But since his total RC life swap, Mark's off-road electric adventures have been, well, an adventure. Mark has been sort of a one-man team lately, being one of the few in charge of Kyosho's return to the electric off-road scene. At this race Mark was running a prototype shaft drive 4WD buggy and a rough prototype of a new 2WD. We couldn't take any pictures but there were some heavy chassis modifications and even a rough prototype front end. We sat down with Mark to talk to him about how things have been going.

Derek: How's the development of the off-road stuff coming along, and what have you been doing?

Mark: Mainly I've been working on the 2WD stuff. Our first race was the Cactus Classic and we made some little changes and then went to the [Worlds] warm up and made some more changes. There are some growing pains when you're dealing with all prototype stuff.

D: You're the only Kyosho guy here. Is this entire project yours, and how long before we'll see something near production?

M: It's more of a 50/50 deal between me and Japan. There's no deadline set at this point. We want to look at lots of options and designs first. It's working quite a bit better than at the warm up race. Every time I'm on the track I feel like I'm making progress.

D: It's obviously been a struggle for you to go from top 3 to way down in the pack. How has that been?

M: Oh yeah, I knew that's how it would be. It's not like I expected to still be at the top when I'm running all new stuff. We're starting from scratch and I've never been involved at this level.

D: So you're not disappointed so far?

M: I'm not really; I do want to have a good result at the Worlds.

D: Is this the car you're going to be running at the worlds? (Note: Pictures of the pre-production car were not allowed)

M: Probably, but with some more changes. I've driven the world's best buggies and know what each of them are good at. The idea is to try and combine both the things that I like. I realize that Associated and Losi have had years working on their buggies, so with that in mind I take the small strides and go from there.

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MM-CTXM3 CTX Motor Master Surikarn V3.0C



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- Autostart timer
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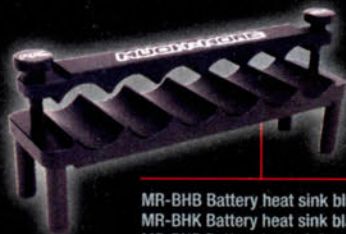


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MM-WTB Warming tray Blue
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Richmond Hill, ON L4B 3M1, Canada
Tel: 1-877-473-3108

THE RESULTS

INSPIRED TRUCK



F	Q	Total	Name	A1/Laps/Time	A2/Laps/Time	A3/Laps/Time	Fast Lap	Ave. lap	Chassis	Radio
1	3	199	Jared Tebo	94/10/5:14.436	99/10/5:10.831	100/10/5:14.488	29.511	31.325	Associated FT T4	Futaba
2	2	199	Ryan Maifield	91/10/5:21.241	100/10/5:10.401	99/10/5:17.532	29.507	31.639	Associated FT T4	Airtronics M11
3	9	197	Dave Montgomery	99/10/5:10.285	97/10/5:13.773	98/10/5:21.272	29.34	31.511	Associated FT T4	Airtronics M8
4	5	197	Mike Truhe	100/10/5:09.337	92/9/5:06.141	97/10/5:21.786	29.52	32.375	Losi XXX-T MF2	Airtronics M11
5	4	196	Ryan Cavallieri	98/10/5:10.362	98/10/5:12.613	91/8/4:15.328	29.387	31.404	Associated FT T4	Airtronics M11
6	1	193	Travis Amezcua	97/10/5:10.994	93/10/5:22.276	96/10/5:22.455	29.504	31.857	Losi XXX-T MF2	Airtronics M11
7	6	191	Adam Drake	95/10/5:14.304	96/10/5:18.168	95/10/5:23.209	29.782	31.855	Losi XXX-T MF2	Airtronics M11
8	10	191	Billy Fischer	96/10/5:12.760	95/10/5:19.026	94/10/5:24.718	29.699	31.883	Losi XXX-T MF2	JR R-1
9	8	187	Billy Easton	92/10/5:18.079	94/10/5:20.667	93/10/5:25.019	29.392	32.125	Losi XXX-T MF2	Futaba
10	7	185	Matt Francis	93/10/5:17.855	91/9/5:19.836	92/9/5:08.123	30.031	33.852	Losi XXX-T MF2	Airtronics M11

21UP INSPIRED BIGGY

F	Q	Total	Name	A1/Laps/Time	A2/Laps/Time	A3/Laps/Time	Fast Lap	Ave. lap	Chassis	Radio
1	1	200	Mike Truhe	100/10/5:01.707	100/10/5:11.345	91/0/00:00.000	29.488	30.652	Losi XXX BK2	Airtronics M11
2	3	198	Ryan Cavallieri	99/10/5:01.755	99/10/5:14.226	99/10/5:12.434	29.3	30.947	Associated FT B4	Airtronics M11
3	4	197	Ryan Maifield	94/10/5:17.998	97/10/5:15.498	100/10/5:11.951	29.356	30.454	Associated FT B4	Airtronics M11
4	2	196	Travis Amezcua	91/10/5:24.332	98/10/5:15.363	98/10/5:16.668	29.442	30.797	Losi XXX BK2	Airtronics M11
5	5	193	Billy Easton	98/10/5:07.223	92/10/5:28.202	95/10/5:20.266	29.653	31.858	Losi XXX BK2	Futaba
6	9	192	Jared Tebo	95/10/5:13.228	96/10/5:17.949	96/10/5:19.561	29.728	31.693	Associated FT B4	Futaba
7	7	192	Adam Drake	92/10/5:23.338	95/10/5:20.415	97/10/5:18.710	29.689	31.004	Losi XXX BK2	Airtronics M11
8	6	190	Jesse Robbers	96/10/5:10.492	93/10/5:28.081	94/10/5:21.244	29.527	31.994	Losi XXX BK2	-
9	10	189	Matt Francis	97/10/5:10.029	91/9/5:00.434	92/1/00:43.234	29.683	35.872	Losi XXX BK2	Airtronics M11
10	8	187	Dave Montgomery	93/10/5:22.890	94/10/5:21.455	93/10/5:21.992	29.677	31.135	Associated FT B4	Airtronics M8

4UP INSPIRED

F	Q	Total	Name	A1/Laps/Time	A2/Laps/Time	A3/Laps/Time	Fast Lap	Ave. lap	Chassis	Radio
1	4	200	Greg Hodapp	99/11/5:27.192	100/11/5:26.391	100/11/5:25.643	27.705	29.673	X-5	Airtronics M8
2	1	199	Ryan Maifield	100/11/5:25.489	92/5/2:44.404	99/10/5:00.975	27.83	30.855	JP-Concepts BJ4	Airtronics M11
3	3	195	Mike Truhe	98/10/5:02.204	96/10/5:07.734	97/10/5:03.218	27.894	30.438	Losi XXX-4 G+	Airtronics M11
4	2	194	Ryan Cavallieri	95/10/5:06.446	99/10/5:00.300	95/10/5:12.262	27.769	30.633	JP-Concepts BJ4	Airtronics M11
5	10	193	Adam Drake	96/10/5:06.143	97/10/5:05.804	96/10/5:08.488	28.235	30.681	Losi XXX-4 G+	Airtronics M11
6	7	193	Jared Tebo	94/10/5:07.466	95/10/5:08.223	98/10/5:02.654	27.979	30.611	JP-Concepts BJ4	Futaba
7	6	191	Travis Amezcua	93/10/5:14.171	98/10/5:02.163	91/0/00:00.000	27.964	30.817	Losi XXX-4 G+	Airtronics M11
8	8	190	Matt Francis	97/10/5:05.272	93/8/4:12.780	93/7/3:33.399	28.198	30.869	Losi XX4	Airtronics M11
9	5	186	Billy Easton	91/7/03:41.844	94/10/5:08.339	92/6/3:14.911	28.442	31.67	Losi XX4	Futaba
10	9	186	Billy Fischer	92/10/5:16.209	91/0/00:00.000	94/9/4:37.859	28.384	31.249	Losi XX4 Wilds Ed	JR R-1

* driver didn't supply information



Caption here please.

Batteries	Body	Motor/Wind	Servo	ESC	Tires
Checkpoint Platinum	J Concepts	Checkpoint 13x2	Futaba	LRP QC2	Handout
Reedy Real Time 2	Associated	Reedy Ti Worlds 13x2	Airtronics 94360	LRP QC2	Handout
Reedy Real Time 2	Associated	Reedy Ti Worlds 10x2	Airtronics 94452	LRP QC2	Handout
Trinity GP3300 Evo3	Losi MF2	Trinity Shock 14x3	Airtronics 94360	Novak GTX	Handout
Trinity GP3300	J Concepts	Trinity 12x2	Airtronics 94360	LRP QC2	Handout
Trinity	Losi FXT	Epic 14x2	Airtronics 94360	LRP QC2	Handout
Trinity GP3300	Losi FXT	Trinity Shock 14x2	Airtronics 94360	Novak GTX	Handout
Team Orion GP3300 SP2	Losi MF2	Orion 13x2	JR 88005	Novak GTX	Handout
Trinity	Losi MF2	Epic 14x2	Futaba	Novak GTX	Handout
Trinity GP3300	Losi FXT	Trinity 14x3	Airtronics 94360	LRP QC2	Handout



Batteries	Body	Motor/Wind	Servo	ESC	Tires
Trinity GP3300 Evo3	Losi BK2	Trinity Shock 14x3	Airtronics 94360	Novak GTX	Handout
Trinity GP3300	J Concepts	Trinity 14x2	Airtronics 94360	LRP QC2	Handout
Reedy Real Time 2	Associated	Reedy Ti Worlds 14x2	Airtronics 94360	LRP QC2	Handout
Trinity	Losi BK2	Epic 13x4	Airtronics 94360	LRP QC2	Handout
Trinity	Losi	Epic 14x2	Futaba	Novak GTX	Handout
Checkpoint Platinum	J Concepts	Checkpoint 13x2	Futaba	LRP QC2	Handout
Trinity GP3300	Losi BK2	Trinity Shock 14x2	Airtronics 94452	Novak GTX	Handout
SMC 3300	Losi BK2	Fantom 12x2	-	Novak GTX	Handout
Trinity GP3300	Losi	Epic 14x2	Airtronics 94360	LRP QC2	Handout
Reedy Real Time 2	J Concepts	Reedy Ti Worlds 12x2	Airtronics 94452	LRP QC2	Handout



Is that sun flare a sign that Ryan will win the Worlds?

Batteries	Body	Motor/Wind	Servo	ESC	Tires
Peak 3300	X-5	Peak 9x1	Airtronics 94357	Novak GTX	Handout
Reedy Real Time 2	J Concepts	Reedy Ti Worlds 12x2	Airtronics 94360	LRP QC2	Handout
Trinity GP3300 Evo3	Losi BK2	Trinity Shock 12x2	Airtronics 94360	Novak GTX	Handout
Trinity GP3300	J Concepts	Trinity 11x2	Airtronics 94360	LRP QC2	Handout
Trinity GP3300	Losi	Trinity Shock 11x2	Airtronics 94452	Novak GTX	Handout
Checkpoint Platinum	J Concepts	Checkpoint 13x2	Futaba	LRP QC2	Handout
Trinity	Losi	Epic 12x2	Airtronics 94360	LRP QC2	Handout
Trinity GP3300	Losi	Trinity 11x2	Airtronics 94360	LRP QC2	Handout
Trinity	Losi HW	Epic 12x2	Futaba	Novak GTX	Handout
Team Orion GP3300 SP2	Losi	Orion 10x2	JR 88005	Novak GTX	Handout



THE CONCLUSION

I always wondered why the Nats seemed to skip over one of the best tracks in the country. This race was proof that no matter where you race and what surface you're on, the top dogs are going to put on a show. RC Madness should be on your short list to race at. It's worth it. The race was run without a hitch and that allowed drivers to focus on taking each other out rather than odd rules or loopholes. I can't wait to be in Italy watching our best try and take on the world. Ciao! ♦

X-DYNO TEST

>> HORSEPOWER >> TORQUE >> RPM >> POWER >> HORSEPOWER

NOVAROSSİ N528XR HOTT MOD

It's time to buy those heavy-duty diffs...

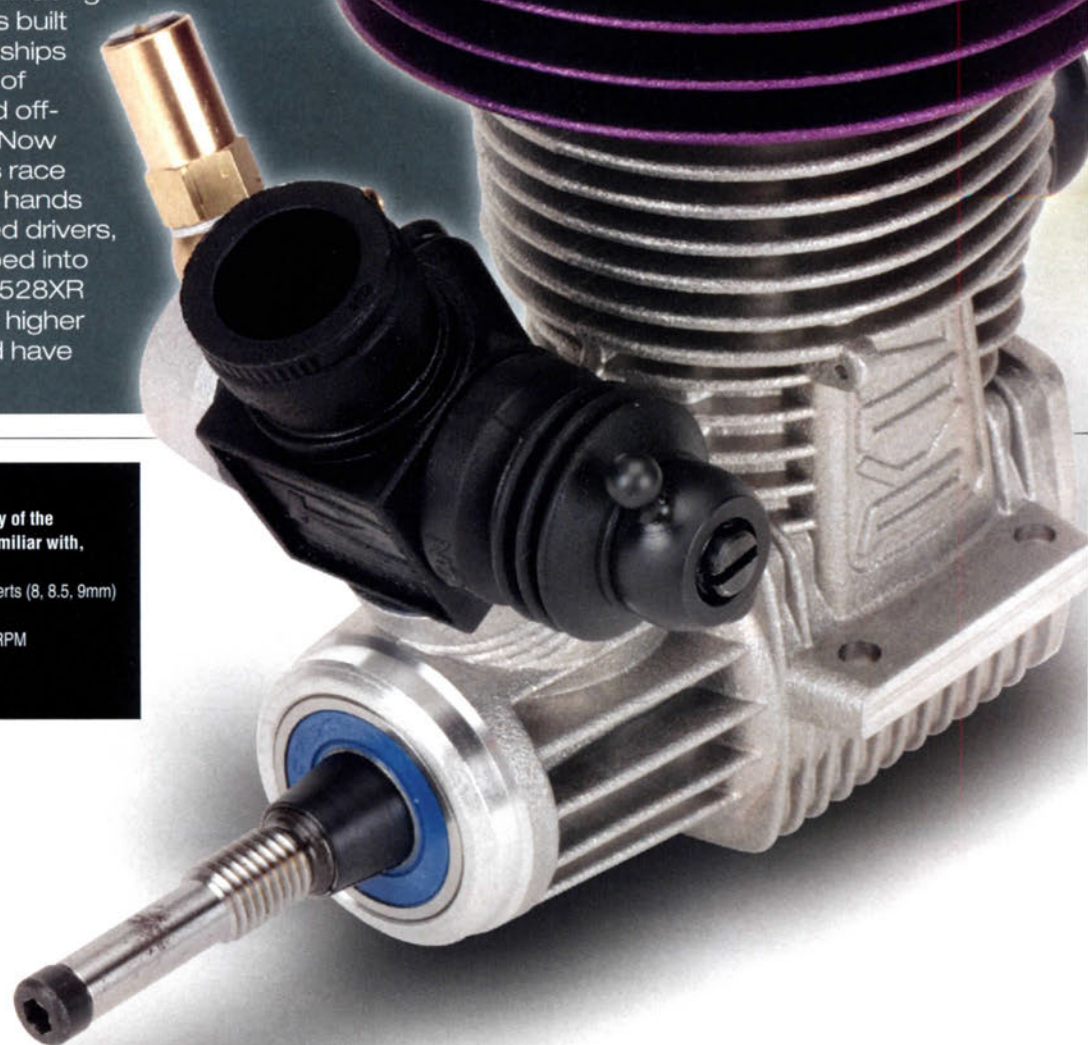
Words: Stephen Bess

The big monster truck boom has created a market that most die-hard racers never thought would exist—the oversize .28 premium engine market. After all, Novarossi's Italian racing engine heritage was built upon the championships earned by their top of the line on-road and off-road race engines. Now that monster trucks race competitively in the hands of factory sponsored drivers, Novarossi has jumped into the fray with their N528XR and has set the bar higher than we ever would have expected.

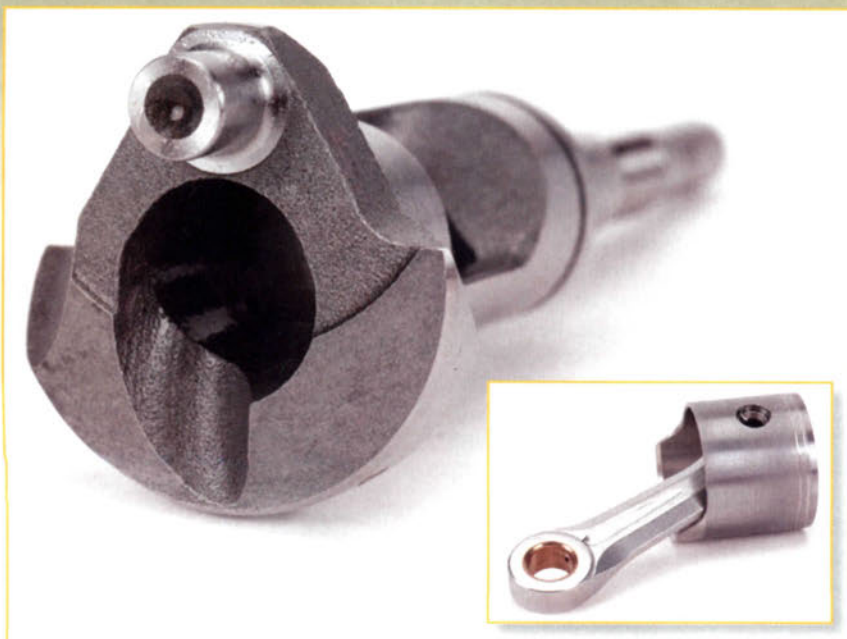
Quick Features

The Novarossi N528XR has many of the standard features that we are familiar with, including the following:

- 2-needle carb with 3 included inserts (8, 8.5, 9mm)
- Oversize cooling head
- Turbo head button for increased RPM
- 14mm crankshaft
- 21-size crankcase



This purple animal could kick Barney's ass.



Specifications

Engine: Novarossi N528XR
Displacement: 4.6 cc (0.28 in.³)
Bore: 18.35mm (0.72 in.)
Stroke: 17.6mm (0.692 in.)
Piston/Sleeve: ABC
Ports: 8
Head Button: Turbo
Crankshaft: 14mm
Carburetor: 9mm

X-Dyno Performance

Peak X-Dyno HP: 2.02 hp @ 26,250 rpm
Peak X-Dyno Torque: 80.64 oz.-in. @ 22,000 rpm
Peak X-Dyno RPM: 38,500 rpm

Test Equipment

Fuel: 12% oil, 30% nitro
Pipe: Mugen MSR 1005
Plug: Novarossi Turbo 6

FEATURES

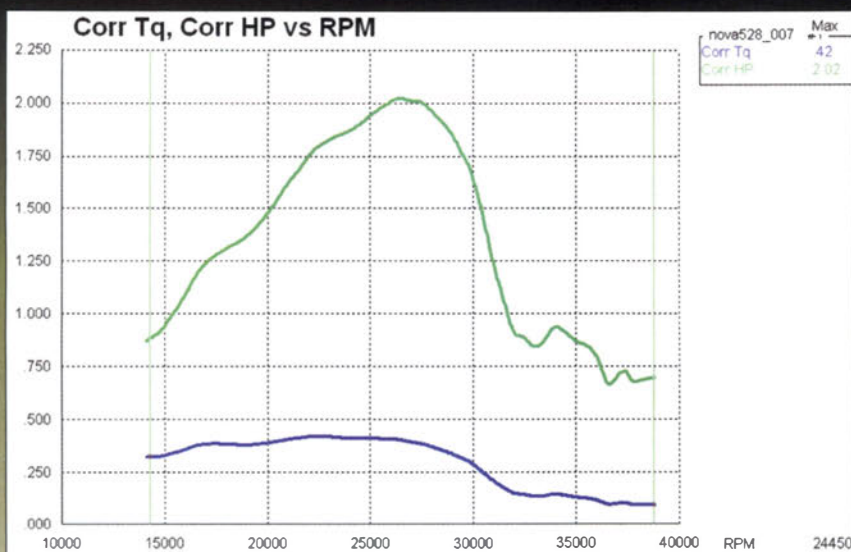
COOLING HEAD • The N528XR's gigantic 10-fin cooling head measures 60mm in diameter, compared to the 55mm diameter of a standard P5 head. The 528 head's lack of scallop cuts also tends to make it look even larger than it is. Even during extremely hard dyno and track runs, the large cooling head keeps temperatures well into the low-to-mid 200° F range. A separate turbo plug head button allows you to swap cooling heads independently of the button as well.

CARBURETOR • A 2-needle carburetor with high-speed and low-speed needle valves controls the N528XR's fuel/air flow. Novarossi ships the engine with a 9mm carburetor insert installed, but also includes both 8mm and 8.5mm inserts as a tuning bonus. The nylon plastic carb body prevents heat soak and helps maintain consistent needle settings without overheating.

PISTON/SLEEVE • Talk about gorgeous; the N528XR's sleeve is a work of art, with 8 expertly machined and timed ports and a bridged triple exhaust port. The exhaust port's width and increased port area allows high exhaust gas volumes to pass through with each stroke, but the piston would catch the port's upper edge without the bridges. By splitting the large single exhaust port into one main port with a left and right split window, the piston poses no threat to catch. Finally, each port's machined "fangs" help direct and smooth fuel/air flow into the ports themselves. Hott Mod versions receive extra attention in the porting areas, as well as polishing and increased porting.

CRANKSHAFT • This sucker is huge! The 528XR's 14mm diameter crankshaft features a wide induction port with smooth ramping, a high volume inner bore and a wide "turbo" cut on the counterbalance weight. On Jim Hottinger's Hott Mod version, the crankshaft counterweight and induction port receive extra attention as well as heat treatment and a coating process that increases the components' durability.

PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT



Performance

After breaking in the N528XR using a heat-cycling method, I hit the track to break the tight pinch before dyno testing. I installed the 528 in my Hot Bodies LSP race truck and raced the engine for several weekends, including the Pro-Line Nitro Maxx Challenge. The LSP's large size, considerable weight, and relatively low gearing gives any engine a workout, but the truck simply squirted around the track as though it weighed 2 pounds. The N528XR's power band feels linear to the point of being absurd; there's simply too much power to use on most tracks. I geared up from a 13-tooth clutch bell to a 14-tooth bell to reduce wheel spin and increase mileage, which helped the 528's efficiency considerably. Mileage

went from 5 minutes to almost 7.5 minutes, with absurd power and enough RPM to pass any vehicle on the straightaways. I chose to run the 8.5mm restrictor rather than the 9mm to help my mileage as well,

and ran an MSR 1005 tuned pipe. Overall, the N528XR pulls ferociously from a standstill and pulls all the way to

maximum RPM so quickly that I found myself decreasing the throttle EXP and EPA on my radio to prevent 100% full throttle blasts.

On the dyno, the 528 proved to be a gamer from its very first run. After only 8 runs, the engine was dialed in and ripped off our first-ever 2.0+ horsepower dyno pull. I almost didn't believe my eyes when the dyno graph popped up, but sure enough, the N528XR hit 2.02 HP at 26,250 RPM with a broad, smooth power band ramp. As the graph shows, the 528 produces over 1.5 HP from 20,000 RPM to 31,000 RPM; that's an astounding 11,000 RPM window where the 528 produces more power than an average race-quality .21. Even at 38,500 RPM the engine still pulls 0.69 HP, showing that the engine's over-rev still produces useable power that you can feel on the track.

Conclusion

We now have a new X-Dyno horsepower champion in the Novarossi N528XR, and you can rest assured that it's not simply a "dyno queen" that pulls big numbers but can't perform on the track. The N528XR's linear power becomes addictive in ways that beg you to pull the throttle deep and watch the dirt rooster tail. Ask around your local track, and you may hear stories about racers switching from the 528 to a .21 because they can't handle the power—and as ridiculous as it sounds, it's true. If you're looking for the most power available in a .21 case, the N528XR is where it's at. ⚙️

SCORECARD

SCALE RATINGS: 1-POOR • 10-EXCELLENT

CELEBRITY EQUIVALENT RATING



EVANGELINE LILLY

+ HITS

- Monster power over a broad RPM range
- Drops into .21-size engine mounts
- First engine to ever break the 2 HP mark on the X-Dyno

- MISSES

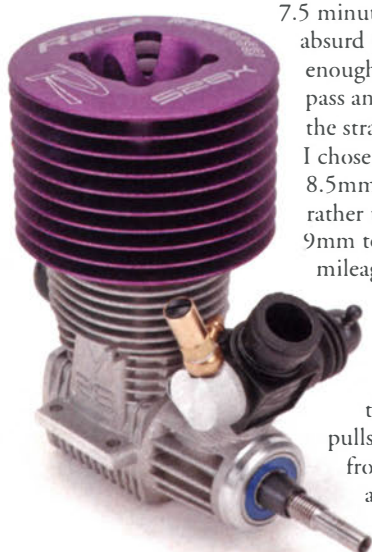
- Less fuel economy compared to .21s

CONNECT

MANUFACTURER: Novarossi
(Imported exclusively by Fusion Motorsports)
WEB: www.fusionmotorsports.com
PHONE: 951.361.3579
PART NUMBER: N528XR
STREET PRICE: \$319

X-Dyno Horsepower vs. Claimed Horsepower

You may have noticed that X-Dyno power data doesn't always match up with manufacturers' claimed horsepower and torque figures. We attribute this discrepancy to the fact that many manufacturers publish theoretical horsepower and torque figures based on rough estimates rather than actual dyno data, or that a manufacturer's data collection protocol doesn't match our own. The X-Dyno calculates horsepower using known mathematical formulas and precise physical data measurement. Although the X-Dyno's power numbers may not equal the numbers you're accustomed to seeing, the figures we provide are accurate from engine to engine, and are directly comparable with power data from issue to issue.



Check out the massive area UNDER the power curve; this sucker is a monster!!!

2005 ROAR

Sponsored by **Xtreme RC Cars**

Region 5 On-Road Carpet Championships

October 19th - 23rd • Warmup Race September 30th

Hosted by
RC ScrewZ Speedway

RACE SCHEDULE:

Wednesday October 19th
Open Practice 10am to 8pm

Thursday October 20th
Open Practice 10am to 8pm

Friday October 21st
2 Rounds Qualifying 12pm start

Saturday October 22nd
3 rounds Qualifying, 12pm Start

Sunday October 23nd
Mains Begin, 10am Start

**Personal
Transponder
Required!**

TRACK INFO:

RC ScrewZ Speedway
12119 Levan Rd
Livonia, MI 48150
Ph: 734.765.8870 Fax:
734.844.1472

QUESTIONS / INFO:

Email: sales@rcscrewz.com
Phone: 734.765.8870
Web: www.rcscrewz.com

ROAR 2005 Region 5 Onroad Carpet Championship Official Entry Form

NAME: _____ ROAR NO.: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

TELEPHONE: _____ EMAIL: _____

STOCK TOURING: FREQ1 _____ FREQ2 _____ FREQ3 _____ PT _____

19-TURN TOURING: FREQ1 _____ FREQ2 _____ FREQ3 _____ PT _____

MOD TOURING: FREQ1 _____ FREQ2 _____ FREQ3 _____ PT _____

1/12 19-TURN 4-CELL: FREQ1 _____ FREQ2 _____ FREQ3 _____ PT _____

1/12 MOD 4-CELL: FREQ1 _____ FREQ2 _____ FREQ3 _____ PT _____

■ Stock Classes: \$60.00
(includes 1 motor and T-Shirt)

■ 19-turn Classes: \$65.00
(includes 1 motor and T-Shirt)

■ Mod Classes: \$50.00 (includes T-Shirt)

■ Extra Stock Motors:

\$20 in advance - \$23.00 at the event

■ Extra 19-turn Motors:

\$25 in advance - \$28 at the event

Entries = \$ _____

Extra Motors = \$ _____

Extra Tires = \$ _____

Total Enclosed \$ _____

One Free T-Shirt Per Person
Please Include Size: (circle one)

Small Medium Large

X-Large 2X-Large Other: _____

**Personal
Transponder
Required!**

Mail Entry to: 12119 Levan, Livonia, MI 48150

Make Checks Payable to: RCScrewZ

Email to: sales@rcscrewz.com

Entry Deadline line is August 1st to avoid late fees!

- ROAR Membership Required, available at track
- All stock classes must run hand-out stock motor (monster stock pro will be the handout)
- All 19-Turn classes must run hand-out 19-Turn motor (trinity 19-turn hand-out will be used)
- Maximum 3 motors per entry
- Free T-Shirt if entry is received before October 1st deadline
- Qualifying will use current Qualpoint system as per ROAR rules
- by submitting this entry form, you are agreeing to all rules set forth by the Race Director
- No refunds after deadline!

More Information Visit

www.rcscrewz.com/roarracing.htm

UNDER THE SCOPE

>> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT

>> PRODUCT >> SPOTLIGHT >> PRODUCT >> SPOTLIGHT

EAGLE TREE SEAGULL WIRELESS DASHBOARD

DATA TELEMETRY SYSTEM

Words: Shane Archer

Throughout the years it has been said that information is power, and that adage certainly holds true in RC racing. The more that we know about how our car is behaving, the better prepared we'll be to make the changes that will help advance it to the next level of performance. Whether it's the temperature of our nitro engines or the RPM of our electric motors, these little bits of information are great to receive. For a couple of years now, Seagull has been making a Data Recorder that records some of this information for playback on a computer, but only now is there a way to view the data in real time. The Eagle Tree Seagull Wireless Dashboard allows you to configure up to twenty different sensors on your car and view them all on a handheld receiver while your car is running. It may sound like information overkill, but that's just the kind of power we like!



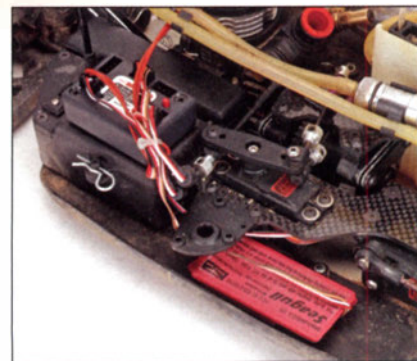
Testing

Installing the Car Data Recorder and transmitter is a rather complicated process, and it takes up quite a bit of room in the vehicle. I don't see this as something you would keep in your car while you race, so it's definitely going to be more of a testing tool before and after you're on the race clock. The Recorder itself has a ton of ports and can be expanded to include all sorts of sensors available from Eagle Tree to record everything from altitude to G forces, and as it comes out of the box, you can monitor servos, battery voltage, temperature, and speed. Most of the sensors are easy to mount, although the RPM sensor for speed can be a pain depending on how tight of a fit everything is in your car. We mounted our sensor on the flywheel of our Xray XB8 buggy.

Once the Car Data Recorder has been placed, you'll need to install the PC software and link it up to the computer. A USB cable plugs into the Recorder and syncs everything up, and this same procedure can be used after a run to play back recorded data. There is also a Live mode that allows you to monitor the car while it is plugged in to the computer. Once the Recorder is configured, you must then plug in the

Wireless Dashboard receiver via the same USB cable, and the software will match it up to your Recorder. You can then easily configure which sensors you'd like to display on your Dashboard; there are five "pages" of data, and each page can display four sensors. On our test car, we monitored engine RPM, throttle percentage, head temperature and the steering servo. Once this is configured, you can unplug the Dashboard and you're ready to run.

On the track, the Dashboard system couldn't be any easier to use. The car transmits data as soon as the electronics are turned on, and all you have to do is watch it on the Dashboard. The transmitter can be configured in either a low power (8-12 mW) or high power (160 mW) mode, which affects the range of the transmitted data. We found that for practical purposes on a track, you'd need to use the high setting, as the low power mode only transmitted consistently in about a 100-foot radius. Once we had everything up and running, we were certainly intrigued by the data we received, especially when comparing different driving styles through a particular section of the track. We double checked the temperature reading with our TempGun.com sensor, and the Seagull was



Make sure you have plenty of space to install the data recorder and transmitter. 1/8-scales are the perfect fit!



Using the Dashboard is as easy as holding it and reading it. The in-car system takes care of everything else.

Continued on page 204.

EASYWIRING 101

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PROBAR 3™



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

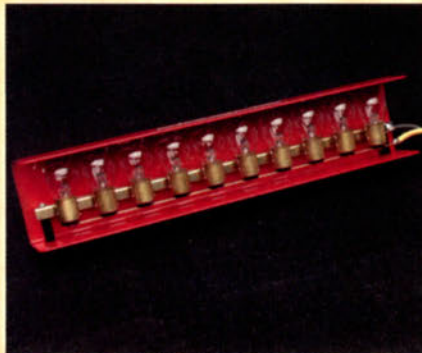
#16106pcs
#161125pcs
#1612100pcs

SPEED JIG™



"Ten Must Have Tools" - R/C Car Action
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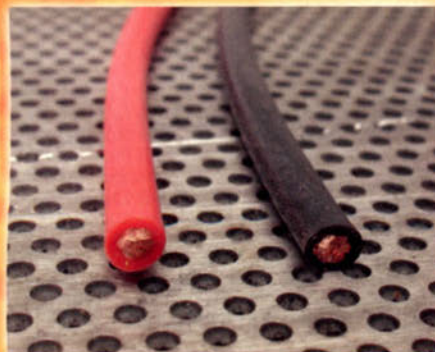
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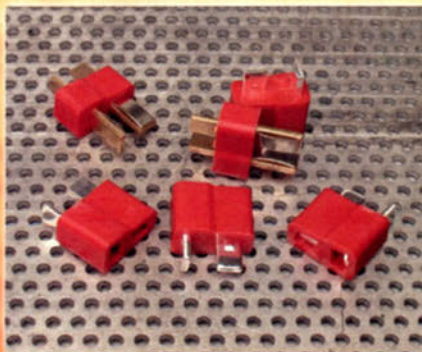
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***also available in blue color**



The new MSR6 shocks for the LST have fine threaded shock bodies, real working piggyback oil reservoirs and super heavy-duty shock shafts. The internal shock pistons are keyed with an innovative seal o-ring to improve dampening performance. Included red springs are 25% stronger than the stock springs.

HD BILLET PARTS FOR REVO

Alloy Receiver Box Cover for Revo \$19.99
Alloy Servo Box Cover for Revo \$16.99
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Alloy Rear Body & Pin Mount for Revo \$29.99
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Alloy Mid-Front Skid Plate for Revo \$19.99
Alloy Front Skid Plate for Revo \$15.99
Alloy Left & Right Servo Guard for Revo \$19.99
Alloy Lower Transmission Guard for Revo \$15.99
Alloy Fuel Tank Guard for Revo \$15.99
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Alloy 90T PRO1 R Rocker Arm L+R for Revo \$20.99
Alloy 90T PRO1 F Rocker Arm L+R for Revo \$20.99
Alloy 90T PRO2 R Rocker Arm L+R for Revo \$20.99
Alloy 90T PRO2 F Rocker Arm L+R for Revo \$20.99
Alloy Steering Arm Pin Mount for Revo \$14.99
Alloy Servo Arm L+R for Revo \$14.99
Alloy Rear Shock Mount for Revo \$14.99
Alloy Front Shock Mount for Revo \$14.99
Alloy Hex Wheel Hub (4) for Revo \$14.99
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available in both silver and blue color



2005 ROAR Nationals WINNING SETUPS

The 2005 ROAR Off-Road Mod Nats ended with three different drivers and three different cars bringing home the titles in their respective classes. The track conditions were what you'd typically find in many parts of the country and the setups these drivers used to best the Nation's best are always a prized score. We got the data from all of the winners so you can see how your ride stacks up.

Location: Enfield, Connecticut
Event: 2005 Roar Mod Nationals
Track: RC Madness

Track Conditions

Surface: Bumpy
Traction: Low
Composition: Soft dirt/dusty

Truhe is the jam car in that opening.



Mike **Truhe**



Greg **Hodapp**



Jared **Tebo**



Mike is very underrated.



Mike **TRUHE**

Team Losi XXX-BK2 - 2WD Mod Buggy

2WD Modified Buggy • 2WD Modified Buggy • 2WD Modified Buggy • 2WD Modified Buggy

CHASSIS SETUP

Suspension	Front	Rear
Caster:	Stock (shaved forward .090")	N/A
Camber:	-1°	-1/2°
Toe:	.5°	-3° inside -1° on hub
Anti-Squat:	N/A	1°
Ride Height:	Just above level	Chassis level
Droop/Limiters:	No limiters	No limiters
Bump Steer Spacers:	.030 (bellcrank ball stud)	N/A
Anti-roll Bar:	None	.050
Ackerman:	Outside	N/A
Driveshafts:	N/A	Steel dogbones
Hub Spacing:	N/A	Rear
Rear Pivot	N/A	CR
Arm Pivot point	Long	XXX Arms
Kick up	.030 Extra	N/A

Shocks	Front	Rear
Spring:	Orange (custom)	White
Oil:	40 wt. (Losi)	25 wt. (Losi)
Piston:	566	2-hole 5,6
Tower Position:	2	3
Camber Link:	Middle	Middle
Arm Mounting:	Middle	Inside



OTHER

Tires (Front/Rear): Pro-line 8175 / Pro-line Holedshot
 Battery: Trinity GP3300 Evo 3
 Wing Mount: Lower
 Motor & Wind: Trinity Shock 14x3
 ESC: Novak GTX
 Body: Losi BK2

Battery Placement: Standard forward
 Radio: Airtronics M11
 Servo: Airtronics 94360
 Gearing: 24/78
 Special: Arms flipped (hubs spaced to rear), used XXX rear arms and mounts. XXX Tranny also used.



Greg HODAPP

X-5 - 4WD Mod Buggy

Rumor is that Greg has some funny homemade videos.

4WD Modified Buggy • 4WD Modified Buggy • 4WD Modified Buggy • 4WD Modified Buggy

CHASSIS SETUP

Suspension	Front	Rear
Caster:		
Camber:	-2°	-2°
Toe:	1° Toe out	3 Pivot
Anti-Squat:	N/A	4°
Ride Height:	Bones below	Bones level
Droop/Limiters:	.050 inside	4 shock o-rings outside
Bump Steer Spacers:	0	N/A
Anti-roll Bar:	None	None
Ackerman:	Outside	N/A
Driveshafts:	Aluminum CVD	Aluminum bones

Shocks	Front	Rear
Spring:	Losi Green	Losi Pink
Oil:	22.5 wt. (Losi)	30 wt. (Losi)
Piston:	57 (Losi)	55 (Losi)
Tower Position:	2	2
Camber Link:	2	Middle #3
Arm Mounting:	1	2



OTHER

Tires (Front/Rear): Blockhead Red /
X-Pattern Red
Battery: Peak GP3300
Motor & Wind: Peak Vantage 9x1
ESC: Novak GTX

Body: X-5
Battery Placement: 4/2
Radio: Airtronics M8
Servo: Airtronics 94357
Gearing: 15/106



Jared **TEBO**

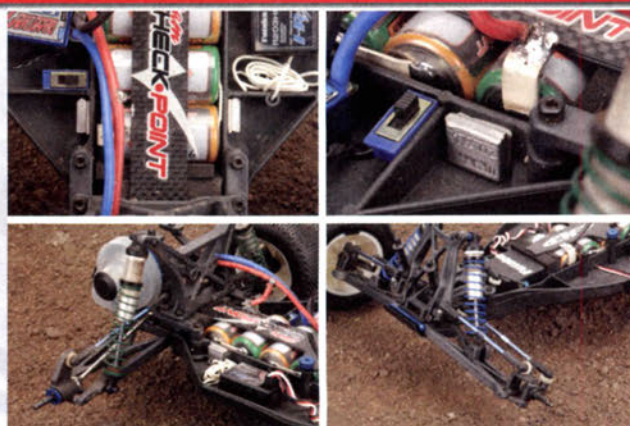
Team Associated T4 - **Mod Truck**

2WD Modified Truck • 2WD Modified Truck • 2WD Modified Truck • 2WD Modified Truck

CHASSIS SETUP

Suspension	Front	Rear
Caster:	25°	N/A
Camber:	-1	-1
Toe:	0°	-2
Anti-Squat:	N/A	1°
Ride Height:	level	level
Droop/Limiters:	.120	.060 (limiters)
Bump Steer Spacers:	2	N/A
Anti-roll Bar:	None	None
Ackerman:	Standard	N/A
Driv shafts:	N/A	CVD Shiny
Axle Height:	Middle	N/A
Steering Block	Trailing	N/A
Camber Link:	Outer	Inner

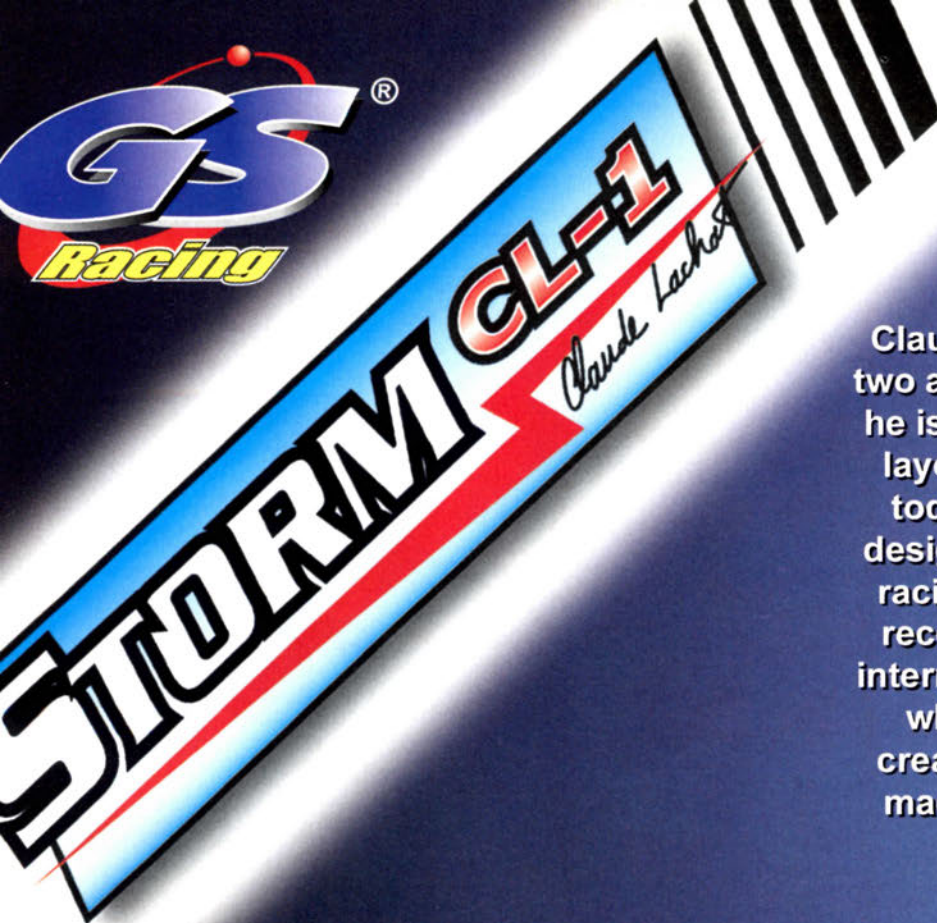
Shocks	Front	Rear
Spring:	Blue (Associated)	Green (Associated)
Oil:	30 wt. (Associated)	30 wt. (Associated)
Piston:	#3	#1
Tower Position:	Outer	Inner
Arm Mounting:	Inner	Inner



OTHER

Tires (Front/Rear): Losi 7505 /
Pro-Line Holeshot
Battery: Checkpoint Platinum
Motor & Wind: Checkpoint 13x2
ESC: LRP QC2
Brushes/Springs:
Body: J Concepts

Battery Placement: Centered
Additional Weight: 1 oz. to rear of
chassis
Radio: Futaba
Servo: Futaba S9451
Gearing: 21/87



Claude Lachat knows a thing or two about 1/8th buggies. After all, he is the architect of the chassis layout used by all competitors today. The new Storm CL-1 is designed using years of winning racing experience. With a track record that includes countless international titles, it's no wonder why we chose Mr. Lachat to create a no compromise racing machine capable of one thing: Absolute Victory!

Claude Lachat

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The RC18MT transfers all the power to the



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OVER THE REST.



ground with its efficient shaft-drive, 4WD powertrain featuring adjustable ball differentials front and rear.

The RC18MT suspension absorbs all of the imperfections of the road with oil-filled shocks for smooth and consistent dampening. The four lower suspension arms are symmetrical and work with the molded upper suspension links to insure that the 18MT's suspension geometry is optimized from the start.

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

If you're looking for the small monster truck with the big performance that will crush the competition, look no further. Roll over the rest of them with Team Associated's RC18MT.



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NITRO TUNER

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.21 PIPE COMPARISON

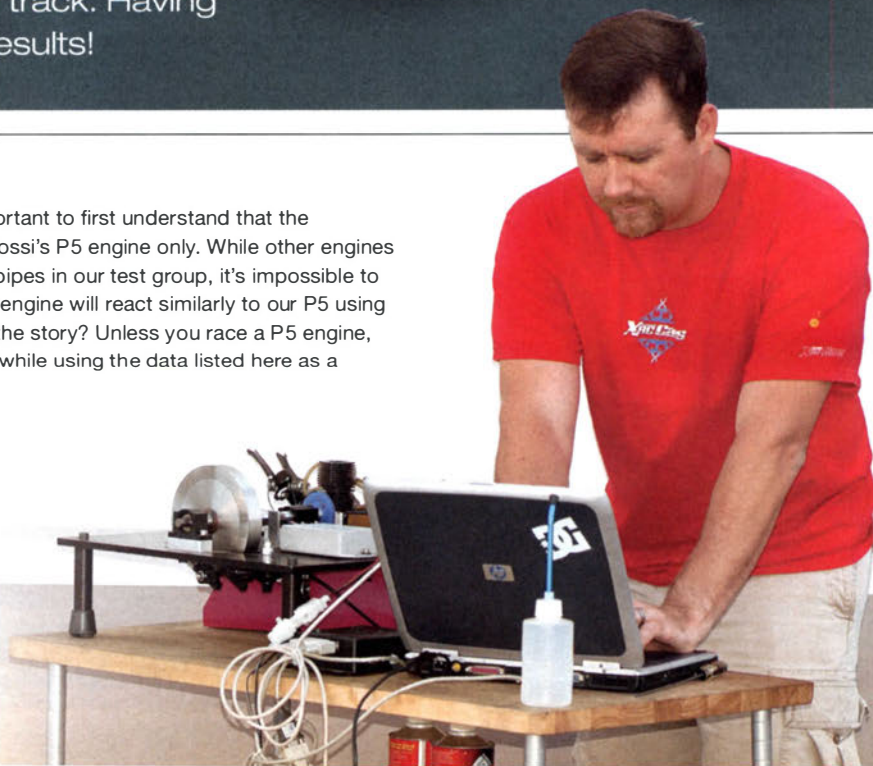
SSSSSSSSSMOKIN'!

Words: Stephen Bess

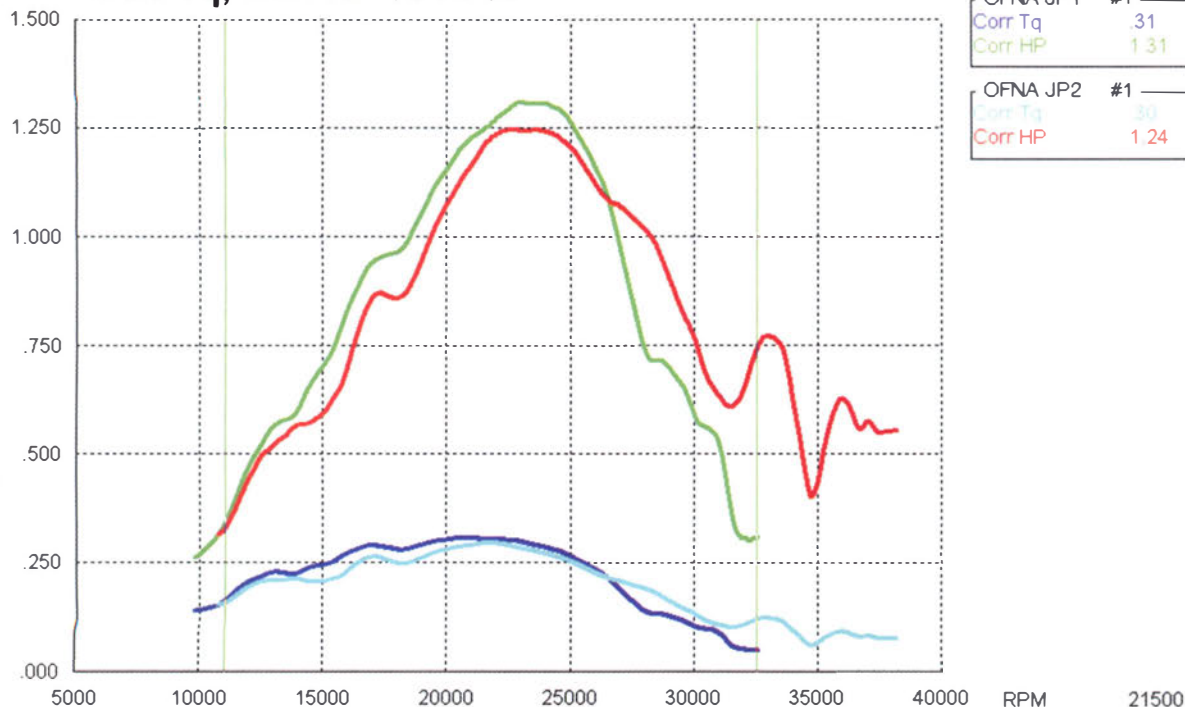
How many times have you overheard racers arguing about how tuned pipe X creates low-end power, and pipe Y creates high RPM power without any real proof of either? Until now, our "eyeball and trigger finger dyno" was all we've had to guesstimate where a pipe produces the most power on a given engine. I decided to eliminate the guesswork for good by dyno testing seven 1/8-scale buggy tuned pipes from various manufacturers on the same Novarossi P5 engine. This article is not a shootout, as there is no true winner or loser in the group; each pipe produces different power bands on the P5 that could be more useful than another pipe on a given track. Having said that, here are the results!

TESTING

Before discussing the test results, it's important to first understand that the following dyno data is applicable to Novarossi's P5 engine only. While other engines of similar design will react similarly to the pipes in our test group, it's impossible to imply that your super duper 17-port turbo engine will react similarly to our P5 using the same pipes tested here. The moral of the story? Unless you race a P5 engine, you'll need to do your own experimenting while using the data listed here as a general guideline for what to expect.



Corr Tq, Corr HP vs RPM



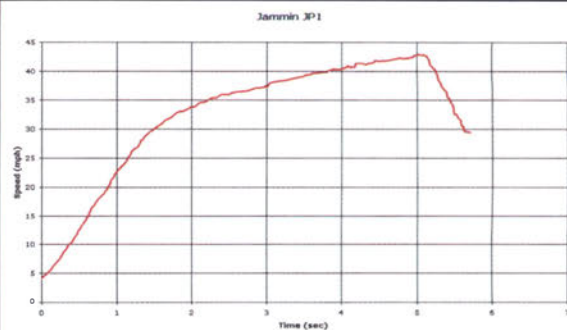
JAMMIN' JP1 vs. JP2

The differences between the JP1 and JP2 pipes were surprising. Both pipes produced nearly the same torque numbers, but the differences in horsepower were considerable. The P5 seems to like the JP1's longer belly section, allowing it to produce more power at a lower RPM, whereas the JP2 produces considerably more power as advertised from the 26,000 RPM mark to redline. Higher overall horsepower power was produced by the JP1.

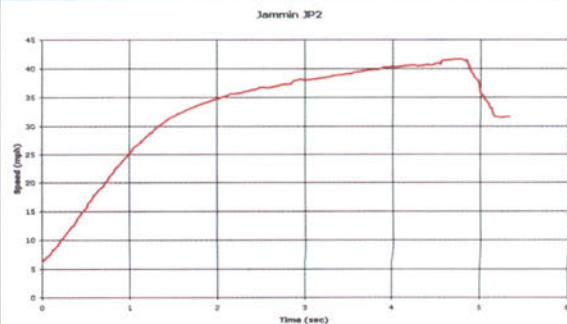


ACCELERATION DATA/GRAPHS

JP1 - 0-60 ft: 2.11 sec @ 33.2 mph / Top Spd: 41.6 mph @ 215.69 ft.



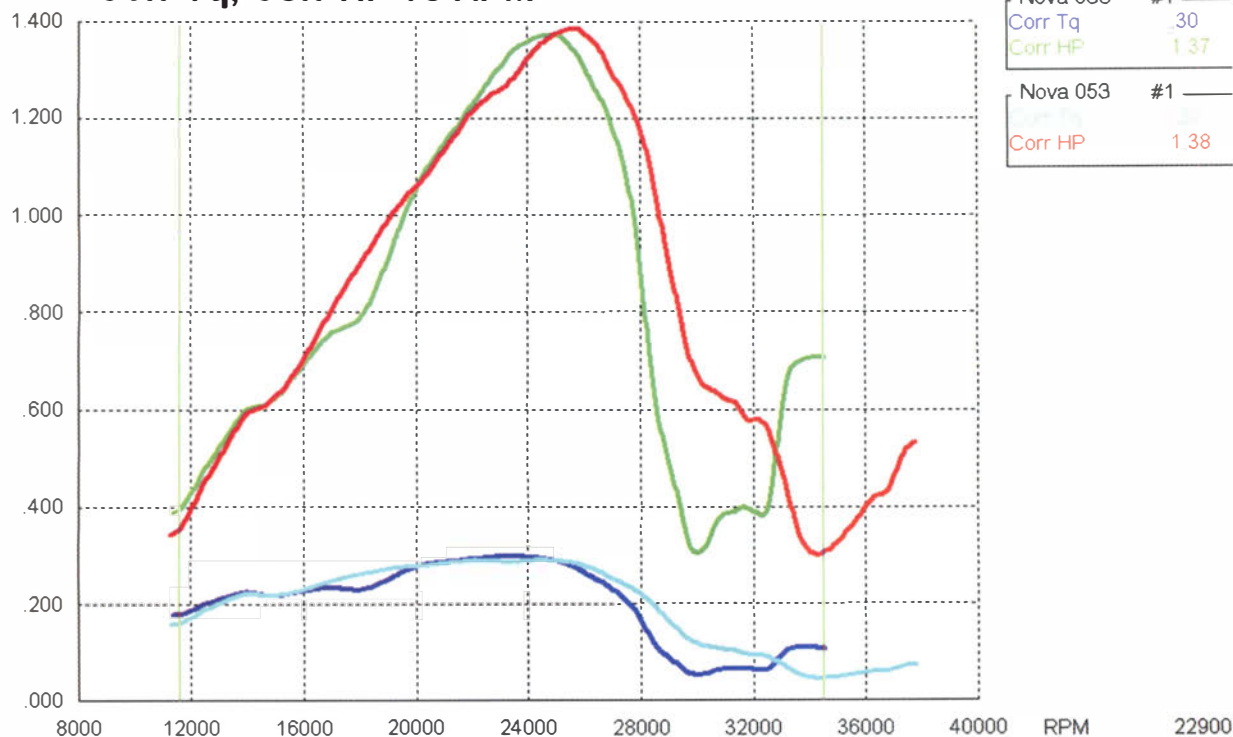
JP2 - 0-60 ft: 1.83 sec @ 33.8 mph / Top Spd: 41.6 mph @ 215.69 ft.



ACCELERATION DATA/GRAPHS

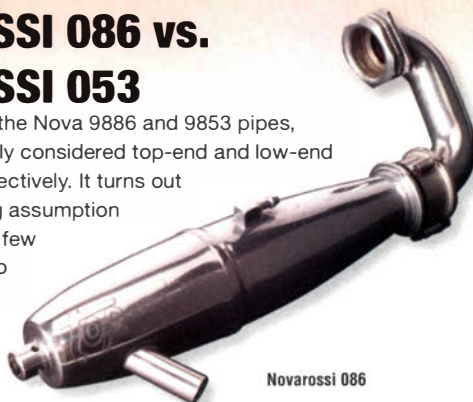
As always, the real-world performance data means more than dyno numbers, so we strapped each pipe onto our street-slick equipped Mugen MBX-5 Prospec and Nova P5 dyno engine for some acceleration data. I re-tuned the engine after each pipe swap to ensure the engine was singing its strongest song before radar testing.

Corr Tq, Corr HP vs RPM



NOVAROSSİ 086 vs. NOVAROSSİ 053

I started out with the Nova 9886 and 9853 pipes, which are generally considered top-end and low-end power pipes respectively. It turns out this long-standing assumption is true, but with a few surprises. The two pipes produce nearly identical maximum horsepower, but the 9886's entire power band is shifted to the right later in the RPM range. At the 15K RPM range, they make identical power at 0.65 HP, but as the power ramps, the 9886 peaks at 25,500 RPM while the 9853 peaks at 24,500. The real story is the power made past the 25,000 RPM mark; at 30,000 RPM, the 9886 produces 0.83 HP while the 9853 pulls only 0.43 HP—nearly half as much power at the same RPM. Examining the graph makes it easy to see why racers consider the 9886 a true top-end power pipe.



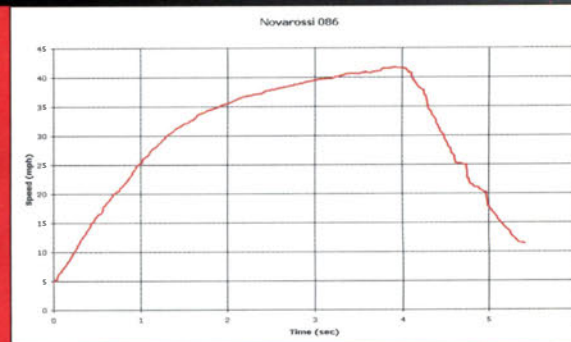
Novarossi 086



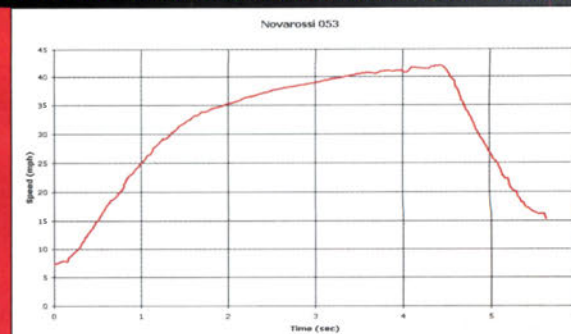
Novarossi 053

ACCELERATION DATA/GRAPHS

NOVA 086 - 0-60 ft: 1.82 sec @ 34.5 mph / Top Spd: 41.7 mph @ 177.33 ft.



NOVA 053 - 0-60 ft: 1.98 sec @ 34.4 mph / Top Spd: 42.0 mph @ 206.66 ft.



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AET03206	Blue aluminum lower gear cover 18t	\$4.80	AET1508	Silver alum. spur gear adaptor	\$8.80	AET1908	Silver alum. c-shaped hubs	\$13.80
AET03208	Silver aluminum lower gear cover 18t	\$4.80	DAET52T	Delrin Spur Gear (52 Tooth)	\$7.80	AET2106	Blue alum. front steering knuckles	\$16.80
AET1406	Blue alum. chassis upper plate	\$48.80	DAET58T	Delrin Spur Gear (58 Tooth)	\$7.80	AET2108	Silver alum. front steering knuckles	\$16.80
AET1408	Silver alum. chassis upper plate	\$48.80	DAET62T	Delrin spur gear (62 tooth)	\$7.80	AET2206	Blue alum. rear axle carriers	\$16.00
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AET1888	Oval washer for 18t chassis	\$10.00	AET1208	Silver alum. lower differential case	\$20.00	TAET004	Titanium king pins (4) 18t	\$4.80
AET1806	Blue Alum. Heat Sink Motor Mount	\$13.80	AET34706	Blue alum. front threaded shock set	\$16.80	AET4806	Blue Alum. Steering Bellcrank Asmb	\$16.80
AET1808	Silver Alum. Heat Sink Motor Mount	\$13.80	AET34708	Silver alum front threaded shock set	\$16.80	AET4808	Silver Alum. Steering Bellcrank Asmb	\$16.80
AC01B02	Red Bent Body Clip, 90 Degree	\$3.00	AET35706	Blue alum. rear threaded shock set	\$16.80	AET1006	Blue Aluminum Rear Arm Mount: 18t	\$5.80
AC01B06	Blue Bent Body Clip, 90 Degree	\$3.00	AET35708	Silver alum. rear threaded shock set	\$16.80	AET1008	Silver Aluminum Rear Arm Mount: 18t	\$5.80
AC01B07	Purple Bent Body Clip, 90 Degree	\$3.00	TAET101	Titanium Hinge Pin Set 18t	\$13.80	AET15006	Blue alum. cvd swing shafts (50mm)	\$13.80
AC01B08	Body Bent Body Clip, 90 Degree	\$2.50	SAET80	Stainless steel diff out drive 18t	\$18.00	AET15008	Silver Alum. Swing Shafts (50mm)	\$13.80
LMT4367	1/18 off road red chrome spring (4)	\$4.80	TAET080	Titanium diff hub set	\$20.80	TAET242	Titanium Rear Universal Drive Shafts	\$24.80
LMT4368	1/18 rally blue chrome spring (4)	\$4.80	TAET80	Titanium diff hub out drive 18t	\$25.00	AET0306F	Blue alum. front bumper (80mm)	\$13.80
LMT4369	1/18 on road chrome spring set (4)	\$4.80	AET2806	Blue alum. front shock tower	\$9.80	AET0306R	Blue Alum. Rear Bumper (60mm)	\$6.80
TAET1101	10 Tooth Titanium Pinion Gear	\$8.00	AET2808	Silver Alum. Front Shock Tower	\$9.80	AET0308F	Silver Alum. Front Bumper (80mm)	\$13.80
TAET1111	11 Tooth Titanium Pinion Gear	\$8.00	AET3006	Blue alum. rear shock tower	\$12.80	AET0308R	Silver alum. rear bumper (60mm)	\$6.80

GPM SMT900L40G \$5.00

GPM SMT893L40G \$5.00

GPM SMT889L40G \$5.00



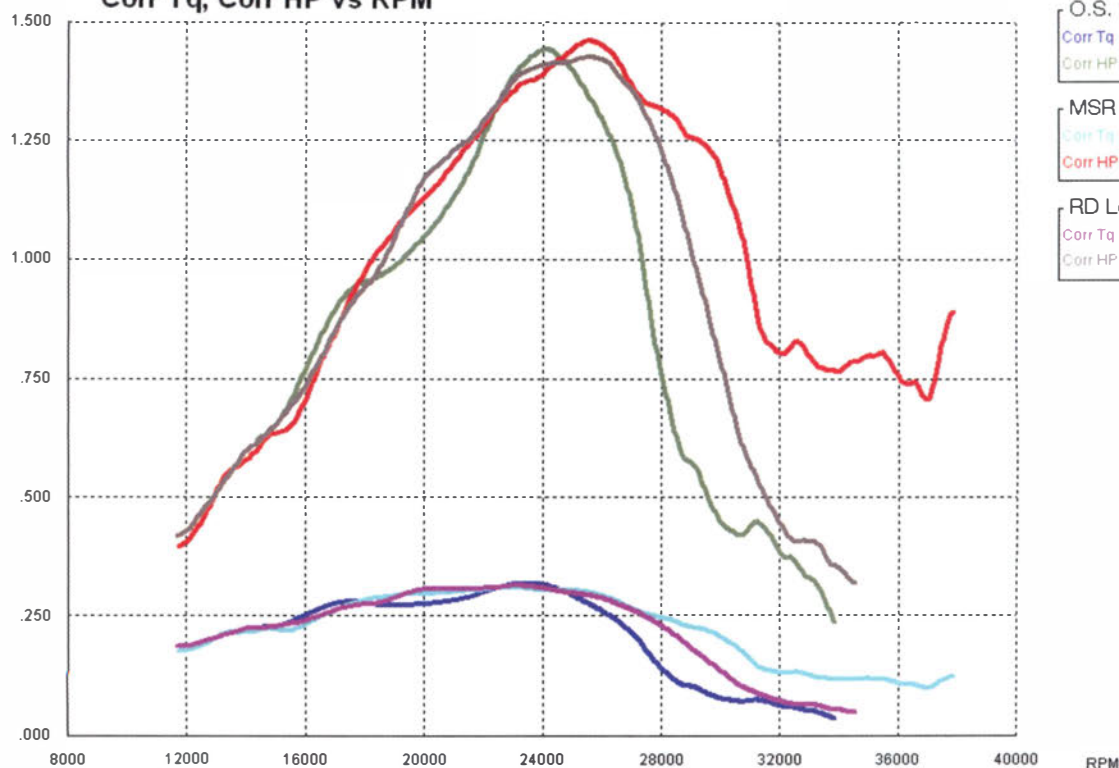
GPM SMT899L40G \$5.00

GPM SMT898L40G \$5.00

GPM SMT888L40G \$5.00

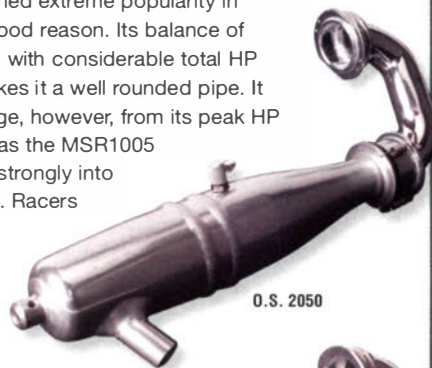


Corr Tq, Corr HP vs RPM



O.S. 2050 vs. RD LOGICS vs. MSR

The O.S. 2050 has gained extreme popularity in the last year, and for good reason. Its balance of fuel mileage combined with considerable total HP production of 1.44 makes it a well rounded pipe. It falls sharply off the edge, however, from its peak HP at 24,000 RPM, whereas the MSR1005 pipe continues to pull strongly into the 40,000 RPM range. Racers have found the 2050 to provide excellent fuel mileage, which is a fair trade off for less top-end performance.



O.S. 2050

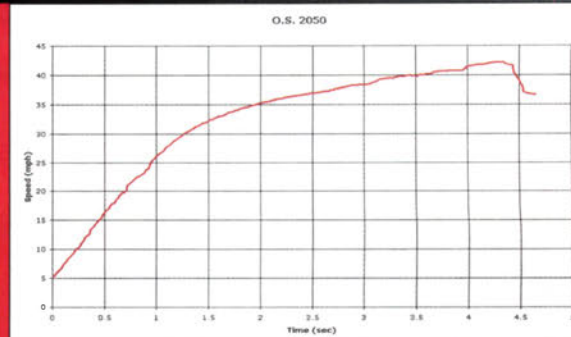
RD Logics' 61850 pipe produced excellent numbers as well, with a strong peak of 1.43HP, which is nearly identical to the OS2050 and MSR1005, but the RD pipe pulls strongly from the 25,000 rpm range all the way to 32,000 rpm while producing nearly double the OS's power after the peak point.



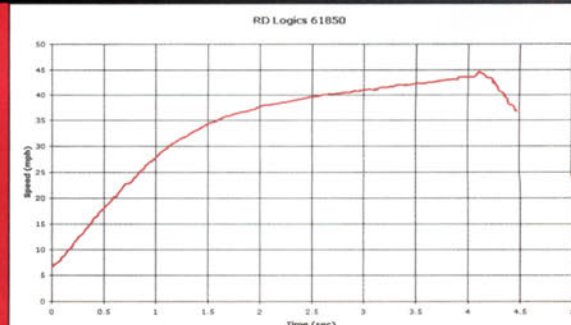
RD Logic 61850

ACCELERATION DATA/GRAPHS

O.S. 2050 - 0-60 ft: 1.94 sec @ 34.1 mph / Top Spd: 42.2 mph @ 225.79 ft.



RD LOGIC - 0-60 ft: 1.71 sec @ 35.9 mph / Top Spd: 44.5 mph @ 232.22 ft.



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.21 PIPE COMPARISON

O.S. 2050 vs. RD LOGICS vs. MSR CONT'D

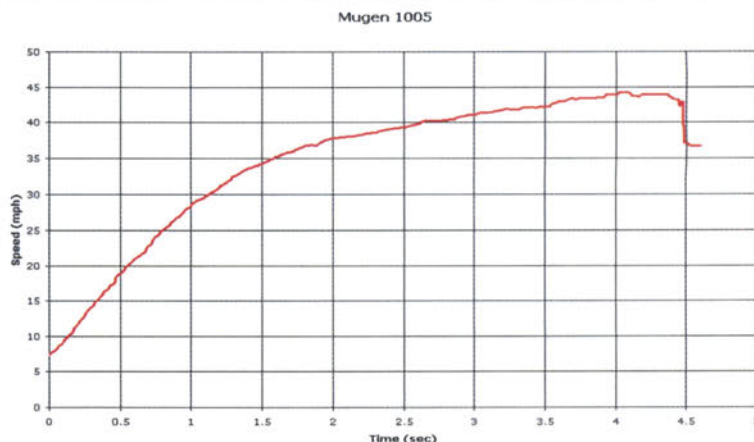
The MSR1005 is the most powerful overall on our Novarossi P5, as it produced both the most overall peak horsepower and the broadest, most impressive power band all the way to 40,000 RPM. Its power curve towers over the others, and its power at 34,000 RPM doubles that of some of the most popular pipes around.



Mugen 1005

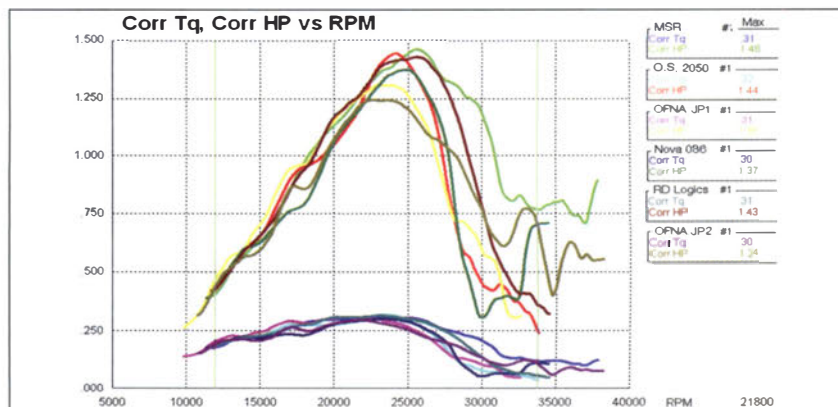
ACCELERATION DATA/GRAPHS

MUGEN 1005 - 0-60 ft: 1.89 sec @ 35.8 mph / Top Spd: 44.2 mph @ 213.74 ft.



SO WHAT DOES ALL THIS MEAN?

The differences between each pipe isn't as huge as some of you may have expected, but the small changes on paper can translate to large performance differences on the track. The most powerful pipe in the test is the Mugen MSR 1005, so does this mean you should run out and buy a MSR 1005 pipe? Not necessarily; if you run on a slick, blown out track with low traction, a pipe that makes less power and ramps smoother is a better option to control the power you're putting down. Racers, by default, tend to want the most power absolutely possible, even if it doesn't help them with faster lap times. Each pipe makes excellent power, and as expected, they all do so in slightly different ways. Your use and your track will determine the best pipe for your application, as there's no single pipe in our test that stands out as the be-all, end-all of pipes. ⚙



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AD INDEX

Company.....	Page(s)
Advantage Racing	57
Airtronics.....	92
Associated Electrics	C2, 4-5, 26-27, 60-61, 178-179
Atomik R/C.....	25
Byron Originals.....	50
Castle Creations.....	16-17
Competition Electronics	103
Corally USA.....	105
Custom Works	153
Deans.....	171
Debbies RC World.....	185
Duratrax.....	55
Eagle Tree Systems.....	94
Factory Works.....	188
Fusion Motorsports	75
General Silicones	63, 177
Golden Horizons.....	133
Gorilla Maxx.....	188
Grand Motorsports.....	65
Grand Slam Hobbies.....	145
Hardcore Racing.....	146-147
Hitec.....	38
Hobby Etc.....	183
Hobby People.....	196-197
HPI Racing.....	30-31, 130-131
Integy Technologies.....	108-109, 172
Jake's Performance.....	186
Kyosho.....	46-47
LRP.....	13
Lunsford.....	141
Max Amps.....	65
MIP.....	64
Morgan Fuels/Sidewinder.....	117
Mugen Seiki Racing.....	40-41
New Era.....	193
NitroHouse.....	191
Nomadio.....	44
Novak.....	15
NR/CTPA.....	205
O'Donnell.....	52-53
Ofna/Jammin.....	96-97
O.S. Engines.....	155
Panther.....	143
Pama.....	73
Peak Racing.....	32
Powers Japan.....	148
Pro-Line.....	6-7
Pro-Match Racing.....	59
RC America/Hudy/Xray.....	49
RC Nation.....	188
RC Screwz.....	169
RC Solutions.....	24
RD Racing Products.....	65
Reedy Modifieds.....	22-23
RJV Racing Products.....	115
RPM.....	36
Schumacher USA.....	29
SK Motion.....	188
Slick Zero.....	188
SMC/Jayco.....	139
Spektrum.....	34-35
Stormer Racing.....	200-201
Tamiya.....	90-91, 206
Team Br00d.....	87
Team Losi.....	11, 210-211
Team Much More.....	163
Team Orion.....	21, 161, 187
Tekin Inc.....	85
Tempgun.com.....	129
THS Racing.....	142
Traxxas.....	66-67
Trinity.....	3, 8-9, 39, 45, 51, 212
Venom.....	58, 95
Werks Racing.....	78-79
XTM Racing.....	43, 120-121

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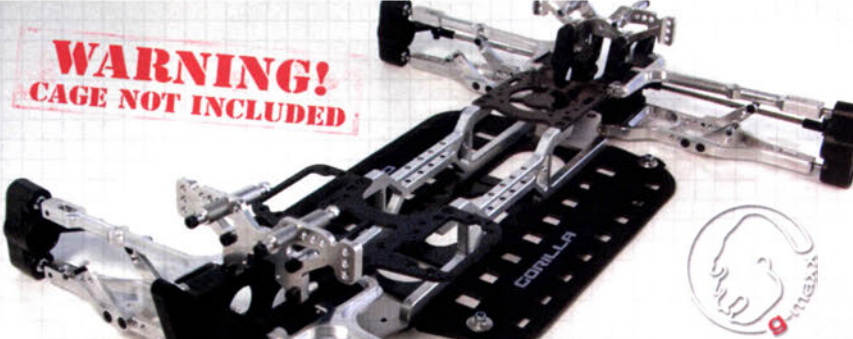
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THE PAINTERS OF XRC MAGAZINE

DON'T HAVE THE SKILLS?
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Words: XRC Staff

If you've ever wondered who slings the sick-looking paint that our test vehicles sport every month, look no further. We use a select group of highly talented artists, all of whom are available for private paint work. Want a body that looks like one of our test vehicles? You'll now have our painters' contact information; all you'll need is some Benjamins and some patience, because these guys are typically very busy. As you've seen in our magazine, their work is worth the wait.

Mike has known Andy since Mike was in grade school.



ANDY JACOBSON, Pegasus Hobbies

Andy Jacobson started Andy's Bodies on the side at the legendary Ranch Pit Shop track almost 19 years ago. He ran Andy's Bodies until 2002 and now does custom paint work out of Pegasus Hobbies in Montclair, California. Andy can paint custom schemes, and sells pre-painted bodies through Pegasus.

► PRICING AND CONTACT

Price Range

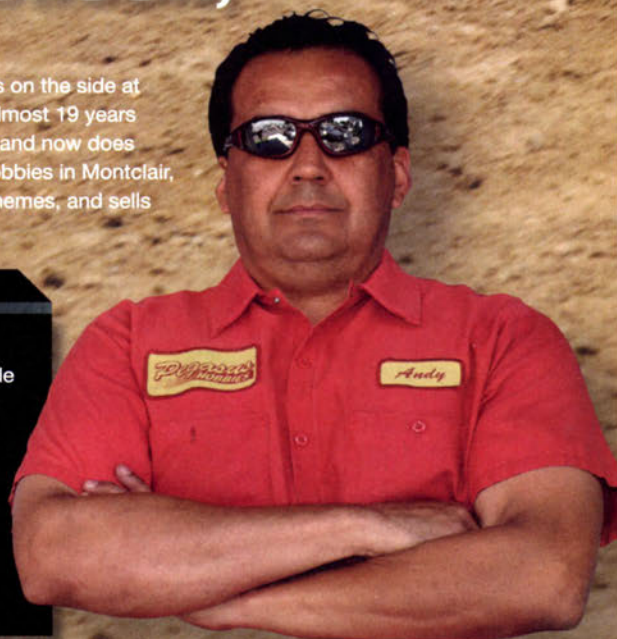
\$30-40+ for 4-5 colors if you provide the body; contact for more info.

Where to Get 'Em

Pegasus Hobbies: 909.982.6507
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2-3 weeks on average.



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FRANK MIJARES, Frank's Bodies

Frank is somewhat new to the painting scene, but he is definitely taking the scene by storm. Frank has painted for Chris Tosolini, Billy Easton, Brian Kinwald, Josh Numan, David Jun, and Barry Baker to name just a few. You will recognize a Frank's Bodies body by his square airbrush logo decal, along with a Franksbodies.com decal. If you're in the area, you'll find Frank racing at SoCal Raceway in Huntington Beach.



PRICING AND CONTACT

Price Range

\$60 if you provide the body; \$75 and he will supply you with the body. Both prices are for a paint job containing up to 5 colors. He will paint you a random scheme, or if you have a custom one already, that can be done as well. Pre-painted bodies are also available.

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Lead Time?

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DOUG SUMMERS, BODZ RC Bodies

You've seen Doug's work everywhere in our magazine, including on all six of last month's 1/8-Scale Buggy Cage Match vehicles. Doug's bodies are easily recognizable with their "BODZ" logo painted into the windshield, and you'll find his shells on a huge number of top-level buggy racers such as Jason Ashton, Richard Saxton, and Kris Moore.



► PRICING AND CONTACT

Price Range

\$65+ for paint only; \$85+ for complete job including body. Doug will paint you a random scheme, or any scheme you specify, including illustrations (pricing varies). Pre-painted bodies will soon be available.

Where to Get 'Em

Web: www.rcbodz.com

Email: dsum@fullnet.net

Lead Time?

Varies according to race season; averages 4-6 weeks. Contact for more details.

We're thankful for all of our painters; without them, our cars' bodies would feature white-to-white fade paintjobs.

7th Annual

HITEC PARKING LOT CHALLENGE

presented by HobbyPeople

Words and Photos by: Shane Archer

As we visit big-name races around the country, we get used to grading them based on who was there, how heavy the competition was, and in some cases, how much controversy was stirred. It's actually somewhat rare for a well-known company to sponsor an event geared towards the average driver, but that's exactly what Hitec does each year with their annual Parking Lot Challenge. By taking the pressure off and placing the focus squarely on our enjoyment of the hobby, the Hitec race is one of the best blends of hardcore racing and general RC enthusiasm that you'll find anywhere. From electric to nitro, and big cars to small trucks, the Parking Lot Challenge is here to showcase everything we love about the hobby.

THE TRACK

It's not just any parking lot, it's the Hitec headquarters parking lot! The track's most notable feature has to be the huge drainage dip down the back straight, which does a great job of launching cars into the air as they hit it at full speed.

The HobbyPeople race crew did a great job of keeping things moving and making sure everybody had a great time.



Josh Numan chats it up with his fans in the factory pits.



Barry said these new EAP "Fat Boy" cells were named in his honor.

One of the hallmarks of Hitec's Parking Lot Challenge is that if you have an on-road car, you can probably find a class to run it in here. There are a variety of electric touring classes to choose from, covering Novice Stock all the way up to Factory Modified, as well as a Nitro Touring class and an Open Micro class for all things 1/18-scale. The track gets set up in front of Hitec's Poway, California facility on Friday evening, and racers show up at the crack of dawn on Saturday (and in some cases earlier) to practice. It's a long day consisting of two rounds of qualifying and the mains, but the one-day event format helps to create a more casual environment for everybody involved.



Barry Baker and Josh Numan battle it out in the Factory Modified A-Main at the end of the day.



One of the signature spots on the Hitec track is the huge dip in the straightaway. You think the cars might have been rubbing? Check out the tale of the tape!



LiPo + Hitec Brushless

Hitec's Mike Mayberry was running an interesting configuration in his HPI Pro 4. His car was propelled by a prototype Hitec 480-size sensorless brushless motor, controlled by a Hacker brushless ESC and powered by a 3-cell Lithium Polymer battery. Talk about the cutting edge of technology! The smaller 480-size motor produced a surprising amount of speed, and combined with the LiPo pack, the car had well over 10 minutes of run time at full speed, and did fine on the track. There's no word on when (or even if) Hitec will officially release this motor, but it sure looked like a good ride.



Continued on page 204.

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146003	XTMCAR	18 Engine, P/S, SG Shaft, Rear Exhaust	99.99
146030	XTMCAR	24.7 Pro - 6 Port Big Head, SG, PS	149.99
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Not responsible for inadvertent typographical errors in this ad. Prices good through first day of cover month.

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My, our military should look like Jessica!

[illegible]

Is Going Down the Same?

Hey Professor: Hi, I was wondering, if I go down a couple teeth on my clutch bell will it be the same as going down a couple teeth on a spur gear?

alrsoft3r

A: First, you'd have to go up in the spur gear to have the same effect on the gearing as dropping teeth on the clutch bell. The bigger the number the more bottom end (to a point) and less top speed you will have.

Dropping teeth on the clutch bell is a more drastic way to change the gearing. Changing the spur gear will make a more subtle change. Look at the math

Spur Gear / Clutch Bell =
Primary Drive Ratio

EXAMPLE:

$100 / 20 = 5:1$ (Meaning the clutch bell has to spin 5 times to rotate the spur once)

If you changed the spur to 80 teeth:

$80 / 20 = 4:1$

And if you changed the clutch bell to an 18 tooth:

$100 / 18 = 5.5:1$

So in this example, to get to the 4:1 ratio that would occur when running a smaller spur gear, you'd have to run a 24-tooth clutch bell, which would give you about the same top speed.

DerekB



Tuned in

Hey Professor: I have a question: I've tried Traxxas 33% fuel in my Hot Bodies Lightning RR .26 engine and it seems to run really hot. I also tried Blue Thunder 20% and had the same problem. I was wondering what is the best racing fuel out there?

revotrx

A: I hope you retuned your engine when you switched fuel. Going from 20% to 33% fuel will require that you richen the mixture up or it will run hotter. Also some engines are shimmed for less nitro and if you go up too high you'll have timing issues and have heat issues again. Sometimes to go up you'll have to add a shim to the head to get it working right. But for the most part if you didn't retune when going up in nitro you'll be too lean.

Most of the name brand fuels should provide you with good power and reliability.

DerekB



Is Bigger Always Better?

Hey Professor: I have this guy who wants to put an RB Concepts motor in his Traxxas 4-Tec. Whatever you tell this guy, it doesn't matter. He wants a RB Concepts engine in his car. Dang, is 60 mph not fast enough? Has anyone done this or can you steer me in the right direction. I called Sigma, the importer for RB, and they couldn't help. I know RB Concepts makes a .23 for the Revo. Would that be a bolt in? Or what other bolt in would you recommend? Not looking to have to mod the car to make it fit. My first thought was the O.S. TZ .18 engine. Thanks again for all your help and input!!

Tunnelhead

A: The TZ .18 should drop right in. If I remember correctly the 4-Tec uses an SG shaft and any .12-based engine (.12 - .18) will drop in. There is a company that makes a .21 big block conversion for it if you want a bigger engine. Truthfully you won't go much faster with the stock gearing. The TRX 2.5 revs pretty high and most engines will only be 3-5K more, which doesn't equate to a huge jump in speed. It will have more torque and be able to get up to speed faster and probably pull a bigger clutch bell for more top end.

DerekB



NEW!

Hot Bodies

HOT55005 Lightning 1/8 Stadium PRO
We have tested and raced this monster truck, and they are absolutely unbelievable! They are fast, handle awesome, and built to win. If you've been waiting for a winning racing truck, the wait is over. **Factory assembled Ready to Run with radio and high torque steering servo.**

- .26 PowerFactory Engine, with jump start
- Long Wheelbase Main Chassis
- Aluminum, Long Suspension Arms
- Front CVA Joints
- Full Rubber Sealed Bearings
- F/R Sway Bars
- Fits T-maxx wheels

\$589⁹⁵



HPI0832 Savage 25
Factory assembled Ready to Run with radio
Nitro Star S-25 engine (ABC) with slide carburetor
Full-time shaft driven four wheel drive
Roto Start System installed!
New rear pick-up 160cc fuel tank with no primer
Complete set of rubber sealed ball bearings
Hardened metal differential gears
Adjustable 2 speed trans w/H.D. metal internal gears
Adjustable slipper clutch and Adjustable disc brake

SAVAGE 25 \$424⁹⁵



HPI0845 Savage SS
Kit only, **unassembled requires radio gear**
Nitro Star S-25 engine (ABC) with slide carburetor
Purple anodized, billet aluminum engine head
Full-time shaft driven four wheel drive
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\$339⁹⁵

SAVAGE SS \$339⁹⁵

Associated RC18T Trinity Spyder 1/18



Length: 214mm
Width: 182mm
Wheelbase: 154mm
Team Associated introduces their RC18T 1/18th 4-wheel drive racer. RTR with radio system, battery and charger. This thing is sweet! Good news, Mini-T Rims fit it.
ASC20100 RC18T Ready to Run Truck \$179.95



Width: 7.1", 180mm
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4wd 1/18th scale w/shaft drive, RTR racing truck, factory assembled for the beginner racer. The only additional thing you need to buy is 12 "AA" alkaline batteries. Price on these and what you get makes for a pretty impressive truck. Don't wait, they're gonna sell fast!

TR190006 Spyder 1/18 scale truck \$129⁹⁵

Team Losi Mini-T



The Team Losi Mini-T comes assembled and painted, complete with radio system, Ready to Run.

\$149⁹⁵

LOS00200 Losi 1/18th scale \$149⁹⁵



PEK4052 5-cell "Boost" Mini-T battery pack \$24.95



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ORN13022 6cell pack, 1200mAh, 7.2 volt 29.95

The 5 cell, 6.0volt Peak Racing "Boost" battery pack is what you need for those tighter in-door tracks. Good power, direct fit in the Mini-T.

What you need for Mini-T speed. Team Orion has both a 5-cell and a 6 cell version of their popular "Supercharge" packs. Both are a direct fit in the Mini-T.

LOSI LST



MONSTER TRUCK
with .26 ENGINE
and 3-channel
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and ready to RUN!

LOS00010 LST Truck

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The shocks on this thing are absolutely **HUGE!!!!!!**

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Full ball bearings, Heavy-duty high-torque steering servo with metal gears. Four wheel drive with four wheel independent suspension. Over 4 inches of ground clearance. Huge 6.6" diameter all-terrain tires. Pro-21 engine with pulstart or drill start option. High performance tuned racing pipe. Three channel radio fully installed. 22" long bumper to bumper, 17.5" wide with a 14.5" wheelbase weighing in at 12 pounds RTR. Requires: Glow-igniter, fuel bottle, fuel, (12) AA batteries.

ASC20500 Associated MGT, Ready to Run

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T-MAXX 2.5

Ready to run



T-MAXX RTR
TRUCK-with painted body
and 2.5 Engine. 40+ MPH
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4 WHEEL DRIVE

TRX4910 T-maxx 2.5

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TRX5310 Traxxas REVO

\$479⁹⁵

Mini-T Cool Hop-up's



LOS01110 Mini-T shock set, 2 front, 2 rear \$26.95



LOS01100 Bearing set, Mini-T 8 pieces \$12.95

We recommend these to any Mini-T owner. These are miniature versions of Losi's professional racing shocks. Anodized shock bodies, racing shafts, and rebuildable cartridges. Made by Losi, a complete set of 4 shocks, 2 for the front and 2 for the back, with springs. just add shock oil, oil not included. Any standard RC shock oil will work just fine.

Take out the sloppy plastic bushings and get some ball bearings in those wheels and hubs. Increase speed & runtime

Trinity's new Micro Monster is developed to be used with five or six cells and will bolt right into your Mini-T with no modifications. Notable features are changeable brushes and springs like standard 540 sized motors. Take the performance of your Mini-T to the next level!

TRI11990 Micro Monster Motor \$27.95



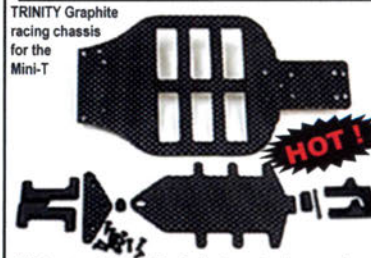
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3300mAh GP's



NEWEST VERSION" 3300's

For the record, last years 3300's were good, but they don't have the outrageous voltage and runtime of the newer version 3300's from this fall. The numbers are better. The racing season is here. It's time to pick up some fresh packs and hit the track. These newer cells are the hot ticket for stock racing and most of those with the big motors in modified. How many hours a month do you work on your cars and race? Is it really worth it to run on last seasons' cells? Give yourself the edge you need.

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ORN11415	GP3300SP2 V-MAX PLUS RDS RACER, 4-cell loose	46.95
ORN11416	GP3300SP2 V-MAX PLUS RDS TEAM, 4-cell loose	59.95
PEAK PERFORMANCE		
PEK43111	GP3300SP2 POWERFLO WORLD SPEC, 6-cell loose	\$79.95
PEK43112	GP3300SP2 POWERFLO NATIONAL SPEC, 4-cell loose	47.95
PEK43113	GP3300SP2 POWERFLO WORLD SPEC, 4-cell loose	59.95
PEK43114	GP3300SP2 7.2v 6-cell BATTERY STICK PACK	59.95
TRINITY		
TRI20014	GP3300 EVO 3 RACE PACK, 4-cell matched loose	\$49.95
TRI20017	GP3300 EVO 3 RACE PACK, 6-cell matched loose	69.95
TRI20018	GP3300 EVO 3 RACE MATCHED SADDLE PACK, 6-cell	84.95
TRI20019	GP3300 EVO 3 RACE MATCHED SIDE BY SIDE PACK, 6-C	84.95
TRI20020	GP3300 EVO 3 RACE MATCHED STICK PACK, 6-cell	84.95
TRI20021	GP3300 EVO 3 TEAM PACK, 6-cell matched loose	54.95
TRI20024	GP3300 EVO 3 TEAM PACK, 6-cell matched loose	84.95
TRI20025	GP3300 EVO 3 TEAM MATCHED SADDLE PACK, 6-cell	89.95
TRI20026	GP3300 EVO 3 TEAM MATCHED SIDE BY SIDE PACK, 6-C	89.95
TRI20027	GP3300 EVO 3 TEAM MATCHED STICK PACK, 6-cell	89.95
TRI20028	GP3300 EVO 3 SPORT STICK PACK, 6-cell	59.95

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Atsushi Hara

The AH-12 conversion kit transforms the standard Associated and Yokomo 1/12 cars into the Atsushi Hara car.

HOT90200 AH-12 conversion kit for Associated and Yokomo \$119.95

KRAY M18 Micro touring car



This is the Micro you've been waiting for. The M18 has fully independent suspension and 4-wheel drive. Comes with a body. Requires 2ch radio with esc. micro servo, battery, charger. Power package is the, motor, battery, esc. servo. XRA380000 M18 micro touring car \$96.95 XRA389100 Power package \$109.95

3600mAh Sanyos



Were you getting tired of trying to make run time last season? Wouldn't it be great if you had a cell that had a bit more run time? Well you found it Bubby! The new 3600mAh cells from Sanyo offer excellent voltage and killer run time. You don't want to be the last guy to try these at your track. Pick up one or two packs and put back in that motor that used to leave you stranded on the track before the 5 minutes was up.

ORION		
ORN11400	SANYO RC3600HV NiMH 6-cell loose, CLUB V-MAX RDS	54.95
ORN11401	SANYO RC3600HV NiMH 6-cell loose, RACER V-MAX RDS	64.95
ORN11402	SANYO RC3600HV NiMH 6-cell loose, TEAM V-MAX RDS	74.95
ORN11404	SANYO RC3600HV NiMH 4-cell loose, CLUB V-MAX RDS	39.95
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PEAK PERFORMANCE		
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PEK43106	SANYO RC3600HV NiMH WORLD SPEC, 4-cell loose	54.95
TRINITY		
TRI20004	SANYO RC3600HV. NiMH TEAM PACK, 6-cell loose	79.95
TRI20007	SANYO RC3600HV. NiMH RACE PACK, 6-cell loose	69.95

ORION Stock motor endbell conversions

Convert your primitive old stock motor into an aluminum endbell high-tech machine! Uses the new Orion round brushes. Complete conversion as shown.



ORN41510	V2 ENDBELL CONVERSION KIT for Epic (Trinity) stocks	39.95
ORN41511	V2 ENDBELL CONVERSION KIT for Top and Yokomo stocks	39.95

GS STORM RTR 1/8 racing buggy

This is truly one of the few RTR buggies that's track ready when you get it. Super fast, easy to drive and with a great ratio, the JR-XR3. You'll have a lot of fun with this car.



GSC2003	GS Storm RTR, with JR-XR3 radio system	\$479.95
GSC2004	GS Storm, pro graphite (car only), requires assembly	399.95

KRAY XB8 1/8 racing buggy

Right now, this is one of the 1/8 buggies everybody is trying to get. It's loaded, super fast, easy to drive, and well, it's just cool to top it all off. Rolling chassis w/body, requires engine, exhaust, and radio system.



XRA350000	XB8 1/8 OFF-ROAD BUGGY KIT	\$649.95
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Fantom .27 '04 Engine

NEW!



.27 '04 Pullstart ENGINE, Rear Exhaust, slide carb. SG crankshaft and turbo head power, includes glow plug. This is the newest engine from Fantom. Big power for your big truck or buggy. MSRP \$319.99

FAN01041	.27 Nitro engine, pullstart, slide carb	\$199.95
----------	---	----------

Orion WASP engines

Low as \$79.95

These high tech Orion WASP engines in a .12 size are turning up to 1.5 HP! Check the list below for more details and drop by our website, type in the part number in our on-line search engine to read even more about your favorite WASP, and don't forget to buy one! They're fast!



ORN80052	.12 Non-pull, turbo style, slide carb (msrp \$299)	169.95
ORN80053	.12 Non-pull OFF-ROAD ENGINE, rotary carb	159.95
ORN80054	.12 Non-pull turbo works, slide carb	199.95
ORN80060	.12 Non-pull, side exhaust, rotary carb	155.95
ORN80061	.12 Pullstart, side exhaust, rotary carb (msrp \$299)	169.95
ORN80200	.18 PRO Non-pull, slide carb (msrp \$154)	79.95
ORN80201	.18 PRO Non-pull, rotary carb	79.95
ORN80211	.18 PRO Pullstart, side exhaust, rotary carb	99.95
ORN80220	.18 T-MAXX Pullstart, slide carb	89.95

HPI Engine sale

Nitro Star engines from HPI. We bought a huge quantity of these great engines and were able to slash the price on these BIG TIME.

Now is the time to get a great engine at a great price. There is no back ordering on these, when they're out, that's it so don't wait. order up a few today!

1605 features a pre-cut crank for the rc10GT. The 1623, 1626 and 1627 all put out over 1hp @ 35,000 rpm.

If you require additional information on an engine, type the part number into the on-line search of our website. www.stormerhobbies.com



Engine shown is #1623

HPI1601	.15SS, rotary carb, pullstart for GT MSRP \$169.99	\$79.95
HPI1605	.15, rotary carb, pullstart MSRP \$135.00	59.95
HPI1615	.15FE, rotary carb, pullstart MSRP \$120.00	79.95
HPI1623	.12R SC, slide carb, non-pull MSRP \$209	94.95
HPI1626	.12R SS, rotary carb, non-pull MSRP \$209	99.95
HPI1627	.12R SS, rotary carb, pullstart MSRP \$225.00	144.95

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A Love-Hate Relationship

The reason I hate you guys so much is that every time I read your awesome magazine it pushes me more and more into the sport. I thank you guys very much for the awesome magazine, keep up the good work.

That's the kind of hatred that makes things uncomfortable. We're glad we fuel your fire. -Derek

A Little Help

Hello Derek, do you have any information on the new M11? My concern is if the Spektrum module for the M8 radio will work with the new M11 radio. Any help would be appreciated, I need to figure this out before purchasing the new M11. Thanks.

Larry (via email)

The Spektrum will work with the M11, but I'd be sure to get one of the most current versions. They had to change a few things for it to work. The M11 has two extra pins for the High Speed Response that don't get turned on right away (it has a boot sequence). So make sure you get the latest and you'll be fine. It should have a sticker on the box and on the module that says "M11" on it. We used our M11 with the Spektrum with no issues. If you're worried, make sure to ask at the store where you're buying it from, or bring the radio to the shop to make sure it fits. -Derek



GIRLS RULE!

I am not really sure who I am suppose to send this to. My name is Nicole, and by the name, I'm sure you could tell I'm a girl. My boyfriend works at one of the local hobby shops in Albuquerque, New Mexico, and brings home your magazine every month, and I must admit, I read it and though I don't always understand what everything is or means, I do learn something new each time. Recently we started our own

electric on-road racing in the back of his shop every Saturday.

They have been racing for a bit, but I just started running the races about a month ago. Every week I am constantly amazed at how many people show up and the various age groups represented. We get around 20 people a week (I know it's not huge, but for what we run, it's great) and the ages of the racers range from 8 to 71 years old. This past weekend, we had our first female driver come out and

race in the novice 1/10-scale class, as well as some new drivers. They had so much fun you could see it oozing on their faces, even being out in the 100-degree heat. It was amazing; the teamwork that the experienced drivers and the new guys worked with was great. We might not have the best facility or be racing with extreme

competition, but it is consistent every week, we all have a blast, and I've come to the realization that it doesn't matter if you race, or watch, if you're a guy or girl, this hobby and everything associated with it, including racing, is supposed to be fun, and I just wanted to share that, because I think it's pretty cool. Thanks for the great magazine, you guys are awesome!

**Nicole Koller
Albuquerque, NM**

Thanks, Nicole, for telling us your story. Sometimes we get too hung up in racing and trying to squeeze that last thousandth of a second out of our cars that we forget we're having fun. And that fun, like you mentioned, knows no age or race. RC inspires a lot of passion in people and that means despite 100-degree weather, 100% humidity or even blizzards they'll find their way to the track. -Derek

GOT A QUESTION OR COMMENT?

The Mail Sack is the place where you voice your opinions, thoughts, and complaints. We'll be publishing your letters each month, and we aren't going to edit them, so use spell check or we'll publish them how you send them and show off how smart you are.

Got an opinion? E-mail it to derekb@rc411.com

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Xtreme RC Cars

TRAXXAS



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www.rcproseries.com

Continued from page 195.



One of the highlights of the annual race is the Hitec giveaway, where anybody who is using a Hitec product in their car is eligible to win some great prizes, including Hitec servos and gear.



RESULTS

Rookie On-Road

- 1 Burt Doll
- 2 Timothy Moore
- 3 Gabriel Flob
- 4 Shawn Spiker
- 5 Rich Yelkin

Micro On-Road

- 1 Mark Devers
- 2 Mike Mayberry
- 3 Bruce Riedinger
- 4 Greg Torkelson
- 5 Haz-mat

Expert Mod Sedan

- 1 Kyle Bergstrom
- 2 Danny Egger
- 3 Jonah Gallant
- 4 Collin Cocores
- 5 Chuck Leslie

Expert Stock Sedan

- 1 Jason Ertrachter
- 2 Chadwick Ganser
- 3 Tony Fiorella
- 4 Walter Cosico
- 5 Kevin Smith

19T Sedan

- 1 Jonah Gallant
- 2 Mike G
- 3 Carl H
- 4 Alvin Ma
- 5 Karl Lapastora

Sportsman Stock

- 1 Rodney Angelito
- 2 Joel Cleare
- 3 Joe Bestor
- 4 Michael Tarkington
- 5 Raymond Ramirez

Factory 19T Sedan

- 1 Chadwick Ganser
- 2 Walter Cosico
- 3 Andrew Hilman
- 4 Albert Guardado
- 5 Michael Rydwell

Factory Mod Sedan

- 1 Barry Baker
- 2 Josh Numan
- 3 Jay Neil
- 4 Tony Phalen
- 5 Randy Caster

Nitro Sedan

- 1 Robbie Collins
- 2 Kris Moore
- 3 Andrew Hilman
- 4 Brian Bimbrie
- 5 Esteban De La Torre

Conclusion

In case you haven't figured it out, this is a fun event. Those lucky enough to live in Southern California get a chance to test their skills against other local drivers while mingling with a few factory pros and grabbing some cool swag from Hitec and the other race sponsors. This year's race had over two hundred entries, and each year the race gains a little more steam. If you're in the SoCal area next summer—and who wouldn't want to be—do yourself a favor and stop by to check out the Hitec race. You won't be disappointed!

Continued from page 170.

within 2 degrees of it, right on the mark.

One caveat here, of course, is that all this technology comes at a rather steep price. Luckily if you're already an owner of Eagle Tree's Car Data Recorder, you can upgrade to wireless capabilities for \$200 rather than the full price. Once you have the system, there are a variety of expansion sensors available that add new functionality to the system.

Conclusion

If you're into becoming an information

power broker, this system is for you. It is a valuable tuning aid, and provided you have the patience to set it up and configure it properly, you will certainly see a benefit in your tuning skills. It is probably more suited to nitro than electric since there are so many more things to measure, but some of the optional sensors like G forces would certainly be fun to use, especially in an off-road environment. The system performed flawlessly, and we look forward to seeing what other nifty new gadgets Eagle Tree can cook up for us in the future. ☺

SCORECARD

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+ HITS

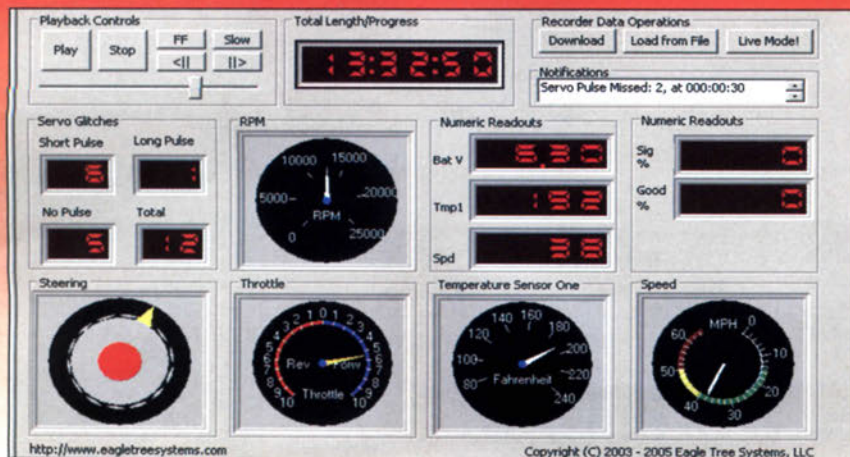
- More data than you can shake a stick at
- Included software works flawlessly and is easy to use
- Highly configurable and expandable
- Real-time wireless data transmission is just plain cool

- MISSES

- Extremely complex to set up and configure
- Takes up a lot of space; make sure your vehicle has room!
- Price makes it a luxury accessory

CONNECT

MANUFACTURER: Eagle Tree Systems
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PHONE: 425.614.0450
PART NUMBER: 17
STREET PRICE: \$350



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2 carpet tracks, 2 dirt tracks for pulling
2 huge monster & tuff truck racing tracks,
long jump, freestyle, concours judging,
manufacturer's displays, hobby shops &
food on site, door prizes, in room TV of
event.....way over 400 entries last 4 years

NR/CTPA MEMBERSHIP REQUIRED
FOR INFORMATION CALL:

716.627.4321

NR/CTPA

2649 Ferndale Ave.

Hamburg, NY 14075-5601

Registration fee: \$20.00 per entry
by October 3, 2005 deadline
After deadline: \$30.00 per entry

website <http://nrctpa.com>

e-mail rctruckpull@adelphia.net

event t-shirts available

A weekend of fun for the whole family

If you are ready to win a World Championship this is the place to be !!

Carpet Pulling	# Entries	Dirt Pulling	# Entries	Racing	# Entries
Outlaw Garden Tractor...	_____	Digger.....	_____	4WD Modified M/T.....	_____
2WD Truck.....	_____	Garden Tractor.....	_____	Novice.....	_____
Mini Rod.....	_____	2WD Truck	_____	2WD Stock T/T.....	_____
4WD Box Stock.....	_____	Super Stock	_____	2WD Modified T/T.....	_____
Pro Stock Tractor.....	_____	Big Rig.....	_____	4WD Modified T/T.....	_____
Big Rig	_____	Mini Rod.....	_____	4WD Box Stock M/T.....	_____
Bar Tire Sportsman.....	_____	Pro Stock Tractor.....	_____	4WD Super Stock M/T.....	_____
2WD Sportsman.....	_____	2WD Pro Modified.....	_____	4WD Tube Chassis.....	_____
2WD Open I.....	_____	Bruiser.....	_____	4WD Open M/T.....	_____
4WD Open I.....	_____	4WD Scratch Built	_____	Stock E-Maxx M/T.....	_____
Dual Motor Modified.....	_____	4WD Box Stock.....	_____	Modified E-Maxx MT.....	_____
2WD Open II.....	_____	Dual Motor S/Stock.....	_____	Mnfr's Exhibition.....	_____
2WD Super Sport.....	_____	Bar Tire Sportsman.....	_____	Sport Truck.....	_____
		2WD Open I	_____	Retro.....	_____
		Dual Motor Modified.....	_____	Drive Shaft.....	_____
		2WD Open II.....	_____		
		Insane.....	_____		
		Gas.....	_____		
		6x6.....	_____		

Name _____ Street _____ Town _____
State _____ Zip _____ Phone # _____

Monster & Tuff Truck Drivers: These are your channels that will be used at NR/CTPA events
PULLERS DO NOT USE THESE

27 MHZ, AM & FM Chs 2 & 575 MHZ, AM & FM Chs 61, 66, 71, 81, 83, 86, for 4WD Mod Monster
27 MHZ, AM & FM Chs 2 & 575MHZ AM & FM 65,67,75,79,85,87,89 all other racing classes

TCS ★ ★ TAMIIYA Championship Series 2005 RACE SCHEDULE ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Are you ready for TCS 2005? The Tamiya Championship Series will begin its 11th season this February, with competitors racing in categories such as F-1, GT-1, GT-2, GT-3, and Mini, to name a few. The TCS series will be traveling around the country at some of the best R/C Hobby outlets in the U.S.A., and winners will have the chance to compete at the North American Finals. NAF Champions will be given the opportunity to compete in Japan for the World Championships. Go to www.tamiyausa.com for rules, registration, locations, and further details.



April 30

Toys for Boys, Kennesaw, GA

July 10

Hobbytown USA, Memphis, TN

August 7

Burien Toyota, Burien, WA

April 3

World of Hobbies, Cincinnati, OH

June 5

Tamiya America, Inc. Aliso Viejo, CA

July 31

Hobby Works, Laurel, MD

August 27-28

TCS North American Finals, Aliso Viejo, CA



Last year's TCS North American Finals at Tamiya America headquarters in Aliso Viejo, CA.

Register at WWW.TAMIYAUSA.COM



INSPIRATION

YOU THINK YOU HAVE IT ROUGH?

Words: Derek Buono



Our Xtra Stuff page is usually filled with either something we thought was funny, some extra information about what goes on here, or something to take your mind off of whatever you need to stop thinking about. Occasionally I'll read something that makes me stop and reevaluate my priorities. I've never been one to complain about my life, but I've heard people talk about how difficult they have it, like how they walked 30 miles to mow some grass to save up for an RC car. Sometimes we forget that we've got it good, even if we had to collect cans to buy a pair of brushes. I got this email and wanted to share it with everybody. This is for all of us who sometimes find it a pain to help your mom with the dishes, hold that door open for a stranger, or get mad that you just had your ass handed to you in the D-main. For the most part life is pretty easy, and even when things aren't looking so good, all it takes is a little hard work and dedication and you can do whatever you want. Thanks Doug for reminding me to appreciate the things I take for granted.

-Derek

It may only be a hobby, but Doug's achievement proves that if there's a will, there's a way.



Using this apparatus, Doug is able to control a car in the same manner as anybody else. And if you're into hopups, check out all that stylish carbon fiber!

Dear Xtreme RC Cars

I would like to share my story with you. I have overcome my difficulty of controlling an RC car. I started racing RC cars in the late 80's when I was in high school. I had an RC10 and a 12L, I think it was. Then I went to college, got married, had two kids, and sold my cars. In 1995 I lost both my arms below the elbow and both legs below the knees to an infection in my blood. It took me a year or so to get back to work. I'm currently working as a tool and die designer, which helps me modify RC controllers because I have a complete machine shop to use. In 2001 I saw an E-Maxx in a hobby store and was amazed by the RTR concept because my old cars were kits. I didn't think I could build one from a kit. I bought that E-Maxx and haven't looked back. I now own a Mini-T and a Micro Street Force. I built my confidence up when I had to fix my E-Maxx, so my son and I built a TXT-1. We added two modified motors, a Super Rooster speed control, and four wheel steering with an Airtronics 4-channel radio. I modified the radio so the two sticks work together as one. After I got my E-Maxx I made a plate with a joystick-type piece to control the throttle and a rope that goes around my neck to hold the controller. The TQ3 radio works great because you can bolt it down tight. I also made a plate for my JR XS3 that I use for the Mini-T and the Micro Street Force. Now that I feel confident with the electric cars, I took the next step and purchased a Traxxas Revo. Both of my kids run Duratrax Evaders and my dad also runs an E-Maxx. We do a lot of backyard bashing and we built a small track in the backyard. We try to get together on Sundays for some fun. I haven't mastered painting yet, but I wasn't that good at it when I had two good hands. We sure have fun with the RC cars. I've attached several photos of my cars and my work area that was built by a custom countertop company in my area. I love reading your magazine. Keep up the great work. Feel free to call or e-mail with any questions.

Sincerely,
Doug Davis

RIDES

RACERS' RIDES >> RAC

Karl Meyer
Tacoma, WA



The left photograph shows a workshop filled with model cars and parts. Shelves in the background are stacked with numerous black tires. On a red workbench in the foreground, a small red and white model car is being worked on. Other model cars and tools are visible in the background.

The right photograph is a close-up of a red and white model car, likely a Formula 1 car, with 'Raytheon' branding on the side. The car is shown from a side profile, highlighting its aerodynamic design and large rear wing.

Digital files should be sent to:
derekb@rc411.com
Please put "Racers' Rides"
in the subject line.
If you still want to send film,
please send your photos to:
Xtreme RC Cars Magazine
Attn: Racers' Rides
2000 S. Grove Ave.,
Bldg "A", Suite 111
Ontario, CA 91761

Mark Lewis
Paxton, MA

A Reason To NOT Read XRC!

Love the magazine it keeps me awake in high skool. here are some pics of my tmaxx xtm rims, imex tread, aluminium skid plates, chassis brace, servo mounts, steering kit, custom trans plate, forward only kit, metal gear servos, super stiff springs. it will soon have a F-650 body but i can't find any chrome colored paint when i do i'm sure to use the tips in your mag sweet body on the revo give away in the july mag. when i'm old enough to get a job i plan to go all out on my tmaxx. stupid mail box broke my a-arm.

Ryan Flores
Riverside, CA

Ryan, put down the magazine and pay attention in school...primarily English! Since I live in Riverside I will come down there and make you pay attention! -Derek



A Good Friend

Here are a couple of pictures of my buddy's RC18MT. It is stock except for a homemade Jeep-style body made from aluminum with a roll cage made from brake line. It is used for rock crawling and works good with locked diffs, it just needs a little more gear reduction. Keep up the great magazine!

Troy Hatfield
Lethbridge, Alberta, Canada



HEY!

Hey...here is a pic of my T-Maxx 2.5. I have been bashing with it for about a year now and have made a lot of upgrades in that time. The parts include RPM, Powerline, Traxxas, Pro-Line, Integrity and Golden Horizon. The new body is a Pro-Line Rock Pleazer and was painted with spray cans and sports my newly-acquired XRC decals. I do hope it is worthy of your fine magazine. Keep up the good work, and thanks.

Mike H.
Knoxville, TN



BOUNCY BALLS IN AN IGLOO

Hello from the great white north! I got out of my igloo today to go to the local track and take some pictures of my RC10T4 showing off a fresh body. Under the body I'm running a rather unique setup. I've got a MGM 12012 Compro ESC powering a Feigao 7S motor, and with some good batteries this thing is crazy fast. I'm smoking nitro cars easily (no pun intended). I'm also running an Airtronics MX3 radio with a Hitec 5625MG servo, and a full complement of Pro-Line tires and body. I've also included a picture of my concourse Tamiya TB-02 with a Xanavi NISMO Skyline body with a full interior (with drivers sporting smiley-faced bouncy balls for heads!) and a full light setup. Thanks for looking and give me some free stuff!

P.S.: Please do some off-road shootouts like the one you did with the touring cars! Or another nitro engine shootout with monster truck engines, that would be wicked!

P.S.S.: Brushes suck!

Brad Comis
Grande Prairie, AB, Canada



PICK YOUR PO

XXX-NT RTR II

Ready for intense nitro action from the minute you fire it up with the convenient handheld starter. A powerful new Mach .15 rear exhaust engine and performance tuned exhaust system deliver plenty of punch to hit the track running.

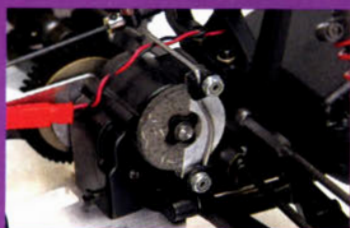


Nitro or electric, Team Losi Sport ready-to-run trucks will have you on the fast track to the finish line from the moment you hit the dirt. That's because Team Losi puts their years of race-proven design and a long list of features into each vehicle they design.

Rear Exhaust Mach .15 Engine w/Electric Start



4.11:1 Low Stacked Transmission



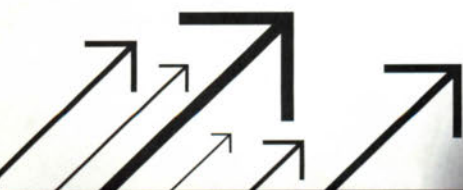
Both ready-to-run trucks from Team Losi come equipped with the JR® XR2i Programmable Radio System. Packed with features like Direct Access Digital Trims, sub-trim, steering dual rates, endpoint adjustments and more, the XR2i offers the perfect level of control and ease of use to get your truck set up and dialed in.

WER

XXX-T RTR II

The XXX-T RTR II offer electric off-roaders an incredible list of high-power features, including a Team Losi Sport ESC by Novak, and a seriously fast Trinity 19-turn motor.

Whether you live for the smell of nitro, or you want the quiet power of electric, trust Team Losi's XXX-NT and XXX-T to put you light years ahead of the rest of the ready-to-run crowd.



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Novak-Engineered
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