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2005 US Touring Car Champs

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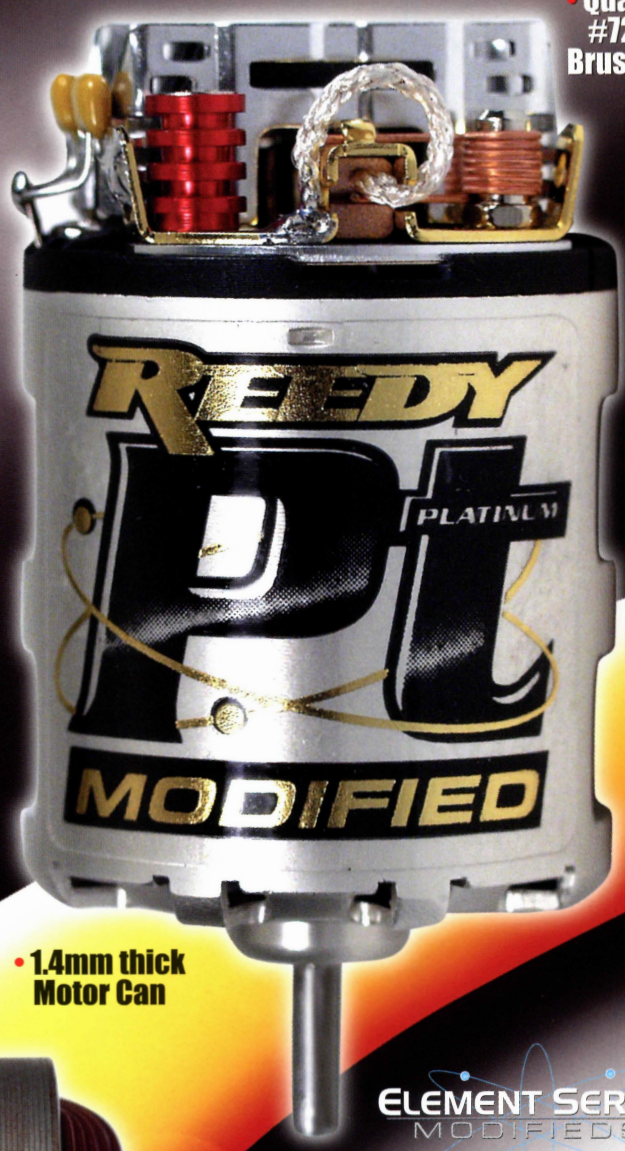

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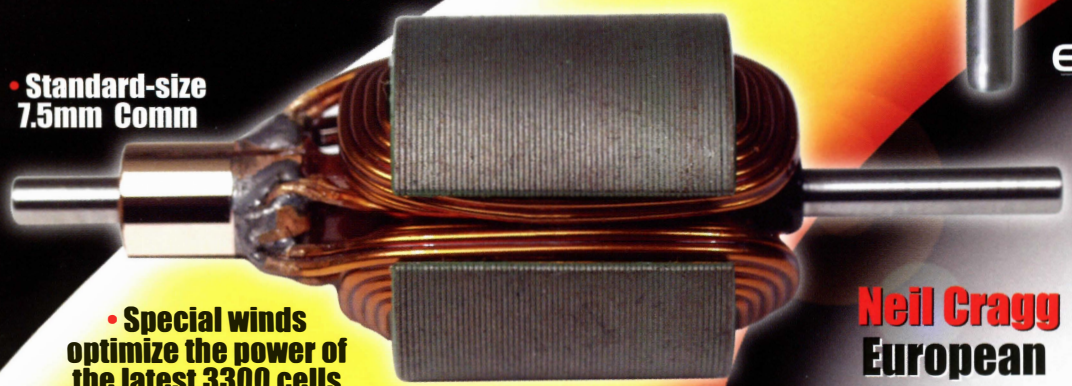

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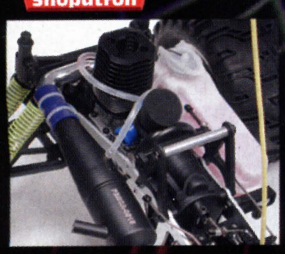

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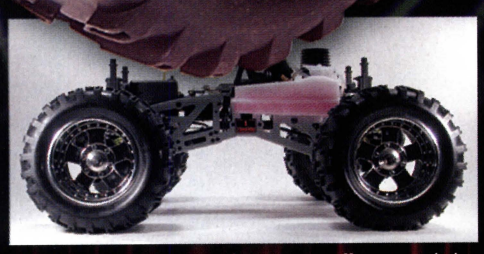

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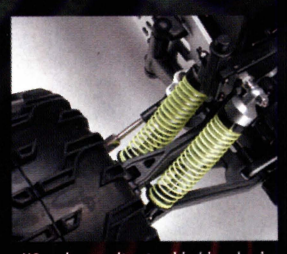

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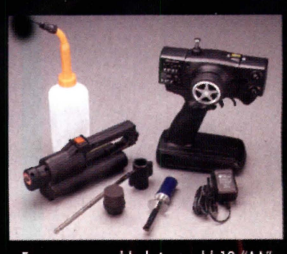

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Reedy NEO-One Brushless Motor #111 $149.99
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WHEN TWO WO

Reedy is pleased to announce their first brushless motor, the NEO One Brushless. Developed in conjunction with the LRP Electronics "Sphere" brushless and brushed electronic speed control, the NEO One delivers what racers all over the world have been waiting for the true driving feel of a high-performance 9-turn brushed motor with virtually no maintenance!

The NEO-One is a sensor-brushless motor which works interactively and intelligently with the speed control. When used in conjunction with the LRP Sphere ESC, the combo offers the same linear performance and braking feel that you've become used to with conventional brushed motors.

The Reedy NEO-One is a true triumph of electrical engineering for the RC racer or basher and is the first brushless motor good enough to wear the name "Reedy". Reedy motors have powered 25 IFMAR World Champions, and the new NEO promises to keep Reedy at the leading edge of new motor technology for years to come. Check out the Reedy NEO One at you local hobby shop or at www.rc10.com/reedy.

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1:10 Truck - JARED TEBO

2004 Kyosho Challenge
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1:8 Buggy - RYAN CAVALIERI
1:10 Truck - JARED TEBO

2004 Silver State Nitro Challenge
Las Vegas, NV
1:8 Buggy - CHAD BRADLEY

2004 OFNA Challenge
Amarillo, TX
1:8 Buggy - JEREMY KORTZ
1:10 Truck - KYLE STALLINGS

2004 ROAR Gas Off-Road Nationals
Las Vegas, NV
1:8 Buggy - JASON ASHTON

2004 Maxy's Challenge
Orlando, FL
1:8 Buggy - CHAD BRADLEY
1:10 Truck - JARED TEBO

2004 Southern California Saturday Series
Banning, CA
1:8 Buggy Pro - CHAD BRADLEY

2004 Best of the West
Los Angeles, CA
1:8 Buggy - CHAD BRADLEY

2004 1:8 Off-Road Gas Euro Championships
Italy
1:8 Buggy - DAVIDE TORTORICI

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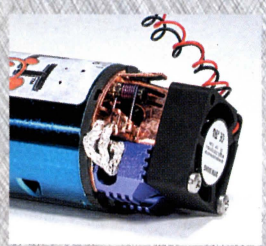

Heatsinks are made to easily attach the Cobalt external fan for greater cooling in enclosed bodies like touring and oval. Works great in boats too.
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TRI10061	Cobalt 7T Single
TRI10062	Cobalt 7T Double
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TRI10064	Cobalt 8T Double
TRI10065	Cobalt 9T Single
TRI10066	Cobalt 9T Double
TRI10067	Cobalt 10T Single
TRI10068	Cobalt 10T Double
TRI10069	Cobalt 11T Single
TRI10070	Cobalt 11T Double
TRI10071	Cobalt 12T Single
TRI10072	Cobalt 12T Double
TRI10073	Cobalt 13T Single
TRI10074	Cobalt 14T Single

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TRI10079	Cobalt 8T Double
TRI10080	Cobalt 9T Single
TRI10081	Cobalt 9T Double
TRI10082	Cobalt 10T Single
TRI10083	Cobalt 10T Double
TRI10084	Cobalt 11T Single
TRI10085	Cobalt 11T Double
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TRI10088	Cobalt 12T Triple
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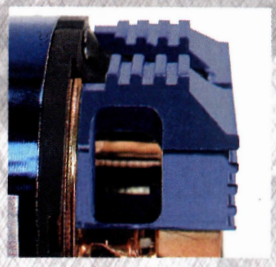
New very high silver compound and special lubricants allow 5 to 10 runs between commutator cuts & a 20 to 30 run brush life. No performance fade during run or run to run. No horsepower loss like other long wear brushes. TRI13504,Screwdriver install TRI13504NT, Solder on



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

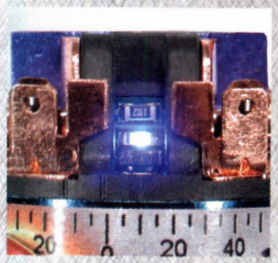


All new pure copper endbell hardware sucks heat away from the brushes and into the heatsinks most efficiently while delivering the least amount of electrical resistance.

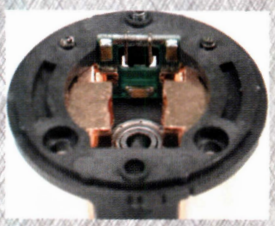
Endbell is designed with bosses to align hardware for perfect brush hood alignment.

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

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



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



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



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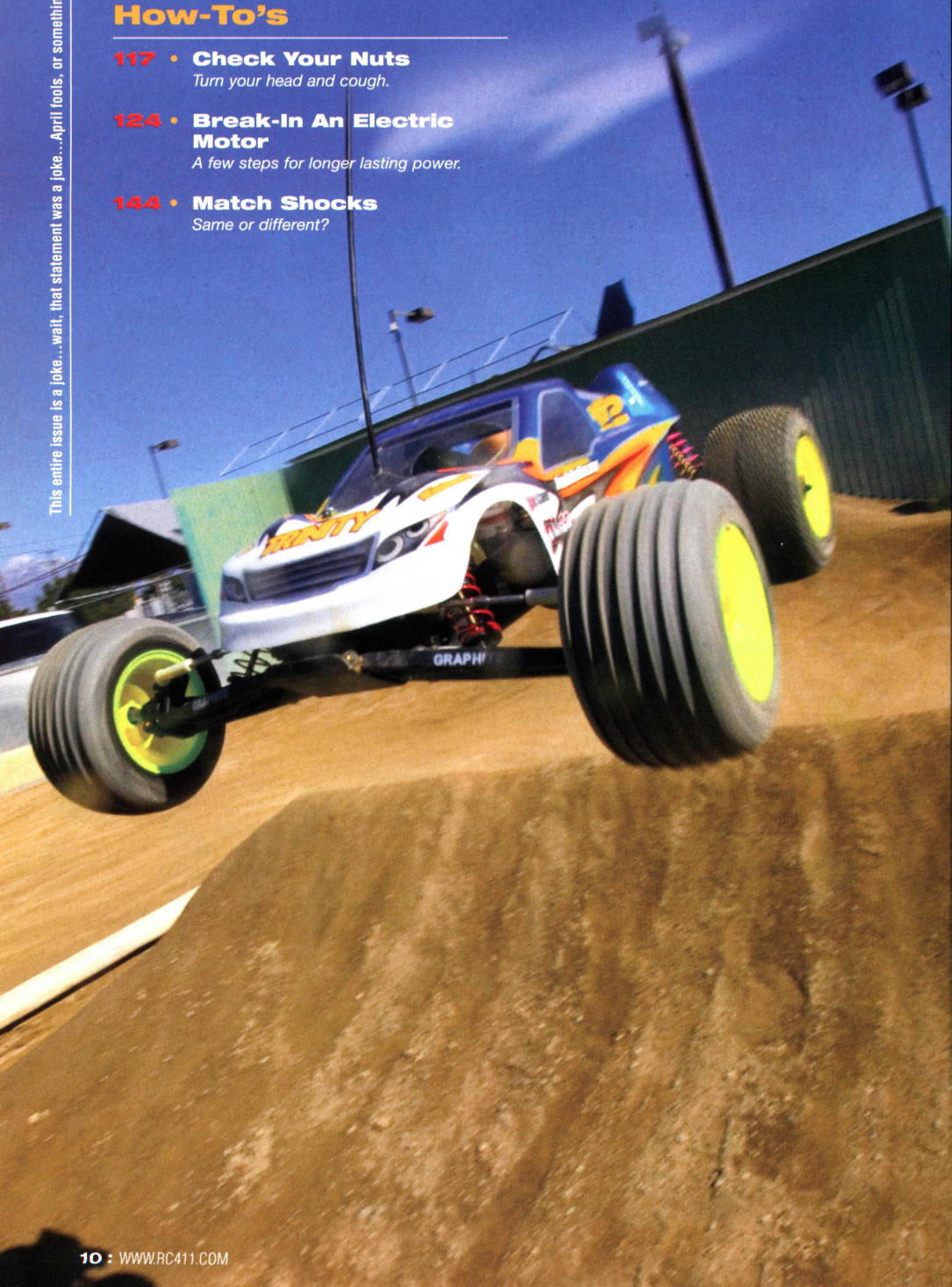
This entire issue is a joke...wait, that statement was a joke...April fools. or something.



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Other Stuff In This Issue:

We need to take some history lessons, because Russians probably weren't that tan and probably didn't wear red bikinis to battle, but that's still how we remember it. Collin tries a new review; maybe we'll start a food magazine soon. I usually write this at midnight, but it's morning, and I'm going to sip my coffee.... go read something, will you? Stop reading. Now. Now! Your mom.

On This Page:

Team Losi's new XXX-NT ADE2 taking a jump at Revelation.

On The Next Page:

Derek using that same old lens for a shot that looks the same.

On The Cover:

Team Losi XXX-NT ADE2 throwing down the burn.

Cover/Contents Photos: Jason Yu

MUSCLE-T

Team Losi's New Mini-T Pro ARR

Take anytime, anywhere off-road action to the next level with the new Mini-T Pro™—a tricked out version of the original Mini-T that features all the same durability and 2WD simplicity plus Team Losi's most popular hop-ups.



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Just add the radio control system, battery, and speed control of your choice and you're ready to go.

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HORIZON HOBBY

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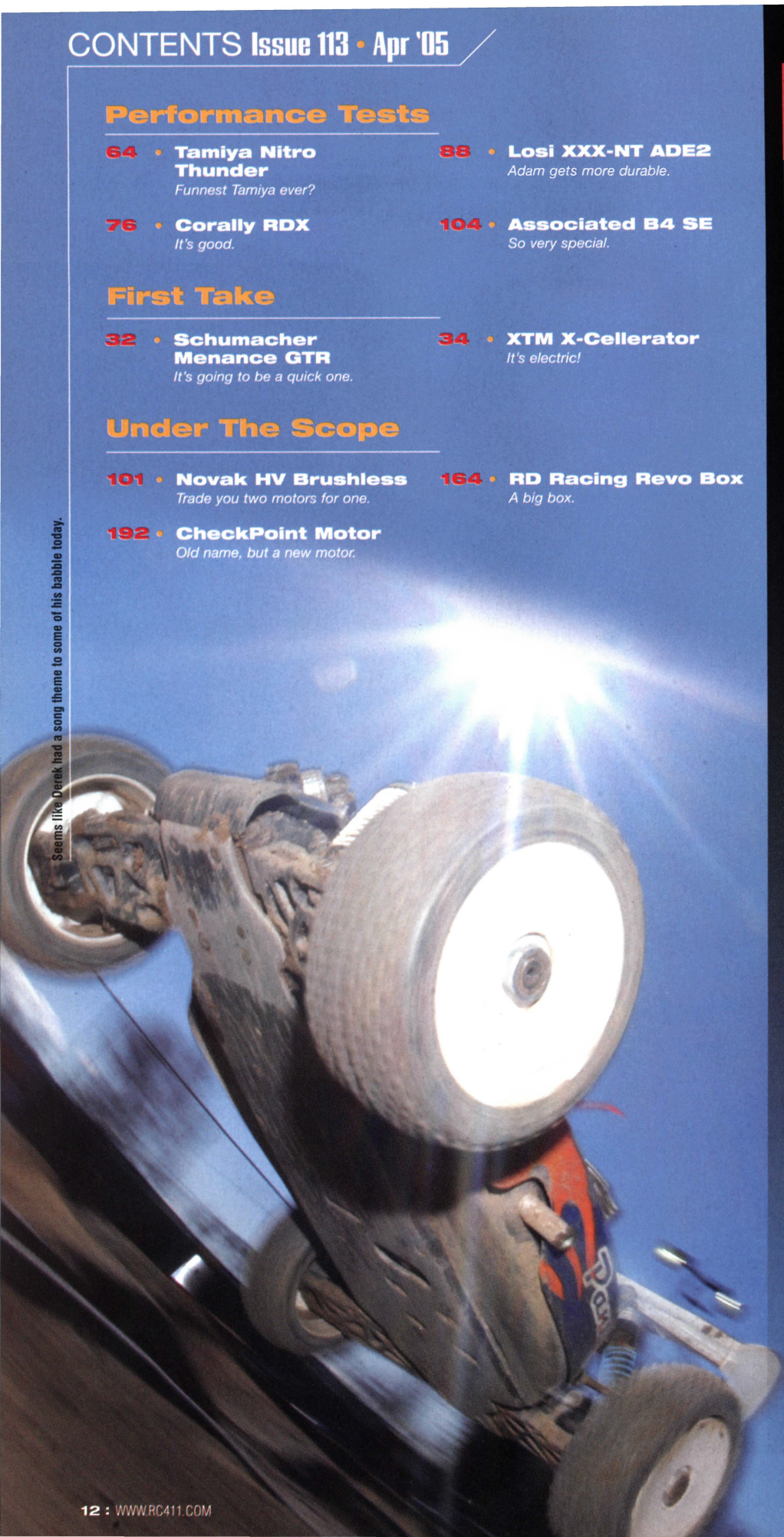
Seems like Derek had a song theme to some of his babble today.



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Publisher/Editor-In-Chief: **Mike Velez**
Executive Editor: **Derek Buono**
Technical Editor: **Shane Archer**
Editor: **Stephen Bess**
Editor-at-Large: **Jeff Eveleigh**
On-Line Editor: **David Palacios**
Editorial Assistant: **Collin Cocores**
Copy Editors: **Shane Archer & Stephen Bess**

Art & Photography
Art Director: **Andrew Mock**
Staff Photographer: **Jason Yu**
Graphic Artist: **David Palacios**
Graphic Artist: **Joanna Winn**

Contributing Writers:
John Hauser, Steve Sohl, Dan Tirre, Jeff Maurer, Brian Kinney, Aaron Waldron

Production/Advertising
Production Director: **Bob Mackey**
Circulation Managers: **Tom Ferruggia, Jerry Stelle**
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#LRP8083



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LRP's Quantum Competition Speed Control established the standards for pro-level racing speed controls, becoming the championship-winning choice for the majority of the world's top R/C drivers, including Mark Pavidis, Billy Easton, Matt Francis, Craig Drescher, and many, many others.

Now, LRP is proud to introduce the successor to the legendary Quantum Competition, the next generation Quantum Competition 2 (QC2).

The QC2 takes digital speed control technology another step forward with its revolutionary "Reactive Frequency" feature. Whereas all previous-design ESC's run at a single assigned frequency, the QC2's intelligent circuitry actually calculates and adjusts the drive frequency during the run... adjusting to a lower frequency for more "punch" is coming out of a corner, and adjusting to a higher frequency at the end of the straight for more top speed and longer run time.

The QC2 also features three adjustable running modes, and is also 100% waterproof... you can actually run the speed control under water without damage!

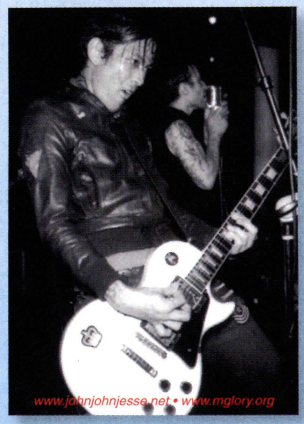
LRP's Quantum Competition 2...simply the world's most advanced digital electronic speed control.

LRP ELECTRONIC

Ad #2006

Somebody set up us the bomb! What you say?

PUNK ROCK RC



The other day I received a letter from one of our readers that made me take a step back for a second.[1] The email was sent to me, but was about one of our models. It seems Elizabeth (issue 110) had inspired a pretty well known punk rocker/punk artist, and he wanted me to hook him up to see if she'd be interested in posing for him. Being the pimp that I am,[2] I gladly sent her an email, and after a few emails between us I became inspired. Most of the time I think of our readers as people like me – a fairly normal white-bread American with an attitude.[3] I've worked in a hobby shop[4] for years and have witnessed the diversity in the hobby firsthand, but since I've been away from the trenches I guess I had forgotten that RC knows no race, gender,[5] or style. I'm not, or have never really been into punk, but I can appreciate its spirit and it felt pretty special that John John Jesse not only paints, punks out on stage, but has a collection of RC cars from old to new. When I thought about that I felt pretty good. Here I am 3,000 miles away, and about a million miles away in lifestyle and background, and yet we had a common ground. It wasn't a mohawk, or leather pants, it was RC cars. John John even had some cars in his collection that made me think back to when I wanted a Tamiya Wild One more than anything, and my buddy's Kyosho Assault with that incredible airplane engine bolted on the rear of the car. Not only was he old school, but he had new school cars including a Losi Mini-T.

After scamming him out of some art for my office,[6] I looked at some of the other emails on my computer and thought about how many different people from all walks of life are into RC and read our magazine. It was humbling and head-swelling at the same time. At one end of the spectrum there was John John Jesse, punk-rock star, living in Brooklyn. At the opposite end is an after school group of middle school kids right down the street from us in Downey, CA. They are a bunch of young kids with a teacher that shares the fun of RC with them. Both sides have things in common, and they may only be 1/10-scale, but they are full scale in life.

It doesn't stop there, either; looking further into my inbox, I've received emails from the over-60 club, the under-15 club, the 29 year old "he who thinks he knows anything and everything" club,[7] and the "lovely females who make this sport more fun" club. It's really satisfying to see that even though we think we have a "target" audience, the content and quality of our magazine transcends all the demographics and brings everybody together.

Godspeed,

Derek Buono
derekb@rc411.com
Executive Editor, XRC Magazine



1. Hey, this time it wasn't racy pictures of somebody's wife or girlfriend. Damn all of you for not sending more of them, you see where it gets you! Seriously mushy editorials!
2. Some of you may remember me from my one and only pimp appearance in a magazine, sporting my signature gold teeves.
3. Yes there is more than one of me out there...scary.
4. I spent many years helping the customers of JP Hobbies in Seymour, CT before ruining the publishing industry with lies and scandal...wait, that was a movie I was watching.
5. Our hobby needs a little more of the other gender. And that means girls, we don't need no more stinking guys.
6. Okay, to be fair, I hooked him up with some XRC gear and a few items for his Mini-T.
7. So I email myself...who doesn't. It beats pressing the receive button and hoping you get mail.

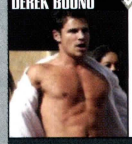
TEAM RANTS

PUBLISHER
MIKE VELEZ



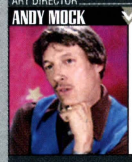
IF I WERE A ROCKSTAR I WOULD BE:
I'm Rick James, b**ch!"
MY BEST KARAOKE SONG IS:
"Super Freak" – Rick James.
THE GIRL I'D WANT TO BE MY GROUPIE IS:
A very freaky girl, the kind you don't bring home to mutha.

EXECUTIVE EDITOR
DEREK BUONO



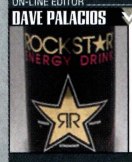
IF I WERE A ROCKSTAR I WOULD BE:
Nick Lachey. Teenie idol who's super hot wife makes more money than him? I'd be blonde for that one!
MY BEST KARAOKE SONG IS:
"Faith" – Limp Bizkit.
THE GIRL I'D WANT TO BE MY GROUPIE IS:
Jeff's mom.

ART DIRECTOR
ANDY MOCK



IF I WERE A ROCKSTAR I WOULD BE:
Rockstar? Forget it! I'd be a football star like Uncle Rico!
MY BEST KARAOKE SONG IS: A spoken word version of Jane's Addiction's "Been Caught Stealing."
THE GIRL I'D WANT TO BE MY GROUPIE IS:
The stuck up girl Summer in Napoleon Dynamite.

ON-LINE EDITOR
DAVE PALACIOS



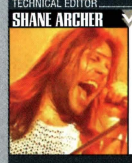
IF I WERE A ROCKSTAR I WOULD BE:
Carbonated water, high fructose corn syrup, glucose, citric acid, taurine, natural and artificial flavors.
MY BEST KARAOKE SONG IS:
"Happy Birthday" – American Idol here I come!
THE GIRL I'D WANT TO BE MY GROUPIE IS:
Amanda Bynes.

SENIOR PHOTOGRAPHER
JASON YU



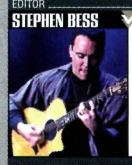
IF I WERE A ROCKSTAR I WOULD BE:
Dead.
MY BEST KARAOKE SONG IS: Anything Destiny's Child because Beyonce makes me feel bootylicious.
THE GIRL I'D WANT TO BE MY GROUPIE IS:
Kate Beckinsale.

TECHNICAL EDITOR
SHANE ARCHER



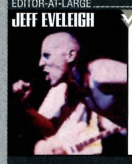
IF I WERE A ROCKSTAR I WOULD BE:
Bruce Dickinson.
MY BEST KARAOKE SONG IS:
Have to be "99 Bottles of *Pepsi* On The Wall."
THE GIRL I'D WANT TO BE MY GROUPIE IS:
Katie Holmes, when she was 16.

EDITOR
STEPHEN BESS



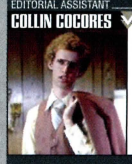
IF I WERE A ROCKSTAR I WOULD BE:
Dave Matthews. Ever see the girls at his concerts?
MY BEST KARAOKE SONG IS:
"Alive" – Pearl Jam.
THE GIRL I'D WANT TO BE MY GROUPIE IS:
Kristia Knowles.

EDITOR-AT-LARGE
JEFF EVELEIGH



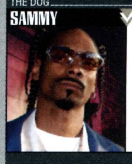
IF I WERE A ROCKSTAR I WOULD BE:
Maynard James Keenan.
MY BEST KARAOKE SONG IS:
"Hurt" – Nine Inch Nails.
THE GIRL I'D WANT TO BE MY GROUPIE IS:
Pamela Anderson, naked with a sheep.

EDITORIAL ASSISTANT
COLLIN COCORES



IF I WERE A ROCKSTAR I WOULD BE:
The great Napoleon Dynamite. Yesssss.
MY BEST KARAOKE SONG IS: "All Your Base Are Belong To Us. Ha ha ha." – www.allyourbase.com
THE GIRL I'D WANT TO BE MY GROUPIE IS:
Trisha or Deb, maybe Jessica Alba 'cause she's like the hottest chick ever. GOSH!

THE DOG
SAMMY



IF I WERE A ROCKSTAR I WOULD BE:
Snoop Dogg.
MY BEST KARAOKE SONG IS:
"The Man With The Dogs" – Dead Kennedys.
THE GIRL I'D WANT TO BE MY GROUPIE IS:
I heard Jeff's mom is pretty hot.

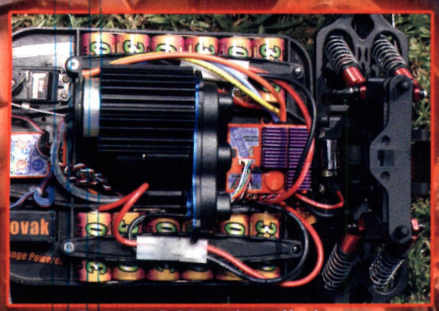
It's what you've been waiting for!



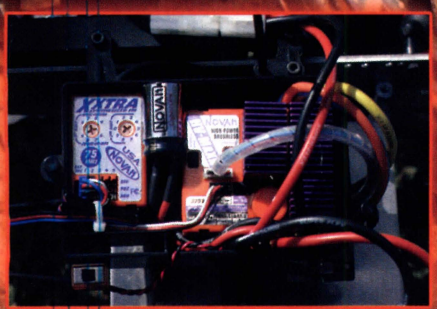
HV-Maxx Brushless Motor System

#3020

Now Available!



Traxxas E-Maxx install photo



Kyosho Twin Force install photo

HV-MAXX HIGH-VOLTAGE Brushless Motor System

The HV-Maxx High-Voltage Brushless Motor System is designed for heavy-duty, high-voltage applications. This high-performance system provides significantly longer run times than a brushed motor, allowing you to bash more and wrench less on your truck. Plus, you only need 1 brushless motor, instead of 2 brushed motors!

REASONS TO GO BRUSHLESS:

- **1 HV-Maxx Motor Replaces 2 Brushed Motors**
- **Provides Substantially Higher Speeds & Longer Run Times than 2 Brushed Motors**
- **Sensored for Excellent Low-Speed Driveability**
- **Extremely Efficient and Virtually Maintenance-Free** *(no brushes, brush springs, or commutator to true or wear out)*
- **10-14 Cell Operation** *(wired for dual battery packs)*
- **Awesome Starting Torque & Low-Speed Driveability**
- **Low Cogging for Smooth Acceleration & Smooth Coasting**
- **Heavy-Duty 6V/3A BEC** *(no need for a receiver battery pack)*
- **Smooth & Powerful Brakes Easily Stop Large Vehicles**
- **ESC Uses Same Screw Pattern as Traxxas' EVX esc** *(for easy installation)*
- **Locked Rotor & Thermal Protection**
- **Specifically Designed for R/C Cars**
- **Ball Bearings**

Product specs & features subject to change

www.teamnovak.com

NOVAK USA

17032 Armstrong Ave. • Irvine, CA 92614
TEL: 949.833.8873 • FAX: 949.833.1631

OFNA Racing starting gear

Get your car up and running fast with the OFNA Line of starting accessories. No more hassles or headaches using the pull start method!





1/10th scale Starter Box to fit:
OFNA - LD3 and CD3
Associated - TC3
Kyosho - FW05R

1/8th and 1/10th scale Starter Box to fit:
1/8th scale Offroad Buggy's
1/10th and 1/8th scale Onroad Cars







1/10 OFF/ON-ROAD
1/8 OFF-ROAD

LIGHT WEIGHT
NEW
COMPACT DESIGN

- 1/10 ON-ROAD .... PART# 10243
- 1/8 OFF ROAD & 1/10 ON/OFF ROAD .... PART# 10245





1. COMES WITH ALL THE NECESSARY HARDWARE TO ACCEPT TWO 7.2V STICK PACK BATTERY CONFIGURATION
2. THE MULTI-BOX INCLUDES ADDITIONAL HARDWARE TO USE EXTERNAL 12V BATTERY SOURCE
3. ALSO ACCOMMODATES A 12V 7.5Ah BATTERY SOURCE
4. POWERFUL 750 MOTOR FOR THOSE HARD TO BREAK IN .21 MOTORS









.... PART# 10247

1/10 OFF/ON-ROAD
1/8 OFF-ROAD

1/10th scale Starter Box to fit:
OFNA - LD3
Associated - TC3

1/8th and 1/10th scale Starter Box to fit:
1/8th scale Offroad Buggy's
1/10th scale Onroad Cars



Glow Ignitor
Extra Long with Charger
PART# 10215



Fuel Bottle
Aluminum CNC Spout, 300cc
PART# 10159



Engine Rear Cover
(replaces pull-start)
PART# 51315
Fits: Picco 21 Sport
PART# 51456
Fits: Picco 26
PART# 52090
Fits: Force 21 & 25 , Not 26
PART# 53017
Fits: Hyper
PART# 57011
Fits: Force 12



GLOW PLUG POWER PANEL
PART# 92572

GLOW PLUG CABLES
WITH BANNA PLUGS
PART# 92571

starting gear

1/10 ON-ROAD
1/8 ON-ROAD



- 1/8 & 1/10 ON-ROAD .... PART# 10258
- 1/8 & 1/10 ON-ROAD W/POWER PANEL .... PART# 10255

1/10 OFF/ON-ROAD
1/8 OFF/ON-ROAD



- 1/8 ON/OFF-ROAD .... PART# 10250
- 1/8 W/POWER PANEL .... PART# 10253

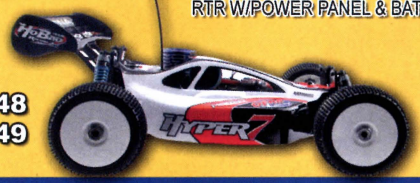


1/8 OFF-ROAD CHROME TOP



- 1/8 OFF-ROAD .... PART# 10248
- 1/8 OFF-ROAD .... PART# 10249

RTR W/POWER PANEL & BATTERY



1/10 OFF/ON-ROAD



- 1/10 ON-ROAD .... PART# 10256
- 1/10 ON-ROAD .... PART# 10257

RTR W/POWER PANEL & BATTERY



Shaftstarter Backplates



PART # 50007 Use With: TMX 2.5

PART # 50011 Use With: Savage .21 & .26

PART # 50008 Use With: TMX .15

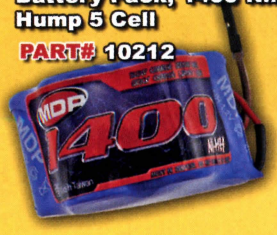
PART # 50009 Use With: HPI, RS3-4, K GT12.15

PART # 50010 Use With: SH, XTM, Force, Picco



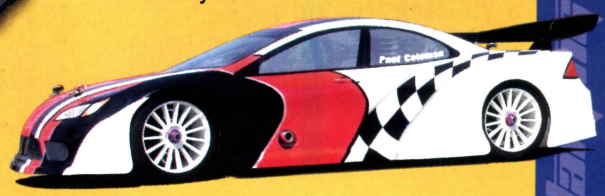
The OFNA Shaft Start replaces your pull starter with a convenient and light handheld shaft-drive starting unit. Firing up your R/C is easier than ever. Simply insert the dogbone shaft tip of the Shaft-Start unit into the backplate receptacle, press the power button, and the Shaft Start unit spins your engine over effortlessly. You must purchase the proper backplate for your engine separately to ensure a precise factory fit.

Battery Pack, 1400 NiMH, Hump 5 Cell
PART# 10212



Battery Pack, 1400 NiMH, Flat 5 Cell
PART# 10211





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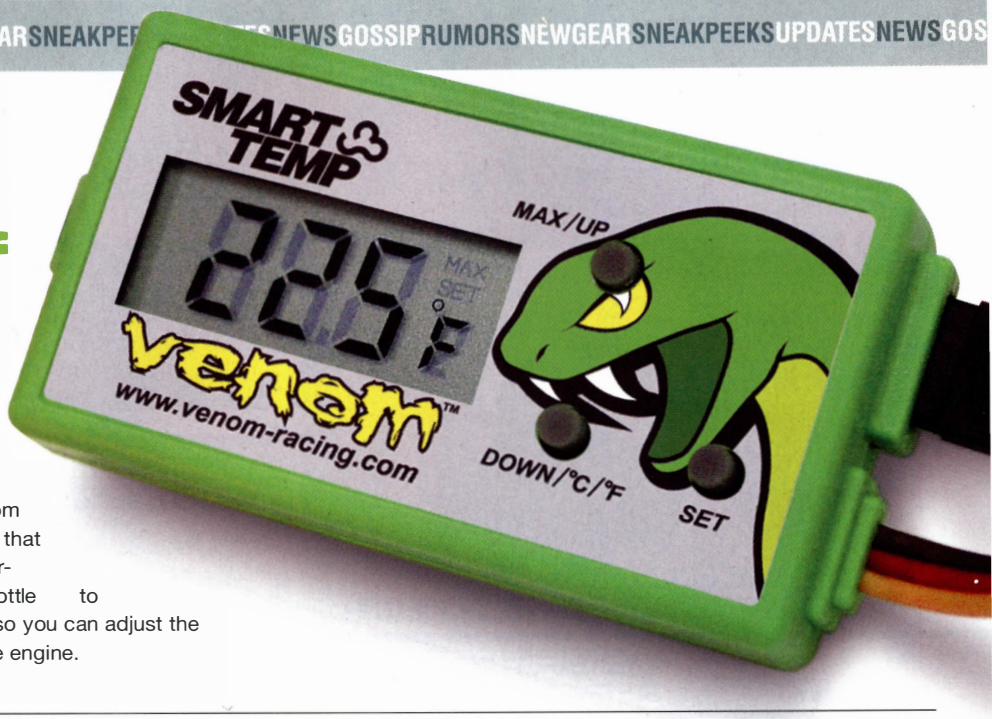
"Alex, I'd like to wager all of it on the fact that there will be more sponsor swapping next month."

Why Didn't I Think of This?



Venom has come out with lots of little temperature probes and gadgets that are pretty smart, and their latest offering is something that will make you ask why it hasn't been an option before. The new Venom Temp Probe has a built-in failsafe, so that when the temperature exceeds a user-defined threshold it will return the throttle to neutral, or to wherever you've set it, so you can adjust the settings before you do damage to the engine.
www.venom-racing.com

Sponsor Jeopardy

$100 Joe Pillars
This former Losi driver first got a job at XRC and then moved over to Team Orion where he successfully campaigned Losi vehicles until his recent switch to Team Associated.

$250 Billy Easton
After leaving Thunder Tiger for a brief time, Billy is now back behind the wheel of Thunder Tiger's latest buggy, the S3.

$500 Mark Pavidis

Longtime AE driver did a total sponsorship juggle earlier this year and has finally announced his motor and battery sponsor after running label-less equipment. Peak stickers will now be found on all his electric motors and batteries.

$.99 Greg Degani
This former World Champ has left his long time Kyosho buggy in favor of OFNA's stable of capable buggies.



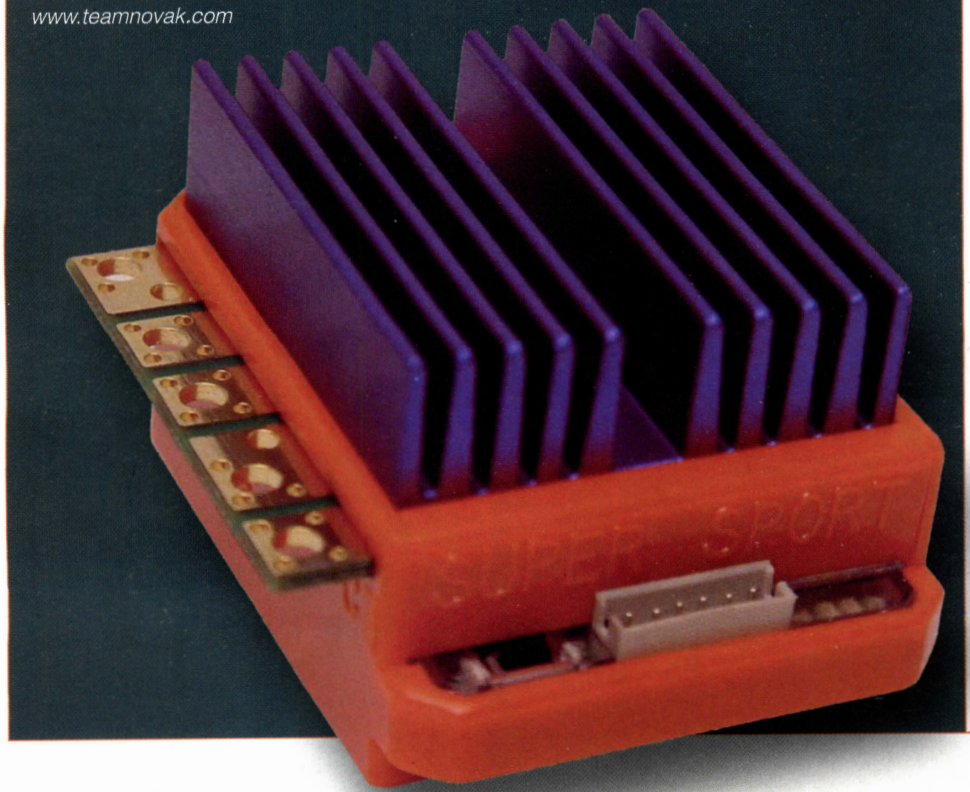
A Pair of 19s

ARCOR is something that most of us aren't familiar with, but they have a class that limits motors to 19 turns while still allowing them to be hand-wound and have adjustable timing. Trinity and EPIC have released new versions of their ARCOR motors. The Trinity version uses the Cobalt motor as the base and the EPIC is based on the new EPIC "F" can and endbell.
www.teamtrinity.com



NOVAK Takes the "Less" Out of Brushless

We got this secret press release from Novak about the latest version of their brushless motor system. The new Super Sport Programmable Plus allows you to run either a brushed or brushless motor (similar to the yet-to-be-released LRP Sphere). This means you can use either the Novak SS4300 or SS5800 brushless motor, or any standard brushed motor (down to a 12-turn). That's good news for anybody who's planning to race, but still wants the benefits of a brushless system from time to time.
www.teamnovak.com



FEATURES

- 5 Throttle Profiles (4 Brushless, 1 Brushed)
- Brushless Modes: Unlimited FWD, Unlimited w/Reverse, Sportsman FWD, Sportsman w/Reverse
- Brushed Mode: Racing Profile with a 12-turn motor limit and only 0.0006 ohms of on-resistance
- 4 Adjustable Parameters: *These adjustments are easily programmable in any of the 5 profiles using the One-Touch button and 4 colored LEDs:*
  - Drag Brakes (1 - 7; 0-50%)
  - Mnimum Brake (1 - 7; 0-50%)
  - Drive Frequency (1 - 7; 1-11 KHz)
  - Deadband (1 - 5; 2-6%)
- Sensor Harness provides feedback for precise motor position; compatible with the Novak SS5800 or SS4300 Brushless Motors

OTHER FEATURES

- Heavy Duty BEC
- Direct Solder Wires
- Replaceable Input Harness
- Locked Rotor Detection Circuitry
- Thermal Protection Circuitry
- Radio *Priority Circuitry*

So Novak released a brush?

This month is all lies. All lies, I tell you!

PRO-LINE **PREMOUNTS EXPAND**

Pre-mounted tires make just about all of our lives easier. No gluing at the track and no worries that you suck at gluing. 1/8-scale buggy tires are sometimes more difficult to glue correctly, and when Pro-Line released their most popular tires in pre-mounted form most racers jumped for joy. Pro-Line then decided to expand on a good thing by offering more tires as pre-mounts. This line of tires now includes the Crime Fighter XTR & M2, Mugshot XTR & M2, Knuckles XTR & M2, Knuckles 2.0 M2, and Badlands XTR.

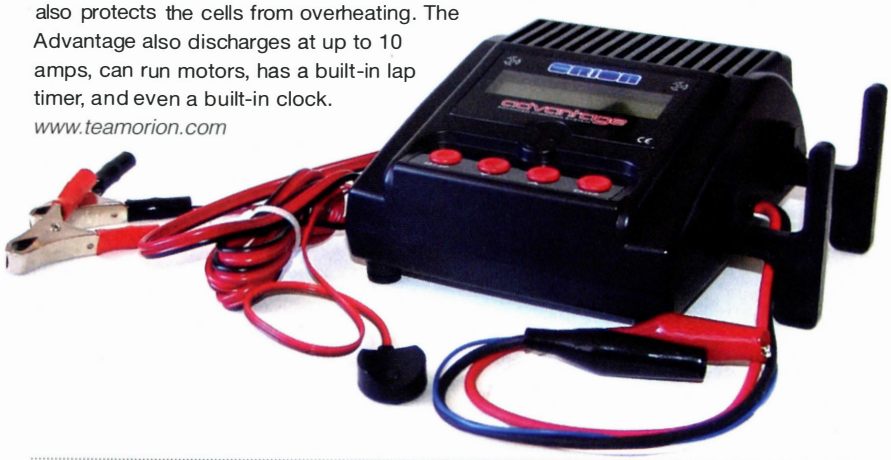
www.prolineracing.com



ORION'S **ADVANTAGE**

Orion has jumped back into the charger game with their latest release, the Advantage charger. It has all the features we'd expect, and Orion says the charger has been developed by some of the biggest names in racing. It can charge from 1 to 8 cells ranging from 50-5400mAH using either a flex, linear or stepped charge. A temperature probe also protects the cells from overheating. The Advantage also discharges at up to 10 amps, can run motors, has a built-in lap timer, and even a built-in clock.

www.teamorion.com



4-STROKING ITALIANS ARE SITTING IN A ROOM...

Rumors are always fun, and they are even more fun when they are from a foreign land like Italy. An amazing Italian vixen recently whispered in our ear...or wait, was that in a dream? Anyway, there's been talk of one of the well-known Italian engine companies working on a competition-geared 4-stroke engine. We've done testing with some 4-strokes in the past and see their potential, and it's good to hear that there may be a new power plant option to race with in the future.

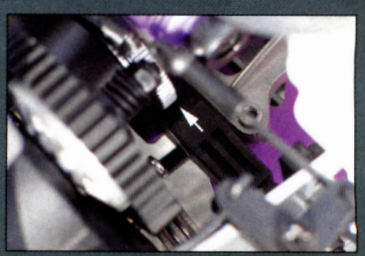


HPI KILL BUTTON

Ever wonder how you're supposed to shut off some engines that don't give you a place to stop the flywheel or pinch the fuel line? Well it seems that HPI has thought of a good way to shut the Savage off without burning your finger on the exhaust or fumbling with the fuel tubing. The new "Kill Button" bolts right on to the Savage, and when you push the button it applies pressure to the flywheel like a brake, shutting off the engine safely and quickly.

www.hpiracing.com





Last Month it Was True; This Month it's a Lie!

This is where we basically say "*psych*" to some of the things we wrote last month. Yes, we made a few boo-boos, and now we need to you cut out those words and glue these in.

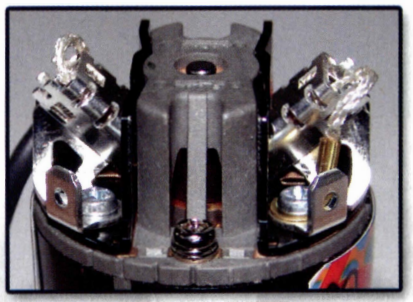
- If you were looking for the encore performance of the Pro Series Final, you can stop searching. The headline was mistakenly left on the cover from the February issue. We locked the editorial staff in the *Xtreme* dungeon for a day as punishment.
- On page 19, we were telling you about Mike Dumas going down to Texas to run. Well, there was some more text that should have been there. We don't think Mike gave up racing to run marathons; it should have read that he went to Texas to run for XRAY at RC America.
- On page 126 we wrote that the Mugen X12 engine used a turbo plug, when if fact it was a standard plug.
- On page 162 Collin should have never worn an orange jacket with a red shirt...that's just wrong.
- On page 197 the pops in the fridge should have read "Little Stick"—we lied to impress the model!

SV2 Formula Series

The next level of machine wound modifieds

Team Orion is proud to announce the release of the all new Formula line of high performance machine wound modified motors. Incorporating Sport V2 (SV2) technology and utilizing the same race bred armature, can and magnets found in the groundbreaking Revolution V2 modified motor, the Formula is designed as an economical alternative and, is manufactured from the highest quality materials found in all Team Orion products.

- Angled V brush orientation
- Cylindrical brushes
- Intelligent anti-vibration spring system
- Ultra low resistance brush control hoods
- Surface mount capacitors pre-installed
- Factory installed motor leads
- Bullet style connectors
- Ultra Flow can with proven dual G13 wet magnets



- High performance extended life Enduro brushes
- Cylindrically coiled brush springs made from the finest quality Inox steel
- High performance race bred armature
- Diamond trued commutator
- Thirteen different race inspired winds
- Completely tunable with multiple brush and spring configurations available

SV2



FORMULA PRO-BUSHING

The Pro Bushing version is equipped with low profile bushings and fixed timing endbell for ease of operation

Part #	Wind	Max Power	Max RPM
ORI21035	10x2	191 Watts	42,000
ORI21036	11x2	186 Watts	39,500
ORI21037	12x2	181 Watts	38,000
ORI21038	13x2	175 Watts	35,750
ORI21039	14x2	169 Watts	33,250
ORI21040	15x2	164 Watts	31,000
ORI21041	17x2	154 Watts	28,500
ORI21042	19x2	147 Watts	27,000
ORI21043	21x2	138 Watts	25,250
ORI21044	23x2	133 Watts	24,000

@7.2 volts

FORMULA PRO-BEARING

The Pro Ball Bearing version is equipped with dual ball bearings and a removable endbell with adjustable timing.

Part #	Wind	Max Power	Max RPM
ORI22031	10x1	209 Watts	44,250
ORI22032	10x2	204 Watts	44,750
ORI22033	11x2	201 Watts	39,750
ORI22034	12x1	197 Watts	38,500
ORI22035	12x2	192 Watts	39,000
ORI22036	13x3	186 Watts	37,000
ORI22037	14x2	182 Watts	34,500
ORI22038	15x2	178 Watts	31,750
ORI22039	17x2	169 Watts	29,500
ORI22040	19x2	160 Watts	28,000

@7.2 volts

ENGINEERED PERFORMANCE RACE PROVEN
TEAM ORION
IFMAR WORLD CHAMPIONS

www.teamorion.com

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

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I Got My Own Site!

If you're already a racer or just somebody who wants to be a racer, you aren't anything without a website. Sure, you could build your own on Yahoo, but wouldn't it be sweet if you could have a factory-looking site? The guys at www.racersites.com can build a professional-looking website for you to make you look pro...even if you're not.

www.racersites.com



NEW FASKOLOR COLORS

Adding to the already-impressive line of colors that would make Skittles jealous are 12 new colors from the Faskolor rainbow. You can make your car's Lexan body look as bright and cheery or as dark and dismal as you want. We just wish they'd make the colors taste as good as Skittles.

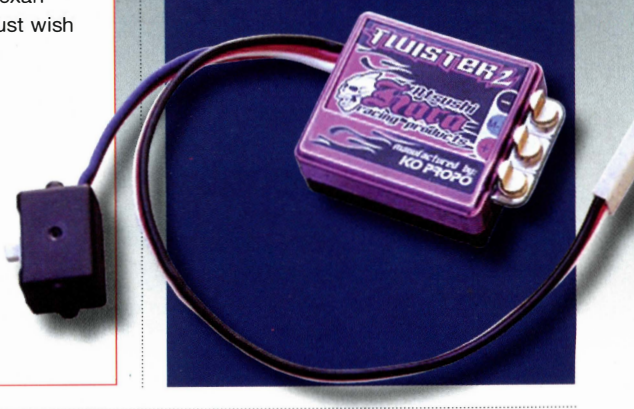
www.parmapse.com



Hara Twister 2

Atsushi Hara has been making spicy tuna rolls out of his competition, and his latest tool for rolling has been the new Hara Twister 2 ESC. The Twister 2 features the current trend of having a variable frequency program that lowers the frequency of the ESC for more punch, and increases it for more efficiency.

www.atsushihara.com



HPI'S BIGGEST ENGINE EVER!

Want to add the new .28ci engine to your existing Savage? So do we, and HPI has the engine ready to go. We haven't tested the new kit that we just received, but the stats on the engine are pretty impressive with 8 ports, ABC construction and an 8.5mm carb with a composite body. Plus, the carb has a slick feature that allows you to reset the needle to how it arrived from the factory, so you don't have to remember anything!

www.hpiracing.com



Bigger engine, bigger pull-start, bigger blisters.

BIGGEST! BADDEST!

nitro XLB MONSTER BUGGY

1/7 RTR NITRO .28 POWERED 4WD 2-SPEED MONSTER BUGGY

XTM Racing

This RTR monster buggy is pushing all other buggies out of its way, so make some room! Introducing the XLB (XTM's) Large Buggy). We didn't follow any rules when building this beast! It's the biggest and baddest monster buggy out there! This massive 1/7 buggy uses the monstrous SH .28 engine, oversized fuel tank (290cc), and a 2-speed/ 4wd drivetrain that enables this *monster buggy to* drive over all the other buggies out there!



FEATURES:

> Adjustable camber, caster, and toe-in front & rear
> Fully threaded, oil filled, aluminum shocks w/ 3.5mm shock shafts
> XTM X-175 metal gear servo for steering
> XTM X-77 metal gear servo for throttle
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> Newly designed bulkheads
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Parma F-150
FOR 1/8-SCALE

If you've got a large truck, you know that it can sometimes be difficult to find a body that fits. Parma's got you covered with their new F-150 that measures in with a 320mm (12.5") wheelbase and a 220mm (8.5") width.

www.parmapse.com



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Reedy "Spec 19 Quad-Mag Motor. Step up the power of your RTR with Reedy's Quad-Magnet "Spec 19" Motor! A great choice for the B4 RTR, the TC3 RTR, or any Ready-to-Run electric with a speed control rated for a 19-turn or less motor.
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#615 Reedy Ni-MH Receiver Pack, *(Hump style for RC10GT, Monster GT, Etc.)*

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

HIRE MASAMI'S DAD!

Want a world-class mechanic to build batteries for you? It's now easier after Masami's dad performed the Italian hand-shake pose with Powers. You can now buy batteries that have been hand-matched and assembled by the Little Dragon Mechanic. There's also a line of Masaaki Hirosaka lightweight spur gears and pinions. Rumor has it that we'll be seeing more Hirosaka parts coming soon.
www.powers-international.com



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www.rc411.com

Parma Pre-Painted Grave Digger



The Grave Digger is probably on of the best-known monster trucks in the world, and Parma's version of the truck has always been a popular choice for monster truck enthusiasts. For those of us who thought it was difficult to spray the black paint with black flames, they now offer the body pre-painted for your convenience. You'll still have to put all the stickers on, but some of the work is done for you.
www.parmapse.com

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

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www.rc10.com/reedy

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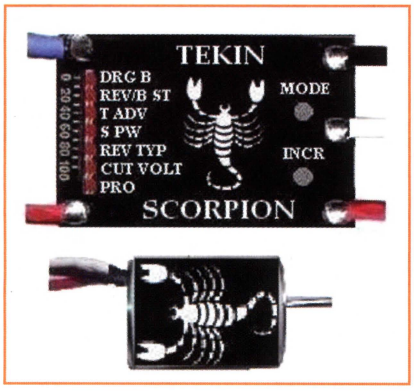
TEKIN **BRUSHLESS**

Tekin is slowly returning to the market with some new products, and their first two are the Rebel 2 and a Mini Brushless system known as the Scorpion. The Rebel 2 is a budget ESC that can handle motors all the way down to a 10-turn. The Scorpion will be out soon for the mini crowd, and will be available in three different versions to suit most budgets and horsepower needs. The fastest (and most expensive) will be the Extreme version that should propel tiny cars up to some insane speeds. Each system will feature a motor and a controller. The controller is fully programmable and has an adjustable drag brake, a reverse mode with a timed lockout, a timing adjustment, precision bearings, and can handle up to 12 cells (or 3-cell LiPo).

www.teamtekin.com





No Stick Pans!

We've seen balloons and shock booties, but we've never seen this before. IQ-Tuning has an interesting way to keep your shocks clean. This 2-piece design moves along with the shocks, and we're told that it makes the shocks feel as though they are about 5 wt. heavier. If we can smuggle a sample over here to test we'll let you know how they work. In the meantime, check out their website because they have a few videos of how the shocks work.



www.iq-tuning.ch

headline:

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ad copy:

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X-5 Conversion Ready

Last year at the Nationals, we were introduced to a new conversion for the XX-4, or XXX-4 depending on how you look at it. The other day we finally received the conversion kit that combines the XX-4 with a XXX-4 to make what X Factory Racing products is calling the X-5. We're interested in what this mutt will do on the track...now we just need to find that XX-4 that we used to race.

www.4WDRC.com



Pro-Line Testing New 1/8-Scale Compound

We heard that Pro-Line was testing and running a new tire compound at the recent Endurance Race at Thunder Alley. After 3 hours of racing they went through just 2 sets of the tires, and rumor has it that the second place team was also using the new compound and went the entire distance without a tire change.

www.prolineracing.com



UN-SPEC YOURSELF BEFORE YOU WRECK YOURSELF

The topic of spec tires always brings up a 30-minute argument here at the office. Sure, they are great for racers, but from a technology standpoint they can be paralyzing. This year's Electric Off-Road Nationals is being held at Derek's home track, RC Madness, in Enfield, CT. Not only is this one of the first times that the Nationals will be held in the Northeast where blue groove tracks are rare, it's also the first time in a few years that ROAR has lifted the spec tire rule!

www.roarracing.com

www.rcmadness.com

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Orion is offering a matched 1100mAH pack designed to fit in micro-sized cars and provide more power than standard unmatched cells. The packs come unassembled and individually wrapped.

www.peakmotors.com



Pro-Line Aluminum Wrenches

We love cool tools and love them even more when they actually work. Pro-Line's new wrenches are machined from aluminum and fit both 17mm wheel hexes and their new larger 23mm hexes.

www.prolineracing.com



Little Pinions

Orion has a new line of micro-sized pinion gears that will fit on all sorts of different micro motors. They're made of metal and feature a set-screw to make sure none of the power from that hot micro mod gets wasted.

www.teamorion.com



3 for 1!

We all love to have stuff, but at some point lugging all the "stuff" to the track becomes an pain in the ass. So when somebody tells us about a 3-in-1 anything they get our attention. APS Racing delivered a stuff-reducing Charger that also doubles as a dyno and triples as a motor break-in station. The charger is up to the challenge of pumping from 0.1 to 8 amps into 1-8 cells. The included temp probe lets you use a thermal cutoff for safety and the dyno can give you RPM, current draw, and runtime. It's all packed into a small package, but does require a power supply to use. Damn, now we want a 4-in-1.

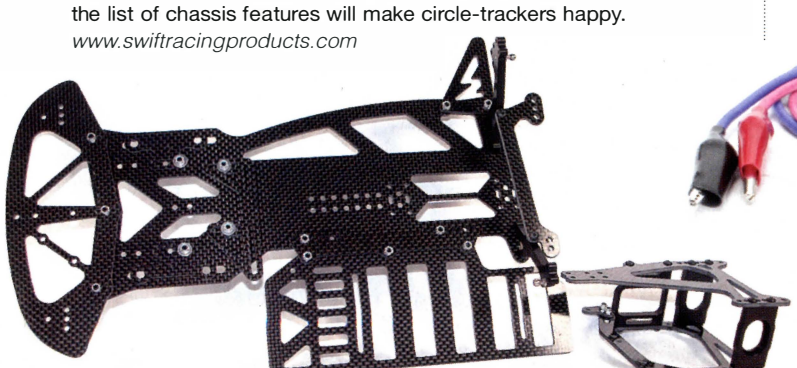
www.magmarc.com



Founder and Designer

Looks like Brad Hayes (ADX founder and designer) and Jake Rosen (Maverick founder and designer) have stuck their heads together for the release of the '05 Maverick H.E.TM (Hayes Edition). While the name may not roll off the tongue very easily, the list of chassis features will make circle-trackers happy.

www.swiftracingproducts.com



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* Please refer to our website FAQ page for more information regarding RPM warranty details.



Oversized Bearing Carriers

for the Traxxas T/E-Maxx & Associated MGT**

RPM Oversized Bearing Carriers are setting new standards for performance and durability. Our Carriers have a laundry list of awesome features so be sure to check our website for a complete list.

**When combined with our Pillow Ball Setscrews, these carriers can be used on the Associated MGT.

Pillow Ball Setscrews

for T/E-Maxx Axle Carriers and Associated MGT when using RPM Axle Carriers



RPM Pillow Ball Setscrews, Bushing Caps, and Spacers were built to help reduce the cost of replacing stock parts. By not including pillow balls, we have been able to reduce the cost of replacing the setscrews and bushing caps by over 50% off of the stock Traxxas parts! This set also comes with some bearing spacers, which allows Associated MGT owners to install a set of RPM Oversized Bearing Carriers on their truck for superior durability and performance.



Molded Gear Covers

Losi—XXX-BK2, XXX-T MF2, XXX & XXX-T
Associated—B4, T4, B3 & T3
Traxxas—Electric Rustler & Electric Stampede

Gear Cover colors vary according to vehicle and part number.

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SCHUMACHER MENACE GTR

1/8-SCALE NITRO SEDAN

Words: Derek Buono



We all like things that go fast, or we'd be racing grass growing formulas. Schumacher is like a crack dealer taunting our addiction with cars that are capable of speeds that really shouldn't be achieved by things this small. They've also taken on the burden of becoming the company with the "world's fastest" cars. Their latest attempt at super sonic speeds comes via the Menace GTR. It's a .21-powered 1/8-scale that is sure to put a speed junkie's fix in check.

Crashing at 70 mph is...bad. Try not to do it.

Features

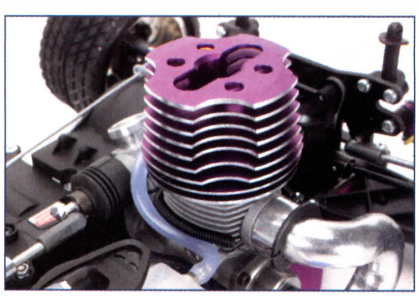
Chassis • The vibrant purple is Schumacher's signature color, and the thick 3mm chassis is ready to stay stiff and straight. A graphite upper deck keeps the rigidity up and it sure needs it because the extremes this chassis will endure are a test for any material. A large foam bumper tries to protect the front end from impact, but it leaves some of the wheels exposed.

Drive Train • The GTR is based on Schumacher's successful single belt drive train. It's actually a very impressive setup with the power being routed through a 3-speed external transmission and then down to the front and rear ball differentials. Schumacher has made several improvements to this design over time and the latest edition is a fully enclosed belt, which helps prevent debris from getting into the belt. Some heavy duty steel universals are rotating in all four corners and a full set of rubber-shielded bearings is standard.

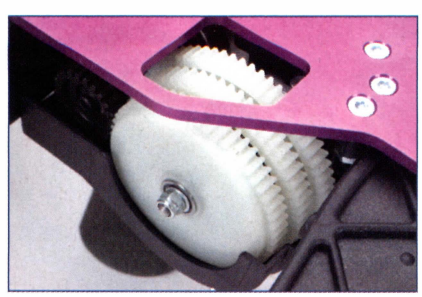
Suspension • A set of aluminum body oil-filled shocks control the plastic suspension arms and the preload can be adjusted with spacers. The shocks mount to carbon fiber shock towers but lack any angle options besides those on the arm. Schumacher isn't targeting the racing crowd with this car, so it's not really a big issue to have some of the more racing-oriented adjustments left out. The hinge pins are all captured and the front suspension blocks are machined from aluminum, so we guess that that they absorb most of the force from crashes.

Other Features • It's available as an RTR or almost-RTR, and ours came complete with an Ace radio system. The included Thunder Tiger .21 has consistently proved to be a powerful engine that's easy to tune. Schumacher was one of the first to include a roto-start adapter and it makes cranking the engine over a snap. It's mated to an aluminum tuned-pipe that looks a little on the small side, but works well despite the proportion difference. The tires are oversized which will limit tire options, and with all the power that's getting fed to the ground they might wear on the quick side of the spectrum.

We've driven other versions of this chassis before, but we're always up for a game of chicken with the throttle. The GTR should rip up the street and make any parking lot feel smaller, since it's designed to turn broken lines solid with the speeds it reaches. We're breaking in the engine as I type this and we'll have some more to say about the GTR when we review it next month.



The Thunder Tiger .21 has always performed well.



Three speeds make it take off hard and go fast.

CONNECT:

MANUFACTURER/IMPORTER: Schumacher USA
WEB: www.racing-cars.com

VITAL INFO

SCALE:	1/8
PART #:	K049
ESTIMATED STREET PRICE:	$500
MAIN COMPETITION:	1992 Hyundai

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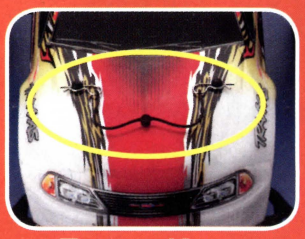

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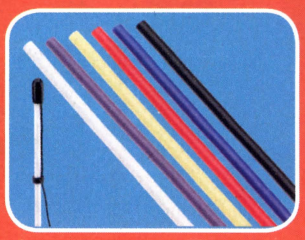

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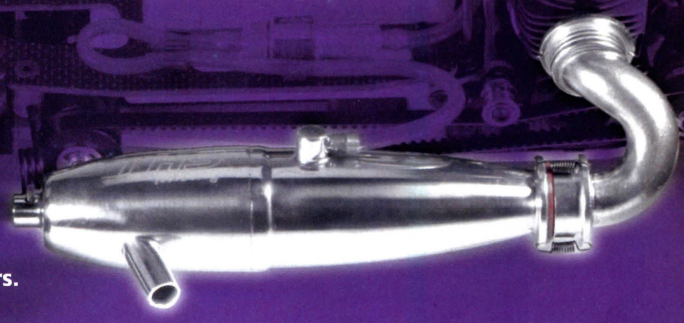

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XTM ELECTRIC X-CELLERATOR

1/10-SCALE ELECTRIC STADIUM TRUCK

Words: Derek Buono



XTM's Nitro X-Cellerator was a great truck. It was fast and held up to most of the punishment Mike delivered to it. When we received the latest X-Cellerator we thought we just got a newer version of the nitro truck. Then we decided to read the box (go figure!) and were surprised to see it was an electric truck. We know that nitro is all the rage right now but truth be told, nitro isn't for everybody. With that in mind, XTM's Electric X-Cellerator should appeal to the battery-power lovers out there.

Looks like a winner!

Features

Chassis • The chassis is a molded plastic tub, and after giving it the twist-test we thought it was pretty stiff, but some flex was there. Some chassis flex is actually good thing for most bashers since flex precedes breakage. It's really hard to break a rubber band in half, right? Similar to AE's T4 modular chassis, the XTM's rear section is separate and the front is a one-piece design.

Drive Train • A three-gear transmission with an adjustable ball diff is the centerpiece of the transmission. An externally adjustable slipper clutch helps take the shock out of the transmission and put power down to the ground more efficiently, but with the included 540 motor, it shouldn't really be an issue.

Suspension • Some wide molded plastic arms take the bumps with pride. They seem to be a high quality plastic and have minimal flex. XTM even includes blue-anodized threaded aluminum body oil-filled shocks that usually aren't even found on more expensive racing trucks. The hinge pins use a single e-clip to hold them in place. Steel turnbuckles are found in all the usual locations.

Other Features • The truck is ready-to-run and includes a Hitec radio and an Msonik RV ECO20 speed control that is waterproof. The receiver, however, isn't waterproof so if you're going to drive through a puddle, do so only on the left side of the chassis. The prepainted body features some interesting blue crackle-style graphics. The tires are ribbed in front with a combination pin-spike bar-tread in back. They have really soft foams inside and should provide traction on most surfaces, but in a racing environment they might not be the best choice.

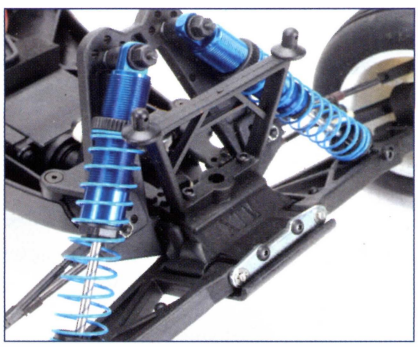
For those who love stadium trucks but don't want the extra effort it takes to operate and maintain a nitro vehicle, the electric X-Cellerator is a good looking option. Considering that for $200 you get a complete RTR truck, minus battery and charger, the EX looks even better. ✪

CONNECT:

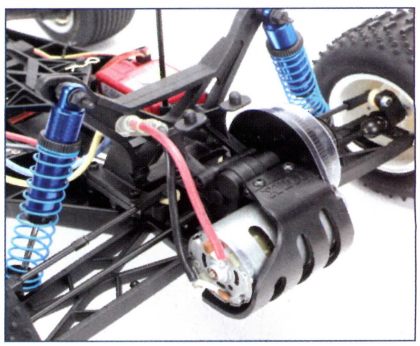
MANUFACTURER: XTM Racing
WEB: xtm.globalhobby.com

VITAL INFO

SCALE:	1/10
PART #:	07300
ESTIMATED STREET PRICE:	$200
MAIN COMPETITION:	Associated T4 RTR SE, Team Losi XXXT Sport 2, Traxxas Rustler



Threaded shocks are a great touch on any RTR vehicle, and novices and veterans alike will appreciate them.



A Mabuchi motor? That can be easily replaced with something else down the road.

PUNISHER

Hinge Pins

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

3004	RC10B3/T3	$19.50
3005	RC10 B4/T4	$21.50
3006	RC10 B4/T4 Inner Front-2	$5.00
3007	RC10 B4/T4 Inner Rear-2	$5.00
3012	RC10T2/GT	$21.50
3031	RC10 TC3	$19.50
3032	RC10 TC3 2-Inner Front/Rear	$5.00
3033	Nitro TC3	$19.50
3034	Nitro TC3 2-Lower inner Front/Rear	$5.00
3035	Nitro TC3 2-Upper Inner Front	$5.00
3036	Nitro TC3 2-Upper Inner Rear	$5.00
3054	XXX	$21.50
3056	XXX-4	$17.25
3067	XXX-T	$21.50
3068	XXX-NT	$21.50
3072	XXX-S	$19.50
3176	HPI RS4 PRO 2	$21.50
3178	HPI RS4 PRO 3	$19.50
3182	HPI RS4 Nitro MT	$19.50



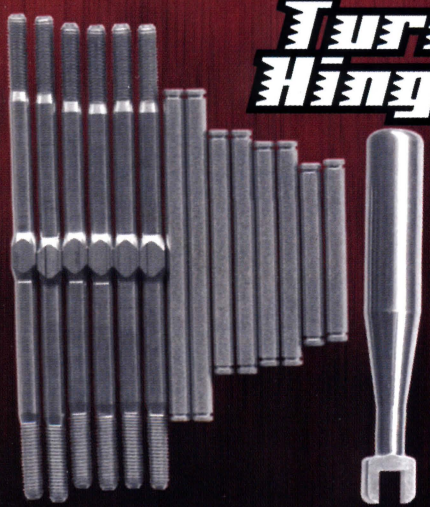
Turn Buckles

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

2004	RC10 B3	$27.00
2005	RC10 B4	$27.00
2012	RC10 T2 / T3 / GT	$32.50
2014	RC10 T4	$32.50
2031	RC10 TC3	$27.00
2033	Nitro TC3	$24.00
2054	XXX	$27.00
2056	XXX-4	$27.00
2067	XXX-T	$32.50
2068	XXX-NT	$32.50
2072	XXX-S	$27.00
2121	X-RAY	$22.50
2174	HPI RS4 Nitro	$32.50
2176	HPI RS4 Pro 2	$27.00
2177	HPI RS4 Rally	$27.00
2178	HPI RS4 Pro 3	$27.00
2181	HPI RS4 MT	$32.50
2182	HPI RS4 Nitro MT	$32.50
2701	Traxxas Nitro Sport	$27.00
2702	Traxxas Nitro Rustler	$30.00
2703	Traxxas Nitro Stampede	$27.00
2722	Traxxas Rustler	$27.00
2723	Traxxas Stampede	$27.00



Turn Buckle/ Hinge Pin Kits



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4005	RC10 B4	$43.25
4012	RC10 T2/GT	$48.50
4013	RC10 T3	$48.50
4014	RC10 T4	$48.50
4031	RC10 TC3	$41.50
4033	Nitro TC3	$41.50
4054	XXX	$43.25
4056	XXX-4	$43.25
4067	XXX-T	$48.50
4068	XXX-NT	$48.50
4072	XXX-S	$41.50
4176	HPI RS4 PRO 2	$43.25
4178	HPI RS4 PRO 3	$41.50
4182	HPI RS4 Nitro MT	$48.50



Wrenches

9901	Punisher Wrench	$2.75
9902	Punisher Pro Wrench (the purple one)	$5.50
9903	Sport Sedan Wrench (the little one with the flat head)	$2.75

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1 THROW AWAY

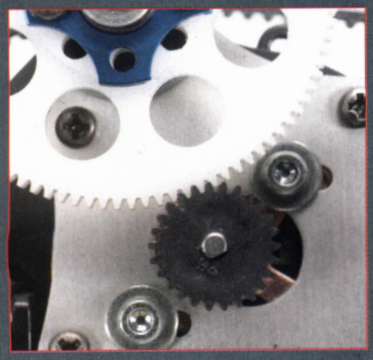
BAD PLUG? GET RID OF IT!

Glow plugs can die at any time and are probably the number one reason why your engine won't start, but most geniuses figure out that their plug is bad, change it, and throw the old one right back into their tool box. This is a super smart move, especially when you are rushing around just before a race for a fresh plug and you install a bad one from the bottom of your box, only to realize it is no good either. Hey tough guy, if your plug is bad now, it won't fix itself in the bottom of your parts bin! Throw out bad plugs as soon as you determine they're bad and you'll never have to worry about stuffing a useless glow plug into your engine again.



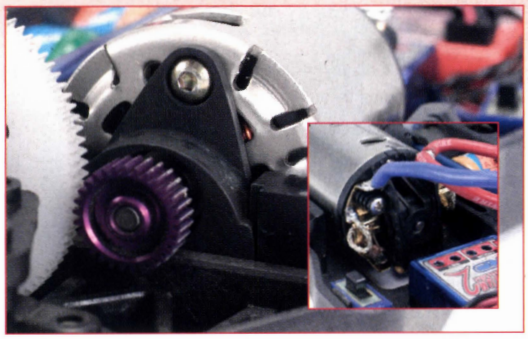
2 HIGH SPOT

All gears have high spots, regardless of whether they are molded nylon or machined steel. When setting your gear mesh, either from pinion to spur, clutch bell to spur, or between crown and pinion differential gears, make sure you check the backlash all the way around to ensure there isn't an excessive gap or a power-robbing bind. Try to find a happy medium with the mesh where it isn't too tight on the high spot or too sloppy on the low spot. It may take a little time to find the perfect setup, but once you get it right you can be certain that you won't blow out a gear because you set the perfect mesh on the high spot only to tear the tops off of the teeth once you rotate over to the low side of the gear.



3 CHOICE SCREWS

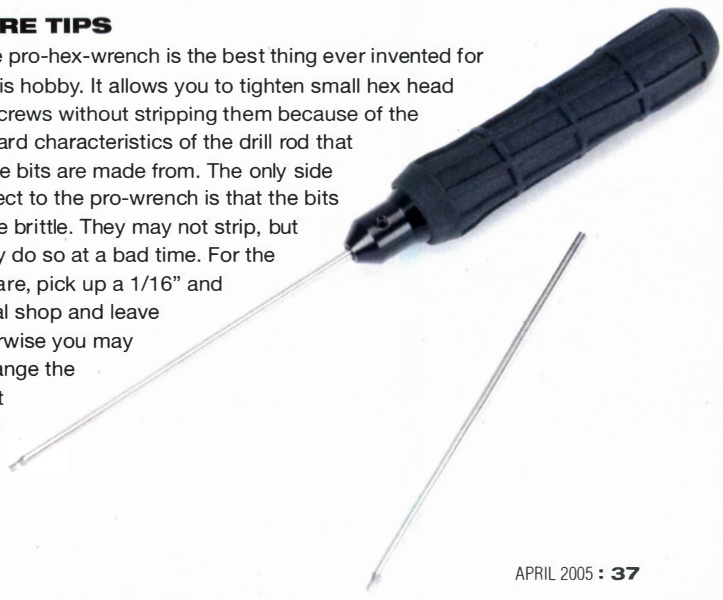
When installing an electric motor, remember that there are two sets of mounting holes so you can alter the angle that the endbell (and solder posts) sit in relation to the chassis. Make sure you use opposing holes, but choose the set of holes that gives you the best access to the positive and negative solder tabs while keeping the ESC wires as short and direct as possible. It's also wise to always install the motor in the same direction so that the positive tab is, say, closest to the front, allowing you to cut the positive ESC wire slightly shorter. If you always install the motor the same way it will also prevent any chance of accidentally wiring your motor backwards and watching your car shoot off in the wrong direction when the start tone sounds at the track.



Jeff came up with these all by himself. Good boy!

4 SPARE TIPS

The pro-hex-wrench is the best thing ever invented for this hobby. It allows you to tighten small hex head screws without stripping them because of the hard characteristics of the drill rod that the bits are made from. The only side effect to the pro-wrench is that the bits can be brittle. They may not strip, but they can break and usually do so at a bad time. For the $3 it will cost you for a spare, pick up a 1/16" and a 0.050" bit from your local shop and leave them in your pit box, otherwise you may find yourself unable to change the pinion gear in your car just before the most important main of your life.



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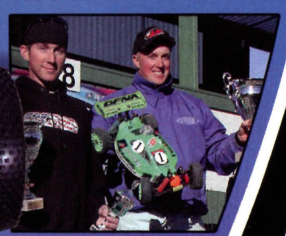

SCRATCH UP MORE WINS FOR OFNA AT THE PRE WORLDS RACE 2004 IN SWEDEN. OFNA TEAM DRIVER MIKAEL PALSSON STEERED HIS HYPER INTO 1ST PLACE, WITH JOSH WHEELER TAKING POSITION 10.



CNC 7075 REAR SHOCK TOWER, HYPER
PART# 19712



CNC 7075 SHOCK TOWER PIVOT BALL, HYPER
PART# 19702



CNC 7075 SHOCK TOWER C-HUB, HYPER
PART# 19701



CNC 7075 STEERING KNUCKLE, HYPER
PART# 19718



CNC 7075 REAR UPRIGHT / .5 DEGREE HYPER
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CNC 7075 REAR UPRIGHT / 0 DEGREE HYPER
PART# 19719



CNC 7075 MOTOR MOUNTS HYPER
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- HARD COATED CHASSIS
- PIVOT BALL SUSPENSION, FRONT AND REAR
- HARD COATED SHOCK BODIES
- LIGHT WEIGHT 2 PIECE PIVOT BALLS
- ADJUSTABLE CASTER
- POWERFUL HYPER .21 ENGINE
- HYPER STARTER BOX

HYPER 7 PCR RTR W/STARTER BOX
PART# 14324







HYPER 7 PCR PRO
PART# 14329

PIVOT BALL & C-HUB SUSPENSION

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PURE COMPETITION

HYPER 7 PBS



PIVOT BALL SUSPENSION FRONT AN BACK



CENTER SPIDER DIFFERENTIAL



PIVOT BALL SUSPENSION

HYPER 7 PBS RTR
W/STARTER BOX
PART # 14325

- FRONT AND REAR CHASSIS BRACES
- FRONT UNIVERSALS
- ADJUSTABLE FRONT/REAR TOE-IN AND CAMBER
- PIVOT BALL SUSPENSION, FRONT AND REAR
- HARD COATED SHOCK BODIES
- LIGHT W EIGHT 2 PIECE PILLOW BALLS
- ADJUSTABLE CASTER
- POWERFUL HYPER .21 ENGINE
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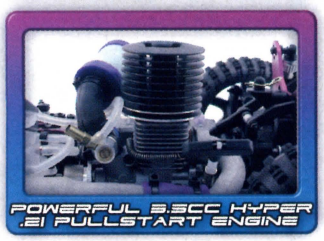
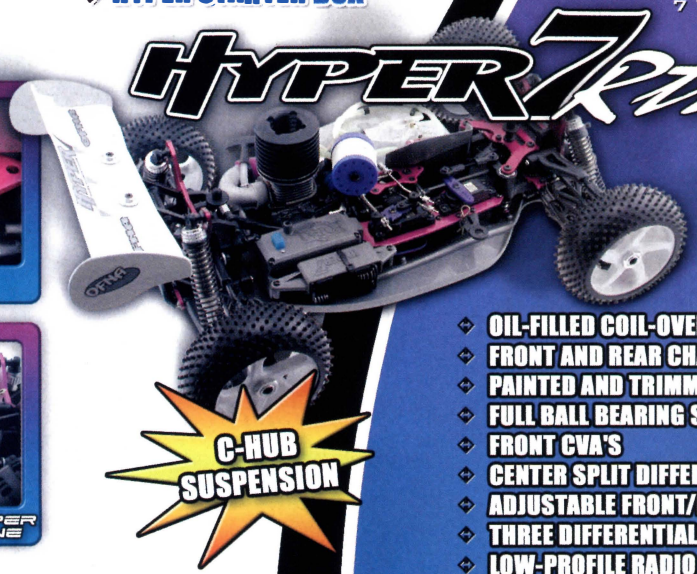
HYPER 7 RTR



CENTER SPLIT DIFFERENTIAL



POWERFUL 3.3CC HYPER .21 PULLSTART ENGINE



C-HUB SUSPENSION

HYPER 7 RTR
PART # 14326

- OIL-FILLED COIL-OVER SHOCKS
- FRONT AND REAR CHASSIS BRACES
- PAINTED AND TRIMMED BODY
- FULL BALL BEARING SET
- FRONT CVA'S
- CENTER SPLIT DIFFERENTIAL
- ADJUSTABLE FRONT/REAR TOE-IN AND CAMBER
- THREE DIFFERENTIALS
- LOW-PROFILE RADIO TRAY BOX
- POWERFUL HYPER 21 PULL-START

HYPER 7 Pro



FRONT AND REAR UNIVERSALS



CENTER TORSEN DIFFERENTIAL



C-HUB SUSPENSION

HYPER 7 PRO
PART # 14330

- STANDARD AND TORSEN DIFFERENTIAL
- CNC FRONT AND REAR CHASSIS BRACES
- SET OF 4 METRIC WRENCHES
- FRONT AND REAR universals
- GRAPHITE COMPONENTS
- ALUMINUM RADIO TRAY POSTS
- BALL BEARING STEERING
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- DUAL DISC BRAKES
- 2 SETS OF SHOCK SPRINGS
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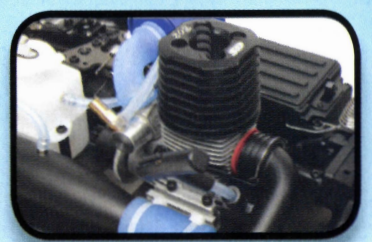
GET SOME AIR

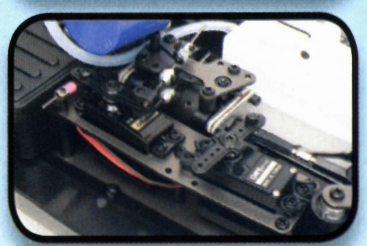
STORM RTR PLUS

The Storm is back and better than ever. GS Racing's Storm RTR Plus has all the same high quality features as the original Storm RTR including a newly updated hard-coated chassis, 4mm 6061 aluminum front shock tower, cast aluminum lower hinge pin mounts, and sway bars in the front and rear. GS Racing's new high torque B-02P pullstart engine and 2-chamber tuned pipe comes standard in the Storm RTR Plus and has loads of brut power on tap, perfect for bashing up the backyard or for the next race at your local track. The GS Racing factory installed Beta-T1 digital proportional FM radio, featuring end-point adjustments and a new high torque steering servo keeps the Storm RTR Plus under total control.

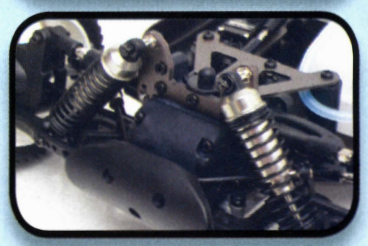














The Storm RTR Plus is based on GS Racing's race proven Storm Pro and includes some hardcore race features like aluminum oil-filled shocks, full precision ball bearings and front universal driveshafts. The Storm RTR Plus also has 100% parts and options compatibility allowing you to build your Storm RTR Plus in to the ultimate bullet-proof racing machine. The Storm RTR Plus is available with five new factory finished bodies and includes GS Racing's glow igniter and fuel bottle right in the box. The Storm RTR Plus comes from GS Racing 100% factory assembled, just add batteries and glow fuel and get ready to be totally blown away because the Storm RTR Plus is going to rock your world.

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www.gsracing.com

GS Racing

RC Acronyms

WTF, XRC IS A POS IMHO!

Words: XRC Staff



Like any hobby or job, in RC you get to a certain point where you don't speak "normal" anymore. We tend to replace words with a chain of letters, which we call acronyms. Sometimes they really don't make much sense, but in RC-speak it's a way of life. If you feel lost when a racer speaks or when you're reading a magazine, here's a list of acronyms that are common in speech and text.

RACING SLANG

So you think you're ready to be an RC racer? You may have driving skills, tuning skills, and bow hunting skills, but do you have sweet talking skills? If not, pay close attention to this guide, and we will get you up to speed on all the latest lingo in no time.

BQ • The term given to the poor schmuck who ended up as the 11th qualifier at a race. This person just missed making the A-Main, and therefore sucks. The latest trend at big races is for the BQ to wear a stupid-looking helmet to display his disgrace to the crowd.
Proper Use: *"Oh yea, I had a great weekend. I was friggin' BQ. I suck!"*

Checked Out • When somebody takes a commanding lead in a race, they have checked out from the rest of the field. Usually the only thing standing between them and the podium is a hacker.
Proper Use: *"Collin grabbed the hole shot, packed his bags, and checked out!"*



AAC: Aluminum, Aluminum Chrome
Like ABC engines, some newer high-end racing engines are made with AAC technology. In an AAC engine, you'll find an aluminum piston and an aluminum sleeve with chrome plating. Some manufacturers theorize that an aluminum sleeve expands at a better rate than a brass sleeve, but this technology is too new for anyone to say it with certainty.

ABC: Aluminum Brass Chrome
This is a term used in nitro engines to refer to an engine's internal component construction. Old school engines were built with "ABN" construction (meaning Aluminum piston, Brass sleeve with Nickel coating) but nickel-coated sleeves didn't last very long. ABN was replaced by ABC, which stands for an aluminum piston and brass sleeve with a more durable chrome plating.



ABS: Anti-Lock Braking
Just like in real cars, ABS tries to decrease stopping distances by pulsing the brakes. Most of the time if the ABS is a feature of a radio it cannot really detect lockup, and relies instead on the pulsing to stop the wheels from locking up under hard braking.

BEC: Battery Elimination Circuitry



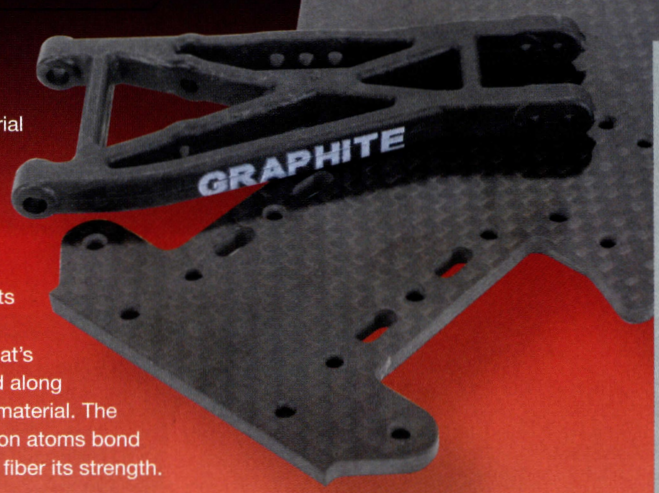
This is what most receivers have built in to them to eliminate the need for a separate receiver battery. Electric cars use this most of the time, and nitro vehicle don't really need it. It steps the input voltage down to whatever the receiver requires.

CA: Cyanoacrylates
Remember the commercials with the guy gluing himself to a building? Super bonding CA glue helps keep our tires on rims and fixes broken parts.



Vote for Pedro!

CF: Carbon Fiber
Carbon Fiber is a commonly used material in RC. It often takes on one of two forms, either layered in thin sheets and bonded with epoxy that also contains small amounts of carbon material, or as free flowing fiber that's introduced into a mold along with specs of carbon material. The way in which the carbon atoms bond together gives carbon fiber its strength.



CVD: Constant Velocity Drives
Like full-sized cars, these axles keep constant force on the wheels. MIP was the first RC company to come out with constant velocity axles, and lays claim to the name CVD in RC.



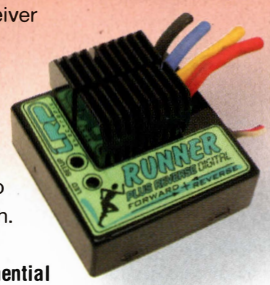
D/R: Dual Rate
On most radios the dual rate cuts down the throw of the steering by an equal amount in both directions. When you're on the track you can dial out steering if you find yourself having more than you'd like.



EPA: End Point Adjustment
This setting is one of the most valuable features of any radio. It allows you to electronically stop the servos' throw in both directions independently. This way the servo isn't being overworked by hitting things that limit its travel. This is critical with digital servos that could be ruined if they aren't set correctly.



ESC: Electronic Speed Control
Used in electric cars to control the speed of the car with FETs (field effect transistors; see MOSFET). This device takes inputs from the receiver and controls the speed of the motor by allowing current from the battery to pulse through.



EXP: Exponential
Exponential is an adjustment found on all high-end radios and even on some cheaper ones. It's hard to understand it at first, but it alters the ratio of movement in the input (radio) to the output (servo). In most case the EXP is set to 0, which means if you move your steering or throttle 50%, the servo moves 50% of its travel. Altering the number in the negative direction alters the ratio, so if you move the steering or throttle 50% it may only move the servo 25%. It's easier to look at a graph to see the changes. This can help you drive a little smoother under certain conditions.

LiPo: Lithium Polymer
This technology is still sorting itself out, but the future of battery technology is here. LiPo (or similar Lithium Ion) cells are used in your cell phone, and the cells can be flat instead of round. They have longer run times and put out more current per cell than most other battery technologies. The only downside is that they can become unstable and catch on fire or explode.

RACING SLANG cont'd.

Delivered • When you're driving your line on the track, minding your own business, and somebody tags you in the rear and keeps on going.
Proper Use: *"Did you see that? Man, I got delivered!"*



Dialed • When your car is working the best it ever has, and you can tear up the track with reckless abandon, it's dialed. And if your car is dialed, you had better be on your way to a TQ run.
Proper Use: *"Yea, this is pretty much my favorite car, it's totally dialed."*

Hacker • There are those who have trouble making their way around a track, but they are usually smart enough to pull aside for faster cars and better drivers. And then, there are the hackers, an annoying breed of driver who hits anyone and anything without thinking twice, and usually manages to find you on the track. As a general rule, there is at least one hacker at every track.
Proper Use: *"Oh great, Derek is in my heat. That guy is a total hacker!"*

Pile of Suck • Ever had one of those days where no matter what you do, your car just didn't handle well? If you have, then congratulations on your pile of suck. Possible solutions include spending hundreds of dollars on fancy new parts, getting a new car entirely, or actually reading *Xtreme* and learning how to tune properly.
Proper Use: *"Whaaaah! My car is a pile of suck! Whaaaah!"*



Sauce • In just about every class of racing there is some sort of voodoo tire magic going on, and there's always a special compound that people apply to their tires before a run. The compound varies from person to person and from track to track, so you just refer to it as the sauce.
Proper Use: *"Hey, are you saucing your tires today?"*



My car is a pile of suck, but I caught you this delicious bass.

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LR3 (hot, for TRX 2.5, .15 and other long reach plug applications)

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Metal construction makes DuraTrax starter boxes sturdy...ball bearing flywheels boost power. With the **1/10 Scale RTR Universal Starter Box**, there's no need for a separate glow starter — everything (including power panel, twin motors and 12V battery) is contained in a single, factory-assembled, ready-to-use unit!

1/10 Scale RTR Starter Box with Power Panel

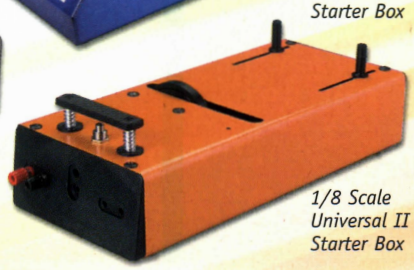




1/10 Scale Universal Starter Box



1/10 Scale Touring Car Starter Box



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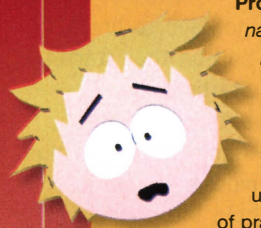
RACING SLANG cont'd.

Tweaked • In technical terms, a tweaked car is one with an unbalanced suspension. However, at the track, a tweaked car is quite possibly the best and most common excuse for anything and everything that could go wrong. Didn't make the A? Car was tweaked. Broke on the second lap? Must be tweaked. Hacked everybody you came across? Oh yea, that's definitely 'cause it's tweaked.



Proper Use: *"I was almost national champion, but my car was tweaked."*

Now remember, putting all of this knowledge to good use takes time and lots of practice. Have patience; once you've become a master of track slang, you'll be able to drop multi-hit combos with ease. "I would have checked out, but since my car was such a pile of suck I ended up delivering that guy instead." Bam!

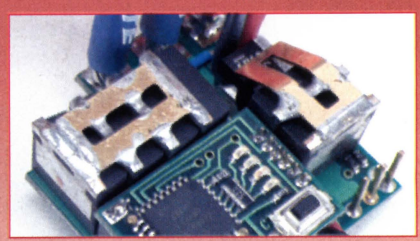
NiCad: Nickel Cadmium
An aging cell technology that got overshadowed by the current generation of NiMH cells. It's still used in some batteries, and can be a little cheaper.

NiMH: Nickel Metal Hydride
A type of battery cell that is commonly used in electric-powered cars and for receiver battery packs in nitro cars. NiMH refers to the chemical composition of the cell, and is currently the most popular cell in RC.

mAH: Milliamp Hours
The capacity of a battery pack or cell. Refers to how many milliamps a cell can deliver over the period of an hour. For example, a 3300 mAH pack could sustain 3.3A of current over the course of an hour. Play around with the numbers a bit, and you can see that if you discharge it at 30A, it will last for 6.6 minutes, or just under 400 seconds—exactly what we are used to seeing on a battery pack label. Isn't math fun?



MOSFET: Metal Oxide Semiconductor Field Effect Transistor
A MOSFET is a voltage-controlled power device that is capable of handling large electrical current flow. This type of transistor allows us to design small speed controllers capable of handling the demanding requirements of RC racing.



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POS: Piece of $#!+
Self explanatory.

RTR: Ready to Run
A term used to describe a vehicle that needs minimal setup work and additional components to complete. The term was first coined by Traxxas, and is in widespread use today. Some companies also use the acronym to describe a vehicle that's Ready to Race.



RX: Receiver
The small box in the car that receives a signal from the transmitter and sends it on to the servos and speed control.

TC: Touring Car
Named after a full-scale racing series, these cars are usually 1/10-scale and 4WD.

Ti: Titanium
An element that is stronger and lighter than steel, but heavier than aluminum. It's used in turnbuckles and some shock towers. It resists bending but can break if stressed enough.

TX: Transmitter
Better known as a radio, and sometimes referred to (incorrectly) as a remote.

TQ: Top Qualifier
When you are the fastest in qualifying at a given event, you are the given this title.

WD 40: Water Displacement Formula 40
Used by many racers as a cleaning agent, WD40 is a popular household lubricant originally designed to displace water. It can be used as a tire prep in extremely muddy conditions, as a cleaner of off-road and nitro cars, and as a lubricant where rust might be an issue.

XRC: Xtreme RC Cars
The worst, most distasteful magazine that money can buy. ✪





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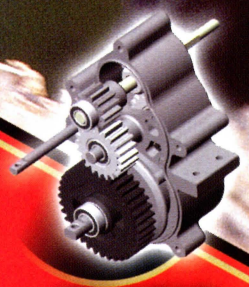
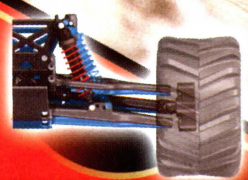
R/C Car Action Magazine September 2001



EVX Electronic Speed Control



Shift-on-the-Fly 2-Speed Transmission



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Part #0001 | fits Associated B4 Buggy

Part #0001SL | fits Associated B4 Buggy (shown)



Illuzion MBX-5

Part #0002 | fits 1:8 Mugen MBX-5 buggy



Illuzion MP-7.5

Part #0003 | fits 1:8 Kyosho MP 7.5 line



Illuzion XXX

Part #0004 | fits Losi XXX line



Illuzion T4

Part #0005 | fits Associated T4 truck



Illuzion MGT

Part #0006 | fits Associated Monster GT



Illuzion Hyper 7

Part #0007 | fits Ofna Hyper 7 line

Bodies have been custom painted for photos. Actual bodies come clear.

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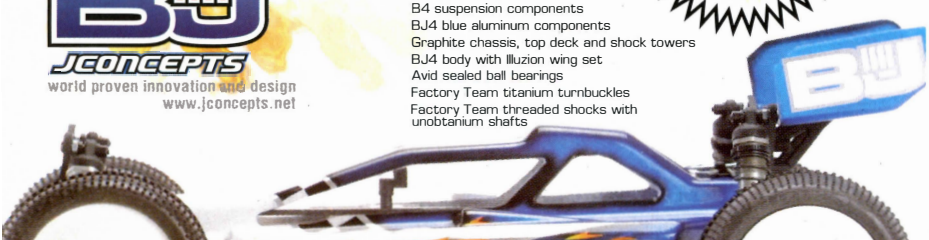
ROAR national champion 2004



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

JConcepts **Bodies**

Jason Ruona continues to crank out trick bodies at JConcepts, and has introduced three new off-road bodies for the Losi Matt Francis 2 truck, Kyosho Inferno 777, and Losi LST monster truck. Molded from durable Lexan polycarbonate in 0.30" (MF2) and 0.40"(Kyosho and LST bodies) thicknesses, the JConcepts bodies include window masks and a translucent blue overspray film to protect the body from stray sprays. Pricing varies by body.
www.jconcepts.net



The JConcepts Inferno 777 Body



The JConcepts Losi LST Body

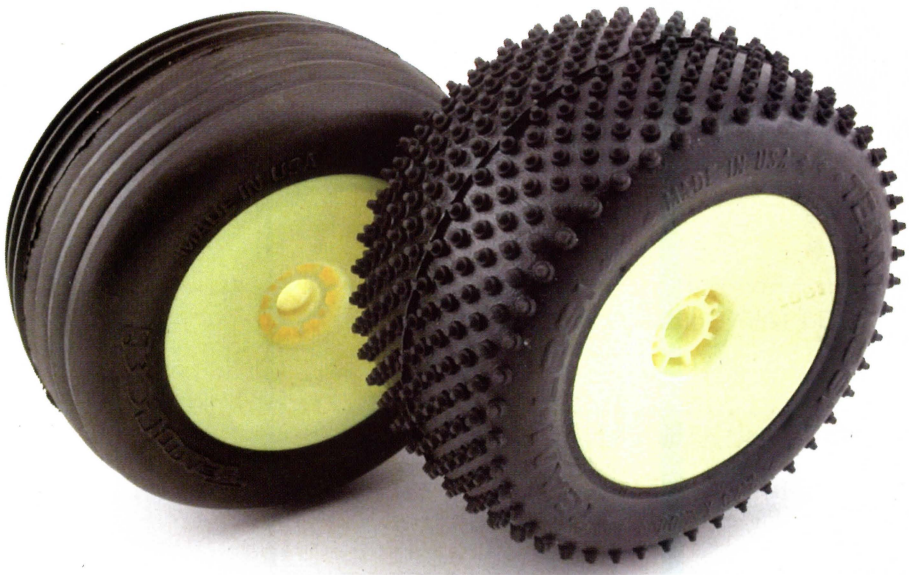


The JConcepts Losi XXX-T MF2 Body

LOSI PREMOUNT TRUCK TIRES

Want to set the new-tire-mounting time world record? With Losi's new premounted XXX-NT Drake 2 racing tires, we're guessing you'll be able to time the entire process on one hand; simply tear open the bag, and pop 'em on the truck.

Mounted on Losi's yellow quick-change wheels, both the directional front ribbed tires and rear step-pins are available in Losi's "Red" compound with Losi foam inserts. And don't worry about the tires flying off the wheels, as all pre-mounts are secured with Team Losi tire glue.
www.teamlosi.com



Sorry, the hot Russian women are on the next page.

Amezcua **Cleans Up at CRCRC**

Team Losi's Travis Amezcua laid the smack down at the Midwest Off-road Championships held recently in Ohio. Not only did Travis win the modified truck and buggy classes, he also swept the stock classes to bring home a total of four pieces of first place hardware (and then needed to buy an extra plane ticket for his trophies!). Travis took the wins using Losi vehicles powered by Trinity motors and batteries.



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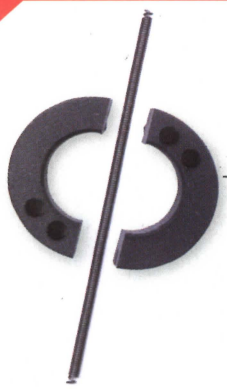

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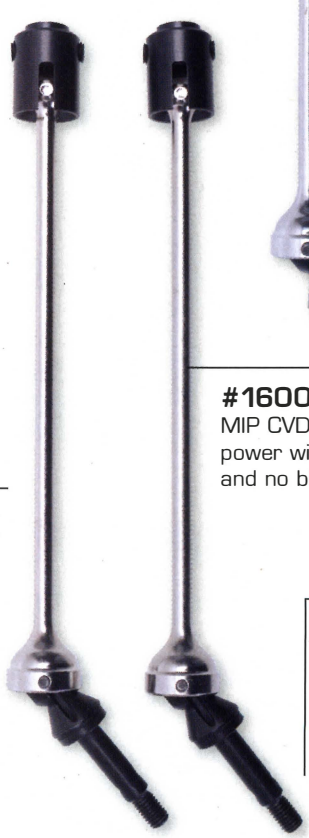

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#1603 Shiny MIP Boost Bottle Kit
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#1608 MIP Pivot Balls for REVO Hard Coated Alum (4)
#1609 MIP Rocker Arm Posts for REVO Alum/blue (4)
#1610 MIP Push Rods Ft/Rr for REVO Alum/blue (4)

www.miponline.com

Racing in Russia?

Bust out the vodka and nitro fuel comrade, there's off-road racing in Russia! Alek Gorbunov of Moscow posted the following photos on the Starting Grid website, demonstrating that RC racing is indeed a worldwide phenomenon that attracts gorgeous women in fur coats—especially on the ice-covered fields of Russia.







RC Pro Racking Up Sponsors

The RC Pro Series' new owner/operator Carlton Eppes has brought a bevy of sponsors onboard for the 2005 racing season. In addition to coverage from *Xtreme RC Cars* Magazine, you can expect to see the following companies supporting RC Pro at each of the Series races this year:

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Rumor Mill

Remember that Touring Car Shootout we did a few issues back? Well, the world must have taken notice, because the Xray T1FK instantly became one of the **hottest-selling cars anywhere**. Unfortunately for many, the supplies were limited, and if you want one now you will probably be **digging on eBay**, or trading off your firstborn. Don't despair just yet, though; our sources tell us that Xray will have a new 2005 version of the Factory Kit heading stateside soon. Rumors about the new kit range from it being an updated version of the existing one all the way to a completely redesigned car. You can be sure that as soon as we have some solid information, **you'll be getting it**.

Did you like the look of the new Protoform Stratus 3.0 we showed you last month? Well, here's some even better news if you happen to race indoors: an even newer version of the body is on the way, this time designed specifically for carpet racing. As it turns out, the original body had **so much downforce** that it could actually be detrimental to some drivers' driving styles. Meanwhile, the original design remains an excellent all-purpose body, perfect for outdoor racing where downforce is **highly desirable**.

If you don't hang out in internet **message boards and chat rooms** all day long like we do—yes, we're a bunch of technology whores here at *Xtreme*—you may not have had a chance to check out some of the **big races** coming up later this year. The Reedy Race of Champions will again pay a visit to the Tamiya track in Aliso Viejo, CA this year, while the ROAR On-Road Nationals will take place all the way in early October at Speedline Hobbies in Florida. **Don't want to wait** that long? Check out the International Indoor Championships at the Stardust Hotel in Las Vegas this September. As always, it will be a busy and exciting year for on-road racing everywhere, and **we can't wait**.

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

TIRE WARS



The past couple of months have seen a couple new entries into the rubber tire racing world, as both Take Off and Powers International have unleashed new compounds on the market. Many of us here at *Xtreme* race touring cars regularly, so we each equipped our rides with some of these tires and hit the track at SoCal Raceway in Huntington Beach. Here's what we thought about the two new entries, as well as a bit on the tires we usually use.

SOREX (Baseline) • For years, the tire of choice here at SoCal has been the Sorex 36R. The track is largely in the infield of a banked asphalt oval indoors, with traction somewhere in the middle of the spectrum. A set of Sorex tires lasts for at least a few days, but they are generally expensive and don't arrive pre-mounted, so it takes some effort to keep racing them from week to week.

Rating: 4.5 out of 5 tires



POWERS PJ-SERIES • Our Powers International PJ-series tires arrived un-mounted as well, so we fitted them to some medium-thin inserts and dish wheels before racing. We tried the 35 and 30 compounds at the track, operating under the idea that these should be most similar to the Sorex skins we are used to. The PJ tires had good grip characteristics, but showed incredible signs of wear after only a short time. With most of the world racing rubber tires on carpet, it seems that the PJ's could be better-suited to that surface over the harsh concrete and asphalt we have out here. Of course, it could also have just been the track we were running on. Powers has, however, recently released a second generation of PJ tires that promise better wear on most surfaces.

Rating: 3 out of 5 tires



TAKE OFF RP-SERIES • Unless you've been living under a rock, you already know that the Take Off CS-series tires have been the rubbers of choice for most of the outdoor racing done lately in the USA. Take Off has followed them up with the RP-series, which are also available pre-mounted from the factory—a huge plus for a bunch of lazy magazine editors. The RP's seemed to have a good amount of grip and survived the track conditions well. After a day of running we hadn't lost much speed, and it was still a toss-up as to whether they or the Sorex were faster. Being able to select your own wheels and inserts may give the tuning edge to the Sorex, but in terms of cost and effort, the RP's had our vote. For those who don't mind working a bit harder, the RP-series is also available unmounted so you can choose your own inserts.

Rating: 4 out of 5 tires



Note: All ratings are based on the track surface at SoCal; results may vary by location.

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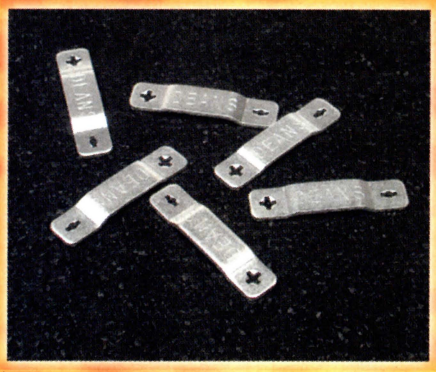

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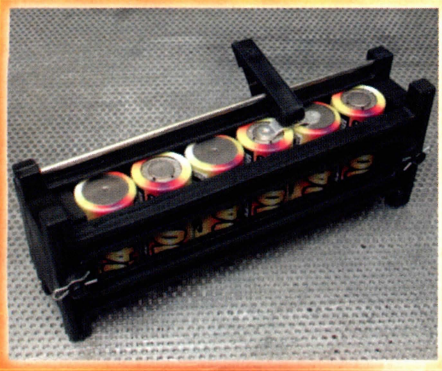

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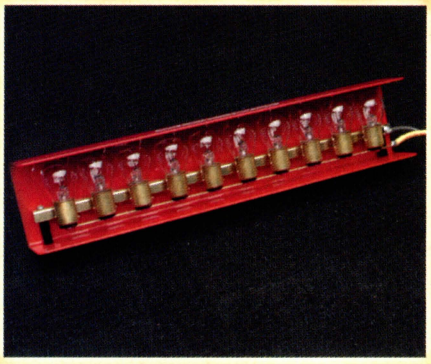

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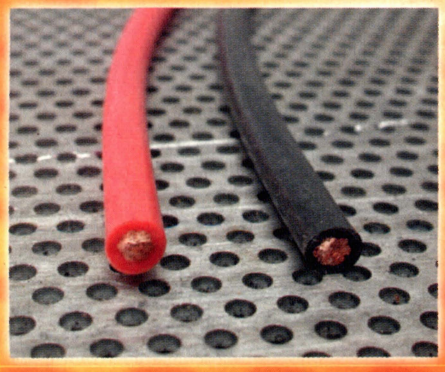

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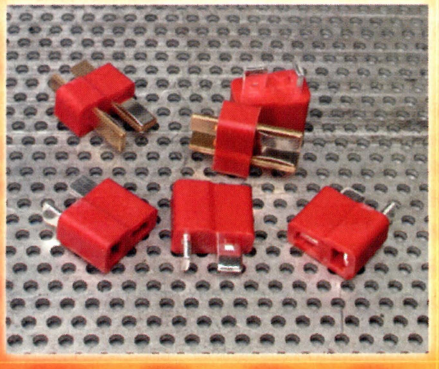

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NEW CELL LEGALITY

For the past few years, we have really only had one major type of battery to worry about in touring car and 1/12-scale racing: the GP 3300. However, the past four months have seen three new cells break into the marketplace, and each has already proven successful: the Sanyo 3600HV, the Intellect IB3600, and most recently, the GP 3700. However, for those who race at clubs or any other major events that follow ROAR rules, don't plan on using these any time soon; the ROAR approval deadline is at the end of September each year, and these cells were not approved for 2005. The cell approval for IFMAR, however, was this past February, so expect to see the battery war heat up at large international events. In the meantime, we can all look forward to the battery war rekindling itself in 2006!



RACING ROUND UP

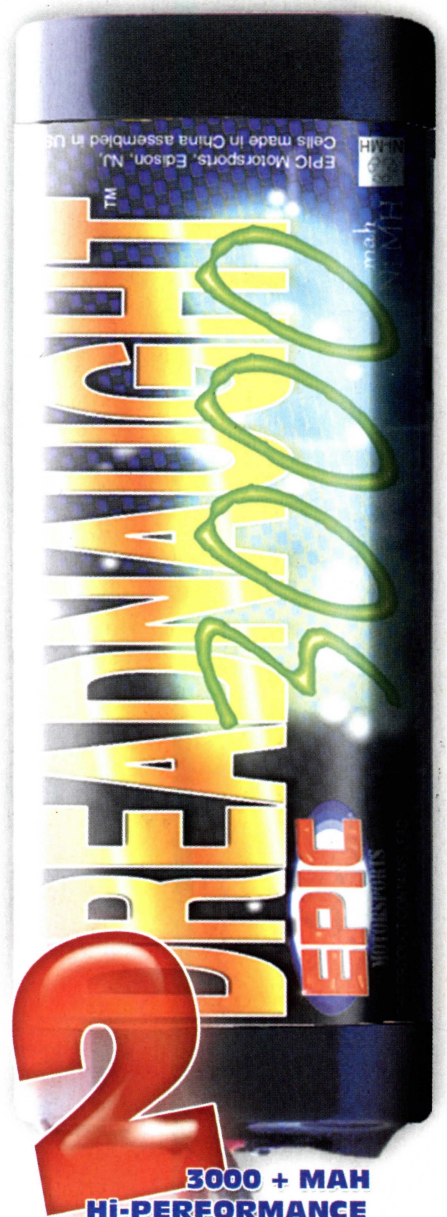
2005 DHI World Cup in Denmark

The DHI Cup is traditionally the first big indoor race of the year for those outside of the United States. Here in the USA, indoor racing is restricted primarily to foam tire touring, but nearly everywhere else features rubber tires on carpet. With this year's event featuring seven of the ten A-Main finalists from last year's World Champs, everybody knew the competition would be fierce, and it certainly was. This time, though, it was former World Champ Atsushi Hara who overcame current Champ Marc Rheinard to take the win in an A-Main field that featured six different manufacturers' cars.

F	Driver	Country	Car	Motor	Battery	Radio	ESC
1	Atushi Hara	Japan	HPI Pro 4	Orion V2	Orion	Ko Propo	Hara 2
2	Marc Rheinard	Germany	Tamiya 415MS	Orion V2	Orion	Airtronics	Hara 2
3	Teemu Leino	Finland	Schumacher Mi2	Orion V2	Orion	Airtronics	Hara 2
4	Andrew Moore	England	HPI Pro 4	Orion V2	Orion	Ko Propo	Nosrarm
5	Victor Wilck	Sweden	Associated TC4	LRP	LRP	Futaba	LRP
6	Steen Graversen	Denmark	Tamiya 415MS	Orion V2	Orion	Airtronics	Tamiya
7	Sakke Ahoniemi	Finland	Corally RDX	Corally	Corally	Airtronics	Corally
8	Andreas Myrberg	Sweden	Xray Prototype	Fantom V2	SMC	Futaba	Advanced V5
9	Marc Fischer	Germany	Tamiya 415MS	Orion V2	Orion	Airtronics	Hara 2
10	Jonas Kaerup	Denmark	Associated TC4	Reedy	Reedy	Airtronics	LRP



HOTSTUFF



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Muffler Kit
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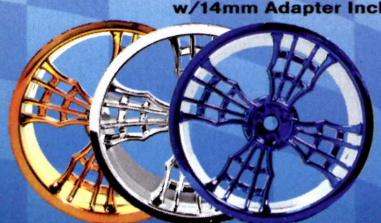
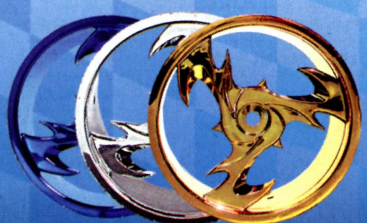


For T/E-Maxx, Savage $15.00pr.
No. 7076 Web Chrome Rims
No. 7077 Web Gold Chrome Rims
No. 7078 Web Blue Chrome Rims



For T/E-Maxx, Savage $15.00pr.
No. 7079 Jella Chrome Rims
No. 7080 Jella Gold Chrome Rims
No. 7081 Jella Blue Chrome Rims



For T/E-Maxx, Savage $15.00pr.
No. 7082 Bey Chrome Rims
No. 7083 Bey Gold Chrome Rims
No. 7084 Bey Blue Chrome Rims



For T/E-Maxx, Savage $15.00pr.
No. 7085 Ninja Chrome Rims
No. 7086 Ninja Gold Chrome Rims
No. 7087 Ninja Blue Chrome Rims



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No. 7088 Dealer Chrome Rims
No. 7089 Dealer Gold Chrome Rims
No. 7090 Dealer Blue Chrome Rims



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$25.00 Pair
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2.2 CLAW DAWG Tires
w/foams
7575
$15.00 Pair
2.2 SWAMP DAWG Tires
w/foams
7578
$18.00 Pair
2.2 ALL-T Tires
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MONSTER PIT

T-MAXX ON MTV



Traxxas didn't decide to sponsor a full blown monster truck for you guys, they did it to get the T-Maxx out in front of the millions that unfortunately don't read the Monster Pit every month. Well, it looks like that investment is paying off. The T-Maxx piloted by John Seasock recently made a feature appearance on the MTV show Wild Boyz. Steve-O even took the T-Maxx out for a spin with over five cameras filming the action. The SPEED Channel was also on location in Tampa Bay, Florida where the T-Maxx ran recently, and filmed the truck for an upcoming show called "Truck Universe." So check your local listings, press the "Thumbs Up" on the TiVo and make sure you catch the full-size Traxxas T-Maxx in action.

www.t-maxx.com

I wonder when the full-size Revo is coming?

ARMS RACE



RPM has built a reputation on making bullet proof accessories to toughen up any car or truck. You can now add the Revo to that list, thanks to these new arms from RPM. They replace the stock arms and feature the same geometry, but are beefed up in key areas. The arms' design combined with RPM's proprietary material formulation makes for super durability, and RPM guarantees them against breakage. They'll be sold in pairs that include the upper and lower arm for each corner. Also new for monsters from RPM are Pillow Ball Setscrews, Caps, and Spacers. They fit the Traxxas T/E-Maxx axle carriers and will work on the Associated MGT as well. Check out their website for more details on these and other accessories.

www.rpmrcproducts.com

Be a Light Weight

MIP is about to release a whole lineup of optional parts for all you Revo owners. The new line is comprised of options that will help your Revo lose some weight. The parts include blue anodized aluminum Rocker Arm Posts, hard coated aluminum Pivot Balls, and super thick but lightweight Aluminum Push Rods and Toe Links. The Push Rods are available in either blue or silver. Lastly, for those of you with CVDs on your Revo, Aluminum Revo CVD bones are now available. With all these options replacing stock pieces on your truck, you could expect some pretty significant weight savings.

www.miponline.com

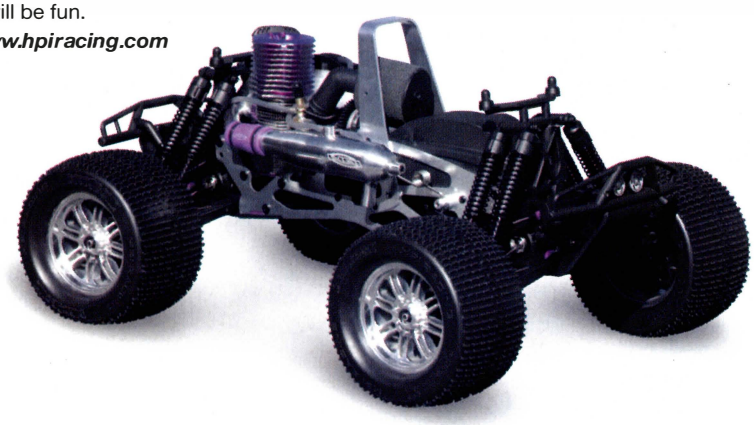


Got something you want to see in the Pit? Let us know at monsterpit@rc411.com.

HIP Savage SS 4.6

That thing got a Hemi? Almost. HPI is set to unleash the new Savage SS 4.6. It's not quite a redesign, but not simply a Savage with a bigger engine either. At the heart of the upgrade is the K4.6 engine—that's 4.6 cubic centimeters, which works out to .28 cubic inches. The engine has a 3-needle carb design, a large cooling head, features ABC construction, and includes a pull-start mechanism. To make sure that bad boy runs like it should, the kit will also come with a dual-chamber polished aluminum tuned pipe. Beyond the engine, some of the upgrades to the truck include dual cross-drilled stainless steel brakes that replaced the old fiberglass ones, heavy-duty drive shafts, 4-gear differentials, revised 47/17 gearing, Dirt Bonz S Compound tires, and a revised servo saver design. Don't expect a truck like this to come rolling out of the box; remember this is a hobby, and the SS 4.6 will come in kit form for you to build. Trust us, it will be fun.

www.hpiracing.com



Pro-Line Aluminum Revo Steering Arm



Traxxas Revo owners may have noticed a little bit of steering arm flex on the standard steering bell crank, which can cut down a bit on the truck's responsiveness. Pro-Line has come up with a fix, an aluminum replacement arm that eliminates the steering arm that hurts the truck's handling.

www.pro-lineracing.com

Pro-Line Cheyenne Weld Wheel

Have you switched your monster truck to 23mm wheel hexes yet? Well if you haven't, here's one more reason to do it: Pro-Line's new HD Cheyenne Weld Wheels. They're made for 40 Series tires and come in a high-shine chrome finish. The detail on these wheels is amazing, along with a very cool hex cap that makes them look even more authentic. The wheels are sold in pairs and will set you back about $25.

www.pro-lineracing.com



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Feel the thunder, hear the roar...

Tamiya NITRO THUNDER

Those look like machine guns mounted on the nose of the car.

Words: David Palacios ■ **Photos:** Jason Yu

Breaking away from the buggy standard!

In the past, only a handful of manufacturers have attempted to create a 1/10-scale 4WD nitro buggy. If you didn't already know that, then it's safe to assume that they didn't take off very well—and you'd be correct. Fast forward to the present, where Tamiya, a huge manufacturer of many kinds of radio control vehicles, is making their own attempt to bring back those 1/10-scale nitro burners. And after having tested the new NDF-01 RTR chassis, I can honestly say that may not be a problem.

Tamiya NITRO THUNDER



• 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK •

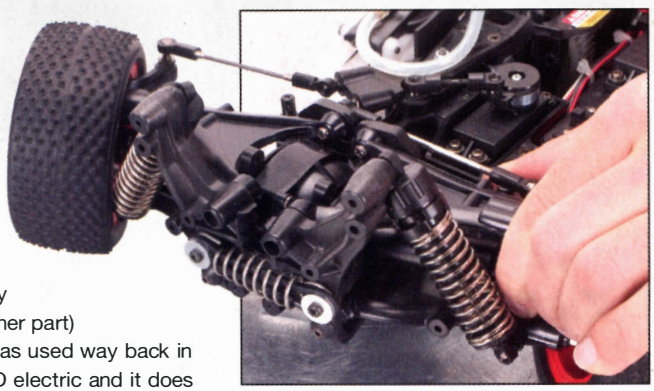
VEHICLE FEATURES

Tamiya is known throughout the world as a company that offers a wide variety of different radio control car chassis to choose from. With the addition of the new NDF-01, that list has grown even longer. This new chassis, a 1/10-scale four-wheel drive off-road shaft-driven nitro buggy, has some pretty innovative features that aren't found on any other 1/10-scale buggies.

Whenever we hear the word 'frontal' we think of something else.

FRONTAL IMPACT CONTROL SYSTEM

The front end of the NDF-01 is designed to withstand head-on impacts to a certain degree. Looking at the front you'll notice that the arms are actually hinged at the back, allowing them to rotate backwards in the event of an impact. To make sure the arms aren't just flapping in the breeze, Tamiya uses a spring and some O-rings to keep them in the right place. The idea is that the energy from impact is absorbed by the spring and O-rings rather than by the arms (or some other part) breaking. This idea was used way back in the early days of 4WD electric and it does work. There could be some concern that the suspension may get sloppy over time if it is neglected, but replacing the O-rings on a timely basis should take care of that.





HUGE HEXES



This Tamiya chassis has some big nuts—to hold the wheels on, that is. Skipping right to a 17mm hex size, the Nitro Thunder means business. While the wheels aren't the same size as those found on a 1/8-scale buggy, the hexes are. The big hexes will allow the forces felt by the rims to be spread out, helping to reduce breakage. Plus if you get in a pinch and either can't or don't want to use the provided wheels and tires, you could always bolt on some larger 1/8-scale buggy tires and wheels.

ALUMINUM ENGINE MOUNT

The majority of the chassis is made up of a composite plastic, all except for the area where the engine mounts. Here a die-cast aluminum engine mount insert is bolted to the chassis. Together with a finned heat sink, this engine mount provides plenty of surface area to help keep the engine cool, and allows Tamiya to get away with an ABS plastic chassis without worrying about it melting during use.



INSTRUCTIONS AND SETUP

Since this was a ready-to-run kit, there wasn't any actual building involved. All that I needed to do was install the twelve AA batteries, adjust the linkages and break in the engine. There are instructions included in the kit for building the car which will come in handy should you need to replace any broken or worn out parts. A complete step-by-step manual with photos guides you through the proper way to break in and tune your FR-15S engine.

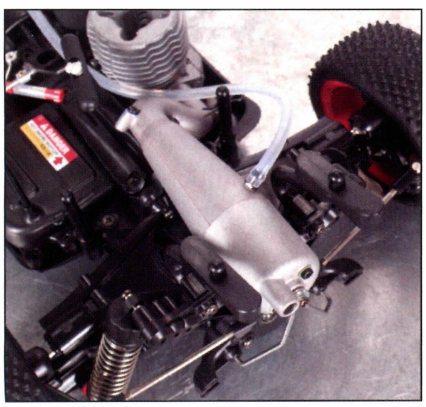


That is one monster rear pipe!

> *Looking at the front you'll notice that the arms are actually hinged at the back, allowing them to rotate* **BACKWARDS IN THE EVENT OF AN IMPACT.**

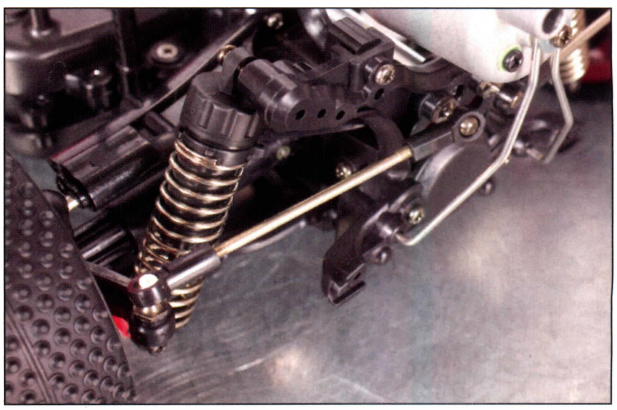
REAR EXHAUST SYSTEM

Helping to get the exhaust gasses out of the FR-15S engine is a high-volume aluminum tuned exhaust. The difference here is that the exhaust exits the chassis at the rear. According to Tamiya, this allows for optimum emission efficiency and maintains a clean chassis and body. This keeps the chassis clean since all the goo is pushed out the back, but it does pose some problems if you want to switch exhausts. From the looks of the chassis you could probably get a side exhaust header to fit on with a few simple modifications.



ADJUSTABLE REAR TOE ANGLE

Since the NDF-01 chassis uses a pillow ball suspension, the rear toe angle can be adjusted for optimum performance on most surfaces. Two threaded tie-rods connect the rear hubs to the rear shock tower and can be lengthened or shortened to achieve the desired toe angle. This can be done with ease because of dual pivot ball design of the rear suspension.



TESTING

I decided to take the Nitro Thunder NDF-01 chassis over to Revelation Raceway (www.revrace.com) to give it a shot at the dirt. When I arrived, the track was hard packed and damp with a thin layer of loose, dry dirt on the surface. As the testing day progressed the track dried out slightly, causing the car to become a little loose. If it wasn't for Bob the track maintenance guy watering the track, it would have turned into a dust bowl by the end of the day.

Acceleration • The FR-15S engine delivers plenty of power to get the Nitro Thunder moving. Acceleration is not neck-breaking quick, but quick enough to clear some of the doubles on the track with only a short approach. This made for an easy-driving buggy out of the turns with very little wheel spin. On asphalt, the lack of torque was definitely more noticeable. The car had a little more lag but was still fairly quick off the line; after all, this is an off-road buggy.
Rating: 8

Top Speed • Going down the back straightaway, the FR-15S propelled the Nitro Thunder to a top speed of about 28mph. On the asphalt during our radar test, the Nitro Thunder got up to a blistering 36mph. Well maybe not blistering, but surprisingly fast for a RTR kit engine. Of course reaching this speed required about 200 ft. of driving space.
Rating: 9

Braking • The brakes on the Nitro Thunder are completely adjustable, so dialing in the correct amount of braking was a breeze. I added just enough brake to stop the buggy cold, but not so much as to lock up the tires. This made for a very controllable car under full brakes. The Nitro Thunder doesn't allow you to adjust the bias from front to rear like you can on most larger 1/8-scale buggies, but the discs are protected from being covered in fuel, keeping them consistent and effective throughout a run.
Rating: 9

Low-Speed Handling • Even on the moist track with lots of traction, the Nitro Thunder handled extremely well. It was responsive, but not loose at all. The stock tires dug into the dirt and provided better-than-expected traction and handling. The Nitro Thunder was pretty receptive to my steering inputs from left to right and could hang with the larger buggies on the track.
Rating: 10

High-Speed Handling • Hammer the throttle, and the Nitro Thunder just continues on its mission. Even with tires that started to show some wear from the journey on pavement, the 4WD buggy powered through the turns. A smooth finger kept the car in a slight push, but with a quick blip of the gas you could break the rear end out for some drifting action or for a tighter turning radius.
Rating: 9

RTR GEAR



Radio: Tamiya EXPEC SP



Servo(s): Tamiya Standard



Receiver: Tamiya TRU-01



Engine: Tamiya FR-15S

OUR TEST GEAR



Fuel: White Lightning 20%, WTL420, $12



Batteries: Venom 2300mAh NiMH, VEN-1521, $10 (4)

CONNECT

HORIZON HOBBY	**ph:** 800.338.4639 **web:** www.horizonhobby.com
VENOM RACING	**ph:** 208.762.0620 **web:** www.venom-racing.com

Rough-Track Handling • Unfortunately the track wasn't in perfect condition while I was there. After hours of having 1/8-scale buggies and monster trucks driving on it, you can imagine the kind of conditions that I faced. Parts of the track had dips and



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WORLD CHAMPIONS

Off Road 1/8	Hydro	Dragster	Off Road 1/8 Warm-Up
: Degani :	Kanai :	Brown :	Campbell : Vick : Paulson :

holes from the heavy vehicles, while others had a lot of loose dirt that had been kicked up. Because of the low ground clearance of the NDF-01, the buggy tends to chassis slap when driving over a rough track. However, even though the chassis was bottoming out on the dips, I was able to maintain near-perfect control.
Rating: 9

Jumping • I had the opportunity to really test the jumping performance of the NDF-01. The track layout consisted of a massive jump right in the middle section, and when I say massive, I mean massive! This thing had a 3-foot high launch ramp that rocketed the Nitro Thunder about 7 to 8 feet in the air and about 18 to 20 feet towards the landing hump. Now that's getting some air! But even with that much air time, the Nitro Thunder flew straight and flat. The buggy's attitude was also easily correctable in mid-flight with the use of the brakes and throttle. Even off the smaller jumps the Nitro Thunder performed extremely well, with the nose pointing slightly towards the sky. No lawn darts here.
Rating: 9

Tuning • Out of the box, the Nitro Thunder chassis handled well. There were only a few things I think it needed to handle a little better. For instance, thicker grease in the front differential would help with exiting turns. Changing the shock oil to a heavier weight would have also helped with the rough track. The one thing I think the Nitro Thunder definitely needs is a set of softer-compound tires with foam inserts. The hard tires with no inserts just weren't cutting it on the track. The downside is that since the NDF-01 chassis uses wheels and tires that are styled after a 1/8-scale buggy but smaller, there aren't any tire choices other than those offered by Tamiya.

There are already quite a few hop-up options for the NDF-01 chassis. There's a set of tarmac tires, foam inserts, a spring tuning set, a stabilizer set, a twin brake kit, and a 2-speed transmission. As you can see there is good list of parts to choose from to improve the kit's performance, although there isn't much to choose from when it comes to setup changes on the chassis itself. There are no optional shock positions available on the front and only a few on the rear. Because of the suspension design, the upper links can't be moved in or out, although they can be lengthened or shortened to adjust camber. So if you like to mess with settings, you won't have much to do on the Nitro Thunder. On the upside, though, you really don't need to mess with the setup much. It works great as is.
Rating: 7

Wear and Tear • There was minimal damage incurred during the full day of testing. That was surprising because of the massive jump in the center of the track. And again, when I say massive, I mean massive! Thanks to the break-away front end, the NDF-01 was able to handle the tough landings without a single broken part. Further proof that it works came when I landed awkwardly off the big jump, and after the crash I inspected the front end to find that the plastic slider had popped out. For that to happen the arm had to swing back really far. I'm guessing that if it wasn't a break-away design, my day would have been cut short. I did bend a front tie-rod slightly when I overshot the banked turn at the end of the straightaway and ran into the barrier. I would definitely suggest replacing the tie-rods with Lunsford titanium rods to prevent this from happening to you.
Rating: 9

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Great for novice and intermediate drivers and hobbyists alike
- Break-away front end works the way it should, saving parts and money
- Engine is powerful and easy to tune
- A great list of option parts available

MISSES

- Turnbuckles are a little weak
- No optional tire compounds to choose from

Conclusion

In the past, 1/10-scale nitro buggies weren't up to the handling of their larger 1/8-scale cousins, but the Nitro Thunder actually feels like it handles just as well. While this isn't really a buggy designed for racing, it can hold its own on both the track and the street. The Nitro Thunder is a nice overall package for a hobbyist who may want to test his or her skills on a timed track at some point, but is happy dishing out plenty of abuse in the meantime. ✪

A break-away front end, is that like break-away pants?



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Tamiya NITRO THUNDER



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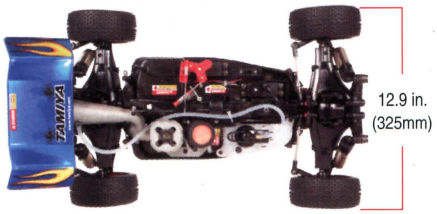
CONNECT:

MANUFACTURER: Tamiya
PHONE: 800.826.4922
WEB: www.tamiyausa.com

VEHICLE INFO

VEHICLE:	NDF-01 Nitro Thunder
SCALE:	1/10
TYPE:	Nitro Buggy
PART #:	43514
STREET PRICE:	$350
PRICE AS TESTED:	$390 (including all items used for testing)
SETUP TIME:	Under 1 hour
EXPERIENCE LEVEL:	Novice

DIMENSIONS

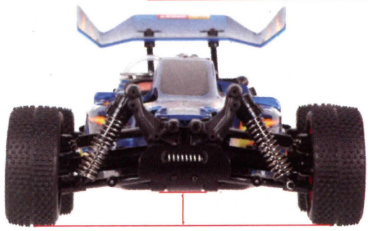


12.9 in. (325mm)



11.25 in. (286mm)

RUNNING WEIGHT: 5 lbs., 11 oz. (2,570g)



1.4 in. (36mm)

TECHNICAL INFO

CHASSIS

TYPE:	Molded tub
THICKNESS:	2mm
MATERIAL:	Composite plastic
FUEL TANK CAPACITY:	75cc

SUSPENSION

TYPE:	Pivot ball with adjustable rear toe link
TURNBUCKLES:	Steel
STEERING:	Single bell crank

SHOCKS

BODIES:	Plastic molded
DAMPING:	Tamiya 30 wt. oil
PISTONS:	2-hole front/1-hole rear
SPRINGS:	Tamiya Medium (Silver)

DRIVE TRAIN

TYPE:	4WD
DIFFERENTIAL:	(F/R) Gear, (Center) Spool
DIFF FLUID:	Grease
AXLE TYPE	CV-axle sliders
SPUR GEAR MATERIAL:	Nylon plastic
CLUTCH:	2-shoe composite
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	13/57
GEAR RATIOS:	
PRIMARY:	4.38:1
INTERNAL:	2.43:1
FINAL:	10.64:1

BODY, TIRES, WHEELS

BODY:	Tamiya
TIRES (F/R):	Step Pin
DIAMETER/ WIDTH:	3.5 in. x 1.6 in. (89mm x 41mm)
HEX SIZE:	17mm
WHEELS:	Red split three spoke

ITEMS NEEDED

Twelve AA batteries, one C or Sub-C battery for igniter, fuel, flat head and Phillips screwdrivers.

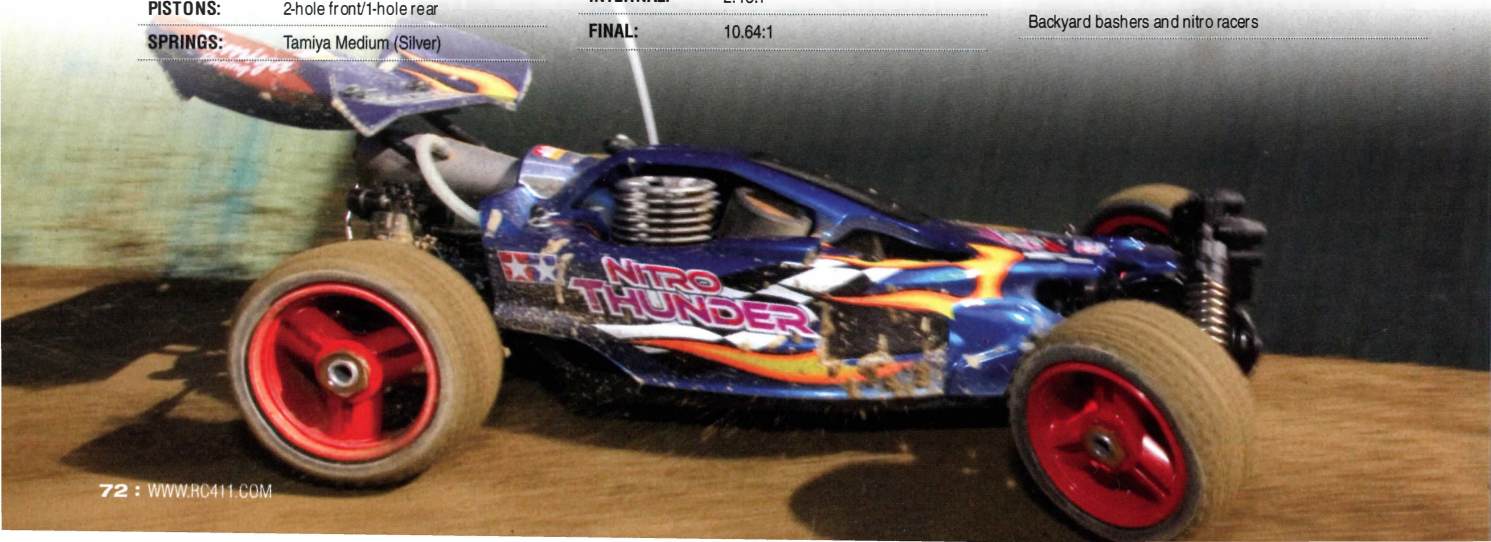
MAIN COMPETITION

Kyosho TR-15 Inferno

WHO IT'S FOR

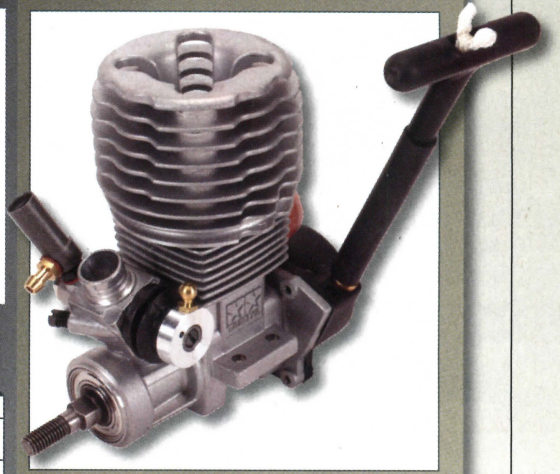
Backyard bashers and nitro racers

Those wheels are very...red.



POWERPLANT INFO

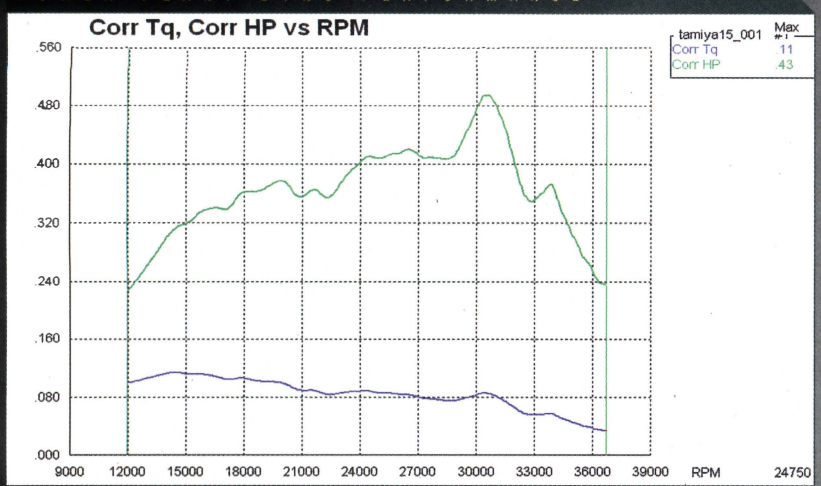
The FR-15S is—you guessed it—a .15 (2.5cc) nitro engine. This engine seems to be based off of the same engine that comes with Tamiya's TNX monster truck, but with a smaller displacement. It delivers plenty of power and has a very smooth power band with the use of its dual needle slide carburetor. This engine is very easy to tune and starts right up with only a few pulls of the pull starter, making it perfect for anybody who doesn't already have a lot of nitro engine tuning experience.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.13 sec. @ 27.8 mph
TOP SPEED:	36.7 mph @ 200 ft.
AVERAGE RUNTIME:	6 minutes

ENGINE DATA

ENGINE:	FR-15S
BORE x STROKE:	0.598 in. x 0.539 in. (15.2mm x 13.7mm)
DISPLACEMENT:	.15 in.³ (2.5cc)
FUEL:	White Lightning 20%
PIPE:	Tamiya
PLUG:	Stock Tamiya
PEAK HP*:	0.48 @ 30,250 rpm
PEAK TQ*:	21.12 in.-oz. @ 13,000
PEAK RPM*:	36,500

*Results as tested.

NEEDLE SETTINGS

HIGH:	3
LOW:	3.5
MID:	N/A
OPERATING TEMP.:	225º - 230º F

Engines are fun to take apart. Just ask Stephen!

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Partly cloudy
TEMPERATURE/HUMIDITY:	70º F / 24%
BAROMETRIC PRESSURE:	30.26 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Medium packed

HANDLING

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

BRAKING

CONTROL:	Excellent
FADE:	None
OVERALL BRAKING:	Excellent

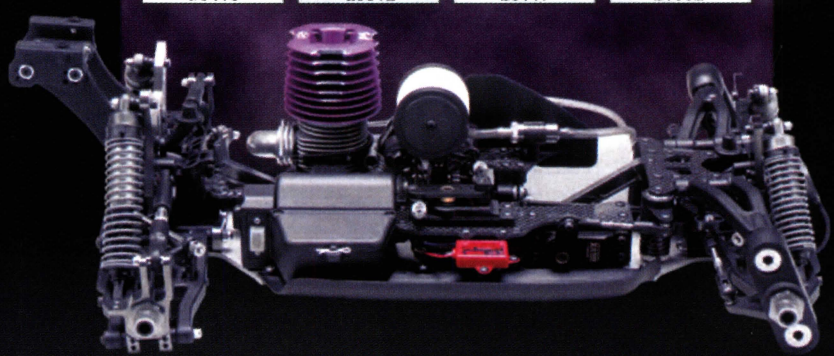
MST-1



MST-1 Truck - L0001:
- Aluminum Rear Hub Carriers
- Ball Type Differential
- Rear Universal Drive Shafts
- Big Bore Shocks
- Long Span Double Wish Bone Suspension
- Adjustable Slipper

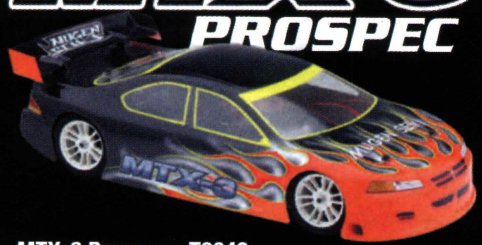
PROSPEC = FULL OPTIONS





1/10 SCALE GAS POWERED 4WD TOURING CAR

MTX-3 PROSPEC



MTX-3 Prospec - T0040:
- Titanium Pivot Balls, Middle Shaft, Tie Rods
- Front/Rear Universal Drive Shafts
- CNC Motor Mounts
- Aluminum Wheel Hex's
- 4mm Option Chassis

1/8th Scale 4WD Gas Powered Racing Car

MRX4



MRX-4:
- Low Center of Gravity
- New Front Suspension
- New Rear Suspension
- New Drive System & Brake
- The car has more stability during the corner with new designed suspension

NEW

FUEL & PIPES

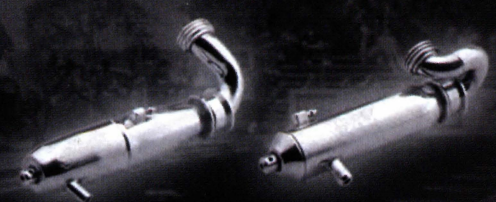


Mugen Seiki Racing Fuel
Available in 20%, 30%, 40%



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

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



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

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

COMPLETELY RE-ENGINEERED



ALL-NEW MODEL



LIGHTWEIGHT 2-SPEED



LONGER SUSPENSION



NEW SUSPENSION GEOMETRY



Comp .12 Pipe
Outlaw • S01002



Comp .12 Pipe
Standard • S01001

ROAR NATIONAL CHAMPION

WORLD CHAMPION 2004-05

MBX-5 1st, 5th, 10th

MUGEN SEIKI

MBX5 PROSPEC

NEW





MBX-5 Prospec - E0010:

- Big Bore Shocks w/3.5mm Shock Shafts
- Front/Middle/Rear Universal Drive Shafts
- Graphite Radio Tray & Steering Brace
- 3 Diff Shaft Drive 4WD
- Pivot Ball Front End

TRACK GEAR



Mugen Seiki .21 Cooling Head
Available in Blue P02004 and Grey P02003



Mugen Seiki .12 X-12
1.52 HP @ 41,000 RPM • X12S3

FX Engines



JP Racing Modified Motors
.21 Buggy - FX 21 B-ST & FX 21 B-SN
.21 On-Road - FX 21 R-01 & FX 21 R-02
.12 On-Road - FX 12 T-03 & FX 12 T-05



Mugen Seiki Flex-fit Hats
Sizes: S-M & L-XL
Available in Black, Gray, Red & Stone



Team Mugen Seiki Racing T-Shirt
Sizes: M, L, XL, XXL • Available in White, Blue and Black



Mugen Seiki Beanie
1 Size Fits All • Available in Black & Red



Mugen Seiki Race Bag
3 Drawers • P0313

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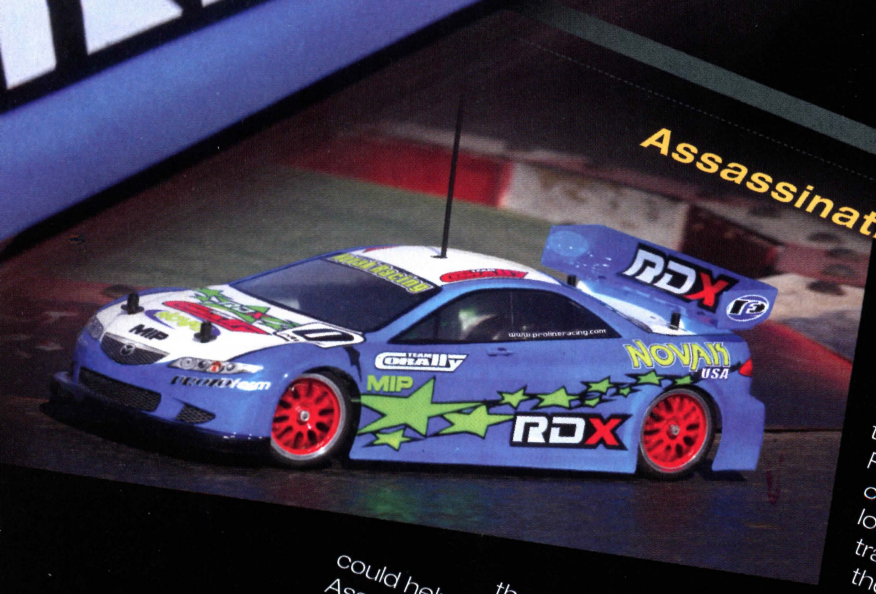
Assassin is just fun to say! Assassin!

Corally RDX

Assassinating the assassin.

Words: Derek Buono ■ **Photos:** Jason Yu



Those are some JDM red Speedmind wheels.

We last reviewed the Corally Assassin a few short months ago, just in time for the release of their next major release. I guess you can say that the Assassin was assassinated by the RDX! Corally's latest car gets a less conspicuous name, but the new car looks to make a name for itself on the track. The RDX is the latest car from the Corally stable, and it continues the Corally tradition of using high quality materials combined with a mind-boggling selection of tuning options. The RDX has been tearing up tracks everywhere behind the talented fingers of Chris Tosolini and we are ready to see if it could help us tear up the track too. While we were more into the name of the Assassin, the "Research and Development Xtreme" (that would have been a catchy name), also known as the RDX, is looking like it could be a contender.

Corally RDX



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

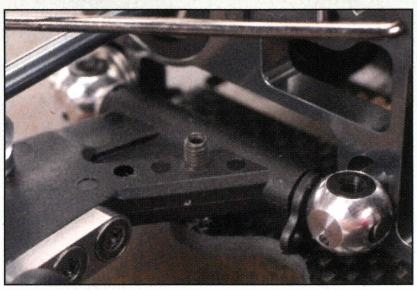
Rumor is that there may be a Tosolini Drift Package coming soon.

VEHICLE FEATURES

The Corally is really a pretty car to look at. It dazzles you with its materials list that includes carbon fiber, aluminum, and high-quality molded plastics. Despite the RDX sharing visual cues with other cars, it has some very unique features that separate it from the crowd both on the workbench and on the track.

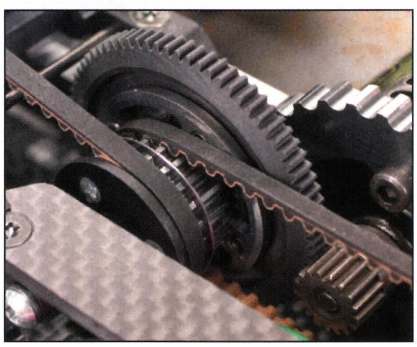
SUSPENSION OR TRANSFORMER?

Once you get to building the kit you'll soon see that the RDX offers one of the most adjustable suspensions on the market. The rear arms are held in place by a seemingly complex system that allows you to adjust pin angles, toe, and roll centers without any extra parts. While it is a bit tedious to make changes, once you get the hang of it you'll appreciate the design. Both the front and rear suspension share that same design.



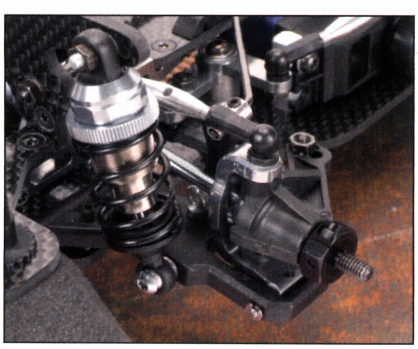
TWO BELTS

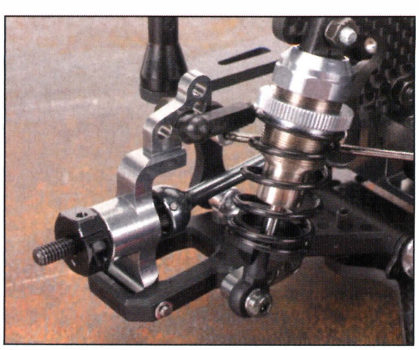
The RDX uses a dual belt setup that's pretty slick. The center hub is made from two sections of lightweight aluminum, allowing the belts to be as close to dead center in the chassis as possible, keeping the rotating mass low and centered. A top-mounted belt tensioner keeps the front belt tight. The differentials can't be moved to tighten the belt, but their position can be raised or lowered to change the car's roll-center, a real tuning asset when the conditions require a high setting.



QUADRA-SYMMETRICAL SUSPENSION

The RDX uses a quadra-symmetrical design, and for geometrically challenged people that means that the suspension is the same at both the front and rear of the car. The same A-arms and shock towers are used at both ends, which helps keep tuning very similar from front to rear. The only difference is that the rear wheels obviously don't steer, and that the camber links are in fixed positions that don't use vertical ball studs like most other cars in the class.

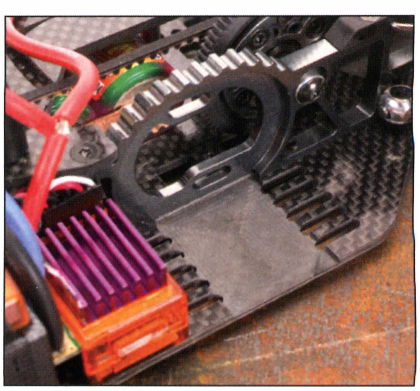






LOW CG CHASSIS

This car is a significant departure from the one it replaces, and now has everything as low in the chassis as it can get. Everything that has any significant mass or rotational mass is set very, very low. The chassis is actually milled out under the motor to allow it to sit lower than it could otherwise.





> **"The overall build quality was near perfect, requiring no hand-fitting or manhandling of parts TO MAKE THEM WORK."**

Dear Corally, please never include those party hat body posts again. Our fingers beg you.

SUPER LIGHT DIFFS

Corally went for the ultra high-end feel with this car, and it shows in the materials that the kit comes standard with. When building the differentials, you'll pick up the aluminum parts and do a double take because they are so light. They've been lightened to the max, but still feel like they are ready for abuse. The kit also includes a one-way front diff that has been lightened as well, but it also has hardened steel outdrives to survive under high horsepower conditions. There will also be a carpet-spec RDX kit that will include a front diff instead of the one-way, making it ideal for use with foam tires.





BUILDING

I guess I'm used to building simpler kits, as it took a few extra brain cell movements before I got into the swing of building the RDX. Once I was running on all 3 brain cells, though, it got easier. I did manage to break a bearing in the differential—yes, in the first step—and I'm still puzzled at how I did that, but I swapped it out and everything else went fine. The instructions were very good and easy to follow, albeit lacking any text to walk you through the building. The overall build quality was near perfect, requiring no hand-fitting or manhandling of parts to make them work. In fact, the arms and other moving parts felt like I had spent hours working on getting them free. The instructions had a very detailed tuning section that went into some extreme detail about the adjustments, and even showed the angles of the tires after making Ackerman changes. Now that's detail.

TESTING

It has been awhile since I last hit up SoCal Raceway in Huntington Beach, CA (www.socalrc.com) for some testing, so I thought this would be a good time to head down there with the RDX. SoCal is known for attracting some of the world's best drivers on any given day, and most of the testing that factory guys do seems to be there. The track is medium-sized with some tight lines and a high level of grip. I also chose SoCal because I knew Chris Tosolini would be there, a good thing in case I needed any help getting the RDX dialed in.

Acceleration • I knew that the car would have some serious rip after building it and seeing how free it was, and with the Corally 10-turn motor and GP3300 cells it definitely moved from a stop in a hurry. Getting hard on the gas sent the RDX straight ahead without much controversy. Squirting the throttle between corners was very satisfying as the Corally motor, batteries and chassis all worked together to eat up the track in as little time as possible.
Rating: 10

Top Speed • The car was geared for the track, and despite its smaller size the RDX got up to speed quickly and was very stable. You could easily gear the car to the moon to see some really impressive numbers on the radar gun, but all-out top speed is worthless in racing.
Rating: 9

Braking • Taking the time to build the car correctly and setting up the ESC and radio perfectly can take a little extra effort, but the result is a much better-stopping car. The RDX comes with a front one-way (the carpet version includes two diffs) and even with only half as many wheels providing stopping power, it handled braking very well. Of course if you hammered the brakes it would spin out, but smooth inputs and calculated braking points made for quicker cornering.
Rating: 8

Low-Speed Handling • I was immediately impressed with how well the RDX reacted to lateral movements. It changed directions in the blink of an eye and without the rear end doing anything strange. It never felt like traction was being wasted or that speed was getting scrubbed off. Although the car felt a little jittery around center with the stock setup, I felt comfortable with it. The car had a good snappy turn-in and then a nice rotation around the tighter corners.
Rating: 10

High-Speed Handling • While there's really only one section of the SoCal track that I'd consider high-speed, there are plenty of medium-speed sections in the layout and the Corally really ate them up. Tires make a huge impact on the willingness of the car and how hard you can push it, and I was truly impressed with the new RP30 tires that I was running; they worked really well, and lasted for a

OUT TEST GEAR

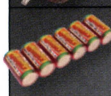

Radio: KO Propo Helios, 80062, $350


Servo(s): Airtronics 94360Z, 94360Z, $130


Receiver: KO Propo 302F, Included with Radio


ESC: Novak GT-7, 1786, $150


Motor: Corally Black Series, 391018, $60


Battery: Corally GP3300, 42925, $70


Tires: Take Off RP Pre-Mounted, RP30GL, $44


Charger: Reedy Quasar Pro, 611B, $200

Body: Protoform Mazda 6, 1465, $25

CONNECT

AIRTRONICS	ph: 714.978.1895 web: www.airtronics.net
CORALLY	ph: 407.681.5905 web: www.corallyusa.com
KO PROPO	ph: 310.532.9355 web: www.kopropo.com
PROTOFORM	ph: 951.849.9781 web: www.pro-line.com
TAKE OFF (Dist. by Schumacher USA)	ph: 813.889.9691 web: www.racing-cars.com
REEDY	ph: 714.850.9342 web: www.rc10.com/reedy

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Driving into walls is not recommended by us... and certainly not in the first 3 laps that the car spends on the track.

few runs before getting any slower. With brand new tires and a full complement of traction compound applied to them, the car felt pretty on edge, but not to the point of being out of control. As the tires heated up the RDX did begin to push a little, but that was more a result of the tires. The RDX is a *really* well-balanced car at all speeds.
Rating: 9.5

Tuning • My first run with the car was with its stock setup, and after a quick meeting with the boards to discuss why it's not a good idea to hit them, I went back to the pits for some repair and to make some changes. Chris Tosolini's setup for the track was pretty different than what I was running, and I wanted to start to migrate towards his since he's been whipping out some insanely fast lap times. So I moved the camber links out and altered the droop along with some other minor things. The car is wickedly adjustable and I really like to be able to feel the differences in the changes. The RDX responds really well to adjustments and really lets you to feel it get better or worse depending on what you did. The stock damping is a little on the light side, and Chris suggested changing the pistons and oil to improve the car's handling. He also spaced the front arms out to the maximum 190mm for better control. The only adjustments that this car is missing are vertical ball studs to allow fine tuning of the roll center.
Rating: 9.5

Wear and Tear • Derek, wall. Wall, Derek. It was a short and sweet first run. Some odd voodoo interference left the car feeling like it had lost steering when I hit full throttle, and this was made abruptly apparent the first time I went to scream down the straight and ended up screaming right into the wall. The loud impact was followed by my turning red and pulling the car off to find a broken suspension arm and a wobbly-looking CVD. If the car hadn't broken, I would have been looking to see if the wall did. It wasn't pretty but the damage was isolated. I looked into the problem and I did find that the sway bar was hitting the steering hubs, and Chris suggested I take them off until I got a rear sway bar for the front and flipped the mounts. This could have caused the steering to get hung up and feel a lot like a glitch. I never really cured the issue and the result was some extra crashing, but nothing that caused any damage like the first.
Rating: 9

Conclusion

Impressive. My experiences with the Assassin were mixed, and I wasn't expecting the RDX to be this good. Sure, it helps to have a pro driver like Chris helping me get the car dialed in, but even in its stock trim the RDX was fast. The quality of the car is above average and the kit includes a lot of parts that some other kits require you to buy separately. The car is somewhat exotic, which means that lots of shops will be parts-less, but if you're smart you'll pick up a spare set of arms and steering hubs (like I did), or pay Chris to hang out with you and help you tune it. The touring market is crowded and at this point you have to be extraordinary to stand out, and the RDX is very close. I'm betting that with Chris making a strong campaign with the car it will be winning big races soon, and will be winning a lot of local races before that.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- High quality materials used throughout
- Improved chassis layout
- Efficient dual belt layout
- Tuning options galore

MISSES

- No vertical ball studs
- Suspension may be complicated for some
- Parts availability is lower than some other kits



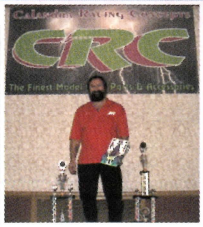
Calandra Racing Concepts

New Racing Carpet

CRC Fasttrak comes in 6 foot and 12 foot widths. The 6' carpet is perfect for Mini-Z/T and Micro Racing. CRC Mini Fasttrak ships economically via UPS! The 12' carpet is available in 80', 100' and 160' rolls. Durable, high grip and low maintenance racing surface for your club or store. The carpet choice of the U.S. Indoor Champs, January Jam and the ROAR Nationals!

CRC FasTTrak

Fasttrak ~ The choice of the '05 Snowbirds!



Eli Ezrow T.Q.'s and wins the Master's Class at the U.S. Indoor Champs in Cleveland, OH. Eli's Team CRC T-Fource 1/12 car was dialed all weekend. Former Champ's Skip Starkey and Frank Calandra take 2nd and 4th! Seven out of 10 cars in the A-main are Team CRC!

CRC Cars Dominate the U.S. Indoor Champs!



Mark Smyka drives his T-Fource to a dominant A-main victory at the prestigious event. Mark and Eli used CRC's new Delrin machined Upper A-arm #4275 and Steering block #4277. Also on the winning cars were CRC's new machined Aluminum upper A-arm mounts in Red. Check www.teamcrc.com for more info on these new products!

Made from super tough Delrin, this CNC machined A-arm is strong and precise. With CNC accuracy, the arm is made exactly to spec with no tolerance or plastic shrinkage issues associated with molded pieces. The hinge pin hole is reamed to perfect size and the arm has a factory "trick" look to it. #4275 - Retail $14.99.



New Trick Front End Parts!

Found on the Winning Cars!



CRC releases new aluminum upper A-arm mounts to replace the molded pieces from the new Associated front end. These new machined aluminum parts come in 0, 5 and 10 degree dynamic caster settings and are a direct replacement for the stock units. The CNC machined parts ensure an accurate fit and precise settings. The aluminum design is more rigid than the stock plastic pieces and are available in blue, red and silver.

Another part that needs improving in it's molded condition is the steering block. Poor tolerances and fit cause the block to need cutting, grinding and reaming to successfully mount to the car. Team CRC solved that problem with the new machined steering block for the Strut front end. #4277 - Retail #12.99.



The Finest 12th Scale Tires



Available in all the high quality, long wear, high grip exotic compounds!

Purple, Grey, Pink, White, Black, Magenta, Green, Blue, Plaid/ Purple-Orange

CRC tires WIN!

'03 US Indoor Champs 1 + 2 (Blackstock + Dayger)
'03 ROAR Nationals 1 + 2 (Gerber + Pulfur)
'03 January Jam T.Q. + 1st (Dayger + M. Calandra)

New CRC 1/12th Cars for 2005

2003 US Triple Crown Champion, U.S Indoor + ROAR National Champ

CRC "T-Fource"



CRC Team Cars Feature
* Large "D" ring Diffs, graphite axle
* 100% Pure Graphite components.
* No tape battery retention systems.
* Dual Red Aluminum Lowered Pods.
* CRC's Super-strong white wheels w/ exotic racing foam mounted tires.
* Universal Servo mnt, no drilling!
* Red Anodized Alum Damper Tubes!
* Full Ball Bearings
* Titanium Front Axles!

"Bloody Knife" 3.2 R

#1304 Version 3.2R Features Making the Best even Better!

* New thicker + stiffer chassis and bottom plate
* New narrowed chassis design, w/ smaller cut-outs
* New rear diff hub, stronger + lighter - 7075-T6
* New improved Big-Foot battery anchors
* New improved damper tubes
* New 0, 5, 10, caster blocks
* Triple Crown Champion

Complete Full Kit

* Adjustable battery position
* New 0, 5, 10 degree caster blocks
* NO TAPE! - Graphite battery retainers!
* Dual Red Aluminum lowered axle pods
* Triple Crown Modified Champion
* CRC's Uni-tune Dual Tube + Spring Suspension
* Full Rolling kit with tires now available
* Team Red Car now COMPLETE w/ Thick Chassis!!!



Both Cars U.S. Indoor Champions!

1312 - Team Red T-Fource Full Kit - $225
****NEW *** 1353 - Thick, Stiff, T-Fource Optional Chassis - $49.99*
1326 - T-Fource Chassis Conversion (chassis, cross plate) - $64.99
1327 - T-Fource Full Conversion-For Asc 12L3,4 - All you need! Only $89.99

Carpet Knife

Calandra Racing Concepts, Inc. - 6785 Martin Street - Rome, NY 13440 - Tel+Fax 315-338-0867 - info@teamcrc.com

WWW.TEAMCRC.COM

Corally RDX



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

The list of cars with this design keeps growing!

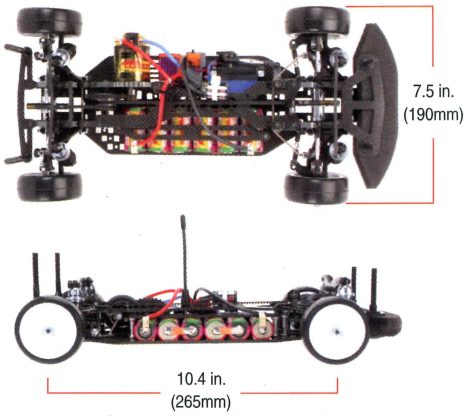
CONNECT:

MANUFACTURER: Corally
PHONE: 407.681.5905
WEB: www.corallyusa.com

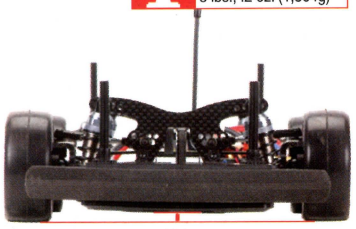
VEHICLE INFO

VEHICLE:	RDX
SCALE:	1/10
TYPE:	Electric Touring Car
PART #:	COR00166
STREET PRICE:	$425
PRICE AS TESTED:	$1,475 (including all items used for testing)
SETUP TIME:	8 hours
EXPERIENCE LEVEL:	Advanced

DIMENSIONS



RUNNING WEIGHT:
3 lbs., .2 oz. (1,364g)



TECHNICAL INFO

CHASSIS

TYPE:	Double deck
THICKNESS:	2.9mm
MATERIAL:	Carbon fiber

SUSPENSION

TYPE:	Quadra-symmetrical independent suspension with adjustable upper link
TURNBUCKLES:	Duraluminum
STEERING:	Aluminum bell crank
SWAYBARS:	1.9mm

SHOCKS

BODIES:	Threaded aluminum
DAMPING:	Corally 20 wt. silicone oil
PISTONS:	2-hole (0.9mm)
SPRINGS:	17 lb.

DRIVE TRAIN

TYPE:	4WD Dual-belt
DIFFERENTIAL (F/R):	One-way/Ball
AXLE TYPE	Aluminum MIP CVDs
SPUR GEAR MATERIAL:	Composite
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	19/78
GEAR RATIOS:	
PRIMARY:	4:11:1
INTERNAL:	2.00:1
FINAL:	8:22:1

BODY, TIRES, WHEELS

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

ITEMS NEEDED

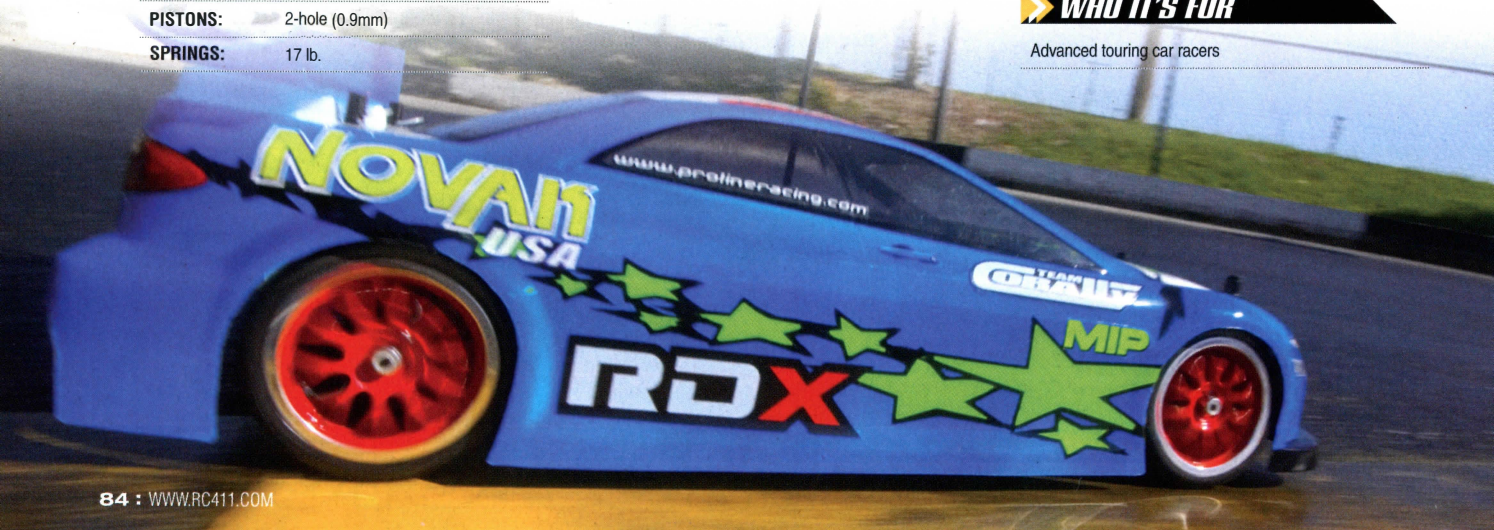
Radio, receiver, servo, speed control, motor, battery, tires, rims, charger, body, paint, tire glue.

MAIN COMPETITION

Asc. TC4, Tamiya 415 & EVO IV, HPI Pro4, Losi JRX-S, Schm. Mi2, Yok. MR4TC SDW, XRAY T1FK

WHO IT'S FOR

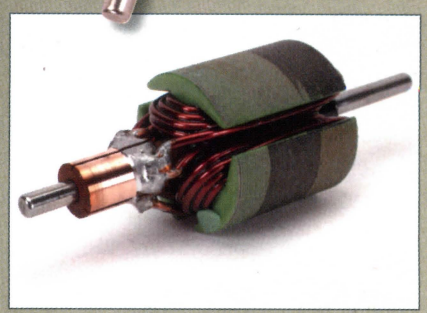
Advanced touring car racers



POWERPLANT INFO

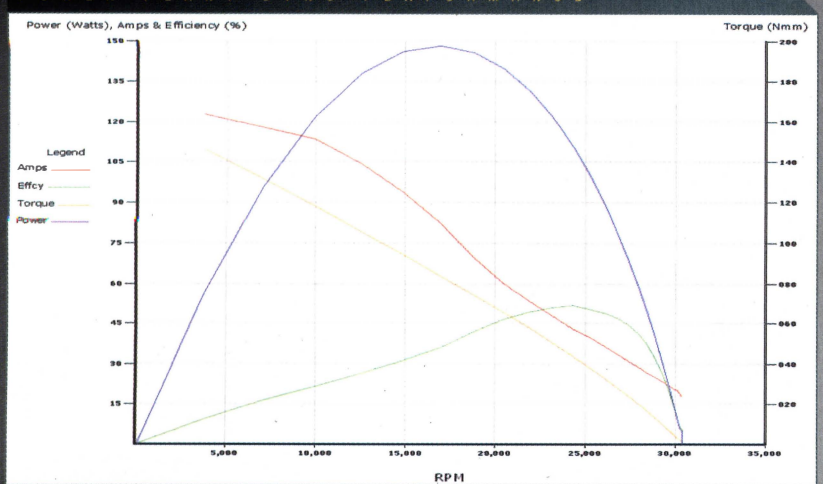
It's not a mainstream motor, but the Corally Black Series modified was a powerful little spinner. If I had to compare this motor to something more typical, I'd have to say that it's similar to a Reedy-based motor. The endbell has some nice big heat sinks to dissipate heat, and the Black Series uses a thicker wire for increased torque. I broke in the motor at a low voltage using my Turbo 35 GFX to get it primed for a hard day of running. I ran it twice before I felt the power start to drop, and after the third run it was obvious that the commutator needed to be cut. The brushes didn't show signs of being overheated at that point, and could probably be used again.





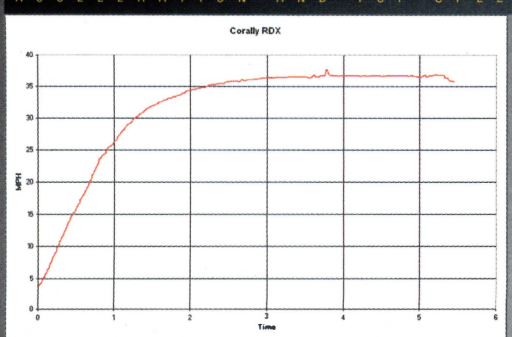
FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	1.81 sec. @ 33.4 mph
TOP SPEED:	37.7 mph @ 162 ft.
AVERAGE RUNTIME:	7 minutes

MOTOR DATA

MOTOR:	Corally Black Series
WIND:	10-Single
MAX POWER*:	148.1 W @ 16,862 rpm
MAX TORQUE*:	146.14 Nmm
PEAK RPM*:	30,285 rpm
EFFICIENCY*:	51.7% @ 24,186 rpm

*Results as tested.

MOTOR SETTINGS

TIMING:	15º
BRUSHES:	Stock
SPRINGS:	Corally Gold

Didn't Rage have a song about this motor? Corally around the family?

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Indoors
TEMPERATURE/HUMIDITY:	72º F / 70%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Concrete

HANDLING

TURNING RADIUS:	3 ft., 11 in.
ON POWER:	Neutral
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	None
OVERALL BRAKING:	Good

ADVERTISEMENT

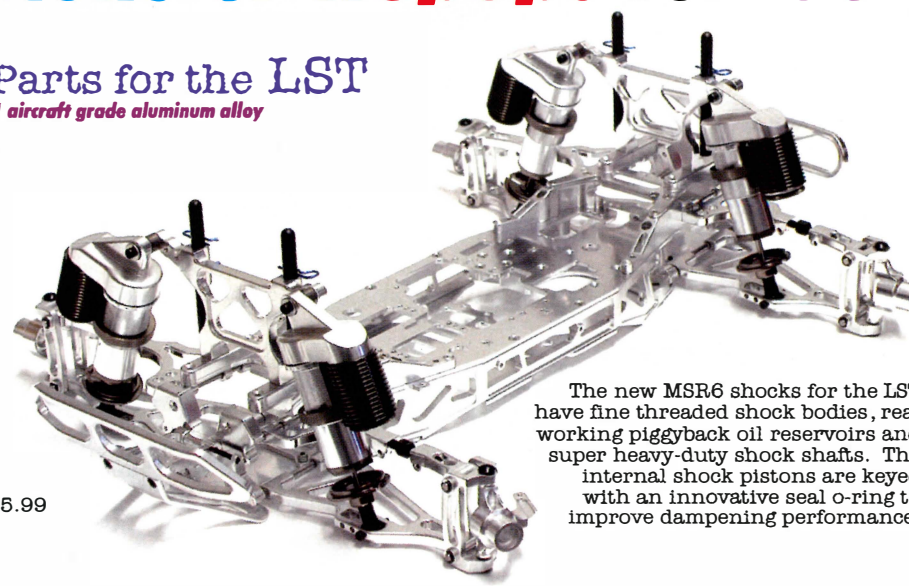
By: TEAM INTEGY

The Best Monster Hopups for '05

Serious Modified Parts for the LST

Precision Parts made from 6061 aircraft grade aluminum alloy

MSR6 Piggyback Shock (4) $119.99
Front Shock Tower $29.99
Rear Shock Tower $29.99
Rear Skid Plate $17.99
Hinge Pin Mount Set(1) $17.99
Rear Bumper Set $17.99
Front Skid Plate $17.99
Front Bumper Set $17.99
Lower A-Arm L+R $28.99
Steering Block L+R $29.99
Castor Block L+R $22.99
Center Bottom Plate $17.99
Main Chassis Brace L+R $59.99
Steering Bell Crank Set $17.99
Mount Plate/Chassis Brace $15.99
Main Chassis Servo Tray $26.99
Adjustable Upper Arm L+R $22.99
Upper Desk Brace Pin Mount (1) $25.99
***also available in blue color**



The new MSR6 shocks for the LST have fine threaded shock bodies, real working piggyback oil reservoirs and super heavy-duty shock shafts. The internal shock pistons are keyed with an innovative seal o-ring to improve dampening performance.

HD BILLET PARTS FOR REVO

Alloy Receiver Box Cover for Revo $19.99
Alloy Servo Box Cover for Revo $16.99
Alloy Front Bumper w/ Mount for Revo $25.99
Alloy Front Body & Pin Mount for Revo $29.99
Alloy Rear Bumper w/ Mount for Revo $25.99
Alloy Rear Body & Pin Mount for Revo $29.99
Ti Turnbuckle Set (4) for Revo $19.99
Alloy Servo Saver Set for Revo $29.99
Alloy Rear Skid Plate for Revo $19.99
Alloy Mid-Front Skid Plate for Revo $19.99
Alloy Front Skid Plate for Revo $15.99
Alloy Left & Right Servo Guard for Revo $19.99
Alloy Lower Trasmission Guard for Revo $15.99
Alloy Fuel Tank Guard for Revo $15.99
Alloy Receiver Box Skid Plate for Revo $15.99
Alloy Front Lower Arm (L+R) for Revo $25.99
Alloy Front Upper Arm (L+R) for Revo $25.99
Alloy Steering Block (L+R) for Revo $27.99
Pivot Ball Cap (4) for Revo $18.99
Titanium Suspension Pivot Ball for Revo $19.99
Alloy Rear Lower Arm (L+R) for Revo $26.99
Alloy Rear Upper Arm (L+R) for Revo $26.99
Light Weight F Bulkhead Tie Bar for Revo $8.99
Light Weight R Bulkhead Tie Bar for Revo $8.99
Alloy 90T PRO1 R Rocker Arm L+R for Revo $20.99
Alloy 90T PRO1 F Rocker Arm L+R for Revo $20.99
Alloy 90T PRO2 R Rocker Arm L+R for Revo $20.99
Alloy 90T PRO2 F Rocker Arm L+R for Revo $20.99
Alloy Steering Arm Pin Mount for Revo $14.99
Alloy Servo Arm L+R for Revo $14.99
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Alloy Front Shock Mount for Revo $14.99
Alloy Hex Wheel Hub (4) for Revo $14.99
Graphite R Bulkhead Tie Bar for Revo $9.99
Aluminum Standard Pushrod (4) for Revo $11.99
available in both silver and blue color

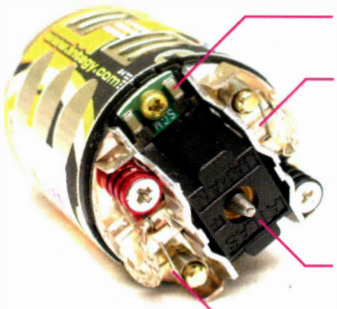


USA
www.integy.com

By: TEAM INTEGY

New Racing Electronics for 2005

The MATRIX V10TT has more rpm compares to other 27 turn 2 magnet stock motors. New stage 6 wet magnets provide the low-end torque needed to accelerate your vehicle. Our special 3mm super light weight armature gets you the extra power throughout the entire rpm range. Best of all, the V10TT armature is coated with a layer of polymer protective coating to prevent electric short. Result? THE ULTIMATE 27T STOCK MOTOR CAPABLE OF DELIVERING THE FASTEST LAP TIME ROUND AFTER ROUND.



3 SURFACE MOUNT CAPACITORS STOP GLITCHING

PURE SILVER HARDWARE FOR LOW ELECTRICAL RESISTANCE

REMOVE 2 SCREWS TO QUICKLY OPEN MOTOR

LONGER MOTOR SHAFTS WITH A UNIQUE TAPER FOR QUICK ARMATURE TECH

PRECISION 190g SPRINGS OPTIMIZED POWER OUTPUT



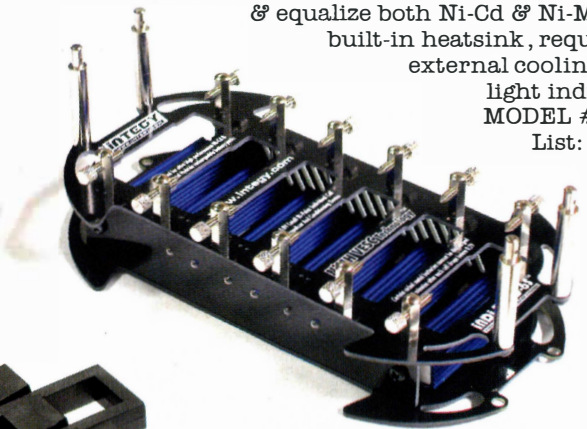
MODEL #M2483 List: $39.99



MODEL #E2028
List: $109.99

INDI ZERO 6S

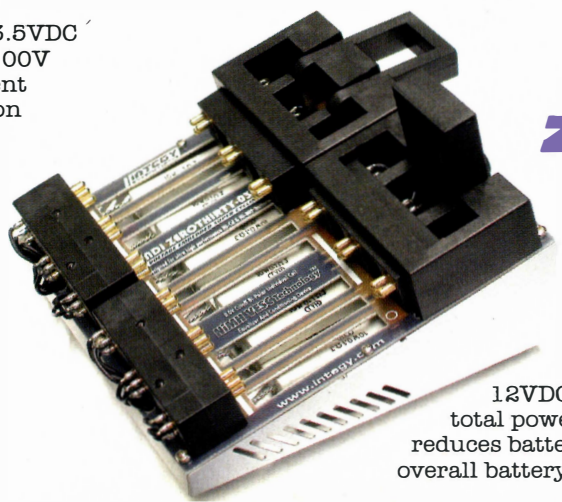
The 6S is designed for serious racers, it can increase battery runtime, increase average voltage, increase overall power output and reduce battery internal resistance. Units are stackable to save pit space, 6A discharge current is perfect for modify racing, 0.0V cutoff, will not cause cell reversal, safely discharge & equalize both Ni-Cd & Ni-MH cells built-in heatsink, requires no external cooling fan, 6 light indicators.
MODEL #E2029
List: $32.50



INDI DYNO v2

the ultimate portable motor tool

Green backlit monitor LCD
Input voltage: 11VDC to 13.5VDC
Output voltage: 0.01V to 9.00V
13A max continuous current
Internal Overload protection
Test Data Recall:
-up to 12 run memory
Linear current soft start
Dual speed setup
User fully programable
-Motor Break-in timer
-Cycle Cool down timer
Repeatable break-in
-up to 99 cycles
Very Easy to use
On-demand cooling fan
1-Year Limited Warranty



ZERO-THIRTY

The INDI 030 discharge board is designed for stock and 19T racing, 30A discharge rate, 0.0V cutoff & will not cause cell reversal, works on both Ni-Cd & Ni-MH batteries, easy to use clamp type switch with 3 pins connector on each terminal, built-in twin cooling fan, requires 12VDC input, drastically increases battery total power, increases average output voltage, reduces battery internal resistance and improves overall battery life. MODEL# E2030 List: $69.99



Comin' through!

Team Losi XXX-NT AD2

Words: Stephen Bess ■ Photos: Jason Yu

Dear the rest of us: Sorry it's 70-degrees ad sunny in February!



Even more ultra-super dope.

Team Losi's original XXX-NT nitro stadium truck raced competitively for over 5 years without a redesign, and in spite of our best guesses about its replacement, the new XXX-NT Adam Drake Edition 2 (AD2) truck has exceeded all of our expectations. If you're one of the many who wondered how Team Losi planned to improve on its original XXX-NT without doubling the price and didn't see many of the AD2's upgrades coming, join the club. Although the AD2 may look similar to the original NT, a closer look reveals many upgrades that were predictable and a few that no one saw coming.

Team Losi XXX-NT AD 2

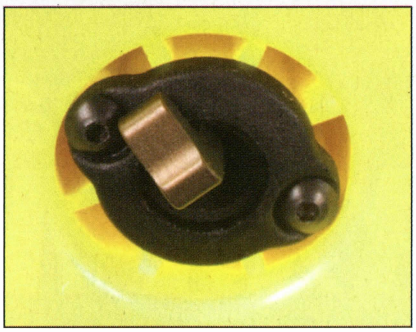


• 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TR

VEHICLE FEATURES

The AD2's most notable features are listed below, although there are plenty of other nice features worth mentioning. Fully adjustable titanium turnbuckles with white nylon rod ends are included, as well as a full set of red compound Losi tires. A Kevlar spur gear with dual slipper pads and hard-anodized slipper plates transfers the engine's power to a 2-shoe circular clutch with a wrap-around spring. To further increase the truck's durability, the AD2's rear shock tower (a weak point on the original XXX-NT) is superbly reinforced with thicker webbing and a redesigned material compound.

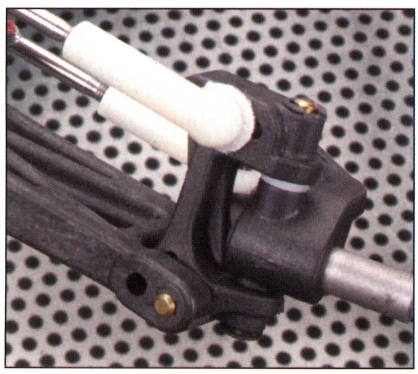
QUICK RELEASE REAR AXLES



I can't say enough about the AD2's quick release hub design, it's simply brilliant! We're still scratching our heads wondering what took so long for somebody to come up with this, but we're glad that Losi made the idea a reality. Like the hubs on a 1/8-scale on-road car, a small spring-loaded tab locks the wheel into place and releases the wheel with a simple pull of the lever. Serious racers, pay attention: If you find yourself with a single 5-minute practice run to test three different tire tread patterns before a Main, don't worry. The quick release hubs make pit stop tire changes a 2-second job.

Click! Click! I just changed the rear tires.

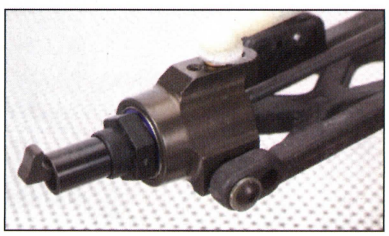
VLA SUSPENSION ARMS



Losi's VLA (variable length arm) suspension design originally debuted on Losi's electric vehicles, and has now made its way to the AD2. The design incorporates two outer-arm mounting positions for the front and rear hubs. As a result, racers can quickly tune the AD2's front and rear suspension to either widen or narrow the track width without replacing a single part. A simple hinge pin position swap is all that's required to make the jump from narrow to wide, making the AD2 quickly and easily adjustable.

REAR ALUMINUM HUBS

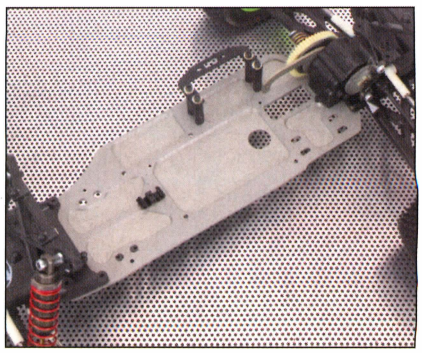
The AD2's rear hubs received special attention, now arriving in machined aluminum with a hard-anodized coating. The "multi-adjustable" hubs feature four lower hinge pin mounting holes to further adjust the truck's rear width in combination with the VLA arms, vertical camber link ball studs, and large axle bearings to easily handle high stresses and RPM.





MILLED OUT CHASSIS

Although the AD2's chassis looks identical to the original XXX-NT from below, the AD2's top side reveals many milled-away areas that reduce weight. The milled areas are strategically placed to reduce weight without compromising rigidity, which means that the AD2's chassis is lighter than the original but equally as strong.



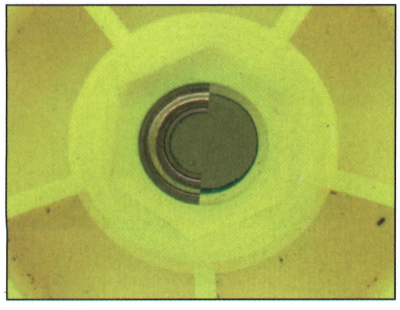


> "I can't say enough about the AD2's quick release hub design. IT'S SIMPLY BRILLIANT!"

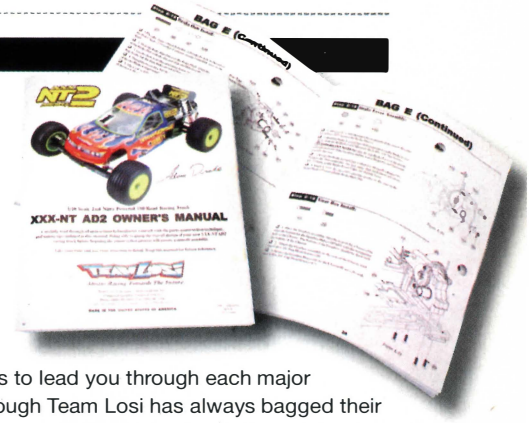
Use a Spektrum receiver, and your antenna can be that short too.

FRONT/REAR WHEELS

The days of individual front and rear wheels on a Losi truck are gone. The AD2 truck uses interchangeable front and rear wheels, meaning that you'll only need one style of wheel in your pit box. Out of the bag, the wheels may be mounted on the front axles once the axle bearings are inserted. Screw a small black plastic retainer insert into the AD2 wheel's axle area, and you've converted the wheel to rear axle use. Although this feature may seem minor, don't underestimate the convenience factor—if you've ever been stuck at a race with front wheels when you needed a fresh set of rear wheels and tires, you'll understand why the AD2's universal front and rear wheel design is such an advantage.



BUILDING



Building the AD2 is relatively easy, thanks to the excellent instruction manual and one-bag-per-step parts bags. The AD2 manual uses high-resolution CAD illustrations paired with clear step-by-step written instructions to lead you through each major building step. And although Team Losi has always bagged their parts in building order, it's worth repeating in the hopes that other companies may follow suit—one parts bag per step (with only the parts needed to complete the step) is a dream come true. My only building complaint is the need to pre-tap each graphite or plastic screw hole with the included "thread cutting screw." Although my forearms felt ready to fall off after tapping dozens of screw holes with the tapping screw, the kit did come together easily after tapping the plastic and graphite.

TESTING

I tested the Drake 2 at the popular Revelation Raceway in Chino, California throughout a race weekend and several practice days. Revelation's grippy, loamy layout suits 1/10-scale stadium trucks perfectly, with tight and open sections that thoroughly test a vehicle's setup.

Acceleration • Punch the throttle on some 1/10-scale nitro trucks and you may be asking for a 360-degree spin. On all but the slickest tracks, the AD2 hooks up and lunges forward with stability to spare. Although the clutch engages early, a high-stall, wheel-spinning clutch is not at all what's desired for 2WD truck racing. Keep fresh tires on the rear of the truck, and you'll accelerate with anyone on the track….and in a straight line to boot.
Rating: 10

Top Speed • The AD2's gearing provides a strong top speed that should be more than enough for anything but the largest tracks. Our AD2 clocked in at 34mph on the radar gun, and even managed to buzz several 1/8-scale buggies on the track.
Rating: 9

Braking • Brakes are used lightly in 1/10-scale truck racing, but when they're called upon it's usually an important event. The AD2's fiber disc brake is capable of locking the rear wheels (if the EPA setting on your radio is set to do so), but I set the truck's brakes to engage as hard as possible without locking up the wheels. Over the course of several weekends, I had to increase the EPA during long races and test sessions as the disc faded slightly. Overall, however, the AD2's brakes are excellent.
Rating: 9

Low-Speed Handling • The AD2's low-speed handling is on par with a typical 1/10-scale stadium truck—it dives in to corners and sweepers off-power, and pushes slightly on-power unless the traction goes way down (in which case it will oversteer). In sections with more grip, a quick blip of the throttle brings the rear end around tighter corners; this trait is highly desirable compared to the opposite reaction, which would be uncontrollable oversteer. At low speeds, the AD2 feels dialed.
Rating: 10

High-Speed Handling • Although Revelation isn't really a high-speed, wide open track, several sections allow racers to open up the throttle and stretch their vehicles' legs. The new Losi truck's stability and push creates a highly inspiring sense of control at high speeds. The truck remains flat and stable on all but the most rutted high-speed sections, which increases driver confidence and translates into quicker laps.
Rating: 10

OUR TEST GEAR



Radio: JR XS3 Pro Synthesized FM, JRP337275, $250



Servo(s): T/S: JR DZ8550 Digital, JRPSZ8550, $115/ea



Receiver: JR 310 Synthesized, JRPRS31075, Included with Radio



Engine: Peak Performance Diablo 12 Type-R, PEK6006, $150



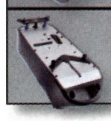
Pipe: Losi Drake hard-anodized, (included w/kit)



Fuel: Trinity Monster Horsepower 20%, MH0020, $12



Receiver Pack: Trinity, RC5308, $30



Starter Box: OFNA, 10245, $65

CONNECT

TEAM TRINITY	**ph:** 732.635.1600 **web:** www.teamtrinity.com
TEAM LOSI	**ph:** 909.390.9595 **web:** www.teamlosi.com
PEAK PERFORMANCE	**ph:** 714.692.8533 **web:** www.peakmotors.com
JR RACING (Dist. by Horizon Hobby)	**ph:** 217.352.1913 **web:** www.horizonhobby.com
FRANK'S BODIES	**web:** www.franksbodies.com
OFNA	**ph:** 949.586.2910 **web:** www.ofna.com

Why is 1/10-scale truck only popular in the USA?

RACING PERFORMANCE IN A READY-TO-RUN!

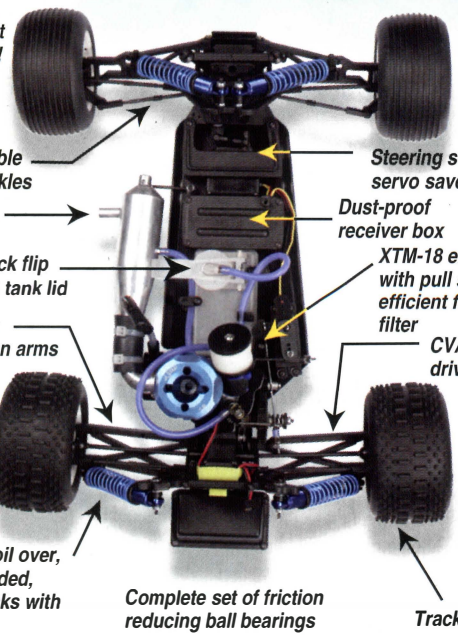


Nitro X-Cellerator is loaded with features normally found only on pro racing trucks!

NITRO X-CELLERATOR

RTR NITRO 2WD STADIUM TRUCK

Chassis features:



Includes: XTM .18 Engine & Hitec Lynx Sport Radio



Everything you ever wanted in a race truck, we put in this RTR stadium truck!

- Racing Legal Dimensions
- Thick Aluminum Countersunk Chassis
- Aluminum Chassis/Gearbox Brace
- Multiple Shock and Suspension Adjustments
- Threaded Shock Bodies
- Ball Differential
- CVA Type Rear Drive Axles
- Low CG Gearbox and Chassis Layout
- Sealed Receiver Compartment
- Turn Buckle Suspension Links
- Adjustable Slipper Clutch
- Aluminum Tuned Pipe
- Fiberglass Brake Disk
- Race Dish Wheels
- Shock Dust Boots
- Full Ball Bearings
- Center Mounted Tank

XTM Racing

Buy your XTM X-Cellerator at your local R/C hobby shop. To find a dealer near you, log on to: www.globalhobby.com. If there is no shop in your area, call 1-800-854-8471 to order by mail. Get more info at http://xtm.globalhobby.com/

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Rough-Track Handling • It's difficult to upset the AD2 without getting into serious trouble and driving like a maniac. With such wide, long suspension arms and deep travel, the Losi glides and dances over rough sections more than it drives through them. When in doubt, I eased off the throttle and the AD2 made it through almost anything I threw at it. It is possible to loop the truck out in really rough sections, and from time to time it'll catch a rut and stop dead in its tracks, but 99% of the time the AD2 glides over ruts like it's on a magic carpet.
Rating: 9

Tuning • One of the AD2's most notable upgrades is a greater number of tuning options than the original Drake truck. The AD2's variable length arms (VLA) allow quick track width tuning changes without replacing a single part, and the aluminum rear hubs feature FOUR optional mounting positions. All of the other tuning adjustments from the original Drake truck are carried over directly to the AD2. To maximize your AD2's tuning potential, I also suggest taking advantage of Losi's website for its vast collection of pro driver setups for every imaginable track type.
Rating: 10

Wear and Tear • The AD2's other substantial upgrade involves its on-track durability. Small tweaks are found all over the truck to increase durability and decrease wear and tear, from thicker shock towers to beefier suspension arms and webbing and a Kevlar spur gear. I did manage to snap one of my AD2's rear suspension arms right where the VLA holes are molded after landing a double jump off-camber, but Losi reps pointed out that my early production kit featured components that weren't fully prepped for the general public. I must point out that on the same weekend I broke my AD2's suspension arm, a Losi team competed in a 3-hour enduro race and didn't break a single part, finishing in 3rd place—quite an achievement for any vehicle. There's no doubt that the AD2's durability has been increased substantially, but those used to 1/8-scale off-road must remember that no stadium truck can be driven as brutally and be expected to walk away unscathed.
Rating: 9

Conclusion

There are many instances where certain vehicle models are "upgraded" to new versions and released as the latest-and-greatest thing, when in truth the new version is really the same old kit with a few parts that you could add to your existing model to bring it up to spec. The AD2 truck is not such a vehicle; there are more than enough upgrades and tweaks to justify the purchase of the entire kit, even if you recently purchased an original Drake truck. In the end, it's this simple: when compared to the original Drake truck, the Drake Edition 2 is better in every way, from durability to tuning options to its on-track performance.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Highly tunable
- Highly durable
- Quick change rear axles; why weren't these around before now?!
- Interchangeable front and rear wheels

MISSES

- Must pre-thread composite parts before assembly
- Works so well, you won't have an excuse if you lose!



Racing 1/10-scale truck will improve your driving for any class.

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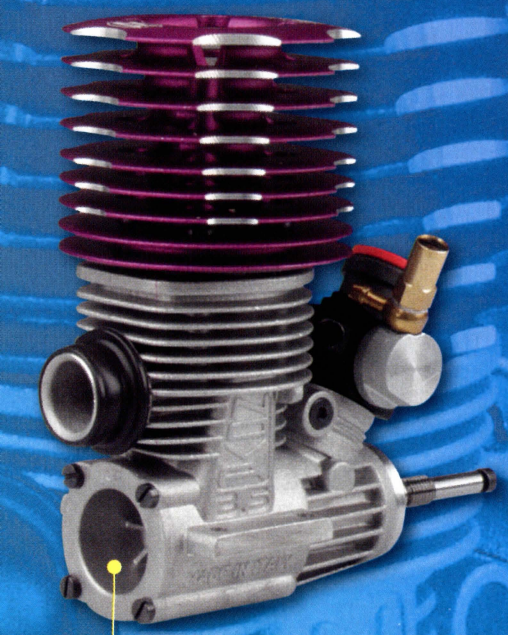
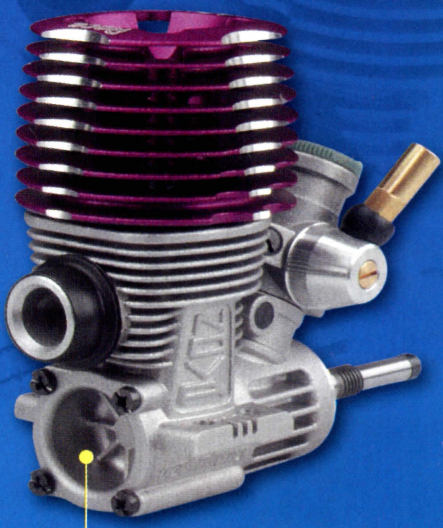
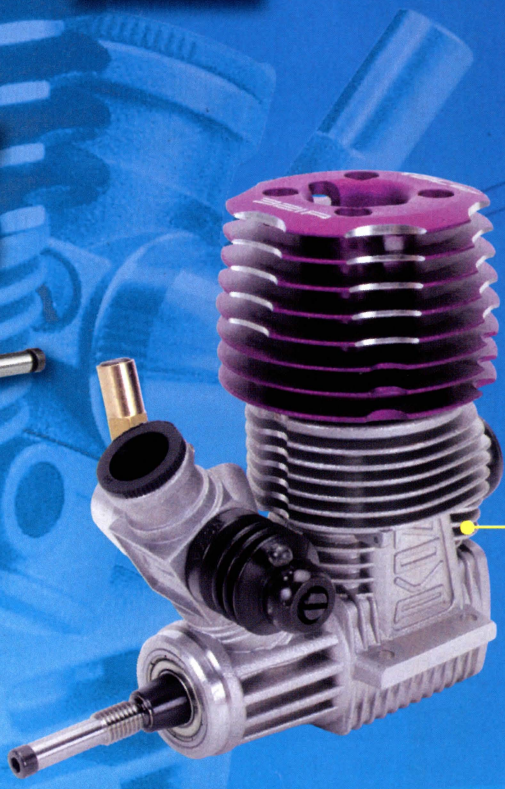


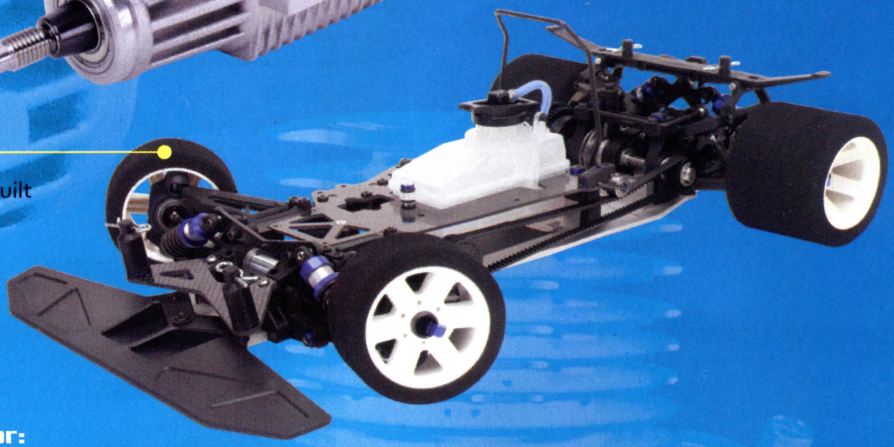
NovaRossi
BS21SB



NovaRossi
RR12L



NovaRossi
RX321P



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- Specially designed chassis
- High quality belts throughout
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Team Losi XXX-NT AD 2



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Wide and low, just how we like it. Well, for RC, anyway.

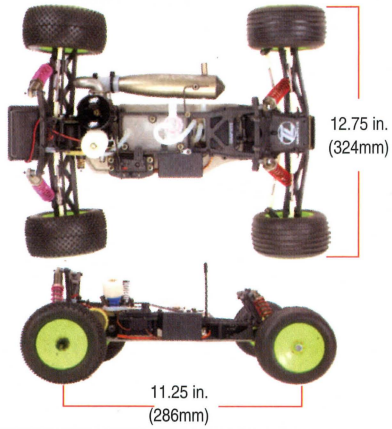
CONNECT:

MANUFACTURER: Team Losi
PHONE: 909.390.9595
WEB: www.teamlosi.com

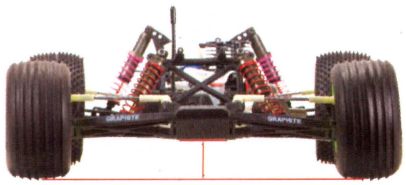
VEHICLE INFO

VEHICLE:	XXX-NT Adam Drake 2
SCALE:	1/10
TYPE:	Nitro Stadium Truck
PART #:	LOSA8046
STREET PRICE:	$350
PRICE AS TESTED:	$1022 (including all items used for testing)
SETUP TIME:	9 hours
EXPERIENCE LEVEL:	Intermediate/Advanced

DIMENSIONS



RUNNING WEIGHT:
3 lbs., 13 oz. (1,740g)



TECHNICAL INFO

CHASSIS

TYPE:	Lower plate with upper deck
THICKNESS:	3.5mm
MATERIAL:	CNC-machined aluminum
FUEL CAPACITY:	75cc

SUSPENSION

TYPE:	H-arm with titanium upper link
TURNBUCKLES:	Titanium
STEERING:	Dual bellcrank with ball bearings
SWAYBARS:	None

SHOCKS

BODIES:	Threaded aluminum
DAMPING:	40 wt. Losi oil
PISTONS(F/R):	Losi #55 / #56
SPRINGS(F/R):	Losi red / pink

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Ball
DIFF FLUID:	Losi diff lube
AXLE TYPE	CV-style
TRANSMISSION:	Three-gear internal
SPUR GEAR MATERIAL:	Losi Kevlar
CLUTCH:	2-shoe with wrap-around spring
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	18/59
GEAR RATIOS:	
PRIMARY:	3.27:1
INTERNAL:	4.11:1
FINAL:	13.44:1

BODY, TIRES, WHEELS

BODY:	Losi AD2
TIRES (F/R):	Losi Red Directionals/ Losi Red Step-Pin
DIAMETER/ WIDTH:	4.23 in. x 2.11 in. (108mm x 54mm)
HEX SIZE:	0.5 in. (12.9mm)
WHEELS:	Losi yellow dish

ITEMS NEEDED

Transmitter, receiver, throttle and steering servo, receiver battery, .12 rear-exhaust engine, starter box, glow igniter, fuel, basic tools.

MAIN COMPETITION

Team Associated RC10GT FT, Mugen Seiki MST-1, Kyosho Ultima ST Evolution

WHO IT'S FOR

Serious racers



POWERPLANT INFO

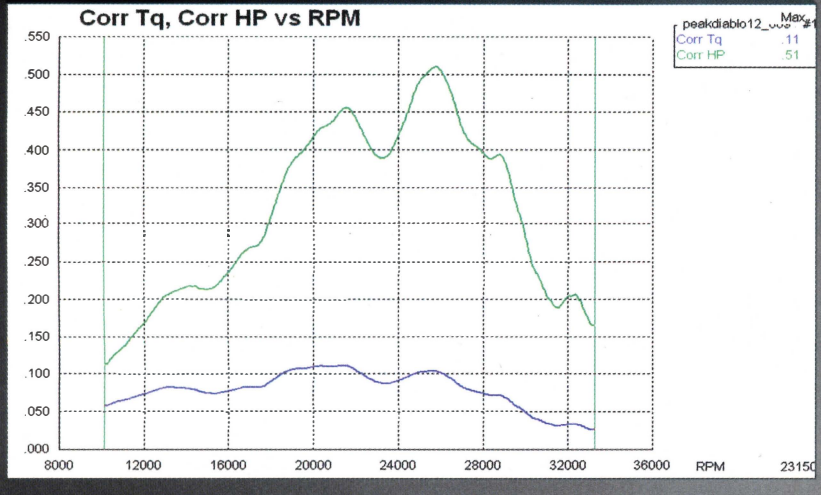
Peak Performance's Diablo .12 Type-R features a large, machined black anodized cooling head that accepts standard glow plugs. I broke in the engine on Trinity Monster Horsepower 20% and tested it with the same fuel. I installed an O'Donnell 77 glow plug before break-in, and am still using the same plug nearly a month later. During racing and practicing, the Diablo .12 temped in the 210-250F range on my Tempgun.com temp gun, depending upon ambient weather conditions. Fuel mileage is excellent, averaging 9 minutes or more in the Losi truck, depending on driving style and track size. Overall, the Diablo offers plenty of power for the price, especially for 2wd 1/10-scale stadium truck racing.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



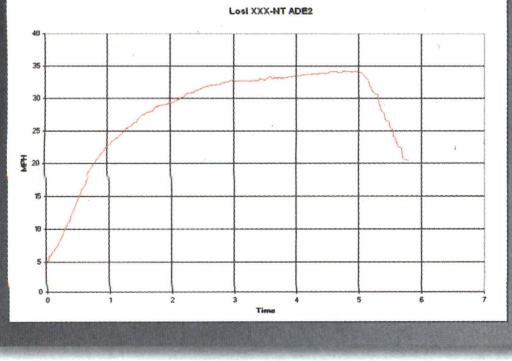
ENGINE DATA

ENGINE:	Peak Diablo .12 Type-R
BORE x STROKE:	0.53 in. x 0.54 in. (13.8mm x 14mm)
DISPLACEMENT:	0.12 in.^{3} (2.0cc)
FUEL:	Trinity Platinum 20%
PIPE:	Losi Drake
PLUG:	Stock
PEAK HP*:	0.51 hp @ 25,550 rpm
PEAK TQ*:	21.1 in.-oz. @ 19,000 rpm
PEAK RPM*:	33,000 rpm

*Results as tested.

ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	1.94 sec. @ 31.4 mph
TOP SPEED:	34.2 mph @ 192 ft.
AVERAGE RUNTIME:	7 minutes

NEEDLE SETTINGS

HIGH:	2-3/4
LOW:	1-3/8
MID:	N/A
OPERATING TEMP.:	210-250º F

The Diablo provides all the power you'll need for truck racing.

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	70º F / 72%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Medium Packed

HANDLING

TURNING RADIUS:	3 ft., 11 in.
ON POWER:	Slight Oversteer
OFF POWER:	Neutral

BRAKING

CONTROL:	Excellent
FADE:	Slight
OVERALL BRAKING:	Excellent

OPTIONAL PARTS



PD1864 PD1846 PD1847 PD1995 PD1861 PD1856 PD1855 PD1845 AD2523-R PD1841 PD1840 PD1857

THEY SAID IT COULDN'T BE DONE





Richard
Saxton
Pro Driver



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- A7075-T6 front/rear shock tower and steering slider
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- Ultra long, light weight suspension arms
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- Graphite front brace, radio tray and center diff top plate
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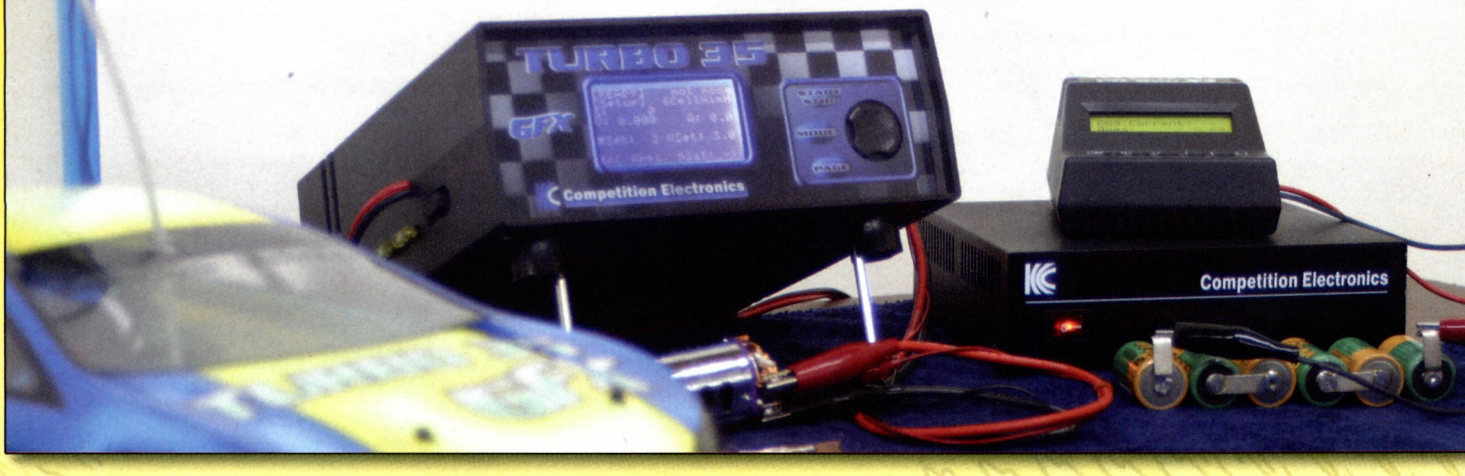

Turbo 35 GFX

Battery charging/discharging and motor run.



- *Backlit graphic display.*
- *On screen charge and discharge curves.*
- *Rotary dial for choosing functions and setting values.*
- *Peak detection settable from .01 to .19 that enables you to control the final temp. of your batteries.*
- *Discharge large or small cells with a discharge range from .5 to 35 amps.*
- *Motor run up to 20 amps.*

12 to 15 volt DC Supply required.

Pit Bull X3

More features, more flexible. New multiple rate charging!



- *5 charge setups that you can name with up to 8 characters each for charging all 4-8 cell NiCd and NiMh packs.*
- *Multiple rate charge mode to customize your charge profile by setting up to 3 different amp rates at selected points during a charge. Trickle charge at the beginning to stabilize the voltage if you dead short your packs. Lower the rate for the last part of the charge for a cooler final temp. (125 F is ideal) or raise the rate for the last part of the charge for higher voltage and initial punch.*
- *Display shows mah output to battery pack.*

12 to 15 volt DC Supply required.

Power supply

New 23 amp DC regulated power supply.



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- *23 amp, 13.8 VDC supply.*
- *Compact and lightweight.*
- *High efficiency and less heat dissipation.*
- *Protected against short circuit, over current and over voltage.*
- *Forced air cooling and over temperature shutdown.*
- *Dimensions 7.0 X 8.25 X 2.2*

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NOVAK HV MAXX

BRUSHLESS MOTOR SYSTEM

Words: Shane Archer



Ever since Novak released its Super Sport Brushless Motor System, monster truck fans everywhere have been clamoring for a higher-powered version. Promising longer run times and plenty of torque, brushless technology really is perfectly suited to monster trucks, especially considering the wear that typical brushed motors suffer in high-voltage situations. For their new HV-Maxx, Novak has ramped up the speed controller to handle as many as 14 cells, and added heat sinks and a cooling fan to help keep the system going strong. Less maintenance, long run times, and plenty of torque? Sounds good to us!

Is this what those Chevy commercials are for?

Features

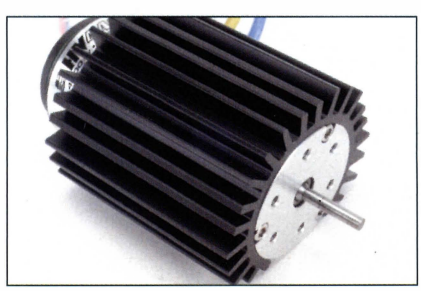
- 6-14 cell operation
- 3 distinct throttle profiles
- One-touch set up
- Smart braking allows easy reverse and braking
- Heat sinks and cooling fan included
- Fully pre-wired from factory

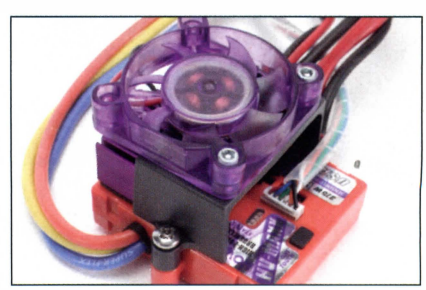
Testing

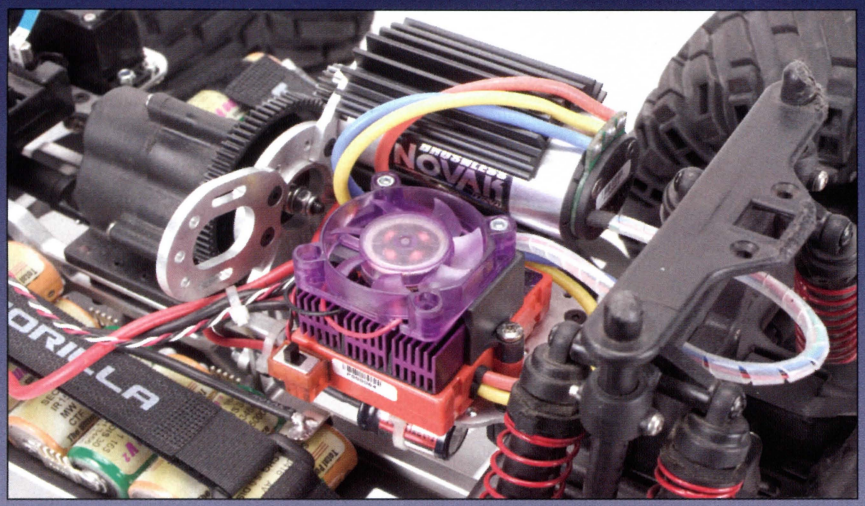
Since everything comes pre-wired from the factory, installing the HV-Maxx really wasn't very difficult at all. I grabbed a converted E-Maxx that we had sitting around the office, and it only took me a few minutes to seat the HV-Maxx ESC and bolt the motor into place. Since this system is all about power, I went with twin 7-cell packs to supply the juice—going fast wouldn't be a problem! Configuring the ESC is just as easy, thanks to Novak's familiar one-touch setup, although Novak provides a large and detailed instruction and troubleshooting sheet in case you do run into any problems. To give the system even more of a challenge, I bolted on a set of IMEX Jumbo Maxx tires. I knew this would reduce the speed of the truck, but if the HV-Maxx could propel this truck now, it should have no problem with anything else!

After charging the two Fusion 7-cell packs, I took my HV-equipped E-Maxx out for a run. I was immediately surprised by the truck's quick acceleration, even with the huge tires. The front end picked up easily when I punched the throttle, and again when I switched into second gear in the middle of a speed run. After spending quite a bit of time pushing the motor to its limits, I took the truck back in and re-charged the packs for a radar run. Staying in first gear, the truck topped out around 30 mph on the straightaway; if I punched into second halfway through, it peaked at 32 mph. This may not sound like a ton of speed, but when you see a truck this big moving that fast, you'll quickly reconsider.

We ran about seven different full-speed runs, and just after the last one, the motor did end up in a brief thermal shutdown, although I suspect this had more to do with the big tires causing drag on the gear train than anything else. The motor cooled off in less than a minute, and we were back up and running with no further problems. Throttle control was a little bit different than with the standard brushed motors that we are all used to, since there are no strong magnets to slow the motor down automatically. It's definitely a different







driving experience, but there's nothing wrong with that—if anything, it reminded me of driving a nitro-powered T-Maxx. The brakes work reasonably well, even with such a heavy truck; I suspect that with a stock truck, they would be even more effective.

The only other possible hang up for the HV-Maxx is its price tag. However, anybody looking to replace the kit motors in a truck like the E-Maxx would already be looking at a new speed control and two low-wind motors, plus replacing brushes as they wear out over time. With that in mind, and despite the high price, I think the HV-Maxx is still a good value.

You bet! I've never had as much fun driving an electric truck, and for those who want the speed and power of nitro without any of the engine-tuning hassle, this is exactly what the doctor ordered. Toss in the fact that the HV-Maxx motor requires none of the maintenance that brushed motors do, and your only holdup will be charging enough batteries to keep you outside and running. If you have an electric monster truck and few hundred bucks to spend, do yourself a favor and pick up an HV-Maxx today. ✪

Conclusion

After a long wait, Novak's brushless power for monster trucks has finally arrived, and is it worth it?

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

CELEBRITY EQUIVALENT RATING



Kate Beckinsale

Team XRC Cars magazine

9.0

HITS

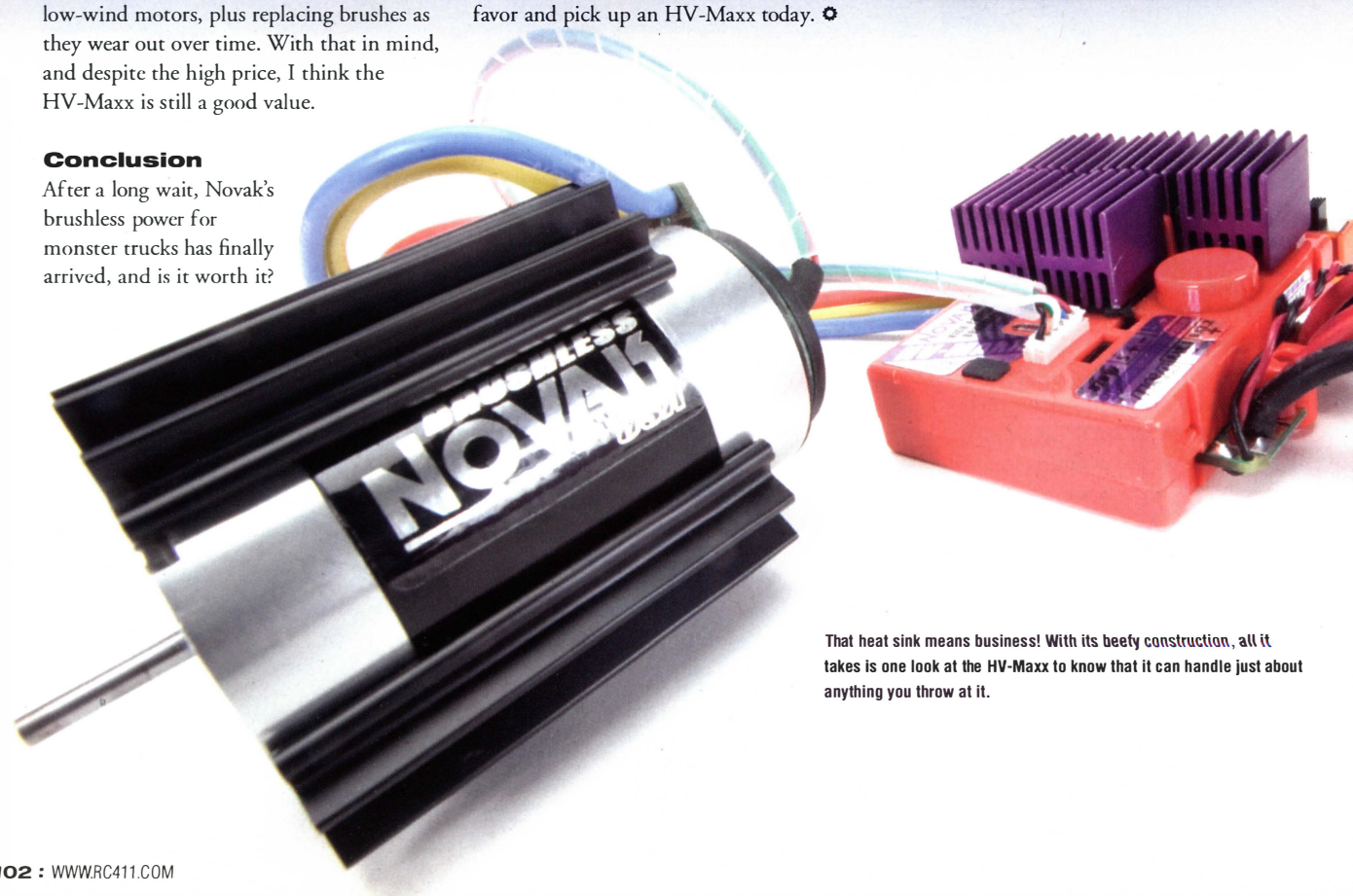
- More power than you'll ever need
- Smart braking makes it easy to use brakes without going into reverse
- Everything is pre-wired and easy to install
- Includes cooling fan and heat sinks

MISSES

- Expensive initial investment
- Thermal protection kicked in after radar passes

CONNECT

MANUFACTURER: Novak Electronics
WEB: www.teamnovak.com
PHONE: 949.833.8873
PART NUMBER: 3020
STREET PRICE: $300



That heat sink means business! With its beefy construction, all it takes is one look at the HV-Maxx to know that it can handle just about anything you throw at it.

That thing got a Hemi?

HITEC

DON'T FORGET THE MOST IMPORTANT UPGRADE...

AGGRESSOR SRX

So you have aluminum this and graphite that, but you still have a cheap stock radio?

Wake up your ride with the new performance packed SRX computer radio from HITEC. Starting at $100, these 3 channel FM radio systems offer a rock solid signal and are easy to install. With 10-model memory, you only need one radio for your whole fleet. Get the most from those trick parts you've been bolting on, add a HITEC SRX radio.



Features

System:

Clear and reliable FM signal
Dual mode 3rd channel (shift or linear)
Quick 14ms response rate
Progressive spring steering
Clear LCD display
10-model memory
Brake ATL switch
Brake lever travel limiter
Steering wheel tension adjust
Transmitter battery charging jack
Two speed menu scrolling
SPECTRA synthesizer module compatible
Replaceable "Grip Pads" available in different thicknesses and colors, comfortable for big and little hands

Programming:

Steering dual rate
Steering and throttle exponential rates
4 character model naming
End point adjustments
Servo reversing
Sub trims for quick and easy setup
Countdown timer

Available Systems

Check out the Monster Truck edition, part # 129752 with a powerful HS-645MG steering servo.

129271 - 27MHz transmitter with HFS-03MM 3 channel receiver, one HS-311 servo
129751 - 75MHz transmitter with HFS-03MM 3 channel receiver, one HS-311 servo
129752 - 75MHz transmitter with HFS-03MM 3 channel receiver, one HS-645MG Hi-Torque servo
129753 - 75MHz transmitter with HFS-03MM 3 channel receiver, no servos
 # 129754 - 75MHz transmitter with SPECTRA PLL Module and HFS-03MM receiver, no servos

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It's hard to tell that it's a RTR kit by looking at it.

Associated B4 SE RTR

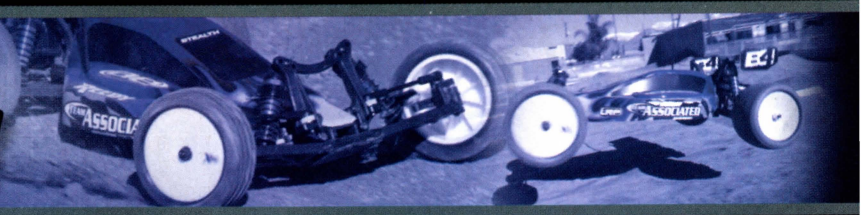
Words: Shane Archer ■ **Photos:** Jason Yu

Championship winning design in ready-to-run form!

To anybody who has never raced an off-road buggy before, I offer three words of advice: just do it. Buggies form the roots of the RC industry as we know it today; before there were touring cars, before there were stadium trucks, before there were micros, there were 2WD buggies, and they are still just as much fun to race today as they were a decade ago. Companies like Associated were built upon the success of their buggies, and this latest incarnation of the famous RC10, the RC10B4, shows just how far the industry has evolved. In the past, one had to jump through hoops to get a buggy into race-ready shape, but they can now head down to a hobby shop and pick up everything they need to run in a single box. Associated is offering their World Championship-winning B4 in such a package as the B4 SE, a ready-to-run kit that makes the world of off-road easily accessible to anyone.

We use this section of this track for a lot of photos!

Associated B4 SE RTR

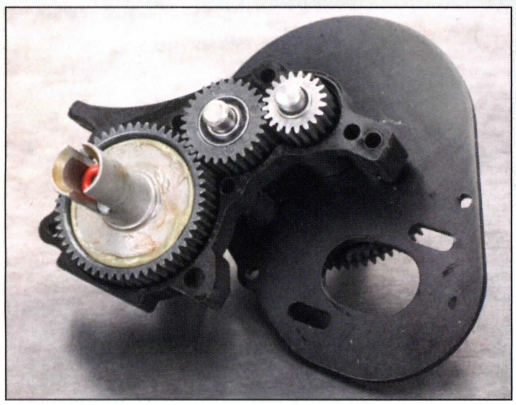


• 1/10-SCALE BUGGY • 1/10-SCALE BUGGY • 1/10-SCALE BUGGY • 1/10-SCALE BUGGY • 1/10-SCALE BUGGY •

VEHICLE FEATURES

The B4 SE is, of course, fully based on Associated's race-proven RC10B4 design. Better yet, everything on the SE is fully compatible with all of the Associated Factory Team options that are available for the B4, so the SE can be upgraded over time with no problems. The kit comes completely pre-assembled with no extra setup work necessary to get it running. A motor, speed control, servo, receiver and radio are all included with the kit.

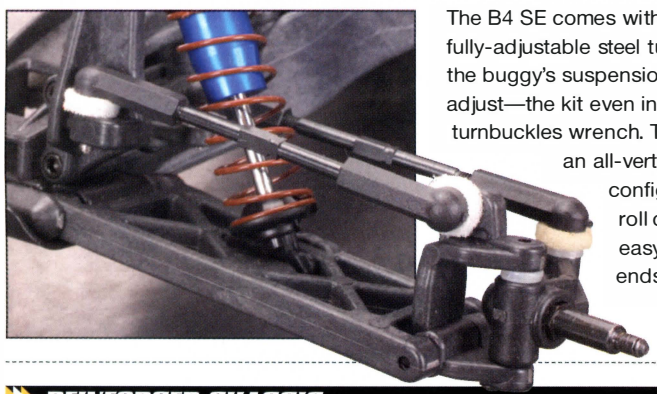
LOW CG TRANSMISSION



Over the years, Associated has worked to improve upon the design of their Stealth transmission, and it keeps getting better and better. One of the more recent improvements has been dropping it as far down in the chassis as possible, helping the lower the overall center of gravity of the buggy. Right out of the box, the transmission is free and smooth, and the slipper comes pre-adjusted to work on just about any surface.

Look at all those pretty gears...

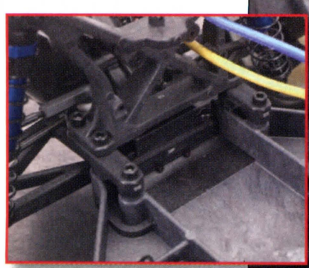
TURNBUCKLES AND BALL STUDS

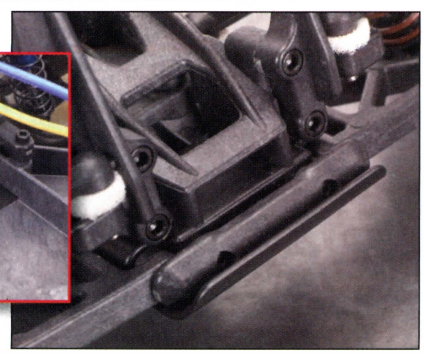


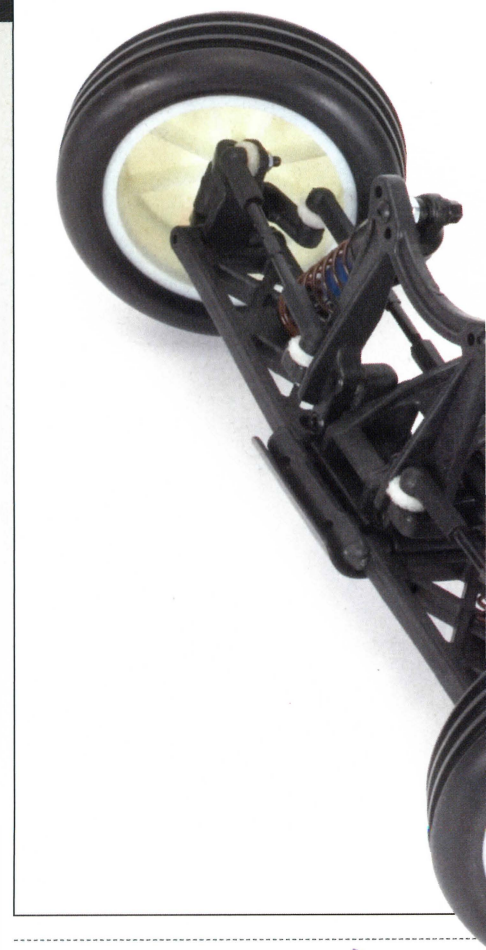
The B4 SE comes with a complete set of fully-adjustable steel turnbuckles, making the buggy's suspension very easy to adjust—the kit even includes a plastic turnbuckles wrench. The B4 also features an all-vertical ball stud configuration, making tiny roll center adjustments easy to achieve at both ends of the car.

REINFORCED CHASSIS

Both ends of the B4 SE's chassis feature plastic braces, helping to strengthen the buggy and reduce the overall chassis flex. The car feels rock-solid, something that is missing from a lot of ready-to-run *configurations*.







KIT SETUP



Setting up the B4 SE out of the box is incredibly simple, even for a novice with no real RC *experience*. The kit comes with pre-mounted tires and a pre-painted and trimmed body, and the speed control is auto-setting so no work needs to be done there. Setting up the buggy is as easy as charging the battery, slapping eight AA's in the radio, securing the body to the car, and flipping the switches. Should you ever encounter any problems down the road, Associated provides a full B4 instruction manual with detailed step-by-step instructions on rebuilding the car, as well as a comprehensive tuning guide that explains the buggy's various adjustments and what they do. A quick reference sheet for the SE is included as well, which should have even the greenest novice up and running in eight simple steps.

Crap, we forgot that Stealth was trademarked. So that's really the transmission that was formerly known as the Stealth transmission.



> "Over the years, Associated has worked to improve upon the design of their Stealth transmission, AND IT KEEPS GETTING BETTER AND BETTER."

BLUE ALUMINUM SHOCKS

Despite the low price, the B4 SE comes with a complete set of Associated blue-anodized aluminum shocks. The shocks feature a very simple top-fill design, making maintenance easy to perform, even for a beginner. The car comes with brown springs in the front and black springs in the rear, a standard setup that should work well on just about any surface. The shocks can be adjusted with a series of spacers, all of which are included with the kit.



SELF-SETTING SPEED CONTROL

One of the coolest features of the B4 SE is in the included LRP "Ai" forward/reverse speed control. Instead of having a setup button, the ESC is able to configure itself using only the radio's signal. As a result, all you need to do is turn on the radio before you turn on the car while making sure that the throttle trigger is in neutral, and the speed control will do the rest. This is just one more feature that will make the car appeal to beginners, although even experienced drivers will appreciate the ease of use. The ESC can handle motors down to 13 turns, so there is still room to give the buggy a little more speed without replacing the electronic gear.



TESTING

After completing radar runs and a little bit of just-for-fun bashing behind our office, it was time for the B4 SE to hit the track. Although it's in ready-to-run form, this B4 has such a long and exceptional racing heritage that I had no qualms about competing with it in its stock form. The only changes I made were installing a race-legal 27 turn stock motor and a set of Pro-Line Evil Twin R3 tires in the rear. I headed to Titus Hobbies (*www.titushobbies.com*) in nearby Riverside, CA, a facility that features a large hard-packed and nicely-groomed indoor dirt track.

Acceleration • The B4 SE accelerates quickly, both with the kit motor and the stock motor I used at the track. I went down a tooth on the pinion at the track, and it gave the buggy a little extra snap out of the corners. I drove a few practice runs at the same time as some of the mod drivers, and my B4 really wasn't much slower in the infield.
Rating: 9

Top Speed • The kit-supplied 15 turn motor and 3300 mAh battery pack powered the B4 to a little over 27 mph on our straight-line runs, and it seemed even faster to the naked eye. With the stock motor in at the track, I could almost hang with the mod buggies, everywhere except on the larger jumps and the end of the straightaway. The B4's transmission has evolved considerably over the years, and this remains one of the most efficient vehicles you'll find anywhere.
Rating: 9

Braking • The LRP speed control that comes with the kit is capable of both forward and reverse, and has about a 2-second reverse delay to give a little bit of braking power. The braking is strong and stable, although the short delay made me somewhat wary of using it on the track, fearing that I would accidentally kick it into reverse. The speed control is completely self-setting, meaning that as long as you turn the radio on before the car, it will automatically find the correct neutral, forward, and reverse settings. Unfortunately, this also means that the delay is not adjustable.
Rating: 8

Low-Speed Handling • The only handling problems I experienced with the B4 came on a few low-speed sections of the track where the rear end of the car had a tendency to become a little bit unstable. If I was extremely careful with the throttle, I could usually get around the track with no problems, although it kept me from driving the buggy as aggressively as I would have

RTR GEAR



Radio: Airtronics Blazer Sport



Servo: Airtronics 94102Z



Receiver: Airtronics 92727Z



Speed Control: LRP "Ai" Automatic Super Reverse



Motor: Associated 15 Turn

OUR TEST GEAR



Battery: Reedy 3300 Stick Pack, 691, $40



Charger: Duratrax Intellipeak ICE, DTXP4170, $130

CONNECT

DURATRAX	**ph:** 217.398.8970 **web:** www.duratrax.com
REEDY	**ph:** 714.850.9342 **web:** www.rc10.com

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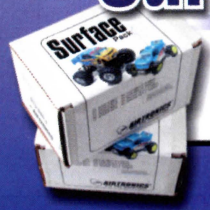

90050FM27	Tamiya TLT 1 27MHz
90050FM75	Tamiya TLT 1 75MHz
90051FM27	Team Losi Mini T 27MHz
90051FM75	Team Losi Mini T 75MHz

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liked at times. Other than these few areas, the handling was excellent.
Rating: 8

High-Speed Handling • At higher speeds, the B4 was stable and easily controllable. I did have to make a few minor adjustments to the stock setup to get a little more high-speed steering, but the buggy responded well to the changes and didn't let me down in the least.
Rating: 9

Rough-Track Handling • The surface at Titus is packed down pretty well, although there are still a few areas where ruts and bumps can really upset a car, as well as a well-laid-out rhythm section that can send a buggy in the wrong direction if you're not careful. The B4 handled these sections very well, and in some cases, seemed to handle them better than many of the other buggies out there. I was able to traverse the entire track with confidence, worrying only about the next jump or the cars in around me.
Rating: 10

Tuning • Even in this ready-to-run form, the B4 SE is very adjustable, and the adjustments can really be felt on the track. I had to add extra spacers to the all four shocks to raise the arms up to level in the front and just above level in the rear, and luckily Associated gives you an ample supply of shock spacers with the car. Fully adjustable turnbuckles, vertical ball studs, multiple shock locations, and the adjustable slipper all combine to give you plenty of tuning options.
Rating: 9

Wear and Tear • They say that no news is good news, and I'm happy to report that my B4 suffered from…nothing. After some hard driving behind our office and an entire night of racing that included more than a few thrills and spills—especially before I made the ride height adjustments—there was not a single problem with the buggy. Nothing broken, nothing worn down, and nothing that I had to perform any extra maintenance on. The B4 SE is as solid a buggy as I've seen.
Rating: 10

Conclusion

Whether you're looking to tear up your backyard or begin your racing career, the B4 SE will not disappoint you. I was able to contend against plenty of hopped-up buggies at the track with a totally stock buggy, and without making any truly significant setup changes. To those who say that racing is too expensive to get into, this kit completely disproves that point; at around $250, all it takes is this, a battery charger, and a couple battery packs and you will be able to compete anywhere. If you've been waiting to get a competitive buggy but couldn't afford one, or if you've been thinking about giving off-road racing a shot but don't want to spend too much, treat yourself to a B4 SE. Take the car out of the box, charge a battery, and you'll be thanking yourself in no time.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Outstanding performance for a RTR kit
- Ready to race out of the box
- Fully upgradeable to a Factory Team B4
- Automatic speed control is a great innovation

MISSES

- A little squirrelly at low speeds
- Radio is not very comfortable
- Rear wheels driven by dogbones rather than the CVDs we're used to



Check out the massive preload spacers on those shocks.

AFFORDABLE & PERFORMANCE

HPI SAVAGE

NEW! Interchangeable Spurs 6061-T6 Alum, Steel

Bulkhead Set 6061-T6 Alum

Shock Tower Front or Rear 6061-T6 Alum

Steering Block 6061-T6 Alum

Upper Suspension Arms (Pair) 6061-T6 Alum

Diff Case 6061-T6 Alum

Fuel Tank 6061-T6 Alum

Brake Disk Hub 6061-T6 Alum

Aluminum Servo Saver Set 6061-T6 Alum

Lower Suspension Arms (Pair) 6061-T6 Alum

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Rear Lower Arms 6061-T6 Alum

Steering Block 6061-T6 Alum

Front Rocker Arms (90T) 6061-T6 Alum

Rear Rocker Arms (120T) 6061-T6 Alum

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

Rear Body Post 6061-T6 Alum

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

Rear Rocker Arms (90T) 6061-T6 Alum

Front Rocker Arms (120T) 6061-T6 Alum

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

Front Body Post (Pair) 6061-T6 Alum

Front Upper Arms 6061-T6 Alum

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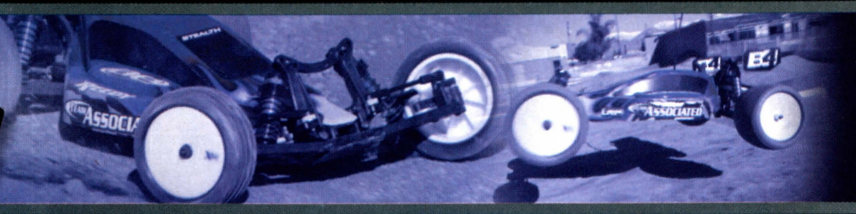

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Can you believe there is only one other RTR 2WD buggy out there?

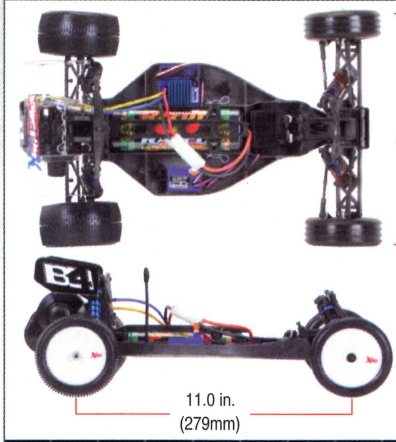
CONNECT:

MANUFACTURER: Team Associated
PHONE: 714.850.9342
WEB: www.rc10.com

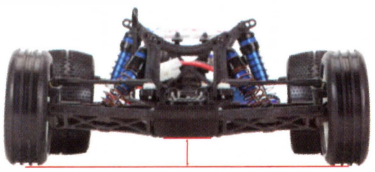
VEHICLE INFO

VEHICLE:	B4 SE RTR
SCALE:	1/10
TYPE:	Electric Buggy
PART #:	9036
STREET PRICE:	$250
PRICE AS TESTED:	$420 (including all items used for testing
SETUP TIME:	15 minutes
EXPERIENCE LEVEL:	Novice

DIMENSIONS



RUNNING WEIGHT:
3 lbs., 1.4 oz. (1,400g)



TECHNICAL INFO

CHASSIS

TYPE:	Tub
MATERIAL:	Composite

SUSPENSION

TYPE:	Independent H-arm
TURNBUCKLES:	Steel
STEERING:	Angled bell crank
SWAYBARS:	N/A

SHOCKS

BODIES:	Aluminum
DAMPING:	30 wt. oil
PISTONS:	2-hole
SPRINGS:	Brown front, black rear

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Ball
AXLE TYPE	Dogbones
SPUR GEAR MATERIAL:	Nylon
BEARINGS:	Rubber-shielded

GEARING

PINION/SPUR:	23/81
GEAR RATIOS:	
PRIMARY:	3.52:1
INTERNAL:	2.60:1
FINAL:	9.16:1

BODY, TIRES, WHEELS

BODY:	B4 Intercepter
TIRES (F/R):	Asc. ribbed front, Asc. bow-tie rear
DIAMETER/ WIDTH:	3.25 in. x 1.13 in. (83mm x 29mm) front, 3.25 in. x 1.63 in. (83mm x 41mm) rear
WHEELS:	Associated white nylon

ITEMS NEEDED

Battery pack, battery charger, radio batteries

MAIN COMPETITION

Duratrax Evader BX Pro

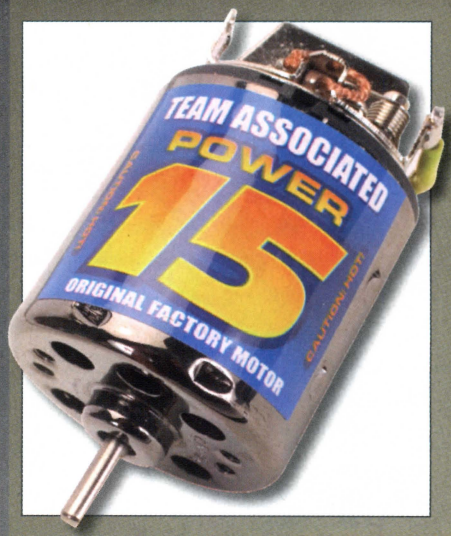
WHO IT'S FOR

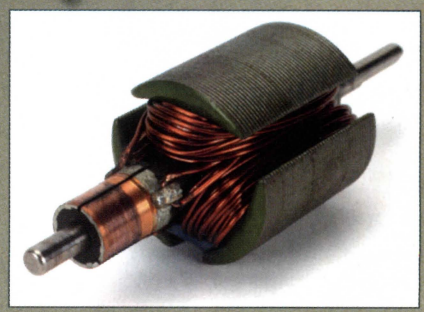
Aspiring off-road racers, or anybody who enjoys RC



POWERPLANT INFO

The B4 SE comes with an Associated machine-wound 15 turn modified motor pre-installed in the buggy with bullet connectors. For just about any sort of for-fun driving, the motor should be more than enough, as it powered the car close to 30 mph and provided plenty of run time. Replacement brushes are available from Associated/Reedy to keep it in the game for a long time to come, although regular maintenance such as cleaning and the occasional commutator truing will be necessary to keep it performing at its peak. For a slightly higher top speed, you could also increase the size of the pinion by a tooth, although you should watch the motor's temperature closely; if it overheats, its lifespan may be reduced significantly.

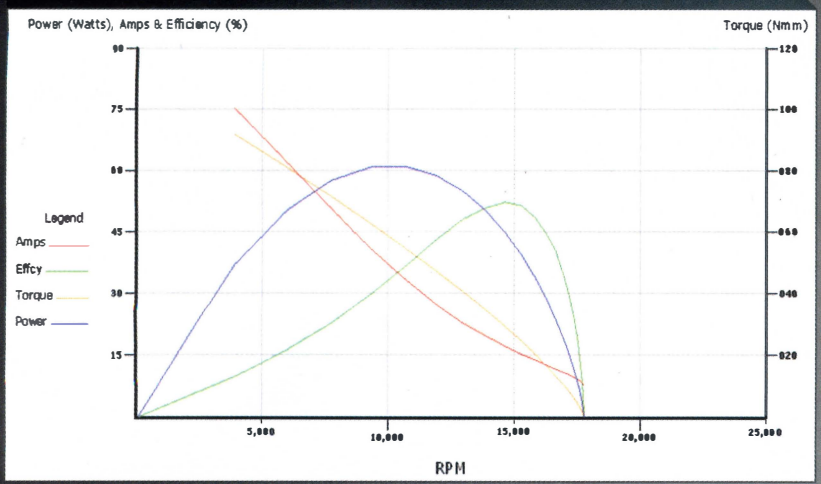




The included motor should be plenty fast for any sort of backyard bashing or street racing.

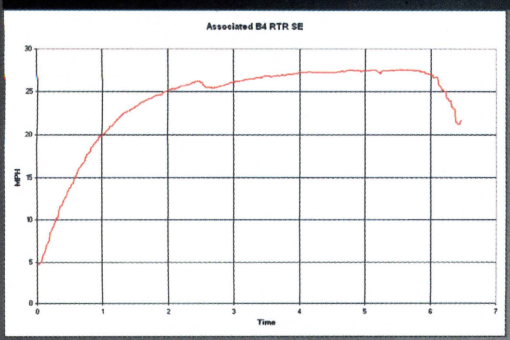
FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.18 sec. @ 25.1 mph
TOP SPEED:	27.2 mph @ 153.72 ft.
AVERAGE RUNTIME:	9 minutes

MOTOR DATA

MOTOR:	Associated
WIND:	15-double
MAX POWER*:	60.9W @ 10,635 rpm
MAX TORQUE*:	91.9 Nmm
PEAK RPM*:	17,702 @ 2.3 sec
EFFICIENCY*:	52.2%@14,559

*Results as tested.

MOTOR SETTINGS

TIMING:	0º
BRUSHES:	Stock
SPRINGS:	Stock

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Indoors
TEMPERATURE/HUMIDITY:	70º F / 70%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Hard-packed dirt

HANDLING

TURNING RADIUS:	2 ft., 0 in.
ON POWER:	Slight Push
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	None
OVERALL BRAKING:	Good

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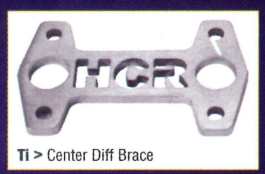
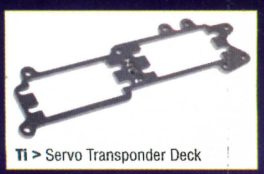
Ti > Steering Linkage Arm

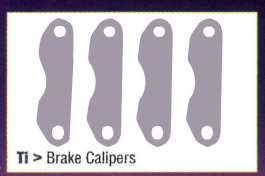

Ti > Center Diff Brace


Ti > Front Bulkhead Brace


Ti > F/R Hinge Pin Brace


Ti > Servo Transponder Deck


Ti > Brake Discs


Ti > Brake Calipers


Al > Rear Brace


Al > Knuckles

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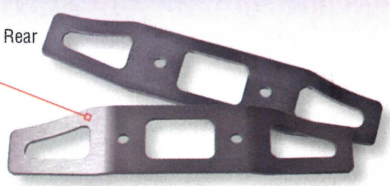


REVO
Ti > Roll Bar/Handle

REVO
Ti > Front & Rear Bumpers Brackets



REVO
Al > Front & Rear, Upper & Lower A-Arms



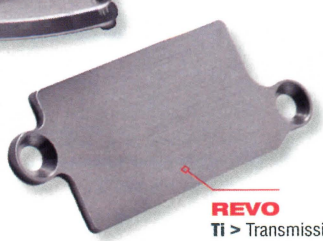
REVO
Al > Engine Head



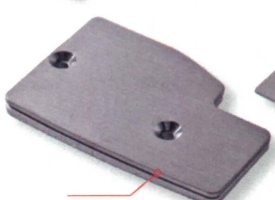


REVO
Ti > Cantilevers
Front and rear, 3 positions, long travel also available.

REVO
Ti > Undercarrage Skid Plate



REVO
Ti > Transmission Servo Skid



REVO
Ti > Fuel Tank Skid



REVO
Ti > Battery Cover

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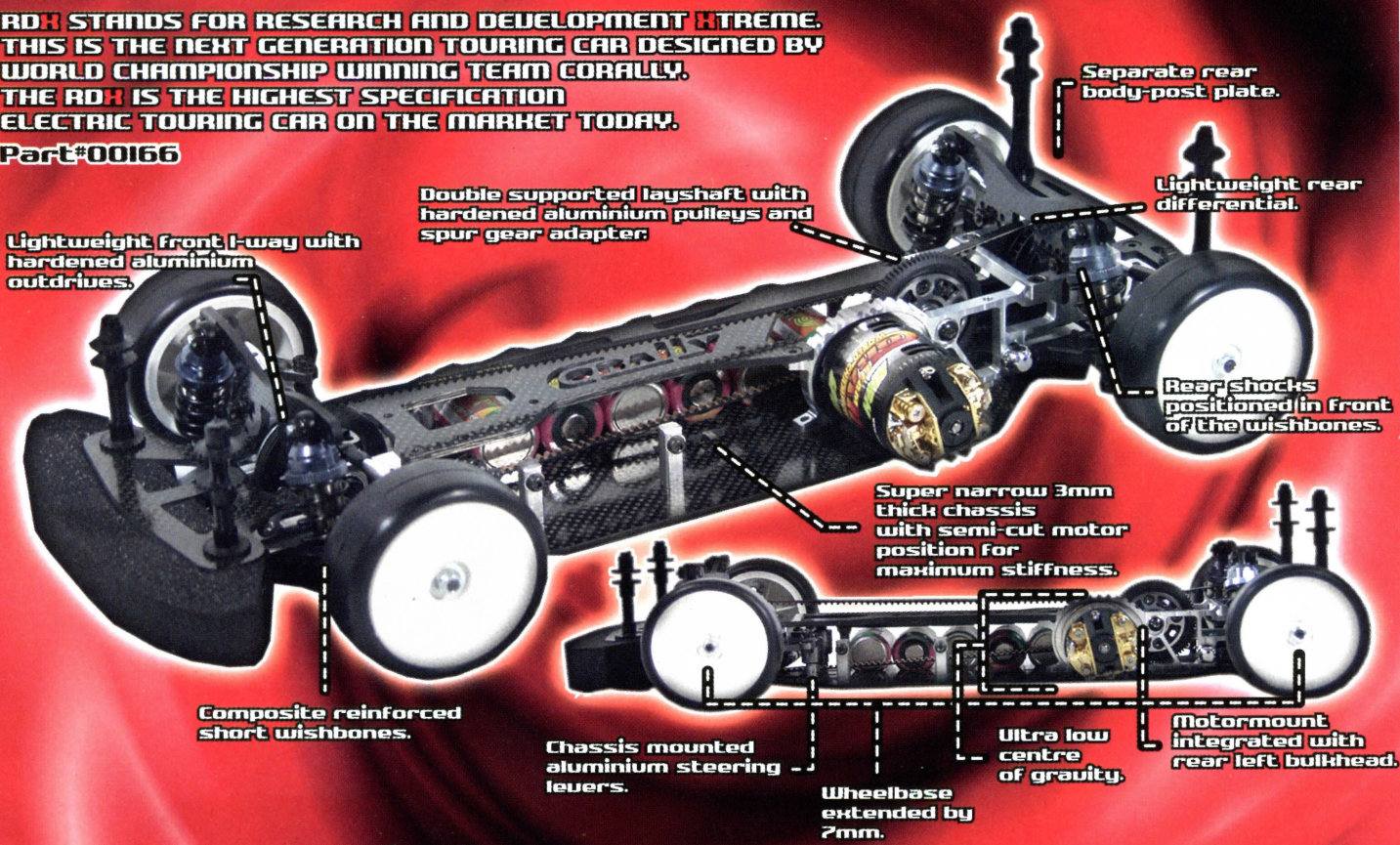

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CHECK YOUR NUTS!

NO GENIUS, THE ONES ON YOUR CAR.

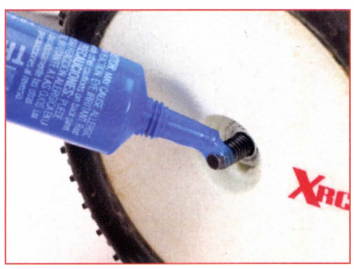
Words: Jeff Eveleigh

The nuts on your vehicle serve a very important purpose – especially wheel nuts. A loose or missing wheel nut means your race is over, so you'd better put them on right. Once in a while we cover an issue in the magazine that seems silly and blown out of proportion, but it's pretty much guaranteed that you'll see at least one wheel pass a car down the back stretch at every weekend race, so obviously this subject needs some attention. The solution isn't just to tighten the nuts on your vehicle, as there are some setup issues that come into play, so follow along as we take a simple twist of the wrist and turn it into a full article of pro nut wrenching tips.

Jeff loves wrenching on nuts.

KEEP THEM ON

The most important part of fastening wheel nuts is to ensure that they are on tight. Use a little muscle, but don't overdo it, as an over-tightened wheel can cause the axle within the bearings to bind, or even warp the wheel. It's a wise idea to put a little blue thread lock on the axle and nut to help keep it in place, but be sure to allow a few minutes for the thread-locking compound to fully cure.



NO BINDING

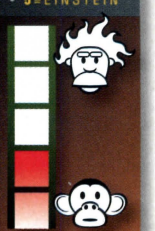
Proper wheel nut mounting has a lot to do with shimming the axle. The idea is to keep the wheel on the car securely, and this means using a lot of force on the nut. This force will usually cause parts to flex a bit, altering the tolerances of your shim job. For this reason you should always check the shimming of the axle with the wheel tightened onto the car, just as it would be under racing conditions. If there is no play but an axle binds when you tighten the wheel, simply remove one shim at a time until this doesn't occur anymore. If the wheel is secured to the axle and there is too much end play, the opposite is true; simply add a shim until the desired gap is reached.



DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine 2.0



THE TOOLS

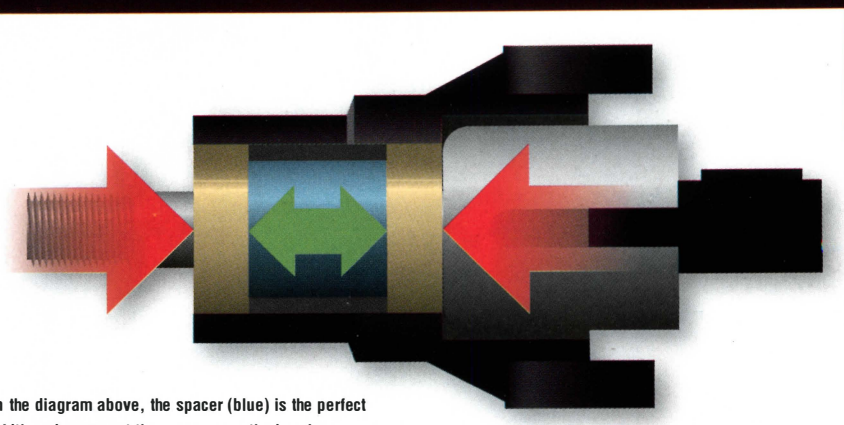


- Wheel Wrench
- Wheel Nuts
- Thread Lock
- Axle Shims

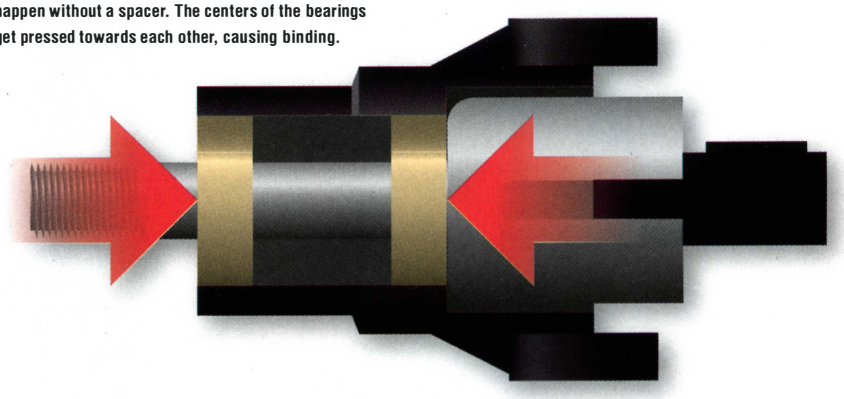
I cringe at the thought of anything involving nuts and crush set ups.

CRUSH SETUP

Another option is to set up something known as a bearing crush. This setup has a spacer in between the two axle bearings that is spaced in such a way that it allows you to tighten the wheels without side loading and binding the bearings. Many cars already utilize the bearing crush setup, but some fine tuning with thin shims may be required to ensure that it is working properly. If the spacer in between the bearings is too short then the bearing will bind, rendering the crush setup useless, so shims need to be added in between the bearings. If the spacer in between the bearings is too large, there will be excessive slop in the axle; the axle won't move inside the bearings, but the bearings will move inside the hub. In this case, a shim needs to be removed from between the bearings. A properly set up bearing crush takes time, but when done correctly you can completely eliminate axle binding with little or no slop, all while your wheel assembly remains attached with authority.



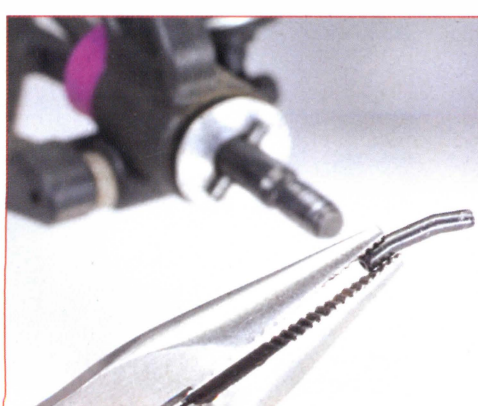
In the diagram above, the spacer (blue) is the perfect width and evens out the pressure on the bearings (yellow). The diagram below illustrates what can happen without a spacer. The centers of the bearings get pressed towards each other, causing binding.



OUT WITH THE OLD

Most vehicles use locknuts to secure the wheel assembly to the axle. A locknut contains a small nylon ring with a slightly smaller diameter than the actual threaded portion of the nut. This causes the threaded axle to cut its own threads through the nylon insert, allowing the nylon to "grab" onto the axle and prevent the nut from loosening. Each time a locking wheel nut is removed and reinstalled the nylon insert wears out a bit and eventually will not grip the axle anymore, possibly allowing the nut to loosen. It is a wise idea to throw a fresh set of locknuts on your vehicle after every few races, or at least when the nuts have worn out. You'll know they are worn out when there is no increase in the force necessary to install the nut once the axle reaches the portion of the nut with the nylon insert. If the nut goes on easily it will come off easily, so spend a few cents and freshen your nuts from time to time.





BE STRAIGHT WITH ME

One sure way to waste all of the time you spent getting the perfect amount of shims, reducing binding, and keeping the wheels on your vehicle is to have something change within the assembly without you knowing it. A common change that you may overlook is a bent axle drive pin. The little pins that go through the axle and lock the hex drive can easily bend and alter the spacing of the assembly, especially when you are constantly taking your wheels on and off and using a lot of force on the wheel nut. Try upgrading to a harder pro pin if your vehicle's manufacturer offers them, as it will help reduce the chance of it bending. Otherwise, keep a bunch of spares around and replace them as you notice them bending, but always keep an eye on them and make sure they stay straight.

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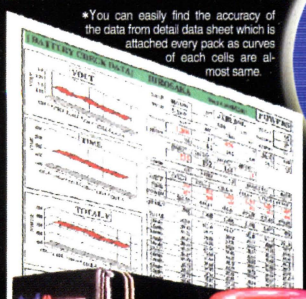
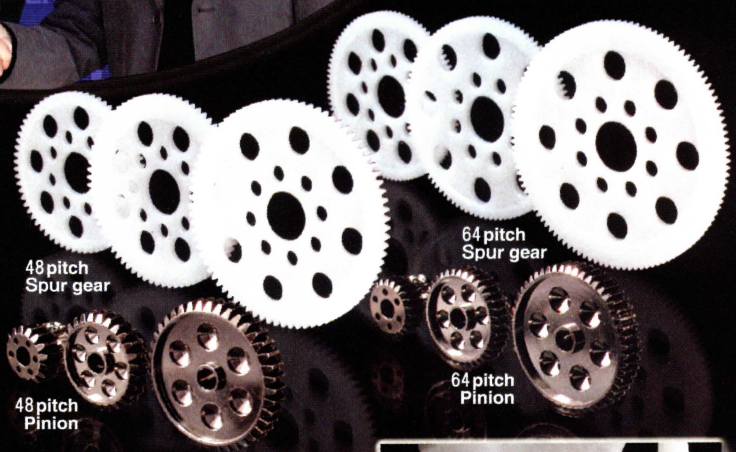
*You can easily find the accuracy of the data from detail data sheet which is attached every pack as curves of each cells are almost same.





* Administration number, marks of "Total", "Matched" are labeled on each cells.



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STAGE III
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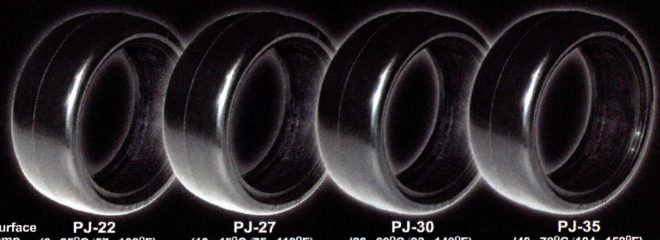
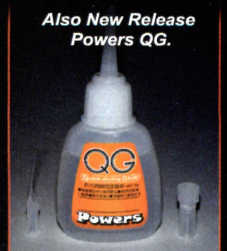


Surface temp.	PJ-22 (0~25°C/57~102°F)	PJ-27 (10~45°C/75~113°F)	PJ-30 (20~60°C/93~140°F)	PJ-35 (40~70°C/104~158°F)

POWERS Tire Final adjustment will be completed soon!

Also New Release Powers QG.



★ *Powers Slick Tire*
Highly pure blended compound & well balanced inner mesh: The tires give an exquisite touch to driving performance.
Hardness: 22:27:30:35

★ *Racing Molded Insert*
High density and consistency: The ivory molded inserts give a sure stability in driving characteristics.
Hardness: Soft (S): Medium (M): Hard (H)

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True circle & heavy duty design: The wheel holds up the best performance till the end of any given hard race.
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★ *Powers QG (CA Superglue for R/C models)*
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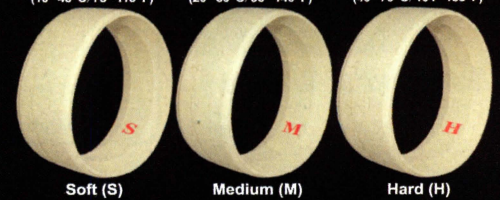
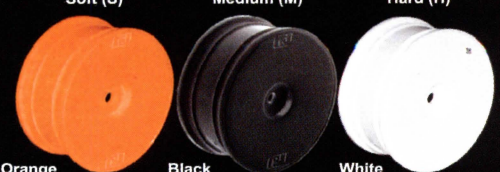
Volume: 20ml (nozzle included)



Soft (S) Medium (M) Hard (H)



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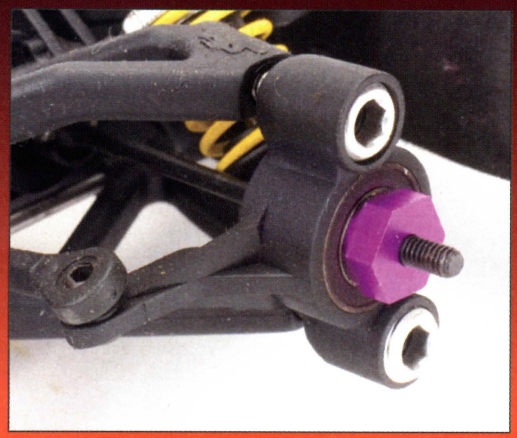
CLASS DIFFERENCES

Different racing classes require you to handle the nuts on your vehicle differently as well. Electric cars run shorter races and vibrate much less than a nitro car, so less force is required to hold the wheels onto the vehicle. When mounting wheels for electric, you should be thinking more about a smooth bind-free drive train while still keeping your wheels in check. When it comes to nitro racing, the power and vibration of the engine together with the much longer races make wheel attachment much more important. Upgrades to your car such as aluminum wheel hexes are always a good idea regardless of the class, but especially for nitro cars. Aluminum hexes allow you to tighten the wheels further without running the risk of flexing the plastic hex and binding the motion of the axle.



AM I TOO FAT?

We discussed locknuts with nylon inserts earlier, but for these nuts to do their job the threaded portion of the axle must actually thread into the nylon insert. Many cars such as the TC3 have an axle that doesn't reach fully into the nylon portion of the nut, possibly allowing the nut to come loose during a race. Trinity and other manufacturers make low profile nuts that bring the nylon locking portion closer to the axle, letting it lock on more securely.



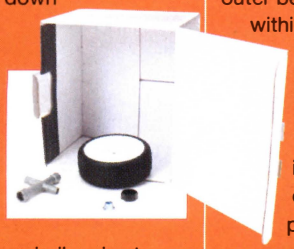
Low profile nuts? They have surgery for that, you know.

It's also common to use a thin washer between the hex drive and rim to widen your car's stance slightly or to eliminate rubbing when wider tires are used. This washer could also prevent the threaded portion of the axle from reaching the nylon locking insert of the wheel nut. Check your specific chassis and setup and if you don't see the axle coming all the way through the nut, you may want to find some low profile nuts to keep your wheels where they belong.



BE PREPARED FOR THE WORST

Even after reading and following the directions within this article, a wheel can still fall off during a race. Once you hit the track the only thing you can do in this event is be prepared. Always bring a spare wheel assembly, wheel nut, and wheel wrench to the pits with you during longer nitro mains so you can quickly bolt a wheel back into place if one goes for a walk on its own. This way you won't have to chase the lost wheel down from the marshal at the other end of the track before you can hit the track again. If you are racing on-road and using foam tires, make sure you throw an extra set on the tire truer so they will be a similar size to the ones you are running. There isn't much point in bolting a 65mm tire onto the front left of the car when all of the other tires are in the 53mm range!



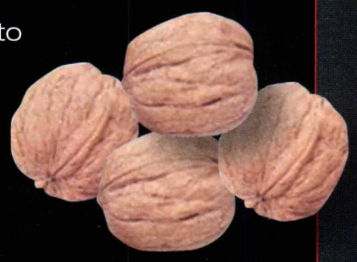
CLEAN YOUR HEX

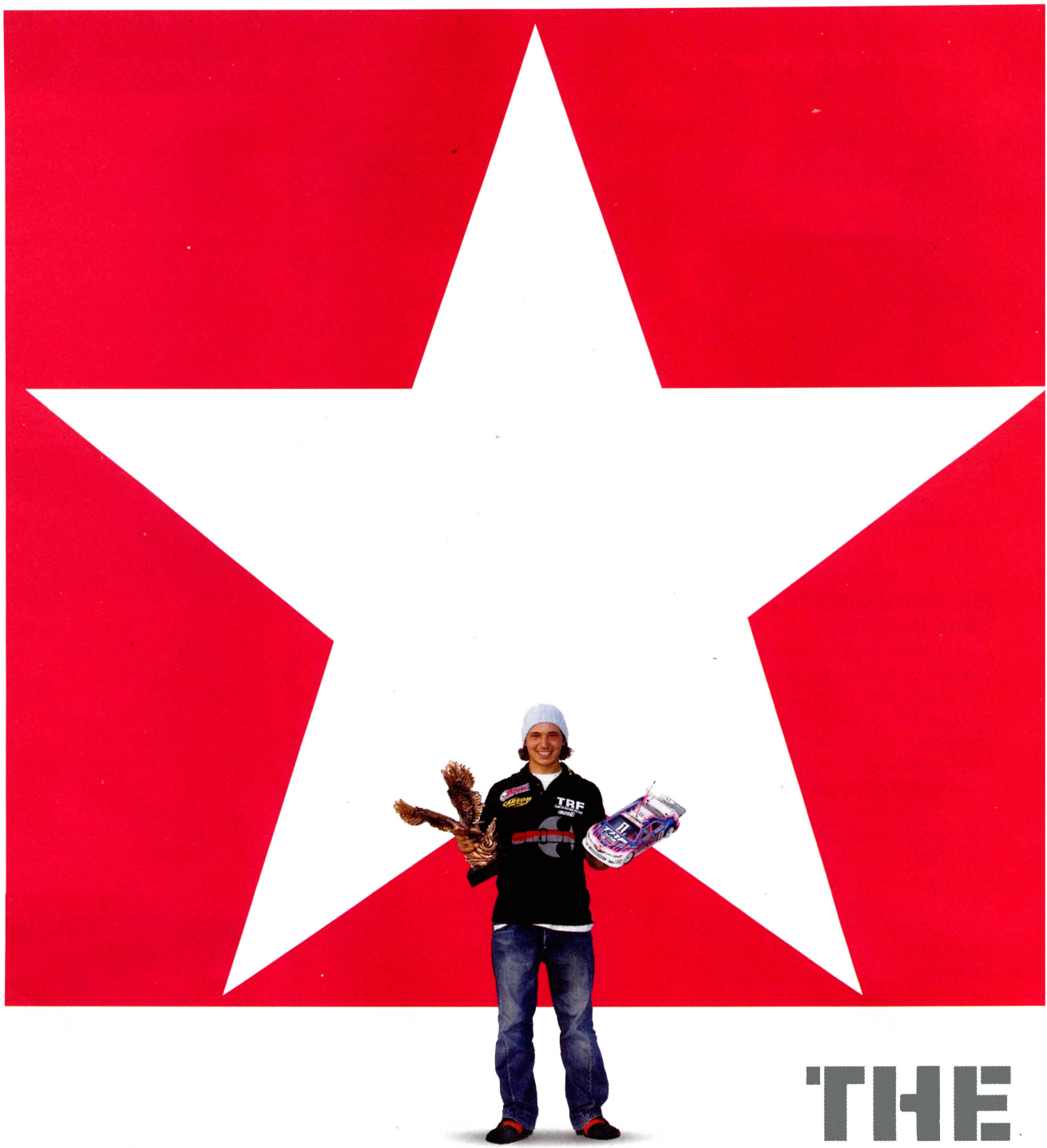
Prolonged use of thread-locking compound when mounting the wheels on your vehicle can cause a buildup of dried thread lock on the face of the drive hex and on the axle. This residual thread lock can even work its way into the outer bearing within the hub. Remove the hex drive from the axle once in a while and use a hobby knife to clean away all of the built-up thread lock from the entire axle assembly to prevent it from binding the movement or causing spacing or alignment problems in the future. Once you've cleaned the area up, double check your shimming since the dried-out thread lock may have actually acted as a shim itself and altered the spacing.



PECANS OR HEX?

In the end you only want to accomplish a few simple things when it comes to mounting wheels securely. You want the wheel to stay on with no binding and as little slop in the axle as possible. Take the time to set up this assembly properly to begin with and check all three of these criteria each time you bolt your wheels on, and you'll never lose a race to your right rear tire again. ✪





THE WORLD'S

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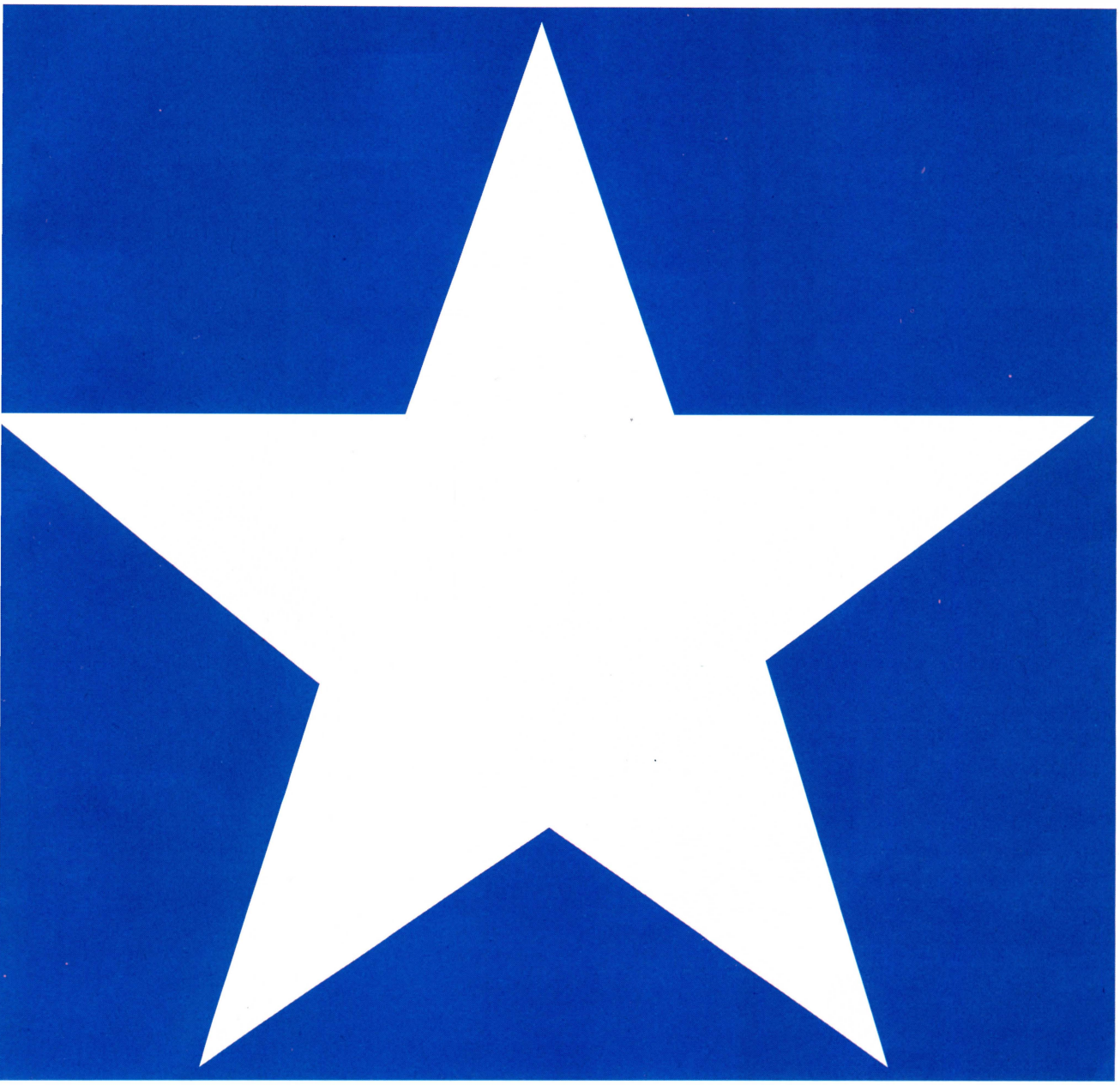

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BUST A MOVE YO!

YOUR GUIDE TO POPPIN' N' LOCKIN' AND BREAKIN' IN A MOTOR

Words: Derek Buono

For the most part, the "how to break this in" debate takes place in the nitro community, but most of us know that an electric motor needs to be broken in properly as well. Starting a motor off on the right foot will increase its performance across the board and make your cars faster for longer. Don't think of this as running the motor at low voltage, but rather as steps you can take to extract every drop of power from your new motor before you run it. We called upon Trinity motorman Chad Phillips to see what tips he could give us on breaking in an electric motor.



Even "Pro" motors need to be broken in.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine 3.0



THE TOOLS

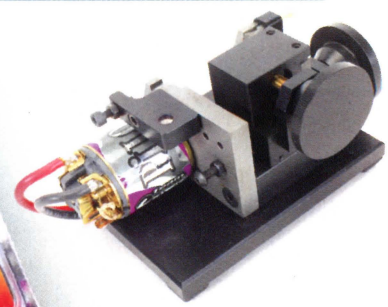


- Comm Lathe
- Soldering Iron
- Motor Spray
- Charger w/Motor Run-In

CUT COMMUTATOR FIRST

One of the tricks to get the most from your motor is to cut the commutator. Depending on what motor you bought, it may or not be true from the factory. By cutting the comm first, you'll know that you're starting with a perfectly round surface with no imperfections. You may loose a thousandth of an inch on its diameter, but you'll gain performance and the comm will last longer.



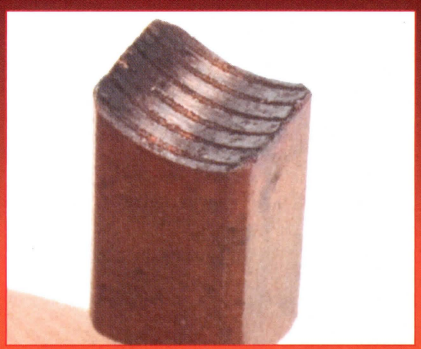


WHY BREAK IN A MOTOR?

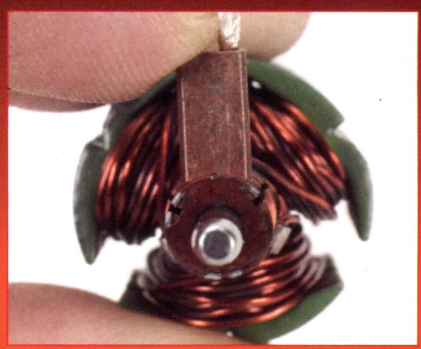
When we talk about breaking in an electric motor, we are trying to allow the brushes to conform to the shape of the commutator. This "wearing in" allows the brush to make more contact with the comm and transfer power to it more efficiently from the brush. Back in the day, brushes had a really flat face and breaking them in was a much more involved process that was far more important. Most current brushes are contoured to allow the brush to seat faster and speed up the process.



When a brush isn't given time to wear in to match the shape of the commutator, the contact patch between the two becomes smaller, creating more arcing between them. This reduces efficiency by increasing the operating temperature, and reduces comm life by creating "burns" in the copper.



By allowing the brushes to wear with mechanical break in they become seated against the commutator, matching its shape and radius without the harmful effects of higher voltage and RPM. Once they are seated, the power of the motor will be increased and the comm should last longer due to less arcing from the contour of the brushes not matching the comm.

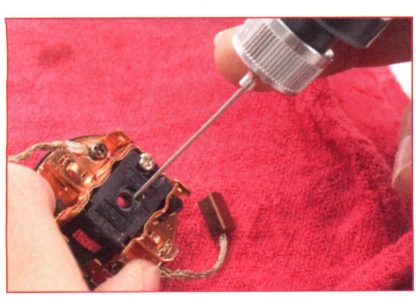


If your brushes last long enough once they are fully seated and the commutator gets trued (cut) a few times, the diameter of the comm may become smaller than the brushes were designed for, requiring you to alter the size of the brushes. Without altering the width of each brush, it is possible for the timing to change slightly. It's not a big deal, but it will make a slight difference in the motor's performance.

SPRAY OUT BEARINGS

Spraying the grease out of a motor's bearings will free up some power, but you must also remember to re-oil them. Any time that you use motor spray on the motor be sure to re-oil the bearings or bushings. Remember that bushings will require thicker oil while bearings will work better with a thinner oil.







GOT THE TIME?

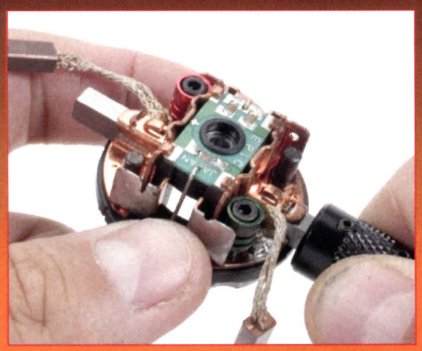
The time it takes to break in brushes depends on the brush compound and the application. Most of the time the harder the brush is, the longer it takes to break in. Most modified brushes can take anywhere from one to two minutes to become fully seated, while stock motors usually use very hard brushes that may take up to three minutes. Chad says that two minutes is usually enough time at 2 volts, as long as there is a load on the motor. If you're free-running the motor with no load, it can take much longer and you should check the brushes every minute or so to make sure they are fully broken in.



You're not boiling eggs, so skip the egg timer and use your head. Check the brushes after two minutes to see if they look worn over the full face of the brush. If it takes three minutes, then that's what it takes.

CHECK ALIGNMENT

Serious racers will always carry a brush hood alignment tool with them. Keeping the brushes perpendicular to the commutator is very critical, both in the performance of the motor and in the break-in process. Before you run the motor you should check and adjust the hoods if necessary.



Trinity and several other companies make alignment jigs that will ensure the brushes are perpendicular.

CHECK TIMING

Since you've taken the motor apart, if it's a modified motor you'll want to check to make sure that the timing gets re-set properly. If you have a timing jig you can easily check the setting and reset the timing to the recommended amount. If you're running stock motors with fixed timing, this isn't an issue.



Remember your motor's timing setting before you disassemble it, and never use retarded timing.

SOLDER BRUSHES/ CHECK CONNECTION

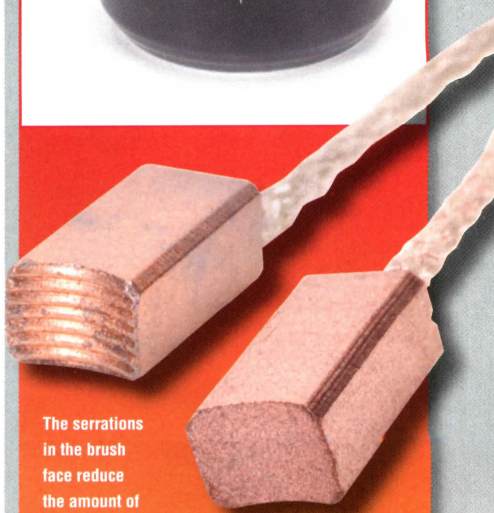
If the motor has screw-on brushes, you may want to forego the ease of unscrewing the brush from the hood and solder them on instead. This will increase the motor's efficiency and also prevent the screw from backing out and causing major problems down the road. If you can't make yourself solder the brushes on, make sure to check them every few runs to make sure nothing is loose.



STILL USING WATER?

Water is one of those tricks you still occasionally see being used. The idea is that the water lubricates the moving parts and reduces arcing between the brushes and commutator, and also speeds up the break in process. However, with the advent of contoured brushes that sit closer to the commutator and serrated brush faces, there really is no need to dip your motor in water.





The serrations in the brush face reduce the amount of time need to have the brush fully seat. Some brushes still have the smooth face and will require longer break-in times.

Coffee dipping is a new trick from the pros.

MARC RHEINARD

2004 GERMAN NATIONAL CHAMPION
2004 EURO TOURING MASTERS CHAMPION
2004 IFMAR ISTC WORLD CHAMPION
2004 GP CARPET WORLD CUP CHAMPION



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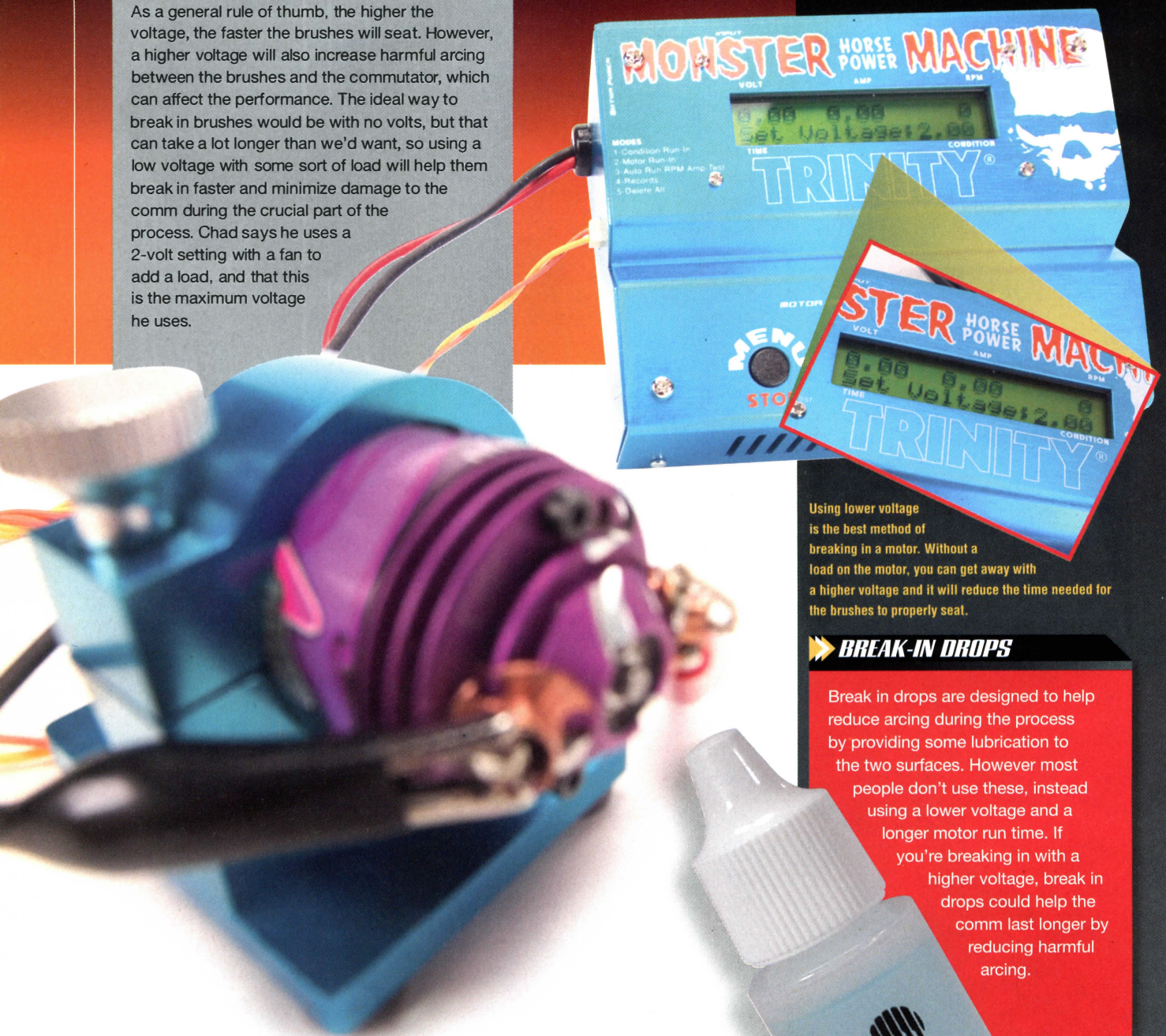
VOLTAGE

As a general rule of thumb, the higher the voltage, the faster the brushes will seat. However, a higher voltage will also increase harmful arcing between the brushes and the commutator, which can affect the performance. The ideal way to break in brushes would be with no volts, but that can take a lot longer than we'd want, so using a low voltage with some sort of load will help them break in faster and minimize damage to the comm during the crucial part of the process. Chad says he uses a 2-volt setting with a fan to add a load, and that this is the maximum voltage he uses.



Using lower voltage is the best method of breaking in a motor. Without a load on the motor, you can get away with a higher voltage and it will reduce the time needed for the brushes to properly seat.

BREAK-IN DROPS

Break in drops are designed to help reduce arcing during the process by providing some lubrication to the two surfaces. However most people don't use these, instead using a lower voltage and a longer motor run time. If you're breaking in with a higher voltage, break in drops could help the comm last longer by reducing harmful arcing.



IN CONCLUSION...

Sure, you can skip half the steps in this article and just run the motor straight out of the package, but most of us want the absolute pinnacle of power. Taking a few minutes when you get that freshy from the hobby shop will make your car faster and make the motor last longer.

A Tool Box Isn't Complete Without RPM



Motor Work Station

Motor maintenance is drastically simplified with this extra set of hands for all your electric motor maintenance needs. **#81292. SRP—$12.95**

Bearing Blaster



RPM has the only bearing cleaner that gives you visible proof that it works. How many other tools pay for themselves by drastically improving the life of those expensive bearings? **#81170. SRP—$8.95**



Pinion Case

Organize and protect your pinion gears from damage in your toolbox. Our pinion case allows for easy access while enclosing your gears for protective storage. **#80412-Black, #80415-Blue. SRP—$8.95**

Crystal Case



Organize your Transmitter and Receiver Crystals in this handy and protective case that will store up to four pairs of crystals. **#80392-Black, #80395-Blue. SRP—$7.95**

Hex Drivers

RPM hex drivers are feature packed including: color-coded handles, hex tip size molded directly into the handle, oil resistant materials resist anything they might come into contact with, and they are light weight and comfortable to use. Available in sizes: .050", 1.5mm, 1/16", 2mm (5/64"), 3/32" (straight tip and ball), 2.5mm (straight tip and ball), & 3mm. **SRP—$8.95 ea.**



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RPM Ride Height Gauges take the guesswork out of proper ride height set-up. Not sure if your chassis is tweaked—our gauge will tell you. Our Ride Height Gauge is extremely accurate and available in metric and standard versions. **#81150-Metric, #81300-Inch. SRP—$8.95 ea.**



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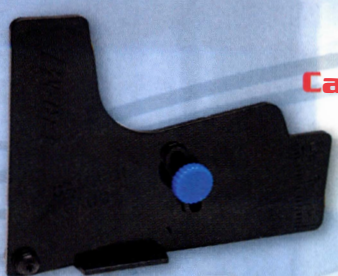
Do you think you can eyeball your camber to the correct angle? We know it's impossible. Let our camber gauge prove it. It's fast, easy, and very accurate! **#70992. SRP—$9.95**



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9.5 VIOLATOR

KING PIN SUSPENSION

4WD
3 DIFFERENTIAL

READY TO RiP

PART #34954



PRE-ASSEMBLED
ASSEMBLED CHASSIS WITH RADIO AND ENGINE INSTALLED

- 135CC GAS TANK
- FORCE .26 ENGINE
- FRONT KP SUSPENSION
- OIL-FILLED COIL-OVER SHOCKS
- 330MM WIDTH
- THREE DIFFERENTIALS
- HARD COATED CHASSIS
- FRONT CVA'S
- 2 CAR CARRYING CASE
- FULL BALL BEARING SET
- 3.5MM SHOCKS SHAFTS

SHAFT START

Both the Violator and the Blazer SST include OFNA's Shaft Start starting system to get your engine started fast and hassle free. Just place the dog bone shaft into the receptacle and push the button, that's all there is to it.

9.5 C-HUB

C-HUB SUSPENSION

PART #34956

- 2 CAR CARRYING CASE
- OIL-FILLED COIL-OVER SHOCKS
- PRE-CUT BODY
- FAIL SAFE
- THREE DIFFERENTIALS
- FRONT AND REAR CHASSIS BRACES
- FRONT CVA'S
- FULL BALL BEARING SET
- PRE-PAINTED BODY

9.5 MBX

MBX SUSPENSION

PART #34955



FP FULL PAINTED BODIES

Includes an OFNA Full Painted Body so you will look good right out of the box. No hassles with masking and painting.



READY TO RiP

PRE-ASSEMBLED
ASSEMBLED CHASSIS WITH RADIO AND ENGINE INSTALLED

READY TO RiP

BLAZER SST

KING PIN SUSPENSION

PART #34953



PRE-ASSEMBLED

ASSEMBLED CHASSIS WITH RADIO AND ENGINE INSTALLED

- HARDENED DIFFERENTIAL GEARS
- OFF-SET KING PIN SUSPENSION
- FRONT & REAR LONG DAMPERS
- FULL RUBBER SEALED BEARINGS
- 2 SETS OF RACING WHEELS & TIRES
- FRONT & REAR SWAYBARS
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- COMPOSITE LONG SUSPENSION ARMS
- 2 CH. RADIO & HIGH TORQUE STEERING SERVO
- 9.5 VIOLATOR LONG WHEEL BASE - 330 mm
- USES 9.5 VIOLATOR HIGH TORQUE CHASSIS



The Blazer SST includes two sets of Tires and Wheels at no additional cost. Now you get the best of both worlds right out of the box.

Put on the Chrome Five Spoke wheels and Stadium tires for racing at the track or the Dish Monster Truck wheels and LZ Monster Tires for Bashing, Climbing Rocks and more.

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9.5 PRO C-HUB SUSPENSION & MBX SUSPENSION

PART #34950

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- FUEL TANK SPLASH GUARD
- 3.5MM SHOCK SHAFTS
- FRONT, CENTER AND REAR CVA'S
- GRAPHITE & ALUMINUM SHOCK TOWERS
- ALUMINUM RADIO TRAY POSTS
- BALL BEARING STEERING
- ALUMINUM WING STAY POSTS
- DUAL DISC BRAKES
- THREADED SHOCK BODIES
- 2 CAR CARRYING CASE



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2005 NOVAK U.S. TOURING CAR CHAMPIONSHIPS

Our art director asked us if he could go crazy on this layout. We said yes, but he had to make a lot of Wisconsin jokes.

WHAT DO YOU DO WHEN IT'S UNBEARABLY COLD OUTSIDE, the holidays have just ended, and you just got a fresh set of vacation days at work? If you're an on-road racer, you had better be heading to Trackside Hobbies in Milwaukee, Wisconsin for the annual Novak U.S. Touring Car Championships. Now in its eighth year, the USTCC has quickly grown to become one of the premiere races on the indoor circuit, drawing some of the best drivers in the country to the land of cheese and badgers each January. Fire up the tire truers and break out the traction compound, it's time for some carpet racing!

Words & Photos: Shane Archer

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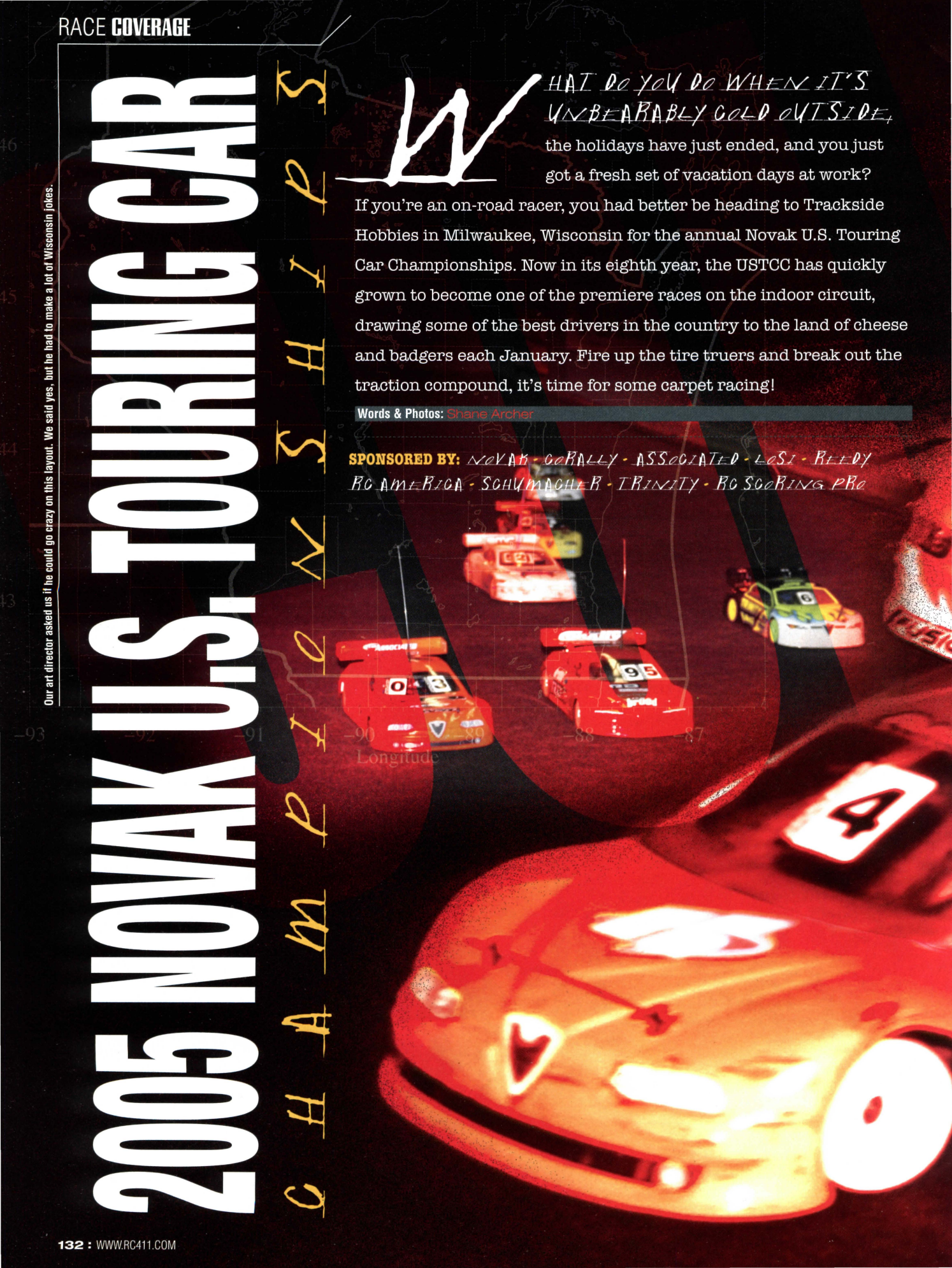
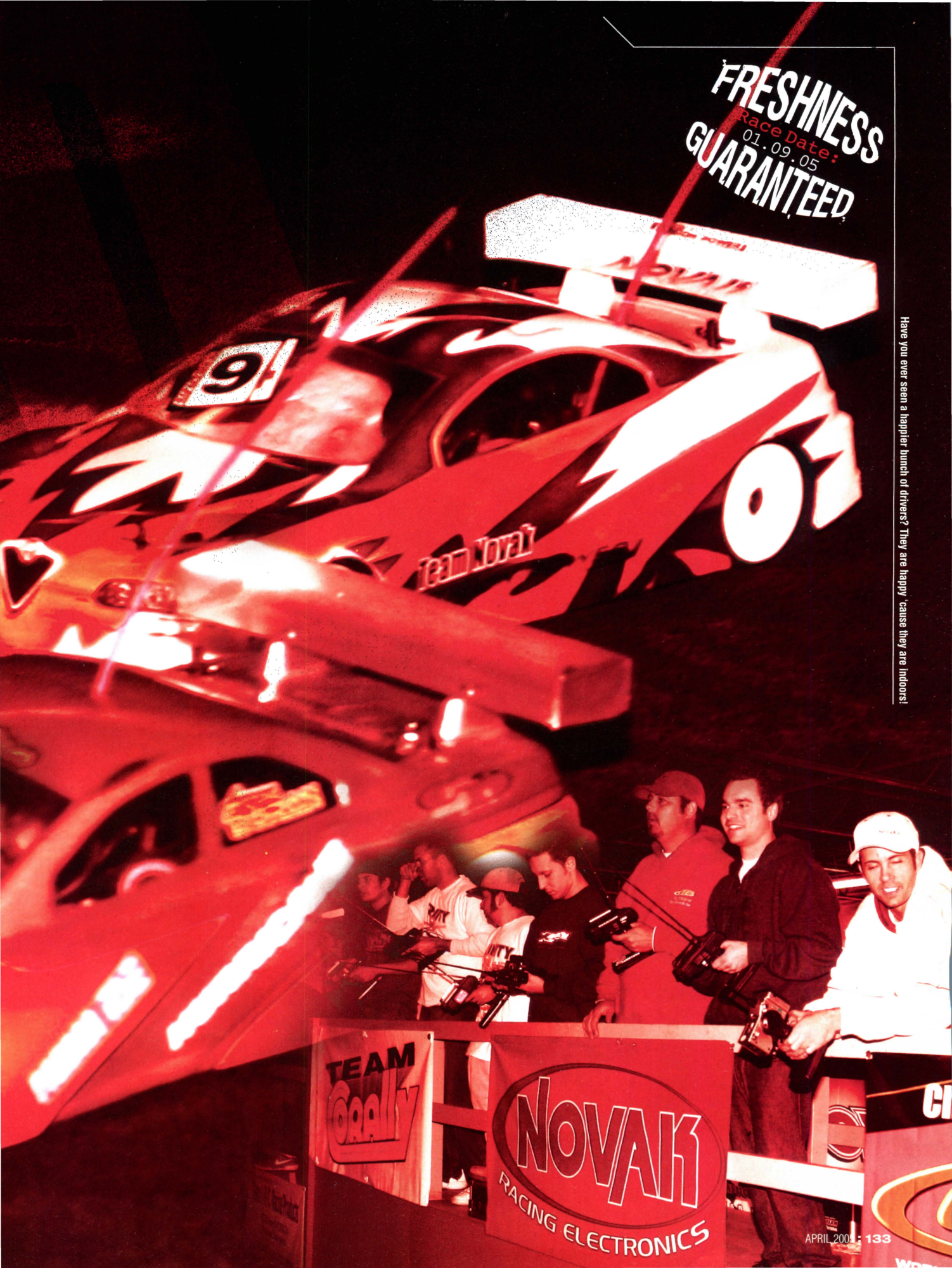


FRESHNESS GUARANTEED

Race Date: 01.09.05



Have you ever seen a happier bunch of drivers? They are happy 'cause they are indoors!

That would be the race-winning car of the one and only Mr. Ralph Burch.

The Track

The 2005 USTCC featured an extremely tight layout, with relatively skinny lanes and plenty of corners to mix things up. A well-balanced setup demanded both monster horsepower and great corner speed, which certainly presented a challenge for many drivers. The barriers at Trackside are made from wooden boards with plastic "flappers" attached at the ends, making for a solid layout but packing plenty of car-damaging potential when contact is made.





1. Off of the line, drivers must swing their cars straight into a high-speed 180-degree sweeper. Getting out of the run line here was suicidal, and more than one polesitter missed the entry point and shot straight into the wall.

2. Drivers had to slow greatly to apex the first turn correctly, and this was the most critical part of the track early-on in the mains. As the pack came through the sweeper, a good line here was the difference between a clean start and a massive pileup.

3. This low-speed chicane was bent just enough to prevent a straight line through it, although the most aggressive drivers took it right on the edge.

4. With such high grip on the track, drivers could accelerate heavily here and still make it around the next corner. A poor exit from the previous chicane would often result in getting passed here in the open.

5. The carousel offered more high-speed action, and once again, getting off of the run line could be disastrous. Getting two tires out in the marbles usually meant a quick meeting with Mr. Wall.

6. Drivers slowed for this 180-degree bend, but then rocketed out of it to pick up as much speed as possible heading down the short chute to the back side of the track.

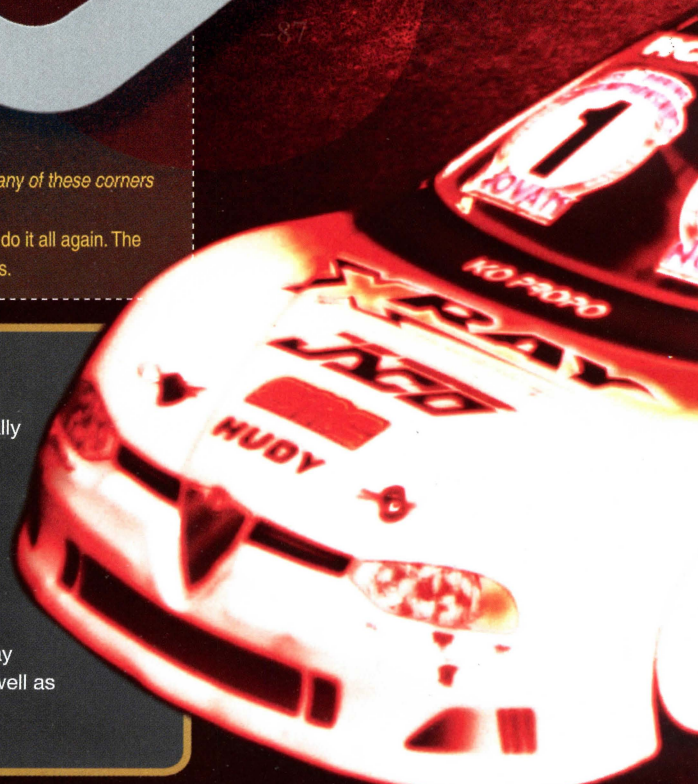
7. The "S" section provided plenty of passing opportunities, as a bad line out of any of these corners made for a serious loss of speed.

8. One final 180-degree bend, and the cars rocket back onto the straightaway to do it all again. The timing loop is at the end of the straight, which made for some great final-lap chases.

The Juice

In an effort to keep the track conditions consistent throughout the event (and to reduce the mind-warping wintergreen odor that usually appears at indoor races), Trackside opted to go with a handout traction compound, Corally's Jack-the-Gripper. Corally was generous enough to provide a free can for each racer, and the general opinion was that it was a great idea. It also spawned a new breed of scavenger: At the conclusion of the race, many airport-bound racers left their cans of compound behind, and some local kids walked away with bags and boxes full of traction compound (as well as cans of motor spray and one-run foam tires).





The Tech Factor



Pretty much every major race has a tech area set up to enforce motor, body, and chassis rules, but more often than not the cars are just checked briefly and forgotten about. Random (if any) motor checks have become the norm, and more than a few people have bragged about how easy it is to cheat at national events. This was far from the case at the USTCC, where a crew of tech veterans kept things running smoothly all weekend. Cars were thoroughly checked before and after runs, and motors were torn down and examined in all of the higher heats. A few people had runs disqualified over the course of the weekend for a variety of infractions, including one racer who had just TQ'd his class. His motor had not been tampered with, but was missing the armature tag identifying it as being legal, so the run was tossed. Rumors also spread of drivers using illegal (at the time) 3700 mAh cells that had been re-wrapped as 3300s, so cells were double-checked, especially in the modified class. This by-the-book approach to tech has become customary at the Novak race each year, and the racer response has always been 100% positive.



2005 NOVAK

HELLO WISCONSIN!

If you're like most people, the mention of Wisconsin probably evokes thoughts of unhappy cows, binge drinking and That 70's Show…and not much else. But nestled in a small suburb of Milwaukee is S&N's Trackside Hobbies, one of the finest indoor RC tracks anywhere. Scotty Ernst's facility features a large carpet track and an indoor off-road track, plus video games, satellite television, great food at Snackside, and an excellent hobby shop. The USTCC started out back when Trackside was located off an old farm road in a building that amounted to an old warehouse, where racers braved cool temperatures and leaky ceilings to enjoy great racing and the best in hospitality. The track has come a long way, and with nearly 300 entries this year, so has the race!

In addition to the normal foam-tire touring car classes of stock, 19 turn and modified, the USTCC features stock and sportsman rubber-tire classes using Take Off CS27 handouts, a class for Tamiya Mini Coopers, and a brushless motor class using Novak SS5800 brushless motor systems. Last year's USTCC marked the competitive debut of the brushless motor, and 2005 saw another successful race with the up-and-coming technology. Bob Novak himself was on hand to provide support for Novak's products, and even had the chance to do a little racing himself.

Big props to the tech crew at Trackside. They worked their frozen butts off.

THE RACE

For any experienced driver, the USTCC race format should sound very familiar: Four rounds of qualifying, with each driver's single fastest time determining their final position. Triple A mains are run on Sunday, with the best two out of three finishes determining the overall winner. In the event of a tie—and there were a few—the third score is used, and if those are still tied, it goes to the total number of laps. The racing was close, with the top ten modified drivers less than six seconds apart.

AND THEY'RE OFF!

Stock Foam • The Stock class is always extremely close at any big race, and the USTCC was no exception. The top thirty drivers were all separated by about 15 seconds in qualifying, and the TQ spot bounced around between different drivers. Ray Darroch managed to steal it for good in the final round as he turned in the only 25-lap run of the weekend with his XXX-S, giving him the pole position for the finals.

The A1 main saw Darroch carry his

The Buzz In the Pits

OLD DOGS, NEW TRICKS • After a bunch of sponsor-swapping that we reported in the last issue, a few drivers made their first appearances for their new teams at the USTCC. Mike Dumas showed up with a brand-new Xray car that included a few new prototype parts, including adjustable-height differentials for carpet racing. Billy Easton also drove his Losi JRX-S for the first time, after joining the team a few weeks before the race. Both drivers made a strong debut, putting their cars solidly in the show.

HAVE SKILLS, NEED CAR • In an odd twist that you don't see very often, former National Champ Paul Lemieux was left without a car to run for the race. He is signed on to run Kyosho's new touring car, but it wasn't yet ready, so he showed up in Milwaukee without anything to drive. A trip to Trackside's hobby shop solved that, as Paul got his hands on an HPI Pro 4 kit and built it just before the race, and had no problem tearing up the track with it. At the end of the weekend, he took his electronics out of the car and gave it back to the shop. Next stop, eBay?

FULL METAL JACKET • Chad Philips, Trinity's top motor man, was on hand to provide driver support and to test out Trinity's latest innovation, an aluminum endbell for the new Cobalt line of modified motors. The only two prototypes in existence were at the race, with Billy Easton and Bobby Flack testing them throughout the weekend. The production version will feature onboard capacitors like the standard Cobalt, and possibly other refinements. No word yet on a release, but you'll probably see more of them in the near future.



No word yet on a casting call for a live-action *Shrek* movie. But our money's on Drew as the early front-runner.







ABOVE: Brushless TQ Eli Ezrow waves to his adoring fans before the A2 Main.
RIGHT: Somebody pointed out that Xray/Hurricane driver Drew Ellis strongly resembled a certain swamp-dwelling ogre. Whacky hijinks ensued as they tried to find a suitable racer to become the Donkey to his Shrek.

holeshot all the way through for the win, with Brad Johnson in tow. Johnson kept it close, but was never able to make a pass. The second main got a little more wild, as Darroch bobbled around the halfway mark and both Johnson and Stephen Sobottka snuck through. A few laps later Sobottka tagged a board and Darroch claimed second, and with four laps to go he got by Johnson for good to take the main and the event. With Darroch sitting out the final main, Johnson made a pass on the first lap and never looked back, securing a solid second place overall.

19 TURN • The 19 Turn class featured a great mix of drivers from both the Stock and Modified groups, meaning that a lot of locals got a chance to rub fenders with factory drivers. Qualifying was exceptionally tight, with only four seconds separating the entire A Main field. Chris Tosolini turned in a lightning-fast time in the final round to take the top spot with his RDX, with the JRX-S-powered duo of Brian Kinwald and Bobby Flack close behind.

Racing got underway with a first-lap pileup that let Flack take an early lead with Kinwald close behind. Kinwald challenged Flack early but fell back into a battle for second with Mike Dumas, who had risen all the way from seventh on the grid. Late in the race, Dumas got by Kinwald and began an incredibly hard charge on the mistake-free Flack, gaining ground on him with every lap. As they entered the final straightaway after the clock had expired, Flack tried to close the door on an underneath pass by Dumas and the two got together, with Dumas flipping over the barrier and Flack hitting the wall. As the two cars sat just a few feet from the finish line, it was Kinwald who drove between them to take the win, with Dumas arriving second and Flack third.

The second main was a Tosolini clinic, as Chris drove mistake-free for five minutes to take the wire-to-wire win. Kinwald hung around in second, and Dumas worked his way up to third to set the stage for a final main in which any of the three could still emerge victorious. The race began with Tosolini out front, but an early bobble let both Kinwald and Dumas by, who had once again worked his way up from seventh. Kinwald held the lead for a few laps but it was Dumas who made a clean pass and never looked back, taking the win with Kinwald and Tosolini in tow. Dumas and Kinwald tied in the final points, so it came down to the throwaway score, leaving Kinwald with the overall win and Dumas in second. You heard it here first: Dirt conquers carpet!

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Fully adjustable suspension geometry featuring **I.S.S.™**: caster, camber, toe, anti-dive, anti-squat, ride height, down stop, Ackermann, roll center, in-board toe, wheelbase. All aluminum parts CNC machined from Swiss 7075 T6: chassis (3mm), brace (5mm), steering plate (3mm), suspension blocks (5 mm), front & rear shock towers (4mm). Special drive train parts manufactured from **Hudy Spring Steel™**: universal drives, diff outdrives, turnbuckles. XB8 includes clutch bell, aluminum 3-shoe clutch, rubber-sealed ball-bearings, 3 sets of pistons, 2 sets of clutch springs, front & rear anti-roll bars, 2 sets of shock springs, set of steel eccentric bushings and FREE 1200NiMH receiver pack and 4 **Hudy profiTOOLS.**



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Composite steering block with molded-in steel bushing.







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XRAY®

MODIFIED • A few well-known drivers were debuting with new teams for this race, which made qualifying very interesting. In the end, though, it was Ralph Burch who dominated the second day, putting his Xray on the pole, followed very closely by Mike Dumas' new Xray and Barry Baker's Reedy powered TC4.

The first main featured an absolutely flawless driving performance by Burch and Dumas, as their laps each varied by less than five tenths of a second throughout the entire race. It's difficult to explain how amazing that is, but it goes a long way to demonstrate how good these drivers can be. From the start tone to the finish line, the two cars were never separated by more than a second. Now that's amazing driving!

In the second main, Burch set out to repeat his performance and came very close. This time, Paul Lemieux worked his way past Dumas early on in the race, and set his sights on the already long-gone Burch. Despite Burch's flawless driving, Lemieux made an incredible charge and caught up with him, only to bobble on an attempted pass and fall back. Within two laps he was back on Burch's tail, and this time the two made contact, sending Burch into the wall. Lemieux pulled aside to let Burch back by, but the marshal bobbled Burch's car and after a couple long seconds, Lemieux had to take off. They finished like that, with Brian Jucha pulling in for a close third.

The stage was set for the final race of the weekend, with Burch, Lemieux and Dumas all still in the running. The first lap of the main ended Lemieux's hopes, as a rough start left him with a broken car. Dumas snuck by Burch in the same tangle, and after challenging each other for the entire race they finished in that same order, with Brian Kinwald taking third. Burch and Dumas each had a first and a second, but Burch's throwaway gave him the title with Dumas second and Kinwald third.

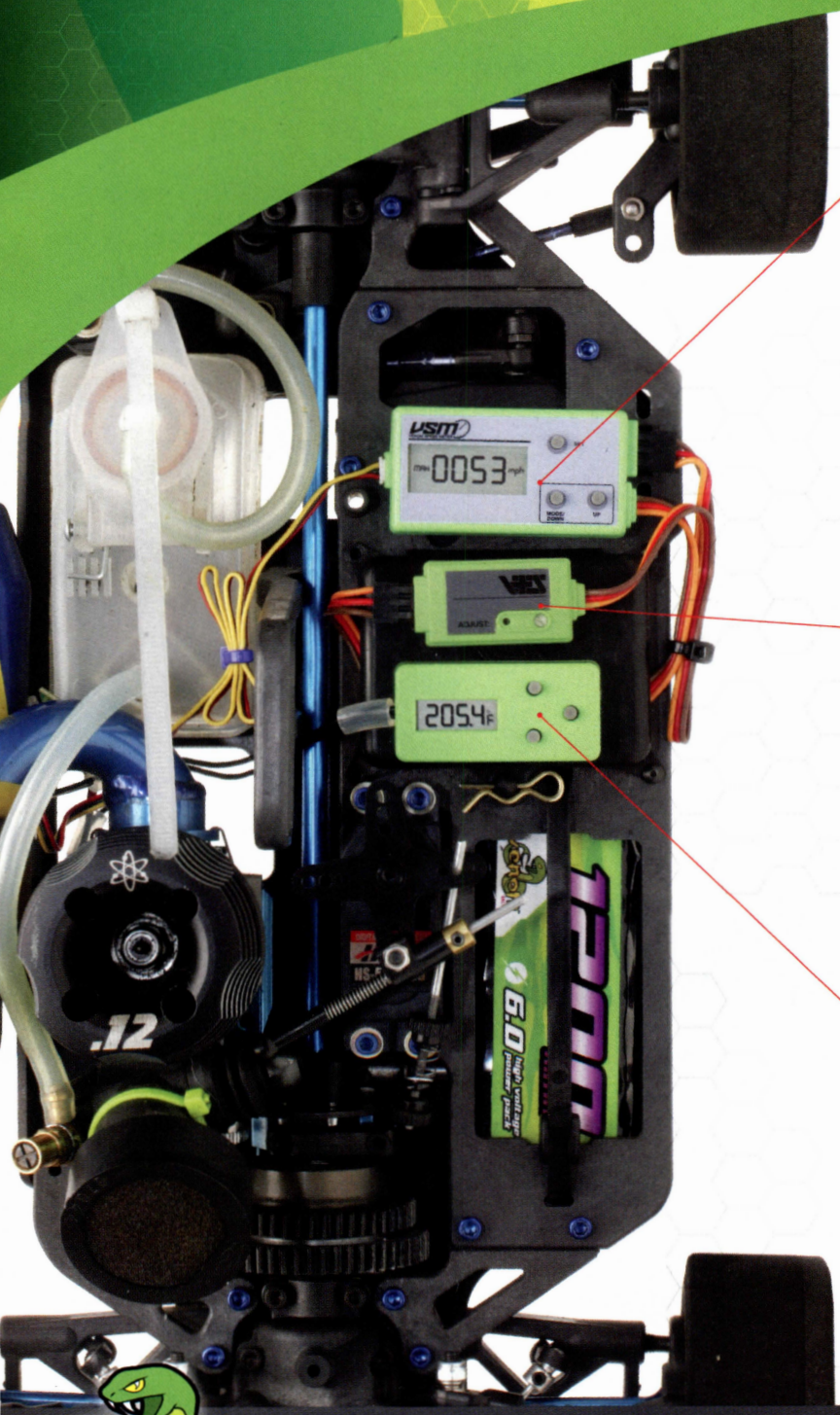
TO WARMER CLIMATES WE GO!

As the weekend wound down, it seemed that people couldn't say enough good things about the event. It's hard to find big races where everybody is treated equally, from the novice on up to the pro, and the USTCC does exactly that. Looking through the pits, it seemed that everybody there was excited and happy to be racing, even when things weren't going their way on the track. That kind of atmosphere is just what the hobby needs, and I'd be very surprised if this race doesn't get even bigger next year. It may be frigid outside, but you

Remind us never to rent a car to Matt Francis and Todd Hodge!

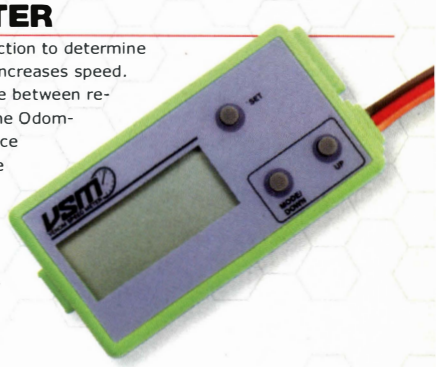


Your FIRST CHOICE in on-board electronics!



SPEED METER

Use the Top Speed function to determine if your set-up change increases speed. Track your motor usage between re-builds using the Lifetime Odometer. Know what distance you traveled during the 30min Main with the Trip Odometer and never be caught with a dead battery in your car with the built-in Digital Voltmeter.



VEN-0615

FAIL SAFE

Our new Fail Safe unit is now 30% smaller than the original, but with the same great features as the original. The Fail Safe automatically moves the servo to a position that you set, usually Full Brakes or Neutral, in the even of a glitch or lost communication.



VEN-0620

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The Results



Stock 4am Touring Car

F	Q	Driver	A1	A2	A3	Chassis	Motor	Batteries	ESC	Radio	Tires	Body
1	1	Ray Darroch	1	1	-	Losi XXX-S G+	Kinetix	Kinetix	Novak GTX	JR R1	Parma	Parma Alfa
2	3	Brad Johnson	2	2	1	Xray T1FK	Paradigm	Hurricane	Novak GTX	KO Helios	Parma	Parma Alfa
3	2	Stephen Sobottka	4	3	3	Associated FT TC3	EAMotorsports	Fukuyama	Novak GT7	Airtronics M8	BSR	Parma Alfa
4	7	Chuck Lonergan	3	5	6	Xray T1FK	Trinity	Novak	Novak GTX	KO Helios	Jaco	Parma Alfa
5	6	Justin Zorc	4	6	4	Xray T1FK	CD Modifieds	Hurricane	Novak GTX	KO Helios	Parma	Parma Alfa
6	8	Bob Stellflue	8	7	2	Associated TC4	Team 1	Reedy	LRP Quantum 2	Airtronics M8	Parma	Parma Alfa
7	9	Brian McGreevy	9	3	7	Associated FT TC3	Team br00d	Fusion	Novak GTX	KO Helios	BSR	Parma Alfa
8	10	Furman Walker	5	6	8	Xray T1FK	EAMotorsports	Fusion	Novak GTX	KO Helios	Jaco	Parma Alfa
9	4	Chris Goetz	10	9	5	Associated FT TC3	Trinity	Hurricane	Novak GT7	Futaba 3PM	Jaco	Parma Alfa
10	5	Eli Ezrow	7	10	9	HPI Pro 4	EAMotorsports	SMC	Keyence	JR R1	Jaco	Prototorm Stratus 3.0



49 Turn Touring Car

F	Q	Driver	A1	A2	A3	Chassis	Motor	Batteries	ESC	Radio	Tires	Body
1	2	Brian Kinwald	1	2	2	Losi JRX-S	Trinity	Trinity	Novak GTX	Airtronics M8	TRC	Parma Alfa
2	7	Mike Dumas	2	3	1	Xray T1FK	Trinity	EPIC	Novak GTX	JR R1	TRC	Parma Alfa
3	1	Chris Tosolini	5	1	4	Corally RDX	EAMotorsports	Hurricane	LRP Quantum 2	Airtronics M8	Parma	Parma Alfa
4	5	Barry Baker	10	4	3	Associated TC4	Reedy/EA	Reedy	LRP Quantum 2	Airtronics M8	Jaco	Parma Alfa
5	8	Paul Lemieux	4	5	8	HPI Pro 4	Truespeed	SMC	Novak GTX	Airtronics M8	Jaco	Parma Alfa
6	3	Bobby Flack	3	9	7	Losi JRX-S	Putnam	SMC	Novak GTX	KO Helios	Jaco	Parma Alfa
7	9	Brian Jucha	7	7	5	BMI Xray T1FK	Paradigm	Hurricane	Novak GTX	KO Helios	Parma	Parma Alfa
8	10	Ralph Burch	6	6	10	Xray T1FK	Trinity	SMC	Novak GTX	KO Helios	Jaco	Parma Alfa
9	6	Mike Blackstock	8	8	6	Associated TC4	Reedy	Reedy	Novak GTX	KO EX10	Jaco	Parma Alfa
10	4	Walter Henderson	9	10	9	Associated TC4	Reedy	Reedy	LRP Quantum 2	KO Helios	Jaco	Parma Alfa



Modified Touring Car

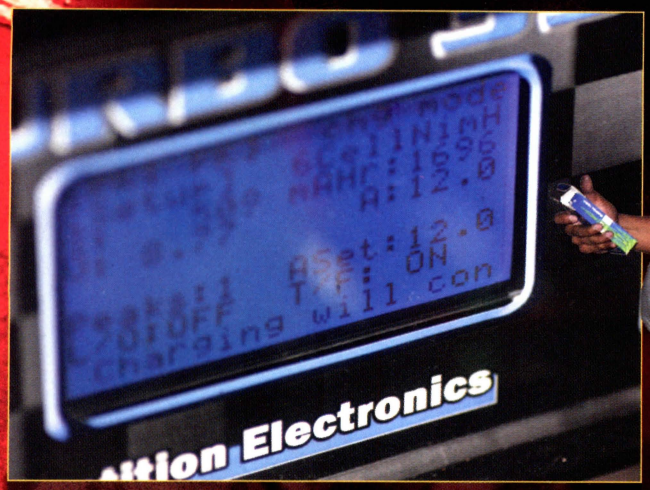
F	Q	Driver	A1	A2	A3	Chassis	Motor	Batteries	ESC	Radio	Tires	Body
1	1	Ralph Burch	1	2	2	Xray T1FK	EPIC Cobalt 9x1	SMC	Novak GTX	KO Helios	Jaco	Parma Alfa
2	2	Mike Dumas	2	5	1	Xray T1FK	EPIC Cobalt 9x1	EPIC	Novak GTX	JR R1	TRC	Parma Alfa
3	6	Brian Kinwald	3	4	3	Losi JRX-S	Trinity Cobalt 9x1	Trinity	Novak GTX	Airtronics M8	TRC	Parma Alfa
4	7	Brian Jucha	7	3	4	BMI Xray T1FK	Paradigm 7x1	Hurricane	Novak GTX	KO Helios	Parma	Parma Alfa
5	4	Paul Lemieux	6	1	10	HPI Pro 4	Truespeed 8x1	SMC	Novak GTX	Airtronics M8	Jaco	Parma Alfa
6	9	Chris Tosolini	4	9	6	Corally RDX	Team br00d 7x1	Various	LRP Quantum 2	Airtronics M8	Parma	Parma Alfa
7	8	Matt Francis	8	6	5	Losi JRX-S	Trinity Cobalt 9x2	Trinity	LRP Quantum 2	Airtronics M8	TRC	Parma Alfa
8	3	Barry Baker	5	10	8	Associated TC4	Reedy Ti 8x2	Reedy	LRP Quantum 2	Airtronics M8	Jaco	Parma Alfa
9	5	Billy Easton	10	7	7	Losi JRX-S	Trinity Cobalt 7x1	Trinity	Novak GTX	Futaba 3PK	TRC	Parma Alfa
10	10	Todd Hodge	9	8	9	Losi JRX-S	Trinity Cobalt 9x2	Trinity	LRP Quantum 2	Airtronics M8	TRC	Parma Alfa



Stock Rubber Touring Car

F	Q	Driver	A1	A2	A3	Chassis	Motor	Batteries	ESC	Radio	Tires	Body
1	2	Rob Michael	1	2	1	Corally RDX	Trinity	SMC	KO VFS-1	Airtronics M8	Handout	Protoform Mazda 6
2	4	David Weir	2	1	3	Tamiya Evo III	Team 1	Fusion	Novak GT7	Futaba 3PK	Handout	Protoform Cadillac CSX
3	1	Chad Due	3	4	2	Associated FT TC3	Paradigm	Kinetix	Novak GTX	JR R1	Handout	Protoform Stratus 3.0
4	6	Matt Clinton	4	3	10	Associated FT TC3	Fatman Racing	Hurricane	Novak GT7	Futaba 3PK	Handout	Protoform Cadillac CSX
5	10	Nick Bartolone	5	5	5	Associated FT TC3	Trinity	Hurricane	Novak GT7	Airtronics M8	Handout	Protoform Stratus 3.0
6	7	Lee Passehl	6	8	4	Tamiya 415	Team 1	Hurricane	KO VFS-1	KO Helios	Handout	Tamiya Subaru Legacy
7	9	Jason Toebe	7	7	7	HPI Pro 4	Team 1	Team 1	GM	KO Helios	Handout	Losi Alfa
8	5	Jeff Gundlach	8	6	9	Xray T1FK	-	Hurricane	LRP Quantum 2	Futaba 3PK	Handout	Parma Alfa
9	8	Randy Cook	10	9	6	Xray T1FK	-	Hurricane	Novak GTX	KO Helios	Handout	Parma Alfa
10	3	Tommy Dale	9	10	8	Tamiya Evo IV	-	-	Novak GTX	Airtronics M8	Handout	Prototorm Alfa

Look at those Mini Coopers go. Colleen would be proud!



Want to charge a battery in a hurry? Do it like Ron Atomic: start the charge ten minutes before your main, and crank it up to 12 amps. Brilliant!



There are those who take racing seriously, and then there are those who take goofing off at races and turn it into an art form. This guy fits in the latter group.

What do you get when you cross *Alien*, *Total Recall*, and a lot of toxic traction compound?

BRUSHLESS TOURING CAR

F	Q	DRIVER	A1	A2	A3	CHASSIS	MOTOR	BATTERIES	ESC	RADIO	TIRES	BODY
1	2	Charlie Suangka	8	1	1	Tamiya 415	Novak Brushless	Novak	Novak	Airtronics M8	Parma	Parma Alfa
2	1	Eli Ezrow	1	5	2	HPI Pro 4	Novak Brushless	SMC	Novak	JR R1	Jaco	Protoform Stratus 3.0
3	3	Eric Whippler	3	2	3	Associated FT TC3	Novak Brushless	Pole Position	Novak	Futaba 3PJ	Parma	Parma Alfa
4	6	Randy Cook	2	6	4	Xray T1FK	Novak Brushless	Hurricane	Novak	KO Helios	Parma	Parma Alfa
5	5	Ron Matteucci	6	3	5	Associated FT TC3	Novak Brushless	Team Kellner	Novak	Airtronics M8	BSR	Parma Alfa
6	4	Lee Passehl	4	7	10	Associated FT TC3	Novak Brushless	Hurricane	Novak	KO Helios	Parma	Trinity Peugeot
7	8	Kelly Bean	5	8	7	Losi XXX-S G+	Novak Brushless	SMC	Novak	JR R1	Parma	Parma Alfa
8	7	Mike Lack	7	9	6	Associated FT TC3	Novak Brushless	Hurricane	Novak	Airtronics M8	BSR	Parma Alfa
9	10	Gary Katzer	9	4	9	Associated TC4	Novak Brushless	Hurricane	Novak	KO Helios	Parma	Parma Alfa
10	9	Tommy Dale	10	10	8	Associated FT TC3	Novak Brushless	-	Novak	Airtronics M8	Parma	Protoform MG-25



SPORTSMAN TOURING CAR

F	Q	DRIVER	A1	A2	A3	CHASSIS	MOTOR	BATTERIES	ESC	RADIO	TIRES	BODY
1	2	Michael Turner	3	2	1	Losi XXX-S G+	Trinity	Hurricane	Novak TC2	JR XS3	Handout	Protoform Stratus 2.0
2	1	Carl Seils	1	8	3	Tamiya TAO4	Team 1	Hurricane	LRP Quantum 2	Futaba 2PL	Handout	Protoform Stratus 2.0
3	7	Evan Ewald	2	9	2	Associated TC4	-	Team 1	LRP Quantum 2	Futaba 3PK	Handout	Protoform Stratus 2.0
4	1	Jeff Ernst	8	1	4	Associated FT TC3	Trinity	Hurricane	Novak TC2	Futaba 3PJ	Handout	-
5	5	Jay Osborn	4	3	8	Associated FT TC3	Banzai	Hurricane	CS Rocket Max	Futaba 3PK	Handout	Protoform Stratus 2.0
6	9	Craig McMillian	5	5	5	Tamiya 415	Trinity	Fusion	Keyence	KO Mars R	Handout	Protoform Stratus 3.0
7	3	Nathan Weir	10	4	7	Tamiya Evo III	Team 1	Fusion	Tekin G10	Futaba 3PJ	Handout	Protoform Mazda 6
8	10	Bud Riedner	9	6	6	Losi XXX-S G+	Trinity	-	Novak GTX	Airtronics M8	Handout	Protoform Mazda 6
9	6	Aaron Anderkay	6	7	10	BMI Associated FT TC3	Team 1	Team 1	Novak GTX	JR R1	Handout	Protoform Mazda 6
10	8	Vaughn Verhulst	7	10	9	Yokomo MR4TC Special	Team 1	Hurricane	Novak Fusion	JR XS3	Handout	Protoform MG-25



TAMIYA MINI COOPER

F	Q	DRIVER	A1	A2	A3	CHASSIS	MOTOR	BATTERIES	ESC	RADIO	TIRES	BODY
1	1	Eric Whippler	1	1	-	Tamiya M03	Handout	Pro-Match	LRP Quantum 2	Futaba 3PJ	Tamiya	Tamiya Mini
2	2	Tommy Dale	2	3	1	Tamiya M04L	Handout	-	Novak Cyclone	Airtronics M8	Tamiya	Tamiya Mini
3	4	David Weir	4	2	3	Tamiya M03	Handout	Hurricane	Novak GTX	Futaba 3PK	Tamiya	Tamiya Mini
4	3	Mike Wenzel	3	10	2	Tamiya M03L	Handout	Team 1	Novak GTX	Futaba 3PK	Tamiya	Tamiya Mini
5	7	Matt Key	5	4	6	Tamiya M03	Handout	Team 1	LRP Sport	Futaba 3PDF	Tamiya	Tamiya Mini
6	5	Derek England	6	5	4	Tamiya M03	Handout	Hurricane	KO VFS-1	KO Helios	Tamiya	Tamiya Mini
7	6	Wes Wood	7	7	5	Tamiya M03L	Handout	-	Novak GT7	KO Helios	Tamiya	Tamiya Mini
8	8	Brian Miller	8	6	8	Tamiya M03L	Handout	Fukuyama	LRP Quantum 2	JR XS3	Tamiya	Tamiya Mini
9	0	Mike Aiello	9	8	7	Tamiya M03L	Handout	Hurricane	Novak GTX	Airtronics M8	Tamiya	Tamiya Mini
10	9	Jeff Ernst	10	9	9	Tamiya M03L	Handout	Hurricane	Novak GTX	Futaba 3PJ	Tamiya	Tamiya Mini



SAVAGE

#72438
High Performance Air Filter
Extend the life of your engine!

#A712
Aluminum Threaded Shocks
8 pre-assembled shocks, threaded for quick and easy adjustments.

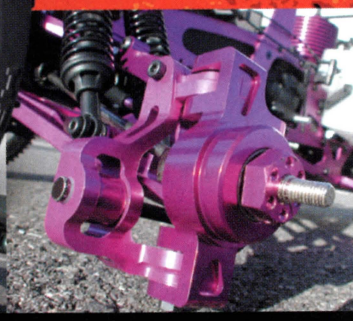
#73818
Graphite TVP Chassis
Lighter, stronger, faster!

#1438
"Chubby" Aluminum Heatsink
Low profile design reduces the CG and protects the head from crash damage.

#4852 Dirt Bonz Tire
40% lighter than the stock tires for more speed, soft and sticky rubber compound for high traction on dirt surfaces.

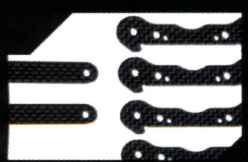






Genuine HPI option parts!

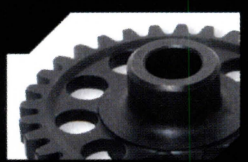
Built to the factory specs for a perfect fit, only from HPI.



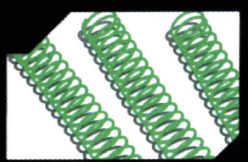
#73070 Arm Brace Set (Graphite)
These woven graphite braces reduce weight for quicker acceleration and improved handling. Get carbon fiber performance for your Savage truck!



#86138 Alum. Tuned Pipe (Polished)
For big-block engines, this new aluminum tuned pipe features a dual chamber design for higher top speed and a wide power band. #86139 also available, purple anodized.



#86274 & 86275 Light Weight Drive Gears
These precision machined steel transmission gears provide a 36% weight savings over the stock gear for quicker acceleration. Lighter and stronger, you can't go wrong!



#6744 Shock Spring (Medium Soft)
Optional springs allow you to tune your Savage to any track condition! Packaged in sets of four. See our web site for the full range of tuning springs.



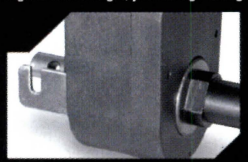
#A991 Heavy Duty Clutch Bell
Machined from a single piece of high-strength steel for maximum durability with high power engines and extreme conditions. 13T - 18T are available for a wide tuning range.



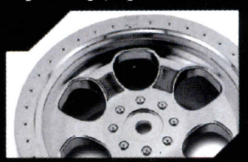
#86186 Ribbed Tuned Pipe (Black)
Made of high strength aluminum in the popular "ribbed" shape, these tuned pipes deliver excellent punch for off-road driving. Available in purple, silver or black!



#87150 Dual Disc Brake Kit
Need maximum stopping power? Highly recommended for racing applications, the stainless steel, drilled disc brakes provide serious stopping power, enough to do "brakies" on command.



#87032 Savage Reverse Module
The Savage optional Reverse Module bolts right into the gearbox. Just add a third servo and you're good to go... in forward and reverse!



#3117 Savage 6 Spoke Wheel (Chrome)
Our 6 spoke wheels feature the classic off-road design with a reinforced hex area for added durability and strength. Available in three colors.



#3138 Savage 8 Spoke Wheel (Chrome)
Our 8 spoke wheels feature great looks and a reinforced hex area for added durability and strength. Available in three colors.

OPTIONS!

More option parts than any other big block monster truck!

The HPI Savage gives YOU the choice. A huge assortment of available option parts from HPI and other manufacturers make the Savage the most customizable big block truck!



#3013 Q6 Wheel (Chrome)
Our Q6 wheel features great looks and a reinforced hex area for added durability and strength. Available in four colors.



#86278 Heavy-Duty Diff. Shaft (2pcs)
Our Heavy-Duty Differential Shafts are specially hardened to lengthen the time between re-builds.



#73919 Super TVP Chassis 2.5mm
This 2.5mm TVP chassis set is thicker than the stock chassis and is machined from aircraft grade 7075S aluminum - extremely durable and they look good too!



#86257 Adjustable Upper Arms (2pcs)
Our heavy-duty aluminum upper arms feature turnbuckles for easy adjustability of the suspension geometry.



#86136 Aluminum Drive Gear 18-23T
This new alloy drive gear gives lighter rotating weight for faster acceleration. Hard anodized for long life.



#A712 Aluminum Threaded Shock Set
Factory designed, precision machined alloy shocks that feature a threaded body for quick and easy suspension adjustments.



#86256 Alum. Lower Susp. Arms (2pcs)
Machined from high quality billet aluminum these are the most precise and most durable alloy arms available for Savage owners.



#93585 Titanium Turnbuckle
Light and tough titanium turnbuckles deliver easy suspension adjustments, and they're purple for custom looks!



Universal Dogbones
#86269 Universal Dogbone (center front)
#86270 Universal Dogbone (center rear)
These universal dogbones replace the center driveshafts and deliver improved durability and quicker acceleration.

Customize your Savage! Make your Savage one-of-a-kind.



#92550 HPI Carrying Bag
Haul your Savage in style! Our new carry bag has bold HPI logos and rolls easily on ball-bearing equipped heavy duty wheels, has movable padded internal compartments, carrying straps, and an extendible heavy duty metal handle that make travelling to and from the track as easy as it gets.



#86343 Titanium Gear Shaft
#86344 Titanium Idler Shaft
#86345 Titanium Drive Shaft
40% lighter than the stock parts for quicker acceleration and higher performance.



#86251 Aluminum Upright Set (2pcs)
Help bullet-proof your suspension with these heavy-duty aluminum uprights. These work on the front and/or rear of any Savage truck.



#86254 Aluminum C Hub (2pcs)
Our C hubs are precision machined from high quality aluminum - stronger than the stock parts, and purple anodized for custom looks.



#73930 Main Chassis & Roll Bar Set
Customize the looks of your Savage with our anodized aluminum TVP chassis and roll bar sets. Available in 3 colors!



#87193 4 Gear Diff Conversion Set (1 Set)
The 4 gear conversion is a popular upgrade, especially for heavy-duty driving and high horsepower applications.
(Diff case not included)



#86142 Alum. Hex Wheel Hub (4pcs)
Precision machined aluminum clamp-style hex hubs look great and stay firmly in place when the wheels are removed.



#76937 Spur Gear 47 Tooth (1M)
The smaller diameter delivers higher top speed, and also makes room for a larger clutch bell without modifying the truck.

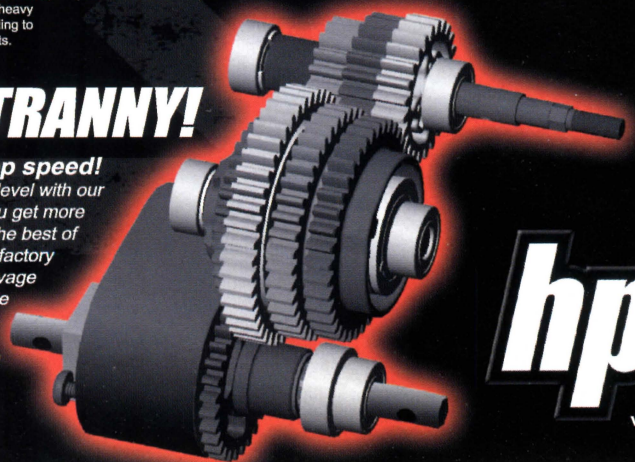


#86140 Heatsink Engine Mount
Keep your engine running cool with these precision machined lightweight alloy engine mounts!

coming soon...

3-SPEED TRANNY!

More torque, more top speed!
Take your Savage to the next level with our new 3-speed transmission! You get more punch and higher top speed, the best of both worlds! Built to the exact factory specs, it bolts right in to all Savage trucks, and it's even compatible with our Reverse Module. Get ready, the new Savage 3 speed will be in stores soon!



See the Savage in action!
Check www.hpiracing.com for videos of the Savage, and all of the latest Savage news!



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MATCH YOUR SHOCKS

SINGLE OIL-FILLED, COIL OVER SHOCK SEEKS SAME.

Words: Jeff Eveleigh

Male and female shocks have equal rights.

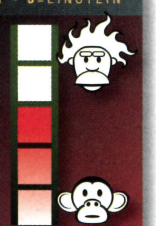
Balance is a very important word when it comes to setting up a radio controlled car. A great deal of time is put into balancing the handling, weight transfer, and mass of a racing chassis. One way to help keep a car balanced is to ensure that the shocks are working equally from left to right, meaning that the suspension on the left side of the car is working exactly the same as the suspension on the right side of the car. Most of this equality comes from the shocks, so you want to build your shocks identically on both sides. Read on to find out how to perfectly match your shocks and end up driving a better-handling car.



DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine 3.0



THE TOOLS

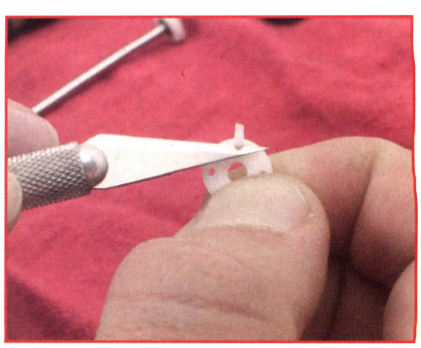


- Hobby Knife
- Shock Oil
- Caliper (or Ruler)
- Motor Spray

BUILDING CONSISTENCY

The first trick to having shocks that work identically is to build them in the same manner. Always build and rebuild your shocks in pairs, with the left and right shocks together. You'll have a really hard time matching your shocks' performance if one of them is bound up from poorly-trimmed mold flashing, or if one shock has fresh O-ring seals while the other's seals are worn out. Make sure you trim all of the plastic bushings and pistons with a sharp hobby knife to ensure that there are no remaining bits that could hamper the motion of the shock shaft. Think about consistency when assembling the shocks, making sure that they can and will work the same. If one shock is leaking and needs new bushings and seals, replace the same parts in the opposing shock as well. Once your shocks are built or re-built, check their motion before adding oil to make sure they feel similar (although don't move the shaft and piston assembly too much when dry or you could accelerate their wear).





ON THE REBOUND

Once the shocks are fully assembled, they are ready for oil. This is the most important aspect of matching shock performance. It is very easy to get a few air bubbles trapped under the piston or to bleed too much oil from a single shock, all leading to inconsistent motion. Just like building the shocks, you should also add oil to the pairs at the same time. Once you've poured the same oil into both shock bodies, you should pump the shock shaft and piston up and down a few times to remove any air that is trapped beneath the piston. As you are pumping the shaft and piston you will see air bubbles emerge from the piston holes and rise to the top of the oil. Rotate the shock shaft as you are pumping to ensure that all air is removed from beneath the piston. Let all of the air rise to the top and escape from the oil. Top off the oil and thread on the shock cap; different shocks have the oil applied in different ways so double-check your kit's instructions to find any tips or tricks from the manufacturer (we're more worried about the next section, which discusses the matching side of adding oil). Push the shock shaft in all the way to make sure there isn't any hydraulic lock, and also to check the distance and speed that the shock shaft pushes back out from the body due to the pressurization within the shock. The action of the shock shaft being forced out of the body is called the shock rebound, and this is what you are trying to match from shock to shock.

THE MATCH GAME

Once you are happy with the rebound characteristics of the first shock, your next job is to match the other shock so it rebounds with the same speed and distance as the first. Finish adding oil to it and thread the cap on, and check its rebound. If you are lucky, it will be exactly the same as the first shock, but if not, you'll have to do some further tuning. If the second shock rebounds faster and further than the first shock, you need to remove a tiny bit of oil to equalize it. Unthread the shock cap slightly (no more than a few turns) and push the shock shaft in a little bit until a small amount of oil bleeds out around the cap threads. Tighten the cap again, and check the rebound to see if it matches up to the first shock. Continue with this procedure until both shocks have an equal amount of rebound. If the shock you are working on doesn't rebound as quickly or as far as the completed shock, then you need to add more oil to it. Remove the shock cap and place a few more small drops of oil into the shock body, and re-check the rebound. Continue adding or bleeding oil from the shocks until they rebound at the same speed and distance.

RELATIONSHIP TROUBLE

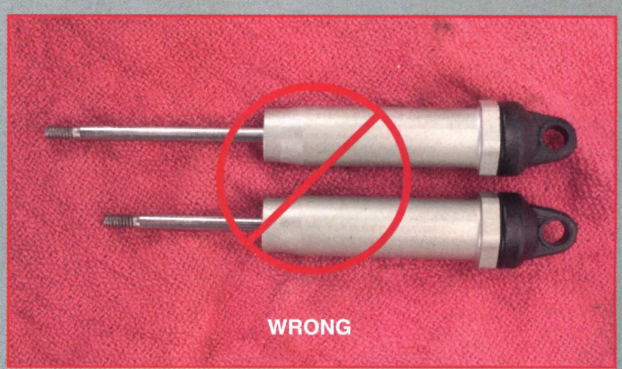
If you can't get the speed and distance of the rebound to match between the shocks, then one of them is probably suffering from a deeper problem from the building process such as a binding shock shaft. You'll have to go back and re-build the shocks from scratch to solve this problem before you attempt to match them with oil again.



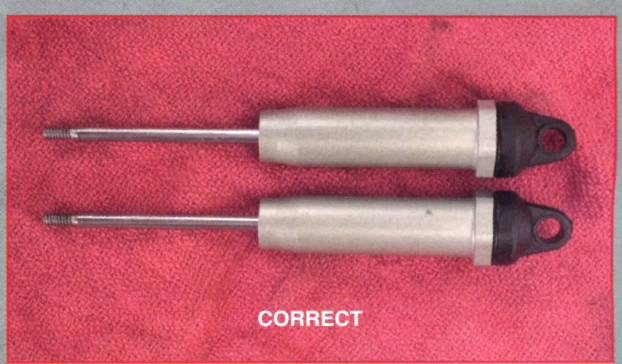




When you press the shaft into the body, the shock shaft should be forced back out. The key is to get this part of each shock's motion to be the same as the other.



When two shocks aren't matched, they will rebound unequally.

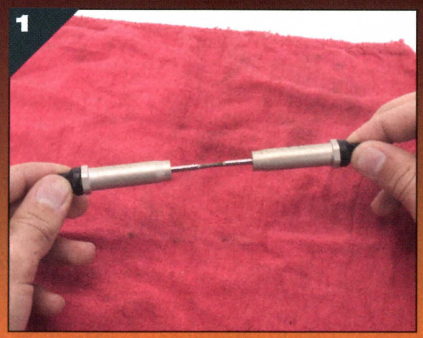


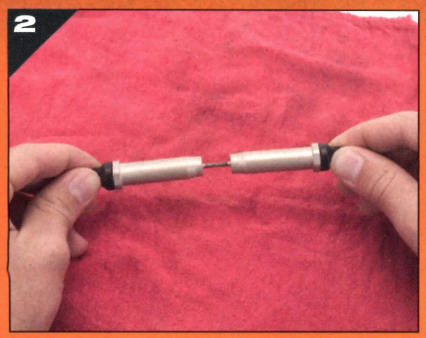
If the shocks are properly matched, each shock shaft will rebound to the same spot.

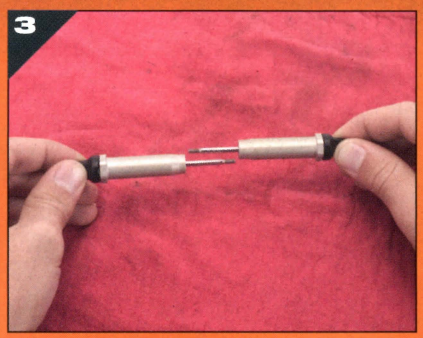
It's always easier to pick up shocks that are on the rebound.

FINAL TESTING

As a final pressurization check to ensure that your shocks are completely matched, you can hold a shock in each hand by the shock cap and butt the two threaded ends of the shock shafts against each other so they travel along the same plane (just like one long shock shaft with threads in the center) (1). Use your hands to push the shocks towards each other, forcing the shafts into the shock bodies. Both shafts should move at the same rate and should bottom out within the shock bodies at exactly the same time (2).When you pull the shocks away from each other, both shafts should rebound at the same speed and to the same distance when compared to one another (3). If all of this is true, then you have successfully matched a set of shocks. If it isn't true, go back to the start of this article and begin the process anew, although if you did everything correctly from the start you should be good to go.







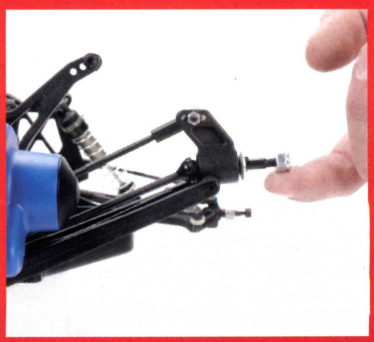
PHYSICAL MEASURES

When the time arrives to thread ball ends on to the shock shafts, you need to make sure they are threaded equally between the two shocks. Use the end of the threaded portion of the shaft to indicate when to stop screwing in the plastic ball end. Once the ball ends are fastened, fully extend the shock shafts out of the bodies and use a ruler to measure the overall shock length, making any necessary adjustments until they match. It is wise to take your measurements from the outside of one mounting hole to the other to make sure they are accurate. If you try to measure the overall shock length from end to end, you may get differing results depending on how much plastic flashing you trimmed from the ball cup or shock cap.



IT'S NOT JUST IN THE SHOCKS

You can build perfectly-matched shocks all day long, but if you're going to bolt them onto a car that has a free suspension on one side while the other is bound up more than Derek on a cheese-only diet, you're simply wasting your time. Before installing your perfect pair of shocks, do a little investigative work to ensure that your vehicle is ready. With the tires, rims, and shocks removed from your car, hold its suspension up and allow it to drop. The suspension arm assemblies should drop freely under their own mass without any resistance. If it doesn't do this, you need to start adding or removing shims, cleaning, or grinding until it does. You'll also need to ensure that both the left and right suspension movements feel similar so that when you install your matched shocks, the suspension will work equally from left to right. Once you know everything is acting the same, bolt on the shocks and go win some races.



If the suspension doesn't immediately fall down when you let go of it, then something is binding somewhere in it. Check all of the joints for free movement and work to free them up if necessary.



The suspension arm should drop down and bottom out at its maximum travel distance without any help. If it does, then the suspension is free.

Sword fight?

Power Up

With the Vision Peak Ultra

The Vision Peak™ Ultra from Dynamite® gives you charging versatility and reliable power in one feature-packed unit. It lets you charge your Ni-Cd, Ni-MH, even Li-Po batteries with one easy-to-use charger. The multi-function LCD helps you monitor your cells' progress, making sure you get the most out of each charge, and it is fully adjustable from 0.1 to 5 amps. Why bother with separate chargers for your batteries? The Vision Peak Ultra does it all.

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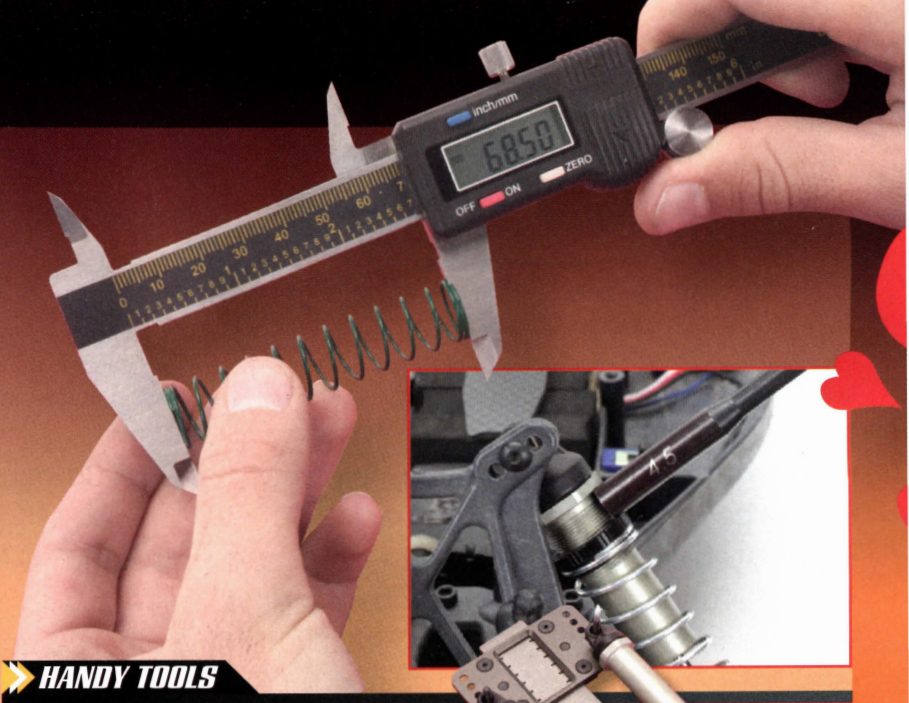
7279

SPRINGS

Sometimes shock springs can have slight variances in their length, so it is wise to double check that you have a matching pair. Use a caliper (a ruler will work, but won't be nearly as accurate) to measure the overall length of the spring and try to find a pair that is exactly the same length.

You also want to make sure that when the springs are installed on the shocks they are preloaded equally from left to right. If you use snap-in preload adjusters then this is easy as long as you have an equal number of same-sized spacers installed on the two shocks, but if you are using threaded shock bodies you will need to do a little more work. Your best bet is to use a caliper to measure the gap, but you can also use a random object to match the gap between the adjuster nut and the shock cap on each shock. A hex wrench, socket set, or any object of the correct size can be used to ensure that the preload is equal from left to right on threaded-body shocks.



HANDY TOOLS

Team Losi has a cool shock tool that will help you build a matched set of shocks. This unique-looking unit can mount both 1/10- and 1/8-scale shocks to compare pressurization, spring balance, spring rate, and overall shock length. It is also useful by allowing you to make changes to one shock and then compare it to your original setup to see what sort of overall effect it may have on your vehicle's suspension.

1/5 Scale Nitro Power SF501 by Nuova Faor

*Also Available in Electric

Now Includes a SIRIO .12 Engine !

The SF501 is so much fun and has so many features we couldn't even begin to describe them here. Made of almost 100% CNC Machined Aluminum and Ergal and with a LEXAN Body and Driver, you'll have it *FOREVER.* It is so Beautiful some folks just put it up on the Mantle. If your a speed freak, it doesn't get better than this.

Designed for *SPEED*, *DURABILITY* and lots of *FUN* !

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Imported by Internet-RC Radio Control
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SF501 * U.S. Patent Pending*
SF501 Shown with some optional items

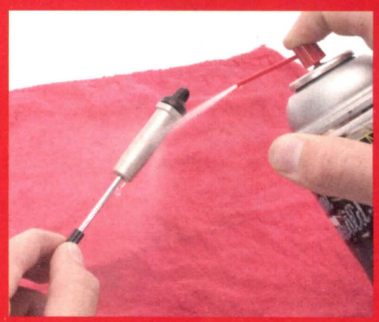
A PERFECT MATCH

Although extremely specific tuning advice such as what we've discussed in this article may seem kind of silly and pointless, there are a great many drivers who can truly benefit from this kind of attention to detail. Shock matching will be more noticeable in on-road racing, but could benefit an off-road racer as well, especially on many of the smooth and hard-packed tracks that we are seeing lately. You may not be at this level yet, but if you want your car to work as hard as you do you'll have to put the extra time in and cover every last little detail, including a balanced set of shocks.



KEEP IT CLEAN

With all this talk of adding and bleeding oil out of shocks, things are going to get a little messy! As you are bleeding oil out from around a shock cap, that oil will remain around the shock body and attract dirt once the shock is in use on your car. After you've fully matched the oil in your shocks, give them a quick hit with some O-ring-safe motor spray to remove the oily residue from the building process. This will keep them shiny and clean, allowing them to not only look pretty but perform their best as well.



The Original RC SCREWZ

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Team Losi - Mini-T
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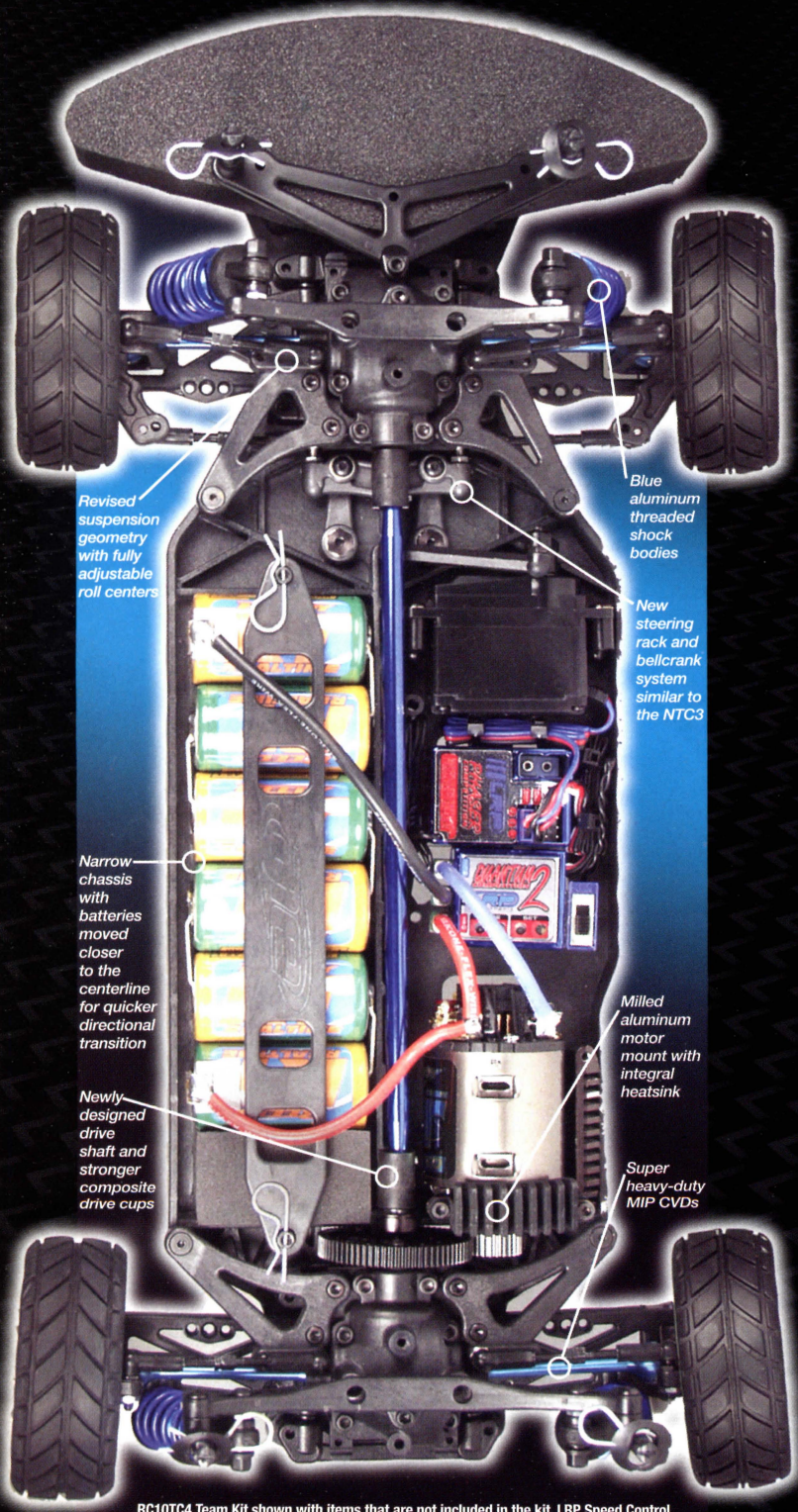
RC10 TC4



RC10TC4 Team Kit shown with items that are not included in the kit. LRP Speed Control, LRP Receiver, Reedy Modified Motor and Reedy Batteries may be purchased separately.



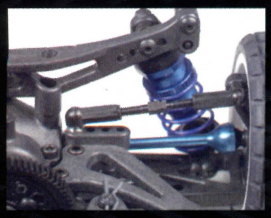
A

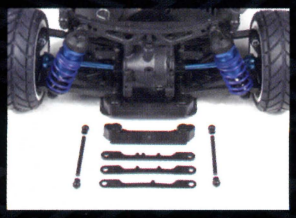




Setting the bench mark in touring car performance with the original TC3, Team Associated proudly brings to you the next generation RC10TC4 Touring Car. The TC4 comes as the direct result of racing, research and development of the TC3. Refinements designed and built in to the new TC4 takes the TC3 concept to the next level. Integrating the TC3's race-proven shaft-drive system with the newly designed suspension geometry and the narrow

CHAMPION REFINED.









mass-centralized chassis makes the TC4 quicker and more stable in the corners. Area 51 spent endless hours optimizing the TC4's all-new suspension components resulting in a car that features maximum adjustability, precision and strength. Featured are captured inner-lower hinge pins that are 40% stronger and mount in floating pivot balls that ensure bind free movement with maximum adjustability. Steering has also been optimized with a ball bearing dual bellcrank system similar to the NTC3's. Beefed-up MIP CVDs round out the package making the TC4 the most potent touring car to date. Check out the TC4 at your local hobby shop today or at www.rc10.com and become evolved.

ae

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XTREME RC CARS

MINI-MINI CAR GUIDE

HUGE APPEAL, LITTLE CARS, TONS 'O FUN!

It seems that there's been a miniature explosion in RC recently. There are so many different choices of cars below the standard 1/10-scale that we are used to. Things have shrunk down to 1/18-scale (or smaller) in a very short time frame. While most die-hard hobbyists may turn their noses up at the thought that one of these smaller vehicles could be worthy of any attention in the hobby, there are some that see the benef it of feeding RC crack to mainstream America, allowing them to realize just how deep this industry runs. So we've gathered all of the tiny ready-to-run vehicles on the market to see which ones stand out in the crowd, and to f ind those that we wouldn't be embarrassed to recommend to somebody that may or may not already be into RC.

By: Derek Buono

Andy's desk has lots of interesting things on it.



Carisma F40

www.horizonhobby.com

KUDOS · The appeal of this car lies in the detailed scale body and the minor assembly that makes you feel like you built it. Some hop-ups are available, but most will be satisfied with running the little car on the rug. It comes complete, right down to the AA cells for the transmitter.

MISSES · Doesn't have the most impressive handling or speed in the world.

BOTTOM LINE · For the price, it's really not a bad step into RC. It does require some simple building that will help people get used to the idea that building is a part of the hobby. We weren't blown away by the performance, but the body detail was pretty good. Considering they have licensed Ferrari bodies, it's enough for us!

STILL NEEDS
- Minor Assembly

MUST-HAVE OPTIONS
- Ball bearing kit
- 380-racing motor

SPECS

SCALE:	1/14
STREET PRICE:	$100
PART #:	Varies w/Body
FUN FACTOR:	7
SPEED:	6
HANDLING:	6
VALUE:	9
HOP UP POTENTIAL:	7

Team Associated RC18T

www.teamassociated.com

SPECS	
SCALE:	1/18
STREET PRICE:	$179
PART #:	20100
FUN FACTOR:	10
SPEED:	9
HANDLING:	10
VALUE:	9
HOP UP POTENTIAL:	9

HITS · Coming just about as complete as it can get, the RC18T sets the standard for sub-1/10-scale performance and packaging. The truck handles just like its bigger cousins, reaches similar speeds, and jumps just as well. The package comes with everything you need, sans 8 AA batteries for the radio. The "quick" charger is a slight buzz kill for charge time and punch (we noticed a marked increase in punch using a peak charger), but once you get the truck going you'll be amped up on its performance.

MISSES · Just short of being truly complete and near perfect, without the AA batteries for the transmitter.

BOTTOM LINE · While the Losi changed the direction of mini cars, Associated set the standard with the RC18T. It's the most expensive of the bunch, but it offers simplicity by being fully ready-to-run while remaining complex at the same time with plenty of tuning options and option parts. A mini-racer's dream!

STILL NEEDS
- 8 AAs

MUST-HAVE OPTIONS
- Quick charger for battery

Who rides a shark?

HPI MICRO RS4 RTR

www.hpiracing.com

SPECS	
SCALE:	1/18
STREET PRICE:	$115
PART #:	605
FUN FACTOR:	8
SPEED:	7
HANDLING:	7
VALUE:	9
HOP UP POTENTIAL:	10

HITS · The Micro RS4 started the original trend towards performance-oriented mini cars. Even so long after its initial release, the RTR version still offers a pretty solid value. There are lots of options with aftermarket parts to make it pretty and even capable of being raced. HPI offers a ton of scale bodies that you can choose from; our C5 Corvette came with 3 sets of wheels for instant customization.

MISSES · At this point, the technology is a little dated without upgrades. It does require you to buy belts of different lengths to fit some of the bodies, and it really needs to be run on a smooth surface indoors.

BOTTOM LINE · The Micro RS4 earned the right to be on our X-Best list for two consecutive years, and for a good reason. It's a fun little package, and for the price it's probably one of the best values for a fun-oriented car. The amount of options on the market can make this cheap car become expensive quickly. We also like that you can use your regular-size electronics without any modifications.

STILL NEEDS
- 12 AAs

MUST-HAVE OPTIONS
- *Bearing kit!*
- 5-cell NiMH battery
- Upgraded motor for more speed

XTREME RC CARS

MINI-MINI CAR GUIDE

Losi MINI-T

www.teamlosi.com



HITS · This is the truck that changed the direction of the mini car craze. We fell in love with its handling, its surprising quickness, and the overall "cuteness" of such a small truck. It's hard to not think of the Mini-T when it comes to a good value and lots of fun.

SPECS	
SCALE:	1/18
STREET PRICE:	$159
PART #:	LOSB0200
FUN FACTOR:	9
SPEED:	8
HANDLING:	8
VALUE:	8
HOP UP POTENTIAL:	10

MISSES · Okay, once you realize that the shocks are not really shocks, it takes away from some of the fun, but not all of it. The standard electronics also need to be upgraded before you can upgrade any other part aside from the motor.

BOTTOM LINE · One of the best! We can't take away anything from the truck that started the craze. Sure, there are things that we wish the stock truck came with, but that's why there is so much aftermarket support. But don't think you need to spend any extra money to have plenty of fun.

STILL NEEDS
- 12 AAs

MUST-HAVE OPTIONS
- 5-cell NiMH battery
- Oil-filled shocks

Derek is always pushing the Z!

Radio Shack X-MODS

www.xmodsrc.com



HITS · The X-Mods are sweet little cars that allow fans of the import scene to enjoy a modified Civic or a slick little 350Z. It's tough to say that they are fast or handle very well, but they look cool and you can trick them out and add lots of tuning parts. Probably the coolest thing is that they had a National Race Series, with the winner getting a brand new NSX!

SPECS	
SCALE:	1/28
STREET PRICE:	$50
PART #:	608007
FUN FACTOR:	7
SPEED:	6
HANDLING:	7
VALUE:	8
HOP UP POTENTIAL:	9

MISSES · The stock kit is a little sloppy in the suspension, but we guess that's why there are upgrades, right?

BOTTOM LINE · While not the best thing we've ever driven in this size, X-Mods do offer the joy of building your own car and customizing it. And if Radio Shack does another promotion where they give out a $100,000 car, you can bet we'll all be buying one and practicing all night long.

STILL NEEDS
- 4 AAAs
- One 9-volt

MUST-HAVE OPTIONS
- Bearing kit!
- Faster motor...it's all about Stage 3!

Venom MINI GIANT

www.venom-racing.com

HITS · The Mini Monster puts power to the ground with all four wheels and accelerates very smoothly. It's able to climb over some rougher terrain because of the AWD setup, and you can lock the differential for extra climbing power.

MISSES · There's no reverse delay, which allows you to slam it into reverse; this is fun, but you can hear the gears crying for you to stop. The steering seems to wander and never really centers, causing you to look like you had one too many "road-sodas."

SPECS	
SCALE:	1/20
STREET PRICE:	$120
PART #:	VEN-0005
FUN FACTOR:	8
SPEED:	8
HANDLING:	7
VALUE:	7
HOP UP POTENTIAL:	7

BOTTOM LINE · Not bad for the price, and the Mini Giant will offer a lot of fun for the money. We're not into the forward-to-reverse issue that will cause gear problems because there are no brakes, and slamming it back and forth is too fun not to do.

STILL NEEDS
- 12 AAs

MUST-HAVE OPTIONS
- Rechargeable batteries for more power and run time
- Optional motor

Hobby Zone MINI MAULER

www.horizonhobby.com

HITS · The Mini Mauler is a fun little truck that offers a decent value. It's scale-looking with power going only to the back wheels, so backwoods adventures will be limited. It's a zippy little truck and could be even zippier with a 5-cell receiver pack, which should drop right in.

MISSES · It's fun but more towards the toy end of things. We can't imagine that there will be a lot of hop-ups, and it's a little top heavy

BOTTOM LINE · For most, this won't satisfy your racing urge, although we have three of them and had fun racing around the office and launching off the included jumps. For $100 it's not a bad deal, considering it went pretty quick and comes with everything you need right out of the box.

SPECS	
SCALE:	1/20
STREET PRICE:	$100
PART #:	HBZ3000
FUN FACTOR:	8
SPEED:	7
HANDLING:	7
VALUE:	8
HOP UP POTENTIAL:	6

STILL NEEDS
- Nothing

MUST-HAVE OPTIONS
- Rechargeable batteries for more power and run time
- Optional motor

Why no XRAY? It's not a RTR, fool!

XTREME RC CARS

MINI-MINI CAR GUIDE

No Stephen, we didn't catch you playing with your Halo action figures again.



Trinity ITSY BITSY SPYDER

www.teamtrinity.com

HITS · The IBS is really a fun little truck, and a very good value. It uses standard electronics so if you want to upgrade the servo, receiver, or speed control you can do it without worry. It's nimble and ready for driving around the office, but tough enough to bring out to the real world.

MISSES · We wish it came with oil-filled shocks, and the body isn't as pretty as the other two in the class.

BOTTOM LINE · Trinity's IBS is really a good little truck that will provide plenty of fun. It surprised us with its speed and rip off of the line. It handled pretty well, and although the high center-of-gravity made it dive hard into corners, the 4WD kept it going the right direction. Add the oil-filled shocks and you got a winner.

SPECS	
SCALE:	1/18
STREET PRICE:	$140
PART #:	TRI90006
FUN FACTOR:	9
SPEED:	9
HANDLING:	8
VALUE:	10
HOP UP POTENTIAL:	8

STILL NEEDS
- 8 AAs

MUST-HAVE OPTIONS
- Oil-filled Shocks



Kyosho MINI-Z MONSTER

www.kyosho.com

HITS · The Mini-Z Monster is a really fun truck. It's easy to get up and running, and lets you go adventuring in the office or living room. But since it's pretty small and only 2 wheels get any power, you can have some trouble crawling over stuff.

MISSES · The bigger tires let it go where the Mini-Z can't, but it's still 2WD so don't think you're in a Jeep!

BOTTOM LINE · The truck version of the Mini-Z is the way to go if you're looking for a little more adventure rather than looks. It's decent in the speed department and lets you tackle some rougher terrain, but by rough we mean the un-vacuumed office floor.

SPECS	
SCALE:	1/28
STREET PRICE:	$150
PART #:	30081T2-B
FUN FACTOR:	9
SPEED:	7
HANDLING:	7
VALUE:	8
HOP UP POTENTIAL:	7

STILL NEEDS
- 12 AAs

MUST-HAVE OPTIONS
- Ball bearing kit
- X-Speed motor



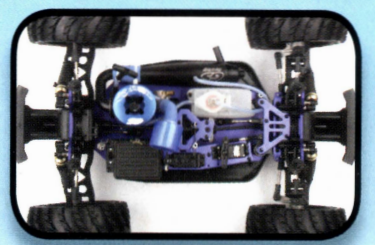
INSTANT GRATIFICATION

SUT RTR (Red body) #GS-2005
SUT RTR (Blue body) #GS-2005E
SUT RTR (Black body/chrome wheels) #GS-2005Q

SUT RTR

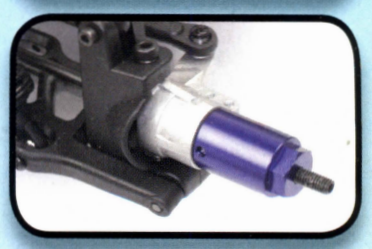
The SUT RTR is built to bring on the fun at the track or anywhere the dirt needs to be kicked up. Standard equipment includes GS Racing's R25MT pullstart engine that delivers outrageous amounts of horsepower and torque enabling you to put the SUT RTR where ever you want to very quickly. The SUT RTR also comes with GS Racing's Beta-T1 digital proprotional FM radio, featuring end-point adjustments to get totally dialed in. Just add batteries and glow fuel and get ready to hang on because the SUT RTR is going to totally blow you away.

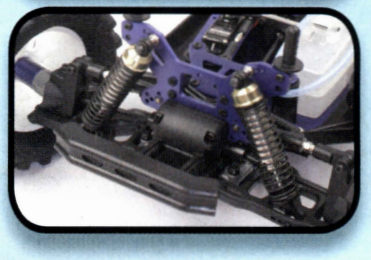


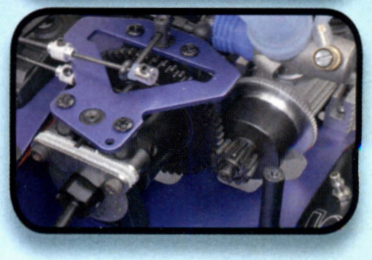












The SUT RTR is the first factory 1/8th scale unlimited race truck and comes from GS Racing 100% assembled, ready to run. The SUT was designed to be fully compatible with Maxx wheels, tires and bodies to let you trick-out your SUT just about any way you want to. Factory finished SUT body and Road Ripper tires pre-glued on Monster Star wheels get you in to the action fast. The SUT RTR includes some hardcore race features like aluminum oil-filled shocks, full precision ball bearings and front universal driveshafts. Since the SUT RTR is based on the race proven GS Storm platform, there are over 75% parts and options compatiblity allowing you to make your SUT the ultimate bullet-proof racing machine.

CALL 626.338.3815
www.gsracing.com

GS Racing

XTREME RC CARS

MINI-MINI CAR GUIDE

Coffee and crackers is all that we are fed at work.

Kyosho MINI-Z

www.kyosho.com

HITS · So detailed that it could be mistaken for a plastic model. The Mini-Z is more popular in Japan, but the pint-sized racer actually handles pretty well and for its size it's pretty quick. Aftermarket companies also offer a complete line of parts for the Z cars, from suspension upgrades to faster motors.

MISSES · Bouncy ride makes the cars only suitable for really smooth and rock-free surfaces.

BOTTOM LINE · A fun way to get into RC, the Mini-Z offers some of the same level of building that larger scaled cars do. Plus, if there isn't a Mini-Z body that makes you want to get one, I'd say you're blind…we'll take the Enzo.

SPECS	
SCALE:	1/28
STREET PRICE:	$120
PART #:	Varies w/Body
FUN FACTOR:	8
SPEED:	7
HANDLING:	7
VALUE:	8
HOP UP POTENTIAL:	8

STILL NEEDS
- 12 AAs

MUST-HAVE OPTIONS
- Ball bearing kit
- X-Speed motor

Duratrax MINI QUAKE

www.duratrax.com

HITS · The Mini Quake is pretty amazing. It's one of the fastest RTR minis that we've tested, and the suspension was super plush. It has enough grunt to actually run in dirt or on a track. It's packed with decent electronics, full ball bearings, oil-filled shocks, and a 6-cell battery for power.

SPECS	
SCALE:	1/18
STREET PRICE:	$199
PART #:	DTXD11
FUN FACTOR:	10
SPEED:	10
HANDLING:	9
VALUE:	8
HOP UP POTENTIAL:	7

MISSES · Since it's geared for top speed, the low-end suffers slightly.

BOTTOM LINE · The Mini Quake is one of the most expensive vehicles in the group, but it easily makes up for it by being one of the fastest and best-performing little trucks you can buy. If you're more into off-road driving you may want to get a smaller pinion to get some better low end power, but it's hard to find fault with the total package.

STILL NEEDS
- 8 AAs

MUST-HAVE OPTIONS
- Nothing

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X-DYNO TEST

HORSEPOWER >> TORQUE >> RPM >> POWER >>HORSEPOWER >> TORQUE >> RPM

O.S. Engines .18 TZ-T

CRAZY POWER, SANE PRICE!

Words: Stephen Bess

O.S. engines are renown for their reliability, high quality, and performance, and their newest fire-breather, the .18 TZ-T, is no exception. O.S. managed to shoe-horn a full .18ci worth of muscle into a tiny .12-size body, meaning that the TZ-T will easily drop in to nearly any vehicle that accepts small block engines. Offered in four different versions, my particular engine (Part #2114) arrived with a full-length threaded crankshaft (that I promptly cut down to install in my Revo), a turbo head button, and a 2-needle rotary carb. Although the TZ-T is designed to fit into 1/10-scale touring cars and stadium trucks—with the .18TM designed solely for monster trucks—the TZ-T can be made to fit in the Revo without too much modification. Racers and bashers alike will find that this engine answers their every wish: obscene power at a great price.



Those other guys are smoking something; didn't they get 451HP??

Specifications

Engine: OS TZ-T .18
Displacement: 3.0cc (0.18ci)
Bore: 16.0mm (0.629 in.)
Stroke: 15.0mm (0.590 in.)
Head Button: Turbo
Crankshaft: Threaded
Peak X-Dyno HP: 1.18 HP @ 29,400 rpm
Peak X-Dyno Torque: 44.16 oz.-in. @ 21,750 rpm
Peak X-Dyno RPM: 42,050

Test Equipment

Fuel: 30% nitro, 12% oil
Pipe: Traxxas Revo & Mugen 1-piece
Plug: OS P3 hot

Features

The .18TZ-T comes with a hit list of top-quality features, including the following:

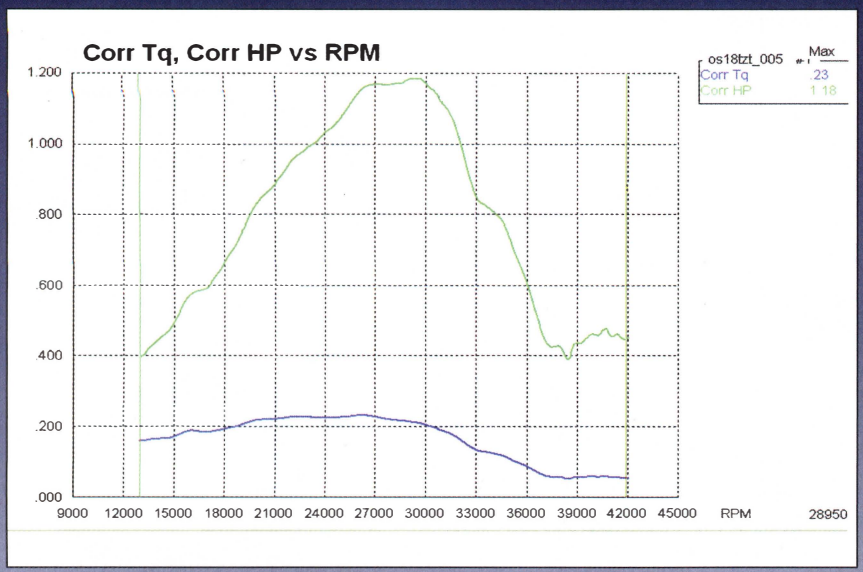
- 2-piece cooling head with turbo insert
- Oversize cooling head
- 2-needle rotary carburetor
- Large 12mm rear bearing for increased durability
- ABC construction with 5-port sleeve

I chose to break in the .18TZ-T in my Traxxas Revo (after some modification to the engine mounts and the addition of a Traxxas clutch nut and Revo clutch). After a brief heat-cycle break-in in the Revo, it was time for the dyno pulls and some subsequent on-track testing at Revelation Raceway in Chino, California.

Performance

On the dyno, the .18TZ-T pulls hard, with ferocious mid-range acceleration that doesn't stop until the engine peaks at 42,000 rpm. I tested the TZ-T with two different pipes, the stock Revo pipe and a Mugen Seiki 1-piece touring car pipe, and the TZ consistently made the most power with the Revo pipe. During two dyno pulls, the TZ managed to blow two turbo plugs at peak RPM—a sign of insufficient head clearance out of the box when used with 30% nitro fuel. After installing a second thin OS shim, the engine produced its best power and ran consistently without plug damage.

On the track, running temperatures varied with ambient weather conditions; the TZ-T temped as hot as 275° F after a 5-minute run on a hot and humid day, and as low as 220° F after a 5-minute run when tuned for maximum power with plenty of exhaust smoke on a cool, dry day. Installed in the Revo, the TZ-T is simply ferocious. I haven't seen any other small block engine that matches its power delivery and pure brawn throughout the entire RPM range. The TZ's maximum horsepower builds smoothly to a peak of 1.18HP at only 28,800 RPM. A twitchy trigger finger can cause the Revo to flip backwards at nearly any speed, but smooth throttle application allows the Revo to squirt forward like a



wet watermelon seed squeezed between your fingers. If you've wanted the ability to blip the throttle on your Revo and have power on tap without any delay, this is your engine. One look at the power graph lets you know that the TZ-T's linear power delivery will push any vehicle easily and without a twitchy feel.

I did not replace the P3 glow plug (after dyno testing) over the course of two weekends of running. Additionally, I noticed good fuel mileage on the Revo's 125cc tank, with runs consistently in the 7 minute range. Although the TZ-T pulls hard from low range to top, the Revo doesn't even begin to run out of steam unless you're going end-zone to end-zone on a football field.

Conclusion

Whether you're in the market for an engine to over-power your outlaw touring car, 4WD stadium truck, or small-block monster truck, the O.S. .18 TZ-T will fit the bill with horsepower to spare. Easily the most powerful small block we've tested, the TZ-T also matches or exceeds the power we've seen from a handful of big-block engines. And if you're worried about dropping three bills for this sort of power, prepare to smile; the O.S. TZ-T streets for around $180 without a pull-start. With so much power on tap, the reliability and ease of tuning that O.S. is known for, and a price that won't break the bank, there's no reason to avoid the inevitable: you know you want the power, you know you'll enjoy using it, and now you know you can afford it. ✪



Top shelf components are an O.S. hallmark, and the TZ-T delivers. A knife-edge con-rod and a large-diameter crankshaft with a massive induction window and contoured "turbo"cut counter weight help make the .18 TZ-T a benchmark performer.

X-Dyno Horsepower vs. Claimed Horsepower

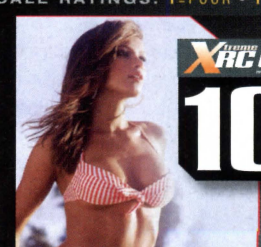
Manufacturer claimed horsepower versus X-Dyno horsepower; the two numbers just haven't been matching. Although you may notice O.S. advertisements promoting the TZ-T with twice the peak horsepower we recorded, rest assured that we're not creating numbers or calculating them artificially low just to buck the trends. On the contrary, our dyno measures horsepower using a tried and true method, and although no dyno is perfect (each type has its advantages and disadvantages), we hope the following fact will settle any questions about the X-Dyno's reputation in the industry: we've already sold over a dozen dynos directly to engine manufacturers and chassis manufacturers who want a standard for measurement and comparison. We're confident in the X-Dyno's numbers because we've received the best form of major manufacturer support possible: dyno purchases for their own use.

Petra was unavailable for private dyno testing.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

CELEBRITY EQUIVALENT RATING



Extreme RC Cars

10.0

Petra Nemcova

HITS

- The most power you can find in a small block
- Incredibly affordable for such performance
- Top quality components
- Several variations available for almost any application

MISSES

- O.S. turbo plugs are expensive
- Crazy power can cause premature parts wear

CONNECT

MANUFACTURER: O.S. Engines
WEB: www.osengines.com
PHONE: 217.398.0007
PART NUMBER: OSMG2114
STREET PRICE: $180

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RTR



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NEW

Calling the new DSM System from Spektrum™ "revolutionary" isn't enough. DSM is no less than a quantum leap in RC technology that will change forever how you communicate with your models. It's interference-proof, provides unequalled signal resolution, requires no crystals, and completely frees you from monitoring what channel is in use. To learn more about it and the DSM system, visit www.spektrumrc.com.

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OMAX35640
List: 279.99
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PRB2500
List: 449.99
299.99
RTR





JR XR2i RADIO | JR XR3i RADIO | JR XS3 RADIO | JR XS3 PRO RADIO

ACCESSORIES

			List Price	Our Price
A.	DYN4053	Vision Peak Ultra AC/DC Peak Charger	119.99	**89.99**
B.	DYN1421	1900mAh 7.4V Li-Po Pack: Mini-T	62.99	**49.99**
C.	DYN4920	Tazer 19T Fwd/Rev ESC	39.99	**29.99**
D.	SWK9906	Transmitter Bag	22.99	**21.84**
	DYN4010	Mega 1 AC/DC Quick Charger	41.95	**29.95**
	DYN1005	Dyna-Fun 1500mAh 6-Cell Ni-Cd Pack		**13.99**
	DYN1932	"AA" Glow Driver w/Ni-MH Battery & Charger	24.99	**23.74**
	DYN2521	O'Donnell 1/10 Racing Glow Plug		**6.99**
	DYN2553	Race Guard Micro Fail-Safe	34.99	**24.99**
	JRPSP100	SC-1 Fwd/Rev ESC	89.99	**64.99**
	LOSB1104	Mini-T Tote Bag		**29.99**
	LOSB1200	7.2V 1100mAh Ni-MH Battery w/Charger: Mini-T	44.99	**34.99**
	LOSB2270	High-Performance Chassis Plate, Graphite: LST	109.99	**98.99**
	SWK9902	Cyclone Universal Starter Box	99.99	**69.99**
	SWK9910	EZ-On Clutch Spring Tool		**19.99**
	SWK9912	3-in-1 Tuning Screwdriver		**12.99**
	SWK9920	Metric Allen Driver Set	36.99	**29.99**
	WTL420	White Lightning Pro Race Formula 20%, Quart	12.95	**11.95**

RADIOS

		List Price	Our Price
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JRP3342**	XR3i FM Pistol w/1-Z590M & 1-Z270	229.99	**139.99**
JRP3172**	XS3 Synthesized FM Pistol-Grip	329.99	**199.99**
JRP337275	XS3 Pro Synthesized FM Pistol-Grip, 75MHz	349.99	**249.99**

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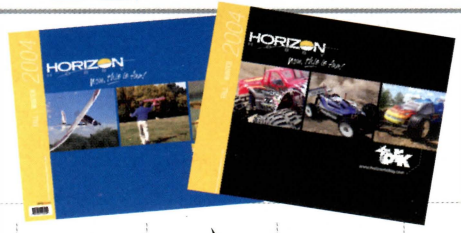

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UNDER THE SCOPE

RD RACING
REVO STARTER

THE ULTIMATE BLUE BOX!

Words: Stephen Bess

Much like the RD box, one could make a convincing argument that Kate Bosworth is a 10.

Traxxas's Revo monster truck has set the bar high for its racing ability and its chassis design that accepts a wide variety of engines, including bump-start engines. Although the Revo comes out of the box with Traxxas' EZ-Start electric on-board starting mechanism, removing the bulky on-board staring mechanisms and using the Revo's bump-start ability can unleash an incredible amount of hidden performance. RD Racing recognized the industry's need for a Revo specific starter box and has churned out their blue anodized Revo starter box, complete with a heavy-duty switch, carrying handle, and popular OFNA starter electronics that make maintaining RD's creation a snap.



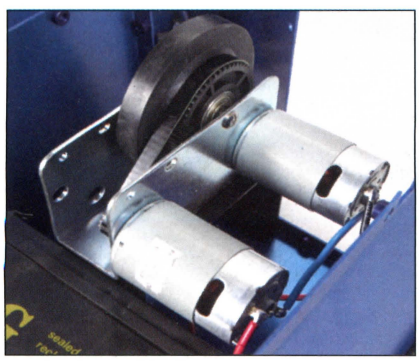
FEATURES

- Heavy duty construction, with on/off switch, banana-style charging jacks, and durable engagement button
- Blue anodized aluminum body with built-in carrying handle
- Standard OFNA-style starter box internals (motors, belts, starter wheel) for easy replacement
- Revo keys directly into box with no visual alignment necessary

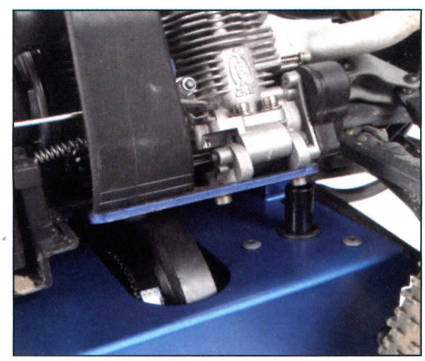
Testing

As many of you know, I'm an avid monster truck racer and I love to get my Revo on the track whenever possible. I practice and race regularly at The Dirt in Hemet, California and Revelation Raceway in Chino, California, and I took my "raceified" Revo to both tracks for testing with a non-pullstart Traxxas 2.5 engine.

There's not much to say about the RD Racing box other than this: it works perfectly. The Revo's chassis and servo guard



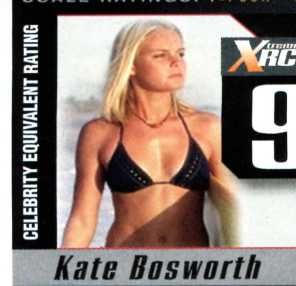
Popular OFNA starter box internals allow you to maintain and replace the RD box's parts easily.



The Revo keys in perfectly, and a quick tug is all that's required to engage the starter wheel.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT



HITS

- Built specifically for the Revo, meaning no setup required
- Twin 550 motors turn over .18 or .21 engines easily
- Heavy-duty construction

MISSES

- Awkward size can make it difficult to pack in pit bags
- Slightly pricey, but racers won't mind

CONNECT

MANUFACTURER: RD Racing Products
WEB: www.rdracingproducts.com
PHONE: 208.777.4076
PART NUMBER: REV200
STREET PRICE: $130.00

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key directly into the starting box so easily that you can start the truck with your eyes closed. To engage the starter wheel, simply give the truck a tug towards the starter wheel, and the engine springs to life. The large starter button protruding from the top of the box depresses smoothly, making starts much easier than with a box that requires depressing the entire lid for engagement.

After several weekends of racing and practicing, the Revo box continues to perform flawlessly. However, the bright blue anodized finish is scratching off the top of the box. To prevent the scratching, all you need to do is apply a layer of translucent motocross chassis protecting tape or Associated chassis tape to the lid.

Conclusion

If you race a Revo, you probably know that Traxxas designed it to accept non-pullstart engines for racing. Non-pullstart engines reduce weight, increase acceleration, and are easier to start, so why wait? RD Racing's starter box makes your decision an easy one. If you've been waiting to stuff a non-pullstart .12 or .21 into your Revo but didn't want to deal with hand starters, this box is your answer. Although it's a little pricey at $130, I doubt any monster truck racer will lose much sleep after he starts his truck in 4 seconds and then sees his non-pullstart Revo speeding down the track and on the way to the winner's circle.



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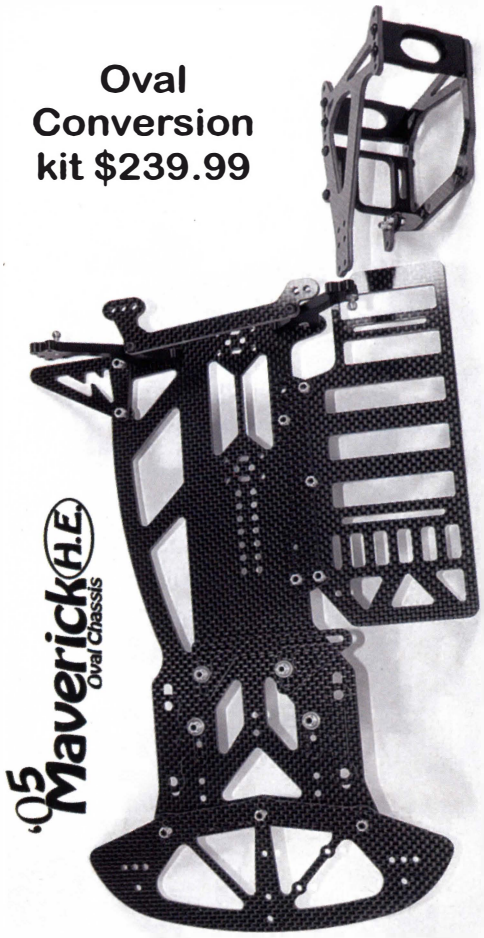

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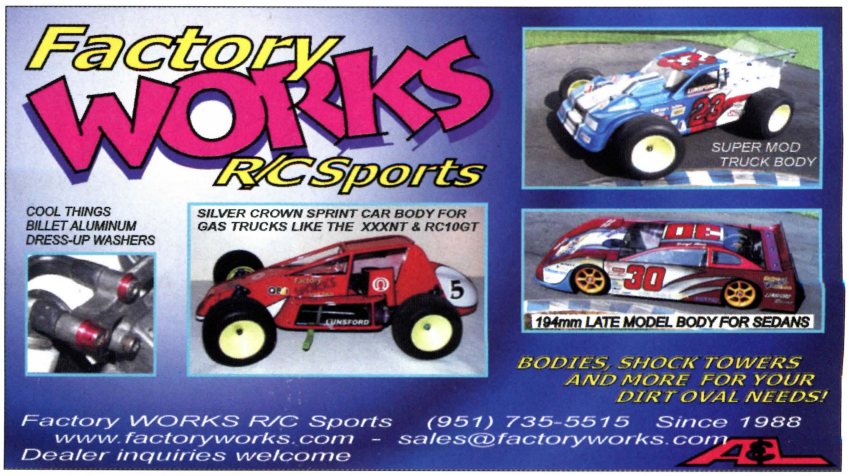

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…plus the ability to operate in FM, PCM, or advanced HRS (High Response Speed) transmission modes — so you can take full advantage of digital servos' potential!

Choose from two receiver-equipped versions of the 3PK. One includes the fast R113iP PCM receiver. The other comes with the R203HF High Response FM receiver, which — when paired with digital servos and used in HRS mode — results in a system that's twice as fast as any other competitive computer radio!

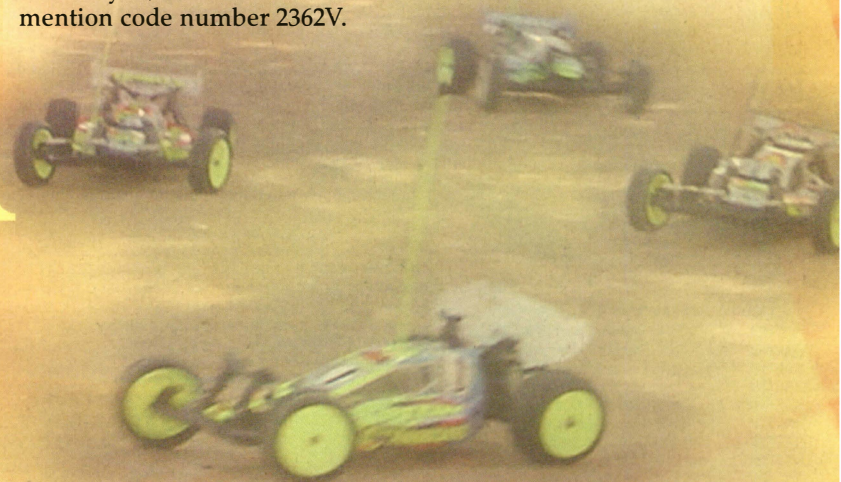
Performance also comes first with the 3PK Titanium Black…but convenience earns a close second, thanks to the transmitter's included synthesized module. Rotary adjustments on the module let you change channels as easily as turning a dial — without changing crystals.

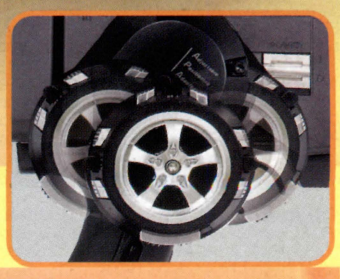
All 3PK systems include a transmitter NiCd and dual-output charger. For more information and the location of the dealer nearest you, visit www.futaba-rc.com or call 1-800-682-8948 and mention code number 2362V.

3PK



3PK





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HOT RACING

Associated RC-18 1/18 4WD Truck Parts from Hot Racing

AE2363S	1300mah 6 cell mini battery 7.2	23.80
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AET01008	Silver Alum. Rear Lower Pivot Blocks	5.80
AET01206	Blue Alumm. Lower Differential Case	20.00
AET01208	Silver Alum. Lower Differential Case	20.00
AET01406	Blue Alum. Chassis Upper Plate	48.80
AET01408	Silver Alum. Chassis Upper Plate	48.80
AET01506	blue alum. main gear adaptor	8.80
AET01508	Silver Alum. Spur Gear Adaptor	8.80
AET01806	Blue Alum. motor heat sink plate -1p	12.80

HOT RVO5075 $6.80



HOT SAV1011CS07 $18.80



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AET01906	Blue Alum. C-Shaped Hubs	12.80
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AET04806	Blue Alum. Steering Assembly	16.80
AET04808	Silver Alum. Steering Assembly	16.80
AET05506	Blue Alum. Lower Suspension Arms	13.80
AET05508	Silver Alum. Lower Suspension Arms	13.80
AET12606	blue alum. battery holder down strap	14.80
AET12608	Silver Alum. Battery Hold Down Strap	14.80
AET15006	Blue Alum. Swing Shafts (50mm)	13.80
AET15008	Silver Alum. Swing Shafts (50mm)	13.80
AET34706	Blue Alum. Front Treaded Shock Set	16.80
AET34708	Silver Alum. Front Treaded Shock Set	16.80
AET35706	*Blue Alum. Rear Threaded Shock Set*	16.80
AET35708	Silver Alum. Rear Threaded Shock Set	16.80
DAET52T	Delrin Spur Gear (52 Tooth)	7.80
DAET58T	Delrin Spur Gear (58 Tooth)	7.80
DAET62T	Delrin Spur Gear (62 Tooth)	7.80
TAET080	Titanium diff hub set	20.80

HOT LST155AB06 $24.80



HOT SD81006 $8.80



TAET101	Titanium Complete Hinge Pin Set	13.80
TAET10t	10 Tooth Titanium Pinion Gear	8.00
TAET11t	11 Tooth Titanium Pinion Gear	8.00
TAET12t	12 Tooth Titanium Pinion Gear	8.00
TAET13t	13 Tooth Titanium Pinion Gear	8.00
TAET14t	14 Tooth Titanium Pinion Gear	8.00
TAET15t	15 Tooth Titanium Pinion Gear	8.00
TAET160	Titanium Tie Rod Set W/Ball Ends	19.80
TAET16t	16 Tooth Titanium Pinion Gear	8.00
TAET242	Titanium Rear Universal Drive Shafts	24.80

Traxxas REVO 4wd

GPM9288	Traxxas Revo Bearing Set (35)	48.80
HRVO1215X	Progressive spring set:tmx,emx	18.00
OF0202	Red fuel line retainers (6)	4.80
OF0206	Blue fuel line retainers (6)	4.80
OF0207	Purple fuel line retainers	4.80
OF0208	Silver fuel line fittting (6)	4.80
RV012B06	Steering arm mount protector revo	13.80
RVO	Blue aluminum re bulkhead tie bars	9.80
RVO1011CS06	Blue Alum. Differential Case Revo	18.80
RVO1011CS08	Silver Alum Diff Case Revo	18.80
RVO10M06	Alum hex wheel hub revo	18.80
RVO1100XH	Power up bi-directional flywheel set	38.80
RVO111206	Blue double spring wire roll bar	20.00
RVO1125	*7075 push rod 125mm*	*10.00*
RVO12A06	Blue front bulkhead tie bars	9.80
RVO12A08	*Silver front bulkhead tie bars*	9.80
RVO12B08	Steering arm mount protector re	13.80
RVO13A06	Blue rear bulkhead tie bars	8.80
RVO13A08	Silver rear bulkhead tie bars	8.80
RVO15406	Blue aluminum shock ends (2)	8.80
RVO15408	Silver aluminum shock ends (2)	8.80
RVO15606	Blue shock upgrade parts	18.80
RVO156A08	Aluminum silver shock cap (2)	9.80
RVO156B08	Aluminum silver spring adjusters (2)	7.80
RVO156C06	Aluminum blue spring retainers(2)	5.80
RVO156C08	Aluminum silver spring retainers(2)	5.80
RVO160	7075 t6 turnbuckle tie rod set (2)	10.00
RVO1602	Chassis, Red Anodized Revo	78.00
RVO1608	Chassis,silver anodized:revo	78.00
RVO160A	7075 t6 push rod 115mm (stock) revo	10.00
RVO160ABN	Replacment ball end for rvo160a	10.00
RVO160BN	Replacment ball end for rvo160/t	10.00
RVO2706	Rocker arm post,alum:revo (4)	9.80
RVO2806	Blue front shock mount	10.80
RVO2808	Silver front shock mount	10.80
RVO2906	Blue front body mount	13.00
RVO3006	Blue shock mount	10.80
RVO3008	Silver rear shock mount	10.80
RVO3206	Blue Body Mount	20.00
RVO3206L	Blue Long Body Mount	23.00
RVO3208	Silver Body Mount	20.00
RVO3208L	Silver Long Body Mount	23.00
RVO5010	14lb orange fast off rd springs	6.80
RVO5075	19lb gun metal high lift springs rvo	6.80
RVO5080	18lb blue fast on-rd springs rvo	6.80
RVO5085	17lb shiny purple on-road srings rvo	6.80
RVO5090	16lb shiny red fast rally spring rvo	6.80
RVO5095	15lb chrome preload rally springs	6.80
RVO5105	13lb yellow preload off rd springs	6.80
RVO5406	Blue front upper arms (2)	33.80
RVO5408	Silver front upper arms (2)	33.80
RVO5706	Blue rear upper arms	33.80
RVO5708	Silver rear upper arms	33.80
RVO80M06	Big block engine mount revo	23.80
RVO80M08	Big Block Engine mount REVO	20.00
RVO8906	Blue aluminum fuel tank guard revo	13.80
RVO8908	Silver aluminum fuel tank guard revo	13.80

HOT RVO3006 $10.80



HOT RVO5010 $6.80



SD81006	Blue hr ultimate flywheel wrench	8.80
SD81007	Purple ultimate flywheel wrench	8.80
SRVO2125	Steel universal drive shafts (pair)	38.80
TRV01160	Titanium tie rod turnbuckle set (2)	18.80
TRV039	Titanium twister brake disk	7.80
TRV039K	Twin twister disk brake revo	23.80
TRVO1125	Titanium, push rod,(long):revo	16.80
TRVO160A	Titanium push rod (stock)	16.80
TRVO21A	Titanium stub axle (2) revo	9.88
TRVO2452	Titanium u-joints set	19.80

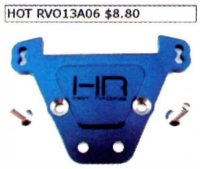
Losi 1/18 Mini-T Parts from Hot Racing

AE2363F	1300mah 6 cell mini battery 7.2v	23.80
SB2330	2/3a silver battery bar (10pcs)	4.80
SMT160PBN	3.8 yellw plastic ball cup (14)	5.00
SMT160SBN	Chrome steel ball for Mini-T	5.80
SMT242SA	Steel /alum universal shaft (42mm)	18.80
TSMT1160	Titanium 7pc. turnbuckle kit w/wrenc	18.80
TSMT1160S	Titanium steering. turnbuckle (1)	3.80

HPI 4WD Savage 21, 25, & SS Parts from Hot Racing

OF0202	Red fuel line retainers (6)	4.80
OF0206	Blue fuel line retainers (6)	4.80
OF0207	Purple fuel line retainers	4.80
OF0208	Silver fuel line fittting (6)	4.80
SAV1011CS07	Purple diff case hard outdrive plate	18.80
SAV1011CS08	Silver diff case hard outdrive plate	18.80
SAV1048X	Bearing servo saver steering savage	40.00
SAV1048X08	Silver bearing servo saver steering	40.00
SAV110008M3	Silver vented 3 shoe flywheel	18.80
SAV110008S3	Silver 3 shoe flywheel w/shoes	30.00
SAV1100M3	Purple vented 3 shoe flywheel	18.80
SAV1100S3	Purple 3 shoe flywheel w/shoes	30.00
SAV1215M3	Replacment teflon clutch shoe set	14.00
SAV1333M	Purple wheelie bar savage	30.00

HOT RVO13A06 $8.80



HOT LST201FR06 $10.00



SAV1333M08	Silver wheelie bar Savage	30.00
SD81006	Blue hr ultimate flywheel wrench	8.80
SD81007	Purple ultimate flywheel wrench	8.80
SSAV1039AL	Steel hex brake adaptor long(silver)	8.80

Associated RC-18 1/18 4WD Truck Parts from Hot Racing

AE2363S	1300mah 6 cell mini battery 7.2	23.80
AET01006	Blue Alum. Re Lower Pivot Blocks	5.80
AET01008	Silver Alum. Rear Lower Pivot Blocks	5.80
AET01206	Blue Alumm. Lower Differential Case	20.00
AET01208	Silver Alum. Lower Differential Case	20.00
AET01406	Blue Alum. Chassis Upper Plate	48.80
AET01408	Silver Alum. Chassis Upper Plate	48.80
AET01506	blue alum. main gear adaptor	8.80
AET01508	Silver Alum. Spur Gear Adaptor	8.80
AET01806	blue alum. motor heat sink plate -1p	12.80
AET01808	Silver Alum. Motor Heat Sink Plate	12.80
AET01906	Blue Alum. C-Shaped Hubs	12.80
AET01908	Silver Alum. C-Shaped Hubs	12.80
AET02106	Blue Alum. Front Steering Knuckles	12.80
AET02108	Silver Alum. Front Steering Knuckles	12.80
AET02206	Blue Alum. Rear Axle Carriers	12.80
AET02208	Silver Alum. Rear Axle Carriers	12.80
AET02406	blue alum. servo mount - 2pcs	6.80
AET02408	silver alum. servo mount - 2pcs	6.80
AET02806	Blue Alum. Front Shock Tower	9.80
AET02808	Silver Alum. Front Shock Tower	9.80
AET03006	Blue Alum. Rear Shock Tower	12.80
AET03008	Silver Alum. Rear Shock Tower	12.80

HOT SAV1100S3 $30.00



HOT RVO160A $10.00



AET0306F	Blue Alum. Front Bumper (80mm)	13.80
AET0306R	Blue Alum. Rear Bumper (60mm)	6.80
AET0308F	Silver Alum. Front Bumper (80mm)	13.80
AET0308R	Silver Alum. Rear Bumper (60mm)	6.80
AET04806	Blue Alum. Steering Assembly	16.80
AET04808	Silver Alum. Steering Assembly	16.80
AET05506	Blue Alum. Lower Suspension Arms	13.80
AET05508	Silver Alum. Lower Suspension Arms	13.80
AET12606	blue alum. battery holder down strap	14.80
AET12608	Silver Alum. Battery Hold Down Strap	14.80
AET15006	Blue Alum. Swing Shafts (50mm)	13.80
AET15008	Silver Alum. Swing Shafts (50mm)	13.80
AET34706	Blue Alum. Front Treaded Shock Set	16.80
AET34708	Silver Alum. Front Treaded Shock Set	16.80
AET35706	Blue Alum. Rear Threaded Shock Set	16.80
AET35708	Silver Alum. Rear Threaded Shock Set	16.80
DAET52T	Delrin Spur Gear (52 Tooth)	7.80
DAET58T	Delrin Spur Gear (58 Tooth)	7.80
DAET62T	Delrin Spur Gear (62 Tooth)	7.80
TAET080	Titanium diff hub set	20.80
TAET101	Titanium Complete Hinge Pin Set	13.80
TAET10t	10 Tooth Titanium Pinion Gear	8.00
TAET11t	11 Tooth Titanium Pinion Gear	8.00
TAET12t	12 Tooth Titanium Pinion Gear	8.00
TAET13t	13 Tooth Titanium Pinion Gear	8.00
TAET14t	14 Tooth Titanium Pinion Gear	8.00
TAET15t	15 Tooth Titanium Pinion Gear	8.00
TAET160	Titanium Tie Rod Set W/Ball Ends	19.80
TAET16t	16 Tooth Titanium Pinion Gear	8.00
TAET242	Titanium Rear Universal Drive Shafts	24.80

Losi LST Monster Truck

HOT LST5408 $33.80



HOT RVO5706 $33.80



LST1011CS06	Blue Alum. Differential Case Lst	18.80
LST1011CS08	Silver Alum. Differential Case Lst	18.80
LST155AB06	Threaded shock body:lst (2)	24.80
LST155AB08	Threaded Shock Body LST (2)	24.80
LST1906	Blue Aluminum C Hub (2) Lst	28.80
LST1908	Silver C Hub (2) LST	28.80
LST201FR06	Blue aluminum body mount post	10.00
LST201FR08	Silver alum body mount post	10.00
LST2106	Blue alloy knuckle (2) lst	28.80
LST2108	Silver alloy knuckle (2) lst	28.80
LST2606	Fuel tank post set,alum,blue:lst	9.80
LST2608	Fuel tank post set,alum,silver:lst	9.80
LST2806	Alloy front/rear shock tower	38.80
LST2808	Alloy silver shock tower	38.80
LST5406	Blue alloy and titamum upper arm	33.80
LST5408	Silver alloy & titanium upper arms	33.80
LST5506	Alum. lower suspension arm (2)	32.80
LST5508	Silver alloy lower arms	32.80
LST9030	2.8lb yellow off road spring (2)	6.88
LST9050	5lb orange hi speed off-rd spring(2)	6.88
LST9055	5.5 lb shiny red rally spring (2)	6.88
LST9860	6lb shiny purple fast rally spring	7.38
LST9870	7lb shiny blue on road spring (2)	7.38
LST9880	8lb gun metal monster lift spring	7.38
LSTDP00106	Blue alum. shock bushing (4)	8.00
LSTDP00108	Silver alum. shock bushing (4)	8.00
LSTDP002	Aulm.shock cartridges & boot:lst(2)	12.90
OF0202	Red fuel line retainers (6)	4.80
OF0206	Blue fuel line retainers (6)	4.80
OF0207	Purple fuel line retainers	4.80
OF0208	Silver fuel line fittting (6)	4.80
SD81006	Blue hr ultimate flywheel wrench	8.80
SD81007	Purple ultimate flywheel wrench	8.80
TLST1101	Titanium hinge pin set (16)	32.00
TLST1139	Titanium wheel axle (2)	18.80
TLST155	Titanium shock w jet vent piston(2)	12.00
TLST160	Titanium complete tie rod set	28.80
TLST39	Titanium twister brake disk	16.80

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THE TEN STEP BODY

SO EASY A MONKEY COULD DO IT!

Words: Jeff Eveleigh

We've been noticing some major visual problems at the local tracks, parks, and hobby shops lately. We're seeing ugly bodies that weren't planned out properly, have flaking paint, bleeding lines, crooked decals, wings falling off, and have the ride height set too high. Here at the magazine we've done our part to help by developing an easy-to-follow Ten Step program to help cure your Crappy Body Syndrome. Follow along and you too could be part of the nice looking body club. If you fail a step, don't give up—go back to the previous one, tuck your head down, and drive forward until you have succeeded. Welcome to the Ten Step Body!

Collin likes practicing his first-grade spelling lessons on car bodies.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

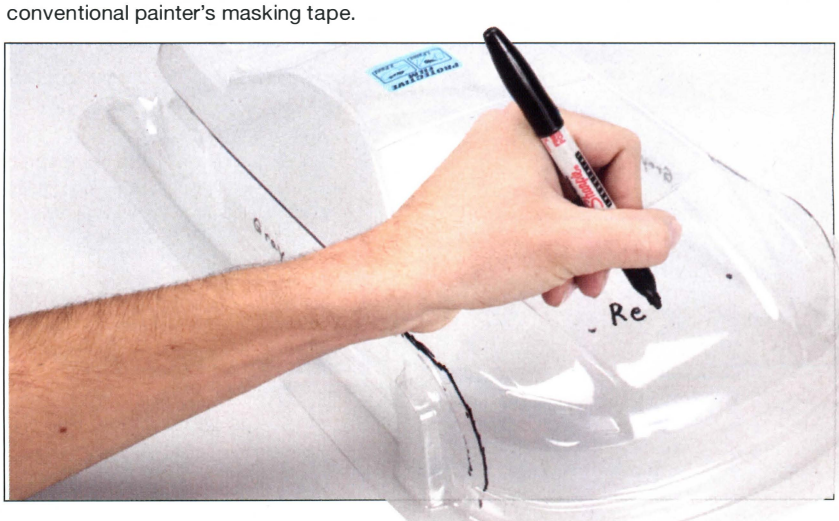
Extreme RC Cars magazine 2.0

THE TOOLS

- Sharpie
- Dish Soap, Water, Dry Towel
- Detailing Accessories (masking material and internal graphics)
- Polycarbonate Paint
- Hair Dryer or Heat Gun
- Curved Lexan Scissors
- Hobby Knife
- Glass Cleaner
- Shoe Goo

STEP 1 PLAN THE BODY

The first step in painting up a nice looking body is proper planning. You need to think about colors, masking, graphic layout, and the order you'll apply the different colors of paint. Use a permanent marker on the outside of the body's protective film to lay out your plans for the finished product. You should also make markings for objects that you won't be able to see once the body is painted such as body post holes, antenna mast holes, and engine and fuel tank clearance holes. When planning your body keep in mind that there are many tools available to make your painting experience easier and better such as liquid paint mask, pre-cut paint masking kits, internal graphics, and conventional painter's masking tape.



Ideally, a hot chick would have been washing that car body instead of that hairy arm.

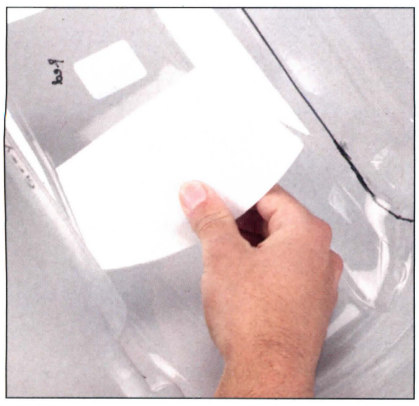
STEP 2 WASH THE BODY

This is a very important step since many contaminants exist on the inside surface of the body where the paint must bond. Use a few drops of dish soap along with warm water on the inside of the body to wash away any mold release agents, oil, or debris that may be present. Rinse the body well and dry it off completely with a paper towel or lint-free rag.



STEP 3 APPLY WINDOW AND OTHER MASK

It's now time to apply the supplied pre-cut window masks that come with pretty much every body available these days. Line up the vinyl masks with the molded window lines and firmly press down the edges to keep paint from bleeding underneath. Following your original plans from step one, now is the time to apply your pre-cut vinyl paint masks, your internal graphics, or to lay out your conventional masking tape and cut it to the proper shape. If you are planning on using liquid mask, you don't need to use the pre-cut window masks since you can just cut the windows out of the liquid mask when necessary.

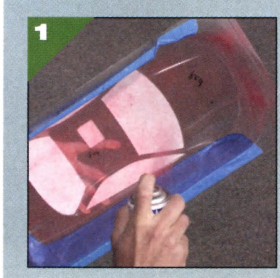


STEP 4 HIT SOME PAINT



First off, make sure that you are using paint that is designed for use with polycarbonate plastics. Check with your local hobby store to find out what you should be using, although all polycarbonate paint is designed to be flexible and will bond well with the Lexan plastic used on RC bodies. Run your finger along all of the window masks and design masks or internal graphics one last time, and get ready to paint.

The first coat of paint should be dusted on slightly so that you can barely see the paint. This prevents the paint from pooling and helps to seal the masks, eliminating the chances of paint bleeding under the masks on the second coat (1). You can use a hair dryer on the medium heat setting to help the paint dry faster. Once the first coat is dry you can go a little heavier on the second coat, but still take it easy. The thinner the paint is on the final product, the lighter the body will be and the less chance it will have of flaking off during a collision (2). Again, once the second coat is dry you should apply a third touch-up coat to fill in any missed spots and light areas. Hold the body up to the light to see where you may need more paint, but by this point you shouldn't need much more to finish the body off (3).







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Savage Extended Chassis Kit	$81.99
Savage 'Billet-Proof' Gear Shaft	$24.99
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CEN 9108 Porsche GT-1 4WD GX-1	$199.99
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LOSB0200 Mini-T RTR	$149.99
LOSA0887 XXX-NT Sport II RTR	$349.99
LOSA0846 XXX-NT Adam Drake 2	$349.99
LOSA0285 XXX-S Sport II RTR	$269.99
LOSA0095 XXX-T Sport II RTR	$269.99
LOSA0006 XXX Spec T	$159.99
LOSA0075 XXX-T Francis	$249.99
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TAM57702 Ford SVT F-150 Truck	$179.99
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STEP 5 DRY AND REMOVE WINDOW MASKS

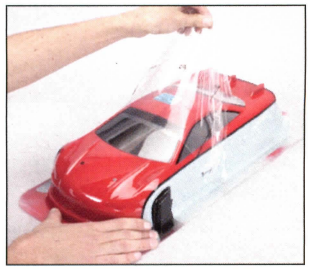
Use the hair dryer one final time to ensure that all of the paint has fully cured, keeping in mind that some brands of paint require more time to dry than others. Remove the window masks by pulling them away from the body parallel to the mold lines; if you simply rip the masks away, it may tear the paint and leave a rough edge on the trim lines. Likewise, if you try to remove the masks too early when the paint hasn't fully cured, it will be even easier to tear. If you start to notice this happening while you remove the masks, hold off for a bit and let the paint cure longer. If you aren't in a rush you may want to give it a good night off to harden up on its own.



STEP 6 REMOVE PROTECTIVE FILM AND CUT OUT

It's almost time to remove the protective outer film, but before you do you'll want to use the markings you made earlier to drill out the mounting holes and cut out any other openings that you'll need. Use a tapered reamer or a drill to bore the holes, and curved Lexan scissors or a hobby knife to create any other openings. Now you can peel away the protective film and expose the clean Lexan. Again, use your curved Lexan scissors or a hobby knife to trim the body out along the trim lines provided by the manufacturer. Depending on your car, you may have to make slight modifications to the wheel well trim lines, so match the body up correctly and don't be afraid to make minor trimming changes where necessary.







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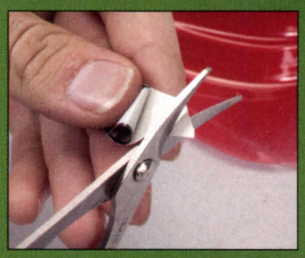
STEP 7 DECAL APPLICATION

Wipe down the outside of the body with a clean, dry rag to ensure that no debris from the hole cutting or body trimming are present. Now you're ready to apply the external decals that are provided with most bodies. Using scissors or a hobby knife, cut out the decals as close to the cut lines as possible. It is OK if you leave a bit of the backing material since most decals are printed on clear vinyl, so in most cases you won't see the excess material once the decals are applied. You can apply decals using the quick and easy "dry" method or the messier "wet" method that is better suited to large decals.

The dry method of decal application is very simple. Pull back a small portion of the decal backing and cut a small section of it off. Line up the decal in its correct position on the body and press down the exposed section. Flip the decal up and remove the rest of the backing. Starting from the already-applied section, roll your finger along the face of the decal while pressing it firmly to the body, and do your best to prevent air from getting trapped beneath it. Once the decal is pressed down, run your finger along its face again to make sure it is fully bonded to the outside of the body.

Large decals are more difficult to apply using the dry method without getting air bubbles caught beneath them, so this is where the usefulness of the wet method comes into play. Spray a generous amount of a glass cleaner such as Windex onto the area of the body where you'd like to apply





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the large decal. Peel the backing off of the decal and place the decal over the glass cleaner. You can now move the decal around a bit to position it exactly where you desire. Once it is in place, use small pieces of paper towel to squeegee out the glass cleaner trapped between the decal and the body. Wait a few hours to allow the remaining glass cleaner to fully evaporate to ensure that the decal has fully bonded to the surface of the body. Note that some acrylic paints can be removed with glass cleaner, so when using water-based paints be sure that the glass cleaner does not come into contact with the paint.





Windex and a squeegie...looks like Jeff is getting lonely again.

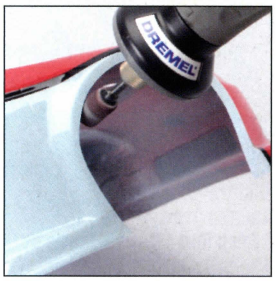
STEP 8 DETAIL INSTALL

You are now ready to install some of the final details such as wings, mirrors, side pods, and anything else you can come up with. Follow the specific instructions provided along with the body for explanations on how to mount the included accessories. When mounting touring car wings with screws, you can also strengthen the joint by dropping a small bit of Shoe Goo onto the wing standoffs before you bolt the screws and nuts together. Shoe Goo is also a great adhesive to use to glue the side pods onto your car's wing since it dries clear and remains flexible.



STEP 9 MOUNT AND SETUP

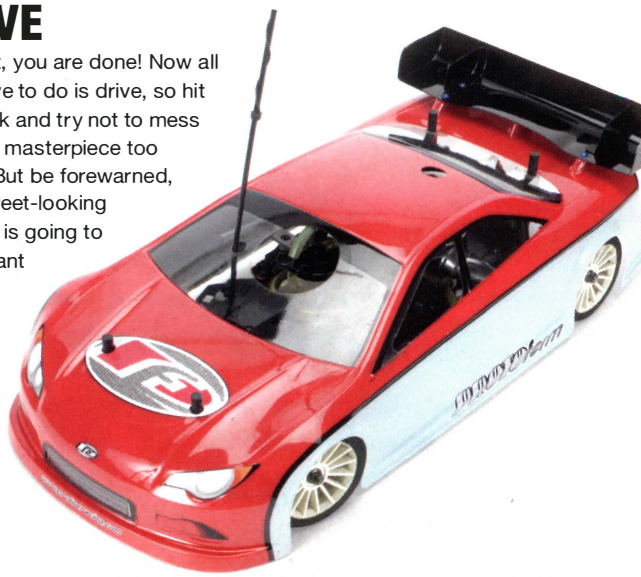
Some final tuning may be required, so mount the body on to the chassis and set the body to the correct height using the pins in the body posts. A good starting point is to mount the body so that the lower trim line sits flush with the bottom of the chassis. As mentioned earlier, you may have to make minor changes to clearance areas such as wheel wells or steering linkage openings, so now is the time to do that. It's also wise to use curved Lexan scissors to round off any sharp edges to prevent them from catching on tires or other moving parts such as steering bellcranks or suspension components. Finally, if the body posts are longer than necessary, cut them down so you don't have two inches of post sticking out of your freshly painted ride.





STEP 10 DRIVE

That's it, you are done! Now all you have to do is drive, so hit the track and try not to mess up your masterpiece too much. But be forewarned, your sweet-looking paint job and mounting style is going to force you to fight off a constant stream of hot women that want to touch you simply because you painted, detailed, and mounted your body so well. Obviously this Ten Step program is a win-win situation for everyone involved! ✪



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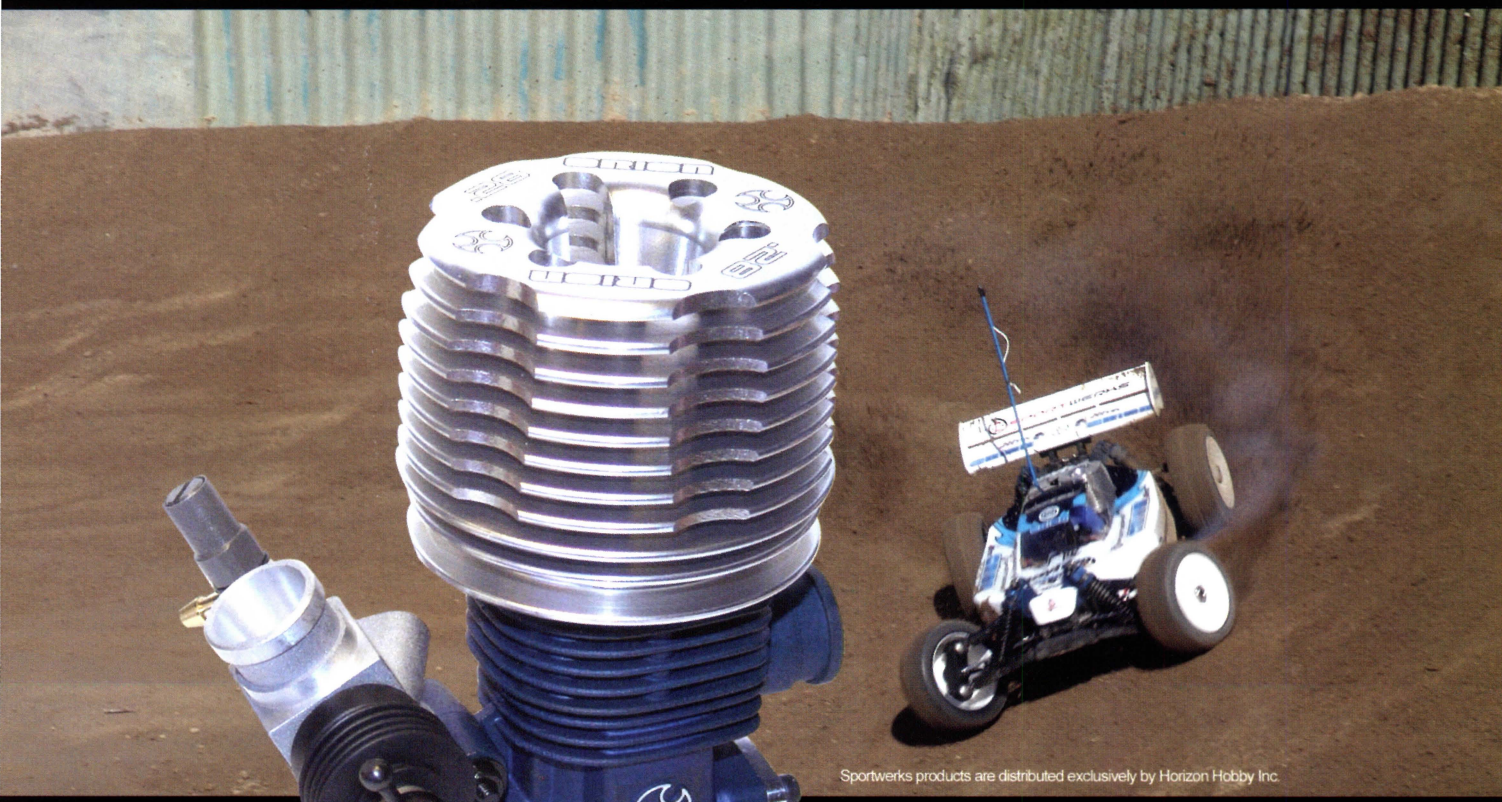

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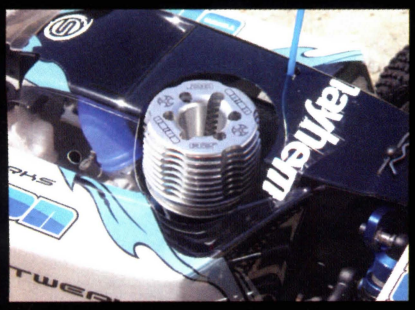

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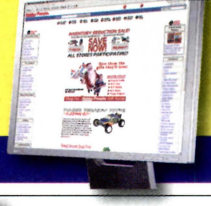

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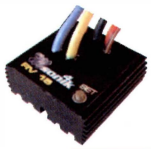

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BEFORE YOU TURN THE KEY

THE THINGS YOU SHOULD DO BEFORE HITTING THE GAS!

Words: Aaron Waldron

Everybody who has ever owned a nitro car knows what it's like to break in a new engine; instead of grabbing a handful of throttle and shredding tires, there's the painfully slow process of seating parts and running at slow speeds to ensure a longer life for your new fire-breather. And while asking ten different racers for break-in advice may yield ten different opinions, proper care and maintenance is universal and should begin before you ever turn the engine over for the first time.

This hobby sure does seem like a lot of work.

FIRST THINGS FIRST

STEP 1: Begin by taking the cooling head and back plate off of the engine. Both parts are held on by four very important screws, so take care not to strip or damage them in any way. The back plate will have a gasket on it, and the head will have at least one shim underneath it. As you take your engine apart, be careful not to tear or damage the screws; remove each slowly and ensure that the screwdriver or hex driver is seated flush in the screw head.

STEP 2: Next, loosen the carburetor retainer bolt and remove the carburetor and set it aside.



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- After run oil
- Motor spray or fuel
- Silicone RTV sealant or Racers Edge Air-Seal
- Glow plug wrench
- Small zip ties

FIRST THINGS FIRST CONT'D

STEP 3: After removing the head and back plate, use a small zip tie to push the sleeve out of the case; stick the zip-tie through the exhaust port and turn the crankshaft until the sleeve comes out the top of the block. You should then be able to pull the sleeve out completely with your finger.

STEP 4: Unhook the connecting rod from the crank pin and pull the piston out as well.

STEP 5: Finally, push the crankshaft out of the case. In particular, make sure to take note of the orientation of the parts you take off or out of the engine.

STEP 6: Some pistons have small clearance cuts that allow the piston to clear the crankshaft, and some may have small bypass port holes that must be oriented properly for the engine to run well.







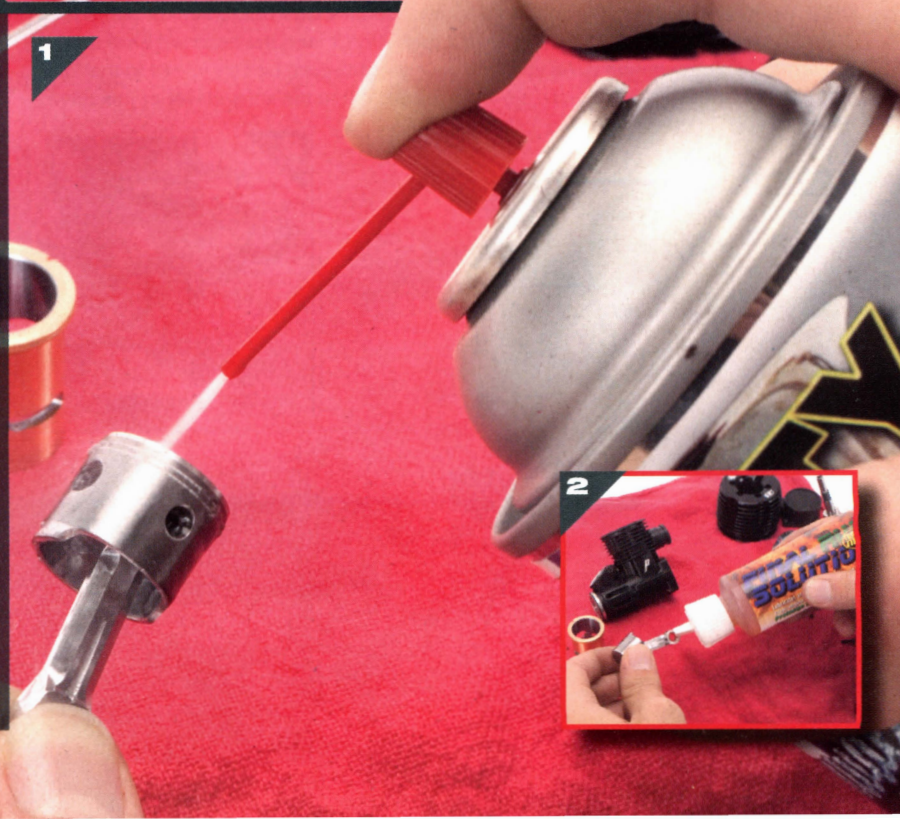


Most of us are lazy and just run the engine fresh out of the box.

RUB-A-DUB-DUB!

STEP 1: Inspect your disassembled engine for casting defects or any small debris that may have been left in the engine at the factory. Even a tiny metal shaving can wreak havoc on your new engine's ball bearings, so look carefully and clean everything thoroughly if there is any doubt. Rinse off the engine parts with nitro cleaner or fuel, and flush out the block to make sure everything is squeaky clean, and then set it all aside on a clean towel. Make sure your hands are clean and free of dirt or grit as well, as any contamination on your work space or hands will probably find its way into your engine during reassembly.

STEP 2: Before re-assembling your engine, apply a generous coating of after-run oil to the moving parts of the engine, including the bearings, piston, and both ends of the rod. When your engine starts up for the first time, the oil will reduce friction until fuel begins to flow during use.



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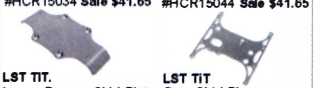

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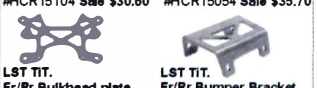

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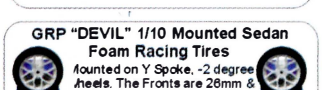

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STEP 1: Before pushing the back plate and carburetor into the case, apply a thin bead of silicone sealant around the outer edge of the back plate and the carb neck. Use as little sealant as possible to get the job done, as excess sealant can find its way into the engine and cause more problems than it solves.

STEP 2: Use the index marks **(see arrow)** on the sleeve and block to line up the ports as you drop the sleeve back into the block. Turn the engine over by hand to make sure everything rotates smoothly, and if you feel any resistance, stop immediately and disassemble the engine again.





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AMG322Z	Front Alum. Protection Sys:Billet	$39.95
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LST322T	Frt Titanium Protection Sys : Tube Style	$49.95
LST322X	Frt Alum Prot Sys : Billet w/Grill Guard	$43.90
LST323	Rear Alum Protection Sys: Tube Style	$39.95
LST323T	Rr Titanium Protection Sys: Tube Style	$49.95
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REV320SDF	SD FlamedAlum Front SkidCover	$24.50
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REV322X	Front Alum Protection System : Billet w/Grill Guard	$43.90
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Futaba Mag Sport Radio, Standard 15 min. AC/DC Charger and 1500 Mah Battery.

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New LST Monster Truck RTR For Under.....$600.00
Must Call For Losi Prices!

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With 3 Channel Radio, 2 Speed Forward And Reverse Transmission & EZ Start System

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RC10 T4 Team Truck.....179.99
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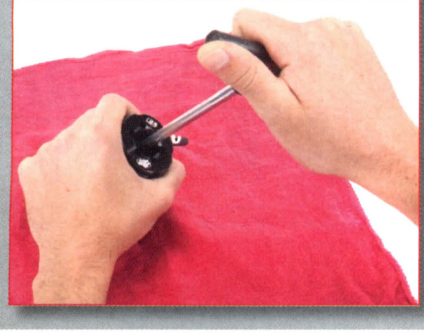
FUELING THE FIRE

There are three ingredients to combustion: compression, fuel, and ignition. The correct glow plug and fuel for an engine will help to bring out its full potential. In general, most small-block engines run better with hot plugs and low nitro percentages like 20%, while big-block engines are happier with colder plugs and higher nitro content such as 30%. When in doubt, use the manufacturer's recommended glow plug for your engine and stick with it; engine manufacturers know what they're doing and recommend specific glow plugs for a reason. Before cranking your new mill up for the first time, tighten the glow plug once more to ensure that it's fully seated and sealed. Engines that arrive from the factory with a plug installed occasionally have loosely threaded plugs that prevent the engine from running properly.



PULLING THROUGH IN THE CLUTCH

Nearly all clutch units use a collet to hold the flywheel tight, and this requires the clutch nut to be very tight to keep everything working properly. Instead of using a piston locker that threads into the glow plug hole, consider picking up a flywheel holding tool (like those available from OFNA and Kyosho) to hold the flywheel while you torque the clutch nut into place.

Don't use any lubes or greases while putting the clutch together. Make sure the bearings spin freely and the shoes don't hang up on the bell. Brand new clutch bearings may not spin forever, but shouldn't feel sticky.



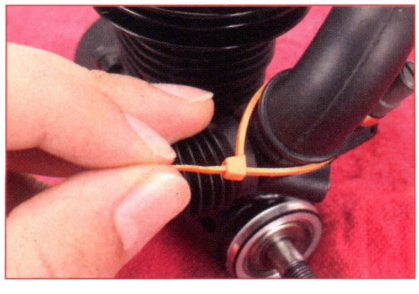
Give that air filter a dutch-oven.

YOUR ENGINE'S GAS MASK

The air filter is the only thing preventing dirt from entering your engine, so make sure it's secured onto the carburetor very tightly!

STEP 1: Use a zip-tie to hold the rubber fitting onto the carburetor. Also, apply air filter oil (Team Associated makes a good filter oil) on the foam filter (unless it's already oiled) to trap any and all dirt before it gets inside your brand new engine.

STEP 2: Place the filter element in a small plastic bag along with several drops of filter oil. Work the oil into the filter with your fingers, and then install the filter element. Remember, you should never start the engine without an air filter!





HIT THE GAS!

The first few miles put on any engine are the most important in terms of engine life, re-gardless of the application. Taking the time to care for your new investment correctly will prevent you from damaging your new engine, and will ensure that you get to keep using it for as long as possible. A little work goes a long way!

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Hot Bodies

NEW !



HOT55005 Lightning 1/8 Stadium PRO
We have tested and raced thismonster truck, and they are absolutely unbelievable! They are fast, handle awesome, and built to win. If you've been waiting for a winning racing truck, the wait is over. **Factory assembled Ready to Run with radio and high torque steering servo.**

- .26 Power Factory Engine, with jump start
- Long Wheelbase Main Chassis
- Aluminum, Long Suspension Arms
- Front CVA Joints
- Full Rubber Sealed Bearings
- F/R Sway Bars
- Fits T-maxx wheels

$589.95



HPI0832 Savage .25
Factory assembled **Ready to Run with radio**
Nitro Star S-25 engine (ABC) with slide carburetor
Full-time shaft driven four wheel drive
Roto Start System installed!
New rear pick-up 160cc fuel tank with no primer
Complete set of rubber sealed ball bearings
Hardened metal differential gears
Adjustable 2 speed trans w/H.D. metal internal gears
Adjustable slipper clutch and Adjustable disc brake

SAVAGE 25

$424.95



HPI0845 Savage SS
Kit only, **unassembled requires radio gear**
Nitro Star S-25 engine (ABC) with slide carburetor
Purple anodized, billet aluminum engine head
Full-time shaft driven four wheel drive
Complete set of rubber sealed ball bearings
High performance aluminum ribbed tuned pipe
Heavy-duty drivetrain and suspension
Hardened metal differential gears
Heavy-duty chromed steel dogbones
Adjustable 2 speed trans w/H.D. metal internal gears
Adjustable slipper clutch and Adjustable disc brake

SAVAGE SS

$339.95

LOSI LST



MONSTER TRUCK with .26 ENGINE and 3-channel JR radio Installed and ready to RUN!

The shocks on this thing are absolutely *HUGE!!!!!!!*

LOSB0010 LST Truck

$599.95

T-MAXX 2.5

Ready to run

NEW LOWER PRICE



T-MAXX RTR TRUCK-with painted body and 25 Engine. 40+ MPH RIGHT OUT OF THE BOX, 4 WHEEL DRIVE

TRX4910 T-maxx 2.5

$369.95

TEAM ASSOCIATED MGT

NEW LOWER PRICE



MONSTER GT RTR INCLUDES
Full ball bearings, Heavy-duty high-torque steering servo with metal gears. Four wheel drive with four wheel independent suspesion. Over 4 Inches of ground clearance. Huge 6.6" diameter all-terrain tires. Pro-21 engine with pullstart or drill start option. High performance tuned racing pipe. Three channel radio fully installed. 22" long bumper to bumper, 17.5" wide with a 14.5" wheelbase weighing in at 12 pounds RTR.
Requires: Glow-igniter, fuel bottle, fuel, (12) AA batteries.

ASC20500
Associated MGT, Ready to Run

$469.95

TRAXXAS REVO

Ready to run



The Traxxas Revo is an engineering marvel and it's RTR. High performance features include: Variable progressive suspension with inboard shock design (almost 5 inches of individual wheel travel). 4 wheel shaft drive. Electronically controlled reversing transmission with auto shifting 2-speed. TRX 2.5R Racing engine. Dual high torque steering servos. Integrated 5-cell NiMH receiver battery pack with AC/DC fast peak charger, painted and ready to go with a engine tuning and setup DVD.

TRX5310 Traxxas REVO

$479.95

Associated RC18T

NEW !



Length: 214mm
Width: 182mm
Wheelbase: 154mm
Team Associated introduces their RC18T 1/18th 4-wheel drive racer. RTR with radio system, battery and charger. This thing is sweet! Good news, Mini-t Rims fit it.

ASC20100 RC18T Ready to Run Truck $179.95

Trinity Spyder 1/18

NEW !



Width: 7.1", 180mm
Height: 3.5",89mm
Length: 9", 220mm
Wheelbase: 5.75", 146mm

4wd 1/18th scale w/shaft drive, RTR racing truck, factory assembled for the beginner racer. The only additional thing you need to buy is 12 "AA" alkaline batteries. Price on these and what you get makes for a pretty impressive truck. Don't wait, they're gonna sell fast!

TRI90006 Spyder 1/18 scale truck..... $129.95

Team Losi Mini-T



The Team Losi Mini-T comes assembled and painted, complete with radio system, Ready to Run.

LOSB0200 Losi1/18th scale..... $149.95



The 5 cell, 6.0volt Peak Racing "Boost" battery pack is what you need for those tighter in-door tracks. Good power, direct fit in the Mini-T.

PEK4052 5-cell "Boost" Mini-T battery pack $24.95



What you need for Mini-T speed. Team Orion has both a 5-cell and a 6 cell version of their popular "Supercharge" packs. Both are a direct fit in the Mini-T.

ORN13012 5cell pack, 1200mAh, 6.0 volt $24.95
ORN13022 6cell pack, 1200mAh, 7.2 volt 29.95

Mini-T Cool Hop-up's



We recommend these to any Mini-T owner. These are miniature versions of Losi's professional racing shocks. Anodized shock bodies, racing shafts, and rebuildable cartridges. Made by Losi, a complete set of 4 shocks, 2 for the front and 2 for the back, with springs. just add shock oil, oil not included. Any standard RC shock oil will work just fine.

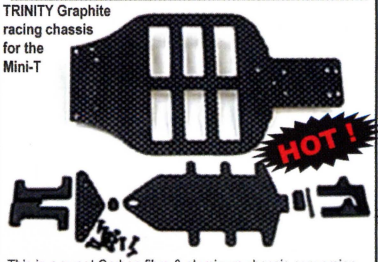
LOSB1110 Mini-T shock set, 2 front, 2 rear $26.95



Take out the sloppy plastic bushings and get some ball bearings in those wheels and hubs. Increase speed & runtime

LOSB1100 Bearing set, Mini-T 8 pieces $12.95

TRINITY Graphite racing chassis for the Mini-T



This is a sweet Carbon fibre & aluminum chassis conversion kit for the Losi Mini-T. Turn your off-road truck into an all out Mini-T racing terror. Bolts right on, uses stock or aftermarket electronics. Longer wheelbase for greater stability. Faster cornering speeds. Uses racing style saddle battery packs. Uses stock or Hitec mini servo.

TRI 34077 Mini-t graphite chassis conversion $79.95

Trinitys new Micro Monster is developed to be used with five or six cells and will bolt right into your Mini-T with no modifications. Notable features are changeable brushes and springs *like standard 540* sized motors. Take the performance of your Mini-T to the next level!

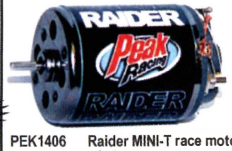


TRI11990 Micro Monster Motor $27.95



Orion Baja, direct fit motor with more torque and RPM than the stock MINI-T motor, changeable brushes, save big retails for $49.95

ORN20911 BAJA MINI-T race motor $34.95



Peak Raider, Mini-T motor with high power. This *motor geared* correctly with a 6-cell pack has gone over 22 mph in a stock Mini-T

PEK1406 Raider MINI-T race motor $37.95



Fantom, Mini-Mod Mini-T and micro racing motor. Dual mounting positions to fit nearlyevery application. High power magnets, bearings. MSRP $50

FAN34100 Mini-Mod, modified racing motor .. $37.95

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3300mAh GP's



NEWEST VERSION" 3300's

For the record, last years 3300's were good, but they don't have the outrageous voltage and runtime of the newer version 3300's from this fall. The numbers are better. The racing season is here. It's time to pick up some fresh packs and hit the track. These newer cells are the hot ticket for stock racing and most of those with the big motors in modified. How many hours a month do you work on your cars and race? Is it really worth it to run on last seasons cells? Give yourself the edge you need.

ORION

ORN11411	GP3300SP2 V-MAX PLUS RDS RACER, 6-cell loose	$64.95
ORN11412	GP3300SP2 V-MAX PLUS RDS TEAM, 6-cell loose	79.95
ORN11415	GP3300SP2 V-MAX PLUS RDS RACER, 4-cell loose	46.95
ORN11416	GP3300SP2 V-MAX PLUS RDS TEAM, 4-cell loose	59.95

PEAK PERFORMANCE

PEK43111	GP3300SP2 POWERFLO WORLD SPEC, 6-cell loose	$79.95
PEK43112	GP3300SP2 POWERFLO NATIONAL SPEC, 4-cell loose	47.95
PEK43113	GP3300SP2 POWERFLO WORLD SPEC, 4-cell loose	59.95
PEK43114	GP3300SP2 7.2v 6-cell BATTERY STICK PACK	59.95

TRINITY

TRI20014	GP3300 EVO 3 RACE PACK, 4-cell matched loose	$49.95
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TRI20018	GP3300 EVO 3 RACE MATCHED SADDLE PACK, 6-cell	84.95
TRI20019	GP3300 EVO 3 RACE MATCHED SIDE BY SIDE PACK, 6-C	84.95
TRI20020	GP3300 EVO 3 RACE MATCHED STICK PACK, 6-cell	84.95
TRI20021	GP3300 EVO 3 TEAM PACK, 6-cell matched loose	54.95
TRI20024	GP3300 EVO 3 TEAM PACK, 6-cell matched loose	84.95
TRI20025	GP3300 EVO 3 TEAM MATCHED SADDLE PACK, 6-cell	89.95
TRI20026	GP3300 EVO 3 TEAM MATCHED SIDE BY SIDE PACK, 6-C	89.95
TRI20027	GP3300 EVO 3 TEAM MATCHED STICK PACK, 6-cell	89.95
TRI20028	GP3300 EVO 3 SPORT STICK PACK, 6-cell	59.95

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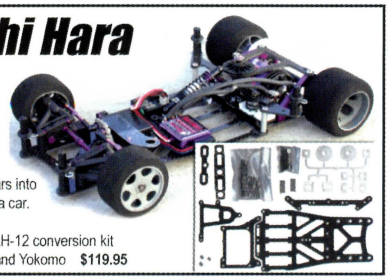
Atsuhi Hara



The AH-12 conversion kit transforms the standard Associated and Yokomo 1/12 cars into the Atsushi Hara car.

HOT90200 AH-12 conversion kit for Associated and Yokomo **$119.95**

XRAY M18 Micro touring car



This is the Micro you've been waiting for. The M18 has fully independent suspension and 4-wheel drive. Comes with a body. **Requires** 2ch radio with esc, micro servo, battery, charger. Power package is the, motor, battery, esc, servo.

XRA380000 M18 micro touring car ..... **$ 96.95**
XRA389100 Power package **$109.95**

3600mAh Sanyos



Were you getting tired of trying to make run time last season? Wouldn't it be great if you had a cell that had a bit more run time? Well you found it Bubby! The new 3600mAh cells from Sanyo offer excellent voltage and killer run time. You don't want to be the last guy to try these at your track. Pick up one or two packs and put back in that motor that used to leave you stranded on the track before the 5 minutes was up.

ORION

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ORN11402	SANYO RC3600HV NiMH 6-cell loose, **TEAM** V-MAX RDS	74.95
ORN11404	SANYO RC3600HV NiMH **4-cell loose, CLUB** V-MAX RDS	39.95
ORN11406	SANYO RC3600HV NiMH 4-cell loose, **TEAM** V-MAX RDS	54.95

PEAK PERFORMANCE

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PEK43102	SANYO RC3600HV NiMH NATIONAL SPEC, 6-cell loose	64.95
PEK43103	SANYO RC3600HV NiMH WORLD SPEC, 6-cell loose	74.95
PEK43105	SANYO RC3600HV NiMH NATIONAL SPEC, 4-cell loose	44.95
PEK43106	SANYO RC3600HV NiMH WORLD SPEC, 4-cell loose	54.95

TRINITY

TRI20004	SANYO RC3600HV. NiMH TEAM PACK, 6-cell loose	79.95
TRI20007	SANYO RC3600HV. NiMH RACE PACK, 6-cell loose	69.95

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ORN41510 V2 ENDBELL CONVERSION KIT for Epic (Trinity) stocks 39.95
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.27 '04 Pullstart ENGINE, Rear Exhaust, slide carb, SG crankshaft and turbo head button, includes glow plug. This is the newest engine from Fantom. Big power for your big truck or buggy. MSRP $319.99

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These high tech **Orion WASP** engines in a .12 size are turning up to 1.5 HP! Check the list below for more details and **drop by our website,** type in the part number in our on-line search engine to read even more about your favorite WASP, and don't forget to buy one! They're fast!

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ORN80053	.12 Non-pull OFF-ROAD ENGINE, rotary carb	159.95
ORN80054	.12 Non-pull turbo works, slide carb	199.95
ORN80060	.12 Non-pull, side exhaust, rotary carb	155.95
ORN80061	.12 Pullstart, side exhaust, rotary carb (msrp $299)	169.95
ORN80200	.18 PRO Non-pull, slide carb (msrp $154)	79.95
ORN80201	.18 PRO Non-pull, rotary carb	79.95
ORN80211	.18 PRO Pullstart, side exhaust, rotary carb	99.95
ORN80220	.18 T-MAXX Pullstart, slide carb	89.95

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Engine shown is #1623

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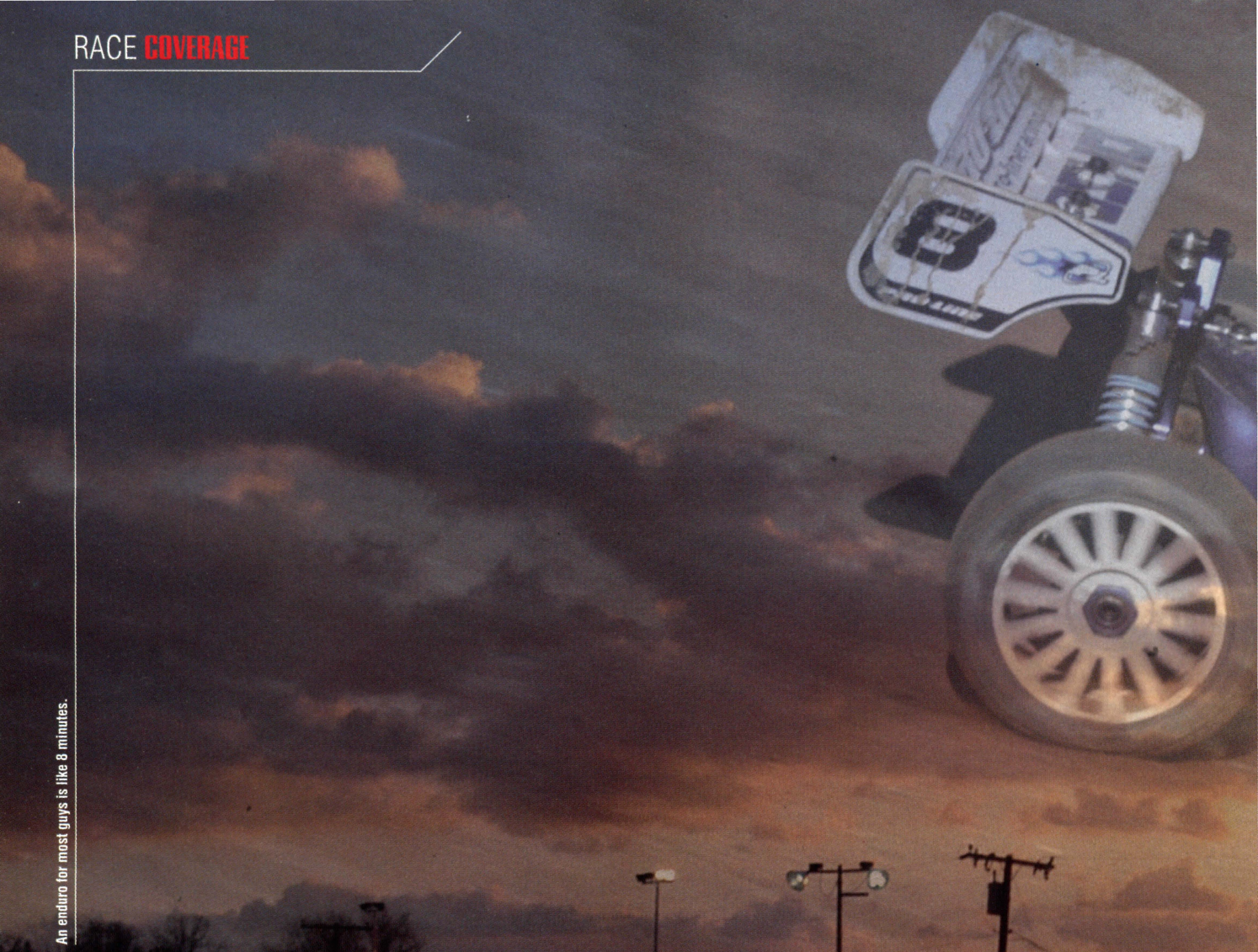

An enduro for most guys is like 8 minutes.

Thunder Alley ENDURO

DOING IT FOR THREE HOURS STRAIGHT

Photos and Words: Derek Buono

There are lots of real races that test a car's durability by racing it for an extended period of time. If you think of the 24 Hours of LeMans, some of the greatest names in racing come to mind, both of manufacturers and drivers. Thunder Alley Raceway wanted to do something of a similar magnitude: Hold an event where teams would race for 3 continuous hours, proving not only their driving skill but how the vehicles, engines and drivers could stand up to the test of time. While some may think that racing for 3 hours isn't really that long, it's currently three times the length of the longest sanctioned races. This far exceeds the life of most tires, goes well past the time that normal receiver packs can provide power, and is one hell of a long time to stand in one place.

This was the 1st annual event, so the turn out was lower than it should have been with four teams entering the 1/10-scale truck class and five teams entering 1/8-scale buggy. The teams consisted of a mix of locals, a few pro drivers, and even a team from Mexico.









Doing anything for 3 hours becomes work.

Gas Truck

With only four entries, one would think that after three hours we would be lucky to have all the trucks on the track, and it would probably be a cold day in hell for there to be an actual race at the end. But with just 45 minutes to go, there were still three teams left, as Team Mugen retired early with a transmission problem leaving Team Losi #2 to battle Team Losi #1. The new Drake 2 trucks held up to the track conditions and in the end the race came down to the wire with the trucks finishing within seconds of each other. It would have been a dramatic ending to any race, but after 3 hours and lots of pits stops, tire changes, battery changes, and even driver changes, this was nothing short of amazing.

1/8 Scale

The race started off at maniac pace, and it continued that way until the end. Team Pro-Line had problems from the start and began basically 18 laps down. This left Team Jammin to stretch their legs and build a healthy lead. As time went on, Jammin desided to forego changing tires, and this would turn out to be a very bad decision as somehow the Kyosho 777 and Team Pro-Line were slowly making up time. Pro-Line had changed tires and were running a Li-Po battery pack which allowed them to only make a battery change once. Within the last 15 minutes, Dean Sexton was on the track with Scott Hughes making up time every lap. It was on pace to be another photo finish when Sexton thought his receiver pack was dying, forcing a pit stop that would put Team Pro-Line on the same lap as them with only a few minutes left. Eventually Team Pro-Line caught and passed Team Jammin in the last few laps and actually was able to put a lap on second. It was such an amazing race to watch and even more amazing to see this ending unfold. Both the Jammin and Kyosho held up without a hitch. In fact, only one car had enough problems to be off the track during the three hours.

Down to the Wire

Thunder Alley set out to put on a race that would be fun to watch and participate in. In the process they created an amazing event that next year should double in size as both drivers and manufacturers see the value and prestige of winning a race of this length.

Team Losi No.1 1/10-Scale Gas Truck

Driver	Chassis	Engine	Radio	Battery	Tires	Fuel
Mike Bauer	Team Losi ADE2	Trinity	Airtronics M8	Trinity	Team Losi	Trinity
Jim Audi						
Jukka Steenari						
Cody King						

Team Losi No.2 1/10-Scale Gas Truck

Driver	Chassis	Engine	Radio	Battery	Tires	Fuel
Todd Hodge	Team Losi ADE2	Trinity Rossi	Airtronics/Spektrum	Trinity	Team Losi	Trinity
Lynn Waldron						
Aaron Waldron						
Billy Easton						

Team Pro-Line 1/8-Scale Buggy

Driver	Chassis	Engine	Radio	Battery	Tires	Fuel
Mark Pavidis	Kyosho MP777	OS VZB	Futaba 3PK	-	Pro-Line	Sidewinder
Scott Hughes						
Alvin Young						
Tim Clark						

Team Jammin' 1/8-Scale Buggy

Driver	Chassis	Engine	Radio	Battery	Tires	Fuel
Dean Sexton	Jammin XCR1	Crono RS5	Airtronics M8	OFNA	Pro-Line	O'Donnell
Jay Halsey						
Chris G.						
Jay Smoker						



During a three hour event sometimes you just need to have a margarita!

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HPI Savage Kit Shown



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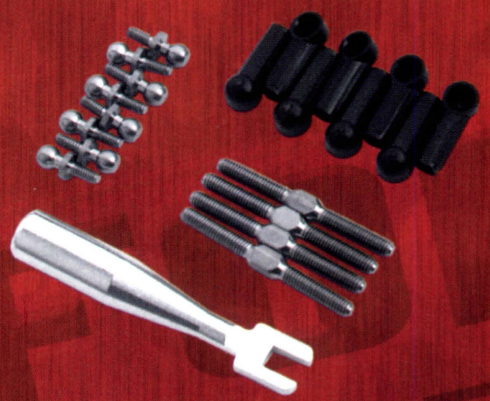
2872	Titanium Upgrade Kit (HPI Savage)
2801	Titanium Upgrade Kit (Traxxas T-Maxx 2.5)
2831	Titanium Upgrade Kit (Team Associated MGT)

1/18th Scale Kits

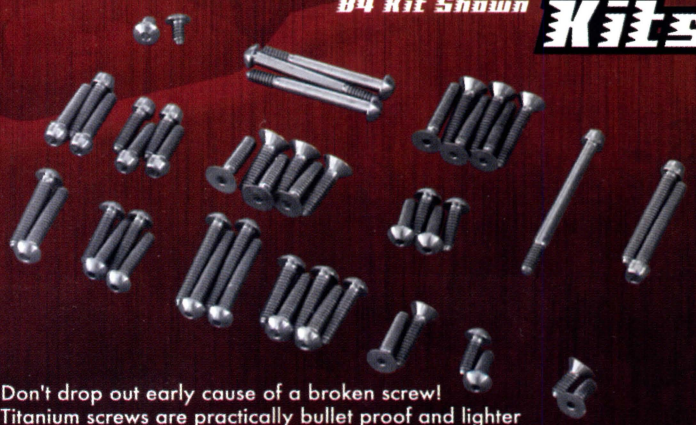
Duratrax Mini Quake Kit Shown



2091	Duratrax Mini Quake Punisher Titanium Turnbuckle & Ball Stud Kit
3091	Duratrax Mini Quake Titanium Hinge Pin Kit
2101	Team Associated RC18T Punisher Titanium Turnbuckle & Ball Stud Kit
3101	Team Associated RC18T Titanium Hinge Pin Kit

Titanium Screw Kits

B4 Kit Shown



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TEAM CHECKPOINT MODIFIED MOTOR

ELECTRIC MODIFIED MOTOR



Words: Mike Velez

When I started racing RC cars twenty years ago, there were already some very well established brand names out there when it came to motors. Some of those brands are still around today like Trinity and Reedy, but there was also an entire crop of brands that are no longer with us, with names like Revtech, Twister, Diamond, and Team Checkpoint. The Checkpoint name has been retired from racing for many, many years, but about a year ago Steve O'Donnell of O'Donnell Racing fame bought the name and set out to resurrect the once-dominant brand. Their first creation is a modified motor that's set to hit the market by the time this issue hits the streets.

Features

Endbell • The real technology in the Team Checkpoint motor lies in its endbell. The endbell is machined from a solid piece of billet aluminum, and acts as a giant heat sink. Black anodizing insulates the two electrical poles. Along with the endbell, the brush hoods are machined as well. Both hoods are precisely assembled into the endbell so that the brushes meet with the commutator at a perfectly perpendicular angle.

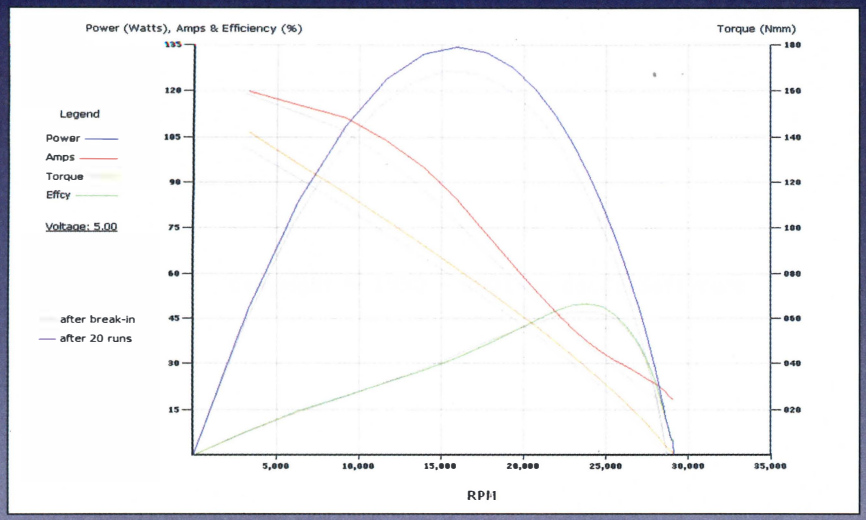
When a motor is in use and the brushes "bounce" from side to side, there is great potential for power-robbing electrical arcing to occur. To reduce that potential, the brush hoods are closer to the commutator than in most motors. This means that bearing removal would be impossible through the inside of the endbell. The high-speed bearing that sits inside the endbell is accessed through the outside and held in place with a Cir-clip. Unlike most motors that use stamped pieces in the endbell, the only stamped pieces on the Team Checkpoint motor are the solder tabs. Everything else is machined. Also included is a removable pair of surface-mounted capacitors that bridge the positive and negative sides of the motor. Along with color coding on the brush hood screws, the positive and negative sides are clearly labeled with some laser etching.

Brush Hoods • Back in the days before RC, when slot car racing was popular and where Team Checkpoint really bases its roots, round brushes were all the rage. Thanks to the Orion V2 motor, round brushes are enjoying a renaissance in RC, and the Team Checkpoint motor uses them. A small ridge runs down the center of the bottom of each brush, mating with an indenture along the brush hoods that keeps the brushes from rotating while in use. The tolerance between the two pieces is unlike any motor I've ever seen. There is absolutely no play between the brushes and brush hoods. This should help keep arcing to an absolute minimum. The brushes and springs are held in place by a color-coded nut that finger-tightens onto the brush hood. Thanks to the constant pressure of the brush springs, the hood nuts should have no reason to back off during a run if tightened properly.

Springs and Brushes • Simple round springs are positioned between the brush and the hood nut to dampen the brush against the commutator and control the amount of friction between the comm and brush. Optional springs will be available, and the motor will come with two sets of high-temp springs, firm and medium. The brushes that come with the motor are "Tri-Silver." Team Checkpoint says that their brush compound is heavily guarded and not available from any other source and would not share with us the exact silver content.

Armature • The armature inside the Team Checkpoint motor is not as spectacular as the as the endbell, but it is still state-of-the-art. Pattern winding coupled with drill balancing should create impressive numbers on the dyno and excellent performance on the track.

Can • The can design features multiple venting holes to help keep the motor cool, along with a matte black finish to help dissipate heat. Inside the can are top-of-the-line wet magnets for minimal heat fade. There are no timing marks on the can, but the ring indents between the magnets are at zero.







Testing

Our testing was designed to see how true Team Checkpoint's claim was of many, many runs without a loss of power. To do this we broke our test motor in, strapped it to the Fantom Facts Machine Dyno and took three runs to get a baseline measurement. We then proceeded to run the motor, a 12-turn double, in both a touring car (Associated TC4) and in an off-road buggy (Team Losi XXX BK2). After no less than 20 runs we would do a simple motor cleaning and run the motor on the dyno again, reviewing the results. You'll have to read on to see what happened.

In the Touring Car • By today's standards, a 12-turn motor would not be the wind of choice for most competitive touring car racing. But for the sake of testing it would work just fine. Off the line, the Team Checkpoint motor was stout and spooled up very quickly. Run after run, the power seemed to be just as fast as the first.

In the Buggy • The 12-turn double that I tested was perfectly suited to my Losi XXX BK2. Again, off the line the motor was a hard charger. The power curve was perfect for this car; on the straightaways I was pulling anything else on the track and in the infield there was plenty of punch to make it over any jump that got in my way. Just like in the TC4, the motor seemed just as fast on the last run as it did on the first.

On the Dyno • The dyno is by no means the final word. You can have a motor that looks great on the dyno but is a dog on the track, or vice versa. But when coupled with track testing, you can get a good idea of just what a motor is made of. After a 6 minute break-in period I put the motor on our Facts Machine dyno and gave it a run. The results were impressive for a 12-turn; max power was 120.68 watts at 15,085 RPM, and max torque was 128.57 Nmm. After about ten runs in each rig, I pulled the motor, cleaned it and re-oiled the bearings and put it back on the dyno. The results were surprising. In every area the performance was better—yes, better—than the first set of runs. Max power was 134.36 watts at 15,902 RPM, and max torque was 139.34 Nmm. This told me a few things: first off, I didn't run the motor long enough during

Maintenance



Thanks to the brush hood nuts, removing brushes is super simple: loosen the brush nut by hand, back it off along the shunt, and pull the brush out. The spring rides along the shunt so there's nothing to lose if the brush is soldered to the tab. This allows you to clean the brushes and inspect the come with ease. Replacing brushes is just as easy: Simply unsolder the shunt from the tab before you loosen the hood nut. Bearing removal, should it ever become necessary, is a little bit tougher, but still pretty easy. Allen-head screws allow you to adjust timing and open the motor for commutator truing or bearing removal duties. There are timing indicators on the endbell, but none on the can. Timing adjustments should be done on a jig with clear indicators.

Rather impressive.

SCORECARD

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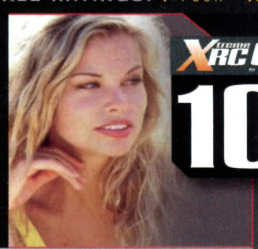
CELEBRITY EQUIVALENT RATING



Xtreme RC Cars

10.0

Brooke Burns

HITS

- Precision endbell design
- Improved performance after 20 runs
- Relatively easy to work on
- Didn't need to true the commutator or replace brushes during testing

MISSES

- Ham hands will have a tough time changing brushes!

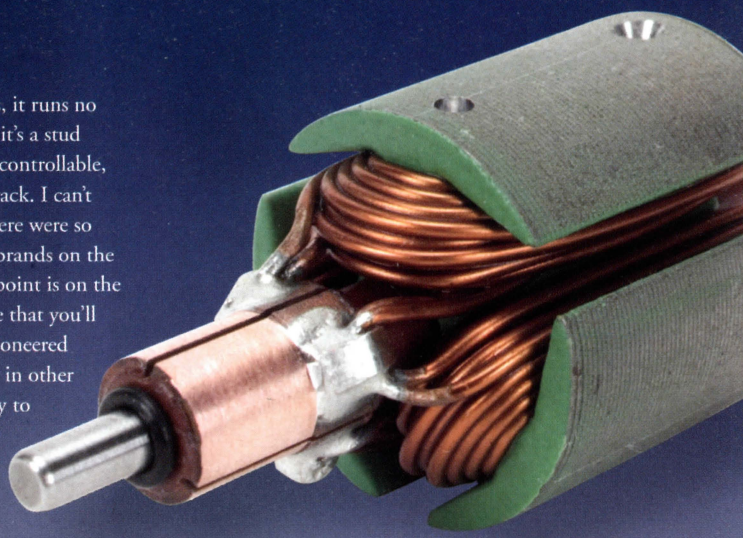
CONNECT

MANUFACTURER: Team Checkpoint
WEB: www.odonnellracing.com
PHONE: 562.944.9671
PART NUMBER: Various
STREET PRICE: TBA, but within ROAR rules

break-in, but even then, the Team Checkpoint motor got better. It might have peaked in performance somewhere before I put it on the dyno. But, that also tells me that thanks to the overall design of the motor you don't need to swap out brushes or cut the comm after every run just to be competitive.

Conclusion

Add one more motor to the list of what will get you in A-Main. Despite a 15 year absence in the market, the Team Checkpoint brand is alive and better than ever. In every area this motor kicks ass. It's easier to work on than other round-brush motors, it runs no hotter than other motors, it's a stud on the dyno, and delivers controllable, consistent power on the track. I can't remember a time when there were so many competitive motor brands on the market. The Team Checkpoint is on the top of my list and I'm sure that you'll see some of the features pioneered on this motor showing up in other brands. It's priced similarly to other competitive motor winds, and I can't help but give the Team Checkpoint Modified a big fat 10!



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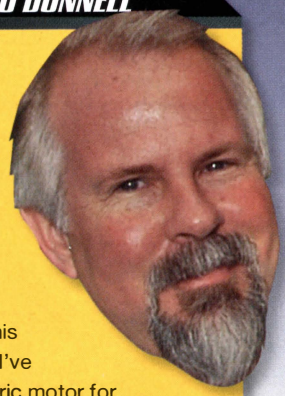
Q and A WITH STEVE O'DONNELL



XRC: Why go from nitro to electric motors?
Steve O'Donnell: We're entering the electric arena in addition to our nitro program. Duane Silva, who works for me had a strong interest in electric motors and has tuned form many of the world's top drivers. I figured this would be a great opportunity. I've actually wanted to do an electric motor for a while.

XRC: How long has the motor been in development?
SO: Almost a year; once we were satisfied with the design concept we had prototypes running in about 6 weeks and from that point it's been an extensive test program to get where we are today.

XRC: Is the magic in the endbell?
SO: It's certainly one piece to the puzzle. We have plenty of ideas on can and arm design, but for now we're very happy with the results. We've tested motors with 60 runs on them and the level of performance is amazing. We've spared no expense on the development of this motor.

XRC: Is a stock version in the works?
SO: For sure. We're working on a stock version right now actually.

XRC: Why the name Team Checkpoint?
SO: Well, before RC cars when I was a kid I was into slot cars. And back then I was a huge fan Team Checkpoint. When I had the idea to get into the electric market I did some research and bought the rights to the name before we went any further.

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Xtreme RC Cars magazine

ASK THE PROFESSOR

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GOT A QUESTION FOR THE PROFESSOR?
Log on to www.rc411.com and hit our Hot Topic message boards. The questions come 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!***

Parts Communism

Hey Professor: After reading the article on the (I think) BJ4, and it was explained that most of the parts are from other vehicles to make it easier for parts replacement, I believe this should be the way of the future for RC.

I'm not talking the way of aftermarket parts; what I'm talking about is Losi making suspension arms that fit on all chassis, but all chassis need to accommodate the suspension arms, so rather than an aftermarket manufacturer needing to make several different types of the same part to be compatible with several vehicles, they only need to make one part that fits them all.

This would also assist in introducing new manufacturers who have a big task in releasing a full kit, but can build, say, just the suspension parts, and those who want to use it can do so on all possible makes. And it would widen the possibilities for aftermarket parts rather than having them be stuck with only a handful of kits to work with.
Gold Head

A: Nice thought, but that would be impossible...that's like wanting Honda parts to fit in your Hemi.
Derek Buono

Choking The Engine Out

Hey Professor: My T-Maxx will start up fine but it will stall when I use the brakes, and then I have to wait a while before it will start up again. Any help?
Topher

A: There are two reasons behind the engine stalling. Either the carburetor isn't correctly adjusted, or the clutch is remaining engaged so that you're actually stopping the engine when you hit the brakes. Considering that the T-Maxx has two clutches, I kind of doubt that both the clutches on the engine and on the transmission are stuck, but it's still something you want to check. The easiest thing is to take off the air filter and make sure that with the brakes applied, there is a 2mm gap in the carb. If not, turn the idle screw in until it's there, and adjust the trim of the radio so that it's at the proper angle at neutral.
Derek Buono

If only she had forgotten her ammunition belt.

Straight Is as Straight Does

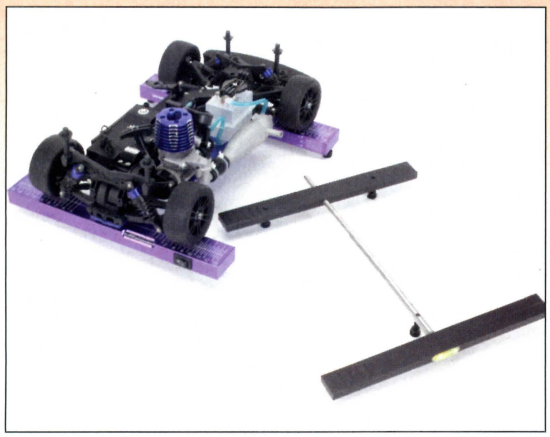
Hey Professor: Hi, does anyone have any ideas to keep my Mugen going straight? I have an MTX-2 with a Picco XP-R .12 and 30-shore Jaco foams, plus a one-way differential. I have been running an HPI R40 with the exact same setup plus a one-way, and it always stuck to the track. I have set the shocks very low, have adjusted the suspension correctly, and dialed out the majority of the braking. Every time I tap the brake, the car swaps ends. I have been doing this for 12 years and am very confident in my tuning abilities, but I am clueless about this. Any ideas?
Dylan Summey

A. Usually when the car spins out no matter what under braking, it's a tweak issue. I'd re-check that the shocks are the same length and that the droop settings are equal. What's happening is that it's transferring weight unequally to the left and right sides of the car.

1. Check droop (shocks off)
2. Check shock length (should be the same left to right)
3. Check shock shafts to see if they are bent
4. Check tweak on a level-type MIP tweak station

From my experience, car setups aren't universal, so the MTX setup shouldn't work on the R40 and vice versa. Return to the factory setting after you check all those items.

Lastly, the MTX-3 is one of the best Nitro TCs I've driven in a long time. If all else fails, it's time to upgrade. I can say that the difference between the two is significant.
Derek Buono



THE RIGHT PITCH

Hey Professor: What does pitch mean, like with motor gears?
Kyosho

A. In the simplest terms, it's the size of the teeth on the gear. 32-pitch has the largest teeth, and 64-pitch the smallest. Generally, 32-pitch is used in high power off-road classes like 1/8-scale buggy. The downside is that one tooth makes for a pretty big change in gearing 64-pitch is used in on-road where the smaller teeth increase efficiency but are more likely to strip. 48-pitch is in between the two, and is used primarily in electric off-road, although some people like them in electric touring cars as well.
Derek Buono



RIDING SHOTGUN

Hey Professor: Up here in New York the average temperature is somewhere between 20 and 30 degrees and I'm having problems starting my engine. Does anybody have some advice?
Topher

A. Here are a few tricks from the Great White North:

1. Put the vehicle in the passenger side of the car on the way to wherever you're going to run. Turn the heat on full blast and put it to the floor. This will help warm things up and make the engine easier to fire up. Obviously don't take it out until you're ready to light it up. It sounds stupid, but it works!
2. I have also seen guys wrap the head in insulation to help keep the heat in.
3. Reset your needle valves, just in case they are out of tune.
4. Move somewhere warmer!

Fozy

When it's really cold out, one thing I do is wrap a small strip of aluminum foil around the head just enough to cover half, or a little less than half of the head. That'll help keep the temperature up while running.
Peterbilt



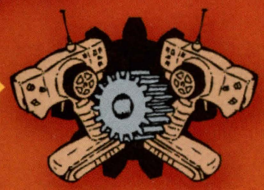
Ah, now that's more like it.

Xtreme RC Cars magazine EST. '95

New GEAR!



SLEEVE DETAIL





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MAIL SACK

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What happened to oval, never mind electric.

RC HUNTER

Derek, I am just curious, but do you ever look for readers to test equipment and write articles about it? I used to do the same thing for North American Hunting Club, and just never really saw any RC magazines doing anything like that. They were kind of a hands-on from a peer. Defiantly good reading, and a great way to promote the magazine. It was used as a tactic to get me to subscribe to the hunting magazine, and I still get it today. Just a thought.

Anthony Larson
Denver, CO

I think times have changed on that reader review format since the web provides a place for that sort of content; in fact, we have a Reader Review section on our website. The trouble I have with that is putting confidence in people being sent product and returning the review in a timely fashion. The people I list as contributors already have a tough time getting me things on time. I try to develop and find new contributors all the time and base a lot of my consideration from the web content.
-Derek

REMEMBER WHEN?

Hey Derek! What happened to all of the awesome electric buggy race coverage?! I was going through my stack of RC Magazines last night trying to find any races that included electric 2WD and 4WD buggies, and I only found one race in a magazine from way back in 2003! Every one of your issues has at least ONE race in it, usually two or more. But it seems the only electric RC races you cover are the "Trucks Only" races with electric and nitro 1/10-scale stadium trucks. The only buggy races you show are 1/8-scale nitro! I want to see some 2WD electric, man! Did these buggies fall of the face of the Earth or what? Perhaps the world of RC has forsaken its roots! Perhaps the near forty mile-per-hour speeds, smooth jumps and landings, and TIGHT racing just isn't enough any more! Perhaps buggies are akin to the homosexual cousin that no one in the family talks about! Or perhaps I just didn't have a more recent issue. Anyway, let's see some more electric buggy racing. I love nitro as much as the next guy, but 1/10-scale electric buggies are still the most fun to race for me.

Kristopher Scot Klus

Kris, I agree that electric buggies are the most fun if you enjoy some really technical racing and want the challenge and reward of mastering the class. Electric racing in general has taken a short dip in popularity recently, and particularly buggies. There are pockets where they still dominate the track and we do cover all the major races, including the ROAR Mod Nats, the Cactus Classic, and others. But you do have to realize you don't see many reviews of the cars themselves because there are only two major 2WD buggies, and about three 4WD buggies, all of which have already been reviewed. Since they don't release a new kit on a regular basis they get reviewed and sometimes forgotten. Hopefully since Kyosho has decided to make a big racing push, they'll come back to the 2WD scene and help it grow.
-Derek

CHRIS ROCKS!

Just wanted to say thanks for the Chris Tosolini story in the Feb 05 issue. It was much different than other articles I've read in the RC magazines. With all the rosy sidebar mini-articles on sponsored racers, I forgot that for many of them RC isn't a hobby, it's a job. And like all jobs, it has got its ups and downs. The piece was very refreshing and I hope you have more in-depth articles about racers planned for the future.

David Maffucci



Dave, we were actually a little hesitant about publishing that article, but for the most part people loved it. That's not saying that everybody loved what Chris had to say, but realized that it was his opinion about what was going on and what he was feeling. Chris is a unique person and has no problem letting his mouth get him in trouble. I have to laugh that a few people thought it was okay to judge Chris on what he had to say. The last time I was at the track I saw him help 5 people with their car, even though he didn't run that car. I know he could have set that up to make himself look good, but even though he may seem like a prick he's actually one of the coolest racers you could know. This was our first article like that and we plan on doing more of that nature in the future.
-Derek

WHICH HEAD?

I found the Engine Round Up very informative and I look forward to seeing more of this with those engines from the R/C Tech people. My question regarding the article is that in the results from each individual engine, the Mugen X12 is listed with a turbo plug. Did Stephen change the head button or is this a misprint? The reason I ask is because that engine uses a normal plug, not a turbo.

Scott Fisher

Scott, we got the engine and thought we requested the turbo version, but we got the old switch-a-roo. We were informed afterwards that only the turbo version will be available after we got our non-turbo. So for the most part you can expect the same performance of the X12, but if you factor in that turbo engines can usually squeeze some extra power out, it should be better. I'm not sure I answered anything, but I'm confused after writing this so you should be confused too, and think I know what I'm talking about.
-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 *really* are.

Got an opinion? E-mail it to derekb@rc411.com



RC Pro Series 2005

WEST DIVISION

ROUND 1
Sun Valley, CA
Sun Valley Speedway
April 9-10

ROUND 2
Canby, OR
A-Main Raceway
July 23-24

ROUND 3
Hemet, CA
The Dirt
August 6-7

ROUND 4
Clarkston, WA
Lancer Lanes
September 3-4

NORTH DIVISION

ROUND 1
Columbus, OH
CRCRC
March 19-20

ROUND 2
Hamlet, IN
Hardesty's
May 21-22

ROUND 3
TCRC
Huntington, WV
July 30-31

ROUND 4
Cincinnati, OH
Dirt Country
September 10-11

SOUTH DIVISION

ROUND 1
New Caney, TX
K&M Raceway
March 5-6

ROUND 2
Pleasant Hill, MO
Real R/C
May 28-29

ROUND 3
Oklahoma, OK
Action R/C
July 16-17

ROUND 4
Dallas/Ft. Worth, TX
Johnny Cool Guy's
August 27-28

EAST DIVISION

ROUND 1
Ft. Lauderdale
Mills Pond
February 19-20

ROUND 2
Griffin, GA
Rodslinger Raceway
April 2-3

ROUND 3
Charlotte, NC
The Farm II
July 9-10

ROUND 4
Orlando, FL
Boggy Creek
August 20-21

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3. Novice, Stock & Pro-Stock must run 24 deg stock motors
4. Modified Drivers Can Not race Reg Stock Classes
5. If you run Masters Truck Class you can not race in Reg Stock Truck Class. Masters Class is 40 years of age and older.
6. Stock drivers can race in 4wd Modified because there is not a 4wd Stock Class.
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Classic
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April 2 Concourse & 3 Qualifiers 8am
April 3 Mains 8am

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ENTRY LIMIT: 250

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Freq. 1 _____ 2 _____ 3 _____

Production Monster Truck:

Freq. 1 _____ 2 _____ 3 _____

Unlimited Monster Truck:

Freq. 1 _____ 2 _____ 3 _____

1/10 Scale Gas Truck:

Freq. 1 _____ 2 _____ 3 _____

1/8 Scale Gas Buggy:

Freq. 1 _____ 2 _____ 3 _____

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- Production Monster Truck
- Unlimited Monster Truck
- 1/10 Scale Gas Truck
- 1/8 Scale Gas Buggy

ENTRY FEE:

$50 for the first class, $40 for each additional class.

EVENT DATES:

Thursday April 14, 2005—Controlled practice from 9:00 am until 9:00 pm.

Friday April 15, 2005—Practice from 8:00–9:00 am (Novice, Production Monster Truck and Gas Truck only). Qualifying for these 3 classes start at 10:00 am. 4 rounds of qualigying running 15 car heats. 1/8 Scale Buggy and Unlimted practice following friday qualifying (time permitting).

Saturday April 16, 2005—Practice from 8:00–9:00 am (Unlimited and 1/8 Scale Buggy only). Qualifying start at 10:00 am, for Unlimited and 1/8 Scale Buggy. 4 rounds of qualifying with 15 car heats.

Sunday April 17, 2005—Mains start at 10:00 am.

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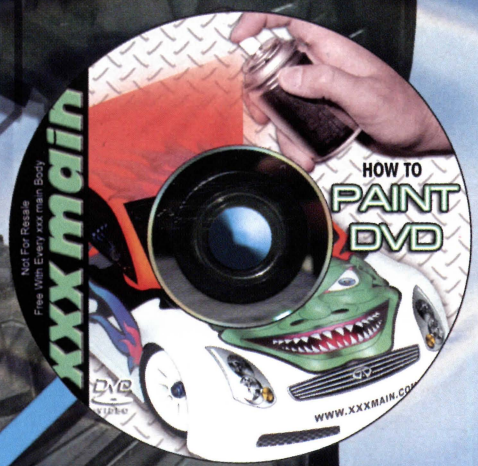

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April 30
Toys for Boys, Kennesaw, GA

July 10
Hobbytown USA, Memphis, TN

August 7
Burien Toyota, Burien, WA

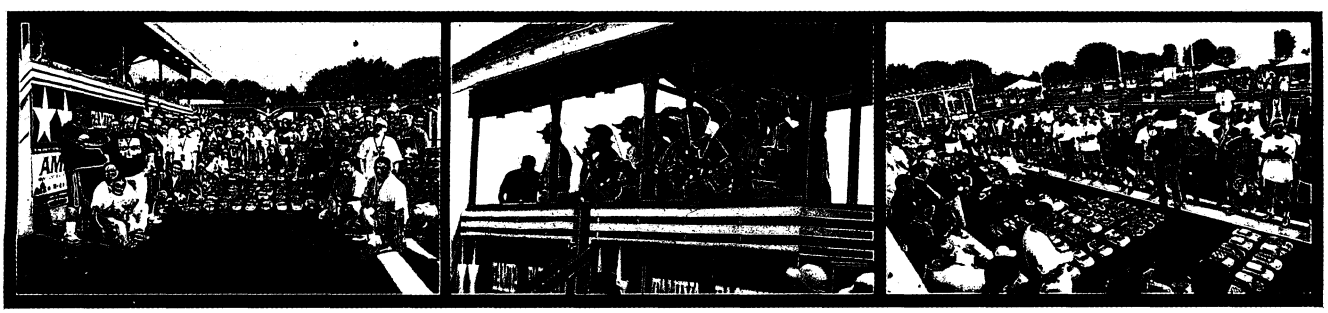
March 6
Hobbytown USA, Newark, CA

April 3
World of Hobbies, Cincinnati, OH

June 5
Tamiya America, Inc. Aliso Viejo, CA

July 31
Hobby Works, Laurel, MD

August 27-28
TCS North American Finals, Aliso Viejo, CA



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CHIPOTLE MEXICAN GRILL

PROFESSIONAL-GRADE BURRITO

Words: Collin Cocores



Collin has been known to eat two burritos in one sitting! That's 2,554 calories!

Have you ever been introduced to something new, only to wonder how the heck you didn't know about the place? Well that was exactly how I felt when I was introduced to Chipotle Mexican Grill about six months ago. So if you have never heard of Chipotle, or read the subtle hints here in *XRC*, you must go there immediately to discover what you have been missing out on. Simply put, Chipotle is a burrito joint where they build the burrito in front of you, allowing you to see and choose your own gear and ingredients, much like installing electronics in an RC kit that you are assembling. So let's see just how this one-of-a-kind kit-form burrito fares within the RTE (ready-to-eat) dominated burrito world.

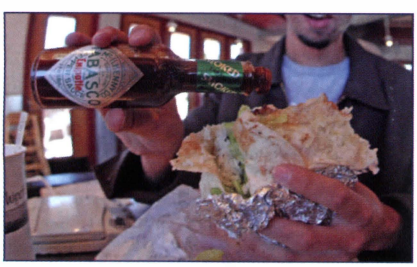
Testing

For testing, I chose to go to my regular Rancho Cucamonga lunchtime Chipotle spot, where I knew I would be served up a quality burrito. After waiting in the somewhat long line, I was finally ready to watch them build my pro-level burrito, with all the option parts installed. I went with the normal chicken setup, along with lots of rice, pinto beans, sour cream, lettuce, and a lot of cheese. Upon receiving my burrito, and completing the "break-in process," which includes carefully unwrapping the foil and dousing it with the Tabasco Chipotle sauce, the burrito had peaked and was finally ready to be tested.

Before beginning the actual testing, I sat down at the table, prepped my pit space with all my utensils, and started tasting. After a few bites, I realized that I was running the wrong setup, so I got back to wrenching on the burrito. I added a little more Chipotle sauce, as well as little bit of lemon, to try get that super-dialed feel. Well, the next few bites went really well, as the burrito had really picked up the pace, and I had pretty much checked out from the rest of my coworkers at the table. This burrito definitely has the potential to be an A-main contender.

Conclusion

With all of the testing out of the way, and all of the burrito safely inside my stomach, I was very pleased with the performance it had to offer. With that said, I can confidently say that if you want to improve your trackside eating skills, and be able to focus more on driving and less on your stomach talking to you, then this burrito is definitely the thing for you.



Chipotle sauce is an essential part of any burrito at "The Grill." Collin is a master of sauce application.

MEAL INFO

FORM:	Burrito
MEAT:	Chicken
FIXINGS:	Rice, pinto beans, sour cream, cheese, and lettuce.
CALORIES:	1,277
TOTAL FAT:	51.8g
CHOLESTEROL:	175mg
SODIUM:	2722mg

TEST GEAR



Hot Sauce: Tabasco Brand Chipotle sauce

Drink: Barq's Root Beer

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

10	MENU
10	VALUE

HITS

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- Leaves you full
- Great trackside meal
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MISSES

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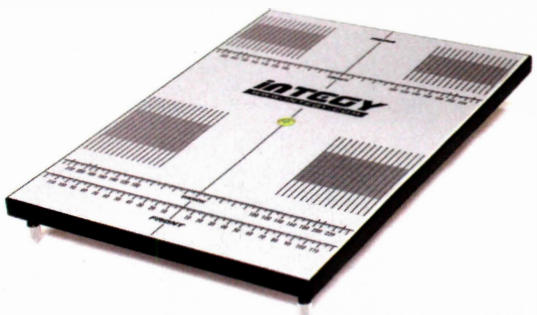

Model#22347, Team Setup Board for 1/10TC, 1/12 (Medium), $39.99

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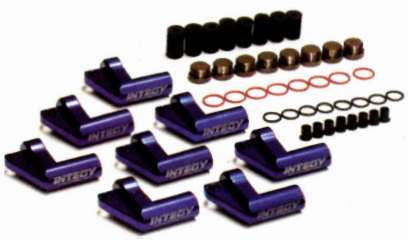

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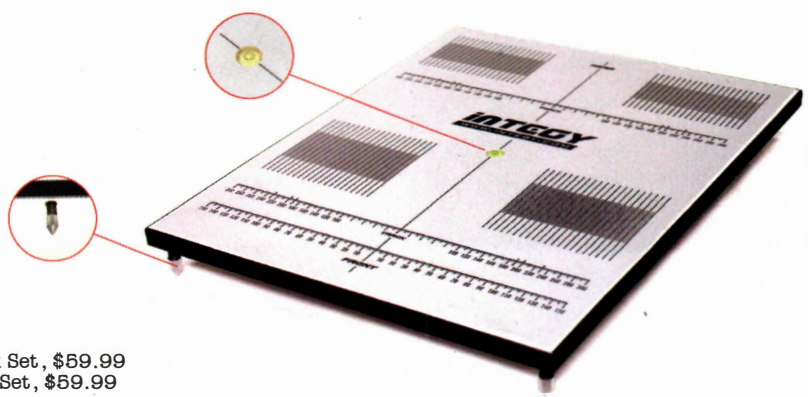
available in silver, blue, purple & red color.



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RACERS RIDES

Mammoth...Mammoth?

Here's a picture of my XTM Mammoth. I got this baby about two months ago. It has the biggest Pro-Line body I could find and as you can see it's still a couple inches short. Under this Indy silver, black, purple, and orange-flamed body is a 24-7 Pro engine from XTM. To keep all this power on the ground I installed some aftermarket axle adapters with 14mm aluminum hex hubs to hold these Hot Bodies pre-mounted UFO wheels and Psycho tires. I also have a hopped-up T-Maxx and a 21 Savage, and this thing runs circles around both of them. Not only is it bigger and tougher, it's way faster. Future upgrades include aluminum arms, an aluminum skid plate, and possibly an RB Innovations Supercharger. Well, I hope you guys like it and I hope the next time I see my truck will be in the "Racers' Rides" section of ***Xtreme RC Cars***.

Thanks,
Agustin
Baldwin Park, CA

XTREME RC CARS WINNER of the month RACERS RIDES



Those aren't the twins I was hoping for!

Want to see your ride in the best RC car magazine? 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 copy of XXX-Main^2 DVD!

If you still want to send film, please send your photos to:
Xtreme RC Cars Magazine
Racers' Rides
2000 S Grove Ave Suite 110
Ontario, CA 91761



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

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

The Twins

I use my Savage 25 to just bash around with my friends and plan to race it next month on a new track that's opening up! It's loaded with a TSIAS tuned pipe, Sy-Z aluminum rims with stock tires and Trinity triple-stage foams, throttle/brake mod, 4 spider diff mod, Kevlar dual disc brakes, a Hitec 645MG steering servo, Monster Pirate steering, HD dogbones all around, and a body that I painted myself.

My Associated Nitro TC3 has the following upgrades: K-Factory fuel tank, K-Factory Centax-style clutch, carbon fiber arms, woven graphite top deck and radio tray, GH aluminum chassis, aluminum shocks, Associated front one-way diff, Airtronics 94357 steering servo, and an O.S. .12 TR engine with an Associated tuned pipe

Sincerely,
Kevin Brown





This Girl Again?

Great magazine, keep it coming! I just finished my latest project and wanted to share it with you. I started with an HPI Savage SS kit and added the Hot Bodies Truckzilla conversion with 7" wheels and a .46 engine. The next step was to add a totally tricked-out radio system, a JR XS3 Pro synthesized radio with a high-torque steering servo. I have added three major electrical features as well, a Venom temperature monitor, a Hobbico Voltwatch battery monitor, and a Dynamite fail-safe.

Aluminum chassis hop-ups added to the final result include Integy piggyback shocks, an Integy center transmission skid plate, an Integy fuel tank guard, Integy front and rear bumpers, Dynamite front and rear skid plates, and an Integy "Willy Bar." Other cool stuff includes the Cenchain braided fuel line, Dubro fuel filter, Motor Savers high capacity air filter, HPI stainless steel dual disc brake upgrade, and the XXX Main Skull graphite skid plate I tacked on the front to protect the piggyback shocks. A Hobbico exhaust deflector helps keep the chassis from getting mucked up with oil.

I was especially proud of the custom paint job on the HPI '69 Dodge Charger body. Spazstix gold-green color change paint is painted on the roof and the "Truckzilla" emblems on both sides and the trunk. I hand-cut the masks to do the words and airbrushed a subtle "Scale" design under the gold-green paint. Spazstix mirror chrome finishes off the blower and side pipes.

This project was way too fun to keep to myself...thanks for taking the time to check out my new ride!

Ms. Jaymie Larkey
Toledo, Ohio

Normally we don't print submissions from the same person in two sequential issues, but hey, she's a chick, and has better stuff then you!



Do You Know Jeff? He's From Canada

Great magazine! I own a T-Maxx, which I built primarily for bashing. I started off with many RPM parts because of their awesome durability, and I then proceeded with some ACNCM bulkheads and chassis braces, a forward-only conversion, Traxxas Big Bore shocks with Trinity black springs, and I decided on a Hitec 645MG to turn the Savage's tires and rims. The Pro-Line F-350 body is also my first attempt at painting. I also added a few custom mods to my T-Maxx such as dual disc brakes, a de-anodized chassis to match the ACNCM parts, and I made my own rear exhaust with copper tubing and the stock pipe. I included 3 pictures in this email, the first one is without a body and gives you guys a good idea of my custom rear exhaust. The second picture is with the body on with the lake as a background (one of my favorite pics ever). And the last picture just shows a cool rooster tail to prove that I actually drive my T-Maxx! Thanks guys, and have a nice day!

Serge Goulet
Geraldton, Ontario, Canada



We need pictures of your wives and girlfriends...or of both!

This is My T-Maxx... This is For Fun...

Hello guys! First of all, you have one of the greatest magazines. My name is Ivan Cruz. I am a 33-year old Navy Sailor stationed on board the USS DETROIT AOE-4, Naval Weapons Base in Leonardo, New Jersey. Every time I deploy I bring my beautiful ride along with me. My truck has visited and been run in Dubai, United Arab Emirates, Jebal Ali, Bahrain, Scotland and Spain. This is my pride and joy and I hope it makes it to the Racers' Rides section.

My Predator T-Maxx has: Super Maxx UE Predator race chassis, Super Maxx UE Predator chassis braces, Titanium servo mounts, aluminum bulkheads, aluminum differential cases, Racer X suspension kit, UE Knucklehead shock towers, Hitec metal gear servos, OFNA fuel tank, aluminum body posts with the quick-release body clips, and a Super Maxx servo saver.

I removed the reverse from the transmission and will soon install the Racer X arms and knuckles for a full racing and bashing truck. The engine remains the same and I have no intentions of replacing it, why mess with the best engine ever made? Good job and thank you for a very informational magazine.

Regards,
Petty Officer Second Class Ivan Cruz
US NAVY



XXX-T MF2

2004 ROAR Stock Nationals
2004 Team Losi Off-Road Champs
2004 Hot Rod Hobbies Shootout
2004 Reedy Race of Champions

XXX-NT AD2

2004 Silver State Nitro Challenge
2004 Team Losi Off-Road Champs
2004 Hot Rod Hobbies Shootout
2004 RC Pro Series Championship
2004 NORRCA National Championship



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XXX-4 G+

2004 ROAR Modified Nationals
2004 Team Losi Off-Road Champs
2004 Hot Rod Hobbies Shootout
2004 Cactus Classic
2004 IFMAR World Champion

XXX BK2

2004 ROAR Modified Nationals
2004 ROAR Stock Nationals
2004 Team Losi Off-Road Champs
2004 Hot Rod Hobbies Shootout
2004 Cactus Classic



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