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Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • Free Gas



XRAY VISION
WORLDS WINNER?

TEST DRIVEN:
XRAY 808
TRAXXAS Slash
HPI Savage XL
TRAXXAS E-Revo

AUGUST 2008 / ISSUE 153

RACING SPECTACULAR!
More Racing than every other magazine combined
29 Pages!

ULTIMATE
2.2 RC ROCK CRAWLING
TIRE GUIDE

www.RC411.com
THINK omnimedia



30C 20C 7.4

Burst Continuous Volts

DIMENSIONS:
46mm wide x 139mm long x 23.1mm high
25.1mm high including nubs
5000mAh 293g / 3200mAh 199g



#703 5000mAh Pro

Discharge: 100A continuous, 125A - 150A burst
Connector: None w/12 gauge wire + balance connector



#704 5000mAh

Discharge: 100A continuous, 125A - 150A burst
Connector: Tamiya style w/14 gauge wire + balance connector



#705 3200mAh

Discharge: 64A continuous, 80A - 96A burst
Connector: Tamiya style w/14 gauge wire + balance connector

Champions Choose Reedy Lipo Power!

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

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

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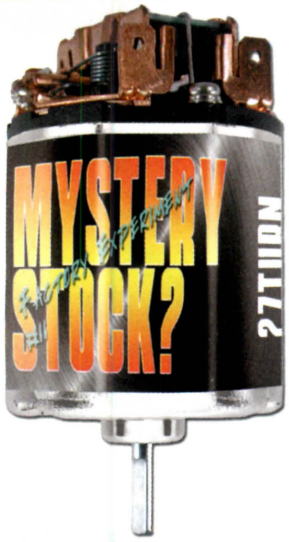
HOT STUFF

the #1 power supply choice of slot car and r/c racers!





MYSTERY? STOCK PRO ROAR LEGAL
New "Quad Rotor™" armature design
4499 Laydown brushes, red springs
Low drag, recessed motor bushings
Zapped magnets
Dyno tuned, tweaked and tested
TRI16301

I-POWER 15 AMP POWER SUPPLY
3 independent power outputs:
12 volt, 16 amps fixed for chargers
0-12 volts, 15 amps adjustable
5 volt, 500 mAh USB port for ipod
Input 110 or 220 volts.
LED screen shows volts and amps.
Short circuit protection.
TRI22005



T-8 SUPER NITRO HAULER BAG
TRI70010
Fits most 1/8th vehicles.
Removable tool caddy.
5 plastic draws to store buggy, tools and parts.

T-10 SUPER TOURING HAULER BAG
TRI70011
Smaller version of our popular T-8 bag
Fits most 1/10th vehicles, like nitro touring cars
Plastic drawers to store buggy, tools and parts

T-T UNIVERSAL TRANSMITTER BAG
TRI70012
Fits all current popular R/C car radios
Compartment for crystals, transponder etc..





ROCK CRAWLER GENIUS™ MEMORY INSERTS
Allows the tire surface to conform to the rocks creating a bigger tire patch for more climbing traction.
TRI43110, Super Soft
TRI43111, Soft



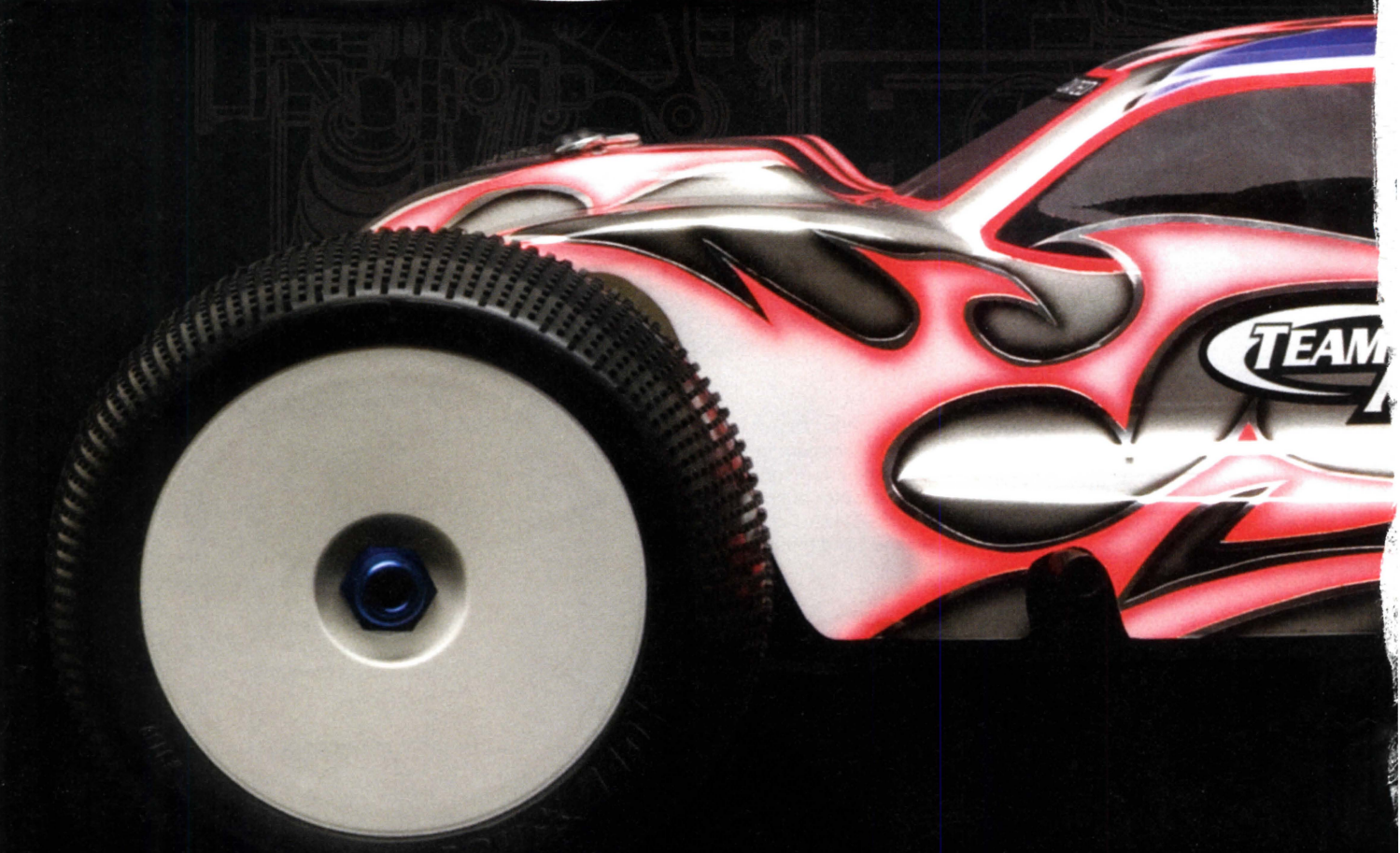
IPLUG BY STARCELL
ST1003
Fits all TRX style connectors.
Super low resistance.
Distributed by Trinity Products.
1 set male & female

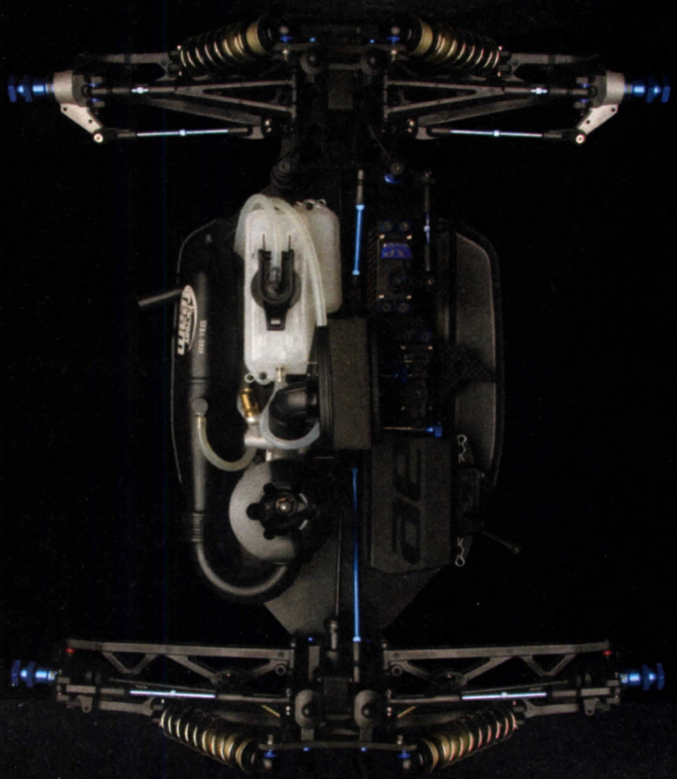
KREEPY KRAWLY ROCK CRAWLER MOTORS
Hi-torque rotor design, dual ball bearings & adjustable timing.
TRI16310, 45 Turn
TRI16311, 55 Turn
TRI16312, 65 Turn



www.teamtrinity.com

RC8T Factory Team







Factory Team Aluminum Top Plate and Steering Rack included!



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

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

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

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

1:8 Scale Nitro 4WD Offroad Truggy Kit

AREA 51

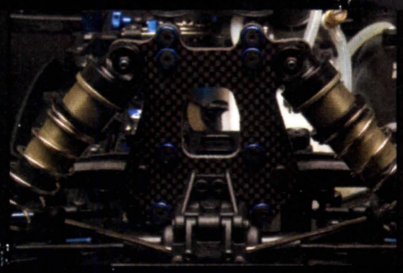
RC8T

TEAM ASSOCIATED

IFMAR WORLD CHAMPIONS 22 TIME



RC8T differentials come preassembled and ready to fill with diff fluid



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



Factory Team blue titanium turnbuckles and aluminum chassis braces come assembled



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

The Factory Team RC8T features:

- **Factory assembled shocks, diffs & turnbuckles with Factory Team shock and diff fluids included.**
- **Factory Team 'Big Bore' threaded, hard-coated shocks feature 16mm six hole pistons and 4mm gold shock shafts for maximum smoothness**
- **Factory Team Aluminum Top Plate and Steering Rack for the ultimate truggy durability**
- **Factory Team chassis braces with integrated center stiffener that maintains chassis integrity**
- **4mm woven carbon fiber shock towers for maximum rigidity, strength and light weight to keep the center of gravity low**
- **Blue aluminum wheel hexes featuring captured drive pins and nyloc wheel nuts providing the ultimate in security**
- **The 4.30:1 ratio gear boxes deliver maximum punch**
- **Unique low-profile elliptical high-flow, two-stage air filter**
- **FFC Free Float Caliper brake-system eliminates the possibility of unwanted brake drag while on throttle**
- **Two-piece split-center diff mount allows quick and easy access to the center diff**
- **Wing angle and position is fully adjustable and secure**
- **High-torque capacity three-shoe aluminum clutch**
- **Full CVAs with captured CVA pins**
- **Full ball bearing drivetrain and steering**
- **Metric hardware throughout**
- **Milled 3mm black hard-coated 7075 aluminum chassis**
- **Factory Team blue titanium turnbuckles**

ae

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www.rc10.com or www.teamassociated.com

#208

1:8 OFF-ROAD PERFOR

HardDrive
#1494-00 fits Losi Bight
(wing sold separately)

Crowd Pleazer 2.0
#3192-00 fits Mugen MBX-5 & X-Ray XB8
#3208-00 fits Jammin X1-CR (shown)
#3214-00 fits Kyosho MP 777 SP2
#3232-00 fits Losi Bight
#3260-00 fits Associated RC8
#3265-00 fits Ofna Hyper 8/8.5
(wing sold separately)

Performance 1:8 Wing Kit
Yellow #6024-02
Black #6024-03
White #6024-04

Hi-Downforce 1:8 Wing Kit
Yellow #6023-02
Black #6023-03
White #6023-04

Straight Shooter
170cc fuel capacity
#6035-00

Wabash 1:8 Wheels
Yellow #2671-02
White #2671-04
fits 17mm hubs

Velocity 1:8 Wheels
Yellow #2655-02
Black #2655-03
White #2655-04
fits 17mm hubs

Check out PROLINERACING.COM for Pre-Mounted 1:8 Buggy race tires and info

Hole Shot	Bow-Tie	Step Up	Inside Job	Knuckles 2.0	Crime Fighter	MOAB	Badlands	Road Rage
#9026-01 (M2) #9026-02 (M3)	#9025-00 (XTR) #9025-01 (M2) #9025-02 (M3)	#9024-01 (M2)	#9023-01 (M2) #9023-02 (M3)	#9020-01 (M2)	#9014-00 (XTR) #9014-01 (M2) #9014-02 (M3)	#9022-00	#9021-00 (XTR)	#9012-00



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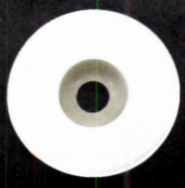
RMANCE



HardDrive
#1493-00 fits REVO® 3.3
#1495-00 fits REVO® 2.5, MAXX® 3.3, Savage
#1496-00 fits Losi 8ight T (shown)
(wing sold separately)

Crowd Pleazer 2.0
#3213-00 fits Jammin X1-CRT
#3228-00 fits Mugen MBX5T (shown)
#3250-00 fits Losi 8ight T
#3258-00 fits Kyosho ST-RR
(wing sold separately)

HD Wheel Wrench
17mm Hex #6038-01
23mm Hex #6038-02



Velocity HD 23mm Standard Size
White #2684-04
White #2682-04 ½" Offset



Velocity 17mm Hex Standard Size
Yellow #2690-02
Yellow #2692-02 ½" Offset
White #2690-04
White #2692-04 ½" Offset



LPR (3.7") Velocity 17mm
Yellow #2699-02
Yellow #2700-02 ½" Offset
Black #2699-03
Black #2700-03 ½" Offset
White #2699-04
White #2700-04 ½" Offset
fits LPR tires only

Check out PROLINERACING.COM for Pre-Mounted MTR tires and info

Crime Fighter MT	Bow-Tie MT	Badlands MT	Hole Shot MTR	Bow-Tie MTR	Crime Fighter MTR
#1121-00	#1127-00	#1132-00	#1133-00 (M2)	#1134-00 (M2)	#1135-00 (M2)

Pre-Mounted Hole Shot LPR (M2)
#1139-11 White
#1139-14 White ½" offset
#1139-12 Yellow
#1139-22 Yellow ½" offset
Hole Shot LPR
#1139-01 (M2)

Pre-Mounted Bow-Tie LPR (M2)
#1140-11 White
#1140-14 White ½" offset
#1140-12 Yellow
#1140-22 Yellow ½" offset
Bow-Tie LPR
#1140-01 (M2)

Pre-Mounted Crime Fighter LPR (M2)
#1141-11 White
#1141-14 White ½" offset
#1141-12 Yellow
#1141-22 Yellow ½" offset
Crime Fighter LPR
#1141-01 (M2)



CONGRATULATIONS!

Ryan Cavalieri sweeps **1:8 Truck** and **1:8 Buggy** at the **2008 The Dirt Nitro Challenge** using Pro-Line's 1:8 Truck **Hole Shot LPR** & 1:8 Buggy **Hole Shot** tires!

Kris Moore also chose the Hole Shot to capture the Over 40 1:8 Buggy class title, and **Todd Jonas** used the Hole Shot LPR to claim the Over 40 1:8 Truck class win.





PRO-LINE
HOLE SHOT
SWEEPS '08 NITRO CHALLENGE!

NITRO

EXTECH NITRO



EXTECH NITRO HIGH PERFORMANCE RACING ENGINES

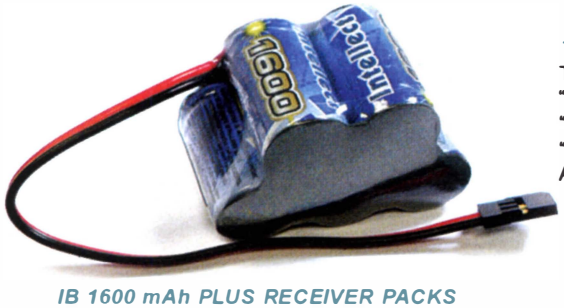
TRI40060, .21 Off-Road, 1/8th racing engine for off-road
TRI40100, .24 TT2, super square truggy engine
TRI40063, .21 Tuned Pipe, pipe & manifold



EXTECH Nitro X3 ADJUSTABLE OFF-ROAD CLUTCH SYSTEM

The EXTECH Nitro X3 Clutch System is a 3 shoe off-road clutch system that allows you 3 different spring tension adjustments without removing the springs and shoes. Adjustments are made by removing the nut and clutch bell. The inner adjuster is lifted up and rotated to the next position to adjust the spring tension.
Comes with a 13 tooth clutch bell, (14 and 15 to be available later)
TRI40101, EXTECH NITRO X3 For Kyosho, Mugen, X-Ray
TRI40102, EXTECH NITRO X3 Clutch System For Losi





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TRI20531, Standard, pictured
TRI20532, 1/10th Truck, hump
TRI20533, 1/8th On-Road, side x side



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Shaped for maximum flow
Faster pit stops, full tank on each fill
Soft material for more fill pressure
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Filler cap holder
TRI30100

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The Fastest Tuned, Tweaked, & Dyno Tested Nitro Engines For Your 1/8th Buggy & Truggy



TRI40064, EBMods Tuned .21 1/8th Off-Road Engine

NEW!

TRI40066, EBMods Fully Modded .21 Off-Road Engine

Features balanced crankshaft, lightened rod, lightened piston, altered timing.
Maximum rpm increase from 40,000 to 46,000.
More linear, easier to drive power band.
More overall power without sacrificing run time.

NEW!

TRI40103, EBMods Tuned TT2 .24 Truggy Engine

"The EXTech .24 engine gives truggy racers that desired extra power currently unavailable in a .21 size engine. In the past the .28 size engines were the only option to get this extra power, and with fuel efficiently being a big part of the pit strategy at today's events the .28 size engines are rarely seen at full competition racing. That's were the EXTech .24 engine stands out. Not only is the power equal to some .28 engines, but the EXTech .24 will get the run time of a typical race .21 size engine.

It's the design of the EXTech .24 that makes this engine the power house that it is. The square Bore and Stroke (17.17mm) and Long Rod (29.997mm) design gives the engine a better balance, which increases power and efficiently throughout the power curve. Not only does the .24 have the bottom-end power of a typical race .28, but has the upper rpm power to keep pulling you down the longest straight you may encounter.

Until now most .28's or .25's size engines have used the .21 size engine stroke with a punched out bore, and typically use the short rod (29.48mm) of the 21 engine. That's not the case on the EXTech .24 Truggy Engine. The Bore & Stroke have been increased and squared to give better performance throughout the entire power curve, offering the best power and fuel efficiency from any race engine out there!"–Ed Bridges

All EBMods engines feature,
Matched piston and sleeves.
Flow tested carburetor
Blueprinted.
Broken in & tuned.
Dyno tested & dyno printout with 2 pipe options
EBMods sticker sheet

EBMods Race Prepped engine

...een run with a total of 500cc Trinity Platinum 30% Fuel with 3oz of Klotz ...llon for Break-in. Engine internals have been inspected and hand fitted for ...nce and life. Engine is ready for race tune but will take another 30 minutes ...ully broken-in. Carburetor idle gap is pre-set. HSN and LSN are set rich.

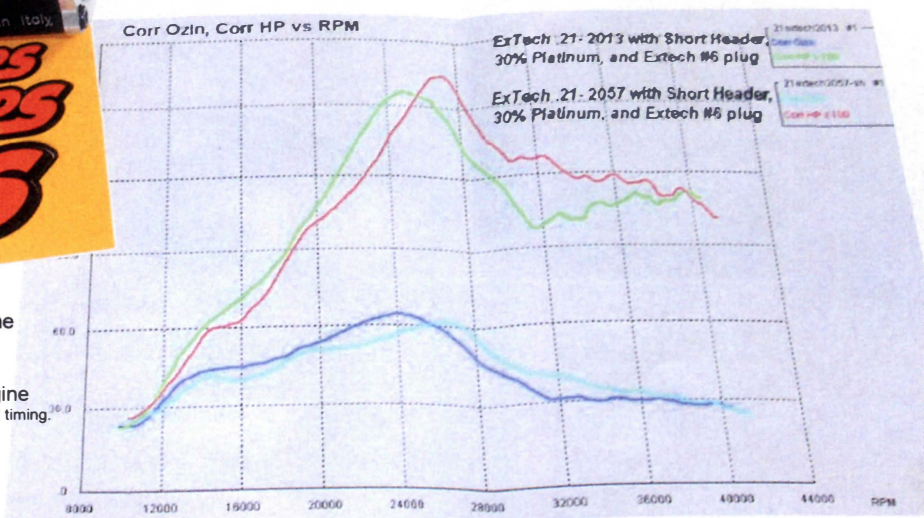
...nd back the idle screw out while watching the slide close. When you see the slide close ... Take note to where the screw is. Now from this point turn the screw in 1 full turn. This ... equal .024" or .6mm, from this setting the idle is almost dead on.

...A carburetor settings using 30% Trinity Platinum Fuel, ExTech #6 plug, ExTech 2013 or 2057 pipe

...sert	Rich Setting	Tuned Setting
	Flush with housing then ¾ turn out	Flush with Housing
	Flush with Housing	Flush then ½ turn in
	With slide closed, turn idle screw 1.25 turns in.	With slide closed, turn idle screw 1 turn in.

...the adjustment screws set excessively in either direction could mean engine tune is off. Reset to *Rich Setting* above and retune.

Using a hotter plug may require a richer setting then above.
Using a colder plug may require leaner setting then above.



EXTECH NITRO

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1/8 Buggy Eclipse Tires
LOSA7769S w/Molded Insert (2)
LOSA7769R w/Molded Insert (2)

1/8 Buggy XBT Tires
LOSA7763R w/Foam (2)
LOSA7763S w/Foam (2)
LOSA7763B w/Foam (2)

1/8 Buggy Atomic Tires
LOSA7764B w/Molded Insert (2)
LOSA17764B w/Yellow Wheel (2)

1/8 Buggy Cubic Tires
LOSA7765B w/Molded Insert (2)
LOSA17765B w/Yellow Wheel

1/8 Buggy Step Pin Tires
LOSA7760R w/Foam (2)
LOSA7760S w/Foam (2)
LOSA17760R w/Yellow Wheel
LOSA27760S w/Yellow Wheel

1/8 Buggy Taper Pin Tires
LOSA7761P w/Foam (2)
LOSA7761R w/Foam (2)
LOSA7761S w/Foam (2)
LOSA17761P w/Yellow Wheel (2)
LOSA17761R w/Yellow Wheel (2)
LOSA17761S w/Yellow Wheel (2)

1/8 Buggy Step Pin Low Profile Tires
LOSA7762B w/Foam (2)
LOSA17762B w/Yellow Wheel (2)
LOSA27762B w/White Wheel (2)



1/8 Truggy Cubic Tire
LOSA7781B w/Molded Insert (2)
LOSA17781B w/Yellow Wheel (2)

1/8 Truggy Grip Tires
LOSA7782B w/Molded Insert (2)
LOSA11782B w/Yellow Wheel (2)

1/8 Truggy XTT Tires
LOSA7780B w/Foam (2)
LOSA17780B w/Yellow Wheel (2)
LOSA27780B w/White Wheel (2)

1/8 Buggy Wheels
LOSA7750 White (4)
LOSA7751 Yellow (4)

1/8 Truggy Wheels
LOSA7742 White (4)
LOSA7743 Yellow (4)

1/8 Truggy Lightened Wheel
LOSA7738 White (4)
LOSA7739 Yellow (4)

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ON THE COVER
XRAY dials 808, and that's a whole bunch of tires down there.

THE CHOICE OF WORLD CHAMPIONS

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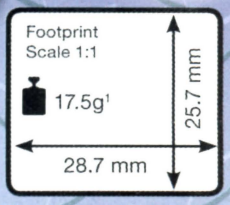
- External soldering tabs
- Special profile for stock motors



IFMAR WORLD CHAMPION 2007/2008
The LRP QC-3 dominated the World's in Japan finishing 1st ,2nd and 3rd

WORLD CHAMPION

EUROPEAN CHAMPION 2007



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Improved 6.0V / 3.5A BEC: High power and reliability for all available servos, receivers and personal transponders.

Ice-Drive Design: LRP's secret IceDrive Design results in lower speed control temperature under all racing conditions.

60% Lower Resistance Than QC-2: Maximum power and minimum loss: efficiency and power have been maximized by using the latest FET generation and high-quality components.

AutoCell System: LRP exclusive! Automatic NiMH - LiPo Adaptation. The LRP QC-3 is ready for the new generation of LiPo batteries!

New Software: The LRP QC-3 features 4 modes which enable the driver to adjust motor power as well as driving and brake feel to suit his personal preferences.

PULSAR 3



#LRP41552

Charge NiMH - LiPo - NiCd
- Fast charging 1 to 8 cells (NiMH/NiCd), 1 to 3 cells (LiPo), 0.1A to 10.0A on the fly.
- 2 charge modes: Linear and Multi-Step with PCS-4 and adjustable Delta Peak (5-95mV)
- Auto-Restart-System and Auto-Start-Timer

Discharge NiMH - LiPo - NiCd
- Discharge current 0.1A to 12.0A adjustable on the fly. Displays discharge time, capacity and average voltage.
- Adjustable cut-off voltage from 0.9V to 9.0V
- Matching Mode: fully automatic measurement of a battery pack

Partial Charge
Never store NiMH and LiPo-batteries empty. The PCC-3 features a "Partial Charge" mode for batteries. With this function you can set a fixed capacity value, e.g. 1000 mAh, and the PCC-3 will charge exactly this capacity amount into your battery. The advantage is optimized battery storage makes for optimal battery lifespan.

Voltage-Output Function
- Adjustable output from 1.0V to 12.0V / 20A
- Can be used to break in brushes, run comm-lathes or power 7.2V soldering irons, tire warmers and many more.

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THE DEMISE OF RACING AS WE KNOW IT

Racing is a strange beast in this great industry. While it's well documented that fewer than 10% of RCers race, it generally shapes and guides the industry. I can go on and on about how the headless RC industry allows outside forces to change and regulate the racing scene, but that blame is on many parties and I could possibly start a revolution, so I'll move on to the pressing issue at hand.[1]

I'll get right out and say it: Racing is about to become extinct.[2] I'd like to sensationalize that last sentence with an exclamation point or maybe even two, but I say it with stone cold honesty and therefore the trusty old "period" at the end.[3] For years we've been ruining racing. Well, I'll clarify and change that to 'we've been ruining a healthy racing system.' We effectively killed off "club racing" with two to seven day race events and series that cannibalize local racing attendance by charging three to four times a club amount and reducing the expendable "race entry" income that most racers have. I can remember when ROAR Regionals meant something, and now I'm not even sure they happen...much less matter.[4] I'd like to say that's all ROAR's fault, but we as a racing community failed to see that club level racing keeps the system alive. It's like the roots of a plant. They are not seen, but unless you tend to them the plant slowly dies.

Strangely enough, the recent gas price gouging may actually save racing. Yes, it's a strange thought, but with gas at $4.07 a gallon[5], racers may be forced to skip traveling to larger races and refocus on local racing.[6] This is no guarantee that racing isn't going to die. I'm here only to try and help fix the problem that is just now being realized. To help support this local racing renaissance we at Xtreme are going to promote local racing and feature it in the magazine. Head over to our forums to see what it takes to get your local race into the magazine. It doesn't take much, and hopefully we can get people racing locally again...and not just showing up racing, but becoming a part of a track and helping it grow. Racing isn't dead yet, but without some TLC we might witness a huge problem in the industry get worse.



Godspeed,

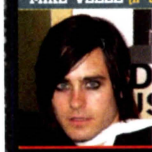


Derek Buono
Executive Editor
derekb@rc411.com

Wortel's rant just gave him +30 on the flower points.

» TEAM RANTS

MIKE VELEZ [IF ONLY HIS BACKYARD WAS IN TEXAS]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: "Men" with Emo haircuts.
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: Flammable silly string.
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Drill for oil in my backyard.

DEREK BUONO [BUT THEN...WHO WOULD WE MAKE FUN OF?]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Stupid people. That would cure just about every problem in the world.
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: Political incorrectness.
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Be happier; less people on the road means I get where I'm going quicker!

JAMES REVILLA [USUALLY HATES HONDA'S WITH A PASSION]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Reality shows. I like sluts, but who cares what Denise Richards does, anyways?
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: My macho pro skateboarding skills.
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Buy myself a Honda Ruckus... and turbo it.

DAVE PALACIOS [EATS DINO NUGGETS AT HOME]



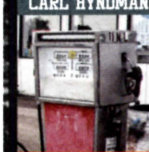
IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Skunks, they stink... stink real bad!
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: Dinosaurs of course.
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Get rid of my truck and buy a cheap used economy car or ride my bike to work.

MIKE McMAHON [MASTER OF A DIFFERENT KIND OF GAS]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Rush and Sean Paul.
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: Lawn Darts.
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Develop an engine that runs on flatulence and drive across the US.

CARL HYNDMAN [CHEAP GAS? WHAT'S THAT?]



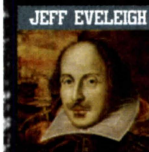
IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Bad Drivers.
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: Cheap gas.
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Buy more of it, not much we can do. I've already sold my truck.

BRIAN SKINNER [IS THERE A DMV FOR SPACESHIPS?]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Illegal aliens, those guy's from another planet cause trouble; just think about Roswell.
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: A T-Rex, I would love to see how big they were, and what they're like.
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Turn all the T-Rex back into oil...or ask for a raise.

JEFF EVELEIGH [ART THOU, THINE ANGUISHED FELLOW JEFF]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Shakespeare plays... learn English and then I'll read your work!
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: Dinosaurs. That's right... try to explain that one!!!!
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Pay way too much money for fuel!

SHANE ARCHER [SHANE'S TIP: DON'T BET ON THE SCORPION]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: Reality TV shows! We can replace them with japanesebugfights.com.
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: Crystal Pepsi, elixir of the Gods!
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Hire a rickshaw to carry me to the office and back everyday.

MICHAEL WORTEL [HATES GIRL ON GIRL? WHAT THE HELL...]



IF I COULD MAKE ONE THING EXTINCT RIGHT NOW IT WOULD BE: My girl on girl neighbors nextdoor.
IF I COULD BRING ONE THING BACK FROM EXTINCTION IT WOULD BE: The Greatbluedini (Kool-Aid)
IF GAS GETS ANY MORE EXPENSIVE I'M GOING TO: Work from home... Wait! Nevermind.

1. We need an industry organization to help guide itself and stop letting sanctioning bodies decide what is best. Rules for racing are not the same as running a business.

2. The great thing is you'll see non-conventional "races" pop up because the true RC enthusiast innovates on every level. Notice the number of rock crawlers and drifting in our Racer's Rides column. That means something.

3. Which often makes people not like me, but in the end I'm out to help change things, which sometimes means you have to poop in the pool.

4. Winning the Regionals was something I dreamt of...I didn't want to go to the Nationals.

5. If you have to use premium like me that means $4.27 a gallon...damn you, horsepower!

6. What do we honestly think mainstream is? A sitcom on Disney? A top 40 radio show about RC?

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- 10 conversion kits from 8 car manufacturers
- Includes everything you need to convert your 1/8th-scale nitro car to electric*
- All brought to you by Novak

- Associated® RC8™ (#5010)
- CEN® Matrix™ (#5011)
- Hot Bodies® Lightning™ (#5012)
- Kyosho® Inferno™ (#5013)(shown)
- Losi® 8ight™ (#5019)
- Mugen® MBX5™ (#5014)
- OFNA® 9.5™/Ultra™ (#5015)
- OFNA® Hyper 8™ (#5016)
- OFNA® Hyper 7™ (#5017)
- X-Ray® XB8™ (#5018)



GO BRUSHLESS!

Cleaner
Better Performance
Low Maintenance
Less Noise

These heavy-duty, hardened steel gears are recommended when converting 1/8th-scale Nitro off-road vehicles for brushless electric use and fit seamlessly with Mod 1 spur gears commonly found on 1/8-scale Nitro vehicles. [Fits perfectly on Novak's HV High-Voltage Brushless Motors that have been updated with the HV Brushless Motor 5mm Upgrade kit (#5924).]





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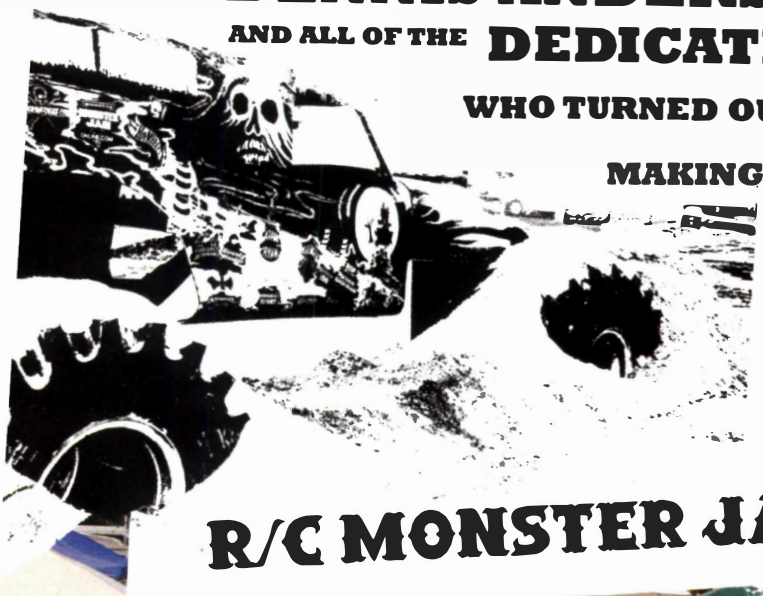
AND ALL OF THE **DEDICATED HPI ENTHUSIASTS**

WHO TURNED OUT IN **HUGE** NUMBERS

MAKING **THE HPI SAVAGE NUMBER ONE TRUCK OF CHOICE**

AT THE 2008

R/C MONSTER JAM WORLD FINALS!









SAVAGE XL



#10515
RTR SAVAGE XL 5.9

SAVAGE X



#867
RTR Savage X 4.6

E-SAVAGE



#517
RTR E-SAVAGE SPORT

WHEELY KING 4X4

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RTR Wheely King 4x4

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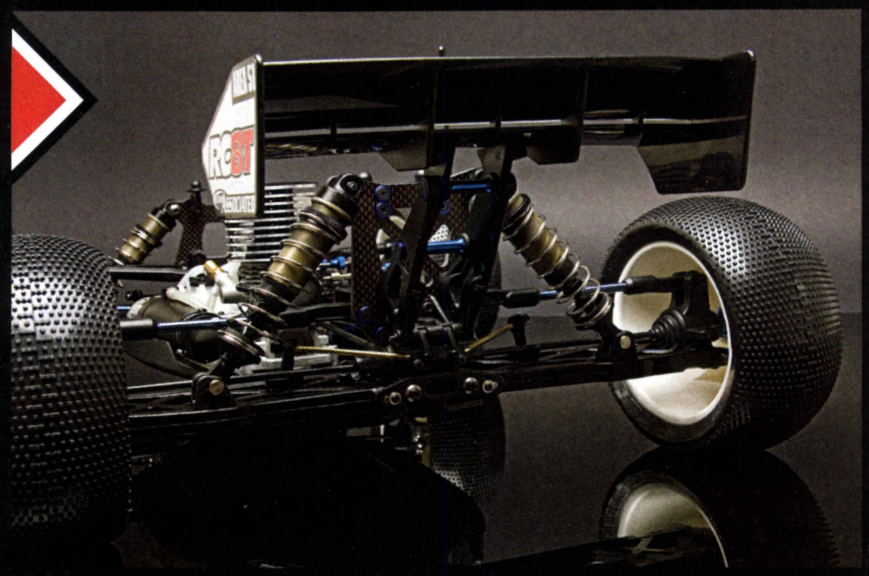
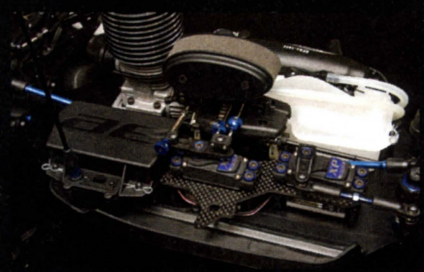
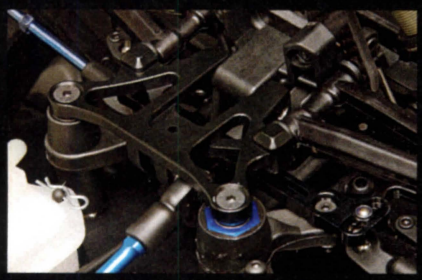
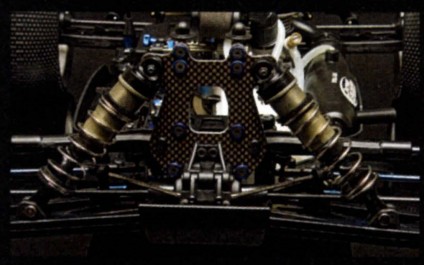
ASSOCIATED RC8T FINALLY SHOWS UP



















It took a little longer than we thought, but the truggy version of the RC8 is now starting to show its face around the neighborhood. Of course, specs are on par with the best in the market, as expected from AE.

Factory Team RC8T Truggy Kit features:

- Factory assembled shocks, diffs, and turnbuckles. Factory Team shock and diff fluids included.
- Factory Team "Big Bore" threaded, hard-coated shocks feature 16mm six-hole pistons and 4mm gold shock shafts for maximum smoothness.
- Factory Team aluminum top plate and steering rack for the ultimate truggy durability.
- Factory Team chassis braces with integrated center stiffener to maintain chassis integrity.
- 4mm woven carbon fiber shock towers for maximum rigidity and strength. These are lightweight to keep the center of gravity low.
- Blue aluminum wheel hexes featuring captured drive pins and nyloc wheel nuts for the ultimate in security.
- 4.30:1 ratio gear boxes to produce maximum punch, allowing the RC8T to accelerate harder out of the corners and up the biggest jumps.
- FFC Free Float Caliper brake system eliminates the possibility of unwanted brake drag while on throttle.
- Two-piece split-center diff mount allows quick and easy access to the center diff.
- Wing angle and position are fully adjustable and secure.
- High-torque three-shoe aluminum clutch.
- Full CVAs with captured CVA pins.
- Full ball bearing drivetrain and steering.
- Metric hardware throughout.
- Milled 3mm black hard-coated 7075 aluminum chassis.
- Factory Team blue titanium turnbuckles.

See if you can catch the theme of this month's Inside Line.

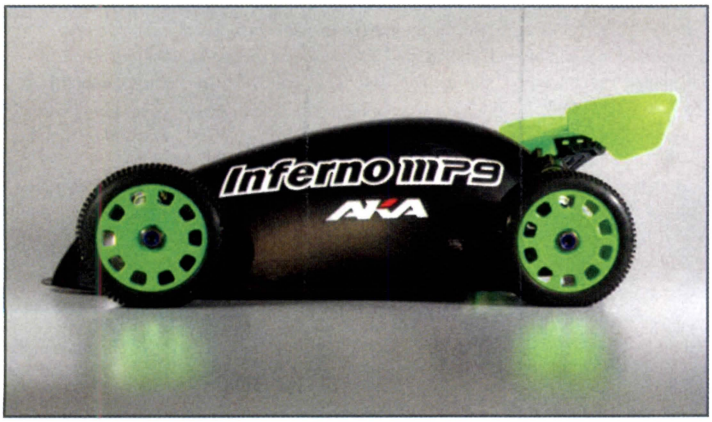
KYOSHO MP9

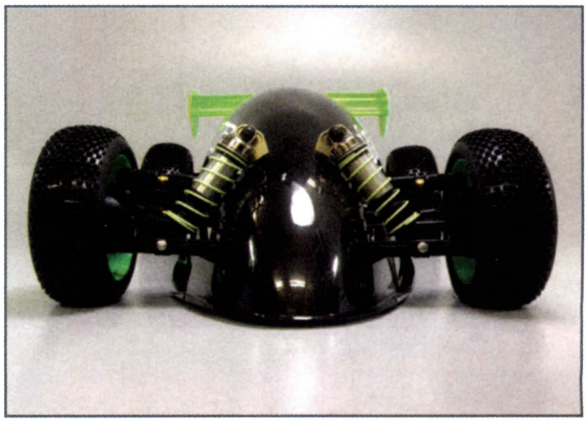
It's new buggy season! The Worlds are around the corner and everybody is letting their "cats out of the bag" with teasers of their new buggies. We are predicting major changes in buggy design, and we expect to see more of what we call "next generation" design. Look for narrower chassis, bigger shocks, new suspension, and revised drivetrain layouts.

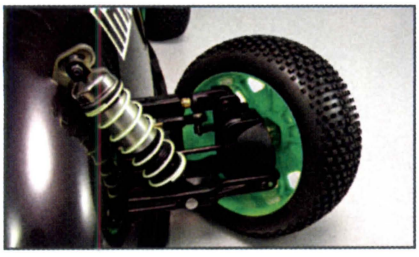
Kyosho leaked a preview of their new MP9 buggy on their French website. Obviously the body masks the overall layout but it does preview many of the features we mentioned above. You can see the large body shocks, the machined aluminum shock towers, and some hints of new suspension. We're going to keep an eye out locally to see if we can catch it in action.

www.kyoshoamerica.com

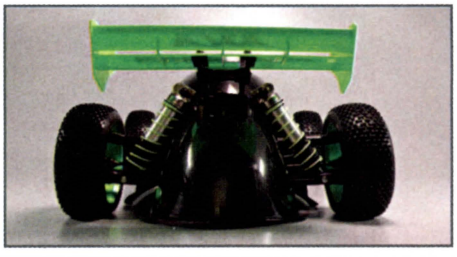




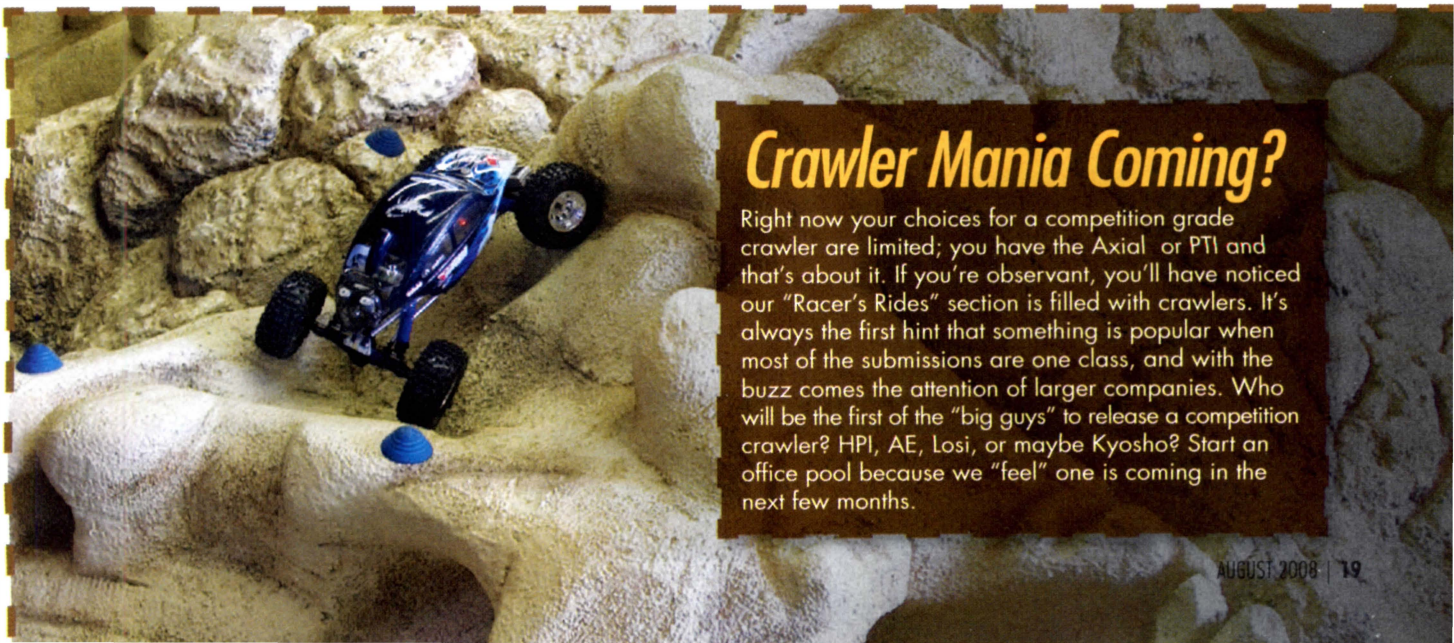








That might be the most aero buggy body we've ever seen.



Crawler Mania Coming?

Right now your choices for a competition grade crawler are limited; you have the Axial or PTI and that's about it. If you're observant, you'll have noticed our "Racer's Rides" section is filled with crawlers. It's always the first hint that something is popular when most of the submissions are one class, and with the buzz comes the attention of larger companies. Who will be the first of the "big guys" to release a competition crawler? HPI, AE, Losi, or maybe Kyosho? Start an office pool because we "feel" one is coming in the next few months.



HPI FLUX BRUSHLESS

Brushless is everywhere and everybody is trying to get in while it's hot. HPI is getting on the BL-wagon with a full system that looks ready for the track and the backyard. We're guessing that these start showing up in RTR HPI/Hotbodies electric vehicles - the new Flux Motiv Brushless ESC.

Features:

- 6-8 cell Ni-MH / Ni-Cd or 2-cell Lithium Polymer (with 5700Kv motor)
- 6-12 cell Ni-MH / Ni-Cd or 2 to 3-cell Lithium Polymer (with 4600Kv and below motor)
- 70A Continuous / 380A burst current
- Ultra-low resistance (.0007 ohms / phase)
- Sensorless technology eliminates additional sensor wiring and complexity
- Lithium compatible with programmable Lithium under-voltage cut-off to protect delicate lithium packs from over-discharge
- 25C temperature, 5mph air flow through heat sink minimum
- Burst current: < 2 seconds duration, 1% Duty cycle

Flux Warp 5700Kv Brushless Motor Features:

- Oversized precision sealed bearings
- 2.3mm 1/8" hardened steel shaft
- Slotless stator design delivers smooth, linear torque
- Triple insulated windings for long life

www.hpiracing.com



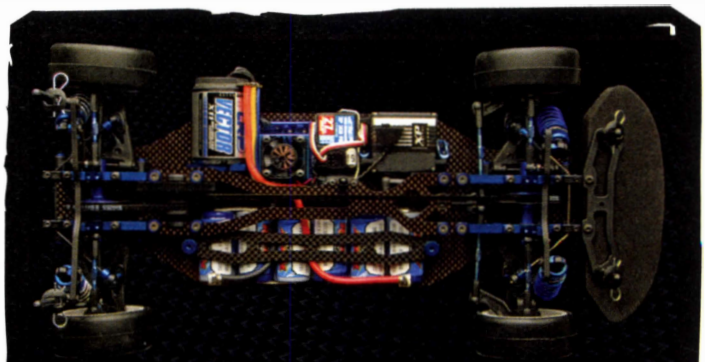
HPI's next top-of-the-line BL system will feature a full-on Flux Capacitor.



STAY STRAIGHT

Yet another sign that Crawlermania is coming—more and more companies are coming out with crawler-specific products, such as these new Rear Straight Axles from ST Racing Concepts. Machined from aluminum, each pair of lockouts are anodized in silver, blue, or purple, and include a pair of stainless steel driveshafts to complete the conversion. Pick a color; each set (1 pair lockouts, 1 pair driveshafts) will run about $48.

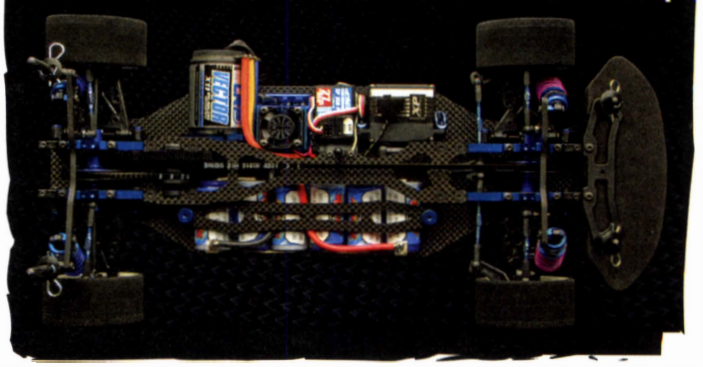
www.teamstrc.com



TC5 SPECIALIZATION R OR F

If you don't know what R and F stand for, it's rubber and foam. Most of you should know that tuning a touring car for the low grip of rubber tires and the ultra high grip of foam tires requires a ton of tuning and chassis part changes. Rubber tires require more flex and generally run one-way, and foam requires super stiff parts and a diff or solid spool up front. Some manufacturers sell different versions or just release regionally specific versions for different countries. In the USA we mainly run carpet touring and therefore most kits come with this in mind. Still, AE recognizes that some may want the rubber tire version, and to keep the racer from buying one kit and having to replace all the parts you can now choose a better starting kit.

www.rc10.com



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SL
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1:18
Performance 1:18 scale
Sensorless BL Motor



1:36
Performance 1:16 scale
Sensorless BL Motor

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TEAM ASSOCIATED RETURNS TO

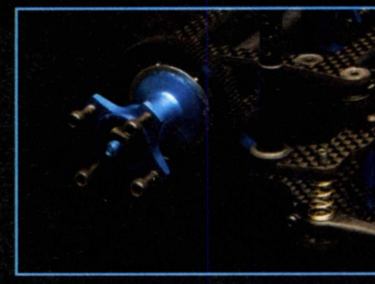
1/10-PAN

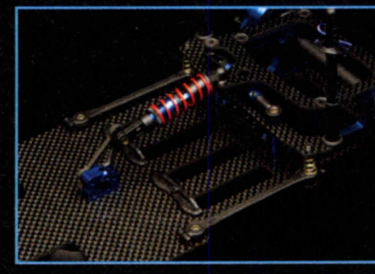
A few issues ago we did a feature on the recent re-introduction of 1/10-pan sedans. At the time we were aware of AE's effort, but didn't have any pictures or the secret hand shake to talk about it. But now they are ready to show the productions pictures. While we haven't actually heard that the class is happening anywhere, we are happy to see that most of the major manufacturers of 1/12 and 1/10 pan cars have a kit. We know that this years IIC race in Vegas might be the first big race to feature the cars so we'll see what happens at the track. We're expecting this kit to be significantly cheaper than the other cars in the class which may spark some interest.

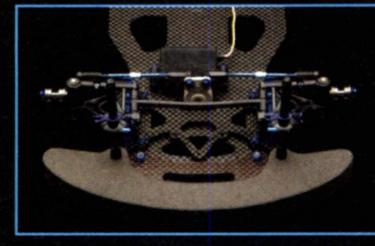
RC10R5 Factory Team features:

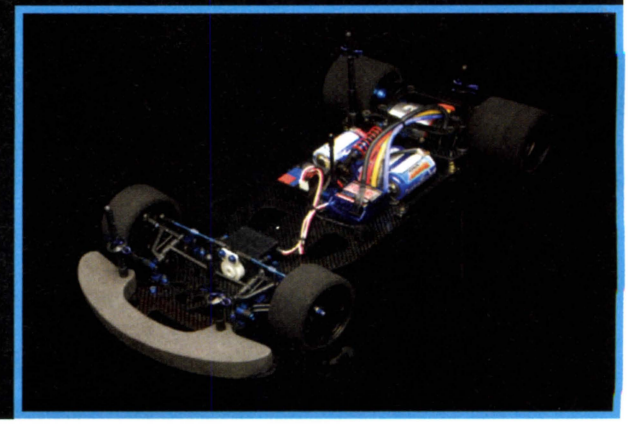
- ***Designed to fit World GT racing class specs***
- ***Wide rear pod is balance-optimized for brushless motors and features Factory Team blue aluminum machined motor mount and left bulkhead***
- ***New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment***
- ***The pivot ball-link chassis has proven to be more durable in high speed impacts and better in bumpy track conditions***
- ***New Factory Team shocks feature a through-shaft design, making for equal damping with no rebound in b oth directions***
- ***Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut***
- ***Woven carbon fiber center shock tower allows for incremental adjustments of rear spring rate***
- ***2.5mm woven carbon fiber chassis***
- ***Full ball bearing***
- ***Ball differential***
- ***Foam front bumper helps protect body and chassis during impact***
- ***Servo mounts flat for a lower CG and includes Ackermann adjustment spacers***

www.teamassociated.com









This page exempt from the "theme."

Explore the outer limits of off-road!

EVADER EXB™

Ready-to-Run 1/10 Scale 2WD Electric Buggy

Off-road excitement starts where the paved road ends and the Evader EXB is the best way to get there. It arrives ready-to-run, generously equipped — and priced to deliver the most bang for the buck. Plus, it's built to soak up the worst off-road can dish out and still keep the action going. The drivetrain's "armored" with hardened steel driveshafts and axles. Molded MagnaFlex™ parts provide suspension strength and the support of the 1-year Stress-Tech™ replacement parts guarantee. And if you're interested in competition, you should know this: every Evader series graphite and aluminum upgrade is a bolt on fit for the EXB.

Only $119.99!

Suggested minimum advertised price at participating retailers.



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2-Channel Tactic™ Radio System



The EXB Gear Diff
Off-road rugged — adjustable- and maintenance-free!



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For more information and the location of the dealer nearest you, visit www.duratrax.com or call 1-800-682-8948 and mention code number 81N.

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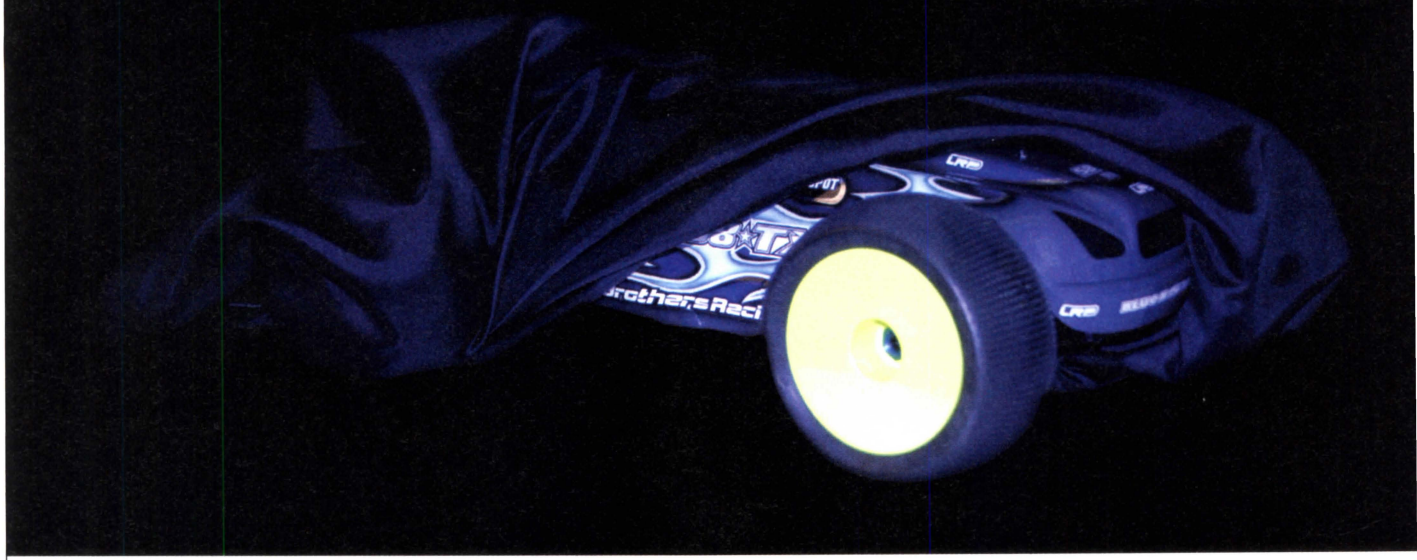
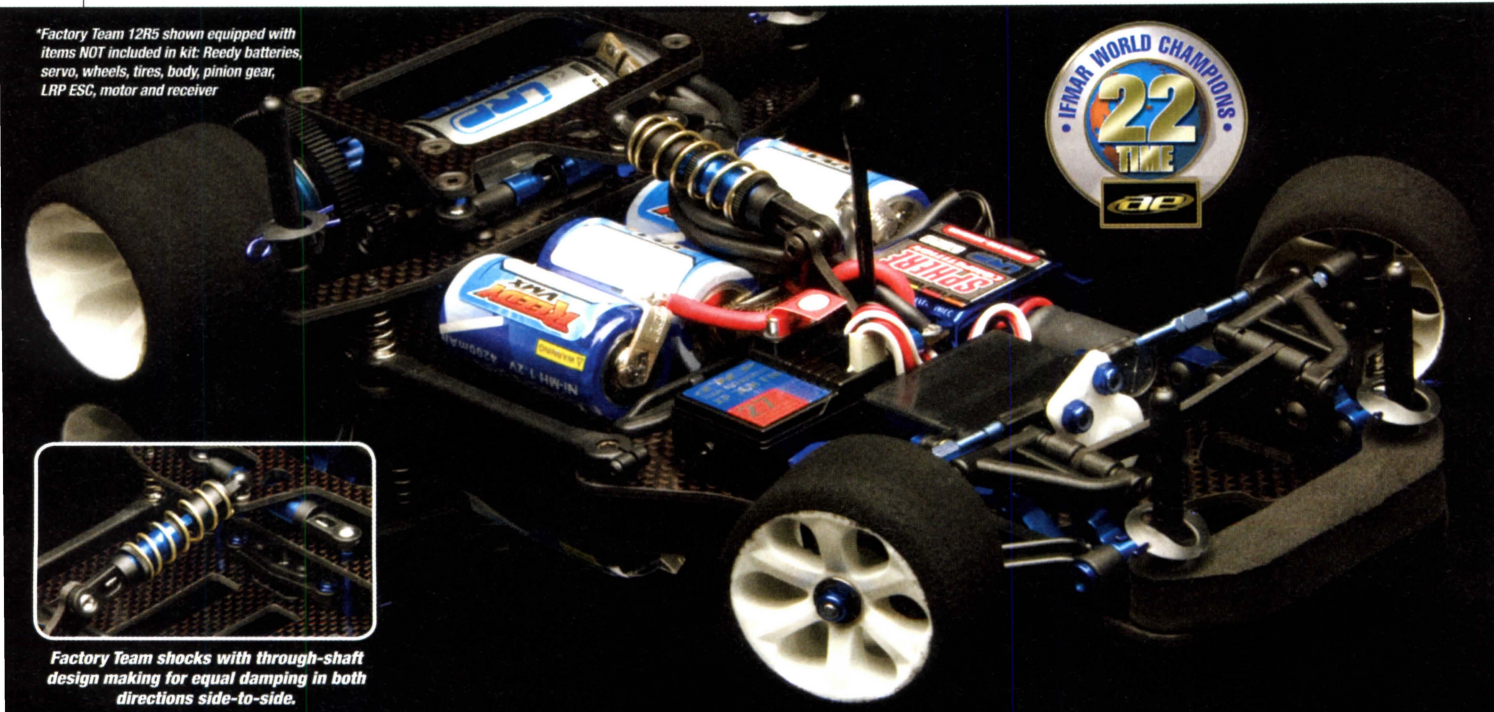
LRP TRUGGY?

Are you picking up a theme this month with all the buggy and truggy releases? LRP joins the truggy world and is moving on with their plan of world domination. They have expanded far past their ESC beginning and now offer just about everything under the RC sun. Their newest release is something of a special US release, since truggies aren't as popular elsewhere in the racing world as they are here. The new S8 TX should share some of the cool features of LRP's buggy (rear brake, central engine location). We're not 100% certain you'll see this in the States, but we'll check with LRP and keep everybody posted as more details are released.

www.lrp.cc



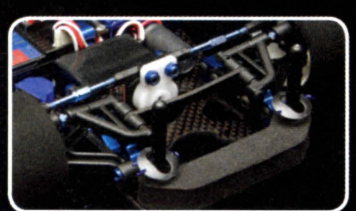
*Factory Team 12R5 shown equipped with items NOT included in kit: Reedy batteries, servo, wheels, tires, body, pinion gear, LRP ESC, motor and receiver



Factory Team shocks with through-shaft design making for equal damping in both directions side-to-side.



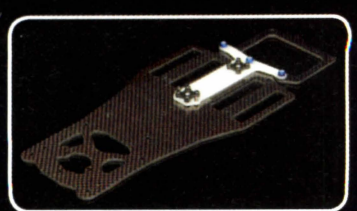
Wide rear pod allows easy installation of brushless motors and features blue aluminum motor mount and left bulkhead.



Updated active strut front end features symmetric components with adjustable caster and track width.



New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment.



Optional 12R5 Factory Team T-plate chassis for more rear traction on low-grip track surfaces.

SPY SHOTS

It's new car season and teams will be testing their new buggies at various tracks in various parts of the world. We'd love to be hiding behind every bush, under every pit table, or wherever companies are out testing, but we can't. You, on the other hand, can. If you're at the track and see something new being tested, take a picture and send it to us. If we use it in the magazine we'll send you a check for $50! Check our website for further details.

www.rc411.com

GET SKETCHY



Stop wearing those 3 year old racing shirts that you got for free even if you F-Mained it. Pro-Line Racing has you covered with their new Sketch T-Shirt. It's named the "sketch" because, well, someone at Pro-Line sketched the design. That's all you need to know anyways, other than that they come in adult sizes from small to double-XL. Drop $21 for one, or $23 for XXL.

www.prolineracing.com

GODZILLA REBORN

Anyone who follows cars knows that the Nissan GT-R is considered the god amongst all of Japan's offerings. You might also know that it'll cost you roughly $80k to get one right now – unless you go 1/10-scale. For that, Tamiya offers their replica version instead. The highly detailed body rests atop an updated TT-01E chassis, whos features include new front and rear uprights, TA05 steering setup, new upper deck, and more. This kit also includes an ESC, motor, and LED lights.

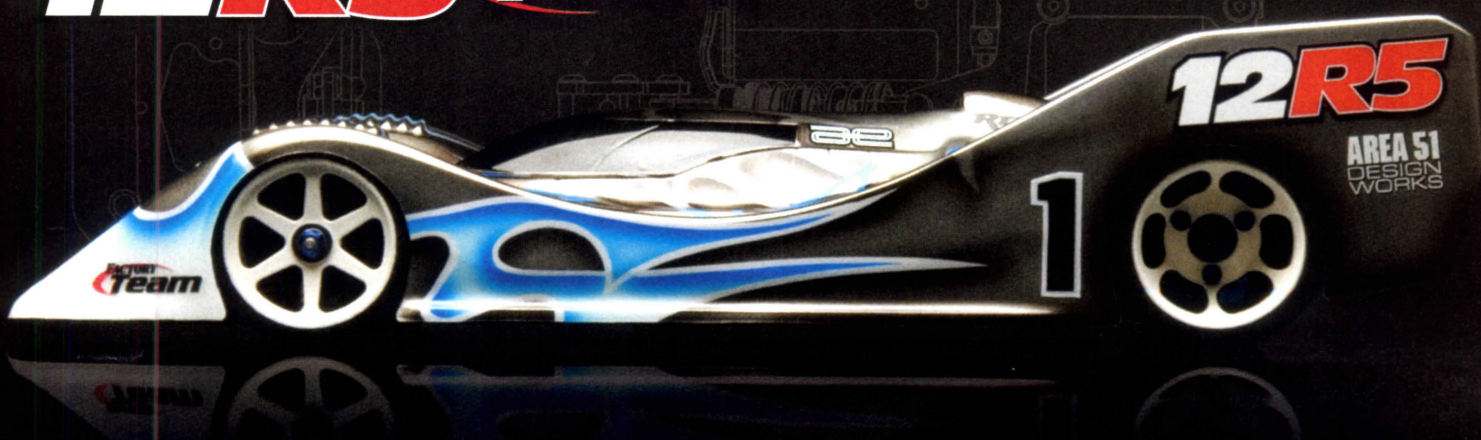


#58411, MSRP $244

www.tamiyausa.com

12R5 FACTORY Team

1:12 Scale Electric 2WD Competition Car Kit



- New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment
- The pivot ball-link chassis has proven to be more durable in high speed impacts and better in bumpy track conditions
- 2.5mm woven carbon fiber chassis
- New Factory Team shocks features a through-shaft design making for equal damping with no rebound in both directions
- Woven carbon fiber center shock tower allows for incremental adjustments of rear spring rate
- Foam front bumper helps protect body and chassis during impact
- Servo mounts flat for a lower CG and includes Ackerman adjustment spacers
- Factory Team T-plate chassis option is available
- Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut
- Wide rear pod allows easy installation of brushless motors and features Factory Team blue aluminum machined motor mount and left bulkhead

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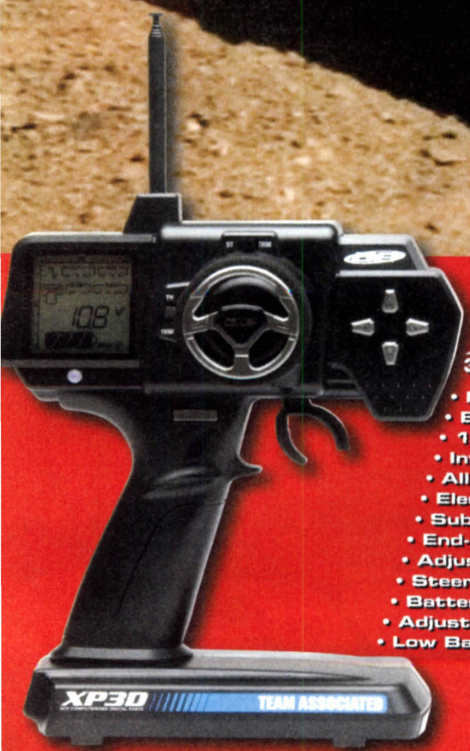
TEAM ASSOCIATED

RC8RS

RACE-SPEC





XP3D

3CH COMPUTERIZED DIGITAL RADIO

- FM High-Resolution Signal
- Easy-to-read LCD Display
- 10-Model Memory
- Interchangeable RF Module
- All Digital Adjustments
- Electronic Trim Adjustments
- Sub-Trim Adjustment
- End-Point Adjustment (EPA)
- Adjustable Rate Control (ARC)
- Steering Dual Rate Adjustment
- Battery Voltage Indicator
- Adjustable Steering Wheel Tension
- Low Battery Alarm

PRO.28

Team Associated's powerful Pro.28 engine is designed especially for the RC8RS



Pro-Start, Glow Igniter and Fuel Bottle included!



1:8 Scale Ready-to-Run Nitro 4WD Offroad Buggy

The RC8RS is based on the awesome Factory Team RC8, making for the only 1:8 buggy with the high performance qualities that can live up to Team Associated's toughest standards. The RC8 is a winner right out of the box and is pure Associated, having been designed with the many years of race winning experience that only Team Associated can claim.

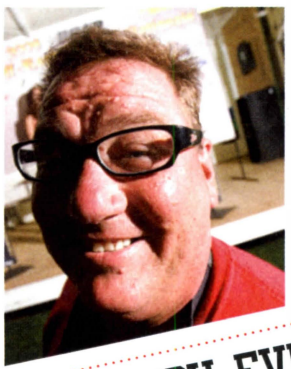
The RC8RS comes fully assembled and set up, to get you ripping up the dirt fast. Team Associated's Pro.28 engine and XP3D Computerized Digital FM Radio system are factory installed. The RC8RS differentials and shocks come filled with the appropriate silicone fluids making it faster and easier than ever to get Team Associated performance out of the box and into the dirt!

The RC8RS was not only designed to take all of the punishment and abuse that a competitive 1:8th scale buggy will face but to meet those challenges without breaking a sweat, in a convenient ready-to-run package. The RC8RS is yet another, champion by design.

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

POLL PAGE

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



WHO IS THE OLDEST EDITOR OF XTREME?

52% WERE CORRECT! SKINNY IS THE OLDEST.

RANDOM POLL QUOTE

"I went with Derek, although I have no clue how old every one really is."

-PyroMike

HAVE YOU EVER ADJUSTED ACKERMAN?



Yes 41

No 22%

On accident 6%

What's Ackerman? 31%

RANDOM POLL QUOTE

"I adjusted Ackerman once, but he claimed I didn't know what I was doing and sued me for malpractice. I'm no longer his doctor."

-davenitrors4

YOUR FAVORITE FAST FOOD IS:

1) McDonalds

2) Taco Bell

3) Carl's/Hardees

RANDOM POLL QUOTE:

"In 'n out is the greatest by far. Real meat in the burgers and real potatoes for fries. McDonalds, Hardees, Carl's Jr, Burger King, Sonic, White Castle, Wendy's can only dream of being In 'n out. By the way, why isn't Weinerschitzel on the list?"

-RichieRich



32% OF YOU "SAY" YOU'VE DRIVEN YOUR RC CAR OVER 70 MPH...



RANDOM POLL QUOTE

"No one knows this, but RC has more Police officers than any other club or hobby world wide. I say this because everyone thinks they are doing twice the speed then they really are. Or they must have a radar gun affixed to them constantly."

-team3six

HOW MANY HOURS PER WEEK DO YOU SPEND ON RC?

1-5 13%

5-10 22%

10-15 16%

15-20 13%

20-25 13%

30+ 25%



RANDOM POLL QUOTE

"I spend about 3 1/2 to almost 7 hours a day on R/C now that school is out. WOW, I have no life."

-Reyzo

HAVE YOU EVER MOUNTED A CAMERA ON YOUR RC CAR?

Yes! 19%

No 74%

Failed 7%

RANDOM POLL QUOTE

"I have an onboard camera, and a portable DVD player to watch it. Now if I can only get into a Victoria's Secret store."

-firesprink281



HAVE YOU EVER RECOGNIZED ANYONE FROM XTREME IN "PUBLIC?"

Yes 26%

No 74%

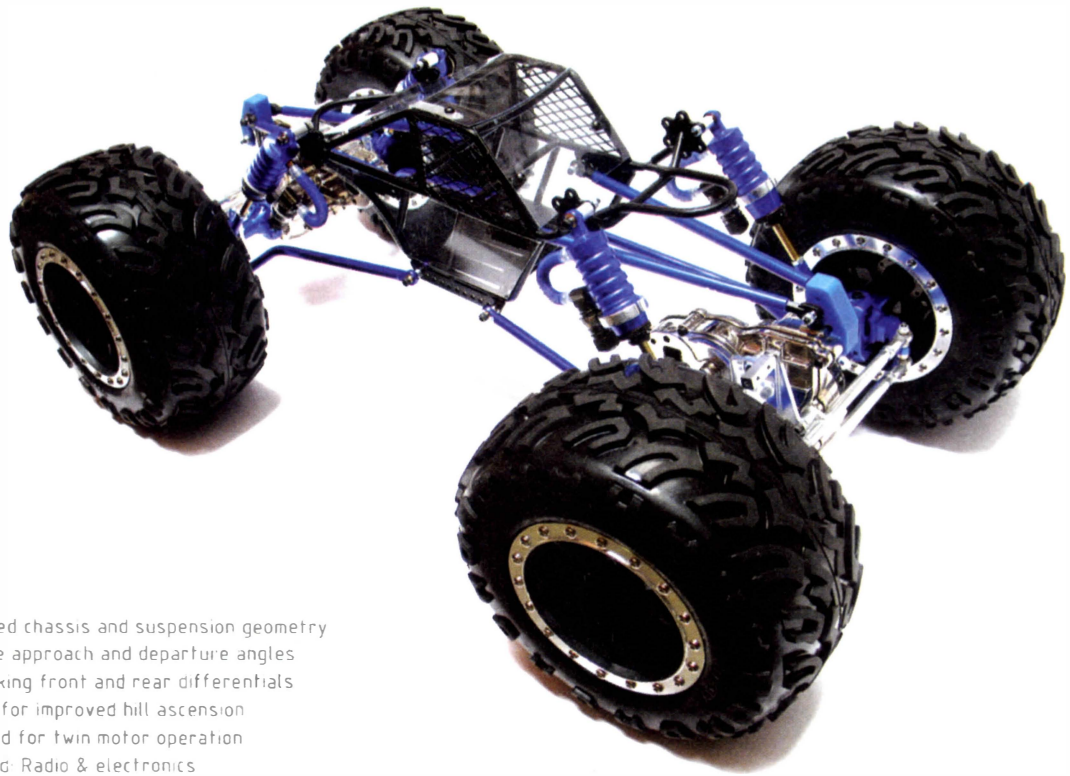
RANDOM POLL QUOTE

"I've been recognized at Applebee's in San Dimas once, so I know there is at least one guy..."

-Dave "Deep" Palacios



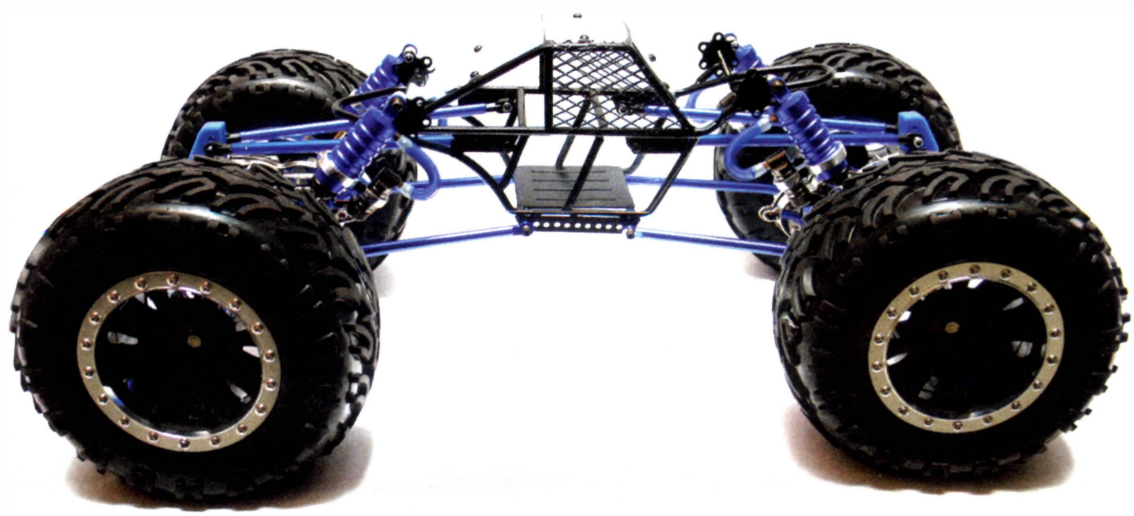
What? No one voted for the King?



Optimized chassis and suspension geometry
Extreme approach and departure angles
Full locking front and rear differentials
Low CG for improved hill ascension
Designed for twin motor operation
Required: Radio & electronics

MONSTER CRAWLER MC01

Professional Super Size Rock Crawler Kit by Integy



Summer 2008

JULY 2008 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

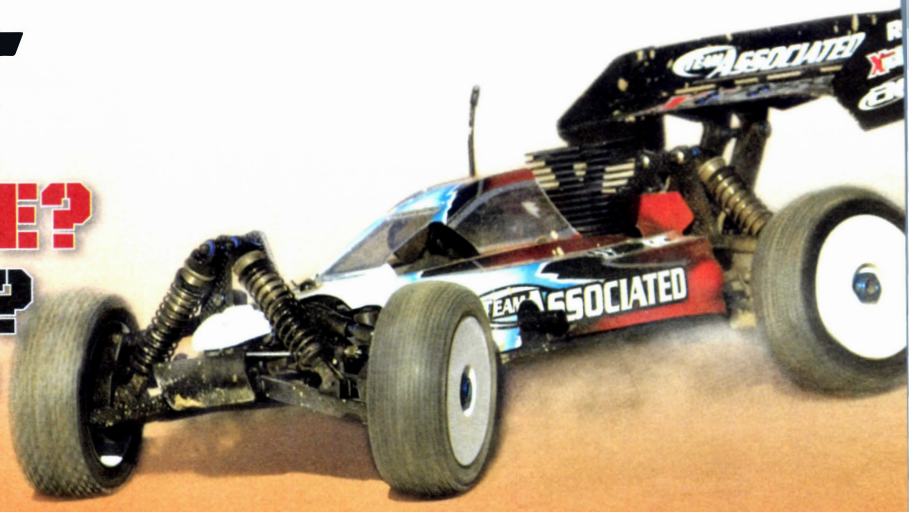
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
		Lindsay Lohan's Birthday	Shawnee Smith's Birthday	Independence Day	Caribbean Day	National Fried Chicken Day
	BRAIN SPEED GRAPHIX 1	2	3	4		6
Macaroni Day	Video Games Day	National Sugar Cookie Day	Jessica Simpson's Birthday	Rachel Taylor's Birthday	TCS Warmup / Race #137 Glen Burnie, MD – HobyTown USA www.mdhobbytown.com	
7	8	9	10	11	12	13
	Sonya Velez's Birthday			Cow Appreciation Day	RC DriftClub Drift/Time Attack Challenge Ontario, CA – California Speedway www.rcdriftclub.com	
14	15	16	17	18	19	20
National Junk Food Day		Mosquito Day	Marvin the Martian's Birthday	Trinity Summer Shootout Beckley, WV - Bad RC www.badrc.com	ACS Race Against Cancer Suamico, WI – Northern Hobbies www.northernhobbies.com	
21	22	23	24	25	26	27
	National Lasagna Day	National Cheesecake Day	ROAR 1/5-scale Nationals Bellevue, NE – Midwest Racers Org. www.mrorc.com			
28	29	30	Mike Velez's Birthday 31	1	2	3

Six chicks, the boss, a creepy cow, and some fried bird - all on one page.

HITEC

NEED TORQUE?
NEED SPEED?
NEED BOTH?

Consider It Done!



HITEC'S NEW 2ND GENERATION LINE-UP of high performance digital servos is here. Hitec's New HS-79XX Series satisfies all of your needs no matter how tough the conditions. These second generation servos provide programmable circuitry, twice the resolution as before and now feature programmable resolution and overload protection. The technology doesn't stop at the circuit boards. Industry leading gear trains available in Titanium, All-Metal, and Hybrid give the HS-79XX everything you need no matter what the demands.



HS-7955TG

TORQUE @ 6V
333 Oz/In
SPEED @ 6V
0.15 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
2.29 Oz.
Part#: 37955S



HS-7965MG

TORQUE @ 6V
139 Oz/In
SPEED @ 6V
0.10 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
2.18 Oz.
Part#: 37965S



HS-7966HB

TORQUE @ 6V
111 Oz/In
SPEED @ 6V
0.08 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
1.87 Oz.
Part#: 37985S



HS-7975HB

TORQUE@ 6V
144 Oz/In
SPEED @ 6V
0.11 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
1.87 Oz.
Part#: 37975S



HS-7985MG

TORQUE@ 6V
172 Oz/In
SPEED @ 6V
0.13 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
2.18 Oz.
Part#: 37985S

The HS-79XX series replaces the HS-59XX series. When coupled with the new HFP-20 Servo Programmer the following features are programmable: Dead Band, Rotation Direction, Speed Reduction, End Points, Fail Safe Protection, Fail Safe On/OFF, Overload Protection, Resolution.

All Hitec servo products feature the UNIVERSAL Hitec "S" connector compatible with all modern receivers and wiring.

HITEC MULTIPLEX

Contact your local hobby shop to purchase Hitec products.

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Is there such a thing as

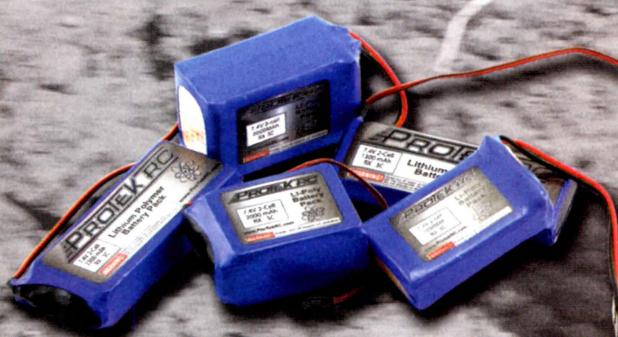
At ProTek R/C we don't believe there is such a thing a too much power. From our budget priced, high capacity NiMH sport battery packs, to our 2S and 3S Lithium power packs, we have the right battery for your RC car or truck. And with our new "Supreme Power" true 30C, 2S and 3S Lithium power packs, we think you'll agree there is no such thing as "too much POWER!"

LITHIUM POLYMER 2S & 3S POWER PACKS



LITHIUM POLYMER TRANSMITTER PACKS



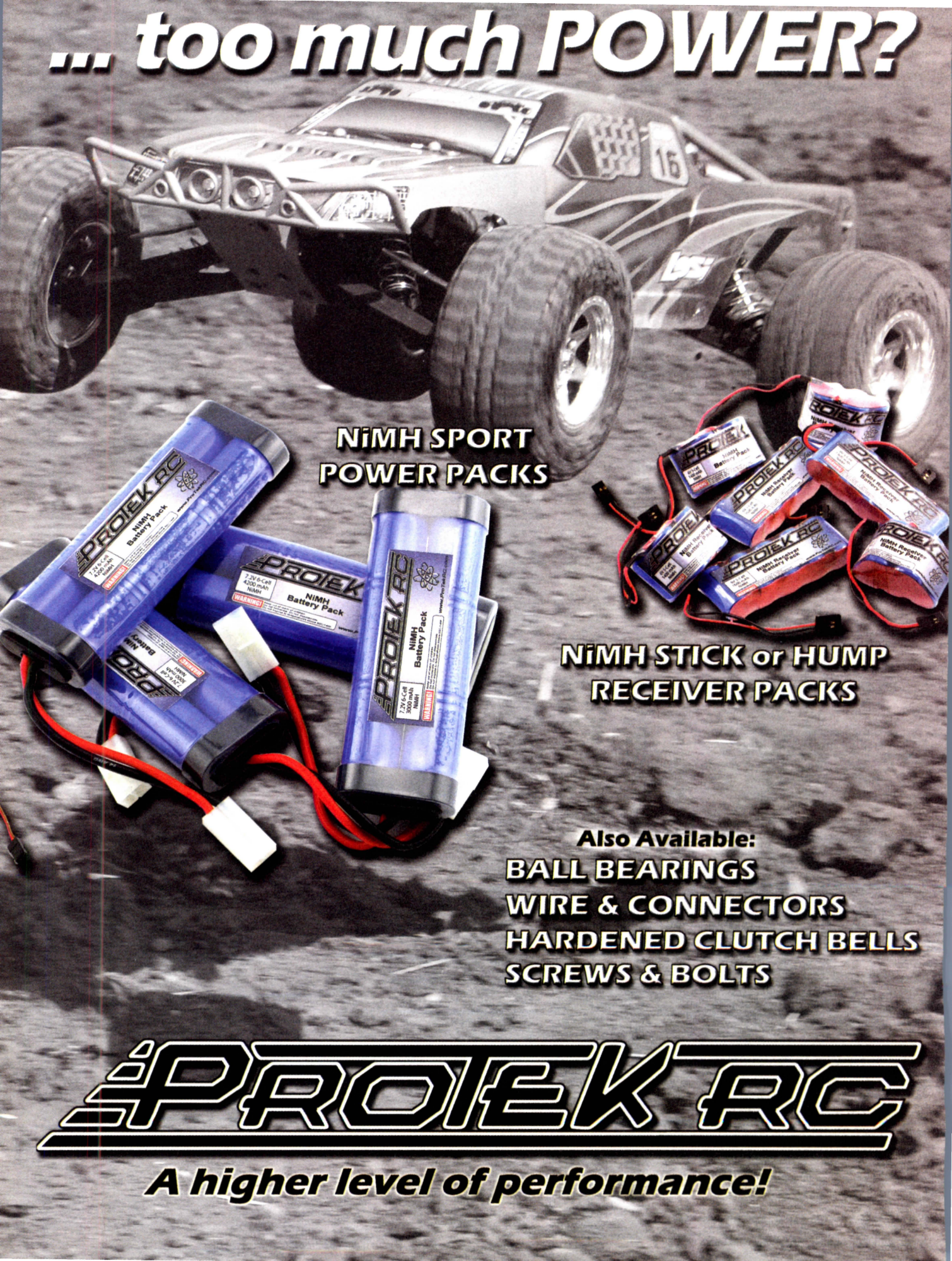


LITHIUM POLYMER RECEIVER PACKS

Dealer Inquiries through HRP Distributing
www.HRPDealer.com

HRP

... too much POWER?



Also Available:

BALL BEARINGS
WIRE & CONNECTORS
HARDENED CLUTCH BELLS
SCREWS & BOLTS

PROTEK RC

A higher level of performance!

The Lipo that set the standard, just got better!



TEAM ORION 5000mAh Lipo #ORI14010

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

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

TEAM ORION 2400mAh Experience Lipo #ORI14007

- Proven Team Orion SLPB cells ensure quality
- 20C and 2400mAh for extreme conditions
- 2S1P cell construction for 7.4 volts nominal
- Cycle life measured in the hundreds



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

IATA

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

Manufactured exclusively for Team Orion by

Kokam

TEAM ORION

The Use of Team Orion SLPB Li-Po Batteries from Kokam ensures the highest quality and safety in the industry. Beware of cheap imitators.

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

All Team Orion racing components are designed and manufactured with pride by those who race. Patent Pending

20322 Valencia Circle, Lake Forest, CA 92630-8158 USA

TIRE BLOW-OUT

A blown tire is a silly way to lose a race, but it is very common to see someone retire early because rubber pulls away from rim. Your first defense against this is to ensure a good bond when you initially glue your tires and rims, but your job isn't done here. After each race it is a wise idea to check your glue job and touch up any areas that need attention. Clean the area with denatured alcohol before applying some quick drying CA tire glue. Be sure to allow ample time for the glue to dry, so you don't spray it everywhere once you grab a handful of throttle. A few seconds of tire maintenance between runs will ensure that you never crap out of a race because your shoes fall off.





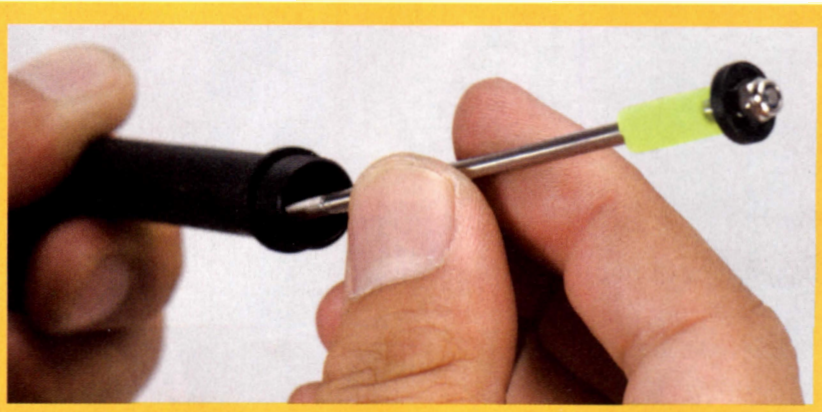
SPECIALIZED PRACTICE

SOMETIMES IT'S WISE to take a break from practicing the entire race track to concentrate on a specific problem area you're facing on the course. If there is a particularly difficult set of triples, setup for the line, hit the jump, cut the course, and go back to that same section of the track until you can land it perfectly every time! If you just drive the entire track over and over you may only get to work on your problem-section a few times, but by concentrating on the difficult areas until they are perfect your overall lap times will be much faster and more consistent. Don't over-practice one section of the track while neglecting the rest, and also ensure that you don't cut the section you are working on too short. You won't develop a rhythm if you can't tackle a certain section of the track at least 9 times out of 10; you need to concentrate on that area until you develop some consistency.

COOL DRIFTING

Drift cars may run the same electronic equipment as touring cars, and they may rev high like touring cars, but drift cars don't get as much airflow as race cars because of the nature of running on low-traction tires. Thus, motors and ESCs are more likely to heat up - especially in the summertime. Adding a cooling fan or even a small vent on the body will help keep your electronics from shutting down so you can slide around longer.





MT ANTI ROLL-OVER

BECAUSE OF THE NATURE OF THEIR DESIGN, monster trucks have a super high center of gravity which causes them to flip over very easily when cornering quickly. A simple fix to this is to limit the amount of down-travel in your suspension. This can be done with droop adjustment screws on some chassis, but most monster trucks don't have droop adjustment; you'll have to limit the downward suspension travel manually. Cut short, equal length pieces of silicone fuel line to make limiters and install them onto your shock shafts below the piston (before you slide your shock shaft into the shock body.) The size of the limiter will depend on how much you want to limit your down-travel, but even 5 to 10mm will make a large difference to an MT's handling. Don't worry that you will lose some ground clearance with this modification; you will lose some, but this isn't a big issue because most trucks have so much clearance to begin with. The added benefit of a chassis that remains flatter through high-speed turns should put a smile on any trucker's face.

See, drifting is cool, get it? Oh yeah, the jokes aren't always primo.


TOYOTA
1/10 SCALE
40
LAND CRUISER
SO
Just
58405
(RC Toyota
Land Cruiser 40)
CR-01 chassis
© 2008 Tamiya America Inc.
36 Discovery Suite 200
Irvine, CA 92618-3765
800.826.4922
24 hour parts support @ www.tamiyausa.com

IT ROCKS

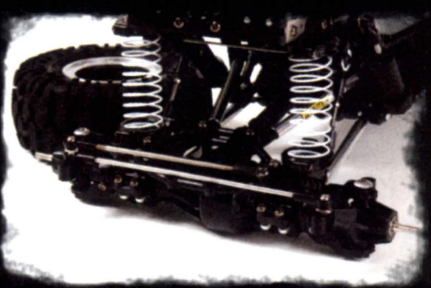
Need To Be Crawled!

(we can help)

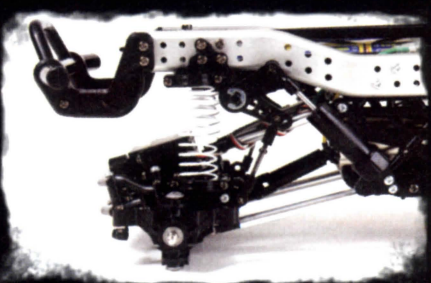
It's time to join the climb with Tamiya's new Toyota Land Cruiser 40 Rock Crawler! Long thought of as a purely custom modification hobby, the Toyota Land Cruiser 40 now opens up the world of Rock Crawling to everyone. R/C Rock Crawling is one of the hottest new areas of R/C competition, and Tamiya is the first large manufacturer to answer the call. By producing this state of the art 2.2 class Rock Crawler, Tamiya continues their history of excellence, by crafting the very popular old school Toyota Land Cruiser 40 in 1/10 scale with an amazing attention to detail. Constructed with the sturdiest components, the Toyota Land Cruiser 40 is the perfect pathway into the obstacle-ridden terrain of Rock Crawling. So why just settle for our parts when you can have the whole package? The Toyota Land Cruiser 40 Rock Crawler... coming out on top.



_New CR-01 ladder frame chassis with lightweight pressed aluminum channels, full ball bearing equipped



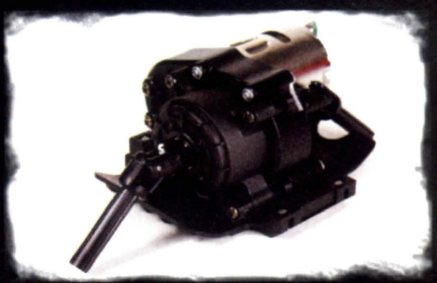
_4-wheel steering (optional), All new axle design, full ball bearings, user selectable locked or unlocked diffs



_4-link suspension, adjustable caster positions, adjustable suspension geometry, adjustable wheelbase



_3-piece bead lock wheels, soft compound 125 MM diameter rock crawling tires



_Compact center gearbox, 40.5:1 final gear ratio (standard), 50.6:1 & 32.4:1 optional with 16T-25T pinions (sold separately), telescoping output transmission shafts

TAMIYA

DON'T FORGET THE TAMIYA R/C COLOR





I WANNA GO FAST!

TIPS ON GETTING HIGH TOP-SPEEDS

words: Michael Wortel

I would say that 80% of RC newcomers are attracted by one thing: speed. It's hard NOT to be attracted to it. Imagining an RC car traveling at ballistic speeds that exotic cars like Ferraris can do is simply cool. Many manufacturers post speed claims on the box, and that main selling point sells cars. "65+ MPH!" who can resist that? Every RCer has secret "Dead Pool" fantasies, or thinks about pulling up to a full-scale sports car and blowing by him in his "toy." There's nothing like the first time you see a "real" RC car hit the pavement and tear off down the street breaking speed limit laws. Once you've gotten used to driving your car, it's natural to want to go even faster. You might want to beat your friend's super fast nitro or just see how fast you can go, but either way speed is addictive. There are a ton of things you can do to make your car hit higher top speeds. While some may sacrifice acceleration and limit handling, at some point in every RC career a driver just wants to go fast! Here are some sure-fire ways to hit terminal velocity:

Ricky Bobby does not endorse XRC or anything we do. Copyright Derek Buono 2008.

MORE POWER

A SURE WAY TO HIT LUDICROUS SPEED is the most intuitive: add power! More power doesn't always give higher top speeds, but it usually gives you the potential to do so. The following list is some of the best ways to add power, which usually results in higher top speeds.





◀◀ HIGHER VOLTAGE BATTERIES

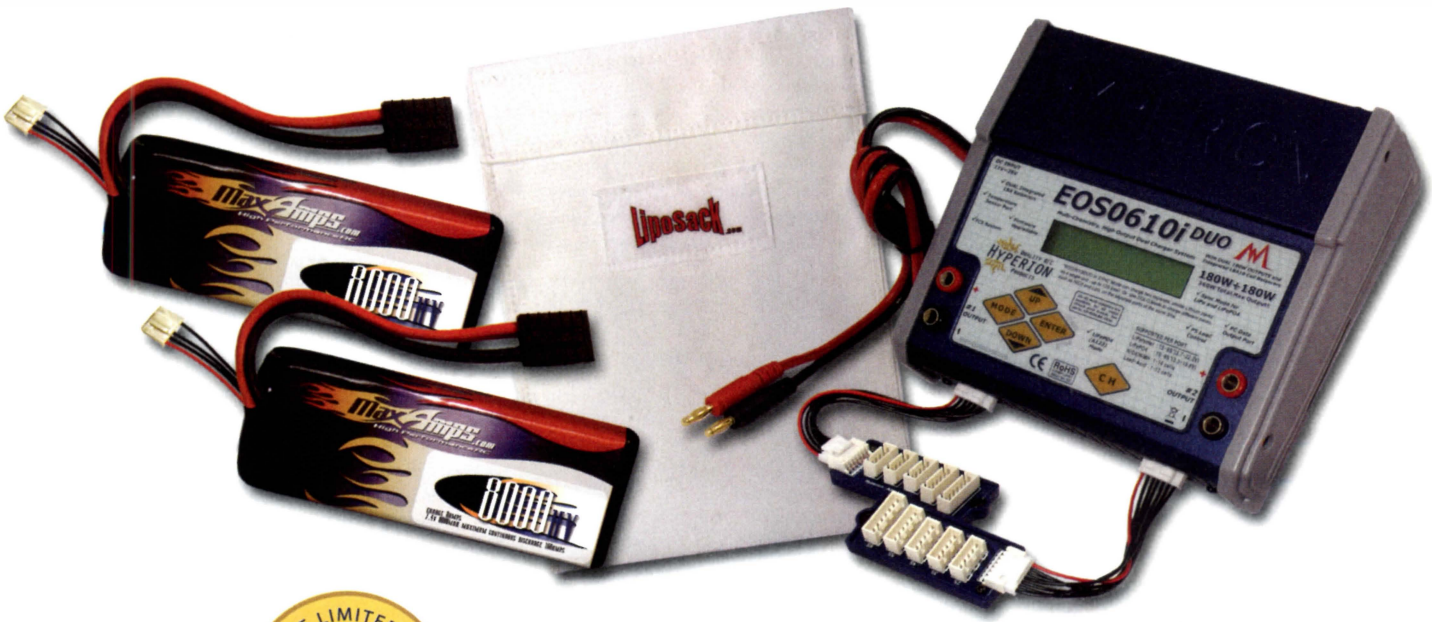
In electric RC, more voltage out of your battery pack adds instant speed and acceleration, especially with brushless motors. The higher the voltage, the greater the RPM, and the faster you will go. A standard 6-cell Ni-MH battery pack is 7.2V. Stepping up to a 7-cell gives you 8.4, and so on. Every cell you add gives you an extra 1.2V. Li-Po battery packs begin at 7.4V volts; 11.1V packs are becoming more common, and are used to hit speeds of almost 70 mph in RTRs. High voltage battery packs are the surest way to get some extra speed.

LOWER WINDS/HIGHER KV MOTORS

Upgrading your motor is another obvious way to get some extra speed out of your car. With brushed motors, the rule of thumb is that lower wind motors will result in higher RPM. A stock motor is 27-turns. A 19-turn modified motor will provide much more speed and punch, and likewise, going down to a 10-turn will do the same. Just make sure to check that your ESC can handle hotter motors. The turn limit should be specified in the manual. Brushless motors are a little different. They are expressed in kilovolts (Kv). The higher the Kv, the more RPM the motor will achieve per volt. For example, a 5400Kv motor paired with a 7.2V battery will give 38,880 RPM. A 7200Kv motor paired with the same battery will make 51,840 RPM. And as we all know, more RPM = more speed.



READY TO RIP



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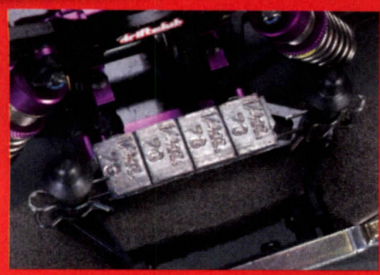


ADDING WEIGHT?

You may have noticed that none of my tips for achieving top speeds include reducing weight. Although it may seem obvious that reducing weight would increase speed, when you reach a certain point, you end up fighting to keep the wheels on the ground and maintain control, rather than searching for power. While speed testing the Traxxas VXL and Losi Speed T, for instance, once the trucks climbed past the 40 mph mark, they became extremely volatile - wanting to pop random wheelies and spin out with the slightest agitation. To keep things under control, I actually added weight to the chassis; two pounds to be precise. You should usually place weight in the front end to keep it from popping-up. With experimentation, you may find that adding weight to the front, rear, or either side of the chassis helps you maintain control. If you're having trouble utilizing all of your power, adding weights could be a big help.

RC Driftclub plug in the photo!

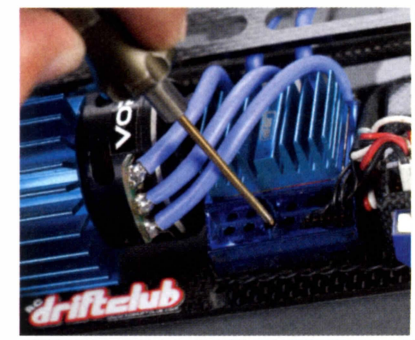
BIGGER DISPLACEMENT

One common misconception is that dropping a bigger displacement engine in a car is going to make the car faster. This is sort of half true. Top speed is determined by RPM and gearing, but a larger engine doesn't usually rev higher, so it might not even go as fast. What is will do is utilize its power and get you to that speed by accelerating faster. A bigger displacement engine will normally have more torque, which allows you to "gear up" and put in a larger clutch bell, which will in turn increase the cars top speed. Pay attention, though, because at some point overgearing the car will make it slower on both acceleration and top speed if the engine doesn't have enough power to pull those gears. You can usually go up a tooth or two with the stock engine, and if you switch, to a larger displacement engine you might be able to go even further.

USE LARGER CARB RESTRICTORS

Lots of engines have a "carb restrictor" which is really just a bad name for a venturi. The larger the venturi, the more air the engine can suck in, which means you can use more fuel and get more power. Unless you're racing, you'll want to use the largest venturi you can get for it. Be careful because some you may think that just pulling it out will make more power, but the shape of that venturi is designed to increase flow, so ripping it out and leaving it open isn't always the best idea. Also remember that this isn't going to necessarily increase top speed but increase the power of the engine and allow it to get to top speed faster.





ESC PROFILES

Most higher-end speed controls offer a variety of throttle profiles. Some allow you to customize the ESC software to behave differently under varying driving conditions. Some profiles limit battery current, which could be helpful if the track is loose, but will slow down the car's speed and acceleration. When you're planning on doing high-speed runs, select the ESC profile that gives you 100% throttle and speed. The car may be harder to control, but all of the power will be there for you.

GEARING/ ROLL OUT

IF YOU'RE LOOKING FOR TOP SPEEDS, gearing should definitely be on your mind. If you don't understand how gearing works, think about a bicycle. The higher the gear, the more difficult it is to peddle, but once you get going, you start moving real fast. You can alter the gearing on your RC car in a number of ways.



LARGER PINION/SMALLER SPUR

You may look at a gear ratio of 15.70 and wonder what the hell it means, but it's pretty easy to understand once you know. If your final drive ratio is 15.70, the motor has to make 15.70 revolutions to get the axles to make one revolution. The higher the ratio, the greater the acceleration, but the lower the top speed. Changing the gear ratio to 14.00 will increase the top speed of your car. You can do this by changing the pinion and spur gears on your electric car. Using either a larger pinion or a smaller spur gear will lower the primary gear ratio, which will lower the final ratio and result in higher top speed. Make changes gradually, and check to make sure your ESC and motor aren't hearing up too much with the added strain.



LARGER CLUTCH BELL/ SMALLER SPUR

When you run a nitro car, you can also adjust the primary drive ratio, just as with the pinion/spur on an electric car. You adjustment range, however, is usually a little more limited on the nitro. You can get more top speed out of your car by switching to a smaller clutch bell or larger spur gear. It's a little more expensive to do this on a nitro car than an electric, but you'll definitely notice the difference.



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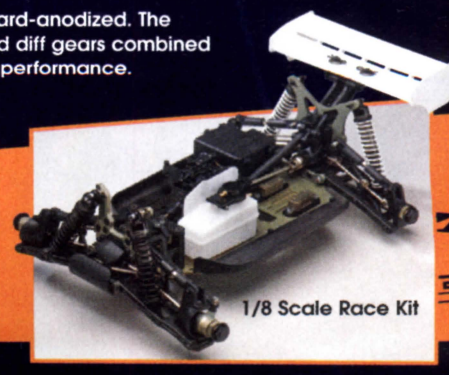

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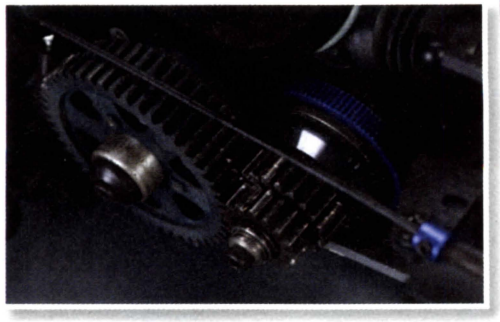
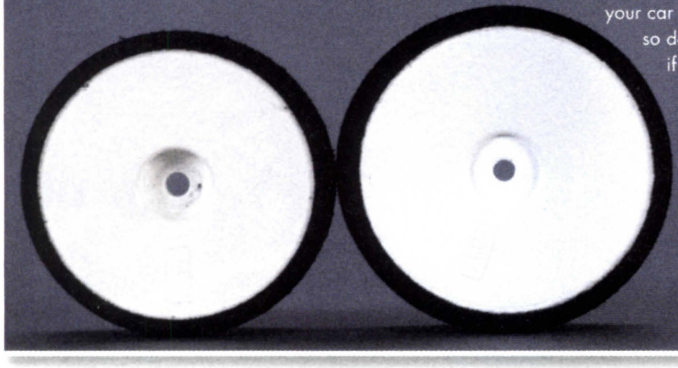
INSTALL A MULTI-SPEED TRANSMISSION ▶▶

Some cars give you the ability to upgrade to a multi-speed transmission, and the top gear is usually going to give you more top speed than your stock setup. Many multi-speeds shift on their own, while some require you to manually switch on the transmitter. Multi-speed trannys are a sure way to increase top speed and acceleration, and they're also just plain old cool!



RUN LARGER WHEELS/TIRES

Rollout is your car's final drive ratio, including the wheels tires. If you increase the final diameter of the wheels/tires, you actually lower the final rollout, giving you higher top speeds. Let's say the diameter of the wheels on your monster truck is 5.5". If you throw on bigger ones and raise it to 6.0", you'll get higher top end. Keep in mind however, that this will place more strain on your car and electronics, so don't go too crazy if you decide to make changes.



» TECH TIP

ROLL THE TRIGGER

When you think top speed, you imagine throttle-smashing, tire burning starts, right? Wrong - because spinning the wheels means that you're wasting power, instead of using it to reach terminal velocity. If you find that you're getting bad starts because your ride has too much power, don't jam the trigger. Instead, try rolling the throttle, which basically means to pull slower. Off the line, pull the trigger in a controlled, linear movement. By not applying full power to the wheels at the start, you avoid wheel spin and loss of traction. Once your speed machine is rolling at a brisk pace and has forward momentum, then try hammering the trigger for full power. If you still spin the wheels at this point, start over and let your machine roll a little farther before going 100%. The point here is to try to get your ride moving with as little wheel spin as possible, while giving it the most power available without losing traction and/or control. Every ride is different, and whenever you change gearing or do some other speed-related adjustment, your "100% trigger" point will change.

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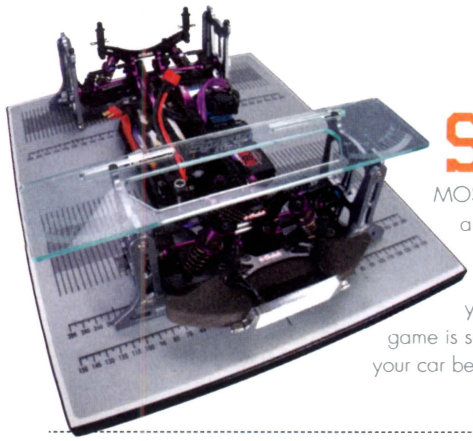


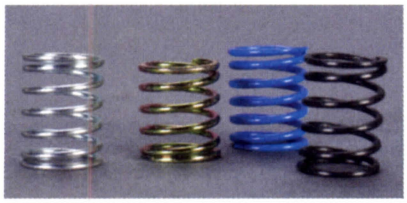
SETUP

MOST OF THE TIME, RACERS AND BASHERS alike are obsessed with fine-tuning their chassis setups. But if top speed is the only thing on your mind, your setup approach will be different than if you're setting up for the track. The name of the game is stability, because the faster you go, the physics of your car become exponential.

LOWER THE CHASSIS ▶▶

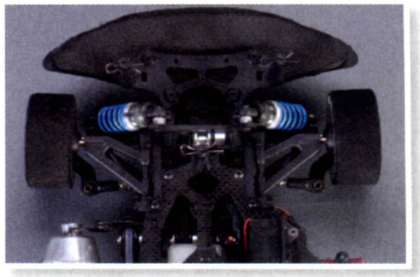


Lowering your ride height has two positive effects if you're trying to reach high top speeds. First, it cuts down on the airflow under your chassis. As you go faster, airflow under the car actually lifts your chassis from the ground, reducing traction. Lowering the chassis inhibits this air flow. Lowering the ride height also lowers the center-of-gravity, making your car more stable and helping you maintain control. You can lower the ride height in a number of ways. Removing the preload spaces from your shocks, lowering the shock angle, and using shorter springs on the shocks will all lower the ride height.



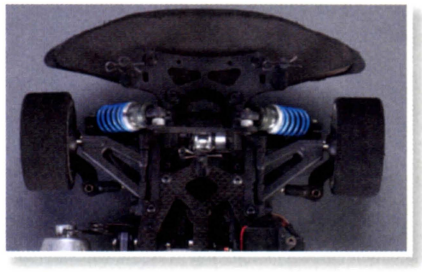
◀◀ USE STIFF SPRINGS

Using stiffer springs will not only help you accelerate to top speeds more quickly, it will also make the chassis more stable. At high speeds, soft springs will cause your car to wander a bit, and it's all too easy to overcorrect with steering inputs and induce a spinout. Stiff springs will give you better forward traction and responsiveness.



ADD TOE-IN

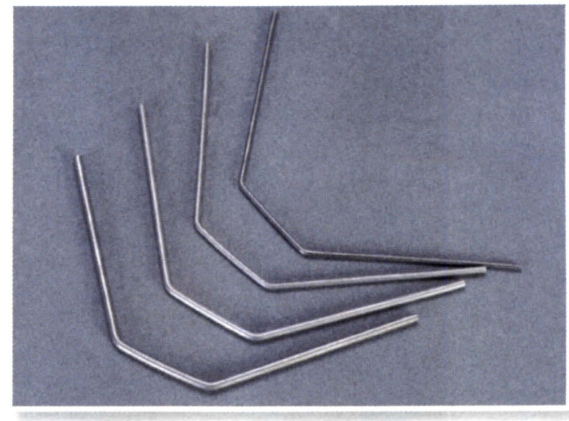
Toe is the angle at which the front of your wheels point toward or away from the chassis. Toe-in occurs when the wheels break the 0-degree plane and angle in. While using toe-out gives a car more steering, it makes handling in a straight line a bit twitchy. Adding toe-in will help the car stay in a straight line more easily. It creates a little unwanted drag, but the benefit of being able to stay in a consistently straight line, without having to correct, will help you achieve higher top speeds.





TURN DOWN DUAL-RATE STEERING

When you get your car over 30 mph, the whole game changes. Any steering input you make affects the car drastically. If you start to lose control of your car, it's easy to panic and overcorrect the steering. If you overcorrect, the best scenario is a harmless spinout; however, you could end up flipping or hitting a curb or other object. To avoid overcorrecting, dial down the dual rate steering. That way, even if you do accidentally overcorrect the steering on the transmitter, your bell cranks will only move a bit, giving you a better chance of maintaining control.

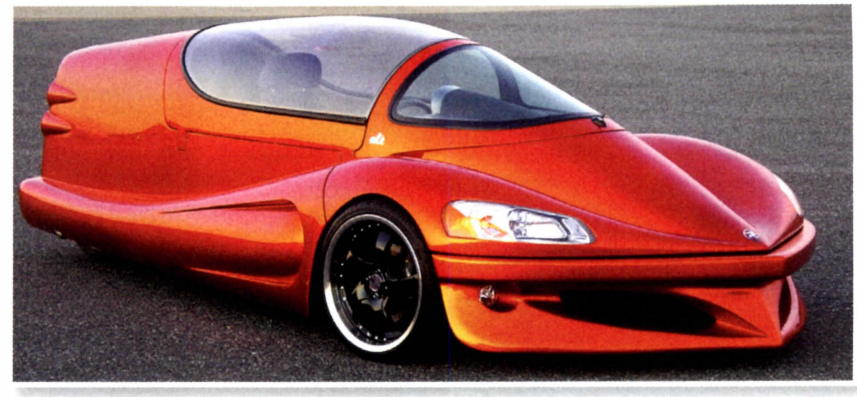


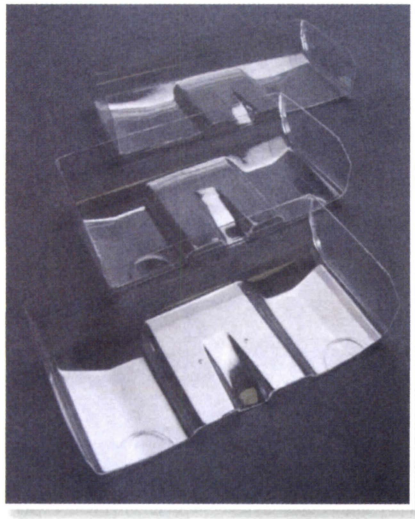
◀◀ RUNTHICK SWAYBARS

Swaybars help keep the wheels on the ground by reducing flex in the suspension. Although they are designed for turns, they will also help you keep the wheels on the pavement in high speed runs. Use the thickest swaybars possible. They will help you keep as much rubber on the ground as you can, and help settle the car if any of the wheels start to break traction.

BODY WORK

THERE'S MORE TO BUILDING A HIGH-SPEED MACHINE than chassis setup, engine, and gearing. There are some exterior changes you can make which will help you stick to the track and stay on four wheels.





It's ok, you can paint the wing. It won't weigh your ride down.

HIGH DOWN FORCE BODIES

Never attempt speed runs without a body. Not only does the body help protect the chassis, most bodies are aerodynamically designed for maximum speed and handling. Some companies, like Pro-Line, offer high-down force body variations. If you're going to be taking a stab at going plaid, you want as much down force as possible.

◀◀ WINGS/SPOILERS

Spoilers do their job by catching the air moving over the top of the body, and pushing down over the axles. With a rear wheel drive car, it's important to run a wing to keep the rear wheels from breaking traction. Some cars, like the Losi XXX-CR, even offer a front wing, which is used to keep the front end down, as it tends to lift under acceleration.

INSTALL A WHEELIE BAR

The first time you pop a wheelie is often a proud moment. Let's face it, wheelies are cool! But if you want high speeds, they soon become your nemesis. When you build a real speed machine with lots of power and traction, it's hard NOT to pop a wheelie, or even worse, flip the car right over. To keep from flipping over, try installing a wheelie bar. Most are adjustable, and they work by stabilizing the rear end with two smaller wheels that hit the ground if the chassis begins to pop-off the ground. They're like training wheels for your high-speed machine, but they aren't for wimps.



CLOSING

Speed is appealing, and unless you're a drifter or rock crawler, it's why you're into RC. Speed is the first thing that draws most of us to the hobby, and the thing that keeps us interested, reading magazines, fighting setups, and spending money that should be used for credit card payments, 401Ks, and savings accounts. (By the way, if you're actually able to save money, you aren't living enough!) Anyway, there comes a time in all our lives when we're obsessed with one thing: top speeds. I even know guys who actually race for pinks and bet money on who can go the fastest. When you boil it down, speed is addictive, and once you hit 30 mph, you want to go 40. Once you achieve 40 mph, you want to go 50 and 60. I once saw a bumper sticker that read: "Speed Happens." After 10+ years in RC, I know that's not the case. Speed doesn't just "happen." There are numerous things you have to do—more than you may imagine—to make a speed machine ,but if you follow these tips, you'll be off to a fast start!

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words: Brian "Skinny" Skinner



You should see the pranks WE pull on Skinny at the office.

SO WHAT'S GOING ON IN THE WORLD TODAY?

That's a rhetorical question of sorts, because we all know that gas prices are out of this world, housing is in the dumps, food prices are on the rise, and our dollar is now worth less than the Canadian dollar. So what's going on in the world, and what does it mean for us? Well, it means we got problems and our money is buying less than ever before. The above is causing a ripple effect across all areas of our lives and includes our RC world. As a racer I already see it affecting the racing scene. Fewer people are coming to events due to travel expenses; gas, food, lodging are all higher now (although, I bet a resurgence of club events will increase—which is good!). For now, RC prices are still stable, but from stories I've heard, that could change. The first and foremost reason behind this possibility? The price of petroleum. Fuel for trucking is crazy, and has increased transportation costs. This affects the consumer tremendously at the retail level. Petroleum products are used to make plastic parts, and eventually this will affect how much it costs to make a part. The dark side to this—and what really chaps my hide—is that some are capitalizing on the situation by already using this as an excuse to jack up prices. I recently had a meeting with a large resource agent for manufacturing, and was told of raw material manufacturers "claiming" that their prices are going up due to price increases and short supply, when in fact, this was proven not to be the case based on data collected by the resource agent. I could go on with stories of this nature, but in a nutshell, these excuses are being used more and more to increase prices. To top off my rant for this month, I recently heard that nitro may be in short supply, which means that our RC fuel costs may go up. Some aspects of this rumor are real, but does that mean we'll be paying $35 a gallon for RC fuel? Probably not, but there could be some changes coming for us nitro consumers as well. To end this on a good note, there is nothing new under the sun, and the world has gone through things like this before. We're still going strong, and this too shall pass…that is unless the ancient Mayan calendar thing about 2012 is true. I guess you could say Mother Nature is going to have a stroke.

The world is your sandbox—ROOST it! —Skinny



FINALLY… A FACE TO THAT CAR STAND

Back about five years ago I showed this car stand in one of my race coverage stories, and never said who had made it—some guy smiley who loved racing monster trucks. Well, recently I was talking to the now world famous Ross Denny, who happened to be the builder of this neat little car stand, and he told me I never gave him credit for it. So, in case you have been wondering all these years who made the car stand—it was Ross Denny. Actually, that was the first time I met Ross, and we have been good friends ever since…I think so anyway…you should see the pranks he pulls on me at the races!

TIPS FOR TEENS...
THE KIND YOU SEE IN MAGAZINES!

Since my rant this month is about rising prices, here are three tips to help you save money. I thought I would offer some suggestions—enjoy!

DE Racing Skid Plates



In the June installment of The Skinny, I told you about the new DE Racing skid plate. This thing works great and saves on chassis replacement, which will save you money. I just did a whole week of racing at the ROAR Truck Nats and its just about ready to be replaced. The week long truck Nats was brutal on truggies as the ground surface was akin to 150 grit sandpaper. I saw a lot of worn chassis', but mine was in good shape thanks to the DE skid plate. Look at the photo: the DE skid plate took a licking, but my chassis is still ready for more racing. I suggest y'all check out their special—three skids for $7.95 plus free shipping.

www.deracing.net

Travel John, the Disposable Urinal?



We all know that starting and stopping during a road trip to our favorite race can cost money at the pump, because it just burns more fuel. Well, the Travel John will keep you going even when you have to go! Yes, this is a disposable urinal for people on the go, and with this little bag at your side, you can fly past the restrooms and laugh. It's made for anybody, and holds up to 800cc of... stuff. As soon as the liquid goes into the bag it turns to gel, so you don't have to worry about spillage...I'll stop now, because I'm getting grossed out. If you want to read more of the details, go to their web page.

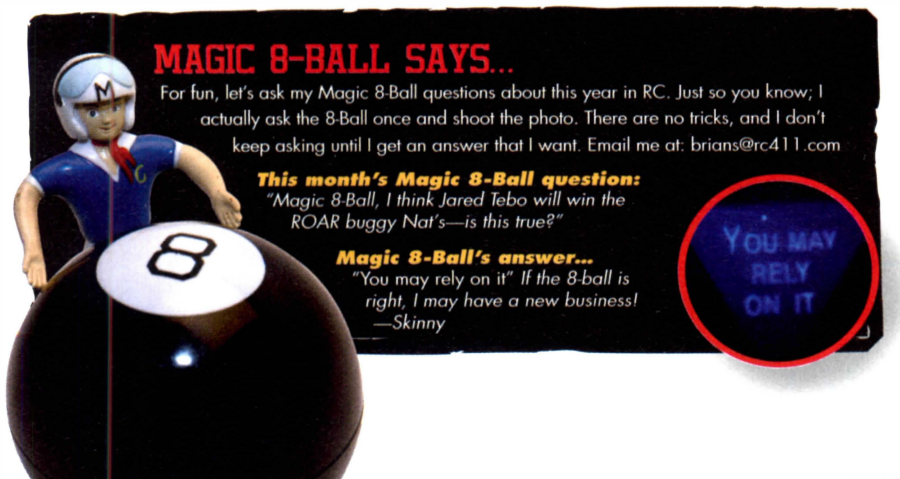
www. traveljohn.com

Is It Really a Smart Car?



Hey, if you really want to stick it to the man, how about getting a Smart Car? Mercedes Benz is behind this thing, so it's got to be pretty good. You can get one for about $12,000, and they get 35 MPG. They top out about 95 miles per hour, which is good enough for a speeding ticket, and parking is a breeze—have you ever tried to find parking a large RC event? The one drawback to the Smart Car is that it doesn't have a lot of room to carry your RC stuff, but it's small enough that you could race it in the 1/5-scale class! If you want to save money at the pump, then this is the hot ticket.

www.smartcarofamerica.com





SKINNY MAIL

Hiya Skinny, I was wondering what you used for a power supply for your HT battery charger. The one I saw has a cigarette lighter adapter on it—that seems a little cheesy to me. Hope to see you at X-games this year again, dontcha know!
Later,
Jordan (Olson22)

Olson22,
Yes, I hope to make it out to the X-Games; it's one of the more fun events I get to do during the year. As for your question, the charger is set up for charging from your car, but I've changed mine. I use a Novak Black Box power source, which is small and easy to pack in my travel bag—it works great, too! You can also use a lap-top power source, which should be easy to find. What I did was set up the charger with a Dean's connector, then added a Dean's connector to the power supply and the cigarette adaptor. This way, no matter where I am, I can have power to charge my batteries. Hope that helps you, and see you at the X-Games.
—Skinny

Check out: www.htbatteries.com

Got a Question OR IDEA?

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

Coming soon: the "Travel Joan" - made specifically for women.

Here's Your Next HYPER!

CONTINUING THE EVOLUTION

As the Hyper evolution continues with the OFNA/HoBao Hyper 9, prepare to witness advances in design and engineering that will put the "Nine" out in front of the competition. With forward-thinking features developed in our Black Ops Department (known to our competitors as Ground Zero) your next Hyper is not just another choice among many... it is ***THE*** choice!



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W W W . O F N A . C O M

From the Black Ops Department of OFNA Racing, designed by HoBao Racing and project leader, Tim Bump.



"The Hyper did not change for the sake of change. It evolved to a higher level."
-Tim Bump

"Evolution is change by design"
-D.M.

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True-Track Rear A-arm Conversion Kit

for the T/E-Maxx
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Traxxas T/E-Maxx



Traxxas Revo

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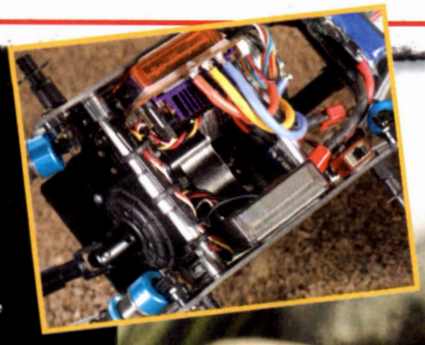
MONSTER PIT, our monthly department dedicated to nothing but monster trucks: electric and nitro. Look for Monster Pit every month for the latest on new monster parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see in Monster Pit? Let me know at JamesR@rc411.com.

words: James Revilla

CHASSIS CONVERSION



The biggest mod is the new side plates. First, I removed everything I didn't need – the ladder frame, the intricate cantilever shock system, the axle pushrods, and the upper deck. After trying different configurations and moving post mounts and such, I found that there was no way to mount shocks in a conventional way on the kit molded side plates. Luckily, it was Dave Palacios to the rescue once again; he designed and cut some G-10 fiberglass side plates for me, keeping all of the kit mounting holes and adding small tabs up top with new holes for mounting the upper part of the shocks. The side plates also had enough flat areas on the inside for mounting the receiver and ESC, eliminating the need for a third top plate. A pair of aluminum posts were used to brace the top edge of the new chassis plates.

POWER MOUNT

Because there's no top plate here, there's also no place to mount a stick pack battery. I could have made a new servo plate to run a small Li-Po side-by-side with the servo, but instead I chose another route. Using an ordinary scrap piece of Lexan, I cut a trapezoidal shape that fit right on top of the front upper suspension links. I used zip ties to attach the Lexan to the links, and a piece of Velcro was placed on top to mount the new (and smaller) 200mAh 2-cell Li-Po pack. This not only saved on weight, but moved the weight of the pack lower (for a lower CG) and forward (closer to the front axle) for better crawling performance.



(PART 2)

SECRET CRAWLER, MAN

After a few more weeks of tinkering, here she is—project CR-01: Comp, which started out as Tamiya's CR-01 Land Cruiser 40 kit, and soon became what you see here. After a lot of R&D (in other words, looking at the stock CR-01 and deciding how to convert it), converting the stock CR-01 into a comp-level machine came down to just two things: new chassis side plates, and a piece of Lexan. Other than that, the rest of what you see here was done using parts and hardware that's included in the kit! Okay, so I replaced the stock shocks with aluminum pieces, and I changed the body and the tires—but the stock units would have worked just as well with what was done.

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FITS ON KEY RING OR IN POCKET!
CELSIUS AND FAHRENHEIT MODES
POWERED BY 2 LR44 BATTERIES

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L.E.D. "SCAN" INDICATOR
COMPACT SIZE: 2.8" X 1.9 X .7"
FITS ON KEY RING OR IN POCKET!
CELSIUS AND FAHRENHEIT MODES
POWERED BY A CR2032 BATTERY

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METAL CASE INCLUDED
COMPACT SIZE: 3" X 1.5 X .75"
FITS ON KEY RING OR IN POCKET!
CELSIUS AND FAHRENHEIT MODES
POWERED BY A CR2032 BATTERY

MT-PRO
-76°F TO 932°F MEASURE RANGE
LASER TARGETING
11:1 DISTANCE-TO-SIGHT (D:S) RATIO
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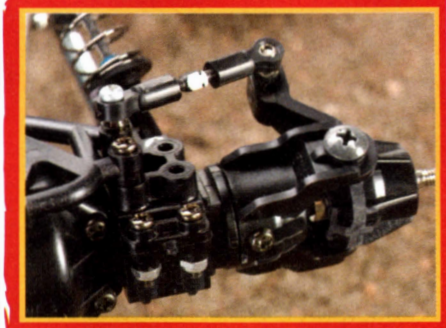


MODS AND UPGRADES

Using kit hardware, I removed the rear long tie rod setup in favor of two separate (but shorter) tie rods to keep the rear wheels in place. At the advice of Dave, I also did some light Dremel work, cutting the rear knuckle arms off the rear hubs to eliminate any chance of hang-ups on rock edges. I upgraded the kit shocks to Tamiya aluminum units originally designed for their DF-03 platform (I used two pairs of rear shocks), and I was able to use the (now) spare hardware from the removed cantilever suspension to mount the new shocks to the axles and the chassis plates in a more ideal position. I also swapped out the included shock springs with a set of soft (black) springs to give the axles more freedom of movement. Tires were swapped out for Pro-Line Racing's new Hammers in M3 compound with memory foam inserts. Pro-Line's Chevy C-10 – 1972 rock crawler body topped it all off.

AND THE POINT IS, VANESSA?

With all said and done, Dave and I tested the new machine on the rocks, and it worked great! By removing the giant mass above the stock chassis, we were both able to trace the same lines through our office rock crawling course as we would with full-blown competition rigs; this, in a way, is a testament to the CR-01's kit 4-link suspension design, which was pretty much left untouched other than shock relocation. And for those of you who blasted us on the forums with comments like, "Why not just buy an Axial?"—obviously you're missing the point. We wanted to see if we could mod the CR-01 into a competition-capable rock crawling machine with minimal changes, and if you think back far enough, early-generation rock crawlers didn't have it this easy! In the past you had to take some straight axles off a kit and fabricate everything else. With Tamiya's CR-01 as a starting point, the final product turned out pretty well, if I may say so myself. Oh, and by the way—go bug Dave if you want to try to convince him to make chassis plates for your CR-01!

PARTS LIST (REQUIRED)

- Dave Palacios custom chassis side plates, TBA
- Pro-Line Chevy C-10 1972 body (#3267-00)
- Scrap piece of Lexan, about 2" x 2.25

OPTIONAL STUFF

- Pro-Line Racing Hammer 2.2" Tires (#1145-12) x2 pairs
- Tamiya DF-03 Aluminum Oil Damper Set (#53926) x2 sets
- Tamiya DF-03 Damper Spring Set (#53927) x2 sets
- VXR 7.4V 2-Cell 2000mAh Li-Po (#LRX-222000)

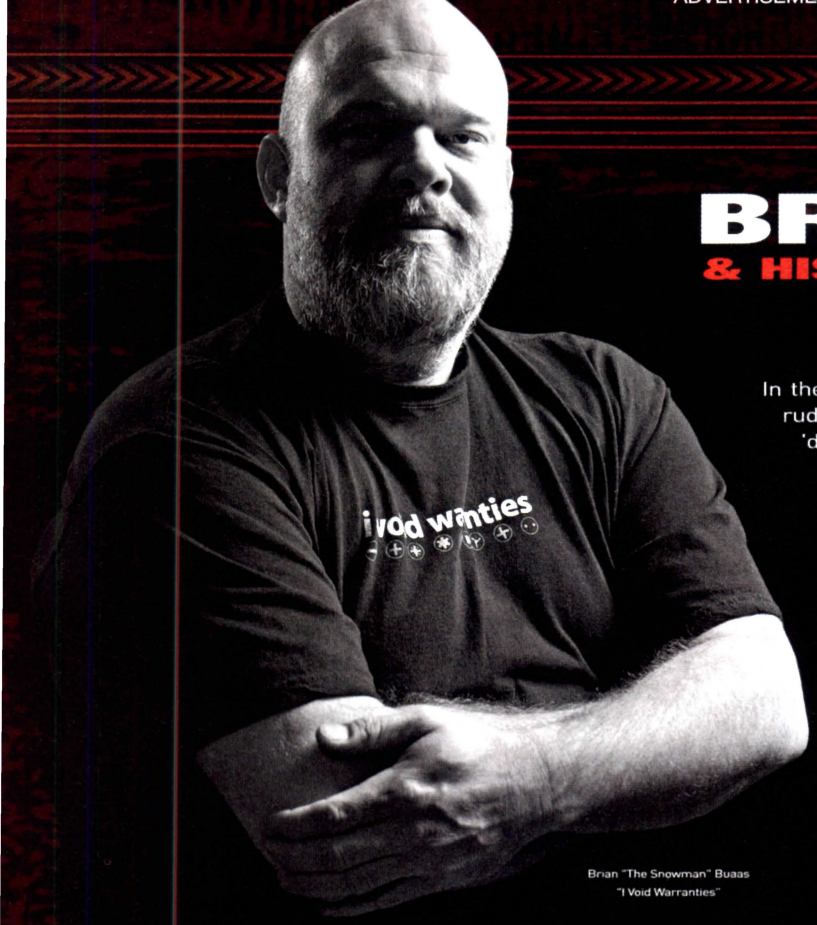




CONTACT INFO

- Tamiya USA
  www.tamiya.com
- Pro-Line Racing
  www.prolineracing.com
- VXR Racing
  www.vxrracing.com

BRIAN BUAAS
& HIS 111MPH WATER ROCKET



Brian "The Snowman" Buaas
"I Void Warranties"

In the world of RC owners, whether they pilot four wheels, wings, rudder or rotors, the playing field is alive with a varied mix of 'drivers'. Some are pros, some are experienced amateurs, and some raw novices. In this game, most tend to huddle around the center of the field where the use of ready to run vehicles and components is common place. But as in any sport, you will also find some players that hang out on the extreme fringe of the field, playing the game the way it suits them best. Here is where you will find Brian Buaas.

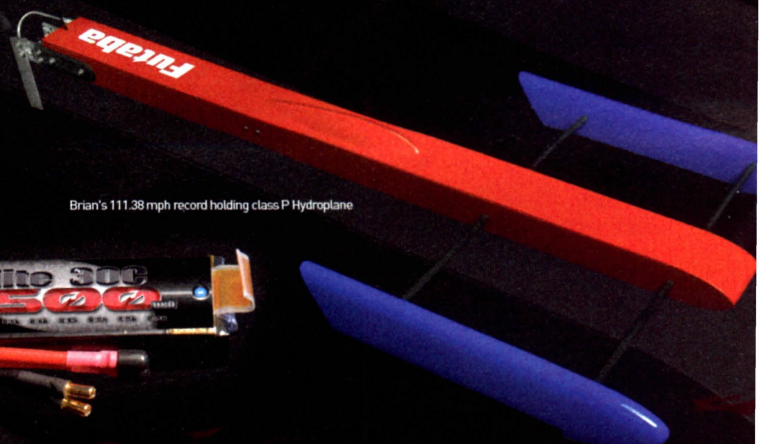
Brian is a 30 year veteran of the sport and has run the RC gamut. If it rolls, flies or floats, he has driven one incarnation or another ... and it is that fact which brings Brian to the extreme edge of RC racing - Straight-Line Hydroplane. In this class, there are almost no 'off the shelf' parts, hulls or electronics. Each drivers' boat is the embodiment of their own design concepts, coupled with years of experience. The 35" racer *(pictured below)* was designed and hand crafted by Brian without the aid of any CAD application or testing, thus lending testament to the ingenuity and devotion required of drivers of this caliber.

In assembling the components for this craft, a high-end motor and robust speed controller were selected. This was done because of their ability to withstand the intense rigors of delivering insane power to the prop. So what does all this time, effort and talent get you? A boat that holds the class record of 111.38 miles per hour and is propelled by *electric* power - and on water! When attempting a speed run, Brian tells us that *"To set a record you make a pass each way through a 330 foot trap. Record speeds are the average of the two passes. Think of it as Boneville for model boats."*

Unlike traveling through air or along the ground, the hydrodynamics of boating adds a great deal more stress on every component of the vehicle, far beyond just plain old drag. *"It is definitely a question of viscosity ... that and the props are surface piercing. So if the boat hops, the load changes. I've seen spikes of up to 350 amps in heat race boats where the average current is typically below 100 amps. In this boat, I've hit peaks of over 400 amps"* says Brian, further illustrating the fact that *"... boats are the hardest on electronics of anything in RC..."*

The battery/motor/speed controller combo Brian uses generates an awesome 5.5+/- momentary horsepower - enough torque to flatten some of the solid stainless steel props used on this water missile. That much battery power is the equivalent of a 7.5 - 11cc nitro combustion engine. The 'fuel' Brian decided to use in this boat was a 4S1P Elite 4500 LiPo battery with parallel 10 gauge wires off each pole, from CheapBatteryPacks.com. For those who may not know, that is four 4500mAh lithium polymer batteries in an un-paralleled configuration sporting huge wire for maximum power delivery.

So what is next on Brian's agenda? He informs us that *"I've got my eyes on a couple records. One I've been chasing for three years, the other is going to be new for me. Both in the triple digit speed range"* and he hopes to take them in the fall of '08. When we asked abut the power plant he was planning to use to break the records? *"Either 10S 4500 Elites or 10S 5300 Elites - depending on weight. A 10S pack running at 300 amps is something like 9000+ watts."*



Brian's 111.38 mph record holding class P Hydroplane

We know that during extreme conditions like the ones Brian puts his components through, that the battery is often the weak-link in the powertrain. So what does he think of the packs he uses from CBP? *"If I'm not killing batteries in these applications, they will work for just about anything."* Well, Brian, we wish you all the luck in following the straightline.

Brian is affiliated with the North American Model Boat Assoc. & the International Model Power Boat Assoc. CBP

CheapBatteryPacks.com

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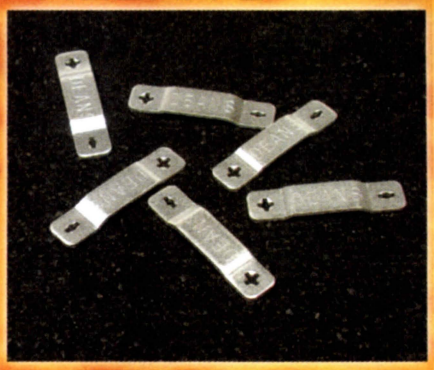
All Deans products are designed and manufactured to exacting tolerances, to give you unmatched quality and performance. From the legendary Ultra Plug, to the innovative Speed Jig, and now the ProBar 3, each product was created with one goal in mind... TO BE THE BEST!

PROBAR 2™



Plated to military specs., the ProBar 2.0 is designed for RC1700, RC2000, RC2400 and similar cells.

#1600 .....6pcs
#1601 .....25pcs
#1602 .....100pcs

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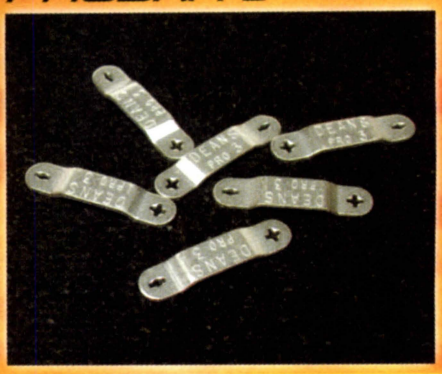

Plated to military specifications. The ProBar 3.0 is designed for RC3000H cells.

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

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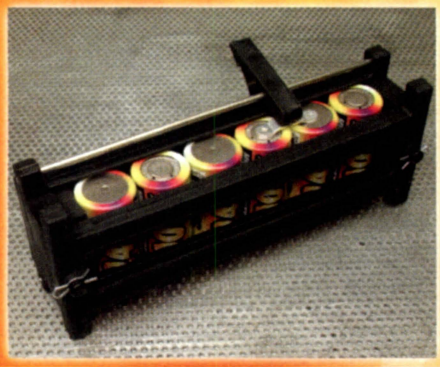
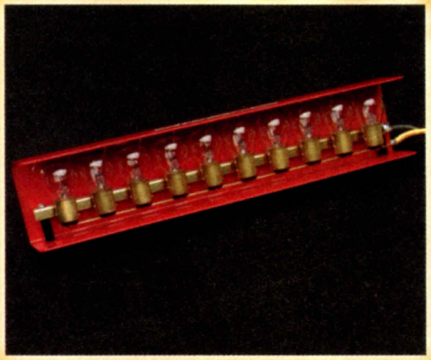


"Ten Must Have Tools" - R/C Car Action
"Rating: A+" -Xtreme R/C Cars
"The best building jig on the market" - R/C Car

#2040

DISCHARGER



Car stand and discharger in one

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

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Silver alloy and ProFlux™ a Deans exclusive - the highest quality electronic solder available

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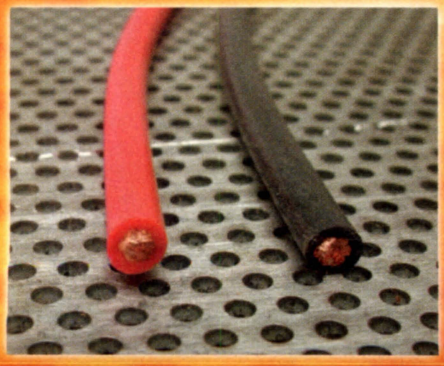

The most flexible 12 gauge wire available... 1660 strands of pure copper!

#1410 .....2ft ea. red/blk
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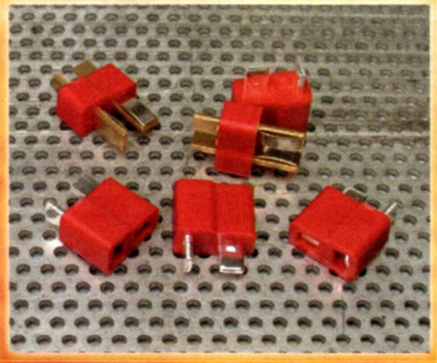

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#1300 .....1pair
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In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month for the latest on new parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see In The Dirt? Email me at MikeW@rc411.com.

words: Derek Buono

Team Associated and Jammin'





Not to be forgotten are the two other RC companies that have vested interest in the CORR series. Team Associated currently sponsors the Ricky Johnson Red Bull truck and Jay Halsey sponsors himself in the Pro Buggy class. AE's driver currently sits 4th over all and Jay Halsey in 12th. We'll have more about both of these companies and their efforts in an upcoming issue.

PRO 4

RANK	DRIVER	PTS	BEHIND
1	Rick Huseman	370	Leader
2	Scott Douglas	360	-10
3	Johnny Greaves	356	-14
4	Carl Renezeder	352	-18
5	Kyle LeDuc	342	-28
6	Tim Herbst	328	-42
7	Curt LeDuc	324	-46
8	Steve Barlow	312	-58
9	Ed Herbst	311	-59
10	Mike Jenkins	310	-60
11	Jarry Daughtery	299	-71
T-11	Josh Baldwin	299	-71
12	Troy Herbst	297	-73
13	Travis Coyne	248	-122
14	Adrian Cenni	156	-214

PRO 2

RANK	DRIVER	PTS	BEHIND
1	Rob MacCachren	392	Leader
2	Carl Renezeder	373	-19
3	Jeremy McGrath	353	-39
4	Ricky Johnson	338	-54
5	Jerry Whelchel	333	-59
6	Mike Johnson	318	-74
7	Todd LeDuc	309	-83
8	Johnny Greaves	308	-84
9	Alan Pflueger	302	-90
10	Scott Taylor	299	-93
11	Greg Adler	291	-101
12	Mark Jenkins	87	-105

PRO LITE

RANK	DRIVER	PTS	BEHIND
1	Rodrigo Ampudia	373	Leader
2	Jeff Kincaid	72	-1
3	Robert Naughton	363	-10
4	Todd Cuffaro	330	-43
5	Chad Hord	323	-50
T-5	Marty Hart	323	-50
6	Chris Brandt	313	-60
7	Jeff Huseman	306	-67
8	Brian Deegan	299	-74
9	Bruce Fraley	289	-84
10	Bobby Altimirano	288	-85

TRAXXAS WINS CORR!

If you're in the Southwest you're going to want to eventually check out a CORR race. The similarity between RC and full-scale is painfully clear once you do. Traxxas obviously realized this by taking on the series, and has hit the ground running. Hired gun Jeff Kincaid has put the Pro Light Traxxas Toyota in the winners circle 3 times already, and the Jekins brothers (Owners of the team and Traxxas) are breaking into the top 10. Pretty impressive! If you can't make it to the show, you can watch on Speed and NBC so be sure to set the DVR to catch Traxxas and other RC companies hit the dirt...and catch a Traxxas ad on a national station!

WWW.TRAXXAS.COM



We'd have a full-size racer too, but the Porsche Cup is very pricey.

ROGUE ELEMENT COMPONENTS - SCAB

Electric racing is becoming more popular again, and with that comes companies looking to make things for all of the electric 1/10-scale cars out there. Rogue Element sent us this gear cover, and while you think "it's just a gear cover big deal." Once you pick the SCAB up (Slipper Clutch Adjustment Button) up you'll wonder why the hell this thing wasn't out 10 years ago. The patent pending design allows you to externally adjust the slipper on your B4/T4 or Losi XXX/XXX-T vehicle without a wrench. Simply press the spring-loaded key in and adjust the slipper. It saves time and makes fine-tuning so easy you'll wish every car had an adjustable slipper. Right now those are the only 2 cars it works with, but if they take our advice...you'll see more soon!

WWW.ROGUEELEMENTCOMPONENTS.COM



GO-GO GADGET GEAR COVER!!!!!



MUGEN NUTS

If you've every run 1/8-scale odds are a wheel has come off and cleared the triples before you got there. This is due to a variety or reasons that including you having the strength of a clown. The new nuts from Mugen feature 'knurled' sections so when you tighten down the nuts they grab into the rim and reduce the chances of it loosening during a race. On-road has been using these style nuts forever. Upgrade your nuts now.

WWW.MUGENRACING.COM

RC8 OPTIONS

If you've been running the RC8 and want to upgrade with Factory Team parts they are finally here. The new options include an aluminum front bulhead, aluminum chassis braces, lightweight aluminum stub axles, aluminum steering rack, and aluminum input cups.

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Over 100 mph.. In 1.4 seconds... NOTHINGS QUICKER!

The AFTERSHOCK... the state-of-the-art .21 Nitro Dragster!



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Dragster Kit #1000



Electric and Nitro Drag Kits, Unique Bodies and parts...

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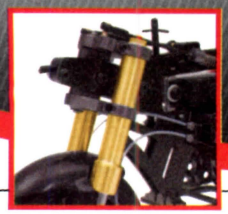

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GP-1





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TOURING CORNER

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

words: Shane Archer

JACO MAGICAL PRISMS

Since their introduction last year, JACO Prism foam touring tires have rapidly become one of the most successful and commonly used foam tires in the US market. Not only were the original Prism wheels lighter and more durable than standard "dish" wheels, they looked a lot cooler and helped to give indoor touring racing a more realistic feel. Now JACO has followed this up with an updated wheel design, dubbed the Prism 1.5 wheel, and they are making the wheels available with their popular JACO Nitro Shoes compounds for 1/10-scale nitro touring racing. The new 1.5 wheels feature a 1.5-degree taper and a smaller inside edge, helping to match the typical camber settings used in nitro touring. In addition to these, JACO is also releasing their popular JACO Rubberz tires on Prism-style wheels, giving rubber-tire drivers the option to add some bling to their cars as well.

WWW.JACORACING.NET

Note to self: Magical prisms are different from magical 8-balls.

» RUMOR MILL

With more of them hitting shelves every day, there's no doubt that **Li-Po battery trays** are becoming one of the hottest aftermarket upgrades for many popular touring cars. Up until now, drivers have resorted to all manner of crazy contraptions to secure their Li-Po packs to their cars: everything from strapping tape to masking tape, rubber bands, Velcro, and on and on. Manufacturers are already redesigning competition cars to accept both 5- and 6-cell packs without messing up a car's weight distribution, but **now they need to account for Li-Po as well**—a technology that to this day still results in batteries of different shapes and weights. If you plan to race competitively with a Li-Po-powered machine, be it at a club or a larger venue, you may want to look into a tray for your car.

They may not be a traditional top-end brand, but **TOP Racing** has been making a name for itself around the country with the Scythe, a mix-and-match touring car built up with some existing parts and some high-end modification. With big results at the Reedy Race and a number of big name drivers, don't be surprised to see a TOP car at a track near you.

If you're looking for a composite diff for your XRAY, you may have to wait awhile—the company has admitted that its **parts molding facilities are so completely over-booked** that they have begun to push back certain products due to product and time constraints. It's always a good sign to see a company letting the consumer know the real reason behind a delay, although it sounds like with all the success that XRAY is having, it might be time for—dare we say it—a new facility.

STATE OF THE ART...



Turbo 35 GFX
#CEI-3760

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

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GFX Lipo

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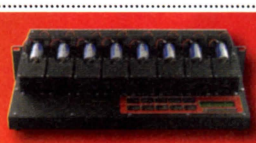

TurboMatcher 8
#CEI-4900



Pit Bull X3
#CEI-4310



23 Amp Power Supply
#CEI-3710

- *As the name implies all Competition Electronics products are designed for racing.*
- *Exceptional service and support is just a phone call away.*
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6. Guaranteed to stay glued to the wheel...no matter how fast you go.

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JAC2020	$32.00 pr	Purple compound foam tire mounted & trued on 3" prism wheel	JATO Front Nitro Stampede Front Nitro Rustler Front Nitro Sport Front
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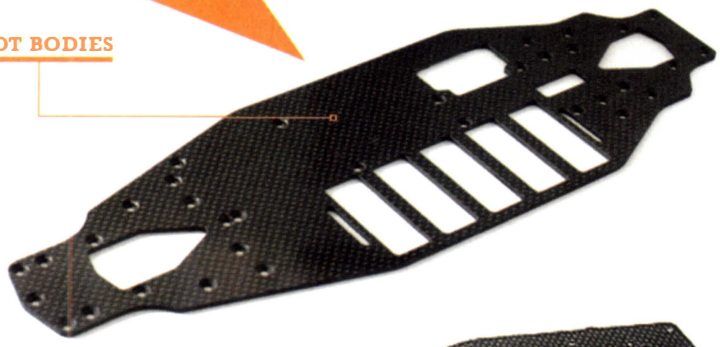
JAC2050	$32.00 pr	Pink compound foam tire mounted & trued on 3" prism wheel	Rustler/VXL Rear Stampede/VXL Rear

) Racing Products, Inc. | 600 Shenandoah Ave. • Elkton, VA 22827 | Tel: (540) 298-0446 • Fax: (540) 298-7504 | www.jacoracin

CHASSIS ROULETTE

There's no more significant tuning option on any touring car than the chassis itself, and lately we've seen a lot of new chassis designs for popular cars aimed at particular types of racing. Thicker designs for foam, thinner designs for asphalt, and all manner of recessed areas to improve suspension characteristics, center of gravity, weight distribution, and anything else a manufacturer can play with. More recently, Tamiya has put out a thicker 2.5mm chassis for its TRF416 touring platform, aimed to tackle the rigors of carpet racing. On the opposite side of things, XRAY has released an ultra-thin upper deck for its T2'008 to add even more flex for outdoor asphalt racing, as well as an aluminum chassis brace to help further tune for track conditions. Not to be outdone, Hot Bodies has put out its own 2.5mm-thick chassis, this one optimized for 5-cell packs and featuring an optimal weight distribution. So no matter which of these high-end cars you drive, rest assured: there's a chassis out there for you.

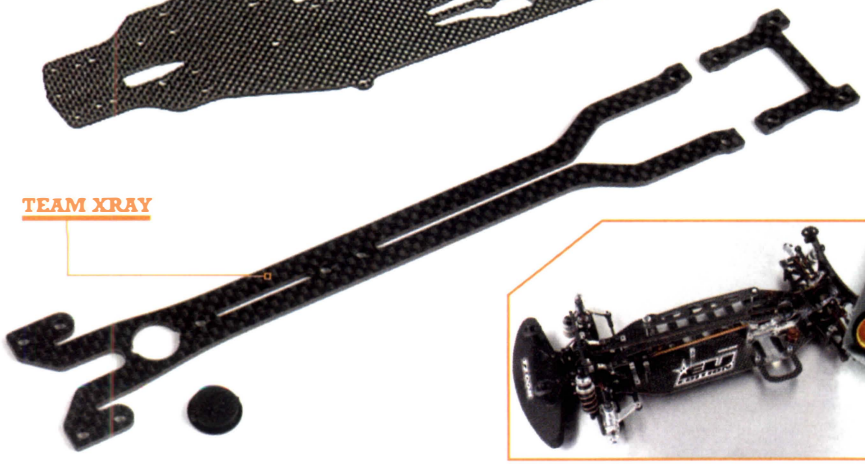
HOT BODIES



TAMIYA



TEAM XRAY



TEKIN GOES LIPO

Tekin was one of the original pioneers of high-end electronic racing accessories, and after more recently producing a few lines of high-end brushless systems for various scales of racing, they have now taken the plunge into the world of Li-Po batteries. The new Tekin 3400 Power Cell is a 23C LiPo pack that has been designed with competitive racing in mind, meeting all ROAR guidelines and ready to fit into most popular touring platforms. Tekin has said that they will be releasing additional configurations of the pack in the near future to support additional cars as well.

www.teamtekin.com



Team Tekin coming on strong!



SIRIO

Manufactured in Italy

BKEVO4STI



SPECS:
Displacement : 3.5 cc
Stroke : 16.62 mm
Bore : 16.35 mm
Ports : 5+2
Pistons : CNC
Sleeve : ABC
Exhaust : REAR
Weight : 370 g
Crankshaft : ø 14.20 mm SG Type
Carb type : Plastic slide / 2 needle
Plug Type : Standard / Turbo

FEATURES:
- Ceramic Rear Bearing
- New Black case
- External port work on the sleeve
- Silicone filled intake on the crank
- Hand matched fit of all engine parts (blue printed)
- Green Anodized Lightened Cooling head
- Two needle composite carburetor
- Turbo plug
- Short Stroke

S12T3EVO4STI



SPECS:
Displacement : 2.11cc
Stroke : 13.70 mm
Bore : 14.00 mm
Ports : 3
Pistons : CNC
Sleeve : ABC
Exhaust : REAR
Weight : 231 g
Crankshaft : ø 12.00 mm SG Type
Carb type : Plastic slide / 3 needle
Plug Type : Turbo

FEATURES:
- Ceramic Front and Rear Bearing
- Larger Wrist Pin for longer life
- External port work on the sleeve
- Silicone filled intake on the crank
- Hand matched fit of all engine parts (blue printed)
- Blue Anodized Lightened Cooling head
- Three needle composite carburetor
- Turbo plug

CL7BSTI



SPECS:
Displacement : 3.5 cc
Stroke : 16.90 mm
Bore : 14.00 mm
Ports : 5+2
Pistons : CNC
Sleeve : ABC
Exhaust : REAR
Weight : 370 g
Crankshaft : ø 14.20 mm SG Type
Carb type : Plastic slide / 2 needle
Plug Type : Standard / Turbo

FEATURES:
- Ceramic Rear Bearing
- New Black case
- External port work on the sleeve
- Silicone filled intake on the crank
- Hand matched fit of all engine parts (blue printed)
- Blue Anodized Lightened Cooling head
- Two needle composite carburetor
- Turbo plug
- Long Stroke

CL7RSTI



SPECS:
Displacement : 3.5 cc
Stroke : 16.90 mm
Bore : 16.20 mm
Ports : 7
Pistons : CNC
Sleeve : AAC
Exhaust : REAR
Weight : 322 g
Crankshaft : ø 14.20 mm SG Type
Carb type : Plastic slide / 3 needle
Plug Type : Turbo

FEATURES:
- Ceramic Front and Rear Bearing
- New Black case
- External port work on the sleeve
- Silicone filled intake on the crank
- Counter balanced crank
- Hand matched fit of all engine parts (blue printed)
- Blue Anodized Lightened Cooling head
- Three needle aluminum carburetor
- Turbo plug
- Long Stroke

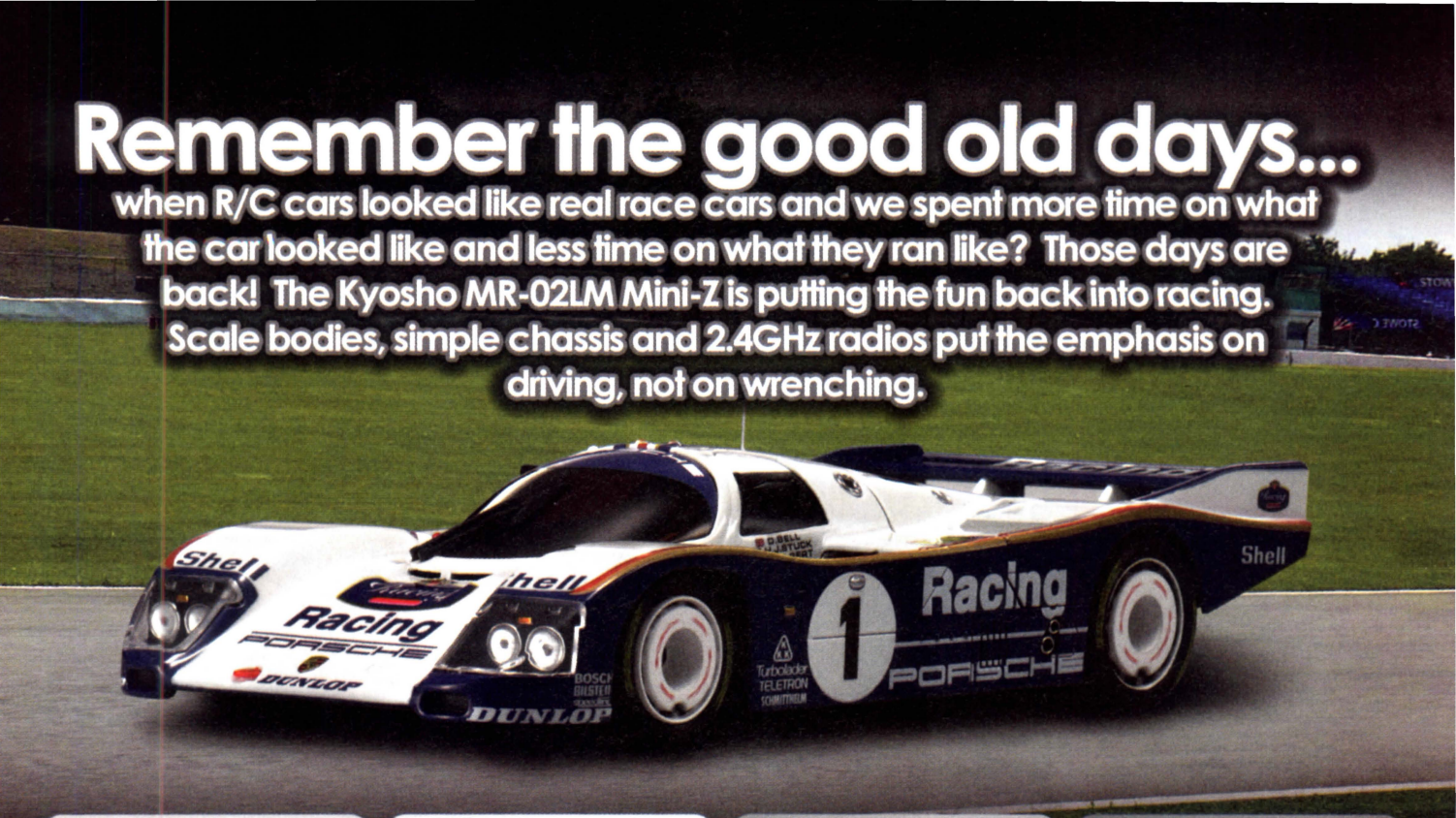
KYOSHO

THE FINEST RADIO CONTROL MODELS

Distributed in the USA exlusively by **kyoshoamerica.com**

Remember the good old days...

when R/C cars looked like real race cars and we spent more time on what the car looked like and less time on what they ran like? Those days are back! The Kyosho MR-02LM Mini-Z is putting the fun back into racing. Scale bodies, simple chassis and 2.4GHz radios put the emphasis on driving, not on wrenching.





PORSCHE 962 C LH No. 1
('86 LeMans 2nd Place)
Part #30441PR



PORSCHE 962 C L No.10
('86 LeMans Contender)
Part #30441KR



Mazda 787B No. 55
('91 LeMan's winner)
Part #30441RE



Mazda 787 No. 55
('91 LeMans Contender)
Part #30441RE



MR-02 2.4GHz Features:

- ASF 2.4GHz ASF system automatically scans for open frequencies and promises safer and more secure control.
- Complete pairing of the chassis and the KT-18 transmitter (pair the transmitter to the chassis) and control system is ready to use.
- Incredibly fast signal processing speed realizes unrivaled control response.
- FET speed control amp with more than double the capacity of previous version produces extra powerful running performance.
- Newly designed chassis achieves a greater center concentration of mass and low center of gravity.
- Equipped with I.C.S. terminals.
- LED indicator shows power status.



PERFEX KT-18 Features:

- As soon as power is switched on, the transmitter automatically communicates with the chassis and scans for open frequencies.
- Automatically allows up to 40 cars to be operated safely at the same time.
- Simply perform the pairing process once to register with the chassis and start using.
- A single KT-18 can be paired and used to operate multiple chassis.
- Digital trims allow precision adjustments.
- Operating trims produces audible tone notification.

KYOSHO
THE FINEST RADIO CONTROL MODELS

kyoshoamerica.com



The gunmetal theme is working for me.

TRAXXAS E-REVO

NO CONVERSION REQUIRED

1:10 | 4WD

words: James Revilla | photos: Carl Hyndman

IF YOU THINK ABOUT IT, THE ELECTRIC REVO IS A LITTLE LATE to the party. Take a look at Traxxas's line-up; they have nitro and electric counterparts: the T-Maxx and E-Maxx, Rustler and Nitro Rustler, Stampede and Nitro Stampede… then you get to the REVO and that's it—it's nitro or nothing. Obviously the idea of having an electric version of one of the most popular racing monster trucks isn't far-fetched, as we've already seen a few electric conversions for the standard fare, nitro drinking REVO. Well, what you see here is straight from Traxxas themselves: an electric version of the REVO that is more than just a conversion, but a full-on rework transforming the best of what the REVO has to offer into a voltage-powered ass-kicking machine. Here is the new E-REVO, and let's find out more about why sometimes it's good to make a late entrance!

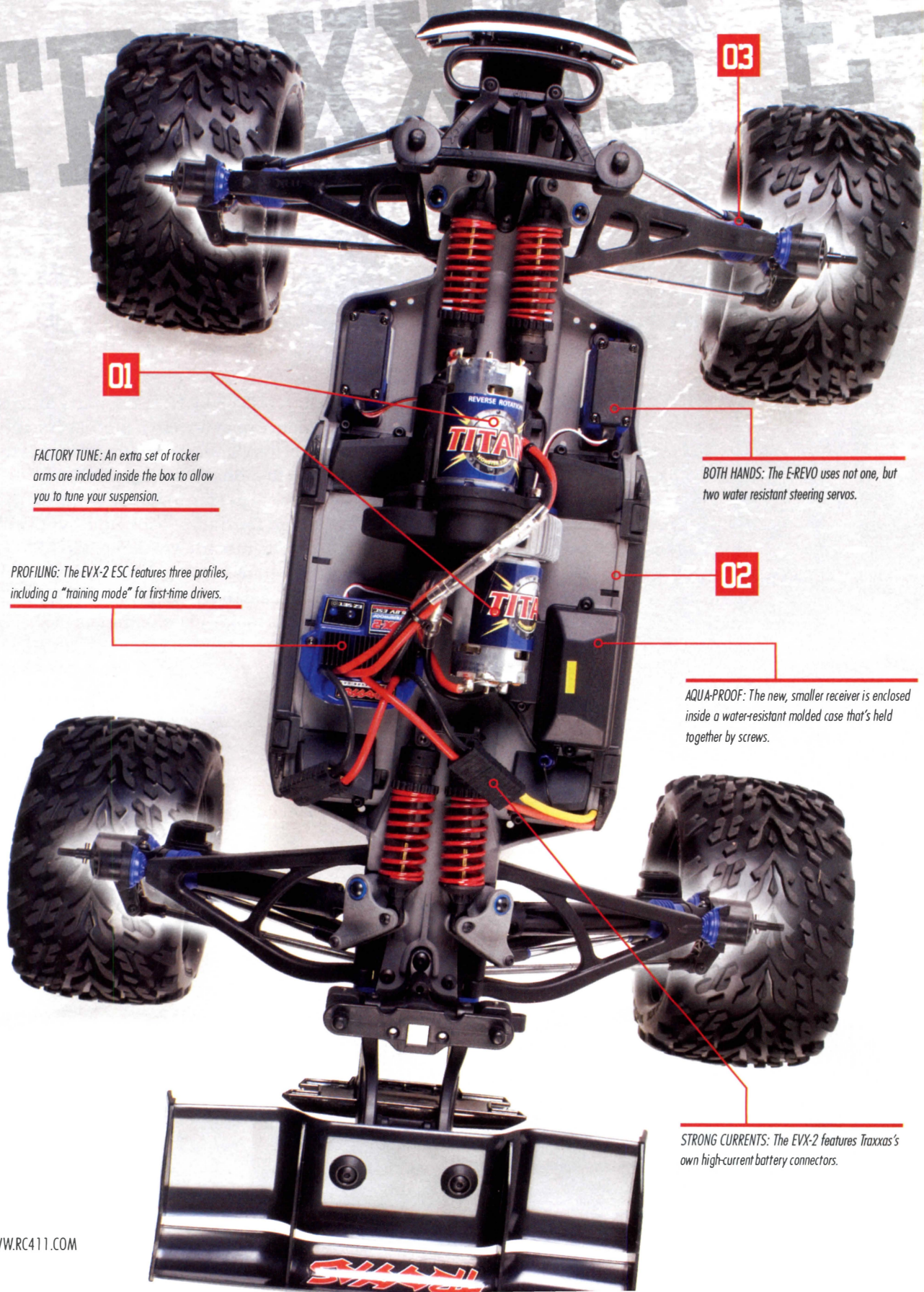
And here I was building my own electric-powered REVO.

TRAXXAS E-REVO

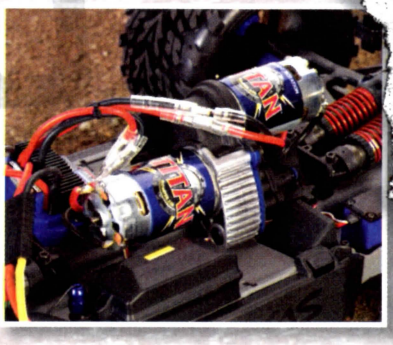
PART #: 5605
STREET PRICE: $450
PRICE AS TESTED: $566
SETUP TIME: 30 minutes
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			4WD

We say this all the time: someone update the Traxxas radio already!



01 **DOUBLE TITAN** • Dead center in the chassis, you'll see the reason for the "E:" twin Titan 550 motors (one in reverse orientation) to power the E-REVO's 2.8" tires and wheels. An internal slipper clutch, anodized motor plate, removable gear cover, and cast heatsink highlight the 3-gear transmission. Two powerplants provide extra power to move something the size of a monster truck, and they're set up to run up to 16.8V thanks to the EVX-2 ESC.



"...FOR ME, MONSTER TRUCKS ARE USUALLY TOO SLOW OR TOO BULKY; THE E-REVO CHANGED ALL THAT..."



02 **SIDE PODS** • With no engine, there's no fuel tank. Instead, Traxxas gave the E-REVO chassis-integrated battery compartments on each side of the molded chassis for a nice balanced weight. These compartments feature quick release tabs and configurable battery positioning. They accept both 6 and 7-cell packs (as well as some Li-Pos as long as you upgrade the ESC), and the internal battery retainer tabs can be moved around to play with front-to-rear weight bias.



03 **PROVEN LEGS** • The REVO's suspension design remains relatively untouched on the E-REVO platform. Pillowball hubs on all four corners are attached to a pair (each) of long-reach reinforced suspension arms. The pillowballs (and the universal slider shafts) are protected from the elements by rubber sleeves. Alloy pushrods direct suspension movement through ball-bearing supported rocker arms, which in turn transfer this movement to the E-REVO's aluminum threaded body shocks.



VEHICLE INFO

CHASSIS

MOLDED MONO-COQUE	Molded tub
THICKNESS:	N/A
MATERIAL:	Molded plastic

SUSPENSION

TYPE:	4-Wheel Independent, rocker-style dampening
TURNBUCKLES:	Yes (aluminum)
STEERING:	Dual-servo, center crank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Aluminum
DAMPING (F/R):	40wt./40wt.
PISTONS (F/R):	#1 / #2
SPRINGS (F/R):	White / Green

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	Two, sealed gear
DIFF FLUID:	30k / 30k
AXLE TYPE:	Universal slider
TRANSMISSION:	3-gear
SPUR GEAR MATERIAL:	Plastic
CLUTCH TYPE:	3-pad slipper
BEARINGS:	Yes, rubber-shielded

GEARING

CLUTCH/SPUR:	19/68, 48-pitch
GEAR RATIOS:	
PRIMARY:	3.57:1
INTERNAL:	5.22:1
FINAL:	18.63:1

BODY, TIRES & WHEELS

BODY:	Traxxas E-REVO
TIRES (F/R):	Traxxas Sporttraxx Talon
DIAMETER/ WIDTH:	3.8 in. x 2.8 in. (96.5mm x 72mm)
HEX SIZE:	17mm
WHEELS:	Traxxas Gemini

DIMENSIONS

WEIGHT:	11 lbs., 6.4 oz. (5,180g)
TRACK WIDTH (F/R):	16.25/16.65 in. (413mm/423mm)
WHEELBASE:	14.17 in. (360mm)
RIDE HEIGHT	1.57 in. (40mm)

Why don't all monster trucks include a slipper as standard?

TESTING

It was pretty hot after lunch on test/photo shoot day for the E-REVO. I tested the E-REVO at an open field and a skate park in Chino CA. Traxxas's vehicles are well known for being good bashers, and although the E-REVO has racing in its blood, it's still an RTR, and I wanted to see how tough this bad boy really was.

ACCELERATION AND SPEED • Brute force can describe the E-REVO's acceleration from a stand still. The twin Titan motors squatted the rear end down as it launched forward, and for a truck this size, it was faster than expected. For me, monster trucks are usually too slow or too bulky; the E-REVO changed all that when it was at full speed. Granted, don't confuse this definition of "speed" with that of 1/10-scale 2WD trucks that are equipped for top speed runs; instead think monster truck, and imagine an acceleration curve and a speed level that is fast yet comfortable. The truck didn't feel slow, nor too fast, nor squirrelly; it felt like it was geared in the sweet spot for all-around fun driving. The only thing I had to worry about when driving this machine was leaving myself enough room to slow down.
Rating: 9/8

BRAKING • The biggest difference I felt between the nitro version and the E-REVO was in the braking department. Where the nitro depends on a physical brake and brake pads to slow it down, the E-REVO relies on the EVX-2 ESC for braking purposes. With this much mass flying at speed, it took some space to slow her down, but nothing out of the ordinary. The E-REVO still locked all four wheels up at the push of the trigger, and didn't wander too much during deceleration.
Rating: 9

LOW-SPEED • On asphalt the E-REVO was surprisingly nimble at low speeds. On the loose dirt and grass the rear end stayed planted, and getting the truck to switch directions wasn't a chore. The suspension was a little soft, so the chassis leaned back and forward with each trigger movement, but regardless the E-REVO kept its course and low-speed maneuvering was, as they say somewhere, "pie."
Rating: 9

HIGH-SPEED HANDLING • At higher speeds, a slight understeer developed, especially on-throttle. For my driving style, this was perfect, as I have a pretty heavy trigger finger—to the point that other, more sensitive vehicles sometimes spin during high speed maneuvering. Yes, I like to fling cars and trucks back and forth, but the E-REVO took it like a man and kept its course. The lower stance and wide footprint of the E-REVO kept the chassis from rolling over during high speed cornering on higher-traction asphalt. Like low speed driving, the chassis leaned from side-to-side during S-turns, but the weight shift didn't seem to disrupt the chassis balance.
Rating: 9

ROUGH-TRACK HANDLING • On the rough areas of the test course, the E-REVO showed that its complex pushrod suspension design could handle the terrain. Each wheel popped-up over bumps and ruts, but the E-REVO barely changed course, powering its way through the rough stuff with muscle. It doesn't have the same ground clearance that other monster trucks have, but this is because the E-REVO's platform is tuned more for competition than all out crushing. For the most part the E-REVO handled the bumps, but on occasion the soft suspension setup allowed the chassis and skid plates to slap down on the surface.
Rating: 8

I guess "EEVO" sounded cool but looked a little weird in print.....



TRAXXAS E-REVO

1:10 | 4WD

RTR GEAR

RADIO:	Traxxas TQ
RECEIVER:	Traxxas Micro AM
STEERING SERVO:	Traxxas 2075 x2
SPEED CONTROL:	Traxxas EVX-2
MOTOR:	Traxxas Titan 21-single x2

TEST GEAR

BATTERY:	2x Slingshot 7-cell stick 4500mAh, SSEPWR45SP7, $58/ea.

CONTACT

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POWERED BY castle

*MOTOR AND CONTROLLER COMBO. PRICES MAY VARY.

PERFORMANCE TEST

JUMPING • I eased into jumps with the E-REVO to get a feel for how it might react in the air, and then I punched it. There was a nice, fairly steep tabletop at the skate park that gave me a good impression of how this machine would handle in the air, and it felt pretty good. So good, that I took to the half pipe (yes, I said half pipe) and gave her the run through. Jumping off the top lip, the E-REVO kept its nose in the air, and all it took was a slight jab of the brake to lever it out. Tapped the brake once more, and I was down-siding the landing area with relative ease.
Rating: 8

WRENCHING

MAINTENANCE • Because the E-REVO doesn't have an engine, fuel tank, pipe, or fuel lines, maintaining this ride is easier than maintaining its nitro counterpart. Most of the electronics are easily accessible, and the shocks are right on top of the chassis and out in the open. The only exception is the receiver, which is in a water resistant box. The box is screwed shut, so you will need tools to get to it. Although the suspension is more complex than other trucks, it's not hard at all to get to all the components. Hex screws are used throughout, and Traxxas even includes a tool set in the box with everything you need—including nut drivers.
Rating: 9

WEAR AND TEAR • The E-REVO's suspension soaked up the brunt of the landings on many jumps, even if I didn't exactly touch back to the ground on all four wheels. A few times I "smack-landed," but kept on truckin' afterward. The final jump of the day involved a concrete pool, a spine transfer, and a dare to try a forward flip in mid air. With the local skaters watching and cheering on, I hit the front of the spine, caught a good five or six feet of air, slammed on the brake, saw the E-REVO do a front flip, and then there it was, nose down, heading for the backside of the spine. Good, right? Not entirely. Problem was, the truck also went a few feet forward, so instead of landing on the transition, it landed nose first into concrete, flopped around, and finally stopped. The damage: one broken rear toe rod. Remember, this was on concrete!
Rating: 9

TUNING • The REVO platform was originally a competition-level truck, and the E-REVO continues this with the same list of adjustments you'd expect on a worthy machine: camber, caster, toe, ride height, wheelbase, etc. However, Traxxas took it a step further by including extra tuning parts inside the box. You get a different set of long-travel rocker arms, a second set of shock springs, suspension tuning shims and balls, and even parts to alter the travel of the steering system. If anyone remembers the TCP, you'll know that Traxxas didn't just throw random spares in the box, for everything extra is helpful when dialing in your E-REVO to the track. Even the owner's manual has a fairly large section covering basic and advanced tuning.
Rating: 10

CONCLUSION

I always liked how the REVO platform had a good balance of basher, monster truck, and racing performance, but I always wondered when Traxxas would do an electric version. Heck, I even made my own electric conversion a few months back. Finally Traxxas offers a factory electric REVO, and they do a very nice job at going from nitro to battery power. The little design details of the truck make it a worthy counterpart to its race-winning, gas-guzzling brother. Thumbs up to Traxxas on this one!

...and I'm guessing the same reasoning behind the name "REVOE."

TRAXXAS E-REVO

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Retains REVO's proven suspension design
- Very controlled in mid-air
- Excellent speed and power

MISSES

- You need 14-cells to get maximum speed
- High current plugs, but bullet motor connectors?

MAIN COMPETITION

HPI E-Savage, Tamiya TXT-1, Hot Bodies E-Zilla

WHO IT'S FOR

Bashers and monster truck racers who want a proven layout combined with electric power



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TRAXXAS
E-REVO

SCALE	POWER	TYPE	DRIVE
1:10			4WD

IT'S IN THE DETAILS

The E-REVO is a few minutes from in a box to on the road (dirt), as all you need are some fresh AA batteries inside the radio and two stick packs in the chassis. Keep in mind that you'll need battery packs with the Traxxas high-current connector, as these are the plugs that are installed on the EVX-2's wires from the factory. Speaking of the EVX-2, it's already preset from the factory, so unless you want to use training or race mode, you're good to go.



Combine "truck" and "REVO" and you get "TEVO"...

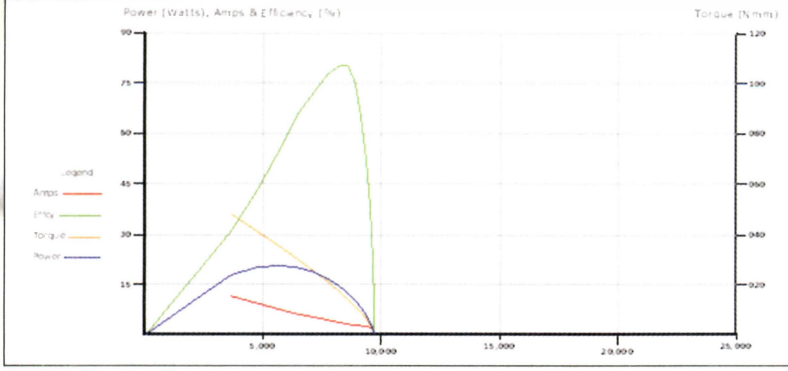
POWERPLANT INFO

The Titan motor is one of Traxxas's mainstays, found in a lot of their electric vehicles. With a 550-size and an internal cooling fan, a pair of these powered the E-REVO to good speeds in combination with the twin 7-cell battery packs. Even if you run the truck with 6-cell packs, you'll still have enough power and speed to drive the truck around the yard. However, 7-cell is the way to go to maximize speed, power, and best of all fun when running with the E-REVO. The EVX-2 ESC does not have a built-in Li-Po cutoff, so Traxxas does not recommend running the E-REVO with Li-Po's without upgrading the ESC. That said, you could go the opposite way and get more power by upgrading to a pair of modified cans; just make sure that one of them is reverse rotation.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



MOTOR DATA

MOTOR:	Traxxas
WIND:	21-single
MAX POWER:	20.84 @ 5,000rpm
MAX TORQUE:	47.90 Nmm

MOTOR SETTINGS

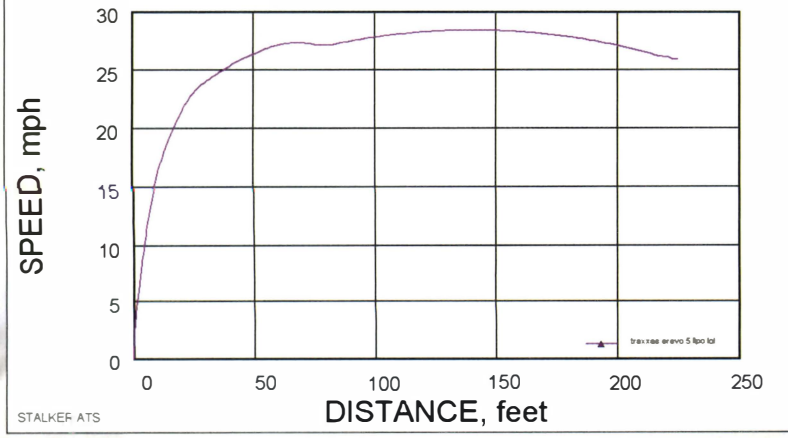
TIMING:	Locked
BRUSHES:	Internal
SPRINGS:	Internal

...but this truck won't record Japanese game shows.

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.34 sec. @ 27.1 mph
TOP SPEED: 28.3 mph @ 123.3 ft.
AVERAGE RUN TIME: 10 minutes



TEST CONDITIONS

WEATHER:	Sunny and hot
TEMP/HUMIDITY:	69° F/23%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Rolling grass fields and concrete

HANDLING

TURNING RADIUS:	6 ft., 11 in.
ON POWER:	Slight understeer
OFF POWER:	Neutral

BRAKING

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

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RTR
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ELECTRIC BLUE (METALLIC)



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- DUAL DISC BRAKE SYSTEM
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- FRONT & REAR OIL-FILLED LONG SHOCKS
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XRAY 808

XRAY'S ULTIMATE EXPRESSION OF THE 1/8-SCALE BUGGY!

1:8 | NITRO | 4WD

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

THE HOTLY ANTICIPATED XRAY 808 BUGGY HAS FINALLY ARRIVED amid much fanfare about how it was developed with more American style tracks in mind. Earlier this year at the Silver State event, I sat down with Mr. Hudy, the chief designer, and Josh Wheeler, XRAY's top US driver, and asked them about the then-pre-production 808. They both said that the new XRAY 808 was more stable, and would not only handle rough tracks well, but also jump better than its predecessor. After seeing Josh Wheeler in action at the last couple of large events with his factory 808, I was interested to see how the new buggy would handle. As luck would have it, the XRAY 808 arrived at the office, and we drew straws to see who got the pleasure of doing the review. I walked away with the prize! You know…slipping your boss a twenty can really help sway the outcome of things.

Skinny drew straws with himself. That's how he won.



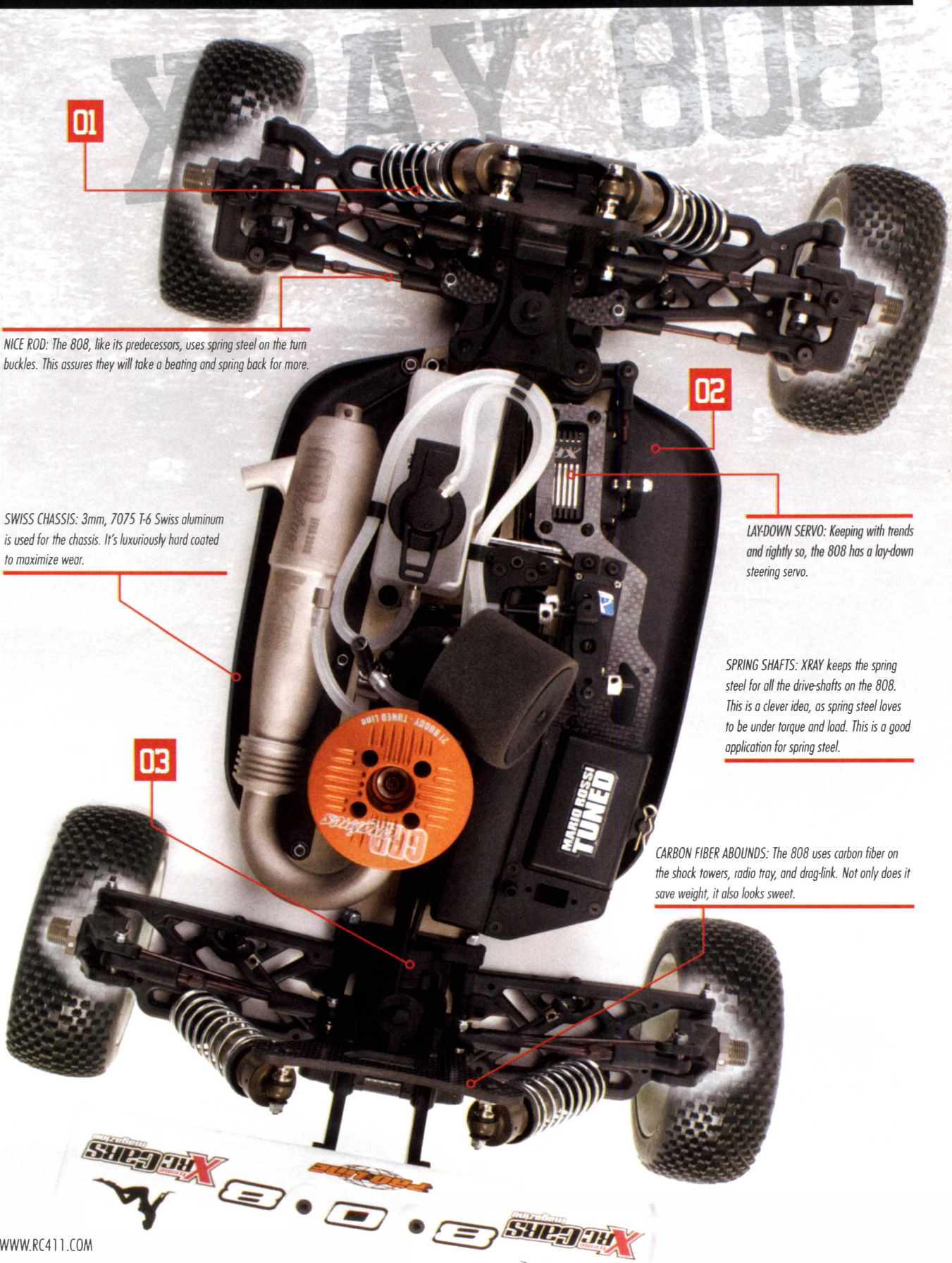
Does XRAY rock the 808 beats?

XRAY 808

PART #: 350003
STREET PRICE: $599 (Kit only, price may vary)
PRICE AS TESTED: $1,627
SETUP TIME: 7 hours
EXPERIENCE LEVEL: Novice to Advanced

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD

How many times does Skinny say "spring steel" on this page?



NICE ROD: The 808, like its predecessors, uses spring steel on the turn buckles. This assures they will take a beating and spring back for more.

SWISS CHASSIS: 3mm, 7075 T-6 Swiss aluminum is used for the chassis. It's luxuriously hard coated to maximize wear.

LAY-DOWN SERVO: Keeping with trends and rightly so, the 808 has a lay-down steering servo.

SPRING SHAFTS: XRAY keeps the spring steel for all the drive-shafts on the 808. This is a clever idea, as spring steel loves to be under torque and load. This is a good application for spring steel.

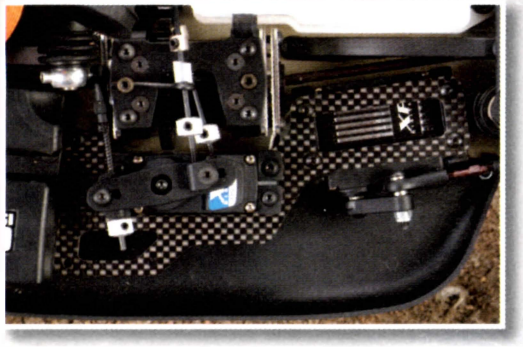
CARBON FIBER ABOUNDS: The 808 uses carbon fiber on the shock towers, radio tray, and drag-link. Not only does it save weight, it also looks sweet.

01 **FRONT SUSPENSION AND BIG SHOCKS** • When XRAY uses the term "luxury," they're referring to well designed parts and quality materials. Just look at the beefy virgin plastic A-arms, spring steel drive-shafts, all designed with attention to detail. The main changes to the suspension are the 1/10-scale 4WD like hubs, and the big bore shocks are big news. They are luxuriously plush, and current with the big bore shock craze.

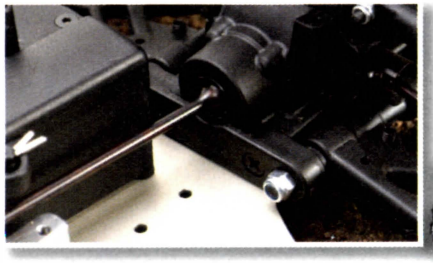


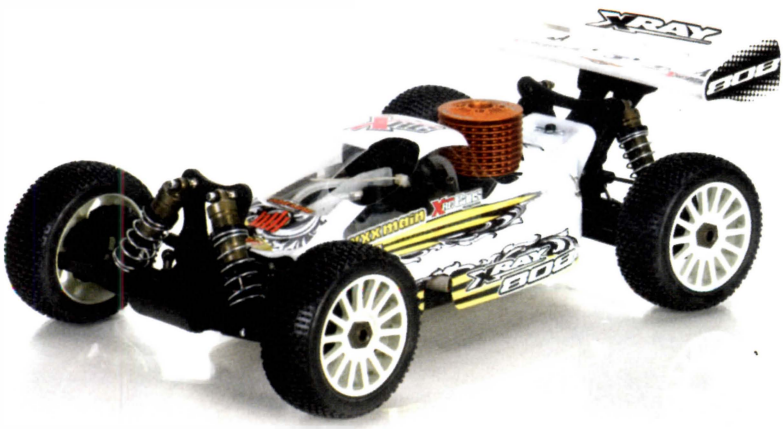
"Building the XRAY 808 out of the box is just like driving Josh Wheeler's factory ride...literally!"

02 **SERVO TRAY** • The 808 is based on a centered design. That is to say, everything is centered and moved forward on the chassis. This gives the 808 a very balanced feel. You'll notice the servo tray is as far forward as it can go, and the steering servo is right next to the center drive shaft and is laid down. This is as low and close as you can get to keep the weight where it needs to be. XRAY also keeps the weight down by using carbon fiber instead of aluminum.



03 **FRONT AND CENTER** • The input gear is integrated as part of the CVD for the center driveshafts, and it's encased in the diff case. This is a totally new, pure genius idea. To top off the design, the bearings are housed right over the input gear to ensure a reliable system.





VEHICLE INFO

CHASSIS

LAYOUT:	Single deck with upper braces
THICKNESS:	3mm
MATERIAL:	7075 T-6 Swiss aluminum
TANK CAPACITY:	120cc

SUSPENSION

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

SHOCKS

BODIES:	Big bore threaded aluminum (hard coated)
DAMPING (F/R):	XRAY 600cst / 350cst
PISTONS (F/R):	1.5mm 6-port / 1.3mm 6-port
SPRINGS (F/R):	Silver / Silver

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF. FLUID:	5,000/7,000/2,000
AXLE TYPE:	CVD-style drive
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Case-hardened Hudy spring steel
CLUTCH:	Aluminum, 3-shoe
BEARINGS:	Rubber / metal shielded

GEARING

	1st
CLUTCH/SPUR:	16/42
GEAR RATIOS:	
PRIMARY:	4.3:1
INTERNAL:	3.69:1
FINAL:	15.88:1

BODY, TIRES & WHEELS

BODY:	XRAY 808
TIRES (F/R):	XRAY
DIAMETER/ WIDTH:	4.45 in. X 1.66 in. (113mm x 42mm)
HEX SIZE:	17mm
WHEELS:	XRAY

DIMENSIONS

WEIGHT:	7 lbs., 9 oz. (3,170g)
TRACK WIDTH (F/R):	1.25in. (304.25mm)
WHEELBASE:	10.5in (254.5mm)
RIDE HEIGHT	1.48in. (37.5mm)

Josh Wheeler now knows who stole his ride.

XRAY 808

1:8 | NITRO | 4WD

TESTING

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

ACCELERATION AND SPEED • The GRP .21 Buggy Tuned Line is a brutal engine with gobs of power. When I first put it on the track and pulled the trigger, the 808 lit up like a top fuel dragster, but a lot of that was due to the sweet XRAY clutch. Speaking of the clutch, XRAY has one heck of a clutch combo. Their design and material selection makes for one powerful clutch.
Rating: 9/9

BRAKING • Braking is powerful and linear, and showed no signs of fade during testing. The 808 has laser cut ventilated rotors with Ferodo lined calipers, and with that combination, there's not much to go wrong.
Rating: 9

LOW-SPEED • I'll get this out of the way right now: the 808 is a plush buggy that feels very much like the Losi 8. With that being said, and since the Losi has been out for awhile, you should have a good idea of how the 808 feels overall. At slow speeds the 808 felt stable and rolled through bumps well. It also had great off-power steering, but pushed slightly in dry conditions. I use the recommended factory set-up and was almost spot-on out of the box. Building the XRAY 808 out of the box is just like driving Josh Wheeler's factory ride. After all, he supplied the set-up!
Rating: 8

HIGH-SPEED HANDLING • The high-speed handling, or more poignantly—when you're driving the 808 aggressively—the buggy feels great. XRAY worked closely with their US race team and it shows. The 808 sailed through the rough with ease, and railed corners like a pro. In general, the 808 was very neutral in handling, and responded to what I asked of it. As with the low-speed handling, I could tell that the stock set-up was targeted for US style tracks. At speed it felt scalpel-like, and sliced the rough sections, and the big bore shocks made short work of big bumps.
Rating: 9

ROUGH-TRACK HANDLING • There were a couple of bumpy places at Revelation, but not as many as I would have liked to really get a rough track impression. Still, I got a feel for how the 808 felt in the rough… luxurious, thanks to the new geometry and suspension set-up. It was hardly phased by rough conditions, and XRAY did a good job on the geometry—The 808 is a well planted vehicle.
Rating: 9

TEST GEAR

RADIO:	Spektrum DX3R, SPM3100, $320
RECEIVER:	Spektrum Pro, included with radio
STEERING SERVO:	Team Associated DS1015, 29167, $100
THROTTLE SERVO:	Team Associated DS1313, 29166, $83
ENGINE:	GRP .21 Buggy Tuned Line (Prama kit) , LOSR200P, $500
PIPE:	GRP, included with engine
FUEL:	Byran Fuel Race Blend 3000, 3130034, $25

CONTACT

XRAY: (Dist by RC America)	www.rcamerica.com
GRP: (Dist by Horizon)	www.losi.com
BYRON:	www.byranfules.com



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JUMPING • The 808 felt very neutral in the air and did what it was told. I could attack a jump and not really worry about what the 808 was going to do; it simply leveled off and was predictable. It responded well to input, and Josh Wheeler did an excellent job with the set-up sheet that comes with the kit. I'm sure you will be happy with the 808 the first time out.
Rating: 9

WRENCHING

MAINTENANCE • XRAY is known for making quality car kits, and this one will not disappoint. Everything is laid out well with quality construction of parts, as well as one of the best instruction manuals in the industry. If you love building car kits, you will love building the 808. This buggy is like building a machine; everything fits like it should, and the attention to detail is top notch.
Rating: 10

WEAR AND TEAR • XRAY is at the top of the class when it comes to parts quality and component choice. So it goes without saying that the 808 gets high marks in this category. You can be assured that when you lay your money down you will be getting a product that has had a lot of thought put into it, and that is constructed of material that's meant to last. After our photo shoot we went on a rail session and pushed the buggy as hard as we could. I took some high-speed tumbles that sent mothers and small children running. Despite how rough I was, I had zero problems; nothing broke or came off. As with other top of the line cars, some bolts did start to come loose, but that is to be expected of a new car.
Rating: 9

TUNING • XRAY cars are a tuners dream, and the 808 is one of those cars. Not only does it have all of the tuning options, it has the Hudy touch of adjustable everything. The 808 will be a snap to set-up for any race track you happen to race at.
Rating: 10

CONCLUSION

The XRAY 808 is a buggy of considerable value. It has all "the good stuff" you could want in a buggy. It has great parts finish, well thought out design, sweetly machined aluminum parts to reduce weight, and it's beautiful to look at. Couple that with the performance of this baby, and I'm sure you will have a smile from ear to ear. Think of it like this: if you were buying a luxury automobile from Europe, the XT8 would be like buying a BMW, an Audi, or maybe even one of those Mercedes Unimogs—you know, the things that can go anywhere—even over the track pipes!

The 808 is more luxurious than Skinny's daily driver.

XRAY 808

1:8 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Best instructions and tuning guide in the business
- The best parts, finish, and quality around
- Base set-up hits the mark for US style tracks

MISSES

- Battery case lid too close to engine, and is hard to close/access.
- Battery case is for flat pack battery. It limits your choices.
- Center chassis braces seem a little too far apart, and the center part of the chassis flexes more than I care for.

MAIN COMPETITION

Kyosho MP777-WC, Mugen Seiki MBX5R, Jammin' X1-CR, Losi 8IGHT, Team Associated RC8

WHO IT'S FOR

Anyone who loves 1/8-scale luxury and wants to go fast



SIDEWINDER SWEEPS

The Dirt Nitro Challenge



photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

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XRAY 808

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

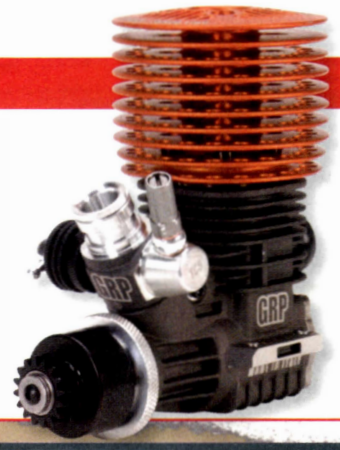
SWEET AND DIALED

The XRAY 808 is a sweet buggy. From building it to racing it, you will find joy. XRAY is known for quality kits, and the 808 does not disappoint. Every part fits like a dream and there's no need to tweak anything. The set-up sheet is straight off of US factory driver Josh Wheeler's 808, and is a great place to start racing. The 808 look's and characteristics are very losi-ish in nature, so refining the set-up and railing the track will be easy. You'll find the 808 to be very stable in rough sections, and the 808 will take a beating; Lord knows I crashed it hard a few times, and it continued on unfazed. The XRAY 808 is already hitting the hobby stores, and they have just started releasing all sorts of trick hop-up parts to make the 808 perform even better, and give that factory look we all like. It sure is a good time to be a 1/8-scale enthusiast!

XXX-Main shoulder pad by Skinny for all the saves.

POWERPLANT INFO

GRP engines have been available in the US for over a year now, but some may not have known since it was under other brands. Now that the Italian engine manufacturer is putting their own name on the engine we can expect more support and better pricing. Not surprising though is the engine produced good power. In reality it's "average" for a high-end engine, but that just means it's a good engine. There was still a bit too much pinch in our opinion during break-in, but noticeably less than before. The included pipe made good power, and tuning wasn't finicky at all. Overall this engine performs with the best, and looks pretty too.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	GRP .21 Buggy Tuned Line
BORE AND STROKE:	0.641 x 0.661 in. (16.27mm x 16.79mm)
DISPLACEMENT:	.21 in.³ (3.49cc)
FUEL:	Byron Pro Driver 3000 30%
PIPE:	GRP
PLUG:	GRP
PEAK X-DYNO HP*:	1.48 @ 23,400 rpm
PEAK X-DYNO TQ*:	65.46 oz-in. @ 22,400 rpm
PEAK X-DYNO RPM:	41,000
AVERAGE TQ:	40.71 oz-in.
AVERAGE HP:	0.96 hp
POWER FACTOR	
LOW END (HP/TQ):	0.68 / 43.85
TOP END (HP/TQ):	1.11 / 39.30
CORRECTION FACTOR:	1.063

*All numbers are SAE corrected

NEEDLE SETTINGS

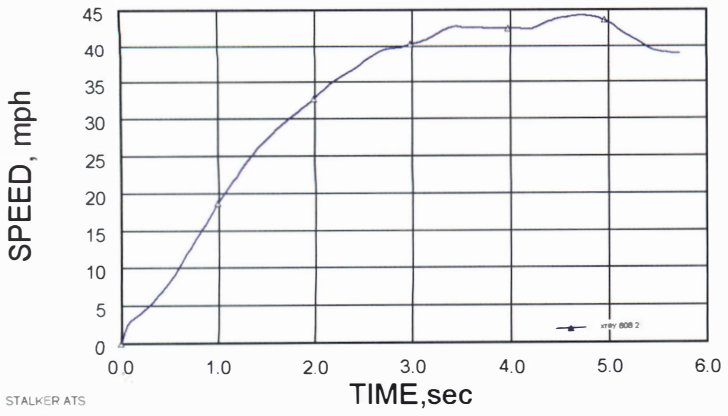
HIGH:	2-3/4 turns out from flush
LOW:	Flush
MID:	None
OPERATING TEMP:	200-230°F

If I had a dollar for every time I had to find specs...

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.14 sec. @ 34.6 mph
TOP SPEED: 44.2 mph @ 212 ft.
AVERAGE RUN TIME: 8 minutes



TEST CONDITIONS

WEATHER:	Sunny and warm
TEMP/HUMIDITY:	80° F/43%
BAROMETRIC PRESSURE:	28.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Dry = loose and abrasive.

HANDLING

TURNING RADIUS:	4 ft., 10 in.
ON POWER:	slight oversteer
OFF POWER:	slight understeer

BRAKING

CONTROL:	Excellent
FADE:	None
OVERALL:	Excellent

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words and photos: Jason Boulanger

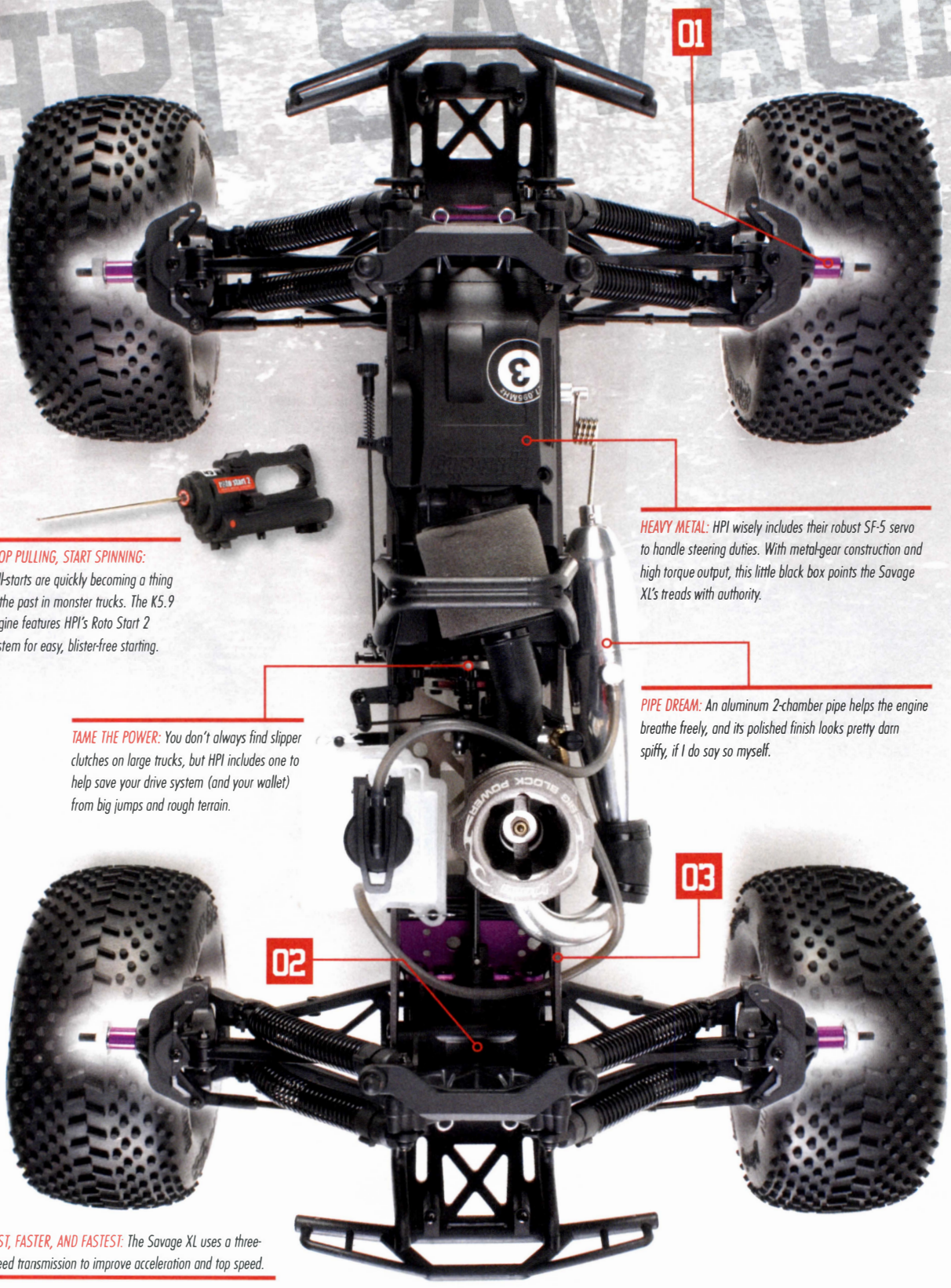
1:8 NITRO 4WD

WHEN HPI INTRODUCED THE ORIGINAL SAVAGE .21 IN 2002, it was a big truck in its own right. Aside from having a host of unique features (such as its twin vertical plate chassis) to distinguish itself from the competition, it was also wider, longer and, with its .21-sized engine, stronger than the competition. Since then, the Savage has seen several updates, improving power, durability, and ease of maintenance. As nice as those features are, I think all monster truck fans will admit that they are drawn to these beasts due to their size and ability to run over anything in their way. Bigger is better, and with the Savage XL, HPI has set out to build the biggest, baddest Savage yet. With tires towering nearly 7 inches high, beefy 3-millimeter chassis plates, and a monstrous .36 under the hood, it's certainly got specs that impress; now it's time to see if it feels as good in the dirt as it looks on paper.

HPI
SAVAGE XL

PART #: 10515
STREET PRICE: $530
PRICE AS TESTED: $560
SETUP TIME: 15 minutes
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



STOP PULLING, START SPINNING: Pull-starts are quickly becoming a thing of the past in monster trucks. The K5.9 engine features HPI's Roto Start 2 system for easy, blister-free starting.

HEAVY METAL: HPI wisely includes their robust SF-5 servo to handle steering duties. With metal-gear construction and high torque output, this little black box points the Savage XL's treads with authority.

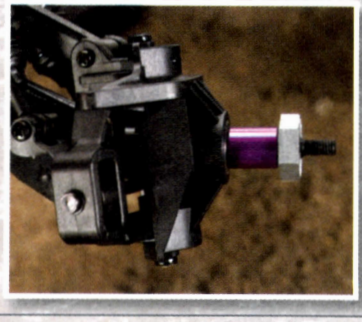
TAME THE POWER: You don't always find slipper clutches on large trucks, but HPI includes one to help save your drive system (and your wallet) from big jumps and rough terrain.

PIPE DREAM: An aluminum 2-chamber pipe helps the engine breathe freely, and its polished finish looks pretty darn spiffy, if I do say so myself.

FAST, FASTER, AND FASTEST: The Savage XL uses a three-speed transmission to improve acceleration and top speed.

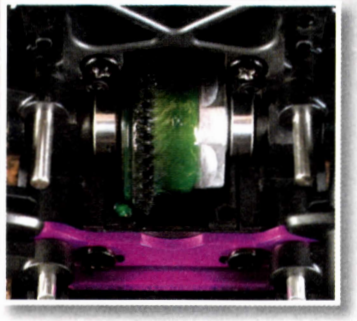
Xtreme RC Cars is an advocate of roto-starts for all.

01 **WIDE RIDE** • The Savage XL features aluminum axle extenders to push the width of the truck to just over 17 inches for superior stability at high speeds. The 17mm hexes allow for the use of standard big-truck wheels and tires, should you want to bolt on some racier treads.



"If you're looking for a truck that you can jump with all day, then look no further."

02 **EASY ACCESS** • You don't have to tear down the chassis of the Savage XL to get to the differentials. Remove 6 screws, and the diff is ready for maintenance. Speaking of the diff, it's a beefy 4-gear design featuring new, stronger outdrives.



03 **THICK PLATES** • With the Twin Vertical Plate (TVP) chassis design of the original Savage .21, HPI moved away from the monster-truck norm. The Savage XL features extended plates, bringing the truck's total length to just over 22 inches. These 3mm-thick slabs of aluminum provide strength and rigidity, helping you jump higher and bash harder without coming home with a pile of parts.





VEHICLE INFO

CHASSIS

LAYOUT:	Twin vertical plates
THICKNESS:	3mm
MATERIAL:	6061 Aluminum
TANK CAPACITY:	160cc

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Plastic/steel
STEERING:	Dual bell crank
SWAYBARS (F/R):	N/A

SHOCKS

BODIES:	Plastic
DAMPING (F/R):	25wt./25wt.
PISTONS (F/R):	2-hole/2-hole
SPRINGS (F/R):	Black/Black

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear
DIFF. FLUID:	Grease
AXLE TYPE:	Dogbones
TRANSMISSION:	3-speed
SPUR GEAR MATERIAL:	Steel
CLUTCH:	3-shoe aluminum
BEARINGS:	Rubber-sealed

GEARING

	1st
CLUTCH/SPUR:	16/52
GEAR RATIOS:	
PRIMARY:	0.968:1

	1st	2nd	3rd
INTERNAL:	2.44:1	1.95:1	1.39:1
FINAL:	3.31		

BODY, TIRES & WHEELS

BODY:	HPI GT Gigante
TIRES (F/R):	HPI Terra Pin
DIAMETER/WIDTH:	6.7 in. x 3.3 in. (170mm x 82mm)
HEX SIZE:	17 mm
WHEELS:	HPI Mag-8

DIMENSIONS

WEIGHT:	12 lbs., 9 oz. (5,698g)
TRACK WIDTH (F/R):	17.1 in. (435mm)
WHEELBASE:	15.3 in. (390mm)
RIDE HEIGHT	3.25 in. (83mm)

Thank God that those aren't real beadlocks.

HPI SAVAGE XL

1:8 | NITRO | 4WD

TESTING

I wasn't going to settle for some light testing with this big truck. To make sure I gave the Savage XL a thorough workout, I put it through a mini-triathlon: backyard bashing, high-speed street running, and even a little track time. Between my backyard, the parking lot behind our office, and the track at Pegasus Hobbies in Montclair, California, the Savage XL saw a wide variety of terrain and obstacles. Even though the weather's been kind of strange in SoCal recently, I was blessed by the powers that be with some clear skies and warm (but not too hot) testing conditions. After charging up my glow igniter, a stick pack for the handy-dandy Roto-Start, and the included re-ceiver pack, I was ready to get out there and unleash my inner redneck.

ACCELERATION AND SPEED • This Savage may be extra large, but you wouldn't guess it based on its performance off the line. Though the truck may be big in every way, this includes engine displacement. Thanks to the torquey K5.9, the truck blasts out the hole, and quickly picks up speed. Speaking of speed, this truck feels like it just keeps going and going. Just when you feel like the engine is giving all it can give, third gear kicks in, and all of a sudden you wish you had a larger area to run in. This thing is definitely fast enough to keep all sane members of the population entertained.
Rating: 8/9

BRAKING • I must say that I am pretty impressed by the Savage XL's braking ability. I thought that the standard servo HPI includes to slow the truck down would struggle with the nearly 13 pounds of metal, plastic, and rubber, but the dual fiberglass pads do an admirable job in bringing the truck to a halt. I noticed little fading, even after extended bashing sessions. Still, it wouldn't be a bad idea to install a stronger servo, because beefier is always better, right?
Rating: 8

LOW-SPEED • Just like the truck's braking, the Savage XL's low-speed maneuverability surprised me; you just have to drive it the right away. If you try to gingerly pilot the truck where you want it, it pushes like my '96 Mercury Sable. Instead, forget everything you know about finesse and pretend you're behind the wheel of the General Lee. Drive hard into the turn, slam on the brakes, crank the wheel, then mash the throttle to help the truck rotate even more. If you still don't make the turn, don't worry because you'll probably roll over whatever's in your way. This approach probably isn't going to do much to help my 2WD Mod Buggy skills, but it sure is fun.
Rating: 7

HIGH-SPEED HANDLING • The Savage XL excels at driving fast: it's stable, tracks straight, and takes the bumps well; just don't try turning. No matter how much technology HPI may have engineered into this truck, they still can't overcome physics. It pushes at high speeds, and if you feed in too much steering or brake input, you run the risk of rolling the truck over. Don't worry, though, because for what the Savage XL lacks in high-speed maneuverability....
Rating: 7

ROUGH-TRACK HANDLING • ... it more than makes up for it in its ability to handle rough terrain. It is a monster

RTR GEAR

RADIO:	HPI TF-3 2-Channel AM	
RECEIVER:	HPI RF-1	
STEERING SERVO:	HPI SF-5	
THROTTLE SERVO:	HPI SF-1	
ENGINE:	HPI K5.9	
PIPE:	HPI tuned pipe	
RECEIVER PACK:	HPI 1200 mAh 5-cell	

TEST GEAR

FUEL:	Byron Race Gen 2 20%, **$15/quart**	

CONTACT

HPI RACING:	www.hpiracing.com
BYRON FUEL:	www.byronfuels.com



Monster trucks and mud are a match made in heaven.

3X THE PERFORMANCE

MX-3FHSS

The MX-3FHSS has an ergonomic feel and the performance you need to fine tune your car or truck whether bashing in the back yard or winning at the Nationals. Years of development were dedicated to ensuring the MX-3FHSS would be comfortable to hold, have a smooth and responsive wheel and trigger, light enough to hold for those long 45-minute mains, and have the advanced looks to make it a radio you can be proud to own.

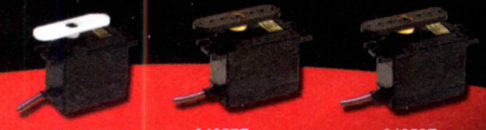
Additionally, most importantly to the race-minded, the MX-3FHSS is ***FAST***. That's not an acronym. That's simply the only adjective to properly describe the response of the MX-3FHSS system. It does what you want, when you want it to. It is simply faster than most computer radio systems out there. The main computer chip used in the MX-3FHSS system provides a response time usually only found in very expensive radios. Drive it once and you'll see this computer radio has the features you've been wanting.



Features

- 18-Model Memory
- 3-Channels
- Digital Trims
- Dual Rate Steering
- End Point Adjustments for Steering, Throttle, and AUX
- Adjustable Rate Control for Steering and Throttle
- Sub-Trim for Steering and Throttle
- Servo Reversing

Complete your MX3 system with our high performance servos. Choose the servo that will give you the advantage.



94162Z
High torque servo

94357Z
ERG VR High speed and high torque aluminum gear servo

94358Z
ERG VB High torque and high speed aluminum gear servo

Servos not included with the MX3-FHSS radio system

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HPI SAVAGE XL

1:8 | NITRO | 4WD



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Surprisingly easy to work on
- Can take a beating
- Reliable engine

MISSES

- Plastic shock bodies
- Roto-Start access is kind of tricky
- Stock throttle servo could be better

MAIN COMPETITION

Traxxas T-Maxx, Traxxas Revo, Team Losi Raminator, Team Associated MGT 8.0, Tamiya TNX 5.2R

WHO IT'S FOR

Bashers who want a big, go-anywhere monster truck.

truck, after all, and HPI didn't give it 8 shocks, 4WD, big tires, and a larger footprint than its predecessors just so it could look pretty in the street. I was impressed at how stable it was. Some trucks tend to get a little upset going over the rough stuff and bounce around uncontrollably, but the Savage XL drove over everything I pointed it at as if it were on flat ground.
Rating: 9

JUMPING • I can't find a single thing to fault the Savage XL on when it comes to jumping. It flies level, and in the event that you do somehow fudge your take-off, it responds well to throttle or brake inputs to correct its mid-flight attitude. It settled nicely on landings, and kept coming back for more. If you're looking for a truck that you can jump all day with, then look no further.
Rating: 9

WRENCHING

MAINTENANCE • At first glance, I was somewhat intimidated by the layout of the Savage XL. Ask any of my racing buddies, and they'll tell you that I rarely like to work on my gear (hey, I've usually got photos to take! That's my excuse, and I'm sticking to it). Luckily, HPI did an excellent job in making the Savage XL very user friendly, as you can get just about any part of the truck out by removing just a few screws. Even differential access is easy!
Rating: 9

WEAR AND TEAR • So far, only one part on the Savage XL has broken. During the photo shoot, my driver over-jumped a tabletop and drove right into a stake in the ground. The right front suspension took the brunt of the impact, resulting in one broken shock shaft. This was genuinely a hard hit that would have broken any other truck, so I'm not going to dock it any points. During the rest of my testing, I thrashed the truck pretty hard without breaking anything, and it survived several crashes that I didn't expect it to, so it earns a high score here.
Rating: 10

TUNING • Just as you'd expect from a monster truck, there are few tuning options in stock form. There are, however, plenty of hop-up parts available for the Savage line of trucks, so if you aren't happy with your truck in stock form (or just like shiny aluminum parts), there's plenty of opportunity for modification. Other than leaning out the engine after break-in, no tuning was needed to get the truck ready to run. The suspension was great out of the box, but you could easily rebuild the shocks with thicker or thinner oil to make it handle the way you want, and springs of different hardness are available from HPI.
Rating: 7

CONCLUSION

The Savage XL put a smile on my face that few cars have been able to. As a racer, I think we sometimes get caught up in the competition and forget that you don't need to be chasing the perfect setup or spending all your time tweaking your car just to shave two-tenths off your lap times in order to enjoy RC. I found that driving the Savage XL around was a great way to relax and blow off some steam. I was more than pleased with its performance, and like everything HPI makes, it's a quality product. As long as you remember it has some handling limitations that are inherent to all monster trucks, you really can't go wrong. ✪



Only Carl's old-man reflexes could stop the Savage XL.

MONSTER MT

1/8+ 4WD
NITRO MONSTER TRUCK
FACTORY ASSEMBLED
READY-TO-RUN



IT'S HUGE!

Stomp your friends' smaller trucks!

The 1/8+ sized MMT is huge. Look at the size comparison! Other 1/10 and regular 1/8th trucks cannot compare. The features list is HUGE too. Inside you'll find a 3-channel FM computer radio, metal gear digital steering servos x2 (yes TWO digitals!), steel gears, two speed, double chassis bracing, rear-exhaust tuned pipe, XTM 28 engine, large-series wheels/tires, and all the adjustments and features you'd find in the competition's tiny trucks. Bigger is better. You're getting the biggest truck in the monster truck catagory with the MMT.

40+ MPH



MONSTER MMT
Regularly $499.99
Only 449.99

MMT SPECIFICATIONS
- Length: 63.5cm (25 in)
- Height: 30.5cm (12 in)
- Width: 43.2cm (17 in)
- Weight: 6.35kg (14 lbs)
- Wheelbase: 41.91 cm (16.5 in)
- Tire diameter: 17.78cm (7 in)
- Ground Clearance: 10.16cm (4 in)

1/10 Truck shown for size comparison

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XTM Racing®

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HPI

SAVAGE XL

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

BUILDING, INSTRUCTIONS, OR SETUP

The Savage XL comes 99% preassembled right out of the box; all you have to do is thread the antenna through the included antenna tube, and you're good to go. Just keep in mind that aside from fuel, you'll need a glow igniter, 8 AA batteries for the transmitter, a fuel bottle, and a 6-cell stick pack for the Roto-Start 2. HPI includes a rechargeable receiver pack and a wall charger, and as a bonus, there's a charging jack built into the radio box so you don't have to take the battery out of the car to charge it.



The tires grew to 8" in that pic.

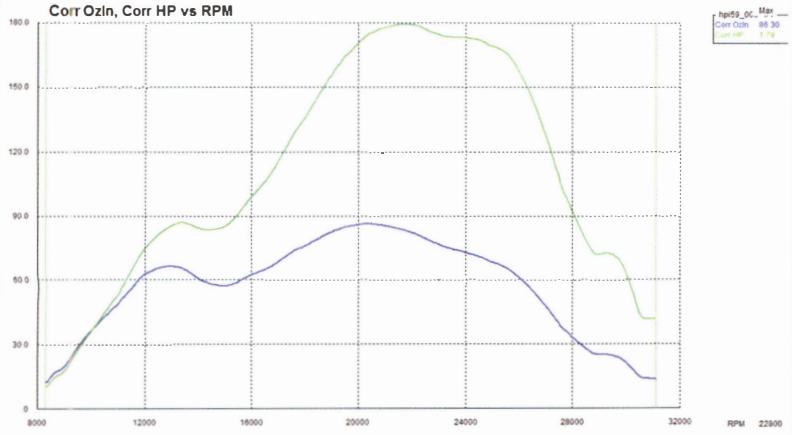
POWERPLANT INFO



I've had some miserable experiences with nitro engines in the past, but the K5.9 ran with electric-like reliability. It started up easily, stayed running, and didn't run excessively hot. Tuned properly, this engine developed gobs of torque and allowed the Savage XL to motor through just about anything in its way. On high-traction surfaces, this engine has enough rip to send the front wheels up and over, leaving the truck on its back like a turtle. The dyno showed that the power was good, torque was huge, and a lack of rev. Not to worry since the 3-speed tranny makes up for the lack of RPM with gearing.

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	HPI Racing K5.9
BORE AND STROKE:	.81 in. x .70 in. (20.5mm x 17.5mm)
DISPLACEMENT:	.36 in.³ (5.9cc)
FUEL:	Byrons Race Gen 2 20%
PIPE:	HPI Racing Tuned Pipe
PLUG:	Stock HPI Plug
PEAK X-DYNO HP*:	1.79 @ 21,800 rpm
PEAK X-DYNO TQ*:	86.46 oz.-in. @ 20,400 rpm
PEAK X-DYNO RPM:	31,000
AVERAGE TQ:	57.42 oz-in.
AVERAGE HP:	1.11 hp
POWER FACTOR	
LOW END (HP/TQ):	0.88 / 58.67
TOP END (HP/TQ):	1.35 / 56.60
CORRECTION FACTOR:	1.066

*All numbers are SAE corrected

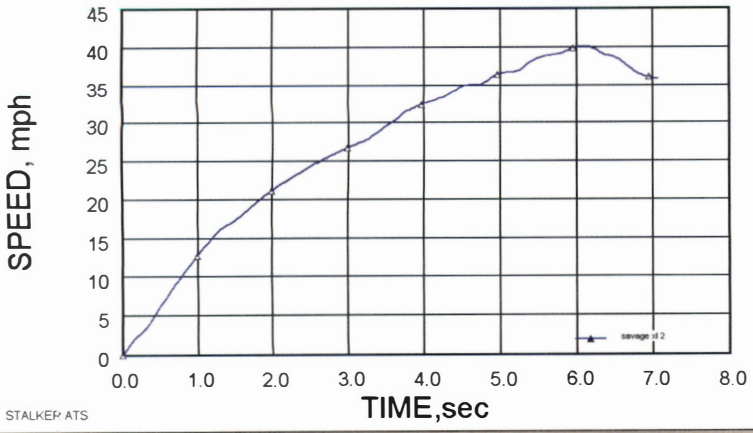
NEEDLE SETTINGS

HIGH:	2-1/2-turns out
LOW:	Flush
MID:	NA
OPERATING TEMP:	230-260°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.72 sec. @ 25.5 mph
TOP SPEED: 39.8 mph @ 218 ft.
AVERAGE RUN TIME: 8 minutes



STALKER ATS

TEST CONDITIONS

WEATHER:	Warm and sunny
TEMP/HUMIDITY:	80° F/20%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Grass, Dirt, Pavement

HANDLING

TURNING RADIUS:	7 ft., 1 in.
ON POWER:	Moderate Understeer
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	Slight
OVERALL:	Good

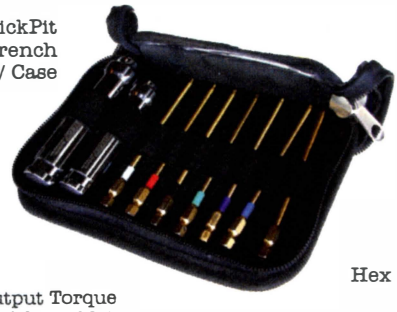
How much bigger will they go before requiring the "XXL" reference?

Ti-Nitride Hex Wrench Set

featuring quick release & adjustable torque handles

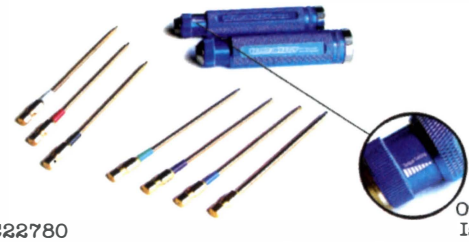


C22779 QuickPit
Dual Hex Wrench
7sizes w/ Case





C22778 QuickPit
Hex Wrench 7sizes Set



Output Torque
Is Adjustable!

C22780
V-Torque Dual Hex Wrench 7sizes w/ Case

C22816 Wrench Set Ti-Nitride
Hex Light Weight Version



Modified Parts for the AE TC5

Ultra Precision hop-ups made for racing applications















8 Spoke BBS Steering Wheel for TX













ON-ROAD OR OFF-ROAD?

FOR 1/8 BUGGY, TRUGGY & MONSTER TRUCK

New Parts for the
original T-Maxx 3.3 #4909



VESC Super-IB4600 6 Cells



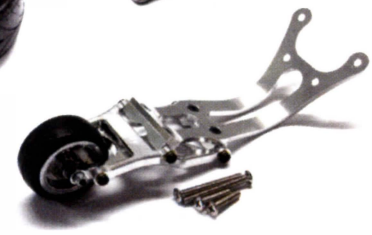




C22768BLACK HD Castor+Steering
Block for Super Clod Buster



#2877 4-Way Hex Wrench (1.5, 2.0, 2.5, 3.0mm)

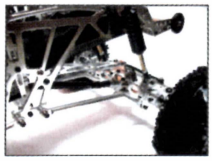


T6974SILVER Evolution4
Willy Bar for HPI Savage-X

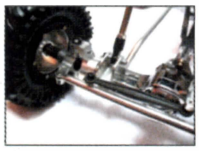
INTEGY EVO-X Crawler Conversion

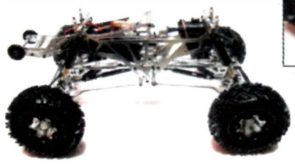
for HPI Wheely King





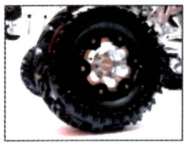
ROCK MONSTER

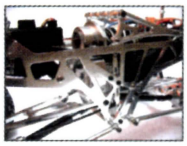


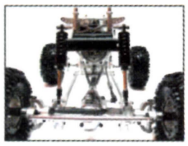


INDIVIDUAL

SHOW TRUCK







Modified Parts for the HPI Baja 5B

Precision hop-ups made with light weight 6061 aluminum alloy







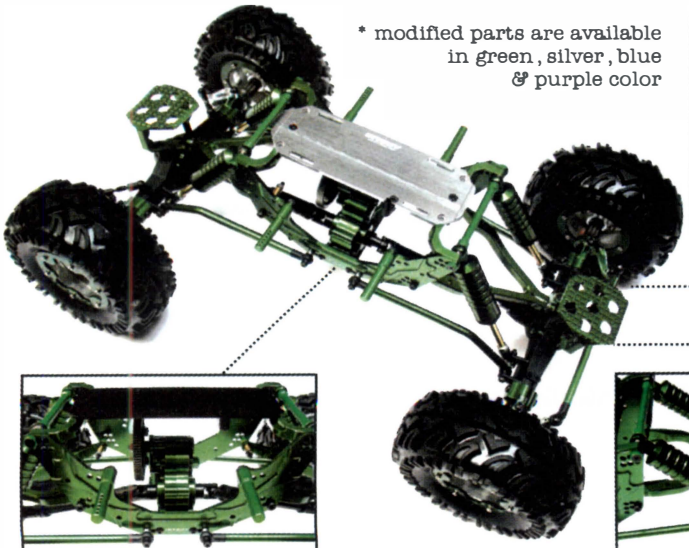












* modified parts are available in green, silver, blue & purple color



BILLET CNC MACHINED

Super Clod Crawler Axles
F350 Upgrade Componenets
Modified Parts for AX10
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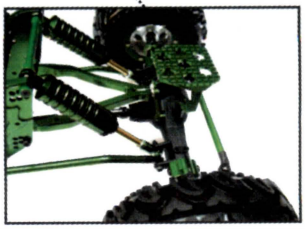
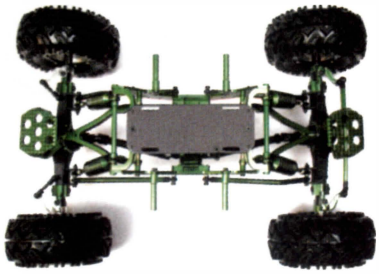




last month's "Hard-CORR" line was an art department idea.

TRAXXAS SLASH

WELCOME TO THE JUNGLE

1:10 | 2WD

words: Michael Wortel | photos: Jason Boulanger

If you've been paying attention, you know that Traxxas's name is on a couple new trucks. Actually, they're the same truck; one is just a bit bigger! "Traxxas" is now painted on the side of a full-scale CORR racing truck, which can be seen hitting the racetrack on the competitive circuit as I write these words. Traxxas's name on a full-scale vehicle is great for the hobby. It brings the brand to the masses, which encourages people who aren't yet into RC to see what all the fuss is about. In response to Traxxas's new sponsorship venture, they have released the Slash. It's a 1/10-scale, 2WD version of their full-scale truck. From the first look, the astounding scale and realism is almost enough to sell the truck alone. But under the body lies something that is uniquely Traxxas. And unless you've been living under a rock for the last 10 years, you know that Traxxas is THE name in the American RTR scene. With a modest price tag and their excellent reputation, let's see if Traxxas' new venture lives up to the hype.



Worl's first remote review.

TRAXXAS SLASH

PART #: 5805
STREET PRICE: $210 (price may vary)
PRICE AS TESTED: $265 (includes test gear)
SETUP TIME: 50 minutes
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			2WD

BEAUTIFULLY SCALED WHEELS AND TIRES: *You can't have a trophy truck without some killer wheels and tires. These treads and wheels lead the way in creating the truck's scale appeal.*



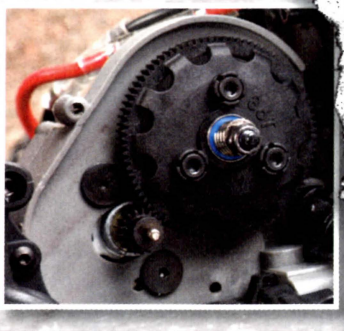
YOU'RE SUSPENDED (IN A GOOD WAY): *A hidden beauty of the suspension is its compatibility with the Rustler. This means you'll have absolutely no problem finding replacement and upgrade parts.*

VERSATILE BATTERY TRAY: *Since batteries are taking all sorts of shapes and sizes nowadays, Traxxas includes two battery straps and mounting expenders.*

SLIDER AXLES: *The drive axles used on the Slash are none other than Traxxas's legendary Slider Axles. They are flexible, efficient, and do a great job transferring power.*

Macho bumpers.

01 **INDESTRUCTIBLE TRANNY** • Bashers have one thing in common: they love to soup-up their vehicles and beat the living hell out of them. But unless the platform is capable, many bashers only end up wasting their time and money. The Slash, however, includes a tranny that features entirely metal internal gears. This, coupled with a Revo-spec slipper clutch, basically means that you'll never strip a gear as long as you live–even if you feel the urge to step up the voltage to 11V.

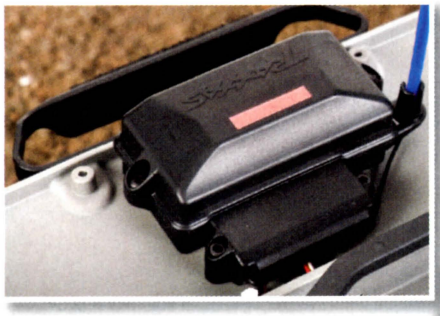


> "It's rare when an RC company makes a scale product that performs equally as well as it looks; Traxxas has accomplished this feat."



02 **FORM & FUNCTION** • Many people scoff at the notion of seeing bumpers on anything other than a Nikko, but bumpers on the front and rear of the Slash tell a different story. Not only do they brace and protect the truck from inevitable crashes and mishaps, they cap-off the scale look. Looking at the truck with the body on, it's easy to see what I mean. These bumpers aren't cheap façades. They offer a ton of durability and an equal amount of aesthetic appeal.

03 **ELECTRIC RADIO BOX** • Yes! The Slash includes a fully-waterproof, shock resistant radio box. This protects the receiver and lowers the risk of running the truck through water.





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
THICKNESS:	3mm
MATERIAL:	Nylon plastic

SUSPENSION

TYPE:	4-Wheel independent, a-arm w/upper camber link
TURNBUCKLES:	Steel
STEERING:	Dual Bellcrank
SWAYBARS (F/R):	N/A

SHOCKS

BODIES:	Plastic
DAMPING (F/R):	35wt. / 35wt.
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	White, progressive

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Gear (1)
AXLE TYPE:	Slider axles
TRANSMISSION:	3-gear, metal internal
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Rubber shielded

GEARING

PINION/SPUR:	18/86, 48-pitch
GEAR RATIOS:	
PRIMARY:	4.78:1
INTERNAL:	2.72:1
FINAL:	12.58:1

BODY, TIRES & WHEELS

BODY:	TRX CORR
TIRES (F/R):	TRX Slash
DIAMETER/ WIDTH:	4.2 in. x 1.8 in. (106mm x 46mm)
HEX SIZE:	12mm
WHEELS:	TRX Slash

DIMENSIONS

WEIGHT:	6 lbs., 2 oz. (2,760g)
TRACK WIDTH (F/R):	11.65 in. (296mm)
WHEELBASE:	13.20 in. (335mm)
RIDE HEIGHT	1.65 in. (40mm)

Why is 30-35wt. oil the most common in pre-built chassis?

TESTING

The Slash is great, because it's meant for the track, the street, and the bashing paths. The relatively small layout at Pegasus Hobbies was a perfect test track for the truck, and the office parking lot served as the proving grounds for street use. Finally, we invaded a local construction site for a bit of Xtreme bashing.

ACCELERATION AND SPEED • Traxxas does a really cool thing with the Slash. They include two pinion gears–a smaller one for more rapid acceleration and a larger one for high speed runs. With either of the gears, speed is impressive. On loose dirt, the tires don't exactly provide a ton of traction, so acceleration is a bit on the squirrelly side. But if you're careful and roll the throttle a bit, you can prevent the truck from burning out too much. The gearing is on the low side, favoring acceleration, but top speeds are impressive as well. The truck tops out in about 100 ft., allowing you to hit top speeds pretty quickly, which is suitable for the small track size the Slash is intended for. Overall, speed and acceleration are more than adequate. Although the truck looks kind of large, it takes off well and feels light.
Rating: 8/8

BRAKING • The XL-5 ESC does a good job of providing stopping current for the Slash. Although the transmitter lacks throttle and brake endpoints, the brakes are still responsive and bring the truck to a stop gradually with just a little trigger, and they bring it to an abrupt stop if you jam the brakes hard. Being 2WD and having somewhat narrow tires, the Slash tends to spin-out under braking inputs through turns. But if you're familiar with 2WD cars and how they respond to braking, you won't have any problems. Overall, the braking is controlled, and the ESC provides consistent braking current, even if it heats up a bit, so there isn't any fade to be found.
Rating: 8

LOW-SPEED • The truck has very responsive handling at low speeds. The steering servo has plenty of torque and actuates the bell cranks without hesitation, so there's very little lag transitioning between quick lefts and rights. The progressive springs of the Slash are a beautiful touch. They are essentially two springs in one, giving you a soft feel for small imperfections, but they tighten up as the suspension compresses, which makes handling responsive as the chassis starts to roll. The turning radius of the Slash is a bit wide, so turning on a dime doesn't really happen, but once you get a feel for the turning characteristics, the Slash feels very navigable at low speeds.
Rating: 9

HIGH-SPEED HANDLING • The suspension gives a nice, low squat as the truck starts to gather some speed. The center-of-gravity becomes pretty low, and the truck does a decent job of sticking to the track. High-speed turning, however, starts to get a bit sketchy if the surface is loose. If you aren't subtle with turning inputs, it's pretty easy to spin the truck out. In order to prevent this, you just have to start slowing down a bit early and turn gradually. If you're used to putting a car in a controlled drift, you'll have a blast!
Rating: 8

ROUGH-TRACK HANDLING • It's a given that 2WD trucks are going to be a bit volatile on rough surfaces, mostly because it's hard to get a lot of forward traction if you're getting bounced around a lot. The soft suspension of the Slash makes it forgiving when you hit unexpected potholes or ruts on the track. The truck soaks up the bumps with an impressive amount of composure. On the bashing paths, it can clear some formidable obstacles. Although technically the ride height is only around an inch and a half, that dimension is given as the lowest point in the chassis, which happens to be on the front and the rear. Throughout the middle of the chassis, however, there is more like three inches of ground clearance, allowing the Slash to traverse over some big obstacles. I didn't realize how much room was under the chassis until I realized that my cat was able to scoot under it with no problem. Now, he's a little cat, but still...
Rating: 9

TRAXXAS SLASH

1:10 | 2WD

RTR GEAR

RADIO:	TRX TQ 2-Channel AM
RECEIVER:	TRX Micro Receiver, 4-Channel
STEERING SERVO:	TRX 2075
SPEED CONTROL:	TRX XL-5 Waterproof
MOTOR:	TRX Titon 12T

TEST GEAR

BATTERY:	Max Amps 4.4K 7-Cell

CONTACT

TRAXXAS:	www.traxxas.com
MAX AMPS:	www.maxamps.com

At least the Slash is replicating a full-sized truck.



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JUMPING • The Slash looks awesome on the track. The suspension sags under acceleration, and over the jumps it rebounds with an incredible amount of realism. I must have looked like I ride the short bus, because I hit the table top at Pegasus over and over again. It brought a big, goofy smile to my face! The truck's wide track and low CG make it really forgiving on the landings. And with throttle and brake inputs, you can easily manipulate the Slash in the air. Of course, if you don't grab a decent amount of traction up the face of a jump, it's easy to get sideways and take a tumble, though this is more of a fun challenge than an annoying aspect to deal with.
Rating: 9.5

WRENCHING

MAINTENANCE • Working on a Traxxas vehicle is about as easy as it comes. First, hex fasteners, which are a lot more durable and easy to use than Phillips screws, are used throughout. Although the Slash doesn't come with full-blown, step-by-step instructions, Traxxas includes excellent exploded views that assist you when it comes time to bust out the tools. I have very few complaints about working on the Slash. Most adjustments are accessible, but if you have to remove the front and rear ends from the chassis you only have to loosen a few screws. It would be nice if the front hinge pins were thread or captured, as you're forced to deal with some difficult to access e-clips, but with a little experience, this task isn't too hairy.
Rating: 9

WEAR AND TEAR • This is where Traxxas vehicles tend so shine. Even if you're a first time driver, you'll find the Slash to be very durable. All the plastic used on the suspension components is soft enough to take a hit and come away tweak-free. Thanks to the metal tranny gears and slipper clutch, the drivetrain is nearly bullet-proof. There wasn't even a hint of wear or tear on the tranny and drive axles when I was through with this truck. The ESC, receiver box, and steering servo are waterproof. This is a huge plus and allows you to run the truck in wet conditions with much less worry than normal. The front and rear bumpers, along with the nerf wings, add a ton of protection from collisions and roll-overs. The Slash is a tough contender, and a rare recipient of a 10 in this category.
Rating: 10

TUNING • Although the Slash isn't a race truck in the truest sense of the class, it does offer a fair number of tuning features to help keep you busy. In fact, the Slash would be a great first truck if you were anticipating doing some racing at a later time. The front toe is adjustable via steel turnbuckles, and the front and rear camber is as well. The shocks can be adjusted by changing the pistons and shock oil, and the stock springs are very versatile. Although the top mounts are fixed, the bottom mounts give you a couple holes to select from. You won't find super fine tuning options, like a ball diff or Ackerman, but the Slash does give you the ability to change some important setup points, and it's responsive to changes.
Rating: 7.5

CONCLUSION

It's rare for an RC company to make a scale product that performs equally as well as it looks; Traxxas has accomplished this feat. This truck is very versatile and runs equally well on the dirt, the street, and the bashing paths. Whether you drive alone or with your friends, you're sure to have a blast and surprise people with the out-of-the-box speed of your RTR. But the truest satisfaction of owning a Slash will come when you convince a couple friends to buy their own and hit the track at the same time. If you live by a small off-road track, starting a spec class would be incredibly fun and entertaining. And since the Slash is priced around $200, this could actually be possible. Even if you don't race it, you'll have a versatile, upgradeable, fun to look at and great to drive truck on your hands. Rest assured that if you purchase a Traxxas product, you won't be disappointed. If you're looking at getting into RC, or simply have some spare change and want a new ride, give the Slash a serious nod. I can't imagine that you'd have any regrets.

TRAXXAS SLASH

1:10 | 2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Awesome wheels and tires
- Waterproof electronics
- Versatile battery tray
- Traxxas quality and support

MISSES

- No LiPo voltage cutoff
- Hard to find traction on dusty surfaces

MAIN COMPETITION

Traxxas Stampede, Associated RC10-T RS, Losi XXXT RTR

WHO IT'S FOR

Anyone who enjoys scale looks and real performance potential. Like a Slinky, it's for everyone.

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

"I WANNA GO FAST"

If you read this review, you're probably sick of hearing about the metal-geared transmission already, but it's not over yet. You should be impressed with the Slash's near 30 MPH out-of-the-box with the bigger included pinion, but with the right battery, you can get a lot more out of the truck than that, and the beefed-up transmission allows you to do so without durability issues. 30...40...50+ MPH? Yes. It's going to happen.

Li-Po batteries are amazing. They are light, deliver a linear discharge, and are capable of high voltage in a small footprint. If you do decide to run a Li-Po, however, keep in mind that the XL-5 ESC included with the Slash doesn't have a Li-Po voltage cutoff. Basically, that means if you're going to run Li-Po, you'll need to monitor the voltage yourself by pulling the truck off the track the instant you notice it slow down a bit.

Traxxas does a beautiful job of making the battery tray versatile. Being an RC guru, I have just about every battery pack configuration known to man lying around the workshop. With the included adaptors and spacers, all of them fit in the Slash! All of the Li-Pos I tried fit with no problem, including the 3S ones. As far as NiMH, both side-by-side and stick packs were no problem. Also, I had no issues installing hump-style 7 and 9-cell battery packs either. Basically, your battery should fit the Slash with absolutely no issues.

Fly, baby fly!

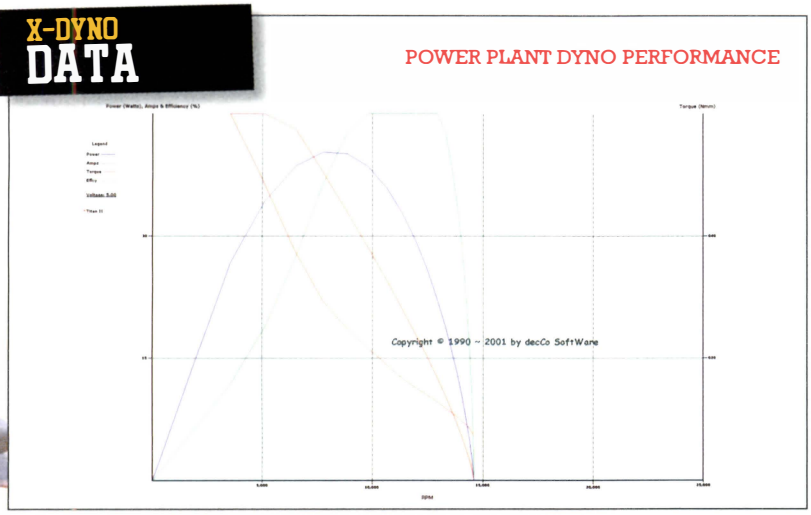
POWERPLANT INFO

The Titan 12T motor has been a staple of Traxxas's RTR kits for over a year now, and for good reason. Although it features a closed endbell, which forces you to throw it away if any of its components need replacing, it is extremely durable to begin with. If you look through the side cooling slots, you'll notice an internal cooling fan that's attached to the armature. The faster the motor moves, the more internal cooling takes place. Keeping the motor cool not only extends its shelf life, it will give you longer runtimes and more consistent torque by increasing efficiency. If you're competent with your soldering iron, snip-off the bullet-style motor connectors and solder the motor and ESC wires directly together. This will improve efficiency, as those bullet-connectors pretty much suck.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



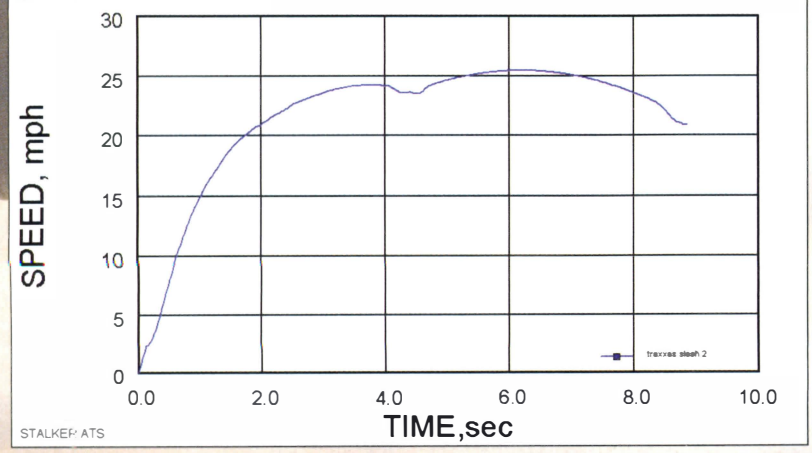
MOTOR DATA	
MOTOR:	Traxxas Titan
WIND:	12T
MAX POWER:	40.24 @ 7,772 rpm
MAX TORQUE:	72.16 Nmm

MOTOR SETTINGS	
TIMING:	Locked
BRUSHES:	Internal
SPRINGS:	Internal

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.66 sec. @ 22.9 mph
TOPSPEED: 25.4 mph @ 180 ft.
AVERAGE RUN TIME: 12 minutes



TEST CONDITIONS	
WEATHER:	Sunny
TEMP/HUMIDITY:	81° F/23%
BAROMETRIC PRESSURE:	29.77 in.
ALTITUDE:	852 ft.
TRACK TYPE:	Various

HANDLING	
TURNING RADIUS:	5 ft., 9 in.
ON POWER:	Slight oversteer
OFF POWER:	Neutral

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

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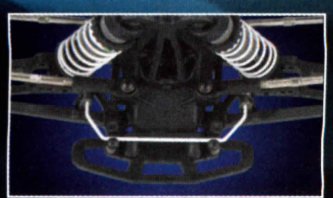

SWAY BARS
FRONT AND REAR

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Also know as Skinny's backyard tour.

BUILD A BACKYARD ROCK CRAWLING COURSE

THE ADVENTURE STARTS IN YOUR BACKYARD!

words: Brian "Skinny" Skinner Technical Assistance: DI Wade, Cory & Pedro

Well, it finally happened; I'm hooked on Rock Crawling. I knew it would happen—I've played around with it for years, but never got bitten by the bug. I know a lot of you have, and it's a great pastime. But being a city boy, having a convenient place to go crawl can be a challenge, so I figured; "If Mohamed can't go to the mountain—bring the mountain to his back yard!" Since me and the boys had such a fun time building a course in my backyard, I figured I'd pass this on to y'all so you can do a course in your backyard. It's not hard, and you only need a few square feet to make one...and I'm sure there's a bunch of stuff laying around the house for you to use as obstacles. So call your buddies, read the how-to, and get a buildin'!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.0 Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

3 HOURS (APROX.)

TOOLS NEEDED



- Rocks & stuff



- Picks & shovels



- Helpers



- Course markers



- Get permission from your parents or significant other first!

01 When you find the area you want, plan your course out. For my course, we decided on a horseshoe shape; basically it goes up, and then back down. Next, clean the area up by removing weeds and things that might get caught up in your crawler, and then set up piles of rocks and stuff in sections like in the photo.



02 Now start laying out the course. Start at the entrance of the course and work your way around to the end. Take your rocks or whatever you use, and stack them together tightly like in the photo. It's kind of like putting a puzzle together; find rocks that sort of match and keep build and laying rocks together. To make life easier, build one section at a time. We started with the entrance first, then the horse shoe, and finally the log section



»TECH TIP

CHOOSING THE RIGHT AREA

First you need to find a space that will work as a crawling area. Survey your yard and see what you have to work with. If possible, varied terrain is desirable. For this story I have a hillside that has a ledge and a good incline—this is ideal for crawling because the incline makes for a challenging, fun crawl. If you have a flat area to work with, think about digging some holes and pilling the dirt in mounds to create some uneven ground. This will make for a nice sculptured area to stack your rocks and obstacles on. Remember that it's better to have a dirt base for your course, or to use stuff that is for obstacles to build your course on. This will make your resources go further. It will also help anchor the rocks better so they won't roll around when you crawl on the obstacles. Now it's time to find things to use for the course.



03 Since we were building a horse shoe course, we had to build a turning point to come back down. This is self explanatory, but we decided to install a "hillbilly" section to make it more challenging. This is a technical crawling term that means "mogul area." This is where the truck is fully articulated from side to side. To achieve a good hillbilly section for your course, place large rocks, then small rocks, then large rocks, each about the length of the wheel base of your crawler. Be sure to place the larger rocks catty-corner to one another. It's a little hard to explain, but the idea is to construct the pile of rocks so your truck will have the wheels fully articulated on each side. Study the photo and you'll get the idea.



Oooh, having a pool sounds good right about now.

04 BUILDING A SIGNATURE SECTION

Here's your time to shine and build a signature section that trademarks your course. Use your imagination, and get creative to make a section that will have your buddies crawling for more! Our idea was to build a log bridge to exit the course. Using logs is easy, and logs make for fun crawling. Since there was a drop-off, we laid two small logs down to a pile of logs, thus making a sweet two rung bridge that is fun and challenging. Here are some tips for creating a log section:



1. Logs have a tendency to roll around, so anchor them by using dirt or rocks like we did in the photo.
2. You can also drive stakes into the ground at both ends of the woodpile to keep the logs locked in place.
3. It's good to fit the logs together like a puzzle, as you did with the rocks. We used a large flat rock to wedge the tow logs in place, similar to what we did on the bridge top section. Study the photo to get an idea of how to set up your log section.





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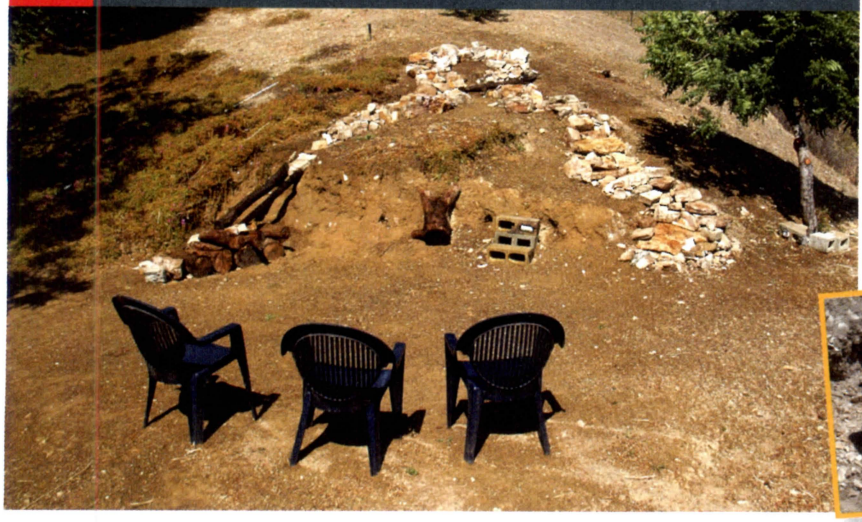
05

After you get all of your sections together, look the layout over and fill in areas to complete your course or beef it up.



06

This is the most important part, and the most fun! Remember to bring your rock crawler to the rock crawling building party. After you get done building a section—try it out! This will give you an idea of how to tweak the section, or to see if you set it up correctly.



CONCLUSION....

Rock crawling is a great hobby, and it's so convenient. You can see a place on the side of the road, and in a second you can be crawling. Now with this how-to, you can have fun without even leaving the house...well, you do have to go outside, but next month maybe I'll tell you how to stay inside and have fun crawling. I have to say that spending a day with my buddies building and playing with our new course was a blast, and one of the best times I've had with RC. Hopefully this will inspire you to do the same. I would love to see what y'all come up with. If you build a course, send me some photos so I can get more ideas, and maybe even share them right here in *Xtreme*!

»YARD SALE

FINDING STUFF FOR YOUR COURSE!

Now that you have an area picked out, you need obstacles to build your rock crawling area. Rocks are best, but anything lying around the house can work. You can use firewood, bricks, crates, chunks of concrete...just about anything will work.



Finding a good amount of rocks can be work, but with the help of friends, it can be fun. Fortunately, there was a vein of rock shale on the side of the hill by the course, so we had to do some digging. You can find rocks at construction sites, around the hillsides, in washes, or on the side of the road. I actually went down to the local wash with my truck and loaded up some rocks to build my course—the best part is—it's free!



Wood makes for great technical sections, and chances are you have a firewood pile. Of course, every town has a place to buy firewood, and for a few bucks, you can create a sweet section for your crawler.



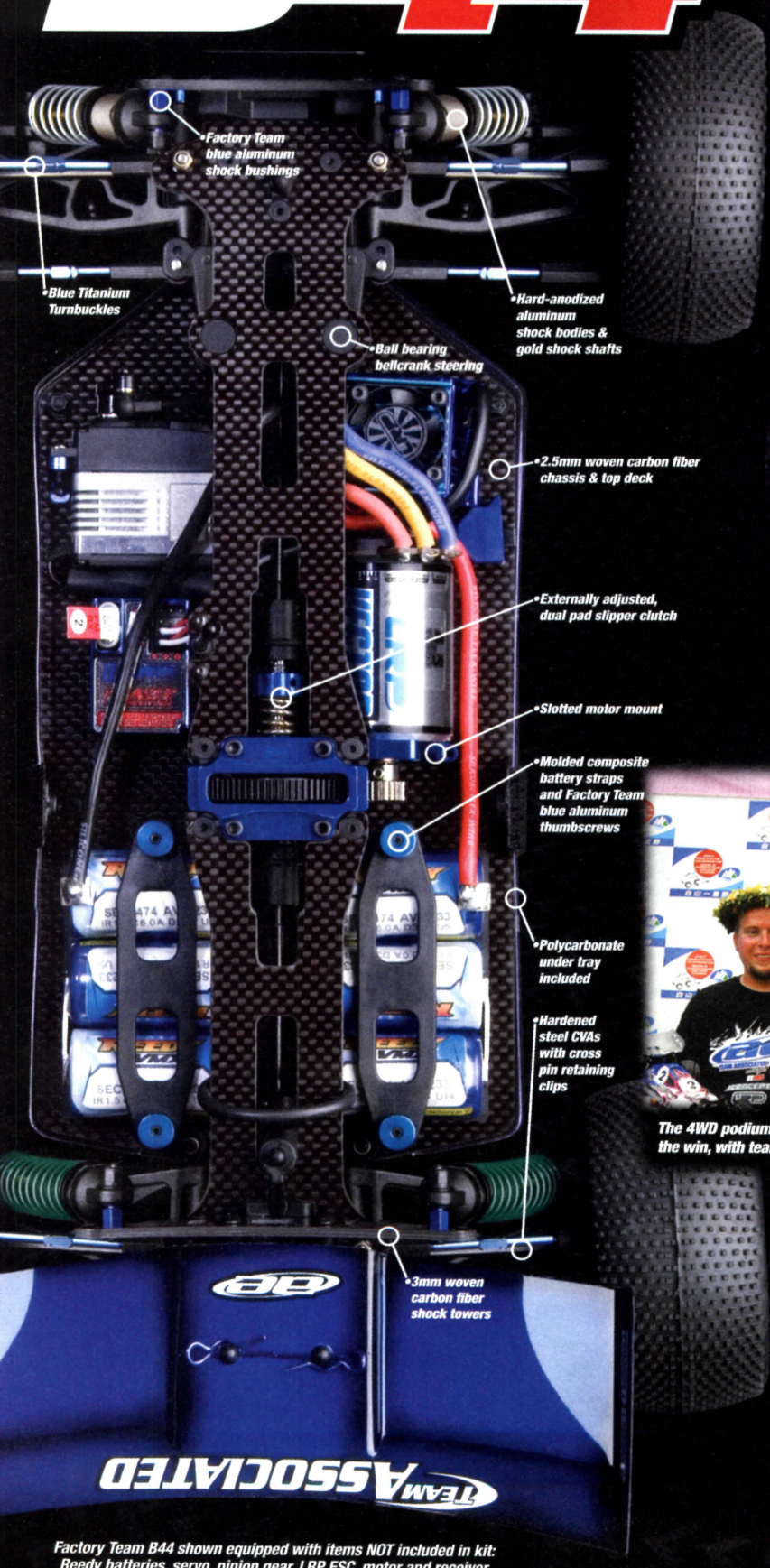
Bricks and cinder blocks are great, and you can find them at stores or construction sites, or even at the landfill. Just make sure you get permission to take stuff from these places. You might ask stores if they have unusable bricks or blocks; many stores have cracked or broken stuff they can't use...it never hurts to ask.

Look in your shed or garage; there is always stuff in there you can use. Old wood, crates, and even a weed whacker engine can work for crawling on!

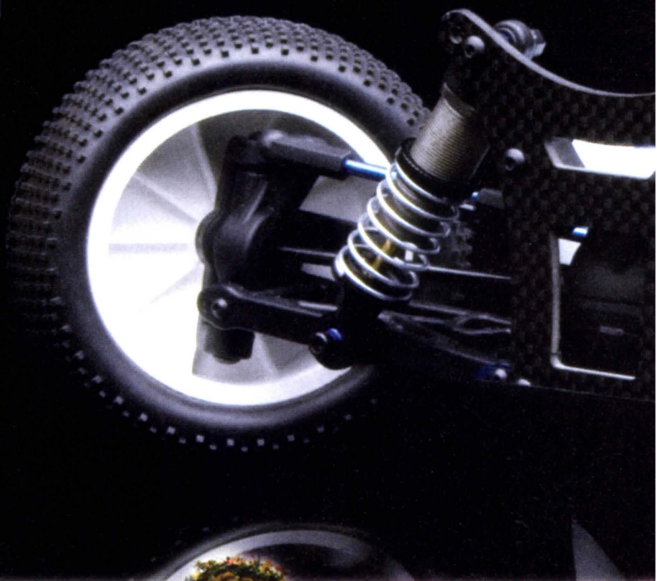


We're pretty sure you should ask for permission from any of the places Skinny mentioned.

B44 FACTORY Team



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





The 4WD podium at the 2007 IFMAR World Championships was Jared Tebo claimed the top qualifier an the win, with teammates Ryan Maifield and Ryan Cavalieri taking the second and third place, respectivel

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

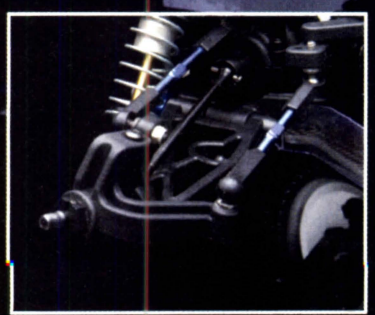
During the design and development stages Associated used their extensive and well proven skills to make a 4wd competition buggy that is better suited to production. The results of this optimization are realized by you the customer in a more cost-effective vehicle with more readily available spare parts.



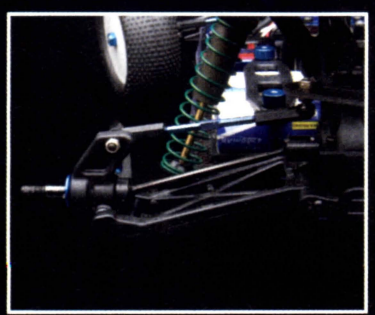
2007 IFMAR 4WD WORLD CHAMPION 1-2-3 SWEEP!

1:10 Scale Electric 4WD Offroad Competition Buggy Kit

TEAM ASSOCIATED



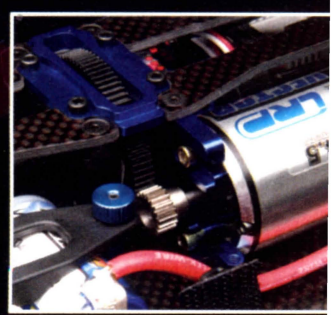
Blue Factory Team titanium turnbuckles Front wheels and hexes are optimized



Hardened steel CVAs with cross pin retaining clips for ultimate reliability



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



Externally adjustable, dual pad slipper clutch

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

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

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

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

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

ae

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

2008 ROAR

FRESHNESS GUARANTEED

Race Date: 04.27.08

TRUCK NATIONALS

HOSTED BY: The Nitro Pit



WORDS & PHOTOS: Skinny
SPECIAL THANKS TO: Nitro Pit and Jimmy Babcock

SAD TO SAY, THIS MIGHT BE THE LAST ROAR TRUCK NATIONAL!

ONCE AGAIN, it was time to jump into the large *Xtreme* orange 4X4 van and head out to Arizona to the world famous Nitro Pit. This Facility is huge, and the track is always stellar, so it was the perfect place to hold the ROAR Truck Nat's. If the rumors are true—there will be no truck Nat's for 2009; that is to say; gas truck and monster truck will no longer have a National race, and 1/8-scale truggies will be combined with buggies and raced at a ROAR 1/8-scale National championships. With that said, and being a fan of monster trucks, let's document the event and put it in the hallowed halls of *Xtreme RC*!

TITLE SPONSOR: AMain Hobbies CO-SPONSORS: KO PROPO, Carolinas RC, O'Donnell, Spektrum, PRO-LINE, Traxxas AFFILIATE SPONSORS: Hi Tec, Novarossi, CEO Mods, KYOSHO, King Headz, Futaba, XRAY, Xtreme RC Magazine, RC Car, Car Action, Mugen SUPPORTING SPONSORS: HT Batteries, BCE, GRP, Designs by Don, Byron Fuels, Brujeriacustomgraphixxx, Jammin'

STEERING







Believe it or not, that's Drake's real hair. Would we lie?

OUBLE FEATURE

EXTRAVAGANZA

1/8TH BUGGY NATIONALS

HOSTED BY: Thunder Alley

FRESHNESS GUARANTEED

Race Date: 06.08.08



Best quote of the weekend:
"I just wanna drive fast....if you're not First you're last"
• Mike Truhe after watching Talladega Nights •

WORDS: Skinny PHOTOS: Jason Boulanger & Skinny
SPECIAL THANKS TO: Rob Jackson

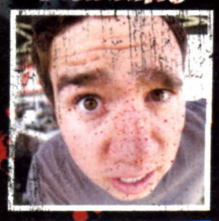
THE BEST LOOKING OFF-ROAD EVENT EVER HELD!

DUDE, IF YOU MISSED THE 2008 ROAR BUGGY NATS, you really missed the boat! This was by far the most beautiful and dialed race event I've seen in all my years of RC. It almost rivaled events such as Super Cross or AMA Outdoor Nationals. Thanks to the efforts of the Thunder Alley crew, Thunder Alley now joins the ranks of the super race facilities such as The Dirt, The Farm II, and the Nitro Pit. Why am I so excited? Because for the first time an event of this nature really, really looked like a major event! It was beautiful to look at; there were colorful manufacturers' rows and factory pit areas. Everything was nestled in a beautiful park with trees and grass. When you pulled up to the facility you could tell there was something big going on. After all the years of ranting about putting on a first class National, my dream has come true. I now expect that in five years, this will be the norm for major events. If our industry keeps putting on events like this, we will get the TV coverage and props our little hobby so deserves. Now that I've built this event up, let's take a look at the 2008 ROAR Buggy Nats, and you can see what you missed out on if you didn't make it!

SPONSORED BY: KYOSHO, O.S., O'DONNELL, PRO-LINE, FUTABA, BYRON FUEL, A-MAIN HOBBIES, MUGEN, AE, MATRIX, PANTHER, BOCA, RC CAR, AIRTRONICS, TKO, ROBIN HOOD RESORTS, FIRE SAFE SYSTEMS, CAROLINAS RC

"Skinny and the Shoe" - sounds like a buddy-cop TV show.

STARRING







THE TRACK

The Nitro Pit is one large track, and Nitro Pit track designer—Trevor Clement—used every inch of it. To do a lap around this track was close to forty seconds (some of us a little longer!), and this played a big role in pit strategy for all classes. It was fast, and flowing, with a couple of killer sections that worked your truck. Once again, the crew at the Nitro Pit proved they want to be the best in the racing business!

This gap jump won and lost races for drivers. It was a fast jump with a kicker landing that put you on your lid if you didn't land it right.

The sky jump was perfect for going big, and not trashing your car. Drivers were launching fifteen feet in the air without even trying...sweet!

I call this the "Deal Breaker" corner. It was a huge-brutal-triple-uphill jump onto a table-top corner. Your car launched up onto the table top, and harshly flat-landed with a loud slap! Some cars experienced receiver failure after landing this jump, and became unguided missiles...just ask a couple of pro drivers!

How much did that rib pob cost?

IN THE PITS

There's always something to see, and here's just a sample!

RC for life baby! Track announcer Kenny has this sweet RC tattoo, which I'm told was the inspiration for the RC Pro logo...the things you learn at races!

Kyosho has upped the ante in pit fashion with this large and colorful pit display. You go, Red Army!

You want to know how to get to the Nitro Pit? Go north on Grand Ave. and make a left at the Dinosaurs...works every time!

Spectators on horseback... now that's amazing!

Apparently track owner Ross Denny can wheel a Bob Cat as well as his Jammin' truggy.

But then again, the Xtreme pit isn't all that shabby; you can swing by and pick up some magazines and a nice cold NOS energy drink...free!

There's always something "else" to do at the Nitro Pit. Last time out it was watching CORR truck racing—this time it was top fuel dragsters doing their thing.

THE TRACK

The track was rather simple, but very fun to race on. It reminded me of an outdoor motocross national, with uphill step-ups and ledge drop-offs. The drivers stand side of the track was at ground level, but the backside was elevated about fifteen feet, which made for a great track layout. Once the track got a little rutted and bumpy, it really turned into a racer's track, and made for great competition. The track looked tight, but once you got on it—it was surprising how punched your buggy was. It was definitely a fun track, and I'm sure anyone there would agree. Best of all, there wasn't a bad seat in the house—everyone could see all of the racing up close and personal.



This staircase jump into the pit was a killer. Almost everybody crashed here at one time or another. Too fast and you flipped, too slow and you got passed. Just right and you looked like Bubba doing the "Bubba Scrub!"

This step-up jump was tricky. You really wanted to just launch this, but it was so tight that you landed short and flipped, so everybody just roosted up the face—it looked pretty cool!

This was a high-speed ledge jump that dropped back down fifteen feet and on to the front straight. It was fun and made you really wanted to just fly, but that sweeper corner was hard to take fast.

We would have taken the girls instead of $200, but that's just us.

INTO THE PIT

There's always something to see, and here's just a sample!



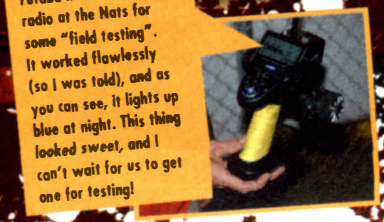
Fresh from the Chinese laundry—Ko Propo delivered team shirts complete with name tags to their drivers. Now that's marketing!



I got the new Hot Bodies D8 on my brain! Those crazy Canadians really know how to get your attention!



Now that's a tool box, complete with a cigar even...sweet!



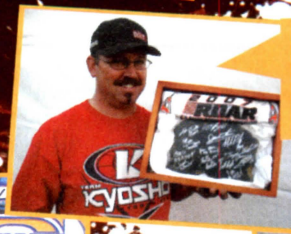
Futaba had its new 2.4G radio at the Nats for some "field testing". It worked flawlessly (so I was told), and as you can see, it lights up blue at night. This thing looked sweet, and I can't wait for us to get one for testing!



There was a 50-50 draw, and this lucky fellow walked away with $200 in cash.

Motley Crew! This was a rare occasion in RC history. Here stood almost a decade of ROAR champions all at one event. Imagine having to race in an A-main stacked with a line-up like that! From left to right: Richard Saxton, Brian Kinwald, Chad Bradley, Jeremy Kortz, Mark Pavidis, Jason Ashton, Ryan Cavalieri, Ryan Mayfield, Adam Drake.





Last year Paul King (Kyosho fame) scored a piece of the 2007 Nats track and then had it signed by all the drivers in the A-Main. Not only is that cool, but I bet you could get a pretty penny for that on eBay.



Helicopter rides? Did someone ask for a helicopter ride?

NEW STUFF SPOTTED

Brujeria Custom GraphixXx. A new paint company that does some nice paint work. This was their first showing at a major event, so if you need a sweet paint job—call Darrin Hunt at: 623-698-4948.



Xtreme supermodel Daniel, shows off the new Pro-Line pit apron. If this guy looks good in it—just think what it will do for you!



Is that Kenny Rogers in tan?

Corporate Pimpin' is an apparel company in motocross and skate. Now they're bustin' into the RC world with some sweet T's. If you want to look good at the races, these guys might be the ticket. www.corporatepimpinclothing.com



CEN had a prototype of their latest evolution of the Genesis, and it looks like a lot more race than its predecessors. Andrew Smolnik, factory honcho for CEN, placed the prototype in the top five at the Nationals. They should call it the Evo-G!



THE RACING:

1/10 TRUCK A-MAIN FINAL: Right at the start, Ryan Mayfield jumped from fourth to first with a great start, but several laps later he flamed out, handing the lead over to Mike Truhe. For most of the race, Truhe and Jared Tebo battled for the lead. With less than ten minutes to go, Truhe came in for a pit and Tebo took over the lead and stretched his lead until he had to pit. Tebo got back out in time to keep his first place position, but the race was tight, with Truhe catching up just before the end, when Tebo got hung up on a pipe. Tebo just beat out Truhe by one second, and rails to his fifth and unprecedented 1/10 gas truck National title...Tebo, you da man!!

MONSTER TRUCK A-MAIN FINAL: Losi driver Mike Truhe was on fire for the monster truck Main. He started mid-pack and got the holeshot. By minute twelve, he had lapped up to third place with his factory LST. By minute thirteen, it all fell apart when his engine flamed out (reportedly it overheated at 413 degrees), handing the lead over to team mate Adam Drake. Drake laid waste to the Revo packed track, and with twelve minutes left, had put a lap on the entire field. In the end, Drake finally did the unthinkable, and roosted the titan of monster trucks—the Revo. He did it with his sweet looking LST with a VW body no less. Good thing nobody protested his bug body.

TRUGGY A-MAIN FINAL: Jared Tebo took the new O'Donnell truggy out to an immediate lead, but it looked like his buggy became victim to the back up-hill triple, when his truggy lost signal and went crazy. I told you it was a hard landing up there! This let Ryan Cavalier into the number one spot, and the battle was on with, Mike Truhe in second and Ryan Maifield third. Leading into the halfway point of this hour long moto, there were some lead changes. Ryan Lutz, Cody King, Ryan Cavalier, and finally Ryan Mayfield all took turns running up front. Mayfield held onto the lead, and with thirteen minutes left, he had put a solid lap on the field, with Ryan Cavalieri in second. By this point Adam Drake had worked his way up to the third position, and as the clock ran out; that's how it finished, with Mayfield taking First, Cavalieri second and Adam Drake third.



The Kyosho pits were filled with new goodies that should be out about the time you read this. Most notably were new engine offerings from Sirio and Orion. Orion will also be offering race plugs for these beauties. Looks like the *Xtreme* Dyno will be working overtime soon!



WHAT MADE THIS EVENT A BENCHMARK IN RACING HISTORY

Our dream of RC coming of age is arriving. The vision of big events looking the part is becoming a reality. First The Dirt, then Farm II, then Nitro Pit stepped it up, and now Thunder Alley has carried the gauntlet to a new level. Thunder Alley's location is perfect for making a beautiful and colorful event. It's set in a park with plenty of grass, and the crew took that blank slate and painted it with colors of RC. Words cannot describe the feel of the event when you pulled in. The best comparison I can give is this: if you've attended an outdoor AMA Motocross National, then you know the feeling and vibe of this event. I'll let the photos speak for themselves...all I can say is that if you did not go—you missed out!

Just look at the layout—color everywhere! The facility was set up with factory teams on the hill, manufacturers' row down the side street, and general pitting by the track and on the grass field. It was the perfect storm of RC. Thunder Alley plastered the track with banners, added grass and color to the track, and for once, the factory teams "looked" like factory teams with colorful pits and flags and the drivers were together and wore team shirts. It just all came together for this event. I sincerely hope this trend continues!





Pit lane was dialed! There were aluminum holders for fuel and stuff, pit wall markings, and the dang pit wall even had a Line-X type of coating on it!

Just before the pit area, and after the tech inspection area, was the staging area with these sweet benches...nice touch.



The tech area was nice, and the people chosen for tech duties were top-shelf! They were quick and courteous, and were fair to all!



Wednesday night, Thunder Alley hosted an onsite banquet that was quite nice. I wish all big events had a "get together;" it helps get you in the mood for racing!





Nice touch! Fire Safe Systems donated a speed trap that gave you speed down the front section of the track. It was cool, but for guys like me—a little distracting—if you know what I mean!

RC Live did an incredible job of live coverage. They had a mixing board with up to ten camera angles to work with. They could become the "Clear Channel" of RC if they're not careful.



The Beaumont Cherry Valley parks and recreation district donated a mobile stage complete with lighting and PA for the event. Panther Products and Best Buy teamed up to provide the "Panther Lounge" for racers to unwind. The lounge was also used for the trophy presentation and even had a "buck-a-hot" Guitar Hero and MX VS ATV competition to win a 32" plasma TV...now that's amazing!



Skinny didn't win the TV, otherwise he'd be in the picture.





Which way will the ROAR thumb go on the future of the ROAR truck Nat's? This might have been the last truck Nat's, but if you want it to stay, you better let your voice be heard.

ROAR RMT (Race Management Team)

ROAR is working towards making Nationals better for us racers, as well as making them more consistent, by having their RMT crew at the events. From the outside looking in, it seems that Dawn (our ROAR president), has done well, mainly because she has picked out a great crew to work the events. Kenny, the race announcer, does an excellent job of running the events, keeping the races on track, and calling the event. He's one of the best, and we're all glad to see him helping ROAR. Now, picking Jimmy Babcock to oversee the event is probably the best thing you could ever ask for in having a race. Jimmy is world famous for being a tough, but kind, race director, and if you want a race to run smoothly, Jimmy's your man! The race ran great the whole weekend, tech inspection was the best it's ever been, and I think that, between the Nitro Pit crew and ROAR, this was one of the better run Nat's I've seen.



Jimmy Babcock is always on the prowl. If he's in charge, you better run a tight ship. It's great to see that, after ten years in the industry, Jimmy is still passionate about our hobby, and does a great job wherever he goes. Jimmy is so cool, he needs two pair of sunglasses!

Interesting Things From the Event

1. KO PROPO was doing racer support, and it was the first time I've seen a radio company bring out a servo tester. It was great to bring my spare servos over and get them tested. Turns out all but one were good…thanks!

2. Carolina's RC is making a point to show up at the big events to give racers a place to get parts. I know I've used them, and it's saved me. Carolina's RC is the place to go if you need parts, thanks guys!

3. He did it—he did it! Trevor Clement is not only part owner of the Nitro Pit, but he is also the track designer. Love the track, or hate it, he's the guy to thank for your day at the Pit.

4. Would you buy tires from this guy? Well a lot of you do, and Kent's the main man behind Panther tires. Panther has been hard at work making new tires, and their effort is showing.

5. T-shirts for sale! The Nitro Pit now has an on-site hobby shop called "One Hobbies." Soon you can order on-line, or pick up parts at the track, plus they have a sweet collection of clothing.

6. Ever wonder what an hour of racing on blue-groove does to your tires? Here's your answer!

7. Sonny Brown from Horizon Hobbies was in attendance, to make sure their products were front and center. If you like the new Spektrum stuff, you can thank him…thanks Sonny!

8. Fox Sports Network was out filming the action for their next episode, so look for it soon.

9. I'll leave you off with the gratuitous Xtreme cute girl photo, need I say more?



















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WHY did we spend nearly two years in researching, reformulating and laboratory testing our new Gen2 Fuels?

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WHY did we insist in exceeding the racers' expectations instead of just meeting their needs?

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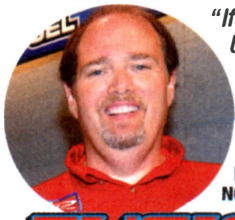
Mark Sweeney
2007 1/8 4WD Nats On-Road Masters Champion



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



Ross Denny
1st Place and TQ Monster Truck, 2007 U.S. Gas Championships



"If you were to describe the ULTIMATE FUEL for today's car engines, the new Gen2 RACE Fuels from Byron Originals would fit that description perfectly..."

Jim Hottinger, CEO
Fusion Motorsports/ NOVAROSSI USA

FUSION Motorsports



Gen2 is on the shelf at a hobby shop near you—look for the ***new orange color.***

Byron RACE Gen2—all other brands are officially put on notice!

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Precision ground and polished 6AL 4V American Titanium. Exact fit in both metric and standard sizes.

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3007	RC10 B4/T4 Inner Rear-2
3012	RC10T2/GT
3031	RC10 TC3
3032	RC10 TC3 2-Inner Front/Rear
3033	Nitro TC3
3034	Nitro TC3 2-Lower Inner Front/Rear
3035	Nitro TC3 2-Upper Inner Front
3036	Nitro TC3 2-Upper Inner Rear
3037	RC10 TC4
3056	XXX-4
3057	XXX-BK2
3066	XXXT MF2
3067	XXX-T
3068	XXX-NT
3072	XXX-S
3073	JRX-S



Turn Buckles

CNC machined from 6AL 4V American Titanium. 3mm left and right hand threads. Guaranteed for replacement if broken or bent.

2005	RC10 B4
2012	RC10 T2 / T3 / GT
2014	RC10 T4
2031	RC10 TC3
2033	Nitro TC3
2037	RC10 TC4
2056	XXX-4
2057	XXX-BK2
2067	MF2 / XXX-T
2068	XXX-NT
2072	XXX-S
2702	Traxxas Nitro Rustler
2703	Traxxas Nitro Stampede
2722	Traxxas Rustler
2723	Traxxas Stampede
2073	JRX-S

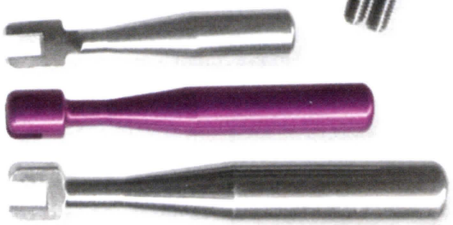


Turn Buckle/ Hinge Pin Kits



All the Titanium goodies plus a free aluminum billet wrench.

4005	RC10 B4
4012	RC10 T2/GT
4014	RC10 T4
4031	RC10 TC3
4033	Nitro TC3
4037	RC10 TC4
4056	XXX-4
4057	XXX-BK2
4066	XXXT MF2
4067	XXX-T
4068	XXX-NT
4072	XXX-S
4073	JRX-S



Wrenches

9901	Punisher Wrench
9902	Punisher Pro Wrench (the purple one)
9903	Sport Sedan Wrench (the little one with the flat head)

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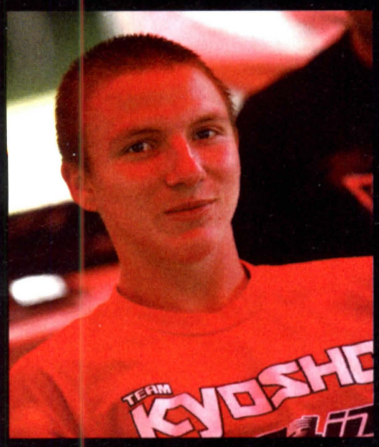
A CHAT WITH ROB JACKSON & LEVI JACKSON

I had to find out from the source about this epic event, so I went to the spokesperson of Thunder Alley, Rob Jackson, and his son Levi to find out what crazy person would go through all of this to give the RC community such a great event.

LEVI JACKSON'S STORY

Levi is only seventeen, and is probably the youngest track designer to build a national track for ROAR. Levi not only designed the track, he built it as well. He told me it was no big deal, as his dad has made him build the tracks since they started running the place. Levi said, "When Dad got the bid for the event he basically told me...well son, build us a track." Levi went on to say, "We had a little go around on the track; Dad said to keep it simple, but I wanted to do more, so I built it the way you see it now. At first I thought it was fast and flowing and not technical, but after it got a little bumpy, I was really happy with the way it turned out. Drivers have said they like it a lot, so I guess I'm happy with it. I used to ride motocross until I sold it to get a buggy, so some of my inspiration came from that. It was great to build a track everybody was happy with, and thanks to ROAR for letting me build the track."



ROB'S STORY

Rob Jackson and Rick Hernandez have owned Thunder Alley for two years, and it started out as a local place for Rob's son to race at. One thing lead to another, and Rob and Rick are now owners. Call them crazy, but a year ago they decided to bid on the buggy Nats, just to see if it could be done. They were planning on expanding the track, so almost of the money from the Nats went into the track; they want Thunder Alley to be one of the best tracks around! The event, in terms of what it looked like and how it felt, was influenced by motocross events and all the things Rob has seen at other RC events, plus all the things he wanted to see at a track as a racer and a dad. As for all the attention to detail, Rob said, "I'm just crazy that way. I love this stuff, and I wanted to see how far I could take this. I decided that watering the track would be better for the racers' budget and the spectators, so I went with it. Also, I had tremendous help from the park system and community. For instance, Ross Denny needed to get his helicopter in here so I called the park and they made it happen. In return Ross lent the helicopter to us so we could get great photos and video of the event. The local racers, shops, and RC manufacturers helped, and it all just came together. It was a heck of a job to do; it was more than six months worth of work, but I'm happy with the results." Rob wanted to thank Scott Hughes and Adam Drake for their tremendous input on things, as well as all of the manufacturers that supported this event. Everyone was very helpful. He said, "You know, I just wanted to put on a show, and make it the best I could, and I hope you all enjoyed it!"



TIRE WARS!

There weren't a lot of new products at the Nats, but man were there tires coming out of the woodwork! Here's the skinny on what tires you'll see at the hobby shops by the time you read this.

The big news are the new AKA tires and rims. They were there, and a lot of factory guys were trying them out. I got my hands on the City Block tires, and they worked well on the track for sure. Look for more info in the next exciting issue of Xtreme RC!





Jconcepts had some new stuff as well...a new rim and a tire called Double Cross. Unfortunately, I didn't get a chance to try them out.



Panther had new tires called Boas, and I tried them out, too. I think these will go over well with the Panther crowd.



O'Donnell did some testing of some pre-production tires during practice, and knowing Steve O'Donnell, they will be good. When will you see them? I have no idea.



Pro-Line had their new big boy rim at the Nats, and it's the new trend for 1/8-scale racing...bigger is better don't ya know!

How many people do you know own their own helicopter?

RESULTS

1-10TH TRUCK (FINAL)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	1	Jared Tebo	45.497	Associated	O.S.	O'Donnell	N/A	J Concept	Futaba
2	10	Mike Truhe	45.566	Losi	O.S.	Nitrotane	Losi	Losi	Airtronics
3	3	Ryan Cavalieri	45.198	Associated	Orion Wasp	Sidewinder	Pro-Line	Pro-Line	Airtronics
4	4	Ryan Maifield	44.608	Associated	GRP	O'Donnell	J Concept	J Concept	Futaba
5	2	Adam Drake	46.004	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
6	6	Ty Tessmann	48.418	Associated	O.S.	O'Donnell	N/A	N/A	Futaba
7	5	Jason Ashton	46.845	Associated	GRP	Byron	Pro-Line	Associated	Airtronics
8	7	Adrian Redding	49.250	Associated	O.S.	N/A	J Concept	J Concept	Futaba
9	9	David Logsdon	55.501	Losi	Dynamite	N/A	Pro-Line	J Concept	KO
10	8	Dylan Rodriguez	48.857	Associated	O.S.	O'Donnell	Panther	Pro-Line	Futaba

PRODUCTION MONSTER TRUCK (FINAL)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	4	Adam Drake	42.681	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
2	3	Tim Roberts	43.181	Traxxas	Traxxas	N/A	Panther	Majestic	Futaba
3	5	Mike Battaile	44.830	Traxxas	Traxxas	Werks	Traxxas	Majestic	KO
4	8	Derek Guidry	43.568	Traxxas	Traxxas	O'Donnell	Panther	Traxxas	Futaba
5	10	Andrew Smolnik	47.656	Cen	O.S.	Werks	Pro-Line	Cen	Airtronics
6	15	Gene Hickerson	46.612	Cen	Cen	Maxy's	Pro-Line	Cen	Futaba
7	9	Trevor Johnson	46.955	Traxxas	Traxxas	N/A	Panther	Majestic	Futaba
8	11	Ross Mullenix	45.027	Losi	Sport Werks	Byron's	Panther	Losi	Futaba
9	7	J.J. Turk	45.587	Traxxas	RB Mods	Byron's	Panther	J Concepts	Spectrum
10	14	Ross Denny	46.370	Traxxas	RB Mods	Byron's	Pro-Line	Pro-Line	KO

1/8TH TRUCK (FINAL)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	2	Ryan Maifield	37.804	Kyosho	GRP	O'Donnell	J Concepts	J Concepts	Rutaba
2	3	Ryan Cavalieri	38.563	Kyosho	Orion	Sidewinder	Pro-Line	Pro-Line	Airtronics
3	4	Adam Drake	38.431	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
4	7	Taylor James	37.757	Jammin	O.S.	Werks	Pro-Line	Jammin	Futaba
5	5	Bobby Tillman	38.377	Mugen	Ninja	N/A	Panther	Mugen	KO
6	15	Taylor Peterson	38.610	Kyosho	Werks	Werks		Kyosho	KO
7	8	Steven Hartson	38.481	O'Donnell	O'Donnell	O'Donnell	Pro-Line	O'Donnell	Airtronics
8	12	Cody King	37.616	Kyosho	Sirio	Byrons	Panther	Kyosho	KO
9	11	Ryan Lutz	38.402	Kyosho	Sirio	Werks	Panther	Kyosho	KO
10	10	Scott Hughes	37.998	Mugen	O.S.	N/A	Pro-Line	Pro-Line	Futaba

EPILOGUE

The ROAR 2008 Truck Nationals was a great event, thanks to the Nitro Pit Crew, and the RMT. It was a rather low turn out for a National, but this made it relaxed, and fun. Sadly, this will probably be the last truck National, but I think it's to be expected with the mass amount of events being held each year. Although, if truggies are consolidated with buggies next year, I guarantee it will be epic. As I think about the road monster trucks took to get their own National event, I'm both sad and happy. I'm sad to see true monster trucks fall out of grace, as well as gas trucks, but I'm happy to see truggies so popular. After all, they're the ultimate expression of what MT races were shooting for, back in the day, and even though the "OG" monster truck crew envisioned a National event... we got it, but it just turned out a little differently than we expected. I've learned something today, and it reminds me of what a great pro cyclist once told me; "Skinny—you got to shoot for the moon, if you want to reach the atmosphere!" Thank you and good night.



Skinny is very proud of that photo.







THE RACING:

Before we get to the main event, there's a story about a guy who did the unthinkable at a National event. Billy Fischer bumped up three times to get to the final. Billy logged an hour of solid racing before he got to race the hour long A-Main itself. This is so improbable in nitro racing that it defies reason. It speaks volumes about his driving ability and the durability of his Losi 8 buggy and its equipment. Yes, Mike Truhe won, but you got to give Billy the Iron Man props for that feat!



1/8 Buggy A-Main Final:

Right at the start Jared Tebo jumped to first, but on the first lap he bobbled and handed the lead to Mike Truhe (this was almost a repeat of their start at the ROAR truck Nats 1/10 scale battle!) Truhe went ballistic and put an eight second gap on Tebo in the first five laps. Ten minutes down, and Mike Truhe was checked out while Tebo battled with Ryan Mayfield for second. At the 25 minute mark, Mayfield flamed out, which gave Tebo some breathing room. At this point, Billy Fischer, who bumped up three times to get to the A-Main, had worked his way up from tenth to third place behind Jared Tebo. Amazingly, just six minutes after Mayfield flamed out, he worked back up to fifth place. At the thirty-five minute mark, Mike Truhe had completely dominated the race, and lapped the entire field, including second place Jared Tebo. Things got quiet until the last fifteen minutes, when a battle shaped up between Billy and Tebo, who had an epic battle passing back and forth. Meanwhile, Truhe was long-long gone, and on cruise control waiting for the clock to run out. With about four minutes to go, Billy got out front of Tebo, and as the clock ran out, Mike Truhe became the 2008 National champ, with Billy Fischer second, and Jared Tebo third.



All racers should be honored to sign an autograph for a fan.





EPILOGUE

The ROAR 2008 1/8-scale buggy Nationals was a great event, and was not to be missed. Thanks to Thunder Alley for a great event and for setting a new benchmark in nitro off-road racing. The track was great for racing, and it was exciting to watch—there wasn't a bad seat in the house. Everything you could ask for was there. It was the perfect storm for an RC event! The facility was awesome, and everybody on both sides of the fence came together to make this look like a professional event. The town of Beaumont, the local help, parks and recreation, and RMT all deserve a huge standing ovation, for, as Rob would say, "putting on a good show!" This event, as well as other epic events over the last year, shows that if the industry work as a team, our collective dream of holding showcase events can be a reality.

1-8TH BUGGY (FINAL)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	2	Mike Truhe	27.140	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
2	10	Billy Fischer	27.043	Losi	Novarossi	Nitrotane	Losi	Losi	J R
3	1	Jared Tebo	27.223	O'Donnell	O.S.	O'Donnell	Pro-Line	O'Donnell	Futaba
4	9	Scott Hughes	27.532	Mugen	O.S.	N/A	Pro-Line	Pro-Line	Futaba
5	4	Adam Drake	27.095	Losi	GRP	Nitrotane	Losi/GRP	Losi	Airtronics
6	11	Cody King	27.551	Kyosho	Sirio	Byron	AKA	Pro-Line	Ko ProPo
7	6	Josh Wheeler	26.810	Xray	O.S.	Byron	Pro-Line	Pro-Line	Futaba
8	12	Richard Saxton	27.822	AE RC8	O.S.	TQ	Pro-Line	RC8	Futaba
9	5	Ryan Maifield	26.968	AE RC8	GRP	O'Donnell	J-Concepts	J-Concepts	Futaba
10	3	Ryan Cavalieri	27.075	AE RC8	Orion	Sidewinder	Pro-Line	Associated	Airtronics
11	8	Ryan Lutz	27.035	Kyosho	Sirio	Werks	AKA	Kyosho	Ko ProPo
12	7	Jeremy Kortz	27.779	Hobao	Werks	Werks	Pro-Line	Pro-Line	Airtronics

» RUMOR MILL

Team Associated driver Sean Cochran ran away from the field in Pro Mod at the **ROAR Carpet Nationals**, fueling the fire for a possible new 'L50' car or conversion coming out in the future. The car was on rails and racers are talking about it! Brushless rotors are the newest hot topic in the pits, just as motor inductance was a couple months ago. Many people have the **Zubak meter** to check rotor strengths, and some go through great lengths to find a 'good one.' There are rumors that some folks have found ways to 'zap' and strengthen the rotors to get higher numbers. Does it really matter though? Some feel that too much is a bad thing, as a smaller strength rotor might yield more RPMs. Tekin is back in the game with their new **brushless speedo,** the "RS," which is small and packed with great features, including a PC interface. Some tracks are now allowing all speedos (as does ROAR), and speeds are staying very competitive and close, helping end the speedo war fears. Are race entry costs becoming too high with the economy and price of gas? This a hot topic, especially for the upcoming **ROAR Paved Nats.** Should the powers that be work on lowering costs to encourage attendance? If so, is it fair for tracks to lose money in the process (as their costs are going up too)? Li-Pos are racing everywhere. It appears there are very few complaints or failures. This adds more classes to the already large mix of choices. Maybe class structures can be **based on speed levels** - instead of classes running the same lap times with different equipment. A glance around the pits shows that more and more racers now have a touch of grey; the time is coming for an over-50 Master's Class... let's get this going for 2009. There are some **new 12th scales** coming soon...what are they going to run for power? See ya at the races!

In any other mag, the phrase "speedo wars" would sound weird.

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

words: Mike Boylan

BRL CHAMPIONS CROWNED WITH $10K IN CASH/PRIZES HANDOUT OUT



Concourse winner Mark Steiner.

THE BRUSHLESS RACING LEAGUE, headed up by Sonny Brown, had another fantastic year of racing, with stops in OH, PA, MI, IA, IL, IN, WI, and TN. The BRL organizes carpet oval racing and sets rules and guidelines for brushless racing, which is the standard for many tracks across the country. The finals this year were held in Omaha, Nebraska April 4-6th at the Hobby Plex, an outstanding indoor racing facility and hobby shop. $10,000 in cash and prizes were on the line, with $1,500 dedicated to the unique 'Novak All-Star Race.' This grueling event features a three-leg race consisting of 50 laps, 75 laps, and a 100 lap finale, with only 15 minutes between each leg. Frank Ulbrik was the winner at the end of the 100 lap leg, followed by Rod Galloway and Jamie Hanson. The overall points series champions for the BRL Season are listed here. You can see more about the BRL on Hobbytalk.com, as the BRL has it's own section under 'Radio Control Vehicles/Racing Organizations.'

2007-2008 BRL CHAMPIONS:

CHAD HUMBLE—The Hobbytalk 17.5 Sportsman Stock Champion*
FRANK ULBRIK—The Fastlane Raceway 10.5 Pro Modified Champion
JAMIE HANSON—The Novak 13.5 Super Stock Champion
ROD GALLOWAY—The Protoform 13.5 Masters Champion*
** note that Chad Humble and Rod Galloway are co-rookies of the year for BRL*



Left: The Trophy girl is Trish Dover—a full size 360 sprint car driver.

YOU GOT TO KNOW YOUR ROLL OUT

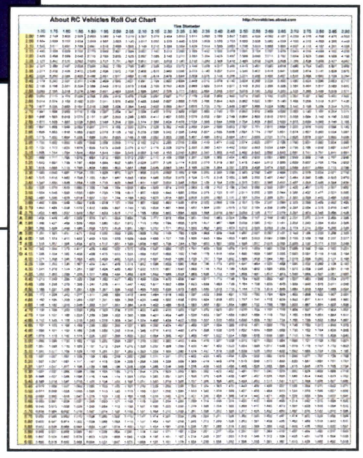
TODAY'S RACERS HAVE A NEW WAY OF discussing trackside gear ratios that many are still not up to speed on (but need to be). Roll out is the best way to know your true ratio, because it takes into account tire size, along with pinion and spur. Basically, if you have larger rear tires, you need be running a smaller pinion gear to get the same roll out, and if you have smaller tires, you need a larger pinion. Back in the day racers just used gear ratios, but as we have learned, tire size is a huge factor that can not be overlooked. All you need is a basic caliper to measure your tire's diameter (or even a small tape measure to wrap around the tire) and of course a calculator.



Roll out is figured this way: pinion size X tire size X pi (which is 3.14) divided by your spur gear = roll out.

Go to **www.gearchart.com** for a cool program where you can input your own data to create personal printable roll out charts. This lets you have easy to access custom charts in your pit box for fast, easy roll out numbers.

• RACER TIP •
Enter your tires' size in inches (not mm).



Hank at **Hobbytalk.com** developed a handy printable chart you can use to obtain your car's true roll out if you know your tire size and gear ratio. A large printable copy is at **www.rcthunder.net**.

Oval Racers Have a New Body

PROTOform is proud to release the new "F-MD" for all you oval racers who don't run in the modified class. It's based on the style of stock we now call "The Nationwide" car and is both functional and yet fairly realistic. It features two trim lines (as guidelines) for capped tire or foam tire racing. It comes with decals, protective film, and spoiler hardware. It's sure to be a winner, as were the former PROTOform "MD" (medium downforce) body styles. F-MD Part#1228-21

- Made with Genuine GE .030 lexan
- Based on the style of stock car we now call "The Nationwide" car
- Two trim lines (as guidelines) for capped tire or foam tire racing
- Includes decal sheet, window mask, and mounting hardware





CHECK YOUR MOTOR'S ROTOR LIKE A PRO

Big Jon Zubak is proud to announce that after great success pioneering the original Zubak Speed Meter, he has been able to further advance the engineering of this great tool. The key feature of the Meter2 is its ease of use! Once you place your rotor on the tuning cradle, a slight push on the rotor will automatically center to its 'sweet spot,' making it easy for you to get the maximum reading! Another key feature is that the Meter2 is not confined to just one rotor configuration or diameter, so it can work with several manufactures' motors. The costly 'probe stick' has been eliminated, which has helped lower the price! For those who own the first Speed Meter, the numbers on the Meter2 will be calibrated to match yours. Remember, when checking rotors, the negative number is just as important as the positive number. Matched positive/negative numbers might perform better overall than a high positive number alone. Still, anything over 1300 is killer, and under 1200 might not be as fast. *Zubak would like to thank* Team Novak, Hacker Brushless, Team Orion, Guillermo Suar, and Heath Jackson from Maximus Speedway for their help on this project. For dealer and racer questions, e-mail John at bigjohnzubak@hotmail.com. As a special limited introductory offer, the Meter2 will be sold for an incredible low price of $129.

Don't print the chart on this page!

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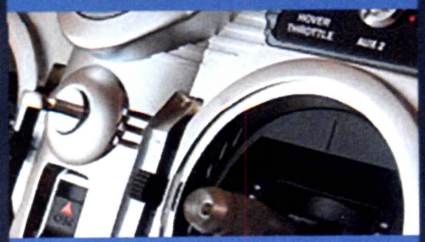

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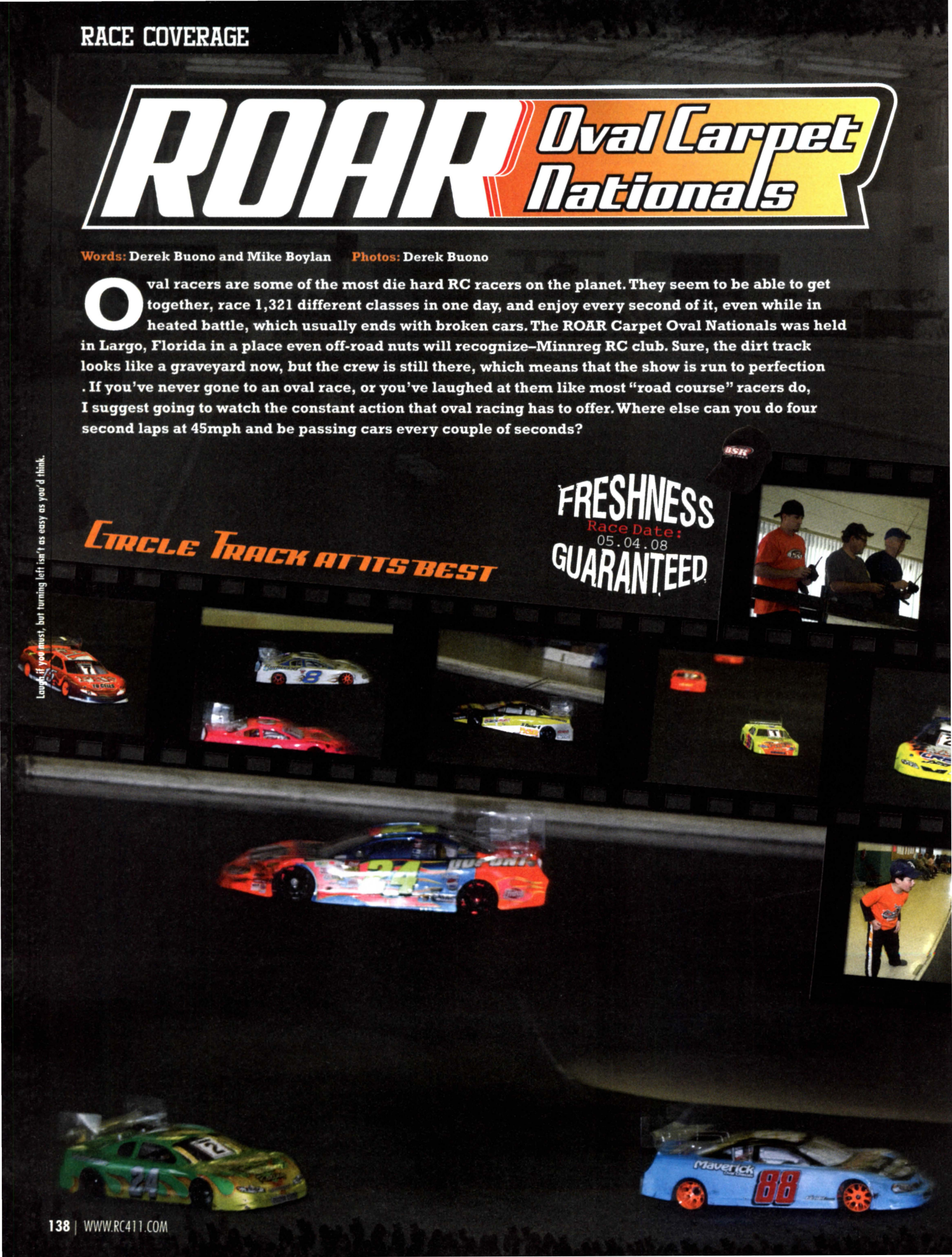
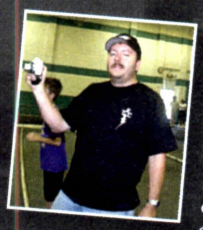
2008 Gyro Hobbies

ROAR Oval Carpet Nationals

Words: Derek Buono and Mike Boylan Photos: Derek Buono

Oval racers are some of the most die hard RC racers on the planet. They seem to be able to get together, race 1,321 different classes in one day, and enjoy every second of it, even while in heated battle, which usually ends with broken cars. The ROAR Carpet Oval Nationals was held in Largo, Florida in a place even off-road nuts will recognize–Minnreg RC club. Sure, the dirt track looks like a graveyard now, but the crew is still there, which means that the show is run to perfection . If you've never gone to an oval race, or you've laughed at them like most "road course" racers do, I suggest going to watch the constant action that oval racing has to offer. Where else can you do four second laps at 45mph and be passing cars every couple of seconds?





Mike Boylan on the ROAR Carpet Nats

The Team CRC Racing carpet was laid out on the gym floor Wednesday and it came out super smooth, providing fast laps and close racing action. A shortened race week started practice on Thursday, and racers had a day and a half to get their cars ready. All brushed and brushless motors were pre-teched, torn down, checked, and sealed back together for racing. This worked wonderfully because racers knew that the competition was fair and square. David Lee from ROAR did a great job directing tech. The race mandated odorless Jack the Gripper, and traction was very impressive (and plentiful without the Ben Gay in the air). Brushless racing ruled with over half the cars running in these classes. Novak motors were the only ones allowed in the 21.5, 13.5, and 10.5 classes, which is a trend at most oval tracks across the country, but still creates some controversy as others want to be allowed in. With tighter rules being put in place, this may change in the future. There were four qualifiers and single main events. With the lower car count, it was decided to allow more practice Friday and move the final qualifier to Sunday morning. This was a great way to keep racers around Saturday night, as even those who were not in the show had one more shot to make the main. Saturday night, Thunder Racing bought pizza and drinks for everyone, and the live NASCAR race was shown on trackside TVs. This was a lot of fun, and many people stayed to get some last minute practice and testing done before Sunday.

Oval racing has been around in RC longer than most people think.



RACING

The largest class at the Nationals was Brushless 10.5. Team Trinity driver Pete D'Agnolo stole the show by sitting on the pole and winning the feature. Fresh off his big win from the Snowbirds, Pete's KSG Motorsports Gen3 just flew! He and his dad, Sam, are a tough team and work hard. Many may not know this, but Pete is a road course and dirt oval champion too. The main was fairly clean, with the top five qualifiers finishing in that order. Team Associated driver Greg Honeycutt finished up in second, just one second behind Pete. Team BSR driver Monti Panzica followed, with Richie MacDonald and Tom Pedano in tow.

Brushless 13.5 was the most action packed main, as it provided five different leaders. TQ driver, Steve 'Rocket' Miller, had some mid-race trouble while he was up front, but was able to rebound and race back to the lead lap. New race leader Billy Kimpton looked to be on his way to a National title, but got a bad break and was knocked out with a stopped car. A tremendous race then developed between the eventual winner Jim Rufiange and second place finisher Michael Rutherford. The top six finished on the same lap when it was all over; now that's close!

Li-Po 21.5 is a fairly new (and growing) class in the oval world. Batteries were limited to Orion 3200s and battery voltage was checked before each race to make sure it was at or below 8.44 volts. Jimmy Flack dominated this class, TQ'ing and winning. The new Tekin RS speedo was in Jimmy's car and showed good results. This was the first major oval race where any speedo was allowed. Jimmy has won several big events in Florida in 2008 (Daytona and the FCC), even though he resides in Louisiana.

4-cell 27T stock had the most side by side racing with three cars swapping the lead all weekend. These cars ran without wings and could actually slingshot following one another, which made for a great show. When the checkered flag fell, Randy Jewett took the win with Eric Thomas and Jim Rufiange behind.

MB Racing's Mike Bean, known in the South as the king of 1/12-scale for many years, took the 1/12-scale 19T win and now has a National Championship plaque to back up his reputation. The win was not by much however, as his teammate Curt Sanderson was only a second back. John Moukie got a top three, and many know him as part of the Snowbird's race crew.

Some people are saying that 4-cell 19T, which once ruled the oval world, may have run its last big event. Team Silva driver Richie MacDonald was on fire and took the easy win and TQ, with local racer Hopeton Williams running a hard fought second over long time racer, and crowd favorite, 'Tinman' Steve Platt.

4-cell Modified, a class for the elite few and as fast as the naked eye can see, saw Team Associated driver Sean Cochran dominate with his new prototype L50. Many commented they that never saw a car go around a track so smooth. Sean ran his fastest in the main on lap 20, showing he had great throttle control and patience. Pete D'Agnolo worked on his car all weekend and at one point was a couple laps off the pace, but by the main ran he was on the same lap as Sean. He chased second place driver Monti Panzica by just a few feet for the whole race, and made a late race charge the last lap as Monti started to fade. It was too little too late. The two finished in a dead tie across the line, with Monti showing second on the clock .001 ahead of Pete. All three ran on the same lap. The crowd ROARED its approval and the race weekend was complete. What a finish, and a great way to top off a few great days of racing.



TOO MANY CLASSES?

Despite lower attendance, there was one thing that may have taken away from the event a bit. There were too many classes to choose from! In a way that's a good thing, but when you have classes with just four people running, maybe it's time to reconsider whether it should be a class at the Nationals. This problem plagues more than just oval, but it seems to be more prevalent in the oval community. All we need is stock (slow), 19-turn (medium), and open mod (fast). If you can't figure out one of these classes...skip the Nats.



LIPO CHARGING

Oval has been the test bed for new rules and ideas for years. They were the first to go for lower cells, brushless, and now Li-Po. The one thing that Li-Po hasn't been tested for is very high end racing in stock or limited turn classes. These are the classes where voltage is a huge advantage and charge "rate" becomes the battle. Li-Po charge rates are technically limited by your charger, but that doesn't mean you can lie to your charger. Have a 4000mah pack? It should only be charged at 4.0 amps max. Racers know that if they charge at a higher amp rate, they get more power (with less run time). Turns out Li-Pos can be charged the same way. Many guys were seen charging at higher amp rates (up to 8 amps) to get more power. Safe? That remains to be seen, but at least they made it a rule you had to charge in a "lipo sack" to prevent explosions from hurting somebody.



Li-Po socks have a funny name.





CHECKERED FLAG

OVAL HAS SURVIVED MANY OF THE TRENDS OF RACING AND FOR GOOD REASON. IT'S FAST AND FUN, AND ONCE YOU GET OVER THE FACT THAT YOU'RE ONLY TURNING LEFT EVERY FEW SECONDS YOU'LL APPRECIATE THE SKILL REQUIRED TO WIN AT IT. THIS YEAR'S NATIONALS WAS A FIRST FOR MANY THINGS, AND HOPEFULLY NOT THE FIRST RACE TO SUFFER THE CONSEQUENCES OF GAS PRICES KILLING RACING. ✪

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4-CELL STOCK

F	Q	Name	Chassis	Motor	Radio	Battery	ESC	Tires	Body
1	3	Randy Jewett	Leading Edge	Trinity	Futaba	Reedy	LRP	RC4less	Protoform
2	1	Eric Thomas	Leading Edge	Trinity	Futaba	***	***	***	***
3	2	Jim Rufiange	Leading Edge	***	***	***	***	***	***
4	4	Hopeton Williams	Hyperdrive	***	Airtronics	Promatch	Futaba	BSR	Protoform



4-CELL MOD

F	Q	Name	Chassis	Motor	Radio	Battery	ESC	Tires	Body
1	1	Sean Cochran	Associated	LRP	JR	Reedy	LRP	Jaco	Protoform
2	3	Monti Panzica	Silva	Novak	***	SMC	Novak	BSR	Protoform
3	2	Peter D'Agnolo	KSG	Trinity	***	Trinity	***	Jaco	***
4	4	Greg Honeycutt	Associated	LRP	Futaba	Reedy	LRP	Jaco	Protoform
5	5	Billy Bruce	KSG	LRP	Futaba	SMC	LRP	Jaco	Protoform
6	6	Armon Beckmom	Associated	LRP	Futaba	Reedy	LRP	BSR	Protoform



21.5 LIPO

F	Q	Name	Chassis	Motor	Radio	Battery	ESC	Tires	Body
1	1	Jimmy Flack	Hyperdrive	Novak	Futaba	Orion	Tekin	BSR	Protoform
2	3	Mike Rutherford	Strkyer	Novak	Futaba	Orion	Novak	BSR	Protoform
3	2	Hopeton Williams	Hyperdrive	Novak	Airtronics	***	Novak	BSR	Protoform
4	4	Jeff Maturo	Stryker	Novak	Airtronics	Orion	Novak	RC4less	Protoform



4-CELL 19-TURN

F	Q	Name	Chassis	Motor	Radio	Battery	ESC	Tires	Body
1	1	Ritchie McDonald	Silva	Ultrabird	Futaba	Ener G	LRP	Jaco	Protoform
2	3	Hopeton Williams	Hyperdrive	Ultrabird	Airtronics	Promatch	Novak	BSR	Protoform
3	2	Steve Platt	Custom Works	Ultrabird	Futaba	Trinity	LRP	RC4less	Protoform
4	4	Matt Stegman	Hyperdrive	Ultrabird	Spektrum	JBR	Novak	BSR	C-HD



10.5 BRUSHLESS

F	Q	Name	Chassis	Motor	Radio	Battery	ESC	Tires	Body
1	1	Peter D'Agnolo	KSG	***	***	Trinity	***	Jaco	***
2	2	Greg Honeycutt	Associated	***	Futaba	Reedy	LRP	Jaco	Protoform
3	3	Monti Panzica	Silva	Novak	***	SMC	Novak	BSR	Protoform
4	4	Ritchie McDonald	Silva	Novak	Futaba	Ener G	LRP	Jaco	Protoform
5	5	Tom Pedano	***	***	*	TQ Cells	***	RC4less	***
6	9	David Preston	Silva	Novak	Futaba	OHP	***	***	Protoform
7	10	Troy "Dudz"	RIP 09	***	***	JBR	***	Wind tunnel	Tunnel
8	6	Steve Miller	KSG	Novak	Futaba	JBR	LRP	Jaco	Protoform
9	8	Jerry Parrott	RIP	Novak	Futaba	JBR	LRP	Wind tunnel	Protoform
10	7	Stephen Pedano	KSG	Novak	Futaba	TQ Cells	LRP	RC4less	THD



1/12 19-TURN

F	Q	Name	Chassis	Motor	Radio	Battery	ESC	Tires	Body
1	1	Mike Bean	Trinity	Ultrabird	***	Promatch	tekin	RC4less	Bandit
2	2	Curt Sanderson	Trinity	Ultrabird	***	Trinity	***	RC4less	Bandit
3	4	John Movkie	KSG	Ultrabird	Futaba	Trinity	Keyence	RC4less	Protoform
4	5	Mel MCLoy	CRC	Ultrabird	Futaba	SMC	***	RC4less	Bandit
5	3	Hopeton Williams	Hyperdrive	Ultrabird	Airtronics	Promatch	Novak	BSR	***



13.5 BRUSHLESS

F	Q	Name	Chassis	Motor	Radio	Battery	ESC	Tires	Body
1	4	Jim Rufiange	Associated	***	***	Reedy	***	Jaco	***
2	7	Michael Rutherford	Hyperdrive	Novak	Futaba	SMC	***	BSR	THD
3	3	Tom Pedano	***	***	***	TQ	***	RC4less	***
4	5	Eric Thomas	Leading Edge	Novak	Futaba	***	***	***	***
5	1	Steve Miller	KSG	Novak	Futaba	JBR	LRP	Jaco	Protoform
6	8	Jimmy Flack	Leading Edge	Novak	Futaba	Promatch	Tekin	BSR	Protoform
7	6	Stephen Pedano	Custom Works	Novak	Futaba	TQ	LRP	RC4less	THD
8	10	Scott Fisk	KSG	***	JR	JBR	Novak	BSR	Protoform
9	2	Billy Kimpton	D'Angnolo	***	***	***	***	***	***
10	9	Rick Curtis	Custom Works	Novak	Futaba	Promatch	LRP	RC4less	Protoform

Brushless and Li-Po keep growing in popularity.

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Touring cars are faster than ever.

ADAPT OR GET LEFT BEHIND

Words & Photos By: Carl Hyndman

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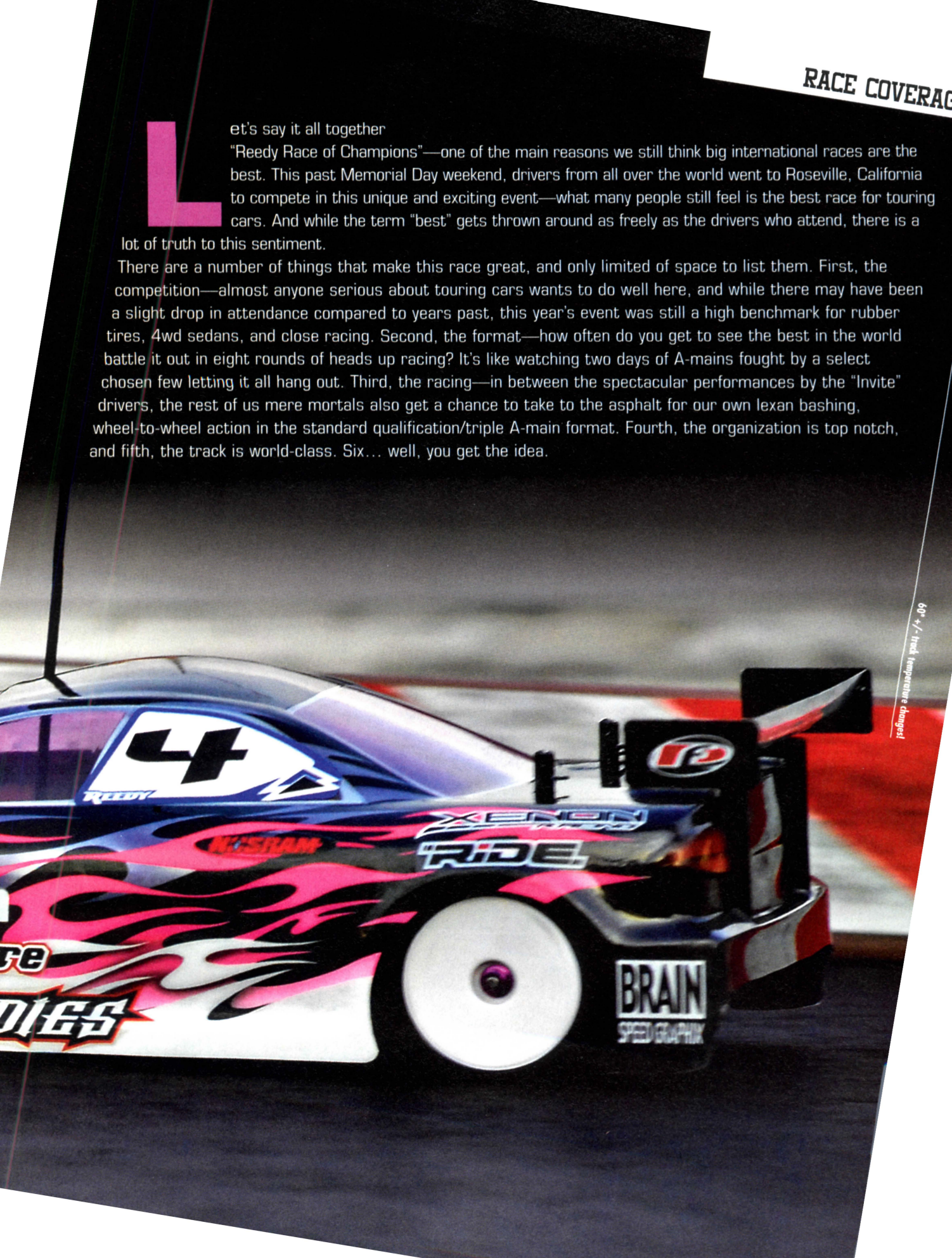
Let's say it all together "Reedy Race of Champions"—one of the main reasons we still think big international races are the best. This past Memorial Day weekend, drivers from all over the world went to Roseville, California to compete in this unique and exciting event—what many people still feel is the best race for touring cars. And while the term "best" gets thrown around as freely as the drivers who attend, there is a lot of truth to this sentiment.

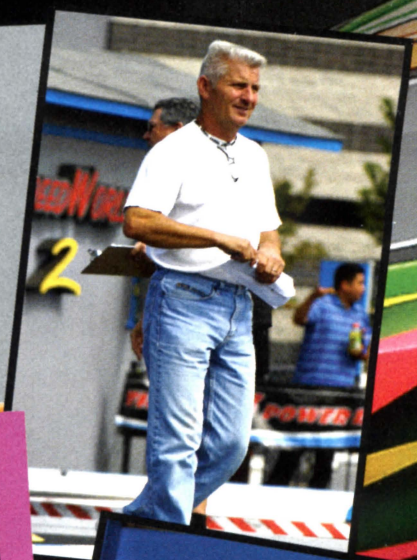
There are a number of things that make this race great, and only limited of space to list them. First, the competition—almost anyone serious about touring cars wants to do well here, and while there may have been a slight drop in attendance compared to years past, this year's event was still a high benchmark for rubber tires, 4wd sedans, and close racing. Second, the format—how often do you get to see the best in the world battle it out in eight rounds of heads up racing? It's like watching two days of A-mains fought by a select chosen few letting it all hang out. Third, the racing—in between the spectacular performances by the "Invite" drivers, the rest of us mere mortals also get a chance to take to the asphalt for our own lexan bashing, wheel-to-wheel action in the standard qualification/triple A-main format. Fourth, the organization is top notch, and fifth, the track is world-class. Six... well, you get the idea.

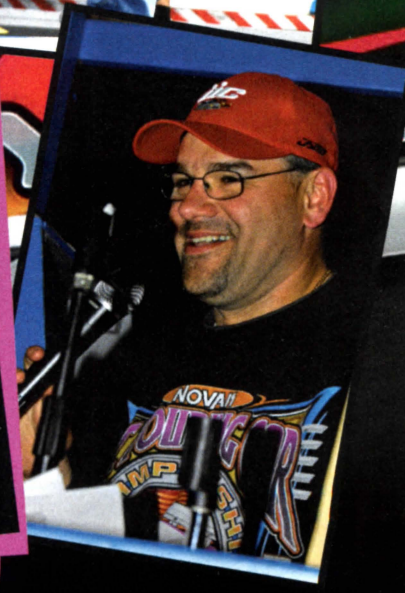


60° +/- track temperature changes!

THE TRACK

This year the Reedy Race of Champions was held at Speedway Raceway in Roseville, California (near Sacramento), since the legendary Tamiya Track in Southern California closed after last year's race. While from the outside this may seem like coming in second in an axe fight, it couldn't have been further from the truth. Track owner Billy Bowerman (you could tweak a car on his flattop) had just expanded his great facility with fresh new asphalt, upgraded everything in sight, and was ready to team up with Scotty Ernst's crew to make this tradition stronger than ever. The asphalt was very smooth and the layout was a challenge to everyone, with a little of everything to test the drivers.





01. The start/finish- Both the transponder loop and one of the most tricky sections of the track were located here. If you went wrong on this section, you were in for a car carrying slow speed in to the next turn. It also faced away from the driver's stand, so judging the distance gave the driver's depth perception a good work out.

02. The chicane- Yeah, we all know the fastest way is a straight line, but make a mistake and you could find its corners, or worse yet- a flying car stuck in the closed-in "triangle."

03. The straight- Gearing and motor were needed here, 'cause this straight was long and the cars could open it up.

04. The right hand sweeper- It was best to run it tight and fast here to set up for the infield. The key was to carry as much speed from the straight as possible without lifting too much.

05. Tight right turn- Not technically a hair pin, but a turn that tested brake timing, turn-in, etc. Many passes were made here.

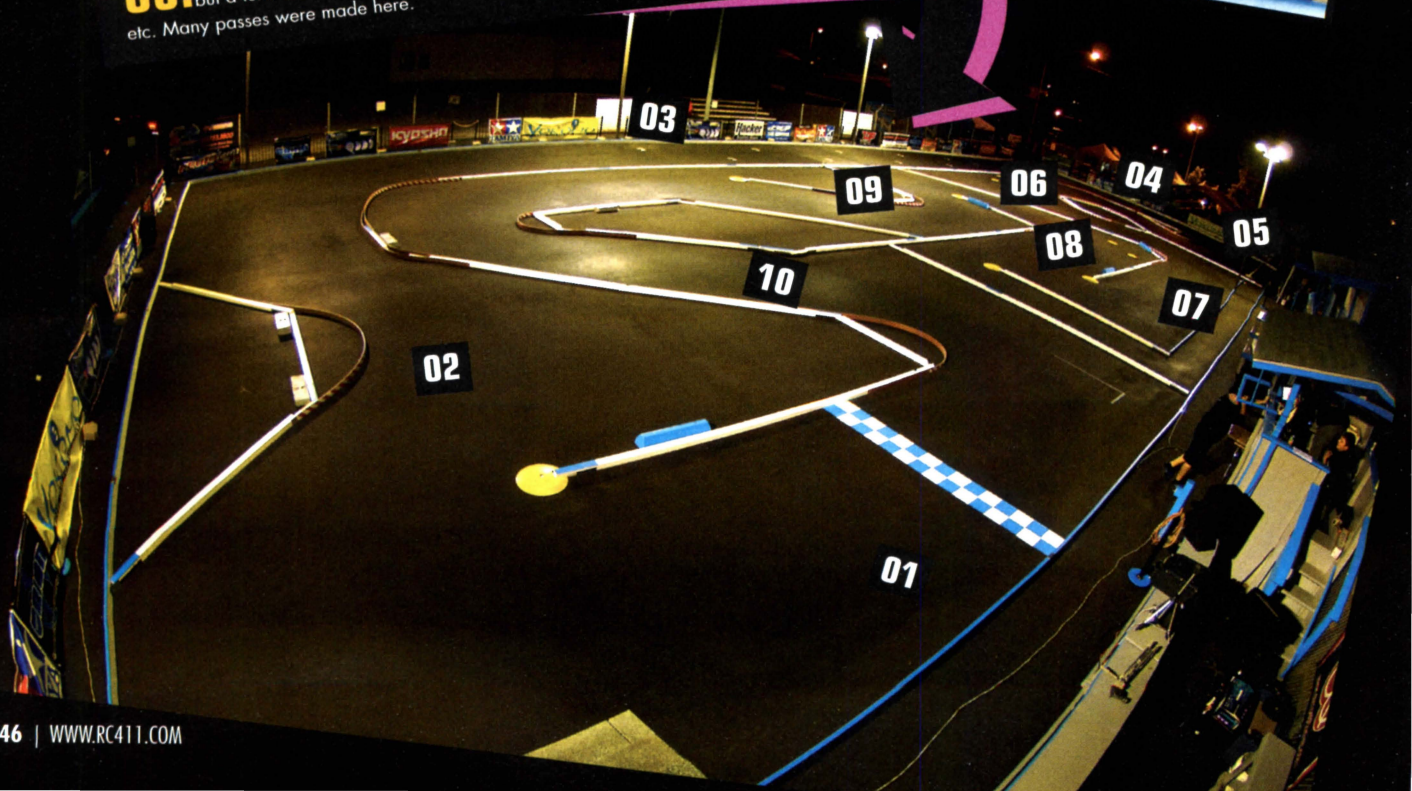
06. Left hand tear drop- This was a 360 degree turn that rewarded drivers who ran tight. Easier said than done, especially since it was attached to two s-turns and it wasn't perfectly round.

07. Short chute- After making a tight right turn, it was time to rip it and slam on the brakes. Again, many passes were made here.

08. Small infield left hand sweeper- This was one of the slower sections of the track that gave the drivers all sorts of fits. If you came in a little wide, you weren't set up very well for the next chicane section. If you came in a little too tight, the yellow dot greeted your car.

09. Infield chicane- A lot depended on how you entered this section. If you went tight early, you were golden and it really tested your set up for a quick accelerating left to right transition.

10. S-section- This was a fairly standard section that was smooth and flowing, but still needed to be driven tight or you could be passed right before the finish line.



Macho asphalt!

IN THE PITS

There's always something new and interesting to see in the pits, and here's just a sample!

1. The TOP Racing guys were at the event and made a big statement. Kevin Jelich's car (shown) got him to the first place spot in Open Mod and showed what this small company is capable of. Josh Cyrul ran the car in the invite class and many strong drivers were in the mains in the 13.5 class.

2. It was great to see Masami Hirosaka at the race this year; he and the rest of the Yokomo factory drivers drove a new prototype car.

3. Corally USA's Robbie Michaels was at the race doing a little back to the future. He opted to run the older Assassin Direct Drive 4wd chassis that really showed the efficiency of the motor attached directly to the rear axle. The thing was a speed missile- easily outpacing the field on the straight. Only some driving and set up errors kept him from taking it further, but he still managed a very respectable spot in the b-main.

4. Randy Caster's Serpent was just one of the cars from the European company to make a good showing. Billy Easton ran the car in the Invite class.

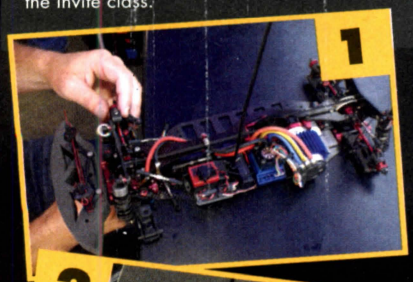
5. Tamiya was fast as always with the newest TRF416 (David Junn's car shown). Marc Rheinard drove the car to a third place overall.

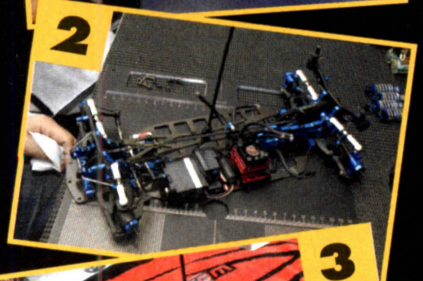
6. Alan Hewitt's Schumacher Mi3, powered by Speedpassion's motor, made an impressive showing in the 13.5 class.

7. The AE guys were on the scene with their new TC5R (Rick Hohwart's car shown).

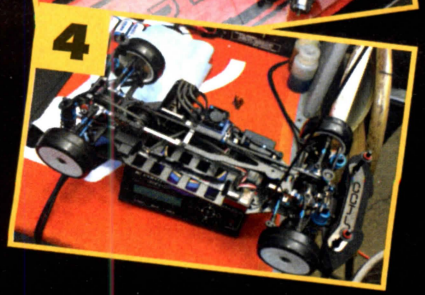
8. Matt Francis came out of retirement for this one race (it's close to his house and it is the "Reedy Race"). He ran the XRay T2 '08 with the rest of the XRay crew with impressive results- especially for a guy who rarely touches a transmitter any more.

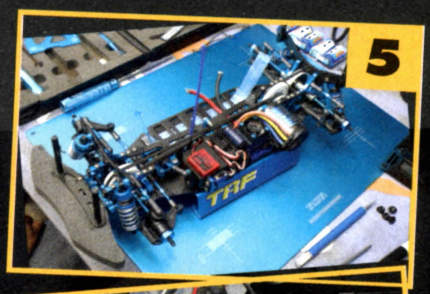
9. Hot Bodies had their new Cyclone TC chassis at the event—and yes, it was good (Andy Moore's car shown). There were three Cyclones in the Top 10 of invite, including Hara's winning car.

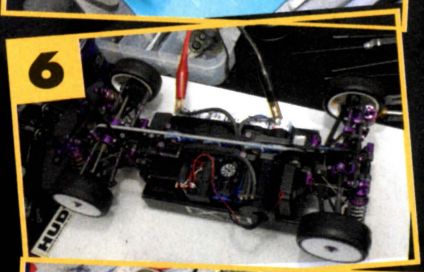




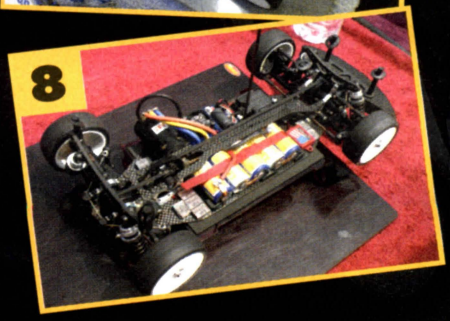












MANUFACTURED STUFF

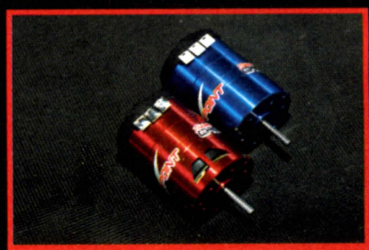
If you want to find out what manufacturers are up to, you need go no farther than a big event like this. Here are a few things we caught with the Xtreme spy camera.



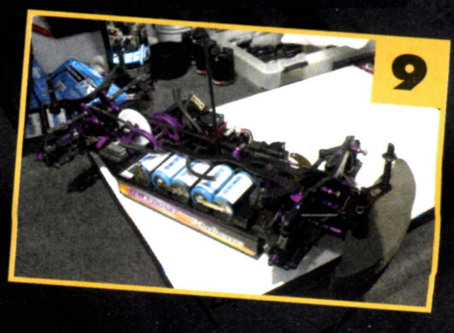
Ryan Cavalieri was using Hako's new digital iron. It has a lot of features including a key card slot. Trick!



Dale from Protoform was there making sure the most dominant bodies in touring cars continued to win. Hmmm... whatchya got there Dale? Maybe the new R9 rubber version?



Checkpoint had some new powerplants and was being run by a few of their drivers, including Mike Blackstock. Features include a two screw/ two piece endbell motor that makes adjustability very easy and weight very low. The blue motors are for offroad and will be available in 5.5t, 6.5t, and 7.5t. The red versions are meant for onroad and come in winds of 3.0t, 3.5t, 4.0t, and 4.5t. They will also have new 10.5t, 13.5t, and 17.5t for spec racing.



So much stuff, so little time.

THE RACING:



13.5 SPEC

This year it was decided that the popular 13.5 brushless motor was to be the motor of the class. In the past, 19T brushed was the choice, but with the popularity of brushless, it seems this may be a good decision for the future. No, there wasn't a hand out motor, but with strict guidelines and tech in place, racers were on their own to choose a 13.5 that suited their style and taste. Combined with choices in Li-Po or Ni-MH, as long as weight minimums were met, it was game on. Early on there were a number of drivers with a wide assortment of cars that could easily have made the coveted triple A-mains. With a two-race qualifying point system in place and tie-breakers in effect by lap times, it wasn't surprising to see five drivers with the same number of points sitting in the last qualifying spot. After some math was done, Sean Williams grabbed the last spot in the A-mains and moved the other four in to the B-main battle.

In the first main, things got off pretty clean, but after a few laps there was some lexan swapped, which moved the middle of the pack around and left the front drivers to duke it out. Bergstrom was chased hard and pressured by both Larry Fairtrace and EJ Evans, but held the spot until the closing minute when a bump shuffled him back. Larry eventually took that win with EJ Evans second and James Arluck, who patiently worked his way up, third.

In the second main, things were a bit more scattered. When the dust settled it was Kyle Bergstrom up front with Alan Hewitt closing in and local favorite Scott Barnes in the shadows. There was no sign of Fairtrace. On literally the last lap with about two turns to go, Hewitt was ready to try a move. Bergstrom went a little soft through the middle chicane and Hewitt went for it. From my point of view it looked like a door bang associated to a racing incident, but I'm no referee. Both cars spun out with Hewitt in front. The stop and go call for Hewitt was very controversial, and allowed Barnes to the front and Bergstrom back in front of Hewitt, and that is how they finished.

In the final main, things were a bit cleaner, with the leading cars all trying to get to the front. Everyone made mistakes, but it looked like it was coming down to who would make the least. Fairtrace closed on Bergstrom early and took advantage of his mistake. They swapped positions twice, but Fairtrace made the pass that he would hold till the end.

This year saw a gazillion different cars.

OPEN MOD

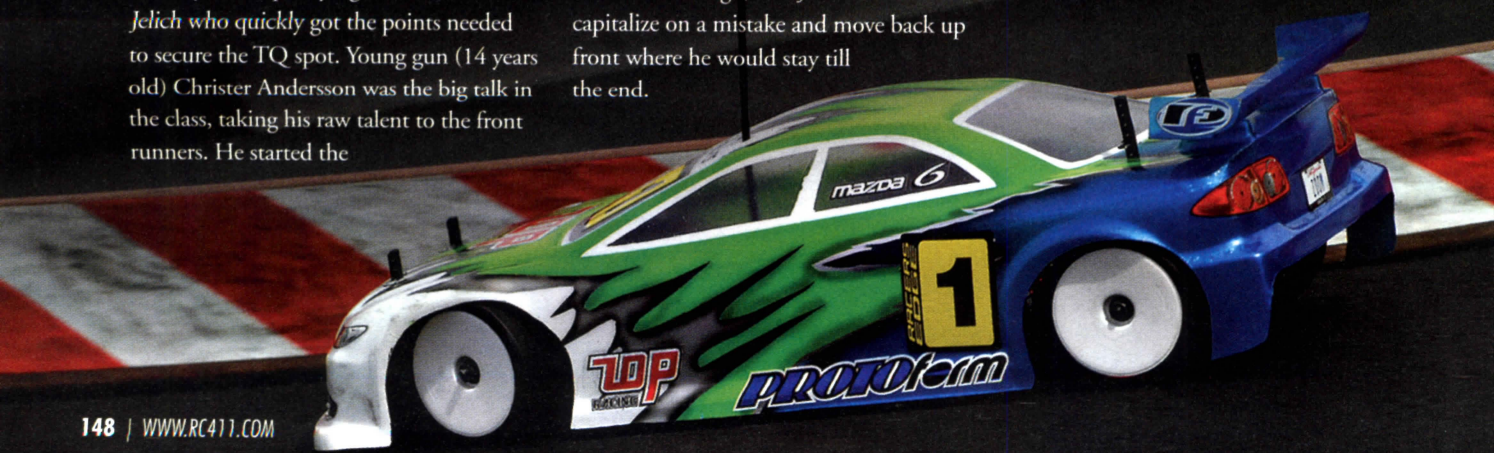
This was the smallest class in the event, but it was no less exciting. Though Li-Po, five and six-cell were allowed with their corresponding weight rules, the drivers that made the triple A-mains all used the five-cell set up due to weight benefits and feel. This class is a good stepping stone to the invite class, since the winner automatically secures a spot in the following year's invite class, giving the drivers another reason to try and get to the top of the podium.

Early on in qualifying local racer Kevin Jelich who quickly got the points needed to secure the TQ spot. Young gun (14 years old) Christer Andersson was the big talk in the class, taking his raw talent to the front runners. He started the mains in the second spot.

When the first main got under way, Jelich got out to an early lead, but it wouldn't last. He caught a corner and crashed out in the first two minutes, leaving the door wide open. Andersson, who was turning fast laps, made his move and clinched the first main, followed by Lex Tyler.

In the second main, Jelich ran strong and was shadowed by Andersson for a good eight laps till the young gun was able to make a pass. Luck wasn't on his side either though, and Jelich was able to capitalize on a mistake and move back up front where he would stay till the end.

The final main saw both drivers off to a strong start with Jimmy Jacobson right behind the pair. Andersson made an early mistake and Jacobson got by. After a few more laps, Andersson pushed his car hard and tried to set up a pass, but instead clipped the sweeper at the end of the straight, ending his run. After a few more laps Jacobson also made a mistake, and this let Randy Caster, who had been plagued by bad luck, secure the second spot. Jelich took the win and with the overall guaranteed himself a spot in to next year's invite class.



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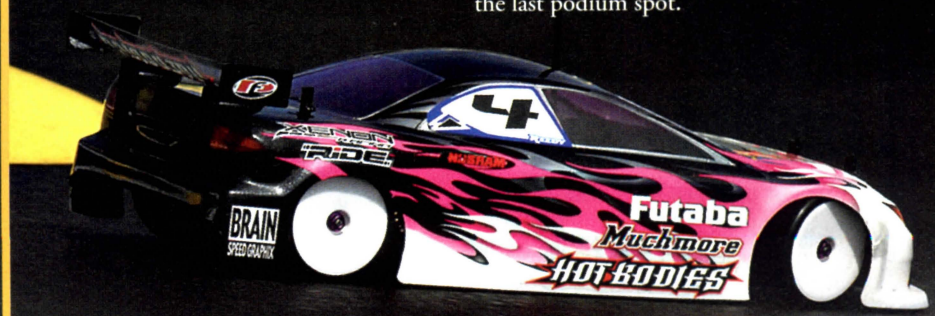
CONTROL TIRE WITH A TWIST

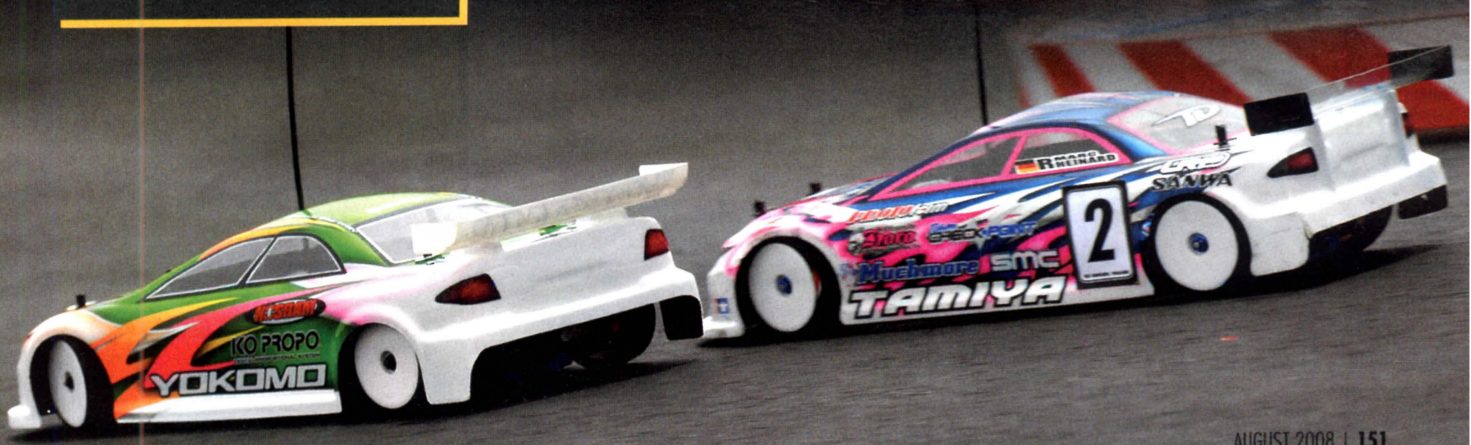
This year—once again—had a control tire (Sorex "SpeedRex" Premount 36R on Speedmind rims), but unlike the maximum 3 sets the rest of the classes had, (unless you made the triple A-mains, then you had the option to purchase another set), the invite drivers were allowed a set for each round—with a catch. They were given the tires right before their heat, and so were not able to use voodoo, like tire warmers or any sort of saucing. Now, in theory this was an awesome idea, since each driver was able to run on brand new tires, taking out the strategy of reruns that in the past have resulted in a few tenths of a second faster per lap, and when the traction and heat were up, it was great. But Mother Nature has a way of throwing curve balls at well laid plans. With a light rain on the first day of racing and some rounds moved to evening racing, track temps were way down and things became much different (in the heat, track temps were around 120º, and in the cold around 60º). What resembled something akin to flypaper soon took on the tune of Tokyo Drift. Scotty and the crew were quick to respond by allowing the invite drivers a couple more "hot" laps to get their tires up to a more respectable temp before the start of each race. It didn't solve the problem, but at least all the drivers were in the same boat and the first few laps were tentative. I'm sure this issue will be addressed more in the future.

INVITE

These guys are the cream-of-the-crop, and they didn't disappoint. They can drive, and they really needed to since the first few laps were showing low traction until the heat of the tires came up. The Reedy format of eight rounds of heads up racing was great for spectators. Each race day saw the entire group battle for four rounds of racing. Grab a seat and some popcorn, cause these guys put on a show.

With changing conditions, those who adapted well found themselves at the front of the points, and not surprisingly, the big names were on the leader board. Going in to the final round, a very interesting point battle was evolving. Hara and Masami were battling for the overall and would meet in the final race of the event. Masami needed a win with Hara behind him. But it wasn't that simple. Rheinard was in a strong position and a win would give him a podium spot as well. As the horn sounded, things got going fast and Hara found himself some trouble, which moved him all the way to the seventh spot from a mid pack start. Masami started up front and was running clean and smooth, and Rheinard was in third with Hohwart sandwiched between them. At lap nine, Rheinard made a great move on Hohwart, who caught a board in the left chicane and set his sites on Masami. In the meantime, Hara picked his way through the pack and was in fourth. With just a few laps to go, Rheinard was in a position to try a move. Masami kept the door shut, but going in to the short chute in front of the drivers' stand he left a couple of inches open on the corner. Rheinard put his car there and they rubbed doors-just enough for Rheinard to hold that position and move to the front. Masami wasn't about to give up and tried a few moves of his own, and in the meantime Hara took third position. It was amazing to see and everyone was on their feet. With only a couple of laps left Masami just couldn't find the pass he needed and Rheinard crossed the line less than .5 of a second ahead of him. Hara finished the race in third behind Masami, but with Rheinard's win, Masami was out of the win he needed for the overall. The final standings were Hara with the overall, Masami second, and Rheinard, whose win in the last race moved himself in to the last podium spot.





Only Hara can sport that hairstyle, because he is Hara.

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CONCLUSION

With the sun dropping and the trophies handed out, it was time to take in all I had seen. I was exhausted just watching the high skill and speed of the invite cars and I wasn't even in the last race. Billy Bowerman and his local crew did an awesome job of preparing the track in time to host this prestigious event and it paid off. Scotty Ernst and crew did an amazing job of running the event smooth, fair, and entertaining for all of us and this added up to a winning formula. If you missed this one, start making plans now, there's nothing like the Reedy Race of Champions. Hopefully it will continue for years to come. ✪









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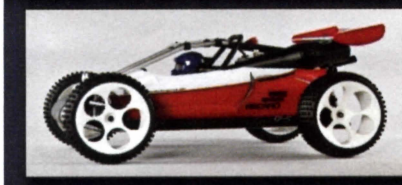

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INVITATIONAL CLASS RESULTS

F	Driver	Points	Chassis	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	Atsushi Hara	7	Hot Bodies Cyclone TC	Checkpoint 3.5	Nosram	INS	Protoform Mazda Speed 6	Futaba	Handout Sorex 36
2	Masami Hirosaka	8	Yokomo Prototype	Nosram 3.5	Nosram	Yokomo IB4600	Protoform Mazda 6	KO Propo	Handout Sorex 36
3	Marc Rheinhard	9	Tamiya TRF416	Checkpoint 3.5	LRP Sphere TC Comp	SMC	Protoform Mazda Speed 6	Sanwa M11	Handout Sorex 36
4	Viktor Wilck	10	Tamiya TRF416	Speed Passion 3.5	LRP Sphere TC Comp	SMC	Protoform Mazda Speed 6	Sanwa M11	Handout Sorex 36
5	Ronald Volker	11	Hot Bodies Cyclone TC	LRP Vector X11 3.5	LRP Sphere TC Comp	LRP HV VTEC4600	Protoform Mazda Speed 6	Sanwa M11	Handout Sorex 36
6	Jilles Groskamp	11	Tamiya TRF416	Speed Passion 3.5	Nosram	SMC	Protoform Mazda 6	KO Propo	Handout Sorex 36
7	Ralph Burch	12	XRAY T2 '008	Trinity 3.5	LRP Sphere TC Comp	Trinity IB4600	Protoform Mazda 6	KO Propo	Handout Sorex 36
8	Andy Moore	13	Hot Bodies Cyclone TC	Orion Vortex 3.5	Nosram	Orion SHO	Protoform Mazda 6	KO Propo	Handout Sorex 36
9	Paul Lemieux	15	XRAY T2 '008	Trinity 3.5	LRP Sphere TC Comp	Trinity IB4600	Protoform Mazda 6	Futaba 3PKS	Handout Sorex 36
0	Rick Hohwart	16	Team Associated TC5R	LRP Vector X11 3.5	LRP Sphere TC Comp	Reedy IB4600	Protoform Mazda Speed 6	Airtronics M11	Handout Sorex 36

OPEN MOD RESULTS

F	Q	Driver	Points	A1/A2/A3	Chassis	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	1	Kevin Jelich	200	91/100/100	TOP Scythe	Novak 4.5	LRP Sphere TC Comp	SMC	Protoform Mazda 6	Spektrum DX3R	Handout Sorex 36
2	2	Christer Andersson	199	100/99/94	Team Associated TC5R	LRP Vector X11 3.5	LRP Sphere TC Comp	Reedy	Protoform Mazda Speed 6	Sanwa M11	Handout Sorex 36
3	4	Jimmy Jacobson	196	98/91/98	Tamiya TRF416	Orion 3.5	LRP Sphere TC Comp	Orion	Protoform Mazda Speed 6	KO Propo ER-1	Handout Sorex 36
4	8	Lex Tyler	196	99/93/97	Team Associated TC5	LRP Vector X11 3.5	LRP Sphere TC Comp	Reedy 4600	Protoform Mazda 6	Airtronics M11	Handout Sorex 36
5	3	Randy Caster	194	95/95/99	Serpent S400	Orion Vortex 3.5	LRP Sphere TC Comp	Orion 4600 SHO	Protoform	INS	Handout Sorex 36
6	5	Cory Whiteman	194	96/98/91	Tamiya TRF416	LRP Vector X11 3.5	LRP Sphere TC Comp	Reedy 4600	Protoform Mazda Speed 6	Airtronics M11	Handout Sorex 36
7	7	Billy Bowerman Jr.	193	93/97/96	Hot Bodies Andy Moore Cyclone	LRP 3.5	LRP Sphere TC Comp	Slingshot	Protoform Mazda Speed 6	Futaba	Handout Sorex 36
8	6	Steve Weiss	191	97/94/92	XRAY T2 '008 EU	Novak Velociti 3.5R	Novak GTB	Trinity 4000	Protoform Mazda Speed 6	Airtronics M11	Handout Sorex 36
9	9	Jeff Wittman	191	92/96/95	Team Associated TC5R	Orion 4.0	LRP Sphere TC Comp	Orion 3600	Protoform Mazda Speed 6	Airtronics	Handout Sorex 36
0	0	Jason Moberly	187	94/92/93	Team Associated TC5	LRP 4.0	Tekin RS Pro	SMC 5000 lipo	Protoform Mazda Speed 6	Futaba 3PK	Handout Sorex 36

13.5T CLASS RESULTS

F	Q	Driver	Points	A1/A2/A3	Chassis	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	2	Larry Fairtrace	200	110/96/100	Losi JRXS Type R	Losi	Losi Xcelorin	Express 4600	Protoform Mazda Speed 6	Futaba 3PKS	Handout Sorex 36
2	1	Kyle Bergstrom	198	97/99/99	TOP Scythe	Hacker	LRP Sphere TC Comp	Thunder Power R/C	Protoform Mazda 6	Airtronics M11	Handout Sorex 36
3	5	E.J. Evans	195	99/94/96	TOP Scythe	Hacker	Losi Xcelorin	SMC	Protoform Mazda Speed 6	Futaba 3PK	Handout Sorex 36
4	0	Sean Williams	195	96/97/98	AE TC5	LRP	LRP Sphere TC Comp	Reedy IB4600	Protoform Mazda Speed 6	Futaba 3PK	Handout Sorex 36
5	8	James Arluck	193	98/95/94	Corally RDX Phi	Novak	LRP Sphere TC Comp	Express IB4600	Protoform Mazda 6	KO Propo Helios	Handout Sorex 36
6	9	Alan Hewitt	193	93/98/95	Schumacher Mi3	Speed Passion	SpeedPassion	Express Motorsports	Protoform Mazda 6	KO Propo Helios	Handout Sorex 36
7	7	Scott Barnes	192	92/100/92	Hot Bodies Cyclone	Hacker	LRP Sphere TC Comp	Orion 3600 lipo	Protoform Mazda 6	Futaba 3PK	Handout Sorex 36
8	4	Jeff Hastings	191	94/92/97	XRAY T2 '007	Novak	LRP Sphere TC Comp	SMC	Protoform Mazda 6	KO Propo Helios	Handout Sorex 36
9	6	Jay Filipow	188	95/93/93	XRAY T2 '008	Novak	Novak GTB	Trinity IB4600	Protoform Mazda Speed 6	Airtronics M11	Handout Sorex 36
0	3	Jason Ertrachter	182	91/91/91	TOP Scythe	Hacker	Losi Xcelorin	Express Motorsports	Protoform Mazda 6	KO Propo	Handout Sorex 36

No mistakes and perfect driving, or you won't be on this list.


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1/18 Indoor Off-NATIONALS

Little cars, big racing

Words By: **Derek Buono** | Photos Courtesy of: **Greg Vogel**

On-road, outdoors, on dirt wasn't fun enough.

Sometimes I have to eat my shorts, and when I do it's usually for something good. If you had asked me a few years ago if we'd be covering an 1/18-scale Nationals I would have laughed until you cried for asking such a stupid question. The world is a strange place, and for something spectacular to come out of something I thought would never happen is pretty common. RC Madness had the vision and heart to start the 1/18-Scale Indoor Nationals, where we'd race off road vehicles indoors, and on carpet. This strange mix of multiple worlds seems to have caught the attention of lots of drivers, because it has become one of the most successful and fun events in the RC racing community. It's one of the few races that had more entries than last year despite gas prices approaching "kick in the junk" high (that's $4.50/gallon if you were wondering). Normally I'd have some "okay" shots to show you, but I have to be honest. Digital cameras are great, but they also can cause heartbreak. After I got home my memory card was accidentally erased and all our shots were lost forever, which would explain why even though this race happened back in March, you're just reading about it now. What I have left are the winners' shots that Greg Vogel helped me out with, and the winners' chart. I was going to draw my coverage for the event, but I figured we'd be happier with pictures of all the winners' happy faces.





Some not-so-famous-anymore action movie star said something like, "Winning is winning, no matter how old (or young) you are!"

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Road NALS

TEAM SCREAM 2WD STOCK

F	Driver	Chassis	Transmitter	Battery	Motor	Speed Control
1	Mike Haynes	Losi Mini T Pro	JR	Losi	Handout	---
2	Aaron Wilson	Thunder Tiger ZT2	Nomadio	Psycho Cells	Handout	Castle Sidewinder Micro
3	Mike Bassett	Losi Mini T	JR Rx2	Intellect	Handout	Novak Micro GT



XCELORIN 2WD OPEN

F	Driver	Chassis	Transmitter	Battery	Motor	Speed Control
1	Billy Fischer	Mini T Pro	JR	Losi	Hacker	Quark
2	Dave Graboski	Diggity Designs Mini T	Airtronics	Team Scream 1500	Team Scream 16-turn	Tekin B1
3	Mike Wilder Jr.	Thunder Tiger ZT2	Futaba	Team Scream	Team Scream	Tekin



REEDY 4WD STOCK

F	Driver	Chassis	Transmitter	Battery	Motor	Speed Control
1	Zack Barry	M18T	M11	Team Scream	Handout	Tekin B1
2	Josh Anderson	RC18T	M8	Reedy VMX 1400	Handout	LRP Quantum 2 Micro
3	Mike Haynes	---	JR	Team Scream	Handout	---



NOVAK 4WD OPEN

F	Driver	Chassis	Transmitter	Battery	Motor	Speed Control
1	Alex Galenski	Exotek Tek18x	Futaba	---	Castle	Mamba 25
2	Billy Fischer	RC18T	JR	Losi	Hacker	Quark
3	Dave Graboski	Diggity Designs 18T	Airtronics	Team Scream 1500	Team Scream 16 -turn	Tekin FX



DURATRAX PRODUCTION BUGGY

F	Driver	Chassis	Transmitter	Battery	Motor	Speed Control
1	Bob Steliflue	RC18B	KO Propo Helios	Reedy VMX R-14	Stock	Stock
2	Wesley Dennis	RC18B	JR Z1	Team Scream	Stock	Stock
3	Dan Gomez	RC18B	Futaba 3PK	Reedy	Stock	Stock



We bet people are mad that their photos were erased!

edy, Apogee • Tamiya • Team Scream Xcelerin • Quark • Losi • Duratrax • Atomic Mods • SMC

APOGEE PACKS BUGGY OPEN

F	Driver	Chassis	Transmitter	Battery	Motor	Motor
1	Zack Barry	M18B Pro	M11	Max Amps	Tekin Redline 6.9	Tekin Mini Rage
2	Josh Anderson	RC18B	M8	Apogee	LRP Brushless	LRP Nexxt
3	Andy Castellini	RC18B	Associated	Team Scream	Tekin	Tekin



ATOMICMODS.COM RALLY STOCK

F	Driver	Chassis	Transmitter	Battery	Motor	Speed Control
1	Tony Priolo	RC18R	Airtronics/Spektrum	---	Handout	---
2	Ron Spinelli	RC18R	M11	Team Scream	Handout	Tekin B1
3	Greg Vogel	RC18R	Futaba	Reedy	Handout	XPS



CASTLE CREATIONS RALLY OPEN

F	Driver	Chassis	Transmitter	Battery	Motor	Speed control
1	Aaron Wilson	RC18R	Nomadio	Flight Power LiPo	Castle Competition X	Castle Sidewinder Micro
2	Dillion Spinell	RC18R	M8	Apogee	Mamba	Tekin
3	Jamie Lepley	RC18R	JX XS 3Pro	Thunder Tiger	Mamba	Mamba



SMC NOVICE

F	Driver	Chassis	Transmitter	Battery	Motor	Speed Control
1	Hayden Jennings	RC18B	Stock	Psycho Cells	Stock	Stock
2	Andrew Bishop	RC18T	M8	Team Scream	Stock	Stock
3	Alec Crosier	RC18B	Spektrum DX2	EP 1500	Stock	Stock



LOSI MINI SLIDER OPEN

F	Driver	Chassis	Transmitter	Battery	Motor	Speed control
1	Billy Fischer	Mini Slider	JR	Losi	Losi	Losi
2	Jamie Lepley	Mini Slider	Stock	Thunder Power LiPo	Stock	Stock
3	Rosario Giarratna	Mini Slider	Futaba 3Pk	Team Scream 1500	Trinity Cobalt	Losi



DURATRAX MINI MONSTER CLASS

F	Driver	Chassis	Transmitter	Battery	Motor	Speed control
1	Billy Fischer	Mini LST 2	JR	Losi	Hacker	Quark
2	Zack Barry	M18MT Pro	M11	Max Amps	Tekin Redline 6.9	Tekin Mini Rage
3	Andy Castellini	NOW	Airtronics	Trinity	Tekin	Tekin



TAMIYA USA TAMTECH

F	Driver	Chassis	Transmitter	Battery	Motor	Speed control
1	Carissa Figelski	Wild Boar	Futaba 3PK	SMC 1400	Handout	Tekin B1
2	Greg Vogel	Desert Gator	Futaba	Team Scream	Handout	LRP
3	Kregg Kerr	Frog	Nomadio	---	Handout	Stock



CONCLUSION

Mini racing is actually just like the larger scales. This year's event was the best yet, and odds are that next year will be even better. Who would have thought that indoor offroad racing would be so popular? Lots of people, apparently! Mini cars might not be the fancy of many hardcore RC racers, but for those who want to have a little fun with little cars and feel big at the end, this is the race for you. Thanks to all the sponsors and the RC Madness crew whose dedication to the sport deserves to be rewarded.

We'll make it up next year. Promise!

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1/10 SCALE READY-TO-RUN 4WD DRIFT CAR

E10 DRIFT



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(Not included in "Assembled" versions)



#10702 RTR E10 DRIFT with Mazda RX-7 FD3S (Painted/190mm)
#10760 E10 DRIFT with Mazda RX-7 FD3S (Painted/190mm) (Assembled, with no radio, battery, charger)



#10703 RTR E10 DRIFT with Toyota Sprinter Trueno AE86 (Painted/190mm)
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DRIFT VERSION

1/10th scale 「E10 Drift」



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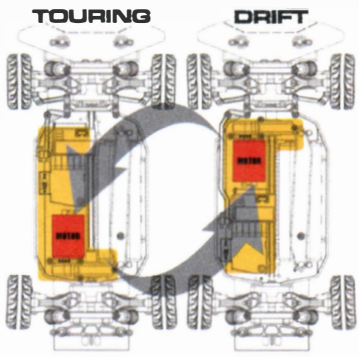

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1/10 SCALE READY-TO-RUN SPORT 4WD TOURING CAR

E10 TOURING



SPECIFICATIONS

Length: 14.8" (375mm)
Width: Adjustable 7.32", 7.56", 7.80"
Wheelbase: 10" (255mm)
Weight: 2.8lbs. w/o body (1280g)
Drive System: Shaft Drive 4WD
Drive Ratio: 7.48:1

EASY TO DRIVE!



#10704 RTR E10 with Lamborghini Murcielago (Painted/200mm)
#10762 E10 with Lamborghini Murcielago (Painted/200mm)*
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#10705 RTR E10 with NISSAN SKYLINE R32 GT-R (Painted/200mm)
#10763 E10 with R32 SKYLINE GT-R (Painted/200mm)*
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#10706 RTR E10 with Ford Mustang GT-R (Painted/200mm)
#10764 E10 with Ford Mustang GT-R (Painted/200mm)*
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TOURING VERSION

1/10th scale 「E10 Touring」



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Shiny chrome Gram Lights wheels!

COMPATIBILITY

With the E10 you're not stuck with a toy car that can't be fixed or upgraded. The E10 is a fully compatible RC racing car that uses industry-standard wheels, tires, bodies, radio equipment, batteries, motors, shocks, springs, etc. If you want a car that can be customized, the E10 is the car for you!

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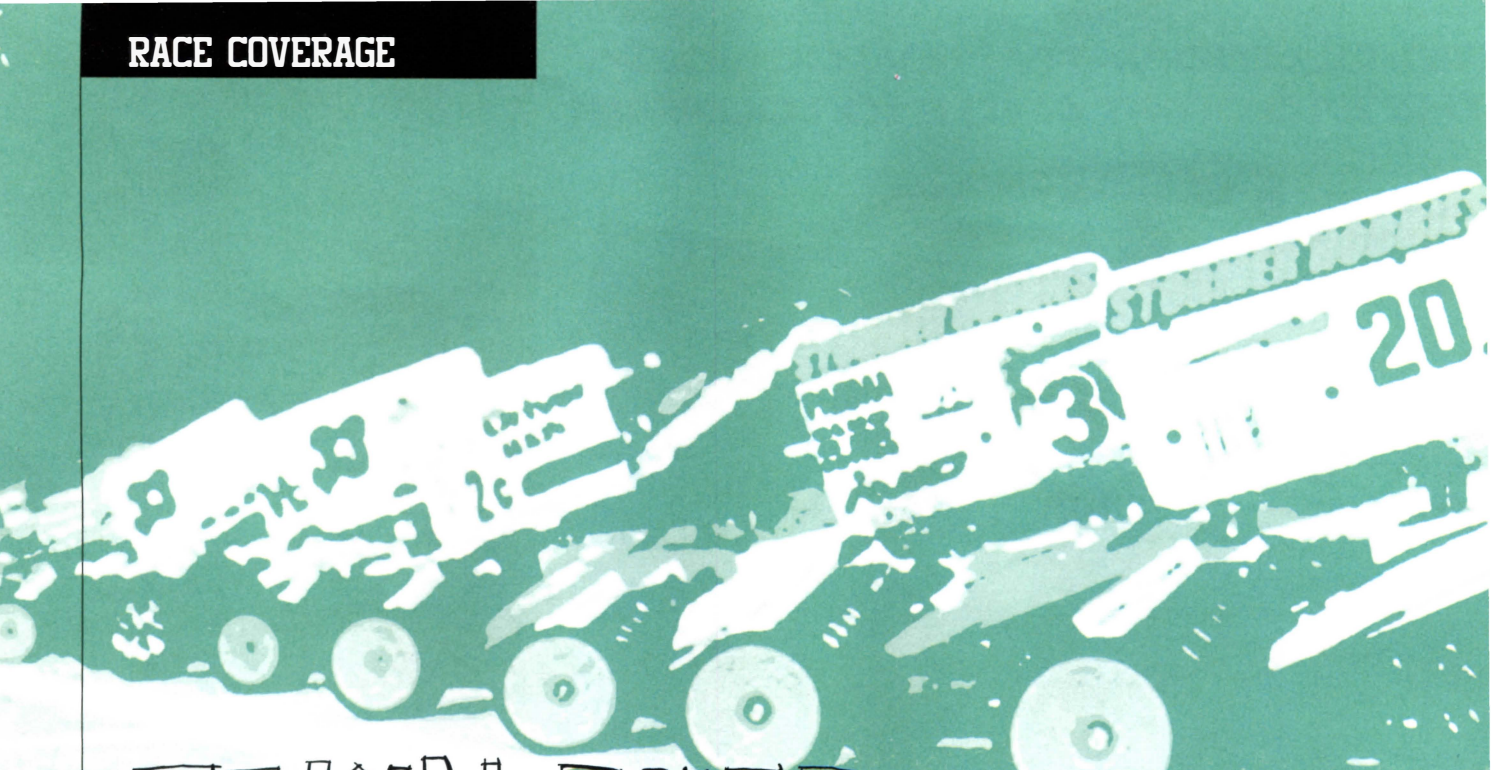


Round and around we go.

TEKIN SHORT TRACK NATIONALS

words and photos: Bob Stormer

The first ever Tekin Short Track Nationals, sponsored by stormerhobbies.com, is over and was considered a huge success by all who attended. Short track oval racing, including the Team Losi Sliders in four different classes on a 24x50' carpet oval, was what it was all about. The brainchild event of Bob Stormer and Tekin owner Jim Campbell was held the weekend of March 8-9 in Billings, Montana. The event was held the same weekend as the ROAR region 11 Carpet Championships. One round of the Regionals was run, and one round of the short track nationals was run. And because there were two complete timing systems, racers could practice on both tracks at the same time. Oval guys had to stick to Spektrum to avoid any radio conflicts. Racers largely from Colorado, Montana, and North Dakota made up the show.









Two tracks, one cup? Oh, I thought you said two...

TWO TRACKS - ONE CUP

The event was promoted on both rctech.net and one18th.com, two very popular forums. The Billings Shrine auditorium was large enough that it was possible to set up two complete tracks at this event. The Road Course Regionals and the Short Track Nationals ran side by side without a problem. Each even had its own timing and scoring systems. Race announcer Doug Papka (the voice of the 2007 TCS finals) from Seattle Indoor Raceway, was on hand to announce the races. He did a top-notch job keeping the events on time and letting racers and spectators know what was happening on the track.

RULES OF THE RACE

There were four classes of racing with the Losi Sliders–two sprint classes, one stock and one modified, and full bodied late model cars, one class largely stock and one modified. With those classes came four new National titles up for grabs. Bob Stormer wrote the rules for the all the classes. All the classes had their own quirks and nuances as well, which made for great variation and racing. The only allowed tires were the foam Losi mini tires, and the traction and wear were perfect. Stock Sprint, and stock Late Model were allowed a slipper upgrade, shocks, springs, and brushed speedo. Modified Sprint and Late Model were also allowed to run ball diffs, aftermarket chassis, aluminum suspension bits, and Tekin mini-rage brushless systems. The lap times were very good and the class separations were as well.

ROCK, PAPER, SCISSORS

To get things rolling, a fast, single elimination "Rock-Paper-Scissors" tournament was held at the drivers' meeting for everybody in the building. It eventually came down to ' Rich Green and Kevin Phillips. The first throw was a tie—both men threw scissors. On the second throw, Kevin threw paper and Rich threw scissors for the win. What did Rich win? How about a brand new ready-to-run Losi Slider courtesy of Stormer Hobbies and Team Losi!

RACING

All the heat races were done using a rolling IFMAR start. The race announcer announced the order and let the drivers circle the track at a slow pace until they bunched up nice and clean, when he'd start the race. For the mains, it was a rolling start: when you heard the horn, you HIT IT.

Stock Sprint: Mark Wernimont from Fort Collins, Co came out fast early on in Stock Sprint and was one of the first guys in the three second lap range, along with Eric Grosse of Minot, ND. Mark's traveling and racer buddy Rich Lewerke wasn't even initially entered in the race, but after watching the first round of racing, he couldn't stand not to be having that much fun, so he promptly bought himself a rock stock slider and entered the event, along with Mike Tompkins from Pingree, ND. What's cool about that is that both drivers were instantly right in the middle of the battle and were capable of winning the show. In fact, Mark thought Rich had such a good working car, he swapped classes to mod to give a







TEKIN SHORT TRACK NATIONALS

Rich a better shot in the stock main, as Rich had a pretty smooth setup, right off the bat. After five rounds, only three drivers were able to crack the 70 lap barrier: Rich Lewerke, Justin Poulson, and TQ Eric Grosse, with a 73/5:07 run.

STOCK SPRINT MAINS

It was an eight-car show, and two of the top four were picked up at the event. TQ, Eric Grosse was on the pole. When the horn sounded it was practically chaos, with eight cars all turning laps in the high three to low four-second range. It was pretty cool, and the crowd and spectators agreed. For the first 20 laps, Mike and Eric swapped the lead six times until Eric got the TQ curse with some traffic and dropped back to 4th. Mike Butts was the first guy out of the race, but he got spun on the main straight and another car instantly collected him at full speed and ripped the nose off his car, ending Mike's main event on the 12th lap. Mike did, however, win the "Crunch and Munch" award for the most carnage in a main event. Chuck Carmin turned the second fastest lap of the main with a 3.896, but he was out on lap 36 with mechanical failures. Scott Smith got a rough start and actually worked himself up through the field and pulled out a 2nd place overall. Rick Keiser also had a decent run and took himself from 8th qualifier up to 4th. In the end, Mike Tompkins, having bought his car at the event, took over the lead on lap 20 and held it right to the end, never blinking one time in eight minutes. His best lap was 3.859.

Mod Sprint: This was a nice fast class. Most of these cars had the Tekin Mini-Rage system and could wheelie if the slippers were perhaps a bit tight. It was kind of fun to have that kind of horsepower on tap, and it made for great racing. Everybody gathered when the mod racing came to the line to see what would happen. Tyler Lynn from Pingree, North Dakota was the early fast guy with laps in the 3.3-3.5 range, along with Bob Stormer of Glasgow, Montana. Early qualifying was dominated by Tyler and Bob, and when the smoke cleared, Tyler Lynn was TQ by .675 seconds, with an 83/5:02.009 to Bob's 83/5:02.684. In the mains, Tyler sat on the pole and when the horn sounded pushed wide and gave Bob a shot down low. Stormer led for three laps, got tangled up, lost a tie-rod, and dropped to 5th. This left the door open for Evan Billingsely, Darren Kobelt, and Mark Wernimont. Mark had car trouble about halfway through and dropped out on lap 41 with a broken arm. Darren and Evan battled for 3rd and 4th. Evan was able to turn a faster lap with a 3.797 to Darrens 3.966, but in the end Darren's car was a bit smoother and he went on take 3rd, with Evan in 4th. Bob fought back up to 2nd but couldn't catch Tyler who checked out for the win with a 77/5:02.

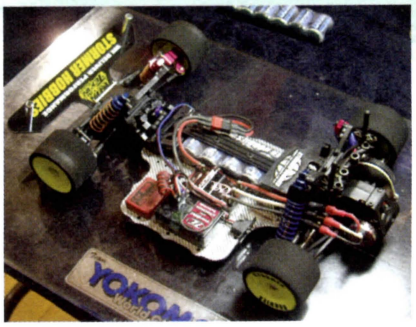
Late Model: This was a fun class to be sure. It was a lot easier to drive and there was a lot less flipping and crashing than the open wheel cars. There were only four entries, so stock and mod were run together. Bob Stormer came out with some serious Tekin power and set the TQ at 85/5:01.901, with Evan Billingsley in 2nd. In stock, Josh Watts of Billings Montana TQ'd over Kevin Winsor of Billings with a 68/5:00.995. Late model racing is a lot more controlled and considerably less eventful than open wheel sprint car racing.

How'd the classes fair? Here's a quick look at the TQ list:
73/5:07.396, Stock Sprint, Eric Grosse
68/5:00.995. Stock Late Model, Josh Watts
83/5:02.009, Modified Sprint, Tyler Lynn
85/5:01.191, Modified Late Model, Bob Stormer

The racers got themselves custom jackets embroidered with the logos of the event and sponsors Tekin, Stormer Hobbies, and Team Losi. Not too shabby for a $25 entry fee! To top it all off, all the entry fees were donated by Stormer Hobbies to the Magic City RC Club. Way to go, Stormer!

CONCLUSION

We'd like to thank the Magic City RC racers for all their help in making sure the Regionals and Nationals were successful. Thanks also go to the folks at Team Losi, Tekin, and Stormer Hobbies for everything they did for the racers and to see that the event was a success. Hope to see you there next year!







Someone give Mike Butts a cigar.



FINAL RESULTS, AND SINGLE FASTEST LAP

Sprint stock:
1) Mike Tompkins, 3.859
2) Scott Smith, 4.070
3) Eric Grosse, (TQ) 3.987
4) Rick Keiser, 4.108
5) Rich Lewerke, 3.958
6) Justin Poulson, 4.160
7) Chuck Carmin, 3.896
8) Mike Butts, 4.20

Mod Sprint:
1) Tyler Lynn, TQ, 3.428
2) Bob Stormer, 3.333
3) Darren Kobelt, 3.966
4) Evan Billingsley, 3.797
5) Mark Wenrimont, 3.889



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

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- New heavy duty brake disc and pad
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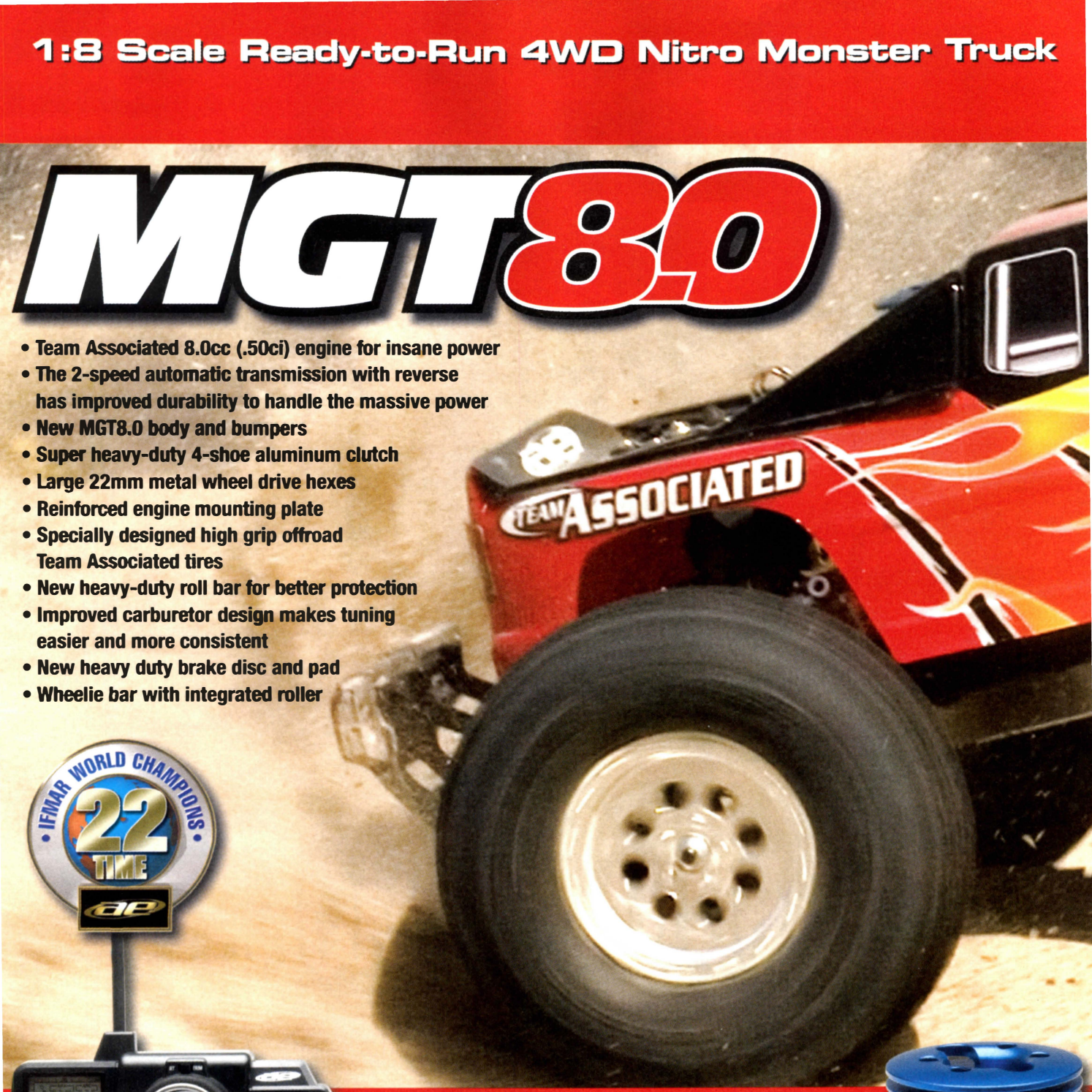
IFMAR WORLD CHAMPIONS 22 TIME





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ULTIMATE 2.2 RC ROCK CRAWLING TIRE GUIDE

Words: Dave Palacios **Test Drivers:** Dave, James Revilla, and Nathan Thompson

RC Rock Crawling has been popular for years among the hard-core group of enthusiasts. The problem was that they had to make due with what was available, and sometimes what was available wasn't all that great. Thankfully however, manufacturers have taken notice to this growing, untapped niche and are doing something about it by coming out with new and better products to satisfy the demand. One item in particular that has seen tremendous growth lately is the rock crawler tire market. Two of the largest (Pro-Line and Losi) off-road tire manufacturers—along with a few smaller ones—have entered this niche market for their piece of the pie, but with so many crawling tires available these days, which is the best tire for you? We gathered the most popular tires used, along with a couple of promising contenders, collected lots of data, and put the tires through the paces to give you our Ultimate RC Rock Crawling Tire Guide.

If you're wondering where that photo was taken it was in the Johnson Valley OHV area.



ULTIMATE 2.2 RC ROCK CRAWLING TIRE GUIDE

THE CONTENDERS

There are so many tires that are being used for RC crawling, so we had to narrow down the field to the most widely used tires, including a couple of promising new comers. All tires in this guide meet the strict guidelines for use in competition on 2.2 rigs according to the USRCCA rules.



Don't live in the SoCal area, visit www.rccrawler.com to find a club in your area.

AXIAL ROCK LIZARDS

www.axialracing.com



THE SPECS

PART NUMBER:	AX12011	TREAD WIDTH:	102.7mm
MSRP:	$24	LUG HEIGHT:	3.5mm
COMPOUND:	Race	WEIGHT:	91g
DIRECTIONAL:	Yes	BRAKE HOLD:	52°
HEIGHT:	130mm	SIDE HILL:	45°*
WIDTH:	54.6mm	INCLINE:	44°/46°

THE DETAILS

PERFORMANCE: ★★★☆☆

APPEARANCE: ★★★☆☆

- Long wear
- Aggressive tread pattern
- Not as much grip as we would have liked
- Erratic performance
- Medium grip

The Rock Lizards are available in two compounds, the race version we tested here and the stock version provided in their AX-10 Scorpion kit and RTR. During our testing we found the Rock Lizards to be an all-around tire best suited for the "basher" or leisure crawler.

LOSI ROCK CLAWS

www.losi.com



THE SPECS

PART NUMBER:	LOSA7682B	TREAD WIDTH:	88.2mm
MSRP:	$20	LUG HEIGHT:	3.2mm
COMPOUND:	Blue	WEIGHT:	91g
DIRECTIONAL:	Yes	BRAKE HOLD:	54°
HEIGHT:	126mm	SIDE HILL:	49°*
WIDTH:	54.9mm	INCLINE:	48°/50°

THE DETAILS

PERFORMANCE: ★★★★★

APPEARANCE: ★★★☆☆

- High grip
- Long wear
- Consistent performance
- Smaller diameter than most tires

The Rock Claws are consistent performers combined with a long tread life. They provided precise control throughout testing and were able to be kept under perfect control even under slippery conditions. Two out the three drivers in our testing chose this tire as their favorite.

PANTHER COUGARS

www.pantherteam.com



THE SPECS

PART NUMBER:	T485	TREAD WIDTH:	75.6mm
MSRP:	$16	LUG HEIGHT:	3.6mm
COMPOUND:	N/A	WEIGHT:	68g
DIRECTIONAL:	Yes	BRAKE HOLD:	53°*
HEIGHT:	130.2mm	SIDE HILL:	47°*
WIDTH:	53.7mm	INCLINE:	49°/52°

THE DETAILS

PERFORMANCE: ★★★★★

APPEARANCE: ★★★☆☆

- High grip
- Precise control
- Long wearing rubber compound
- No sidewall tread
- Similar tread design as the Losi Rock Claws

The Cougars provided very similar performance as the Losi's but with a taller overall height. The lack of sidewall tread may have been a contributing factor as to why the Cougars didn't fold in off-camber turns as much as other tires.

WHAT DOES ALL THAT DATA MEAN?

There are a few self-explanatory terms in the data so we'll leave those to you to figure out, but for the other stuff, let us explain.

COMPOUND: The designation to describe the softness of the rubber used by the manufacturer. There's no standard so you'll have to compare for yourself from brand to brand.

DIRECTIONAL: Some tires display a distinct direction to the tread pattern. When testing we put the patterns in the same direction on all tires, with the lugs pointing forward when looked at from above. It's debatable on which direction is correct for each tire, but we felt the same direction for all tires would keep things fair.

TREAD WIDTH: This is the measurement of the entire tread width that wraps around the tire from sidewall to sidewall. Note: Width alone is just the measurement of the tire across the tires' contact area.

LUG HEIGHT: The lug height was measured on the tallest lug at the center line of the tire. Please note that some tires have taller lugs on the tires edge.

BRAKE HOLD: This was a test to measure the maximum angle the tire can hold onto an inclined plane without moving. The rig was placed at the very center of the plane with the front end pointing downward as if descending. The angle shown is the angle at which the tires either lost traction by sliding, or where the center of gravity was exceeded and the rig tipped (noted with a *). We decided to include the tipping angle because applying pressure to maintain contact would have provided false traction.

SIDE HILL: This is the same as brake hold except the rig was placed horizontally on the

PRO-LINE
BADLANDS
www.prolineracing.com



THE SPECS

PART NUMBER:	1144-02	**TREAD WIDTH:**	85.6mm
MSRP:	$22	**LUG HEIGHT:**	3.5mm
COMPOUND:	M3	**WEIGHT:**	62g
DIRECTIONAL:	No	**BRAKE HOLD:**	55°*
HEIGHT:	126.3mm	**SIDE HILL:**	45°*
WIDTH:	52.3mm	**INCLINE:**	49°/51°

THE DETAILS

PERFORMANCE: ★★★★★

APPEARANCE: ★★☆☆☆

- Aggressive tread
- Decent lug spacing
- Excellent grip when new
- Lugs are small, but tall
- Medium tire wear

The Badlands were an impressive tire overall. However, the taller lugs flexed a little under higher wheel speeds causing some inconsistencies in traction over the rougher areas of the course.

PRO-LINE
FLAT IRONS
www.prolineracing.com



THE SPECS

PART NUMBER:	1146-12	**TREAD WIDTH:**	93.1mm
MSRP:	$22	**LUG HEIGHT:**	2.2mm
COMPOUND:	M3	**WEIGHT:**	77g
DIRECTIONAL:	No	**BRAKE HOLD:**	58°
HEIGHT:	122.8mm	**SIDE HILL:**	47.5°
WIDTH:	51.8mm	**INCLINE:**	46°/49°

THE DETAILS

PERFORMANCE: ★★★★★

APPEARANCE: ★★★★☆

- Scale looks in a performance tire
- Nice sidewall tread
- Becomes unpredictable in slippery conditions
- Medium to high grip

James ran the tire first and experience awesome grip and maneuverability, but by the time the third driver ran them, there was a noticeable decrease in grip. As far as scale looks go, these are among some of the best looking tires we've seen.

PRO-LINE
HAMMERS
www.prolineracing.com



THE SPECS

PART NUMBER:	1145-12	**TREAD WIDTH:**	94.1mm
MSRP:	$22	**LUG HEIGHT:**	3.4mm
COMPOUND:	M3	**WEIGHT:**	87g
DIRECTIONAL:	Yes	**BRAKE HOLD:**	55°*
HEIGHT:	121.9mm	**SIDE HILL:**	47°*
WIDTH:	52.1mm	**INCLINE:**	49°/53°

THE DETAILS

PERFORMANCE: ★★★★★

APPEARANCE: ★★★☆☆

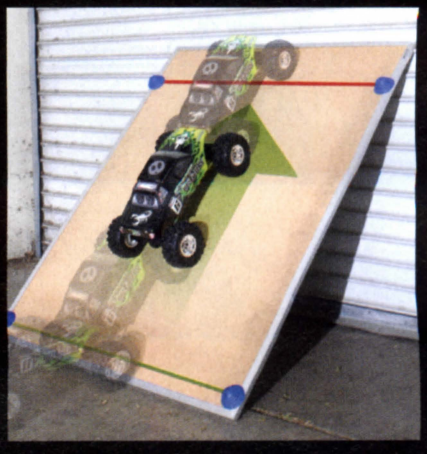
- Excellent lug spacing
- Large sidewall tread area
- Longer lasting tread wear
- Medium grip

The combination of the tread pattern and rubber compound resulted in a longer wearing tire than some. They performed consistently with average maneuverability characteristics.

That was a lot of tires to mount and glue.

incline plane and side bite was measured. Again we included the tipping angle when the center of gravity was exceeded (noted with a *). For consistency the rig was placed facing the left for every Side Hill test.

INCLINE: The incline numbers are a pair of numbers. The first number is the angle at which the rig was able to climb at 50% throttle for a designated distance without showing signs of the tires slipping. The second number is the maximum angle the rig was able to climb to the same designated point, again at 50% throttle, with the tires slipping the whole way up. As long as the rig was maintaining forward movement we let the rig climb to the designated point. In some cases the rig lost forward momentum inches from this point; in those cases the angle was considered not achievable. All incline tests were performed three times and the greatest angle completed was the one recorded. Small steering inputs were only used to keep the rig centered on the incline, but not in a way to attempt to gain extra traction.



Right: The line at the top of the incline plane (marked in red) was the designated point in which all tires needed to carry the rig to in order to be considered successful.

ULTIMATE 2.2 RC ROCK CRAWLING TIRE GUIDE

We would like to thank the guys at RCP for their help and the use of their rock course.

PRO-LINE MASHER 2000'S

www.prolineracing.com



THE SPECS

PART NUMBER:	1074-02	TREAD WIDTH:	101.6mm
MSRP:	$22	LUG HEIGHT:	4.1mm
COMPOUND:	M3	WEIGHT:	95g
DIRECTIONAL:	Yes	BRAKE HOLD:	58°*
HEIGHT:	129.1mm	SIDE HILL:	49°*
WIDTH:	57.8mm	INCLINE:	48°/50°

THE DETAILS

PERFORMANCE: ★★★☆☆

APPEARANCE: ★★★★☆

- Chevron tread sheds mud and debris away from the tire
- Excellent choice for muddy or sandy conditions
- Average grip is maintained for longer period even in the M3 compound
- Small sidewall tread area
- Variable grip
- Lugs on the edge fold and cause inconsistent traction when climbing

If you run in muddy or sandy areas the Masher 2000's (M2K's) work incredibly well compared to other tires. However when climbing tough inclines, the M2k's tend to be inconsistent causing the rig and it's suspension to shake, in turn causing the rig to loose momentum.

PRO-LINE MOAB'S

www.prolineracing.com



THE SPECS

PART NUMBER:	1120-02	TREAD WIDTH:	95.3mm
MSRP:	$22	LUG HEIGHT:	2.2mm
COMPOUND:	M3	WEIGHT:	74g
DIRECTIONAL:	Yes	BRAKE HOLD:	54°
HEIGHT:	126.8mm	SIDE HILL:	46°*
WIDTH:	52.8mm	INCLINE:	45°/46°

THE DETAILS

PERFORMANCE: ★★★★☆

APPEARANCE: ★★★☆☆

- The first "Crawler" specific tire on the market
- Aggressive sidewall tread
- Not the best looking tire
- Medium to high grip

The first "Crawler" specific tire on the market can still hold its own amongst the newer designs. The combination of tread pattern and rubber compound results in a longer lasting tire than others in the group. This tire can be a little unpredictable in low traction situations, but overall is a good performer.

RC4WD MUD SLINGERS

www.rc4wdstore.com



THE SPECS

PART NUMBER:	MudS2.2Soft	TREAD WIDTH:	88.2mm
MSRP:	$25	LUG HEIGHT:	4.1mm
COMPOUND:	Soft	WEIGHT:	103g
DIRECTIONAL:	Yes	BRAKE HOLD:	55°*
HEIGHT:	124mm	SIDE HILL:	47°*
WIDTH:	51.5mm	INCLINE:	49°/53°

THE DETAILS

PERFORMANCE: ★★☆☆☆

APPEARANCE: ★★★★★

- Very realistic looking tire
- Very aggressive tread and sidewall
- Excellent for mud and sand
- Compound too firm for competition use
- Erratic traction control
- Low grip

This tire was designed with scale looks in mind more than performance and is by far the best looking tire in the group. The large lugs on the tire edge flex fairly easy and cause erratic control in both uphill climbs and rough trail driving. However the deep tread and large side lugs do well in proving plenty of paddle power through the thick stuff.

THE GOODS

In order to maintain controlled testing we opted to use the same equipment for all the tires. All tires were glued onto RPM's wide wheelbase Revolver rock crawling wheels (#82233), each tire stuffed with Pro-Line's memory foam inserts (#6197-02). We then used a pair of similarly-equipped Axial AX-10 Scorpions to conduct all the testing with. Doing this meant no tire would have an advantage due to difference in wheel flex, insert density differences or chassis. We ran each set on both trucks to avoid any inconsistencies.



DON'T SQUEEZE THE CHARMIN!

Is there such a thing as a crawler tire being too soft? Actually there is. We found that tires made in an extremely soft compound tended to have a more difficult time in steep rough climbs. Instead of the lugs grabbing the crevasses in the rocks and holding firm, the softer compound would cause the lugs to fold over, causing the tire to lose grip. Another way the softness of the rubber used has an affect on the tires traction is longevity. If the tire compound is too soft, the tire will loose the "edge" on the lugs much quicker, in turn causing the tire to lose overall traction. When speaking with other people in the RC rock crawling community, they told us about how some tires loose grip right away; on the first run they would perform extremely well, but by the third or fourth run they lost overall grip. Also, certain tires in a harder compound seem to perform just as well from the beginning, but also maintain that grip over a longer period of time. These tires are more desirable because of the longevity of the tires life.

Of course it always depends on the surface you're running on, the way your rig is setup and the height of the lugs. During our testing, we felt that some tires might have benefited being tested in a slightly harder compound.



RC4WD
ROCK CRUSHERS
www.rc4wdstore.com



THE SPECS

PART NUMBER:	RCrusher2.2	**TREAD WIDTH:**	96.1mm
MSRP:	$30	**LUG HEIGHT:**	4.3mm
COMPOUND:	Standard	**WEIGHT:**	121g
DIRECTIONAL:	No	**BRAKE HOLD:**	53°
HEIGHT:	137.9mm	**SIDE HILL:**	46°*
WIDTH:	50.1mm	**INCLINE:**	47°/50°

THE DETAILS

PERFORMANCE: ★★☆☆☆

APPEARANCE: ★★★★★

- Large diameter provides plenty of belly clearance
- Highly realistic tread design
- Aggressive sidewall tread
- Tall sidewall folds easy in off-camber situations
- Lugs spacing is very tight
- Low to medium grip

The Rock Crusher X/T is yet another great looking tire from RC4WD. This tires tall size does provide plenty of belly clearance, but at the cost of raising the rig's center of gravity. If a scale tire is what you're looking for this is an excellent choice.

RC4WD
ROCK STOMPERS
www.rc4wdstore.com



THE SPECS

PART NUMBER:	RockS2.2Soft	**TREAD WIDTH:**	95.5mm
MSRP:	$30	**LUG HEIGHT:**	6.5mm
COMPOUND:	Soft	**WEIGHT:**	141g
DIRECTIONAL:	No	**BRAKE HOLD:**	54°
HEIGHT:	140mm	**SIDE HILL:**	45°*
WIDTH:	53.3mm	**INCLINE:**	51°/53°

THE DETAILS

PERFORMANCE: ★★☆☆☆

APPEARANCE: ★★★★☆

- New softer compound than the old versions
- Large diameter provides plenty of belly clearance
- Aggressive tread pattern
- Softer compound allows the large lugs on the tires edge to flex easily
- Tall sidewall folds easy in off-camber situations
- Low to medium grip

The Rock Stompers are geared more towards performance than the other two RC4WD tires, but perform a tad short for competition use. However, the Rock Stompers out performed the other RC4WD tires by far.

TAMIYA
VISE CRAWLERS
www.tamiyausa.com



THE SPECS

PART NUMBER:	51324	**TREAD WIDTH:**	97.3mm
MSRP:	$21	**LUG HEIGHT:**	3.4mm
COMPOUND:	Standard	**WEIGHT:**	75g
DIRECTIONAL:	No	**BRAKE HOLD:**	53°
HEIGHT:	123.6mm	**SIDE HILL:**	48°
WIDTH:	55.8mm	**INCLINE:**	42°/46°

THE DETAILS

PERFORMANCE: ★★★☆☆

APPEARANCE: ★★★★☆

- Classic Tamiya detailing
- Soft compound allowed the tire to conform to rough terrain well
- Long wear
- Type of rubber just isn't quite sticky enough

The Vice Crawlers are the same tires included in Tamiya's new Land Cruiser 40 kit. We did notice there was a slight resemblance to the RC4WD Rock Crusher X/T's, but with wider lug spacing and much smaller tire diameter. These two differences may be why the Vice Crawlers out performed the Rock Crushers in testing. The Tamiya tires are best suited for the average "basher" or leisure crawler looking for a long lasting and attractive tire.

You can visit their website at www.rcpcrawlers.com

LUG HEIGHT

One of our data categories is lug height, and if you read our description of this bit of data, you'll see that we measured from the centerline of the tire. We also mentioned that some tires have taller lugs on the edges. Does this necessarily mean they'll provide more grip by grabbing on the uneven surface of the rocks? The answer is "not necessarily." The taller lugs actually put more leverage on the tires carcass (or main body) and usually tend to fold over. When shopping for a tire, check the lug height and fold it over with your finger. If it folds easy, chances are it will do the same on the rocks. You want a tire to have an equal balance of lug depth or height and structural firmness. The type of rubber the manufacturer uses will determine the amount of grip the lugs and the overall tire has.



ULTIMATE 2.2 RC ROCK CRAWLING TIRE GUIDE

ON THE COURSE

The best way to compare tires is to run them on a course. But, running them in a real world environment where conditions are constantly changing makes it hard to make fair judgment, so we opted for the next best thing: We headed over to the RCP Crawlers warehouse where they had their artificial rock crawling course set up for Friday night get-togethers. If you've been to the RCX show in the last couple of years, you've probably seen their faux rock course in person. Testing was done indoors, so there is no sun beating down to heat up the rocks, no dust or dirt to vary traction from run-to-run, and no loose rocks causing the course to change throughout the day. Once again we enlisted the help of Nathan Thompson, one of RCP's experienced rock crawling competitors, to give his opinion on the feel of the tires. Nathan was also one of the guys that helped us out on the Battle on the Boulders crawler build-off we did back in the April 2007 issue #137.

The three of us each took turns running all the tires on the course using two similar Axial AX-10 Scorpion rigs. Each driver made notes on their feel for the tires and gave their opinion on which tire they liked the best. The three of us brought different experience levels to the test: James, the novice who crawls in his leisure time; Dave, the intermediate rock crawling competitor; and Nathan, the experienced rock crawling veteran.



Dave didn't get the "wear camo shorts for the photo shoot" memo.

JAMES: Being the "newb" of the three drivers, my judgment was based mainly on if my rig would go where I wanted it to go. I didn't get into lug depths or roll over or what have you that Dave, and Nathan kept referring to during the day. For me I was just having fun, crawling like a pro, and the tire that caught my attention the most were the Pro-Line Flat-Irons. The squared shape gave my not-so-pro skill level more leeway when crawling over steep angles, and their flatter tread area gave me grip to easily climb up our three "slope tests" on the first attempt (some of the other tires didn't make it at all), which involved starting off a smooth, slick surface. Changing directions may have not been up to pinpoint precision (like the Rock Claws or the Cougars), but the Flat-Irons were very easy to control and very forgiving on the rough stuff—something that actually aided a novice-level crawler like myself.



DAVE: It was a tough decision, but I liked the over all feeling of the Losi Rock Claws the best. They were consistent from the beginning all the way through the end of testing. I felt like I had great control on the course and didn't feel like I had to anticipate the direction they wanted to go. Instead I felt like I could point the rig in a desired direction and the Losi Rock Claws would take me there. This combined with the excellent grip they displayed and a proven long-term record made this tire my preferred choice.



NATHAN: My pick goes to the Losi Rock Claws. I still think that Losi's popular tire reign supreme in the crawler market at this time. A low profile, proper compound, tread pattern, lug height, and durability are all qualities in which the Losi's excel. My favorite thing about them though is that they are very predictable; they're constantly giving you smooth and steady feedback without jumping around uncontrollably. The Panther Cougars definitely exceeded my expectations, but then again they should considering their "influence," as the Cougar's tread pattern is strikingly similar to the Losi's. Thus the nod went to Losi.

FINAL WORD

There you have it! We've tested and compiled data of the most popular RC crawler tires on the market. So which one stands out among the rest? Well, that depends on where you crawl, what rig you use and how your suspension is set up. Our testing showed that each tire had advantages and disadvantages; we also learned that taller isn't always better, larger lugs isn't necessarily a good thing, and soft compound rubber doesn't always mean more grip. After our testing was done, the tire that we as a whole felt we would suggest for most applications as the best all-around tire were the Losi Rock Claws. Its combination of good rubber compound, balanced lug height and tire diameter made for a well-rounded, long lasting and reliable tire for most conditions. Also, the Losi's were very consistent across the board score-wise, during both subjective and objective testing. Is it the best tire for you? That's your decision; look over the data we have here, read our notes on our individual picks, compare to what you need, and we're certain you'll find the right tire for you.

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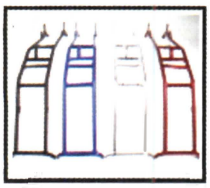

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Pro-Line extends their tool lineup with their own Lexan Scissors, which are the most frequently used tools in RC. Featuring stainless steel blades, these curved-end scissors come with a carrying pouch to protect the blades for trouble-free use.

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Web: www.prolineracing.com

And here I was making my own multi-adapter. Soldering small wires is a pain!

XRAY

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XRAY's new shock towers for their XB808 are CNC machined from 3mm premium Swiss 7075 T6 aluminum, hard coated for durability, and have multiple shock mounting locations for tuning goodness. Laser engraving shows you're pimp.

Part Number: 352093 (front) / 353093 (rear)
MSRP: $30 (front), $31 (rear)
Web: www.teamxray.com





TAMIYA

CR-01 SETTING SPRING SET

Get tuning with Tamiya's new CR-01 Setting Spring Set. Designed for the Land Cruiser 40 platform, the set includes three pairs of springs in hard, medium, and soft to allow you to up set your CR-01 for different types of terrain.

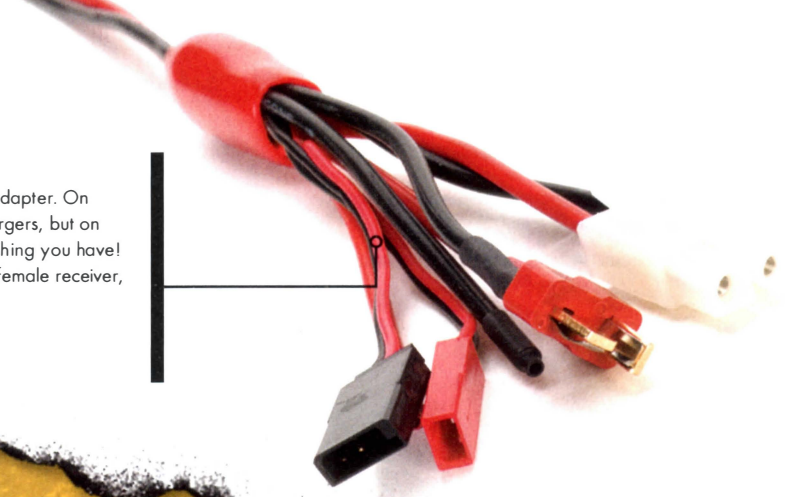
Part Number: 54029
MSRP: $11
Web: www.tamiyausa.com

COMMON SENSE RC

OCTOPUS MULTI-CONNECTOR ADAPTER

Common Sense RC offers their new "Octopus" multi-connector adapter. On one end you get standard banana plugs that plug into most chargers, but on the other end are pre-wired multiple plugs to charge almost anything you have! Plugs include Deans, Tamiya, 3-prong female receiver, 2-prong female receiver, and a pair of bare leads to solder any special plug you need.

Part Number: Octopus-1
MSRP: $12
Web: www.commonsenserc.com



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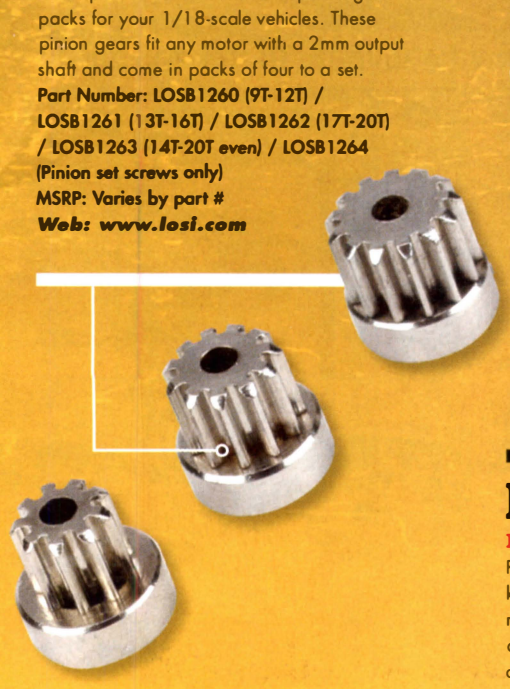
MSRP: Varies by part #
Web: www.losi.com





PARMA/PSE

FASKOLOR F-1 GRAVITY FEED AIRBRUSH

Paint freaks, check out Parma's new FASKOLOR F-1 airbrush kit. This gravity-feed airbrush is dual action, with a heavy nickel chrome plating and solvent-resistant o-ring seals, and it is made in the USA. Kit includes airbrush, air hose, adaptor, wrench, airbrush hanger, and one bottle.

Part Number: 40260GF
MSRP: $129
Web: www.parmapse.com

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Team Trinity's new EXTech power plugs are designed to be used with all nitro engines, including the EXTech lineup made by Sirio. Available in both standard and turbo models, the plugs come in medium and hot ratings to fit any application.

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MSRP: $8-10/each
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Xtreme Tools is devoted to anything and everything that can be used for wrenching on your RC. We search the world over for tools that will be helpful in your wrenching sessions and may even help you around the house for the "honey-do" list. There's no limit to what Xtreme Tools may bring you each month so kick back and enjoy. If you have a killer idea you want to share with fellow RC fanatics, send it on over to: brians@rc411.com. Who knows... maybe it will wind up in here for everyone to see!

words: Brian "Skinny" Skinner

Losi isn't the first to combine those tools, but we won't tell Skinny that.



LED HAT LIGHT

Hey Skinny,
I got my copy of Xtreme in the mail this week, and saw your report on the LED hat light that you saw for night fueling. You sent the word out to find it, and I did. Here is the link. I found it on-line at Bass Pro Shops. They have other models too, but for $9.99 and 96 hours of battery life, I am gonna have to pick one of these up for my night races. Thanks Skinny for reporting the "good" stuff!!
—Midnight Q

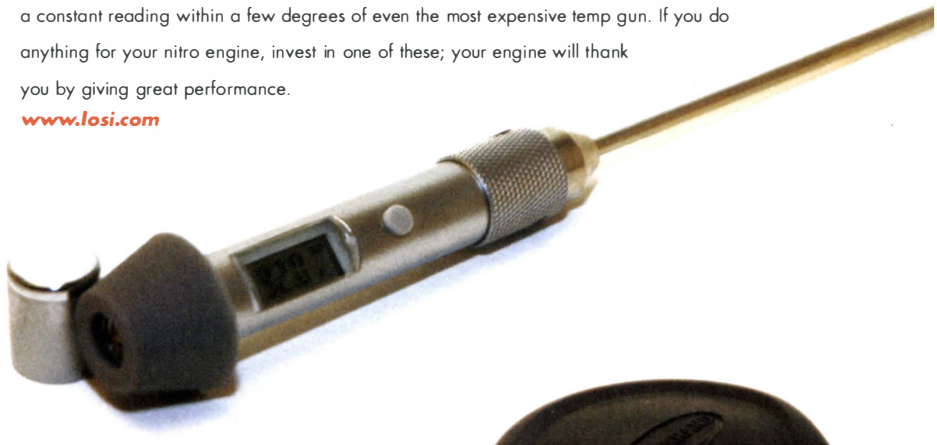
Find it at: ***www.basspro.com***

Midnight Q,
You have done a great service to our readers. I've received a bunch of email asking and telling me where to find this hat light. I guess King Richard is on to something with this hat light. I even had a reader tell me he found one of these at a beer store up in Canada—now that's funny! Thanks everyone for the emails, and to help you find the hat light faster; go to Bass Pro and enter "hat light" in the search box—there you will find hat lights. Currently they have a five light LED for $6.99
Happy hunting!
– Skinny

TWO—TWO TOOLS IN ONE!

There are two critical tools needed for nitro burning vehicles: a tuning screwdriver, and a temp gun. Well, it seems the boys over at Losi are on the ball, and have combined the two tools into one killer package. Yep, this is a one-piece temp-tuner that has both the temp gun and the tuner blade all-in-one! The temp reader is infrared and covers the total range a nitro engine will run at. To tune the engine to temperature, just flip the tool around to use the screwdriver. The kit comes complete with batteries, an allen key to put it together, and even a sweet silicon plug so you can set the temp monitor right on the head for perfect temperature readings every time. Losi also includes a nice dust cap to keep the monitor dust free when not in use. The Losi Tenp-Tuner feels nice in your hand, and gives a constant reading within a few degrees of even the most expensive temp gun. If you do anything for your nitro engine, invest in one of these; your engine will thank you by giving great performance.

www.losi.com



XTREME TIRE BRUSH

I found this sweet "self soaping" brush on one of my Ross Denny adventures late at night scrambling to get ready for some race. It's made by Carrand, and I found it at AutoZone for $2.99. This is a great tool for cleaning tires, as it fits nicely in the palm of your hand, and carries its own soap to wash your tires.

www.carrand.com





IT'S BETTER THAN WD-40

I'm still suffering from the WD-40 ban, but it's caused me to find some new "liquid tools." This month I found an all-in-one lubricant that cleans, lubricates, and protects. It's called Strike-Hold. It coats and protects better than WD-40, but the most interesting feature of this lube is that it protects electrical stuff better than anything I've seen. You can spray it on an electric drill—submerge the drill in water—turn it on—and it will run under water. You can spray an electrical plug and cover it with water, and it will not short out. For RC use, you could coat motors, battery plugs, servos, and receivers, and not worry that water will short them out. Strike-Hold also works great for cleaning and protecting your plastic and metal parts, and is one of the better sprays I've seen for RC use. For around the house or RC, Strike-Hold is something to consider.

www.strike-hold.com



BETTER THAN SHOE-GOO?

Shoe-Goo is great stuff, but I think I found something better. It's called Eternabond and is used mainly for waterproofing and leak repair. Eternabond is a type of tape that instantly adheres to any surface and is ready to use at a moment's notice. For RC, it can be used for inner body protection (like where the body rubs on things), and is great for areas where the body tends to crack. If the fuel tank were to crack during your race, you could quickly slap a piece of Eternabond on the crack, jet back on the track and still bring home the trophy. Eternabond has a thin pliable plastic top layer, with putty-like glue that sticks and fills cracks much like Shoe Goo. Go to the web site to learn more about this interesting product.

www.eternabond.com

LET THERE BE LIGHT!

How many times have you reached for your flashlight only to find that the batteries are dead? Well, I found a cool solution! Meet the MegaBrite waterproof self-powered LED flashlight, called the AquaMax. The flashlight has its own charger; you simply crank the handle for a minute and get twenty minutes of run time. It's all self contained and is a great flashlight to keep in your toolbox or car. It fits in the palm of your hand, but has a powerful light that actually lights up what you're looking at. This is a great find, and lives up the hype of self generated flashlights. If you're looking for a small flashlight that packs a punch, that will be there for you when you need it, then check this baby out. Check out Durapro's website, they have a nice collection of power tools as well.

www.durapro.com



Disclaimer: let Skinny do the 'dip electrical things in water' testing, and just trust him on it.

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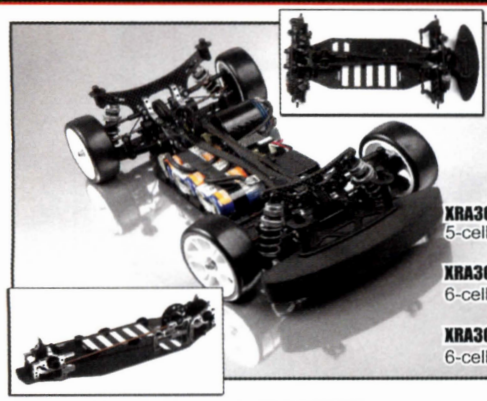
XRAY T2'008



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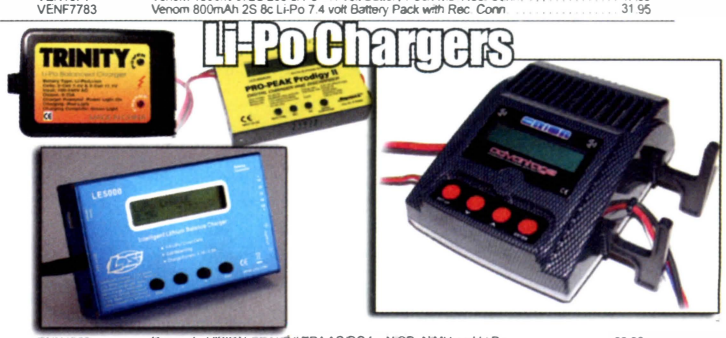
Li-Po Chargers



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LOSB9605	Losi Intelligent Li-Po Balance Battery Charger for 1-5 cells	144.99
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TUNING WITH RIDE HEIGHT

WHEN TO BRING IT LOW, AND WHEN TO RAISE IT UP

words: Jeff Huneycutt

Lowriders exempt.

Those fancy threaded shock bodies aren't just there for their good looks–and the same thing goes for all those extra shock spacer clips included with your RC. They are there to allow you to adjust your car's ride height, which is one of the easiest and quickest adjustments you can make.

A ride height adjustment is helpful for more than just raising the car up to get over the big bumps. It can actually help you dial in more (or less) traction depending on conditions, add more steering or acceleration, or even help your car clear the big triple.

WHAT DOES IT DO?

Ride height adjustments are among the easiest and quickest changes you can make at the race track. On cars that have smooth shock bodies, changing ride height is as simple as adding or removing spacer clips. On cars that have threaded shock bodies, all you have to do it spin the adjuster to raise or lower the ride height.

The most important part of adjusting your car's ride height—especially in dirt racing—isn't to keep the chassis from scrubbing the track as you go over bumps or land a big jump. Instead, use ride height to influence weight transfer and how much traction you have available at the wheels. On dirt you want the weight of the vehicle to shift to the outside wheels so the tread on the tires can really dig into the track surface.

By raising or lowering the car, you can control just how much body roll—and thus, weight transfer—you get to dial in just the right amount of traction. The rules are simple. In general terms, raising your ride height will increase weight transfer, and reducing your ride height will limit it. If you need to, you can also influence weight transfer by your choice of springs. Stiffer springs will limit body roll and weight transfer, while softer springs will generally do the opposite. There are many ways to adjust ride height, but the easiest is usually by changing the shock mounting positions, adjusting the spring collar on the shock bodies, or inserting spring pre-load collars. These adjustments are so easy and quick, in fact, that they are usually the most frequent changes you will make at the race track.





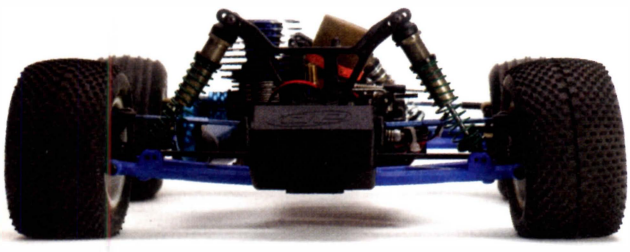
RIDE HEIGHT VERSUS TOTAL TRAVEL

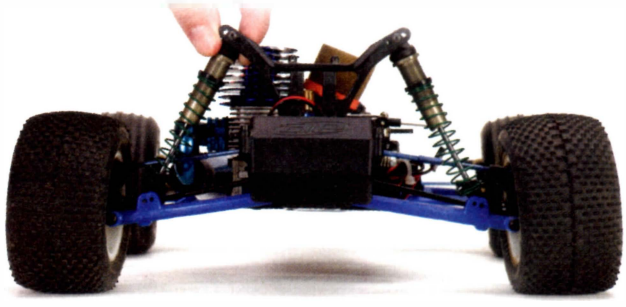
Often when raising or lowering ride height, you will also affect droop. Suspension travel at ride height, plus droop (the amount of suspension travel when the car is settled on a flat, level surface) equals total travel. You can see total travel when you lift your car off the ground and travel the suspension by hand.

If you are not changing your travel limiters (if you are using any), adding ride height will reduce droop. Droop, of course, is the amount your suspension settles when your vehicle is placed on a flat, level surface.

In dirt racing, you don't want to add so much ride height that you have no droop. Droop is helpful to maintain traction as you drive over a rut, or on the backside of a bump. If you don't have enough droop you will notice that your buggy or truggy will easily get upset or not track straight over the rough stuff. On a blown-out track, if you raise the ride height at the expense of droop, you may be OK over the jumps but will struggle just about everywhere else. This can make for a very frustrating day.

Just remember that finding the best setup on your chassis is always going to require a series of compromises. When raising ride height, always remember to check how your changes affect droop. Sometimes you can correct for this by unscrewing the travel limiters and using softer springs. Also, if you lower ride height on a high-bite track, you can sometimes create a gap between the spring and the spring pockets when the car is in full droop. If the springs are slack, it's like having no springs at all, so you may need to find longer springs or another setup option.





Make sure you adjust this stuff with your ride fully loaded.

FRONT VS. REAR

Changing ride height to vary the front versus the rear can affect how your car turns and accelerates. For example, if you have trouble hooking up as you accelerate out of the turns, try raising the rear ride height relative to the front. This should aid traction at the rear wheels and also dial out a little steering response.

One of the advantages of making ride height adjustments to affect how your car handles is that you don't have to run the same height front to rear. After all, weight transfer doesn't just happen from one side to another through the turns; it can also be from front to back (acceleration) or back to front (braking). Raising or lowering the ride height in the front versus the rear can change how well the car turns and accelerates. This is called "staggering" your ride height.

If you are having trouble getting the rear wheels to hook up—either acceleration is suffering or the rear wants to spin out when you try to power out of the turns—try raising the rear ride height higher than the front. (You can do this either by raising the rear or lowering the front.) Under acceleration, the rear will settle more, which will place more weight over the rear wheels to aid traction. This also, however, will reduce traction at the front wheels—which means your steering response may suffer.

On the other hand, if you are racing on a high-bite track and you have acceleration to spare but are having trouble getting to the car to turn like you want, try raising the front ride height relative to the rear. Now when you brake, or simply let off the throttle, the vehicle's weight will shift so that it is biased over the front wheels. Initial turn in especially will be improved. This is quite useful on 2WD vehicles like stadium trucks.

As a general rule, if the track has a lot of tight, twisting turns, try raising your front ride height more than the rear. If the track is fast with mostly sweeping turns, begin with the car level.



JUMPING

Besides acceleration and turning, you can also use ride height adjustments to help you clear that big triple. A greater ride height, which also usually means more suspension travel, usually equals smoother landings. More ride height also gives the springs more of a role in how the car handles, which can actually help "launch" your car off the faces of jumps. This not only can help you get over your track's big double or triple, but by jumping higher you can also sometimes get through rhythm sections quicker by skipping one of the bumps your competitors have to deal with.

The idea is that when you run more overall travel (ride height plus droop), your springs have more area to compress on the face of a jump. They also have more area to unload, and if you can time this with the lip of the jump the suspension springs will actually help propel the car into the air.



CONCLUSION

With all the talk of low CG designs, many of us assume that you should keep your RC racer as low as possible at all times. Yes, keeping your buggy or truggy low will help reduce rollovers, but strategically raising ride height can also help you gain traction, increase steering responsiveness, and even jump better.

It's all about strategy.

MUCH MORE CELL CONDITIONER

PLUG AND GO



words: James Revilla

With all the fancy talk about Li-Pos and such, surprisingly there are still many batteries on the market that are stick packs - and these stick packs still use Ni-Cd's or Ni-MH cells. Unlike Li-Pos, Ni-Cd/Ni-MH cells should be discharged at the end of the day to keep them from "memory effect"—a trait that cuts your runtime and power output drastically. For those of you who rock the Nickels, Much More Racing offers their new Cell Conditioner auto-cut / dead short discharger.

TESTING

With the myriad of vehicles we test, we always have a variety of packs to use. I found two Ni-CD and Mi-MH stick packs (that had Tamiya plugs on them – rare around here) and put the discharger to the test. Immediately when you plug in a pack, the bright blue discharge LED on the case starts blinking, and the Cell Conditioner does its work silently. When the light goes off, your pack is ready to be recharged.

FEATURES
- Auto-start at pack plug-in
- Rocker switch for Ni-CD (dead-short) or Ni-MH (5.4v auto cutoff) selection
- Compact aluminum case

CONCLUSION

With only one user-required function (selecting the cell type) the Much More Cell Conditioner is almost a no-brainer in the usage department. It is perfect for bashers who want some simple maintenance for their batteries, and also great for "spec"-type races that have handout stick packs. Most of these packs have pre-installed Tamiya-style connectors (which the Cell Conditioner has as well) but I would have preferred mini alligator clips to allow you to use the Cell Conditioner with a variety of plugs. Besides that, this simple little thing does its job with no frills and no complications, and its $30 price puts it within reach of any budget.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.5

KRISTEN BELL

HITS
- So easy, cavemen can use it
- Tiny size
- Sturdy construction

MISSES
- Would have preferred alligator clips
- No indication as to how long it'll take to discharge

CONNECT

Manufacturer: Much More Racing
Distributor: Great Planes
Web: www.muchmoreusa.com
Part Number: MR-CC
Street Price: $30

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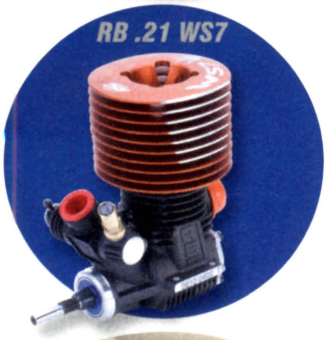
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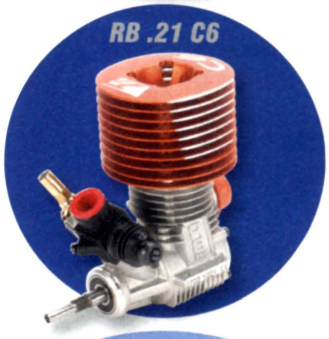
RB .21 C6


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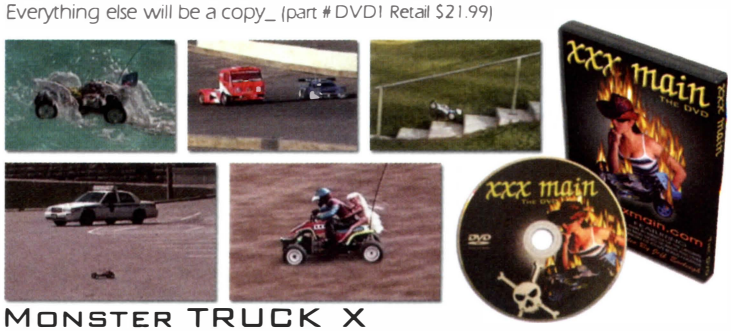
XXX MAIN THE DVD

Sometimes you have to take a gamble in life_ This is what we did at xxx main when we produced this video~ but through all of the controversy a benchmark has been set_ As more and more extreme RC Car videos emerge~ this will always be the one that started it all_ Everything else will be a copy_ (part # DVD1 Retail $21.99)



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ENGINE MODDER PROFILE

AB MODS

MORE POWER TO YOU

words: Derek Buono

It's hard to believe that the X-Dyno is now over four years old! When we first hooked up with Brian Kinney and discussed bringing this important tool to the industry, we could not have imagined the impact it would have, nor did we think it would take so long for people to understand the value. Over the years most of the industry has taken to the X-Dyno. We thought engine "modders" would love the X-Dyno, but it turned out they were among those who resisted the longest. We weren't sure whether they resisted because X-Dyno would actually quantify what they did, or because they actually made *less power*. When Adam at AB mods bought a dyno and started using it to show the gains he could get by modding an engine, we checked out his work, and thought we'd talk to him a bit to see how using the X-Dyno gives him a competitive advantage over other engine modders.

NITRO TUNER

COMPANY: AB Mods
NAME: Adam Blevins
AGE: 29
WEB: www.abmods.com
MODIFICATION COST: $85-$150





Butt dyno's are very inaccurate.

XRC: What is your engine background?

AB: I have been playing with these things since I was in grade school! I have always been fascinated with making more power.

XRC: How did you get interested in engine modding?

AB: Well, I have ... always tinkered with any engine I had. Whether it is full-scale bike/car engines or my model engines, nothing is ever good or fast enough for me so I constantly strive for more!!

XRC: What made you decide to invest in the X-Dyno?

AB: I got the X-Dyno because I wanted to get factual data that I could rely on. The "eye" and "ear" dynos just don't cut it when you strive for perfection and you want to know exactly where the engine is making its power and see its whole power curve. The power under the curve is a lot more important than a peak number. I am a perfectionist, and this was a must have for me to perfect my engines. Without the X-Dyno this wouldn't be possible.

XRC: What does the X-Dyno offer?

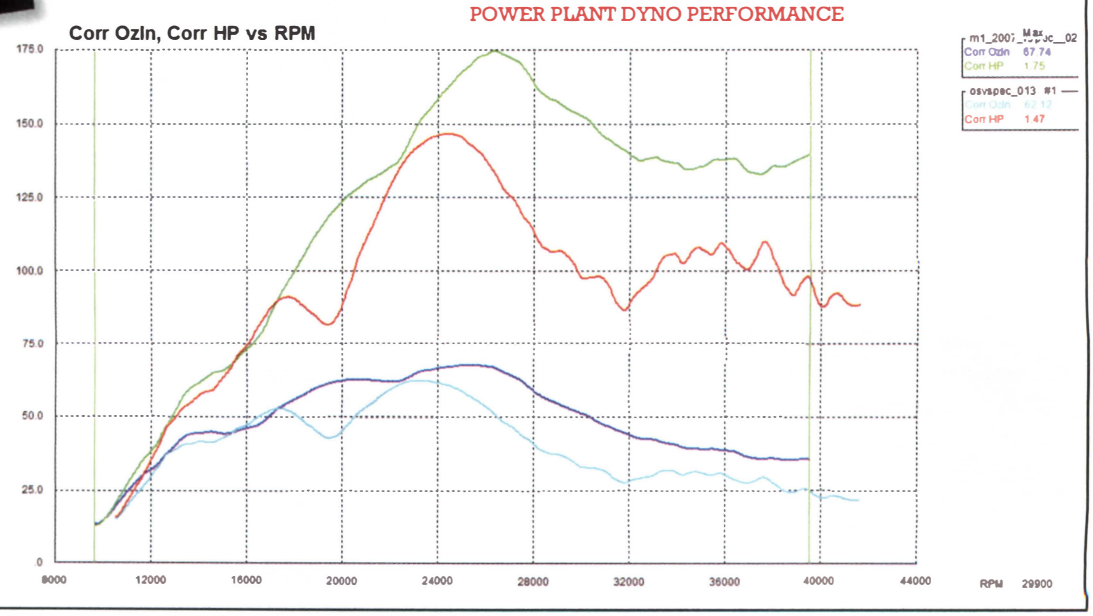
AB: The X-Dyno is the most valuable piece of equipment I have ever purchased for my company. It takes all the guesswork out of modifying. You see the entire power curve and where and how much you have actually improved the engine. This is something that just cannot be done by running an engine in a car. Eyes and ears aren't trustworthy testing equipment by any means!

XRC: Do you see any limitations of the X-Dyno?

AB: The only limitation I can see to the X-Dyno is testing fuel consumption. But so many factors affect fuel consumption it's almost endless! [Fuel consumption is affected by] tires, traction, clutch, weight of the car, track surface, track layout, etc... the list goes on and on... ✪

X-DYNO DATA

Adam sent us his data from his modded OS V-SPEC, which showed considerable gains throughout the pull. Adam wanted to show how much more power it made over the mega expensive O.S. Speed version but we thought it was best to show a direct comparison of engines. Red/Dark blue lines are AB Mods OS.

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RADAR TRUTHS

I'm having some trouble achieving the claimed topspeed of my RTR nitro. What am I doing wrong?

A: There are so many factors that will affect your vehicle's topspeed it's crazy. Claimed MPH seems to recently be full of fine print—most of the time, with optional gearing, optional battery packs and sometimes wishful thinking. With nitro, it really depends on your tuning skills and your desire to push the engine. Altitude will also severely affect the power of your engine and so will the fuel you will use. To be perfectly honest, we've rarely gotten the claimed speed with lots of vehicles we test, but it's usually close and at 50+ mph, it's almost dangerous to do anyway. Look for a big open spot, check that you have all the "required" parts the manufacturer may require and make sure to tune the engine for short runs. You're going to have to run on the verge of too lean to get the maximum power, so if you're doing speed runs, remember that you'll be stressing that engine.

DerekB

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





LIGHT CAMERA...BLURRY

I can't seem to take good action shots of my car? I figure I'd ask the guys who seem to do it for a living why they all look blurry.

JeffE

A: Well, like most things, taking good pictures requires a lot of things and practice is really the most important. None of the current RC photogs could actually capture a decent picture when they first picked up a camera to shoot an RC, and many "pro" photogs have said it's one of the most difficult to do. You'll need a camera that might give you the option to control shutter speed. I always recommend starting at a very fast shutter speed 1/1000 of second or faster. It's better to start with it too fast and learn to pan with the car and slow the camera down gradually. It's not easy and sometimes it takes 100s of pics to get one we feel is good enough for the magazine. Don't be afraid to play with settings and learn the camera, since most of us shoot with digital. If you're using one of the pocket digi's you might want to try the "action" setting, and, since many have a pretty good delay in the reaction, you'll actually have to anticipate where it will be when it shoots. Practice! We have very high end cameras and none of them take a good picture without the person pushing the button having lots of practice to make it happen.

DerekB

FOLLOW DIRECTIONS

I just built my first nitro car that has a starting box system. I wasn't sure which way to have the flywheel turning to start, so I just tried it. It seem to have started, but was running backwards? How is this possible?

RockinRC8

A: Every engine in the RC car market is designed to spin counter clockwise, and that means every starting device out there must spin clockwise, to correctly spin the engine to start. The strange thing is that you can actually get an engine to fire backwards, and sometimes even if you have the starting box setup correctly. If there is high compression or near fuel lock, it can cause the engine to resist movement and pop backwards. This isn't very common to see, but it has happened and is possible.

DerekB



You have to love gold.



HAIR DRESSER

I just painted a body and put some stickers on. Now I have bubbles under them and I can't seem to get rid of them. Apparently, in my excitement I put them on without thinking. Is there anything I can do to fix that?

HPIpitcheric

A: We all have been super excited to get that fresh lid on our car and have either screwed up painting or stickering. The great thing about stickers is that you can just peel them off and replace them with new ones, if it's really bad. Lots of times, you can fix lots of mistakes with a hairdryer and an Xacto. Try heating up the stickers and rubbing out the bubbles. If they don't come out, you may have to "pop" them with a blade. Just use the tip, slit the bubble a little, and then use the hairdryer to heat up the sticker. You'll have to work at them, depending on the size of the bubble, and you still might have some, but they'll be smaller. Just remember, if you're fast on the track, nobody can see your mistakes.

DerekB

NOVAROSSI NOVA N21B 2001BF/RT

BUDGET NOVAROSSI FOR THE MASSES

words: Brian Kinney

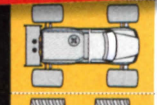


RTR buggies, truggies, and trucks are very popular in the hobby, and for good reason. Simply take the vehicle out of the box, add fuel and batteries, and you're "usually" off and running. RTRs offer a lot of fun for a reasonable outlay of hard earned cash. But what happens when the engine in your flavor of the month RTR calls it quits? Some will opt for the full-on whiz bang $500 race engine, but most will look for a replacement that won't cost more than the RTR did in the first place.

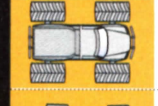
Enter the Novarossi Nova N21B 2001 BF/RT, an engine in the new line of 'Basic' engines offered by the Italian engine giant. The Novarossi Nova N21B 2001 BF/RT is intended to be a top quality drop-in replacement that won't break the bank.

Budget means less power.

ENGINE APPLICATIONS



TRUGGY



MONSTER TRUCK



1/8-SCALE BUGGY



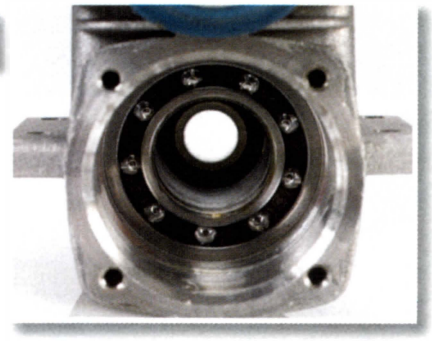
1/10-SCALE TRUCK



1/8-SCALE ON-ROAD



1/10-SCALE ON-ROAD









ENGINE SPECS:

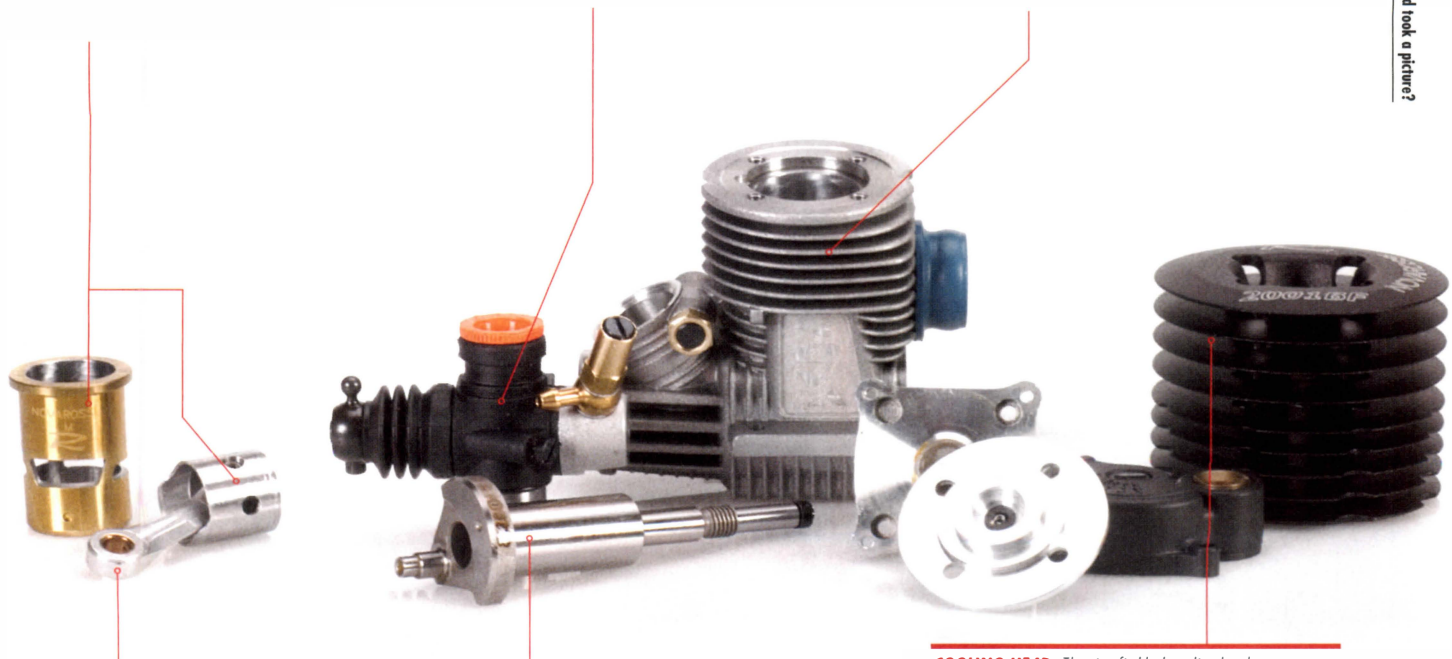
CON ROD LENGTH:	29.25mm	INTAKE PORT DURATION:	175°
EXHAUST PORT HEIGHT:	5.11mm from BDC	CRANKSHAFT BORE:	14.0mm
TRANSFER PORT HEIGHT:	3.41mm from BDC	GLOW PLUG TYPE:	Novarossi C6G
EXHAUST PORT TIMING:	150.5° duration	CARB TYPE:	Composite 2-needle
TRANSFER PORT TIMING:	122° duration	CARB BORE:	7mm (venturi limited)
INTAKE PORT OPENING:	55° ABDC	SUPPLIED CARB INSERT (VENTURI):	7mm
INTAKE PORT CLOSING:	45° ATDC	SUGGESTED CARB SETTINGS:	NA



PISTON AND SLEEVE: *Novarossi quality is the first thing that comes to mind when you look at the N21B's internal components, primarily the piston and sleeve. The piston gets the usual CNC treatments, as does the three port sleeve.*

CARBURETOR: *The two needle carb is plastic with a steel base and 7mm plastic venturi. No frills here, and definitely no fuss.*

CRANKCASE: *It appears as though Novarossi swiped the crankcase from last year's race engine, milled the sides down, CNC'd the Nova logo, and called it a day. And this is not a bad thing! The crankcase is top quality, but curiously is missing the usual bypass ports we are accustomed to seeing from the company.*



CONNECTING ROD: *The con rod is beautiful and appears to have been pulled right off the assembly line of the top race engines. It's CNC'd, knife-edged, and engraved with the famous Novarossi 'R' logo.*

CRANKSHAFT: *Plain, boring, conservative, heavy; these are things that could be said about this crankshaft. It is definitely no thoroughbred crank, but again, that's not a bad thing. Plain, boring, conservative, and heavy also make this engine very 'user friendly.'*

COOLING HEAD: *The nine fin black cooling head comes engraved with the typicol Novarossi, 'R', and '2001BF.' Again, no frills here, but definitely adequate to get the job done and get it done well.*

PERFORMANCE

Break in was quite routine with this engine. I used the usual head gun method to warm the sleeve and she barked to life on the first couple of bumps. I set the needles a bit richer than factory (as I always do for safety), and it proved to be a mistake. I was so overly rich that the engine would hardly run. Once I brought the needles back to factory setting the engine ran on its own. I proceeded to run fuel through at 200-degrees with heat cycles between tanks.

Five tanks later I began leaning on the needles, bringing her up to full power. The first thing I noticed is that the low rpm running was very stable but did have a bit of vibration. The second thing I noticed after more needle adjustment was this engine's lack of desire to rev. Perhaps this design is intended by Novarossi to keep the rpm in check, thus extending the life of the engine. Not a bad idea considering that the primary target consumer for this engine will be beginners in the hobby.

Overall, the power of this engine is adequate, with an acceptable 0.98 hp @ 24,300 and 40.12 oz.-in. @ 24,100, with a limited rpm of 31,100. You won't be making trips to the hobby shop to replace broken drivetrain components caused by too much power, though you may want to change the gearing a little to get some more top end. You will be making trips to the hobby shop for fuel and tires, however! We have yet to do a long term test of this engine, but by the looks of everything it should last and last.



CONCLUSION

So what do you do when the engine in your $400 RTR decides to give up the ghost? Order a replacement from the RTR manufacturer? Not likely, especially if the local hobby shop doesn't carry replacement engines for your particular line of car. Novarossi has taken aim on this market with a quality engine that will drop right in your existing car and not cost more than the car originally did. If you think about it, those who forked out over $400 for their race engine might be super upset that a budget engine even comes close to putting out the same power. Performance is good, quality is excellent, and best of all, it's a Novarossi! ✪

Average isn't necessarily bad. Most of you are average.

NOVAROSSI NOVA N21B 2001BF/RT

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



7.0

KIRSTEN DUNST

HITS

- Novarossi name at low, low price
- Drop in replacement for RTRs
- Includes quality rotostart mechanism

MISSES

- Crankcase lacks bypass ports
- Rotostart internal flywheel and crankshaft are heavy
- Limited RPM

CONNECT

Manufacturer: Novarossi Micromotori, Italy
Distributed by: Fusion Motorsports
Web: www.novarossiusa.com
Part Number: N21B 2001BF/RT
Street Price: $175-235 (varies)

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



MOTOR DATA

ENGINE:	Novarossi Nova N21B 2001BF/RT
BORE:	16.26mm (0.640in.)
STROKE:	16.80mm (0.661 in.)
DISPLACEMENT:	3.48cc (0.213 cu. in.)
PORTS:	3
PISTON/SLEEVE:	ABC
HEAD BUTTON:	Std
CRANKSHAFT:	14mm / Pilot shaft (SG) 8.5mm bore
PEAK X-DYNO HP*:	0.98 hp @ 24,300 rpm
PEAK X-DYNO TQ*:	40.12 oz.in. TQ @ 24,100 rpm
PEAK X-DYNO RPM:	31,100
AVERAGE TQ*:	31.01 oz.-in.
AVERAGE HP:	0.60
POWER FACTOR	
LOW END (TQ/HP):	33.7/.60
TOP END (TQ/HP):	26.9/.74
CORRECTION FACTOR:	1.063

*All numbers are SAE corrected

TEST EQUIPMENT

FUEL:	30% nitro, 12% oil	PLUG:	C6G
PIPE:	X-Dyno Standard	OPERATING TEMP:	200-230°F

POWER FACTOR: This is a new section to rate an engine in two areas of the graph. We are using an average HP/TQ for a set range of RPM. We set the low-end from 10,000-25,000 and the high end from 25,000-40,000 (ranges are adjusted if max or min is not reached). This will allow comparison of engines 2 power ranges.



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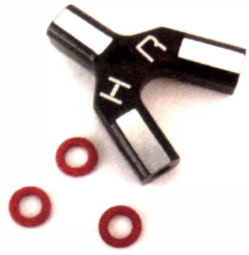
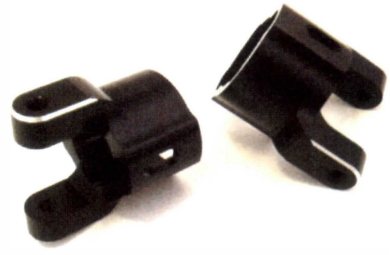
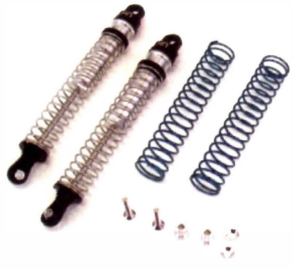


HOT TD12001 $28.88



HOT scp0801 $18.88







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XTREME CHRONICLES

In a world where markets are folding and vital resources are becoming alarmingly scarce (or so they want us to believe), RC has remained strong as an industry. In the late 90s, when things couldn't be going any better for the economy, RC was about as large as it is today. So what is this rant about, other than me complaining about paying $4.43 per gallon? Well, RC is a strong industry with a solid foundation, and I think it deserves some recognition! So, congratulations to everyone—the big manufacturers for staying afloat, the tracks for staying open, the LHS for not buckling to the Internet, the other magazines for making us look so good, and most importantly, the readers. RC is a consumer-based industry and relies on cool, new products to stay profitable, but YOU are the ones supporting it with your hard-earned money and time. You're what makes our little market tick. Although it's tempting to put that extra $80 into your gas tank, or spend $8 for a pound of deli meat—things we actually NEED—you're still putting that extra money into your RC car. And for that, everyone in the industry owes you a big thanks! More prosperous times are ahead, and RC will be there to help you celebrate.

words: Michael Wortel

Time flies, doesn't it?

10 YEARS



SEPTEMBER 1997: ISSUE 3.2

RC is more about organization than many people realize. In this issue, we did an article on "Keys to Race Success," and more of the keys had to do with organization and preparation than anything. You may not consider yourself an organized person, but if you're into RC, chances are you've found that a little organization can go a long way, whether it's your in tool box, during setup, or even in your head!

MORE CELLS PLEASE!

Back before batteries became so ridiculously awesome, 1/12-scale used to be run on six cells. These days, when many people are trying to limit even 1/10-scale to 5-cells, we can clearly see that on-road racing has experienced a low voltage shift over the last ten years. At this rate, we won't even have batteries in another ten years. All on-road racing will be done with wind-up motors and mice on wheels.



MARK PAVIDIS

In this issue, we did an article about setting up your RC10GT, with the advice of Mark Pavidis. Mark has somewhat quietly become one of the best pro drivers in our industry, and he's been winning big for over ten years, with no signs of slowing down. His name may not be on a ton of products, but Mark is a modern legend.



5 YEARS



AUGUST 2003: ISSUE 93

In this issue, you'll find coverage of what's simply become known as the "Reedy Race." The Reedy Race of Champions quickly became one of the most important TC races in the world, and it was held at the Tamiya proving grounds in Aliso Vievo, CA from its inception until 2007. In 2008, the race was forced to switch venues, but it's still regarded as one of the top TC races in the industry.

RATINGS:



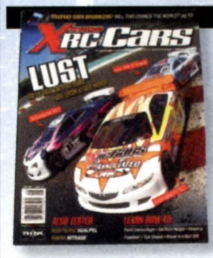
One of the most controversial aspects of our magazine is our rating system. You wouldn't believe how many emails we get from manufacturers and consumers questioning our rating system. In 2003, we were dealing with the same thing. Derek has tried to clear up some common misconceptions and explain our grading, but no matter how often we tackle it, it seems to become lost... Just look at it like this: don't question us. We are RC gods of knowledge.

BUGGY BATTLE

In 2003, we had a grudge match between Losi's BK1 edition and Associated's RC10 B4 Stealth. Readers pine for grudge matches and shoot-outs like no tomorrow, because they force us to take a definitive stand on which car is better than the rest. Two of three editors picked the Losi over the Associated, but it was a close battle.



1 YEAR



AUGUST 2007: ISSUE 141

2007 will probably be remembered as the year small-scale RC peaked. One of the most highly anticipated releases, since it debuted in Chicago in '06, was the Robitronic Scalpel. It is essentially a pro-level 1/12-scale pan car, shrunk down to 1/16-scale. No race class ever developed in its wake, but the Scalpel became the micro car to have in '07.

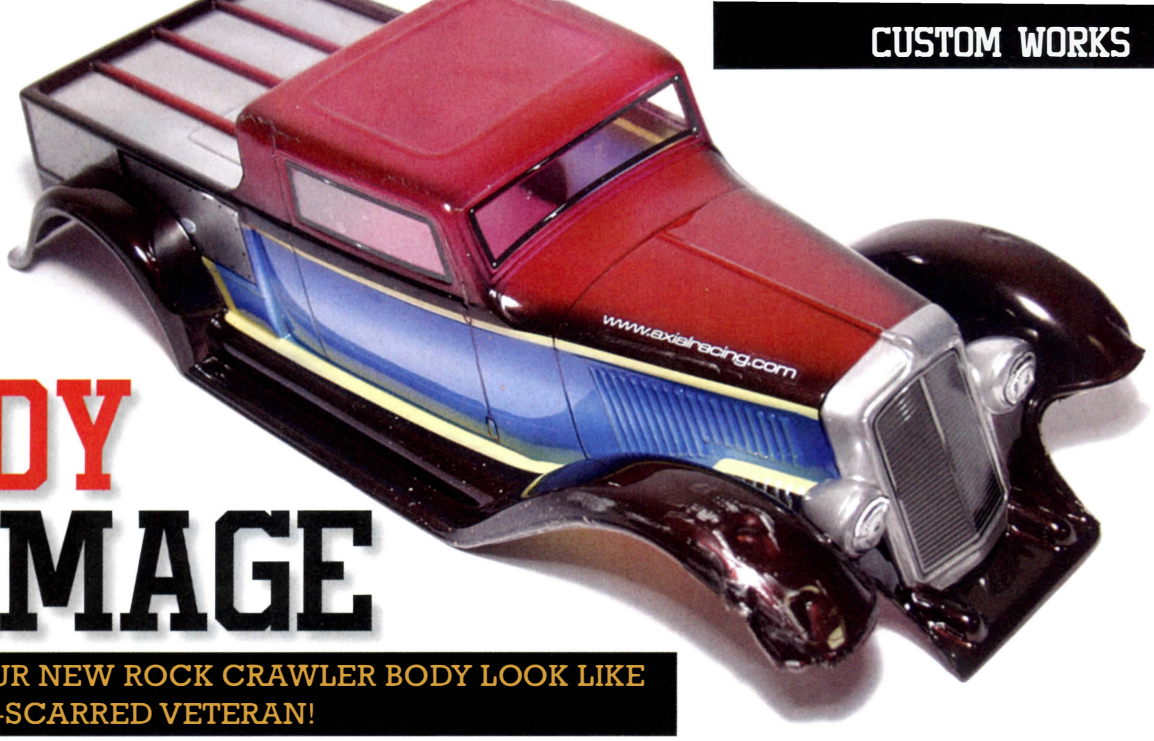
BODY TRENDS



Just as in full-scale cars, paint schemes tend to shift in popularity and are actually pretty trendy. If you have used flames, chances are it was during the 80s. Things like geometric shapes and checkerboards dominated the 90s, and in the 2000s, new trends are starting. The newest trend is urban camo, as seen here in "Custom Works" last year.

NITRO VS. ELECTRIC:

If you're an old-school RC'er, chances are that your first car was electric, and you probably put it together in kit form and bought everything else separately. Well, that's not really the case anymore. Nowadays it is more common to start off with a nitro car, because they have inundated the market. Which is better to start with? Gas or electric? We have come to the conclusion that certain people can handle leaning on a nitro appropriately, but for the most part, starting off with electric is the smoothest learning curve to take.



BODY DAMAGE

MAKE YOUR NEW ROCK CRAWLER BODY LOOK LIKE A BATTLE-SCARRED VETERAN!

words: M. R. Ogle

Real-life motorsports as extreme as rock crawling come with a set of potential consequences: go at it too hard, and you go tumbling over… usually incurring some body damage, or at the very least scraping a little paint off as you go. Our tenth-scale versions, with their tough, flexible Lexan bodies, fare much better in competition and usually emerge totally unscathed. But if you're one of those who craves a little more realism, we'll show you how to put a few dings, dents, and scrapes on your body to make it look like a real Moab-type competitor.

01 Let's start with one of the more popular RC rock crawler bodies, Axial Racing's '34 Rat Rod body. I'll be painting most of it on the inside (conventionally), but we'll do one fender on the outside for a flat finish. Start by wiping the body thoroughly with denatured alcohol to remove mold release or anything that might prevent the paint from sticking to the body.



GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0

FASKOLOR
by Parma International
OFFICIAL PAINT OF CUSTOM WORKS

1 2 3 4 5

TIME TO COMPLETE

45 MINUTES

TOOLS NEEDED

- Lexan Paint
- Airbrush
- Heat Gun
- Metal or Wooden Spoon
- Business Card

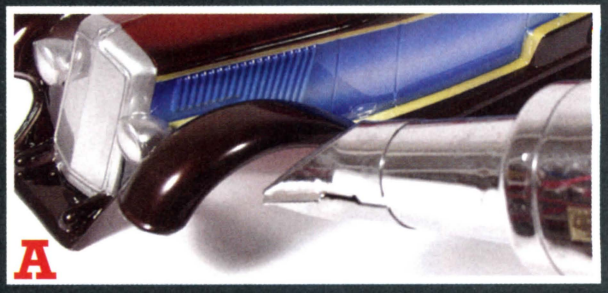
This beats tossing your rig off a 40-foot cliff to get that "realistic" damage look.

02 Here, I've sprayed the main body color, but sprayed one fender silver (A)—the one I'll now spray on the outside (B.) Let the paint dry for a few hours before proceeding to the next step.





03 Because the Lexan bodies are so impact-resistant, you can't just whack them with a hammer to dent them… they'll usually just pop right back… so you have to gently heat the body with a heat gun, small propane torch, or even a charcoal lighter first (A) Then, you can use a wooden spoon (B) to add dents and dings to the surface. Be careful; start with small dents and work your way up to the bigger stuff.





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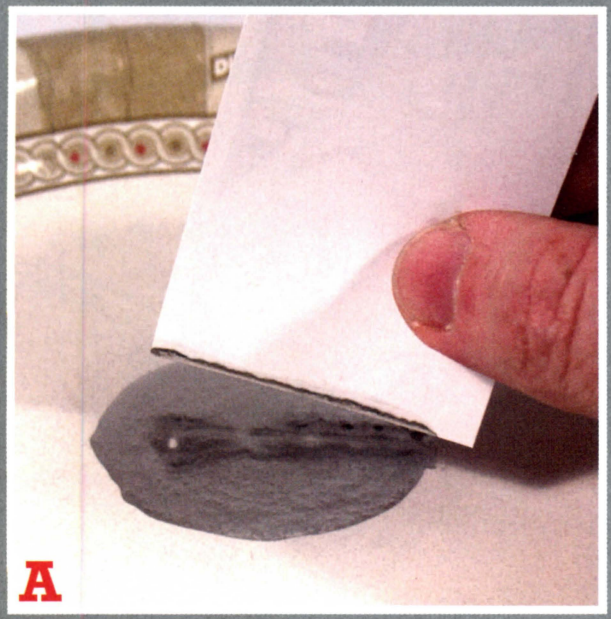
04 Okay, this looks dented, but not quite realistic enough. With body damage this extensive, you're most likely going to have some paint scrapes. So, take the edge of a business card (A), drag it through some silver paint, and lightly brush over the tops of the dents to simulate the bare metal underneath paint that has been scraped away (B).







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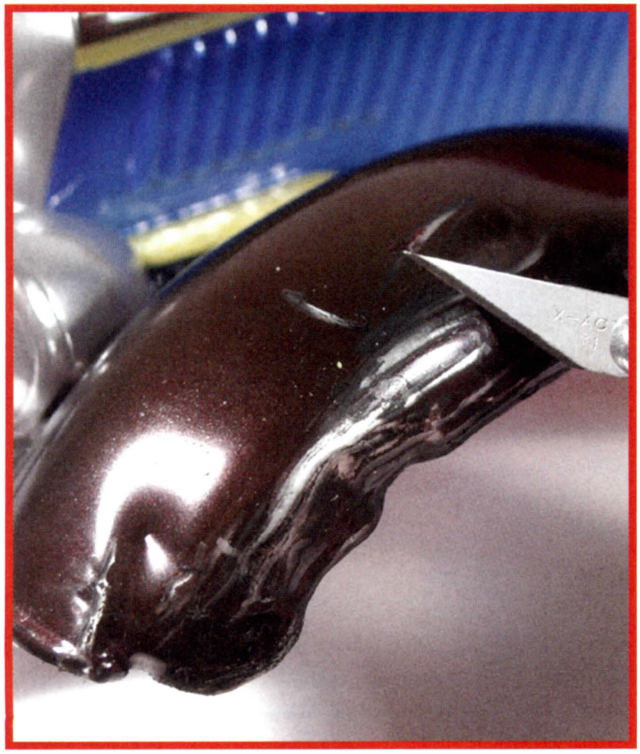
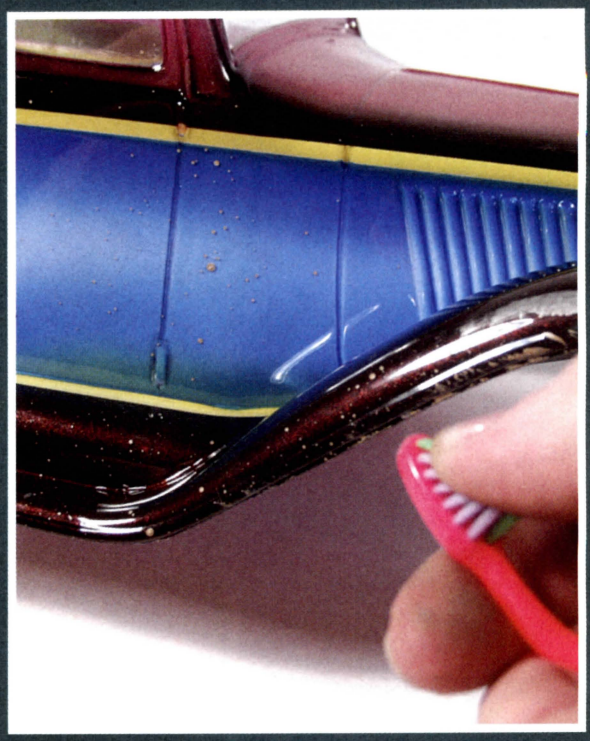
05 On the "flat finish" fender, instead of "painting on" the metal scrapes, I actually scraped off the paint on the outside of the body, showing the silver we painted on the inside (back in Step 2). This really creates very realistic body damage, and with more tumbles, only gets better looking.



06 Of course, no crawler comes back from a hard day on the rocks without wearing a little desert, so here I take a small child's toothbrush and "flick" on some tan paint around the edges of the fenders. Goes well with the rock scrapes!



07 The finished body looks like it just returned from a weekend of crawling, and needs to go to the body shop to have a few dents and scrapes touched up.





Nahhh… leave it like it is!



Ogle continues to amaze us.

NR/CTPA

20th Annual

2008



WORLD CHAMPIONSHIPS

TAMIYA

hpi-racing

4 Pulling Tracks-13 Monster truck racing classes -18 pulling classes-Concourse-Drag racing

Freestyle-Trophies-Door prizes-50/50 raffle

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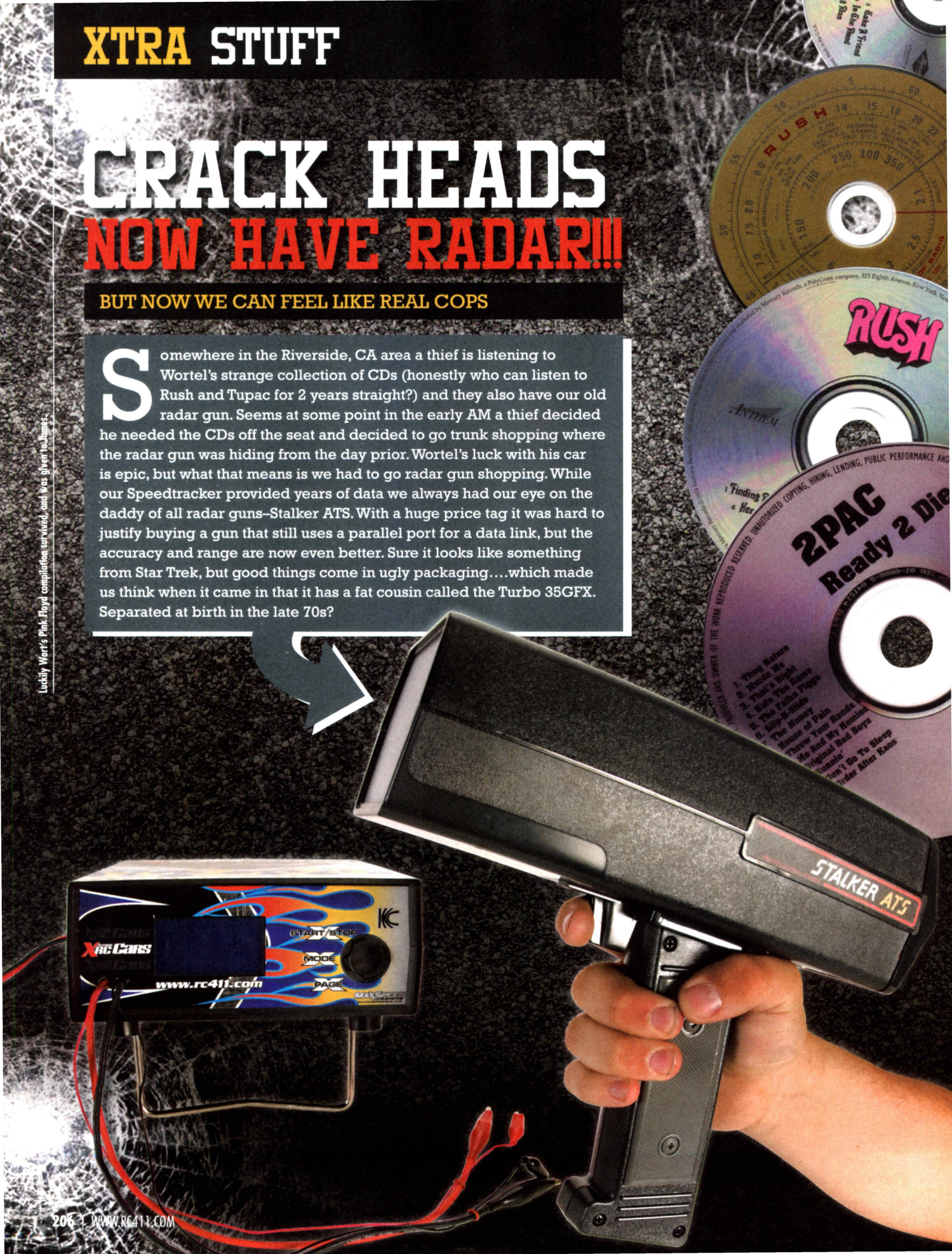
NO LIMIT R/C
MONSTER RC
THUNDERTECH

CRACK HEADS NOW HAVE RADAR!!!

BUT NOW WE CAN FEEL LIKE REAL COPS

Somewhere in the Riverside, CA area a thief is listening to Wortel's strange collection of CDs (honestly who can listen to Rush and Tupac for 2 years straight?) and they also have our old radar gun. Seems at some point in the early AM a thief decided he needed the CDs off the seat and decided to go trunk shopping where the radar gun was hiding from the day prior. Wortel's luck with his car is epic, but what that means is we had to go radar gun shopping. While our Speedtracker provided years of data we always had our eye on the daddy of all radar guns–Stalker ATS. With a huge price tag it was hard to justify buying a gun that still uses a parallel port for a data link, but the accuracy and range are now even better. Sure it looks like something from Star Trek, but good things come in ugly packaging....which made us think when it came in that it has a fat cousin called the Turbo 35GFX. Separated at birth in the late 70s?

Luckily Worl's Pink Floyd compilation survived, and was given to Bumps.



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CARBON COPY

Since entering the world of RC drifting, I've enjoyed your magazine for a little over a year now, and do I have a car for you! Even though the body is not perfect, nor am I a pro at making bodies, I decided to try my hand at making a carbon fiber body. Yea, that's right, a complete carbon fiber body. With my love for carbon fiber and now for RC Drifting, I figured why not combine the two? This has probably been done before, but I've never run across a body like this. Yeah, yeah the carbon fiber may not be scale and I didn't have the right tools to do it properly, but I worked with what I had and it turned out pretty cool. This project took a while and was a pain, but it's now finished and I'm happy! So, please enjoy my latest creation.

James -Seattle, Wa.

XTREME RC CARS WINNER of the month RACERS RIDES





BODY & CHASSIS:
Body: DIY carbon fiber
Wing: DIY carbon fiber
Rear wind defuser: DIY carbon fiber
Roll cage: Unknown material
Exhaust: Straws, two different sizes
Mirrors: Tylenol sinus caplets packaging and paperclips
Lights: Yokomo
Chassis: Yokomo SSG
Radio: Spektrum DX3
Receiver: Spektrum SR3000
ESC: Novak GTB
Motor: Novak SS5800
Servo: Ko Propo Digital PDS-2123 FET
Tires: Yokomo

Drift cars and the name James - it's a trend, I tell you.

KILLER BAJA

Hello, my name is Matthew Davis. I live in Sheboygan Wi. Check out my killer 2006 HPI BAJA 5b that has been powder-coated HPI orange! I bought this car back in August of 2006 and have been changing it ever since....

Option List:

Vertigo Performance: billet clutch bell carrier, rear alloy hub carriers, rear 8mm axle extenders, front 8mm axle extenders, 3-piece carbon fiber disc brake kit, front shock tower, 6-piece carbon fiber chassis kit; GBE (Gabe Brown Engineering): front and rear shock tower brace, Velocity stack w/2 stage filter kit, 27.2 head kit ported and polished; ADA Racing: billet intake manifold; HPI: sway bar kit, tuned pipe, blue springs front/rear, white HD beadlocks (dyed orange using RIT-dye), carbon fiber rear chassis plate, arm braces, gear plate; Integy: rear alloy shock tower supports, bell crank system, bul head, gas cap, beadlocks; Lunatic Racing: window nets; Robinson Racing: steel spur gear; Rhino Racing: carbon fiber roof panel; Dark Soul: alloy wheel nuts, front bumper; Turtle Racing: steel clutch bell; Shockwares: shock protectors (custom made in orange); Outwears: pre-filter and pull start cover; Hostile Hobbies: MX rear tires; 5th Scale Racing.com: ABEC 5 bearing kit; CBE: light kit.

Radio Spektrum DX2.0 W/3channel RX
Steering servo- Futuba S5301 MG
Throttle Servo-Futuba S3305 MG

Matthew Davis
Sheboygan, Wi





WALA WALA IS FUN TO SAY

Hello, these are pictures of my Associated T4. I have just completed painting the body with competition orange paint. I am running a Novak Rooster and a 13-turn double motor. I am a member of the Extreme R/C Club of Walla Walla, Washington where I compete in races. I thank you for taking the time to look at my truck and for publishing such a fine magazine.

Daryn Board, Age 14
Walla Walla, WA

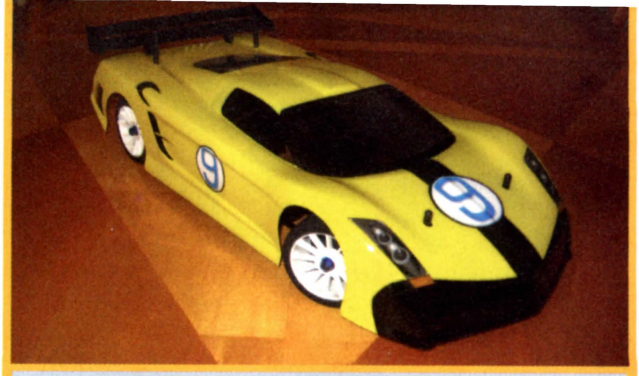


BEST NAME EVER!

Hello, Xtreme RC! this is my son, Diesel's, first car. He picked the paint job and helped me paint it. The truck is a used Traxxas Rustler we bought from the local hobby shop. It's all stock expect for the body, which took about four hours to paint. Hope you all like the paint job. We really dig the magazine.

Jeff Meyer on behalf of
Diesel Meyer
Bakersfield C.A.

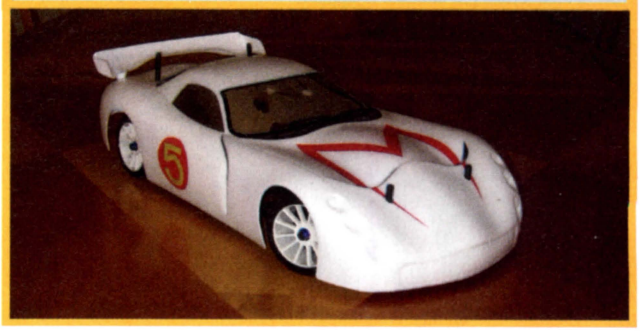




OLDER

Hi, this is my Team Associated TC5. It consists of the Factory team kit, of course, 3.5 turn LRP brushless motor, LRP ESC, a Futaba BLS451brushless servo, and Spektrum SR3001 pro receiver. It is powered by the Trakpower 7.4V 4900 Li-Po and controlled by the infamous Airtronics M11. Now, I haven't seen too many bodies painted like this one, and I am hoping it makes it in your magazine. I'm an "older" guy but I have been in love with the hobby for quite a long time and no other RC magazine keeps me current and informed like XRC. It is just plain awesome to read, and has the best content of all RC mags. Keep it coming.

Jose Avila



WANT TO SEE YOUR RIDE IN RACERS' RIDES?

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

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

Digital files should be sent to:
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Please put "Racers' Rides" in the subject line.
If you still want to send film, please send your photos to:
Xtreme RC Cars Magazine
Attn: Racers' Rides
13401 Yorba Avenue
Chino, CA 91710

THIS IS FOR FIGHTING, THIS IS FOR FUN

This is my Rock Crawler from NYC. It has the following mods:
Integy Shocks, Novak Goat Crawler Sintered Brushless System, RPP Rock Ready 2.2 Beadlock aluminum wheels, 2.2 Rock Lizard Crawler super sticky tires, Axial rear steer kit, Airtronics 94162Z high-torque servos, Axial 30 deg. bent suspension links, and a bunch of ice cream sticks!

Hope it gets in your magazine.

Alexander Altreche
New York, NY





<< ALWAYS TIME

Here is my Team Losi Mini Slider. The upgrades I have done are GPM aluminum front and rear A-Arms, GPM aluminum steering assembly, GPM front and rear threaded shocks, Integy aluminum CVDs, Integy titanium diff, custom installed larger Hitec HS-56HB servo, GPM aluminum steering knuckles, GPM aluminum front and rear hubs, Castle Creations Mamba Max ESC/6900KV motor combo, and an Itellec 1400 Ni-MH battery pack.

I hope you like my majorly upgraded Slider and I hope to see it in your magazine. Thank you for taking your time to read this letter and checking out my custom ride.

Sincerely,
Eric Rechlin

Heard a guy refer to the Scorpion once as an "Ack-Shull." True story.

Your New #1



Spektrum's Award Winning DX3R – The Ultimate 2.4GHz Radio System

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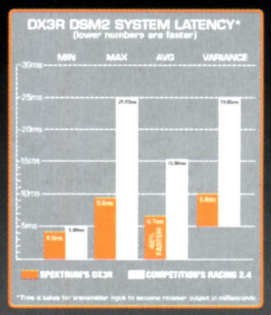
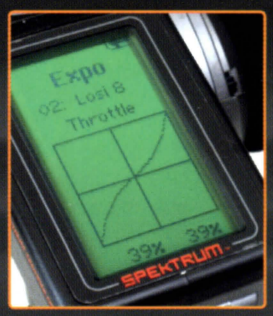
The DX3R – top choice among racers like you





Revolutionary 2.4GHz DSM® Technology
Spektrum systems not only provide faster response time for an immediate reaction to your input, but also have the most consistently narrow latency range. That narrow variance in the latency of the system ensures your input will happen exactly when you expect it to, keeping you in control and letting you drive with a more connected feel and higher precision.



Rethinking Traditional Conventions
The DX3R's powerful software, programming options and large screen make the DX3R the easiest-to-use and most versatile pro-level radio system on the market. The DX3R also offers 30-model memory, so you can store your setup information for different track conditions, or program it for every model in your collection.



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The innovative roller/selector interface, exclusive to Spektrum radio systems, makes utilizing the DX3R's capabilities easier than ever. The scrolling selector and push-button format are combined for quick, easy, one-thumb usage.

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TRI23004	7.4	5000	25	7-14	12awg/i-Plug	260+-8	24.5x46.6x135.6	$169.99
TRI23001	7.4	5000	25	7-14	12awg/No Plug	260+-8	24.5x46.6x135.6	$167.99
TRI20180	7.4	3600	25	7-14	12awg/D Style	191+-6	19x46x136	$139.99
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TRI20284, 7 Cell Side x Side Pack W/iPlug & Bars, $119.99

TRI20283, 20284 assembled with heavy duty silver battery bars and iPlug for high amp draw environments like the Traxxas T-Maxx

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