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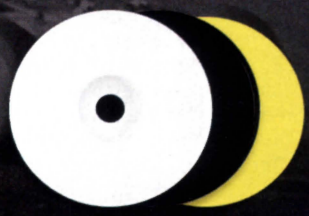

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Pre-Mounted Hole Shot LPR (M2)
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#1139-14 White ½" offset
#1139-12 Yellow
#1139-22 Yellow ½" offset
Hole Shot LPR
#1139-01 (M2)

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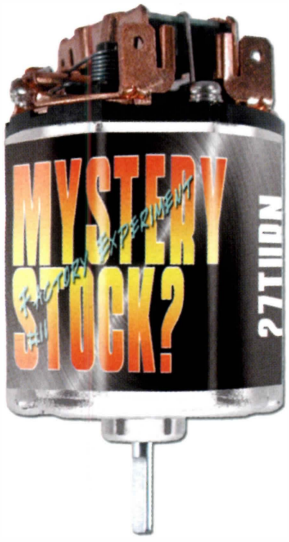

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Xtreme XRC Cars magazine

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SUBSCRIPTIONS & CHANGE OF ADDRESS
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Xtreme RC Cars (ISSN 1535-9646) is a publication of Think Omnimedia LLC, 13401 Yorba Avenue, Chino, CA 91710; Phone: 909.517.3366; Fax: 909.517.1601; E-mail: mikev@rc411.com. Subscription rates are $19.99 for 12 issues (one year), $79.99 per year for foreign airmail, $39.99 for Canada and Mexico. All rights reserved. The entire contents are copyright 2008 Think Omnimedia LLC, and may not be reproduced in any manner in whole or in part without written permission from the publisher. The views and opinions of the writers and advertisers are their own and do not necessarily reflect those of Think Omnimedia LLC, the publisher, or the editorial staff. The publisher assumes no responsibilities for advertising claims, errors, and omissions. *Xtreme RC Cars* is put together in the RC car capitol of the world, Southern California.

Xtreme RC Cars is published monthly. Periodicals Postage Paid at Chino, CA and at additional mailing offices. Postmaster: Send address changes to *Xtreme RC Cars*, PO Box 469063, Escondido, CA 92046-9488.

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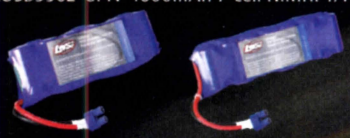

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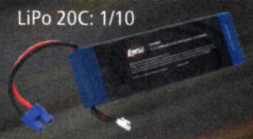

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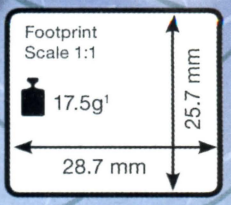

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TRACKS CLOSING

In the past few months I've heard of a few new tracks opening, and I've also heard of a few tracks going out of business.[1] I thought it was time to address this cycle/problem so people thinking of opening a track, and those with struggling tracks could start to understand why it's so difficult to sustain a permanent racing facility. This really could be a 50-page business model, but I'm just going to touch on a couple of reasons why a track may fail.

The first thing to think about if you are opening a track is that land is very expensive. Generally speaking, the value of land skyrockets in exact proportion to the amount of foot traffic it attracts.[2] This means you would have to charge premium fees to your core group of racers just to keep the doors of your track open; that's strike #1. The high cost of land aside, the next point is the real reason I believe tracks fail: tracks are NOT a direct money making part of the industry. It is very, very rare for "just a track" that's not run by volunteers in a park or in a no-rent situation to be open for any length of time.[3] So when I hear of a new track opening, I immediately expect it to go out of business. The fundamental part of this hobby is drawing people in, and if you assume that the standard 10% of people are into racing, you understand your NEED for the other 90% to pay for everything. Eliminating non-racing hobbyists from your business model by being primarily a "track" and not a hobby shop, you will usually close within a year.[4] A track is a form of advertising to the 90% of people not involved in RC, but you have to remember that while a new person might stop once to watch a race, it's retention that keeps you in business. A track is a form of advertising/marketing to get people to stop and pay attention. It is NOT a form of revenue to stay open, pay the bills, and earn a living.

So please, if you're thinking about opening a track, think about why you really should be looking into opening a hobby shop. Hobby shops can be very successful if they are in the right place and have the right people running them. On the other hand, a track can be out of business in minutes without a constant flow of new people and the trade of non-RC hobbyists.[5] There are a few examples of "just tracks" that stay in business, but they are far from the norm. Real tracks are designed to have lots of people paying to watch and buying stuff at them. We definitely don't have people paying to watch RC races, and you'd be lucky to find a track that sells food or drinks. Relying on entry fees alone, even if you charge $20 or so per racer, wouldn't even pay for your electricity bill.

Tracks on their own don't survive ...hobby shops do. Support your LHS, and support your track.

Godspeed,

Derek Buono
Executive Editor
derekb@rc411.com

1. It's the great circle of track life. Some are born and others die.
2. It would be great to open a track in the middle of Disney World right under the castle where100,000 people a day walk by but it would cost a crap load of cash.
3. Sometimes you know somebody, who knows somebody, who knows somebody and they let you use vacant land.
4. You're a car salesman, so sell it like your life depends on it.
5. I think even Disney World RC Raceway would go under without a hobby shop. You don't go to Disney and ride the rides without buying anything. It's the old get you in and suck you dry technique.

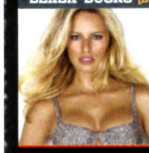
The original "Dreamcrusher" speaks. You should listen.

» TEAM RANTS

MIKE VELEZ [WWW.BRAVEHEART.COM]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: A cool publishing company.
THE STORE I WISH WOULD CLOSE IS: Abercrombie & Fitch (cool clothes but nothing fits, all made for imps)
MY FAVORITE STORE IS: Borders and Barnes & Noble (they sell my favorite magazines!)

DEREK BUONO [BUYING A PS3 - ER, "BLU-RAY PLAYER."]



IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: The Pants Store: Lots of optical illusions and pleats.
THE STORE I WISH WOULD CLOSE IS: Antique stores–All of them. I don't believe there's that much old furniture still in circulation.
MY FAVORITE STORE IS: Victoria's Secret–Do I have to explain?

MICHAEL WORTEL [HEAR THAT? A WHIP JUST CRACKED.]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: One with Megan, nothing like a hot business partner.
THE STORE I WISH WOULD CLOSE IS: The Den in Iowa City, overpriced and mass produced.
MY FAVORITE STORE IS: The entire Swap Meet. I'm the richest person there!

JAMES REVILLA [ONLY NEEDS ONE CUSTOMER.]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: Keira Knightley's Personal Nude Tan Salon.
THE STORE I WISH WOULD CLOSE IS: Those stupid cell phone stalls in the mall. Don't interrupt me.
MY FAVORITE STORE IS: Pirate's Plunder at Pier 57, Seattle, WA.

DAVE PALACIOS [FORGOT ABOUT BEST AND GEMCO.]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: Probably some sort of graphic design company or RC car company.
THE STORE I WISH WOULD CLOSE IS: The 99-cent stores. There's nothing in there worth 99-cents.
MY FAVORITE STORE IS: Zody's, Federated, and Ole's.

MIKE McMAHON [HUMAN WHOOPIE CUSHION.]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: Not sure, but I would hire nothing but 10's.
THE STORE I WISH WOULD CLOSE IS: Walmart. I avoid it like the plague.
MY FAVORITE STORE IS: Spencers gifts is pretty swell. Whoopie cushions, black lights and nipple clips all in one store.

CARL HYNDMAN [SECRETLY SHOPS AT IKEA.]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: Surf Tours of Cloudbreak in Tavarua, Fiji.
THE STORE I WISH WOULD CLOSE IS: Any gas station—I wish gas was free, that would be awesome.
MY FAVORITE STORE IS: Design Within Reach- I just wish I could afford the furniture they have.

BRIAN SKINNER [CALL HIM "OUTLET" FOR ALL THE PLUGS.]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: A small shop that sells bikes and RC stuff. It would have a home upstairs, and be in a town with like 150 people.
THE STORE I WISH WOULD CLOSE IS: Any store that gives crap service, and ignores the customer.
MY FAVORITE STORE IS: Europa Bicycles 818-989-BIKE, tell them Skinny sent you!

JEFF EVELEIGH [WHO THE HELL IS THIS GUY AGAIN?]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: ahhh.... xxx main Racing??? That sounds like it could be a business of some sort.
THE STORE I WISH WOULD CLOSE IS: I can't think of any store that has really pissed me off.
MY FAVORITE STORE IS: The Beer Store (in Canada we actually have The-Beer-Store!!!)

SHANE ARCHER [IF DORK WAS A TREE, HE'D BE A FOREST.]

IF I WAS GOING TO OPEN A BUSINESS IT WOULD BE: The Nerd Lounge, a bar for nerds.
THE STORE I WISH WOULD CLOSE IS: eBay. If I see one more Shop Victoriously ad, someone's gonna get it.
MY FAVORITE STORE IS: Costco, because I really do need 48 boxes of tissue.

Mongoose

Sensored Micro Brushless Systems for 1/18 & 1/16-scale cars

catch one for yourself

Three Mongoose Micro Brushless Systems available:
#3050 (8.5-turn, 9,000 Kv)
#3051 (10.5-turn, 7,300 Kv)
#3052 (13.5-turn, 6,000 Kv)

Mongoose

This full-featured ESC includes Built-in Li-Po Cut-off Circuitry, On-Board Programming, Auto-Detect Brush Mode, & Multiple Throttle Profiles.

Three

These sensored, full 380-size motors have the most power you can squeeze into a micro vehicle!

micro systems for micro cars

Novak has bred a new micro brushless system that is ready to be set loose—the ***Mongoose Micro Brushless System.*** *The* ***Mongoose is the first micro brushless system that is sensor-based and designed specifically for 1/18 and 1/16-scale cars.*** *Its sensored and lightweight design give micro-scale cars the ability to maneuver at high speeds in extremely tight spaces, all with unsurpassed low speed and braking control. In short, it handles with the agility and speed of a mongoose.*

NOVAK

www.teamnovak.com

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FEATURES

- Almost 5 Ft Long! • Length - 58in/1470mm • Beam - 15in/380mm
- 30+ MPH / 48+ KPH Out of the Box
- 2+ HP Water-Cooled 26cc Marine Engine
- 3 Ch Programmable FM Radio with High Torque Servo's
- Machined Aluminum Running Gear with Adjustable Drive Line
- Hand-Laid Fiberglass Hull
- Pre-Balanced Aluminum Propeller
- Sealed Acrylic Radio Box

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T-MAXX GOES 3.3

The evolution of the most popular monster truck on the planet continues with Traxxas' new T-Maxx 3.3. This new iteration of the T-Maxx family is stronger, bigger, and ready to thrash! New features include: TRX 3.3 racing engine with dual-stage air filter; mirror polish, two-chamber Maxx pipe; giant Maxx 6.3" tall tires mounted on 3.8" mirror-chrome Hurricane wheels; 4mm thick 6061-T6 aluminum anodized chassis with a 30mm longer extended wheelbase and chassis braces; new bellcrank steering system with integrated servo saver; new high-torque digital steering servo; forward-only, auto-shifting 2-speed transmission; REVO-spec tunable front and rear differentials; REVO-spec center driveline; new adjustable wheelie bar; new Maxx body and paint job... the list of new features is too big to put here! Like before, the T-Maxx 3.3 comes fully assembled and "Ready-To-Race" with TQ3 transmitter and painted body.

Part Number: 4908
www.traxxas.com

Scale-wise, wouldn't that make those 63" wheels?

THE CAT SX IS OUT OF THE HAT

The latest 4WD buggy from Schumacher is causing quite a buzz. The new Cat SX competition 4WD 1/10-scale electric buggy features a number of innovative designs combined with the race heritage and 4WD experience of team Schumacher. The Cat SX will be available in two versions: one version will use a 4x2 cell arrangement, while the other version will be for Li-Pos—possibly the first chassis to be specifically designed for Li-Po batteries! Check out the prototype pics below; the first thing you'll notice is the 3-belt drivetrain. The Cat SX also features an adjustable internal transmission ratio for more gearing choices, a twin-pad slipper clutch, a 2.5mm carbon fiber ultra-narrow chassis, titanium turnbuckles, and more. Schumacher looks like they're ready to return to 4WD glory with the new Cat SX.

Part Number: K078 (Ni-MH), K079 (Li-Po)
www.racing-cars.com

TEKIN'S LONG-AWAITED BRUSHLESS

Team Tekin's RS brushless speed control is finally here. Designed with nothing but performance in mind, the RS delivers what racers require: reliability, precise control, and unmatched power handling capability.

Some features include:

- Easily Access All Programming, Anywhere, Anytime
- Drives Sensor/Sensorless Brushless and Brushed Motors
- On-Board Temperature Indicator
- PC Interface for Custom Programming
- HDAC: High Density Copper FET Boards
- Sensor Plug for Precise Commutation with all Motors
- Solder Posts for Easy Wire Replacement
- Self-Test Diagnostics and Factory Reset
- Adjustable Drag Brakes
- DGF2: Digital Glitch Filtering V2
- QuickTune™ One-Touch Programming
- One-Touch Radio Calibration
- LCD: Lightweight Chassis Design

Fully programmable, the RS ESCs feature user-adjustable Drag Brake (13 steps), Brake / Reverse Strength (13 steps), Current Limiter (none, 12 steps), Neutral Width (seven steps), Throttle Profiles (seven choices), Voltage Cutoffs (none, 2S, 3S, Custom), and more. Extra tuning can be done using the optional Tekin HotWire PC Interface. The RS ESC is available in regular and pro models.

Part Number: TT1153 (RS Pro), TT1152 (RS)
www.teamtekin.com

We have a vintage Cat in the warehouse.

TRACK THAT DROOP

Much More has a slick new droop gauge set for you racers out there. The set includes a stepped droop gauge (in .5mm increments) and two aluminum support blocks to work with all 1/10 and 1/8-scale on-road cars. You can get them in blue, purple, or black anodized finish.

Part Number: MR-DGSP (purple), MR-DGSK (black), MR-DGSB (blue)
www.teammuchmore.com

NOVAK'S LEGAL STOCK-SPEC SYSTEMS

Novak is giving RC drivers more racing options by combining the popular SS17.5 Pro Brushless Motor with both the versatile GTB Programmable Racing Brushless/Brush ESC and the sleek GTB 4-Cell Programmable Racing Brushless/Brush ESC. The SS 17.5 Pro brushless motor features a ROAR-approved, Nickel-plated Sintered Neodymium rotor, ribbed aluminum end bells, Novak's Solder Tab System, and an oversized front bearing. Both systems follow the recently approved systems for ROAR Stock spec class races.

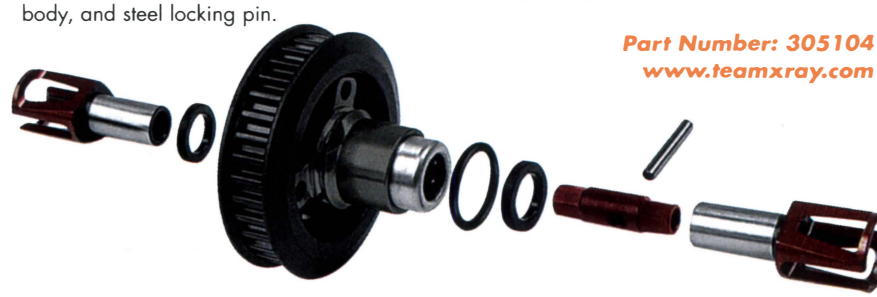
Part Number: 3017 (GTB/SS17.5), 3047 (GTB 4-Cell/SS17.5)
www.teamnovak.com

Say "Nickel-plated Sintered Neodymium motor" 5 times backwards.

MULTI-DIFF FOR '008

XRAY's Multi-Diff is one of those innovative products that all racers desire. XRAY updates the design to work with their T2'008 touring car, but it still offers three configurations (standard one-way, solid one-way, and solid axle) in onwe unit. The Multi-Diff features lightweight one-way outdrives, which are manufactured from Hudy Spring Steel™, main aluminum body, and steel locking pin.

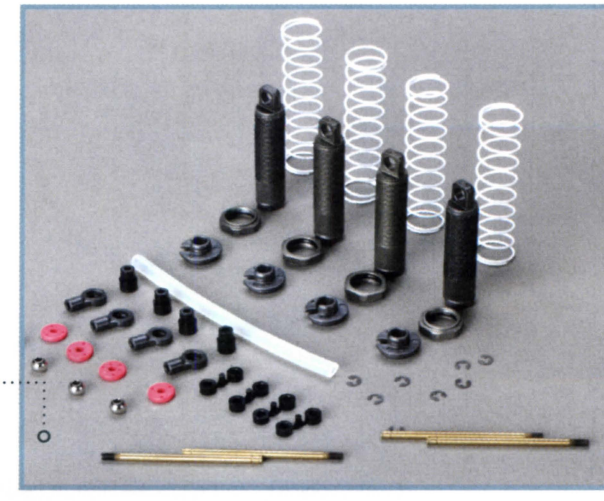
Part Number: 305104
www.teamxray.com



LOSI, ON THE ROCKS

Losi's 4" Rock Crawling Shock Set is specially designed for use with 1/10-scale rock crawling vehicles. The shock set features four hard-anodized aluminum threaded shock bodies with hard-anodized aluminum adjuster nuts for easier adjustments on the rocks. An internal rubber o-ring enables the adjuster nuts to maintain their positions under severe suspension articulation. The shock set comes with ultra smooth Ti-Nitride shock shafts, white shock springs, shock limiters and assembly hardware—just add the Losi Silicone Shock Oil of your choice.

Part #: LOSA5082
MSRP: $59
www.losi.com



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TEAM ORION 3600mAh Lipo #ORI14005

- Proven Team Orion SLPB cells ensure quality
- 25C and 3600mAh for extreme conditions
- 2 cell construction for 7.4 volts nominal
- Cycle life measured in the hundreds
- Carbon look impact resistant case
- Bottom bumps & shape designed specifically for use in today's R/C cars.
- No cheap harness or balancing device needed
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A perfect compliment to our award winning 4800 and #1 selling 3200 Lipos!

(both models still in production.)

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

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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

ROBITRONIC TROPHY TRUCK

Get the Mickey Thompson feeling with Robitronic's new BR50. With nitro power and a 1/8-scale footprint, this truck is ready to go for the gold. Features include:

FEATURES

- Single speed transmission and 4.6 big block engine for maximum performance at the track
- Six gear hardened metal differentials
- Lightweight chassis and components for optimum agility and handling
- Adjustable steering geometry
- Front and rear sway bars
- Vented steel disk brakes for *maximum* breaking
- Super low aluminum upper deck and low mounted components
- Low profile differentials
- Aerodynamic body for high speed and good airflow
- Clean chassis bottom with countersunk screws and seamless transition to the chassis side-guard
- Full set of universal joints (front, rear, center front, and center rear)
- Hardened steel gears in drive train
- Super-durable suspension and shock towers
- Long composite shocks with diaphragms
- 17mm Wheel Hex Hubs
- Fully closed drivetrain
- Wire routing for servo leads and receiver
- 150cc fuel tank with splash guard and drain
- Included transponder mount; allows use of all AMB transponders
- Dust-sealed receiver/battery-box.

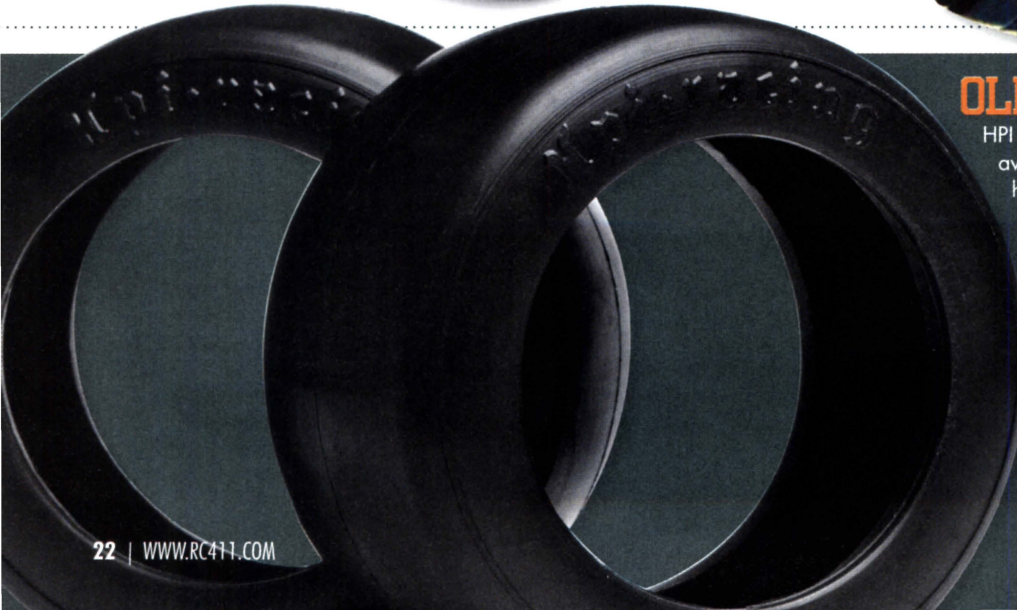
Part Number: R39081
MSRP: $725
www.robitronic.com

The BR50 looks like Mecha-Godzilla.

HIGHER VOLTAGE

Team Orion expands their very popular Li-Po lineup with the new "Graphite Edition" 3200mAh. What is the difference between this and the Carbon Edition that you see at racetracks? Well, the Graphite Edition bumps the voltage up from 7.4V to 11.1V; this is possible due to the Graphite Edition's 3-cell design. Like the rest of the Li-Po lineup, the Graphite Edition pack uses bullet plug connectors and includes balance taps for pack maintenance.

Part Number: ORI14004
www.teamorion.com



OLD SCHOOL TRACTION

HPI Racing Vintage Racing Slick Tires now are available in molded D-Compound rubber for high traction and long life on paved surfaces. These race-inspired slicks maximize the critical contact patch of the tire and reduce tread squirm for increased grip and lower lap times. These are sold in pairs and are available in 26mm and 31mm widths, and the special sidewall construction requires HPI Vintage Wheels.

Part Number: 4791 (26mm), 4792 (31mm)
MSRP: $14/pair
www.hpiracing.com

Form, features and functionality come together in the premier racer's radio.

4PK

FUTABA ADVANCED SPREAD SPECTRUM TECHNOLOGY

2.4GHz FASST™

CONTINUOUS CHANNEL SHIFTING™

DUAL ANTENNA DIVERSITY™

PRE-VISION™

EASY LINK™

2.4GHz REAL-TIME RESPONSE

STICK MOVEMENT → ← SERVO RESPONSE

It's the system designed for dominance, both literally and figuratively. Beyond the 4PK's contemporary styling is a transmitter that's well-balanced, ergonomic — and weighs only 1.5 pounds, a fact you'll appreciate when you're fighting fatigue near the end of a grueling main. Repositionable wheel and trigger locations are among other great "feel" features.

Speaking of the wheel and trigger, your servos will pick up their slightest movements, thanks to super-sensitive PCM 2048 resolution. Response is so immediate, it's as close to "real time" as it gets. That's just one of many performance and programming pluses you'll find, and it doesn't end there. The 4PK is a spread spectrum system, putting all of the incredible advantages of Futaba's superior FASST technology at your command. And because it's designed from the get-go for 2.4GHz modulation, there's no separate module to worry about, and a state-of-the-art receiver is included.

It's the shape of things to come in competition-level control. Ask to see the 4PK radio at your local hobby shop, and feel the difference for yourself.

For more information, visit www.2.4gigahertz.com or call 1-800-682-8948 and mention code number 79M.

- 40-MODEL MEMORY
- THROTTLE VARIABLE TRACE RATE (VTR)
- VIBRATING ALERT SYSTEM (VAS)

PCM G3 2048

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MIP'S
BUFF DRIVESHAFTS

After months of development, MIP brings their legendary CVD's to the crawling world with their new CVD kit for Axial's popular AX-10 Scorpion. No more plastic drive shafts - the MIP kit replaces those weaklings with tough, steel spline driven driveshafts. Now your AX-10 can benefit from the long-time proven CVD design, and with the kit installed you have one less thing to break on the rocks. You get two driveshaft assemblies for a complete front and rear kit.

Part Number: 08100
www.miponline.com

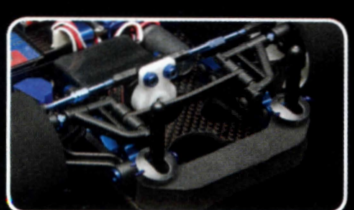
Jetta

This last February the XRC team lost one of its original team members, Jetta "J-Dog" Velez. She's survived by her nephew Stewie, and adopted sisters Meg and Lily. She blazed a trail for dogs coming to work at the XRC offices. Today Jackson "Demon Seed" Palacios, Stevie Hyndman, Hannah Winn-Buono, Dewie McCorrison, and Ozzy Kephart carry on the "bring your dog to work" tradition here at XRC. She will be missed.

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

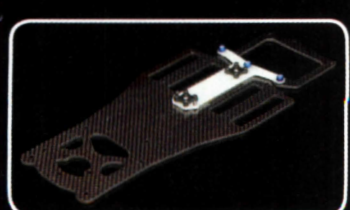
Factory Team shocks with through-shaft design making for equal damping in both directions side-to-side.

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.

GOOSE BUMPS FOR BIG JUMPS

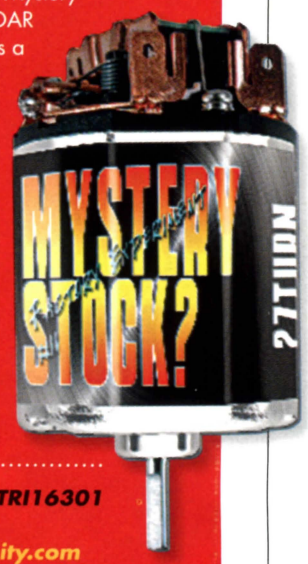
The JConcepts Goose Bumps tire is just what the doctor ordered. The totally unique step pin and bar lug design combined with sticky compounds like yellow, blue, and green allow even greater control on slightly loamy and wet conditions. The Goose Bumps are a special breed, designed for maximum performance because the design allows even wear all the way down to the tire body. Once you wear through the initial pin, a bar follows to maximize potential on aggressive surfaces. The Goose Bumps incorporate a compact tire body with a crisp tread pattern with precise separation for intense racing competition. New Goose Bumps excel in both dry and wet conditions on soft surfaces. Worn Goose Bumps excel on indoor or outdoor clay tracks where a slight groove has formed. Part Number: varies by compound.

MSRP: $11/pair

www.jconcepts.com

TRINITY'S MYSTERIOUS... MOTOR?

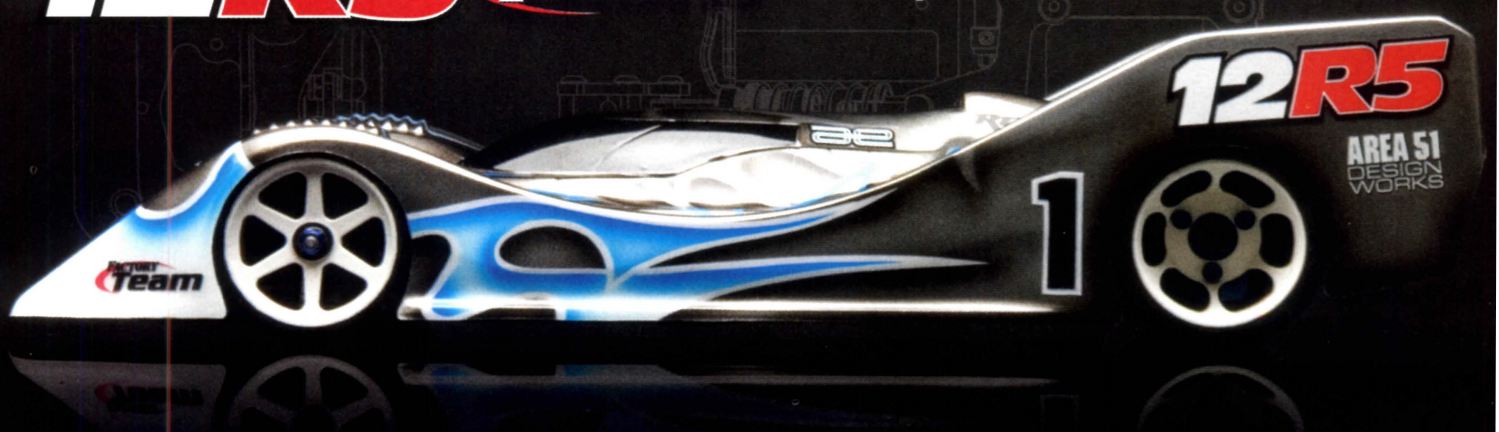
Yes, there's supposed to be a question mark, but there's no question that this motor will find its way onto a bunch of racetracks. The Mystery Stock meets all ROAR specs and features a new Quad Rotor armature design. It also features 4499 laydown brushes, red springs, and zapped magnets. Each motor's dyno specs are listed on every can, so you know exactly what you're getting.



***Part Number:* TRI16301**
***MSRP:* $46**
www.teamtrinity.com

12R5 FACTORY Team

1:12 Scale Electric 2WD Competition Car Kit



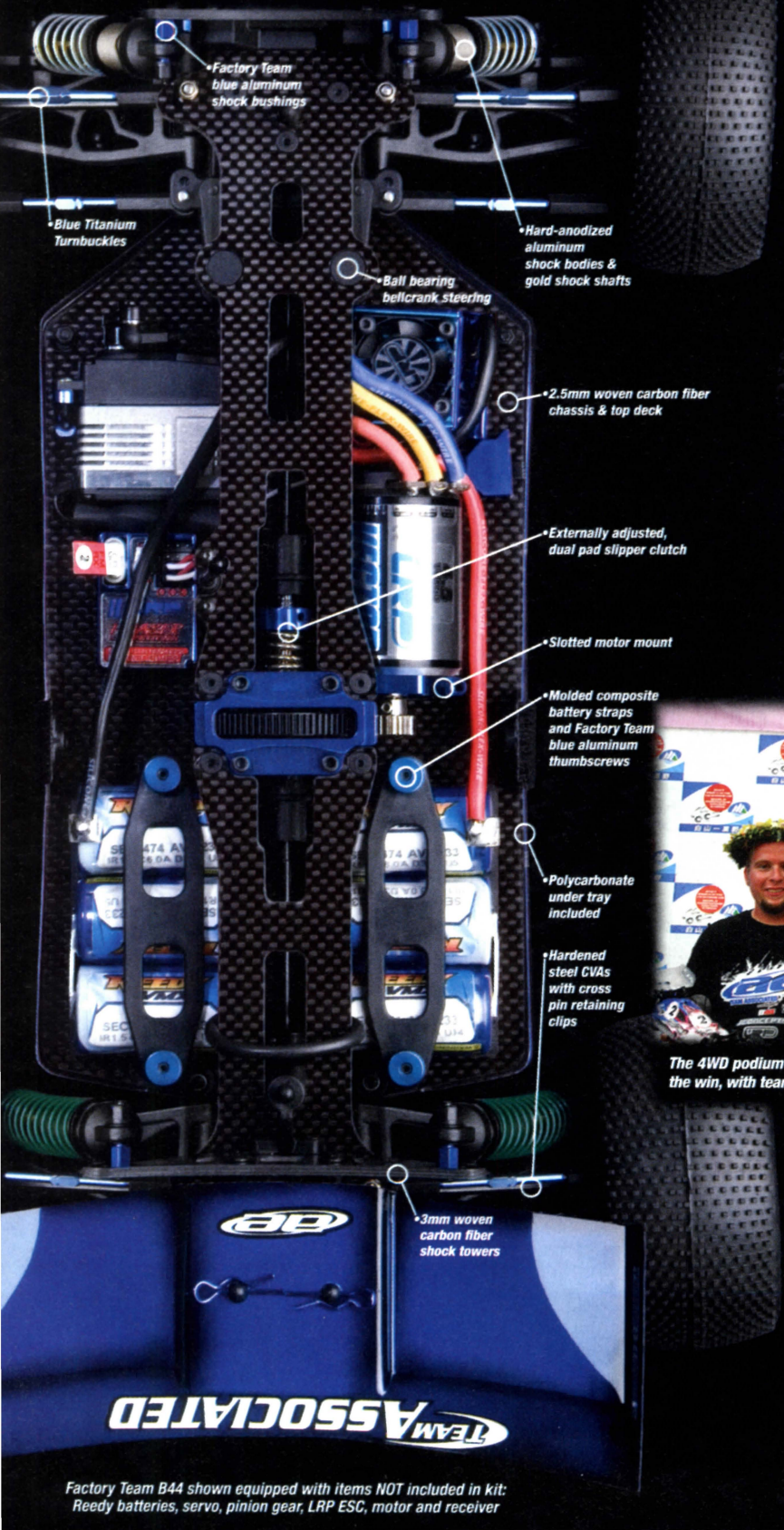
- New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment
- The pivot ball-link chassis has proven to be more durable in high speed impacts and better in bumpy track conditions
- 2.5mm woven carbon fiber chassis
- New Factory Team shocks features a through-shaft 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

ae

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

#206

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 a the win, with teammates Ryan Maifield and Ryan Cavalieri taking the second and third place, respectiv

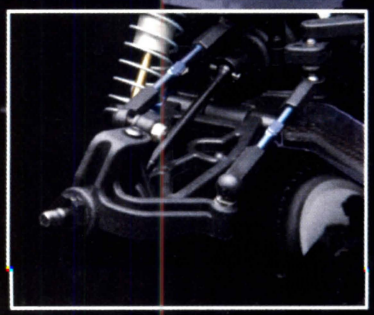
The Factory Team B44 project came to life in 2003 as a cooperative effort between Team Associated and J Concepts' Jason Ruona and Brad Reelfs. After Team Associated's Ryan Cavalieri won the 2005 IFMAR World Championships in Collegno, Italy with the BJ4 Worlds Edition, Area 51 shifted into overdrive to 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.

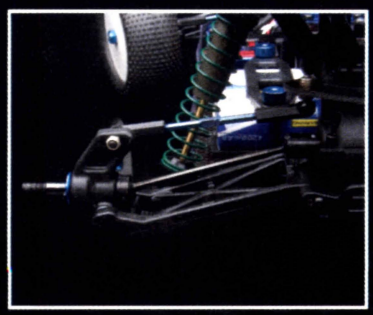
2007 IFMAR 4WD WORLD CHAMPION 1-2-3 SWEEP!

1:10 Scale Electric 4WD Offroad Competition Buggy Kit

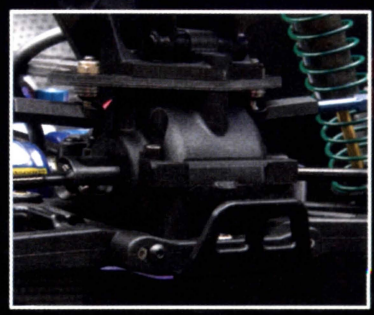
TEAM ASSOCIATED



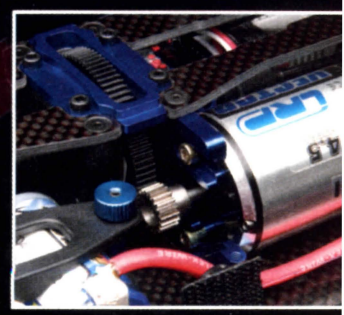
Blue Factory Team titanium turnbuckles Front wheels and hexes are optimized



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.

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www.rc10.com or www.teamassociated.com

#2063

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.

WHAT'S YOU FAVORITE SPORT, OTHER THAN RC?

55% say motorsports

6% think sports are stupid

RANDOM POLL QUOTE

"Well, at least you're not into water sports."
-Wort

WHICH THREE TEAMS HAVE THE BEST SHOT AT WINNING THE UPCOMING 1/8-SCALE BUGGY WORLDS?

1. Team Associated
2. Team Losi Racing
3. Jammin'

RANDOM POLL QUOTE

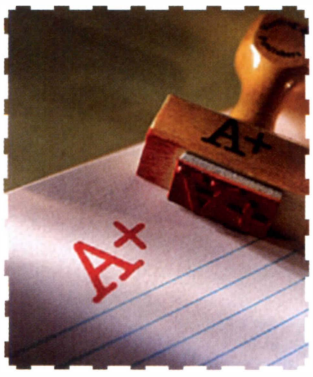
"I would say Kyosho, Associated or O'Donnell right now. Associated has assembled one of the most talented teams ever, and their buggy is one of the best now.. O'donnell cuz they have Tebo…"
-drcmaster

WHO MAKES YOUR LUNCH?

I buy it: 39%
Myself: 28%
My significant other: 13%
My Mom: 11%
I don't eat lunch: 9%

RANDOM POLL QUOTE

"Being that I'm chained to a desk (thanks Shawn Palmer) I'm not allowed to eat, only work and talk on the XRC Forums all day…"
-abailey21



YOU THINK YOU'RE BETTER THAN US?

17% thinks they could proofread Xtreme better than we do.

RANDOM POLL QUOTE

"I'd bet everything I own that you would not improve the editing, lol. Several people have 'claimed that and failed.' NO magazine is perfect, and the time and staff we have for what we do is pretty amazing. I had some stat before. Out of roughly say 400 words a page, and 100 pages of content that's 40,000 words. IF there are 10 mistakes, that's a pretty low percentage."
-DerekB

Why does Donald look stoned?

DO YOU THINK IT'S MORE EXPENSIVE TO RUN NITRO OR ELECTRIC?

30% Nitro
17% Electric
13% Equally expensive
41% It depends

RANDOM POLL QUOTE

"Well I voted it depends because it does! You can go buy say a T4, brushless motor a, li-poly charger and some li-poly batts and be at around $800-1,000 and have to buy a battery pack at around $150 or so every couple months. Whereas you can buy a truggy kit, have to buy tires, wheels, motor, complete radio system, gas which is a consumable, and just getting it all together at well over $1,500. So I say look at your options then plan accordingly and RESEARCH YOUR BUY."
-acexxxoasis

HOW FAR WOULD YOU GO TO WORK AT XRC FOR A DAY?

48% think they're already worthy (as if!)

33% would do just about anything

10% would willingly take kicks in the ass from Derek

10% would be Wort's personal maid

RANDOM POLL QUOTE

"Or one of us could dress up as Keira Knightley and cure James' addiction to her forever."
-rclugnut10

"Oh my God."
-JamesR

By: TEAM INTEGY

The Best Monster Hopups for '08

T3693 Ultimate Brake System w/ Titanium Pads for T-Maxx

T6968 Complete Differential w/ Metal Gear for Savage-X

T3652 Steel Universal Drive Shaft (2) for T-Maxx

T3699 Delrin 73T for Rustler and T-Maxx 2.5

T3018 EVO-4 Adjustable Shock Tower for T-Maxx 3.3

T3000 EVO-4 Alloy Main Chassis for T-Maxx 3.3

T3017 EVO-4 Ball Stud (8) for T-Maxx 3.3

T3694 QUAD Exhaust Tune Pipe Set for T-Maxx

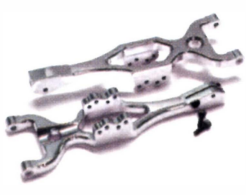
T3718 EVO-3 Wheelie Bar for T-Maxx 3.3

T3016 EVO-4 Steering Block for T-Maxx 3.3

T3011 EVO-4 Chassis Brace for T-Maxx 3.3

T3007 Chrome EVO-4 Alloy Servo Mount for T-Maxx 3.3

T3004 Chrome EVO-4 Front Bumper for T-Maxx 3.3



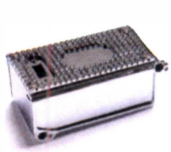
T3009 Chrome EVO-4 Lower Arm for T-Maxx 3.3

T3013 Chrome EVO-4 Upper Arm for T-Maxx 3.3

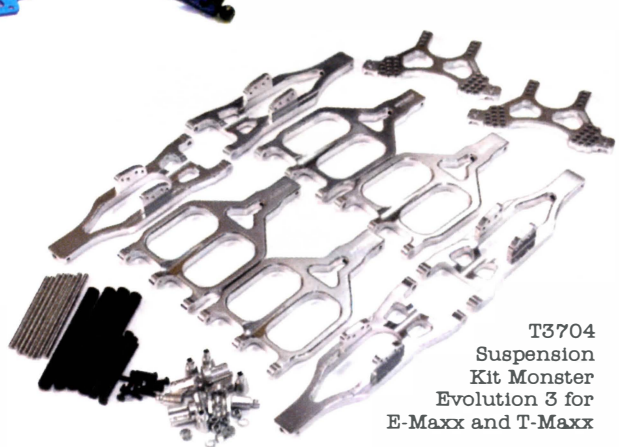
T3014 Chrome EVO-4 Front Bulkhaed for T-Maxx 3.3

Item #3720BLUE

T3002 Chrome EVO-4 Rear Skid Plate for T-Maxx 3.3



T3005 Chrome EVO-4 Battery Box for T-Maxx 3.3



T3704 Suspension Kit Monster Evolution 3 for E-Maxx and T-Maxx

T3015 Chrome EVO-4 Rear Bulkhaed for T-Maxx 3.3

T3008 Chrome Body Posts

MAY 2008 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
28	29	30	1 April 30-May 4 ROAR Carpet Oval nationals Holiday, FL– Thunder Racing Club www.rcthunder.net			4
5 May 5 RC Pro WI Series, R1 Suamico, WI – Northern Hobbies www.rcprowi.com Cinco De Mayo	6 International No Diet Day NO FAT CHICKS	7	8 No Socks Day	9 Heidi Leick's Birthday	10 May 10 8th Annual The Dirt Saturday Series Hemet, CA– Hemet RC www.thedirtracing.com	11 Mother's Day Mike and Sonya V's anniversary my mom rocks
12 Kite Day	13 May 13 RCLegends.com Enduro 1 Winthrop Harbor, IL – The Track www.rclegends.com	14 Dance Like A Chicken Day	15 National Chocolate Chip Day	16 Megan Fox's Birthday	17	18 May 18 RC DriftClub Drift Showdown Round 3 San Gabriel, CA - Speedtech RC www.rcdriftclub.com
19 Circus Day	20	21 Fairuza Balk's Birthday	22 May 22-25 Reedy Race of Champions Roseville, CA – Speedworld Raceway www.reedyrace.com Mike McMahon's Birthday	23 May 23-25 RC Monster Truck World Finals Poplar Branch, NC – Digger's Dungeon www.nolimitrc.com The Wort's Birthday	24	25
26 Ashley Massaro's Birthday	27	28 Kylie Minogue's Birthday	29 Ana Beatriz Barros' Birthday	30 Jennifer Ellison's Birthday	31 May 31-June 1 HPI On-Road Challenge Cherry Hill, NJ – Taylor's Bar and Grill www.hpiracing.com Memorial Day	1

Chuck's day is also "Buy an Instrument" Day... Wort's is "Penny Day."

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.

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45+ mph

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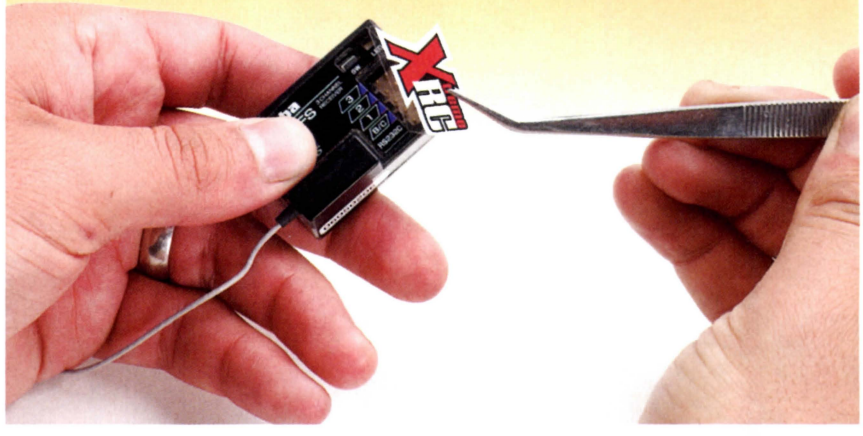
CLEAN BREAK-IN

Many nitro break-in methods involve a starter idle-tank where your car just idles on the ground or up on blocks while the engine mixture is set rich. A lot of raw fuel and oil will drain out of your tuned pipe during this initial tank. To avoid staining grandma's freshly interlocked driveway, place your entire car inside a large, shallow, cardboard box before you fire it up. If you don't have a box handy you can simply place an old towel under your chassis; ensure that a good chunk of the towel is placed below the stinger on your exhaust system. The cardboard box or towel will catch all the excess nitro-soup that drains from your pipe and prevent you from getting beaten with your granny's walker.

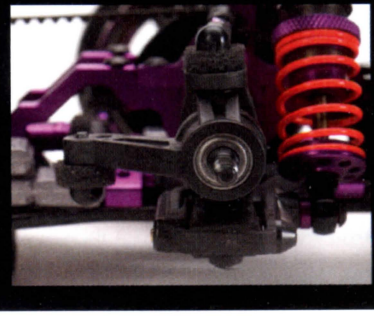
SEAL YOUR HOLE

Receivers, ESCs, fail-safe units, and other random electronics—most of these items have holes in them for making adjustments or plugging stuff in, but once their duties are done most of those holes just sit there and collect debris. Debris and electronics can be a bad combination, so use random stickers to seal all of your holes up and keep the crap out. Wipe the area down with some rubbing alcohol and a rag before applying a sticker to be sure it stays put. Most people have a bunch of hobby stickers kicking around, so each time you need access to a hole you have covered up, simply rip the old sticker off, do what you have to do, then slap a new one in place to keep everything sparkly clean.



CRASH BEARING

If you ever get into a hard collision where the butt end of your wheel-axle hits a barrier you'll need to check the outer bearing in your hub for damage. Even if your bearings are brand new, a crash that hits your axle from the side transfers much of the force through your outer bearing and may jam the inner bearing race towards the center of your chassis, even while the outer race remains securely mounted within your hub. This sort of side load usually causes bearing damage, especially in on-road classes where speeds are faster and walls are harder. A damaged bearing will not only rob your car of speed and performance but may also cause premature wear to the axle it runs on, so after a big crash do a quick check of your outer bearing just to be safe.

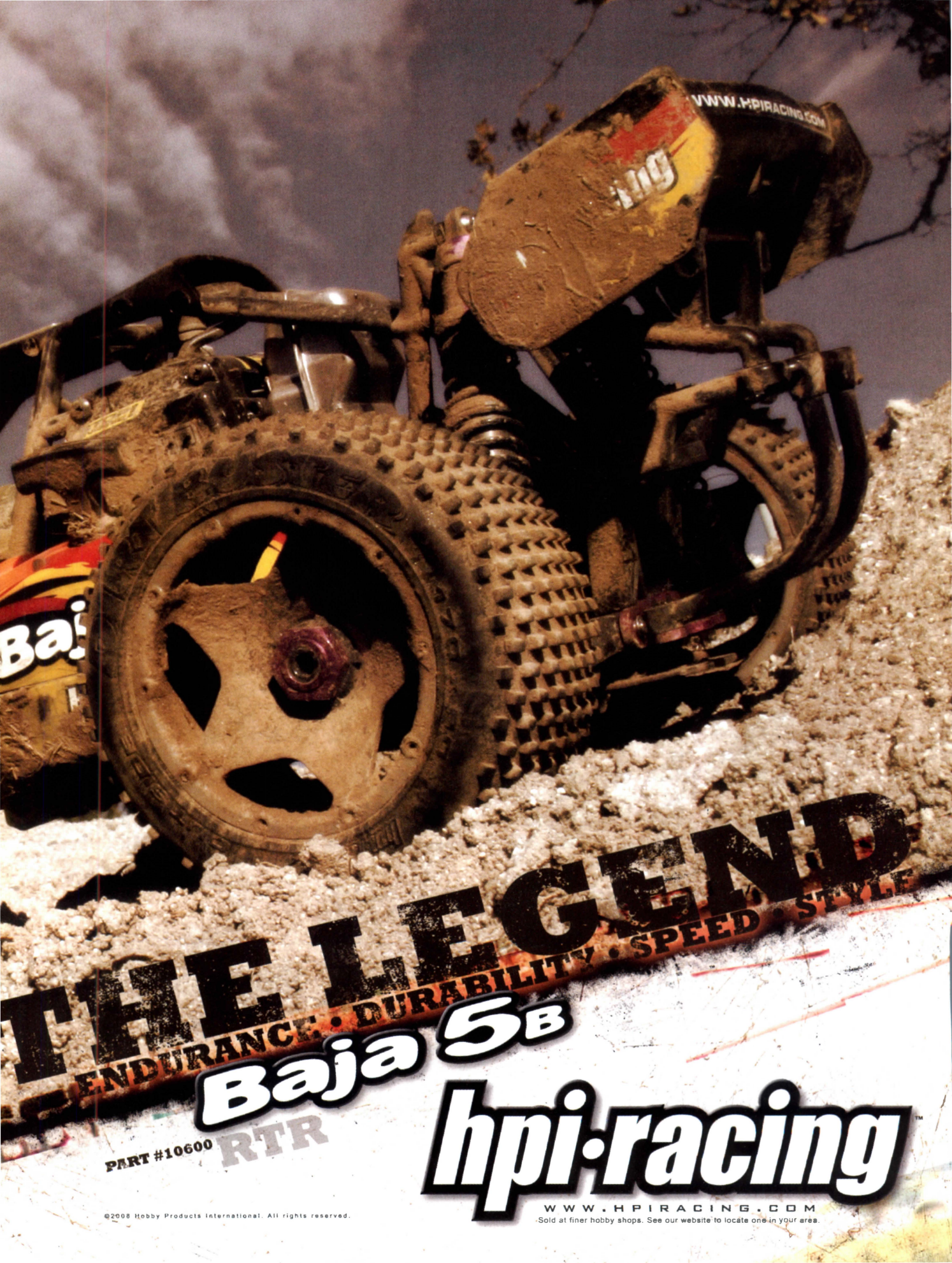


MARK YOUR CALENDARS

Batteries, whether they are Nimh, Lipo, or even old fashioned NiCads require some sort of maintenance to keep them in top working order. Over longer periods of rest it is easy to forget to charge, discharge, feed, bath, or shave your batteries, and many of today's cell technologies don't like to be ignored. Welcome to the age of high maintenance power. If you're not going to be using your equipment for long periods of time, be sure to mark your calendar or day planner so you can perform the necessary duties to keep your batteries outputting as much as possible. There are too many types of cells and procedures to cover here, so check with your battery manufacturer to find out what they recommend in terms of storing and keep track of your timing to maximize the life and performance of your cells.

A sneak peek at OFNA's mini race car.

1/5th SCALE DESERT BUGGY
05.10.2006
RTR BAJA 5B DEBUT
01.17.2007
BARSTOW TO VEGAS - 120 MILES
06.23.2007
1400km AROUND ICELAND
OWN



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INSTALLING A BRUSHLESS MOTOR SYSTEM

LEARN IT. UNDERSTAND IT. DO IT.

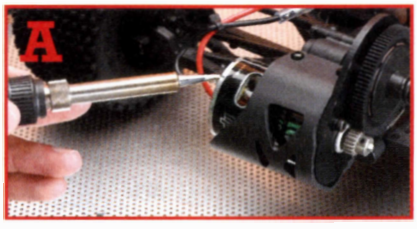
words: Michael Wortel

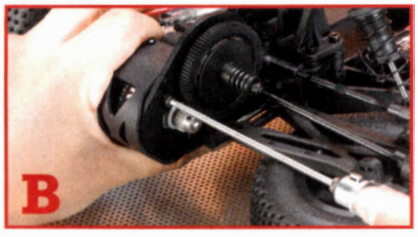
Once you go brushless, you never go back.

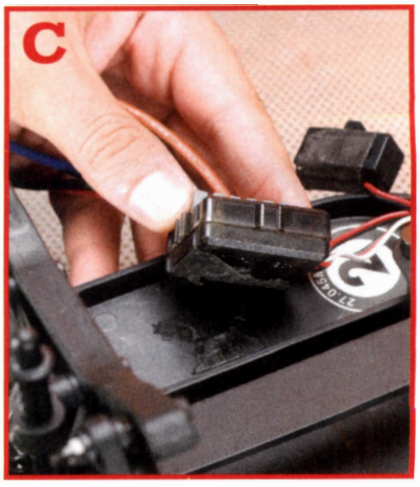
Give it about another year, and brushed motors will pretty much become extinct. But brushless didn't come from nowhere. It started small five years ago, and since then it's gotten better, faster, and more durable. Manufacturers rapidly jumped on-board to get a slice of the brushless pie. As brushless became more common and the technology improved, racers started messing around with it, with success first in on-road, and carrying over to the dirt. As brushless tech develops, it has gotten much less expensive to get into. In the beginning, the cheapest systems were about $350, and although high-end systems haven't gone down much, you can now get into the game for less than $200. In fact, some manufacturers now have brushless RTR kits for big, small, and even tiny scales. So, we've pretty much established the fact that I can rant and rave about brushless motor systems, but what am I getting at? Well, if you haven't already, you're going to encounter brushless motors and ESCs, and you're going to have to know how to use them. Installing a brushless system isn't terribly different from a brushed, but there are some nuances. Here is how to install a brushless motor system:

1. REMOVE YOUR EXISTING SYSTEM

The first step in installing your new brushless system is removing the existing one. **A.** Start by heating up the soldering iron and removing the ESC wires from the motor. Next, remove the gear cover and then the pinion gear from the motor. **B.** Then, emove the motor itself by loosening the motor screws from the motor mount. Keep the motor screws in a safe place, because you'll probably be using them again shortly. It's also a good idea to reattach the pinion to the motor so you won't lose it. **C.** After the motor is out, remove the ESC and clean the chassis of any remaining servo tape residue. When you're done, don't just throw your old unit into your tool box; put it somewhere safe. eBay or future cars await your old gear!







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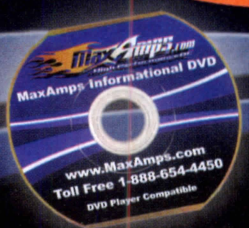
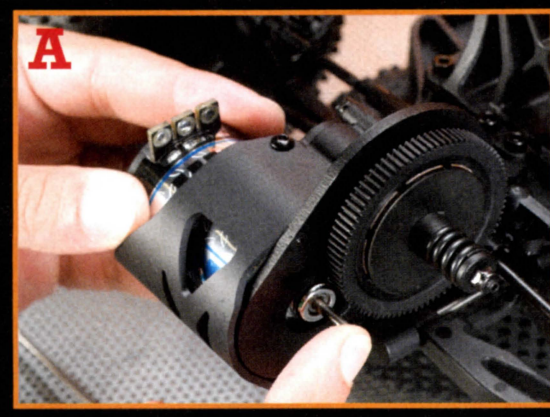


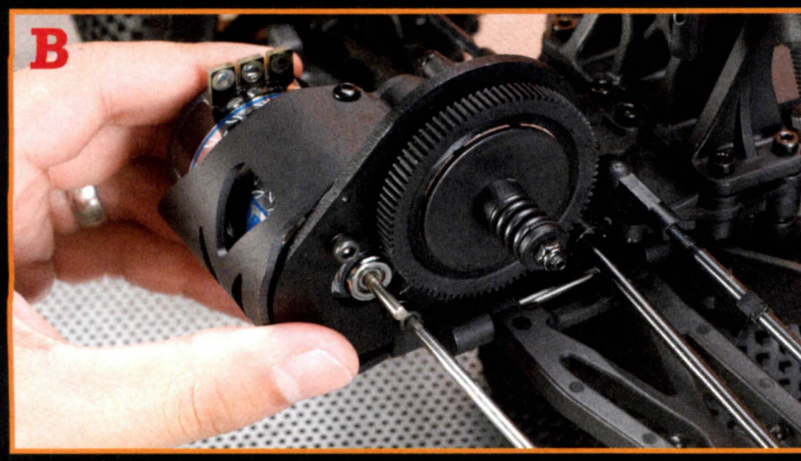
FREE Lipo Info DVD At
www.MaxAmps.com

DISCLOSURE: This Nitro truck is converted to a brushless motor and a 4S MaxAmps Lipo Pack!

2. INSTALL THE MOTOR

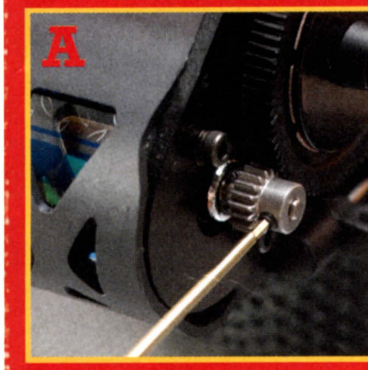
Now that your old system is out, it's time to install the new brushless motor. **A.** Place the motor onto the motor mounts so that the soldering tab is easily accessible. **B.** With your location determined, screw the motor in place. You don't have to tighten it all the way yet. If your new motor doesn't come with motor screws, use the ones you used on your previous motor (refer to step 1).

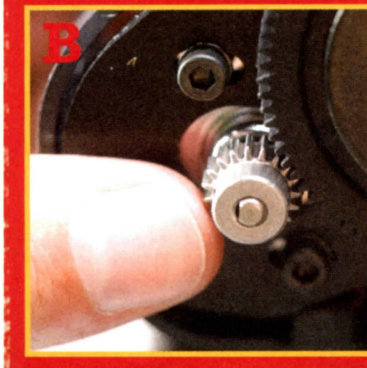




3. PINION INSTALLATION

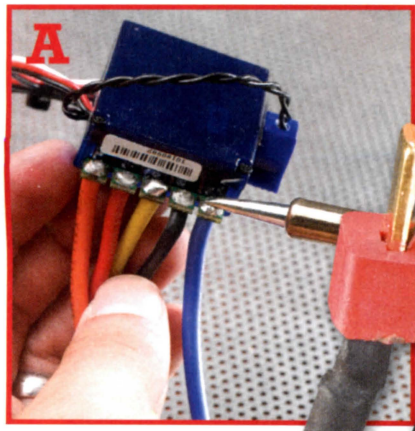
Chances are that you aren't going to use the same pinion on your brushless motor as the one you just replaced on the old motor. When selecting a new pinion, refer to your car or ESC's instruction manual for recommended gearing. Match up your new motor's "turn" rating with the one suggested in the manual, subtract two teeth (on average), and use that one. For example, if your manual suggests using a 14-tooth pinion for a 13-turn motor, use a 12-tooth pinion instead. Brushless motors have a higher power band than brushed motors and apply torque differently, so gearing a little lower than you would with a brushed motor helps you take advantage of the brushless motor's strengths. **A.** With your pinion selected, use a drop of thread lock on the setscrew and install it. **B.** Now that the pinion is installed, you can set the gear mesh and **C.** fully tighten the screws.

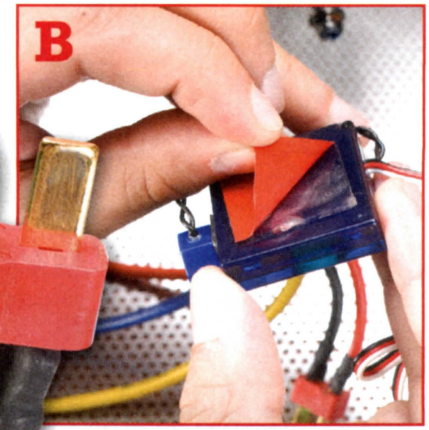




4. INSTALL THE ESC

Choose a good location to install the ESC. Put it somewhere close to the motor, but also out of the way of your receiver or any moving parts. Also consider where the battery wires will need to be connected. **A.** When you've selected a good location, it's time to install the wires to the ESC (some ESCs have them preinstalled). If you do have to install them yourself, be careful not to heat up the soldering tabs too much, or you can ruin the ESC. Next, it's time to solder a male battery plug onto the right ESC wires. Use Dean's or Traxxas-style plugs. If your ESC comes with Tamiya plugs already installed, snip them off and replace them with one of either of the other two. The Tamiya plugs are pretty much crap and should never be used with anything high current. **B.** With everything soldered onto the ESC, use servo tape to attach it onto the chassis.





No combs were hurt during the procedure.

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.

2.4GHz Frequency Hopping Spread Spectrum Technology

Features

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5. INSTALL THE MOTOR AND SENSOR WIRES

Now that the motor and ESC are in place, route the three power wires to the motor. When you have an idea of how much wire you need to make the bridge, take an extra inch of slack and snip-off the remaining wires. With the lengths decided, fire up the iron and pretin both the wires and the motor soldering surface. Pay attention to the wire orientation and solder them in place. **A.** If the motor uses eyelets as opposed to a flat soldering surface, you may have to remove the motor so you can approach the joint at a good soldering angle. **B.** Make sure the soldering joints are strong, but don't use so much solder that it bridges the soldering tab and the melted solder runs into the adjacent tab. **C.** With everything soldered in place, route the sensor wire if your system uses one. Refer to the sidebar in this article to determine what you have. Plug it into the ESC (and the motor if the sensor wire is independent).

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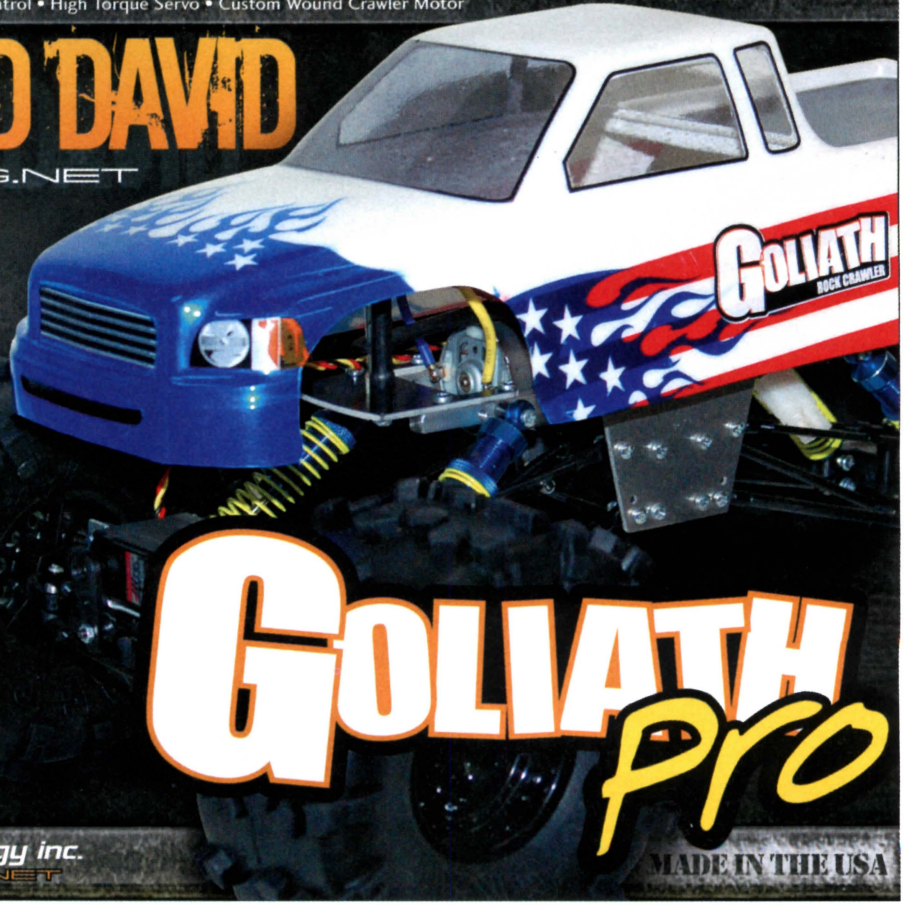

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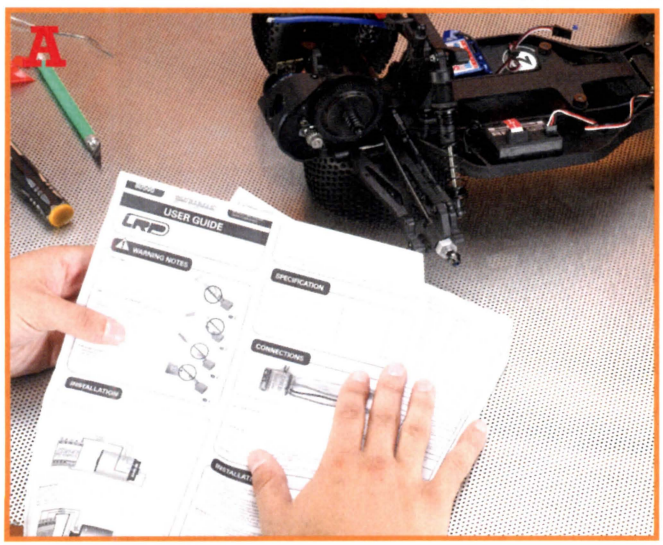
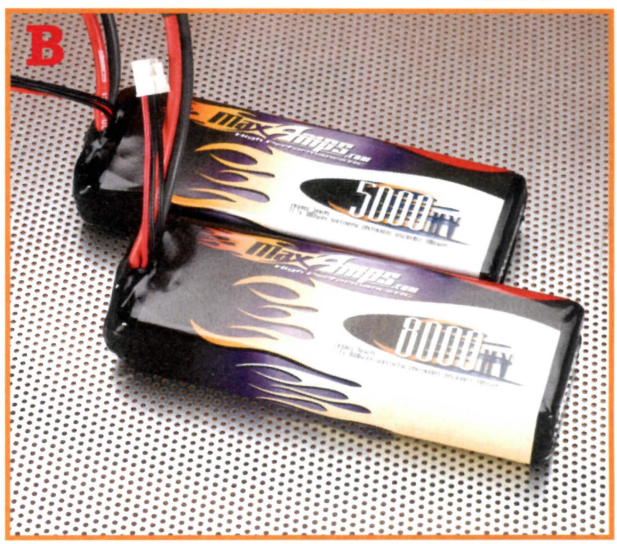
6. ESC SETUP

At this point, you may be tempted to fire it up and get going, but there are some things you have to look at first. **A.** Read through the ESC's instruction manual to see whether you have to switch it from "brushed" and "brushless" mode, as most brushless controllers do both. **B.** Next, your controller will likely have a low-voltage cutoff for Li-Pos, just to make sure you don't over-drain your batteries. If you're running Li-Po, make sure the cutoff is set. If you are running NiMH, go ahead and switch the cutoff off. Finally, brushless ESCs feature a "drag brake" function. Since there is so little friction in brushless motors, they don't coast to a stop the same way brushed motors do. There is a feature called "drag brake" that allows you to feel the braking sensation that is similar to a brushed motor. I recommend starting with the default drag brake setting and experimenting with it to decide just how much drag brake feels right to you.





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7. SYSTEM MAINTENANCE

Okay, let's clear the air really quick. Brushless systems are NOT maintenance free. In fact, you have to take better care of your brushless motors than you did your brushed motors, because they are expensive and you don't want to ruin your investment. First, make sure the ESC can handle the kV rating of your motor. If a controller is rated to 5700 kV and you strap in a 6400, you'll either send it to thermal shutdown or you'll melt it! Using an ESC fan is a wise idea to prevent it from overheating, even if you're well within the recommended kV ratings. As for motors, while you don't have to true a comm. or look at springs and brushes ever again, you do occasionally have to clean and re-oil the bearings. Also, you need to keep the motor temp down on a brushless motor more than you have to on a brushed setup. Keeping the temp down will increase the life of the motor. Do this by monitoring your gearing and never running your car for more than seven to eight minutes at a time before letting it cool a bit.

The sensored motors don't use foul language.

SENSOR VS SENSORLESS MOTORS

Not all brushless motors are created equal. There are two kinds of brushless motors: sensored systems and sensorless systems. You can tell which motor you have by looking at the endbell. If it has a female plug in it, or a bundle of small wires extruding with a plug attached, it's a sensored motor. Likewise a sensorless motor has no plug port and no sensor wires exiting the endbell. What's the difference? Well to start, one isn't really considered better than the other; they're simply different in how they communicate with the ESC. With sensorless systems, there is a circuit board inside each motor that detects whether the rotor is going forward or reverse, and it communicates with the ESC through the power wires. In contrast, sensored systems communicate with each other using a sensor wire. With sensored systems, the motor doesn't have to be moving to communicate with the ESC, as the sensor detects rotor movement AND when it's at neutral. To move from neutral, sensorless systems need to go through a brief startup phase, which is why some people believe that sensored systems are a little smoother off the line. Manufacturers make bold claims about which is "better" all the time, but the reality is that they both work well, just differently, and many people prefer one over the other.

CONCLUSION

Brushless motor systems are not only here, they're here to stay—and for good reason. They are leaps and bounds more efficient than brushed motors and require 90% LESS maintenance. Sure, brushless has gone through some growing pains, but as the months click by, they keep getting better and better. You don't have to be a pro to need a brushless system. In fact, the opposite is true. Although you'll pony up a little money to purchase a brushless system, it will pay for itself in no time because it needs so much less work and next to no replacement parts. Go out and research which system will meet your needs, save up if you have to, and buy it already. Trust me, it's worth it. When you're ready to run your brushless system for the first time, you'll notice a few differences between it and the system you're replacing, but not many. Be careful, read the directions, get the right pinion gear, and you're on the right track.

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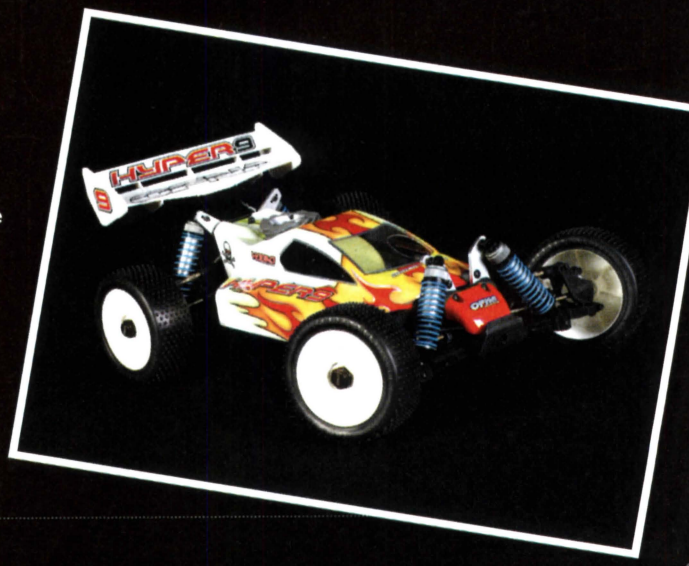
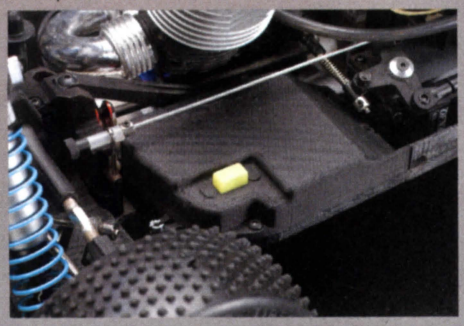
OFNA HYPER 9

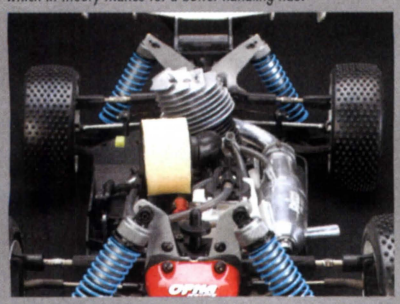
THE NEXT GENERATION OF BUGGY DESIGN started when Losi (then Team Losi) dropped the 8IGHT buggy on the market. From that point on the way we looked at the class changed, and now more buggies that follow the 8IGHT's low, central CG philosophy are starting to hit the market. The OFNA Hyper 9 follows some of the design cues of the 8IGHT and actually adds a few little twists that should make it a formidable—and pretty cool looking—opponent on the track.



RADIO BOX LOW DOWN: *The radio box is as small and as low as it gets. It's integrated into the mudguard. Those who run bigger electronics and batteries might get a little frustrated, but don't despair; there is word of an optional box top that will allow more "stuff" to fit in with no problems.*

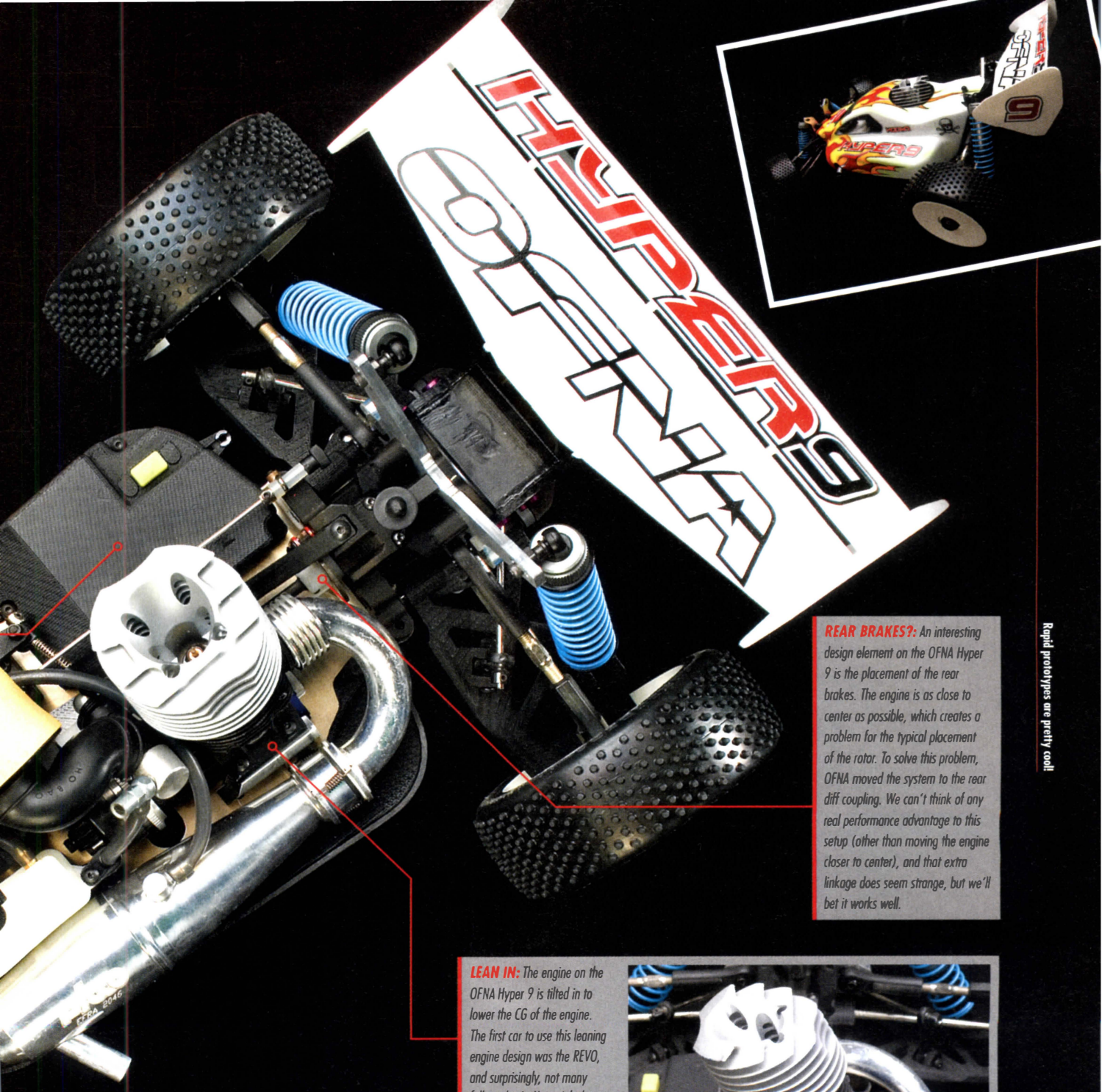


SUPER MODEL SKINNY: *While some buggies will always retain a more portly profile, the goal of the Hyper 9 was to keep everything as low and narrow as possible. Low CG and all the mass toward the center allows the buggy to react quicker, which in theory makes for a better handling ride.*



BIG BORES: *Large volume shocks are in vogue and for good reason. They make the car easier to drive and handle the ruts associated with buggy racing.*

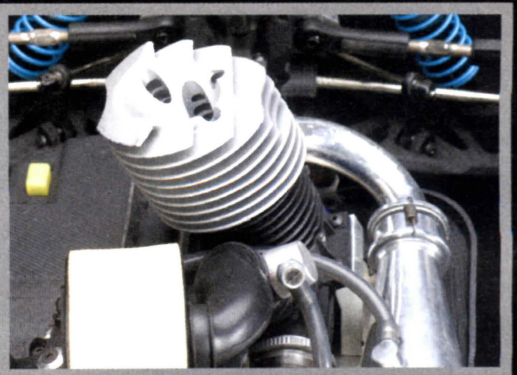
OFNA stepping up the game!



Rapid prototypes are pretty cool!

REAR BRAKES?: *An interesting design element on the OFNA Hyper 9 is the placement of the rear brakes. The engine is as close to center as possible, which creates a problem for the typical placement of the rotor. To solve this problem, OFNA moved the system to the rear diff coupling. We can't think of any real performance advantage to this setup (other than moving the engine closer to center), and that extra linkage does seem strange, but we'll bet it works well.*

LEAN IN: *The engine on the OFNA Hyper 9 is tilted in to lower the CG of the engine. The first car to use this leaning engine design was the REVO, and surprisingly, not many followed suit. You might have to take out the hack saw to get that angle of the head (or purchase the rumored option part coming from OFNA), but the result is a lowered CG of the engine.*



ACKERMAN: *Three Ackerman positions allow you to tune the steering to your liking.*

CONCLUSION

OFNA hopes to have this buggy out by the time you read this, but as with any product, if a screw vendor has a bad day, so will you. The Hyper 9 looks to be ready for the upcoming IFMAR worlds, and for those who are more the RTR type…you can bet there will be a Hyper 9 RTR and a few varietals! ✪

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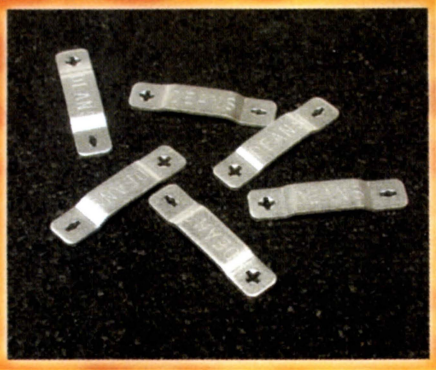

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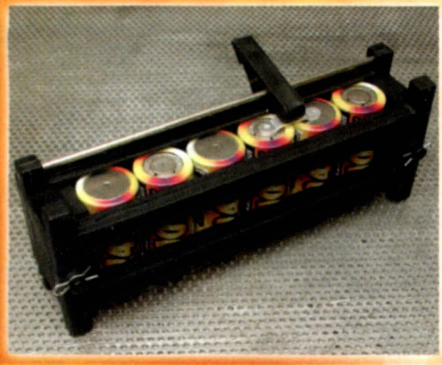

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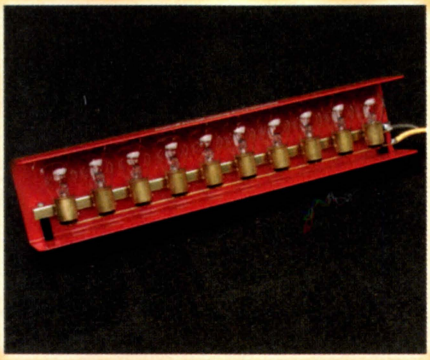

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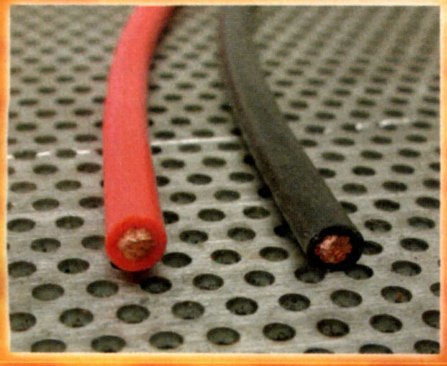

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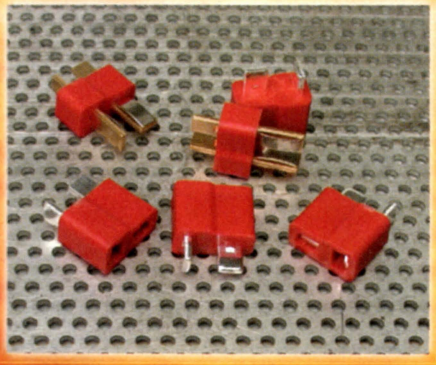

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words: James Revilla

DROP THE HAMMER

Pro-Line's got some new skins for your crawler—the Hammer 2.2" is here. Catering directly to the crawler scene, these new tires come in your choice of M2 or M3 compounds, with standard foam or new memory foam inserts. The Hammers feature nice, big side lugs for bite, and work with all 2.2" crawler wheels.

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HAMMER TIRES, 1145-11 (M2 MEMORY) / 1145-12 (M3 MEMORY) $22/PAIR
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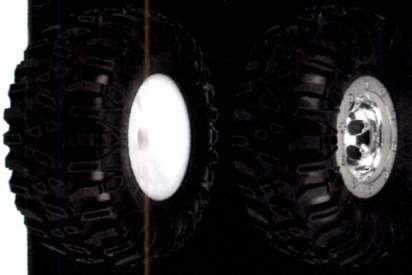

REMEMBER THE FOAM

Pro-Line offers a true upgrade for rock crawlers in the form of their new memory foam inserts. Designed for 2.2" tires, the memory foam allows for more traction and better uneven-surface adhesion. Memory foam also eliminates the tire bounce that occurs with regular foam. All of these improvements come at a reasonable price.

MEMORY FOAM, 6197-02, $9
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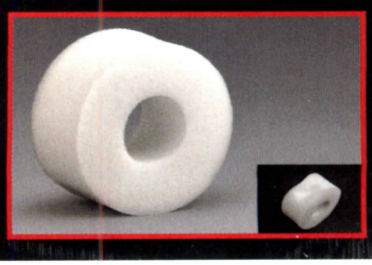

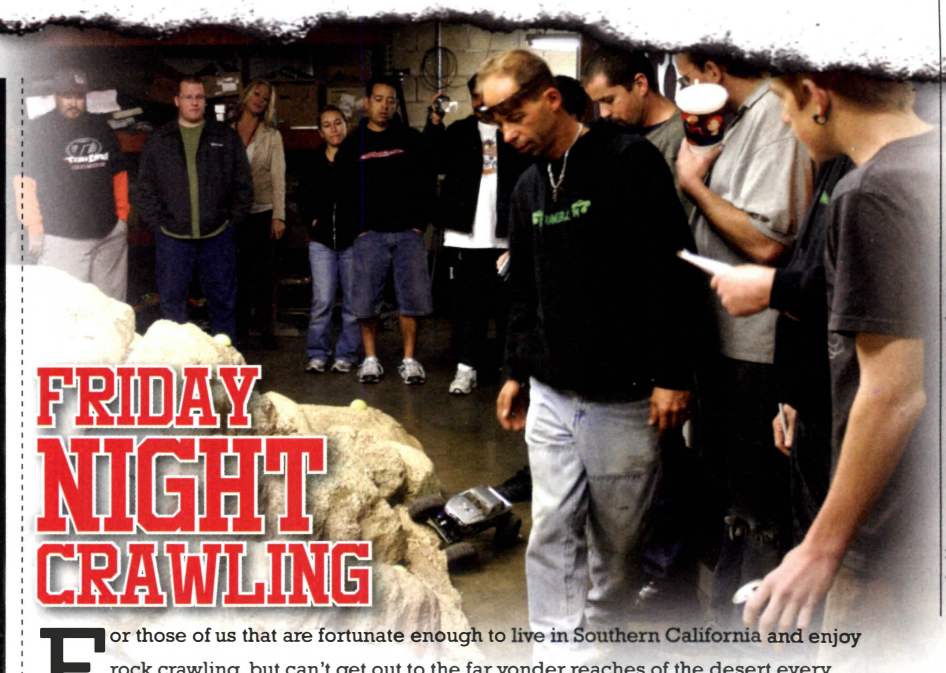

Once again, it looks like "Rock Pit" is more appropriate.

FRIDAY NIGHT CRAWLING

For those of us that are fortunate enough to live in Southern California and enjoy rock crawling, but can't get out to the far yonder reaches of the desert every weekend to enjoy crawling, RCP Crawlers has a solution. If you're a loyal reader, you'll recognize RCP as the same crew that helped Dave and me during our "Battle on the Boulders" rock-crawler feature back in issue #137. Well the same guys offer something new for the crawling community: every Friday night, RCP Crawlers host a rock crawling session in their warehouse in Upland, CA. The course is the same display/test course that RCP uses at trade shows, and on certain nights they have informal comps for fun. Tables are set up for pitting, and everyone is invited. If you haven't had a chance to run their course at a trade show near you, be aware—it's very challenging! So the next time you get the urge to hit the rocks, charge up some batteries, gather your gear, and head out to RCP on a Friday evening. Their address is 1146 W. 9th Street, Upland, CA 91786. Don't forget to tell them that Xtreme RC sent you!

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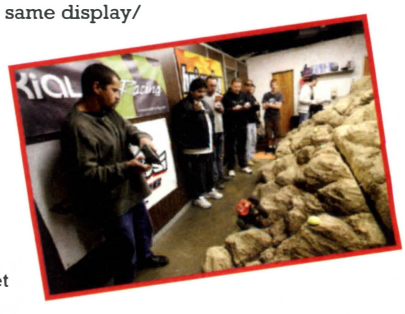

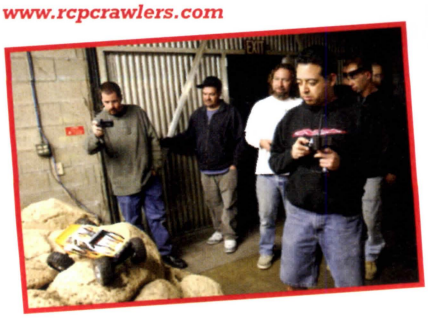

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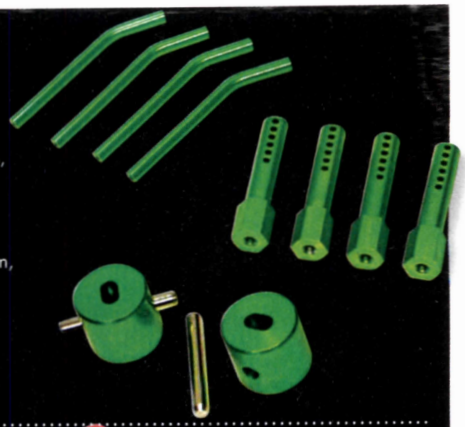

UPGRADE THE HV

Upgrade your Novak HV-series brushless motor with Novak's Sintered Rotor upgrade kit. This kit includes a new endbell that features a larger bearing and allows you to install the new rotor with 5mm output shaft.

5MM SINTERED ROTOR UPGRADE KIT, 5924, $65

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RPM Hop-Ups!

True-Track Rear A-arm Conversion Kit

for the T/E-Maxx
(2.5R, 3.3 & E-Maxx 16.8)
& Revo *(all versions)*

Traxxas T/E-Maxx

Traxxas Revo

Some Benefits of an RPM True-Track Rear A-arm Conversion Kit:

- ELIMINATION OF VULNERABLE & SLOP INDUCING REAR TOE-LINKS.
  - Consistent rear toe angles throughout the entire range of suspension travel.
  - Complete elimination of rear bump steer (the tendency of toe angles to vary during normal up & down suspension travel typical of toe-link rear ends).
- ***PERFECT*** REAR TOE-IN ANGLES FIXED AT 1.5 DEGREES PER SIDE.
  - Superior & predictable rear traction with uniform rear toe angles.
  - Toe angles are perfect in relation to the chassis – virtually unobtainable by current measurement methods & toe-link rear ends.
- ***RPM*** True-Track Kits create ZERO WEIGHT GAIN (32g weight loss on Revo kits!)
- Included oversized bearings that are better than twice as strong as stock bearings.
- Massive 4mm outer hinge pins assure survivability during extreme crashes.
- Made from the ultimate ***RPM*** blend of materials for strength & durability that is unrivaled!
- EVERYTHING'S INCLUDED - No additional parts needed to complete the conversion.
- EXCELLENT VALUE when taking into consideration everything that is included in each kit.

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Or send $4 for our complete catalog and decals to:
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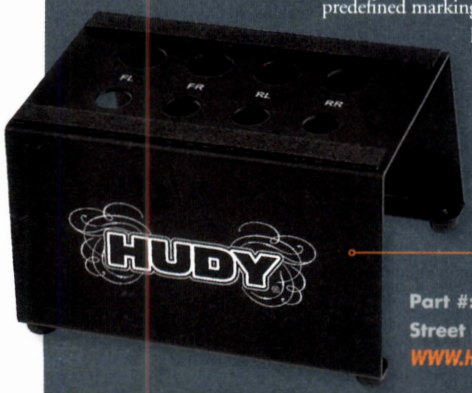
In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month for the latest on new parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see In The Dirt? Email me at MikeW@rc411.com.

words: Mike Wortel

HUDY

OFF-ROAD CAR STAND

It doesn't take long to figure out that you need a car stand in the pits. It makes it a lot easier to wrench on your car, and it allows you to tune with the power on, without fear of your car mysteriously running out off the pit table. Hudy's new stand is designed for 1/8-scale buggies and truggies and provides a super stable platform. Rubber grips prevent the stand from moving under vibration, and its powder-coated construction ensures a long life for your new stand. There are even strategically placed holes that you can use to hold shocks during a rebuild, and the predefined markings help you to keep track of which shock is which.



Part #: 108170
Street price: $30
WWW.HUDY.NET

FLYWHEEL/CLUTCH MULTI-TOOL

The first time you use a universal clutch tool, you'll wonder how you ever got away without one in the first place. But this clutch tool from Hudy takes it a step further. Not only does it feature a universal flywheel locker (its primary function), but it also adds an integrated clutch gap measuring tool, which covers a range on 0.5-0.8mm. Finally the Multi-Tool sports a Clutchbell Holder that is used to hold centrifugal-axial style clutchbells with threaded pinion gears, which makes this tool applicable to on-road cars as well. Manufactured by hudy out of Swiss 7075 T6 aluminum, this tool will last a lifetime.

Part #: 182010
Street price: $36
WWW.HUDY.NET

TEAM TRINITY

I-POWER DUO POWER SUPPLY

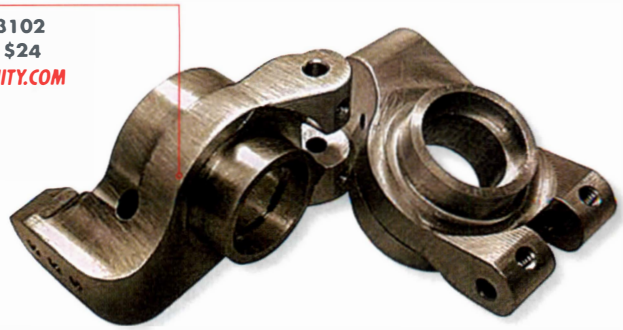
Having a bulletproof power supply is an important staple in your racing repertoire. It's needed to power most of the industry's high-end chargers and can also be used for power needs outside of RC. Trinity's new I-Power Duo Power Supply is a top-of-the-line unit. It features three independent power outputs: 12V for charging and dynos, 0-12V for motor break-in, and a 5V USB port for ipods, phones and cameras. The Duo runs on either 110 or 220V inputs. Trinity is a high-end racing company, and this power supply is used by many of their top drivers.

Part # TRI22005
Street price: $250
WW.TEAMTRINITY.COM

LOSI WHEEL HUBS

Any off-road racer knows that the biggest challenge in a race is simply staying in one piece and turning out some consistent laps. Team Losi Racing's 8IGHT and 8IGHT-T have proven time and time again that they're the cars to beat in many events, and Trinity has just made it a little better. These billet aluminum wheel hubs are lighter, stronger and hard anodized, compared to the stock parts they replace. So, in theory, these new hubs should make you faster and more durable. What racer doesn't want those qualities?

Part #: TRI43102
Street price: $24
WW.TEAMTRINITY.COM



Does it play songs too?

TEAM ASSOCIATED

RC8 STUB AXLES & INPUT CUPS

The RC8 has made a big splash in the racing scene, and according to a recent poll we conducted, many believe that they are most likely to bring home the glory at the upcoming IFMAR worlds. Associated didn't stop development once RC8's started hitting the shelves; they kept searching for ways to make the buggy stronger and faster. Available through Associated, you can now purchase some Factory Team gear that had previously only been available to team drivers. These new Stub Axles and Input Cups are made from 7075 T6 Aluminum, one of the lightest and strongest materials used in our industry. When using the complete set of these new upgrades, almost 2 oz. of rotating mass is saved. This may not seem big, but cutting down the rotating mass dramatically effects a car's efficiency and improves acceleration. If you're looking for the edge, this upgrade may be just what you need to make your mark on the track.

Stub axles. Alrightythen.

Part #: 89284 (front axle); 89285 (rear axle); 89286 (input cup)
Street price: $30 (each axle); $20 (input cup)
WWW.RC10.COM

JCONCEPTS

ILLUZION T4 HI-FLOW BODY

Ryan Maifield is one of the fastest and most promising drivers our industry has to offer. His tire and body sponsor, JConcepts, helps outfit him with the best gear available to help him win so many races. If you're a T4 owner and want to run the same body that Maifield runs, now's your chance. The Illuzion Hi-Flow body features a form and function style with a hood scoop and other curvatures, all designed for maximum down force. The body comes clear, with a protective overspray film, is made of thick, durable Lexan material, and it comes with a full, Illuzion decal sheet. If you own a T4, this body deserves a serious look!

Part #: 0062
Street price: $24
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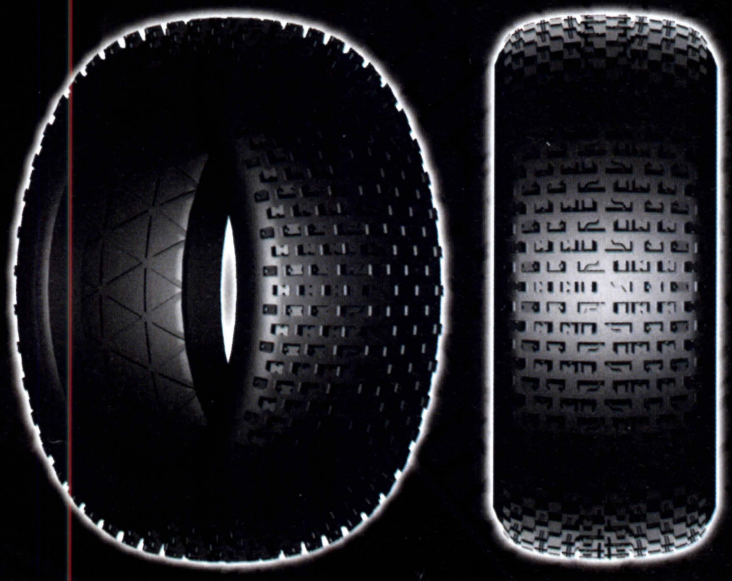
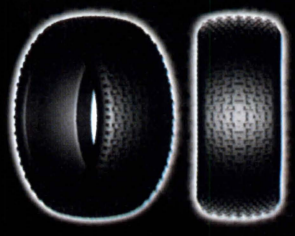
Who is making YOUR tires?!...

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

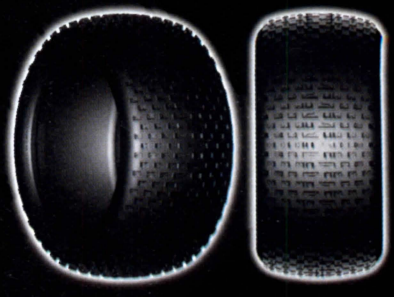
I-BEAM 1:8 BUGGY #14001S (soft)
1:8 BUGGY #14001M (medium)



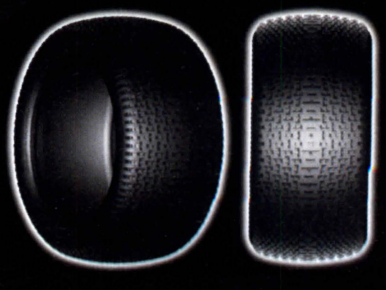
CITYBLOCK 1:8 BUGGY #14002S (soft)
1:8 BUGGY #14002M (medium)



I-BEAM TRUGGY PART#14101S (soft)
TRUGGY PART#14101M (medium)



CITYBLOCK TRUGGY #14102S (soft)
TRUGGY #14102M (medium)



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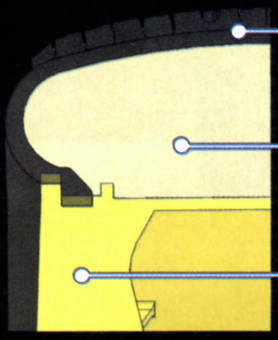

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Let's all put stickers on foam bumpers and start a trend.

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

HOT BODIES UNLEASHES A NEW CYCLONE

IT'S BEEN AWHILE SINCE THE LAST INCARNATION of the Cyclone, the Andy Moore edition, and although the car has continued to perform at the highest levels we haven't heard much about a successor. Until now. This month HPI of Japan announced that the follow-up will be called the Cyclone TC, and it will be a direct continuation of the highly successful platform. Among the new features are a redesigned chassis plate and shock towers, an updated rear differential, a lockable front one-way that can also act as a spool, new anti-roll bars that provide a very easy length adjustment, new lower shock mounting positions, and more. The Cyclone has always been one of the slickest-looking cars on the market and the Cyclone TC follows suit, carrying over all the same top-end parts and shiny aluminum. There's no word on a US release date yet, but we expect it to land sometime soon.

WWW.HOTBODIESONLINE.NET

» RUMOR MILL

With a few new cars on the way, we still haven't seen one thing that a lot of people expected would be a **big trend** in 2008: cars designed specifically for Li-Po batteries and brushless motors. In fact, the latest vehicles hitting the market **don't look a whole lot different** than those from a year ago. Major races like the Reedy Race have gone to a strictly-brushless format this year and are now allowing LiPo packs in all but the Open classes, as we continue to shift to a new paradigm. As this happens, a strong debate continues over the weight limits for current cars in these classes, and with **no clear answer** it seems that manufacturers are holding their collective breath rather than committing to a new design.

Is NiMH already dead? It doesn't seem that way, especially with the new Ener-G cells on the market giving IB some real competition in the high end NiMH market. With 5-cell NiMH still dominating most Mod/Open classes around the world, it looks like these batteries **won't be going away** any time soon. But for new drivers entering the club environment, Li-Po is now the way to go—less maintenance hassle and more runtime, the perfect combination for working on your skills on the track. Remember way back when a new racer got that "deer in the headlights" look when you explained the charging, discharging, equalizing, commutator truing, armature balancing, and everything else that went into maintaining batteries and motors? Now it's as simple as plugging in a motor, charging a battery, and hitting the track. **Plug and play** is a good thing for the hobby.

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Turbo 35 GFX
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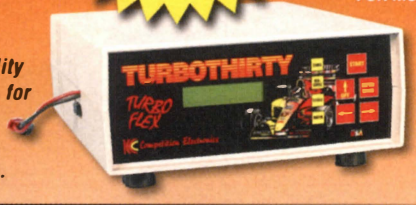
(SEE OUR WEBSITE FOR MORE INFO.)

LIPO Updates are available for your Turbo 35 BL, and Turbo 35 GFX.

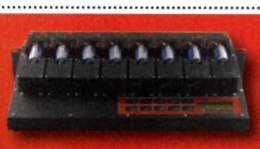
NIMH compatibility update available for your Turbo 30 Turbo Flex (9 button model).



...INSIDE AND OUT.

GFX Lipo

For over 20 years Competition Electronics has been producing the world's best chargers, battery matching systems, and power supplies. Find out for yourself why so many top racers choose Competition Electronics.



TurboMatcher 8
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Pit Bull X3
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- *As the name implies all Competition Electronics products are designed for racing.*
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WEIGHTING FOR LIPO

We've all sung the praises of Li-Po batteries and what they mean to touring racing: longer run times, more power, ease of use, and on and on. However, one often-overlooked issue is that Li-Po packs are considerably lighter than 6-cell (or even 5-cell) NiMH packs, and most current touring cars have been designed and balanced for use with the heavier packs. Adding weight is not that difficult, but getting it to mimic the chassis placement of a real NiMH pack can be a little challenging--adding a few grams of weight to the top of your car's chassis is not quite the same as having a bulky battery pack sunk low into battery cutouts.

One enterprising individual on the Web solved this problem in a creative way, by creating a weighted battery "tray" called the EZ Li-Po that fits under a Li-Po pack and into a touring car's chassis slots, adding weight low enough in the chassis to mimic a real NiMH pack. We're not sure if this is 100% ROAR-legal, but it is certainly an interesting solution, and it's not hard to imagine some larger manufacturers coming out with similar products. In the meantime, you can check out the creation at www.ppdbillet.com, and when this does get copied we'll all know who was first!

RHEINARD, TAMIYA TOPS AT LRP TOURING MASTERS

Springtime in Germany can mean only one thing: it's time to break out the blue carpet and have a killer indoor event! Over the past few years the LRP Masters, held annually in Eppelheim, Germany, has become a closely-watched touring event that typically pits the best of the best drivers in the world against one another in a challenging round-robin race format. Last year's race was taken by Juho Levanen, but this year saw German hometown hero Marc Rheinard returning to form, putting on a dominant performance in the first two of three A finals to capture the overall win. Even more impressive was the clean sweep of podium positions by Tamiya, with fellow 416 pilots Jilles Groskamp and Viktor Wilck joining Rheinard to round out the top three. For full race results and more information, check out tcm2008.lrp.cc on the Web.

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

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...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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-Tim Bump
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RC Deal

1/10-scale will not make it without a pro version.

Fixed links and plastic shock towers do not attract racers.

THUNDER TIGER TOMAHAWK BX

THE WAR HATCHET

1:10 NITRO 4WD

words: Michael Wortel | photos: Carl Hyndman

THUNDER TIGER'S NEWEST RELEASE IS THE TOMAHAWK BX. Take a 1/10-scale electric racing buggy, throw in a .18-sized nitro mil, and the Tomahawk is what you get. There are other 1/10-scale nitro buggies out there, but this is super-close to what you're used to seeing in the 4WD electric class. In recent times, I've been witness to a trend that's starting to develop in nitro RC. In the beginning of the nitro boom, manufacturers were pushing big—big size, big power, big noise. Then about a year and a half ago, nitro car makers started a race to build the coolest mini RC cars they could think of. Big trucks are cool, but they're sometimes too big to fit into the trunk of your real car, and their price tags are equally big. Small RCs are novel, but most of them don't work very well and fall short of expectation. It seems as though the industry forgot about what worked for it in the first place: 1/10-scale. It's the perfect amount of size, power, affordability, and portability for the average person. 1/10-scale nitro RCs are starting to sweep into the market in a big way. This is Thunder Tiger's contribution to the nitro 1/10-scale buggy niche: the Tomahawk BX.

THUNDER TIGER
TOMAHAWK BX

PART #: 6196-F
STREET PRICE: $225-$250 (price may vary)
PRICE AS TESTED: $275
SETUP TIME: 25 minutes
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:10	NITRO		4WD

Oil-filled shocks: *The chassis is supported by a full set of four oil-filled shocks, which have a large capacity and are fully adjustable.*

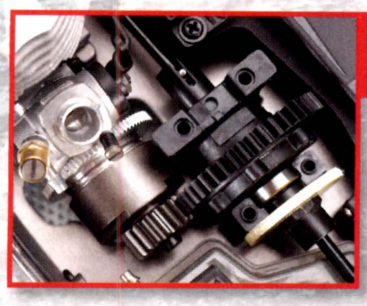
Racing tires: *These tires are meant for the track. They are essentially Team Associated racing treads.*

Radio Box: *A sealed radio box houses the receiver and accommodates a 5-cell hump-style pack.*

75cc Fuel tank: *The engine is a fuel sipper, and the tank is large, so look forward to long runtimes.*

Radio System: *The Tomahawk sports a micro receiver and transmitter with throttle EPAs.*

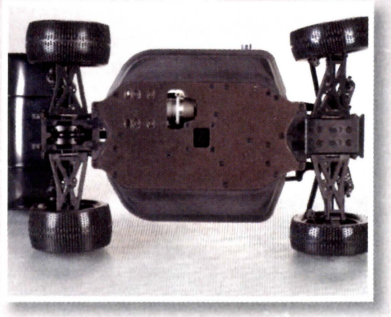
Looks like a 1/8-scale, doesn't it?

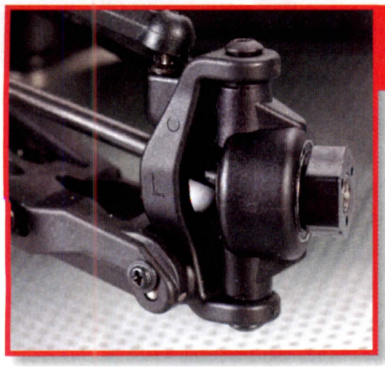


01 **FORMIDABLE DRIVETRAIN** • The Tomahawk's drivetrain mimics what you'd see on a 1/8-scale buggy. The buggy comes stock with two diffs, front and rear, and a center diff upgrade is available separately. The center gears are well protected from the elements by a plastic covering, so you don't need to worry about debris making its way into the gears. Most 1/8-scale buggies leave this area exposed.

"With 4WD, CV axles, a low stance, and a big engine, the Tomahawk rips off the line."

02 **BULLETPROOFNESS** • I know I may have just made up a word with this feature title, but this chassis is tough. The main chassis deck is made of durable 3mm aluminum—just what you'd find on a much larger 1/8-scale. This means that you can scrape and bash the chassis all you want, and you'll probably never run into 'banana chassis' syndrome (when after a few crashes, the chassis bends up like a banana).





03 **ACTIVE SUSPENSION** • The arms and suspension of the Tomahawk are designed for durability. 1/10-scale buggies are fragile by nature, but the Tomahawk looks like it should be able to take a beating on the track or the bashing paths. Thick, CV-style drive axles are found on the front and rear, and the buggy runs on a full set of metal-shielded ball bearings. Minus some adjustability, the Tomahawk's suspension looks just like that on any racecar.

VEHICLE INFO

CHASSIS

LAYOUT:	Aluminum lower deck w/ plastic deck and braces
THICKNESS:	3mm
MATERIAL:	Aluminum
TANK CAPACITY:	75cc

SUSPENSION

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

SHOCKS

BODIES:	Plastic
DAMPING (F/R):	500/500 wt.
PISTONS (F/R):	2-hole/2-hole
SPRINGS (F/R):	Black/black

DRIVE TRAIN

TYPE:	4WD dual shaft
DIFFERENTIAL:	2 (gear)
DIFF. FLUID:	Grease
AXLE TYPE:	CV-style
TRANSMISSION:	Single speed
SPUR GEAR MATERIAL:	Plastic
CLUTCH:	3-shoe
BEARINGS:	Metal-shielded

GEARING

CLUTCH/BELL/ SPUR:	1st 17/43
GEAR RATIOS:	
PRIMARY:	2.53:1
INTERNAL:	3.38:1
FINAL:	8.55:1

BODY, TIRES & WHEELS

BODY:	Thunder Tiger Nitro Buggy
TIRES (F/R):	Thunder Tiger Off-Road
DIAMETER/ WIDTH:	1.41/1.69 in. x 3.22/3.22 in. (36/43mm x 82/82mm)
HEX SIZE:	12mm
WHEELS:	Thunder Tiger 12-Spoke

DIMENSIONS

WEIGHT:	4 lbs., 7oz. (2,024g)
TRACK WIDTH (F/R):	9.64 in. (245mm)
WHEELBASE:	10.70 in. (272mm)
RIDE HEIGHT	1.11 in. (29mm)

Something is still off in its proportions.

THUNDER TIGER TOMAHAWK BX

1:10 | NITRO | 4WD

TESTING

The Tomahawk will be used for one thing and one thing alone: bashing. However, since it's based around a 4WD electric racing platform, it should also be a lot of fun at the track, even if it's just for a practice day. We headed out to Revelation Raceway here in So Cal and some of my normal bashing locals around the office. It's 82°, sunny and dry—a perfect day for RC!

ACCELERATION AND SPEED • With 4WD, CV axles, a low stance, and a big engine, the Tomahawk rips off the line. The .18 generates a large amount of torque throughout its powerband, and that's seen in its great throttle response. On the track, with the buggy lacking a center diff, it's a little hard to grab traction as the rpm increase, so you have to be careful and learn the art of pulling off the throttle and letting buggy regain control before a spin-out ensues. In the dirt and on the asphalt, the Tomahawk has a lot of speed. It's about as fast as a 1/8-scale on the radar gun—impressive for 1/10-scale

Rating: 9/9

BRAKING • Since there isn't a center diff, the front and rear brakes don't feature an adjustable bias, which knocks a few points off of my braking control report card. That being said, the braking system on the Tomahawk definitely gets the job done. It features a large fiberglass brake disc and durable pads. This is more than enough to bring the buggy to a controlled stop, without heating up and suffering from brake fade. A beautiful touch in the Tomahawk package is that the transmitter features throttle EPAs, including one for the brakes, so adjusting the travel is as simple as twisting a knob on the radio.

Rating: 8

LOW-SPEED • The preset front toe-in makes the turning radius a bit larger for the Tomahawk than it could be, but you're still able to cut some pretty tight corners at low speeds. The buggy glides well over slow rhythm sections of the track and it's responsive through the whoops. The stock steering servo has plenty of torque and speed for quick, slow driving maneuvers. Of course, the throttle response off the line isn't as smooth as it would be if this were an electric car, but for a nitro, the Tomahawk is pretty precise accelerating through slow or winding sections of the track.

Rating: 8

HIGH-SPEED HANDLING • On pavement at high speeds, the Tomahawk felt pretty stable. Occasionally, however, the servo saver on the steering servo slipped a bit, and the servo had trouble centering. But after messing around with centering the servo saver onto the servo, the problem was only minor. The shock oil was a little thick, making handling a little sluggish at high speeds, but switching to thinner oil or to pistons with larger holes made handling a little more responsive. The fixed steering links gave the buggy a bit of toe-in, which took away some steering but helped the buggy stay in a straight line. Overall, there was a decent amount of push at high speeds, especially on the dirt, but this will be a good thing for a beginner.

Rating: 7

ROUGH-TRACK HANDLING • Due to a lack of ground clearance and camber adjustability, the Tomahawk felt a little unpredictable when the surface got pitted or loamy. Also, the stock tires worked great on hard packed, grippy surfaces, but the tires just wanted to keep spinning in the dust. Raising the ride height while simultaneously going with thinner shock oil made an appreciable difference in rough track handling. If you want to take the next step, invest in more versatile tires and

RTR GEAR

RADIO:	Ace R/C Jaguar T2P
RECEIVER:	Ace R/C
STEERING SERVO:	Ace RC 1903
THROTTLE SERVO:	Ace RC 1903
ENGINE:	Thunder Tiger Pro-18BX
PIPE:	Thunder Tiger Tuned

TEST GEAR

RECEIVER PACK:	Trinity EP 1500 mAh 5-cell, TRI 20507, $32
FUEL:	Trinity Platinum 20%, MH0020T, $12/qt.

CONTACT

THUNDER TIGER:	www.thundertiger.com
TEAM TRINITY:	www.teamtrinity.com

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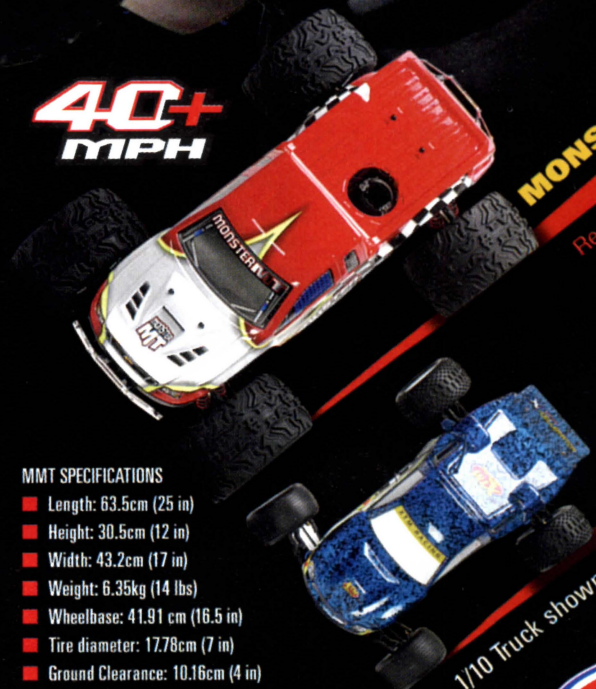
The 1/8+ sized MMT is huge. Look at the size comparison! Other 1/10 and regular 1/8th trucks cannot compare. The features list is HUGE too. Inside you'll find a 3-channel FM computer radio, metal gear digital steering servos x2 (yes TWO digitals!), steel gears, two speed, double chassis bracing, rear-exhaust 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.

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)



MONSTER MMT

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1/10 Truck shown for size comparison

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adjustable camber links. As long as you keep the Tomahawk on hard, semi-smooth surfaces, you'll be in its comfort zone.
Rating: 7

JUMPING • The weight distribution of the Tomahawk was well planned, and as a result, it's predictable in the air and levels itself out pretty well. It gets good traction up the front of jumps, and since the .18 provides ample power, the buggy was pretty well able to clear the doubles and challenge the quick rhythm section. Landing was a little tougher on the Tomahawk than taking off, but the performance was still very good. The buggy definitely bottoms out a bit, but as the shock oil already seems a bit heavy (refer to high-speed handling), I wouldn't recommend going any higher. As long as you deal with the fact that you'll bottom out on landings and scratch up the chassis a bit, you'll be alright. The Tomahawk is overall very capable in the air.
Rating: 8

WRENCHING

MAINTENANCE • The instruction manual that comes with the Tomahawk is marvelous. It features full, step-by-step building instructions in clear diagrams. There are also various exploded views. This makes the Tomahawk easy to work on for beginners and experienced drivers alike. The front and rear of the car attach to the main chassis separately, and this makes accessing the differentials and suspension arms a breeze. The receiver compartment is a bit of a mess with wires and barely accommodates everything, but it suffices. One of the few maintenance hassles is that Phillips head screws are found throughout the chassis and suspension. They're somewhat convenient, but over time they'll strip a lot quicker than hex screws and become frustrating. Overall, the Tomahawk is very easy to work on and takes an efficient approach to maintenance.
Rating: 9

WEAR AND TEAR • Driving on a track with large jumps, such as Revelation, is a challenge for 1/10-scale cars in terms of durability. While learning the new layout and figuring out my timing on the jumps, I made plenty of hard landings and lawn darts onto jump faces. These are usually the first things that break 1/10-scale buggies, but since the arms on the Tomahawk are beefy, I managed not to break a single suspension piece the whole time. The plastic used on the shock towers, links, and bulkheads is soft, with a lot of flex. This isn't the best thing for handling response, but it helps make the buggy more resilient in crashes. The only spot I had problems was in the wing post mounts. After flipping the Tomahawk onto its lid a couple of times, a small fracture appeared on the post where it attaches to the shock tower. But this is a small problem. The Tomahawk took my usual, unusually hard testing (beating) and still looked nice at the end of the day.
Rating: 9

TUNING • The tuning options on the Tomahawk are a strange mix of impressive and questionable. Although it sports sealed diffs, which you can tune with silicon oil, it lacks a center diff. The caser is fully adjustable front and rear, and the car comes with a bag of caster blocks and shock pistons, which gives you some tuning possibilities out of the box. The most obvious drawback is that all of the turnbuckles and suspension links are fixed plastic, which prevents you from adjusting toe or camber without upgrading to something better. In all, there's some stuff to mess around with on the Tomahawk, and all of the areas you'd want to adjust are at least upgradeable with optional parts purchased through Thunder Tiger.
Rating: 6.5

THUNDER TIGER TOMAHAWK BX

1:10 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Compatible with electric buggy wheels/tires
- Front and rear CV-axles

MISSES

- Fixed plastic suspension links
- Not much ground clearance for bashingr

MAIN COMPETITION

Kyosho DBX, Jammin' CRT.5 RTR

WHO IT'S FOR

Those new to nitro, and buggy enthusiasts

CONCLUSION

It's hard for me to tell exactly where the Tomahawk fits in the grand scheme of things. I'll start by saying that I think Thunder Tiger is going to sell a lot of these things, and if they ever produce an Associated version, they'll sell even more. The price is right, the speed and reliability are great right out of the box, and even though the company is in Japan, the support is good. The only problem I see is that the Tomahawk feels more at home on the track than the bashing paths. And since there's no racing class for 1/10-scale nitro buggy, racing is kind of out of the question. But with some tire and suspension mods, you could pretty easily get the Tomahawk into more versatile bashing shape. If you want something fast, affordable, small, reliable, and fun, the Tomahawk deserves a look.

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Inferno ST-RR Truck #31353B

Technical Specifications:

- **Scale:** 1:8
- **Length:** 22.64 in. (575mm)
- **Width:** 16.85 in. (428mm)
- **Wheelbase:** 14.68-14.88 in. (373-378mm)
- **Track width:** 13.90 in. (353mm)
- **Approx. weight:** 151.7 oz. (4300g)
- **Final drive ratio:** 16.54:1

Features:

- **Long Chassis** tested and proven for rock steady stability*
- **Big Bore Shocks** for unmatched performance over rough terrain
- **Lightweight Universal Driveshafts** made from chrome moly steel
- **Low Profile, High Down-force Body** for perfect fitment and looks
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THUNDER TIGER TOMAHAWK BX

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

START IT OFF RIGHT

The Tomahawk comes out of the box 100% assembled and almost ready to go. The first thing you want to do is pickup a good, 5-cell, hump-style receiver pack. Using AA's in the included 4-cell container will slow down the steering and throttle response. Trinity and OFNA make some really good receiver packs, and I use either of the two in most of my own cars. Before you run the car, do yourself a favor and use silicon diff oil in the differentials instead of the stock grease that's preinstalled in the car. 5,000 wt. is a good starting point, and you can experiment with others as you see needed. As far as fuel is concerned, using 20% with a high oil content will give you a good mix of performance and longevity. Racers don't mind having to replace their engines every year, so they stick with 30%, but if you run 20% and keep the settings on the rich side, the .18 in the Tomahawk should last a really long time. Trinity Platinum 20% and Sidewinder Backyard Basher 20% are two of my personal favorite fuels to use in RTR engines. Making these three purchases will give your Tomahawk added performance and durability, and they are more of an investment than a frill, in my eyes anyway.

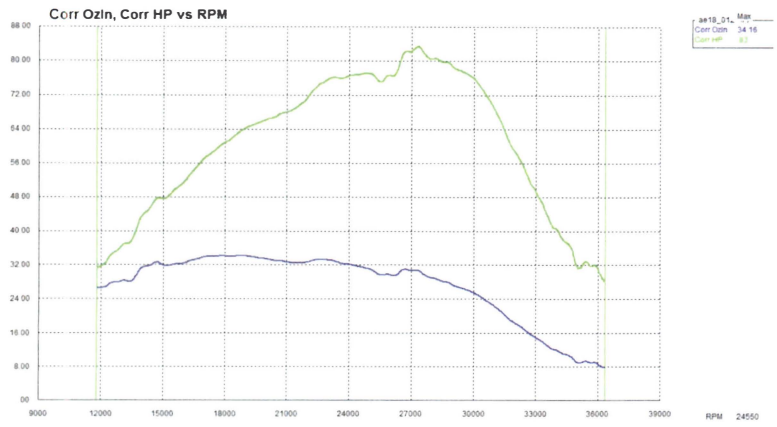
Editorial forgot this caption.

POWERPLANT INFO

The Thunder Tiger Pro-18BX is plenty of engine for the relatively light 1/10-scale buggy. It has lots of torque down low, more than enough to make the Tomahawk feel as nimble as a 1/8-scale buggy off the line. The engine is also very easy to tune. It comes out of the box with just the right settings for break-in, and needs very little tuning to find the sweet spot when it comes time to go a little leaner. There is good power across the board, and it also runs cool, sips on gas, and is easy to keep running. This engine is used in Team Associated products and is trustworthy.

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:	Thunder Tiger Pro-18BX
BORE AND STROKE:	0.638 in. x 0.567 in. (16.2mm x 14.4mm)
DISPLACEMENT:	.18 in.3 (3.0cc)
FUEL:	Trinity Platinum 20%
PIPE:	Stock tuned
PLUG:	Stock
PEAK X-DYNO HP*:	0.83 @ 27,250 rpm
PEAK X-DYNO TQ*:	34.14 oz-in. @ 18,750 rpm
PEAK X-DYNO RPM:	36,252
AVERAGE TQ:	27.21 oz-in.
AVERAGE HP:	0.61 hp
POWER FACTORS	
LOW END (TQ/HP):	32.08 / 0.59
TOP END (TQ/HP):	21.55 / 0.83
CORRECTION FACTOR:	1.092

*All numbers are SAE corrected

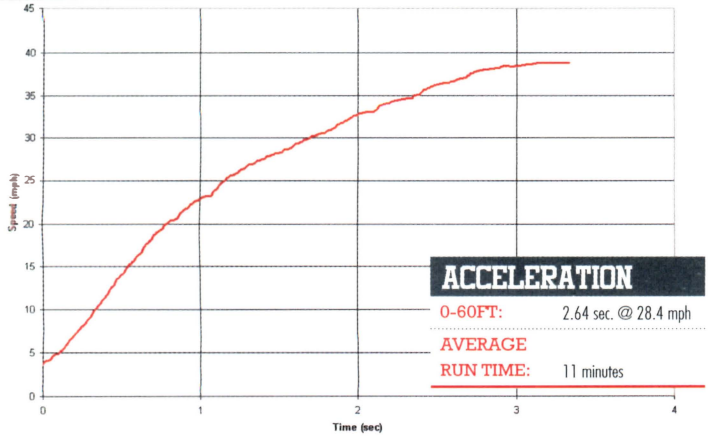
NEEDLE SETTINGS

HIGH:	2 1/2 turns out
LOW:	3 turns in from flush
MID:	N/A
OPERATING TEMP:	220-250°F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 37.2 mph @ 194 ft.



ACCELERATION

0-60FT:	2.64 sec. @ 28.4 mph
AVERAGE RUN TIME:	11 minutes

TEST CONDITIONS

WEATHER:	Sunny with a light breeze
TEMP/HUMIDITY:	82° F/28%
BAROMETRIC PRESSURE:	29.99 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Outdoors, medium-low bite dirt

HANDLING

TURNING RADIUS:	3 ft., 2 in.
ON POWER:	Understeer
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	Slight
OVERALL:	Good

See, Wort can work for a manufacturer's brainstorming team.

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RTR
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ELECTRIC BLUE (METALLIC)

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- COMPOSITE LONG SUSPENSION ARMS
- FRONT & REAR OIL-FILLED LONG SHOCKS
- 150CC FUEL TANK
- ALUMINUM TUNED PIPE
- 46T SPUR GEAR
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- 4 BEVEL DIFFERENTIAL (3 SETS)
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- 7MM BILLET REAR REAR SUSPENSION MOUNT
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- HEX HEAD SCREWS THROUGHOUT
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Superb glue job on the right-rear tire.

JCONCEPTS J82

BIGGER BIGGER

1:10 | 2WD

words: James Revilla | photos: Jason Boulanger

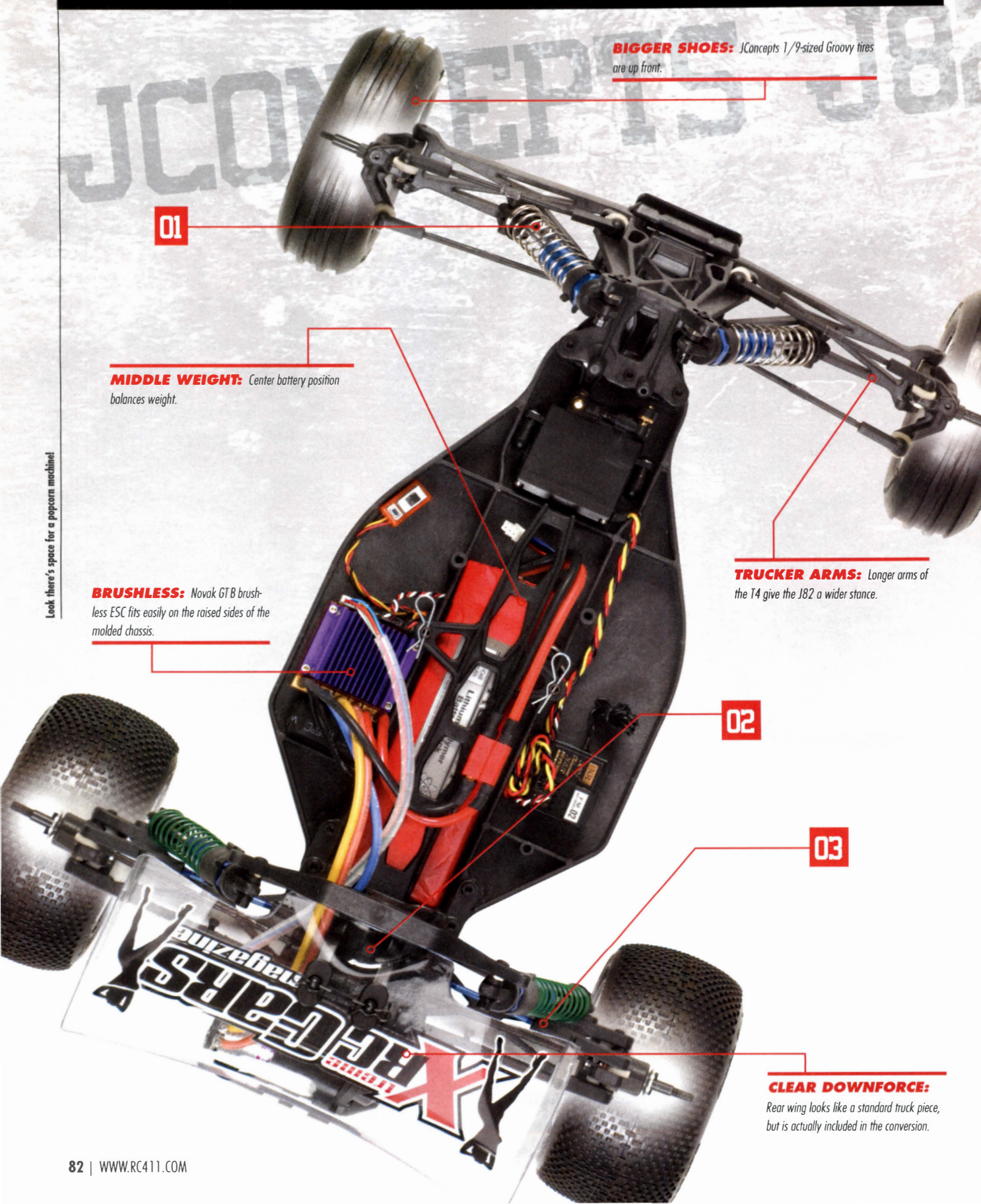
YOU MIGHT HAVE HEARD OF JCONCEPTS; after all, Team Associated's first 1/10-scale 4WD buggy (the B44) is a refined version of JConcepts' own championship-winning BJ4. With this relationship going, JConcepts decided to take another of Associated's lineup—the T4 racing truck—and convert it into… a buggy? Enter the J82 – JConcept's "1/9-scale" electric 2WD buggy. Available in a conversion kit (take your own T4, slap JConcepts parts on, now you have a J82), the J82 is supposed to mix "the fascination of buggy with the driveability of a 1/10-scale truck." At first glance the J82 seems all 1/10-scale buggy until you notice the wider stance, larger tires, and larger buggy body. Massaging the buggy onto a truck platform is how it became a "1/9-scale," but *technically it's still* a 1/10-scale since it's based on a 1/10-scale truck, which means you'd run this 1/9-scale buggy on a 1/10-scale track. Confused yet? Forget my last paragraph, and let's take a closer look at the J82.

At least the fronts stayed on.

JCONCEPTS J82

PART #: 4002 (conversion kit)
STREET PRICE: $80 (price may vary)
PRICE AS TESTED: $975 (includes test gear)
SETUP TIME: 5 hours
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			2WD



BIGGER SHOES: *JConcepts 1/9-sized Groovy tires are up front.*

MIDDLE WEIGHT: *Center battery position balances weight.*

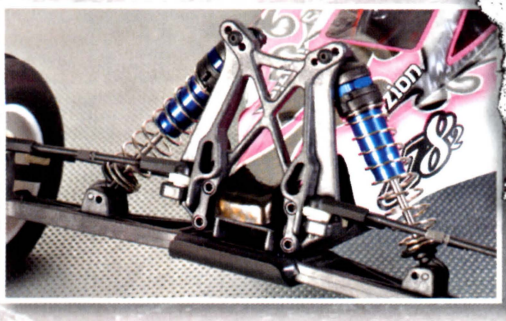
BRUSHLESS: *Novak GT B brushless ESC fits easily on the raised sides of the molded chassis.*

TRUCKER ARMS: *Longer arms of the T4 give the J82 a wider stance.*

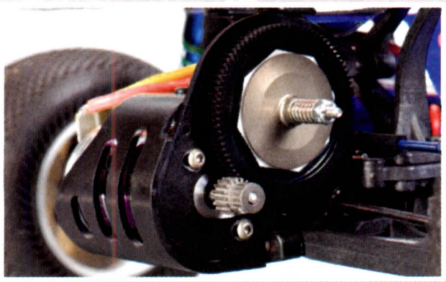
CLEAR DOWNFORCE: *Rear wing looks like a standard truck piece, but is actually included in the conversion.*

Look there's space for a popcorn machine!

01 **SHOCK APPEAL** • Up front you will see a standard Team Associated T4 suspension setup. Long-stroke, aluminum bodied shocks are on all four corners, and their extra "truck" travel helps the J82 take on more of the rough stuff on the track.

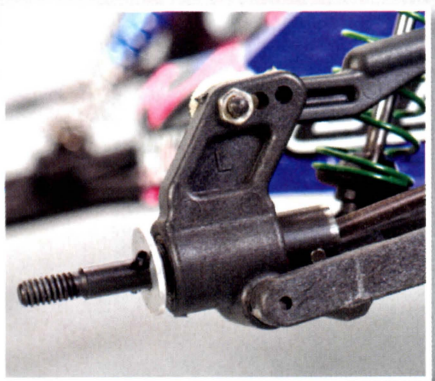


> "I saw a buggy, I was driving a buggy, but it was easy like a truck..."



02 **TRASMIT POWER** • Team Associated's widely used Stealth transmission is left intact at the rear of the chassis. 48-pitch gears and a standard slipper clutch keep the power moving from the motor to the tires.

03 **REAR END** • The J82's rear end is all T4 as well, but JConcepts includes extra offset ball cups that you can install to keep the wheels from rubbing across the upper links during suspension travel. With no modification to the axles themselves (both front and rear), you can easily switch back to truck mode if you decide to run in the truck class just by reinstalling the front truck body mounts and swapping back to truck-dimension tires.



VEHICLE INFO

CHASSIS

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

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Ssteel/aluminum
STEERING:	Dual bell crank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Anodized aluminum
DAMPING (F/R):	30 wt. / 30 wt.
PISTONS (F/R):	#1 / #2
SPRINGS (F/R):	Silver / Green

DRIVE TRAIN

TYPE:	RWD
DIFFERENTIAL:	Ball (1)
AXLE TYPE:	MIP CVDs
TRANSMISSION:	3-gear
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Yes, metal-shielded

GEARING

PINION/SPUR:	18/87 (48 pitch)
GEAR RATIOS:	
PRIMARY:	4.83:1
INTERNAL:	2.6:1
FINAL:	12.56:1

BODY, TIRES & WHEELS

BODY:	JConcepts Illuzion J82
TIRES (F/R):	JConcepts Groovy / Double Dee's
DIAMETER/ WIDTH:	3.75 in. x 1.42 in. (95mm x 36mm) / 4 in. x 2 in. (102mm x 51mm)
HEX SIZE:	None
WHEELS:	JConcepts Mono

DIMENSIONS

WEIGHT:	3 lbs., 2.8 oz. (1,441g)
TRACK WIDTH (F/R):	11.5 / 11.5 in. (292mm / 292mm)
WHEELBASE:	11.5 in. (292mm)
RIDE HEIGHT	1.75 in. (44.4mm)

It's nice when companies send us pre-painted bodies.

JCONCEPTS J82

1:10 | 2WD

TESTING

Lately the sun seemed to coordinate its appearance on the days I wanted to go track testing. Sure enough, when I went out to Pegasus Hobbies in Montclair, CA it was one of those hotter days we don't enjoy. The track was being prepped for the JBRL series, so it was on the loose side, but the layout offered a host of different jumps and berms and traction levels. Luckily the track was watered down in between runs, so I wasn't kicking up that much loose dirt.

ACCELERATION AND SPEED • With the 6.5R bolted in, the J82 had some traction breaking power. Acceleration was great when it hooked up, even if the slipper clutch was a tad on the loose side. In fact, when the track was fresh from watering, I could pull a wheelie on the straightaway—and this is a buggy! Top speed was good for the track size, and I'm sure that if I had been going for a top speed run, a switch to a bigger pinion would easily have raised the limit.
Rating: 9/9

BRAKING • I had to fiddle with the brake high point on my radio to compensate for the loose dirt on the surface of the track, but once I got it set right, I had some smooth braking. The J82 reacted to trigger pushes like a truck would, the front end dipping slightly as the buggy came to a stop. Most of the course didn't require much braking anyways, but when I needed it, it was there. The Double Dee rear tires did a decent job when slowing down, and the chassis itself stayed straight when I had to slow down fast.
Rating: 8

LOW-SPEED • Low speed handling was—again—truck-like. The wider stance of the front end gave the J82 understeer through the tighter corners. On the other hand, when off-power the rear end of the buggy swung out slightly. The buggy switched directions fairly quick at low speeds, but I would have liked a little more on-power steering for the hairpins. It wasn't as precise as a standard 1/10-scale 4WD buggy, but it was very easy to drive.
Rating: 8

HIGH-SPEED HANDLING • High speed handling was great. The understeer during low-speed driving made the J82 easy to control when I punched the trigger. Down the uneven straightaway I did have to watch my trigger input carefully, because if I gave her too much power, it felt like the front tires barely touched the dirt. I was able to drift the buggy through the big sweeper around the squared corner at speed. Switching directions through the faster parts of the track felt stable and controlled; the truck stance helped here, as wider tracks usually translate to easier driving. If I let off at the right time, I could take a corner tight, as the rear end of the J82 would slowly swing around a tad faster than the front.
Rating: 8

ROUGH-TRACK HANDLING • This portion of the test showed the benefits of running a truck suspension. With the longer arms, more shock stroke, and larger tires, the J82 took the rough

Look it's trying to pull away from the wheel here.

TEST GEAR

CONVERSION KIT:	JConcepts J82, 4002, **$80**
MAIN CHASSIS:	Associated T4, about **$180**
RADIO:	KO Propo EX-1 UR, 80181, **$300**
RECEIVER:	KO Propo KR-302FS, included with radio system
STEERING SERVO:	Hitec HS-5925MG, **$90**
SPEED CONTROL:	Novak GTB, 3003, **$265**
MOTOR:	Novak Velociti 6.5R, included with ESC
BATTERY:	Protek RC 4000mAh Li-Po, PTK-LP-C4000-2S20, **$60**

CONTACT

JCONCEPTS:	www.jconcepts.net
HITEC RCD:	www.hitecrcd.com
KO PROPO:	www.kopropo.com
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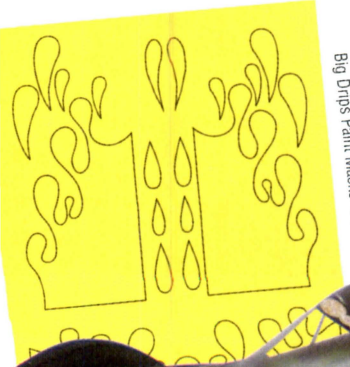

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NEW

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stuff like candy. The buggy rarely lost its trajectory, and even when it did, all I had to do was move the steering wheel slightly to correct the direction. The soft JConcepts tires absorbed a lot of the bumps and dirt clods that were scattered across the track surface. It also stayed level over bumps and ruts that would usually flip a standard width 1/10-scaler.
Rating: 9

JUMPING • Just like in the rough-track test, the J82 jumped nice and smooth, thanks to the truck-spec suspension. Though it didn't feel like a standard buggy on lift-off, the landings were soft and stable. Even when I landed at an awkward angle, the J82 corrected itself during suspension compression. It was fun, and easy, to jump! Just don't hit the brake too much in mid air, or you'll nose dive it into the dirt.
Rating: 8

WRENCHING

MAINTENANCE • Maintaining the truck—er, buggy is standard issue here. The 3-gear transmission comes out with a few screws, and the chassis layout is nice and open. With only two driven wheels, working on any 2WD electric is pretty simple, and since the J82 is based on the easy to work on T4 platform, there's nothing weird to talk about here when it comes to garage work. Just make sure you have a full set of SAE tools, not metric.
Rating: 9

WEAR AND TEAR • As much as I try, off-road and James Revilla are a difficult combination. It's mainly the jumping that gets to me, and sure enough it's also the jumping that can kill weaker platforms. The J82 survived, however, even as I did my standard gymnastics twirl across the hard-packed surface after the double, which is pretty much automatic when I hit the dirt. The wing had dirt chunks on it, and the front bumper did too, but the chassis was OK. Some of the impact was absorbed by the J82's soft setup and soft tires, but then again, if you haven't seen a "Revilla twirl" you have no idea how much I put off-road vehicles through when attempting something as elementary to off-road as jumping!
Rating: 8

TUNING • The J82 benefits from starting with an already proven platform in the T4. Team Associated has had years and years of testing, development, and race experience—and all of that has been refined over the years, from the first 10T to the current T4. Seeing as the J82 is basically a T4 with buggy looks, tuning the J82 is almost the same as tuning a T4. With that in mind, you know that if Associated offers a chassis adjustment, it's for fine-tuning for a track, not to correct a design error.
Rating: 9

CONCLUSION

"The ease of driving a truck with the feel of a buggy;" that tag line pretty much sums up the J82. I saw a buggy, I was driving a buggy, but it was easy like a truck. JConcepts' idea of bringing the buggy look back is novel; even a novice-level driver can get the hang of driving the J82 quick. Of course, once you get used to how it drives, you can also take advantage of its racing heritage as your skills progress. Although 1/9 in "scale," the J82 works perfect on 1/10-sized tracks. The $80 you spend on the conversion kit is reasonable, considering a new set of tires and wheels cost almost the same. So if you've got a T4 laying around but you're a buggy fan and want something a little bigger and a little easier to run, take a look at JConcepts and their J82 conversion.

Pegasus Hobbies has small Keira figurines in the display cases...

JCONCEPTS J82

1:10 | 2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Forgiving handling
- T4 race heritage
- Change tires and body and you're back in truck class

MISSES

- You still need a T4 first.

MAIN COMPETITION

Only itself

WHO IT'S FOR

Drivers who like buggy looks and truck handling

THE COMPETITION IS FAST...

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*MOTOR AND CONTROLLER COMBO. PRICES MAY VARY.

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

THE UPSIDE TO 1/9-SCALE

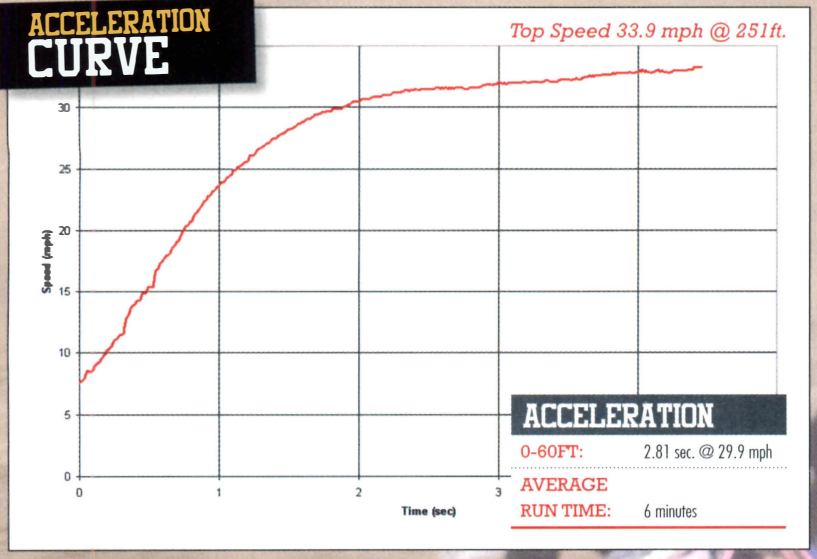
There's many advantages to be had with the J8.2. For starters, you can easily run it on nitro tracks, due to its wider stance and easier driving characteristics. It won't really seem like an ant on a plate as it is with regular 1/10-scale buggies when you try to run on 1/8-scale dirt. Also, because technically it still has a 1/10-sized footprint, you can run the J8.2 on any 1/10-scale indoor or outdoor track. Talk about gaining versatility out of an $80 conversion!

POWERPLANT INFO

Seeing as Wort tested a 1/10-scale truck with the Novak 6.5R brushless system and got good results, he suggested I use the same setup for the J82. Install and setup was easy; the first time I pulled the trigger, I heard the 6.5R test the limits of the slipper clutch setting. I had to tighten the slipper a few more clicks to harness more of the 6.5R's power, but not go too far as to induce too much drivetrain stress. With the slipper set right, the 6.5R gave the J82 a lot of go. Pulling wheelies when blasting through the front straight was as easy as going aggressive with the trigger, and yet the powerband was nice and progressive. The 6.5R system is a pretty good spot to start for someone who wants a high powered but still easy to learn brushless system that's good enough for competition when you see fit.

PERFORMANCE INFO

ACCELERATION CURVE



ACCELERATION	
0-60FT:	2.81 sec. @ 29.9 mph
AVERAGE RUN TIME:	6 minutes

TEST CONDITIONS	
WEATHER:	Hot and sunny
TEMP/HUMIDITY:	81° F/18%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Semi-packed dirt, watered surface

HANDLING	
TURNING RADIUS:	4 ft., 3 in.
ON POWER:	Slight understeer
OFF POWER:	Slight oversteer

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

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T7983 Alloy Gear Box Set for Traxxas
Stampede, Rustler & Bandit

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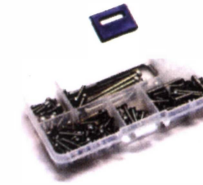
Conversion Kit for RC18 series



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C22802 thru. C22806
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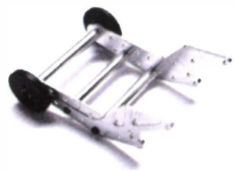

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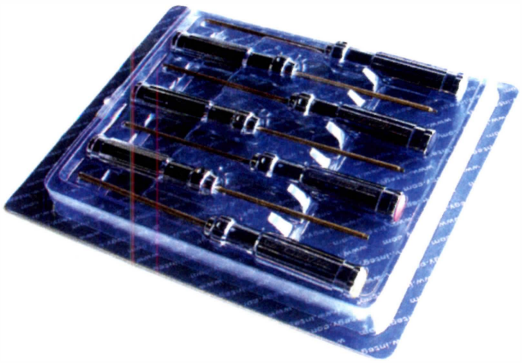

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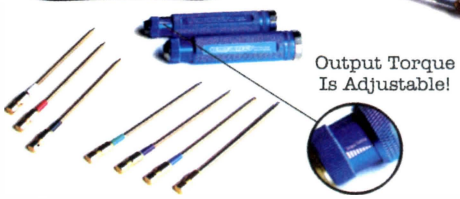

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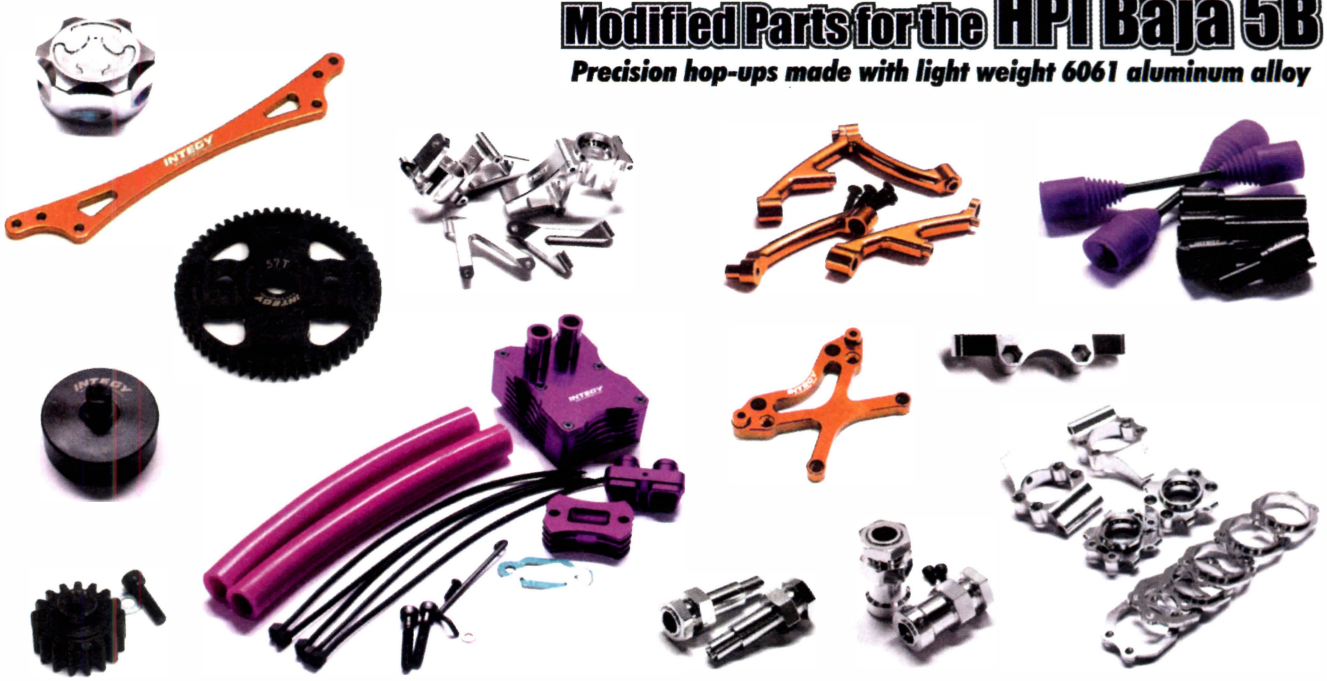
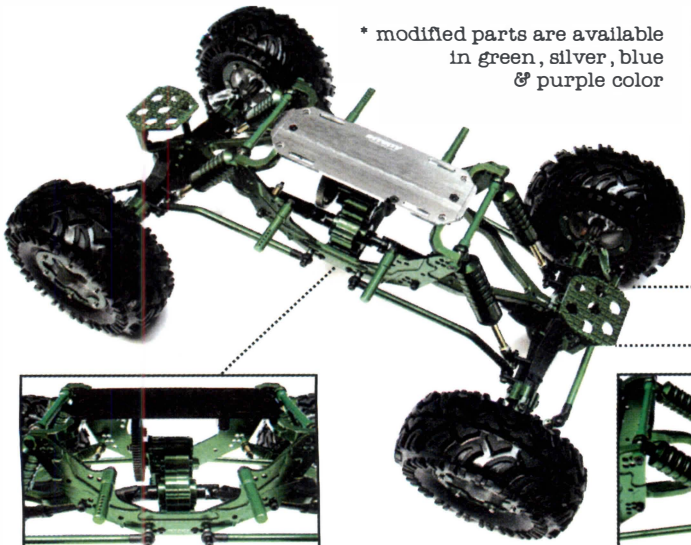
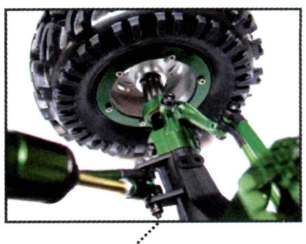


* modified parts are available
in green, silver, blue
& purple color





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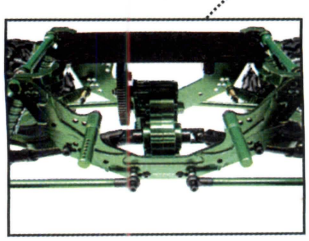
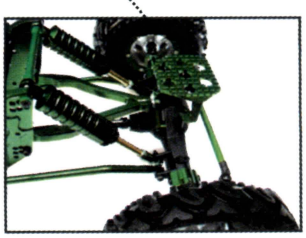
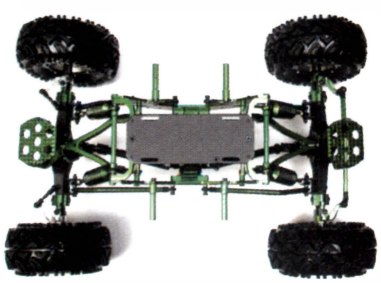






Don't let the colors trick you - this time around, it's not a Revilla review.

XRAY T2 '008 US FOAM-SPEC EDITION

LUXURY TC OR THOROUGHBRED

1:10 | 4WD

words: Tony Phalen | photos: Carl Hyndman

In the world of touring cars, XRAY is known to have one of the best in the business. From the beautiful packaging, incredible fit and finish, and top-notch instructions, their attention to detail has netted them a huge following, as well as countless Regional and National titles. Having never built an XRAY car before (heck, I've never even opened the box to one), I was extremely excited to see what all the buzz was about, with their newest creation…the T2 '008.

One of the few on-road tracks left, right there.

XRAY T2 '008

PART #: 30 0012
STREET PRICE: $489 (price may vary)
PRICE AS TESTED: $1,477 (includes test gear)
SETUP TIME: 4.5 hours
EXPERIENCE LEVEL: Intermediate - Advanced

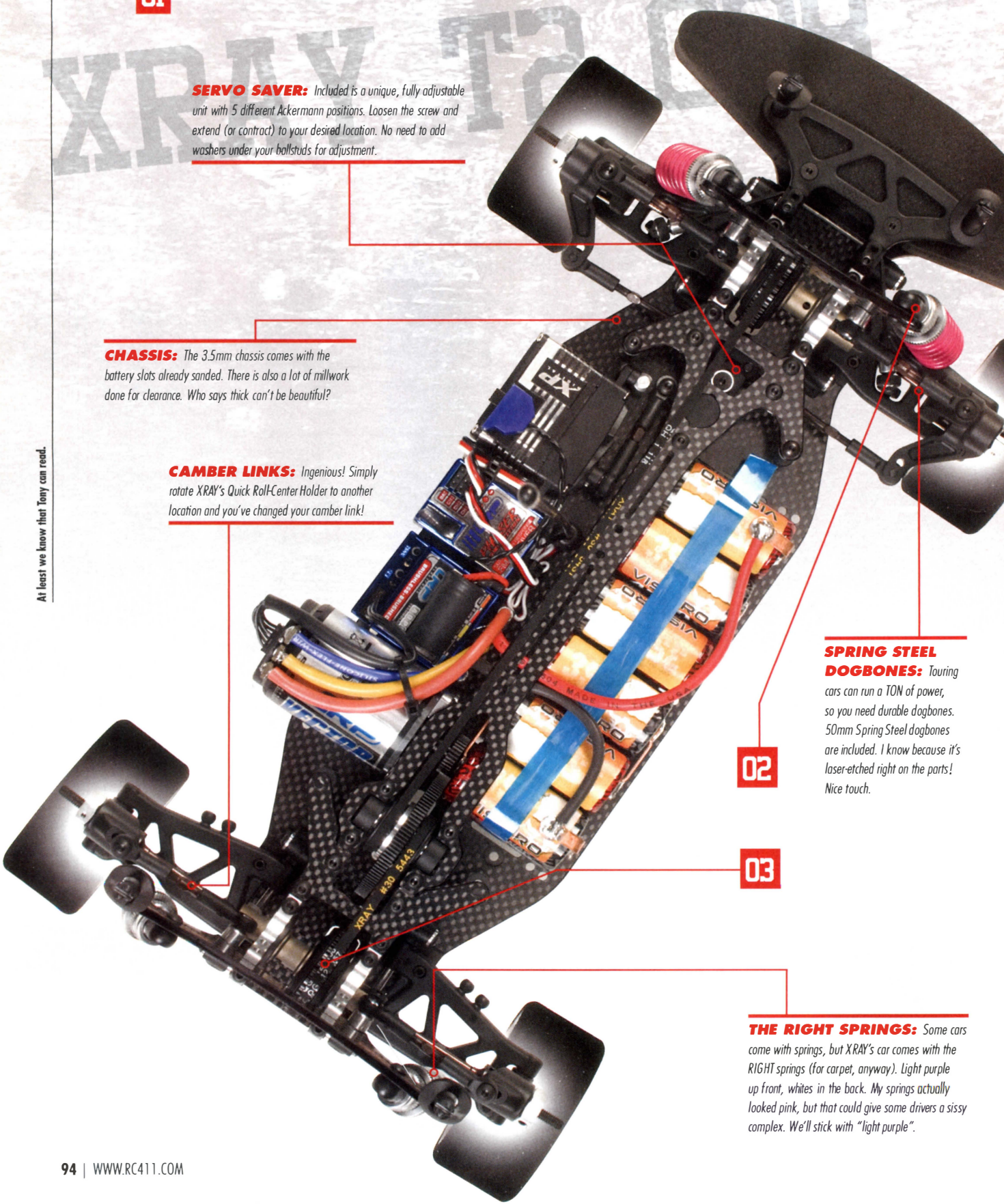
SCALE	POWER	TYPE	DRIVE
1:10			4WD

01

SERVO SAVER: *Included is a unique, fully adjustable unit with 5 different Ackermann positions. Loosen the screw and extend (or contract) to your desired location. No need to add washers under your ballstuds for adjustment.*

CHASSIS: *The 3.5mm chassis comes with the battery slots already sanded. There is also a lot of millwork done for clearance. Who says thick can't be beautiful?*

CAMBER LINKS: *Ingenious! Simply rotate XRAY's Quick Roll-Center Holder to another location and you've changed your camber link!*



02

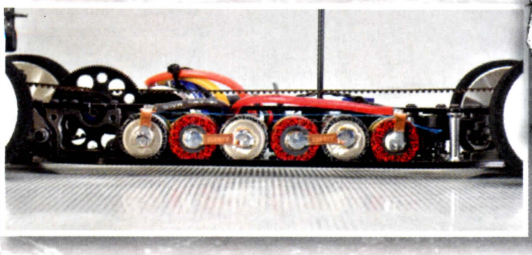
SPRING STEEL DOGBONES: *Touring cars can run a TON of power, so you need durable dogbones. 50mm Spring Steel dogbones are included. I know because it's laser-etched right on the parts! Nice touch.*

03

THE RIGHT SPRINGS: *Some cars come with springs, but XRAY's car comes with the RIGHT springs (for carpet, anyway). Light purple up front, whites in the back. My springs actually looked pink, but that could give some drivers a sissy complex. We'll stick with "light purple".*

At least we know that Tony can read.

01 **LOW PROFILE DESIGN** • The extremely low bulkheads allow for one of the lowest top decks on the market! These bulkheads incorporate belt tensioners, adjusted by simply rotating the diff cams forward or backward. The center bulkhead (or motor mount) is separated from the rear bulkhead to allow more flex in the rear of the car.



> "On more than one occasion I had someone tell me that they thought I was going to run them over."

02 **EXTERNALLY ADJUSTABLE SHOCKS** • The shocks can be built with standard or XRAY's externally adjustable pistons. The adjustable pistons have 4 settings (hard to soft) and require you to simply remove them from the car for adjustment. Also included is a unique 'shock-rebound' check system which, to my surprise, worked very accurately! No more extra tools needed to properly bleed your shocks!

03 **DIFFERENTIALS** • Mine came pre-built, but I pulled one apart anyway to check it out! Carbide diff balls provide super smooth action, and the lightweight aluminum outdrives include an external adjustment hole. XRAY has also integrated 'dirt shields' into the diff belt guides. This should help extend rebuild times!

VEHICLE INFO

CHASSIS

LAYOUT:	Double deck
THICKNESS:	3.5mm
MATERIAL:	Carbon fiber

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Spring Steel
STEERING:	Monocronk
SWAYBARS (F/R):	1.6mm / none

SHOCKS

BODIES:	Threaded plastic
DAMPING (F/R):	50 wt./40 wt.
PISTONS (F/R):	3-hole/3-hole
SPRINGS (F/R):	Light Purple / White

DRIVE TRAIN

TYPE:	4WD
DIFFERENTIAL:	Adjustoble ball (x2)
AXLE TYPE:	Spring Steel dogbones
TRANSMISSION:	Belt-drive
SPUR GEAR MATERIAL:	Plostic
BEARINGS:	Rubber-seoled

GEARING

PINION/SPUR:	16/116 (48 pitch)
GEAR RATIOS:	
PRIMARY:	7.25:1
INTERNAL:	1.7:1
FINAL:	12.33:1

BODY, TIRES & WHEELS

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

DIMENSIONS

WEIGHT:	3 lbs., 5 oz. (1,491g)
TRACK WIDTH (F/R):	7.48/7.48 in. (190/190mm)
WHEELBASE:	6.30 in. (260mm)
RIDE HEIGHT	0.20 in. (5mm)

Tony likes using exclamation marks! He's so excited.

XRAY T2 '008

1:10 | 4WD

TESTING

Since I live in sunny Southern California, testing the new XRAY US Foam-Spec Edition car was going to be a challenge. You see, my indoor carpet choices are pretty limited...limited, meaning one. Bending Corners Raceway, in Orange, boasts both a permanent outdoor asphalt track and a bi-monthly indoor carpet track. Problem is, one weekend had passed and the other was Easter. So, I called in a favor to my bud Raffell (owner of BC Raceway) and he hooked me up with a test day on the rug. I also contacted my other good friend, Charlie Barnes of CFX Paintworks, to whip up a smoking rendition (no pun intended) of my typical white/red/black paint scheme! Now the T2 looks killer on and off the track!

ACCELERATION AND SPEED • During the initial run, I found that the diffs made a slight 'barking' sound off the corners, a sure sign that they were a little loose. After a few laps I pulled the T2 in to tighten them up, quite easy with the little adjustment holes in the long diff half. Back on the track, the car was a missile! Acceleration off the corner verged on scary, and the T2 became a blur down the straight. The Trinity 4200 supplied more than enough power to the LRP motor and speed control for the entire 5 minute run. Bending Corners Raceway is a bit small for modified, so it really tests your concentration as you rip around avoiding slower cars (which there were plenty of), barriers and turn marshalls.
Rating: 10/10

BRAKING • The track layout really didn't provide a lot of braking opportunities (other than the first turn), but the times I did have to get on the binders, I almost tore up the carpet. This thing stops on a dime, thanks to the combination of the LRP Sphere and the Parma foam tires. Adjusting the brakes on the Sphere helped make them smooth and manageable, but with enough power to avoid any of the slower cars on the track.
Rating: 9

LOW-SPEED • I like a car that is aggressive and has some serious steering. Out of the box, the T2 was pretty generous with both. Cornering was so predictable that my lap times were only a couple of tenths off per lap! It was also very consistent and easy to drive, even with a lot of power on a tight track. When approaching the slower cars in the tighter sections of the track, I felt confident enough with the T2 '008 to pretty much pass wherever I wanted to.
Rating: 9

HIGH-SPEED HANDLING • At the end of the straight was a long sweeper that carved into the first turn. With the stock setup, I had to lift to get the car to hold a tight line. A couple of quick adjustments to the front end allowed the T2 to carry so much more speed through the sweeper that I actually scared people out of the way into the first turn! On more than one occasion I had someone tell me that they thought I was going to run them over. Thank goodness for the strong LRP brakes!
Rating: 9

He turned the number plate into a centerfold.

TEST GEAR

RADIO:	Airtronics M11, 90270TX27, **$270.00**
RECEIVER:	LRP Phaser, LRP8727, **$104.99**
STEERING SERVO:	Team Associated XPS DS1313, 29166, **$82.99**
SPEED CONTROL:	LRP Sphere Competition, LRP80700, **$194.99**
MOTOR:	LRP Vector X11 5.5, LRP50681, **$79.99**
BATTERY:	Trinity 4200, TRI20106, **$64.99**
CHARGER:	LRP Pulsar Competition 3, 41552, **$159.99**
TIRES:	Parma PSE Magenta fronts, 16001, **$19.99** / Cyan rears, 16010, **$19.99**

CONTACT

XRAY (DIST BY RC AMERICA)	www.rcamerica.com
AIRTRONICS (DIST BY GLOBAL)	www.airtronics.net
LRP (DIST BY TEAM ASSOCIATED)	www.rc10.com/LRP
PARMA:	www.parmase.com
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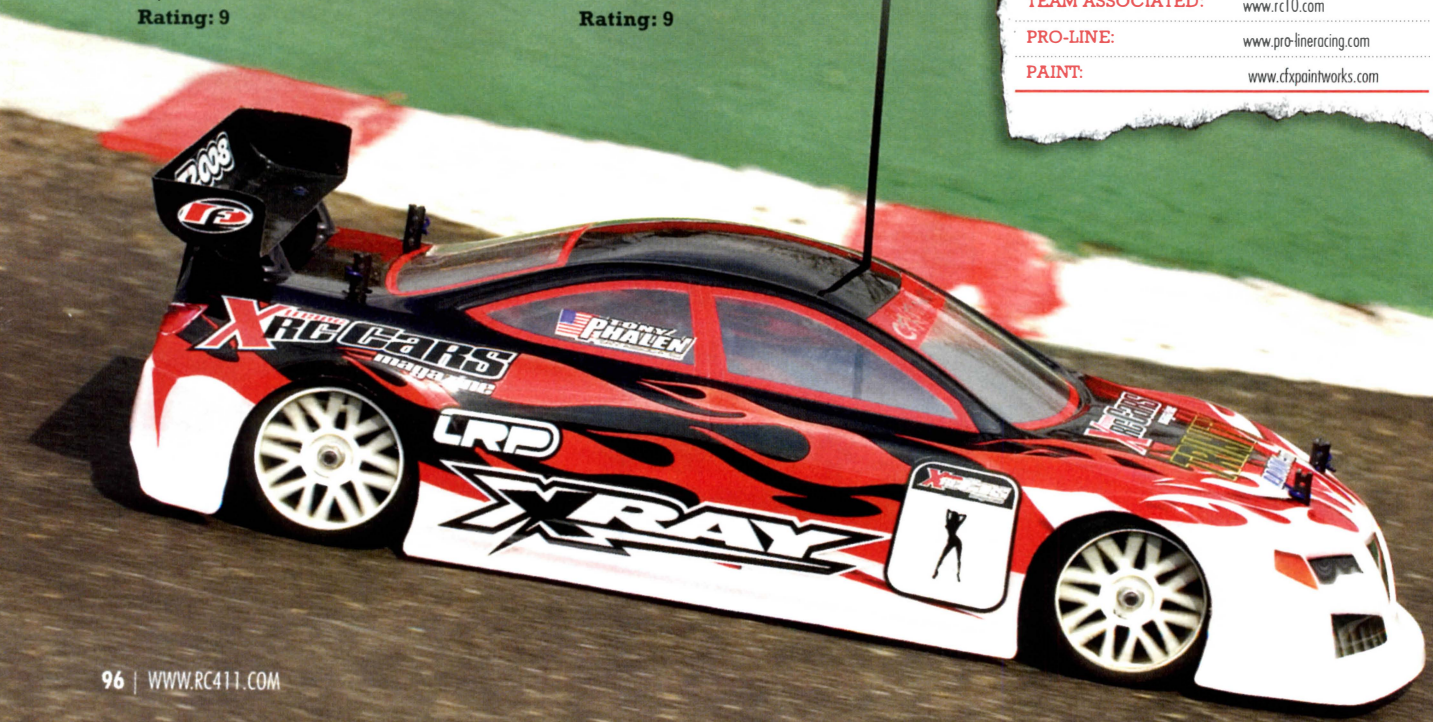

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TRI20532, 1/10th Truck, hump
TRI20533, 1/8th On-Road, side x side

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www.teamtrinity.com

XRAY T2 '008

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Stunning craftsmanship
- Easy to build and maintain
- Diffs are pre-built, chassis is pre-sanded

MISSES

- Plastic shock bodies?
- Requires a 'special' spur gear

MAIN COMPETITION

Team Associated TC5, Hot Bodies Cyclone, Tamiya 416, Schumacher Mi3, Team Losi JRXS Type-R

WHO IT'S FOR

Anyone who wants to enjoy BUILDING a car as much as driving it!

WRENCHING

MAINTENANCE • The T2 ran strong all day long. The only real issue I had was a stripped spur gear. Replacement was not really the issue more than the fact that you have to use a specific style of gear. Removal or adjustment of the motor requires you to insert your allen wrench through the spur gear... something I didn't remember until AFTER I had replaced the gear and was setting the gear mesh. It was definitely not the end of the world, but certainly an annoyance. Luckily somebody at the track had a spare gear that worked. Thanks, Wally.

Rating: 8

WEAR AND TEAR • When I got home, I inspected the car thoroughly from top to bottom. I noticed that the belts had stretched slightly, but that's to be expected. The diffs felt as smooth as silk, as did the shocks which showed no signs of leaking. The outdrives looked perfect with no evidence of wear, thanks to the included dogbone plastic caps. The LRP ESC ran cool all day long, and the X-11 motor was simply ballistic! After a full, hard day of running I can honestly say that the T2 was in excellent condition!

Rating: 10

TUNING • The box stock setup was patterned to be easy to drive, however, I wanted more out of the car. XRAY has provided the racer with so much control over every tuneable aspect of the car that it's no wonder it has so many wins to its credit. For example, there are not just adjustment holes in the shock tower, there are adjustment holes BETWEEN the adjustment holes, giving you an even finer tuning solution, and you can feel it! This car is pretty sensitive to change, allowing the driver to know almost instantly if his tuning adjustment is for the better. And to top if off, XRAY also includes a pretty dialed setup book!

Rating: 9

CONCLUSION

As you might expect, I was extremely impressed with this kit. From opening the box to its maiden drive around the track, I enjoyed every aspect of this vehicle. The parts tolerances are perfect and require no hand fitting. I had minimal maintenance issues through an entire day of testing. The attention to detail and the many little additions in the kit make you feel like you are really getting something special. And then there's the way the car drives. XRAY has covered all it's bases, from parts to paperwork, and let its proven design show in the race results. It really is worth all the hype that people have been giving it. Well done. ✪

We should have Tony build everything since he enjoys building so much.

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XRAY

T2 '008

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

I actually heard someone call an LRP motor a "Lerp"...

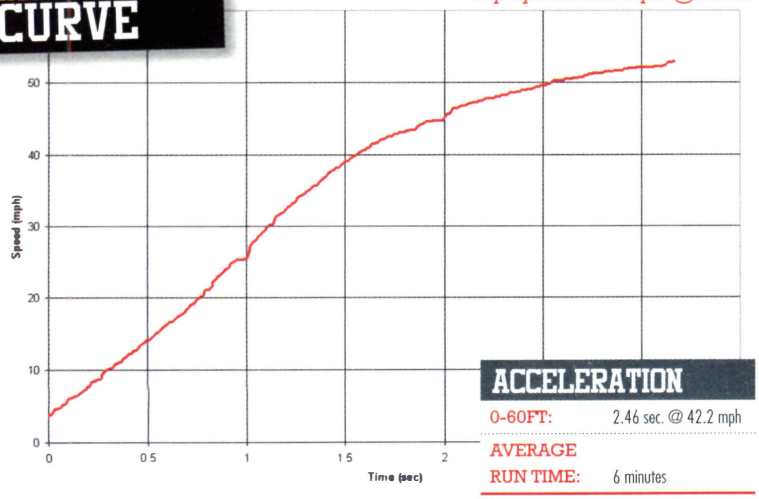
POWERPLANT INFO

I opted for the LRP X-11 5.5 motor mainly because of the size of the test track. Bending Corners indoor carpet track is housed inside a school gymnasium so, in this case, size does matter and smaller becomes better. The LRP 5.5 and Trinity 4200 battery had plenty of power to propel me around the track, and run times were perfect for gathering the data for my tuning. Best of all, there was ZERO motor maintenance between runs, meaning I could concentrate on tuning instead of fiddling with springs and brushes.

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 52.9 mph @ 200 ft.



ACCELERATION

0-60FT:	2.46 sec. @ 42.2 mph
AVERAGE RUN TIME:	6 minutes

TEST CONDITIONS

WEATHER:	Hot and sunny
TEMP/HUMIDITY:	60° F/57%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Semi-hi bite carpet

HANDLING

TURNING RADIUS:	2 ft., 5 in.
ON POWER:	neutral
OFF POWER:	neutral

BRAKING

CONTROL:	Excellent
FADE:	None
OVERALL:	Excellent

...we made fun of him all evening.

1:10 Scale Ready-to-Run 4WD Nitro Monster Truck

IFMAR WORLD CHAMPIONS
20 TIME

TEAM ASSOCIATED

THE MMGT 3.0 IS A CHIP OFF THE OLD BLOCK.

Inspired by the overwhelming popularity and success of Team Associated's original MGT, the Mini MGT 3.0 packs all the same dirt-kicking performance into a compact 1:10 scale package. The Mini MGT 3.0 brings with it all the features like a 2-speed automatic transmission with reverse, eight coil-over oil filled shocks, full precision ball bearings and specially designed Team Associated all-terrain tires, just to name a few! The Mini MGT comes factory assembled with a painted body, ready for you to fire up and rip up the road!

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www.rc10.com or www.teamassociated.com

Did you know: in Alabama, incestuous marriages are legal?

TEAM ASSOCIATED MGT 8.0

SIZE REALLY DOES MATTER!

1:8 | NITRO | 4WD

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

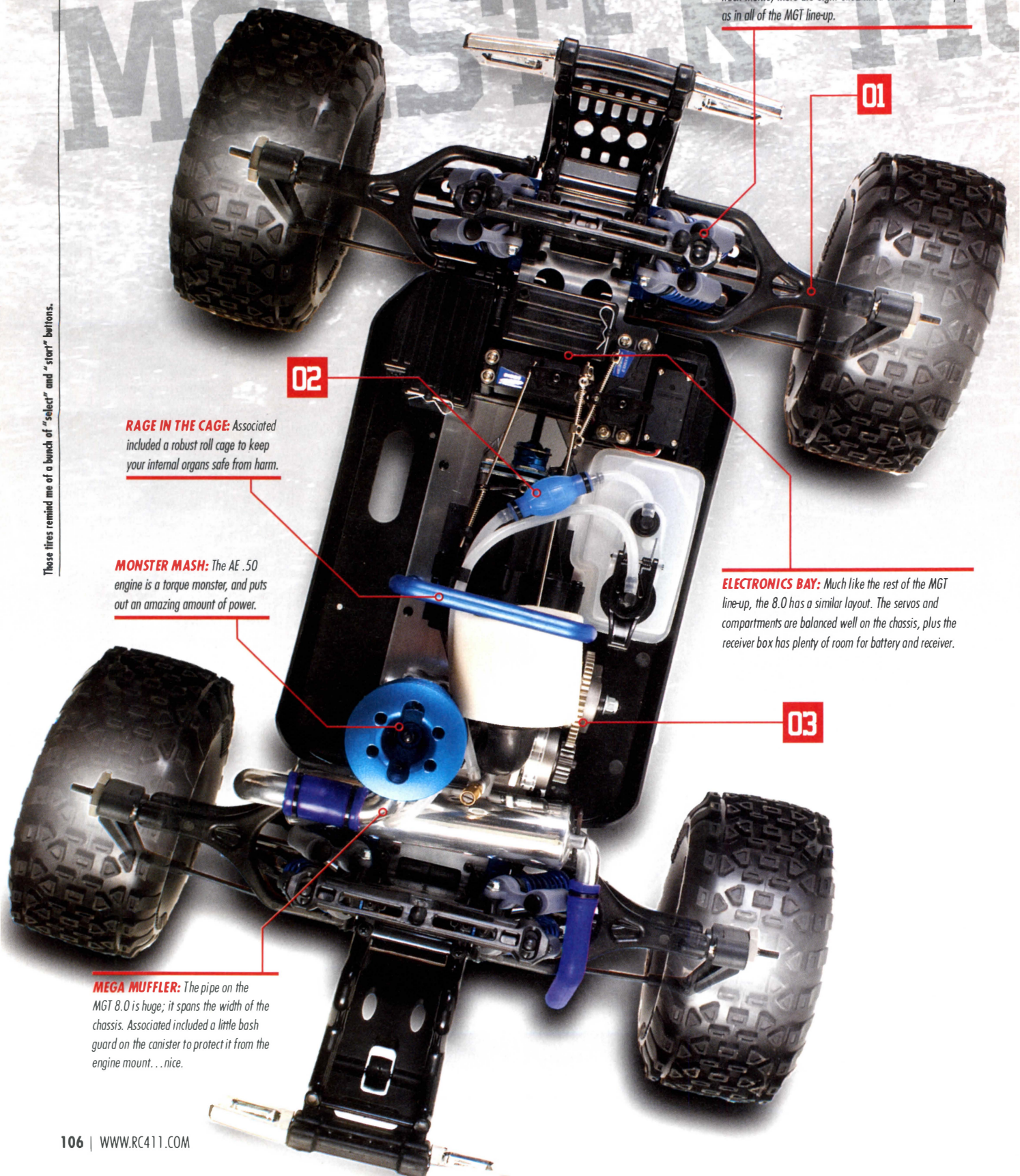
LUCKY ME, I'VE NOW GOTTEN TO TEST THE BIG AND THE SMALL of Associate's MGT monster truck line-up! It's been fun the last two months, going back to my monster truck roots and playing with monster trucks again. Of course, driving an Associated makes the experience all the better - the MGT monster trucks are like energizer bunnies; they keep going and going... It has reminded me why I got back into RC–why did I ever start racing anyway? This month I had the pleasure of reviewing the Mack Daddy of the monster truck world—the huge MGT 8.0, the fourth Associated monster truck in the MGT line-up. It's arguably the largest production scale monster truck ever to roam the earth; it's loaded with creature features. From a massive .50 engine to a sweet RTR radio, this bad boy has what it takes to be a favorite in the basher world. So, just like buying a new car, let's head out to the car lot, and kick some tires.

...just stumbled on that trivia... thought I'd share it with you.

TEAM ASSOCIATED
MGT 8.0

PART #: 20502
STREET PRICE: $499 (price may vary)
PRICE AS TESTED: $899
SETUP TIME: 15 minutes
EXPERIENCE LEVEL: Beginner to Expert

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



EIGHT'S ENOUGH: *Associated has kept with its monster truck theme, there are eight oiled filled coil-over shocks just as in all of the MGT line-up.*

RAGE IN THE CAGE: *Associated included a robust roll cage to keep your internal organs safe from harm.*

MONSTER MASH: *The AE .50 engine is a torque monster, and puts out an amazing amount of power.*

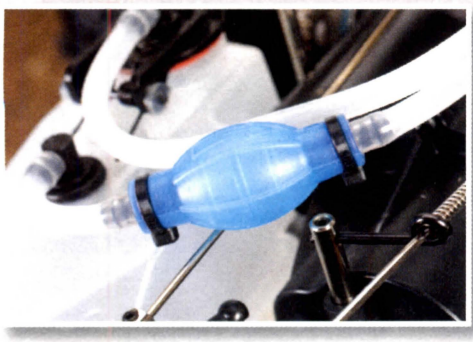
ELECTRONICS BAY: *Much like the rest of the MGT line-up, the 8.0 has a similar layout. The servos and compartments are balanced well on the chassis, plus the receiver box has plenty of room for battery and receiver.*

MEGA MUFFLER: *The pipe on the MGT 8.0 is huge; it spans the width of the chassis. Associated included a little bash guard on the canister to protect it from the engine mount. . . nice.*

Those tires remind me of a bunch of "select" and "start" buttons.

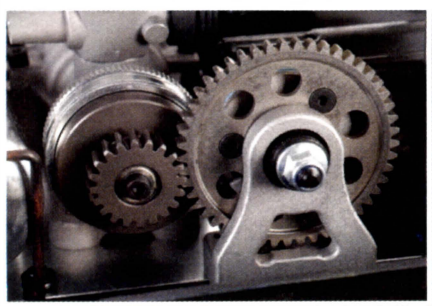
01 MASSIVE MOTION • The MGT 8.0 uses time proven MT suspension just like its predecessors, and just like its little brothers; it has A-arm pillow ball suspension with eight shocks surrounding the chassis.

> **The MGT 8.0 has so much wheel spinning power—you can mow the lawn with it!**



02 PRIME TIME • A fuel primer bulb started with the original MGT, and the MGT 8.0 has one, too. With a large engine such as the 8.0 has, this is a handy item to have. Besides, I just like it!

03 QUICK AND SPEEDY • The MGT 8.0 has a huge .50 engine with a massive four-shoe clutch mated to a bulletproof gear transfer system. What does this mean? It means you have super torque that will leave trenches in the ground, and yes, the MGT 8.0 has so much wheel spinning power—you could mow the lawn with it!



VEHICLE INFO

CHASSIS

LAYOUT:	Extruded single "T" shaped, aluminum chassis
THICKNESS:	3mm
MATERIAL:	6061 T-6 Aluminum
TANK CAPACITY:	150cc

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Steel
STEERING:	Dual bell crank
SWAYBARS (F/R):	N/A

SHOCKS

BODIES:	Black resin shock body
DAMPING (F/R):	AE 30wt. oil
PISTONS (F/R):	2-hole
SPRINGS (F/R):	Blue, 4.4 lbs

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	2
DIFF. FLUID:	Grease
AXLE TYPE:	Universal drive
TRANSMISSION:	Two-speed
SPUR GEAR MATERIAL:	Case-hardened steel
CLUTCH:	Aluminum four-shoe
BEARINGS:	Sealed ball bearings

GEARING

	1st
CLUTCH/SPUR:	20/49
GEAR RATIOS:	
PRIMARY:	2.45:1
INTERNAL:	2.46:1
FINAL:	6.02:1

BODY, TIRES & WHEELS

BODY:	Associated pre-painted/ pre-cut
TIRES (F/R):	Associated all-terrain tires
DIAMETER/ WIDTH:	170mm X 80mm
HEX SIZE:	22mm
WHEELS:	Chrome "Center-Line" style plastic rim / pre-mounted and glued (4)

DIMENSIONS

WEIGHT:	13 lbs., 6 oz. (,.160g)
TRACK WIDTH (F/R):	17.24 in. (438mm)
WHEELBASE:	14.48 in. (368mm)
RIDE HEIGHT	3.4 in. (86.36mm)

Hey Skinny, gear ratios man - gear ratios!

TEAM ASSOCIATED MGT 8.0

1:8 | NITRO | 4WD

TESTING

Testing was conducted at a serene park down the street from the office; it's a wonderful place with grass, dirt trails, ledges, jumps and small hills. That is until we fired up the MGT 8.0 and ripped everything to shreds. It's a nice place and has the typical terrain that the average user would be playing with. It was a warm sunny day with a slight breeze and as the cyclists, and hot girls on roller blades whizzed by, we put the 8.0 to the test. By the way; once the 8.0 is fired to life, it turned some heads!

ACCELERATION AND SPEED • Make no mistake, the MGT 8.0 is a big boy and it has the power to prove it. The .50 engine, and the beefy, four-shoe clutch are a lethal combination. With all the torque available, blipping the throttle makes the 8.0 want to do a wheelie so bad that I can almost taste it. Put the hammer down off the line, and the MGT accelerates so hard it's hard to keep it in a straight line. As for speed, it feels very fast and once it hits second gear, and is tapped out, you start to get a little worried that maybe you're going a little faster than you should be—at least I thought so! With that said, I have to give it a high rank.
Rating: 10/9

BRAKING • At thirteen plus pounds, this guy needs to stop in a hurry sometimes, and it's just not going to happen. The 8.0 only has one single rotor to haul the beast down from speed and it's just not enough to do it. Sure it slows down, and it stops, but I feel it takes a longer distance than it should. It heats up and fades pretty quickly, too. This was the weak link in the MGT 8.0 armor I feel. After looking over the brake layout, it might be that the brake spring tensioner is not strong enough to apply adequate pressure, but there's plenty of room to use a larger rotor, or run a dual disc set-up. So if you feel the same way; you can at least hop it up to perform better.
Rating: 6

LOW-SPEED • Hey, this thing is a monster truck; it handles like a monster truck! Overall the MGT 8.0 felt good at slow speeds. It tracks well in rough stuff, and the big poofy tires and long travel suspension let the 8.0 go just about where ever it wants to go. On the other hand, it takes some room to turn. This time I can say my big orange van turns better. The 8.0 didn't push badly, which is good, it just has a limited turning radius.
Rating: 7

HIGH-SPEED HANDLING • I know I said this last month when I tested the 3.0 MGT, but one of the fun aspects of monster trucking is the "marshmallow effect". To me, driving any monster truck at speed is like driving a large marshmallow around—you just blast it, and hold on while the truck plows its way through and around stuff. This is probably why I was grinning ear to ear as I was putting the 8.0 through its tests. The MGT 8.0 was fast and quick. It really is punchy—lay into the throttle, and the beast wants to wheelie—good thing Associated included a wheelie bar into the rear skid plate, you'll need it for sure. The tires and suspension soak up bumps and ruts with ease, and drives well going fast…that is, until you have to turn. The MGT

Skinny, you're still using AA's?

RTR GEAR

RADIO:	Associated XP3D, 3 channel FM radio
RECEIVER:	TR405A
STEERING SERVO:	S2008mg (108.03 oz)
THROTTLE SERVO:	S1903 (41.7oz.)
ENGINE:	Associated AE.50
PIPE:	Associated

TEST GEAR

FUEL:	Byron Race Blend 3000, Part# 3130034, **$25**

CONTACT

TEAM ASSOCIATED:	www.teamassociated.com
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TEAM ASSOCIATED MGT 8.0

1:8 | NITRO | 4WD

8.0 is heavy at 13 pounds, so it could use some stiffer foam in the tires, the sidewalls rolled when turning hard. Also the stock shocks are set up a little soft for such a big truck. After switching out the 30wt. oil to 35wt. and adding some spring clips, the truck responded much better, and the body roll was much better.
Rating: 8

ROUGH-TRACK HANDLING • The MGT 8.0 is set up out of the box, and ready for rough and tumble play time. The whole package of the MGT 8.0 is well suited for rough conditions. The MGT 8.0 easily blasted through bumps and rocks with its large soft and grippy tires. The supple long travel suspension handled anything it came across. The 8.0 geometry and suspension is a good match and will take just about anything you can dish out to it.
Rating: 9

JUMPING • Monster trucks are fun to jump, and the MGT 8.0 is a jumper. It has pleasant manners in the air, and feels neutral. It also responds to input well, making jumping easy. On huge air jumps, the suspension felt a little soft, but again, you can change the springs to stiffer ones. Much like the other Associated MGT trucks, the MGT 8.0 is a blast to jump and is designed to take the punishment.
Rating: 9

WRENCHING

MAINTENANCE • Associated MGT trucks all have straightforward design, and therefore are pretty easy to work on. The layout of the MGT is really clean and almost everything on the chassis is simple to get to. As for Maintenance; I had nothing to work on during testing. It all held together well, and other than the usual loosening of screws of an RTR, the MGT 8.0 was rock solid, but then again, it's an Associated product.
Rating: 9

WEAR AND TEAR • As with all MGT trucks, the 8.0 has a robust design, and showed little signs of wear and tear during testing. The steering servo has steel gears, so it's still nice and tight. The reverse gear is bulletproof, and works like a charm. I felt the engine was stellar; it fired to life easily, and ran exceptional the whole test, and boy, this .50 engine packs a punch. If the truck can handle that power, then it's a pretty tough truck.
Rating: 9

TUNING • The MGT 8.0 comes out of the box ready to go, and not much tuning is needed—other than engine break-in. The 8.0 has all the tuning options of any good monster truck, and is easy to work on.
Rating: 10

CONCLUSION

As with the MGT 3.0 test I did last month, I enjoyed testing the MGT 8.0 monster truck. Team Associated has a great design going with the MGT line of trucks. It's a sweet truck that will make bashers happy with its mega power, and Associated built quality. The MGT 8.0 is a large truck with large power, and most people looking for monster trucks want wheelie poppin' power and hi-speed ability—and I can happily say the 8.0 provides both. If you're looking for one of the largest and most powerful monster trucks on the planet, and want durable quality, then this is an MT you want to take a closer look at.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- It's a big beast!
- Steel gear steering servo
- Bullet proof forward and reverse transmission
- One of the best RTR Radio, and Engine starters around

MISSES

- 22mm wheel nuts are so two years ago
- Needs stiffer suspension from the factory
- Brakes are weak and subject to fading

MAIN COMPETITION

Associated MGT 4.60, Tower Hobbies Tower Terror, CEN Genesis, HPI Savage

WHO IT'S FOR

Anyone who loves NASCAR and Monster jams

We have no idea where the NASCAR reference ties into a monster truck.

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

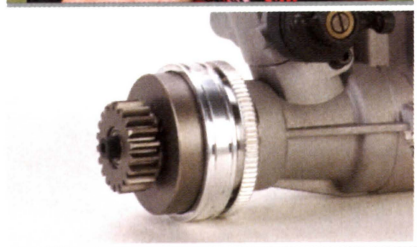
HONORABLE MENTIONS:

The MGT 8.0 has so many little tricks to it that it's hard to cover everything in one review. These three items really stand out and make the MGT 8.0 truly worth looking at.

The Associated XP3D, 3 channel FM radio is one of the best RTR radios I've seen to date. It's stylish, has full features, and has a charging jack if you want to use one. The third channel for reverse is a one-touch operation. Just tap it, and it goes into reverse, tap it again, and you now can go forward, it's sweet. But best of all—you can swap out the radio module, and run a Spektrum system if you want—now that's a great RTR radio!

The Pro-Start electric starter for the MGT 8.0 is a thing of beauty. It was designed by a guy that works in the Formula-1 world, and it shows. Looking more like a Tazer from the TV program COPS, the starter looks killer and works well. The three nice features of this baby are; it fits well in your hand, the battery drops into the handle, and the jack is easy to get to and charge. The best feature is the quick release starter tip. It's a "slip-clip" like you find on air hoses that holds the tip on and will not fall off like others do. I've lost many tips from starters, but not this one. This is a remote starter that even the jaded Derek will love...that says a lot!

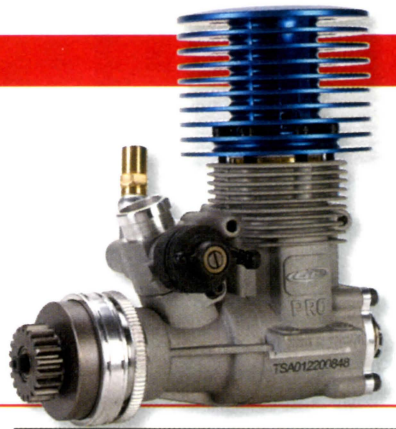
The MGT 8.0 has one of the trickest clutches going. It's an aluminum four-shoe clutch that engages so well that the MGT 8.0 really lays the power down. The design is such that the clutch springs are easy to get to, and to work on, plus the shoes themselves are designed to keep the weight low to the flywheel,. The design also offers a large contact area to the clutch bell. Speaking of clutch bell; it's a larger bell, which offers a larger surface area for the shoes, which means more power to the ground. Since it is so big, Associated made a press-fit aluminum ring that is on the outside of the bell. This does two things; first, it keeps the clutch bell from distorting, and second, it helps to draw off heat from the friction. A nice touch Associated did not have to do, but then again, the MGT 8.0 has many little tricks like this thought-out its design.



Skinny was proud that he could start the MGT sitting down with one hand.

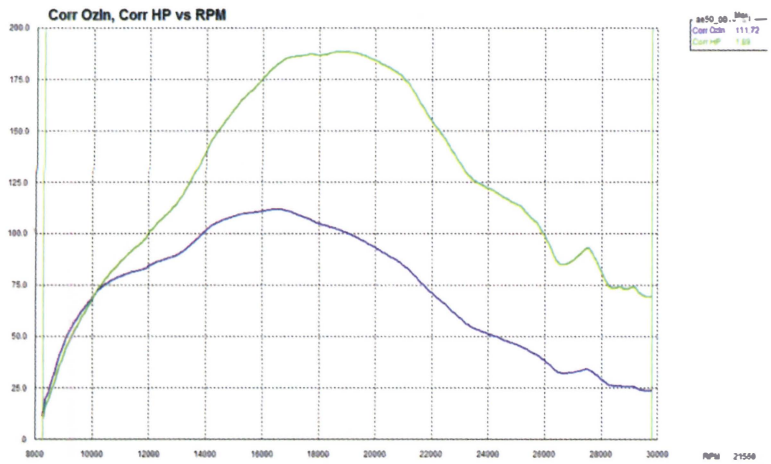
POWERPLANT INFO

The Associated AE8.0 engine isn't made to spin up to 100,000 rpm, it's huge displacement means one thing–TORQUE. Compare this big engines power specs to other engines and you'll see the difference in gear shredding power. It doesn't rev high, but the revised gearing makes it all usable power. It falls off pretty hard up top, but with the right gearing it doesn't matter. It's got the torque of almost two .21's and cranks out a decent amount of horsepower. This one has enough power to flip the big truck over off the line and even if you had a bigger truck it would handle that too. The downside is the mounts are not even close to industry standards so if you're thinking about bolting this into anything else you will have to get creative.



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:	AE 8.0
BORE AND STROKE:	.886 in x .811 in (22.5mm x 20.6mm)
DISPLACEMENT:	8.19cc (0.500 cu. in.)
FUEL:	Byron Race Gen2 30%
PIPE:	AE
PLUG:	Stock medium range
PEAK X-DYNO HP*:	1.89 @ 18,000 rpm
PEAK X-DYNO TQ*:	111.82 oz-in. @ 16,600 rpm
PEAK X-DYNO RPM:	29,500
AVERAGE TQ:	72.57 oz-in.
AVERAGE HP:	1.26 hp
POWER FACTOR	
LOW END (HP/TQ):	90.11 / 1.32
TOP END (HP/TQ):	51.44 / 1.20
CORRECTION FACTOR:	1.041

*All numbers are SAE corrected

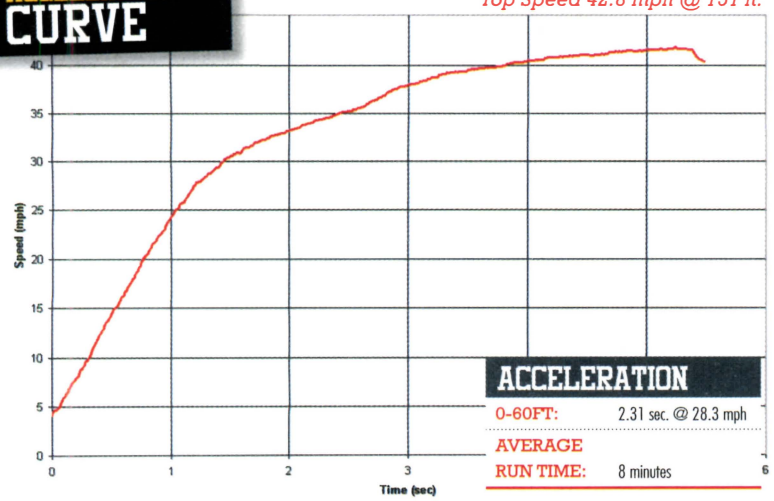
NEEDLE SETTINGS

HIGH:	2-turns in from bottom
LOW:	1-turn out from bottom
MID:	N/A
OPERATING TEMP:	230-250°F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 42.8 mph @ 151 ft.



ACCELERATION

0-60FT:	2.31 sec. @ 28.3 mph
AVERAGE RUN TIME:	8 minutes

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	75° F/ 21%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Grass, dirt, gravel

HANDLING

TURNING RADIUS:	6 ft., 1 in.
ON POWER:	Slight oversteer
OFF POWER:	Slight understeer

BRAKING

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

That grass must be hurting.

YOU'RE GONNA WIN.

MBX5R

- Titanium Rear Upper Arm
- Rear Lower Arm Support (5mm)
- Al. Front Tension Rod
- Al. Rear Tension Rod
- Lower Arm Shaft
- Rear Lower Arm Shaft
- Al. Rear Upright R/L
- Rear Anti-Roll Bar (Φ2.9)
- Front Anti-Roll Bar (Φ2.4)
- Front Lower Arm Support (4mm)
- Servo Saver Plate (5mm)
- Front Damper Stay (5mm)
- Rear Damper Stay (5mm)
- One-Piece Engine Mount
- Al. Clutch Shoe
- Titanium Turnbuckle Rod 35mm
- Titanium Steering Rod 36 (Φ4)
- Light-Weight Body
- Fuel Filter S
- Color Silicone Pipe (Gray)
- Carrying Bag M (Gray)

MBX5R BUGGY WINS

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Jeff shows you how to turn her over.

STARTING A PROBLEM ENGINE

IF EVERYTHING IS RIGHT, IT SHOULD START

words: Jeff Eveleigh

It sucks when your engine won't start. These things are so complicated! In reality, nitro engines these days really aren't that complicated. You need care and knowledge to run them properly, and extensive knowledge to run them at their limits, but in general nitro engines are very simple as long as you understand a few fundamental concepts about them. Just like the blonde stripper you over-tipped, engines can be needy; but so long as you know what your engine requires to ignite, she'll fire up for you every time. Here's our list of rules to follow when your engine simply won't start.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0

Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED

- Small dust broom

- Denatured Alcohol

- Rag

- After-run Oil

- Tuning Screwdriver

- Glow Plug Wrench

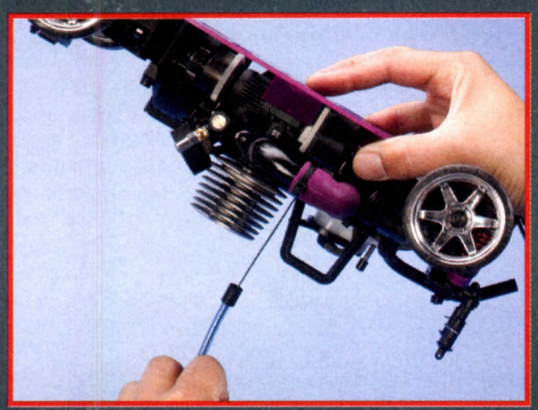
- High Temperature Silicone Sealer

NO FLAME

First and foremost, your engine needs fire to start. I don't care how much power your engine has or how skilled you are at engine tuning; if your glow plug isn't glowing, your engine isn't starting. The glow plug should be the first thing you check when you are having starting problems. Clean the area around your glow plug with motor spray and remove your glow plug, being careful not to lose the washer (turbo plugs don't utilize a washer). Jam your glow plug into your igniter–you should see the coil glow bright orange (watch your fingers, glow plugs can get hot fast). If your coil doesn't glow, your glow plug might need to be replaced. It could also mean that your glow igniter battery is dead and needs a recharge. Figure out which problem you have by trying another glow plug or another glow igniter. Fix or replace whichever part isn't working. Keep in mind that a glow plug that glows is not necessarily good, but a plug that doesn't glow is definitely bad (assuming your glow igniter is charged). If you determine that your glow plug is the problem, do yourself a favor and throw it in the garbage. It won't fix itself lying at the bottom of your toolbox; save yourself the headache of trying it again later.

TOO MUCH FUEL

A flooded engine is another common problem that could cause a no-start. Nitro engines don't actually burn raw fuel; they burn a fine mixture of fuel and oxygen. Fumbling too much with your engine can result in too much fuel into the crankcase through over priming, and carrying your vehicle with the fuel tank over the engine can also cause a problem. You may have an excessively rich mixture setting as well. This raw fuel in your crankcase gets drawn up through the ports and hits the glow plug, extinguishing the hot coil and making it very difficult to start. Raw fuel can also get trapped on top of the piston once the ports have been sealed off, causing what is called a "hydraulic lock." Since fluid doesn't compress, this hydraulic lock prevents the engine from turning over and ultimately seizes the engine. The problem of excess fuel in the crankcase is an easy one to fix, but you must be able to detect the signs of a hydraulic lock. If your engine has more trouble than usual turning over it is probably flooded and the issue should be addressed immediately. If you continue to try to rotate the crankshaft of a flooded engine you can do some severe internal damage. Instead, clean the area around the glow plug with motor spray and remove the glow plug and washer. Place a rag over the cylinder head and flip your engine upside down. Rotate the crankshaft a few times with whatever starting system you are using. All of the raw fuel trapped within your engine will come out of the glow plug hole and onto your rag. When it is all out, simply thread your glow plug back into place and fire your engine up again.



» TECH TIP

CHECK YOUR CLUTCH

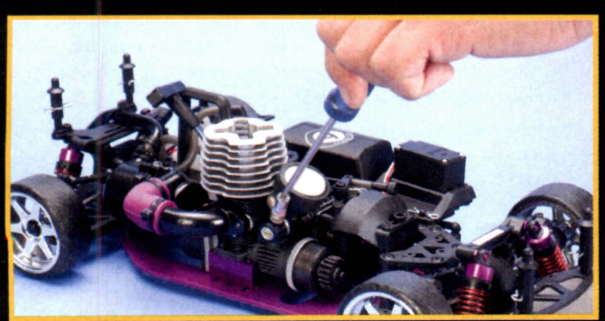
Sometimes your starting problems don't have anything to do with your engine at all. The problem could lie within your clutch, and problems like these can fool even the best of engine tuners. If your clutch shoes are melted or one of your clutch springs is broken, your clutch may disengage or engage at an extremely low RPM. This means that as soon as your engine tries to fire up the clutch will engage, try to rotate the wheels, and flame out the engine again. Basically, if your wheels rotate when you are trying to start your engine, check your clutch for damage before you tear your machine into a thousand pieces with grandma's wood chipper.

Whenever you see a drift car as an example, James was probably responsible.

MIXTURE SETTINGS

An engine will start when your air/fuel mixture settings aren't just right, but not as easily as when they are. If you have been working with your engine for a long time and you've been going crazy with the tuning screwdriver, you may be best to stop, set your carburetor to the original manufacturer recommended starting settings, get the engine started, and tune it from there. The air/fuel mixture settings can be very fine and a tiny turn here with a little twist there can easily tune you way out of whack!

It is always better to be slightly rich as compared to slightly lean when you can't seem to find the correct tune. A rich engine can be slightly frustrating, but a lean engine can cause internal engine damage. If in doubt, turn your mixture settings out (that means richen them dude!). Remember that being a little richer than normal will cause your engine to flood more often, so you may have to drain through the glow plug hole a few times during the initial starting, at least until you get the mixture settings closer to where they should be. Also remember that you should never fine tune a cold engine. Run your engine under normal driving conditions for a good two or three minutes before you even think about making final mixture adjustments.



CARB-TAMINATION

Dirt and debris jammed into the wrong hole can easily prevent your engine from erupting with power on the starter box. A quick flush of your carburetor with some motor spray or denatured alcohol in a spray bottle will usually dislodge any chunks of crap that may be blocking fuel flow. It is best to remove your carburetor from your engine, take out the mixture needles (take note of their settings first of course), and go to town on it with some pressurized cleaner that is safe on engine o-rings. Once you've cleaned everything up, 'wet' the o-ring seals on the mixture needles with after-run oil and reset them to the same number of turns they were at before. It is also wise to put a drop of after-run oil in the intake of the carb and move the barrel around a bit to spread the oil out. This ensures that your carburetor is fully lubed up.

You don't have to stop at your carburetor! Flush out your fuel lines with denatured alcohol in a spray bottle and clean out your fuel filter. Give your fuel tank a good cleaning to make sure there isn't gummed up fuel at the bottom that could slow the fuel flow. If you're running a brand new car you may want to stick a screwdriver into your tuned pipe stinger to make sure there isn't any flashing that is plugging the exhaust and preventing your engine from starting (this is very rare but I have seen it before).

» TECH TIP

RARE BUT PROBLEMATIC

Sometimes things get a little weird with nitro engines and simple or stupid problems prevent you from hearing the alcohol fueled scream. Trying to start your engine the wrong way is one such problem. A loose flywheel is another one. A semi-tightened flywheel that is slipping under load could cause all kinds of starting or reliability issues. Another big but less common problem is a plugged up tuned-pipe pressure fitting. If you've tried everything and your tuned pipe is brand new, ensure that air can pass from the tuned pipe and through the pressure fitting that pressurizes the fuel in your tank. Pull your pressure line away from your fuel tank and blow through it and into your tuned pipe (wipe the tube clean before you jam it in your mouth). Air should pass easily. If it doesn't, figure out what is causing the blockage and open it up!

FUEL TANK LEAK?

Your fuel tank is a common area for air leaks that if left unaddressed will lead to difficult starting and erratic tuning. To check for air leaks, you must ensure that your fuel tank can hold pressure. To do this, empty the fuel tank of all fuel and unhook the pressure and fuel lines from the tuned pipe and carburetor respectively. Plug your fuel tank's fuel line with two fingers and blow hard into the pressure line while plugging it with the fingers on your other hand (the fuel line should still be plugged). This should pressurize your fuel tank. Wait about 10 seconds and let go of the pressure line. You should hear a "Psssssst" noise. This passing of air out the pressure line shows you that your fuel tank is able to hold pressure for only a few seconds and therefore must be sealed. If your fuel tank isn't sealed, hit the hobby shop and throw some money down for a new one. You might as well throw some fresh fuel and pressure lines onto your car while you're at it to ensure that no pin holes or cracks let unwanted air into your fuel system.

Next time maybe Jeffy should come up with easier pics.

AIR LEAK

An air leaks has got to be the worst possible problem when it comes to both starting and tuning your engine. Air leaks cause your mill to run hot and erratic as you chase a tune that will never be there. Put very bluntly, if you have an air leak you have to fix it. Case closed. The hardest part of fixing an air leak is finding where it is coming from. To avoid this problem, simply seal everything in your path. This will save you the trouble of finding the leak, unless of course a damaged component caused the leak, in which case that component must be replaced.

Your engine needs to be sealed up! Get yourself some high temperature silicone sealer from the hardware store. Remove your backplate and put a little silicone around its base closest to the mounting holes. Seal between your carburetor and crankcase, being sure that you create a strong seal by pushing your carb down firmly as you reattach it to your engine (remember that your carb probably has to be set at a specific angle, so figure this out before you starting sealing). You shouldn't use any silicone sealer between your crankcase and cylinder head, but now is a good time to make sure your cylinder head is bolted on tight. Check each of your head bolts by using a cross pattern to snug up the screws, ensuring no air can squeeze in or out around your cylinder head. Once you are finished sealing your engine set it aside for a good 12 hours to let the sealer fully cure before you attempt to start it again.

BAD FUEL

Fuel goes bad, simple as that. There is no way to know how long fuel stays good, but you can bet that fuel that is less than a year old and stored properly in a cool dry place off the ground should be good. However, if you've tried everything else you should never dismiss the idea that your fuel could be contaminated and causing your starting problems. It never hurts to try a fresh gallon of fuel. If the problems go away and your engine starts fine with fresh fuel, you know the old stuff was bad and you can dispose of it and move on with your nitro machine. At the worst the fresh fuel won't solve anything and you'll have a bunch of extra fuel and a good excuse to rip up your car that much more once you get the engine fired.

On a side note, it is a bad idea to ever leave fuel in your fuel tank for any length of time. Once you are done running for the day dump all of the remaining fuel from your tank and fire up your engine again to burn out the residual fuel in the tank, fuel lines, and crankcase. This will prevent the fuel from gumming up and creating problems when you try to start your engine the next time.

REBUILD TIME

Sometimes it just isn't in your engine to start. It may be so worn out that nothing you can will bring it back to life. If this is the case it is time to decide whether to rebuild or your engine. If the problem is something simple like a worn out piston and sleeve you may get away with just replacing those parts. However, if your engine is tired from many gallons of use you have to assume that your bearings, crankshaft, connecting rod, carburetor seals, etc. are reaching the end of their lives. If this is the case you may be better off to just slap a new mill into your ride. Have a close look at your engine, do a little research into costs, and make a smart decision to get the most horsepower for your dollar.

CLOSING

We've taken you through all the steps necessary to get your engine going. Some of these tips are quick and easy to implement and others require a bit of elbow grease but the simple fact is this: if your engine still won't start after trying all of these tricks, maybe it's time to start that stamp collection. Good luck!

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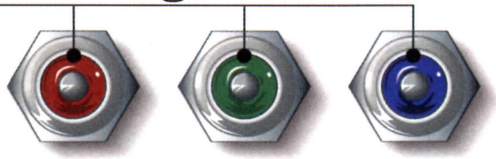
Take the guesswork out of your upgrades



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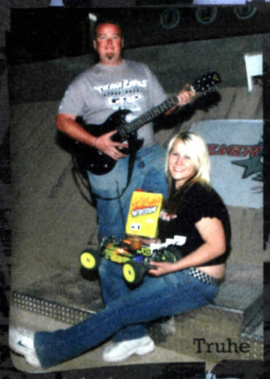

Skinny really is the ultimate underdog.

"This track is cool—it's like a mini putt-putt golf course for RC!"

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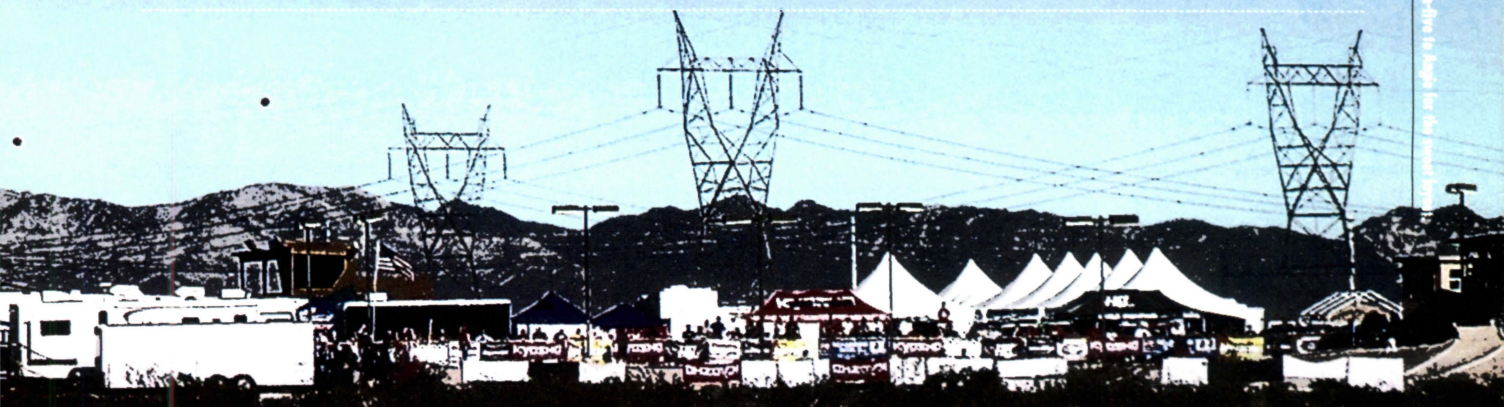
Presented by: Boulder City Raceway

E NITRO CHALLENGE

ONCE AGAIN THE LAS VEGAS DESERT CHALLENGES MAN AND MACHINE

Words & Photos By: Skinny | Special Thanks To: Jeremy Felles



It was March madness as the second largest event of the year kicked off in Las Vegas. Of course, I'm talking about the world famous Silver State race that whips up frenzy every year for racers from all over the world. The first weekend of March signaled a new area for Silver State, as the Boulder City off-road track was under new management, with Jason Ashton as leader of the pack. Unlike years past, the track has changed from being a Baja 1000 course to a more civilized RC course—thanks in part to the track crew bringing in some new dirt. Also new for this year, the event was a little more show biz with glitz and glam, plus a motocross type of race format. The track also had a little European flavor in track design, using colorful carpet to cover some of the obstacles, as well as a man made obstacle that drivers called "the chocolate starfish." To add to the size of the event, there was a 1/5-scale B5 class that made for great fun, and proves that 1/5-scales can be a blast to race. As is tradition; gale force winds kicked up and the dust storms came, which always makes Silver State a challenge for man and machine. Since inquiring minds want to know; here are the sights and sounds of Silver State.

2008 Silver State

The Track!

The home of the Silver State Nitro Challenge is at the Boulder City Raceway in Boulder City, Nevada, just minutes away from all the action in Las Vegas. Boulder City Raceway is known for a rough track, but this year things were a little different. The boys built the track with some new dirt that helped keep the track from falling apart, and this year they used carpet and manmade obstacles to make the track fun and challenging.

Gravity Cavity; this section was fun, but your car disappeared for a moment at the bottom.

Washboard row; who would have thought corrugated fiberglass would make a great course obstacle. It gave drivers a hard time until the B5's pounded it into submission!

Drivers lovingly called this section the chocolate starfish. It was the weirdest obstacle I've seen for a race track. At first, drivers met with resistance entering the chocolate starfish, but by day two, drivers were plowing through the chocolate starfish with ease.

The Pits!

RB guru—Bernard, shows how tasty and tough the new low profile RB .21 engine is.

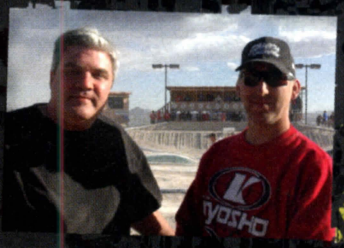
Is that a burger, or a rock? Regardless, the track food was good this year.

Pro-Line did burger support for their drivers, and it was good. How did I know it was good? Because Buster was hanging out bugging Daniel for food!

Who knew that paint on the jumps would be so awesome?

THE pits!

Every track should have a set. These are "steel" spec gauges. Man, you could run a truck over them and still be able to do tech inspection!



Red Dawn—look for an invasion at a track near you! Red Army leaders—Steve Pond, and Jr. are very happy with the Kyosho team this year. The team has pulled together and has started the Red Army phenomenon that is winning all over the US.

Looking more like an actor from Rat Patrol, than the world famous on-road racer he is—Barry Baker came out to pull trigger in the buggy class.

You have to wear goggles at Silver State. If you don't, your eyes will bleed and fall out. It's always hurricane winds and massive dust storms. Just ask the infamous Regan—he'll tell you!

MINI INTERVIEW WITH JURAJ HUDY

X-Ray and Hudy products are some of the best stuff a racer can buy, and there's good reason—Mr. Hudy is passionate about the Hobby and personally tests and develops the products! Juraj Hudy was at Silver State to test the American soil and to fine tune the X-Ray buggy and truggy. Since this was a rare occasion to see the man himself racing, I thought I would ask him a few questions.

XRC: This is the first time I've seen you racing off-road over in the US, what's going on?

JH: Actually, I raced at the Nitro Pit late last year, and then I did some testing earlier this year in the Midwest, but yes, I've just started racing off-road over here. I've been testing new product here because I want to develop product for US style racing. I have been working with our US team drivers and developing new parts and cars, so I needed to spend some time on your American style tracks. I've certainly learned a lot from being on the tracks here.

XRC: So from a design standpoint, there is a difference between US and European tracks?

JH: Well yes, European track is more flat with faster turns, and larger turns. The dirt is a little different, too. We also have grass, which US tracks do not. US have more jumps with tighter turns and more hairpin-like turns. Also track conditions are much different, but kind of the same.

XRC: Are you here because the buggy world championships are here this year, or are you here to develop cars for US market?

JH: Of course, it goes hand in hand, it's always together. We need good cars for your market, and we want good cars for the world championship.

"Much different, but kind of the same." Think about that for awhile.

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MINI INTERVIEW (CONT.)

XRC: Since you have raced a few events over here now, is there much difference between US and European racing?

JH: Yes, Yes, European track is more open, faster, corners not so sharp, and not so many jumps. Also like at Nitro Pit, the jumps are much bigger. There your car flies fifteen meters, and surface is different; so yes, totally different. Although, in some countries, the tracks are starting to adopt a more US type of layout.

XRC: So now that you have raced on US tracks, which style do you like better?

JH: Ummm, for me I do not have much off-road racing experience, I do more on-road, so for me, both are new for me. When I first tried US tracks, I didn't like the jumps too much, but now I've learned a little, and the jump is fun now. Also, our new car is better I think for jumping, much better control.

XRC: Is there much difference in racing between the two continents?

JH: Now not really, racing is racing, I think Europe has more structure to the events, but that's about it.

XRC: I'm curious; you've been to events in both countries. Do you guys have more spectators at events?

JH: What is a spectator? Oh, you mean people watching events? I'm not sure, I think it is similar, but your events have larger entries. In Europe, maybe 180 people race, but at your events you have 250-400 people racing. Our events are like three day events, so not a lot of time. I think maybe more people have to work, so they keep that in consideration. I think your tracks are better for spectators, with the jumps and everything, it is much more entertaining.

XRC: Any last thoughts?

JH: I just want to say thank you, and I want to say that I really like working with our US drivers here. Josh Wheeler and crew do a great job for us, and have helped tremendously in developing our product. I also want to say the new X-ray world buggy will be available around April of this year.

The U.S. should definitely adopt some of that Euro structure.

PRODUCTS!

Hot Bodies' echi-ban racer—Hara, was sporting some new hardware at SS. The HB truggy looks like the current model, but has some new goodies to make it go super fast. See if you can spot what's new…arigoto!

When not manufacturing RC parts or running his hobby shop, Gene "the machine" Hickerson manufactures babies. Although, I think this bundle of joy is a one-off prototype, and not for sale. Congratulations Hickerson family!

Your engine wants Ti food! CEO Power Mods now has a Ti connecting rod for your engine. Call and get a to-go order of Ti today!

BCE has parts waiting for you to hop-up your new Associated truggy…when it comes out that is. Or you can build up your own custom job like this one here; BCE makes it simple!

LiveRC.com is serving up hot entertainment via the computer. Not only did they give viewers live race up-dates, but they showed the race action live, and did an hour interview session with drives, as you—the viewer—instant messaged questions to Jimmy Babcock. Here, Jimmy Babcock asks Mike Truhe your questions live. Yeah man, technology is so cool sometimes!

SIDEWINDER SWEEPS

The Dirt Nitro Challenge

photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

Ryan Cavalieri -
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2008 Silver State

Baja Invasion

This year at Silver State, HPI had a Baja 5B exhibition race. It was the first time for me to see 1/5-scale off-roaders race head to head. I have to say it was fun to watch, and I would love to see this segment of our hobby expanded on.

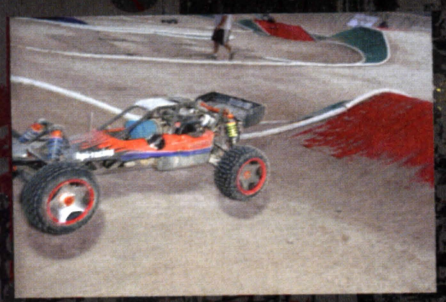
RACE ACTION

At the start of the 5B A-main, and after the pack had a huge first jump pile up, Jason Ashton somehow managed to get out front, and dominated for most of the race. With only minutes to go, Ashton's 5B had a mechanical failure and dropped to third, handing over the win to Toby Robinson.

The aftermarket segment has come out with a bunch of great product for the 5B. What does this mean? It means they are getting popular, and that you can make your 1/5-scale super trick, like this one!

Even though this was a 1/8-scale track, the 5B's seemed to perform well. Here a pack of them dice for position with plenty of room to spear.

This could be a start of a new trend. 5B's are cool, but a Pre-Runner truck body could make these 1/5-scales take off.



1/5-scales can jump very well it turns out, but this one was a little close for comfort.

That's a big freakin' pipe.

How it Worked

This year at Silver State the racing was run differently. There were really only two classes—buggy and truggy, with sub classes of forty plus and under fifteen. This was good and bad. It was good because it only cost you five bucks to race a sub class, but bad because you didn't really have an A-main to race in, or any of the good stuff that comes with having a separate class. Now the double A-main system for the primary classes was pretty cool, and was fashioned after motocross. Here's how it worked: there were two, twenty-five minute motos that the top drivers raced in. The eventual winner was determined by scoring the two races and then adding points from the two motos to determine a winner. This made for short and exciting races, but was hard to keep score if you were a spectator. Overall it was a cool concept, but needs to be tweaked in order to give due to the other classes, as well as figuring out who the winners are from each class. In fact, as I write this, I'm still trying to find this information.

TRUGGY:

Things got crazy before the truggy mains even got under way! TQ driver Adam Drake had some frequency issues before the start of the mains, and unfortunately (it depends on how you look at it), the powers that be went on with the race. With the TQ runner out of the picture, Jared Tebo and Ryan Maifield had a clear shot at total points to win the final. Wild card Mike Truhe had a shot at the trophy

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2008 Silver State

How it Worked (CONT.)

as well, but it was a long shot. Maifield and Tebo had a good battle with Cavalieri in hot pursuit, but Tebo had some issues so that let Ryan Maifield take the win. An interesting note about this heat was Team Losi seemed to have some team tactics going on. It looked to me like there might have been some impromptu racing strategy from the drivers, and it was intriguing to see a team effort being made to get a good passion. In an event such as this, points count, and helping your team mate get points is widely used in other forms of points racing.

BUGGY:

It came down to four drivers who could take the win if they scored well in the second A-main heat—Jared Tebo, Ryan Cavalieri, Mike Truhe, and Cody King. Tebo was running strong and looked to be the winner, but he had one tumble that cost him the win. Truhe and Cavalieri had a repeat battle from the Nitro Challenge event, but Cavalieri had problems so that put him out of the points chase, which left the door open for Mike Truhe to take home the trophy. Cody King ran well, but was just out of the hunt to take the overall points.

Truggy

Buggy

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1/8 Scale Buggy & Truggy 15 and Under

40+ class: Chris Moore

Finito!

As is the history of Silver State, racers headed out to the desert to do battle more with Mother Nature than the competition. The sun, wind, and dust test a driver's ability to the max. It's also a test for the cars, as the track is always challenging, and the conditions are brutal. This year the crew went all out and gave great trophies in the shape of guitar heroes, and worked hard to make the track hold together. They also added some color to the event with the use of carpet and manmade obstacles, which turned out to be a great idea. Silver State is unique, and with Las Vegas in its backdoor, it will be a classic for a long time to come. ✪

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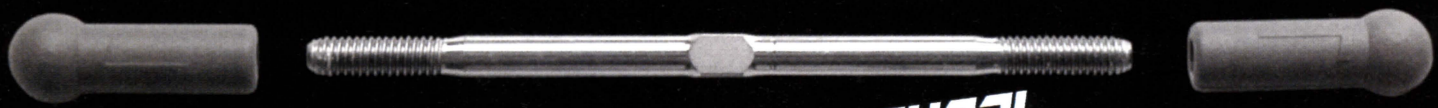

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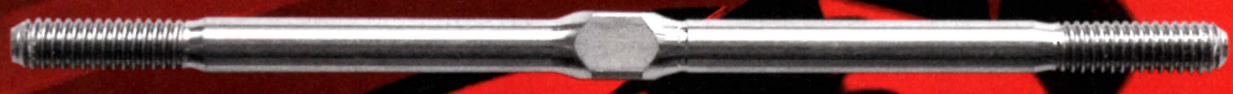
1/8 SCALE BUGGIES AND TRUGGIES



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RESULTS

1/8 SCALE BUGGY & TRUGGY 15 AND UNDER

F	Q	Driver	Points	Chassis	Engine	Fuel	Tires	Body	Radio
1	***	Dylan Rodriguez	***	Kyosho	OS	O'Donnell	Panther	Kyosho	Futaba 3PK

40+ CLASS

F	Q	Driver	Points	Chassis	Engine	Fuel	Tires	Body	Radio
1	TQ	Kris Moore	***	Mugen	Nigna	MSR	Proline	Mugen	Sanwa

BUGGY

F	Q	Driver	Points	Chassis	Engine	Fuel	Tires	Body	Radio
1	5	Mike Truhe	0	Losi	GRP Tuned	Nitrotane	Losi	Losi	Airtronics
2	12	Cody King	8	Kyosho	Sirio	Sidewinder	Proline	Kyosho	KO
3	4	Jared Tebo	9	O'Donnell	OS	O'Donnell	***	O'Donnell	Futaba 3PK
4	***	Ryan Lutz	10	Kyosho	Sirio	Werks	Panther	Kyosho	KO
5	2	Yannick Aigoin	10	Losi	GRP Tuned	Nitrotane	GRP	Losi	Spektrum
6	***	Richard Saxton	10	Mugen	OS	Reedy	Proline	Proline	Futaba 3PK
7	3	Ryan Cavalieri	13	Associated	Orion	Sidewinder	Proline	Associated	Airtronics
8	***	Billy Fischer	17	Losi	Ntovarossi	***	***	***	***
9	7	Taylor Petersen	18	Kyosho	Werks	Werks	***	ST-RR	***
10	6	Ryan Maifield	19	Associated	GRP	O'Donnell	J Concepts	J Concepts	Futaba 3PK
11	1	Adam Drake	22	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
12	10	Mark Pavidis	22	Kyosho	OS	Sidewinder	Proline	Kyosho	Futaba 3PK
13	9	Atsushi Hara	22	Hot Bodies	OS	O'Donnell	Proline	Hot Bodies	Futaba 3PK

TRUGGY

F	Q	Driver	Points	Chassis	Engine	Fuel	Tires	Body	Radio
1	2	Ryan Maifield	3	Mugen	GRP	O'Donnell	J Concepts	J Concepts	Futaba 3PK
2	1	Jared Tebo	3	O'Donnell	OS Max	O'Donnell	***	J Concepts	Futaba
3	5	Ryan Cavalieri	7	Associated	Team Orion	Sidewinder	Proline	***	Airtronics
4	4	Adam Drake	9	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
5	7	Yannick Aigoin	13	Losi	GRP Tuned	Nitrotane	GRP	Losi	Spektrum
6	3	Mike Truhe	14	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
7	10	Billy Fischer	15	Losi	Novarossi	Nitrotane	Losi	Losi	JR
8	6	Chad Bradley	17	Jammin	OS	Werks	Proline	Jammin	Airtronics
9	9	Mark Pavidis	17	Kyosho	OS	Sidewinder	Proline	Kyosho	Futaba 3PK
10	***	JR Mitch	17	Kyosho	OS	***	***	***	***
11	8	Atsushi Hara	20	Hot Bodies	OS	O'Donnell	Proline	Hot Bodies	Futaba 3PK
12	***	Bobby Tillman	20	Mugen	Ninja	***	***	***	***
13	***	Ryan Lutz	24	Kyosho	Sirio	Werks	Panther	Kyosho	KO

C'mon people, racer sheets aren't that hard to fill out!

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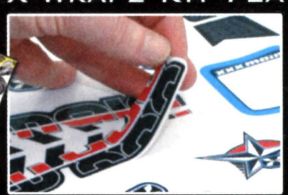

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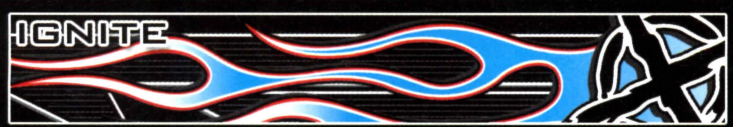

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FOUR WAYS FOR WHEEL WEIGHTS

CRAWLING HEAVY, OVER

I'm actually trying to lose weight.

words: James Revilla

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

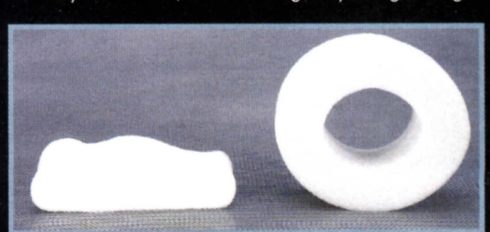
TOOLS NEEDED

- Memory foam
- Aluminum wheels
- Chassis weights
- BBs or airsoft pellets

As it is with anything off-road, traction is an important factor. Keeping those tires grabbing the ground is key to performance, and this applies not only to racing but also to something slower: rock crawling. Constant climbing and maneuvering on mostly angled and uneven surfaces tests the traction limits of any tire. To gain an advantage in this area, rock crawlers have turned to weight—that is, adding weight to their trucks. Now then, we're not talking about strapping a three-pound dumbbell onto the chassis, but adding weight in a particular area of the vehicle to help with traction: at the tires. By adding weight to the tire area instead of the chassis, you keep the rig's center of gravity nice and low, helping prevent tip-overs or unwanted chassis movement at steep angles. You also help keep the tire pressed against the rocks, which in turn gives you traction, which helps you get to wherever it is your truck is pointing. Here are some good ways to gain an advantage by gaining weight.

LET'S BE DENSE

Ever hear of "visco-elastic polyurethane?" Maybe you're familiar with its more common name: "Memory Foam." Yes, the stuff that gives you a good night's sleep can help you rock crawl. By substituting common foam tire inserts with memory foam inserts, you will add weight because memory foam is many times denser than standard foam. An added plus when rock crawling is the property of memory foam– some competitive crawlers say that memory foam conforms to the terrain better.

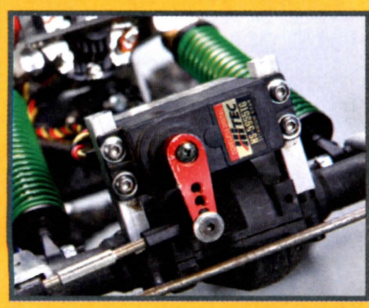


» TECH TIPS

STANDARD WEIGHT TRICKS

MOVE THE SERVO

On some rock crawling trucks, the steering servo is mounted on the chassis. This is fine for starters, but remember—a servo has weight. A lot of intermediate to advanced rock crawlers choose to mount their steering servo right on the front axle. Some kits have this option, and many aftermarket manufacturers make "front servo" kits that relocate your steering servo to the front axle. Not only does this put more weight bias on the front, it also gives you a more direct steering feel, as the steering rods are shorter and parallel to the axle itself.

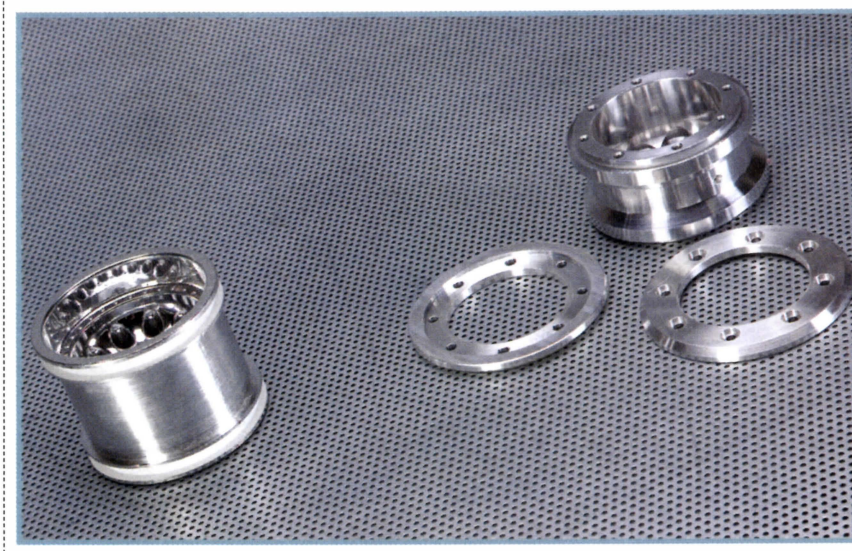


MOVE THE BATTERY TOO!

Another trick to adjust the weight bias is almost obvious – how about moving the battery up front as well? While you probably can't do this with a standard 6-cell Ni-MH pack, advanced crawlers usually upgrade to Li-Po power. By running Li-Pos, you can select a battery pack that is a lot smaller than a standard 6-cell—but still gives the power of Li-Po technology to your truck. Some rigs, like Axial's Scorpion AX-10, offer an upgraded battery plate that relocates both the steering servo and the battery pack to the front axle. Other crawlers choose to zip-tie their battery pack across the front upper links. Although a Li-Po pack weighs less than standard Ni-MH cells, weight is still weight—and rock crawler pros prefer as much weight up front as possible.

GO THE BEADLOCK WAY

This might sound too obvious, but what's a simple way to make your wheels heavier? Buy heavier wheels! A set of molded beadlock wheels with aluminum rings add some weight, or you can even step up to a full aluminum beadlock wheel. Although they will probably cost around three times or more compared to molded, non-beadlock wheels, beadlocks can be reused over and over, and over, and over. There - that's more than three sets of wheels!



STICK THE WEIGHT

Looking for a faster way to reap the benefits? Try some stick-on weights. These usually come in breakable strips, in increments of ¼ to ½ ounce each, and are most commonly used to balance full-sized wheels. Some companies (for example, DuBro) in the industry sell them, but no matter where you choose to get them, they do the job. Crawlers prefer to stick metal weights along the center of the wheel, inside the tire. This keeps the weights centered and safe from hitting axle components and/or falling off.

GET SOME BALLS

Similar to adding sticky weights, yet another trick is to add BBs (small metal balls, like for BB guns) for more weight. Basically, you put BBs into the tire (no foam insert here!). Because the BBs are allowed to roll free inside the tires, they will always be at the bottom of the tire, which also happens to be good since you keep the center of gravity low (think of those inflatable punching bags, with the weight on the bottom), and thus, you give your rig some more stability when climbing.

CONCLUSION

None of these tricks are hard to do. In fact, any level crawler—from novice to advanced—can benefit from these tips. You can even combine some of them, like running aluminum beadlocks and filling the tires with BBs. Regardless of which technique you use, you'll know that you're helping your truck gain more climbing traction! ✪

Maybe I should go apply for that gym membership now.

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UPGRADE YOUR STARTER BOX

YOU CAN BUMP-START A V8 WITH THIS THING!

Told ya Skinny... brushless motors NEED an ESC and can't run directly off the battery.

words: Brian "Skinny" Skinner

Last year I showed you how to make a lightweight universal starter box. This year I'll show you how to rebuild it. Why? Funny you should ask...I blew mine up! I smoked the motors by breaking in new engines—cowboy style (I'm sure some of you have done this too!). It probably was not the smartest idea I've ever had, but my little mishap got me thinking of how to beef up my starter box and make it better. At first I wanted to go next level with brushless motors, but Dream Crusher and the gang at work pooh-poohed my idea. Not only that... they laughed at me! I'm still going to make one...I'll show them! Down, but not out, I looked around the pits for some ideas from fellow racers, and found that car motors work pretty well and offer performance gains. Also, Li-Po batteries are all the rage, so I'll hook one up and show you how to do that as well. While we're hopping up our starter boxes, we can look into some other goodies to make life easier in the pits Call it "thinking outside the box" if you will!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

60 MINUTES

TOOLS NEEDED

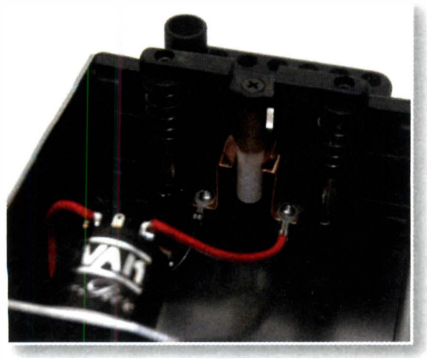
- Solder gun
- Allen keys or screwdriver
- Brush
- Shop rag
- Cleaner
- Scotch-Brite

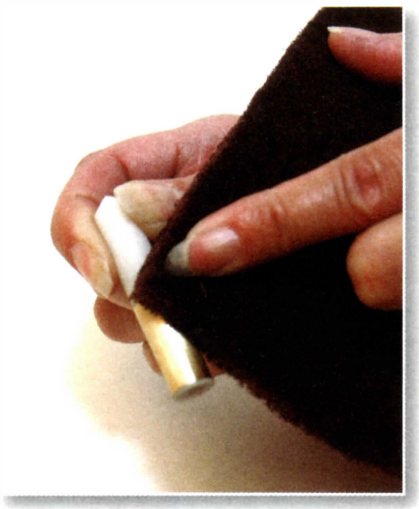
01 PREP THE STARTER BOX

Since we're rebuilding our starter box, we might as well do it right. Disassemble the box completely, and clean everything with cleaner to get the crust off. Check for damaged parts that may need replacing.

02 REFURBISH THE ELECTRICAL CONTACT AREA

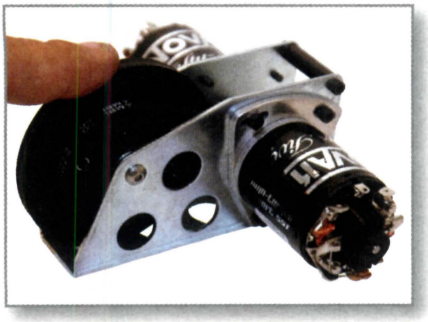
All starter boxes have a contact area that completes the circuit to power the motors. This area builds up with carbon, and arc spots that can reduce electrical flow to the motors can develop. Take this section apart and use some Scotch-Brite to clean it. While you're at it, make sure the prongs or springs have good tension to make a firm electrical contact. Having a good electrical contact is important in powering your new motor/s.

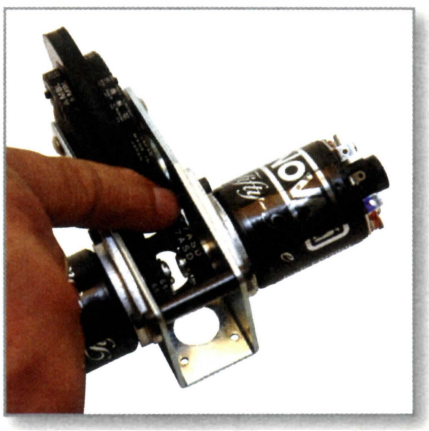




03 INSTALL NEW MOTOR/S

Take out the starter unit and disassemble it. Clean all the parts and check for any damage. *Next, re-assemble* the unit with the new motor/s. Once it's all together look it over and spin the starter wheel to see that it rotates freely. If your system uses a belt to drive the wheel—make sure to check for proper tension—it will rob your car of starting power. To check belt tension, adjust motor mount with slight tension on the belt and lock it down. Then lightly press down in the center of the belt between the two axial points; it should depress about 2mm to 4mm. If it does and the system turns freely, lock the motor mount down and get ready for next step.





Li-Po vs. Gel-Cell vs. Stick-Pack

You have options for powering your starter box, but which do you choose? Basically you have three choices; Gel-Cell, Stick-Pack, and LIPO. Here are the pros and cons of each to help you make a choice.

Gel-Cell: these are fairly inexpensive and durable. They hold a charge well and last for a long time. You can easily go a whole weekend of racing with one charge, and they have great cold cranking ability. There are a couple of problems with Gel-Cells, however; they're pretty darn heavy, and they are rather bulky.

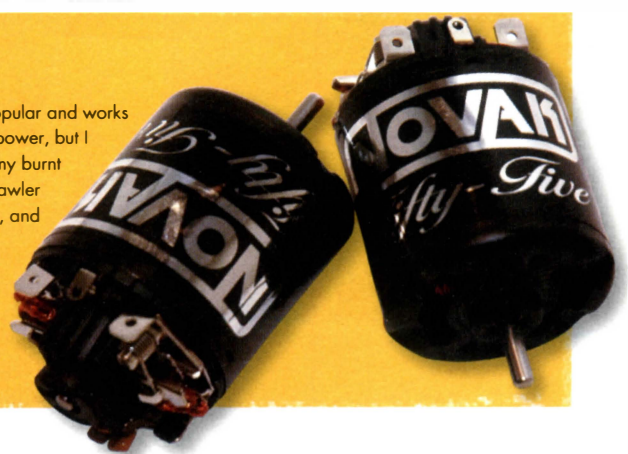
Stick-Pack: these are used a lot for starter boxes. They're much more compact than Gel-Cells, and they charge faster and are lighter, too. You can get Stick-Packs in all sorts of AMP ratings, which gives you a choice. They have a good AMP draw, but sometimes fall short of a full weekend of racing. One nice thing about this style of battery is that everybody in the world has a charger or adapter to charge them, so you'll never be left stranded.

Li-Po: these batteries offer a great power to rate ratio. They're small and compact and super light. For instance, one 14.8 volt Li-Po pack is the size and weight of one sick-pack, but you'll need two Stick-Packs to equal the power of one Li-Po pack. These packs have great staying power and will easily last you a weekend of racing. The downside to them is price. Li-Po's also take as long as Gel-Cells to charge, and they will run out of power without notice. I should also mention that you'll need a certain charger to charge them. All things considered, I still choose the Li-Po. It's light weight, super powerful, and besides, I use it on all of my stuff!

So a brushless starter box just isn't cost-effective.

CHOOSING A NEW MOTOR

Since I wanted a light weight starter box, I went with the Mugen. It's popular and works with almost any buggy or truggy. The Mugen uses two small motors that have adequate power, but I wanted more power! To that effect, I decided on two Novak Fifty-Five motors to replace my burnt out stock ones; they should handle tight engines for sure. The Novaks are 55-turn rock crawler motors, so they have better torque over the stock motors. They also have sealed bearings, and you can rebuild them. You can use any motor you want as long as it fits the bolt pattern, but I suggest you find one that has plenty of torque. For those of you that use the larger boxes with one large motor, your choices are limited, but after some searching I found that cordless drill motors, which have more torque than the stock ones, can be used. You can either buy the stock unit for your particular starter, or you can search places like Black & Decker or Makita repair centers to find these motors.



LOW VOLTAGE DETECTOR

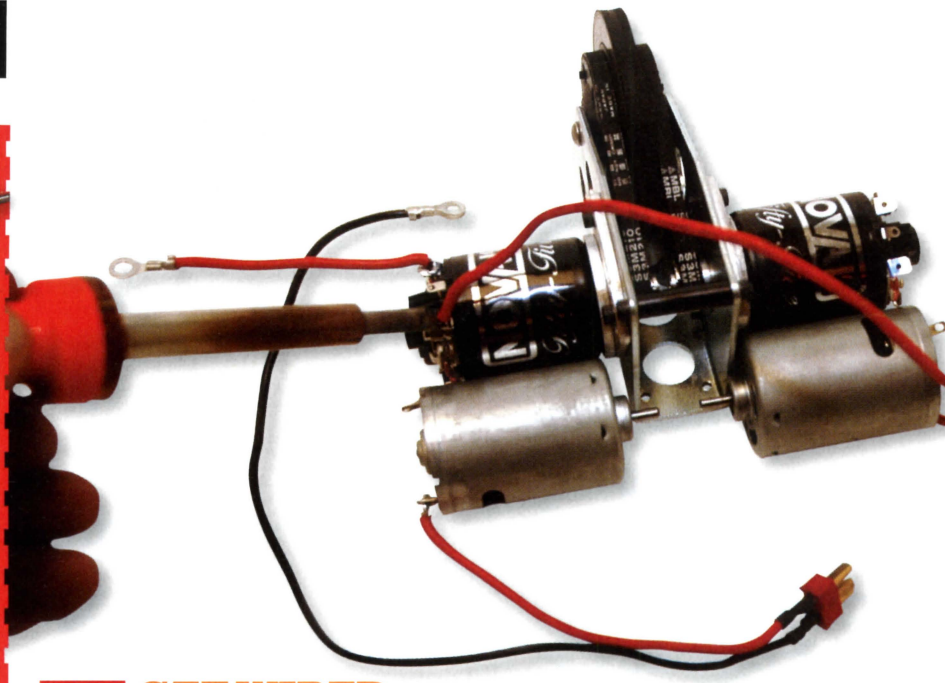
A low voltage detector is a great idea for your starter box, especially if you plan on using a Li-Po battery. A low voltage detector lets you know when your battery is fully charged, or when it's about to dump. Since the "in thing" these days is Li-Po batteries for starter boxes, I decided to include the MaxAmps low voltage detector. This is a great item to have on your starter box regardless of what battery you use, but I did this because Li-Po batteries can dump without warning. I also found that the lights on the detector make a great flashlight for those dark nights in the pits.

Check out: www.maxamps.com to see if they have one for your battery.

Voltage Detector Instillation

STEP 1: Determine where you want the voltage detector, and drill a hole to run your wire through. Some starter boxes already have holes, so you can use those to run the wire. My Mugen box has a hole on the backside, so I started there. Since the MaxAmps voltage detector has a large connector, the hole had to be made larger—cut to size for your voltage detector.

STEP 2: Now that you have a hole the plug will fit through, all that's left is to hook it up. To make the hole look better, I invested in a 35 cent rubber grommet. Just slip the grommet over the plug wire and insert into the hole.... see how nice it looks! To use the voltage detector, just plug it into the charge jack on the battery. It will always be on and tell you how your battery is doing, but remember to disconnect it after you're done at the end of the day; it draws very little power, but why take chances?



04 GET WIRED

I'm electrically challenged, so here's the no-brainer method. For you Einsteins out there, you know what to do next...skip to the next section. The simple way to connect the wiring is to just transfer and solder the wires over to the new motor/s; it's kind of like using a template. Remember what is positive and what is negative on all of the motors. Take a marker and put a red dot next to the positive sides to help you remember. If a wire is cracked or looks shabby, replace it with a new one, but use the old one as your guide. This is the simplest method I can think of for us "electrically-challenged" people.

05 INSTALL THE LI-PO BATTERY

This is easy to do, and a Li-Po battery will give you V-8 starting power. I recommend buying a 14.8-volt unit because you'll get insane power to the motors, and the Li-Po will help the motors turn over even the toughest of nitro engines. First remove all of the hardware the starter box has for holding batteries. Next use some Velcro on the pack and on the base of the starter box to hold the Li-Po secure. Then you want to install some Dean's connectors or the new Traxxas connectors. Both are designed to handle the juice that flows out of a 14-volt battery.

Believe it or not, Skinny wouldn't believe us for a month...

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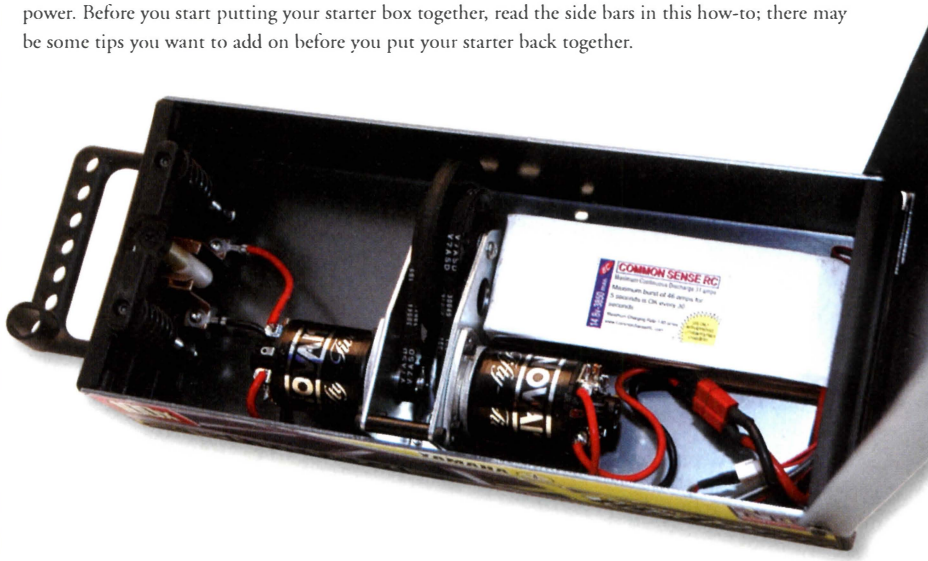
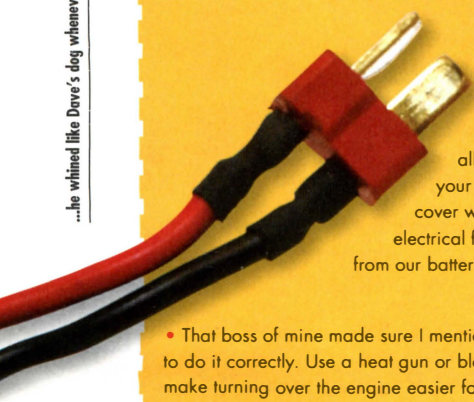
ODDS AND ENDS

• To make life easier, you can install jacks or use existing jacks to externally charge the battery. You can also use these jacks for a remote glow igniter. Great Planes, Horizon Hobbies, and your local hobby shop will have the goodies you need to make these.

06 PUT IT ALL TOGETHER

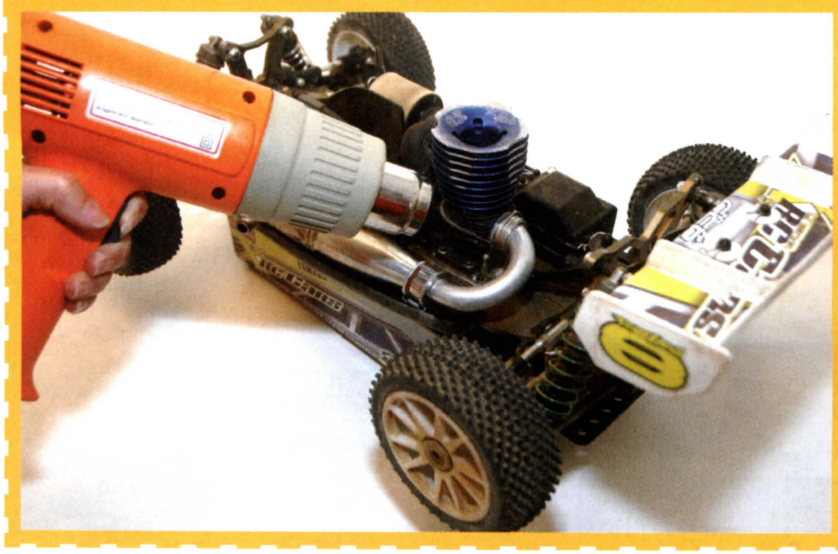
We're almost done; it's time to re-assemble our starter box. At this point we need to put all the pieces back together. The only tip I can give you here is that you should have been paying attention when you took your starter box apart—if not, I hope you kept your factory instructions! One thing I can tell you is to make sure the starter wheel is square with the box. You want the flywheel to be as square to the starter wheel as possible. A misalignment here will rob you of needed power. Before you start putting your starter box together, read the side bars in this how-to; there may be some tips you want to add on before you put your starter back together.





• To make the best connection possible for your power supply, I suggest Dean's connectors, and/or the new Traxxas connector. The old school Tamiya style connector comes on most starter boxes, but it robs power. You want all the power you can get! I should also mention that solder is your best friend. Try to solder all the connecting points, and then cover with shrink-wrap. Soldering your wires will ensure the best electrical flow possible, and we want the most power we can extract from our batteries, don't we?

• That boss of mine made sure I mentioned this! If you have a new engine to break-in, make sure to do it correctly. Use a heat gun or blow dryer to loosen the pinch on a new engine. This will make turning over the engine easier for the starter box. You can also loosen the glow-plug a little to reduce compression, but remember to tighten it up after you get the engine started. I'll make sure to do this next time, Derek!



CONCLUSION....

Having a good starter box is essential to having fun. Most starter boxes are fine when new, but with time, they wear out. By up-grading your box with new motors and other goodies, you'll make sure that you have a starter box that lasts for a long time. It won't leave you stranded in the pits begging for a starter box (like I did recently). The tips here should give your starter box a new lease on life and make it stronger, more powerful, and faster than ever! ✪

...he whined like Dave's dog whenever he gets "coned."

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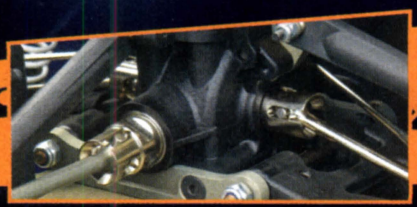

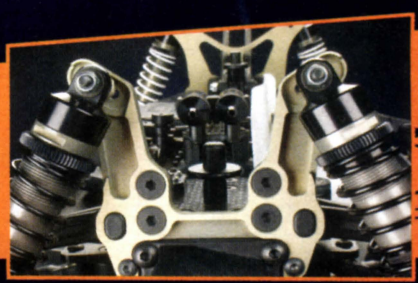

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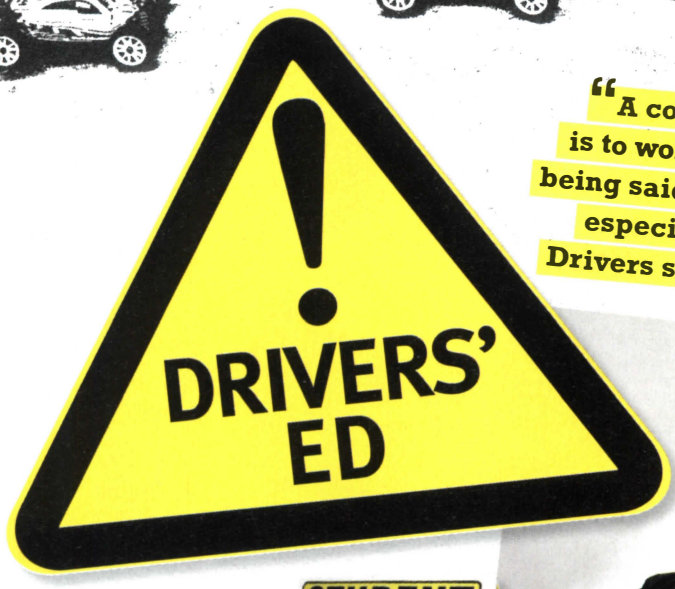
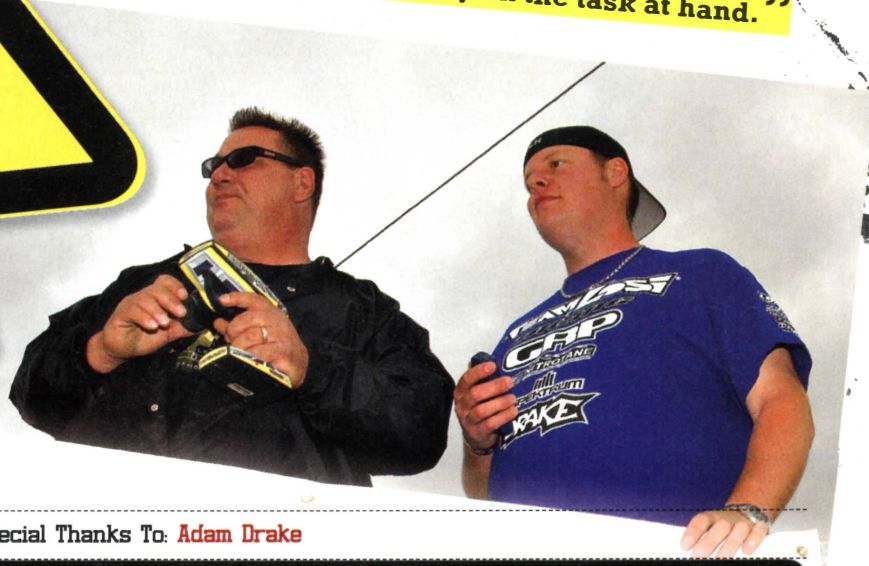


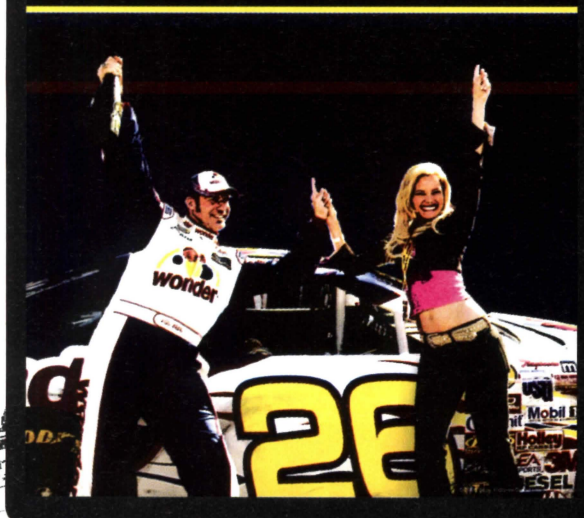
STUDENT DRIVER

I WANNA DRIVE FAST!

> "A common mistake made by drivers of all levels is to worry about their surroundings, such as what is being said on the stand or what the announcer is saying, especially if people are talking about the drivers. Drivers should be focusing only on the task at hand."



words: Skinny | photos: Carl Hyndman | Special Thanks To: Adam Drake



The great Ricky Bobby once said "I wanna drive fast," and I bet most of us RC drivers have said that, too! I know I have, and like most of you, I feel like an average Joe when it comes to driving. Actually, I go pretty fast—the problem is, my fast driving is usually followed by a crash. Sound familiar to you? Well, sit back and read on, because I've enlisted the help of Losi factory driver Adam Drake to help us drive faster. I figured I would "take one for the team" and subject myself to the punishment of listening to a top pro driver yell at me to drive better. Of course, this is all in an effort to help you drive better, I have a little secret too...shhhh... don't tell Derek, but I really wanted to learn how to drive better from Adam Drake so I could beat you guys at the next race!

Beat us at the next race? Keep dreaming, Skinny. Keep dreaming.

EIGHT COMMON DRIVING PROBLEMS REVEALED

Before we got started with driving lessons, Adam and I talk about the eight common problems the XRC crew had identified as issues most drivers have...Adam concurred with our choices. Right to your brain, and in his own words, are his answers and comments. Remember, these are general tips and suggestions, and there are many variables. Use these suggestions as a baseline to start with, and practice, practice, practice!

One of the big things I see is drivers not staying in a rhythm, and racing each other to a corner. They try to beat their opponent to the corner instead of running their rhythm and concentrating on the corner. My advice is to not worry about the drivers around you—run your own rhythm. Another thing that I think ties in with braking too late is that people run too much front brake, because it makes a car so much easier to drive. This causes a driver to charge hard into a corner, where the front wheels lock up and the car slides past the apex. I suggest running up to a corner and applying the brakes before turning the corner, and then rolling through it. Of course, there are exceptions to this—like a hairpin, for instance, where you want to brake in the middle of the turn to get the car to rotate. I think a 60-40 split on your braking is a great starting point. I run a 70-30 to allow my car to rotate more. Practicing is the best way to learn different corners.

SKINNY NOTE: a 60-40 split means that 60 percent of the braking is to the rear wheels, and 40 percent is to the front wheels. This is achieved by adjusting your brake linkage, and through your radio.

The apex of a corner is basically the center of a turn... and it gets wider as you get further away from the inside pipe. Imagine a pie wedge in the center of a corner and you get the idea. This ties in a little bit with braking too late, and what we just talked about. Again, a lot of the time people miss the turning point (apex) because they're racing someone to the corner. Unlike on-road racing, off-road racing can be tricky because the dirt will change, and what might seem the right place to turn becomes too rough. Basically you want to run the tightest line through a corner to be fast, and I suggest you try different lines during your warm-up to find the sweet spot. It also helps if you check out the race before and see what lines look good through the corners.

Most of us drive too hard sometimes...even I do it! I try to be conservative as much as possible. Consistent laps are more important than the fastest lap. Again drivers get caught up in the battle and start driving hard. The guy next to you is going faster than you so you start driving faster. Don't drive over your head or beyond your abilities; this will lead to more crashes during your race. Use those days you go out to practice to push your limits and learn to drive faster. It's better to drive within your means than to be out there crashing—getting turn marshaled takes up more time than driving a pace you can handle. You also need to be aware of the capabilities of your car. Some cars have different characteristics, so you need to know how your car works around the track. Just like you, your car has a limit to its drivability. Learn both and you'll do better.

In that picture, Drake's probably thinking, "...oh, man..."

DRIVERS' ED

"A lot of times a race comes down to two drivers battling 'til the end for the lead, and it almost looks like whoever is in the lead hands his radio to some bystander for a lap because the car goes flying off the track! The driver gets caught up in the excitement and what is being said around him – he loses concentration."

When Skinny "overjumps" an idea, Derek "Dreamcrushes" it.

Not Setting Up for Jumps

Angle, approach, and speed are the main things to concentrate on. I would say that being squared up to a jump is most important. One thing about off-road is that the track is always changing, so I go out two or three races before I race to see how the track is, and how the jumps have changed, or what line is looking good for the jumps. I also watch which jumps have kickers on them, and what drivers are doing over those jumps. Again, being squared up to the jump is important because you are in line with the jump. It really doesn't matter if there's a hole or kicker because at least hitting the jump straight will keep you semi in control. If you hit the jump at an angle, it's possible your car will be more out of control than if you had hit straight.

***SKINNY NOTE:** The December 2007 issue of Xtreme has a great article on jumping that goes into more detail.*

Over Jumping

Judging Speed/Downside

These days, most US tracks have Motocross or Supercross style tracks, so jumping is important. Over jumping is common, and hard on your car, but it gets the job done. If possible, it's best to down side a jump; this is smoother, and allows you time to set up for the next obstacle. It also lets you get more drive for the next section or to scrub off speed depending on what's coming up next. Learning to judge speed comes down to practice and experience, as does down siding a jump—sorry, but I have no silver bullet for you when it comes to jumping—it really is all about practice. Personally, when I try a new jump at a track, I first try to clear the jump by judging the distance. Once I have that in mind, I work on dialing it in. Again it comes down to practice; there's no formula that says "If I have to jump X distance, I have to go XX speed."

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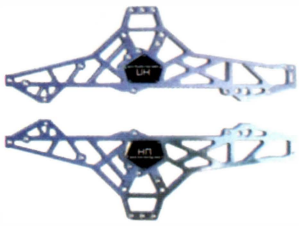

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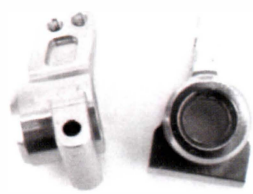

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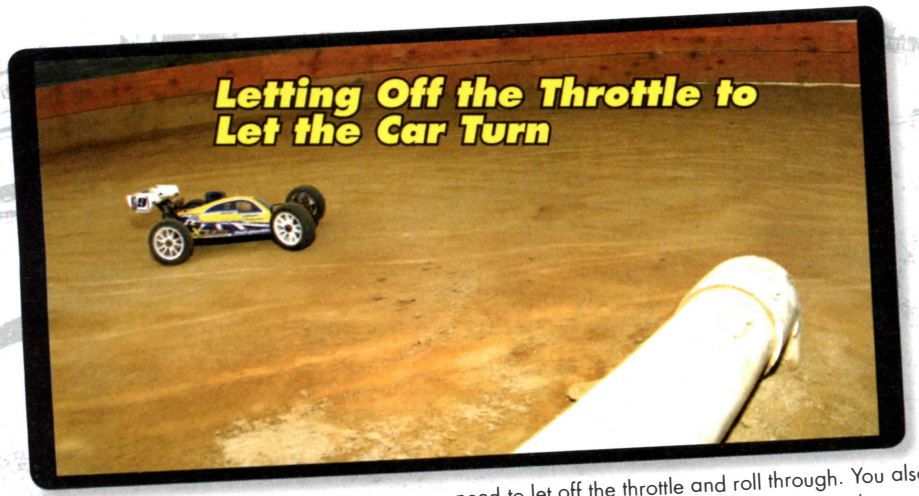
DRIVERS' ED

Difficult Rhythm Sections

Again this comes down to practice and how your car handles this type of section. It also depends on what line you take as well. If there is a difficult rhythm section, try going through it a few times during practice, and try blipping the throttle or punching it. You should also watch others and see what their cars are doing through the section. Then go try it for yourself. As with all of this, the best thing to do when mastering a track is to keep practicing—it's really the best advice I can offer.



Letting Off the Throttle to Let the Car Turn

It comes down to the turn...in some turns you need to let off the throttle and roll through. You also need to understand that with four wheel drive cars you can use the 4wd to turn your car, but you need to use the throttle at the right time. Two things I see a lot of are drivers staying on the throttle too long and getting back on the throttle too late. I suggest coming into a corner and letting the car settle. As you come out of the apex of the turn, get back on the throttle to pull the car straight and to the next section. Personally, I would rather let off the throttle and coast into a corner—let the car settle—then pick back up on the throttle. This loads the suspension for exit corner bumps, and lets the car track straight through the nasty stuff. For the most part, the track is bumpier coming into and out of corners, so just like in real car racing, you want to load the suspension going in and out of corners. This keeps the car planted and reduces the chance of rolling over.

Driving the Line

Driving the line has a lot of variables, and depends on the track you're on. Basically, you want to try and drive a nice tight line around the track, and it's also important to develop a rhythm you're comfortable with. I've seen guys that are fast but inconsistent because they are driving over their heads so to speak, and going wide and such. The drivers that drive within their abilities in a smooth line around the track—they're the ones who place well. Again, people start racing each other rather than the track, and they lose their rhythm and their line. There's no replacement for practice and observing races before you race. It helps to watch the pros and see what they're doing. In the end, it all comes down to practicing and improving your technique. I should mention that a tight line is not always a fast line. Sometimes railing a berm is faster, or driving the center of a corner is better. Knowing what the right line is comes down to experience, and practice—it really pays to watch others and see what looks good out on the track.

Cameo opinion by Carl Hyndman on page 157.

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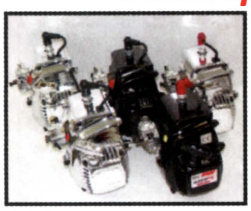

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STUDENT DRIVER

DRIVERS' ED

HAVE ANY QUESTIONS?
Adam was kind enough to say that if you have any questions about this story, you can email him. He also mentioned that you Losi drivers out there can visit the Losi site to get the latest set-ups on the pros' cars.
Email Drake: adrake@horizonhobby.com
Losi web: www.losi.com

Skinny: "Oh, so that's what the steering wheel is for!" Drake: "...yeah..."

DRAKE CRITIQUES MY DRIVING

This was it, my chance to get some one on one training from Mr. RC, Adam Drake. Believe it or not, I was actually a little nervous to have the master next to me! We went to the world famous Revelation Raceway for the teaching session and there was a new layout there so I had no time on the new track. After a tank of warm-up, Adam stood next to me and commented on what I was doing right and what I was doing wrong. At first I was a little sketchy, but after a few tanks of fuel, I found a rhythm. At this point, what I did consistently started to show, and I was happy and a little sad at the same time. I think Adam was being nice to me, and said that overall I was doing the right things, but he did have a few other comments as well; I think overall these tips will be helpful to most of you:

THE BAD:

- Just like we talked about, I was braking too late into a corner and missing the apex. I think I was trying too hard and going faster that what was right for me. Of course, if you had Drake next to you, you would probably want to go faster too...D-oh!
- Jumping was hit and miss for me. I had a hard time judging speed and setting up for some of the jumps. Others were a cinch. After Drake gave me some pointers, and I had a little practice, I did much better. Like Adam said in the story: practicing and being calm about a particular jump helped a lot.
- Loss of concentration: this was my biggest down fall. I also learned something about myself that I can now work on—thanks, Adam! I see this a lot at races, but never recognized it for what it is. Hopefully my revelation will help you, too! I'd nail a section great, only to screw up in the following section. It seems that I got excited when I nailed a section, only to lose concentration for the next section. Drake thought I was excited about doing well, and that I then dwelt on it. This made me lose concentration for the next section, and crash. I see many drivers do great in one section only to blow it in the next area, so I think that some of you out there might be doing the same thing. I've never thought of this before, and it has really helped.

THE GOOD:

- As long as I stayed focused, I drove decently. I was able to keep my wits and run my lines well. I was able to execute the mechanics of racing the course, and not constantly compensate for driving the wrong line...I was flowing.
- One thing I'm proud of that Adam commented on was that I drove smartly for the most part. I would slow down when I got out of shape, and set back up so I could gas it again. Basically if I got out of shape in a section, I would recoup instead of flooring it, thus saving a small mistake from turning into a bigger one. I've worked hard on this, so I'm glad Drake noticed. The lesson here is don't lose your head.
- Drake informed me that I have a great future in oval racing. I have a great knack for going fast and sweetly drifting through sweeping corners. Hmmm...
  Drake commented that after watching him drive, I improved and quickly picked up on the lines he was driving. The lesson here: it pays to watch others drive.

CARL THE PHOTO GUY AND I REFLECT ON THE DAY

Here're some after thoughts Carl "The Photo Guy" and I came up with after the photo shoot. Sometimes having ambivalence about racing helps a lot; it keeps your head from getting tweaked about racing. We also thought that having support from your racing buddies helps because it keeps your mood high helps keep you going during those less than perfect runs. Carl also felt that being confident helps immensely. If you come to an event with your head not in the game, you're already at a disadvantage. Having a PMA (positive mental attitude) goes a long way in doing better on the track or at the races. Remember, RC is more mental than anything else, so go out there with a winner's attitude!

CONCLUSION....

The main points Mr. RC stressed are that you need to practice and know your car if you want to drive better. He also pointed out that this information is a baseline for you to start with. Off-road racing has a lot of variables; things change quickly out on the track and you need to adapt to do well. Adam also commented about car set-up and how my buggy was set-up. I was surprised when he told me it was set up well. The only problem was the tires I had on my car; they were too hard for the track conditions that day. Here's a good tip: most car companies have a web site, and they have set-up sheets that their pro drivers are currently running. Before I did this story, I went to the Losi site and used Adam's current set-up for the Losi 8 buggy. You can also ask drivers at the track what they are running, and more often than not they will happily tell you the hot set-up. After doing this article, I have to say that even though I had probably the world's best driver teaching me the finer points of driving, it really comes down to practice if you want to do well. Once you get fast it becomes a matter of the mind games you play on yourself, and those my friends are better left to the shrinks!

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FIXING THE FLAWS

EVERYBODY MAKES MISTAKES... HERE'S HOW TO FIX 'EM

words: M. R. Ogle

Seal Mistakes can be fixed with alcohol!

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TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED

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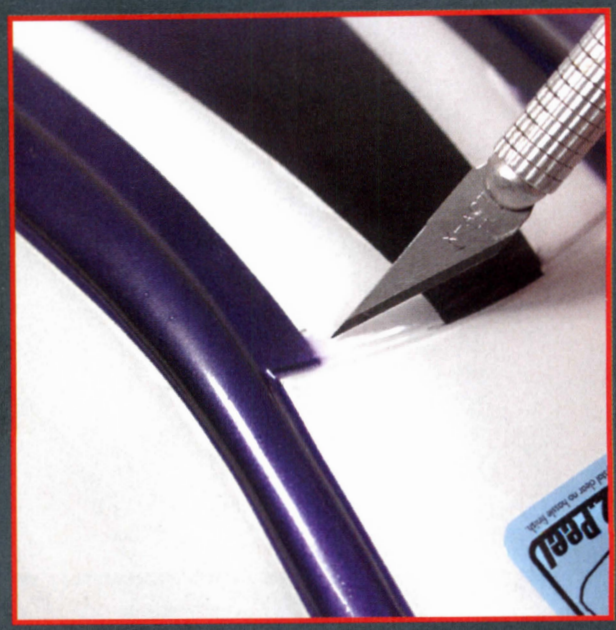
- Q-tip
- Xacto Knife
- Business Card

It doesn't matter whether you've just started painting RC bodies or you're a veteran painter who's sprayed hundreds of bodies... almost every RC body will end up with some sort of small flaw in the painting process: a bit of overspray, a place where the tape pulled up, or some other minor imperfection. It's the nature of the game, nobody's perfect...it happens to everybody. One of the things that separates pro painters from the amateurs is how well they can identify and fix those small imperfections before they become a permanent part of the paint scheme. Here're a few tips and techniques that'll help remedy those small goofs and get you a lot closer to a "perfect" paint job, and may even help save a body that you thought was ruined.

01 The best way to deal with mistakes in your paint job is to try to prevent them in the first place. On our Pro-Line buggy body, I took a lot of time and made sure that the body was thoroughly cleaned with denatured alcohol, and that the paint masks were pressed firmly in place, especially in the corners and over details that have a tendency to make the masking "stretch" and pull up. Take your time early in the process; it'll pay off later.

02 After you've sprayed your main body colors, give the paint a few minutes to "set" to prevent the paint "pulling" up around the edges of the masks when you start peeling up the next masked areas. This is especially important when using fluorescent colors, which are heavily backed with white. The resulting thickness of the paint causes it to dry more slowly, so you must give it time to "cure" a bit before proceeding with unmasking.



03 After unmasking each layer and before you spray any further, start the inspection process, looking for the small imperfections. Here's a very common problem: the striping pulls up at the corner crease of the windshield. It's sometimes easier to see smaller flaws like these if you hold up a piece of contrasting cardboard behind the body, or hold the body up to a light source for inspection.

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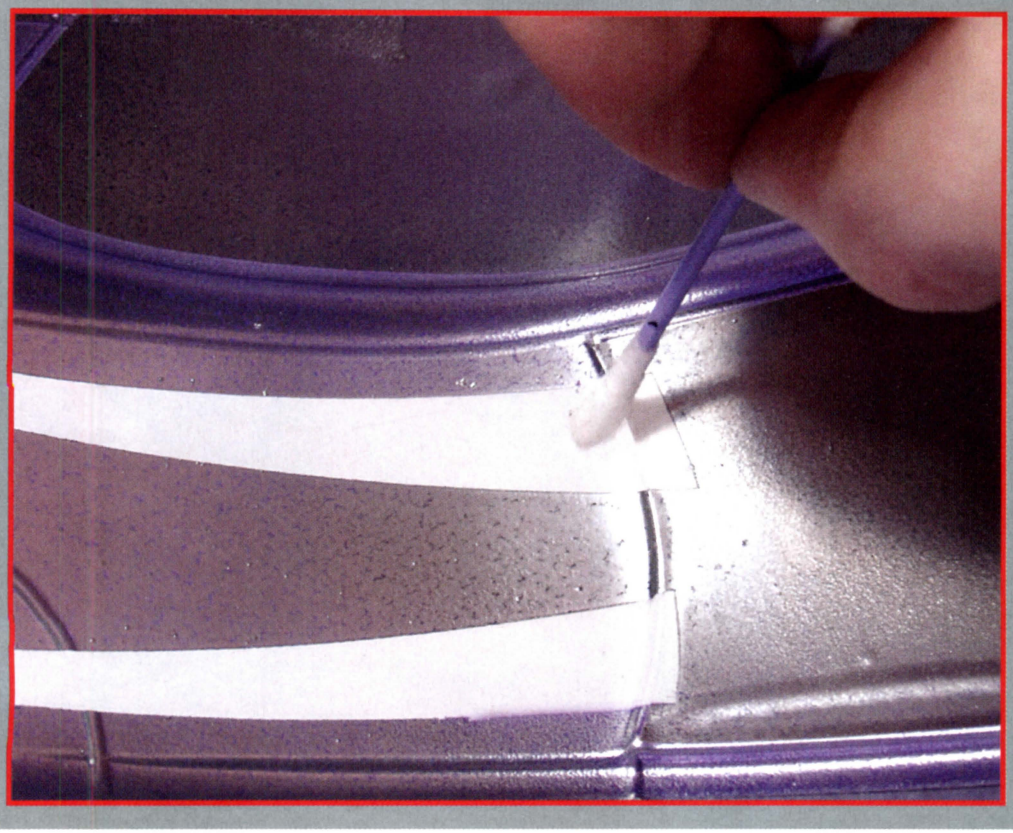

04 If you've got a larger area of paint that you want to fix, a cotton swab dipped in denatured alcohol can take most freshly-applied coats of paint right off, even up to a few hours after spraying. It's not like the alcohol is actually a solvent for the lacquer-based (or water based) paints, but it does seem to stop them from adhering to the polycarbonate, and will eventually (with some rubbing) take the paint off.

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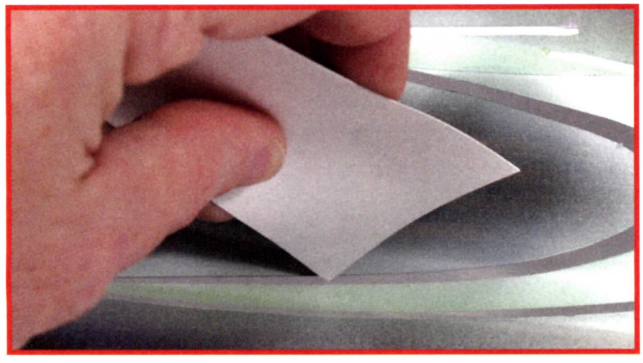
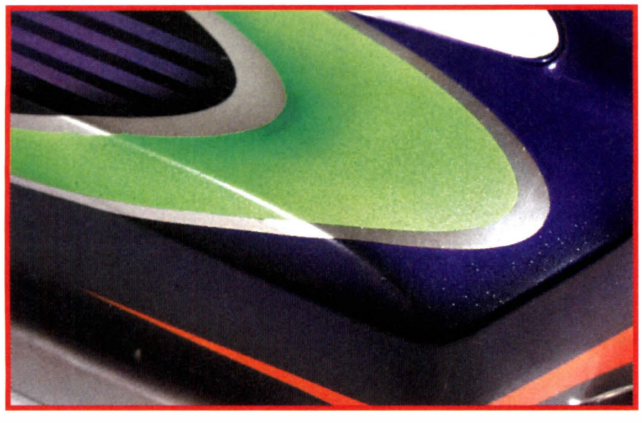
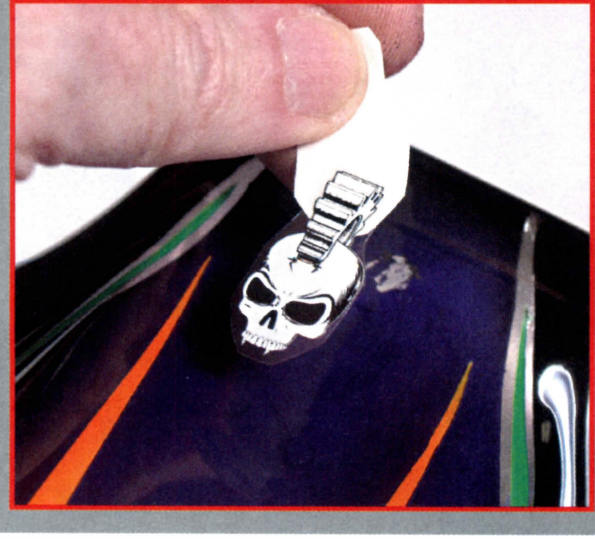
05 For smaller areas, such as pinstripes, you can chop off the cotton swab part of the Q-Tip and just use the cardboard stick dipped in alcohol. It'll rub the excess paint right out. For even smaller areas, try using the corner of a regular business card dipped in alcohol. That'll get it, and the softness of the cardboard won't scratch the body, so even if you're spraying in chrome or another paint that shows scratches and imperfections in the Lexan surface, it'll appear to be next to perfect.





06 For darker areas, like the area inside these stripes, try this: I discovered a few small areas where the striping had pulled up… after the body was already painted. No matter, that's what permanent markers are for. Parma sells a great little black detailing pen with two different size tips that's perfect for covering up small imperfections on the outside of the body. You won't even know there was a problem once you finish.

07 Of course, if you really have an unrecoverable goof in your paint scheme, you can always do what racers have been doing for years…. Cover it up with a strategically-placed decal. Yeah, we've all done this one at one time or another, because it works!



08 Here's our finished body, ready to be mounted. To everyone else at the track, the body will look perfect. But you know it's not a product of perfect painting technique, it's the result of not being afraid of going ahead and making small mistakes… and then knowing how to cover them up!

The gearhawk makes an encore appearance!

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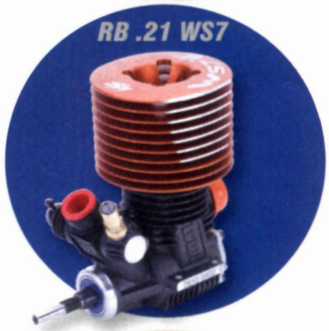

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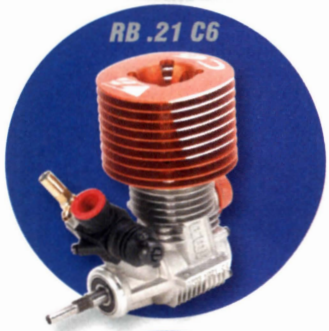

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» RUMOR MILL

Brushless motor debates continue on the net with a big push for stricter and clearer rules for the racing future. The country seems divided over whether to allow multiple brands of motors in the popular 13.5 and 10.5 classes for oval, so time will tell. Right now most tracks are sticking with Novak for 2008. Concerns about different motors not being equal and 'motor of the week' fears are out there. One thing is for sure: some of the fun 'back in the day' were the big team rivalries and competition between companies. ROAR is taking a bigger interest in oval racing and their oval committee is becoming more active; one of the main goals is to develop new 'spec' brushless rules for 2009. Donnie Burnett has recently taken the role as oval chairperson and is working heavily with ROAR. Donnie is owner of Carolina RC and host of the Paved Oval Nats. Many believe oval needs ROAR, and some feel exactly the opposite. But everyone tends to agree that we need organization and standardization among tracks. Bodies are always a top topic. Inside sources say Protoform is coming out with a newly redesigned top called the 'F-MD'. There is also talk about a COT body being molded from Dale Epp, which is exciting! New oval chassis designs are on the horizon. Chassis flex is becoming a popular tuning method, and is already big in touring cars with companies like XRAY giving the option to change flex rates. Left side weight has always been maxed out, but with so many people racing the lightweight Lipos, look for creative designs to hit the market with some 'outside the box' thinking. Whatever happened to 'enduro' racing? The thrill of 500 lap main events a decade ago are missed by many. This could renew interest in oval racing. Come on companies, who will be the first to offer a conversion chassis? Xtreme RC Cars editor Derek Buono is heading to Florida to cover the Carpet Oval Nats, so look for some great coverage. Xtreme is out there working for oval racers and racing. Pass the word and let's get oval to support them! See ya at the races!

It almost looks like a giant chocolate donut.

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

HOT INDOOR DIRT OVAL RACING AT THIS YEAR'S FEBRUARY FREEZE

Bumps and Jumps RC Speedway and Hobbies, located in Etters, Pennsylvania, held their fourth annual February Freeze dirt oval race with a great turnout of roughly 375 entries. The track, which is owned by Chris and Jacquie McKinney, is heading into its fifth year of operation. The facility has been a work in progress in Chris's mind since he was a child, and literally over the past five years. After losing a lease 10 years ago, Chris spent time finalizing plans to buy land and build a building. The result is a two story race facility that houses 145 indoor pit spots with a mezzanine overlooking the track through numerous observation windows, which allow racers to enjoy a warm, clean, and quiet atmosphere regardless of running nitro indoors. That is killer! The February Freeze race is larger than Chris and Jacquie thought it would ever get, and they truly feel blessed to have so much support from the racing community. Manufacturers were in full presence with Putnam Propulsion, Spektrum, and Custom Works all helping out. A race this size certainly isn't possible without the help of many people and volunteers. A huge thanks goes out to Marc and Nikkole Schmiedel, Brock Hefner, Henry Hobaugh, Brett Trout, Chris Young, and Mitchell Baumgardner. The racing was nothing short of amazing as the clay provided ample traction, even to the point of traction rolling the late models! Complete results and pictures can be found on the web site at www.bumpsandjumpsrc.com.

WINNERS AND TQS OF THE FEBRUARY FREEZE

Losi Slider: Ed Strada TQ & winner

Sprint Stock: Dustan Malicoat TQ / Keith Steinle winner

Sportsman Gas Truck: Dan DeBurkarte TQ & winner

Gas Truck: Scooby Horton TQ & winner

EDM Stock: Kevin Ridley TQ / Matt Olmstead winner

4wd Late Model: Jason Harman TQ / Brad Slusser winner

Sprint Mod: Mark Stetler TQ / Mark Corns winner

Limited Late Model: Jody Utt TQ & winner

Limited Nitro Sprint: Rob Lutz TQ / Ed Strada winner

Nitro Late Model: Nick Rank TQ / Mike Schell winner

Nitro EDM: Steve Tyson TQ / Terry Schmidt winner

EDM Mod: Mark Corns TQ / Kevin Ridley winner

Nitro Sprint: Bryan Boyd TQ & winner

MONTHLY 'Q AND A' WITH AN OVAL SUPERSTAR

New for this month is a section devoted to racer tech tips from one of America's hottest oval drivers, Arnie Fie of Custom Works RC. Arnie has been racing oval for over 19 years and has several National championships, including the Snowbirds, Roar, Dirt Oval, and more!

THIS MONTH'S QUESTION:
How do I gear my brushless motor for pan car racing?

Arnie's Answer: The bullseye on brushless gearing is a pretty easy target to hit. The racing is super tight and everyone is looking for that magical 100% set-up; here are some approaches to try regarding gearing:

Temp Method: For most motors the optimum range is roughly 150-170 deg F. When overgeared, it is easy to get over 180 deg F, especially when racing outside. This is not always right, but will keep your motor in good condition.

Fast Lap Method: Try gearing down until your fastest 10 laps suffer, then go back up a tooth. The motor temp will be safe and you will still run strong at four minutes.

What's-He-Running Method: The difference in gearing between the 17.5, 13.5, and 10.5 classes in 4-cell seems to hover around .65 inch on the roll-out. If the fast guy in 10.5 is rolling out a 3.0" rollout, a good guess on 13.5 motor would be 3.6" (4.2" in 17.5). Then try a tooth up or down from there.

Good Luck!
Arnie Fie

IRS IS SHOCKING YA'LL

One of the latest buzzes at the tracks and the net is the performance of some new shocks from Team IRS Racing for today's pan cars. Dave and Diane, the owners of IRS, have been involved with oval racing for several years and are huge supporters of racing and events across America (plus they are some of the nicest people in the industry). Their new side shocks are designed to be easily rebuildable, and come in some slick colors that will make your ride look sweet. They have a unique assembly that makes it easy to 'bleed' and get them right the first build (they don't use the standard star snap). Their new center Macro shock has been a recent home run! More and more racers are discovering how nice this shock is, as it is extremely smooth, consistent, doesn't leak, and takes about five minutes to build. One customer on Hobby Talk said that IRS's center shock was the smoothest he has even seen, and another recently said this shock is going on all his cars as it is the best one he has ever used. Complete pictures and replacement part breakdowns can be found on the Team IRS site: www.teamirsrc.com. Both shocks can be found on IRS's brand new oval car, 'the Shock Wave,' which will be out very soon.

Micro shock part numbers: IRS 4040-4044 (colors are silver, blue, black, red nickel/Teflon)
Macro shock part number: IRS 4060

TEAM HYPERDRIVE IS WORKING OVERTIME

Check out some of these great new products from Barry Hill and Hyperdrive Racing.

Their battery jig is all new and made out of aluminum, with each bar spring loaded. It makes battery assembly a breeze. Remember to build your packs flat so they sit even in your chassis. This makes your car more consistent between runs. Also just hitting the streets are three new tire arbors for cutting your foam tires with tire truers. One is a combo arbor that does both 1/10th and 1/12th pan car tires, one is for the popular Custom Works dirt oval foams, and one is for off-road truck tires, which are being raced at many oval tracks now. These arbors are trick and make truing a snap by allowing tires to be attached easily and fast on your truer. Hyperdrive items are available at www.jphracing.com and dozens of other hobby shops across America. www.hyperdriveracing.com

Battery Jig: HD-2508
Arbor (1/10th - 1/12th): HD-2505
Arbor (Custom Works): HD-2506
Arbor (Off-Road Truck): HD-2507

Correction

We had the wrong web address in the last issue. The correct URL for Dr. Graphix is www.drgraphix.org, and their phone number is 423-360-1133. See - we correct ourselves sometimes!

Are you really shocked though?

www.hobbypeople.NET

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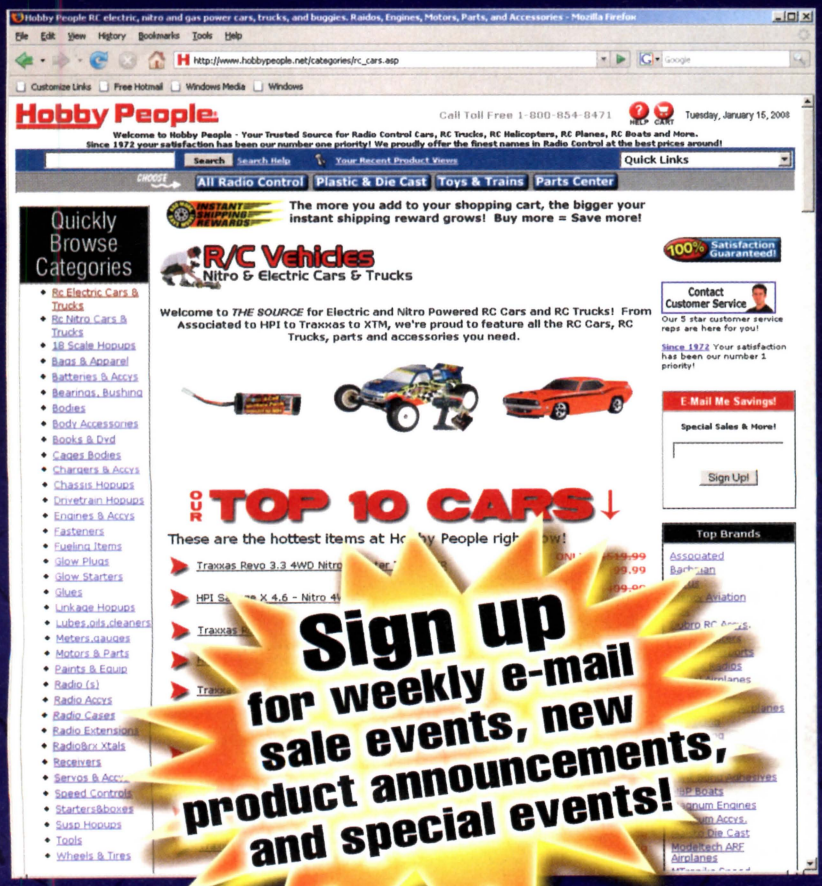

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Nitro 4WD RTR
Monster Truck

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Awesome RTR electric mini! Includes battery & charger

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129.99

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751572

RC18T 1/18 4WD RTR
383300

Revo 3.3 4WD RTR
629191

E-Firestorm 10T RTR
261440

HOT SALE

751595	Airtronics — **MX-3 2.4 GHz FHSS** 3-ch. Transmitter & Receiver	179.99
145604	XTM Racing — **Rage** 1/18th EP 4WD Truck RTR	129.99
145610	XTM Racing — **X-Cellerator Nitro** 1/10 ST RTR	249.99
383281	Associated — **RC8RS** 1/8 RTR Nitro Buggy	559.99
383310	Associated — **RC10GT2** RTR Nitro Truck	279.99
383315	Associated — **TC3 Plus** Nitro RTR Car	309.99
383383	Associated — **T4 RS** Race Spec RTR StadiumTruck	224.99
261654	HPI Racing — **Baja 5B** 1/5 w 23cc gasoline RTR	949.99
261666	HPI Racing — **Nitro RS4 3 Drift** + Nissan Silvia Body	289.99
261739	HPI Racing — **Savage X 4.6** - Nitro 4WD RTR Monster Truck	399.99
261802	HPI Racing — **E10 Drift** RTR w/ Mazda RX-7 FD3S 190mm	155.99
628747	Traxxas — **Rustler** RTR VXL Stadium Truck w/Brushless Motor	266.99
628811	Traxxas — **Nitro 4-Tec 3.3** RTR Sedan	344.99
629189	Traxxas — **Revo 3.3** 4WD Nitro Monster Truck RTR	496.99
629193	Traxxas — **T-Maxx 3.3** 4WD RTR Nitro Monster Truck	418.99
629200	Traxxas — **E-Maxx** RTR 4WD 16.8v Electric MT	343.99

SAVE

XRIC-06-2008

Prices and specifications subject to change without notice. Not responsible for inadvertant errors in this ad. Prices good through the first day of the cover month.

Li-Po and brushless seem to be the roads often traveled these days.

NOVAK

540 BRUSHLESS MOTOR COOLING KIT

Running hot? Keep that brushless cool with Novak's new Motor Cooling Kit. Each kit includes an anodized heat sink sleeve with cooling fins and a 25mm x 25mm cooling fan with 2-pin receiver plug. Also available in purple or black.

Part Number: 5418 (blue), 5417 (purple), 5416 (black)
MSRP: $30
Web: www.teamnovak.com

HUDY

HUDY ULTIMATE SOLDER

HUDY expands their line of accessories with their new HUDY Ultimate Solder. The solder comes in a 3-meter length and is 1.0mm thick with a 60/40 composition, all nicely rolled into a carrying tube with a dispensing hole in the cap.

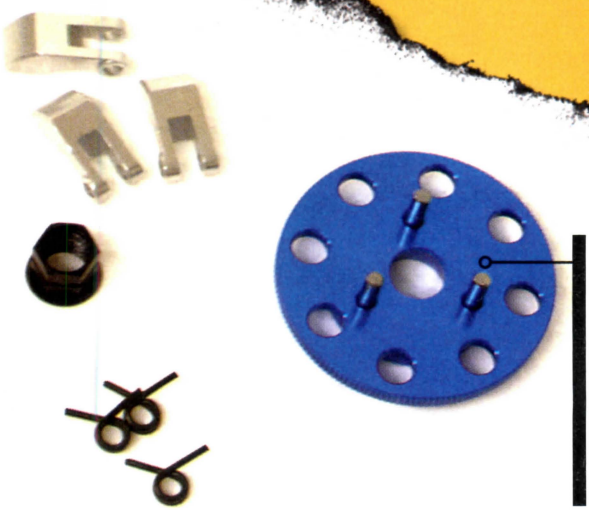
Part Number: 106290
MSRP: $5
Web: www.hudy.net

PARMA

SPEED 8 HD BODY

Scalpel racers, get high performance with the new Speed 8 HD body. Designed specifically for the Robitronic Scalpel, the Speed 8 HD body features the same race-winning aerodynamics as their World and National Champion 1/12-scale versions. Made from .020" body, the Speed 8 HD also includes a vinyl decal sheet and window masking.

Part Number: 10084
MSRP: $15
Web: www.parmapse.com



ST RACING CONCEPTS

REVO 3-SHOE STYLE COMPLETE RACING CLUTCH KIT

ST Racing Concepts' new Racing Clutch Kit is a must for all REVO racers. The new clutch features a lightweight CNC machined 40mm aluminum flywheel, special clutch nut, CNC machined aluminum clutch shoes, and clutch springs. You can get the kit with either a blue or silver flywheel, and a rebuild kit (shoes and springs only) is also available.

Part Number: ST4142XB (blue), ST4142XS (silver), ST4142C (rebuild kit)
MSRP: $30 (complete kit); $17 (rebuild kit)
Web: www.teamstrc.com

DURATRAX

DISTRIBUTED BY HOBBICO

VENDETTA SUSPENSION CONVERSION KIT

Upgrade your Vendetta to the same pivotball technology used in 1/8-scale racing with their new conversion kit. The kit includes new upper arms, new lower arms, new knuckles, metal pivot balls, Aluminum retainers, sock bushings, and installation instructions.

Part Number: DTXC8312

MSRP: $32

Web: www.duratrax.com

MAXAMPS

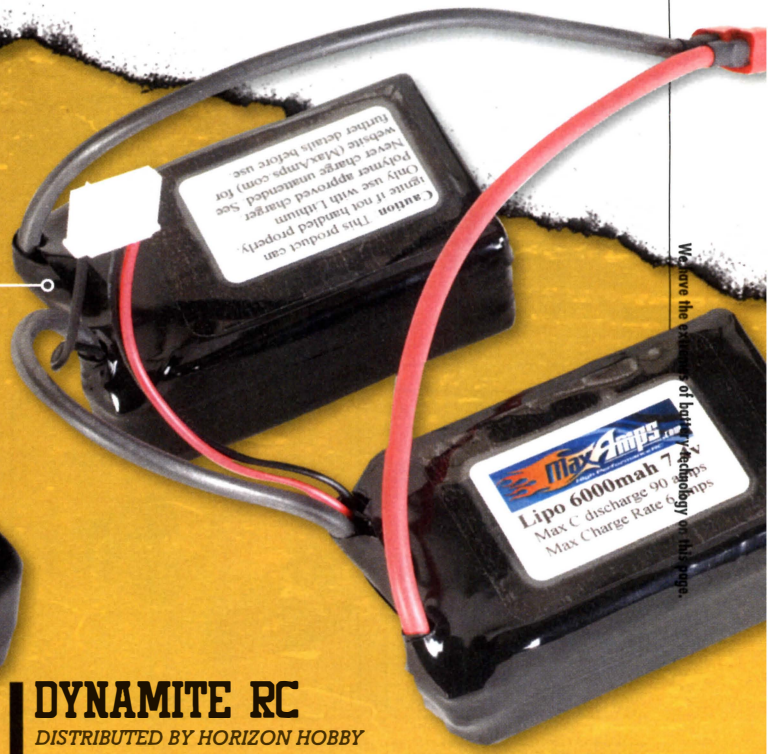
6000MAH LI-PO SADDLE PACK

MaxAmps has a new Li-Po pack designed specifically for saddle pack chassis. Their new 6000mAh Li-Po pack runs at 7.4V with a maximum C discharge of 90 amps, and comes pre-wired with a Dean's Ultra-plug. Now you can run Li-Po technology in your saddle-pack ride!

Part Number: Li-Po-6000-74-Saddle

MSRP: $125

Web: www.maxamps.com



DYNAMITE RC

DISTRIBUTED BY HORIZON HOBBY

PROPHET SELECT

The new generation Prophet DC peak charger from Dynamite charges 4-8 cell Ni-Cd and Ni-MH packs at a selectable charge current of 1, 2, and 4-amps. Easy controls offer convenience for entry-level RC drivers, and peak detection ensures a safe and full charge.

Part Number: DYN4063

MSRP: $25

Web: www.dynamiterc.com

DYNAMITE RC

DISTRIBUTED BY HORIZON HOBBY

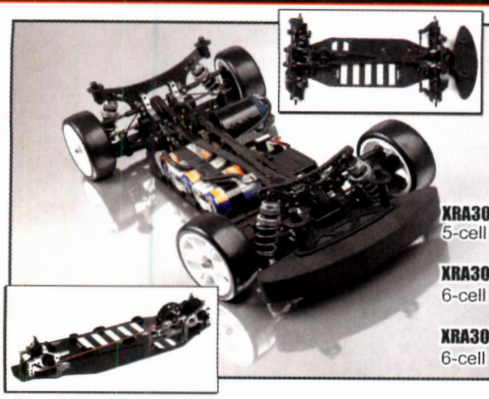
HEX WRENCH SETS

Dynamite RC has a new set of metric or standard hex wrench sets. These sets include precision-ground steel tips, laser etched sizing on the handles, and a 3-way quick release ratchet for easier usage. The tips also utilize a ¼" drive system for use with motor tools.

Part Number: DYN2930 (metric 4pc.), DYN2920 (standard, 4pc.)

MSRP: $28/set

Web: www.dynamiterc.com



XRAY T2'008

Based on the coveted and ultra-successful T2 and T2'007 platforms, the new XRAY T2'008 is a top-quality "no-compromise" engineering marvel that was designed for a sole purpose, to put you in the winners circle.

XRA300010 Team Touring Car Kit, 5-cell Rubber Tire Edition .. $Call

XRA300011 Team Touring Car Kit, 6-cell Rubber Tire Edition ... $Call

XRA300012 Team Touring Car Kit, 6-cell Foam Tire Edition..... $Call

TEAM LOSI 8ight 8ight-T

LOSK0800 8ight 1/8th Scale Nitro Buggy Kit .. $599.99
LOSB0081 8ight RTR 1/8 Buggy with 427 engine and DX2 radio..... 649.99

LOSB0083 8ight-T RTR 4WD 1/8th Truggy $749.99
LOSB0802 8ight-T 1/8th Truggy Race Roller Kit 679.95

Academy GV2

ACD15108 GV2 Pro 2WD Off-road Buggy. $199.95

TEAM LOSI JRX-S type R

LOSK0256 JRX-S Type R Sedan Kit.. $439.99
LOSA0255 JRX-S Pro Sedan Kit $299.99

TEAM ASSOCIATED TC5 Factory Team

ASC30103 Factory Team Touring Car Kit.. $348.95

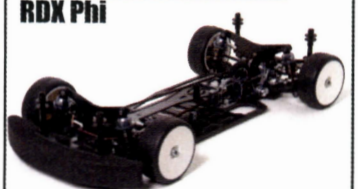
CRC Generation X

CRC3200 Generation X 1/12th Kit .. $249.95

HB Cyclone S

HOT66403 Cyclone S with stratus body .. $159.99
HOT66405 Cyclone S without body $153.99
HOT66450 Cyclone Andy Moore Edition Kit..... 449.99
HOT66400 Cyclone Hara Edition Kit 399.99

TEAM ORALLY RDX Phi

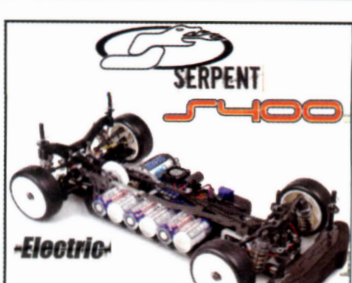


COR01619 RDX Phi US Spec Car Kit ... $499.95
COR01618 RDX Phi EU Spec Car Kit..... 479.95

TEAM LOSI Micro Desert Truck 1/36 SCALE

LOSB0233 Losi 1/36 Micro Desert Truck RTR. $89.99

SERPENT S400



SER400001 1/10 Electric Touring Car Kit . $439.95

XRAY XT8

XRA350200 1/8th Off-road Truggy Kit. $599.95

hpi-racing WHEELY King 4x4

HPI10830 4wd RTR Monster Truck... $189.95

TRAXXAS Jato 3.3

TRX5509 2wd RTR Racing Truck $357.95

Schumacher Rascal

SCHK064 1/16 Nitro Truck RTR Kit.. $299.95
SCHK061 1/16 Nitro Truck ARR Kit 249.95

TEAM ORALLY SP12X

COR00066 SP12X Graphite Kit..... $259.95
COR00067 SP12X Graphite Kit, US Spec..... $267.95

TRAXXAS Revo 3.3

TRX5309 Revo 3.3 RTR Monster Truck . $476.95

Schumacher Mi3

SCHK073 Mi3 Touring 1/10th Kit $409.95

Cyclone 12

HOT61600 1/12 On-road Pan Car Kit . $219.95

Ground UPS shipping anywhere in the continental USA is only $6.95. If you order more then one car kit add $6.95 for shipping per kit. Oversize items may require additional shipping and handling charges. We ship to Canada and specialize in overseas destinations. See website for details

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Brushless Combos

CCMMS4600	Castle Creations Mamba Max Brushless Controller with 4600 Motor	186.95
CCMMS5700	Castle Creations Mamba Max Brushless Controller with 5700 Motor	186.95
CCMMS6900	Castle Creations Mamba Max Brushless Controller with 6900 Motor	186.95
CCMMS7700	Castle Creations Mamba Max Brushless Controller with 7700 Motor	186.95
LRP80581	LRP Ai Brushless Controller with Eraser 15.5 turn Motor	149.95
LRP80582	LRP Ai Brushless Controlle with Eraser 13.5 turn Motor	149.95
LRP80583	LRP Ai Pro Brushless Controller with Eraser 10.5 turn Motor	189.95
LRP80584	LRP Ai Pro Brushless Cont oller with Eraser 9.5 turn Motor	189.95
LRP80597	LRP Sphere Comp. Brushless Control with Vector X-11 6.5T	289.95
LRP80598	LRP Sphere Comp. Brushless Control with Vector X-11 5.5T	289.95
LRP80599	LRP Sphere Comp. Brushless Control with Vector X-11 4.5T	274.95
LRP80600	LRP Sphere Comp. Brushless Control with Vector X-11 4.0T	279.95
LRP80601	LRP Sphere Comp. Brushless Control with Vector X-11 3.5T	279.95
LRP80602	LRP Sphere Comp. Brushless Control with Vector X-11 3.0T	279.95
LRP80605	LRP Sphere Comp. Brushless Control with Vector X-11 7.5T	259.95
LRP80606	LRP Sphere Comp. Brushless Control with Vector X-11 6.5T	259.95
LRP80607	LRP Sphere Comp. Brushless Control with Vector X-11 8.5T	259.95
LRP80608	LRP Sphere Comp. Brushless Control with Vector X-11 10.5T	259.95
LRP80609	LRP Sphere Comp. Brushless Control with Vector X-11 13.5T	259.95
MTR159226	Mtronics Genesis Brushless Pro Combo for 1/10	279.95
MTR159227	Mtronics Genesis Brushless Truck Combo for 1/10 E-Maxx and E-Zilla	299.95
NOV3000	Novak GTB Racing Brushless System with Velociti 3.5R motor	269.95
NOV3001	Novak GTB Racing Brushless System with Velociti 4.5R motor	239.95
NOV3002	Novak GTB Racing Brushless System with Velociti 5.5R motor	239.95
NOV3003	Novak GTB Racing Brushless System with Velociti 6.5R motor	239.95
NOV3004	Novak Super Sport Plus Brushless System with SS5800 motor	204.95
NOV3005	Novak SUPER SPORT BRUSHLESS MOTOR AND CONTROLLER SYSTEM	224.95
NOV3007	Novak GTB Racing Brushless System with Velociti 7.5R motor	239.95
NOV3008	Novak GTB Racing Brushless System with SS 8.5 motor	249.95
NOV3010	Novak GTB Racing Brushless System with SS 10.5 motor	249.95
NOV3013	Novak GTB Racing Brushless System with SS 13.5 motor	249.95
NOV3019	Novak The Goat Brushless Crawler Motor and ESC	219.95

Brushless Motors

ASC0110	Reedy MOTOR-NEO ONE 1 Star, 13 turn Brushless	79.95
ASC0112	Reedy MOTOR-NEO ONE 2 Star, 11 turn Brushless	79.95
CCMS4600	Castle Creations Mamba Max 4600 Brushless Motor	77.95
CCMS5700	Castle Creations Mamba Max 5700 Brushless Motor	77.95
CCMS6900	Castle Creations Mamba Max 6900 Brushless Motor	77.95
CCMS7700	Castle Creations Mamba Max 7700 Brushless Motor	77.95
DYN3720	Dynamite C4 Big Stick Brushless 540 Motor, 4600Kv	79.99
HBM1000	Hacker Brushless Motors E-MAXX C50 BRUSHLESS MOTOR, 14.5 turn	219.95
HBM1026	Hacker Brushless Motors C40 BRUSHLESS MOTOR, 6 turn	169.95
HBM1027	Hacker Brushless Motors C40 BRUSHLESS MOTOR, 7 turn	169.95
HBM1028	Hacker Brushless Motors C40 BRUSHLESS MOTOR, 8 turn	169.95
LRP50350	LRP Eraser 9.5T Brushless Sport Motor	64.95
LRP50360	LRP Eraser 10.5T Brushless Sport Motor	64.95
LRP50370	LRP Eraser 13.5T Brushless Sport Motor	64.95
LRP50380	LRP Eraser 15.5T Brushless Sport Motor	64.95
LRP50631	LRP Vector X-11 13.5T Brushless Motor	79.95
LRP50641	LRP Vector X-11 10.5T Brushless Motor	79.95
LRP50651	LRP Vector X-11 8.5 turn Brushless Motor	79.95
LRP50661	LRP Vector X-11 7.5 turn Brushless Motor	79.95
LRP50671	LRP Vector X-11 6.5 turn Brushless Motor	79.95
LRP50681	LRP Vector X-11 5.5 turn Brushless Motor	79.95
LRP50691	LRP Vector X-11 4.5 turn Brushless Motor	79.95
LRP50701	LRP Vector X-11 4.0 turn Brushless Motor	79.95
LRP50711	LRP Vector X-11 3.5 turn Brushless Motor	79.95
LRP50721	LRP Vector X-11 3.0 turn Brushless Motor	79.95
NOV3303	Novak Velocity Light 3.5L Brushless Motor	79.95
NOV3304	Novak Velocity Light 4.5L Brushless Motor	79.95
NOV3305	Novak Velocity Light 5.5L Brushless Motor	79.95
NOV3306	Novak Velocity Light 6.5L Brushless Motor	79.95
NOV3307	Novak Velocity Light 7.5L Brushless Motor	79.95
NOV3404	Novak Velociti 4.5R Racing Brushless Motor	79.95
NOV3405	Novak Velociti 5.5R Racing Brushless Motor	79.95
NOV3406	Novak Velociti 6.5R Racing Brushless Motor	79.95
NOV3407	Novak Velociti 7.5R Racing Brushless Motor	79.95
NOV3410	Novak Velociti 10.5 Pro Brushless Motor	79.95
NOV3413	Novak Velociti ss13.5 Pro Stock Racing Brushless Motor	76.95
NOV3417	Novak SS 17.5 Pro Brushless Motor	79.95
NOV3419	Novak 18.5 Crawler Brushless Motor	89.95
NOV3421	Novak 21.5 Crawler Brushless Motor	84.95
NOV3424	Novak HV 4.5 Brushless Motor	139.95
NOV3426	Novak HV 6.5 High Voltage Brushless Motor	129.95
NOV3430	Novak EX 8.5 Extreme Sport Brushless Motor	59.95
NOV3431	Novak EX 10.5 Extreme Sport Brushless Motor	59.95
NOV3432	Novak EX 13.5 Extreme Sport Brushless Motor	59.95
ORN28101	Orion Vortex 3.5 Brushless Motor	79.95
ORN28103	Orion Vortex 4.5 Brushless Motor	79.95
ORN28104	Orion Vortex 5.5 Brushless Motor	79.95
ORN28105	Orion Vortex 6.5 Brushless Motor	79.95
ORN28106	Orion Vortex 7.5 Brushless Motor	79.95
ORN28109	Orion Vortex 10.5 Brushless Motor	79.95
ORN28110	Orion Vortex 13.5 Brushless Motor	79.95
PEK75000	Peak Performance Vantage 3.5 Brushless Motor	79.95
PEK75001	Peak Performance Vantage 4.5 Brushless Motor	79.95
PEK75002	Peak Performance Vantage 5.5 Brushless Motor	79.95
PEK75003	Peak Performance Vantage 6.5 Brushless Motor	79.95
PEK75004	Peak Performance Vantage 7.5 Brushless Motor	79.95
PEK75005	Peak Performance Vantage 10.5 Brushless Motor	79.95
TEKTT1150	Tekin R1 ESC, Forward and Reverse for Brushless Motors	194.95
TEKTT1151	Tekin R1-Pro ESC, Forward/Reverse for Brushless Motors	224.95
TRI10201	Trinity N40 Brushless Racing Motor for 1/12 scale cars, 4-cell	74.95
TRI10202	Trinity N60 Brushless Racing Motor for 6-cell, Touring cars	74.95
TRI10203	Trinity N80 Brushless Racing Motor for Offroad Monster Trucks	74.95
TRI10206	Trinity Duo 3.5T Brushless Motor for Touring	84.95
TRI10207	Trinity Duo 4.5T Brushless Motor for Truck and Touring	84.95
TRI10208	Trinity Duo 5.5T Brushless Motor for Off-road and 1/12	84.95

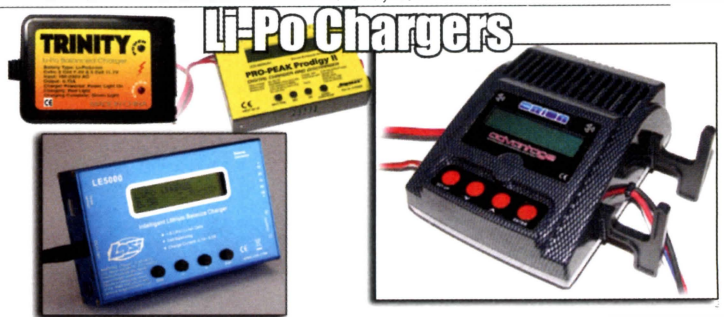
Brushless Speed Controllers

CCMMB2025	Castle Creations Mamba Max Brushless Controller	119.95
HBMQUARK125B	Hacker Brushless Motors Quark Monster Pro 125B Brushless Controller w/BEC	274.95
HBMQUARK80B	Hacker Brushless Motors Quark Competition 80B Brushless Controller w/BEC	199.95
LRP80100	LRP ESC-Ai Brushless Reverse	89.95
LRP80150	LRP ESC-Ai Brushless Pro Reverse	114.95
LRP80500	LRP ESC-SPHERE BRUSHLESS CONTROLLER	179.95
LRP80700	LRP ESC-Sphere 2007 Competition Brushless Controller	189.95
LRP80750	LRP ESC-Sphere TC 2007 Competition Brushless Controller	199.95
NOV1705	Novak Super Sport Plus, Brushed or Sensored Brushless	146.99
NOV1710	Novak GTB Racing for Brushed or Sensored Brushless motors	174.95
NOV1711	Novak GTB for Spread Spectrum Brushless/Brush ESC	187.95
NOV1714	Novak GTB 4 Cell Racing for Brushed or Brushless motors	179.95
NOV1715	Novak GTB 4-cell Spread Spectrum Brushless/Brush ESC	189.95
NOV1720	Novak Extreme Brushless Sport Cont oller	129.95
NOV3220	ESC-HV Maxx Brushless Control for HV Maxx Motors	199.95

Li-Po Packs

DYN1421	Dynamite Mini-T Li-Po 1900 mAh Battery Pack, 7.4 volt (MLST Baja)	49.99
LOSB 9820	Losi High Capacity 2000mAh Li-Po Receiver Battery Pack-1/8th	49.99
MXA120002S3P	MaxAmps 12000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	229.95
MXA15502S	MaxAmps 1550 mAh Micro Li-Po Battery Pack, 7.4 volt, 2 cell	35.95
MXA15503S	MaxAmps 1550 mAh Micro Li-Po Battery Pack, 11.1 volt, 3 cell	46.95
MXA21002S	MaxAmps 2100 mAh Micro Li-Po Battery Pack, 7.4 volt, 2 cell	39.95
MXA21003S	MaxAmps 2100 mAh Micro Li-Po Battery Pack, 11.1 volt, 3 cell	63.95
MXA21004S	MaxAmps 2100 mAh Micro Li-Po Battery Pack, 14.8 volt, 4 cell	79.95
MXA30002S	MaxAmps 3000 mAh Li-Po Batte y Pack, 7.4 volt, 2 cell	54.95
MXA40003S	MaxAmps 4000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	114.95
MXA50002S	MaxAmps 5000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	98.95
MXA50003S	MaxAmps 5000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	142.95
MXA55002S5P	MaxAmps 5500 mAh Li-Po Battery Pack, 7.4 volt, 2 cell Saddle Pack	109.95
MXA60002S2P	MaxAmps 6000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	109.95
MXA60003S2P	MaxAmps 6000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	164.95
MXA80002S2P	MaxAmps 8000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	154.95
MXA80003S2P	MaxAmps 8000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	229.95
ORN14000	O ion 4800mAh Li-Po Platinum Edition Battery Pack	139.95
ORN14001	Orion 3200mAh Li-Po Carbon Edition Battery Pack	79.95
PEK43300	Peak Performance 4800mAh Li-Po Platinum Edition Battery Pack	129.95
RCEL P5000	Racer's Edge 5000 mAh Li-Po Battery pack, 2S-1P 7.4 volt	129.95
THP45003SX	Thunder Power 4500 mAh 3S 11.1 volt Li-Po Battery Pack	159.95
THP50003SX	Thunder Power 5000 mAh 3S 11.1 volt Li-Po Battery Pack	179.95
TRI20218	Trinity 4500 mAh Li-Po Racing Battery Pack	79.95
VEN1568	Venom 800mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	27.95
VEN1569	Venom 1250mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	31.95
VEN1570	Venom 1550mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	39.95
VEN1571	Venom 1800mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	47.95
VENF7783	Venom 800mAh 2S 8c Li-Po 7.4 volt Battery Pack with Rec. Conn.	31.95

Li-Po Chargers



DYN4053	Dynamite VISION PEAK ULTRA AC/DC for NiCD, NiMH and Li-Po	89.99
DYN4058	Dynamite Li-Po Charger for 2-4 Cell Packs, DC	44.99
DYN4060	Dynamite AC/DC Li-PO Charge — MSRP $8 9.99	59.99
INTE2040	Integy Charger-Indi 16X-Lithium DC for Li-Po Batteries	64.95
INTE2041	Integy Charger-Indi 16X-Lithium AC/DC for Li-Po Batteries	89.95
KKMLIPOCH6S10	Kokam Balance Pro Li-Po Charger 6S 10A	179.95
LOSB0862	Losi Micro-T/B/DT Li-Po Battery and Charger — MSRP $59.99	44.95
LOSB0864	Losi Micro-T Li-Po AC Peak Battery Charger for 2S 7.4v packs	17.95
LOSB9603	Losi Intelligent Li-Po Balance Battery Charger for 1-3 cells	39.99
LOSB9605	Losi Intelligent Li-Po Balance Battery Charger for 1-5 cells	144.99
MRCS89	MRC Charger-Super B ain 98.9 for NiCD, NiMH and Li-Po Batteries	149.95
MXAEOS5IDP	MaxAmps Hyperion EOS 5i DP DC Battery Charger for Li-Po packs	89.95
MXAEOS5IDPAC	MaxAmps Hyperion EOS 5i DP AC/DC Battery Charger for Li-Po	129.95
MXAVXLKIT	MaxAmps 5000 mAh VXL Li-Po Battery, Charger, and Balancer for Traxxas	299.95
ORN30117	Orion Advantage Battery Charger for NiCD, NiMH, and Li-Po cells	149.95
ORN30118	Orion Advantage Battery Charger with 4800 Li-Po Battery Pack	289.95
PPKIP2801	Propeak Prodigy II DC Battery Charger for NiCD, NiMH, Li-Po	69.95
THP1010	Thunder Power TP1010C Li-Po Battery Charger for 1s-10s packs, DC	199.95
TRI22004	Trinity Balanced Li-Po Battery Charger	34.95

Want to run Lithium batteries for more power and longer runtimes but don't want to have to buy an expensive Lithium charger?

You no longer have to with the Losi Lithium Charge Converter. The Lithium Charge Converter will allow you to charge a Lithium battery with a charger you probably already own. Just plug a Lithium battery into the charge converter, select the cell type and confirm the number of cells, adjust the charger to the correct output, plug it into the charger and start charging!

LOSB9607 Losi Li-Po Charge Converter..... **$32.95**

Your Li-Po and Brushless headquarters

XTREME TOOLS

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

words: Brian "Skinny" Skinner

THE BEST PIT GLOVES IN THE WORLD

CEO Power Mods introduces their new CEO Power Gloves. These are by far the best mechanics gloves I have used. In fact, I usually don't use pit gloves because the typical "leather stitched" glove hinders my wrenching experience. The CEO glove is a new generation of mechanics glove that is made of seamless flexible tight knit spandex coated in foam nitrile. The end result is a glove that lets your hand breath, and that is great for picking up small parts that are oily and greasy. This design gives you a great tactile feel and good protection, and now that I've found these gloves, I can wrench like never before. If you're looking for a mechanics glove that lets you feel like you're not wearing gloves, then CEO Power Gloves are for you.

Price: $ 7.95

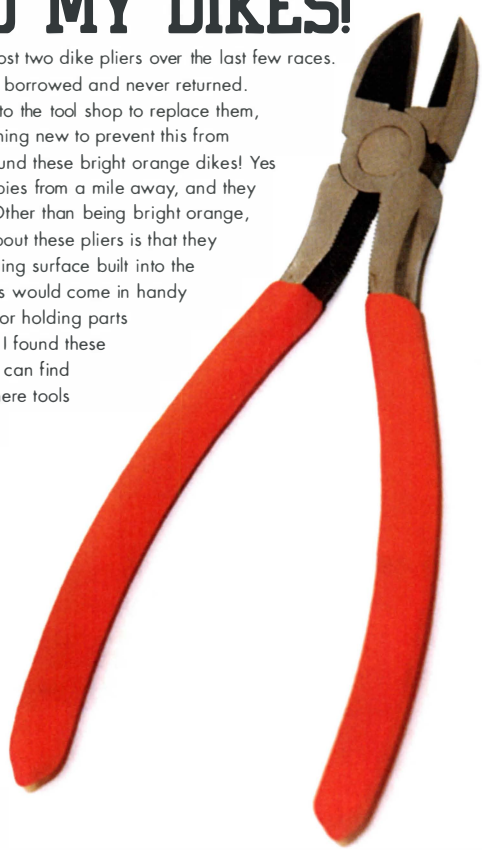
Contact: www.ceopowermods.com

TRANSFORMER TOOL BOX?

My old pal Stanley was at the last event I went to, and this time he had a new tool box—the FatMax 4-in-1 Mobile Work Station. This tool box works well for our RC stuff, and I like the way it folds out like those Transformers in the movies. It holds 220 pounds of stuff, which is more than enough, and costs about $79.00. As you can see, it folds up and can be rolled around on its wheels—perfect for us RC people who need a hassle-free day of fun. ***www.stanleytools.com***

I NEED MY DIKES!

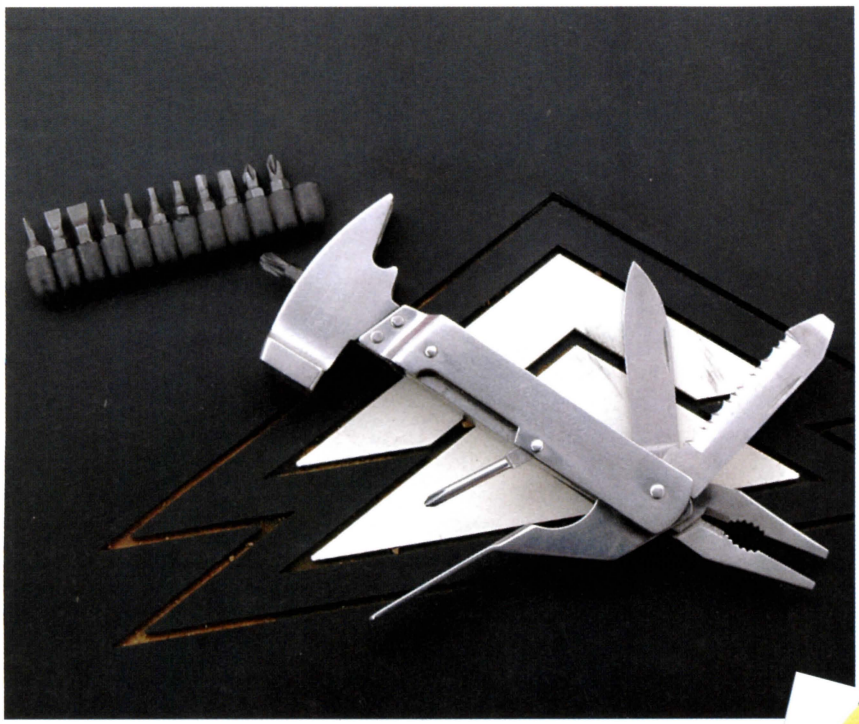
For some reason I've lost two dike pliers over the last few races. Either that, or they got borrowed and never returned. This time when I went to the tool shop to replace them, I decided to try something new to prevent this from happening again. I found these bright orange dikes! Yes sir, I can see these babies from a mile away, and they only cost me $7.95. Other than being bright orange, the other neat thing about these pliers is that they have a serrated clamping surface built into the back-side. I figured this would come in handy for rebuilding shocks, or holding parts for trimming and stuff. I found these at Tool Shack, but you can find them just about anywhere tools are sold.



I sense that Derek and Skinny will have another "what is a tool" talk soon.

IF I HAD A HAMMER...

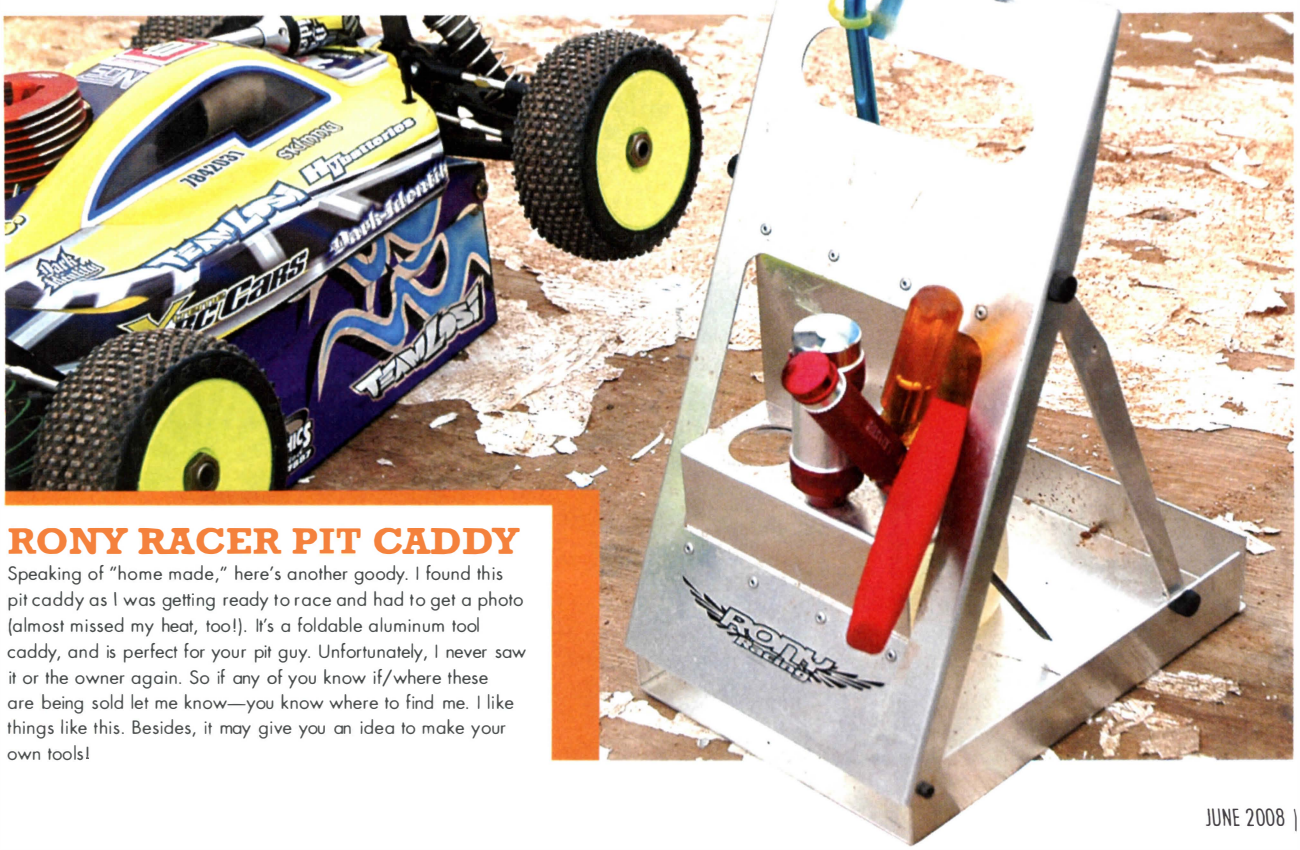
Awhile back in Xtreme Tools, I showed off my new Boca Bearing multi tool with its built in hammer. Well, a fellow racer came over to show me his multi hammer tool at the recent Nitro Challenge. I have to say this tool is dope, a thing of beauty. It's hand made here in the US, and not only has the same features as mine, but also has a set of drivers you can wrench with. I tried to find out where it is made, but it's a custom made tool...sorry. I had to show it to y'all because it's not often you see hand made tools like this. Thanks to all of you who read Xtreme Tools and share your ideas with me!



THE KING AT NIGHT

Now here's an illuminating idea! King Richard Saxton had this sweet clip-on light at the recent Nitro Challenge. It's an L.E.D light that lasts for hours, and Richard showed me how it really lights up your car in the pits at night. He was using it for fuel stops, and it really made seeing in pit lane easy at night. Richard had no idea where it came from because a friend gave it to him, so your job is to find out who makes these and let us all know where to get them.
Thank you and good night!

Thank you for showing us tools we can't even buy.



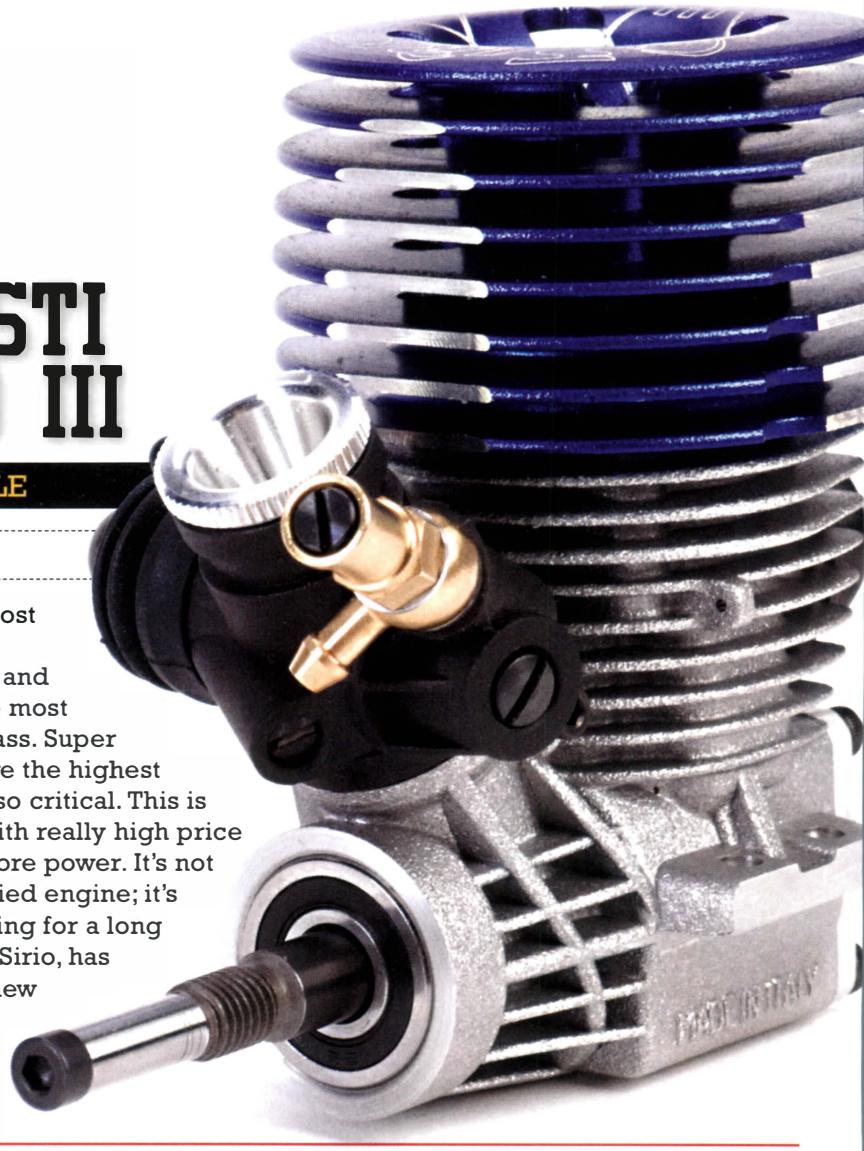
RONY RACER PIT CADDY

Speaking of "home made," here's another goody. I found this pit caddy as I was getting ready to race and had to get a photo (almost missed my heat, too!). It's a foldable aluminum tool caddy, and is perfect for your pit guy. Unfortunately, I never saw it or the owner again. So if any of you know if/where these are being sold let me know—you know where to find me. I like things like this. Besides, it may give you an idea to make your own tools!

SIRIO S12 T3 STI EVO III

CRANK UP THE POWER STI STYLE

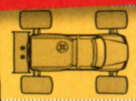
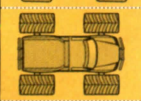
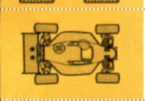
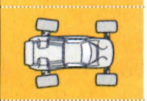
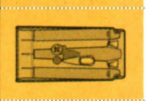
words: Derek Buono & Brian Kinney

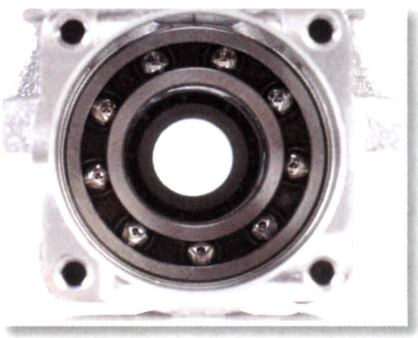


Nitro touring is one of the most competitive classes on the planet. Speeds are insane, and engine power is one of the most important factors of the class. Super high grip levels are necessary to achieve the highest possible power, because every tenth is so critical. This is why most on-road race engines come with really high price tags and a boat load of "tricks" to get more power. It's not uncommon to pay over $500 for a modified engine; it's the cost of winning. Sirio has been winning for a long time, and Andrea Rossi, head honcho at Sirio, has taken the newest line of STi engines to new levels, designed to provide world-class performance for the world-class racer. If you want the best this is what you look for.

"Sirio" sounds like "cereal" if you have a lisp.

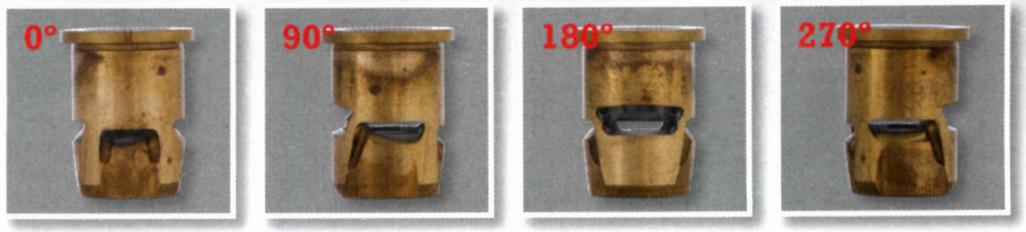
ENGINE APPLICATIONS

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



ENGINE SPECS:

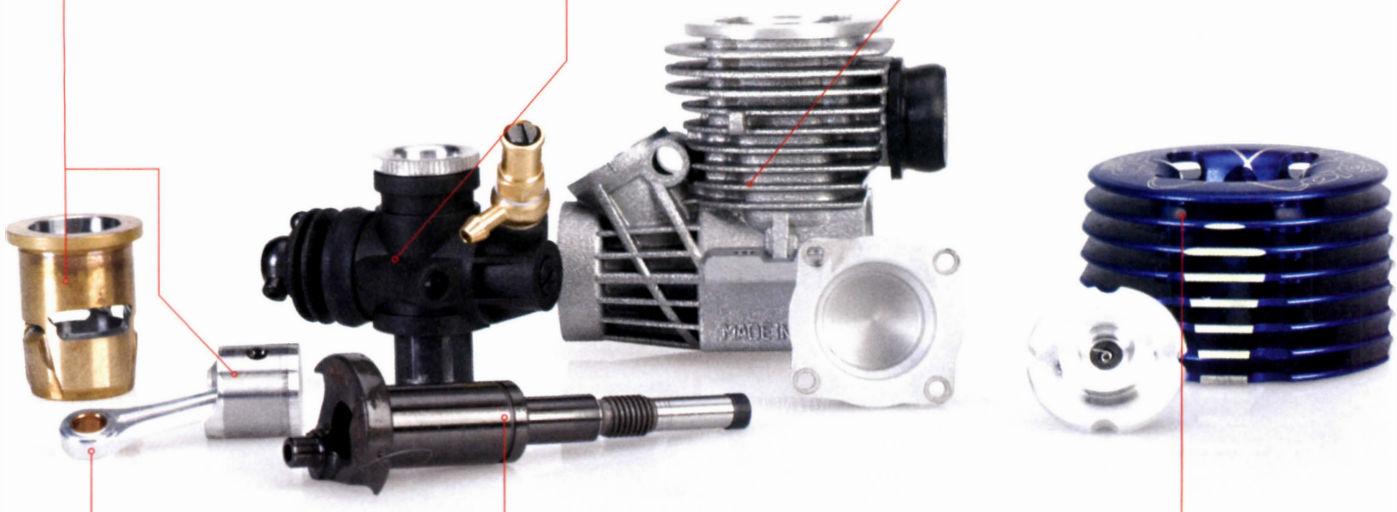
CON ROD LENGTH:	26.00mm	INTAKE PORT DURATION:	205°
EXHAUST PORT HEIGHT:	5.05mm from BDC	CRANKSHAFT BORE:	12mm
TRANSFER PORT HEIGHT:	2.32mm from BDC	GLOW PLUG TYPE:	#6
EXHAUST PORT TIMING:	163°	CARB TYPE:	Composite slide
TRANSFER PORT TIMING:	112°	CARB BORE:	5.4mm
INTAKE PORT OPENING:	33° ABDC	SUPPLIED CARB INSERT (VENTURE):	5.4mm
INTAKE PORT CLOSING:	58° ATDC	SUGGESTED CARB SETTINGS:	NA



PISTON AND SLEEVE: *The piston is precision ground and CNC'd, there are huge ports in the sleeve, and the chrome cylinder surface is finely polished. Extra CNC time has been spent on the ports, similar to what you will see in a team level engine. Every bit matters at this level.*

CARBURETOR: *Composite two needle carb with removable 5.4mm venturi.*

CRANKCASE: *Features a classic natural finish with ample fins for cooling and case bracing.*



CONNECTING ROD: *The CNC con rod is knife edged and polished, with oil guide channels down the length. A very cool looking "STi" logo and serial numbers are engraved near the base. Oddly though, the placement of this engraving could be better, because in my opinion it could lead to stress risers and possible rod failure. Food for thought.*

CRANKSHAFT: *The more you get into nitro engines the more you appreciate a fine piece of metal like the crank on the STi. Numbered for the ultimate in matching, this balanced crank has an epoxy fill to take some volume out of the system and improve the fuel mixture. Turbo scope and knife-edging are there too!*

COOLING HEAD: *Blue eight fin head with all the trimmings keep things cool, and all the STi logos let the competition know you're serious.*

"Classic natural finish" is boring, but at least it works.

PERFORMANCE

Break-in took a little extra time because the engine had some serious pinch to work through. Take your time and break this in correctly, as any additional rod stress can easily reduce the life expectancy of the engine!

With everything strapped in and ready to rock, the STi cranked up into the "serious power ranks" with a final run of 1.06hp @ 35,000 rpm and 31.36 oz. – in. of torque at 30,000 rpm with a maximum rpm of 42,500. These are all very good numbers for a .12 engine, and with them the STi joins the ranks of some of the best in the business.

On the track, the power delivery was velvety and there weren't any strange drops in power. The torque also came on strong down low and continued to build with rpm. You're going to have the power you need at just about any rpm to get to the corner faster than those engines with less desirable powerbands.

The consensus is in here at Xtreme: this engine is extremely strong. With the low power factor at 23.10/.41 and the high factor at 28.40/.91, this engine is in the top ranks for 1/10 on-road competition. And rightly so, considering its racing background. Sirio should be synonymous with Serious—serious power that is!

CONCLUSION

Sirio has been in this business for quite a while, has won their share of championships, and has produced some downright bad-ass engines. Their newest line of championship-inspired racing engines definitely meets the bill. Sure, there have been some teething problems in the past, but we all learn from our mistakes and Sirio has come back guns-a-blazing with the STi Evo III. From the beautiful machining on the sleeve to the ultra cool crankshaft, this engine is on par with the absolute best on the market and at the track. Well done Andrea! ✪

SIRIO S12 T3 STI EVO III

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

9.0

JESSICA ALBA

HITS

- Work of art crankshaft
- Near ideal power delivery
- Sirio Reputation

MISSES

- Some engines are out performing this edition, but EV04 is the latest version
- Con be hard to find

CONNECT

Manufacturer: Sirio
Distributed by: Kyosho America
Web: www.kyoshoomerica.com
Part Number: S12T3ESTI (Efro) / S12T3ISTI (Ifmar)
Street Price: $400 (varies)

We never get tired of that Jessica Alba picture.

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE

TEST EQUIPMENT

FUEL:	30% nitro, 12% oil	PLUG:	Sirio #6
PIPE:	X-Dyno Standard	OPERATING TEMP:	230-250°F

MOTOR DATA

ENGINE:	Sirio S12 STiEvo III
BORE:	13.7mm (0.543 in.)
STROKE:	14.0mm (0.551 in.)
DISPLACEMENT:	2.1cc (0.12 cu. in.)
PORTS:	3
PISTON/SLEEVE:	ABC
HEAD BUTTON:	Turbo
CRANKSHAFT:	12mm / Pilot shaft (SG)
PEAK X-DYNO HP*:	1.06 @ 35,000 rpm
PEAK X-DYNO TQ*:	31.55 oz.-in. @ 30,000 rpm
PEAK X-DYNO RPM:	42,000
AVERAGE TQ*:	24.17 oz.-in.
AVERAGE HP:	0.62
POWER FACTOR	
LOW END (TQ/HP):	23.10 / 0.41
TOP END (TQ/HP):	28.40 / 0.91
CORRECTION FACTOR:	1.041

*All numbers are SAE corrected

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.

8TH ANNUAL SOUTHERN CALIFORNIA Saturday Series

Presented by: The Dirt AT

Sponsored by: Mugen Seiki, Team Associated, Futaba, O.S. Engines, Pro-Line, Thunder Alley, Hemet R/C, Jammin, Xtreme RC Cars, O'Donnell

Series Winners:

Based on four best results, lowest point total race program. The top three finishers will receive the following prizes:*

1:8 Scale Nitro Buggy - Sportsman

1ST Mugen MBX-5 Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. Free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Mugen Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Mugen Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

1:8 Scale Nitro Buggy - Expert

1ST Associated RC8 Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Associated Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Associated Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

1:8 Scale Nitro Buggy - PRO

1ST Winner receives a customized award.

1:8 Scale Nitro Truck - Sportsman

1ST Jammin X1-CRT Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. Free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Jammin Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Jammin Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

1:8 Scale Nitro Truck- Expert

1ST Jammin X1-CRT Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. Free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Jammin Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Jammin Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

Prizes listed above are subject to change.

Series Rules & Concept:

- ROAR membership required (available at race) and ROAR rules will apply.
- 6 Races with Two Throw-Outs
- Race Entry Fee: *$20 (sign-up @ each race)*
- Visit prolineracing.com/scss or thedirtracing.com for more information.

- Classes: 1:8 Nitro Buggy Sportsman
  1:8 Nitro Buggy Expert
  1:8 Nitro Buggy PRO
  1:8 Nitro Truck Sportsman
  1:8 Nitro Truck Expert

Personal transponder mandatory!

- *15 car heats @ Pro-Line*
- *3 car bump-ups @ Pro-Line*
- *Qualifiers: 5 minutes*
- *C-lower Mains: 10 Minutes*
- *B-Mains: 15 Minutes*
- *A-Mains: 25 Minutes*

(Limited to 160 entries per event)

Look for the results of each series race to be posted on thedirtracing.com, prolineracing.com, and thunderalleyrcraceway.com as the series progresses. Pictures, videos, results, and other info will be a part of the 2008 season.

Pro-Line
201 W. Lincoln Street Banning, CA 92220

Thunder Alley
38900 Oak Valley Pkwy., Beaumont, CA 92223

Hemet R/C
146 S. Santa Fe Ave., Hemet, CA 92544

RACE 1 — APR 5 — Pro-Line

RACE 2 — MAY 10 — Hemet

RACE 3 — JUN 21 — Thunder Alley

RACE 4 — JUL 19 — Pro-Line

RACE 5 — AUG 16 — Hemet

RACE 6 — SEP 6 — Thunder Alley

Classes:

(LIMIT 2 CLASSES PER DRIVER)

1:8 Buggy - Sportsman	☐ Freq.	___ ___ ___	PT#_____
1:8 Buggy - Expert	☐ Freq.	___ ___ ___	PT#_____
1:8 Buggy - PRO	☐ Freq.	___ ___ ___	PT#_____
1:8 Truck - Sportsman	☐ Freq.	___ ___ ___	PT#_____
1:8 Truck - Expert	☐ Freq.	___ ___ ___	PT#_____

2008 Southern California Saturday Series

entry form:

Driver _____ Phone ( ) -

Address _____

City _____

State _____ Zip _____

E-Mail _____

ROAR # _____

FOR MORE INFORMATION VISIT
WWW.THEDIRTRACING.COM
OR CALL (951) 925-7592

GET DIRECTIONS TO THE TRACKS @
WWW.PROLINERACING.COM/SCSS

NITRO TO ELECTRIC CONVERSIONS

PRETEND TO BE AN ENVIRONMENTALIST, AND IMPRESS THE GIRLS

words: Jeff Huneycutt

Composters will NOT impress girls.

Electric conversions are the rage these days. And why not? Now that brushless motors and Li-Po batteries are providing nitro power levels with few tuning hassles, it seems like a no-brainer. Nitro will always have its benefits, but the new wave of brushless systems just gives us one more attractive option for powering RC vehicles. But until the industry catches up with vehicles designed expressly for these new power systems, we are left making the conversions ourselves. The good news, however, is when done intelligently, nitro-to-electric conversions can be made to maintain the handling and balance the designers worked so hard to build into the machines. The key when making the switch is actually to keep it simple—in other words, stick as close to the original design as possible. Of course, that's a lot easier said than done when you are talking about throwing out the fuel tank, engine, pipe, throttle servo, assorted linkages and tubing, and even the clutch. And then you have to replace it with a brushless motor, battery, ESC, possibly a fan or two, and find a way to get it all mounted in there.

KEEP IT SIMPLE, STUPID

It's known as the KISS principle, and in most cases, it works. Mike Tramantono of Blue Groove RC Concepts is a firm believer in the KISS principle, and it shows in his newly developed nitro-to-electric conversions. "The idea was to produce a kit that would allow somebody to convert to electric without drilling the chassis or cutting into anything," Tramontano says. "That way he has a fully functioning electric vehicle, but if he ever wants to go back to nitro he can do that no problem."

So far, Blue Groove has conversion kits available for Traxxas' Revo and Jammin's CRT.5, and neither requires modifying any of the original chassis components. All that's necessary is to unbolt all the nitro-related parts and replace them with the electric system of your choice. Tramontano's plan is to provide a kit that includes all the pieces necessary to adapt your nitro vehicle, while the decision on the motor and battery is up to you. That allows you to shop for the best combination that fits your needs, or if you already have a motor and battery, doesn't force you into spending more money than you have to.

CRT E.5

Blue Groove calls its electric conversion for Jammin's popular CRT.5 mini-truggy the CRT E.5. Tramontano says he went through three iterations of the E.5 and several months of R&D work before he was ready to release the kit, but the end result is a kit that works as well as if it had come off the Jammin drawing board that way, and there is a lot we can learn from it.

Tramontano says he has found that just about any brushless motor designed for a 1/10-scale platform will work well in the CRT.5. When we drove the truck, it was powered by a Traxxas Velineon brushless motor, and there was more than enough power on tap.

The most interesting addition Blue Groove made to the chassis layout is that the rear chassis brace has been replaced with a carbon fiber "spine" that connects to the center diff. It not only braces the chassis, but also forms a stable platform for mounting the ESC and receiver where they can get plenty of cooling air. The battery and receiver box is now the location for the 11.1 MaxAmps battery. Blue Groove also took advantage of the removal of the fuel tank to make a mount for a full-size steering servo—a welcome addition for almost all racers and bashers.

The battery is held in place by a carbon fiber tray (it is fiberglass in this pre-production unit) that uses a full length of Velcro along the bottom, a Velcro strap across the top of the battery and two aluminum posts to locate and secure the battery. This large battery does add to the truggy's weight but on the track is really helps to smooth things out. Slightly thicker shock oil might be necessary to compensate, but that should be about the only chassis tuning change that is necessary when converting your Jammin CRT.5. Tramontano also recommends an ESC like Mamba's that allows easy adjustments. So much power is available, your driving may improve by turning down some of the torque so that the brushless motor doesn't constantly overpower the CRT.5's small tires.

Wondering why all the fuss about nitro-to-electric conversions? How about 20 minutes or more of constant action with no tuning. Blue Groove RC Concepts' conversion for the Jammin CRT.5 provides all the power this little chassis can handle in a balanced package.

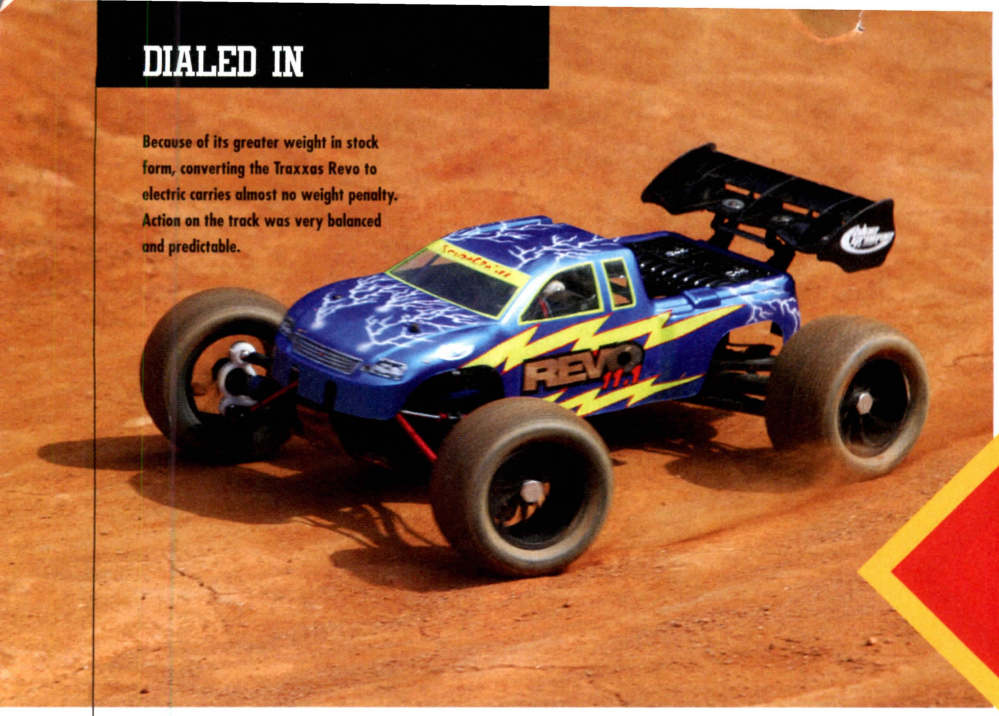
This carbon fiber "spine" replaces the rear chassis brace and provides a good mounting point for the ESC.

Everyone ran those battery straps back in the day.

To help balance the weight of the Li-Po battery pack, the steering servo is moved to the left side of the chassis, just in front of the motor mount. This also allows the use of a full-sized servo on Jammin's extended chassis.

The lipo battery has to be stood on its end to fit in the small confines of the CRT.5's chassis. To keep it secured, Tramontano says you will need a full length of Velcro underneath, as well as a Velcro strap across the top. Aluminum posts (not shown) also keep the battery from contacting the driveline components.

DIALED IN

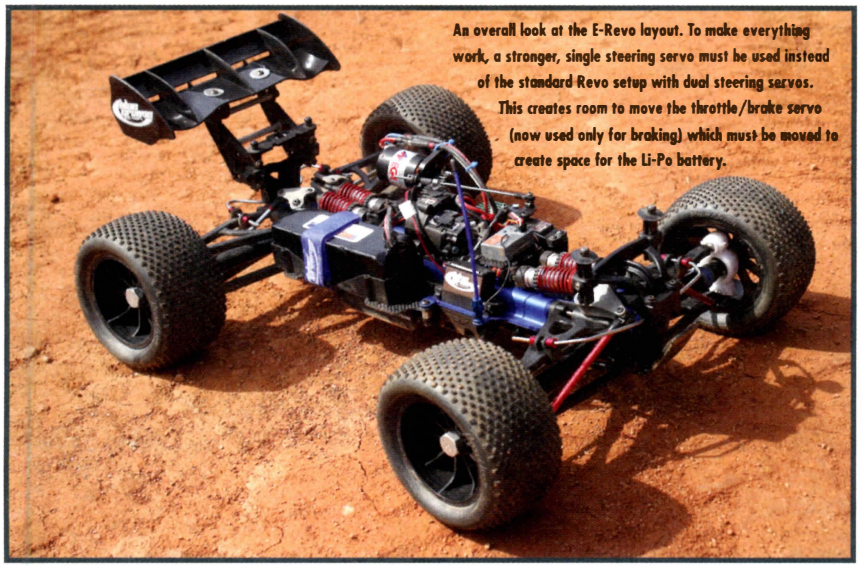


Because of its greater weight in stock form, converting the Traxxas Revo to electric carries almost no weight penalty. Action on the track was very balanced and predictable.

E-REVO

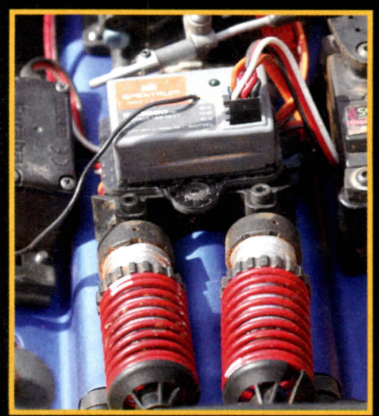
Like the CRT E.5, Blue Groove's E-Revo also does not require any drilling or cutting on the chassis to convert from nitro to electric. Probably most important to racers is the fact that Blue Groove has found a way to keep the optional dual braking setup that makes Revos so much more responsive on the track. It does require keeping a dedicated braking servo on board, but the results on the track are worth it. To improve balance with the addition of the large Max Amps battery, Blue Groove produces a servo mount to move the brake servo where the second steering servo normally resides. (This, obviously, means you will have to run a stronger, single steering servo.)

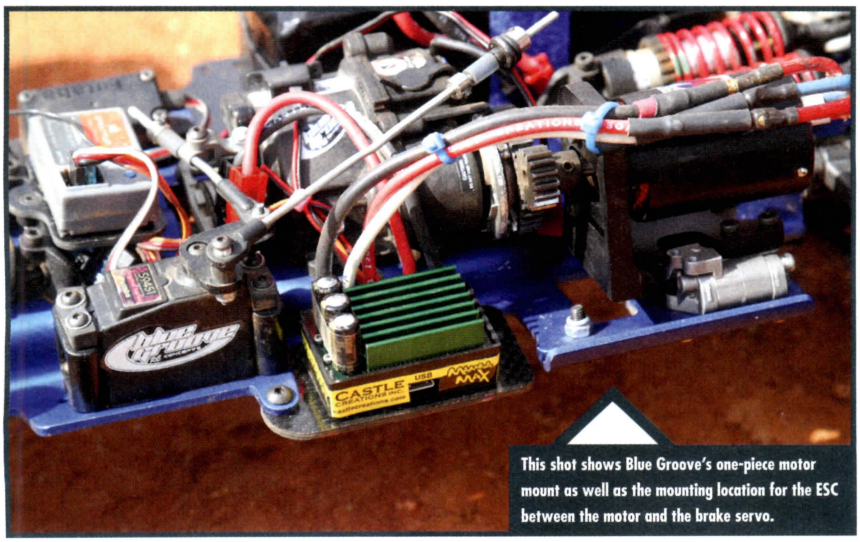
One of the most interesting components of this conversion is the one-piece motor mount bracket. Tramantono says a multi-piece bracket is easier to make, but he found that with newer, more powerful brushless motors the multi-piece brackets were allowing too much flex. The brushless design also gets rid of the clutch, so power is more tunable. There is no "instant on" feel when the clutch engages.



An overall look at the E-Revo layout. To make everything work, a stronger, single steering servo must be used instead of the standard Revo setup with dual steering servos. This creates room to move the throttle/brake servo (now used only for braking) which must be moved to create space for the Li-Po battery.

Tramontano found he needed to create a mount for the receiver above the front shock linkages.





This shot shows Blue Groove's one-piece motor mount as well as the mounting location for the ESC between the motor and the brake servo.

CONCLUSION

Blue Groove RC isn't the only manufacturer working on electric conversions for popular nitro-powered vehicles. There are a lot of other offerings out there, all with the same purpose in mind: ditch the engine, fuel, smoke, noise, and heat - and make way for easier to use, more consistent brushless and Li-Po power. This CRT E.5 is a nice example of things to come!

Now then, what to do with your stock of after-run oil?

DYNAMITE AC/DC LI-PO CHARGER

DUAL - POWERED

words: James Revilla

Dynamite RC has an extensive line of products for the everyday RC man (or woman), and they've been around for quite some time now. Their latest offering is a no-frills, new Li-Po Charger that's AC/DC powered and can charge 2-3 cells.

TESTING

The Dynamite charger includes two output adapters: one with a standard Rx pack female plug, and one with a Mini-T style square female plug. The charger has banana output plugs, so you can fashion your own adaptor if necessary. After plugging in your battery, a simple sequence of button pushes activates the charger. Simply select the cell count (the charger will double-check your choice for safety), pick a charge rate, and hit the start button. The fan will kick in and the unit will beep to tell you that it's doing its thing.

FEATURES:
- 110V AC/12V DC input
- 10-bit microchip controller
- 500/1500/3500mA charge rate
- LED and audio alerts
- Input/output short circuit protection
- Detachable alligator clips
- Built-in fan cooling

CONCLUSION

With its minimal set of features, the Dynamite AC/DC Li-Po charger was designed for one purpose only—charging your Li-Po packs. That it does well, but with some small caveats. For one, the fan is always on once you plug the charger into a power source, and it's pretty loud. Second, I would have liked even a basic LCD display to see my battery voltage; staring at a pair of LEDs doesn't tell me much beyond the fact that it's charging. Other than that, it's a well-made charger that, at about $60 street, is affordable for anyone, from the newcomer to Li-Po power all the way up to a seasoned driver looking for an inexpensive backup.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

7.5

MICHELLE MONOGHAN

HITS
- AC/DC built-in
- Simple 2-button controls
- Sturdy case

MISSES
- Fan is freakin' loud
- No voltage display

CONNECT

Manufacturer: Dynamite RC
Distributor: Horizon Hobby
Web: www.dynamiterc.com
Part Number: DYN4060
Street Price: $60-65

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ASK THE PROFESSOR

Drift wheels can have an off-set as high as 11mm. That's HUGE!

MEASUREMENTS 34/26/28?

Ok, got a question for whoever wants to answer. I see wheels that say 24mm and wheels that say 26mm. Anybody care to elaborate? I don't know what that means. Like, will 22mm wheels and 26mm tires fit? Or vise versa? Thanks all!

eatrice99

A: There are some common wheel "sizes" that can be confusing. In the on-road category, sizes in millimeters refer to the tire width. In other words, 22-28mm is the width of the tire tread. You can also have rims with an off-set (which doesn't change the width of the actual tire) that can be anywhere from -1 to +2mm.

When you see "MM" in off-road, it refers to the hex size of the actual rim. The "unofficial" standard used to be the Traxxas T-Maxx wheel hub at 14mm. However, hub sizes have increased (the original 14mm was changed because found to be too small when larger wheels where used), and now you see a variety of hex sizes depending on the company. Pro-Line's 26mm hubs are pretty popular in off road trucks, and most 1/8-scale buggies use the 17mm hubs.

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.

DIFFERENT SHOES

Hello. I was about to put my 4-Tec back together and I wanted to look at my clutch but when I took the bell off the spring fell out and the clutch had some weird wear. One of the shoes was worn way down and there was also an area about .05 to .075 on the back that was not worn at all. It was running just fine the day before I broke it down. Anyone know why the shoe wore like that? I don't want it to happen again. It was the stock bearings, spring, and shoes! Thanks.

WaRevo07

A: If one shoe is wearing more quickly than the others, check out the clutch springs. First, make sure you have the springs installed correctly. The shoes should be difficult to snap back with your fingers. If they're installed right, they may need to be replaced. Often, excessive heat contributes to clutch wear and spring deterioration. Make sure your idle isn't set too high. Lift the car up and look at the clutchbell and spur. If the gears are moving at neutral, or even trying to, they will stress the clutch incredibly and heat it up. Replace your shoes and springs, make sure the clutch is shimmed correctly (refer to the manual), and try knocking down the idle a bit.

Mikew

LOOKS LIKE MY CAR

When is someone going to create a body that looks like the new Chevrolet Camaro? I am honestly surprised that no one has. That is going to be a wicked car when it comes out. I am going to want a body to match mine! LOL

eatrice99

A: There are several reasons that certain bodies may never be "recreated." Some are so obscure they won't sell, but most face licensing issues. Any time a company wants to use another company's intellectual property, the user must pay for the right to do so. So, anyone who makes a Camaro body must pay GM a certain percentage of every body sold. This makes the body more expensive. Unfortunately, unrealistic licensing demands have become a problem for some RC companies.

Having said all that, odds are you will see a new Camaro-like RC body. It might be called the F-Body or something strange and almost look like a Camaro...or you may see a version from HPI or Tamiya with a pretty stunning recreation of the actual car.

DerekB

BATTERY CONSTRUCTION

I'm looking into building some packs because it's cheaper (I think) and I can get the right layout. Anything I should know, like how to do it and what I'll need? I'm looking to make two to three seven cell flats that I'll be strapping into a firestorm flux.

rclugnut10

A: Please don't use your grandpa's iron that found in your attic, and stray far away from the $10 Wal-Mart 80 watt specials. Use a good iron such as the Hakko soldering station or a Weller 60 watt 800-degree+ iron. A good iron is a simple investment that will enable you to assemble a good pack and it will allow you to NOT destroy expensive cells.

Solder with at least a 60/40 lead/tin ratio as well as some high quality flux to help keep joints strong and resistance down. Also, invest in a good battery jig, as it prevents cells from looking hack after assembly.

A 1/4 inch chisel tip is recommended to apply even and consistent heat, and always tin both the battery bar and the cell before you solder them together. A word of advice: don't allow the iron to sit on the cell for longer than about three seconds or let the side of the cell become hotter than 130 degrees Fahrenheit.

Happy soldering!

Blindingspeed

Shoes? What shoes? OHHHHH, there are shoes in that photo!

FORTUNE COOKIE SAYS:

"I HAVE NOT FAILED. I'VE JUST FOUND 10,000 WAYS THAT WON'T WORK!"

words: Brian "Skinny" Skinner

ADVENTURES WITHIN ADVENTURES

I love a good adventure, but unexpected adventures can be wild—good or bad!

This month's adventure was driving 500 miles to the Nitro Pit for the Nitro Challenge; this was a good adventure. An unexpected adventure was frying the alternator of the large 4x4 Xtreme monster and finding myself stranded in the middle of the desert at six o'clock in the evening—with no place to go! Just had to upgrade the sound system to ludicrous power…will I never learn? Now, you would think that being stranded in the desert at six pm would be disastrous, and that's what I was thinking at the time, but there's a happy ending to this adventure within an adventure, so let me start at the beginning. Before I headed out to the race, I decided to boost my sound system. I went to a large electronics place (name withheld to protect the innocent) and proceeded to power up my system. Basically, the hop-ups I had chosen threatened to overload my electrical, and I was not informed about this. It turns out that the power draw from the two amps I got would be too much for the alternator, but I would find that out later. Fast forward to the trip: I'm on the road— climbing a hill with the stereo blasting and having a great time, when all of a sudden I start losing power—what the heck? At that point I was eight miles from any civilization, and the van kept slowing down. Luckily, I crested the hill as the mighty orange Xtreme van gasped its last breath, and I was able to coast all the way to an off-ramp where there was some civilization. Great, I thought. I'm in the middle of nowhere and everything is closed—I'm pooched; there's no way I'm getting this thing fixed tonight. So I called the heavenly angels we call Triple-A, and when the tow-truck driver showed up, he called up with his buddy who just opened a shop in the area. This guy agreed to open his shop and fix me up. Long story short—he worked on my van, a local Pep Boys was open late, and in three hours the van was ready to rock. The mechanic and his wife are super cool, and it turns out he and his son are into RC! To make the ending even better, I was able to get the electronics store to reimburse me for the repairs and refund the initial installment cost. Thanks to the almighty god that obviously loves RC; he was looking out for me, and he turned this adventure within an adventure into a great experience. Of course, there is a moral to this story—it proves that when life throws you a lemon, you can make lemonade, and just like in RC—never change things on your real car before you go out and race!

Actually, "dventure" is within "Adventures."

The world is your sandbox
—ROOST it!
SKINNY

FASHION IN THE PITS

Our super model Ronda shows off the new Mugen jacket, and I must say she makes it look good! Whether worn by a super model or some average Joe, the new Mugen jackets are the hot fashion in the pits for 2008. They're not just for show, but have great features that make survival in the pits much easier. These jackets have fold-away hoods, multiple pockets to carry important items, and offer great comfort. The Mugen jackets come in winter and summer styles and are available in all sizes. You can have any color you want as long as it's black!

Mugen Winter: $119.99
Mugen Summer: $89.99
(Model not included)
www.mugenracing.com

IT'S HAMMER TIME

This year I'm racing the Losi 8s to really get some time on them; so of course, I have to find the trick hop-ups out there. This month I discovered that M2C Racing has two items that will help my quest for world domination.

First up is the M2C rear outer hinge pin kit. These are beefy pins that replace the thinner pins that I seem to bend. They're heat treated, and larger than thinner pins, so M2C includes a bit so you can modify the A-arm so they will fit—nice touch!

Price: $ 15.00

Next are the center CVD pin retainers. I've had mine loosen up once, so when I saw this set, I figured I should invest in one. Here's how the kit works: there's an aluminum clip that goes over the CVD to hold the pin in place should it ever come loose, and a small piece of shrink wrap holds the clip firmly in place. It's basically a new twist on an old idea, so I had to try it out.

Price: $ 12.00
m2cracing.com

SUPER TRICK TITANIUM PART

This may interest you: CEO now offers a titanium connecting rod for most popular engines. Why use Ti? For starters, Ti is much stronger than aluminum in this application, which means the Ti con rod will resist stretching. This translates into longer life. Also, since it's a robust material, you have the option of replacing the bushings instead of buying a new con rod. Reportedly this new rod will improve bottom end punch, but there's no hard data as of yet—meaning we at Xtreme haven't put it on the dyno yet! Another nice feature is that CEO was able to add more oil ports at the bushings, and we all know that more lubrication is a good thing. All around, it sounds like this con rod might be a cool item to add to your power plant. Besides all of that...it's titanium, man! It costs a little more than your expensive con rod that stretches out.

www.ceopowermods.com

WELCOME MY SON TO THE MACHINE

Gene "The Machine" Hickerson owns Machine's RC Hobbies and is making some sweet parts for the CEN buggy and truggy. These aluminum replacement parts are lighter and stronger than stock. Gene has hop-ups for other cars as well. If you need some cool stuff, check out Machine's Hobbies.

www.machinesrchobbies.com

STOP THE CARNAGE!

De Racing is a brand new company with a cool new product that will eliminate the carnage on your chassis. We all know that buggy and truggy chassis take a beating and wear out—especially in the rear. De Racing has made a thin composite skid plate that bolts to your chassis to absorb the punishment. This is no piece of plastic; it's engineered to work its best. First off, the material is similar to skate board rails that are used for grinding, but also goes through a special process to make it more resistant. Next, it's designed so that the bolts are recessed so they will not wear. I've raced with them, and they do the job well. If you're on a budget and want to save your chassis (which is expensive), this is the ticket for you. Here's the best part: for $7.95 you get three skid plates, and if you act now, you get free shipping—now that's a deal.

Made for most popular 1/8-scales.

www.deracing.net

Nice Pink Floyd reference!

MAGIC 8-BALL SAYS...

For fun, let's ask my Magic 8-Ball more questions about this year in RC. Just so you know; I actually ask the 8-Ball once and shoot the photo, no tricks, and I don't keep asking until I get an answer I want. E-mail me at: brians@rc411.com.

This month's Magic 8-Ball question:

"Should I use radio communication between me and my pit guy at the Truck Nats?"

Magic 8-Ball's answer...

"YES"

Skinny says: *Time to go shopping.*

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.

XTREME CHRONICLES

If you haven't noticed, Chronicles is a different kind of column. Other columns like In the Dirt, Oval Nation, Touring Corner, and Xtreme Tools begin with a standard introduction that never changes. Sometimes when I sit down to create Chronicles every month, I'm aggravated that I don't use a simple plug-and-play template, because although I love my job, it's always tempting to make it as easy as possible. My view about having to create something new to introduce Chronicles has since changed. I realize that I appreciate being able to go off on tangents, much like the one you're reading right now. Chronicles is about time and reflection, and is intended to get you thinking about how time affects the industry. And no matter how obscure, rest assured that these introductions will always have something to do with time, if nothing else.

words: Michael Wortel

Talk about a monthly history lesson.

10 YEARS

JUNE–JULY 1998: ISSUE 3.9

In this issue, we included a hex wrench buyers' guide. One thing I have noticed is that there are many more drivers available today than there were 10-years ago. Having the right tools for the job is important, and although it can get expensive, using RC specific tools is not only good for your car, it's great for supporting the industry.

TRAXXAS TQ RADIO

Wow, this thing has been around for a long time! Every time I review a Traxxas product I make a joke about updating the radio and receiver. Well, it appears as though they're finally phasing in a new receiver, and hopefully the TX will get an update soon as well. (10+ years is too long!)

JIMMY BABCOCK

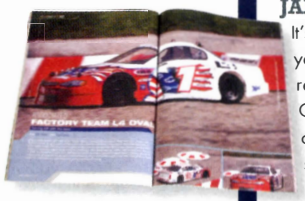
Ten years ago, when asked about his future *in the industry*, Jimmy said, "I would like to continue racing RC until I'm no longer good at it... I am currently working in the RC industry and would like to continue doing so as long as possible." Well, let's fast forward to the present: Jimmy no longer races but has found a successful niche as race director of his popular racing series. I think Jimmy would be happy to know that after 10 years, he is still making an impact in RC.

5 YEARS

JUNE 2003: ISSUE 91

This issue featured an article about track etiquette. When you step onto a track for the first time, you quickly learn that there are some unspoken rules other than "no bare feet" and "no fighting." Most of them are far from tangible. So if you can't drive like a pro, at least act like you know what you're doing!

PAN CAR



Over the past couple months, you've been hearing about pan car priming to make a big comeback, as TC is dying and opening the niche again. Pan car faded off the RC map about five years ago, and currently it's enjoying an upswing. I've learned that in our industry, although trends come and go quickly, most of them always make a return to popularity.

RC10 THEN AND NOW

This is probably one of the coolest articles we've ever done. Derek took us through the evolution of the RC10—the car that got many of us old-timers into the hobby. But he didn't stop there. He pitted the first generation RC10 against the then brand new B4 on the track and learned that in 20 years, not much has changed.

1 YEAR

JUNE 2007: ISSUE 139

In '07, manufacturers were cranking-out mini/micro nitro vehicles left and right. Both nitro RC and minis were at their most popular, so why not combine them? Unfortunately, many mini nitro vehicles fall short because their little engines are finicky and lack torque, but if you read through the reviews, you'll see that there were some good ones to be found!

JAMMIN' CRT.5

It's been a year since we reviewed the CRT.5, the car many speculated would create a class which would usurp and replace 2WD nitro. Well, the verdict is in: it hasn't. Not even close. It has, however, become a very popular car, and I'll boldly claim that it spawned the best nitro RTR for your money. Period. Buy it!

IRC PHOTON

The Photon won't go down as one of the most influential kits on any editor or reader's list. If fact, I don't even know if they make it anymore (honestly). Even so, the Photon was the first kit to include an 11.1V Li-Po as standard equipment, paving the way for larger scales and their 70 mph speed claims.

RC PRO SERIES

Xtreme RC Cars

Futaba

R/C CAR

O'Donnell

O.S. Racing Performance

Nitrotane

Vinyl Graphics Unlimited

A Main Hobbies.com

D-1 Dark-Identity

Take the Podium with Twister Tires

FT FTHobbies.com

Traxxas

MOD Hobby.com

RC Scoring Pro.com "Serious Scoring Software"

Team Helotes

CRC Competition RC

GH Racing by Golden Horizons

Corozo

La Sorpresa Hobby

Kyosho The Finest Radio Control Models

CEN

R/C La Shop

RC PRO SERIES.com
A Race Series Like No Other

www.rcprosites.com
www.myspace.com/rcprointernational

RC PRO Caribbean Series
Pepsi

http://caribbean.rcprosites.com
www.myspace.com/rcprocaribbean

RC PRO Canada
A Race Series Like No Other

http://canada.rcprosites.com
www.myspace.com/rc_pro_series_canada

www.rcprosites.com

www.rcprosites.com

XTREME MAKEOVER

THE "SHOE" IS ON THE PROWL

Jason Boulanger has been part of the photography staff for a little over half a year now, and he's proven himself to be a very valuable addition. He takes great photos, does it promptly, and his mom makes him sweets to bring into work all the time! Here at Xtreme, it's not enough to simply be talented though; you gotta look and play the part too. Jason had potential, Karen had the aesthetic know-how, and a little over an hour later, Jason was transformed from mild-mannered photo guy, to studio beefcake. Here's how it was done.

Jason is 5'7" with a size 13 shoe.

To anyone who doesn't know, women pay attention to your eyebrows. If it looks like you've got a caterpillar crawling across your forehead, it's time to take action.

Keeping your neckline tidy and clean is important. Don't let it get like this.

Also, your 'burns should be the same length as your hair, or they should fade into each other.

Even if it's a t-shirt day, you still need to throw some style into the mix. It will set you apart from the crowd, and the ladies will take notice if your outfit shows a little thought.

Cargo shorts are one of the least flattering clothing options available. Only about .006% of the general population can get away with wearing them.

Anyone who has seen Super Bad knows what quote I want to use about cargo shorts and Vietnam.

Note: Super choked laces

Note: 6 inch loops

Shoes: they should definitely be cool, especially if they comprise 67% of your total surface area, as they do for Jason.

Getting a new haircut with some style can make you look like a totally different guy.

Ouch!

A little wax later and the unibrow is gone, a big difference already.

Jason's already feeling an ego boost. A little primping goes a long way.

With the neckline and 'burns under control, the whole head area is now a 103 of 100, and hey - that's not even mathematically possible!

Karen

Mr. Macheesemo

Macho confidence.

Finishing it off with some new jeans, shoes that fit, and a stylish t-shirt, Jason looks and feels like a new man. To the 1% of our readers who are female: feast your eyes on this!

Now we have to get him to buy more than one pair of jeans.

AHHH. THAT'S THE SPOT

Hi there, my name is Michel Lamontagne. Here is my submission to Racers' Rides. It is an Axial-X10 crawler. Add-ons include a Spektrum radio system, Novak speed control, an Integy lathe motor and finally a Venom 2 cell Li-Po battery pack. Also, I painted the new Losi Crawler body for a lower profile look. I have been doing competitive RC racing since 1988, both nitro and electric, and I must say that I am having a ball with this kit. The slower the better, no rush and no pressure. Sooooo... relaxing. Keep-up the great work with the magazine.

Michel

Crawling is becoming more and more popular.

DREAM FLEET

Here are some pictures of my off-road electric and nitro vehicles. The AE T4, B4 and JC BJ4WE are powered with Novak brushless systems, Airtronics servos, and Promatch batteries. The AE RC8 is powered by an O.S. V-Spec engine and has Hitec servos. The Kyosho Inferno ST US started as a RTR but now has many upgrades. To start I added ST-R cvd's and 17mm hubs, front and rear sway bars, ST-R aluminum shocks, Dragon Racing light weight chassis, O.S. JP Mod V-Spec engine and Hitec servos. I also cleaned all the RTR grease out of the front center and rear differentials, made them into 6 gear diffs and added diff fluid. I have been using RD Logics one piece pipes on both buggy and truggy but have recently bought two OFNA JP-3 pipes. All are controlled with Airtronics M8 with Spektrum receivers. I race all the electric cars at a local indoor race track and only get to race the nitros out of town. I will be racing this year at the Silver State Nitro Challenge. Special thanks go to my wife and daughter for putting up with my hobby and Andy at High Desert Raceplace in Grand Junction, CO for all his help and having a place for us to race.

Brian "B-Crazy" Branson

SCORPION KING

Thanks for the awesome magazine. I need to just break down and subscribe, but every month I faithfully pay newsstand price for it. Just wanted to send you a couple pictures of my AX10 Scorpion. On my AX10 I have done the stage-2 upgrade from the rccrawler web site, Losi Rockclaw tires and Wheely King springs. The motor is an Integy 45T, with a Novak XRS esc. The body is a HPI Baja E-Savage with green ghost flames and marbleized side panels, and chrome pin stripe. I always see some great rides in your magazine and some of the best How-To's and articles. I Hope that mine is good enough!

Josh Gafford

WANT TO SEE YOUR RIDE IN RACERS' RIDES?

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

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

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

PLAYING WITH EACH OTHER

Hello, Let me begin with saying that I started with electrics, of course, and have since moved on to nitro. When I got bit by the bug, it bit me hard. I first purchased a Traxxas Stampede. I went back and bought another one just a few days later for my wife. We enjoyed them for a while, but I wanted more power (who doesn't) and my wife wanted stability and longer run times. We made a deal... I could buy the REVO 3.3 if I would get her the Rustler VXL. Well, needless to say, I would not miss the opportunity to go spend some more money at my local hobby shop. We could not be happier. I have begun to entertain the thought of a brushless REVO, but I am very happy with nitro for now. I had a local Police officer clock it at 44 MPH.

Greg

James says: "A little more offset on that Bronco!"

HULK SMASH

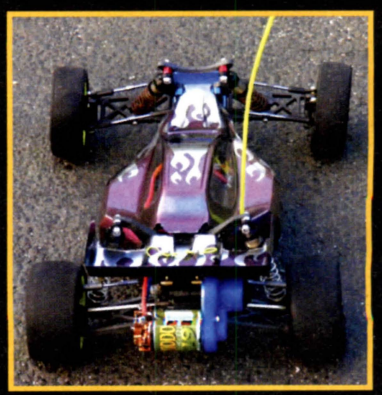
Hello my name is Chase and I live in Gaithersburg, Maryland. I have taken some pictures of my Parma drag car. I have a Parma Ford Bronco body on, painted up green with flames and a The Hulk on the roof. On the chassis I have a Mamba Brushless system, a JR 270 servo, and an Epic 3800 battery pack.

Chase

SPAZING OUT

Hi my name is Jerry Patterson. Here's my B4 FT that I race. It has a Tazer 15 turn speed control, carbon fiber and aluminum front bulkhead, RPM bumper and gear cover, aluminum wing, aluminum rear brace, Trinity 19 turn motor; the body was painted by Family Toys and Hobbies with Spaz color changing paint with Spaz ultimate chrome flames.

Jerry

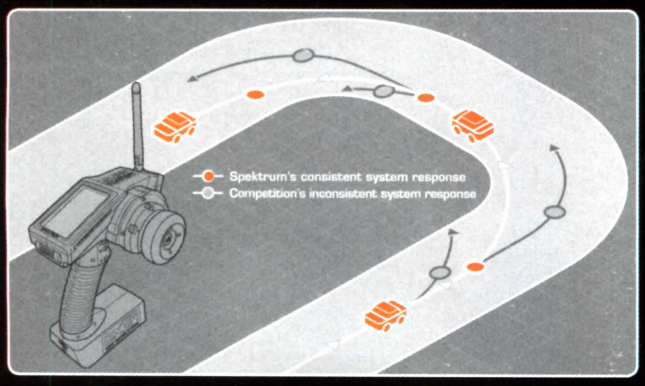


FASTEST!

HERE'S WHY SPEKTRUM'S DX3R WITH DSM2 MODULATION IS THE FASTEST 2.4 SYSTEM IN THE MARKET TODAY

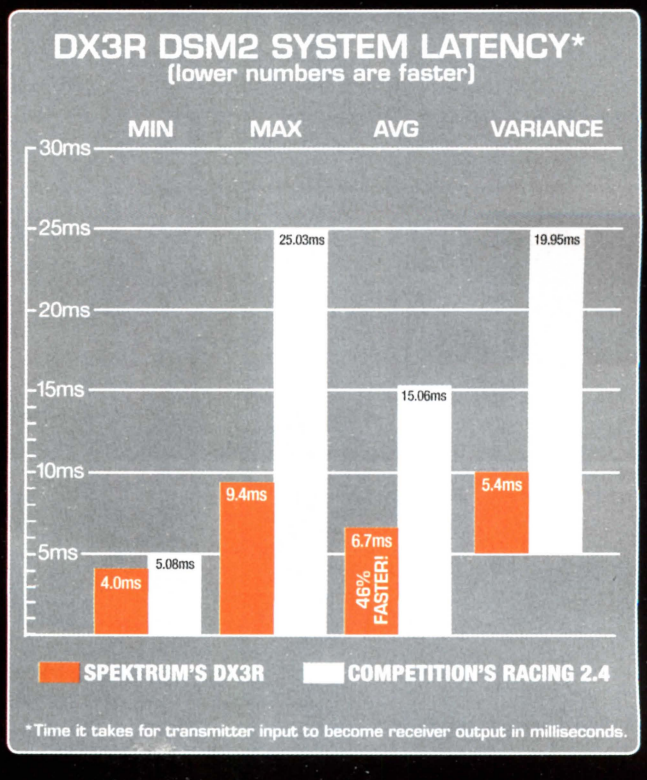
When Spektrum, the industry leader in 2.4GHz DSM technology, set out to create the next generation race radio, one thing was certain—it had to be faster than anything available. Lots faster. From weekend warriors to serious racers, RC drivers need a system that is as fast as possible, with instantaneous response. Spektrum delivers that necessary speed with the new DX3R.

In addition to the solid radio link and immunity to interference that's made Spektrum the leader in 2.4GHz radio systems, the DX3R's new DSM2 technology brings the fastest response time and most consistent latency of any radio system on the market. This translates to faster lap times for you—immediate response to your control input, and more predictable, reliable control than ever before. And additional features, like Spektrum's exclusive Modelmatch, ensures the safest operation possible to protect your investment.



Most radio systems establish a limit for the maximum response time or latency between your control input and the reaction of the vehicle. And while these limits ensure that you will be in control of your vehicle, they allow for the response time to vary across a broad range. This means that while taking a corner, your control input may have a short delay, causing a sharp (possibly sharper than expected) turn, or the delay may be longer, causing you to shoot too high into a turn and lose valuable lap time.

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 whenyou expect it to, keeping you in control and letting you drive with a more connected feel and higher precision.



DX3R DSM2 3CH SURFACE RADIO

Designed from the ground up to be the fastest surface radio available, the DX3R's [SPM3100] new DSM2 technology uses modern isochronous protocol instead of outdated older generation asynchronous industrial technology.

DSM2 benefits for racing:

Fastest chip
+ Fastest programming
+ Fastest feel
+ Fastest latency

= Fastest racer

SR3100 DSM2 3CH RECEIVER

Spektrum's advanced SR3100 [SPMSR3100] receiver with DSM2 technology comes with the DX3R. But the DX3R is also compatible with all previous Spektrum surface receivers, so you can control all of your models with the top-of-the-line DX3R.

DX3R FEATURES

30-model memory
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Graphically depicted exponential
Graphically depicted travel adjustment
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Steering dual rate
Steering dual rate override
User frame rate adjust
Graphical servo monitor
Switch assignment
Model reset
Model copy
Sub Trims
3 timer functions: countdown, count up and integrated

Learn more about Spektrum's latest revolution in RC, the DX3R, and find out how to make one yours at www.SpektrumRC.com

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