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Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • Bunch of Words

MINI MONSTER

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KYOSHO Lazer ZX-5 SP

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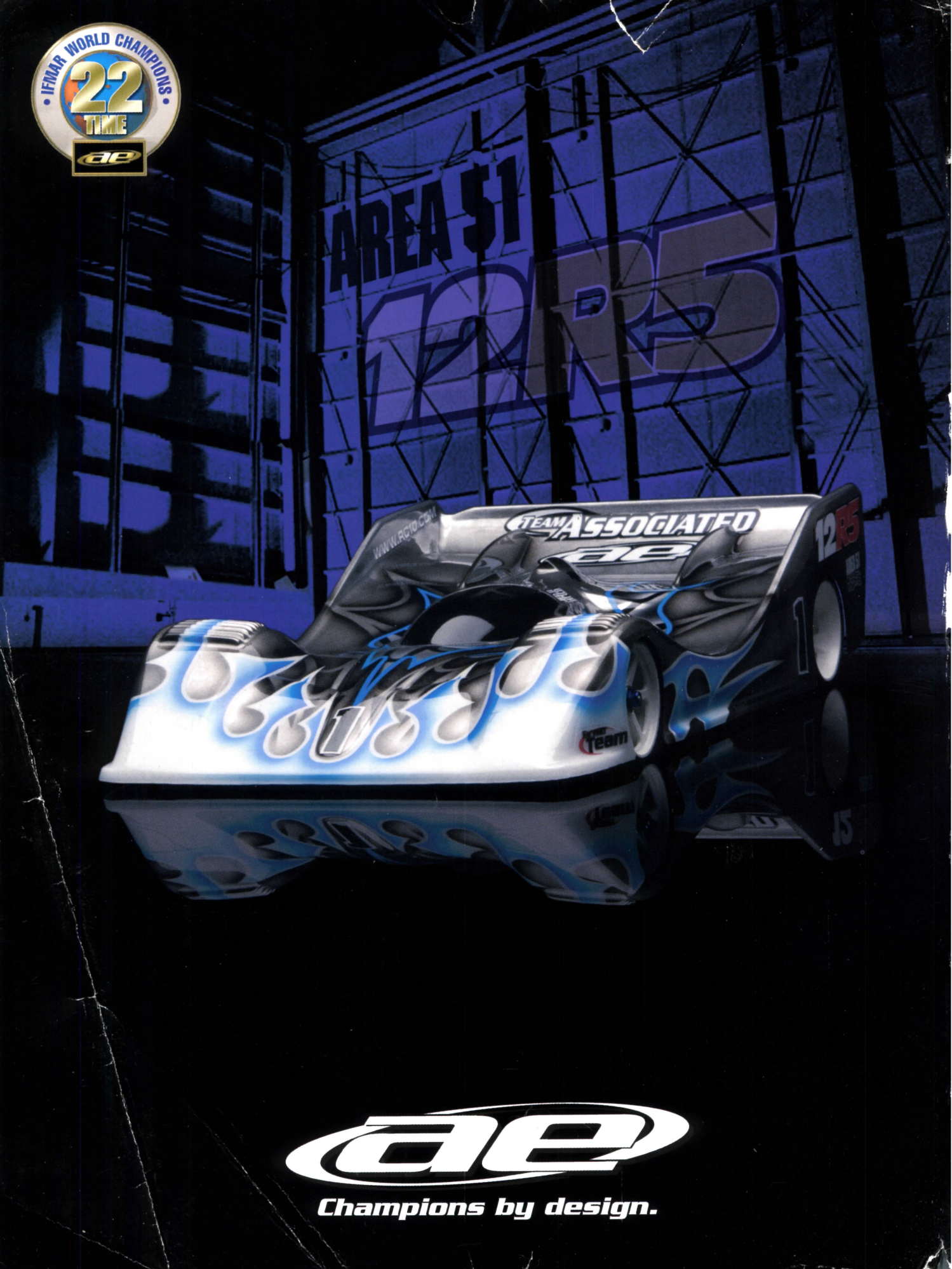
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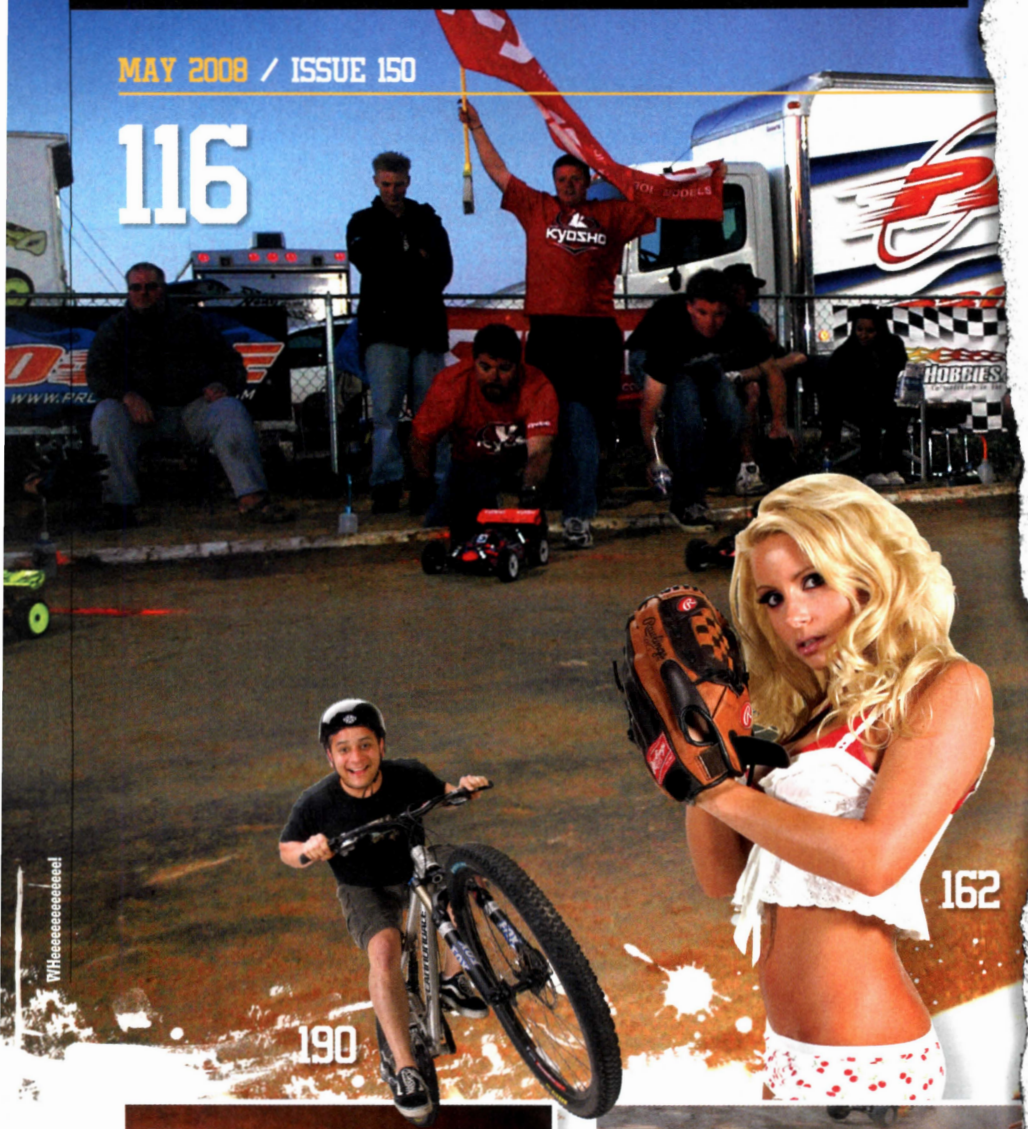

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DC Vision Peak Ultra	DYN4057	DC	Y*	1-8/1-3 (NI-MH/LI-PO)	.1-5/.1-3A (NI-MH/LI-PO)	LCD	LCD	Y
Li-Po Charger	DYN4058	DC	Y*	2-4	.5A/1A/2A	N	N	N
AC/DC Li-Po	DYN4060	AC/DC	Y*	2-3	.5A/1.5A/3.5A	N	N	N

*Li-Po charging current cut-off at predetermined voltage

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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 $24.99 for 12 issues (one year), $79.99 per year for foreign airmail, $39.99 for Canada and Mexico.

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Xtreme RC Cars is published monthly. Application to mail at Periodicals Postage rate is pending at Ontario, 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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Part number: LRP80700
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Input Voltage: 4 – 6 cells (4.8 – 7.2V)
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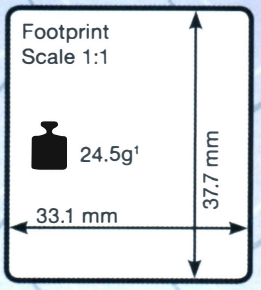

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Forward and Brake Only

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- Low resistance multi-layer PCB
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- Sensored technology • Standard 540 size/weight

VECTOR X11	13.5 Turns STOCK Spec	7.5 Turns	6.5 Turns	5.5 Turns	4.5 Turns	4.0 Turns	3.5 Turns	3.0 Turns
Order No.	50631	50661	50671	50681	50691	50701	50711	50721
RPM[2]	24.120 rpm	42.480 rpm	49.680 rpm	58.320 rpm	56.160 rpm	61.920 rpm	70.560 rpm	82.080 rpm
Specific rpm per volt, kv	3.350 rpm	5.900 rpm	6.900 rpm	8.100 rpm	7.800 rpm	8.600 rpm	9.800 rpm	11.400 rpm
Power[2]	180W	291W	332W	393W	528W	581W	653W	745W (1.0 hp)
Efficiency[2]	93%	92%	92%	91%	90%	89%	88%	87%
Magnet material	Bonded	Bonded	Bonded	Bonded	Sintered	Sintered	Sintered	Sintered
Pre-Wired	yes	yes	yes	yes	-	-	-	-
Min. speed control requirements	LRP SPHERE Brushless + Brushed digital (Order No. 80500)[12]			LRP SPHERE Competition digital (Order No. 80700)[20]		LRP SPHERE Competition TC-Spec (Order No. 80750)		

for detailed technical data see current price list [2]measured at 7.2V [12]For race usage in combination with the VECTOR X11 – 6.5 Turns the Brushless Worlds Option Kit (Order No. 82700) is recommended. [20]For race usage in combination with the Vector X11 – 4.5 Turns motor the Brushless Worlds Option Kit (Order No. 82700) is recommended.

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HAVE A FRIEND DRIVE YOUR RC CAR DAY

Every now and then I'm in a good mood, one where I'm more of an optimist than a realist.[1] This month I could go on about the current state of racing and my opinion that the fundamental lack of "club racing" is starting to have an ill affect on the hobby.[2] But instead, since I'm writing this in March (my birthday month) and the sun is shining the right way today, I'm going to talk about the new holiday I just invented. It's called "Have Your Friend Drive Your RC Car Day."

You may have noticed many strange and random days in our calendar each month; we have almost as many silly "wear a pink hat while petting a kitten days" as there are pills for problems that you see on TV. But there has been no official "RC Car Day"... until now. I'm even going to go so far as to designate RC Car Day a monthly holiday that all those who read this must adhere to, and it's going to be the 3rd Friday of every month.[3] To spread the joy of RC, get your car ready, including all classes that you race or bash with, and go out and let people drive. Even as you're puckering for the inevitable crash, talk about how fun RC is.[4] And don't just point out how much fun it is to drive, but talk about how much you learn by building and racing RC Cars and how much joy the hobby brings you.[5] I think this inspirational monthly occasion will get more people into RC and help us remember what RC is all about. So mark your calendars and prepare for the third Friday of every month. You may have to miss "make a sausage sculpture day" or even "knit a dog a sweater day" but it will be worth it. With all the groups that have official days ...there's no reason we can't have one too![6]

Godspeed,

Derek Buono
Executive Editor
derekb@rc411.com

"Skinday" has a loose interpretation.

1. Some call me pessimistic, but those people live in a fantasy world.
2. Warning: Spoiler alert for next month's edition!!!
3. I'm making it every month because I know that people are lazy so I'm giving them 12 opportunities a year. And with all the different schedules out there, somebody should be available every 3rd Friday.
4. You're a car salesman, so sell like your life depends on it.
5. You can even break out the trump card: tell folks there are paid professional RC drivers who travel the world and get paid to have fun!
6. Oh, and don't think I haven't created a "Derek Rules" day...it's any day that ends in "Y!" Party!

» TEAM RANTS

MIKE VELEZ [WAR CHILD GLADIATOR BARBARIAN]

MY FAVORITE HOLIDAY: Haven't we done this one before?
MY LEAST FAVORITE HOLIDAY: Groundhog Day. Beavers are much better.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: Buy Mike Lunch Day

DEREK BUONO [GREEN LIGHT = GOOD. RED LIGHT = DOH.]

MY FAVORITE HOLIDAY: St. Patrick's Day, whoever invented a day to celebrate a dead guy by drinking your face off is brilliant.
MY LEAST FAVORITE HOLIDAY: Valentines Day, whoever invented a day to make guys have to spend more money to prove their love should be sent to Canada.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: Idiot Appreciation Day

MICHAEL WORTEL [LIKES TOUCHING SHOES. BOWLING SHOES.]

MY FAVORITE HOLIDAY: Halloween. Nothing like a holiday designed to scare the #@$^ out of you!
MY LEAST FAVORITE HOLIDAY: Christmas Day. I'm usually pretty hung over from Christmas Eve.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: Marijuanaka.

JAMES REVILLA [SAD THAT ENGLAND IS 5,466 MILES AWAY]

MY FAVORITE HOLIDAY: Anything involving gifts... to me.
MY LEAST FAVORITE HOLIDAY: Groundhog Day. Why does a freakin' groundhog get a holiday?
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: Heart Keira Day. Yeah, I said it.

DAVE PALACIOS [READS BAD WORDS IN THE THIRD-PERSON]

MY FAVORITE HOLIDAY: Even if you don't celebrate, you should like Christmas.
MY LEAST FAVORITE HOLIDAY: Any holiday that doesn't legally allow time off.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: The Festival of Dave, it's a week long time of relaxation and starts immediately.

MIKE McMAHON [DENTAL WORK MADE HIM A SQUIRREL]

MY FAVORITE HOLIDAY: Christmas. The little lights aren't twinkling Clark.
MY LEAST FAVORITE HOLIDAY: New Years Day, for obvious reasons.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: Measter...Cadbury will start making candy versions of me for all to enjoy.

CARL HYNDMAN [HIS GIRL DOG HAS A GUY NAME. GO FIGURE.]

MY FAVORITE HOLIDAY: Christmas since its all fun.
MY LEAST FAVORITE HOLIDAY: Government holidays since we don't get them off and I get bummed that my taxes pay for others to have them off.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: Macho Day! I'm the only one who gets the day off.

BRIAN SKINNER [DREAMCRUSHED MONTHLY. NEVER FAILS.]

MY FAVORITE HOLIDAY: Thanksgiving. It' kind of a "no pressure" Holiday, and I love Roast Turkey, cranberries, and yams!
MY LEAST FAVORITE HOLIDAY: Christmas, It's so commercialized these days.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: I just invented a new holiday it's called: Skinday, everybody celebrates me and plays with RC's.

JEFF EVELEIGH [WILL GET BEER ANY WAY HE CAN]

MY FAVORITE HOLIDAY: Gotta go with xxx-mas.
MY LEAST FAVORITE HOLIDAY: V-Day makes me want to punch a cat.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: "Buy Jeff a Beer Day" - happens each month around 8:00PM.

SHANE ARCHER [D & D? WHAT'S NEXT? DORK-CRAFT?]

MY FAVORITE HOLIDAY: There's no experience quite like a dysfunctional Archer Christmas.
MY LEAST FAVORITE HOLIDAY: Valentines Day. You must sacrifice money, time, or your relationship... if not all three.
I JUST INVENTED A NEW HOLIDAY IT'S CALLED: Dungeons and Dragons Day. Dust off those dice!

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- All brought to you by Novak

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

Mod 1 Pinion Gears

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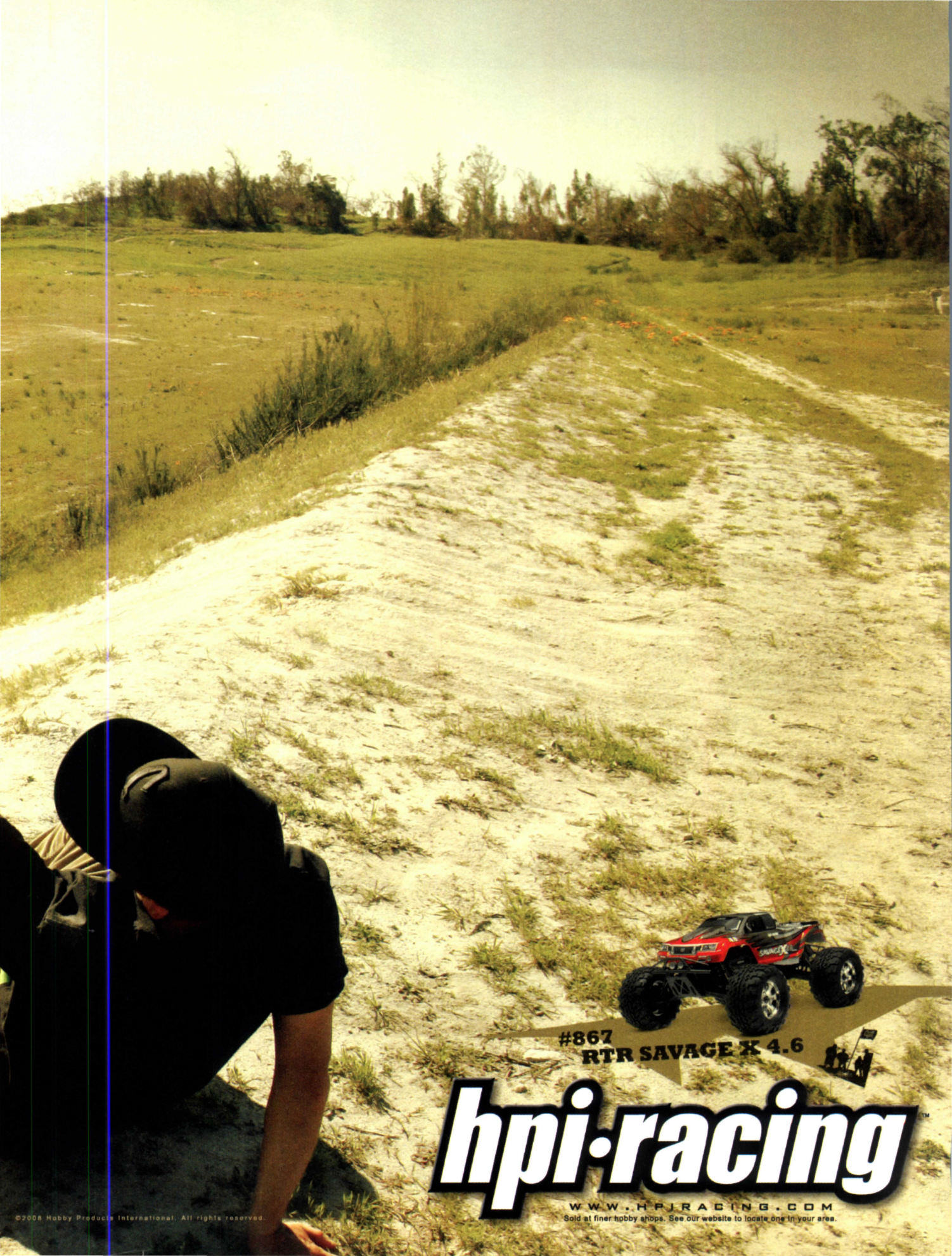

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International Toy Fair Coverage

Nuremberg Germany

The 2008 International Toy Fair had some interesting new releases for the RC world. This year Mike and I went on a 36-hour adventure to Germany to get all the latest releases and sample some of the German culture. We returned tired, but we brought back some of the new releases that are just showing up, or will show up in the US shortly.

Facts about Germany: the population is 82,057,000...

1 Team Associated and Reedy

The A-team had some of their products we've so far only seen "drawings" for. We finally got to see the production version of the Reedy line of Li-Po packs, and while we showed you their latest 1/12-scale in our Snowbirds coverage, the final production version was at the show for the first time.

www.teamassociated.com

2 AR Racing

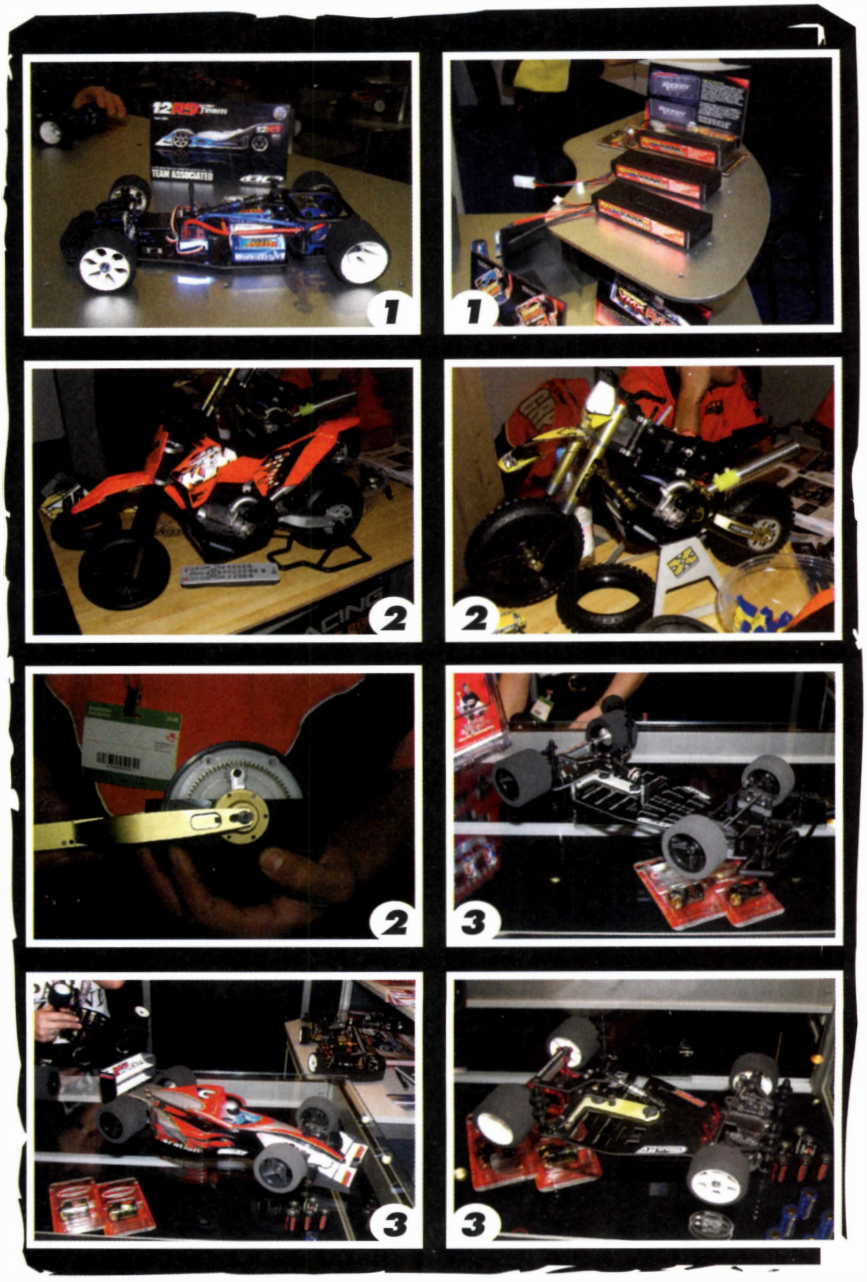
AR Racing had some prototypes at last year's show, and this year they had both a nitro and an electric version of their incredible looking RC dirt bike. This bike uses the same wheel gyro technology (a weight in the wheels spins to keep it upright) as the Ricky Carmichael bike you can get at Radio Shack. This sick bike looks amazing and the videos they have of it make all of us want one now. Will this be the next big thing in RC? We'll have to see, but if you are interested in getting one they are selling them RTR for about $1,000. That may seem steep, but it's cheaper than most race kits when you have high-end equipment.

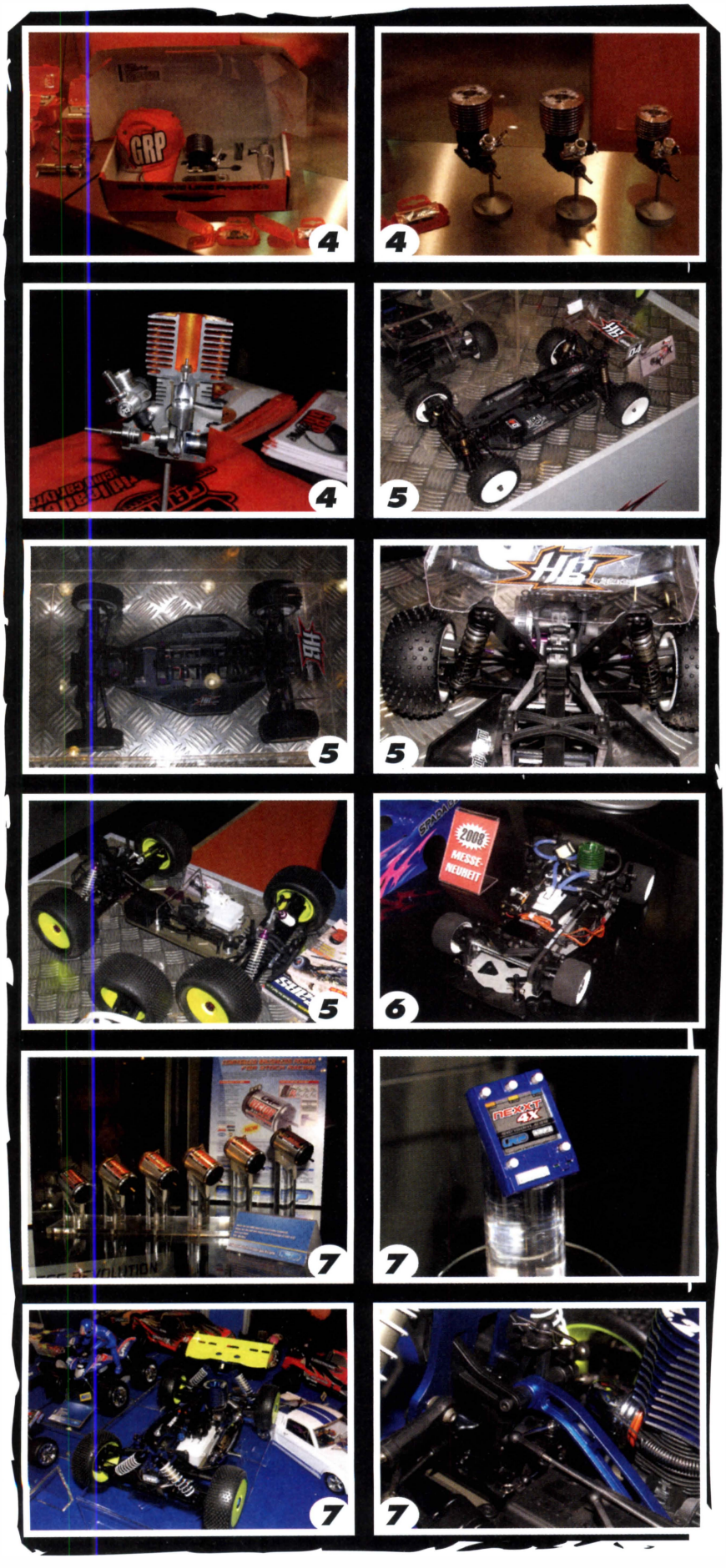
www.armodelling.com

3 Corally

We saw the latest Corally 1/12-scale and their newest 1/10 pan F1 car at the Snowbirds too, but we got a much closer look at both at the show. The good news for Corally fans is that they are finally using universal hubs so you can use the more standard rims found here. They are also using a new front end that's similar to the current AE front end found on most 1/12-scale cars.

www.corallyusa.com





4 GRP Engines

You've been buying GRP engines from a variety of sources here in the US, but the Euro giant is finally coming to the US with its own name on the engine. This could mean lower prices, more service, and more choices. We were impressed with the packaging and we really dug the look of the engines. You know that Adam Drake just switched to the GRP team and that means his expertise will be put to good use. GRP also had an array of engine specific tools that should be hitting the streets soon.

www.grpgandini.com

5 Hot Bodies

Hot Bodies always seem to have something interesting. As the "racing division" of HPI, we've come to expect more racecars. A few were revealed at the show, the first being their new 1/10-electric 2wd buggy. The top of the line version is shown here and it's a nice twist on the conventional buggy with an aluminum chassis and plastic sides. There are lots of cool little features we don't have space to discuss here; we're waiting to get our test car so we can point them out. HPI also had their World Champ edition of the D4 complete with euro spec tires (which won't be in the US kits).

www.hotbodiesonline.net

6 Kyosho

One of the more interesting releases for Kyosho was this 1/12-scale 4wd nitro chassis. While it's hard to imagine smaller cars working well on rougher tracks, this smaller 4WD chassis could catch on in certain areas. We're interested to try it out.

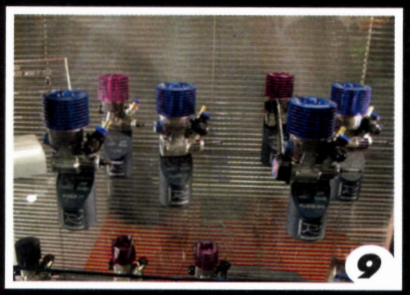
www.kyoshoamerica.com

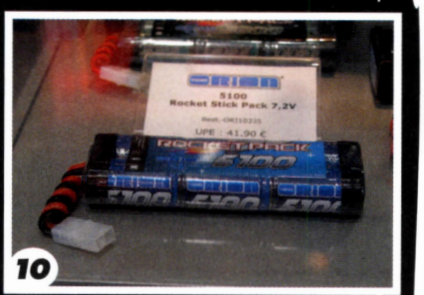
7 LRP

Many of us here may think of LRP as a speed control or electronics company here in the US, but they are really much more. For example, LRP's new 1/8-scale buggy, the S8BX (which were told will come to the US), was something to see. While it's hard to be different in this class, the S8 has some cool little tricks up its sleeve to separate it from the pack. For instance, the rear brake is actually on the rear diff instead of the center! How is it in terms of performance? We don't know, but it looks cool and we'll be putting it to the test as soon as we can. LRP were also very happy to show us their budget line of brushless controllers and motors, a full line of race and sport batteries, and new optional heatsinks for their current line of brushless motors.

www.lrp-electronic.de

...31% of the country is forested.





8 Mugen Sieki

The talk of the show about Mugen was that their engine line (formerly GRP based) is switching to another company. They technically couldn't say who they were going with, but if you think high performance nitro engines then look at the case and see "made in Japan," the answer is pretty ObviouS... and yes those capital letters are deliberate! This means you can expect some kick ass engines with a different look.

www.mugenracing.com

9 Novarossi

When most people think Italian engines they probably think of this company first. As expected they had their full line of engines for cars, heli's and whatever else needs a little Italian in it, including that sick MX bike we are so in love with!

www.fusionmotorsports.com

10 Team Orion

Since Kyosho took over controls of Orion, things have started to change, and Orion showed their new line of chargers that offer a boatload of features at a really reasonable price. Even better, the chargers are being released in stages, so you don't need to spend money on features you might not use. Orion also had their Li-Po packs on display along with their complete line of Ni-MH cells in all the capacities you can think of. We finally got information on their CRF engines and we're told they will be back on the market soon. They might not feature the same crazy sleeve design, but may have a more traditional ABC construction. It was nice to see the CRF crank shaft in there too.

www.teamorion.com

11 RB Engines

You can expect to see all the engine companies out in full force in Eurpoe. RB was there showing off their latest line of racing engines. Whether you prefer off road or on road, they have an engine ready to drop in and provide the power you expect.

www.rbproducts.com

12 Schumacher

Schumachers are much more popular in their homeland, but once upon a time (back in the day of 4wd electric off road) everybody dreamed of owning one. For longer than we care to mention, Schumacher hasn't put much time or effort into anything but on-road and their insanely overpowered RTRs. Well, times are changing, and as onroad declines in popularity it seems Schuie has decided to go back to their roots with a new 4wd off road

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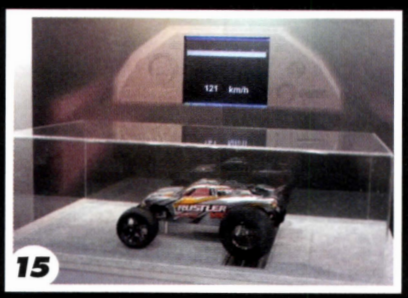
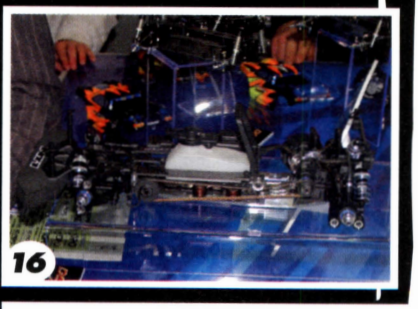
For more information regarding the latest breakthrough in battery technology go to: www.teamorion.com

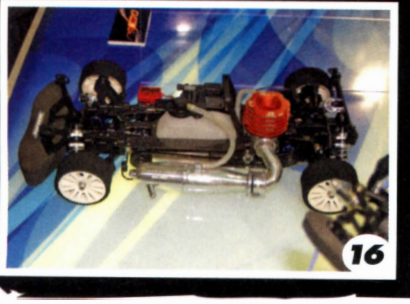
All Team Orion racing components are designed and manufactured with pride by those who race. Patent Pending

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

Derek drives a German car. So does Mike V. And Carl's Audi is German too. Chucky also drives one. Joanna has a German SUV. We just realized that.







car. They wouldn't let us take pictures of the prototype, but you can expect this buggy to be different. It is based around Li-Po packs (an optional Ni-MH chassis moves weight around), and it has a triple belt system that keeps the driveline and the motor centered. It looks very "euro" in that it's a narrow car with some very interesting ideas. We hope to be able to share more details about this car soon!

www.racing-cars.com

13 Serpent

Serpent is known for on-road, specifically 1/8-scale, but they have changed their game plan to tackle just about every class out there. They have been making strides with their new 1/10-scale electric sedan, are about to release their 4WD electric (loosely based on the Durango design), are rumored to be testing an 1/8-scale buggy, and even have a mini electric racer. That's a lot of stuff to chew at once, but they are not afraid to go for it, even with their full line of tools and a new line of engines.

www.serpent.com

14 Tamiya

Tamiya always does things differently. While there were no signs of the new "buggy" they are rumored to be testing, they did have an interesting take on rock crawling. Their crawler is true "Tamiya," a mix of scale and performance that ends with something unique. Tamiya's Land Cruiser 40 has an awesome looking body, solid axles, and a strange twist on the suspension with the separation of the spring and damping tube. It's interesting to look at and is scale, but we're most interested in how it works.

www.tamiyausa.com

15 Traxxas

Traxxas weren't showing a new truck, but they did attract lots of traffic with their wheel dyno. We could here their demo spooling up the wheel from all over the venue. So now you can speed test your cars without going out to an airstrip!

www.traxxas.com

16 Team XRAY

Team XRAY's booth was loaded with new kits, including the official debut of their new 1/18-scale buggy. While their old one has seen a lot of European wins, its success in the US has been limited. This should all change with the new 808 which borrows heavy influence from another buggy with a similar name. The 808 does have some differences that we will point out when we get our sample, but you can expect the level of quality that XRAY is known for. Team XRAY also had the newest version of the NT1 on hand, which drew a lot of attention from people in the booth.

www.teamxray.com

Takin' off-road (and value!) to EXTremes!

For "No Fear" fun in the fast lane, it's the Evader EXT — affordably priced, ready-to-run and built to be practically bullet-proof! Extra-tough MagnaFlex™ molded parts take brutal poundings right in stride, while the DuraTrax Stress-Tech free parts replacement guarantee gives you an extra edge of confidence. As for the future: Every Evader series graphite and aluminum hop-up bolts onto the EXT for enormous upgrade potential. Play now...make challengers pay later!

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Only $119.99!

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Ready-to-Run 1/10 Scale 2WD Electric Stadium Truck

2-Channel Tactic™ Radio System

Photon Speed™ 2 Motor

Sprint™ 2 ESC w/Reverse

Maintenance-Free Gear Diff

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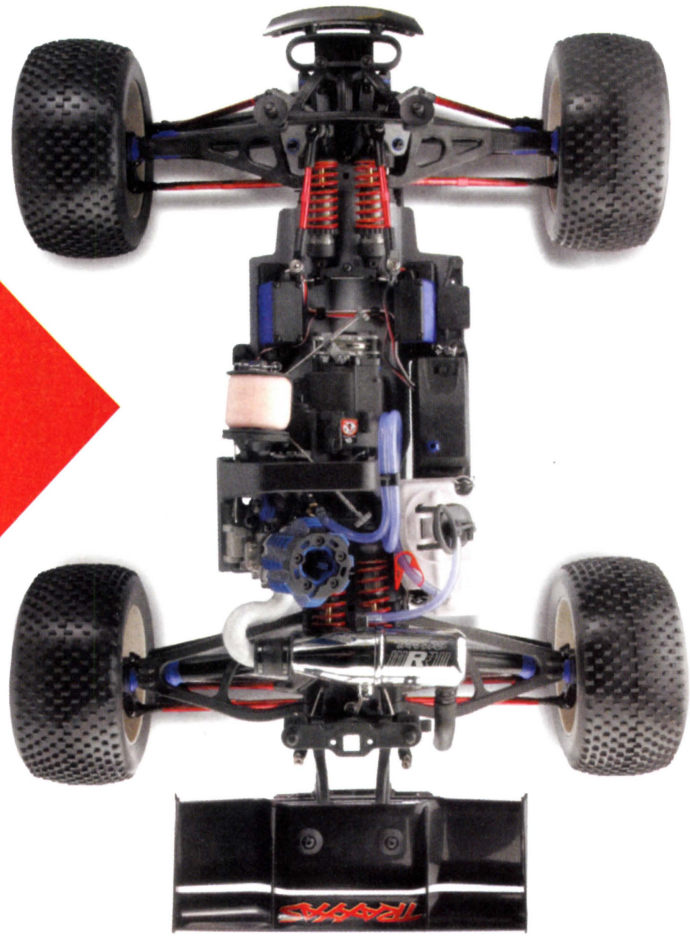
PLATINUM EDITION REVO

We're fairly certain when Traxxas released the Revo they didn't really care if it won a single race. But as you may, or may not know they have won a lot. It's won local, national and if there was a world level of MT racing it would have won there. Those who do race know that to get to that level a few "mods" had to be made to the stock truck. Traxxas has taken their track experience and finally released a "race version" of their incredible Revo which they call the Platinum Edition. What's new you ask? Well how about all the exclusive factory team parts and trick setups are integrated into a lean and mean racing chassis. Key enhancements include a larger 150cc fuel tank; strengthened axle housings with 17mm aluminum wheel hub adapters; center differential and rear brakes; innovative new Response Pro tires; larger, high-flow air filter; compact receiver box and servo mount; and powerful, dual digital high-torque steering servos. There are over 50 new features and setups in all.

So if you're looking for the ultimate performance Revo this is the one for you. You can also be that this version is going to set you back some extra coin, but what you'll get is still a ton of truck for the money and it ain't bad to note that it's what the factory guys use to win with!

www.traxxas.com



Reedy Flash Modified Motors

Flash modified motors are Reedy's line of budget-priced, machine-wound motors based on the race-winning "Kr" modified can. Reedy Flash modified motors feature Quad-Magnets, surface-mount capacitors, small comm with standup brushes, ball bearings and bullet connectors installed on the 15 and 17 turn motors. These powerful quad-magnet motors are the perfect upgrade motor for your electric Ready-To-Run!

#410 Reedy Flash 12T Double
#411 Reedy Flash 13T Double
#412 Reedy Flash 14T Double
#413 Reedy Flash 15T Double
#414 Reedy Flash 17T Double

Reedy WolfPacks

A battery pack is only as good as its individual cells. That's why Reedy's new WolfPacks are assembled using Reedy's all-new high-tech SC-R Nickel Metal Hydride cells. This exclusive cell features high capacity for extended run times while delivering maximum output thanks to its current-carrying capabilities and ultra-low internal resistance. Low resistance welded connections between each cell and thick 14AWG silicone power wires ensure maximum performance and reliability. Each WolfPack comes equipped with an industry-standard style connector. Look for the WolfPack display box in local hobby shops and make your car howwwwl!

#693 Reedy WolfPack 7.2V 2400 mAh Ni-MH
#694 Reedy WolfPack 7.2V 3000 mAh Ni-MH
#695 Reedy WolfPack 7.2V 3600 mAh Ni-MH

#300 Reedy Stockstar 27T
24° Stock Motor

#517 Reedy Challenger
19T Spec Motor

IFMAR WORLD CHAMPIONS
28 TIME

Reedy Stockstar 27T Stock and Challenger 19T Spec motors
Reedy is back and better than ever! The all new RM6 based Stockstar 27T Stock and Challenger 19T Spec motors have been designed and conceived in house by our team of dedicated engineers. By incorporating state-of-the-art technology, these all-new creations are poised to become the must-have motors for the hardcore racer. Dyno and on-track testing reveal all-around performers. A dynamic balance between RPM and torque make both motors the perfect choice for 1/10 scale on and off-road racers and well as the dedicated 1/12 scale racer. Both motors feature the new Reedy 6-sided diamond shaped brush. Competition beware, the Stockstar and Challenger are the first in a series of new power products designed to continue Reedy's winning heritage.

Reedy VMX Concept High-Performance Competition Cells
The Reedy VMX Concept begins by applying an intense energy pulse to new IB4200 WC edition NiMH cells using high-tech equipment designed in house by our engineering staff. This exclusive process results in reduced internal resistance, increased voltage output, and more POWER! These enhanced cells are then cycled, and power-matched using a 35-amp discharge, weeding out the percentage of cells that are good enough to be hand selected as Reedy VMX Ultra-Output grade.

#672 Reedy VMX Concept, 6-cell
#673 Reedy VMX Concept, 5-cell

www.ReedyPower.com

REEDY

A Division of Associated Electrics
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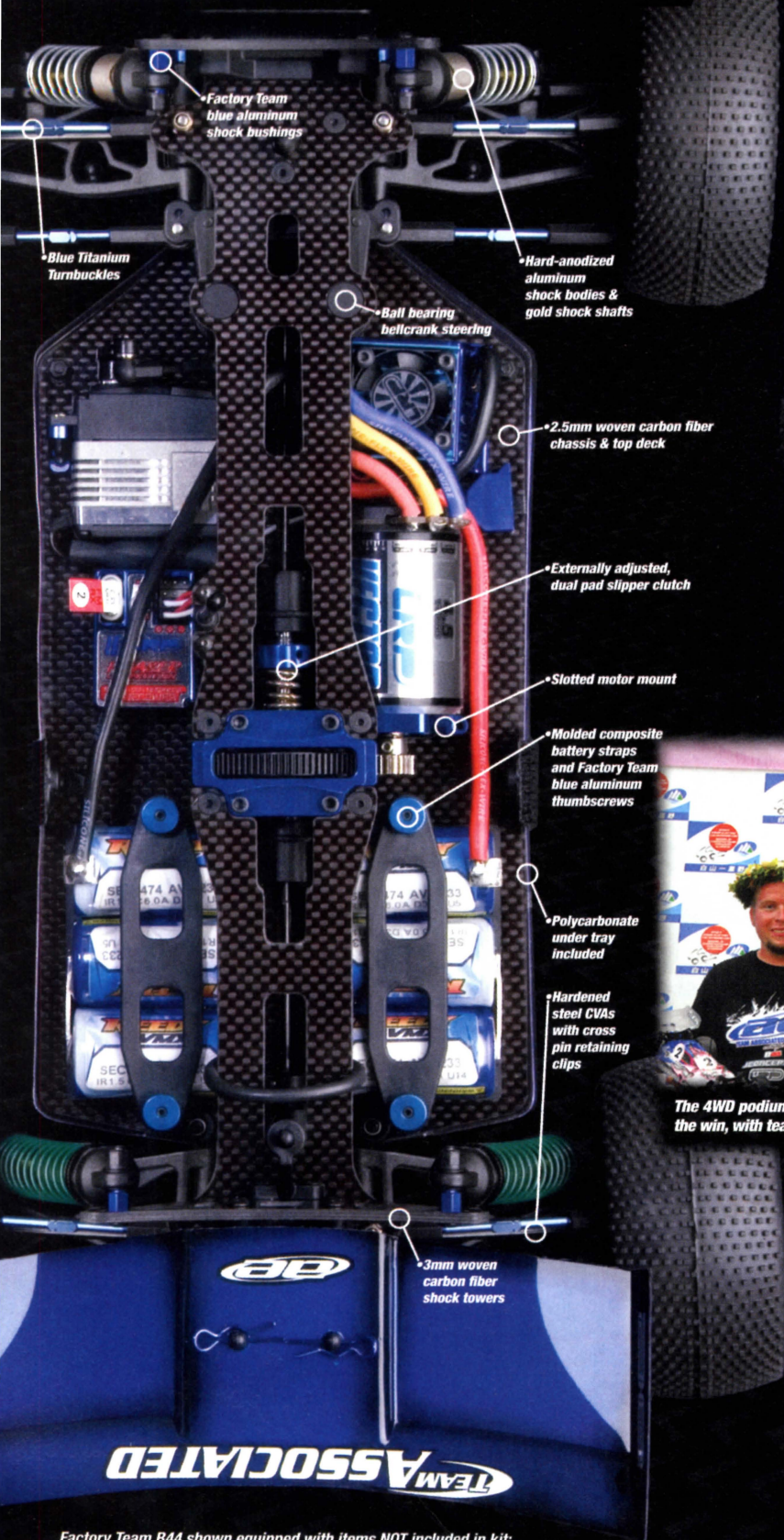
B44 FACTORY Team



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

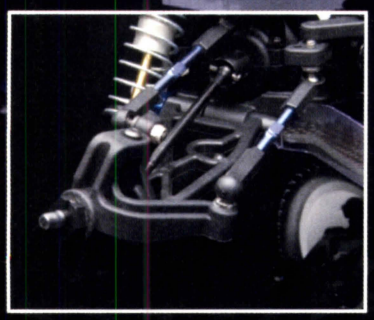
The Factory Team B44 project came to life in 2003 as a cooperative effort between Team Associated and J Concepts' Jason Ruona and Brad Reelfs. After Team Associated's Ryan Cavalieri won the 2005 IFMAR World Championships in Collegno, Italy with the BJ4 Worlds Edition, Area 51 shifted into overdrive to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

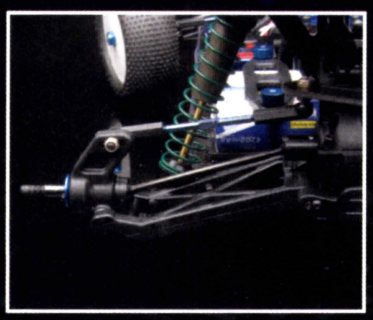
2007 IFMAR 4WD WORLD CHAMPION 1-2-3 SWEEP!

1:10 Scale Electric 4WD Offroad Competition Buggy Kit

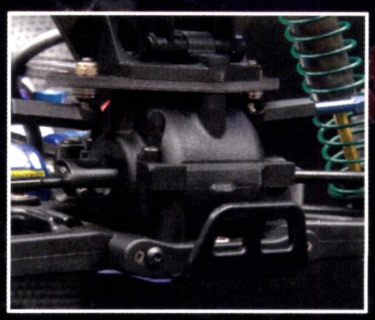
TEAM ASSOCIATED



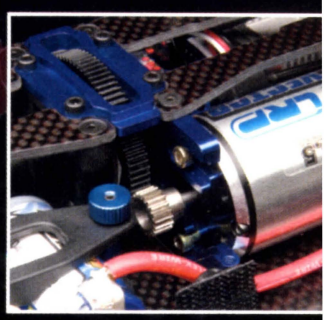
Blue Factory Team titanium turnbuckles Front wheels and hexes are optimized



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.

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

POLL PAGE

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

IS RC BAD FOR THE ENVIRONMENT?

YES: 6%
NO: 28%
MAYBE: 6%
SHUT UP. STUPID QUESTION: 61%

RANDOM POLL QUOTE:

"It's good for the environment, cause without RC I'd have enough money to buy a real car."
-Tremer

72% are wrong. RC is bad for the environment.

32% have gotten in trouble for using the Internet at work

58% haven't

10% haven't but would if their log was checked

RANDOM POLL QUOTE:

"Haha, You said if they looked at your log. Good one."
-team3six

WHAT'S YOUR RC FANTASY?

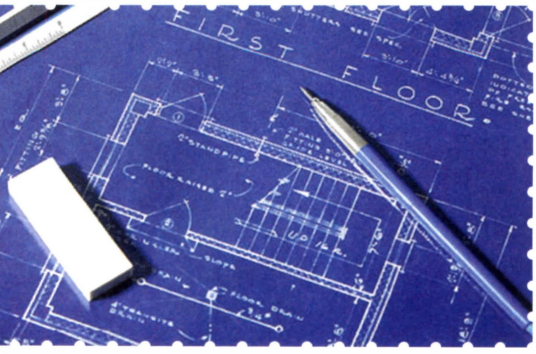
The top-3 answers were:

1) Working in the industry
2) Engineering your own car
3) Winning a major race

RANDOM POLL QUOTE:

"I WOULD JUST LOVE TO HAVE A PRIVATE TRACK. I COULD KICK ANYBODY OFF THAT I DON'T LIKE AND COULD CHANGE IT AROUND HOW EVER I'D LIKE TOO."
-N3w2THIS

WHAT DO YOU THINK ABOUT XTREME'S NEW LAYOUT?



I like it: 50%
I hate it: 4%
I'm indifferent: 21%
I hadn't even noticed: 18%
What's the point of changing the layout? 7%

Do you think there are too many ads in Xtreme?

3% think so
63% do not
33% are only occasionally butt-hurt

RANDOM POLL QUOTE:

"Ads do indeed serve a purpose. You'd be surprised how many people don't understand how it works. It would be pretty damn hard to support a staff of 20 highly skilled workers on 'scrips alone. Plus, since our industry is completely product driven, doesn't it make sense to have lot of RC car ads??? At least you aren't going to see an ad for penis pills or RC boats...cough...cough."
-Wort

DO YOU READ ANY MAGAZINE OTHER THAN XTREME?

49% Yes 57% No

RANDOM POLL QUOTE:

"You mean there is more then XRC??? I will read the other mags when I am at the hobby shop, and when I waste time in between class at school."
-PyroMike

RANDOM POLL QUOTE:

"LAYOUT SMAYOUT. AS LONG AS YOU ALL ARE DOING THE WRITING AND WE GET TO ASK THE PROF. I AM GOOD WITH IT. WHATEVER YOU DO IN BETWEEN MATTERS NOT. THANKS FOR AN EXCELLENT PUBLICATION MONTH AFTER MONTH. I SURE HOPE THINGS DON'T CHANGE TOO MUCH NOW THAT YOU ALL HAVE BEER MAGAZINE TO PUT OUT TOO."
-WrenchHead

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

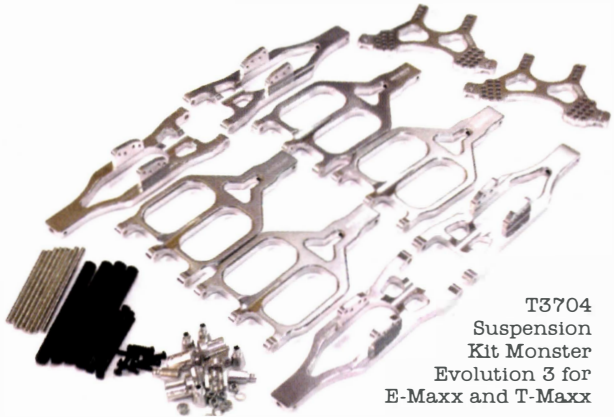
T3013 Chrome EVO-4 Upper Arm for T-Maxx 3.3

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

APRIL 2008 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
25	April Fools 1	International Children's Book Day 2	Jennie Garth's Birthday 3	4th - 5th 5th Annual PanCar Shootout Pheonix, AZ – RCSM www.azpancar.com 4	5th RC DriftClub Drift Showdown Round 2 Los Alamitos, CA - Zero1Motors www.rcdriftclub.com 5	6
The birth of the Internet, 1969 7	Patricia Arquette's Birthday 8	9	Mandy Moore's Birthday 10	Alessandra Ambrosio's Birthday 11	First Space Shuttle launches, 1981 12	Ron Perlman's Birthday 13
Amy Dumas' Birthday 14	Income Taxes Due 15	16	Jennifer Garner's Birthday 17	Pet Owner's Day 18	19th - 20th HPI Racing/Hot Bodies Drift Challenge Pomona, CA– RCX Expo www.hpiracing.com 19	20
Mr. B's Birthday / Mike V.'s mom's Bday 21	Earth Day 22	23rd - 27th ROAR Off-Road Fuel Truck Nats Wittman, AZ – The Nitro Pit www.thenitropit.com 23	24	Leticia Berkheuer's Birthday 25	Lonleygirl15's Birthday 26	27
Angie's Husband Dain's Birthday 28	Last Oldsmobile built, 2004 Oldsmobile 29	30th - 4th ROAR Carpet Oval Nats Holiday, FL – Thunder Racing Club www.rcthunder.net 30	1	2	World Press Freedom Day 3	International Firefighter's Day 4

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CHECK YOUR SOLDER

Direct soldering your battery to your ESC on your electric race machine to minimize resistance is pretty much standard issue these days. Over time it is common for solder to build up beneath the solder tabs on your battery as you add a little with each connection made. This dripping solder could melt the shrink wrap protecting the cell, which could potentially create a short. Be sure to clean up this excess solder every once in a while to prevent this. Use a de-soldering tool or do the old heat-up-and-flick trick, but be very careful not to get solder on you and most definitely wear safety goggles when addressing sloppy solder tabs.

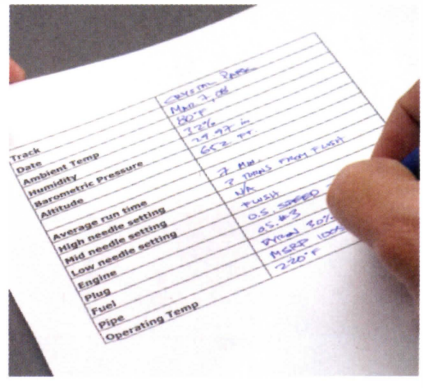
Looks like Wortel solder job. Have you seen him glue tires?

EASY TURNBUCKLES

Building turnbuckles sucks, simple as that! To make the job a little less crappy, try securing your turnbuckle at the fat square or hex adjustment area with a pair of locking pliers (commonly referred to as Vise-Grips). Don't set the locking pliers too tight; you just want to hold the turnbuckle snugly to prevent butchering it up. Once the turnbuckle is secure you can use your free hand to thread on a plastic ball cup or use the ball cup tool included with many car kits today. Evenly thread the ball cups onto your turnbuckle *and* then install it on your car, where you can make final adjustments to your suspension or steering angles.

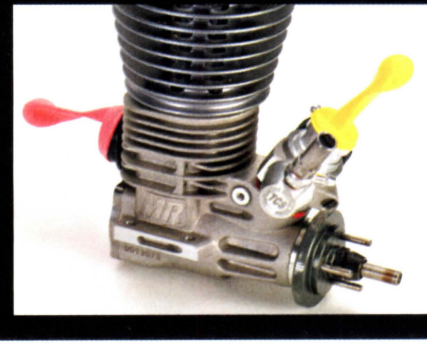
ENGINE DATA LOG

At the end of each race day, it is a wise idea to keep notes on basic environmental data as well as your engine settings. Record the ambient temperature for the day as well as general weather characteristics such as dry, overcast, humid, etc. Record basic engine information such as your high and low-speed mixture settings as well as the type of glow plug and fuel blend you used. You can also throw in some notes on the operating temperature of the engine and how it performed on the track. After a handful of race days you'll have a good collection of data to refer to if necessary. We've all had bad engine days, those times when you simply can't find the right tune. This is the time to search your data log for a similar day so you'll have a good starting point with regards to engine mixture, fuel, and glow plug. These setting references will not be the solution to all your tuning problems, but you'll have a better chance at finding the perfect tune when you have a semi accurate starting point.



MASTER BLASTER

This great tip was sent in from James Leroux. When it comes time to rip your mill from your nitro machine for cleaning, slap a small water balloon over the carburetor and exhaust openings to provide a tight seal. This way when you dust your engine off with a bristle brush or douse the thing with cleaning solution, you won't blow a bunch of dirty crap into your engine. At about a buck for 40 balloons, you won't have an excuse for the sandbox in your combustion chamber the next time you throw your nitro power plant through the local car wash.



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15 THINGS THAT SHOULD NEVER HAPPEN TO YOUR NITRO MACHINE

BE AWARE OF THESE POTENTIAL ISSUES SO THEY DON'T PLAGUE YOU LATER

words: Jeff Eveleigh

When nitro power first began gaining mainstream popularity in the early 90s, there was a huge number of unknowns and a rather steep learning curve. Almost two decades later nitro is still going strong, and our knowledge base has erupted with rules and beneficial techniques to ensure our nitro mills spend more time producing ponies than in the shop being fixed. With nitro power still the hobby leader in tire rotations, we thought it was time to review the 15 things that should never happen to you or your nitro machine. This list won't take care of itself, so be sure to familiarize yourself with each problem and how to counter it to keep your alcohol guzzler performing at its best for many races to come.

1. LOST AIR FILTER

This one is a no brainer, but still one of the most common failures within the hobby. If you lose your air filter you can pretty much kiss your race good bye, not to mention your engine. You need to secure your air filter to your engine and car in as many ways as possible to ensure it stays put. First, be sure that the rubber adapter that attaches your filter to the carburetor is snug. Use a zip tie to clamp the adapter to the carb intake; there is usually a flange on the carb on which you can hang the zip tie. Finally, most air filters have a mounting hole at the end, which allows you to bend a small piece of music wire and actually screw your filter to another area on your vehicle. If your filter has this feature, use it! There is nothing worse than a piece of sand paper going 35,000 RPM in your combustion chamber, and that's exactly what you'll get if your mill's air filter is MIA.

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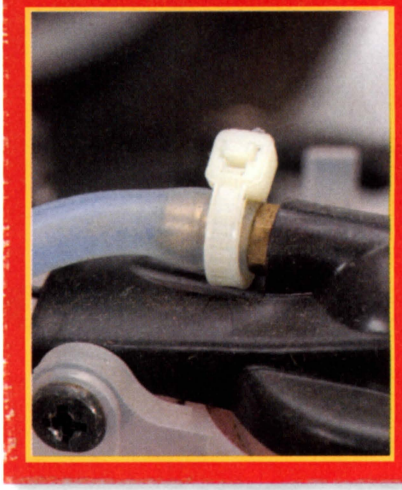
2. MIXTURE TOO LEAN

Air makes your engine produce power, while fuel slows it down. The other side of the coin is that fuel keeps engine temperatures in check and provides lubrication. Your job is to find the air/fuel mixture that provides enough air to give you the power you want but enough fuel to lubricate and cool your engine. It is easy to fall into the trap of running your engine too lean to get the extra ponies, but if you do, you will render your mill useless from excessive wear and lack of lubrication. Make sure you keep on eye on your mixture settings to ensure you aren't starving your engine of fuel and oil. Look for a steady stream of smoke, check the engine temperature, and listen for an excessively high pitched engine that makes more power than you are used to. If you notice something out of the ordinary, then richen your mixture slightly by turning your needle valve out a bit to prevent internal engine damage. If you are going through glow plugs quickly (meaning every few fuel tanks), you are most definitely too lean. The price of a plug is a gift compared to the price of a new engine.

3. DISCONNECTED FUEL LINE

The number one reason for your fuel system line to fall off of its fitting is a lubricated fitting. If you get fuel, which has oil in it, on any of the fittings you must clean it off with denatured alcohol before you place the fuel tubing back on. Clean both the fitting and the inside of the line by spraying some of the alcohol into the line. You should also use either fuel line clips or zip ties to secure fuel lines to their fittings. Most fittings have barbs on them, but some molded fuel tanks do not. To make your fuel line even more secure you can purchase brass barbs from Dubro (Part #813 or 814) and CA glue them to any straight fittings for added security. Even if there is a barb on the fitting, fuel line clips or zip ties are still recommended.



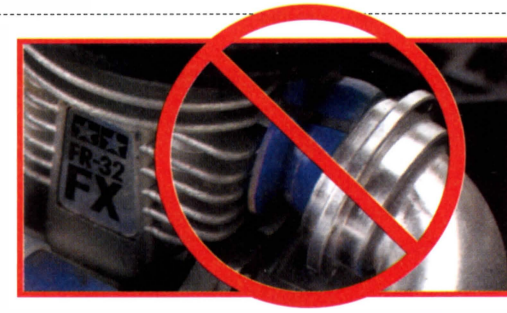
4. DEAD RADIO BATTERIES

This is a guaranteed race killer and a stupid one at that! Make sure to charge all your batteries the night before the race. Your transmitter batteries should last all race day, but depending how long your qualifiers and main are, you'll probably have to charge your receiver battery. Bring some sort of quick charger to the track and peak everything up between races and before the main. It won't hurt to top up your transmitter battery as well, especially if your main race is a long one. If you are using alkaline batteries in your radio keep an eye on the meter and if in doubt throw a new set into your transmitter and use the old ones for your TV remote at home. Problems such as dead batteries are completely in your control, so never let them happen!

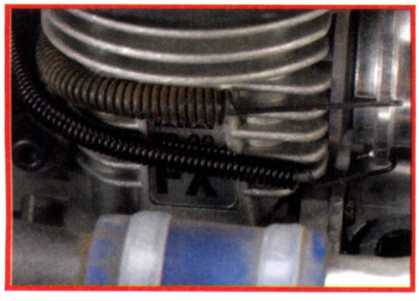
Tip: upgrade to Li-Po Tx and Rx packs... they last way longer!

5. OPEN EXHAUST

Nothing sounds cooler than an open exhaust on the race track. What else could make a huge crash better than a torn exhaust coupler and the deep roar of your nitro mill? What most people don't realize is that an open exhaust could destroy your engine. When your exhaust coupler breaks or your tuned pipe pulls away from the manifold, the exhaust pressure is not making its way to the pipe and therefore isn't pressurizing your fuel tank. When your fuel tank isn't pressurized it isn't feeding as much fuel to your engine, which causes your air/fuel mixture to drastically lean out.



Open exhaust can happen in one of two easily preventable ways. Your exhaust could open if your manifold comes apart at the engine's crankcase, or your coupler could tear or pull away from the connection between the manifold and the tuned pipe. How you prevent open exhaust at the engine end will depend on the type of manifold you have. If you are using a spring retaining manifold you should drill a second set of holes and use a double spring to increase security. A bolt-on manifold should have a fresh gasket and use slightly longer screws through the engine so you can tighten two small nuts onto the screws when they protrude out the back of the manifold.



When it comes to the manifold and tuned pipe, make sure you use a heavy-duty coupler so it won't tear easily. Check for a flange on both exhaust components when you insert the manifold and tuned pipe. If you don't have a flange on either end, make one by inserting a screwdriver into the opening, pulling to the side, and rotating the screwdriver until a slight flange is bent into the manifold and/or tuned pipe (this only works for aluminum exhaust systems of course). It is also important that both the manifold and tuned pipe are clean; use denatured alcohol to remove all fuel and oil. Once the entire assembly is together, use two heavy duty zip ties to hold it all in place. Another solution to this problem is to install a one-piece tuned exhaust system which utilizes three small springs to connect the tuned pipe to the manifold. This creates an almost fail-proof connection. Regardless of which system you decide on, always be sure to use a heavy piece of wire to securely mount the end of your tuned pipe to your chassis to further prevent the chance of an open header in the event of a collision.

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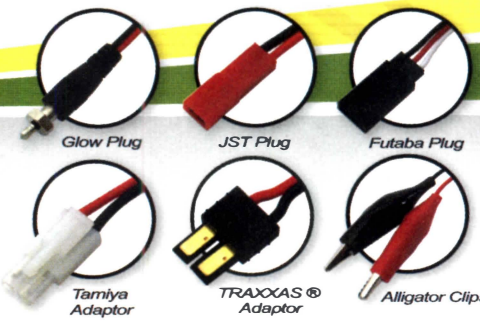

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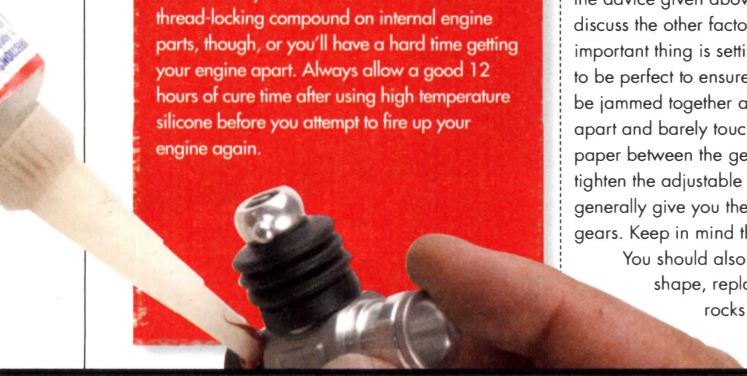
6. AIR LEAK

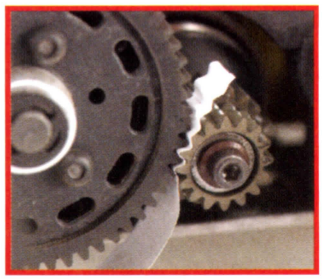
The three most common areas for leaks within an engine are through the back plate, between the carburetor and crankcase, and through the cylinder head. All of these areas are easy to address. Use a little bit of high temperature silicone to seal the back plate against the crankcase. You should also use a bit of silicone between the carburetor and crankcase, but be sure to push the carb down firmly before you secure it. It is very common for air to leak at this point if the carb o-ring is not tightly sealed against the crankcase. When it comes to the cylinder head (and the engine in general) it is important that all gaskets be in good shape and all screws firmly in place (remember to tighten cylinder head screws in a cross pattern). Loose screws usually result in an air leak. Never use thread-locking compound on internal engine parts, though, or you'll have a hard time getting your engine apart. Always allow a good 12 hours of cure time after using high temperature silicone before you attempt to fire up your engine again.



7. LOOSE ENGINE BOLTS

There are three simple steps to eliminate the possibility of your engine bolts becoming loose. First, make sure your screws and engine mounts are clean and free of oil by cleaning them with denatured alcohol. Second, use a drop of blue thread lock on each screw. Finally, make sure to use high quality tools so you can tighten the mounting bolts with some authority. Follow these simple rules and your engine will never come loose.

8. STRIPPED GEARS



Stripped gears are usually a direct result of the engine shifting (which is caused by loose engine bolts). Since you have followed the advice given above and this will never happen to you, let's discuss the other factors that may cause stripped gears. The most important thing is setting your gear mesh. Your gear mesh needs to be perfect to ensure long lasting gears. Your gears should not be jammed together and binding; nor should they be spread apart and barely touching. A good trick is to stick a piece of paper between the gears, push the gears together, and then tighten the adjustable mounting screws. The piece of paper will generally give you the perfect gap, though you should still check the mesh by checking the play between gears. Keep in mind that all gears have high spots so check a few different areas while setting mesh.

You should also inspect your gears for damage between each run. If the gears look worn or out of shape, replace them before they become unusable during a race. Also, check in each tooth for rocks or debris lodged between the teeth. For some applications you can even upgrade some of the stock gears to aftermarket steel ones for increased durability.

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9. DEAD EQUIPMENT BATTERIES

If you've ever arrived at the track with a dead starter box or glow igniter, smack yourself in the head. Plug all your battery equipment in the night before a race to charge it up. You should also always have a backup plan. If you use 7.2-volt batteries in your starter box, make sure you have a quick charger available. If you use a wet, gel, or dry cell that can't be charged quickly, be sure to have an adapter soldered up so you can plug your starter box into a car battery. Carry an alkaline style igniter as a backup for your glow igniter. They cost less than $5 and a good old Duracell can save your race day if your rechargeable igniter goes for a poop.

10. LOOSE FLYWHEEL

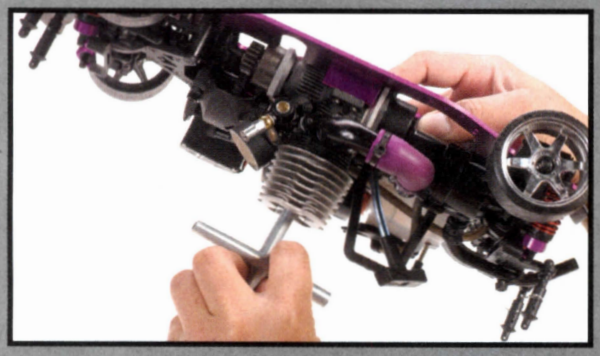
Thread lock and a little muscle are all you need to ensure a secure flywheel-to-crankshaft connection. Make sure your engine's crankshaft is clean and free of oil and use blue thread lock to secure your clutch nut. Hold the flywheel with channel locking pliers or one of the fancy tools that many radio control manufacturers make and tighten the clutch nut on hard (holding the flywheel with a rag and your hand simply won't cut it, pal!). You can go pretty nuts here; crankshafts are made of hardened steel, so you should be able to torque that sucker on really tight. Don't go too crazy and break out the torque wrench, but this nut should be the tightest nut on your vehicle. Be sure to allow 15 minutes or so for the thread-lock to cure before use.

11. DIRTY PLUG REMOVAL

This section pertains to both your glow plug and your air filter. Your engine is a relatively sealed system and this design helps keep damaging contaminants from entering your engine while it spools up to 35,000+ RPM. Anytime you open your engine up you run the risk of allowing debris to get into the usually sealed system. Before you remove your glow plug or your air filter, make sure that the area around these objects is completely clean. Use a bristle brush and some nitro cleaner around the base of your air filter before removal, and before you pull your glow plug out, squeeze a quick shot of nitro cleaner into the top of the cylinder head to keep things clean.

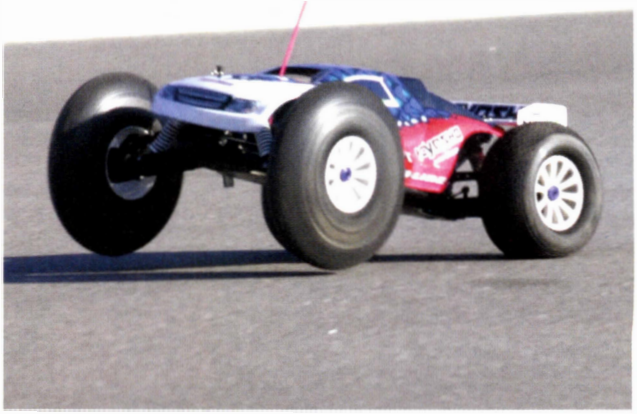
12. HYDRAULIC LOCK

A hydraulic lock occurs when raw fuel drawn up through your engine ports gets trapped between the head button and the top of the piston within the combustion chamber and the piston seals off the ports. Since fluid doesn't compress so well it causes your engine to "lock" or seize up. If a hydraulic lock occurs and you continue to roto, pull, ez, or bump start your engine you can cause considerable damage to its internals. Fluid will not compress (try overfilling your oil filled shocks with oil and pressing the shock shaft in), so if you continue to try to start your engine when you have a hydraulic lock you can easily damage the crank pin, piston pin, connecting rod bushings, or even the connecting rod itself. If you even think you have a hydraulic lock, safely remove your glow plug (see above), turn your engine upside down, and rotate your engine a few times to remove the raw fuel trapped within the combustion chamber. Install your glow plug again and you should be good to go.



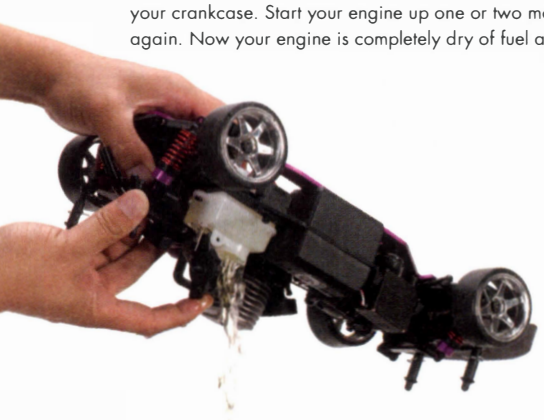
13. OVER REVVING

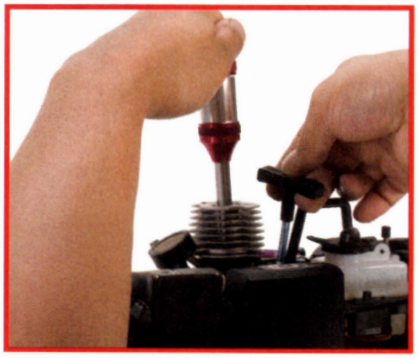
Unlike most full size car engines our little nitro plants don't have rev limiters to cut off the fuel supply once the RPM enter the dangerously high level. For this reason, if your engine ever opens up while the wheels are unloaded (such as when your car is on its lid instead of on all fours), it can easily spin up to an RPM that the internal metal parts don't like. A nitro engine without load will basically spin faster and faster until something breaks inside. The part that usually breaks is the connecting rod, which isn't be too bad except that its shrapnel generally rockets through your piston, sleeve, and sometimes even the side of the crankcase. Make sure that when you are upside down you are off the throttle. Unfortunately, you can't always prevent an unloaded runaway, so make sure you have both an electronic fail safe and a throttle return spring installed on your chassis to bring your engine back to reality in the event of a lost radio signal.



14. GUMMY ENGINE

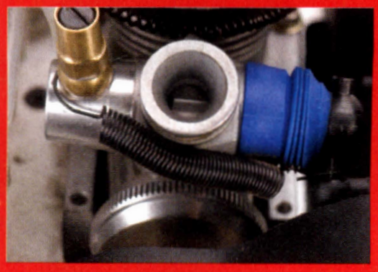
Fuel should never be left in your fuel tank unless you are running your vehicle, or it may cause corrosion or a gummy engine. So, when you are done ripping it up for the day, safely dump the remaining fuel from your fuel tank. Don't dump this fuel back into your gallon or fuel bottle since it may become contaminated during the transfer. Fire up your engine just like you would any other time and let it idle until it stalls on its own. This will burn most of the remaining fuel from your fuel tank, fuel lines, and within your crankcase. Start your engine up one or two more times at the most and let it idle until it flames-out again. Now your engine is completely dry of fuel and is ready for some after-run oil.





15. RUNAWAY VEHICLE

With the fail-safe technologies of today there is no reason for a car to runaway anymore. Keep in mind that you require two kinds of Fail-Safe units to be completely safe. Mechanical Fail Safe units, such as a throttle-return-spring, close the carburetor on your engine when there is no power to the servo. This is necessary if your battery dies, your battery falls out of the car, a servo wire is cut, or you lose servo power completely for any reason. Electronic Fail Safe units will return your throttle servo to a pre-determined position in the case of radio interference or loss of signal. Keep in mind: to be completely safe you must use both mechanical and electronic Fail Safe units. Many radios now include some sort of electronic fail safe system, so you may only need to install a throttle-return-spring into your car to be completely protected.



CLOSING

As the years go by and we become more and more knowledgeable about the mini power plants bolted to our chassis, it becomes much easier to setup and run a reliable nitro mill with outstanding power output. However, we don't yet have the reliability that we've come to expect from other engines in our lives, nor do we expect the same kinds of output from those engines. With that being said, study this list well so none of these issues ever affect you. Then you can worry about more important things, like winning the race! ✪

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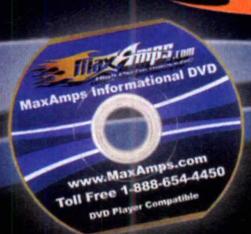

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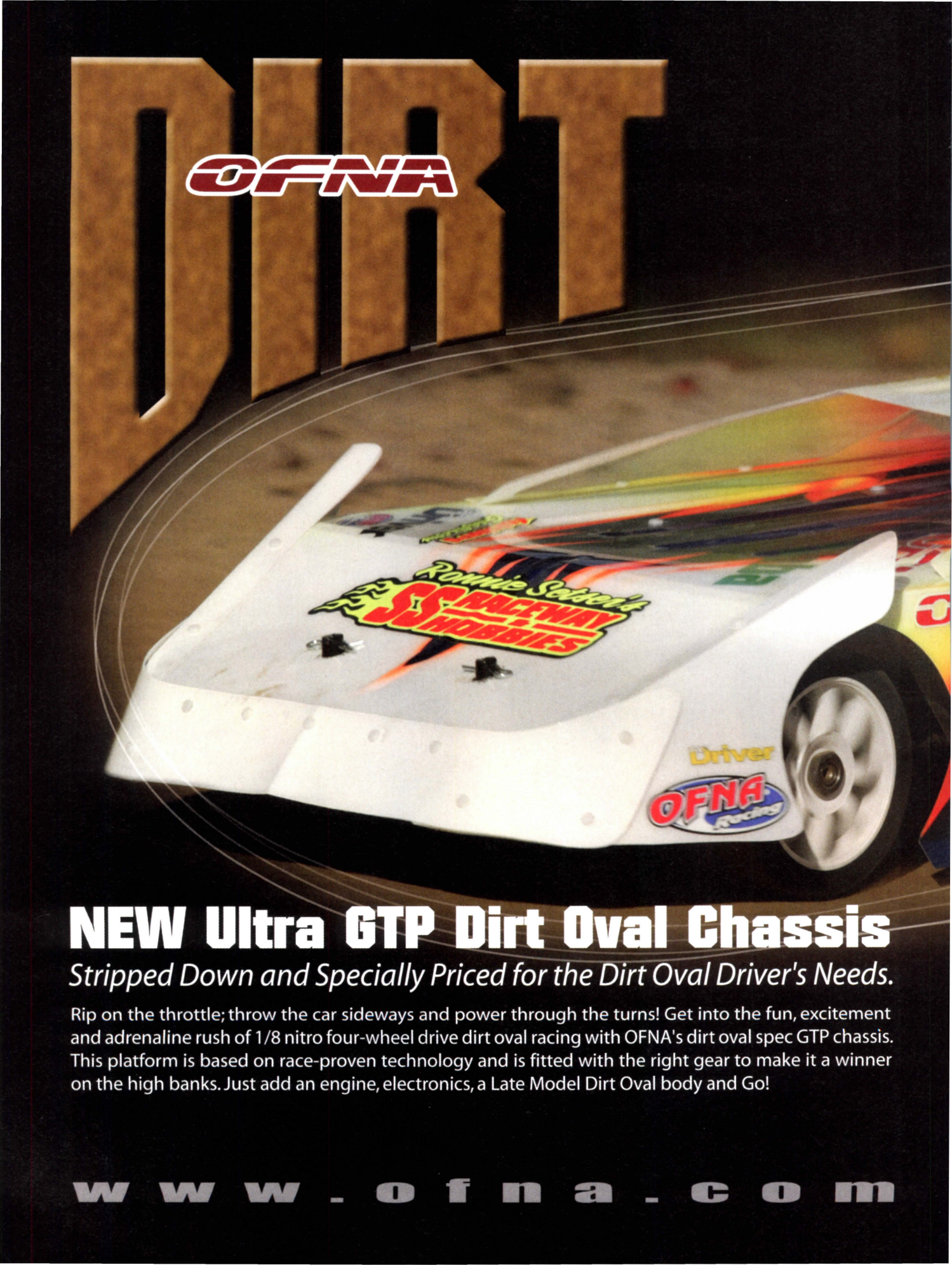

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Rip on the throttle; throw the car sideways and power through the turns! Get into the fun, excitement and adrenaline rush of 1/8 nitro four-wheel drive dirt oval racing with OFNA's dirt oval spec GTP chassis. This platform is based on race-proven technology and is fitted with the right gear to make it a winner on the high banks. Just add an engine, electronics, a Late Model Dirt Oval body and Go!

www.ofna.com

FEATURES

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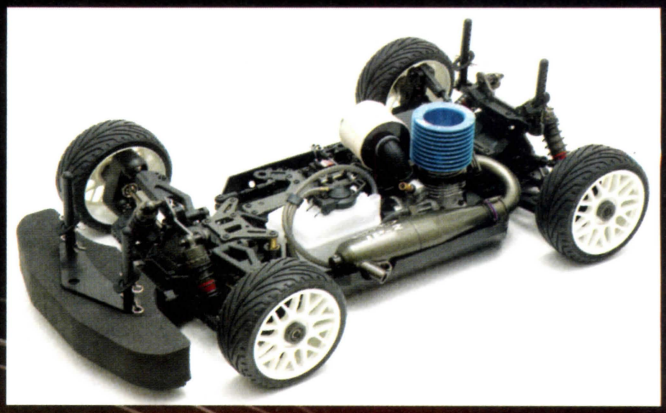


OVAL

949.586.2910
7 VANDERBILT, IRVINE, CA 92618

RC Deal

OFNA Racing

THE SKINNY

FORTUNE COOKIE SAYS:

"THOUGHTS BECOME THINGS... CHOOSE THE GOOD ONES!" —Joey Christensen

words: Brian "Skinny" Skinner

I FEEL BETTER NOW

Yep, I feel a little better now. I just returned from a pet expo, and wow—I thought our hobby trade shows were bad! I was there working on a project (something at another company), and I was amazed at this trade show. The pet industry is a multi billion dollar industry; much, much larger than the hobby industry, and you would never have known that by this show.

The funny part is—this is "the" tradeshow for the industry. First off, it was smaller than our shows, and it felt like I was visiting a morgue. There wasn't a lot of traffic in the aisles, and it didn't look like there was much business going on. The other thing I noticed was that there was not a lot of innovation—most of the booths had the same things—just different packaging. In comparison, the hobby shows have entertainment of sorts, music, and evidence of at least some innovation and variety. This little field trip has boosted my feelings about our hobby's state of affairs, and I feel better. This leads me to this month's profound fortune cookie saying that I got from Joey Christensen (read the above saying this month!). Joey is right on with this saying, and I'm going to use it this year. Thoughts do become reality, and I can attest to that, because it's happened in my life so many times I should know better than to doubt it! I guess the moral of this little tirade is that things could always be worse, and we should think happy thoughts. As the old saying goes, "You draw more flies with honey than you do salt!"

The world is your sandbox
—ROOST it!
SKINNY

It took a while for Skinny to feel better after the "gallon challenge."

THANK YOU HOBBY SHOPS THAT CARE!

I forgot to mention this when I covered the RC Pro Series finals, but I want to thank the hobby shops that load up their goods and come out to events. They are a Godsend to me, and sometimes they are the only ones that have parts I need at events that are out in the middle of nowhere. Indy RC World was at the RCP finals, and was the only hobby shop within a hundred miles of the track. It seemed like they loaded up the whole hobby shop and brought it to the event—which was good because I think I broke every part I had that weekend. So for you hobby shop owners out there, consider heading out to the races—there are a lot of guys out there that would love to spend some money with you. Thanks, Indy RC. I'll see you next year!

Contact: www.indyrcworld.net

SHREK LIVES!

Aside from my nickname, Skinny, a lot of people call me Shrek as well...do I really resemble a large lovable ogre? Even my little sister thinks of me as Shrek, and she lovingly bought these Shrek treats for me. I thought it was cool, and I thought you might like to snack on my likeness, so here's a taste. Actually, I've received many Shrek collectables from you out there in reader land, and I thank you. Thanks little sister for thinking of me—God Bless!

Puppy love

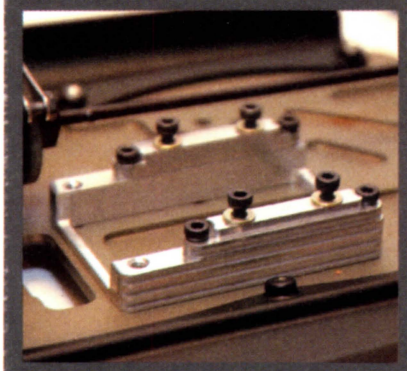
FUNNY PHOTO OF THE MONTH

M2C Losi Stuff

As you can probably tell by now, I'm building up some Losi 8s for the racing season, and have been collecting cool items to trick out my rides. My buddies over at M2C Racing have these new three degree anti-squat plates with pivot balls which improve handling and increase stability while cornering—all things I need to help my driving. The plates are anodized black aluminum machined plates, and I really like the idea of the floating hinge pin concept. Letting the hinge pin swing freely seems to work well protecting the pins from severe impacts. M2C has many items for your particular racer, so check them out.

Price: $35.00
Contact: *www.m2cracing.com*

XTREME LOSI STUFF



I don't know about you, but I like one-piece engine mounts. They just make adjustments easier and gives me piece of mind better. So it was with great joy that I discovered that Xtreme Racing makes a one-piece engine mount for the Losi 8's. To make life in the pits even better, Xtreme built a quick release engine mount into the design so you don't need to readjust the engine bracket when you service the clutch... very nice! Of course, the mount is made from the best aluminum and has a great machined finish to give you that "works" look. Xtreme has this, and much more available for your ride on their website. I could be biased, but I like their name!

Price: $44.99
Contact: *www.xtremercracing.com*

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:
"Will brushless 1/8-scale buggies be the future of racing?"

Magic 8-Ball's answer...
"Signs point to yes"
Skinny says: *Yeah—when pigs fly!*

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.xtremerc.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.

Where's the dog's left paw?

REVO

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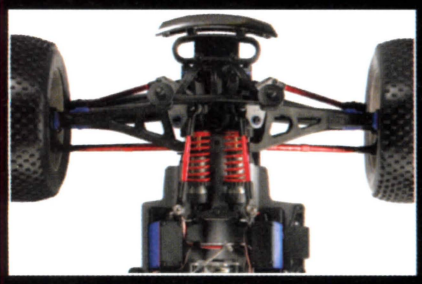
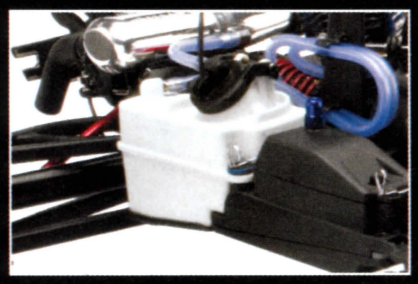


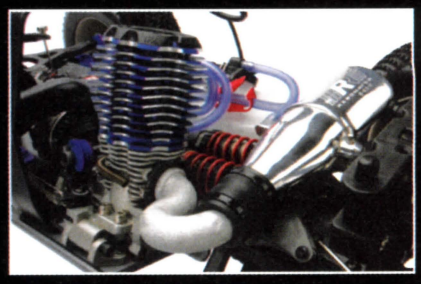
SWAY BARS, ALUMINUM LINKS

- Hard-Anodized, Teflon®-Coated GTR Shocks with TiN shafts
- Variable Damper Shock Pistons
- Dual #2075 Digital Waterproof Steering Servos for a Total of 250 oz-in of Torque and 0.16-Second Speed



HIGH CAPACITY 150cc FUEL TANK

- Forward-Only Center Differential with 500k Weight Silicone Oil
- High-Performance Vented Front Disc Brake



SPRING MOUNT HEADER WITH RESONATOR POLISHED PIPE

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EDITION

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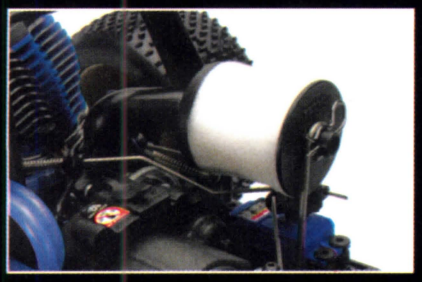
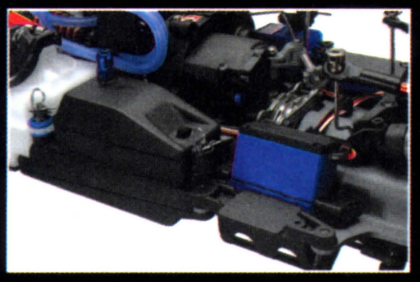


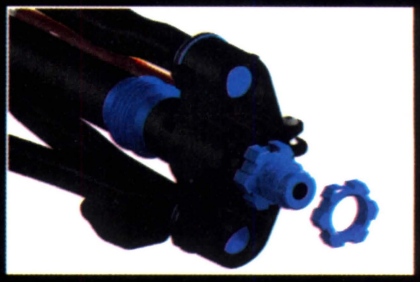
HIGH-VOLUME TWO-STAGE AIR FILTER

- #2075 Digital Waterproof Throttle Servo with 125 oz-in of Torque and 0.16-Second Speed
- Dual-Disc Rear Brake Kit with Adjustable Linkage



COMPACT RECEIVER BOX AND SERVO MOUNTS

- Compact Receiver Box and Servo Mounts
- Integrated Transponder Mount
- Ball Bearing Throttle Bellcrank with Lightweight Return Spring



ALUMINUM 17MM SPLINED WHEEL HUB AND HEX NUT

- Aluminum 17mm Splined Wheel Hub and Hex Nut
- Large Bearing Axle Carriers With Steel Pivot Ball Retaining Rings
- 3.8" White Dished Wheels With New Response Pro Racing Rubber

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6 TIME NATIONAL CHAMPION

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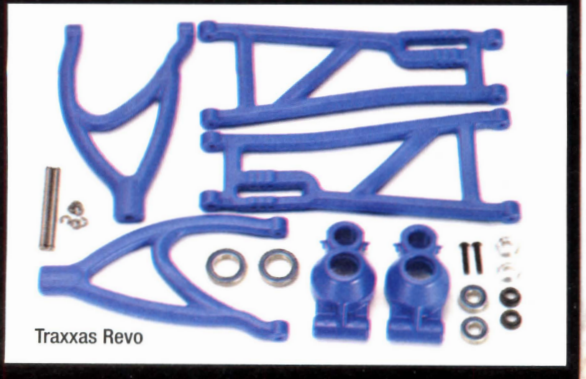
for the T/E-Maxx
(2.5R, 3.3 & E-Maxx 16.8)
& Revo *(all versions)*

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.
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- 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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WWW.RPMRCPRODUCTS.COM

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

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

words: James Revilla

VOLTAGE CHECK

Put your super-function Fluke away, and arm yourself with Dynamite's Sentry Li-Po./Ni-MH Battery Capacity Gauge. Designed as an easy to use, no-frills digital voltmeter, the Sentry will let you keep tabs on your radio and receiver battery pack voltage. Its easy to read LCD display shows you the voltage capacities of battery packs (from 3.7-20v) and requires no internal battery.

SENTRY, DYN4062, $30
DISTRIBUTED BY HORIZON HOBBY
WWW.DYNAMITERC.COM

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Keep your dome covered on our next RC outing with the new Venom black and white and color logo hats and "skull cap" beanies. The hats have Flexfit® bands to give you a perfect, comfortable fit every time, and the skull caps are made with 100% acrylic fabric.

One size fits most.

PART NAME, #PART NUMBER, $28 (SKULL CAP) / $30 (LOGO HAT)
WWW.VENOM-GROUP.COM

CRUISE THE LANDS

Tamiya seems to be going back to what made them famous—scale reproduction. After producing the very popular High-Lift lineup, Tamiya debuted their newest scale rock star: I present to you their new Toyota Land Cruiser 40, a scale crawler designed to tackle the rocks, Tamiya style! The new CR-01 chassis features a pressed aluminum ladder frame (a la High-Lift), a low-position planetary gearbox, central battery location, and a stock 40.5:1 gear ratio for gobs of torque to climb whatever you put in front of it. The scale-looking four-link suspension features "floating" coil springs and separate dampers. Tamiya completes the package with true beadlock wheels and a true-to-scale old school Land Cruiser 40 (not today's heavy, leather-clad civilian gas guzzler!) What does this mean for the XRC offices? We've got yet another scale machine that I will go deathmatch with Dave to see who gets to review it.

Toyota Land Cruiser 40, 58405, $515
www.tamiyausa.com

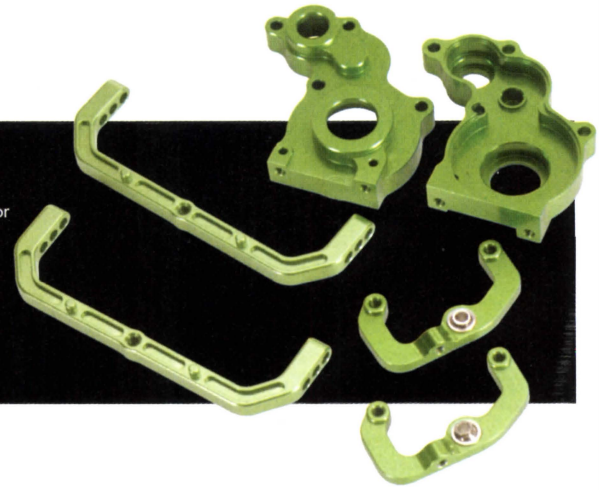
Is it me, or is "Monster Pit" slowly evolving into "Crawler Pit?"

GOLDEN... GREEN ALUMINUM

Golden Horizons expands its extensive aluminum parts line-up with these new pieces for Axial's AX-10 Scorpion. Pictured here are their upper 3-link mount, radio/transmission mount, and sweet transmission case. All parts come in an Axial-matching green anodized finish, and the 3-link mount includes a captured ball end for strength.

ALUM. TRANSMISSION SET (04039) $45 / ALUM. UPPER 3-LINK MOUNT (04053) $20 / ALUM. RADIO/TRANSMISSION MOUNT (04043) $28

WWW.GHHOBBY.COM



MAX MAX'S CRAWLER?

Competitive crawlers take note – Pro-Line Racing's new Helios body is designed for extreme competition. This futuristic looking shell is made from .030 lexan and weighs a scant 41 grams (unpainted.) Designed for the Scorpion and Wheely King, this machine sports a narrow 5" width and a low 3.4" profile. The Helios includes a full decal sheet and is ready to take on the Thunderdome.

HELIOS, 3268, $26

WWW.PROLINERACING.COM

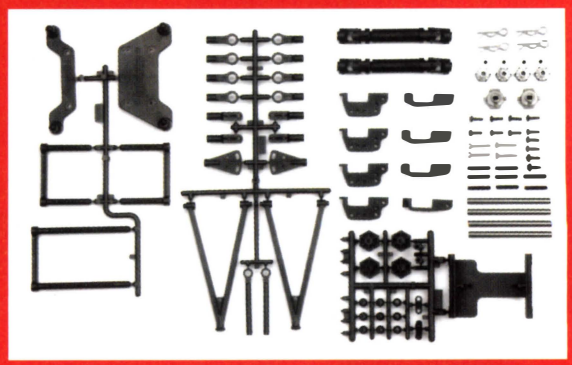
Why do they even use bodies on rock crawlers?

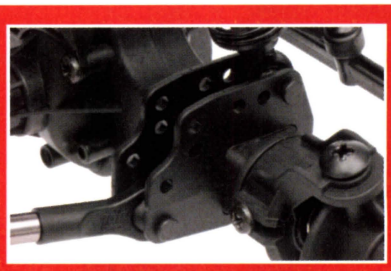
IN-HOUSE HPI CONVERSION

With the aftermarket manufacturing crawler conversion kits for HPI Racing's popular Wheely King, it was only a matter of time before HPI decided to make their own conversion kit in-house. Well, that's just what they did, and here's what you get: first of all, the wheelbase is extended 2.25" (keeping within 2.2 class rules) by way of longer slider drive shafts and anodized aluminum lower links which attach to the axles with new suspension mount brackets. The steering servo and battery are relocated forward for more front bite to get over those steep obstacles. Diff lockers are included for both differentials, and lock the front and rear diffs for extra traction. Also included are convenient body mounts and 17mm hex hubs that allow the Wheely King Crawler to be compatible with a wide variety of bodies and wheels.

WHEELY KING CRAWLER CONVERSION SET, 87633, $TBA

WWW.HPIRACING.COM





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- Weight: 6.35kg (14 lbs)
- Wheelbase: 41.91 cm (16.5 in)
- Tire diameter: 17.78cm (7 in)
- Ground Clearance: 10.16cm (4 in)

1/10 Truck shown for size comparison

WWW.TEAMXTM.COM

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Scott Kimbrow & Garen Hagobian
for finishing 1st and 2nd at the Mugen Grand Prix and for Scott's TQ and win of the Capital Classic in Maryland

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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

DYNAMITE

STIKSION CA

For those of us who have been in the industry for a while, we know that Dynamite is one of those brands that makes excellent products, no matter whether it's tools or accessories, the big firecracker equals big quality. Their new Stiksion CA shouldn't be any different. It's ideal for tire mounting, and dries strong and clear, without that residue often left by low quality CA.

Part #: DYNP7000
Street price: $6.00
WWW.DYNAMITERC.COM

3-PIECE HEX WRENCH SET

When you're at the track, speed isn't only the essence of racing, it's also the essence of pitting. Being able to work on your car, and keep your tools consolidated can be not only helpful but essential over the race weekend. Dynamite is releasing a new hex set that features a ratcheting handle with a quick release, and various replacement tips, so you can tailor your set to a specific car. They're available in standard and metric and should be available by the middle of April.

Part #: DYNP2920(30)(40)
Street price: $25-$27
WWW.DYNAMITERC.COM

QUICK FIRE STARTING BOX

Most racers haven't seen a pull-start or roto start in a while. The industry standard for racing is the use of a bump start, so it's a good idea to have a high quality starting box in your repertoire. Dynamite's new, universal starting box packs a whopping 775-sized motor, plenty of power to turn over the most stubborn nitro engines. The adjustable chassis braces allow it to accommodate to most vehicles, and it can be powered by two 7.2V packs or one 12V cell.

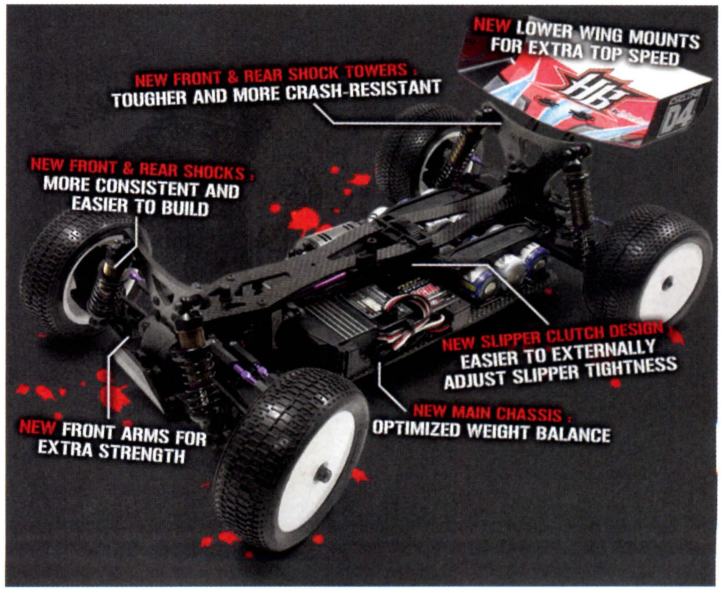
Part #: DYNP5300
Street price: $75
WWW.DYNAMITERC.COM

HOT BODIES

CYCLONE D4 WCE

When the Cyclone D4 came out last year, everyone expected big things. Hot Bodies, HPI's racing division, has a strong racing heritage, and sponsors some of the biggest racers in the world. The D4 proved to be very competitive, but it doesn't stop there. After another year of R&D, Hot Bodies has a 2.0 "pro" version of their 1/10-scale buggy, the World Championship Edition. The new, unassembled kit has new shocks, a newly designed main chassis, revamped front and rear shock towers, a new slipper clutch design, beefier front arms, and more optimized wing mounts. The WC update rounds off with a set of brand new shocks, which promise to be smoother and more user-friendly than their predecessors.

Part #: 61007
Street price: TBD
WWW.HOTBODIESONLINE.COM

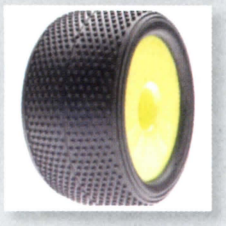


Odds says James will be doing another 4WD buggy review soon.

TEAM LOSI RACING

ATOMIC 1/8-SCALE RACING TIRES

Pretty much everyone knows that GRP has recently been incorporated by Horizon Hobby, distributor for Losi. This means that their two teams can now join forces on the racing circuit. Losi and GRP have combined to release a whole new series of racing tires for the 1/8-scale circuit, the Atomic line. The tires feature a newly-formulated Blue compound, and use molded inserts. They're mounted using GRP's innovative glueing process that promises the ultimate in performance and durability. And they're also available in a non-mounted trim. GRP and Losi's partnership continues to bring a big punch to the racing scene, and Atomic tires is yet another example of this trend.



Part Number: LOSA17764B (5B)(6B)(7B)(8B); LOSA17781B(2B)
Street price: $24-$47
WWW.LOSI.COM

JCONCEPTS

J82 CONVERSION KIT

This is a new racing idea that makes a lot of sense. As 1/10-scale tracks are disappearing at an alarming rate, in favor of large 1/8-scale tracks, 2WD buggies are having a tougher time filling a niche. Well JConcepts has an interesting solution. They now offer the J82 conversion, which takes the bigger, more forgiving AE T4 stadium truck, and turns it into a buggy. The kit includes a new buggy body, wheel, tires, turnbuckles and ball cups. They all give the T4 the scale of a buggy, but the drivability of a relatively larger truck.

Part# 4002
Street price: $80
WWW.JCONCEPTS.NET

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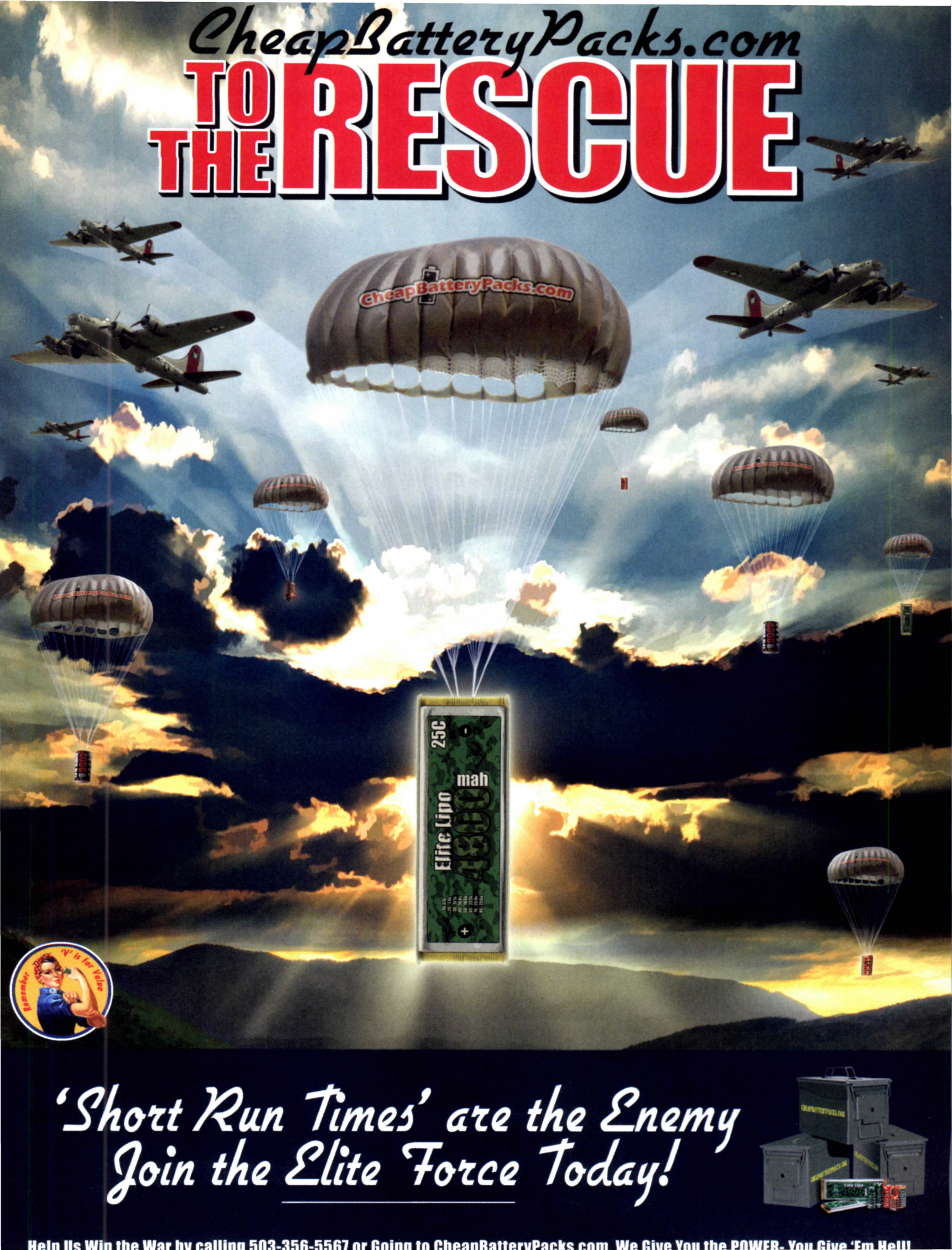
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- Al. Rear Tension Rod
- Lower Arm Shaft
- Rear Lower Arm Shaft
- Al. Rear Upright R/L
- Rear Anti-Roll Bar (Φ2.9)
- Front Anti-Roll Bar (Φ2.4)
- Front Lower Arm Support (4mm)
- Servo Saver Plate (5mm)
- Front Damper Stay (5mm)
- Rear Damper Stay (5mm)
- 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

2007 RC PRO Caribbean Series Final Race *Puerto Rico*	2007 Rio de Janeiro Championship Off-Road Round 3 *Brazil*	2007 3 Annual Off-Road Meeting Fortaleza Ceara *Brazil*	2007 ARCCC Three Hour Enduro Race *New Zealand*	2007 Mugen Seiki Cup Off-Road Race *Korea*	2007 Mugen Seiki Asian Cup *Thailand*	2007 North Island Off-Road Championships *New Zealand*	2007 1/8 Off-Road Grand Prix de Montpellier *France*

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MR21 B01A

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MBXST

- Fuel Filter S
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- Center Diff. Mount Plate
- Titanium Rear Upper Arm
- Rear Lower Arm Support
- Front Lower Arm Support
- Lower Arm Shaft
- Rear Lower Arm Shaft S
- Rear Lower Arm Mount
- Al. Rear Upright
- Al. Front Tension Rod
- Al. Rear Tension Rod
- Radio Plate
- Servo Saver Plate 5mm
- Front Damper Stay 5mm
- Rear Damper Stay 5mm
- One-Piece Engine Mount
- Titanium Steering Rod 76 (φ4)
- Titanium Turn Buckle Rod 47

MBXST TRUGGY WINS

2006 ROAR Nationals Championship	2007 North Island Off-Road Championship	2007 R/C Car Action Manufacturer's Cup
USA	*USA*	*USA*

MR28 B01A

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

words: Shane Archer

XRAY, TEEMU LEINO TAKE 2008 TITC

Too many of us yanks it may seem like a strange place to hold a major race, but the annual Thailand International Touring Championship—a.k.a. the TITC—has been attracting the top drivers in the world for years now. Each Spring it gives us some good insight into who is fast, and who the top drivers of the year are likely to be worldwide. In this year's edition, all of the usual suspects were present: Rheinard, Hirosaka, Hara, Moore, Leino, and more. Making things more interesting was the knowledge that the IFMAR Worlds are going to be held on this track later this year, which turned the TITC into a sort of informal Worlds tune-up. In the end it was Teemu Leino driving his XRAY T2'008 to victory, followed closely by reigning World Champ Andy Moore and Ronald Voelker, both driving Hot Bodies Cyclones. Although Yokomo has been fairly quiet lately on the touring scene here in the States, they must be doing well internationally—their three cars in the A final were matched only by Hot Bodies, with two each for XRAY and Tamiya to round out the top ten. We can't wait for the Worlds this Fall!

Note to Shane: It's not Xray, or X-ray; it's XRAY!

FINAL STANDINGS:

1. Teemu Leino (XRAY)
2. Andy Moore (Hot Bodies)
3. Ronald Voelker (Hot Bodies)
4. Alexander Hagberg (XRAY)
5. Naoto Matukura (Yokomo)
6. Atsushi Hara (Hot Bodies)
7. Chris Grainger (Yokomo)
8. Viktor Wilck (Tamiya)
9. Marc Rheinard (Tamiya)
10. Masami Hirosaka (Yokomo)

» RUMOR MILL

For the past few years, two of the most popular rubber tire choices in electric touring racing have been the Take-Off and RP pre-mounts. However, word on the street is that the Japanese-based companies who produce these tires have run out of **a key chemical** that is used in their production, leaving tire supplies **dangerously low** as a result. Here in the US, importers have had a difficult time getting fresh tires, leaving racers with few choices; Jaco has been the beneficiary of this shortage as their new Rubberz have become the new standard. According to industry insiders, the Take-Off and RP tires may be coming back soon—perhaps under a new name—but having already fallen behind in the all-important **major-race-handout sweepstakes,** it looks like the heyday for these popular tires has passed.

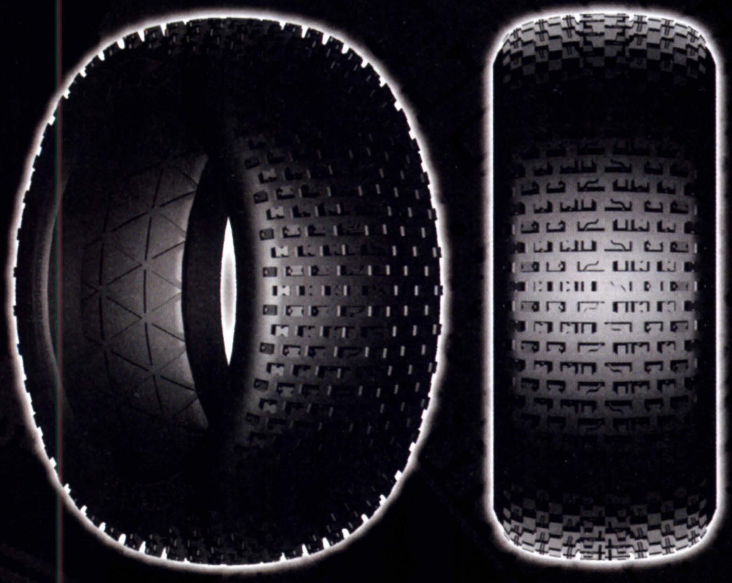
Since the "official" closing of the phenomenal (and sorely missed) Tamiya USA track, rumors have flown about what will be happening to the annual Reedy Race of Champions in 2008 and beyond. Recent rumors have mentioned popular California tracks Ripon and Speedworld as **possible destinations,** while others have reported (or hoped?) that the race may visit some other destinations in the US outside of California. As one of the premiere US-based electric races that always features some of the year's best competition, it would be a shame to see a year pass with no Reedy Race.

Could the Pro 10 class be **making a comeback?** With recently released new cars from a variety of smaller manufacturers, it looks like dusting off those old pan cars in your closet may not be so far-fetched after all. With LiPo packs and brushless motors taking some of the emphasis off of insane battery matching and motor tweaking, Pro 10 could actually become the **high-speed budget class** that many have craved. If you've never seen them run, these cars can really fly!

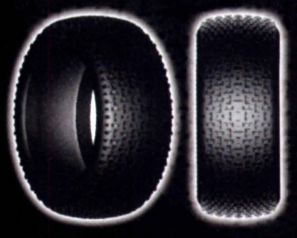
Who is making YOUR tires?!...

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?

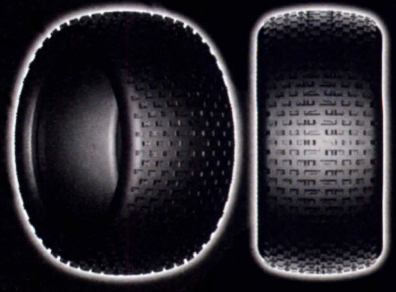
I-BEAM 1:8 BUGGY #14001S (soft)
1:8 BUGGY #14001M (medium)



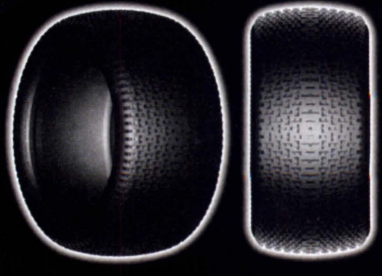
CITYBLOCK 1:8 BUGGY #14002S (soft)
1:8 BUGGY #14002M (medium)



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



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



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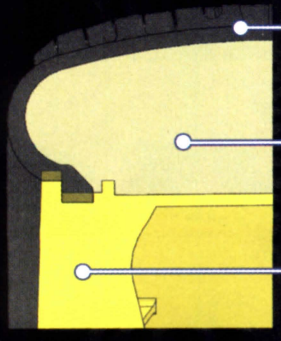

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ROAR APPROVES LIPO PACKS FOR SEDAN

For those who hope to race at ROAR-sanctioned events using a Li-Po setup, you'll be happy to know that just as we went to press, ROAR released a brand new, up-to-date list of approved LiPo packs for touring car racing. Ever since it was announced that Li-Po and brushless would be legal for competition, racers have been wondering exactly which packs they will be able to run. Well, here's the list:

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- Core 7.4V 5000mAh #CR004
- Hobbico Team Checkpoint 5400 #TCPC3656
- Losi 7.4V 5000mAh 2 Cell 20C #LOSB9861
- Orion Platinum Edition 4800 #14000
- Orion Carbon Edition 3200 #14001
- Orion 3600 Race Spec #14005
- Reedy LIPO 5000mAh PRO #703
- Reedy LIPO 5000mAh #704
- Reedy LIPO 3200mAh PRO #705
- SMC 5000mAh
- SMC 4000mAh
- TrakPower 4900 25C 7.4 #TP49002S

If you have a pack or packs that aren't on the list, don't worry yet; ROAR has said that they are continuing to actively certify new packs as competition-legal. Of course if your track of choice is not strictly following ROAR guidelines anyway, you can safely show up with that 50,000mAh super-pack that you stole from the aliens who abducted you last winter, and nobody will be any the wiser.

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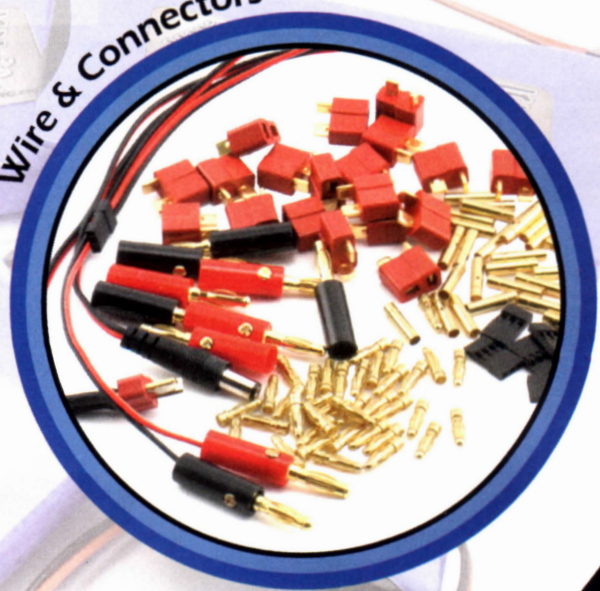

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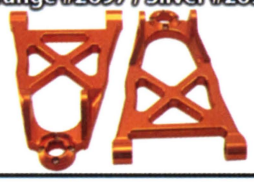
Front Hub Carriers - $99.99
Orange #2679 / Silver #2680

Gas Cap - $44.99
Orange #2675 / Silver #2676

Clutch Bell Carrier - $59.99
Orange #2677 / Silver #2678

Front Lower Arms - $99.99
Orange #2697 / Silver #2698



Front Upper Arms - $69.99
Orange #2693 / Silver #2694

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Orange #2699 / Silver #2700

Rear Shock Brace - $34.99
Orange #2691 / Silver #2692

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Orange #2689 / Silver #2690

Rear Hub Set - $104.99
Orange #2683 / Silver #2684

Front Piggy Backs - $54.99
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Purple #2658

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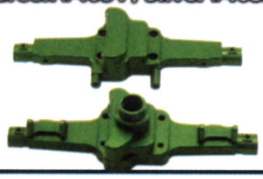
AXIAL - AX10

Solid Axle Set - $89.99
Green #4031 / Silver #4032



Knuckles - $29.99
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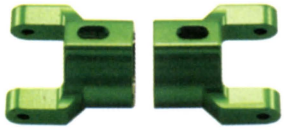
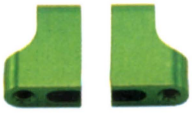


Tranny Set - $44.99
Green #4039 / Silver #4040

Servo Mount - $12.99
Green #4037 / Silver #4038



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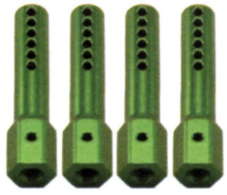
Green #4053 / Silver #4054

Body Mount Set - $19.99
Green #4045 / Silver #4046



Radio / Tranny Mount - $27.99
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SPORTWERKS TAILWHIP

BABY SLIDE

1:14 | 4WD

words: Jeff Huneycutt | photos: Jason Boulanger

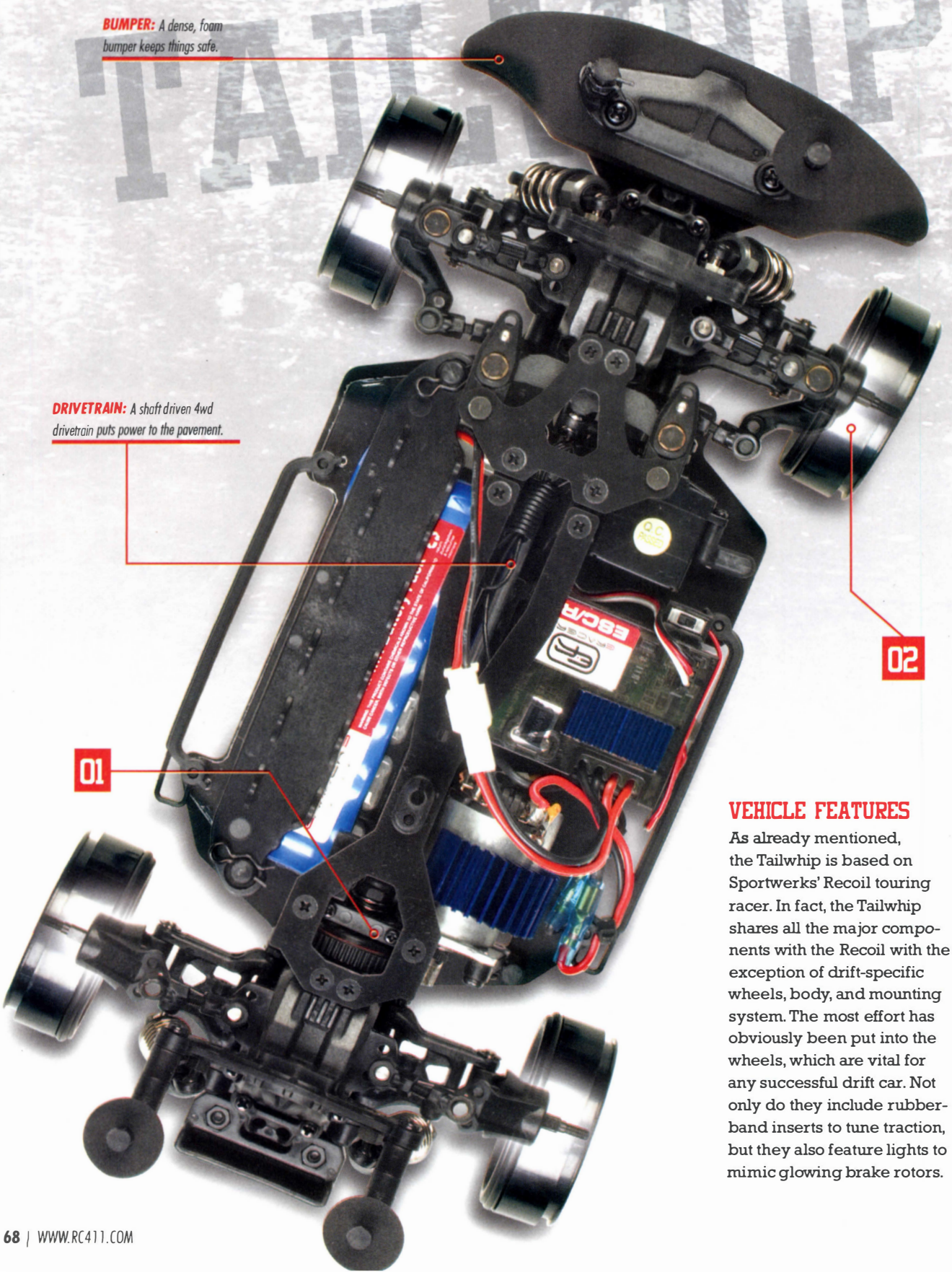
WHEN SPORTWERKS INTRODUCED THE RECOIL AS PART OF ITS ERACERS SERIES IN 2007, the company hinted that the Recoil would be the foundation for an expanding line of RC cars. Now we get one of the first expansions on the Recoil concept, a 1/14-scale electric drifter Sportwerks calls the Tailwhip. The big question is how this car's unique scale—halfway between a 1/18-scale mini and a standard 1/10-scale tourer—will work as a drifting platform.

I thought "tailwhip" was a BMX term.

SPORTWERKS TAILWHIP

PART #: SWK1455
STREET PRICE: $180
PRICE AS TESTED: $180
SETUP TIME: 5 minutes
EXPERIENCE LEVEL: Novice to Intermediate

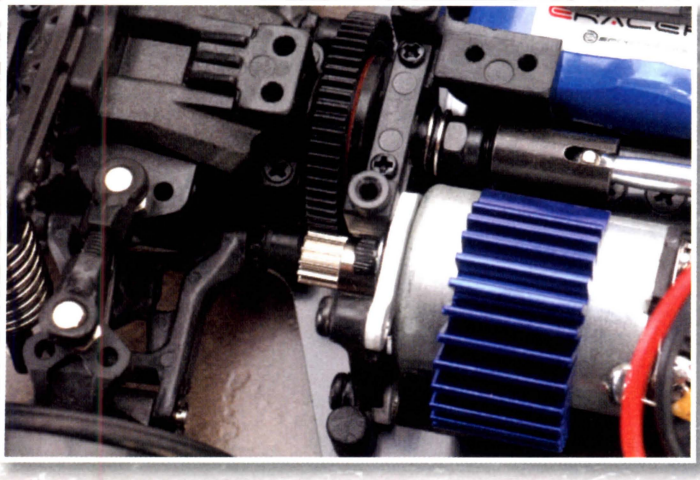
SCALE	POWER	TYPE	DRIVE
1:14			4WD



VEHICLE FEATURES

As already mentioned, the Tailwhip is based on Sportwerks' Recoil touring racer. In fact, the Tailwhip shares all the major components with the Recoil with the exception of drift-specific wheels, body, and mounting system. The most effort has obviously been put into the wheels, which are vital for any successful drift car. Not only do they include rubber-band inserts to tune traction, but they also feature lights to mimic glowing brake rotors.

01 **DRIVE TIME** • The Tailwhip is outfitted with a 370 size motor that uses a 12-tooth pinion gear to drive the 58-tooth plastic spur gear. The drivetrain also features an easily adjustable dual-pad slipper clutch to help control how smoothly power is transferred to the wheels.



> "It may sound silly at first, but the lighted wheels actually look really cool."

02 **FANCY WHEELS** • The wheel and tire setup is easily the most impressive component of the Tailwhip. Unlike most drift cars where the tires are simply made of a hard rubber compound, the Tailwhip actually uses a set of wheels constructed from hard plastic and allows you to dial in how much traction you like. By themselves, the wheels provide minimal traction, but grooves allow you to insert large rubber O-rings to add traction in small amounts. Plus, small lights in each wheel light up when the car accelerates to mimic a set of glowing brake rotors on a large scale car. It may sound silly at first, but the lighted wheels actually look really cool.

POWERPLANT INFO

The Tailwhip's 370-size electric motor is larger than the 280-powerplant found in most micros and minis, and it provides plenty of torque (with a fresh battery pack) to break the drift wheels loose. I did, however, have an issue with the brushes sticking.

VEHICLE INFO

CHASSIS

LAYOUT:	Fiberglass double deck

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Threaded steel rod

SHOCKS

BODIES:	Plastic
DAMPING (F/R):	25 wt. / 25wt.

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	Plastic gears (6 per diff)
AXLE TYPE:	Steel dogbones
BEARINGS:	Shielded

GEARING

	1st
PINION/SPUR:	12/58
GEAR RATIOS:	
PRIMARY:	4.83:1
INTERNAL:	1.95:1
FINAL:	9.42:1

DIMENSIONS

WEIGHT:	1.75 lbs. (794g)
TRACK WIDTH (F/R):	5.25 in. (133 mm)
WHEELBASE:	7.375 in. (187 mm)
RIDE HEIGHT	.200 in. (5.08 mm)

ACCELERATION

0-60FT:	5.20 sec. @ 17.2 mph
TOP SPEED:	20.1 mph
AVERAGE RUN TIME:	5 minutes

MAIN COMPETITION

HPI Micro RS4 Drift, Tamiya TT-01 Drift-Spec

WHO IT'S FOR

Novice drivers looking to get a taste of RC drifting

As soon as the photo shoot was over I ditched the yellow spoke wheel caps for a more subtle black set.

SPORTWERKS TAILWHIP

1:14 | 4WD

TESTING

At 1/14-scale, the Tailwhip is a little too large and fast for sliding indoors, so testing was performed in a large parking lot with plenty of smooth asphalt—the typical arena for most drifters.

LOW SPEED MANEUVERING • The acceleration of any drift car is limited by the low-traction tires, and the Tailwhip is no exception. At low speeds the 370 motor is more than capable of breaking the plastic tires loose any time you give the trigger a full squeeze. Low-speed drifts are a little difficult, however, since the Tailwhip uses the same geared diff as the Recoil with no fluid or grease for resistance. Because of that, the inside wheels diff out easily. If you are interested in using the Tailwhip only as a drifter and don't plan to ever bolt up a set of standard tires for race action, a little CA to glue the diffs solid should help quite a bit.
Rating: 7

HIGH SPEED DRIFTING • At higher speeds the open diff affects the handling less, and the Tailwhip comes into its own. The stock setup makes the car want to straighten up and pull out of an extended slide rather than spin out. This is a good trait for the novice drifters this car is aimed for, but it does make holding an extended drift a bit of a challenge. Fortunately, the chassis' many tuning options should help advanced drifters dial in the handling traits they are looking for.
Rating: 8

WRENCHING

MAINTENANCE • Except for the combined ESC/receiver unit, the Tailwhip chassis looks like a 1/10 chassis that's been shrunk a bit. That's a good thing, because everything here is proven. The one troublesome thing, however, is that the motor died after about a dozen packs. It turns out the brushes were stuck and a little cleaning took care of it, but I've had the same thing happen with the Recoil as well.
Rating: 7

WEAR AND TEAR • Overall, the Tailwhip is an excellent design that performs well. There's even a small plastic guard that extends beyond the battery tray to protect against side-slapping a wall. One quirk of this chassis compared to the Recoil has to do with the relocated rear body mounts. The Tailwhip uses an excellent scale-appearing body that looks gorgeous, and to keep the realism high the rear mounts are moved back to keep them out of the rear window. To achieve this, extensions are used between the posts and the rear shock tower they are mounted to. The problem is that this moves the posts farther back than the rear bumper of the chassis, and a moderate hit on the rear of the car means the impact is absorbed directly by the body posts. This results in a broken rear shock tower, making the car undriveable until it is fixed. I blame my mediocre drifting skills for learning this the hard way.
Rating: 6.5

TUNING • The Tailwhip has all the standard tuning options you would normally find on a larger 1/10-scale car. Oil-filled shocks, multiple spring options, toe, camber, caster, battery position, ride height, and even shock mounting locations are easily adjusted to get exactly the drifting feel you are looking for. Better yet, the removable O-rings on the plastic wheels allow you to dial in the right amount of traction for your needs. If you need more tuning options, all the upgrade parts Sportwerks currently has available for the Recoil will also work on the Tailwhip.
Rating: 9.5

CONCLUSION

There is no doubt that giant powerslides are just plain fun. And doing them in an RC car designed expressly for the purpose makes it just that much better. The Tailwhip is a full-featured mini at a very affordable price for RC enthusiasts just getting into the hobby or looking for a second or third just-for-fun vehicle. And maybe best of all, the ability to quickly convert the Tailwhip into a touring racer only adds to its value.

If you like lights, you will love this car.

RTR GEAR

RADIO:	Sportwerks 2-ch AM
RECEIVER:	Sportwerks combined ESC & receiver
STEERING SERVO:	Sportwerks S-25
MOTOR:	Sportwerks E-370
BATTERY:	Sportwerks 1,100 mAh, 7.2V Ni-MH, 6 cell

CONTACT

LOSI: (Distributed by Horizon Hobby) www.sportwerksrc.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Tuneable tires
- Great scale looks
- Cool wheel lights

MISSES

- Fragile rear shock tower
- Glitchy motor

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.

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Features

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

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ERG VR High speed and high torque aluminum gear servo

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

Servos not included with the MX3-FHSS radio system

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How come a lot of buggy bodies look like spaceships?

TAMIYA DURGA

THE INVINCIBLE!

1:10 | 4WD

words: James Revilla | photos: Carl Hyndman

For as long as I can remember, Tamiya's always had an entry in the 4wd buggy class. For the most part, their offerings have been in the middle-range; that is, not super novice, and yet not quite up to par with pro-level machines. Of course, this all changed with the introduction of their TRF 501X last year. Their newest "middle range" buggy is the machine you're looking at right now—the Durga. Slotted below the world-class 501X and above the entry-level Dark Impact, the Durga is almost like a child of the two. You've got molded components, stick pack capability, and a tub chassis like the Dark Impact, but you've also got the suspension geometry, twin-belt drive, and middle motor location of the 501X. Is the Durga just one step ahead of entry level, *or one* step away from competing with the best?

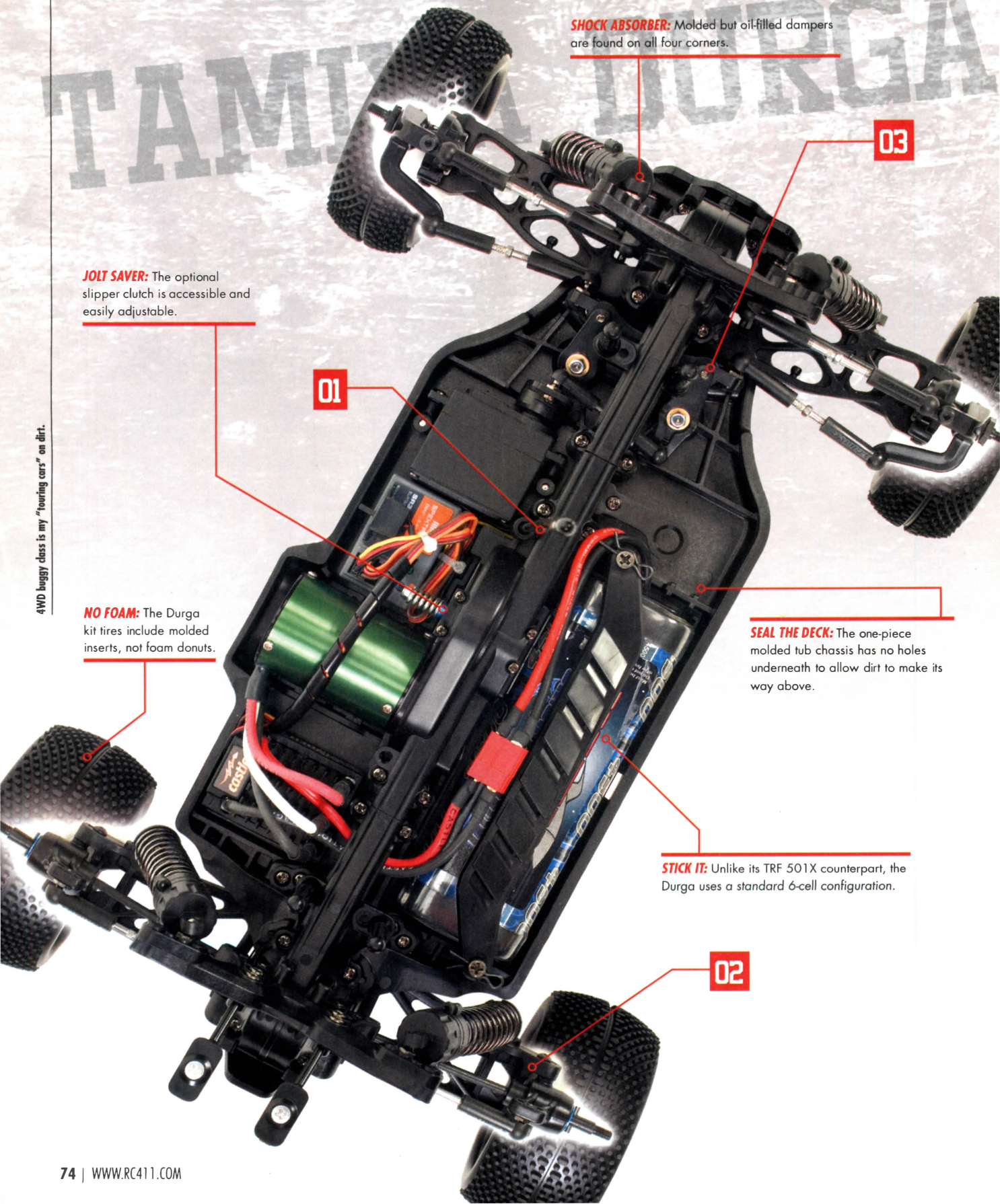
"Durga" is a Hindu goddess; it also means "the invincible."

TAMIYA DURGA

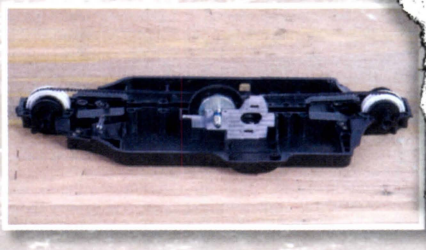
PART #: 58395
STREET PRICE: $195 (price may vary)
PRICE AS TESTED: $839 (includes test gear)
SETUP TIME: 6 hours
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			4WD

4WD buggy class is my "touring cars" on dirt.



01 SEALED DEAL



• The Durga uses an equal-length dual belt drive system, with ball differentials, metal 2-piece outdrives, and tension cams; however, the highlight here is the sealed drive system. Front and rear bulkhead covers stretch toward the center of the chassis to cover 2/3 of the belts. A center cover protects the spur gear and layshaft. When all are bolted in place, the three covers completely protect the belt-drive system from debris.

> "The Durga shined in the dirt, feeling at times like a pro-level buggy under the swooping body."

02 501X ROOTS

• When you look at the Durga's front and rear suspension, it looks like a perfect "in-between" made of molded plastic pieces - like the entry-level Dark Impact—that are identical in geometry and appearance to the high end TRF 501X. They are so close, in fact, that the main suspension pieces look like they came from the same mold. Even the upper mounting positions for the shocks are identical to the 501X. Theoretically this means that the Durga should have the same handling characteristics as its top-of-the-line TRF brother.

03 LEANING AFT

• The Durga's steering system is also identical to the 501X, except that it's made of plastic instead of FRP. Even the angle of the steering arms looks similar, though bronze bushings are used instead of ball bearings. Notice the molded insert surrounding the center link that keeps dirt away from the drive belts.

VEHICLE INFO

CHASSIS

DB01 Molded tub	Double deck
THICKNESS:	N/A
MATERIAL:	Reinforced plastic

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Yes (steel)
STEERING:	Dual bell crank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Molded plastic
DAMPING (F/R):	Tamiya #900 / #900
PISTONS (F/R):	1-hole / 2-hole
SPRINGS (F/R):	Black / black

DRIVE TRAIN

TYPE:	4WD
DIFFERENTIAL:	Two (ball)
AXLE TYPE:	CVD universals
TRANSMISSION:	Steel dogbones
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Bearings, metal-shielded

GEARING

PINION/SPUR:	17/91 (48 pitch)
GEAR RATIOS:	
PRIMARY:	5.35:1
INTERNAL:	2.05:1
FINAL:	10.96:1

BODY, TIRES & WHEELS

BODY:	Tamiya Durga
TIRES (F/R):	Tamiya mini-pin
DIAMETER/ WIDTH:	3.3 in. x 1.25 in. / 3.3 in. x 1.65 in. (84mm x 32mm / 84mm x 42mm)
HEX SIZE:	10mm / pin drive
WHEELS:	Tamiya dish

DIMENSIONS

WEIGHT:	2 lbs., 5.91 oz. (1,075g)
TRACK WIDTH (F/R):	9.68 / 9.76 in. (246/248mm)
WHEELBASE:	11.1 in. (282mm)
RIDE HEIGHT	1.29 in. (33mm)

Wort helped me remember the word "tedious."

TAMIYA DURGA

1:10 | 4WD

TESTING

Since this buggy fits right in the middle of Tamiya's buggy lineup, I equipped the Durga with something in the middle, namely a Castle Creations Sidewinder brushless system with a 5700kV motor. After about a week of off and on rain, the skies cleared up, and I went to Pegasus Hobbies in Montclair, CA. Although the rain was over, the track had some muddy spots, and the dry sections had a thin layer of loose dirt/dust. Traction conditions, safe to say, were not optimal.

ACCELERATION AND SPEED • At first punch I discovered that the slipper clutch wasn't tight enough, so after adjustment I had the Durga moving. The kit tires and their hard compound kicked up dirt every time I pulled on the trigger, but had enough grip to get going after a few feet. The suspension was on the soft side, so the chassis tended to squat under full acceleration, but once it hit top speed the Durga was pretty stable, even if the straightaway wasn't smooth like asphalt.
Rating: 9/9

BRAKING • When it came to stopping, the Durga's soft suspension dipped the front end every time I jammed the brakes. However, going from full speed to full stop did not jolt the chassis balance. With all the cells on one side and the motor biased toward the rear, The Durga still slowed down in a straight line, the rear end lifting slightly during deceleration. If I hit the brake while turning, the rear end kicked out slightly, but not uncontrollably (probably because of the hard compound tires.) When I switched to race-compounds, the rear end stayed planted.
Rating: 8

LOW-SPEED HANDLING • The Durga handled tighter sections of the track, regardless of the terrain or elevation change. Changing directions was easy, especially when I swapped to race compound tires. In fact, the tire change alone gave the Durga a nice, neutral feel. The Durga still made it around with the kit tires, and the slight understeer caused by the harder compound tires actually made the buggy more forgiving when switching between left to right turns.
Rating: 8

HIGH-SPEED HANDLING • High speed feel is always affected by weight balance, especially on a low-traction, uneven surface like dirt. The soft suspension caused the Durga to react slower during high speed maneuvers; when I say "slow," I don't mean that it reacted late, but more like the buggy wasn't twitchy. The Durga tracked well around the uneven high-speed sweeper, with abundant but not super-sensitive steering response. The soft suspension also did a good job soaking up the bumps and ruts scattered across the curves. The Durga shined in the dirt, feeling at times like a pro-level buggy under a swooping body.
Rating: 8

ROUGH-TRACK HANDLING • The soft suspension was a plus in the rough track sections, same as it was in high-speed handling. In fact, I felt that the suspension was possibly a tad too soft, as on the deeper dips and higher-angle bumps, the molded tub chassis scraped the surface of the track as the shocks worked up and down, absorbing as much of the rough as it could. During assembly I thought that the front dampers were a little short on the stroke measurement, but after testing they held up well.
Rating: 8

TEST GEAR

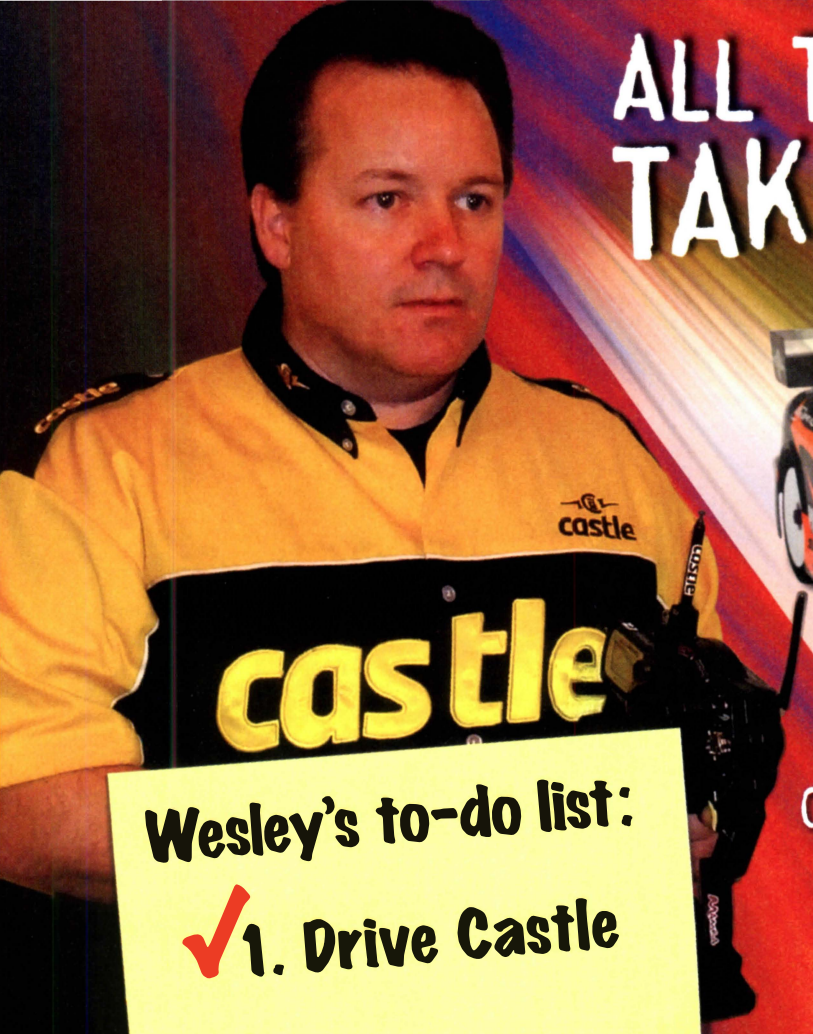
RADIO:	Spektrum DX3.0, SPM20300, **$240**
RECEIVER:	Spektrum SR3000, SR3000, **$90**
STEERING SERVO:	Hitec HS-5925MG, **$85**
SPEED CONTROL:	Castle Creations Sidewinder, **$169**
MOTOR:	Castle Creations CM36s 5700kV, included with ESC
BATTERY:	Team Orion 4500mAh Rocket Pack, **$60**

CONTACT

TAMIYA:	www.tamiyausa.com
CASTLE CREATIONS:	www.castlecreations.com
HITEC RCD:	www.hitecrcd.com
TEAM ORION:	www.teamorion.com
SPEKTRUM RC: (Dist by Horizon Hobby):	www.spektrumrc.com

Dave pushed for a box-stock paint job; I pushed him back, and I got this instead.

ALL THAT'S LEFT IS TAKING NAMES



Wesley's to-do list:

✓1. Drive Castle

✓2. Kick Butt

3. Take Names

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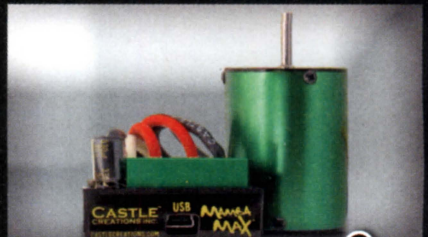

MAMBA MAX

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TAMIYA DURGA

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- AE parts support
- Belts sealed from the elements
- 501X suspension design

MISSES

- Low-traction kit tires
- Lots of disassembly to get to diffs or motor
- Kit setup a bit soft

MAIN COMPETITION

Kyosho Lazer ZX-5, Academy SB Sport V2

WHO IT'S FOR

Weekend warriors who want a competitive yet "easy on the wallet" 4WD buggy

JUMPING • Jumping the Durga was felt different compared to previous buggies I've driven with the motor biased to the rear. With most of the weight centered instead of leaning to one axle, the airborne Durga rotated right in the middle of the chassis. Jabbing the brake while the buggy was in the air caused the Durga to go from take-off to nose-dive mode in an instant. The right way to get the Durga to downside jumps was to hit the jump at the right speed, ease off the trigger while mid air, and time it so that the trigger was at neutral when the rear tires touched dirt upon landing; otherwise the chassis slapped the landing. Sometimes it slapped hard enough to fully compress the suspension, sending the tail of the Durga up in the air, but once I got the technique down I was jumping like a pro.

Rating: 8

WRENCHING

MAINTENANCE • The open tub chassis makes access to electronic components trouble-free. Working on the suspension is easy as well. However, getting to the diffs or layshaft takes a lot of work. It's not difficult; it just requires removing a lot of stuff. One thing I find tedious was the fact that you have to remove eight screws and the center cover in order to adjust gear mesh or access the pinion gear. I guess this is a byproduct of a sealed drive system, but it can end up being a pain if you're pressed for time.

Rating: 7

WEAR AND TEAR • If you read the jumping section of my testing, you know that I figured out how to jump the Durga in the most efficient manner. You also noticed that I didn't get it down the first time—which means all my failed attempts were crash landings! I landed topside or ended up with the Durga on its lid more than I can count on my hands. Other than a wing that kept "jumping" off the mounts (longer wing screws solved the problem), no damage was done by the end of the day. Front and rear outdrives and the axles (the only exposed drivetrain elements) showed no premature wear or tear. I had equipped the Durga with Tamiya's optional slipper clutch because I was running brushless, and it worked as expected, protecting the Durga's drive system from the jarring jolts and landings.

Rating: 8

TUNING • With a suspension very similar to the 501X's design, the Durga gives the racer a lot to tinker with. Multiple mounting points abound; anti-dive and anti-squat adjustment is as easy as adding or subtracting mount spacers. A lot of the 501X parts can be used on this platform, opening up TRF's catalog to your disposal. I only wish that the Durga came with a slipper clutch as standard equipment (although I installed one for testing), but as is you still have a machine that can be easily tuned to your liking.

Rating: 8

CONCLUSION

Sometimes it's not bad to be "in-between," as you offer the best of both worlds. The Tamiya Durga fits that bill. It's equipped with the 501X's suspension design but is priced closer to their entry-level Dark Impact. It accepts standard stick packs and leaves the door open for upgrades as your driving skill progresses. Although I didn't like the tedious chore of removing the center cover in order to get to the motor screws, the trade-off was clean, dirt-free belts and pulleys. It handled pretty well out of the box, and with the 501X suspension, you can make the same adjustments as the factory ride. Not bad for $200, right? ✪

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TAMIYA
DURGA

SCALE	POWER	TYPE	DRIVE
1:10			4WD

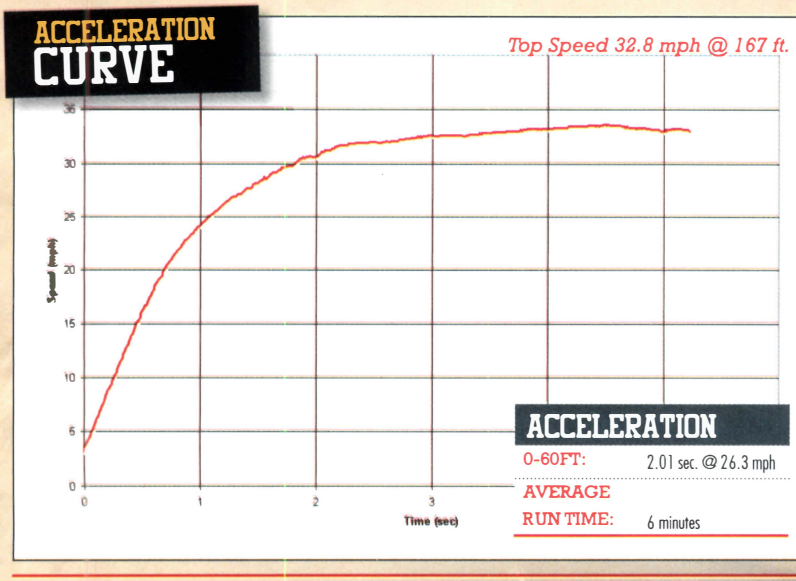
How many molded chassis actually resemble a "bath tub?"

POWERPLANT INFO

I tested Castle Creations' Sidewinder brushless system in issue #149, and what better to match up with the mid-level Durga? Installation was a little tight due to the bullet plugs that I used, but there was just enough room under the Durga's swoopy, low profile body. I found that the 5700kV Castle motor gave me a good balance of acceleration and top end speed that matched the track layout pretty well. The Sidewinder also features Castle's "Castle Link" PC interface, so I could have tailored the ESC settings to match the conditions during testing had I so desired.

PERFORMANCE INFO

ACCELERATION CURVE



ACCELERATION

0-60FT:	2.01 sec. @ 26.3 mph
AVERAGE RUN TIME:	6 minutes

TEST CONDITIONS

WEATHER:	Cloudy
TEMP/HUMIDITY:	70°F/34%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Outdoor, medium-bite dirt

HANDLING

TURNING RADIUS:	2 ft., 6 in.
ON POWER:	Understeer
OFF POWER:	Neutral

BRAKING

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

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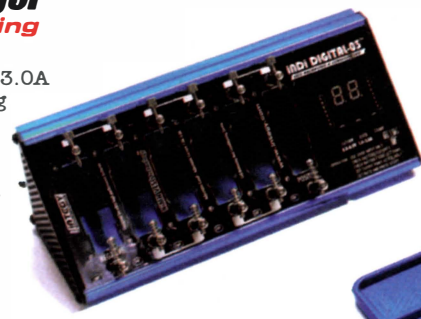

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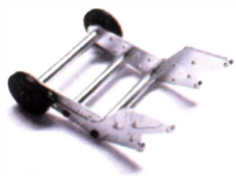

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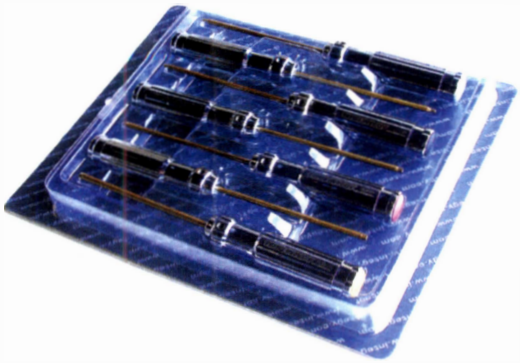

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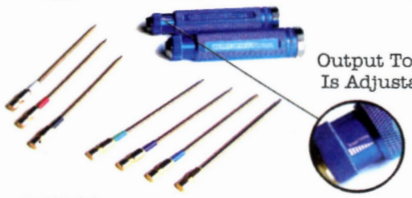

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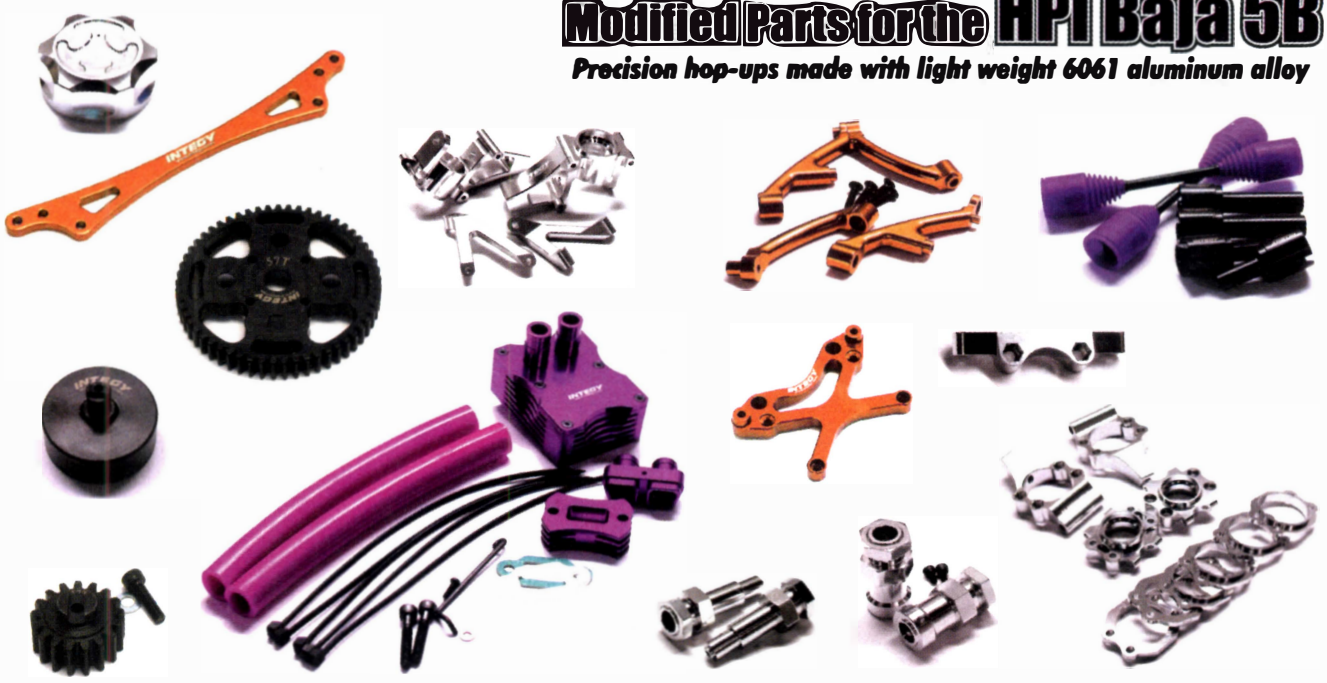
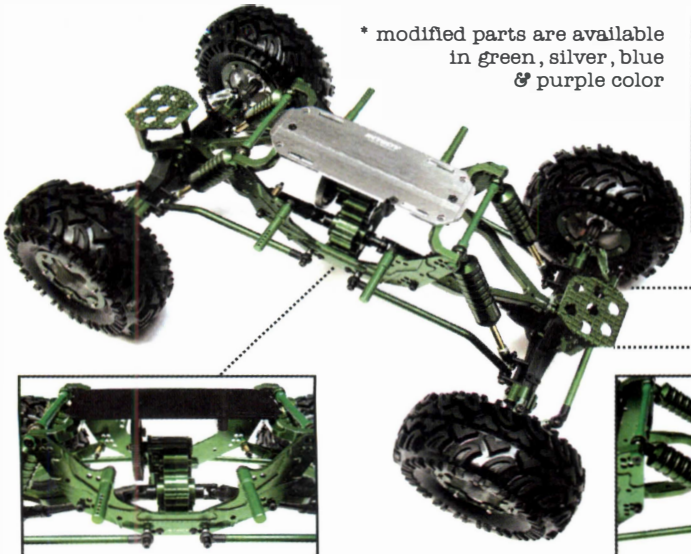
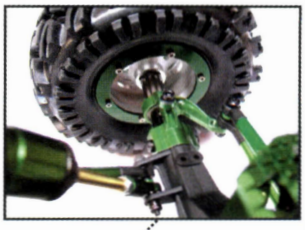




* modified parts are available
in green, silver, blue
& purple color



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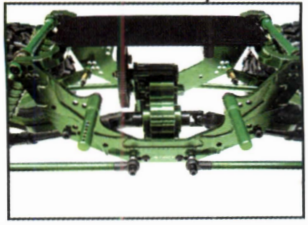
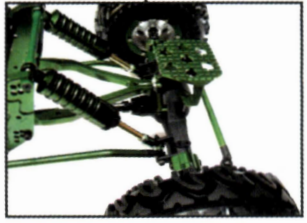
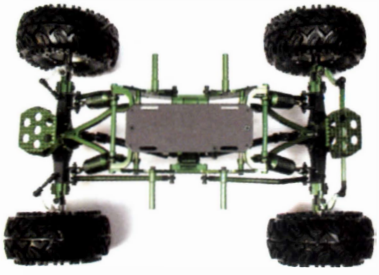






You have to admit, sharks with lasers on their heads are pretty cool.

KYOSHO LAZER ZX-5 SP

BETTER THAN SHARKS... WITH LAZERS.

1:10 | 4WD

words: Mike Wortel & James Revilla | photos: Carl Hyndman

KYOSHO'S ALWAYS BEEN A PLAYER IN THE OFF-ROAD FIELD, especially in 1/10-scale 4WD buggy. Their latest offering comes in the form of the Lazer ZX-5 SP. Based on their current ZX-5 platform, the "SP" updates this machine to the same specs that Kyosho's team drivers used in the recent World Championships. The entire suspension has been revised for better handling, better jumping, and increased performance, adding to the already successful ZX-5 reputation. With a thick field of competitors in a highly competitive class, can the new SP keep Kyosho in the mix with the rest of the world?

Is "laser" and "lazer" one of those

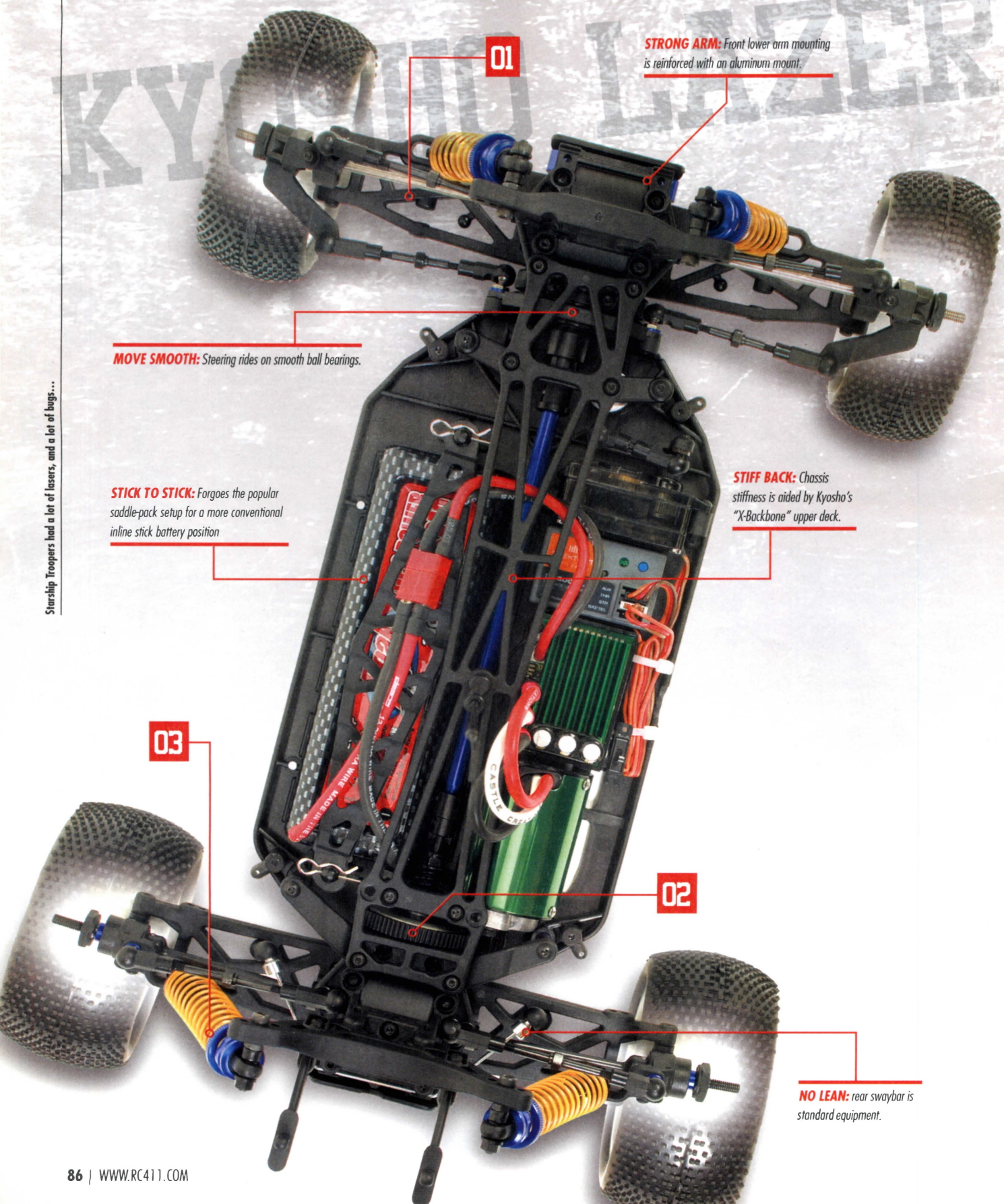
KYOSHO

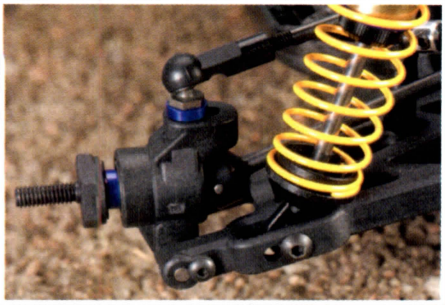
LAZER ZX-5 SP

PART #: 30077
STREET PRICE: $310 (price may vary)
PRICE AS TESTED: $1,126 (includes test gear)
SETUP TIME: 8 hours
EXPERIENCE LEVEL: Intermediate to Advanced

SCALE	POWER	TYPE	DRIVE
1:10			4WD

Starship Troopers had a lot of lasers, and a lot of bugs...





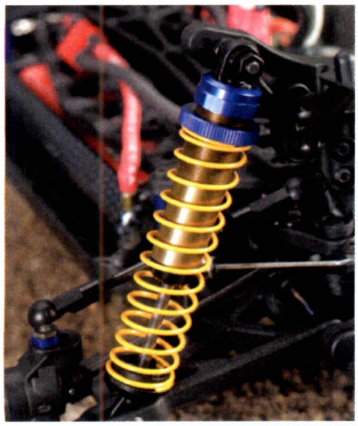
01 NEW SUSPENSION

• The big change in taking the ZX-5 platform to its current "SP" level is the redesigned suspension. Kyosho armed the SP with all new knuckles, front and rear hubs, and lower suspension arms with revised geometry to optimize performance both on the dirt and in the air.

> "...the SP handled itself pretty well on the rough track, and I can attribute that to the flawless-feeling suspension."

02 SLIP FOR GRIP •

Underneath the SP's X-backbone upper deck is an adjustable slipper clutch. Two slipper pads sandwich the 48-pitch spur gear inline with the center driveshaft for protection from stiff landings and rough surfaces, with slipper tension adjusted via a 4mm locknut. The whole slipper assembly rides on ball bearings, and is supported by an aluminum motor mount.



03 SMOOTH SHOCKS •

Kyosho equipped the SP with new "triple-cap" pro dampers. Featuring aluminum anodized, threaded shock bodies, triple o-ring seals, and a cartridge-type bottom, the Kyosho shocks go together well. During assembly I had all four of them silky smooth and air-free in seconds.

VEHICLE INFO

CHASSIS

LAYOUT:	Lower tub, upper brace
THICKNESS:	N/A
MATERIAL:	Reinforced plastic

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Yes, steel
STEERING:	Dual bellcrank, reinforced drag link
SWAYBARS (F/R):	None / Silver 1mm

SHOCKS

BODIES:	Anodized aluminum
DAMPING (F/R):	35 wt. / 25 wt.
PISTONS (F/R):	3B / 3A
SPRINGS (F/R):	Kyosho yellow / yellow

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	2 (ball)
AXLE TYPE:	CVD-style universals
TRANSMISSION:	Conical gear reduction w/slipper
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Bearings, metal-shielded

GEARING

PINION/SPUR:	17/78, 48-pitch
GEAR RATIOS:	
PRIMARY:	4.58:1
INTERNAL:	2.6:1
FINAL:	11.9:1

BODY, TIRES & WHEELS

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

DIMENSIONS

WEIGHT:	2 lbs., 5.42 oz. (1,061g)
TRACK WIDTH (F/R):	9.76/9.64 in. (248/245mm)
WHEELBASE:	10.74 in. (273mm)
RIDE HEIGHT	0.98 in. (25mm)

...and a lot of terrible, terrible acting.

KYOSHO LAZER ZX-5 SP

1:10 | 4WD

TESTING

There isn't an abundance of electric, off-road tracks in Southern California anymore, but Pegasus Hobbies is always a great failsafe! The track featured a new layout that is faster and more technical. And there were some interesting elevation changes as well. It was sunny, 81°, and we had the whole track to ourselves.

ACCELERATION AND SPEED • 4WD electric buggies take off like no other. The ZX-5 SP is light, and it puts the power from the brushless motor to the track in an instant. There is excellent forward bite, and the slipper is precise. The gearing on the SP allows it to reach high speeds at the end of long straights, yet keeps the power band pretty broad. The SP is fast and feels good using a brushless system.
Rating: 9/9

BRAKING • Having 4WD and two ball diffs, the SP brakes on a dime. There is also a ton of control. Finding myself coming too hard off the back straight on a few occasions, I was forced to panic and slam the brakes. The car never skidded out of control, and it came to a clean stop every time. And since most racing ESC's are full of useful profile features, dialing the brakes and using drag brake settings will make their potential seem limitless.
Rating:10

LOW-SPEED • The steering of the SP was more aggressive than I had anticipated. Even though I had the setup with a little front toe-in, to make it a little more stable on the straights, the buggy still had a lot of steering. Since it uses ball diffs on the front and rear, as opposed to a one-way or spool up front, it doesn't exactly glide through turns off-throttle, but it still does a pretty good job of coasting through steering inputs.
Rating: 9

HIGH-SPEED HANDLING • Inevitably a buggy with lots of power and traction is going to spend plenty of time at high speeds, and that's just what the SP does. The Pro-Line Holeshot tires selected for the SP were absolutely perfect for the track at Pegasus. The buggy stayed planted at all times, and about the only time it felt out of control was if I grabbed too much bite coming into a fast corner and traction rolled. The SP felt very comfortable at high speeds, and the handling was responsive to match.
Rating: 10

ROUGH-TRACK HANDLING • The suspension in the SP is soft and very smooth. This suits it very well to be run on less-than perfect terrain. Since we came to the track on a closed for the public "maintenance day," the track was dusty, and a few spots were pretty rutted. But the SP handled itself very well on the rough track, and I can attribute that to the flawless-feeling suspension.
Rating: 9

JUMPING • The SP craves jumps. If you have traction and the right gearing, it makes triples out of what used to be a 2X1, and does so in a very limited space. Composure is everything though. If I spun the tires up the front of the jump too much, it was difficult to recover, and the buggy tended to go sideways a lot. But that was mostly driver error anyway. The suspension is a little soft if you're going to be faced with a lot of larger jumps, but the stock setup is good for most tracks.
Rating: 9

There was an American Gladiator named "Laser," but he didn't use any laser guns.

TEST GEAR

RADIO:	JR Z-1, JRP374075, **$340**	
RECEIVER:	Spektrum SR3000, SR3000, **$90**	
STEERING SERVO:	Integy C22440, **$46**	
SPEED CONTROL:	Castle Creations Mamba Max, MMBMAX-CMS6900, **$250**	
MOTOR:	Castle Creations CM36s 6900kV, included with ESC	
BATTERY:	Peak 3200 Carbon Li-Po, PEK43301, **$90**	

CONTACT

KYOSHO AMERICA:	www.kyoshoamerica.com
CASTLE CREATIONS:	www.castlecreations.com
JR RADIOS (Dist by Horizon Hobby):	www.jrradios.com
INTEGY	www.integy.com
SPEKTRUM RC: (Dist by Horizon Hobby):	www.spektrumrc.com
PEAK RACING	www.peakmotors.com

WRENCHING

MAINTENANCE • To begin with, there's a lot of "sandwiching" on the ZX-5 SP. For example, to get to the diff, you'll have to remove the bulkhead cover, which is under the upper link mount, which is under the X-backbone. Actually, to get to anything (spur gear, diffs, steering system) the X-backbone has to be removed first. Once it's off the top though, things get more accessible. I was

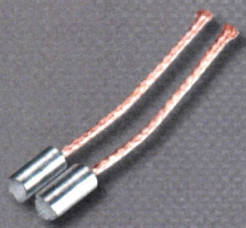
Team CHECK•POINT

Aluminum Motor Case
(Battery case
also available)

TC-1030 Pro Charger

Motor Spray/Lube

Pro Wound
Armatures



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worried that the lack of an under tray and the open holes underneath the spur gear and motor would attribute to debris flying into the gear area, but during testing I didn't really have a problem. The shocks didn't leak and felt very consistent all day long, keeping the buggy handling the same from first battery to last pack.

Rating: 8

WEAR AND TEAR • 4WD electric buggies are unique, in that they seem have the power and traction of nitro, but the size and fragile nature of 1/10-scale. This combination of characteristics usually results in many broken parts, especially in the suspension. But after a few awkward landings, cartwheels and lawn darting the double, the SP managed to drive away problem free. The arms are thick, and the ball cups and pivot balls are heavy duty. As far as 1/10-scale electric goes, the SP is extremely durable.

Rating: 9

TUNING • The SP offers a standard array of tuning options that you'd expect to find on a 4WD buggy meant for the racetrack. There are nine possible shock-mounting positions on the front and six on the back. The threaded shock bodies make preload adjustments a breeze. The kit also comes with three different spacers to use on the wing for added down force. They each give the buggy a different feel in the air and on the track. Setup-wise, nothing really stands out on the SP, but it has the essentials.

Rating: 8

CONCLUSION

It seems like we're reviewing a new 4WD buggy (or two) every month now, and those buggies are made for one thing: racing. Consequently, it's easy to get lost in the competition. The SP update kit does just that. It includes a better initial setup, and the revised suspension is a big plus. Also, the price tag is right, not something that's so far out of reach, and cheaper than some of the competition. In the end, it may be more difficult to find setups and springs for the SP, but if you can negate those factors, the SP will be a winner in capable hands. ✪

KYOSHO LAZER ZX-5 SP

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Silky smooth suspension
- More approachable price point than the "Pro" version
- Kyosho racing heritage

MISSES

- The body is tedious to take on and off
- The battery brace isn't very secure

MAIN COMPETITION

Tamiya TRF 501X, Associated FT B44, Hot Bodies D4, Academy SBV2

WHO IT'S FOR

4WD expert racers who prefer a conventional shaft-driven layout

put a laser pointer on your car, and make it Arnold-like.

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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
- **Extended Wing Mount** improved high speed grip and air handling
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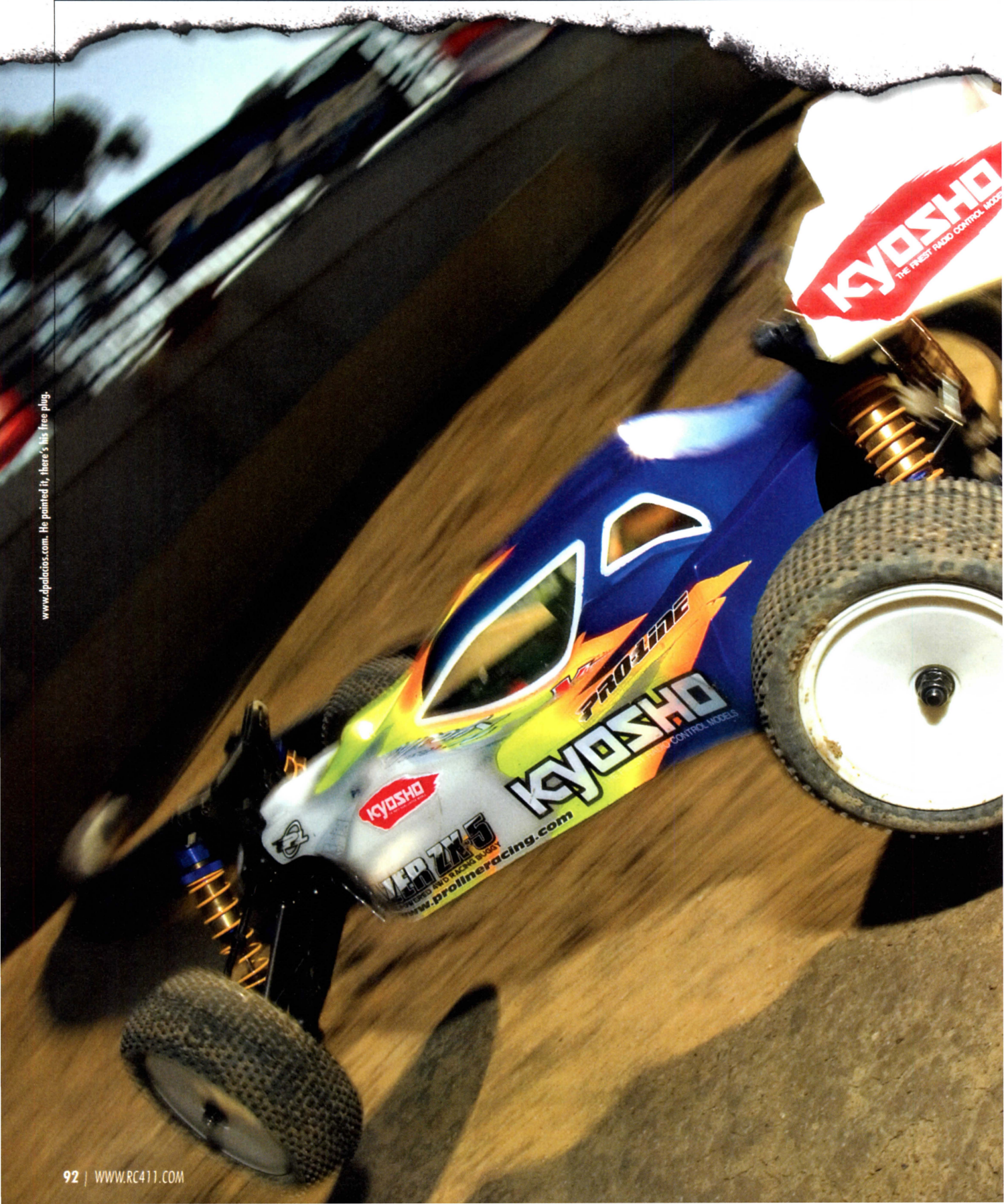
KYOSHO

LAZER ZX-5 SP

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



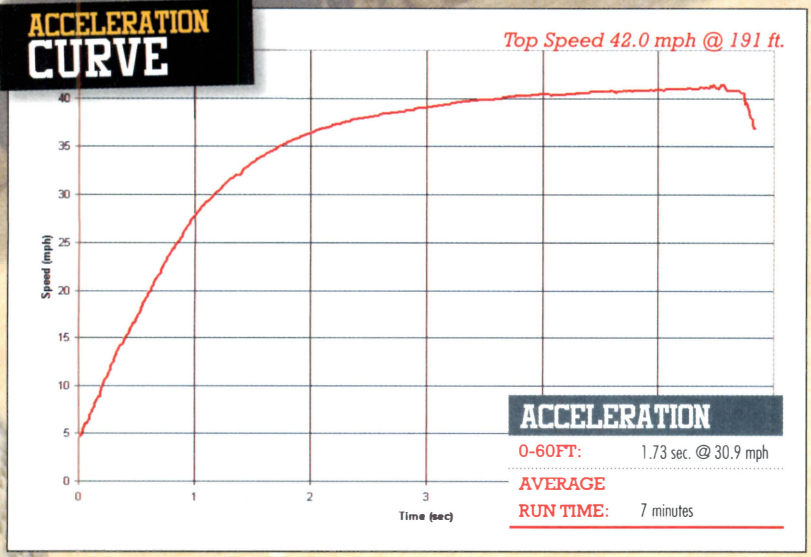
www.dpolacios.com. He pointed it, there's his free plug.

POWERPLANT INFO

I elected to run Castle Creations' top-of-the-line Mamba Max system for testing. Armed with a 6900kV brushless motor, the Mamba Max propelled the SP to some high speeds. In fact, 6900kV was probably even a little too much motor for the track. Somewhere around 6000kV would probably have been a little more appropriate. However, the Mamba motor is very dependable, and the ESC versatile. If you're familiar with sensorless systems, the Mamba Max is a good fit for the SP.

PERFORMANCE INFO

ACCELERATION CURVE



ACCELERATION	
0-60FT:	1.73 sec. @ 30.9 mph
AVERAGE RUN TIME:	7 minutes

TEST CONDITIONS	
WEATHER:	Cloudy
TEMP/HUMIDITY:	70° F/34%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Outdoor, medium-bite dirt

HANDLING	
TURNING RADIUS:	2 ft., 4 in.
ON POWER:	Understeer / slight
OFF POWER:	Neutral

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

It's not "Kee-yo-shoh."

LIGHTNING STADIUM 2 PRO

RTR
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INCINERATOR RED

ELECTRIC BLUE (METALLIC)

66867 1/8 LIGHTNING STADIUM 2 PRO (RTR)

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- COMPOSITE LONG SUSPENSION ARMS
- FRONT & REAR OIL-FILLED LONG SHOCKS
- 150CC FUEL TANK
- ALUMINUM TUNED PIPE
- 46T SPUR GEAR
- FULL BALL BEARING
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- FRONT & REAR SWAY BARS
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TEAM ASSOCIATED MINI MGT 3.0

BIG FUN IN A 1/10-SCALE PACKAGE!

1:10 | NITRO | 4WD

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

WHEN I FOUND OUT I WAS REVIEWING THE MINI MGT 3.0 from Team Associated this month, I was happy. It was a chance to get back to my roots and have some fun. After all, at "the turn of the century" it was the 1/10-scale T-Maxx monster truck that got me back into RC. I remember those days as some of the best I've had in RC. I was elated to review the original MGT, which was one heck of a monster truck, and I was sure that its new little brother, the MGT 3.0, was going to be fun. As I headed out to the local hills for a day of bashing, my thoughts turned to big brother—the MGT—and whether or not the Mini MGT could fill its shoes. After all, Associated did a mighty fine job with the 1/8-scale MGT. Could the 1/10-scale version be as much fun I thought? I wasn't too worried because Team Associated is world renowned for making great products, but just the same, let's head to the hills and see what the Mini MGT can do.

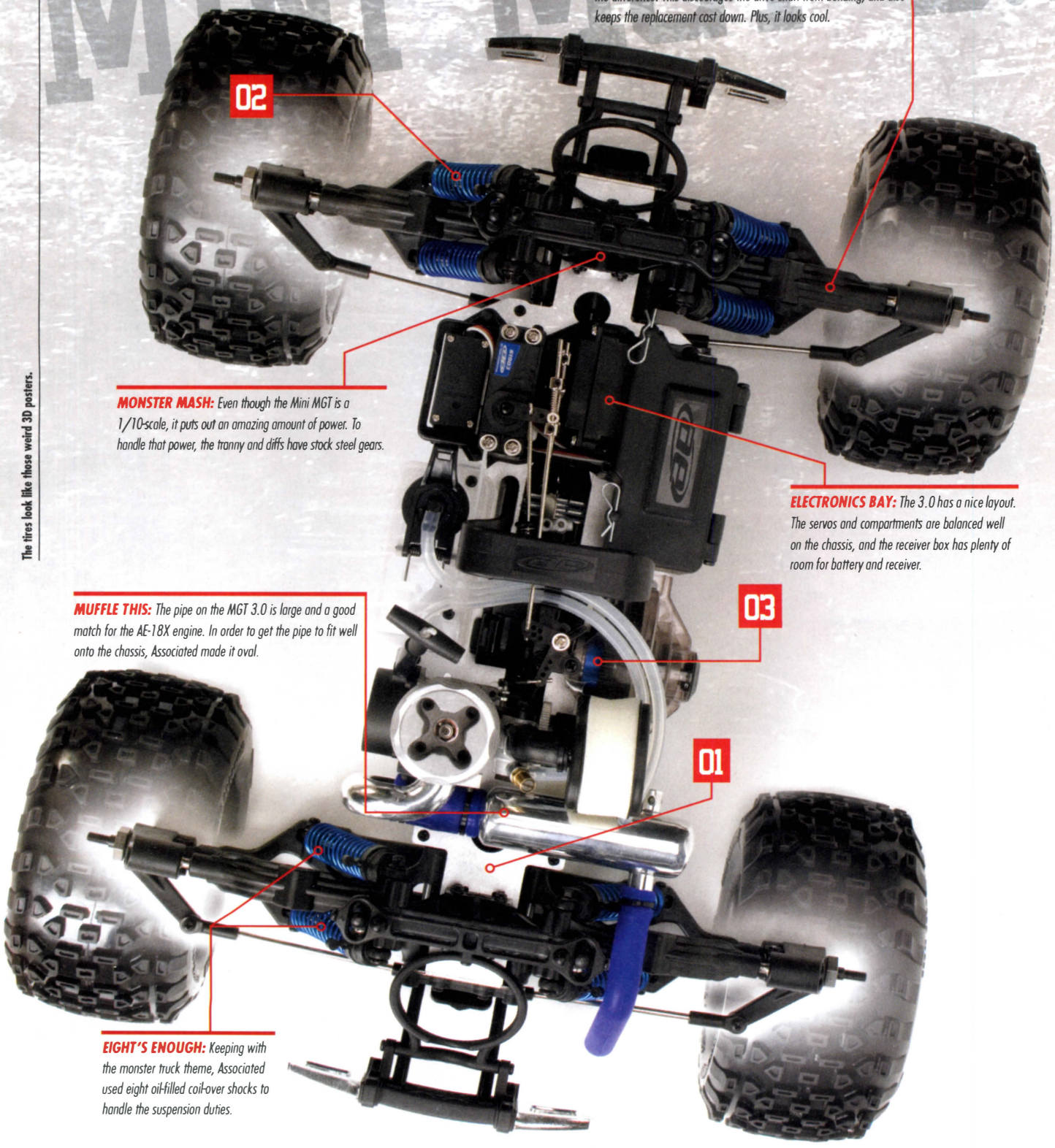
Xtreme RC girl, front and center!

It's weird referring to a 1/10-scale as a "mini."

TEAM ASSOCIATED
MINI MGT 3.0

PART #: 20515
STREET PRICE: $349.99 (price may vary)
PRICE AS TESTED: $349.99
SETUP TIME: 15 minutes
EXPERIENCE LEVEL: Beginner to Expert

SCALE	POWER	TYPE	DRIVE
1:10	NITRO		4WD



SHORTY SHAFTS: *Instead of long shafts like you normally see, the 3.0 has a shortened metal shaft with a resin knuckle to make up the difference. This discourages the drive shaft from bending, and also keeps the replacement cost down. Plus, it looks cool.*

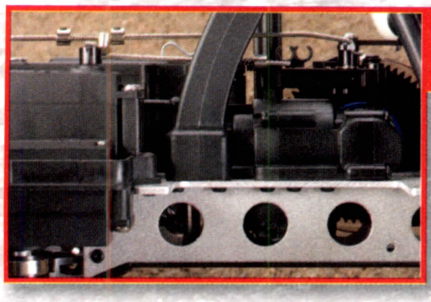
MONSTER MASH: *Even though the Mini MGT is a 1/10-scale, it puts out an amazing amount of power. To handle that power, the tranny and diffs have stock steel gears.*

ELECTRONICS BAY: *The 3.0 has a nice layout. The servos and compartments are balanced well on the chassis, and the receiver box has plenty of room for battery and receiver.*

MUFFLE THIS: *The pipe on the MGT 3.0 is large and a good match for the AE-18X engine. In order to get the pipe to fit well onto the chassis, Associated made it oval.*

EIGHT'S ENOUGH: *Keeping with the monster truck theme, Associated used eight oil-filled coil-over shocks to handle the suspension duties.*

The tires look like those weird 3D posters.



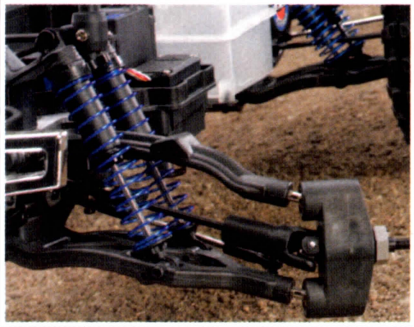
01 CLASSY CHASSIS

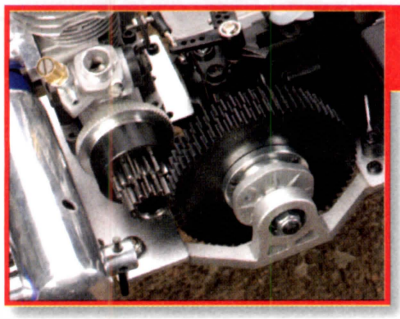
• The MGT 3.0 has a very compact extruded aluminum chassis. It's shaped like a "T-Bar," which means you'll probably never bend it. The design is rigid but allows for some lateral flex to keep the wheels tracking the ground.

> "Is it fast, and does it wheelie? The MGT 3.0 makes it easy to answer this age-old question. YES!"

02 MONKEY MOTION

• The suspension areas have a lot of thought put into them. There are pillowballs at all four corners for a smooth ride and quick camber adjustments. The lower A-arms have a French curve shape that displaces the load to prevent damage, and they absorb shock. In addition, the upper A-arms have swaybar mounts molded in if you want to race or go for some high-speed street adventures.





03 SPEEDY GONZALEZ

• Just like Speedy Gonzalez, the MGT 3.0 is quick and fast. This is due to the sweet 2-speed tranny Associated paired up with the AE-18X power plant. First gear is quick with lots of torque, and second gear is like hitting ludicrous speed. "Is it fast, and does it wheelie?" The MGT 3.0 makes it easy to answer this age-old question. YES!

VEHICLE INFO

CHASSIS

LAYOUT:	Extruded single "T" shaped, aluminum chassis
THICKNESS:	3mm
MATERIAL:	6061 T-6 Aluminum
TANK CAPACITY:	110cc

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 35 wt. oil
PISTONS (F/R):	2-hole
SPRINGS (F/R):	Translucent blue

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	2 (gear)
DIFF. FLUID:	Grease
AXLE TYPE:	Universal drive
TRANSMISSION:	Two-speed
SPUR GEAR MATERIAL:	Plastic
CLUTCH:	3-shoe (composite)
BEARINGS:	Sealed

GEARING

CLUTCH/BELL/SPUR:	1st: 13/64	2nd: 17/60
GEAR RATIOS:		
PRIMARY:	4.92:1	3.52:1
INTERNAL:	4.54:1	
FINAL:	22.32:1	16.00:1

BODY, TIRES & WHEELS

BODY:	Associated pre-painted / pre-cut
TIRES (F/R):	Associated all-terrain tires
DIAMETER/WIDTH:	150mm x 80mm
HEX SIZE:	14mm
WHEELS:	Chrome "Center-Line" style plastic rim / pre-mounted and glued (4)

DIMENSIONS

WEIGHT:	8 lbs., 6 oz. (3.9kg)
TRACK WIDTH (F/R):	14.74 in. (374.65mm)
WHEELBASE:	12.124 in. (307.97mm)
RIDE HEIGHT	2.5 in. (69.5mm)

Speedy Gonzalez wasn't really that fast.

TEAM ASSOCIATED MINI MGT 3.0

1:10 | NITRO | 4WD

TESTING

Testing was conducted at the secret Shrek facility—my backyard. Don't laugh; I have a huge hill range that has killer trails and plenty of area to beat up cars. It rained recently so the traction was optimal, with plenty of grass to slide around on. It was the "perfect storm" of bashing, if you will!

ACCELERATION AND SPEED • The AE-18X engine is a sweet engine with impressive power. The MGT 3.0 is a bullet off the line and a missile at speed. It's not just the engine but the 2-speed tranny that gives the MGT its giddy-up. Will it wheelie? Is it fast? Yes, and you'll love it.
Rating: 9/9

BRAKING • Thanks to the dual-vented steel rotors, the braking is powerful and linear. On the other hand, the rotors are pretty small and faded noticeably after high-speed runs and steep downhill braking. They did cool down quickly and went back to full power, but I would keep an eye out when you do hyper-space runs. For track use or just plain bashing, the brakes work well and not much fade was detected.
Rating: 8

LOW-SPEED • Hey, this thing is a monster truck, and it handles like a monster truck! Overall, the MGT 3.0 felt darn good at slow speeds. It turned well for something with huge tires, and it didn't push badly. As for the suspension, it was supple and smooth. All I can say is that I wish my monster van turned as well as the MGT 3.0!
Rating: 8

HIGH-SPEED HANDLING • The MGT 3.0 did not disappoint, and I was soon grinning from ear to ear as I relived my monster truck days with my T-Maxx. The MGT 3.0 was fast and quick … almost too quick. There were a few times when my driving didn't keep up with its speed and the 3.0 didn't care; it did maneuvers that would make a ballerina nervous. The Associated all-terrain tires are sweet, and really kept the truck planted. I would say they help a lot in most conditions, because these are sweet-bashing tires. The MGT 3.0 out of the box is set up for fast action.
Rating: 9

ROUGH-TRACK HANDLING • The whole MGT 3.0 package is well suited for rough conditions. It has eight nicely set-up shocks, big fluffy tires, and great geometry. In other words, it's made for the rough. The MGT 3.0 easily blasted through bumps and rocks. I was surprised that this 1/10-scale went through some of the stuff I drove it through. It has a very balanced feel to it. The only thing I noticed is that

Van's don't turn well, period.

RTR GEAR

RADIO:	Associated XP2, 3-channel AM radio
RECEIVER:	Associated TR405A
STEERING SERVO:	Associated S2008MG
THROTTLE SERVO:	Associated S1903
ENGINE:	Associated AE-18X
PIPE:	Associated

TEST GEAR

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

CONTACT

TEAM ASSOCIATED:	www.teamassociated.com
BYRON FUELS:	www.byranfuels.com

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at speed, the suspension would bottom out more than I would like. However, Associated offers spring kits to suit the type of driving you'll be doing, so if you experience this, you can easily upgrade.
Rating: 9

JUMPING • Monster trucks are fun to jump, and the MGT 3.0 is a capable jumper. It has pleasant manners in the air and feels neutral. It also responds well to input, making jumping easy. On huge air jumps, the suspension felt a little soft, but again, you can change the springs to stiffer ones. Overall, the MGT 3.0 is a blast to jump and is designed to take the punishment.
Rating: 9

WRENCHING / MAINTENANCE • The Mini MGT 3.0 has a pretty straight forward design and is therefore pretty easy to work on. The one wrenching issue I had was setting the gear mesh and adjusting the 2-speed tranny. Not that it's hard, but you do need to remove the gear cover to really set things up. The layout of the MGT is very 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 on an RTR, the MGT 3.0 was rock solid.
Rating: 9

WEAR AND TEAR • The Mini MGT 3.0 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 MGT's reverse gear is bulletproof and works like a charm. The only part I can see that will need changing anytime soon is the rear skid plate. It has signs of wear from bottoming out, but most monster trucks suffer this fate. I felt the engine was stellar. It fired to life easily and ran exceptionally well during the whole test.
Rating: 9

TUNING • First off, the MGT 3.0 comes out of the box ready to go, and not much tuning is needed other than engine break-in. That having been said, the 3.0 has all a boy could want in tuning options. It even has clips to adjust the upper front A-arm to help dial in your steering. But this is a monster truck, so you'll probably just stick to one setup.
Rating: 8

CONCLUSION

You can probably tell I really enjoyed the Mini MGT. I almost forgot how much fun driving an MT can be. Team Associated hit the ball out of the park with the Mini MGT. This is a sweet truck that will make bashers and MT racers happy. It's very capable in all ranges, from bashing to racing, and it's super fast and handles well. I think with just a little setup, this truck will haul the competition to the pits. It's nice to see another player come into the Nitro MT market. As of this date, only Associated and Traxxas make true 1/10-scale monster trucks, and that's kind of sad. I really like this class, and would like to see more trucks available. Maybe it would help revive the MT racing scene. But I digress. The Associated Mini MGT 3.0 is durable, well thought out, and looks the part of a monster truck—which is cool, if you ask me.

TEAM ASSOCIATED MINI MGT 3.0

1:10 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Well-thought-out 1/10-scale monster truck design
- Steel gear steering servo
- Bulletproof forward and reverse transmission
- Nice RTR Radio

MISSES

- 14mm old-school style wheel nuts
- Old-school pull-starter
- Brakes subject to fading

MAIN COMPETITION

Traxxas T-Maxx, Traxxas Revo, Traxxas Nitra Stampede, Jammin' CRT.5

WHO IT'S FOR

Anyone who has monster trucks in their veins. Bashers and MT racers will like this truck.

Looks like Skinny enjoyed himself.

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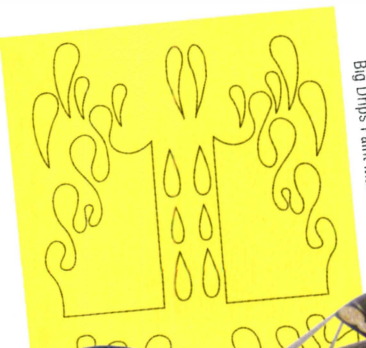

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TEAM ASSOCIATED

MINI MGT 3.0

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

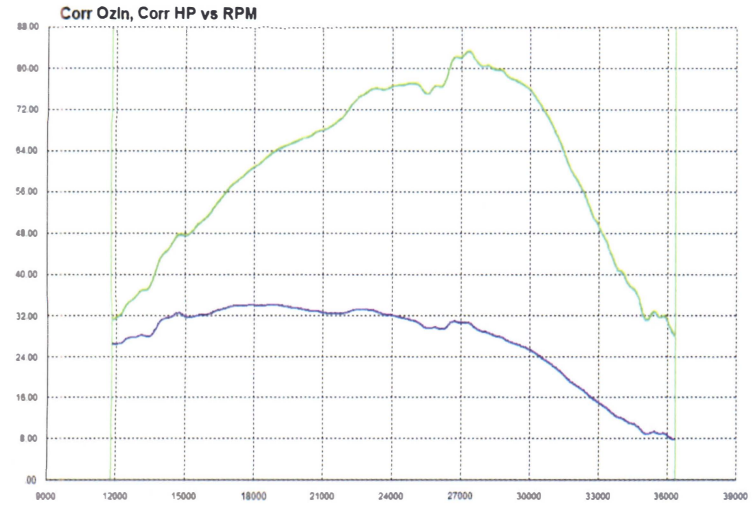
Skinny... driving a mini.

POWERPLANT INFO

The Associated AE-18X engine is a nice fit for the Mini MGT 3.0. It's a potent engine and runs like clockwork. The .18 had no problem getting the MGT up to speed, and it did it with authority. You would think that an engine this size in a monster truck would run hot, but the temp gun said differently. It easily ran in the 200-degree range all day, and never showed signs of power loss. Plus, it sips fuel and gives you a good run time.

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-18X
BORE AND STROKE:	0.638 in. x 0.567 in. (16.2mm x 14.4mm)
DISPLACEMENT:	2.97cc (0.181 cu. in.)
FUEL:	Byron Race 3000 30%
PIPE:	AE
PLUG:	Stock medium range
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

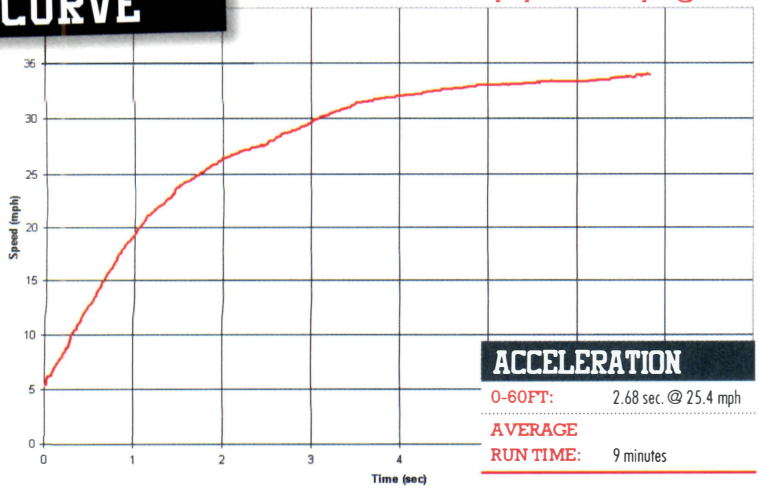
NEEDLE SETTINGS

HIGH:	2 1/2 turns out
LOW:	3 turns in from flush
MID:	N/A
OPERATING TEMP:	230-250°F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 34.5 mph @ 194 ft.



ACCELERATION

0-60FT:	2.68 sec. @ 25.4 mph
AVERAGE RUN TIME:	9 minutes

TEST CONDITIONS

WEATHER:	Cloudy and chilly
TEMP/HUMIDITY:	60 °F/ slight humidity
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Wet = tacky. Dry = loose.

HANDLING

TURNING RADIUS:	5 ft., 3 in.
ON POWER:	Slight Oversteer
OFF POWER:	Slight Understeer

BRAKING

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

Let's try 8 shocks... per wheel.

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That's right: I'm my own good pitman!

GET THE HOLE SHOT

LISTEN FOR THE SOUND OF THE TONE

words: Michael Wortel

You aren't going to find "hole shot" in the dictionary. To my knowledge, neither Webster nor Roget were racers. But anyone who has raced knows what the hole shot is, even if they never actually heard the term before. Getting the hole shot happens at the start of the race, when you make a dash from a dead stop and try to get to the front of the pack. When you break it down, you see an opening in traffic (a hole) and accelerate hard to the front (the shot). Now that we've coined the term, it's time to break down the best way to get a hole shot. In theory, if you start out ahead of the pack, then you control your own destiny without having to worry about someone driving like a buck and getting in your way. Get ahead, and stay ahead—that's how to win a race—and this is how to grab the coveted hole shot.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.0 Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED

- Small dust broom

- A good pitman

- Nut wrench

- ESC software

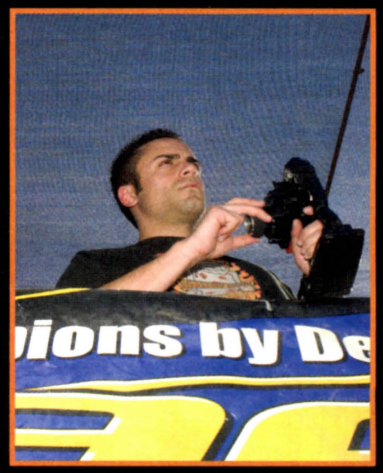
- Time to watch and practice

01 WATCH EARLIER MAINS

If you're a racer, chances are you've heard this expression: "races aren't won in the first turn, but they can be lost." In the dash for the first turn, many racers aim for the same line, stop paying attention to their peripherals, and end up in a pile-up. Watch the mains before your own, and look for where the first pile-up usually occurs. Once you find the spot, simply choose a different line and avoid the trouble spot when it's your time to race. Your line may not seem intuitive, but hitting the apex at a less-than-desirable spot is a lot faster than participating in a six-car pileup.

02 PRACTICE THE START

Although it may not be for long, you'll usually get an opportunity to practice before your main. Do yourself a favor and simply practice the start a few times. You'll get an idea of if you're going to break traction under hard acceleration, and you can adjust your approach accordingly. Also, and this may sound lame, get familiar with the tone used to start the race. If you anticipate it and know exactly what it sounds like, you'll be more comfortable and better able to time it.



03 FIND THE RIGHT STARTING ANGLE

Most races start on one of the longer straights of the track. Track builders know what you like to do on the straights: go really fast! To complicate matters, a straight is usually followed by an abrupt turn. When you set down your car, angle it so you're in a good position to apex when the straight runs out. Doing this on the starting line eliminates the need to get in position when the race is in progress, giving you less to think about and resulting in fewer necessary steering inputs. Getting the hole shot is all about efficiency, so you want to eliminate as many steps as possible.

04 ESC SETUP

Most ESCs give you an adjustable punch control, and some have a starting function which gives you max power for the first burst but then reverts back to your chosen profile after the start of the race. If you only have punch control, use it. You want as much amperage off the line as possible, as it gives you the ability to accelerate quickly. And if your ESC has the revert feature, you're in even more luck. Get familiar with your ESC's functions; they can help you grab the hole shot by providing a current burst off of the line.

A great use for a cat box brush!

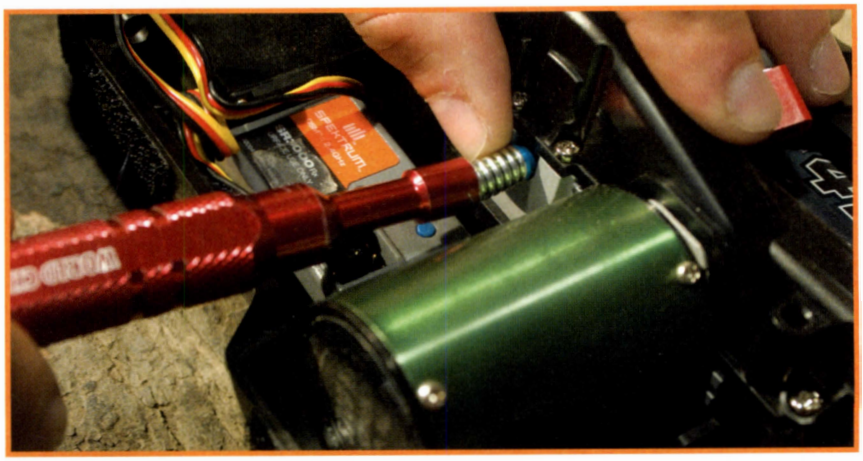
» TECH TIP

THE ANIT-HOLE SHOT

In theory, the best thing to do in RC racing is to get ahead quick, which is the reason many drivers covet the hole shot so much. But some racers use a different strategy, especially in longer mains. Instead of trying to get to the front of the pack immediately—as is the plan for most of the field—some drivers opt to let everyone else battle it out for the hole shot, and patiently await the ensuing pile-up. While the turn marshal sorts out the mess, patient drivers can be rewarded for their foresight and drive right past the pile unscathed. This is especially effective for lower level club racing, where drivers' skills aren't top-notch. If you're in the upper mains, however, your competition may be too good to make stupid mistakes. Judge the field, figure out how long the main lasts, and decide if you're going to dash to the front of the line or sit back and wait for other drivers' mistakes.

05 SET THE SLIPPER

Since electric motors give all of their torque at low rpm, it's easy to break traction. Loosen the slipper a bit if you're spinning the tires. Keep in mind, however, that the start is only a small portion of the race, and slipper adjustments can affect your handling for the rest of the track. Find a happy medium that allows the clutch to slip for the first couple of feet only. While everyone else is spinning their treads, your acceleration will be under control, and you'll have a good window at hole-shotting the field.



06 PREP YOUR STARTING SPOT

Whether you're racing on dirt or asphalt, there's a groove, especially as the weekend progresses. The groove is a beautiful thing. It's clean, traction-rich, and lets you know if you're racing the right line. Unfortunately for most racers, their starting position isn't on the groove. The best thing to do if you aren't on the groove is to sweep the dust and debris off of your starting area. This will drastically help you get some added traction off the line, and you need traction if you expect to get out to an early lead.

PUSH-DOWN THE REAR END

07

As you punch the throttle, the suspension will squat under acceleration. You may not think so, but vertical suspension movement actually wastes forward momentum and inhibits power transfer from the engine to the ground. As your pitman sets down your ride on the starting grid, he should push down the rear end and slowly remove his hand. This allows the chassis to remain close to the ground, which helps you to accelerate efficiently, without vertical compression energy loss.

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0.10 Sec
DIMENSIONS
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WEIGHT
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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 145"
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

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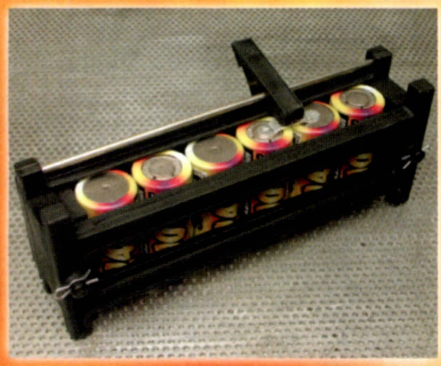

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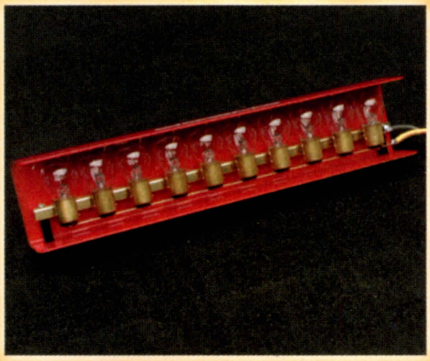

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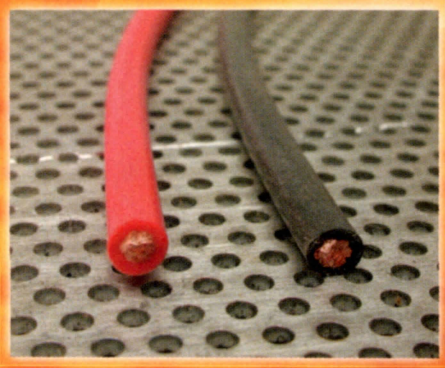

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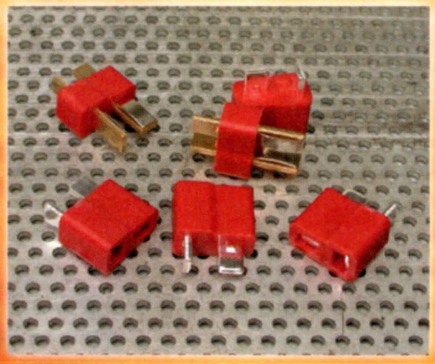

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08 ROLL THE THROTTLE

When most drivers hear the starting tone, their first instinct is to punch it and give full throttle. While with most on-road applications this is okay, off-road racing may require a little more throttle finesse to get the best start. Practice rolling the throttle, and learn how to accelerate efficiently. Tire spin is a waste of time and energy, and will prevent you from ever jumping out in front of the pack.

CONCLUSION

In theory, if you can spot the right opportunity in traffic and punch it, you can jump out to an early lead in a race. This gives you the chance to control your own destiny on the racetrack and set the pace for the rest of the field. Although some racers actually prefer to sit back and wait for would-be hole shotters to pile-up on their own, most racers still try to grab the early lead. In theory, it's the best way to start a race, but in practice, it can be difficult. In order to get the hole shot, you have to setup your car to get the best start possible, accelerate the quickest, and most importantly, use your own awareness and peripherals to recognize the right opportunity. Getting the hole shot can erase a sub-par qualifier and get you to the head of the pack immediately. This is how to get ahead; we'll get to staying ahead in another installment.

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MT-002
-67°F TO 428°F MEASURE RANGE
1:1 DISTANCE-TO-SIGHT (D:S) RATIO
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COMPACT SIZE: 3" X 1.5 X .75"
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CELSIUS AND FAHRENHEIT MODES
POWERED BY A CR2032 BATTERY

MT-PRO
-76°F TO 932°F MEASURE RANGE
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20 TIME

TEAM ASSOCIATED

MINI MGT 3.0

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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words & photos: Skinny

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PRESENTED BY: The Dirt

SPONSORED BY: PRO-LINE, A-MAIN HOBBIES, KYOSHO, FUTABA, O.S ENGINES, XTREME RC MAGAZINE, AND THE NITRO PIT

With almost a decade of racing under its belt, the Nitro Challenge is "THE" event of the year to race in. First and foremost; it's the event that kicks off the racing season, and secondly; it's attended by four hundred plus racers from around the world, and, of course, the best of the best come out to see what their competition has been up to over the winter. This year as well as last, the Nitro Challenge was held at the world famous Nitro Pit in Witmann, Arizona. On February 20th 2008, 400 plus racers showed up to do battle on a spectacular track that only Joey Christenson could build. This year it was fast and flowing with inspiration from the Anaheim Supercross tracks. Yes my friends, this is the stuff legends are made of, a super track, at a super facility, and of course, the Joey tradition of bringing some rain to the event. It's never enough to ruin your day, but it does make it exciting. In fact, over the last three years the tracks have been all the better because of the rain! Anyway you slice it; going to the Nitro Challenge is a great time not only for racing, but for the camaraderie. There is so much going on and to talk about, that we can't fit it into one article. So if you missed the event this year, read on, because you owe it to yourself to see what you missed—and come to the Nitro Pit next year!

Special Thanks To Super Announcer Kenny!

The Dirt girls look good, rain or shine.

Best quote of the weekend:
"I'm going to start another company and take Joey all over the world to drought- ridden areas to provide them with rain—he's a sure bet!"
—Ross Denny

9TH ANNUAL NITRO CHALLENGE

We've never met a Joey track we didn't like.

THE TRACK!

Joey Christensen is promoter and track designer of the Nitro Challenge, and the best designer and builder by far of RC tracks in the business. So having a huge canvas that is the Nitro Pit gives Joey ample room to build some off the hook tracks. The track area is some 180 X 225 feet, and has plenty of room for Joey's madness. This year the track was awesome; it was large, fast, and had some tough sections to challenge the drivers. This year I decided to ask the double winner of the Nitro Challenge—Ryan Cavalieri—what he thought of the track. This is what he had to say: "The table top on the back straight was hard to hit at full speed, I ate it there a few times. The double jump leading into the back straight was kind of hard too; it was offset, but overall it was a fast and flowing track as long as you stayed in the groove. I loved this layout, and Joey did a great job on designing the track!"

TRACK HI-LIGHTS

1. The back straight tabletop would send cars into a tumble if you hit it wrong.
2. The double jump leading to the back straight was offset to the drivers' stand and made it hard to jump. It seemed to make the cars over-jump or under-jump if you didn't hit it just right.
3. The front straight jump had a hidden kicker on the inside and if you hit it—it would send your car into an endo!

LIFE IN THE NITRO PIT

Hot Gossip! Could Drake and Ronda be an item? Only her hairdresser knows for sure.

Yeah I took a nap too, but I did it in my van—that way no one can get a shot like this of me!

Want the latest in RC and cold NOS? Just look for the Xtreme Pit with the extremely large orange 4x4 van!

DE Racing is a new company that makes skid plates, with some other new stuff on the way. Look for a mini test in Skinny next month.

Pro-Line and The Dirt put on a high-jump contest with $100 bucks up for grabs—thanks to Pro-Line. The winner cleared 21 feet with a buggy, and the contest was a crowd pleaser for sure!

The Nitro Challenge is the only event that has a drivers' social every year, and it's always fun. It's great to hang out with your friends, and to hang with the pros when they're not in race mode. They're actually cool when not wearing their race-face...j/k!

A few words from the DOUBLE WINNER OF THE NITRO CHALLENGE–Ryan Cavalieri

XRC: So Ryan; how does it feel to win both buggy and truggy here?

RC: It feels awesome right now. It's been a year since the AE RC8 buggy came out, and I'm stoked right now to bring a big win home for the RC8. Truggy is just for fun for me, and to get some extra track time, but somehow, I was just doing good with it, and it felt awesome to win that class, too.

XRC: Buggy was a battle for you and Truhe the last part of the race—it was awesome!

RC: The buggy race was awesome. It came down to Truhe and me on the last lap. It was a close race for sure.

XRC: What about this controversial pass with one and a half laps to go; a lot of people are talking about it?

RC: It came down to the last lap and Truhe went way wide from the jump. I landed tight off the jump and into the corner…I don't think I did anything wrong, I was already in the corner and he came back in and hit me. He made a mistake and that's all there is to it.

XRC: That your call?

RC: That's how I'm calling it!

XRC: What did you think of the event this year?

Ryan Cavalieri and his winning buggy and truggy

RC: It was awesome, Joey built a great track, it was flowing, with big jumps, but the jumps were made so you could jump smoothly. The competition was tough—it's the best it's been in a while. The Nitro Pit is a great facility and fun to be here, I loved it!

XRC: Any closing thoughts?

RC: Thanks Joey, you did a great job. Thanks Nitro Pit for a great facility, and to everybody out there…watch out for Team associated this year!

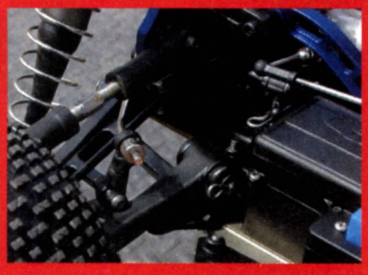
(Skinny note) *I have to agree with Ryan on "the pass" that made the event. Later I got to review three videos of the "supposed" incident from different angles, and in no way was there any hacking. The boys were dog fighting, and they both came into the line at the same time. It was just racing my friends—good racing at that!*

This is all you need to know about Friday's qualifying! Yep, it's the Nitro Challenge all right.

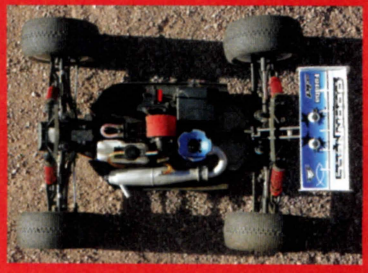
It's time for Joey and the Dirt Crew to get their due. These are the guys who put the track together and make it work. They want to say thanks, and I think we owe them thanks, too! From left to right: Curran Christensen, Aaron Webb, Tony Marble, and the man—Joey Christensen.

9TH ANNUAL NITRO CHALLENGE

NEW VEHICLES



GREG DEGANI had his new SH Engines, Z-Racing buggy at the event, and it's much different in design than most buggies. Two things that stand out; the A-arms are wide and have no hinge pin to speak of. Also the rear brake is located on the back diff case. I'll have to get one for testing to show you all the features.



STEVE O'DONNELL AND JARED TEBO were at the event testing the pre-production O'Donnell Truggy. It has most of the features of the buggy, but a little larger. Jared qualified fourth, and I must say the new truggy looked good on the track.

Wow! That's a lot of words!

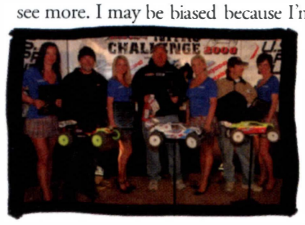
THE RACING

OPEN BUGGY: Open buggy was a fun race to see. It was good racing with tight action for most of the race. In fact most of the open drivers were only a few seconds off on lap times to the pros. Ryan Phillips, who qualified second, put a lap up on second place, and finished first. The way he was running, he would have finished about ninth in the pro class. Josh Alton, who qualified eighth, finished second one lap down, but he would have placed top ten in pro. You may not know this, but Josh is a designing made man He has worked with Losi and now Hot Bodies to bring you sweet racing cars. Now you know where these companies get their stellar products; it's the working class racers that make this sport happen. Now J. Smoker is a madman when it comes to racing, but this weekend he qualified fourth, and was looking good, but finished third. Doctor J. ran a great race, and was in the hunt for first…I was rooting for you Smoker!

OPEN TRUGGY: Mike Friery TQ'ed and won open truggy. He ran a great race and finished two laps up on second and third place-finishers Radcliff Brill, and Brad Johnson. Mike was burning up the laps and would have finished top ten in the pro class the way he was driving. Radcliff Brill qualified ninth, and worked his way up to second, which was no easy feat in this fast paced open truggy class. To me, the big news was Brad Johnson—Brad was on a mission. He battled in the twenty minute B-main, and was the second bump, placing him fifteenth in the A-main. In the forty-five minute A-main, he worked his way up from dead last to third place which was not easy considering that most of the drivers were seconds off on driving pro A-main lap times. Ryan Cavalieri said he thought the competition was tough this year, but I don't think he realized that ALL of the classes at the Nitro Challenge this year were top notch. All classes this year were very fast, and tight. Looking at the results; most drivers "fast lap" were on par with the pro A-mains. Sure it might have been a couple of seconds here and there, but it shows that the competition at the Nitro Challenge is the best around!

40+ BUGGY: Super Mugen honcho—Kris Moore is a 40's guy, but you wouldn't know it by his driving. Kris ran a pro pace, and went 68 laps which would have placed him about eight in pro buggy. Kris Moore not only TQ'ed, but he won the 40+ A-main by two laps. Bill Koch qualified seventh, and gave Kris a run for his money, but in the end he just didn't have the steam to match Kris's pace. Bill still would have finished top ten in pro buggy though, and that's not too shabby. Dave Wentz Qualified Fifth, and upped his game to finish third, which is good, because the 40+ plus class was filled with fast drivers. I know this because I raced this class and got smoked…so what else is new!

40+ TRUGGY: The Nitro Challenge is one of only a few events that have a 40+ class, and I would like to see more. I may be biased because I'm forty, but regardless, this class is good for the hobby. Lots of drivers are…umm…older, and I know they would love to have a class to race in regularly, but I digress. The big news for the 40+ truggy main was Todd Jonas. He bumped from the B-main to fourteenth on the grid for the A-main. He promptly roosted into the top of the field, and then into first to finish one lap up on Tony Rossetti who had qualified second and finished second. Tony was on fire this weekend and was my pick to win this class. Greg Cochran ran a good race and finished third which bettered his seventh place qualifying position. It was interesting to see the 40+ A-main because I would have liked to bump into it, but what surprised me is that the flying fossils were setting a fast pace, and aside from being inconsistent in lap times—they looked like the pros out there. I don't know what happened over the winter, but RC off-road racing got a lot faster, and the drivers are impressive for 2008!



PRO TRUGGY: Pro Truggy was packed with Adam Drake sitting on the grid TQ and Ryan Cavalieri second. At the start of the 45 minute main, Drake grabbed the holeshot with Taylor James, and Ryan Cavalieri neck and neck into the first turn. Drake stretched out his lead and led for the first part of the race until Ryan Lutz pushed his way past Drake for first. A little after the fifteen minute mark, Drake and Cavalieri were battling for second and third, with Ryan Lutz in first.

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

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2014	RC10 T4
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2033	Nitro TC3
2037	RC10 TC4
2056	XXX-4
2057	XXX-BK2
2067	MF2 / XXX-T
2068	XXX-NT
2072	XXX-S
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2722	Traxxas Rustler
2723	Traxxas Stampede
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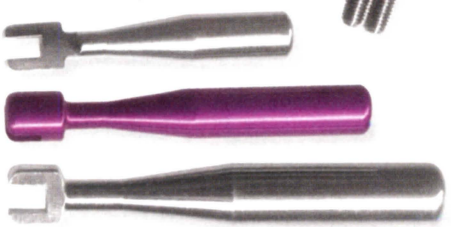
4012	RC10 T2/GT
4014	RC10 T4
4031	RC10 TC3
4033	Nitro TC3
4037	RC10 TC4
4056	XXX-4
4057	XXX-BK2
4066	XXXT MF2
4067	XXX-T
4068	XXX-NT
4072	XXX-S
4073	JRX-S



Wrenches

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

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9TH ANNUAL NITRO CHALLENGE

Drake hit the pipe on the right side switchback and let Cavalieri slip by for second. At this point the top four drivers are twenty seconds apart. About the half way point in the race, Lutz was in first, fifteen seconds up on Cavalieri with Drake in third, and Mike Truhe had just made a pass on Taylor James for fourth. With eighteen minutes to go something let loose on Lutz's truggy and he started falling back. This put Cavalieri in first, Drake in second, and Truhe in third. Taylor and Truhe swapped back and fourth, but Taylor finally got away to battle with Drake. On the last lap, on the front straight jump—leading into the hair pin corner, Drake and Taylor James collided in mid-air, and both tumbled into the hairpin. Drake lucked out and landed on all four, while Taylor needed a turn marshal, and it was game over—Drake driving home to second place. Cavalieri wins, but what a finish for second!

PRO BUGGY: There was one constant in the pro buggy A-main, and it was Ryan Cavalieri. Adam Drake, Jared Tebo, and Mike Truhe all battled for, or ran in first place, but in the end, it came down to the classic battle between Associated and Losi—Ryan Cavalieri, and Mike Truhe. This was an action packed forty-five minute A-Main event, with the first part of the battle between Drake and Tebo. In the end it was Cavalieri and Truhe for the first place battle. At the start Drake grabbed the holeshot, and soon Jared Tebo was in hot pursuit. The race barely got started and already the pressure was on. After the first pit stops, Drake and Tebo were close with a five second gap, and behind them; Mike Truhe and Ryan Cavalieri were in hot pursuit having their own battle. A little after the half way point, and pit stops done, things started to shape up for the final battle. Drake was still leading, but Truhe was all over Tebo for second, and Cavalier was now making his move and right behind Tebo and Truhe. Tebo bobbled, and Cavalieri was now in third hunting down Mike Truhe. The two increased their pace because of the epic battle they were having, and soon consumed Adam Drake who then dropped to third. Now with minutes to go, Truhe was in first, and Cavalieri was half a second back, and the two were all over each other. With a lap and a half to go, Cavalieri was two inches behind Truhe as the two went into the bowl-turn-jump. Truhe lost traction and slid wide, while Cavalieri aced the turn and stayed tight. Both headed to the exit line out of the corner, and as Truhe and Ryan came together; they tagged each other (depending on who you talk to!) and Truhe got bumped off line and Cavalieri took first. Truhe got going again quickly and hit the turbo boost and drove like Charley Manson to close the gap. On the last lap, the two got down the back straight, and Truhe's Losi looked like it had a rocket as his buggy closed the gap with only 60 feet to go. Truhe just left his buggy punch all through the finish sweeper and almost passed Cavalieri at the finish—with just two tenths of a second separating them. Now that was a race…wow!

NEW VEHICLES

PAUL COLEMAN had the new Crono buggy, and will soon be available in the US again. If you're checking out that engine—it's the new Axial .21 RR. It's still being tested, but should be on the shelves soon.

NEW ASSOCIATED TRUGGY? No, but if you get bored of RC racing you can go watch the real trucks roost the desert track. On the other hand, a little bird told me the AE team did testing of the pre-production AE truggy the day after the Nitro Challenge. The plan is to race the truggy at Silver State in two weeks. I also heard Cavalieri plans on dominating the ROAR Truck Nat with it, too!

Paul is a man you'd want on your side in a dark alley.

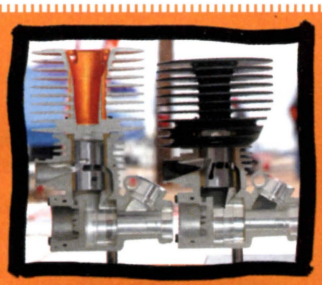
NEW PRODUCTS

Advantage Racing has new wheel nuts with gripping power. The backside has dimples to lock into the wheel, and the nut has a lip to displace load. All good things needed for 1/8-scale racing.

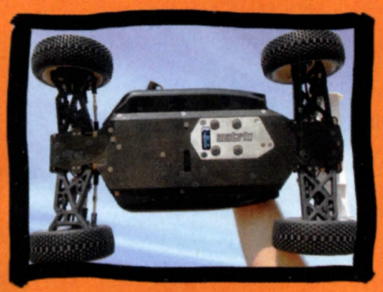
Jconcepts has new tires and rims for your roosting pleasure. A few of the pros were using them, and the reports were good. Look for more information next month on these fine JC products.

Ryan Maifield's choice. Ryan was sporting the new JC RC8 buggy body, and the JC Cross Hair tires, both look sweet.

9TH ANNUAL NITRO CHALLENGE



RB Concept had a sample of the new "low center of gravity" RB engines on hand, and they look cool. The head is the same size as usual, but is dropped down on the block to lower the CG. Study the photos and you'll understand. The gold head is standard, and the black head is LCG!



For you Losi drivers out there, Matrix has this new carbon fiber chassis. I don't know much about it—but it sure is trick!

Losi had the new Eclipse tire out at Nitro Challenge, and I snagged a photo from the CEO guy's pit. Also note the Losi rim; I'll let you in on a secret—a lot of Pros were using the Losi rim (I'm talking about non Losi drivers here.... hmmm?) It's slightly larger than most popular rims and it was said to give better performance.

CAPTAIN'S LOG

STAR DATE 2008: As it was in the beginning, so is it in the end, The Ninth Annual Nitro Challenge is a classic event with so much going on it's hard to mention everything in one story. You have the racing, the drivers' social, big jump contest, and this year there was a killer bonfire party at the track. There were drivers from around the world attending, new products, and best of all; the super fast guys coming out to play. Of course, the best thing about the Nitro Challenge is that it's a happening with lots of drivers that love RC, and we all want that. Joey and the Nitro Pit once again put on an excellent event, and I thank them for doing it—it truly is the one event I look forward to. If you missed it, or have never been to the Nitro Challenge, you have to make it next year. Just ask the guy who drove three hours just to watch this event; he said it was the best three hour drive he ever made to see an event! ✪

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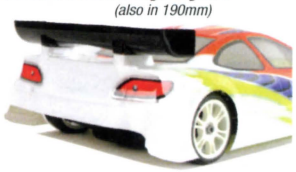

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THE WINNERS

OPEN GAS BUGGY (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	2	Ryan Phillips	38.498	Losi	OS	Nitrotane	Panther	Losi	Airtronics
2	8	Josh Alton	38.300	Hot Bodies	Picco	O'Donnell	Proline	Hot Bodies	JR
3	4	J Smoker	37.194	Losi	Crono	Matrix	Proline	Proline	Airtronics
4	6	Nick Hartman	39.206	Mugen	OS	Mugen	GRP	No Info	Airtronics
5	13	Bailey	38.289	Mugen	No Info	No Info	Proline	No Info	Futaba 3PK
6	14	Wade Gatin	38.977	Mugen	V Spec	No Info	Bowe Tie	Mugen	Airtronics
7	9	Anthony Howarth	38.236	Jammin	OS	Sidewinder	Proline	Jammin	Futaba 3PK
8	7	Dave Burt	38.834	Losi	V Spec	No Info	No Info	No Info	Airtronics
9	5	Radcliff Brill	39.543	Losi	Plus 21-5K	Byrons	Panther	Losi	KO
10	10	Dennis Close	39.002	Kyosho	CEO RBC6	Nitrotane	Proline	Proline	Futaba 3PK
11	11	Jason Sams	38.371	Associated	Sirio	Werks	Proline	Associated	Airtronics
12	15	Jon Faulkner	39.315	Associated	RB	Sidewinder	J Concepts	Associated	Airtronics
13	1	Mike Friery	34.735	Losi	Novarossi	Nitrotane	Panther	Losi	Airtronics
14	3	Matt Schreffler	38.136	Losi	OS	Nitrotane	Proline	Losi	Airtronics
15	12	Darin Rogers	38.485	Losi	OS V Spec	Nitrotane	Losi	Losi	Futaba 3PK

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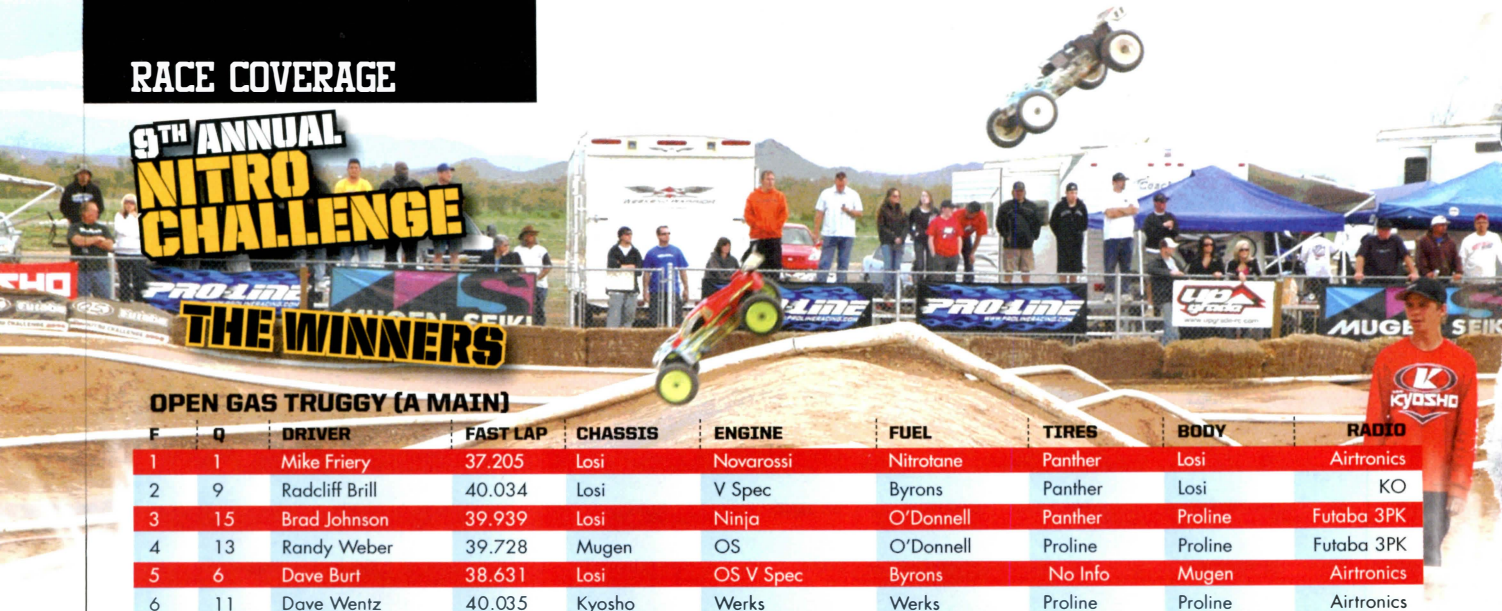
9TH ANNUAL NITRO CHALLENGE

THE WINNERS



OPEN GAS TRUGGY (A MAIN)

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1	1	Mike Friery	37.205	Losi	Novarossi	Nitrotane	Panther	Losi	Airtronics
2	9	Radcliff Brill	40.034	Losi	V Spec	Byrons	Panther	Losi	KO
3	15	Brad Johnson	39.939	Losi	Ninja	O'Donnell	Panther	Proline	Futaba 3PK
4	13	Randy Weber	39.728	Mugen	OS	O'Donnell	Proline	Proline	Futaba 3PK
5	6	Dave Burt	38.631	Losi	OS V Spec	Byrons	No Info	Mugen	Airtronics
6	11	Dave Wentz	40.035	Kyosho	Werks	Werks	Proline	Proline	Airtronics
7	10	Bill Koch	40.706	Mugen	Picco	Byrons	Panther	No Info	Airtronics
8	12	Cole Thornton	38.981	Losi	Novarossi	Ninja	Panther	Losi	Airtronics
9	3	Trevor Lund	38.930	Losi	Ninja	Sidewinder	Panther	J Concepts	Futaba 3PK
10	8	J Smoker	38.743	Jammin	JP Raceing Rossi	Matrix	Proline	Proline	Airtronics
11	4	Charles Charron	39.240	Kyosho	Proline	O'Donnell	Proline	Proline	Airtronics
12	7	Rich Chounnard	39.124	Losi	V Spec	Nitrotane	Panther	J Concepts	Airtronics
13	2	Jason Sams	38.620	Associated	Sirio	Werks	J Concepts	Associated	Airtronics
14	16	Chris Thomas	41.597	Kyosho	OS Speed	Byrons	Proline	No Info	Futaba
15	14	Paul LynchMob	40.687	Losi	Novarossi	Sidewinder	Panther	J Concepts	Futaba 3PK

40+ GAS BUGGY (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	1	Kris Moore	37.699	Mugen	Ninja JX	MSR 30	Proline	Mugen	Airtronics
2	7	Bill Koch	39.431	Mugen	Piro	Byrons	Panther	No Info	Airtronics
3	5	Dave Wentz	40.201	Kyosho	Werks	Werks	Proline	Proline	Airtronics
4	2	Guff Germany	37.916	Associated	OS V Spec	Byrons	Proline	Associated	Futaba 3PK
5	6	Tony Rossetti	39.761	Losi	V Spec	Nitrotane	Proline	Losi	Airtronics
6	10	Jim Willmon	41.349	Losi	OS	No Info	Proline	J Concepts	Futaba 3PK
7	8	Ivan Barnier	40.153	No Info	No Info	No Info	No Info	No Info	No Info
8	15	Ruben Castro	41.168	Losi	V Spec	Nitrotane	Proline	Losi	Futaba
9	11	Todd Jonas	39.370	Jammin	Fusion	Byrons	Proline	Jammin	KO
10	14	Butch Hedrich	41.911	Jammin	Nova	Werks	Proline	Jammin	Airtronics
11	4	Darin Rogers	38.454	Losi	OS	Nitrotane	Losi	Losi	Futaba 3PK
12	13	Keith Henry	39.758	Kyosho	RB	Sidewinder	Proline	Stock	JR
13	12	Roger Bassman	40.552	Losi	Novarossi	Nitrotane	Losi	Losi	Futaba 3PK
14	9	Chris O'Donnell	41.663	No Info	No Info	No Info	No Info	No Info	No Info
15	3	Charles Charron	46.298	Kyosho	Novarossi	O'Donnell	Proline	Proline	Airtronics

40+ GAS TRUGGY (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	14	Todd Jonas	39.327	Jammin	Fusion	Byrons	Proline	Jammin	KO
2	2	Tony Rossetti	40.145	Losi	Pico	Losi	Losi	Losi	JR
3	7	Greg Cochran	41.615	Mugen	V Spec	Sidewinder	Panther	Proline	JR
4	9	Ivan Barnier	40.707	No Info	No Info	No Info	No Info	No Info	No Info
5	1	Guff Germany	39.253	Mugen	OS V Spec	Byrons	Proline	Proline	Futaba 3PK
6	13	Roger Bassman	40.626	Losi	Sportworks	Sidewinder	Panther	Losi	JR
7	11	Butch Hedrich	41.725	Jammin	OS	Werks	Proline	Jammin	Panther
8	8	Steve Pirro	43.563	Losi	RB	Werks	Panther	Losi	Panther
9	5	Chris Stavros	42.060	Kyosho	Novarossi	Byrons	Panther	Proline	KO
10	15	Chris O'Donnell	40.021	Losi	Novarossi	Nitrotane	Panther	Losi	Futaba 3PK
11	3	Bill Koch	40.443	Mugen	Picco	Byrons	Panther	No Info	Airtronics
12	10	Randy Joslin	42.367	Mugen	Ninja	Mugen	Proline	No Info	Airtronics
13	6	Keith Henry	39.627	Kyosho	Hot mod 528	Sidewinder	Proline	Kyosho	JR
14	12	Frenchy Bessette	44.057	Mugen	Radical	Byrons	Proline	J Concepts	Futaba 3PK
15	4	Dave Wentz	40.285	Kyosho	Werks	Werks	Proline	Proline	Airtronics

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THE WINNERS

PRO GAS BUGGY (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	7	Ryan Cavalieri	35.372	Associated	Orion	Sidewinder	Proline	Associated	Airtronics
2	10	Mike Truhe	35.498	Losi	GRP Tuned	Nitrotane	Losi	Losi	Airtronics
3	1	Adam Drake	35.925	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
4	6	Jared Tebo	35.533	O'Donnell	OS	O'Donnell	No Info	O'Donnell	Futaba 3PK
5	3	Ryan Lutz	35.981	Kyosho	Sirio	Werks	Panther	Kyosho	KO
6	9	Chad Bradley	36.316	Jammin	OS	Werks	Proline	Jammin	Airtronics
7	15	Taylor Peterson	36.274	Kyosho	Werks	Werks	Werks	Kyosho	No Info
8	5	Richard Saxton	36.822	Mugen	OS	Reedy	Proline	Proline	Futaba 3PK
9	12	Gary Guest	36.809	Jammin	Jammin	Werks	Proline	Jammin	Futaba 3PK
10	13	Taylor James	36.401	Jammin	OS	No Info	Proline	Jammin	Futaba 3PK
11	11	Phillip Atondo	36.864	Losi	Novarossi	Nitrotane	Losi	Losi	JR
12	14	Travis Amezcua	36.208	Hot Bodies	GRP	No Info	No Info	No Info	Futaba
13	2	Billy Fischer	36.571	Losi	Novarossi	Nitrotane	Losi	Losi	JR
14	4	Ryan Maifield	36.057	Associated	GRP	O'Donnell	J Concepts	J Concepts	Futaba 3PK
15	8	Jeremy Kortz	36.058	Hobao ST	Werks	Werks	Proline	Proline	Airtronics

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PRO GAS TRUGGY

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	2	Ryan Cavalieri	35.409	Associated	Team Ofion	Sidewinder	Proline	No Info	Airtronics
2	1	Adam Drake	35.236	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
3	10	Taylor James	35.271	Jammin	OS	Werks	Proline	Jammin	Futaba 3PK
4	6	Mike Truhe	34.966	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
5	14	Mark Pavidis	35.319	Kyosho	OS	Sidewinder	Proline	Kyosho	Futaba 3PK
6	9	Chad Bradley	35.558	Jammin	OS	Werks	Proline	Jammin	Airtronics
7	8	Cody King	35.441	Kyosho	Sirio	Sidewinder	Proline	Kyosho	KO
8	13	Josh Wheeler	35.789	X-Ray	OS	Byrons	Proline	X-Ray	Futaba
9	15	Gary Guest	35.598	Jammin	Jammin	Werks	Proline	Jammin	Futaba 3PK
10	3	Ryan Lutz	34.944	Kyosho	Sirio	Werks	Panther	Kyosho	KO
11	11	Jeremy Kortz	35.366	No Info	No Info	No Info	No Info	No Info	No Info
12	12	Ryan Maifield	35.501	Mugen	GRP	O'Donnell	J Concepts	J Concepts	Futaba 3PK
13	7	Travis Amezcua	35.735	Hot Bodies	GRP	O'Donnell	Proline	Hot Bodies	Futaba 3PK
14	4	Jared Tebo	35.287	O'Donnell	OS	O'Donnell	No Info	J Concepts	Futaba 3PK
15	15	Richard Saxton	35.868	RC8	OS	TQ	Proline	AE	Futaba 3PK

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THE NEW TOURING CAR?

ONROAD?

words: James Revilla

Do they even look like pans to you?

It's not a happy time for touring car racers. 10 years ago the TC class was everywhere; from local hobby shop parking lots to permanent indoor facilities, it wasn't surprising to see 6-7 full heats of drivers on a race night. Nowadays 1/8-scale off-road is widespread, and although there are still big touring car races like the IIC, Snowbirds and the ROAR nationals, the competitive touring car class as a whole has moved to the upper-end of the spectrum. You rarely see neighborhood club racing anymore, and to have any chance to compete these days, you'll need a lot of high-end equipment just to have a chance at breaking into the top 30. The decline of touring car racing can probably be attributed to 3 factors: the cost of being competitive, the lack of "local" facilities, and the rise of 1/8-scale off-road nitro.

On the other side, 1/10-scale direct drive has been giving way to 1/12-scale. 1/10-scale direct drive pan cars with today's high powered batteries and motors made the class way too fast. Sure, we RCer's all love speed, but think of it from a different standpoint: Trying to bring a novice into the world of RC with a 1/10 ballistic machine is a recipe for disaster. The recent migration to 4-cell cut speeds down and seems to be working for 1/12, but 1/10 (which was once the most popular on-road class to run) didn't quite stick around, even if they were less complicated and overall less expensive to run compared to other on-road categories, a la touring car.

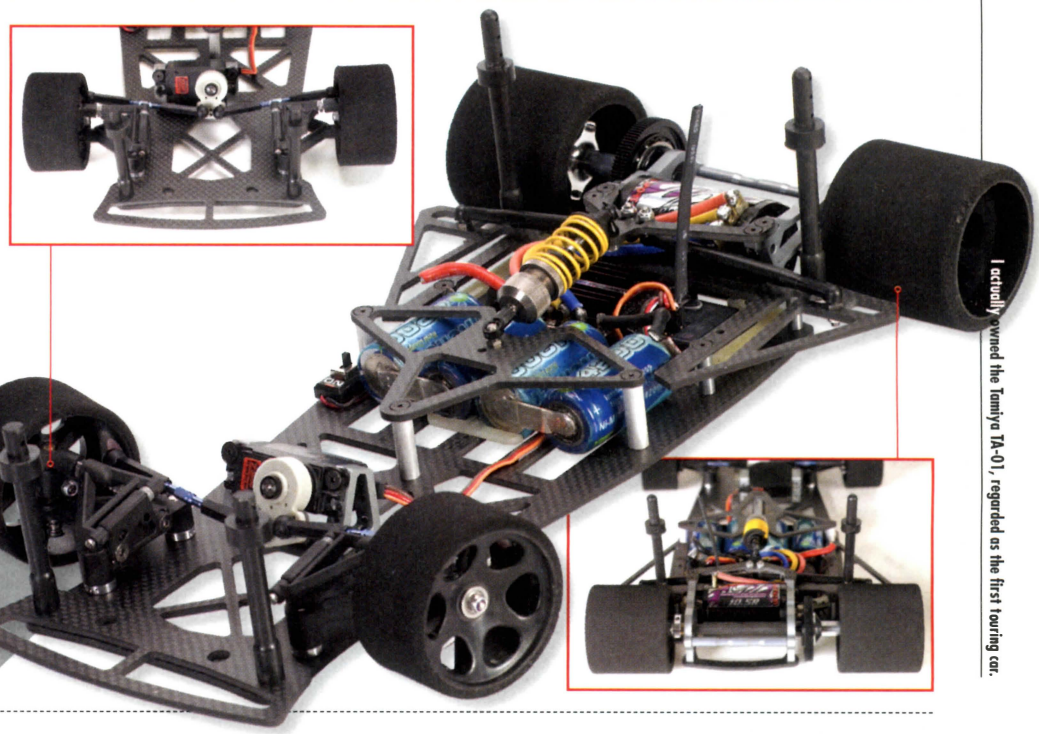
But is on-road really on its last legs? Being a die-hard touring car guy (and thus, I'm in the on-road category) myself, it's easy to see how the advancement of both classes might have dug themselves into a hole by elevating the level of competition (or speed) too high for your average Joe to participate in. At the few club races still available, all it takes is a few seconds to scan the pits and see that there are no "sport" chassis anymore; local TC racers use the same high-level equipment as the pros, minus the sponsorship and team support – which means more money, an extensive setup routine, and less fun. 1/10 pan is almost an afterthought compared to 1/12. However, lately there's been a resurgence of a movement to rekindle the on-road scene with 1/10-scale direct-drive sedans, a cross-breed of direct-drive pan car technology with the look and dimensions of TC. These new machines are being promoted as the second coming of on-road, trying to create (revive?) a new class and chassis spec that are competitive, but easier to use and requiring less cost – things that usually draw newcomers to the hobby.

MACHINE SPEC

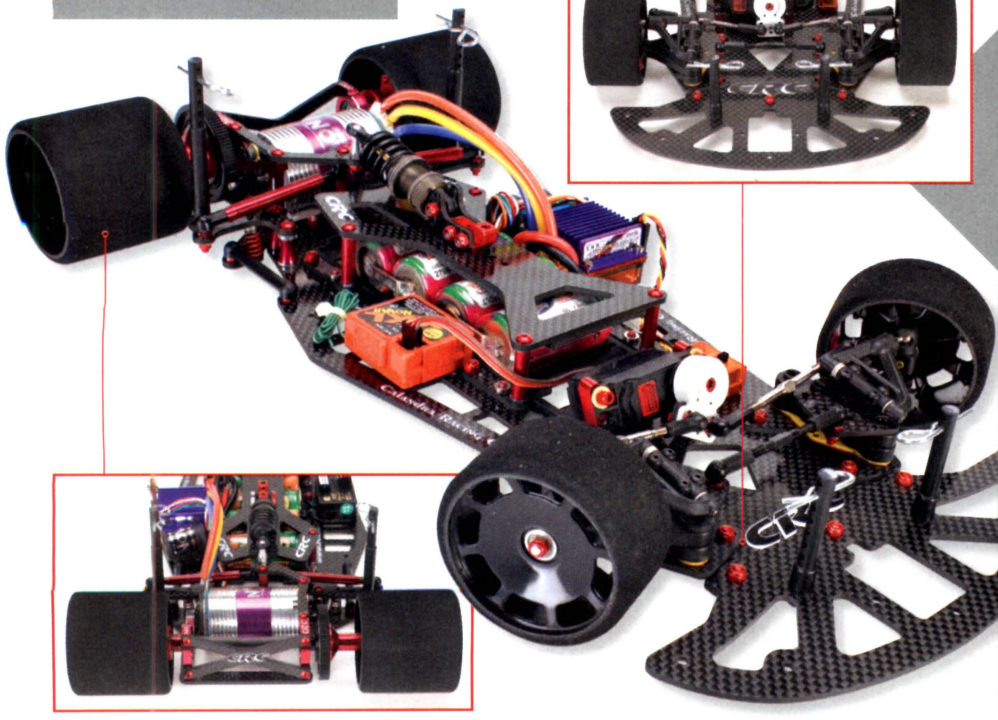
First of all, this "mixing" of direct-drive and touring cars isn't really a new idea. Team Associated had their RC10L3 in the past (an RC10L with touring car dimensions), which didn't fare so well at the time, since regular AWD touring cars were peaking in popularity as the machines to drive for on-road. More recently, Tamiya released a similar direct-drive touring car with their F103GT (touring car bodies and dimensions with F1 underpinnings) but that didn't take off too well either. Now comes another push for direct-drive TC, spearheaded by these machines we see here. The twist? These on-road manufacturers (and others) got together and worked out the details on how they can all come up with machines to fit the new "Pro-10" class. Let's take a look at their initial offerings.

BMI
DB10R

Breiner Machine, Incorporated, or BMI, has been in the industry since 1979. Their dedication to racing is exemplified by their 3 year R&D program, which culminated into the DB12R. They took the DB12R's technology and applied it to the 1/10-scale pan TC shown here. Dubbed the DB10R, this offering from BMI features an Associated Dynamic Strut front suspension, "Flex Link" rear suspension with IRS macro shock, Lunsford titanium front axles and turnbuckles, and finally what BMI calls a "Center Mass" 2.5mm carbon fiber chassis layout—where the battery position is closer to the center of the chassis, as opposed to being biased toward the rear axle. Part of this design involves mounting the ESC and receiver behind the battery pack, for ideal weight distribution. For a spec car, you can see that it's loaded with good features right out of the box.

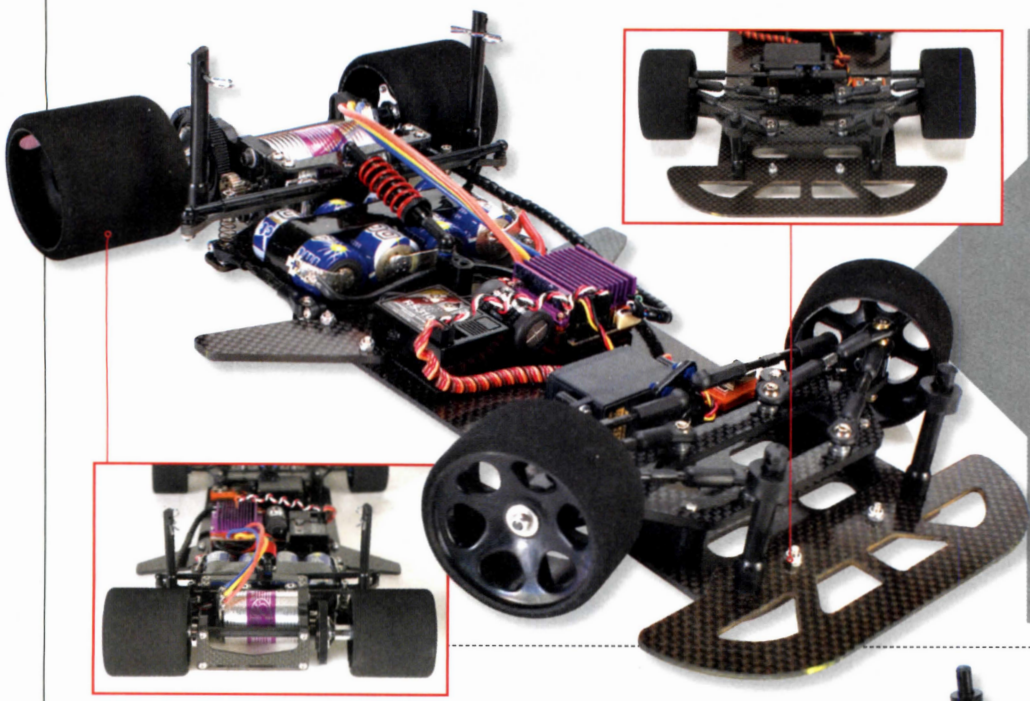


I actually owned the Tamiya TA-01, regarded as the first touring car.



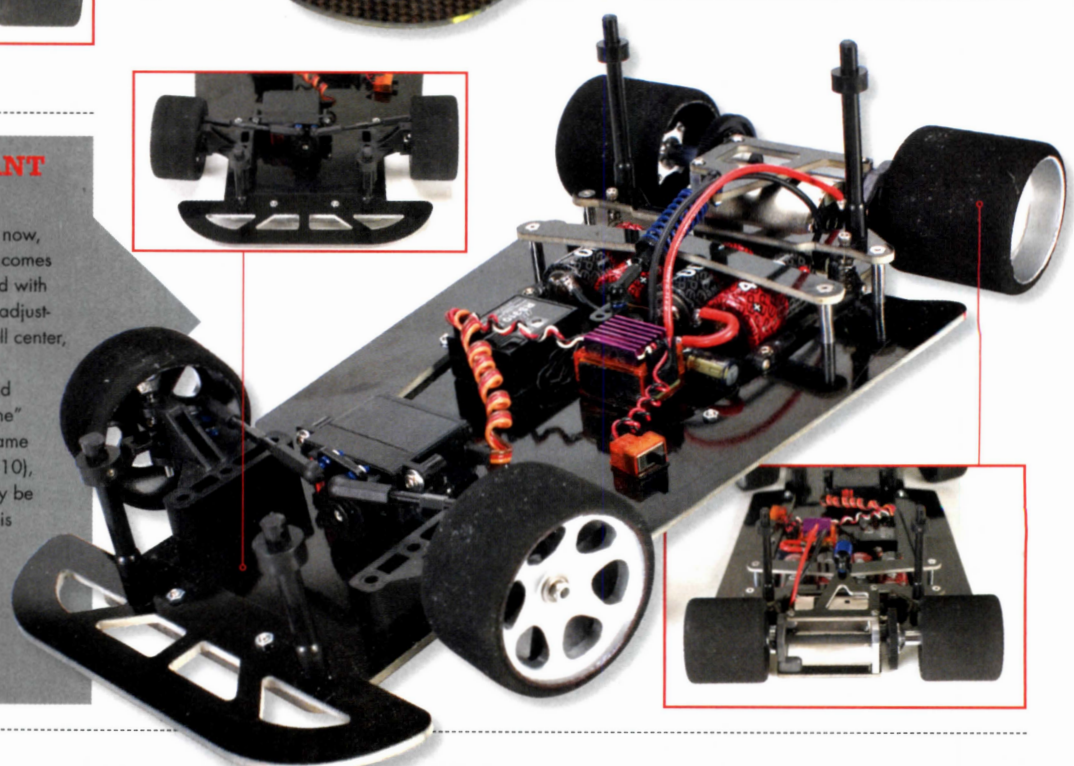
CALANDRA RACING
CONCEPTS GENX10

If you've never heard of Frank Calandra, it's ok – but I'm sure you've heard of Team CRC. Well the new GenX10 is their entry into this new class, and it's generating quite a buzz within the on-road community. The chassis features CRC 's Pro-Strut molded front end, which uses spring-loaded kingpins, and is adjustable for front track width. Out back, the rear end features a new X-pod "open" design to easily accept brushless motors. Using a pivot ball mount, the rear end movement is controlled by a single oil-filled shock up top, and coil spring and friction tubes for side-to-side control. The chassis also features an upper deck and an inline configuration for the battery pack. Both Ni-MH and Li-Po packs are compatible. With an adjustable track width (200-235mm), the GenX10 will be compatible with common 200mm-wide touring car bodies.



SPEED MERCHANT
FORMULA PRO-10

Speed Merchant has their own entry into the "Pro-10" class available as I type this. One of the first to be released, their ride features their trick looking "Speed Tune" rear suspension. Utilizing an intricate set of links and sliding dampers, the rear end can be tailored for any traction situation. Up front, a thick carbon fiber brace serves as a mounting point for a multi-link front suspension, with adjustable caster and camber via turnbuckles. Battery placement is toward the rear of the main chassis plate, leaving a nice open area for mounting electronics in multiple positions to alter weight balance. Of note: the rear pod was modified to allow for easy access to brushless motors.



SPEED MERCHANT
SPEED SPEC

Available for quite some time now, the Speed Spec "pan sedan" comes 75% pre-assembled. Equipped with full ball bearings throughout, adjustable rear steer, adjustable roll center, 4-cell cutout, centered motor, hardened steel front axles, and Speed Merchant's "Speed Tune" rear suspension design (the same design as on the Formula Pro-10), the Speed Spec could possibly be the "bang for the buck" chassis of choice. With the same overall dimensions as the Formula Pro-10, the Speed Spec forgoes carbon fiber for fiberglass, and an old school RC10-type front end.

Frank at CRC is one of the OG's.

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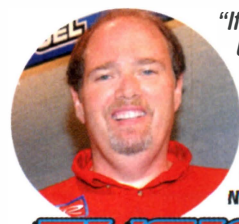

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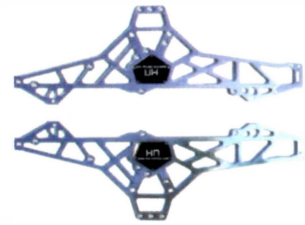

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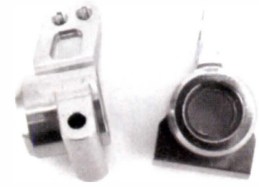

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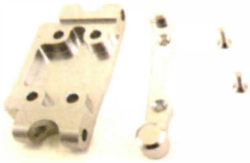

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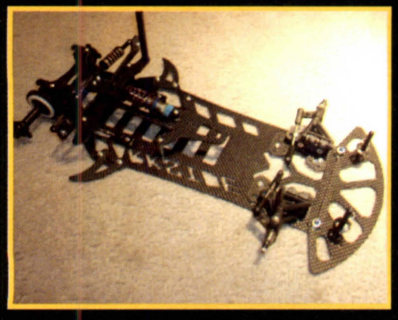
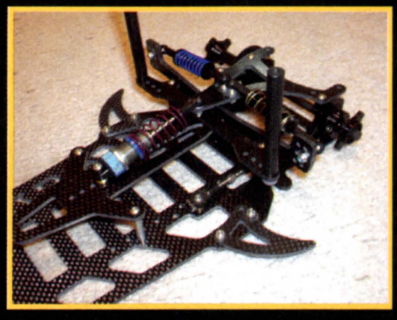
MORE ON THE WAY?

BMI, CRC, and Speed Merchant aren't the only one's in the mix. Rumor has it that on-road veteran Team Associated is working on a Pro-10 platform, which makes total sense since they have the proven RC-10L platform to work with. Another manufacturer rumored to be working on a Pro-10 chassis is Tamiya. Weird; I don't think it's coincidence that the same two companies who tried it before (by themselves) would try to get back into the fold along with the three shown here.





WHAT ABOUT DIRECT DRIVE & TOURING CAR AS IT STANDS NOW?

Of course, a common question here is, "but there's already a direct drive and touring car class. Why Pro-10?" Well, if you don't recall, the demise of 1/10-scale on-road direct drive was mainly due to the speeds involved. Battery and motor technology advanced to a point that 1/10-scale direct drive cars were ballistic; in fact, they got to a point that they were almost dangerous, clocking lap times faster than touring car mod class. We all love speed, but for the beginner it can make or break one's desire to stay involved in RC. It's definitely not a good idea to have a novice start out with a car that's so fast that one crash could destroy the vehicle beyond repair!

Switching gears for a moment, let's now look at why Touring Car slowed down in popularity. The original appeal of touring car was based on two things: realistic looks and easy "turn on and drive" capability. The whole parking lot scene was based on the fact that anyone, novice to expert, can buy a touring car, build it as is, and race something that looked like cars that you see on the road or even in your garage. Fast forward to today, and touring car racing is extremely competitive. Most say it's too competitive in that, to even have a chance at finishing decent in a race, you'll have to do a lot of setup, and spend a lot of hard-earned money on high-end batteries, short-lifespan tires, and motors that are pushed so hard that they require a rebuild after each run. On top of that, look at any touring car grid today – the similarity in appearance to real cars is very thin, to the point that most touring car racing bodies look like clones of each other.

WHY PRO-10 CAN SUCCEED

The main goal of Pro-10 is to bring back the realism of the original touring cars, all the while keeping it simple, accessible, cost-effective, and most of all—fun. Having the manufacturers work together is the first good sign; instead of trying to out-do each other and driving the class into the high-end (like what happened with Touring Car), they can all help by regulating what they can and can't do, which translates into keeping costs down – a move that would easily make this class accessible to novices. A proposal to regulate power to 4-cell or 3.7 Li-Po is floating around, and something like that would do wonders in limiting speed (and the dangers with too much speed), yet the class would still be up to date with today's available technology and products. Racing to the consumer would also cost less, as 4-cells are obviously cheaper than 6. Finally, the realism factor of using bodies that look like real car bodies was part of the widespread growth of touring car when it started, so why not here too?

All in all, the idea and goals of the Pro-10 class are promising. I like the idea of having a simple, less-intensive setup of a RWD direct-drive chassis—compared with 2,481,098 different adjustments on today's competitive touring cars. Also, limiting battery power (and thus limiting speeds) will keep races safe, yet competitive. Hopefully the Pro-10 class will succeed, and who knows—it may become the new on-road class to be a part of! ✪

Have you noticed how expensive a competetive touring car setup goes for these days?

Here's where to go for more info on the vehicles shown in this article:

- **BMI**
  www.bmiracing.com
- **Calandra Racing Concepts**
  www.teamcrc.com
- **Speed Merchant**
  www.teamspeedmerchant.com

THE SPONSORS: MaxAmps • Castle Creations • Kyosho

3rd Annual MINI DIRT NATIONALS

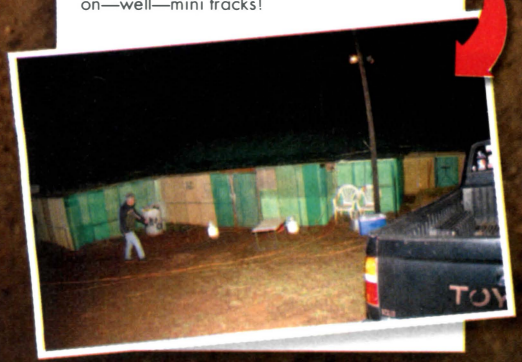
Words and Photos: Michael Wortel

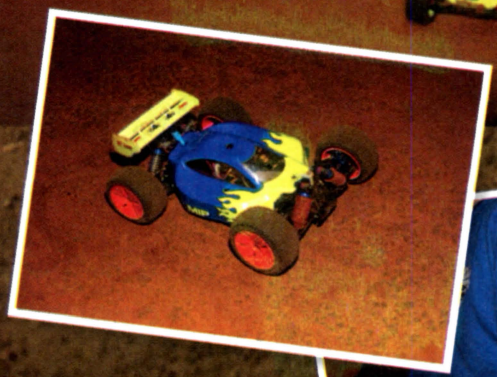
As I found myself sitting around the track at 1:30 AM, laughing with some of the most down-to-earth RC racers I've ever met, I knew the race was a success...

Thank God for Applebee's Martinis.

In Trussville, Alabama, about 20-miles outside of Birmingham, exists a very special place. After I loaded up the rental Pontiac G6 (thankfully I didn't wreck it this time) and headed out the track, I was sure I had been given the wrong directions. You see, 99.9% of RC tracks are located either in heavily industrialized areas, or simply in the middle of nowhere. But as I followed my Map Quest instructions, I found myself heading into a wooded, winding-road dotted, residential landscape. I was sure I was lost. But low and behold, 7995 Cavern Road popped-up, and I saw the unmistakable sight of easy-ups and pickup trucks; I knew I had found the place!

The 3rd Annual Mini Dirt Nationals isn't the best known race in the world, or even in Alabama for that matter, But John Greene's facility has a dedicated following of mini racers. At first look, I was skeptical; the track is literally built in a converted, 60' X 30' greenhouse. But then again, mini cars don't run on big, 1/8-scale tracks. They run on—well—mini tracks!





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FRESHNESS GUARANTEED

Race Date: 02.23.08

Trackside cuisine was a 10/10.

THE TRACK

Mad Maxx RC is indeed a state-of-the-art, indoor mini facility. The track is a rough, hard-packed surface, with the signature orange-colored dirt native to the area, which I first learned of when I covered my first race in this area about a year an a half ago. When it's dry, the surface is like sandpaper, and quickly develops a deep blue-groove.

1. Racing began in the middle straight and quickly ran into the technical chicane, which the fastest racers carved through by jumping the rounded corner dots.

2. At the end of the chicane, drivers were greeted with a short rhythm section that tested the mini suspension setups. After negotiating the pipes, drivers found another chicane.

3. The signature Mad Maxx wood-plank-berm taunted drivers to show boat, but the fastest ones took this hairpin cautiously.

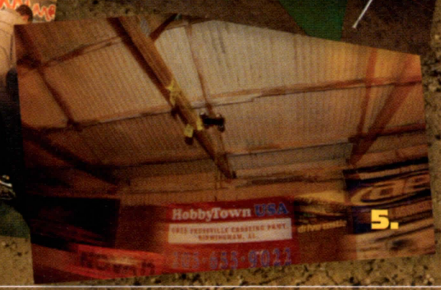
4. The back straight featured the moto-cross-inspired 3X. Although it was fun to go for the big air, the most successful guys running took it as a 2 X 1.

5. After the straight, cars were forced to slow down and prepare for the straight on the left-hand side of the track. This was met with a surprisingly challenging 2X, which was significantly more tame if approached closer to the wall.

6. Finally, an s-turn closed out the track, and drivers were led back into the starting grid.

3rd Annual

MINI DIRT NATIONALS



Don't you wish you had this in your backyard?

RESULTS

MONSTER TRUCK A-MAIN

F	Q	Laps, Time	Driver	Car
1	2	19, 5:00	Jason Annis	XRAY M18 MT
2	3	18, 5:09	Mike J	***
3	1	16, 4:08	Jason Schmidt	Losi MLST
4	4	9, 2:22	Wesley Dennis	Losi MLST2

4WD SPORTSMAN A-MAIN

F	Q	Laps, Time	Driver	Car
1	1	34, 10:19	Blake Shelton	AE 18T
2	2	30, 10:02	Brad S	***
3	3	29, 10:32	Jeff Wyatt	AE 18B FT
4	4	25, 10:15	David D	***

4WD PRO A-MAIN

F	Q	Laps, Time	Driver	Car
1	1	39, 10:01	Tim Mohr	***
2	3	39, 10:22	Jason Annis	XRAY M18 T
3	2	37, 10:13	Wesley Dennis	AE RC18***
4	4	24, 10:16	Spencer Glasgaw	AE 18T

2WD PRO A-MAIN

F	Q	Laps, Time	Driver	Car
1	1	38, 10:16	Tim Mohr	Losi Mini-T
2	3	36, 10:19	Wesley Dennis	Losi Mini-T
3	4	35, 10:01	Brian "Cooky"	Losi Mini-T
4	2	35, 10:17	Spencer Glasgaw	Losi Mini-T

KYOSHO 1/16-SCALE A-MAIN

F	Q	Laps, Time	Driver	Car
1	3	39, 10:86	Brad Tompkins	Kyosho Mini-Inferno
2	1	38, 10:06	John Ball	Kyosho Mini-Inferno
3	2	37, 10:12	Brian "Cooky"	Kyosho Mini-Inferno
4	4	27, 10:00	Mike J	Kyosho Mini-Inferno

NOVICE A-MAIN

F	Q	Laps, Time	Driver	Car
1	1	15, 5:31	Will Aultman	AE 18B
2	3	13, 5:03	Brian "Whoop"	AE 18T
3	4	13, 5:64	Rick Buch	AE 18T
4	2	9, 3:12	Nathan Wheatley	DTX Mini-Quake

IN THE END

At the risk of alienating every other race that I've been to, covered, or participated in, the Mini Dirt Nationals was the all around coolest. The racers, owners, and directors were some of the best guys I've ever met in RC. In fact, the term "southern hospitality" was an understatement, and I almost felt more at home in Trussville than I did when I made my first homecoming to Chicago since I working full-time for Xtreme. If you've never been to a mini racer, you aren't alone. Prior to this, I had never been to one myself! But if you ever get the opportunity, check one out. The cars and tracks are smaller, but the excitement and competition is every bit as large. If you're ever in Birmingham, do yourself a favor and head out to Mad Maxx RC. You'll race with a great bunch of guys, and you'll probably be offered hot homemade cinnamon buns as well. The South is back!

THE PITS

1. Kyosho and Team Associated led the way with the prize give-aways. By the end of the night, almost everyone ended up with an impressive amount of swag!

2. Mad Maxx isn't just an indoor track; they also sport an outdoor nitro track big enough for 1/10 and 1/8-scale racing. This venue will soon be one of six tracks to participate in the upcoming 2008 Alabama Boarder Wars point series.

3. I didn't bother to check the weather forecast. Alabama is in the South, and the South is warm, right? WRONG! Thank god for this portable propane heater. It's all we had! And it went through a full propane tank every couple hours.

4. Not everyone fit indoors to pit. And considering the indoor heating system wasn't the greatest, these guys just may have been better off!

5. At about 1:00AM, while we were waiting on the trophy presentation, racers tested out some 3-cell 11.1V Li-Pos in their cars. The high-jump competition ensued, and the object was to clear all of the rafters!

THE RACING

In total, six classes were run at the Mini Nats, ranging from Novice, to Sportsman, to Pro. Qualifying and racing were both held on the same day, which made it long, but more tolerable than spending three days at a track. Qualifying was four rounds long, and the top two from each main had the opportunity to bump-up. The standard IFMAR qualifying system was used, allowing racers to compete against the clock, not against themselves. Mains were either five minutes or 10 minutes long, and began in a standard starting grid.

The races were all pretty close. Although most of the guys on the field were local, there were a fair number of sponsored drivers in attendance as well. The manufacturer reps commented on how hard the local racers pushed the pros, and since most of the racers were used to racing together, they knew the track well. The competition was fierce and familiar!

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TRI10207	4.5 Turn, (1/12th & touring car, 4, 5 & 6 cell)
TRI10208	5.5 Turn, (4wd & truck off road, 6 & 7 cell)
TRI10214	6.5 Turn, (2wd, 4wd & truck off road, 6 & 7 cell)
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MAKE A TIRE TUB

RUB-A-DUB-DUB, CLEAN YOUR WHEELS IN A TUB!

words: Brian "Skinny" Skinner

Skinny shows us how to keep our meat clean... ew.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

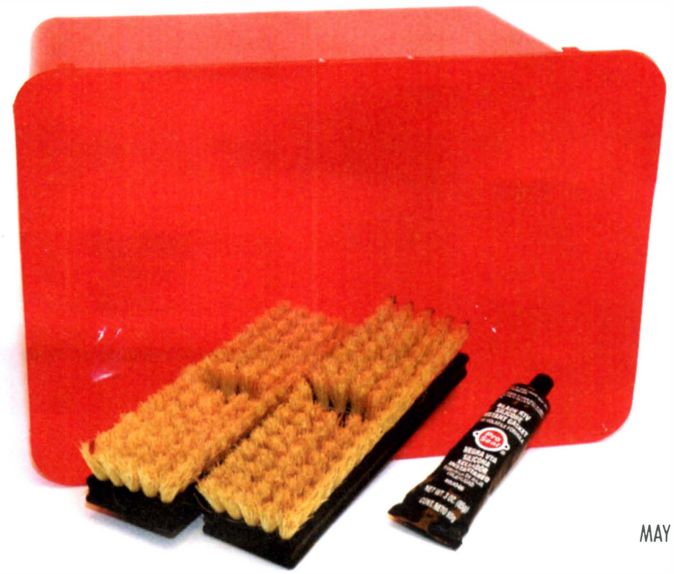
20 MINUTES

TOOLS NEEDED

- Plastic container
- One or two scrub brushes
- Shoe-Goo
- Liquid dish soap
- Rubber gloves and goggles

Having clean meat to rip up the terra firma is important to your off-road vehicle, and a clean on-road tire is key for good traction on tarmac as well. The only good way to clean your wheels is with soap and water, and that can get messy. Sometimes finding a place at the track to clean your wheels can be a problem as well. Fear not my friends, because here is the answer to all of those issues. In just a few minutes you can have a sweet portable tire cleaning station for only a few dollars. Before we move on, let me explain why a clean tire is important. In off-road the tread pattern gets pack up with dirt and minimizes the penetration of the knobby into the ground, and you lose the traction you need to perform well. In on-road, your tire picks up oils and surface debris which cause your car to get loose and not have optimal traction. Sure, every time you go out the tires will pack up with junk, but why start out that way? You want the best traction for as long as you can get it, right? Besides, you want your pride and joy to look its best when you go out in front of your friends, don't you?

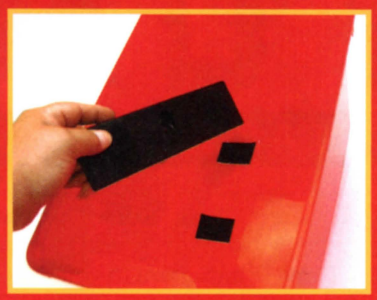
01 Before you start, you'll need to find a small tub, scrub brushes, and some silicon glue. Home Depot, Lowe's, or super markets are great places to start. I found my tub at Ikea, and the brushes and glue at Lowe's. Find a tub that will hold one big brush, or two smaller brushes. Once you find what you want, make sure they all fit together before you buy them. Remember: "Measure twice—cut once!"



» TECH TIPS

MAKING A REMOVABLE BRUSH SET-UP

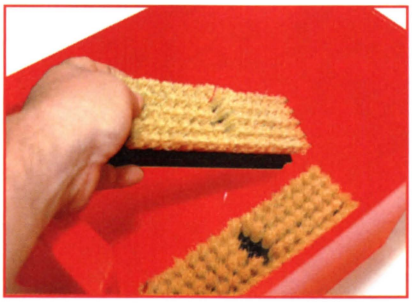
An alternative to gluing your brushes to the tub is to use Velcro strips to attach the brushes to the tub. To do this, buy some PS Velcro (pressure sensitive) and apply it to the brush and tub. Velcro is not as solid as glue, but it allows you to remove the brush(es) to clean really muddy tires, or to clean other things.



THE ULTIMATE RACER SET-UP TIRE CLEANER THINGY

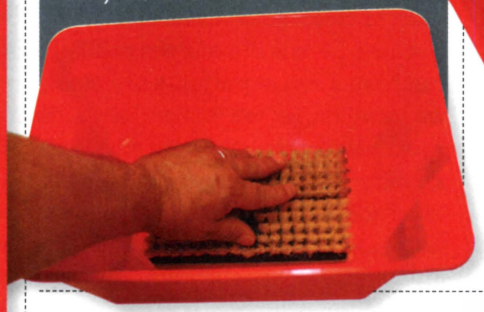
Here's an idea for you crazy hardcore racers. How about a tire cleaner and a driver's stand in one! To save room for travel, and to make pit life easier for the hardcore race, combine your new tire cleaner with your drives stool. A lot of you use driver stools, and all of you clean your tires, so just combine the two. Find a stool and tub that fit each other and glue them together (I found mine at Ikea). When you're in the pits you have a tire cleaning station, and when it's time to race, just flip the tub over, dump out the water, and use it for a driver's stool. Another benefit to this is that you have an extra seat in the pits when your buddies stop by to bench race. To top it off; while the unit is being used in stool mode, the brushes will drip dry and be ready for the next time you clean your tires.

02 Place the brushes into the container and see how they fit, and get an idea of where you want them before you apply the glue. If you've chosen one large brush, or two smaller brushes, I recommend centering them in the tub. Of course, this is your tire cleaner, so make it workable for you.



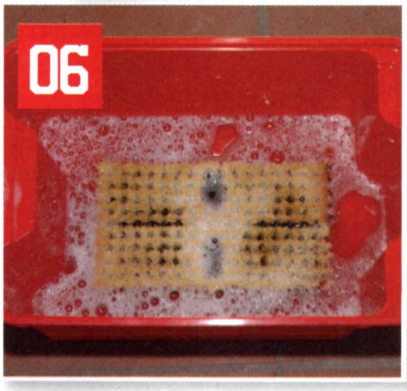
03 Now that you've got a clue as to where the brushes should be, lay a big blob of sticky goo on the back-side of the brush, and then place it in the tub where you want it to be for the rest of its life.

04 Now check to see if the brush is where you want it, and that it looks good. If you have two brushes, make sure they are square and as close together as possible. If all looks good, press down hard on the brushes to get a good bond, and let the glue dry for twenty-four hours.



05 Congratulations, you now have a cool tire cleaning station!

06



If all has gone well, your tire station is ready to use. Here are a couple of tips for using it:

- Fill the tub with water just above the bristles, and add a teaspoon of liquid soap. (Dial dish soap seems to leave a nice shine on the tires!) By adding just enough water to cover the brushes, you'll avoid a lot of splashing, and you'll be able to see how the tires are cleaning up.
- To rinse the wheels, just tip the tub up at an angle and swish the wheels around. I've found that you can wash your tires three or four times before you need to change the water. Of course, this depends on track conditions and how much of a clean freak you are.

CONCLUSION...

For about six dollars you can have a place to clean your tires right in your pit, which is nice considering many tracks don't have facilities to do this, or at best you have to walk a mile to get to water. For the basher or the home mechanic, this keeps the mess to a minimum, and will keep you out of the kitchen. I don't know about you, but I can't count how many times I've been busted by Shrekette for cleaning tires in the kitchen sink, and how many times I've slept on the couch because of it. No, my fellow hobbyists, do yourself a favor and invest in one of these. Life will be grand, and your RC will look super cool!

Is he doing square roots on that thing?

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Xtreme RC Cars magazine

Oval: having the shape, form, or outline of an egg; egg-shaped.

RUMOR MILL

Oval seems to be growing, and the 2008 racing season looks promising. Check out **www.hobbytalk.com** for lots of great oval topics and racetrack threads. A quick look shows dozens of tracks across the country actively participating in on-line chats each day. More tracks are now racing Novak **17.5/21.5 LIPO** classes with the Orion 3200/3600 packs and having success. In fact, ROAR is offering classes for these at the 2008 Carpet Oval Nats and Paved Oval Nats. The 2008 Snowbirds is over and the competition was the closest ever in both brushed and brushless classes, and with **350 oval entries** it marked another sell-out year. 89 drivers entered the 13.5 class and over 50 cars ran a 4.1 or 4.2 lap time, with no cars running a 4.0. WOW, that's close! Novak was in attendance and helped make sure all motors checked out in both the 10.5 and 13.5 classes. Even with rumors of cheating, all TQ motors and all A-main motors passed, which helped provide awesome side-by-side action among the world's best racers. There is still a rumor that **Associated** is making a 'L50,' but nothing official yet. They did just come out with a brand new 12th scale car, though. Lots of buzz on the West Coast from JPH Racing about their new Maverick car and chassis. Make sure to check out www.southwesttour.com, as they are kicking off their series with a big focus on brushless/LIPO racing. 2008 will see some changes in brushless racing, as ROAR is legalizing multiple motor companies' 10.5 and 13.5 motors. ROAR is also allowing **any speed control**, which might make things interesting. Competition among companies should be strong at this year's Nationals. When will RC oval go to COTF bodies like Nascar? There is still no huge push to go in this direction (yet). Some people want to slow cars down to make racing better, so taking away some front-end bite by changing the bodies could be good. More on this later... Let's go racing!!!

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

SMALLER CARS BRING BIGGER FUN

THANKS TO MCALLISTER AND TEAM LOSI

The micro craze is on, and more and more companies are coming out with cars. Check out the latest ads from Losi; they have two page spreads on 1/18-scale vehicles alone. In the Midwest, the Losi 'Sprint Car' Sliders are very popular and many tracks are racing them weekly, with some showing their biggest class counts with these cars. The thrill of simple racing is the attraction, as you can easily get these affordable cars built and ready to race. Oval fans now have something to be even more excited about! McAllister Racing has introduced two very cool and awesome looking bodies made just for these Sliders, giving tracks more options for classes and the ability to mix things up (which helps keep racing exciting and fresh).

#277 "JERSEY MODIFIED"

A new look for the Slider with current East Coast Dirt Modified design. This is a two piece body with plans and instructions plus window mask and over spray film. It fits the stock Slider chassis with no modifications after removal of the center roll cage.

#248 "OZARK SPRINT"

Add a realistic look to the Slider Sprint with a one piece snap in Sprint body with correct Sprint Car proportions. Requires removal of stock roll bar but retains the stock nerf bars on sides and rear. Comes with add-on exhaust headers, paint mask, and over spray film.

NEED SOME RACECAR DECALS? CALL THE DOCTOR!

Dale and Ross from Dr. Graphix provide some of the nicest RC car decals and banners you will find. With Slixx being gone, many racers struggle to find decals to make their bodies into great looking racecars. With Dr. Graphix you can get your own custom sticker sheet with sponsors, car numbers, and more at great low prices and service you can't beat! Many racers already get their stickers from Dr. Graphix, and another great thing is they have most RC logos ready to print. Dr. Graphix also does big race car numbers and banners. This year's Snowbirds used their car numbers and were impressed with their look and quality. Banners can be printed in almost any size and in any color! Dr. Graphix did several banners for the 'birds, including the popular Winner's Circle; many are pictured in on-line.Go to www.drgraphix.com for more information and give them a call. There is no reason you can't have a custom ride you can be proud of!

MAXIMUM RACING FUN AND MARKETING IS FOUND AT 'MAXIMUS'

One of the top tracks in the country is almost at the top of the road map. Maximus, located in Maine, has a ton of action going on and seems to be on the right track for success. Hosting oval, on-road, and off-road racing, Maximus has some cool marketing approaches that need to be praised. Corporate outings, birthday parties, rent-a-rides, 24 hour track access, a killer website, hobby shop, trophy events, weekly events, and exciting big events are all part of the Maximus experience. many are talking about the "Iron Maximus IV," a large carpet oval event coming up on April 19th-20th. 100+ racers are expected to attend, and you can expect some serious competition and great times. Make sure to stop by their website and see all the different racing and promotions going on in the Northeast at Maximus: **www.teammaximus.com.**

We might all learn some new ideas from the guys up there.

See, Hondas don't have the biggest wings in the land.

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

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- Super heavy-duty 4-shoe aluminum clutch
- Large 22mm metal wheel drive hexes
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- Specially designed high grip offroad Team Associated tires
- New heavy-duty roll bar for better protection
- Improved carburetor design makes tuning easier and more consistent
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ae

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

Bending your rear wing back a bit to clear height rules might seem ok...

THE BOOK OF RULES

7 STEPS TO BEING RACE LEGAL

CHEATERS SUCK

words: James Revilla

Rules, rules, rules – sometimes we hate them, but our world would be chaos without them. The same goes for racing; rules are put in place not to burden drivers, but to keep things fair and even, so that tuning and driving are what separate the top of the podium from the bottom of the E-Main. Most racers know that they can look up the rule sheet of any racing organization (i.e. ROAR, IFMAR, EFRRA) and see what they can and can't do. The problem is, with new chassis rolling out frequently, you can't be 100% sure you'll meet the legal requirements since every car, truck, and buggy has subtle differences in measurements, capacity, and design.

Most of the rules are pretty clear-cut. Some others might be a little confusing. Don't fret, though; we'll give you various tips and tricks that will help you keep your nitro or electric ride race legal, and all without cheating – because honestly, there are some rules you can take full advantage of to help performance, while keeping yourself by the book and in the clear.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.5

Ultimate RC Cars

1 2 3 4 5

TIME TO COMPLETE

60 MINUTES

TOOLS NEEDED

- Chassis weights

- Shoe Goo

- Ruler

- Lexan scissors

- Graduated cylinder

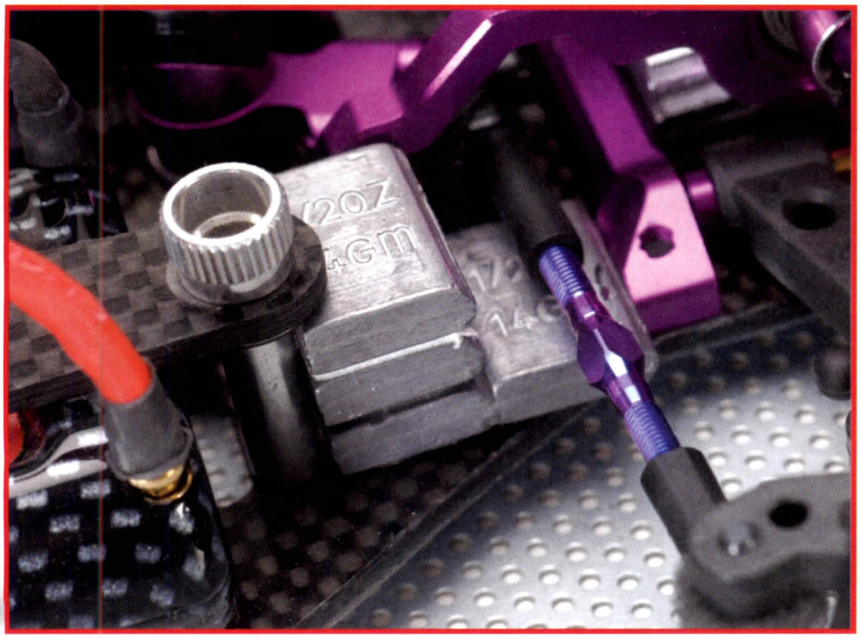
- Fuel line

- Fuel filters

- Wheel spacers

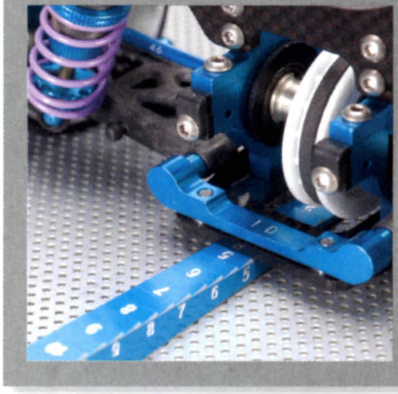
01 GAINING WEIGHT

Losing weight is easy—carbon fiber here, aluminum there, titanium hardware here, etc. Some competitive chassis might actually be underweight to begin with, especially if you run lightweight Li-Pos. The most common way to add weight is by using chassis weights. These small blocks of metal come in ¼, ½, and 1-ounce sections, and usually have double sided tape on the bottom. Applying the weights is easy—it's basically a peel-and-stick job. However, keep in mind that when adding weights to your chassis to reach the minimum limit, you'll want to select locations that do not affect your chassis balance. Also, keep the weights low (lower deck mounting is preferred) so you don't raise the center of gravity of your chassis, thus affecting handling. Some racers do not rely on double-stick, and use Shoo Goo for a more secure attachment.



02 GROUND CLEARANCE

Ride height is important, not only to performance, but to the rules as well. For on-road rubber tire racers, ride height is pretty easy—set it, forget it. But ride height becomes an important factor when running foams, since foam tires change diameter with each run. A good way to decide where to set your chassis ride height is by measuring tire wear during a run, then compensating for it when setting your ride height for competition. For example, if your tires wear 2mm after one run, set your chassis ride height to the minimum allowed +2mm (or +2.5mm to give you a safety net.) The last thing you want to do is win the big A-Main, only to be disqualified because your chassis is too low.



03 REAR WING

Another dimension you have to keep tabs on in on-road is rear wing width and height. If you're using one of the more popular race bodies (i.e. Protoform or Parma), your wing width should be fine; it's the height you have to worry about, because chassis height and body mounting all affect wing height. If you go to tech and find that your wing is just barely over the limit (usually the wing should be lower than the roof of the body), it takes a few seconds to trim it with some Lexan scissors. Use a bubble level to check your wing height compared to the roof height.

... until you realize you just changed your downforce.

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04 MINIMUM BODY HEIGHT

Whether you're running in the dirt or on the asphalt/carpet, there's a minimum body height to be aware of. This is measured at the highest point of the roof. Like the rear wing, mainstream racing bodies are molded to the correct and race-legal width. However, height varies from chassis to chassis and is dependent on wheel diameter, chassis ride height, and body mounting location. For performance purposes you want the body as low as possible while still being legal. If you're on the edge and your body is just barely below the limit, a good trick is to put some decals on the roof. You can stack one or two decals on the roof to bring it to minimum height, without having to readjust body or chassis ride height.

05 COOLING HOLES

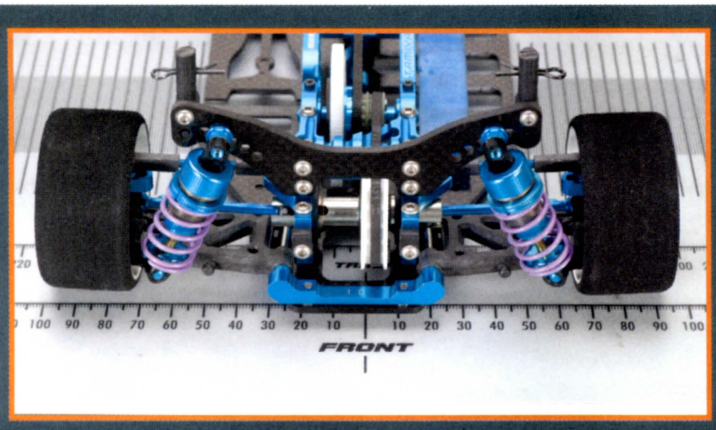
The maximum size of a windshield-cooling hole for nitro vehicles differs depending on what rule set your track follows. Some say 2", some say 60mm. Whatever your track enforces, the trick is to use a round hole. A round 60mm hole will give more area than a square or a rectangle with a maximum dimension of 60mm from corner to corner.

06 MAXIMUM FUEL CAPACITY

As in full-sized motor sports, RC nitro vehicles are subject to fuel system capacity regulations (including fuel tank, lines, and filters). For example, let's use ROAR's maximum of 125cc for .21 engines. To make sure your fuel system meets these rules, try this: First, get a graduated cylinder or measuring cup that has CC (cubic-centimeter) marks on it. Fill it to 125cc with new fuel. With an empty tank and fuel lines installed on your chassis, slowly pour the contents of the graduated cylinder into your fuel tank. If you pour all of the measured fuel in and there's an air pocket at the top of the tank, the fuel system is too big. If you're barely over, you can trim some fuel lines or remove the filter to bring the total capacity down. If you can't shorten fuel lines, you can reduce fuel system capacity by affixing weights inside the fuel tank. Don't just drop weights in there; clean the tank out and dry it, then Shoo Goo some chassis weights inside the tank, being careful not to block the pickup or pressure hole.

If the tank overflows, or overflows when you shut the tank cap, you're under the maximum allowed capacity. Although legal, this also means that you can't carry as much fuel as possible. To add fuel system capacity, you can extend the fuel lines, or add a fuel filter (or two) inline with the system. You'll have to experiment with fuel line length, but in the end you should be able to hold as much fuel as legally allowed.

Some run their foams so thin that after one run the tires are too small to pass tech... that's hardcore racing, there.



CHASSIS WIDTH 07

Width is another important measurement; usually there's a maximum width allowed depending on class. Using a ruler to check length is easy—either you're over or under. Chances are, unless you run a weird off-brand that's not meant to race, you'll have a chassis that's narrower than the maximum spec. Electric "race spec" touring cars, for example, are usually exactly 190mm (the maximum allowed) from axle to axle, or slightly less. Because a wider track will usually help performance, you want to run the maximum width allowed. If your chassis is under the limit, try some offset wheels, or use some aluminum washers in between the wheel hex and the wheel itself. These spacers usually come in 0.5, 1.0, and 2.0mm thicknesses and are used quite commonly. Just make sure you put an even number of spacers on both the right and left sides of the chassis, or you'll end up changing the handling balance of the vehicle.

According to Derek, running a red light is legal... it'll just cost you about 4 big ones.

GOVERNING BODIES

Here's the websites of the top 3 governing bodies and organizations in competitive RC racing:

IFMAR
www.ifmar.org

ROAR
www.roarracing.com

EFRA
www.efra.se

CONCLUSION

The next time you're getting ready for a big race (or even a local club comp), you can be sure that your vehicle will pass tech with flying colors. Some places may not enforce all the rules, but by sticking to them you can be sure that when that day comes and you're racing for the big win, you won't have to worry about losing to tech inspection. ✪

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TUNING WITH DOWNFORCE

USE THE FORCE, LUKE!

words: Jeff Huneycutt

You can take advantage of the "force," and we're not talking about some Star Wars fiction here. Instead, we're talking downforce, and it's just about as cool as any Jedi mind trick. This force uses the aerodynamics of the RC vehicle as it moves through the air to help push the wheels against the track to gain additional traction without actually adding any speed-killing weight. More grip with no weight penalty—no wonder the NASCAR and IndyCar guys spend so much time in the wind tunnel!

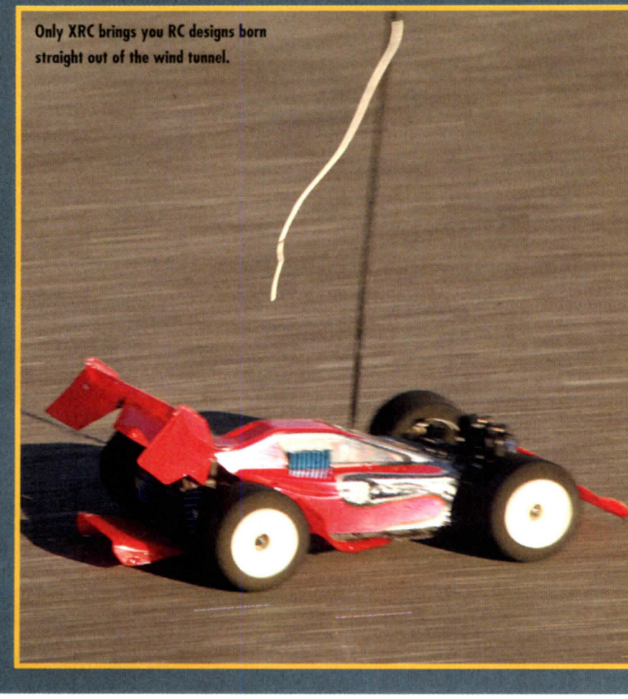
MEET THE GUINEA PIG

Jed Kohnen spends his days with top NASCAR Sprint Cup teams working as a technician for the Aerodyn Wind Tunnel in Mooresville, NC. Because of that he has firsthand experience with what works and what is simply a waste of time when it comes to using aerodynamics to generate downforce.

But the best part for us is that Kohnen is also an avid RC'er, and, like most of us, considers the out-of-the-box product that the manufacturers work so hard to perfect simply a suggestion. One of Kohnen's favorites is Associated's RC18R, though Kohnen has hardly stuck to the car's rally roots. These days, Kohnen's Associated looks a lot more like some demented IndyCar than any sedan.

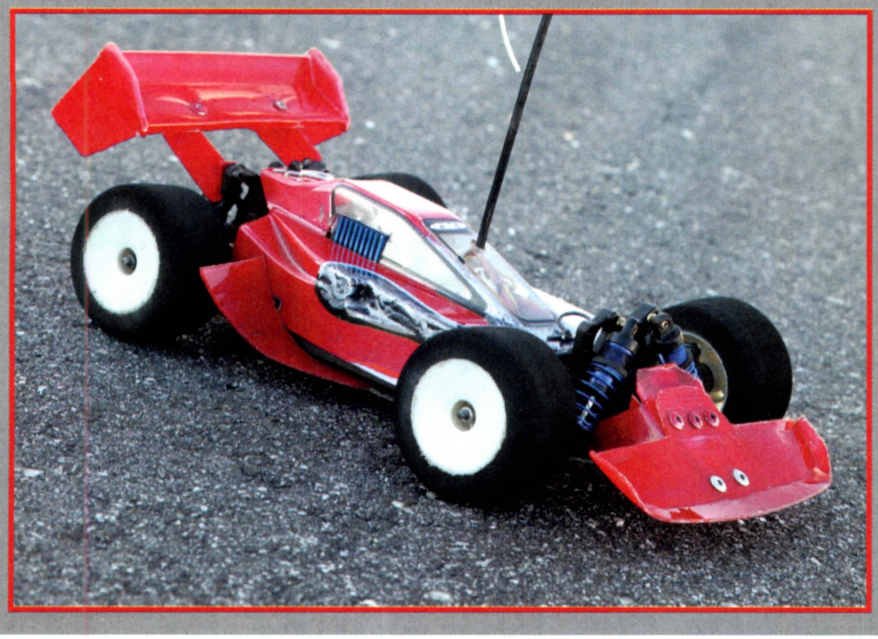
Among Kohnen's modifications is a Mamba 2080 brushless motor powered by a 1320 lipo battery. To help the car handle, he started down the traditional route by adding Pink compound foam tires, adjustable suspension links, and even an improved steering servo. Kohnen even went so far as to add an E-flight gyro to improve the car's stability.

Still, with so much power on tap, Kohnen says the car was lacking the amount of control he was looking for at speed. So he decided to use some of the tricks he had learned from his hours spent in a full-scale wind tunnel and apply them to the little Associated. The result is what you see here, and the effect on high-speed handling is astounding.



Only XRC brings you RC designs born straight out of the wind tunnel.

That is probably the most hooked-up Scalpel ever made!



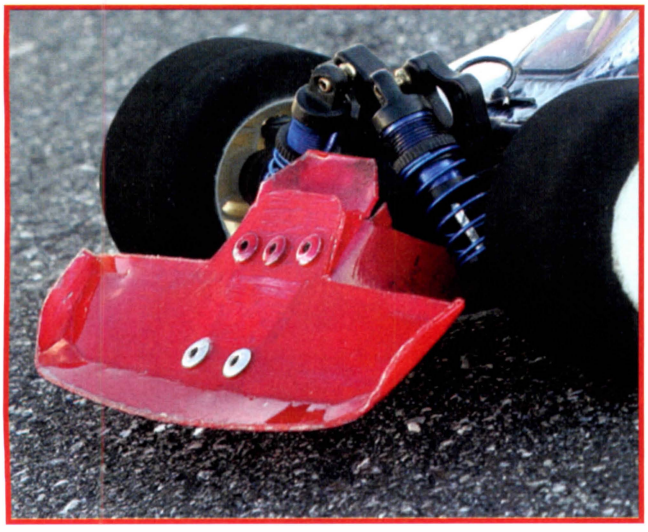
THE MASTER PLAN

Believe it or not, all of Kohnen's extensive body modifications came from an Associated 18B buggy body and flat sheets of clear Lexan. Components such as the rear wing brace and the front wing were made by carefully bending flat Lexan. Since the Mamba brushless produces more power than the small chassis can handle, Kohnen says all aero mods were planned for maximum downforce regardless of the amount of drag it produced. And the best part is that everything on this car serves a specific purpose. Let's take a closer look at Kohnen's design to see if you can find things to use on your own RC fleet.

FRONT WING

Even though it sports a 4WD drivetrain, the upgraded 18R can wheelie at any time and any speed according to Kohnen. Even if an RC can isn't pulling wheelies, hard acceleration shifts weight from the front of the car to the rear and can make controlling the car difficult during acceleration. So a premium is almost always put on getting as much grip out of the front tires as possible.

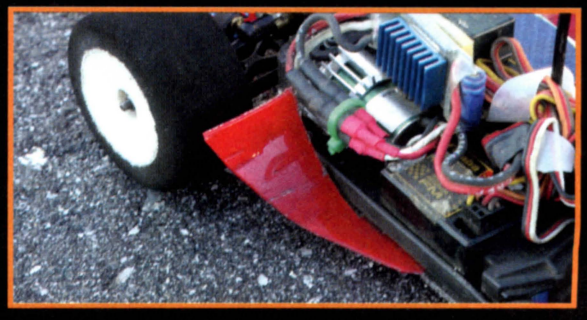
Kohnen's front wing not only helps maintain downforce over the front wheels during hard acceleration, but also serves as a nice front bumper. The supports are flexible enough to bend in a front-end collision and absorb the impact while protecting the wing. "The attack angle (the angle of the wing) is pretty extreme," Kohnen says, "but the idea is to keep making downforce even if the car starts to wheelie. Hopefully, that will help keep it from blowing over until I can get back off of the throttle. If the attack angle is too shallow, if a car wheelies the front wing can actually quit producing front downforce and start producing lift when the air gets underneath it and produce a blow-over."

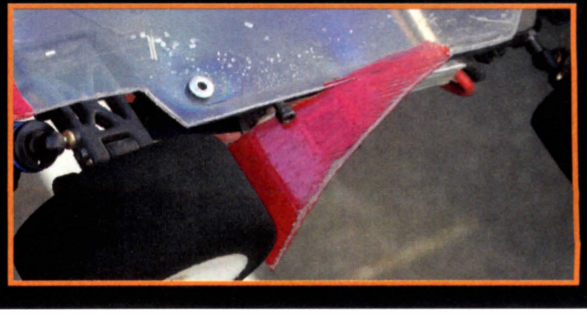


SIDE PODS

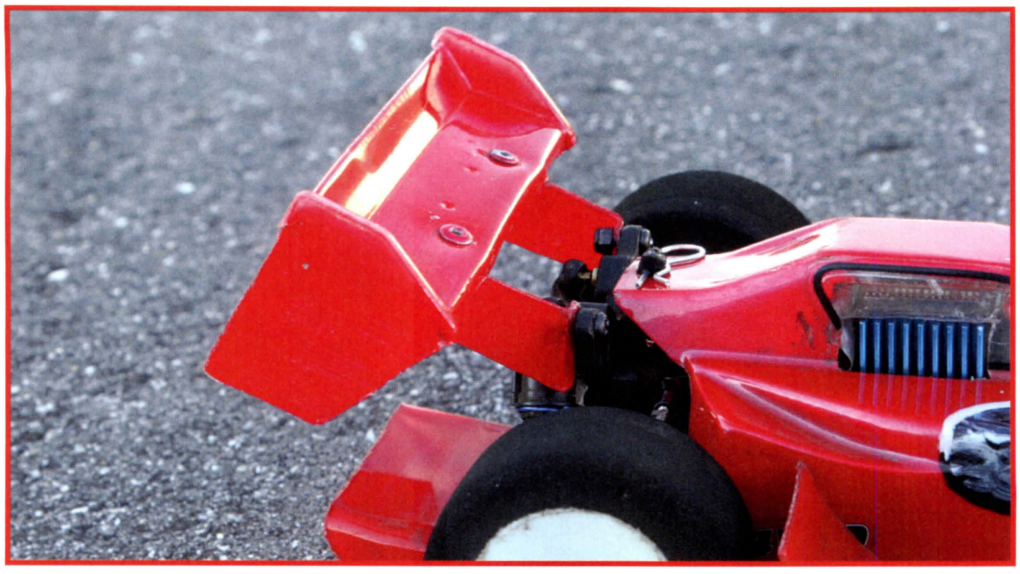
Those curved wings on either side of the body are called "side pods," and they serve two purposes. First, the side pod is an excellent way to produce balanced downforce on the car. Unlike front or rear wings, the side pods are located between the tires, so any downforce gets distributed equally front to rear, thereby maintaining balance. Second, side pods help deflect air away from the rear wheels, which reduces drag.

To keep things as simple as possible, Kohnen actually made the side pods as part of the underbody (which we will get to later). Then, to help maintain the angle of attack, he threaded a pair of socket-head cap screws into the chassis to act as supports.





Max Rockatanski's car featured here.



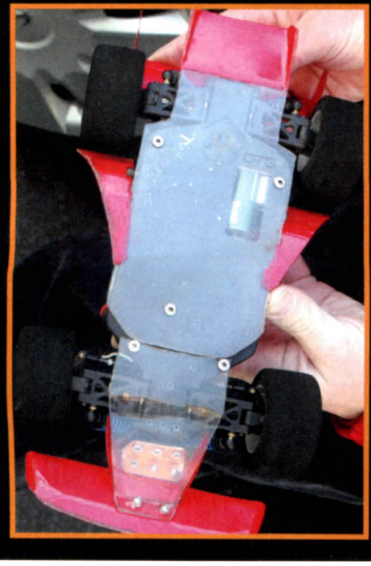
REAR WING

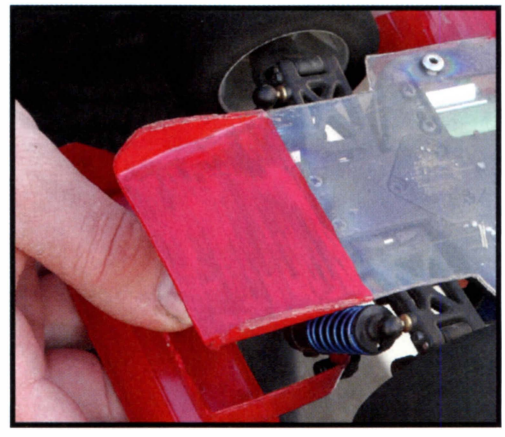
The rear wing is actually for Associated's RC18B buggy, but it works well in this application. Like the front wing, the angle of attack is extreme, but this is acceptable because Kohnen isn't worried about excessive drag overcoming the brushless motor's power. Compared to the location on the RC18B, this wing is raised up and set back to get it into cleaner air. Generally, the farther you can move the wing away from the dirty air near the body, the better it will work.

UNDERBODY

A complete belly pan is hidden underneath the chassis. The belly pan not only helps smooth airflow underneath the chassis, but it may surprise you to know that it actually produces downforce as well.

A belly pan produces downforce because it helps seal off the interior of the body. The art of creating downforce is actually all about creating high- and low-pressure differentials at strategic areas along the car. By sealing off areas where air can get inside the body, you create a lower pressure area than directly above the body where air flows freely. This differential, with a high-pressure area directly above a lower-pressure, area causes the high-pressure air to push down on the car, creating downforce.





REAR DIFFUSER

The rear diffuser should be considered an extension of the belly pan. Essentially, it "boosts" the low-pressure area created by the belly pan. A diffuser is attached to the rear of a belly pan and angles slightly upward, but the belly pan also has sides that seal off the sides of the diffuser at the same height as the belly pan. This ensures that any air that flows across the belly pan and enters the diffuser has to exit out the back, and no air can enter from the sides.

Because the diffuser angles upward, there is more area inside the diffuser at the rear (exit) than there is at the front (entrance). So as the air travels toward the diffuser, the pressure continually drops. As you can guess, the higher-pressure air above the diffuser creates the downforce.

On a side note, Kohnen says that the diffuser also performs a second benefit which you might not guess. If you take a good look at the plastic, you can see that—at least on this 18R—it works as a very functional wheelie bar.

CONCLUSION

Kohnen's 18R is certainly no concourse winner, but if you are a fan of a well-functioning design, this is a beautiful car. On high-speed runs you can actually see this car plant itself to the ground. The Mamba 2080 brushless motor means that this car still requires a skilled hand to drive, but the aerodynamic tricks Kohnen has employed make a world of difference. The best part is that the theories behind the aerodynamic enhancements to this car are pretty standard, so you should be able to achieve close to the same result as Kohnen.

no there is a use for those Lexan scraps.

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PITCH?

I was at the hobby shop and I wanted a new pinion gear for my Team Associated RC10B4 RTR—but I don't know what pitch gears I have. How do I find out?

Rockinb4

A: Pitch refers to the teeth size on a pinion. The smaller the number, the larger the teeth are. In the US we primarily have 3 pitches using 32-pitch, 48-pitch, and 64 pitch. Tamiya uses a metric version of 48-pitch, which technically makes 4 sizes, but most will switch them out for one of the other two. The smaller pitch gears are primarily for electric on road. 64-pitch is common in carpet racing. It allows very fine-tuning of the ratios and is more efficient because there's less tooth touching (lower resistance). That isn't best for all classes and people, as the smaller teeth have a much higher rate of failure and can get dirt and rocks in them. We primarily use 48-pitch in off road because it's a nice medium between the very large 32-pitch and the fine 64-pitch. 32-pitch is less common, although they can still be found on off road nitro cars. They are the most durable, but offer less of a fine-tuning ability.

DerekB

Pitcher? I don't even know her.

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.

COMIN' IN HOT!

I'm just learning about nitro engine tuning and I was told tuning to a specific temperature is not a good idea. Is this true? Why do I see so many drivers pulling into the pits to check the temperature when it's not the best way to tune an engine?

Creepy Carl

A: Tuning to temperature is both a good and bad technique for tuning engines. Most of the people you see are checking the temp of the engine are not really tuning by it. For the inexperienced nitro person like yourself, using temp as a guideline is a must. Until you learn what it feels like to be too lean on the track, using temp to tune is safe if not the recommended method. The reason why people tell you not to tune to temp is that there are so many variables in the temperature of the engine, so that using it as the only way can spell disaster. When you're blasting around at full throttle the engine can be very hot, but yet when you get into the pits or pull over for a check it could have dropped down to a safer level, but was too hot on certain parts of the track. So you should eventually get a feel for the tune of the engine to where the power feels right, and when you pull it in you'll be in the recommended operating range of the engine and just use the temp gun to verify what you feel. But tuning to 240-degrees when it's 100-degrees out might be okay, but when the temps drop to 50-degrees or less and you're still at that temp it might be way too lean. So if you're just starting out -- you should be using temperature 100% as a guideline, but you are just beginning to learn how to feel when it's right and wrong.

DerekB

YOU BROKE IT?

My HPI Savage went out of control the other day and flipped over at full throttle. Did I ruin it?

SavageguyCT

A: Odds are you are fine, as long as you got to it and shut if off in a reasonable time. Our little engines are pretty durable, but there's a danger of stretching the rod (and not in a good way) when the engine is left to run without a load for too long. I've seen some cars get stuck upside-down for a ridiculously long period of time with the engine screaming for it's life and there were no problems after. I've also seen them blow up quickly, so it really comes down to your tune. If you're running at full race conditions (as lean as you can go) there might be some accelerated wear, but if you're bashing and running on the safer rich side, you should be fine.

DerekB

PAINTING A MASTERPIECE

I just bought my first airbrush and I'm worried that I'll screw up my first attempt. Is it really that hard?

Paintmaster7

A: Absolutely not! Airbrushing is actually really easy. On the other hand, being an artist isn't something everybody can claim to be. You are going to make lots of mistakes, but Da Vinci didn't paint a masterpiece the first time he picked up a brush. So just be aware that you're going to make mistakes and that you'll get better over time with practice. Also they made stickers to cover mistakes. They are like band-aids for painters.

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5400 7.4V LI-PO

Engineered by TrakPower, Team Checkpoint's new Li-Po packs a whopping 5400mAh of capacity. Encased in a mirror-red hard shell, the Checkpoint Li-Po features gold plated connectors and a balancing port.

Part Number: TCPC3656
MSRP: $150
Web: www.teamcheckpoint.com

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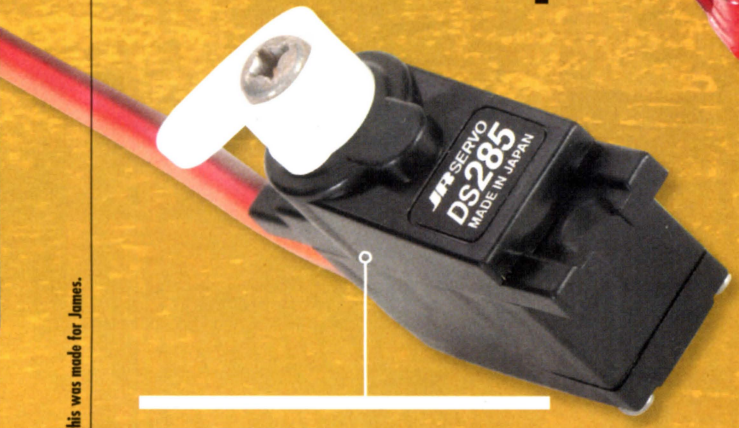
QUASI FIBER PACKAGE FOR BAJA 5B

If your Baja 5B needs to turn more heads, hook it up with Vertigo Performance's Quasi Fiber parts. The front chassis brace, side braces, rear lower chassis plate, and rear upper brake plate are made of thick 3mm carbon fiber to stay strong while looking good.

Part Number: VPP1690CF
MSRP: $99
Web: www.vertigoperformance.com



JR RADIO

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SUB-MICRO DIGITAL SERVO

JR Radio has servos for all sizes, and this one's one of the smallest. Their new DS285 Sub-Micro servo is a high-speed digital with 19 oz./in of torque and a 60° sweep at 0.14 seconds. Custom builds can use these servos to articulate doors, etc.

Part Number: JRPS285
MSRP: $35
Web: www.jrradios.com

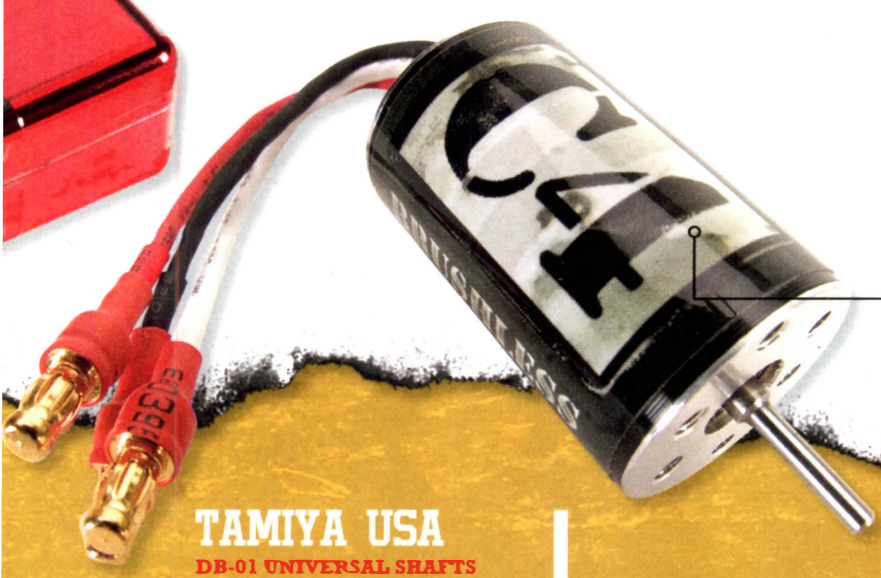
Red Li-Po. You know this was made for James.

PRO-LINE RACING

30-SERIES PREMOUNTS

Getting your JATO, Nitro Stampede, and Rustler some new skins just got easier with Pro-Line's new 30-Series premounts. Starting with Pro-Line's Torque 30-Series wheels, you get a choice of three treads: Dirt Hawgs for the bashing crowd, Road Rage for the pavement racer, and Bow-Ties for the track savvy.

Part Number: Varies by tread type
MSRP: $36/pair
Web: www.prolineracing.com



DYNAMITE

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C4 MICRO BRUSHLESS MOTORS

Designed for 1/16-1/18-scale micro vehicles, Dynamite brings their C4 line of brushless motors to the smaller crowd. Featuring a 2mm shaft and sensorless technology, the C4 is available in 8000kV and 9200kV.

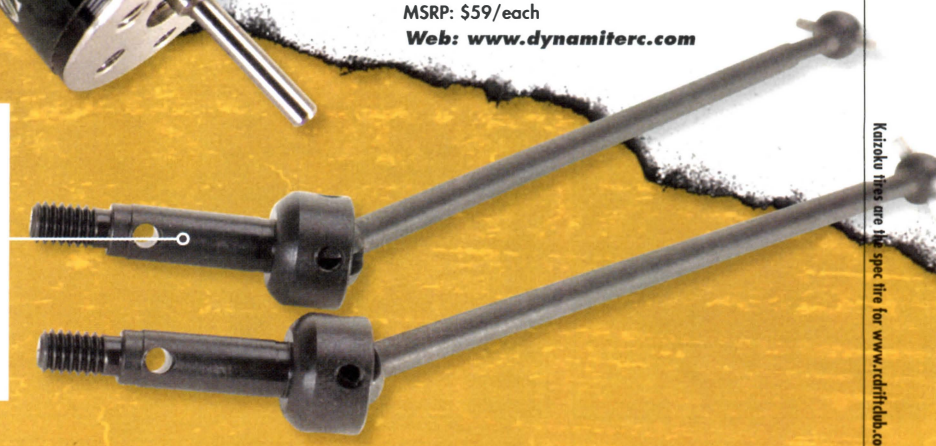
Part Number: 8000kV (DYN3710) / 9200kV (DYN3715)
MSRP: $59/each
Web: www.dynamiterc.com

TAMIYA USA

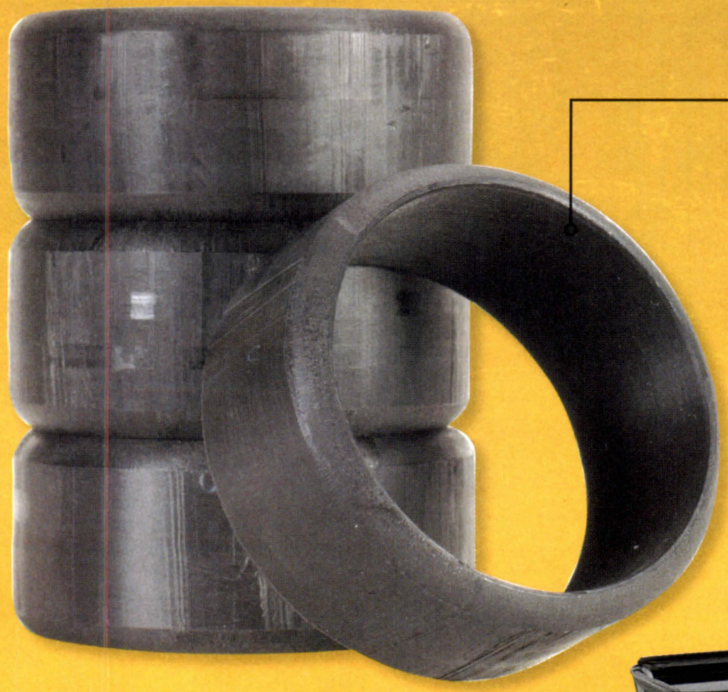
DB-01 UNIVERSAL SHAFTS

Beef up the drive system in your DB-01 buggy with Tamiya's new Universal Shafts. Available for both ends, the UVs come in pairs and include all required hardware. Also fits Tamiya's top of the line TRF 501X 4WD buggy.

Part Number: 54015 (front), 54016 (rear)
MSRP: $30/pair
Web: www.tamiyausa.com



Kaizoku tires are the spec tire for www.rcdriftclub.com's B-Spec class. Gratuitous plug!

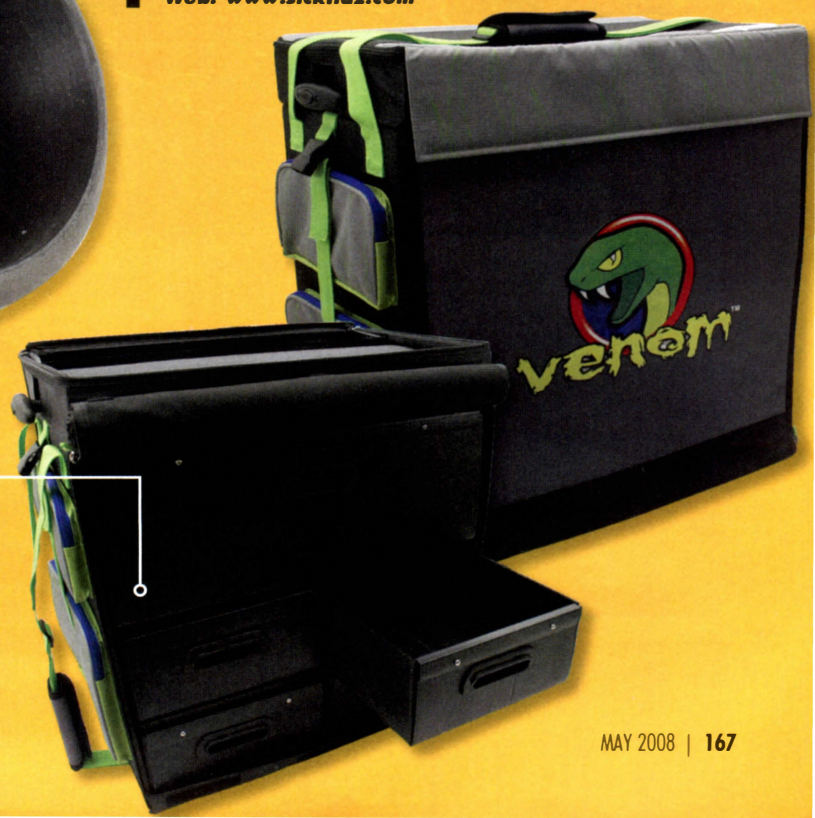


SICK LIDZ

AIZOKU DRIFT TIRES

Sick Lidz may be famous for their trick custom painted bodies, but they've ventured into new territory. Their Kaizoku drift tires are made of machined polyethylene and provide up to nine times the lifespan of home-made ABS. Designed to fit standard 1/10-scale touring car wheels, the Kaizoku tires are 27.5mm in width to protect wheel lips and provide a large contact patch.

Part Number: Kaizoku
MSRP: $8/set of 4
Web: www.sicklidz.com



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TRANSPORTER RACE CASE

With integrated wheels and an extendable handle, Venom's new Transporter Race Case will get you and your stuff moving. The upper portion has a built-in tool organizer and parts tray and five sliding drawers to organize your gear.

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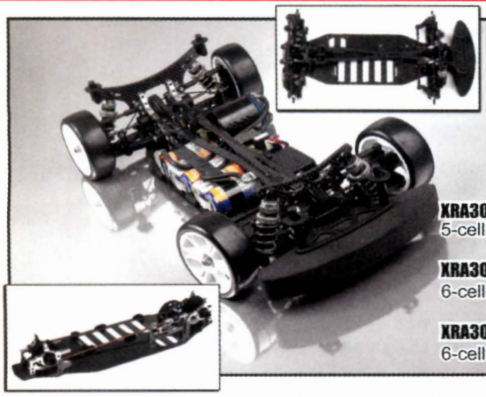

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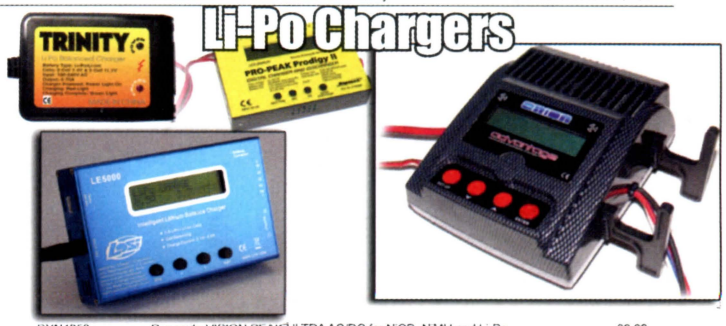

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KKMLIPOCH6S10	Kokam Balance Pro Li-Po Charger 6S 10A	179.95
LOSB0862	Losi Micro-T/B/DT Li-Po Battery and Charger — MSRP $59.99	44.95
LOSB0864	Losi Micro-T Li-Po AC Peak Battery Charger for 2S 7.4v packs	17.95
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MXAVXLKIT	MaxAmps 5000 mAh VXL Li-Po Battery, Charger, and Balancer for Traxxas	299.95
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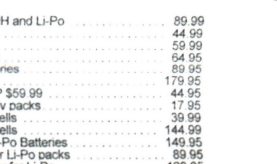


LOSB9607 Losi Li-Po Charge Converter..... **$32.95**

Your LiPo and Brushless headquarters

OFNA/PICCO JL12 RED-DOT EVO 2

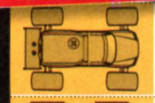
PICCO MAKES POWER OFNA STYLE

words: Brian Kinney

The 1/10-scale on-road engine market is very competitive and extremely demanding. Just a few short years ago the top shelf of this niche was dominated by Novarossi and its associated companies. There have been a few additions recently to this exclusive shelf to help keep the big N in check. The OFNA/Picco JL 12 Red-Dot has been shining brightly at local tracks across the world, earning them quite a following. Let's look inside and see what is behind the engine that seems to be taking the 1/10-scale on-road market by storm.

Seems like if you work at OFNA you'll get a line of products!

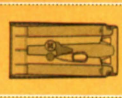
ENGINE APPLICATIONS


TRUGGY

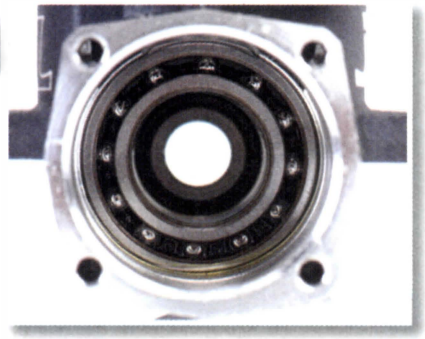
MONSTER TRUCK

1/8-SCALE BUGGY

1/10-SCALE TRUCK

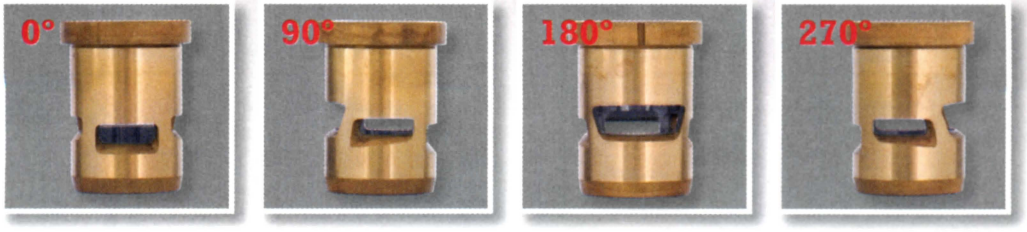

1/8-SCALE ON-ROAD

1/10-SCALE ON-ROAD



ENGINE SPECS:

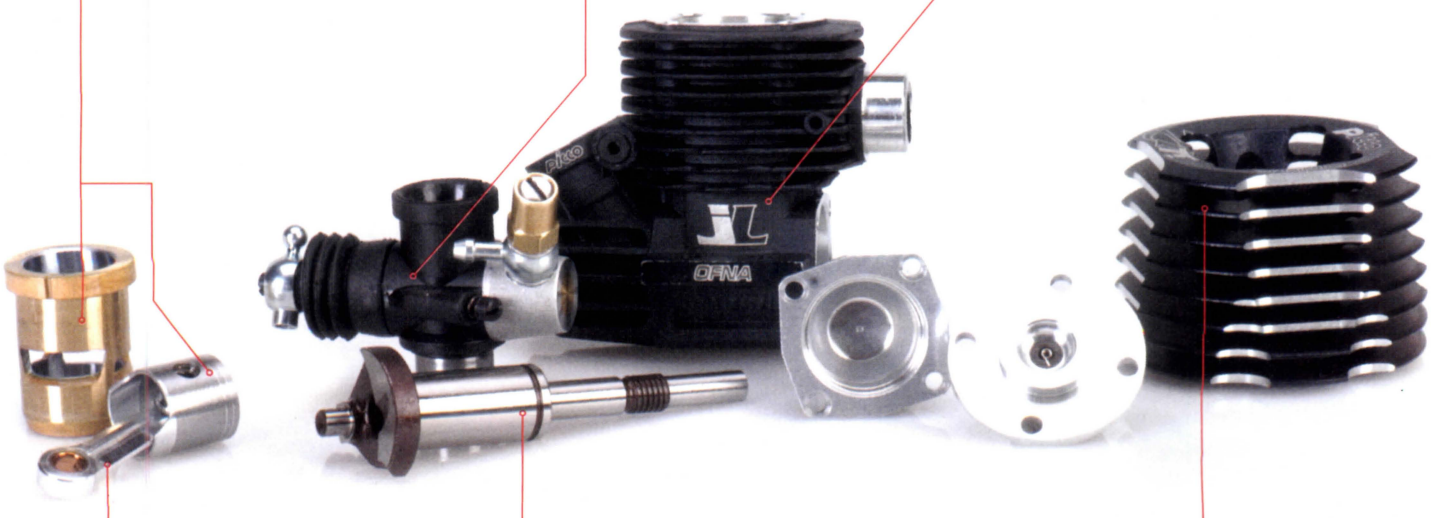
CON ROD LENGTH:	29.51mm	INTAKE PORT DURATION:	207°
EXHAUST PORT HEIGHT:	11.43mm from BDC	CRANKSHAFT BORE:	6.8mm
TRANSFER PORT HEIGHT:	13.843mm from BDC	GLOW PLUG TYPE:	Turbo P8
EXHAUST PORT TIMING:	170°	CARB TYPE:	Slide (composite)
TRANSFER PORT TIMING:	125°	CARB BORE:	5.4mm
INTAKE PORT OPENING:	37° ABDC	SUPPLIED CARB INSERT (VENTURE):	5.4mm fixed
INTAKE PORT CLOSING:	64° ATDC	SUGGESTED CARB SETTINGS:	NA



PISTON AND SLEEVE: *The piston is precision ground and CNC'd; there are huge ports in the sleeve and a finely polished chrome cylinder surface.*

CARBURETOR: *Composite 2 needle carb with fixed 5.4mm venturi.*

CRANKCASE: *Typical Picco compact crankcase design with heat dissipating black coating. Beautiful polished backplate with transfer channels machined for maximum flow characteristics.*



COOLING HEAD: *Black 8-fin head with all the trimmings keep things cool and sport the JL line logos.*

CONNECTING ROD: *Race bred CNC con rod, knife edged and polished with oil guide channels down the length.*

CRANKSHAFT: *A 12mm cast crankshaft finely ground w/turbo scoop, knifed leading edge and 6.75mm bore. Special red putty filler in the intake ramps the fuel mixture for more efficient intake charging. (Thus the 'Red Dot' according to Ofna)*

OFNA/PICCO JL12 RED-DOT

PERFORMANCE

Breaking in an engine is always my least favorite job of any engine test. It usually entails heat guns, plug wrenches and lots of cursing. I was surprised to see that the JL 12 didn't have the excessive pinch that is overly common throughout the nitro engine market these days. In fact, the engine was set up very closely to how I set up my own race engines. "What does this mean", you ask? Well, the break-in process is much easier on the engine components, such as the con rod and crankshaft. So after three 150cc tanks of fuel at 190-degrees, with a heat cycle between each, we were ready for tuning.

With such an easy break in, I was ready to get the things going. While normally we stick to the standard pipe we couldn't ignore that, since this engine was so aggressively timed, many people have found that the only pipe this engine likes is the 2607. The X-dyno standard did put out similar peak numbers but the bottom end was hindered, although it still shows a pretty good dip down low, but that could be irrelevant when the clutch engagement is around that RPM.

Dyno numbers were quite impressive, with this engine pulling an impressive 1.13 hp, 36.02 oz.-in. of stump pulling torque and a back straight friendly peak RPM of 43,500 (Ok, no one is going to be pulling any stumps with a 12 on-road engine, but you get the point). Another thing to note is that the power factors show this engine making most of its power in the high RPM range, which is typical of this size of the engine and for on-road racing where you're typically at full throttle and have an aggressive clutch engagement. The powerband is also pretty fat up top too, so for that window of RPM the engine will pull really hard. These numbers put it in the running for one of the most powerful .12 engines tested on the X-Dyno, beating out the LRP (also PICCO based) and other engines we've tested.

CONCLUSION

Considering the fact that 1/10 touring is my favorite aspect of this hobby, .12 engines are definitely my preference. They are hard to tune, overheat regularly, and are typically a pain in the rear to get big power out of (What's not to love?). But things get a lot easier when you start out with an engine that has big power to start with! Get the right pipe, and take time to find that sweet tune and you too can experience the power from the latest addition to the top shelf. ✪

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

10

JESSICA ALBA

HITS

- Fat powerband
- New HP benchmark
- Great value
- Exceptional piston/sleeve fitment

MISSES

- Weak on the bottom end
- Pipe selection is limited to a few pipes if you want absolute power

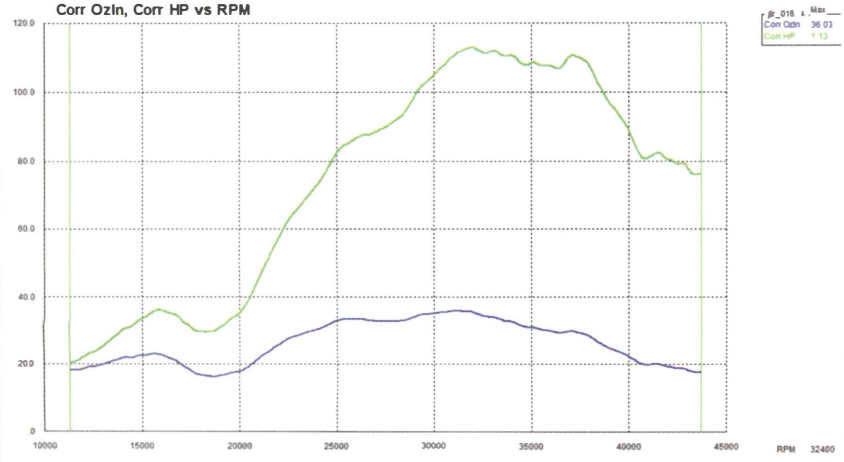
CONNECT

Manufacturer: OFNA/Picco
Distributed by: OFNA
Web: www.ofna.com
Part Number: 51124
Street Price: $200 (varies)

I wonder if the shipping department gets their own tape line?

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



TEST EQUIPMENT

FUEL:	30% nitro, 12% oil	PLUG:	P8
PIPE:	X-Dyno Standard	OPERATING TEMP:	220–260°

MOTOR DATA

ENGINE:	OFNA/PICCO JLR Red-Dot Spec 2
BORE:	13.8mm (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*:	1.13 hp @ 32,000
PEAK X-DYNO TQ*:	36.02 oz.-in. TQ @ 31,400
PEAK X-DYNO RPM:	43,500
AVERAGE TQ*:	26.53 oz.-in.
AVERAGE HP:	0.74
POWER FACTOR	
LOW END (TQ/HP):	22.33 / 0.41
TOP END (TQ/HP):	29.71 / 0.98
CORRECTION FACTOR:	1.047

*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.

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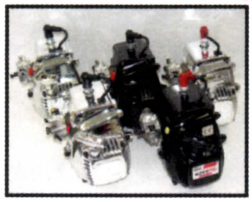

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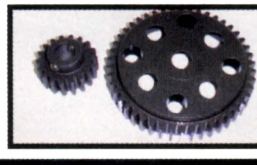

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MUGEN OFNA RACING Xtreme RC Cars R/C CAR RC Driver RADIO CONTROL car action

GOT PROTECTION?

KEEP THAT NEW BODY LOOKING NEW AND RACING LONGER

words: M. R. Ogle

Behold the greatest photo of James...EVER!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0

FASKOLOR by Parma Internationale
OFFICIAL PAINT OF CUSTOM WORKS

1 2 3 4 5

TIME TO COMPLETE

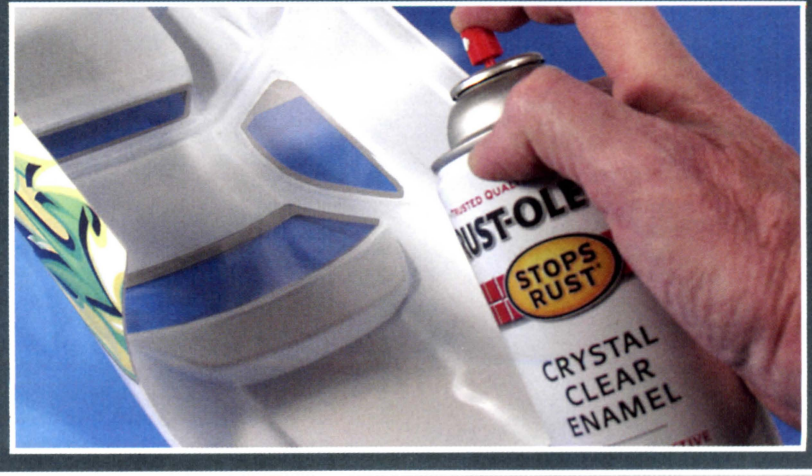
30 MINUTES

TOOLS NEEDED

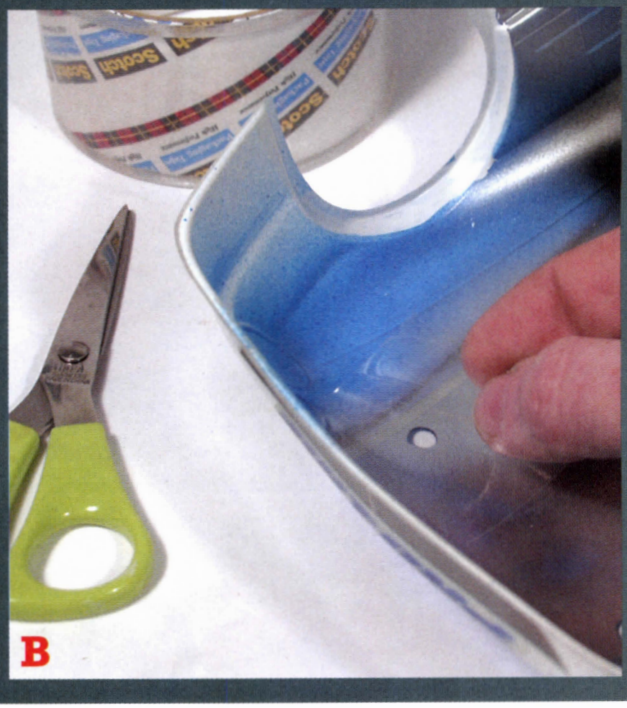
- Shoe-Goo
- Clear Tape
- FasKote or Clear Rustoleum
- Speed Clean

Okay, now that you've finished with your new body and have it all mounted up... are you a little bit apprehensive about throwing it out on the track and getting it all dirty and scratched up, or worse? Well, crashing and bashing are just facts of life in RC racing, and the protective Lexan shells usually take the brunt of the punishment. Don't fret, though; you don't have to go out to the battlefield totally unprotected. Here're a few easy, inexpensive tips to keep that body looking good and prolong its useable life, too.

01 After you've finished spraying the last coat of paint, you may want to apply a final protective coat of something like Parma's FasKote, a clear protective paint that you airbrush on the inside of the body to protect against dirt, oil, and fuel residue. If you don't have an airbrush, you can just spray in a coat of Rustoleum Clear Enamel. It takes a couple hours for this stuff to completely dry, but it's quite rugged and very fuel-proof when done.



02 One place that always seems to get scratched up quickly is the area around the body post holes. One way to stop that is to apply a small piece of regular clear packing tape to the inside of the body. Completely cover the hole and the surrounding area, and then use a sharp hobby knife to re-open the hole for the body post. Now when you slap on the body, the tops of the body posts will slide into place on the slick tape, and your new paint will be protected.



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03 On touring cars especially, the front wheel wells take a beating and frequently crack at the top thin edge. Left unchecked, this crack will just get bigger and you'll lost support and stiffness to the entire nose of the car, which may cause it to "tic" along the track when running. Before it starts causing real handling problems, reinforce that top edge with a nice coat of the racer's friend, Shoe-Goo. If you want, you can further reinforce the area with a small strip of Lexan, too.

A

B

C

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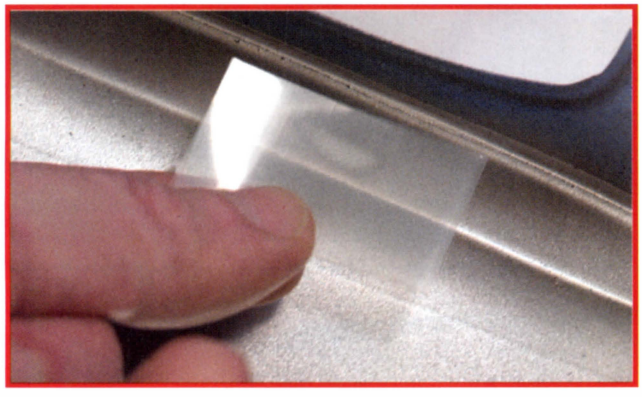
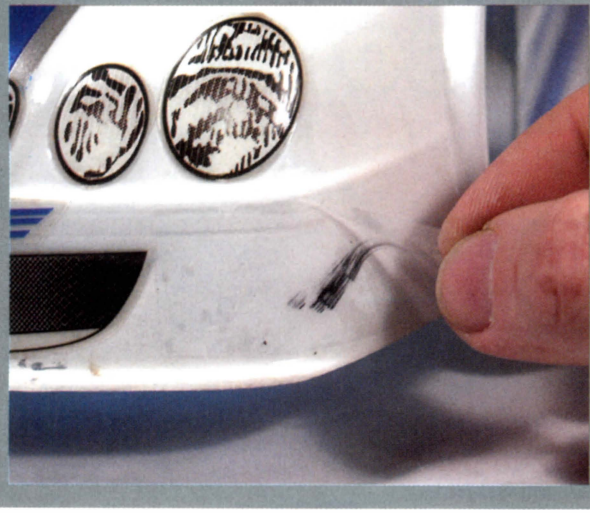
04 We've all seen this: front tire rub on the tops of the front fenders, taking off a nice little patch of paint and leaving behind some black tire marks, too. To avoid this problem, apply a small piece of Associated's Protective Chassis Sheet, a thin self-adhesive Teflon sheet. Even if your tires still occasionally rub, the slick Teflon surface will allow them to slide without wearing off the paint. The Protective Chassis Sheet is pretty tough stuff (it's usually used on the bottom of the chassis), so one sheet will do quite a few smaller areas.



05 Speaking of slick stuff, Dan Moynihan of Dan's RC Stuff has a new product called Speed Clean. It comes in a 12-ounce spray bottle, and it's specially formulated to clean, polish, and protect plastic. You just spray it on and wipe it off with a dry, soft cloth. It gets the surface and leaves a velvety-smooth finish that's actually resistant to dirt, dust, and fingerprints. I don't know what the heck is in this stuff, but it really does a fantastic job shining up Lexan bodies, as well as lots of other plastic surfaces. I even use it on my plasma TV screen… it's great!

06 Before hitting the track, I also put a few pieces of clear packing tape on the sides of the nose and front fenders on this Mercedes body. It's pretty much invisible on a white car like this, but after a day of racing, I pull the clear tape off, and along with it comes all the tire marks, track wall paint, and telltale battle scars of everything else I hit during the day.



07 As you can see, the body still looks practically brand new, ready for re-taping and another day at the races.

The shortest sentence in the English language is: "I am."

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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

WHAT'S MY TEMPERATURE DOC?

If you run nitro, you know engine temperature is important for tuning performance, and knowing the track temperature for on-road racing is helpful for tire selection. But how do you get the information you need to run your best? Micro-Temp has what you need in the MT-EXP temp gun. This little beauty is a pistol grip laser guided temp gun that will read temperatures from -57 to +752 degrees, which is more than enough to help you roost the competition. If you want the edge in performance, you need a temp gun, so check out Micro-Temp to find what you need.

PRICE: $45
WWW.MICROTEMPUSA.COM

These pliers would disappear in Skinny's hands.

SOMETIMES SMALL IS GOOD!

I found these micro needle-nose pliers at Home Depot for ninety-nine cents, and I couldn't be happier. As RC cars advance they are getting tighter in design, and my normal pliers are too big to fit into some of the cramped spaces. Now with these Husky pliers I can grab the little things that I couldn't reach before. Husky has a bunch of great tools, so check out their web page for a tool you need.

WWW.HUSKYTOOLS.COM

SAE TOOLS ARE STILL BEING USED?

While the rest of the world has gone metric, there are some RC companies that still hold true to the SAE standard on their cars. Since I have nothing but metric tools, working on said cars has been rough for me, and I had to find some SAE tools. I didn't have to look too far though; Dynamite has some great SAE Hex wrenches that solved my dilemma. These wrenches are made of hardened tool-steel for long lasting performance. The handles are anodized knurled aluminum that is flat on one side, so the wrenches won't roll off the workbench. This provides comfort as well as grip. I bought this set for $19.95, and was a good deal if you ask me. Dynamite has a full line of RC tools, so if you need something, it's a good place to start. Check out Horizon's web site for more info.

WWW.HORIZONHOBBY.COM

IT'S THAT TIME OF YEAR AGAIN!

Race season is upon us again and it's time to race. Since we'll be heading out to the tracks soon, I'm here to remind you to stock up on goggles. Yes, if you remember, it gets windy on the drivers' stand, and nothing is worse than racing with wind and dust in your eyes—need I remind you about Siler State? Adidas is the brand I use because they look cool and perform well. Adidas Burna goggles have anti fog lenses, twin filter foam, and a siliconized strap for good grip. This version is compatible with glasses, and can be fitted with prescription lenses. So if you're heading out, don't forget your goggles; if you need a pair, check out Adidas. They have some sweet stuff.

Price: $120
WWW.ADIDAS.COM

GOT TO REPRESENT—YO!

Now, Derek and I may differ on what a tool is, but surely something that keeps the sun out of your eyes while you're doing your RC thing is a tool! With that said, why not show off your Xtreme RC Cars spirit with one of our Xtreme Lids, and get the edge over your competition. It's the perfect cap for those sunny days at the track. These high-quality FlexFit caps maintain their comfort and shape through repeated wear and give you the edge you need to win. Besides, you got to represent—YO!

PRICE: $20
WWW.RC411.COM

MAKING YOUR BABY SHINE

Did you know that steel wool is a great tool for cleaning your RC? I didn't think so until one day when I was cleaning the aluminum coated pipes on my motorcycle. It's common to use ultra fine steel wool to buff out the pipes and get the burnt oils and carbon off. That's when it hit me: "Hey, I can use this to clean my RC pipe!" After all, nitro RC pipes get oil and stuff on them too. Sure enough, fine steel wool made my pipe look new again. I also found that it cleans turn buckles and drive shafts as well. So now I carry a little steel wool in my tool box. If you like this idea, go buy some #0000 fine steel wool. You can find it at auto parts stores and hardware stores for just a couple of bucks—for a sixteen pack! That's a pretty sweet deal for cleaning your parts.

Buster's in the mag so much, he should be a tax deduction!

KO PROPO EX-1 UR

RETURN OF THE LEGEND

words: James Revilla

When KO Propo released their latest EX-1 UR radio system, some people were scratching their heads. It looks like a Mars (their top of the line system until the Helios came out), feels like a Mars, but is it a Mars? After some phone calls and testing, trust me on this one—it's not a Mars. It's better.

For starters, let's go back to the case design. Yes, it looks like a Mars, but that isn't because KO Propo was recycling stuff; in fact, the racers asked for the style. Many liked the size and feel of the original Mars radio, so KO Propo played it right—they brought back what people like, but filled it with the latest technology. The main highlight here is the "Ultra Response" feature (thus the name). KO Propo gave the EX-1 UR an even faster response than their Helios, and yet feature-wise, it matches the Helios. All this in a lighter, smaller package.

Yes, I said "feels good in my hands."

FEATURES

- All-new CPU and system board
- Steering/throttle trim, travel, punch, curve, speed, and EPA
- Standard, super-high or advanced high-speed response
- Stopwatch and countdown timers
- 30-model memory
- KR-302FS 3-channel receiver
- Up to 4-channels
- 27-Mhz replaceable module
- Servo monitor function

TESTING

The tiny 28mm x 24mm footprint made installing the KR-302FS receiver into my test chassis easy. I was greeted by a bright blue LED indicating all functions were ready to go, so I started driving around to get the feel for the radio ergonomics. Within seconds my hands felt the familiarity of the old Mars radio, but function-wise everything seemed faster – attribute that to the EX-1 UR's high response. The LCD display was not as fancy as other radios, but intuitive grouping (all steering functions grouped together) made it easy to navigate. The smaller steering wheel felt precise (it's similar to the limited-edition Helios, but made of plastic), and weight-wise I could see myself running hour-long nitro mains with ease. The adjustable trigger should be standard on all radios, and the EX-1 UR's balance felt like all the mass was right above the bridge of my thumb, not leaning forward like other radios.

CONCLUSION

The original Mars was one of the best radios out there, and the EX-1 UR continues the glory. Lightweight, easy to use, not over-complicated like some other radios: you should take a serious look at this one when shopping for high-end radio. True, it doesn't look as futuristic or cool as other radios, but I'd rather have a radio that feels good in my hands and has the functions I need. The EX-1 UR fits the bill.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8.5

JOSS STONE

HITS

- Exceptional response
- Lightweight
- 30-model memory

MISSES

- Styling might seem old to some

CONNECT

Manufacturer: KO Propo
Web: www.kopropo.com
Part Number: 80181
Street Price: $300 (27-Mhz Tx/Rx combo)

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TEAM CHECKPOINT PRO LI-PO BALANCER

KEEP THEM EVEN

words: James Revilla

With Li-Po's mainstream, some people new to the technology might not understand the concept of balancing. Just like Ni-MH cells, the closer each cell is balanced, the more consistent the power output, and likewise, the Li-Po will have a longer lifespan. Team Checkpoint, being one of the more race-oriented companies, knows this – and in conjunction with their new Li-Po battery lineup, they also introduce their new Pro Li-Po Balancer.

TESTING

Out of the package, the Pro Li-Po Balancer is ready to use. The pre-wired harness works with every Li-Po pack I tested that used 4mm main bullet plugs and a 2mm balancing port bullet plug. Compatible with up to 3-cell Li-Po's from 7.4-11.1V, using the balancer in discharge mode is easy: plug the balancer into your pack, push the button once, and that's it. The Pro Li-Po Balancer does its job in the background, balancing your Li-Po's cells to within .030-.005V. Charge-thru mode balances your packs while you charge them (separate charger) and setting the balancer to this mode is as simple as two button presses. Fool proof, right?

CONCLUSION

It can't get easier than this. The confusion of Li-Po balancing has been negated with Team Checkpoint's Pro Li-Po Balancer. It's small, easy to use, and doesn't cost an arm and a leg either; it might only come with one adapter, but its $40 estimated street price is still less than other balancers in the market. Check another winner for Team Checkpoint!

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

9.5

ALESSANDRA AMBROSIO

HITS

- Super easy to use
- Fused protection
- Good price

MISSES

- Only one adapter included

CONNECT

Manufacturer: Team Checkpoint
Distributor: Great Planes
Web: www.teamcheckpoint.com
Part Number: TCPP9150
Street Price: $40

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PRO-LINE 5B BADLANDS

NEW SHOES FOR THE BAJA

words: Dave Palacios

As I stated in the review of the HPI Baja 5B SS, I discovered there are tons of aftermarket parts available, and Pro-Line has jumped in on the action. The Badlands 5B tires from Pro-Line make claims of better traction and performance. Will they provide what the public wants? We'll see as we take these new shoes out on the hot, dusty trails of SoCal.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

9.0

MEGAN FOX

HITS

- Firm molded inserts
- Soft rubber compound
- Aggressive treod pattern

MISSES

- No matching front tires available

CONNECT

Manufacturer: Pro-Line Racing
Phone: 951.849.9781
Web: www.prolinerocing.com
Part Number: 1142-00
Street Price: $39

TESTING

Before heading out to test the tires I had to mount them up. Getting the tires on the rims was pretty straightforward. It took a while with all those screws, but after 10 minutes or so, the chore was done. I loaded up my truck and headed out to the desert to try out the tires. It had been raining the last few days, so the dirt was a little damp and slightly more packed than dry dirt. In other words, it had more grip.

After getting to the testing site, I fired up the Baja and warmed up the engine. After a few minutes of warm-up, it was time to rip it up. The XTR compound definitely improved traction on the hard packed dirt. There was little improvement in the loose stuff, but that was due to the nature of the sandy dirt.

Once I had a good feel for the Badlands, I decided to swap back to the stock tires to see what they felt like. As suspected, the stock tires didn't have the same grip to the terrain as the Badlands.

CONCLUSION

So what's my assessment of the Badlands? These tires provide great improvement to the performance of the Baja 5B SS, or any Baja for that matter. They provide plenty of grip, with only the occasional understeer. If you run your Baja in the dirt, you may want to get a pair of these new shoes from Pro-Line.

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MAIL SACK

SKINNY SOLVES PROBLEMS

Skinny, I was reading your article on the dwindling supply of RC racers when I decided it was time to say something about a subject that has bothered me ever since my son's motocross accident. You met Mike at the RC Pro Series final. He was the one in the wheelchair who announced the races. What is disappointing in the RC world is the total lack of provisions for handicapped racers. Here we have one of the few sports in the world that a handicapped person can compete in and be very competitive and successful, if given a chance, yet as we travel across the country, we find very few tracks that have provisions for wheelchairs. I've heard the argument about expense, but all that's needed is a "slot" for the wheelchair to allow the racer to roll forward and place his line of sight on the same "plane" as the other drivers. Ramps to get up the stand are nice (and are expensive to build), but they are not a necessity. We have carried Mike and his chair up numerous stairs at several different races. Other racers were more than willing to help with this. Just give the handicapped a spot to drive from. All of the RC Pro Series races we attended last year did a great job. Carlton is very keen on this subject. Dirt Burners did a fantastic job accommodating Mike at last year's Nats. ROAR, on the other hand, appeared to have a "tough s#*t" attitude about the whole issue. Our local tracks have made provisions and we thank all of them. I know that there probably isn't a huge segment of wheelchair people waiting with baited breath to race RC, but who knows? If given a chance to see others doing it and seeing that they can participate at an equal level, it could very well become the popular sport among the growing number of handicapped people. Mike has raced since he was three; he was hurt racing, he is a racer, and this sport gives him the opportunity to race. Please don't take that away from him and others like him who have almost no other outlet for their competitive spirit. Thanks for listening.

Greg Garrison

NEW ADDICTION

I have always been interested in the whole RC scene, but never really got in to it until Xmas 07. A couple of guys at work are big into the scene and I always talk to them about getting a car, but it never happened. Then last year I told my wife I wanted an RC for Xmas. The budget was $350. I was thinking about getting a Kyosho Buggy, but after some consideration told my wife I wanted a monster truck! So after some Internet researching and some word of mouth I decided to go with either a Savage or a MGT. I went to the hobby shop and ended up with an MGT 8.0 (my first RC vehicle).

I got home and put it all together. It took me almost a week to finally get that sucker up and running! Everyone told me to get electric for my first vehicle, but why? I love the challenge! So Friday night I got it running and finally finished the four tanks of break in. On Saturday morning, I got up and took it out to one of the local high school fields to let her rip! I was in awe at just how fast that thing was! When I got home, a buddy came over and wanted to check out the truck. We took it out to the. He told me to gun it, and when I did the truck wheelied! I lost control and crashed head on into a parked car at full speed! One side of my MGT was gone! The entire suspension snapped off on one side. The collision was so loud my wife came out of the house wondering what that loud bang was, and saw the MGT laying on the ground with parts all over the place! Well, that was the beginning of the RC world for me.

Today, two months down the road I now have two MGTs, one for display (which I would like to have considered for Readers' Rides), and one for bashing. My wife is now into RC too and got herself an XTM XT2 buggy. I recently got a HPI Baja SS to add to the collection and all I can say is, this thing is very addictive.

Tuc Lai

Letter of the Month
WINS A FREE TEMP GUN

Courtesy of www.tempgun.com

HEY IDIOT YOU FORGOT...

Hi Derek,

I'm a long time reader of XRC and I love it. The advice, reviews, how-to's etc. are 1st rate and the professors are top shelf. In the March issue Julian from Aus. sent a letter and in your response you mentioned your hope Australia would host a Worlds so you could come here. You missed the boat. In Sep 2007 we hosted the IFMAR 1/5th Scale Worlds and in Sep 2006 the IFMAR 200mm Tourer Worlds were held here. Where were you guys? Having hosted the IFMAR 1/8th on Road Worlds in 2001, it may be some time before we host another Worlds event. This is not a complaint, just a reminder that we have held three Worlds events. I have only one request for your magazine: more posters of the professors please! Other than that, the mag is perfect. Keep up the good work.

Regards,
Leon

We love you Aussies, and what I hoped for was an event that I could personally attend. We don't make it to every race in the world, but we try to attend a good range of classes from around the US and the world when possible ***-Derek***

GOT A QUESTION OR COMMENT?

The Mail Sack is the place where you voice your opinions, thoughts, and complaints. We'll be publishing your letters each month, and we aren't going to edit them, so use spell check or we'll publish them how you send them and show off how smart you are. ***Got an opinion?***
E-mail it to derekb@rc411.com

Miss World Australia is reason #2.

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XTREME CHRONICLES

Getting Dirty Again

It's finally starting to get warm again, no matter where you live (unless you're in the other hemisphere). To many, that means one thing, and one thing alone—the beginning of the '08 off-road racing season. Races like Silver State, The Nitro Challenge, and even the World's aren't too far off on the horizon. If you don't really care about racing, it's still an exciting time for you as well. You get to dust off your favorite basher and finally utilize all of the upgrades which you've spend the entire cold weather season accruing. Baseball is starting soon, basketball is getting interesting, and RC is back in full swing.

words: Michael Wortel

Trivia: Worf's hand makes its first cover on #138.

10 YEARS

MAY 1998: ISSUE 38

OUT WITH THE...

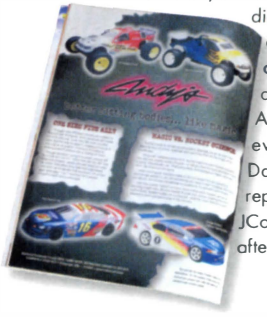
One wouldn't think the shelf life of a pro RC racer is limited like it is in other sports, but as a racer progresses in age, his skills can improve. As he gets even older, they start to diminish. Looking through the '98 Reedy Race of Champions proves it. You see young Amezcua, Bradley, and Maifield in the Open class, and guys like Francis and Howart in the Invite class. Now it's those youngsters in Invite, and the journeymen in the front office (or selling houses).

ROAR WAS TRYING

This issue was littered with ROAR ads promoting their races to spectators. Hotel and flight deals and other attractions were used as bait to get the public to watch the races. Nowadays, all you'll see is a race flyer for participants. If we ever want to get RC into the mainstream, we'll take a page from ROAR's former approach.

CHANGING BODIES

Remember Andy's and Dahm's bodies? Where did they go anyway? The aftermarket body scene of yesteryear looked a lot different than it does today. Although Pro-Line was big even back then, Andy's and Dahm's have been effectively replaced by Pro-Line and JConcepts as the must-have aftermarket racing bodies.



5 YEARS

MAY 2003: ISSUE 90

The Snowbird Nationals is one of the biggest on-road races in the world. It features so many different classes that it's impossible to watch everything. If it's electric on-road, it's run at the Snowbirds. In the May '03 issue, Xtreme went out and covered the event. Barry Baker and Josh Cyrul won the most important classes.

F1 AND INDY

One thing that confuses me about RC is why F1 and Indy classes aren't popular anymore. If you bring these up to most guys, they'll most likely tell you how much fun they were to race. I guess we can't blame F1 or Indy though, as pan car as a whole pretty much died a few years back. But as it appears that pan car is priming to another upswing, look for some F1 and Indy cars to start hitting the market again.

KEEPING TRACK

Once upon a time, transponders weren't as standardized as they are today. But thanks to AMB's rcDP, they are as close to standard as it comes. It's all about compatibility. Before, there was no sense in owning a PT, because you never knew what the track would accept. But in this issue, the little red transponder that we've all grown to love debuted.

1 YEAR

MAY 2007: ISSUE 138

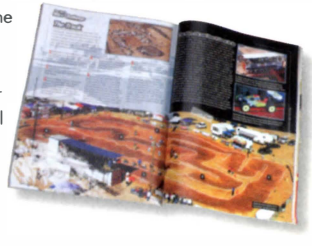
It's little secret that electric RC had been on the downswing since the T-Maxx took over and made everyone love nitro. But starting last year, electric 4WD buggy regained popularity and now it is larger than it has ever been. In this issue, the Tamiya 501X was reviewed, and since then, it seems like we're getting in a new kit every month. Electric isn't dead; it's getting big again. And in some cases, it's bigger than ever.

XRAY NT1

While many manufacturers specialize in a certain class, XRAY isn't afraid to put their reputation on the line and jump into developing kits for many different classes. They make kick-ass touring cars, precise off-road nitro cars, eye-catching minis, and with the release of the NT1, a very respectable nitro sedan. XRAY is the perfect example of what all manufacturers want to do, but are to afraid to attempt at the risk of diminishing their "popular" products by making something that can't live-up to their reps.

THE NITRO PIT

Real estate developer and RC enthusiast Ross Denny is trying to take RC to the next level and into the public eye. He financed a $150,000 facility in Whittman, AZ—The Nitro Pit—which resembles something you'd expect to see pro MXers racing on. But Ross's vision isn't a track alone; he's getting mainstream media involved. Mark my words, the first time you see an RC event on primetime ESPN or FSN, the credit will be his.



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VELEZ, TO THE XTREME

MIKE'S LIFE IS NOT JUST A DESK JOB

Anyone who knows our publisher Mike Velez has to agree on one thing: he's a visionary. After all, he started Xtreme from scratch in 1995, and did most of it himself. Over the years, *Xtreme* has blossomed into the fine work of literature that you're holding in your hands today. Not satisfied with owning the car world alone, Velez spearheaded and released RC Heli, which has since become the world's leading RC helicopter magazine. You think after all that that he'd be relaxing on a golf course or beach somewhere, but you couldn't be more wrong. This past year, Velez made the final push to put Derek's baby, *Beer Magazine*, on the news stands. Publishing three popular magazines is a lot of work, and Velez is here from start to finish. Around the office, we've come to realize that conquering magazine publishing just isn't enough to satisfy his need for accomplishment. Somehow, Velez has the time, money, and energy to do much, much more. Here's a rare glimpse at his super human life.

I like my job so will refrain from a clever sidebar here.

XTREME MEDIEVAL KNIGHT

Sometimes, Mike will pack up early on Friday and tell everyone he's leaving for the weekend. Is he going to Vegas? No. Big Bear? Probably not. Is he going to Laughlin? Not a chance... He's going to battle, dammit! Although it's technically role playing, Mike participates in simulated battle events, the kind where they use real armor, swords, and you actually "die." However, this version of death looks a little more like someone waving their hand in the air, saying: "I'm dead."

XTREME GOLFER

Trends tend to go around this office like they do among a group of high school girls. This spring, Velez, Carl, and McMahon decided they were going to start improving their golf game. On one day, Mike hadn't picked up a club in years–the next–he had a brand new set of clubs, new shoes, the whole shebang. The guys still golf a lot, and usually stop for some breakfast burritos afterwards (people eat burritos for every meal in Southern California).

XTREME MOUNTAIN BIKER

Mike decided to put the adage, "you never forget how to ride a bike" to the test. And guess what? It's true! Enticed by the great cardio workout, and feeling like a kid again, Velez joined the bicycle circuit. He bought a sweet, full-suspension Cannondale that just may be more expensive that your real car. So even if he doesn't ride it all that often, he still has a really cool bike!

XTREME GRAPPLER

When Velez needed a hand with a UPS delivery that looked to be a large rug, I was curious. The packaged turned out to be a 6' tall punching/grappling bag. Inspired by MMA, and probably by the movie 300, Velez is primed to become the ultimate fighter of the RC industry. We already have the best magazine, but now I can also say that my boss can beat up yours.

xxx main
X-WRAPZ

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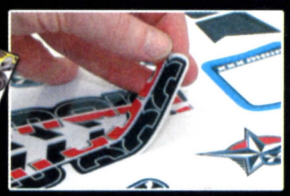

DIE CUT

WING WRAPZ

TRUCK BED

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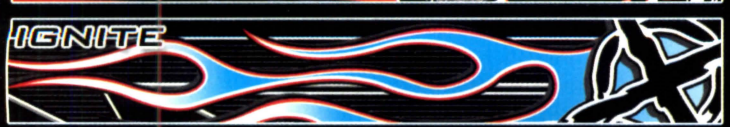
XXX MAIN X-WRAPZ are complete graphic kits designed to fit Monster Truck~ Truggy~ 1/8 Buggy~ Micro~ or Touring Car classes_ X-Wrapz are universal so you don't need a specific kit for each chassis or body design and they are die cut making them fast and easy to apply_ Simply paint~ apply the graphics~ and you've just hacked out a gnarly looking body in under 20 minutes_

DESIGNS~ All four designs below are available for Truggy~ 1/8 Buggy~ Monster Truck~ Touring~ or Micro classes_



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XTREME RC CARS WINNER of the month RACERS RIDES

Hello, my name is Matthew Davis. I live in Sheboygan, Wisconsin. I own this Killer 2006 HPI BAJA 5B that has been powder-coated HPI orange. I bought this car back in August of 2006 and have been changing it ever since. It features numerous upgrades from Vertigo Performance, GBE, HPI, Integy, and parts purchased from TGN.

Matthew Davis

Be patient, the prizes will come.

KILLER T-MAXX

This T-Maxx comes to you courtesy of Kawyn Jeffries. Here's a list of some of his upgrades: Pro-Line 1970 El Camino body, Big Joe wheels, 40 series Bowtie tires, Revo racing engine 2.5, RPM wide style a-arms, American CNC cooling head, Trinity heavy duty springs, Dynamite fail safe, Venom battery pack, Hitec high torque servo, Robinson spur gear, American CNC front & rear bumpers, Integy front & rear skid plates, Hot Bodies tune pipe, Dynamite bell crank, Integy alloy clutch shoes, and Hitec FM Aggressor radio and receiver.

Kawyn

IT MUST BE A JAMES THING

Since I entered the world of RC Drifting a little over a year ago, I've enjoyed your magazine and do I have a car for you! Even though the body is not perfect, nor am I a pro at making bodies, I've decided to try my hand at making a carbon fiber body. Yea, that's right, a complete carbon fiber body. With my love for carbon fiber and now RC drifting, why not combine the two like I've never seen before? This has probably been done before, but I've never run across a body like this. Yea yea yea, the carbon fiber may not be to scale, and since I didn't have close to the right tools to do it properly I worked with what I had and it turned out pretty cool. This project took a while and was a pain, but it's now finished and I'm happy! So, please enjoy my latest creation.

James

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 point 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

IT SNOWS IN AFGHANISTAN? HUH.

Greetings from snowy Afghanistan! I'd just like to drop you a line and tell you that there are a few guys out here enjoying the heck out of some RC Big Trucks. We are thinking about starting up a club out here at Camp Phoenix if the weather gets a lot better. For now though, we are stuck either mudding or smashing some snow down. I'm sending along a pic of my Wal-Mart Special Hummer out in the powder. Enjoy.

Troy Seaman
Camp Phoenix
APO AE 09320

The only Wal-Mart car that will ever make it in.

WALLA WALLA, IN THE HOUSE

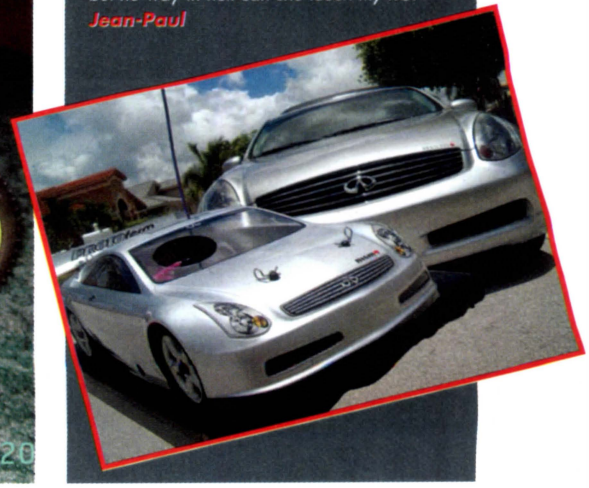
Hello, these are pictures of my Associated T4. I have just completed painting the body with competition orange paint. I am running a Novak Rooster and a 13T Double motor. I am a member of the Extreme R/C Club of Walla Walla, Washington where I compete in races. I thank you for taking the time to look at my truck and for publishing such a fine magazine.

Daryn Board

OH G

Great mag. You guys sure make it a lot easier for us RC enthusiasts. My name is Jean-Paul and here are some pics of my HPI RS4 3 with a Protoform Infinity G35 body. It's powered by an OS .15CRx engine and an OS pipe, 2-speed tranny, Integy air filter, graphite deck, and shock towers. I also include a pic of my full scale G35; I let my wife drive this one, but no way in hell can she touch my RC.

Jean-Paul



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