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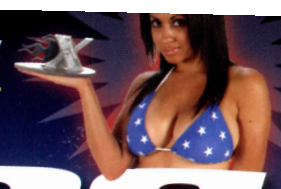
PAGE 127



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RACE COVERAGE:
2005 IIC LAS VEGAS

8 HOW-TO'S FOR [redacted]

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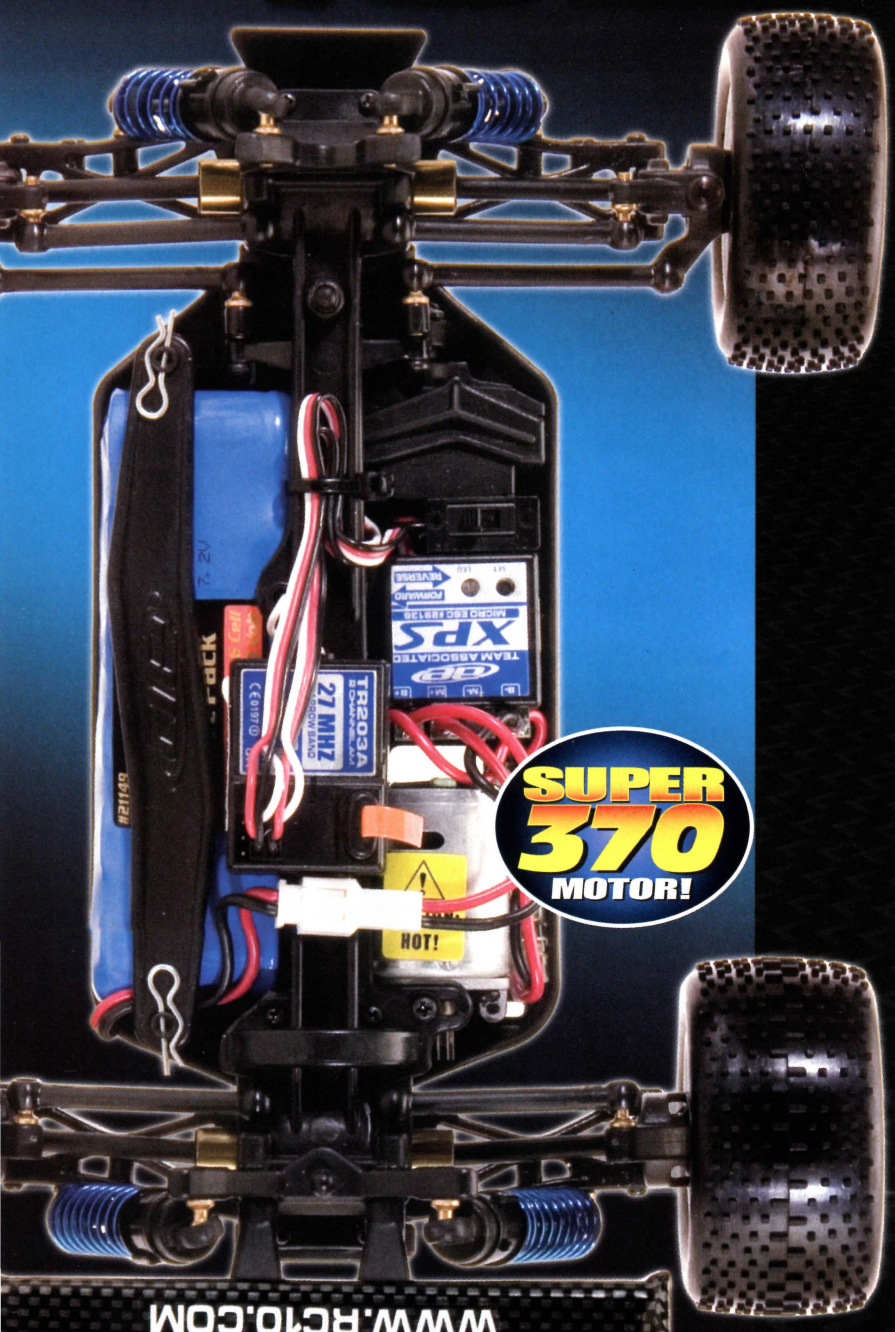
RC18B

1:18 Scale Assembled Electric 4WD Buggy









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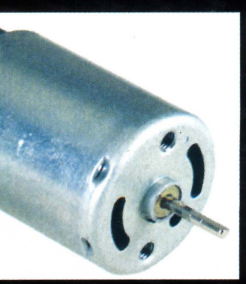
The 18B is powered by an inline-mounted "Super 370" high-performance motor, bolted to an aluminum motor mount with several mounting holes to fit most aftermarket 1:18 scale hop-up motors.

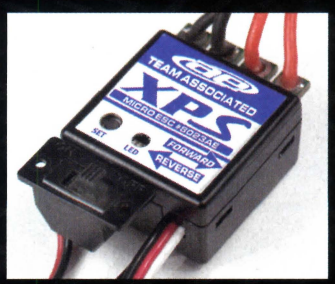


SOME DIRT.

Ready-To-Run 4WD











The 18B transfers all the power to the ground with its efficient shaft-drive, 4WD powertrain featuring adjustable ball differentials front and rear.

The 18B suspension absorbs all of the imperfections of the road with oil-filled shocks for smooth and consistent dampening. The four lower suspension arms are symmetrical and work with the molded upper suspension links to insure that the 18B's suspension geometry is optimized right out of the box.

Team Associated's "XP" series electronics in the 18B are completely modular, allowing easy access to the receiver, steering servo, and the "XPS" electronic speed control with reverse.

If you're looking for the ultimate mini-4WD buggy with the big performance that will whip the competition, look no further. Leave them in the dust with Team Associated's RC18B.

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#2679-01 chrome, includes center cap
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>>DESIGNED FOR REVO, maintains stock track width
fits Pro-Line 23mm hexes, 40 Series tires

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#6038-02 blue anodized aluminum

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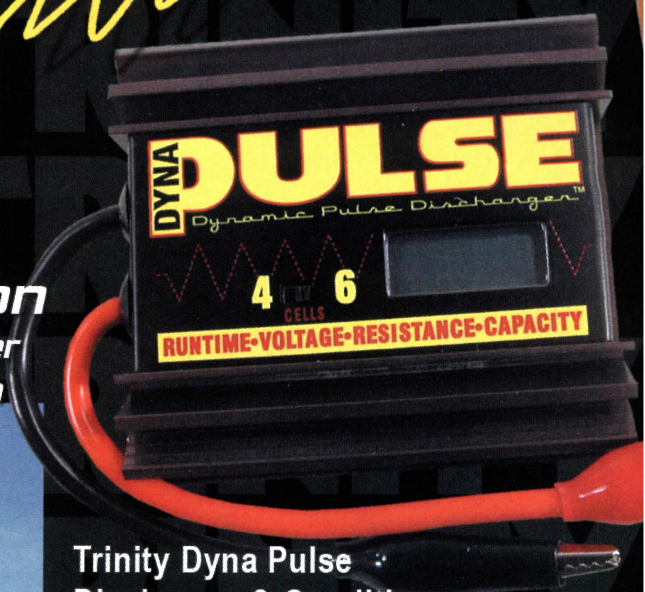



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CONTENTS

DECEMBER 2005 ISSUE 121

FEATURES

127 X-BEST OF 2005
And the winner is...

142 2005 INTERNATIONAL INDOOR CHAMPIONSHIPS
Best race ever?

168 RACER PROFILE
Seinfeld says...Numan!

200 X-DYNO
Collari B7.



LEARN HOW-TO

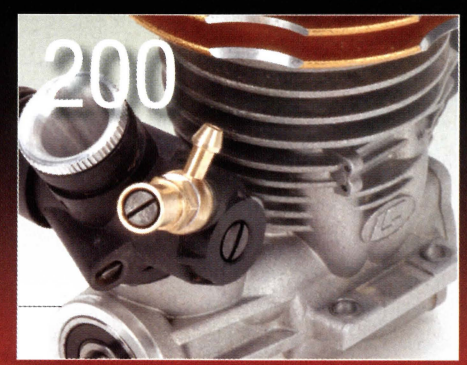
158 TAPE MT TIRES
Strap it on.

162 NEVER LOSE AN E-CLIP
Can't lose'em if you don't got'em.

170 CALCULATE MT ROLL OUT
Bigger tires smaller pinion.

176 SOLDER BRUSHES
Burn your finger right.

206 TRIM TC BUMPERS
A little off the top!





I see stars.



BEST RACE EVER!
If only every race was as good...and in Las Vegas.
pg. 142

REGULARS

14 INSIGHT
4WD in the future?

18 INSIDE LINE
I want that and that.

37 QUICK TIPS
Tie your shoes.

41 IN THE DIRT
Dirty. Dirty.

46 TOURING CORNER
What's new for the street.

52 MONSTER PIT
The pit of monsters.

218 MAIL SACK
Angry mob letters please.

222 ASK THE PROFESSOR
Somebody throw me a ring.

231 XTRA STUFF
I want...

232 RACERS' RIDES
You, on the big screen.

OTHER STUFF IN THIS ISSUE:
We've got more pictures of the Professor this month. You've demanded it, and we do try to please our readers! Good news is all around, as we team up with two of the biggest on-road races in the world. *XRC* is now the official magazine of both the Las Vegas IIC (seen in this issue) and the famous Snowbirds. Our dedication to racing has no equal! <maniacal laughter> Plus they *ask* us to be a part, we don't have to try and steal a series to play pretend racer mag.



ON THE COVER:
Jammin's new CRT Truggy...or Monster Truck, or whatever you want to call it.

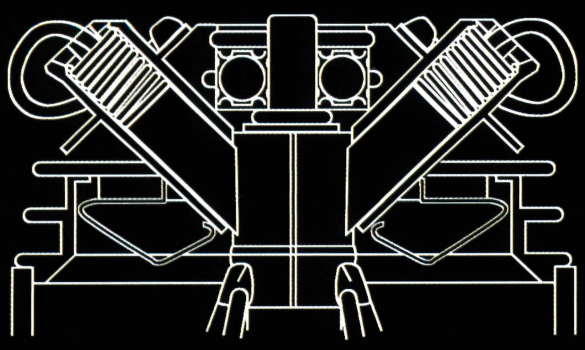
Cover, Contents Photos:
Jason Yu

THE CHAMPION



revolution

How Team Orion brought R/C to the next level of performance:



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CONTENTS

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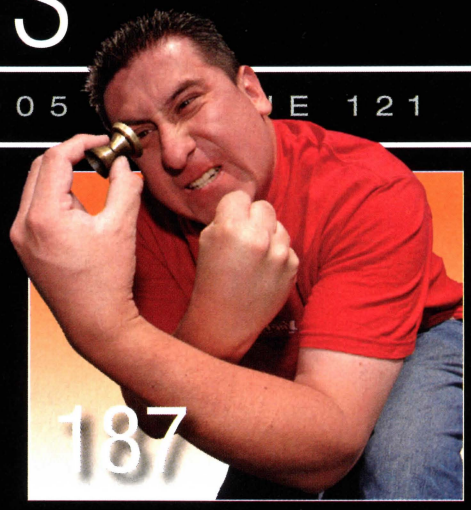

DEPARTMENTS

58 STARTING BOX
What you should have in your possession.

178 CUSTOM WORKS
I can't see so good.

187 NITRO TUNER
Pinch it off for more power.

PERFORMANCE TESTS

70 HOT BODIES E-ZILLA
Savage-like fun.

84 TAMIYA GRASSHOPPER
I remember when RC cars had 380-motors, and they were fast!

102 KYOSHO MP777 SP2
Even better than one is two.

114 JAMMIN CRT
Here come the truggies.





UNDER THE SCOPE

213 OFNA TEMP STIK
This won't hurt a bit.

213 TEKIN BATTERY DOCTOR 8.0
Playing doctor.

214 TRINITY DYNA PULSE
EKG your packs.

What's going on with the theme of those scopes? Doctor, temp stik, and pulse?



IT'S STABLE, AND IT STILL STEERS!
The 777 Sp.2 improves upon what was already a great buggy.
pg. 102

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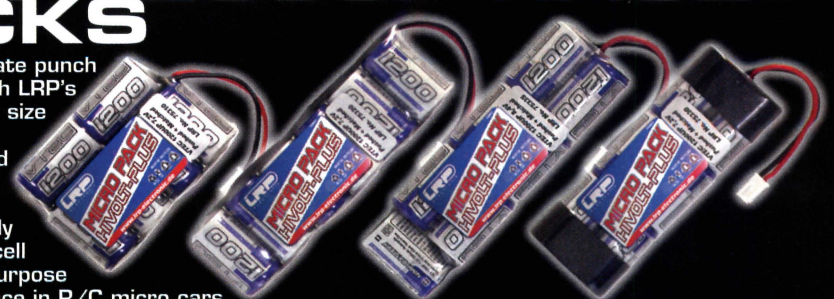
VTEC 1200UP RACE PACKS



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EVOLVE OR DIE!

Trucks are as American as apple pie, McDonalds and Vegas. For the most part, the rest of the world hasn't fallen as much in love with trucks as we have. Some countries like their cars the size of mopeds, or simply ditch cars altogether and just drive mopeds. The craze we see here in RC with stadium trucks, monster trucks, and truggies isn't nearly as big in the rest of the world. One class that is pretty much US-only is 2WD stadium trucks.[1] For the most part, it's one of the most popular classes at most tracks in both nitro and electric, but outside of US soil it falls off, even though two of the world's largest racing companies make both trucks and buggies.

I've been racing nitro truck since the early days of the class and have seen it grow in popularity, but as more nitro racing takes over the country I see nitro truck squirming uncomfortably. We've seen the class go through some changes, with the biggest change being the amount of power the trucks now have on tap. For the most part, people always look for the most powerful engine they can slap in a truck, and often that power makes them crash, break and generally suck more than they should.[2] I can't say this is the reason the class seems to be suffering, but it's a good theory. Right now if you're into racing nitro off-road, you're looking to race 1/8-scale buggy or monster trucks (or truggy). Sure there are some good turnouts for nitro truck, but overall it seems to be soft. Nitro truck diehards *will* say "it requires more skill" or "it weeds out bad drivers," but we don't need less people racing any class, no matter what the reason. If anything, we want too many people racing.[3] What could help nitro truck gain in popularity? I'm glad you asked, because as you may know I'm always willing to throw in my thoughts.[4]

I think that in order for nitro truck to not go extinct some drastic changes are needed. First off, you're never going to convince anybody that a less powerful engine is the way to go; you have to change the way it is delivered. That means that we need gas truck to evolve to 4WD. The reasons for not having 4WD are less about cost at this point. 4WD will allow more people to handle that crazy Italian engines. Yes, it will make it a little easier to drive, take away some of the need for the perfect tire, and it will appear to make some people who can't drive as well look as though they can drive better. For those who have the mentality that you don't want to drive with people that can't handle the power, you won't. You'll still be in the A and they'll still be in a lower main, but it will be more fun for them.

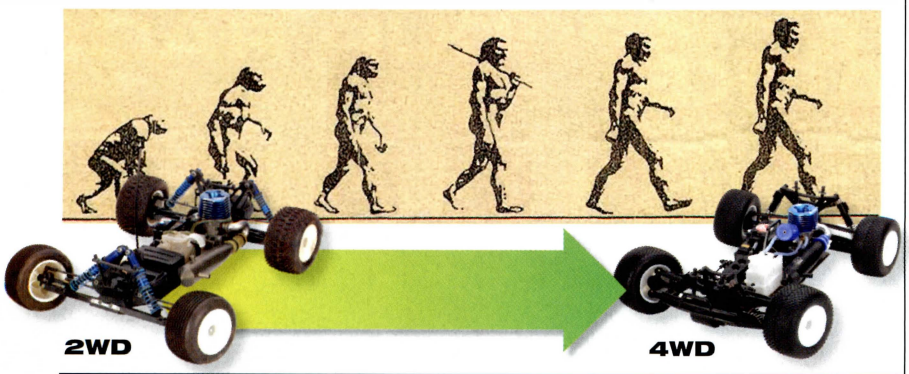
Along with the addition of power going to the front wheels, the weight would be increased. And I really think that a heavier minimum weight will help the durability.[5] I don't think the current trucks are super fragile, but they do break more. An increased minimum weight would allow engineers to make parts that currently are prone to breaking more beefy, and help make the racing experience more enjoyable for more racers.[6]

Hey I think the second link in evolution looks like the pits at the local tracks.

Godspeed,



Derek Buono
Executive Editor
derekb@rc411.com



1. Okay, I understand that there are spots where it's still the most popular and still growing.
2. I can't go straight and break every run but I have the most HP out there!
3. We have a natural skill level separator; it's called qualifying and mains! Plus we all didn't start out in the A-main.
4. At any second and for free.
5. One of the few times when being overweight is a good thing, but your truck should be heavy, not you.
6. HPI had a 4WD stadium truck that worked, and we hear that AE is thinking about their next GT release…can it be a GT4?

TEAM RANTS

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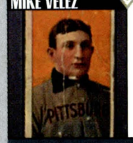
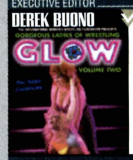
MIKE VELEZ



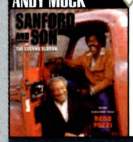
I WISH I COULD HAVE SAVED: My 1910 Honus Wagner baseball card I used as a noise maker in the spokes of my Huffy.
MY SKILL THAT PAYS THE BILLS: My adept eye for picking out magazine talent.
WHAT GIVES ME GAS: My Amex.

EXECUTIVE EDITOR
DEREK BUONO



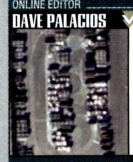
I WISH I COULD HAVE SAVED: G.L.O.W. I can't understand how hot chicks fake wrestling could have ever gone off the air, while half naked guys are still on! What's wrong with that message?
MY SKILL THAT PAYS THE BILLS: Sarcasm, sometimes you don't even know I'm making fun of you.
WHAT GIVES ME GAS: Cabbage. Not a good idea for me to eat that.

ART DIRECTOR
ANDY MOCK



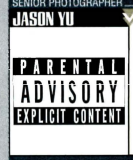
I WISH I COULD HAVE SAVED: All the money I've spent on junk I don't need.
MY SKILL THAT PAYS THE BILLS: It's that thing you're reading.
WHAT GIVES ME GAS: Garlic, Head for the hills!

ONLINE EDITOR
DAVE PALACIOS



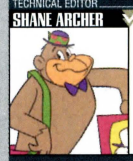
I WISH I COULD HAVE SAVED: The Ranch Pit Shop in Pomona California. Ahh, those were the days.
MY SKILL THAT PAYS THE BILLS: The ability to edit our professor videos. The skills I learned at my previous job really show don't they?
WHAT GIVES ME GAS: It used to be a bowl of that good Ol' Ranch Red Chile. Now, it's BBQ'ed steaks with Montreal Steak Sauce and 76 gas stations.

SENIOR PHOTOGRAPHER
JASON YU



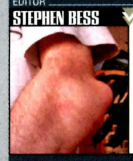
I WISH I COULD HAVE SAVED: My foreskin.
MY SKILL THAT PAYS THE BILLS: Looting and occasionally photography.
WHAT GIVES ME GAS: 76 stations and broccoli.

TECHNICAL EDITOR
SHANE ARCHER



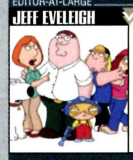
I WISH I COULD HAVE SAVED: Collin's mom.
MY SKILL THAT PAYS THE BILLS: Collin's mom.
WHAT GIVES ME GAS: Collin's mom...cooking.

EDITOR
STEPHEN BESS



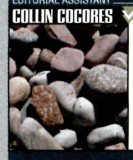
I WISH I COULD HAVE SAVED: My elbow, so I could get paid to play baseball instead of with RC cars.
MY SKILL THAT PAYS THE BILLS: B.S'ing; you'll believe what I'm writing whether I mean it or not.
WHAT GIVES ME GAS: Costco, at a pleasant $3.20 a gallon.

EDITOR-AT-LARGE
JEFF EVELEIGH



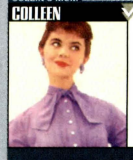
I WISH I COULD HAVE SAVED: Family Guy for the 5th season. Why do they keep canceling it?
MY SKILL THAT PAYS THE BILLS: Eating, drinking, sleeping, and making RC Car Videos.
WHAT GIVES ME GAS: Everything, I love gas!

EDITORIAL ASSISTANT
COLLIN COCORES



I WISH I COULD HAVE SAVED: My windshield from getting hit by rocks, and my door. Although that would require four saves. Waaaa.
MY SKILL THAT PAYS THE BILLS: Using other peoples' skills. After this issue, I will have a total of nine new skills! Thanks guys!
WHAT GIVES ME GAS: The local Shell station and my Shell credit card. I go through a lot of gas.

COLLIN'S MOM
COLLEEN



I WISH I COULD HAVE SAVED: Collin. He's really such a good boy once you get to know him.
MY SKILL THAT PAYS THE BILLS: Taking care of my kids. But now that Collin moved out, it's getting a little quieter around here. Where'd that pool guy go?
WHAT GIVES ME GAS: Collin and his Chipotle burritos. Execute Operation: Air Freshener, stat!

SMART TRAY

THE ULTIMATE TOOL FOR BATTERY CARE

The Smart Tray is more than just resistors and flashing lights. It's a truly accurate digital discharger that monitors each cell, individually.

Unlike cheap battery trays, the Smart Tray automatically shuts off each battery's discharge when complete, preventing irreversible damage to your expensive batteries from over-discharging.



With user-adjustable cut-off voltage & Individual Cell Monitoring Circuitry (ICM), the Smart Tray is the ultimate tool for your battery care.

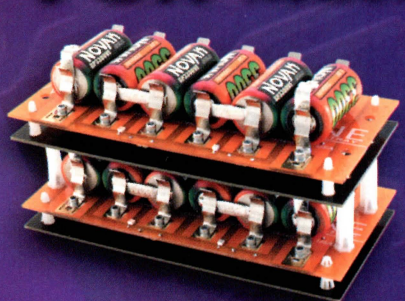




GP3300 &
NEW! GP3700
MATCHED
PACKS

FLATLINE

DEEP DISCHARGING FOR MAXIMUM PUNCH



Multiple Flatline trays easily stack to save valuable pit space

www.teamnovak.com

NOVAK

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MEET THE STARS OF THE 18TH TRUCK NATIONALS

FACTORY DRIVER

JEFF WINEHOLT

4WD OPEN CLASS CHAMPION

TRUCK: RC18T
BATTERY: APOGEE 2 CELL 1050MAH LITHIUM POLYMER
MOTOR: MAMBA CM-2054
ESC: MAMBA-25

FACTORY DRIVER

TIM MOHR

2WD OPEN CLASS CHAMPION

TRUCK: MINI-T
BATTERY: APOGEE 2 CELL 830MAH LITHIUM POLYMER
MOTOR: MAMBA CM-2054
ESC: MAMBA-25

MINI MONSTER CLASS CHAMPION AND TQ

TRUCK: MINI QUAKE
BATTERY: APOGEE 2 CELL 830MAH LITHIUM POLYMER
MOTOR: MAMBA CM-2054
ESC: MAMBA-25



CASTLE CREATIONS

www.castlecreations.com

THE MAMBA MAX

BRUSHLESS POWER SYSTEM

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

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

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

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

make 'em cry

MAMBA MAX SPECIFICATIONS:

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

CASTLE CREATIONS



www.castlecreations.com

Traxxas XL10 ESC

Traxxas is known for being *the* RTR company and their electric vehicles could be called the start of it all. The XL-1 ESC has been on duty since the early days of the Stampede and Rustler. The replacement for that ESC is the new XL-10 and it boasts some exciting specs for existing and upcoming RTR owners alike.

The XL-10 features:

- Forward/Reverse/Brakes
- Three profiles: 100% Throttle, 100% Reverse 100% Brakes; 100% Throttle, 100% Brake, No Reverse; 100% Throttle, 100% Reverse 25% Brakes
- High Frequency operations for longer run-time and better efficiency
- 10- turn motor limit
- Thermal protection
- 150-amp load limit
- Lifetime Traxxas Electronics Warranty

3016, XL-10, $99 (retail)

www.traxxas.com





You Got Jipped!

In last month's issue we had a free poster in there, or at least, all but 200 did. Apparently a few magazines in our print run did not get the poster inserted while being printed. So if you're one of the lucky few who didn't get a poster, email us and we'll get one out to you. You weren't crazy when you didn't see one! Send your name, address, and UPC code to derekb@rc411.com. Sorry 'bout your luck!

Are you getting a poster signed by her right now?

YOU'RE RACING WHERE?

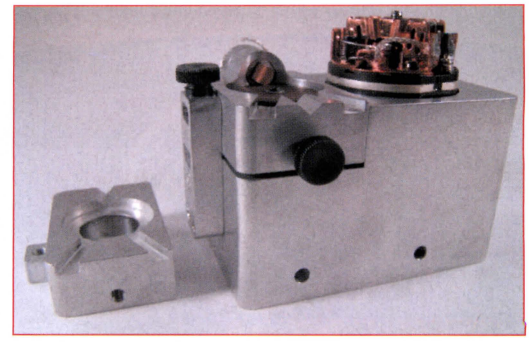
When you think of IFMAR events you think of the world's best racing at some of the best tracks in the world. The next IFMAR 1/8-Scale Off Road Worlds is scheduled to be in Jakarta, Indonesia and that announcement immediately sent people on the internet in a fury about why it was in such a remote location and furthermore in a country with terrorist warnings and embassies closing down. It seems a large faction of the US drivers already decided that the risk (no matter how minimal it is to some other people) simply isn't worth the time or money. What do you think about this decision on the location or about where these awesome events should be held? Sound off on the RC411 forums or send an email to derekb@rc411.com.

SEND YOUR BRUSHES TO THE BUTCHER!

Trinity's new Brush Butcher will allow you to alter your brushes to tune your motors in ways you've never dreamed of. With the help of Billy Easton and the Trinity motor R&D they've come up with this new system that lets you slot, round, and mince P-94 and standard brushes. The picture shows a pre-production unit as the finished product will be anodized black.

TRI6000, $125 *(street price should be lower)*

www.teamtrinity.com



HPI CAUGHT TESTING

We were lucky (and persistent) enough to get some shots of both of HPI's latest kits being tested just weeks apart. Both the HellFire and Baja 5B are getting closer to full production and we were impressed with both of them. We got to watch HPI driver Thad Garner testing the HellFire and we bugged HPI long enough to take us out for a little watch n' drive. We had tons of fun running the big buggy and can't wait until the production samples of both hit our office floor.

www.hpiracing.com



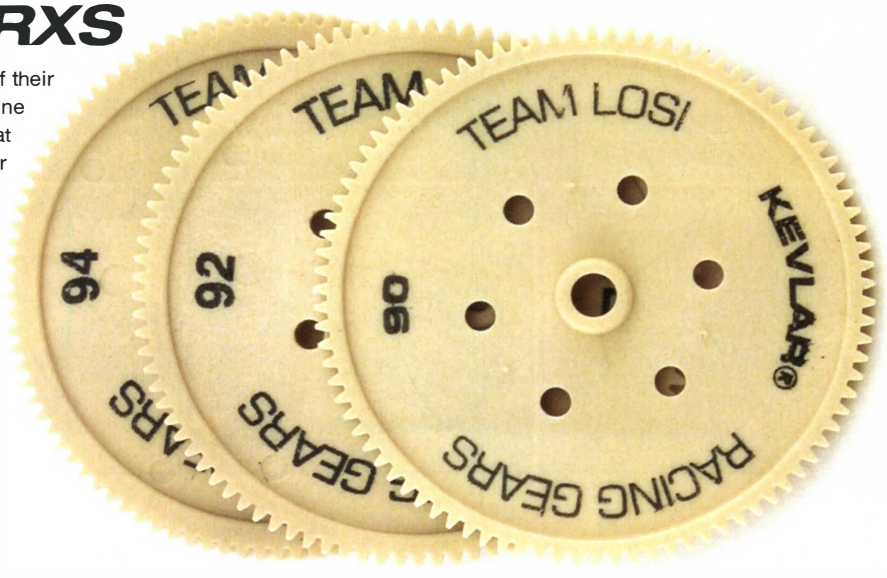
Let's put our heads together on this one.

LOSI 48-PITCH GEARS *FOR JRXS*

Lots of on-road racers use 64-pitch gears because of their slight efficiency advantage and ability to really fine-tune the gear ratio. The down side of the small teeth is that they are more prone to strip from impact (crashing) or on bumpy surfaces that really stress the drivetrain. To help in high stress racing on bumpy tracks and outdoors, Team Losi now offers spur gears for the JRXS in 48-pitch. They are made from Losi's Kevlar material, which helps reduce failure even further.

LOSA3972 90Tooth/48 Pitch Kevlar© Spur Gear (JRX-S) $ 4.00
LOSA3973 92Tooth/48 Pitch Kevlar© Spur Gear (JRX-S) $ 4.00
LOSA3974 94Tooth/48 Pitch Kevlar© Spur Gear (JRX-S) $ 4.00

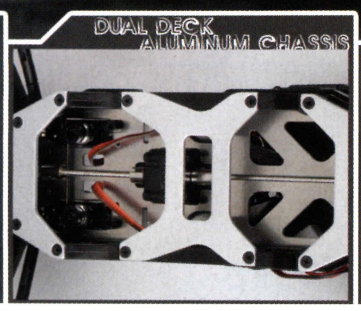
www.teamlosi.com



A CHIP OFF THE OLD BLOCK

CELEBRATING 25 YEARS OF EXCELLENCE
EST. 25 1980
TEAM LOSI









8284
©2005 Team Losi, a division of Horizon Hobby, Inc

Team Losi's world-renowned engineering team took the design of *RC Car Action*'s 2005 Truck of the Year, the LST "Super Truck," and brought the monster truck excitement and off-road performance to the mini-monster truck category.

The result is the biggest, most powerful mini truck available, the Mini-LST. Featuring a dual-deck aluminum chassis, oversized oil-filled coil-over shocks, a 4-wheel-drive system with 3 differentials, dual high-torque Frenzy-370 motors, synthesized 27MHz FM radio system, complete ball bearings and more, it is the ultimate mini truck experience.

Run it anytime, anywhere. Indoors or off-road.

Start something **big**...

...use something **small**.

The Mini-LST.



The Mini-LST includes a full-featured Team Losi® Sport 27MHz Synthesized FM Radio System for the ultimate in control.

WWW.TEAMLOSI.COM

TEAM LOSI® SPORT

Duratrax Vendetta

Duratrax has joined Kyosho by offering a 1/18 electric buggy, but stepping up the kits spec to come with a full set of oil shocks and a complete set of ball bearings. You don't even have to buy AAs because it's ready to run right out of the box.

www.duratrax.com



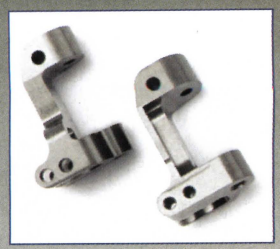


Check out their website for some video.

TRAXXAS OEM Jato Aluminum

Traxxas released the JATO a few months ago and the 2WD stadium truck was well received. Those who have been patiently waiting for some OEM Traxxas upgrades will like what Traxxas has just released.





CASTER BLOCKS • Offered in T6061 Aluminum and finished in titanium the blocks are available in the standard 30-degree and the optional 25-degree blocks
5532X, 30-degree, $38/pair
5536X, 25-degree, $38





BILLET FRONT SPINDLES • The new billet spindles are machined from strong T7075 Aluminum and anodized a brilliant blue. They are 36% lighter than the stock spindles
5537X, Billet Front Spindles, $11/pair

BILLET STEERING BLOCKS • The new billet blocks are machined from T6061 Aluminum and share the titanium finish of the optional caster blocks. They will work with the stock caster blocks and both 25- and 30-degree aluminum options.
5536R, Billet Steering Blocks, $28

ALUMINUM TURNBUCKLE SET • By replacing the stock steel turnbuckles with Traxxas aluminum set you save 19 grams!! And they look awesome in the vivid red anodized finish. The set includes a machined wrench for easier adjustment.
5539X, Aluminum Turnbuckle set, $34/set includes wrench

www.traxxas.com



PRO-LINE PADDLES 40-SERIES

If you're into paddling then the new 40-series tire is the biggest one you can get. Pro-Line revised their original paddle design on the standard size to make this 40-series throw more sand in your eyes. The "paddles" have been reduced in size to grab less, resulting in more wheel spin and improved acceleration in the sand.

FEATURES:

- ***Short paddle design to enhance the overall performance over standard MAXX paddles***
- ***Fits 40 Series wheels***
- ***8 paddles per tire***
- ***Made from super-soft M2 compound***

40 Series Paddle, 1123-00, $30.00/pr.
www.prolineracing.com

Why settle for half when you can have it all?



DOMINATION BY DESIGN™

VENDETTA™

1/18 Scale Ready-to-Run EP 4WD Buggy

DTXD13**
- **Length:** 10.25 in (260mm)
- **Width:** 6.375 in (160mm)
- **Height:** 3.625 in (95mm)
- **Weight:** 23.5 oz (665g)
- **Requires:** nothing!

DURATRAX®

www.duratrax.com

Halfway doesn't cut it in 4WD racing — it's all-out or get out. And if you're going all-out, your buggy should, too. The Vendetta does.

Anodized aluminum parts are big options in 1/8 scale, but built-in bonuses on the Vendetta. Driveshaft, steering drag link, front bulkhead and rear hinge pin braces — seven in all, and all good to go racing.

The suspension is *fully* adjustable: you can tweek camber, caster and wheelbase, just like in the Bigs. Multiple mounting holes and *oil-filled* shocks (with racing springs and ride-height spacers) give you all the options you can handle. Bearings? A full set — not just a few.

That's the racing part of the Vendetta. Here's the easy part: it's fully assembled, with a 380 motor and ESC in place, a 600mAh NiCd pack and charger to power it and even "AA" batteries for the included 2-channel pistol-grip radio by Futaba®.

For more information on the Vendetta RTR or the location of the dealer nearest you, please visit **www.duratrax.com** or phone 1-800-682-8948 and mention code number 2368A.



Fully optioned and ready-to-run, with oil-filled shocks, aluminum performance parts, full bearings — and more!



Nothing left to buy! The most complete, competitive 4WD mini available!

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LRP **GT-3 Turbo**

What sounds like a new hi-tech razor is actually a line of budget mods from LRP. They feature all the stuff you'd expect on a motor these days with fixed timing, bushings, and a choice of winds from 10- to 21-turns. The best feature may be the price, which is super low with a street price of around $30.

www.rc10.com/lrp



JUST A LITTLE X-CITER

Adding a slight twist to the Kyosho Mini Inferno is Parma with their new X-Citer Body. It converts the buggy to more of a truggy look.

10091 X-citer Body w/Wing - Direct Fit Kyosho Mini Inferno, 10091, $15



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Available in Silver, and Purple

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XXX Main Barfs New Stickers

When asked about their new stickers they said: "Here's six new stickers, stick them to your car, then barf." And there you have it.

www.xxxmain.com



XRC Teams Up With Snowbirds Nationals

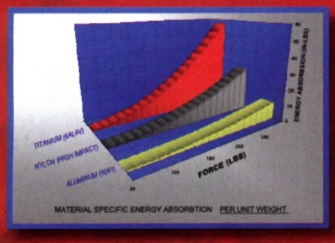
We've always been a magazine that catered to racing and we do our best to help support it and grow it, sort of like a Chia Pet. This year we've attached our name and full support to one of, if not *the* largest race in the world. The Trinity Snowbird Nationals now gets our stamp of approval and is now the Trinity *Xtreme RC Cars* Snowbird Nationals. If you've never raced or checked out the near 24 hours of on-road and oval racing, there's never been a better time.

Mike Boyhan's Snowbird Nationals 2006 International Championship

You Need to Know!

Not all suspension arms are created equal.

Unlike those non-engineered arms, FlexTek arms combine cutting edge engineering and superior materials compared to anything on the market.



ENGINEERING

FlexTek suspension arms are designed to absorb impact yet remain rigid in the direction of arm travel. This is achieved by combining scientific geometric formulas with the advantages of titanium.



TITANIUM

From the beginning FlexTek arms are designed with the unique metallurgic properties of titanium in mind. Titanium absorbs the stress and shock of multiple impacts without significant fatigue and never exceeds its stress limits in our applications.

WHAT IT MEANS TO YOU

FlexTek arms withstand impacts greater than any other arms **PERIOD!** Their absorbing qualities reduce the forces being transmitted into the framework of your truck. That means fewer broken parts. Also, FlexTek arms are made with all the unnecessary material removed so that they're as light as possible. This means less unsprung weight, faster suspension speed and better handling.

Titanium Suspension Arms for Traxxas REVO
FXT-11000

NOW AVAILABLE FOR TRAXXAS REVO & HPI SAVAGE
Also available for: Traxxas T/E-Maxx and Losi LST.

FXT FlexTek
Engineered RC Performance Parts

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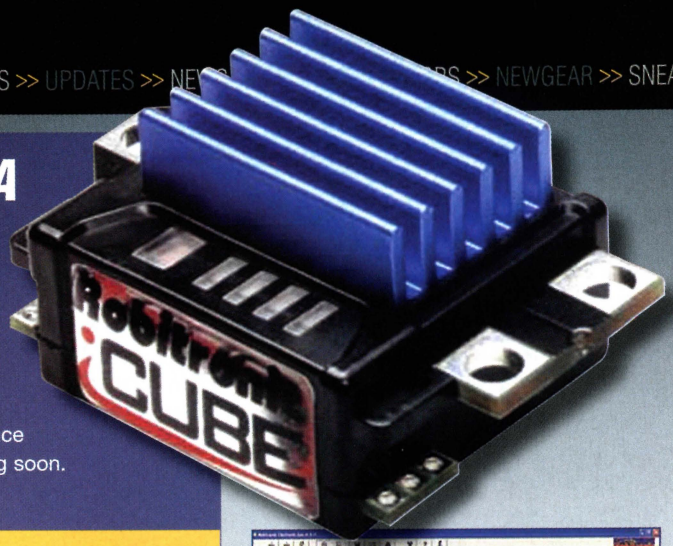
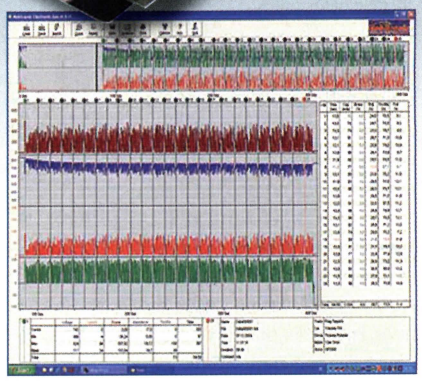
P.O. Box 208, Tangent, Oregon 97389
Phone: 541-990-7248 | Fax: 541-967-2793

Available direct at flextekrc.com or finer hobby shops nationwide through HRP Distributing. HRP

Robitronic Back in the USA

Some may remember the sporadic presence of Robitronic here in the USA with an assortment of chargers, speedos and other accessories. In their latest attempt to get back into the US market they'll be making a bigger push. The first product to hit our shores will the their latest top of the line ESC that looks like it should be a winner. The iCube is first ESC to have an on-board data logging system that records throttle position, current and voltage curves. It boasts the typical low on-resistance and small footprint of the competition. We'll have one for testing soon.
www.robitronic.com





FEATURES

- New generation of PowerFETs with lower on resistance
- 5 optimized Power Programs developed by World Top drivers
- Current limiter adjustable
- Frequency of the brake adjustable
- Auto Brake and Auto Roll adjustable
- Switch off with transmitter
- External setup button with data link
- External soldering tabs for receiver and silicone flex wire
- Intelligent FET Control Protection (IFC)
- Optional PC-Interface for Setup and Software Update with Data recorder (Throttle position, Current, Voltage, Lap times)
- 3 colors available (Blue, Purple and Titanium)

SPECIFICATIONS

- Input power: 4-7 (4.8-8.4 V)
- Motor limit: >5 Turn
- Frequency: 0.5-8kHz
- B.E.C. Output Voltage: 6.0V
- B.E.C. max. Current: 3.0A
- Weight without wires: 21g
- Case Size: 27x25x13.5mm

POWER UP YOUR RTR!

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



#700 Reedy "Rated-X" Sport Pack, GP 3300 cells
ONLY $64.99 Suggested Retail Price

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



ONLY $59.99 Suggested Retail Price
#699 Reedy "Rated-X" Sport Pack, Panasonic 3000 cells

Reedy Ni-MH Receiver Packs for Nitro Cars and Trucks. Reedy receiver packs give you the long-lasting, reliable power needed for nitro racing, and have a great low price that makes them your **BEST** choice!



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

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

HPI CAYENNE BODY

Mike and Derek nearly killed each other while debating if the Porsche Cayenne was actually good looking, but while they argued HPI was busy sculpting this convincing reproduction of one of the fastest SUVs you can buy. The HPI version will be available in both 200 and 255mm.
www.hpiracing.com



Mini-MAX

Reedy Hop-Ups for Micros!



ONLY $44.99 Suggested Retail Price

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

ONLY $42.99 Suggested Retail Price



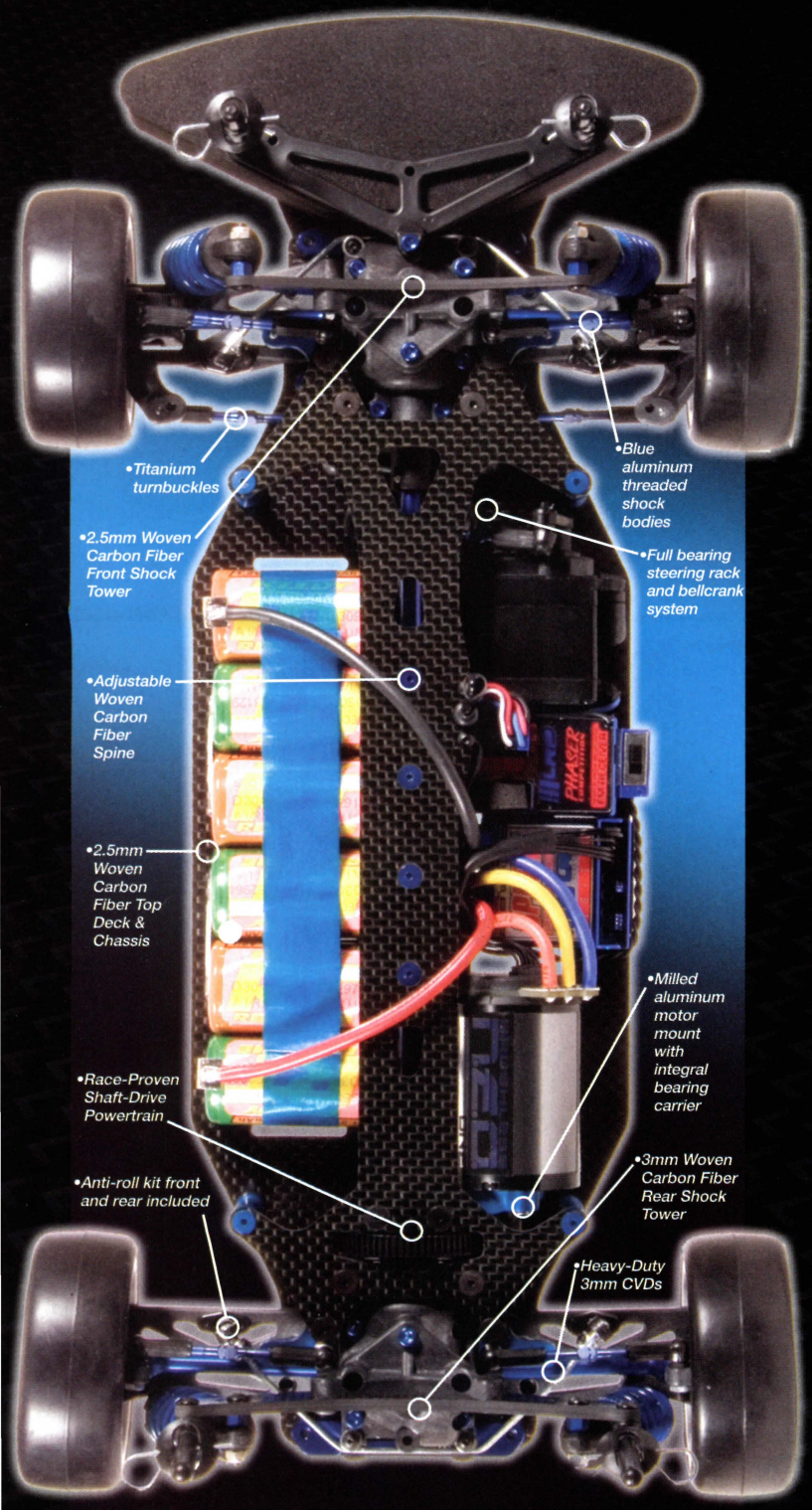
Reedy Mini-Max High-Voltage 1100 Ni-Mh Racing Battery Pack.
Higher voltage means more power and that's just what you get with Reedy's new Mini-Max 1100s. Featuring much higher voltage output than stock battery packs the Mini-Max HV 1100 pack is the ticket to making your micro car rip up the road. Comes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

www.rc10.com/reedy

REEDY

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

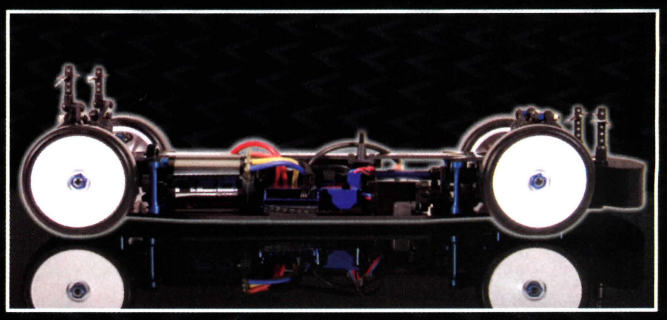
RC10 TC4 Factory Team



Factory Team TC4 shown equipped with items NOT included in kit: Reedy batteries, motor, servo, wheels, tires, body, LRP and receiver.



WORLD-CLASS

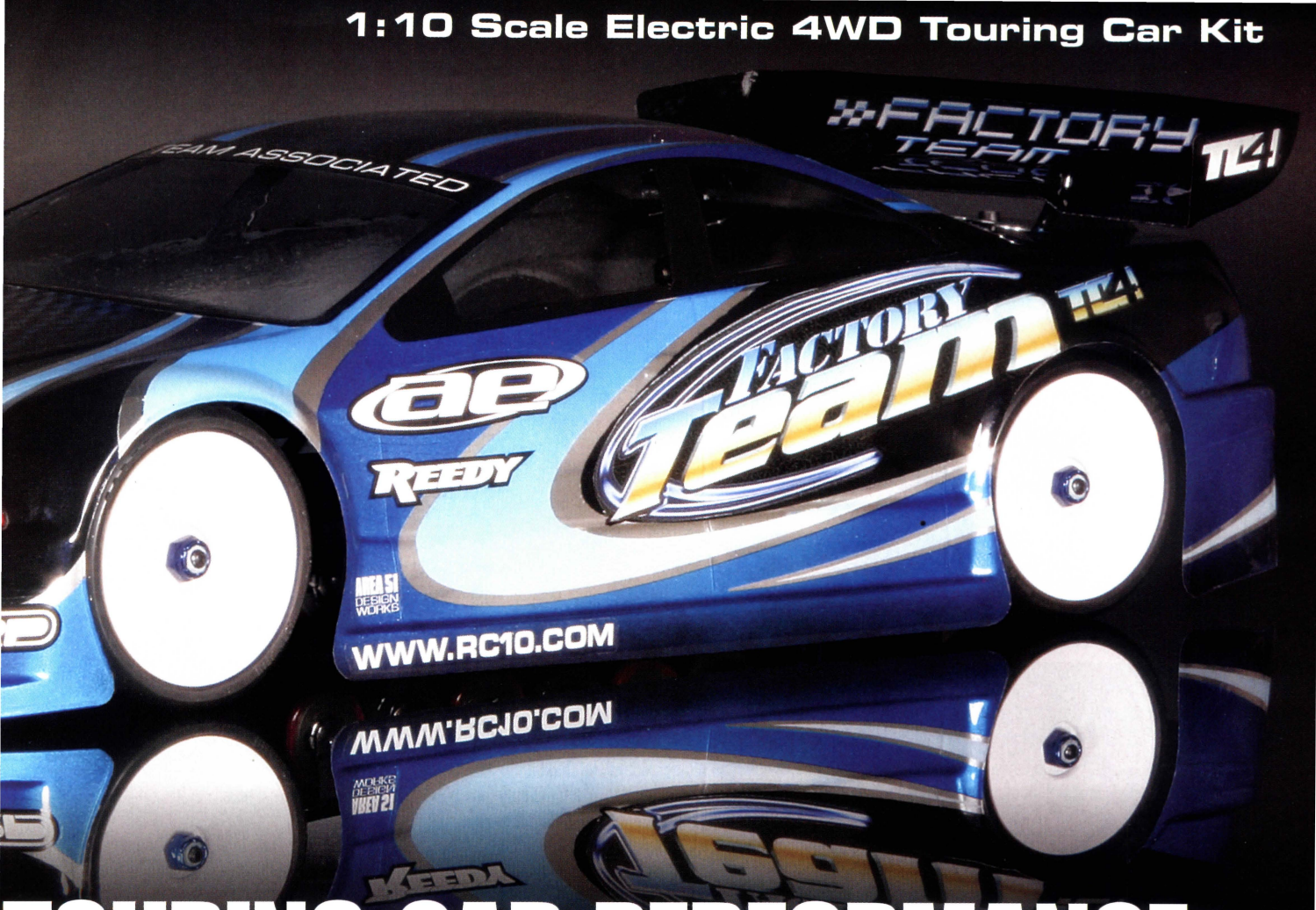


Super-Low Center of Gravity, Carbon Fiber Spine and Blue Aluminum Standoffs for an Incrementally-Adjustable Chassis-Stiffness/Flex Rate

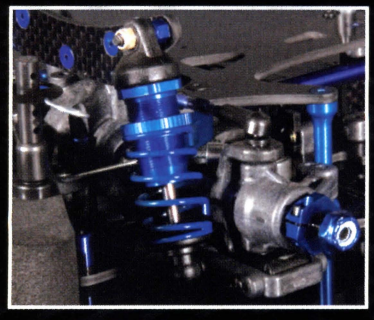
Associated's first race with the new Factory Team TC4 resulted in a first place finish in the prestigious invitational Touring Car class at the 2005 Reedy International Race of Champions. Craig Drescher drove his Factory Team TC4 to victory in one of the most competitive touring car fields of all time.

Team Associated's FT TC4 marks a milestone in electric touring car development by allowing maximum chassis stiffness adjustability without replacing the main chassis or top deck. It features a double deck 2.5mm woven carbon fiber chassis that incorporates an adjustable carbon fiber spine plate. The chassis combined with the spine plate, allows an extremely wide range of chassis stiffness adjustment in small

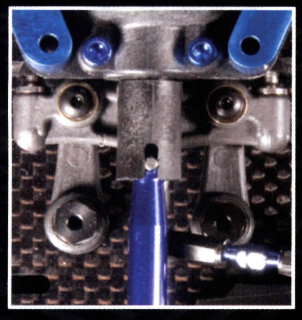
1:10 Scale Electric 4WD Touring Car Kit



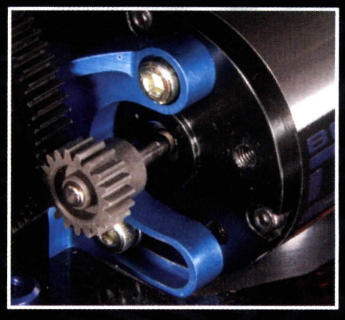
TOURING CAR PERFORMANCE.



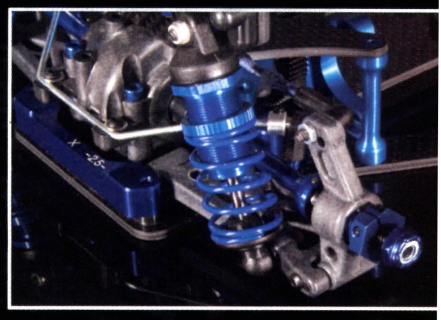
Fully Adjustable Caster, Camber, Toe-in, Droop and Roll-Centers



Ball Bearing Steering Rack with Adjustable Ackermann



Integrated Blue Aluminum Motor Mount and Drive Shaft Bearing Carrier



Blue Aluminum Threaded Shocks, Heavy-Duty MIP CVDs and Clamping Hex Drive

increments. This allows the chassis to be dialed in for high grip carpet racing or for low grip parking lot racing and everything in between. In addition to the spine plate, there are four blue aluminum chassis brace standoffs that allow even more chassis stiffness adjustment.

Racers around the world will appreciate that they no longer need to disassemble their entire car or spend more money in order to change the chassis stiffness of the Factory Team TC4. Just make the adjustments to the chassis spine plate and/or standoffs to get dialed in. Also included are two, three-piece anti-roll bar kits for the front and rear of the FT TC4.

The FT TC4 comes with two types of differentials, that lets you choose the best diff for the class that you race. The lightweight composite diffs provide increased acceleration in 19 turn or stock class racing. The lightened, steel differentials easily tolerate the very high demands for strength which modified racing requires.

If you are looking for your next touring car to get you in the winner's circle, the Factory Team TC4 is for you. Just ask Craig Drescher.

ae

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www.rc10.com or www.teamassociated.com

Next month's Inside Line should have lots of new stuff.



TRINITY LETS *YOU* NAME IT!

The next release of Trinity's micro truck, which we'll call "the truck formerly known as Spyder," features a long list of improvements over the original. The "truck formerly known as Spyder" will feature a longer wheelbase, ball diffs, oil-filled shocks, a beefed up suspension, heavy-duty ball ends, and new 2-piece electronics. Send your names into Trinity and if you're picked as the winner, the name you pick will be chosen and you'll win a bunch of free stuff.

www.teamtrinity.com

EPIC RCWC

Ryan Cavalieri is one of the world's finest drivers and he was ever so close to sweeping the last IFMAR Off-Road Worlds. Trinity has released a Ryan Cavalieri World Champion motor so you can use the exact motor and wind he used to take the 4WD title. They'll even offer 2WD and Truck versions so nobody feels left out.

www.teamtrinity.com



WERKS RACING FUEL

Werks Racing, the exclusive importers of the L.Collari engine line and the "Werks" adjustable racing clutch, has recently introduced their own line of performance racing fuel. According to Werks, the fuel contains only the highest quality lubrication package that must be imported from overseas, and is available in 20% and 30% nitro blends. The Werks team hasn't released the total oil content percentage in their fuel, but they are quick to confirm that their fuel contains a lower percentage of high-quality oil versus a higher percentage of low-quality oil. The result? A quicker spooling engine, lower head temperatures and longer run times without engine damage. The fuel comes packaged in gallon jugs with a vacuum plastic seal to keep the fuel fresh.

www.werksracing.com



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Sought After by Racers World Wide, The All New SH Engines & Accessories Are Finally Available in the USA!

Now you can fine tune your car, buggy, or monster truck to winner's circle performance! SH is the newest, hottest, most competitive line of racing engines! Race with greater confidence and reliability. Race with SH Engines!

1.48 hp @ 41,000 rpm >

SH-12R02SXT-1

< 2.5 hp @ 32,000 rpm

SH-21 PRO COMPETITION BUGGY

< 3.6 hp @ 28,000 rpm

SH-28 REAR EXHAUST

Headers

Fuel Filters

Exhaust Systems

Air Filters

Hex Tools

Where Can You Buy SH Engines?

Visit your local hobby shop first. He can show you the engines and accessories you see here and many more. If your hobby dealer doesn't carry SH, you can order directly by calling ***1-800-854-8471.*** Major credit cards accepted.

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SH ENGINES

THUNDER TIGER ST-1 RTR

1/8-Scale Nitro Racing Monster Truck

Words: Stephen Bess



The truggy revolution has hit, and Thunder Tiger Racing (TTR) has jumped into the mix with its ST-1 RTR stadium racing truck. Based roughly off TTR's S3 buggy, the ST-1 looks to include what every truggy racer wants—a wide arm, low profile, long chassis monster racer that's as capable of turning hot laps at the race track as it is bashing in your backyard. TTR's factory pilot and R&D employee Richard Saxton has taken the ST-1 through many generations, from a basic buggy conversion to the long arm machine you see here. We're looking forward to driving one and seeing for ourselves what the hype is all about.

Saxton's truck is what we expect the "Pro" version to look like.

Features

Chassis • The ST-1 will initially be offered in RTR form, with a full-race version shortly afterwards. Both will share an anodized aluminum, extra long flat chassis (unlike the S3's extruded buggy chassis) that's 485mm long and will use front and rear chassis braces. The radio tray features a laydown steering servo just like the buggy, with a standard throttle servo mount and low-profile battery box that accepts a 5-cell AA hump pack.

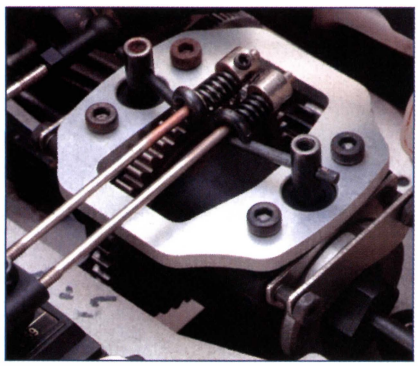
Drive Train • The ST-1's drivetrain is premium buggy-type fare, with full CV-style drive shafts at front, center and rear, and a full set of ball bearings. Also included is a Thunder Tiger Pro-28BX-R with two-needle carb and pullstart (no rotary starter?!). Buggy-size 17mm hexes are used with the TTR monster truck wheels, which fit all standard Maxx-size racing tires. Finally, a 3-shoe composite clutch system drives the truck through a standard 13T clutch bell. There's even an optional 2-speed tranny available.

Suspension • The most important factor in making a truggy handle properly is arguably its suspension. TTR ditched the wheel extender idea in favor of a race inspired long arm suspension design with pillow-ball construction up front. The ST-1 includes front and rear sway bars, 3.5mm shaft oil-filled shocks, adjustable toe and anti-squat plates, adjustable caster and easy to alter pillow ball camber adjustments.

Other Features • Rounding out the ST-1's list of features is a full radio set, including two metal-gear servos rated at 8.0kg torque, a 150cc fuel tank, aluminum tuned pipe and header, fiber disc brakes, and many other features not yet available to press.

Final Word

Our initial impression is that Thunder Tiger chose wisely to wait and release the truck when it was 100% right and ready to go. Its long arm suspension and extended chassis make it an instant contender in the truggy class, and racers who run the S3 buggy are sure to jump on board once the truck is released. We're impressed with the ST-1 RTR's list of features, and even though the engine and radio gear may not be "pro" caliber, they'll get you going and on the track with minimal cost and installation time. We hope the Pro version will make its way to our shores soon, but until then we'll look forward to putting the TTR ST-1 RTR through the ringer once we get our hands on one. ✪



A large center spur gear alters the gear ratio to compensate for the large tires on the ST-1.

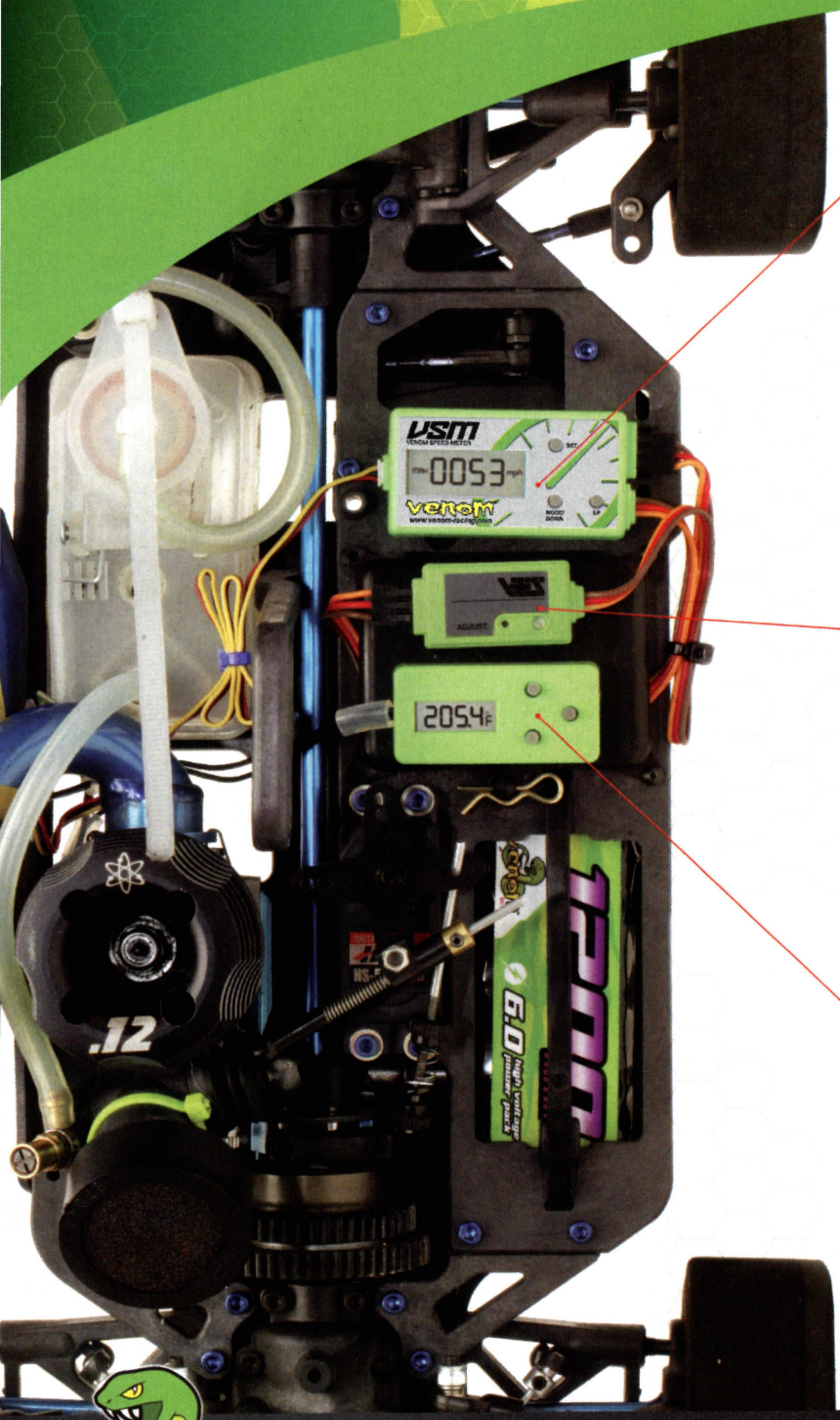
CONNECT:

MANUFACTURER: Thunder Tiger
DISTRIBUTOR: Ace Hobby
WEB: www.acehobby.com

VITAL INFO

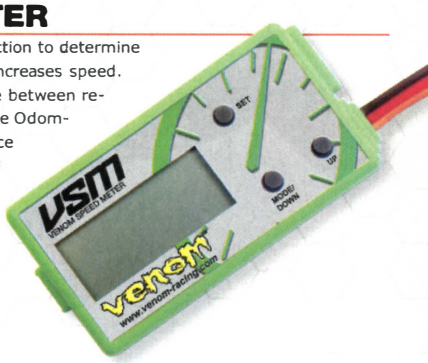
SCALE:	1/8
PART #:	TTR6233-F
ESTIMATED STREET PRICE:	N/A; $1099 MSRP
MAIN COMPETITION:	Hot Bodies Lightning Stadium Pro RTR, Kyosho Inferno ST, Jammin' X1CRT, Mugen MBX-5T MSR

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

MICRO TEMP MONITOR

with Peak Temp Memory

Almost 40% smaller, the Venom Micro Temp is the industry's smallest on-board temp monitor. Featuring One Button High-Temp Technology (TM), the Venom Micro Temp records the highest temperature your engine reached, with easy recall at the touch of a button.



VEN-0601 **GREEN**
VEN-0602 **PURPLE**
Color may vary slightly from photo.

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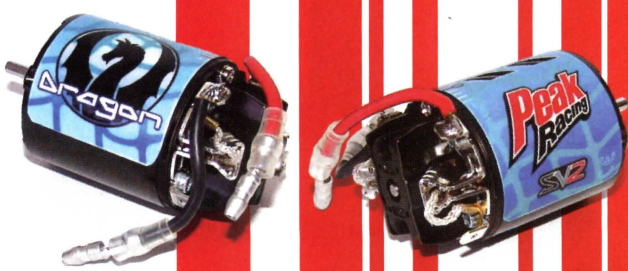

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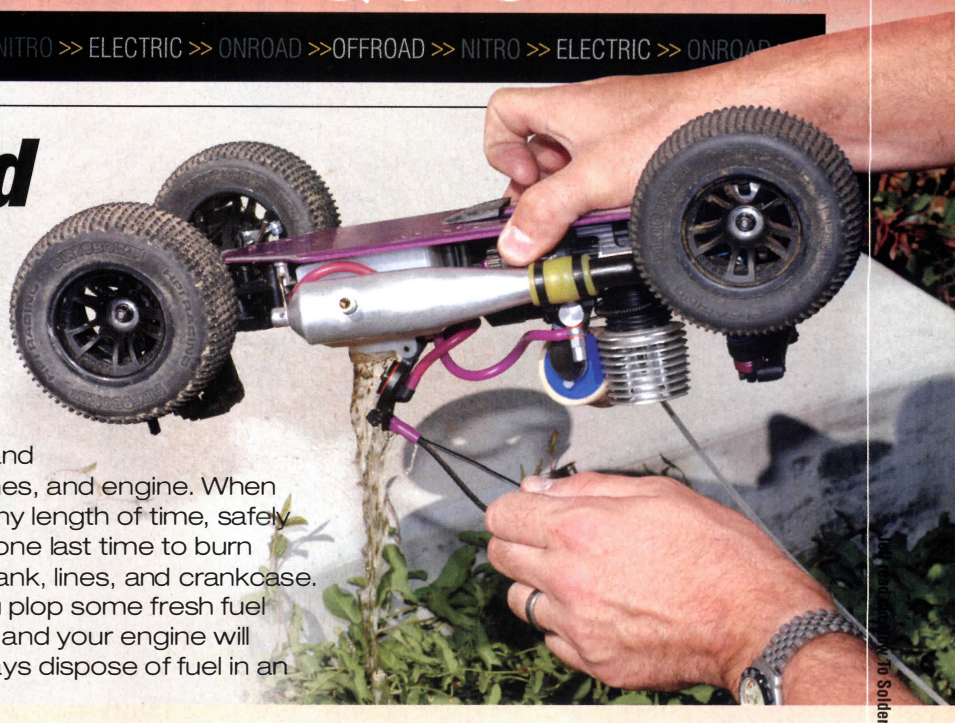
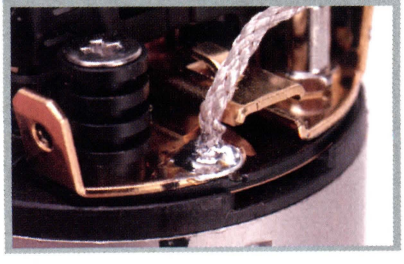


1 Tanked Fuel

Don't leave fuel in the tank when you are done running your vehicle for the day. I still can't believe the number of people who do this! The alcohol in hobby fuel absorbs moisture, nitro evaporates, and the oil gums up your vehicle's tank, lines, and engine. When you are done running an engine for any length of time, safely dump the fuel and fire up the engine one last time to burn away any residual fuel left in the fuel tank, lines, and crankcase. This will ensure that the next time you plop some fresh fuel into the tank, the fuel system will flow and your engine will roar to life just like you want it to. Always dispose of fuel in an environmentally safe manner.

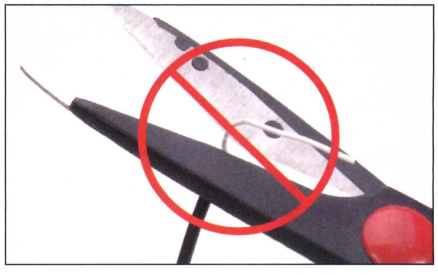
2 HUNG BRUSH

It is common to solder electric motor brushes onto the hood of the motor to help reduce resistance, but when doing so you need to be very careful. The shunts on motor brushes act as wicks and suck the solder up into themselves. This will eliminate the shunts' flexibility and could cause a hung brush, meaning that the brush could get hung up in the brush hood preventing contact with the commutator. When soldering brushes onto your motor, use a hot soldering iron with a fat tip and work quickly with only a small amount of solder. After you are done soldering, check the shunts' flexibility to make sure you haven't limited the movement of the system.



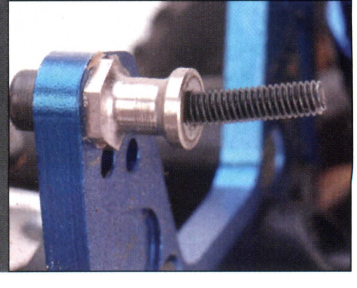
3 Antenna Tuning

The antenna wire coming out of your receiver has a predetermined length and the radio system has been tuned to that length. Altering the length of the wire will alter the radio's tune and ultimately cause radio interference and glitching. Cutting the wire shorter should never be done, and contrary to popular belief, lengthening the wire will not increase your vehicle's range. Many times the wire is long and awkward but you can neatly wrap up any excess wire and use a zip tie to keep it in order within the chassis before you route the remainder of the wire through an antenna tube.



4 Shock Screws

Screws can bend, and depending on where they are located on your chassis, this may or may not affect you. One place where this can affect performance is at the shock mounting screws, and especially the shock tower mounting screws on an off-road machine, since crashing is not uncommon and the length of the screws make them susceptible to bending more easily. An upside-down landing could cause a slight tweak in a shock screw that may not be easily recognizable. Any sort of bent shock screw will alter your suspension settings and will generally twist your car up. Do a once over after every race to make sure that this vital mounting hardware is still in check, and your car will go faster, you'll win more races, you'll have more friends, and people will ask for your autograph. Well, your cars handling will be more consistent anyway.



Do you have a way to Solder Brushes, and then made a Quick Tip?

COMPROMISE IS THE ONLY



40+ mph

Ready-To-Race®

REVO™

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  - R/C Car Action, 2004
- **Best Nitro Truck**
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- **2004 Pro-Series Champion**
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Nothing else comes close to delivering the total, no-compromise performance and superior innovation found on either a Revo or Jato from Traxxas.

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Revo's advanced pushrod suspension delivers more travel than any other monster truck and tuning flexibility not possible on conventional suspensions.



Large diameter disc brake uses fade-free semi-metallic pads for incredible stopping performance.



Rubber-sealed pivot ball suspension, driveshafts, and bearings all contribute to Revo's rugged, ultra-low maintenance design. Precision hex hardware and thoughtful engineering *allows fast trackside service.*



The sealed gear differentials are incredibly tough, provide rock-solid consistent performance, and can be precisely tuned with diff-lube weights by changing diff lube viscosity.



The aluminum GTR shocks are built to exacting specifications for smooth, precise damping. Unique X-ring seals provide enhanced sealing performance with reduced stiction.



The 2-speed close-ratio transmission provides virtually seamless acceleration. Two speeds allow solid bottom end punch without compromising Revo's class-leading 40+mph top speed.



The torque-control slipper is an advanced solution for traction control. The semi-metallic friction pads withstand high heat loading for smooth, consistent performance through the whole race.



Revo's dual servo steering is unmatched for out-of-the box strength, speed, and precision. It's powered by an included 5-cell NiMH rechargeable receiver pack (peak charger also included).



TRX 2.5R Racing Engine™ with EZ-Start™ and aluminum tuned pipe. The most powerful small block available in any RTR truck, the TRX 2.5R outguns engines twice its size and it starts with the ease, safety, and elegance of pushing a button. No glow starter needed!

ADJUSTMENT YOU WON'T FIND

2 SPEED

55+ mph



JATO™ Ready-To-Win®

Equipped with an internal autoshifting 2-speed and unbelievable TRX 2.5 power, Jato is both the quickest and the fastest Ready-To-Race® 2WD stadium truck available. If you want to be out front, Jato is the best tool to get you there!



Pre-glued 2.8" low-profile Victory™ tires. Also accepts standard 2.2" wheels and tires.



Jato's sealed gear differential can be precisely tuned for the track with wander-free adjustment and maintenance-free operation that ball differentials can't match.



Jato's exclusive close-ratio 2-speed transmission delivers seamless shifting along with classs leading acceleration and unmatched 55+mph top speed. There's no compromise that forces you to choose between punch and top speed. Jato gives you both!



The TRX 2.5 Racing Engine™ works with the 2-speed transmission to out accelerate everything in its class. Jato pulls straight to the front and leaves the rest behind. EZ-Start™ electric starting can't be beat for safety and nearly instantaneous starting.



Jato's suspension is fully adjustable with a wide range of tuning provisions for adjust caster, camber, toe, bump-steer elimination, roll-center, and damping. Spherical rod ends with double sheer linkage connections won't pop apart during that big race.



Only Jato features dual-position receiver battery mounting (rear or mid placement) to allow the seasoned racer to fine-tune the front to rear weight bias. This provides additional control over steering response and rear traction.

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Titanium Upgrade Linkage Kits

HPI Savage Kit Shown



Beef up your Monster Truck to 1/8th Scale standards with Lunsford Racing's Titanium Upgrade Linkage Kit!

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



Don't drop out early cause of a broken screw! Titanium screws are practically bullet proof and lighter than stock screws!

(Also available for RC10 GT / T4 / TC3 / TC4 / NTC3 / XXX / XXX-S / XXX-4 / XXX-T / XXX-NT and in handy 4-packs & Metric sizes too!)

(screw kits available exclusively from Lunsford directly on Lunfordracing.com or by phone)

6005 RC10 B4 Titanium Billet Screw Kit

Pit Towel

It's a fact! You can't go pro without a pit towel! The Lunsford pit towel can help you clean, organize, find dropped parts and look like a pro, all at the same time.

9811 Lunsford Racing Pit Towel
(100% Cotton, 16'x25", Black Hemmed with Lunsford Logo)



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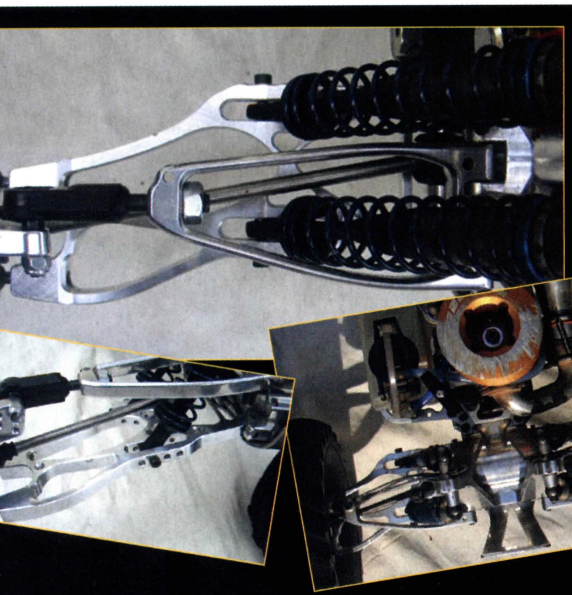
Words: Stephen Bess

HPI Savage 17mm Conversion & Nubz Tires

Have a HPI Savage monster truck, but want to race it competitively rather than bash? The first step is eliminating those big honkin' monster truck tires and replacing them with some low-profile race tires. HPI's new 17mm hex conversion set replaces the stock 13mm hubs with larger 1/8 buggy-size hexes and axles, to increase durability and allow the use of HPI's new "Nubz" pre-mounted low-profile racing tires. HPI's Nubz tires come mounted on your choice of white or yellow dish wheels, feature molded inserts, and have micro-pin tread to grip on nearly any surface. Pick up the 17mm Hex Conversion Set (#87229) and *two-pair of Nubz (#4925)*, and your Savage will be race ready. ***www.hpiracing.com***



Most people don't want to have a nub, but these work well.



Unlimited Engineering "Swept Back" Arms

Unlimited Engineering, the small but premium-quality monster-truck machined parts manufacturer, has found a way for their shorter chassis Racer-X based trucks to compete with the long-chassis, long arm "truggies." Their new "Swept Back" arms, or SB arms, will stretch your truck's overall wheelbase by just over an inch, making the wheelbase nearly identical to the longer chassis trucks without having to replace the chassis. Designed for racers, the SB arms are an affordable way to transform your Racer-X short wheelbase into a truggy racer without installing a new chassis. Visit www.unlimitedengineering.com for pricing, part numbers and compatibility.

THERE'S ABSOLUTELY NO SUBSTITUTE FOR RAW HORSEPOWER.

You've got the best chassis, the perfect tires, a fine-tuned setup but you can't match the times of your competition.

The problem isn't your skills - it's your engine. What you need is horsepower – the horsepower of a NovaRossi REX engine.

REX engines

By simply bolting a REX engine in place of your current average engine, lap times go down, performance improves – and what's more, you now have the power of the pros.

If you're into on-road off-road, ROAR or Outlaw, .12 or .21, we've got the REX engine to make you a winner!

For complete information on our line of Novarossi REX engines, see our web site.

NEW!

R12L3 & R12L5

- 2.1cc 1/10 scale nitro
- 1.56 horsepower (3 ports)
- 1.64 horsepower (5 ports)
- Turbo button head
- Microcast piston
- 11.5mm SG crankshaft



RER12

NEW!

R21B



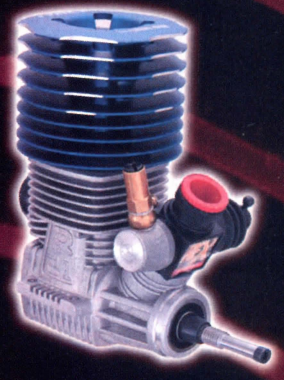
- 3.48cc off-road 1/8 scale nitro
- 2.00 horsepower
- 3 port sleeve
- SG crankshaft
- Big Head for better cooling

RER12S3 & RER12S5

- 2.1cc 1/10 scale nitro
- 1.54 horsepower (3ports)
- 1.62 horsepower (5 ports)
- Microcast piston
- 11.5mm SG crank

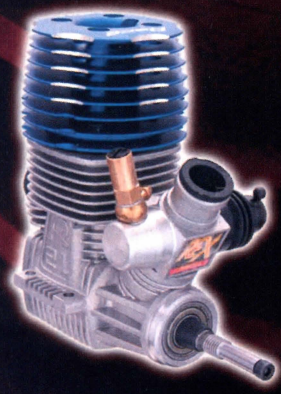


RACE PR421B



- 3.5cc off-road 1/8 scale nitro
- 2.75 horsepower
- Turbo button head for maximum power output
- Special 8 port sleeve with exhaust booster
- Long stroke design for high torque bottom end
- True ABC construction for longevity

RACE PR321P



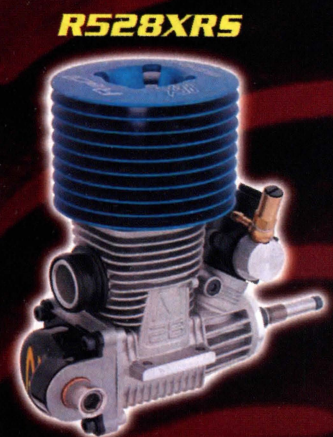
- 3.5cc on-road 1/8 scale nitro
- 2.82 Horsepower
- Turbo button head for maximum power output
- Special 8 port sleeve with exhaust booster
- New MICROCAST piston.
- Super balanced crankshaft with a larger bore intake
- Lightweight 7075 aluminum alloy connecting rod
- Factory Tuned version is also available

PR21-P5NX



- 3.5cc off-road 1/8 scale nitro
- 2.6 horsepower
- Standard glow plug for a linear power output and easy needle valve adjustments
- 5 port sleeve
- Long stroke design for high torque bottom end
- True ABC construction for longevity

R528XRS



- 4.66cc off-road monster truck
- 2.85 horsepower
- Turbo SG box starter
- 8 ports sleeve
- Turbo button head for maximum power output
- Also available: R528XRP (pull start) and R528XR (non pull start)

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See your dealer for more information or visit our web site for complete details on our Novarossi REX engine lineup.

Dealer inquiries are invited.

Dace Manufacturing 23mm Hexes

Dace Manufacturing has released 23-mm wheel adapters for two of the most popular racing "truggies" on the market. The first is for the Mugen MBX-5 MSR-T truggy, which uses wheel extenders to widen its stance but in stock form use the small 13mm T-Maxx size hubs that can strip. Dace's flanged 23mm hexes eliminate that problem, and also are offered in +1 and +2mm width varieties to make your truck even wider for certain track conditions. Second on the block are brand new 23mm adapters for the Jammin' X1CRT. The Jammin's stock 17mm hexes force you to use Jammin's proprietary 17mm hex wheels; using Dace's 23mm hexes, you can now use Proline's ½-inch off-set 23mm Maxx wheels or 40-series wheels, opening up a wide variety of wheel and tire choices for the truck. Check out www.dacemfg.com for pricing and details.



Kyosho Quick Fuel Gun

Although not a "new" invention, high quality fuel guns that don't drip, leak or dump fuel everywhere are few and far between. Kyosho of America is now importing their all aluminum machined "Quick Fuel" gun, which features a black anodized case, etched "Kyosho Racing" logo, fuel level meter and automatic fuel shutoff built in. If you race a Kyosho, there's no better way to fuel up your vehicle while sporting the team's own fuel gun. We tested the gun and it provided drip free, bubble-free 2-second fuel-ups time and again. Part number 36201, retails at $58.



STREET FREAKS

Never lose a street race again or be out bashed in your backyard!



Hand wound hi-torque armature, Ball bearings, Adjustable timing, XXX long wear brushes, & stupid fast!

TRI10095, 9 Turn Double
TRI10096, 10 Turn Double
TRI10097, 12 Turn Double
TRI10098, 14 Turn Double

$79.99

www.teamtrinity.com

Ragin' Red
Mini Inferno Type4
No. 30121T4

Primary Colors
Mini Inferno Type3
No. 30121T3

Yellow Streak
Mini Inferno Type2
No. 30121T2

White Lightning
Mini Inferno Type1
No. 30121T1

Two new looks for the popular Mini Inferno!

The Type3 and Type4 Mini Inferno add more paint schemes for a different look.

The popular Mini Inferno is getting so popular that it's hard to tell the cars apart when running with your friends or on the racetrack. The hot new Type3 and Type4 paint schemes give you more choices for a hot new look and it will help you to tell your car apart from the others. Check out the excitement of these factory-assembled mini versions of the venerable Inferno TT.

OPTIONAL PARTS

■BEARING SET No.IHW1
Increase speed and efficiency with smooth rollin' ball bearings. This full set of ball bearings replaces the factory bushings.

■FRONT OIL SHOCK No.IHW14 **/ REAR OIL SHOCK** No.IHW15
Smooth out the bumps with the best aluminum shocks available for the Mini Inferno. Similar in size to the 1/10 shocks used on the competition touring cars, these shocks produce reliable, consistent damping for the hottest mini car on the market.

■SP BATTERY No.71952
Increased performance and reduce battery replacement costs with the SP Battery set. Lower internal resistance gives the Mini-Inferno more punch for quicker acceleration, and they can be recharged so you don't have to constantly burn up alkaline batteries.

The best value in the Nitro RTR market!

The ReadySet Inferno TR15 buggy and Inferno TR15 Stadium Force truck are the hottest new RTR vehicles on the market. They feature legendary Kyosho quality, the super-strong performance of the GXR15 engine, and they're 100% factory assembled, so they're ready to go as soon as you pick up some inexpensive alkaline batteries. These machines don't require the extra expense of a battery pack and charger for an electric starter - just start the engine and GO!

Blastin' Buggy
Inferno TR15 ReadySet
No. 31094B

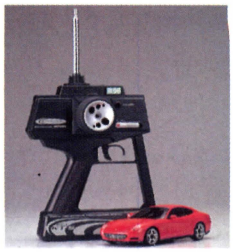
Sinister 4WD Screamer
Inferno TR15 Stadium Force ReadySet
No.31095B

www.kyosho.com

The best never rest!

The most popular line of minis gets a bunch of new models

The Kyosho Mini-Z features the most well detailed, true-to-scale bodies available on a high-quality RC car. The line is always expanding to include many popular street machines, fantasy cars and trucks, and even the hottest exotics and prototypes, many of which are sure to become part of automotive history. Get a piece of history that you can drive with the highest-quality mini RC car that money can buy - the Kyosho Mini-Z.





MINI-Z RACER SERIES
Ford GT 2005(RED)
No.30470R-B

MINI-Z RACER SERIES
Ford GT 2005(WHITE)
No.30470W-B



MINI-Z RACER SERIES
Lamborghini CountachLP400
No.30387P-B



MINI-Z RACER SERIES
ALFA 156 GTA
No.30376R-B



MINI-Z RACER SERIES
Mclaren F1
No.30457S-B



MINI-Z RACER SERIES
Ferrari 612 Scaglietti
No.30467R-B



MINI-Z RACER SERIES
Ferrari 360 GTC
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MINI-Z OVERLAND SERIES
Ford F150
No.30121T1



MINI-Z MONSTER SERIES
MAD KILLER TYPE1
No.30082T1-B



MINI-Z MONSTER SERIES
MAD KILLER TYPE2
No.30082T2-B



MINI-Z MONSTER SERIES
MAD KILLER TYPE3
No.30082T3-B



MINI-Z MONSTER SERIES
MAD KILLER TYPE4
No.30082T4-B



MINI-Z MONSTER SERIES
MAD FORCE TYPE1
No.30081T1-B



MINI-Z MONSTER SERIES
MAD FORCE TYPE2
No.30081T2-B

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TOURING CORNER

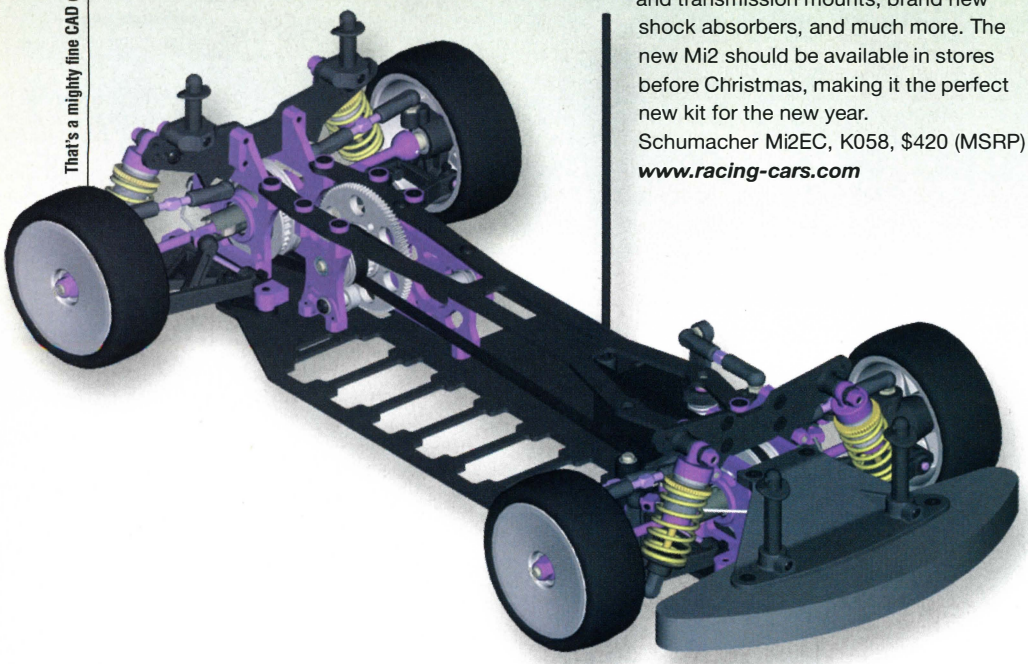
Want to cut to the chase and see what's new in the on-road scene? Just flip to these pages each month and you'll get all the latest news, gossip, and products on the market. From the latest body to the newest speed secret, you'll find it here. ***If you've got a tip, secret or new part you'd like to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

Words: Shane Archer

SCHUMACHER Mi2 EUROPEAN CHAMP EDITION

Fresh off of Teemu Leino's European Championships victory over many of the world's best drivers, Schumacher has updated its flagship sedan to reflect the same factory spec used by Leino and their other factory drivers. The new Mi2EC features a laundry list of updates and changes over the original Mi2, including a brand new chassis and top deck set, updated motor and transmission mounts, brand new shock absorbers, and much more. The new Mi2 should be available in stores before Christmas, making it the perfect new kit for the new year.

Schumacher Mi2EC, K058, $420 (MSRP)
www.racing-cars.com



That's a mighty fine CAD drawing you've got there, Schumacher.

Tamiya 415MS Refined

If you've been following the racing scene this year, you've probably already heard about the MSX conversion kit for the Tamiya 415 MS, which brings the car (more or less) up to the current factory drivers' spec. Unfortunately, the MSX conversion is a limited-production set that will not be available long after its initial run, and it doesn't help those who don't already have a 415MS. However, at the recent Tokyo Hobby Show Tamiya unveiled a brand new 415 kit, dubbed the 415MS Refine 2, which incorporates the MSX conversion along with a few other tweaks and adjustments. Availability is scheduled for December of this year, although it is not clear if the kit will be available in time for Christmas. Ask your local hobby shop!

Tamiya 415MS Refine 2, 49381, Price TBD
www.tamiyausa.com



RUMOR MILL

Having just returned from the first big on-road race of the 2005-06 season, the International Indoor Champs in Las Vegas, we have no shortage of **interesting tidbits** from the racing scene. First and foremost, the biggest news of the race had to be the new 2-stage foam tires from Jaco. These tires feature a different "core" compound that is then **wrapped in race foam**, which actually makes the contact with the surface. What does it mean? You can run the tires at larger diameters since the inner foam is lighter, reducing rotating mass, and improving the overall life of the tire. Pairs themselves are slightly more expensive, but you should be able to **save a ton** in the long run as you continue to re-use the foams rather than truing them down to nothing and then junking them. And this isn't just advertising buzz; **nearly everybody was using them**, and the trackside hobby shop sold out of 50 pairs in less than 30 minutes. Cha-ching!

Other than fresh tires and Marc Rheinard kicking arse in his first foam race, what else was there? Batteries, batteries, and more batteries. As if things hadn't gotten confusing enough, **another new cell debuted** at this race, the Infinite Power 3800. This is a direct competitor with the IB3800, and both cells have similar characteristics. You didn't hear it from us, but top drivers had traditionally-matched cells boasting **1.20+ volt numbers**. You thought your packs were good? Think again! The good news is, with so much competition in this segment right now, you should see these numbers **trickling down to hobby shops** in the near future. Of course, all it takes is one crash, and any battery advantage you have goes out the window...

New from Competition Electronics...

Turbo 35 GFX

Updated version of the GFX.

Made in the USA

Part #CEI3760



- New look with a yellow display.
- "On the fly" variable motor voltage, adjust your motor voltage while the motor is running, more flexibility when breaking in brushes.
- More detailed operating manual. Also available on our website.
- New firmware version 1.60 update available for first generation GFX's to add the variable feature. See our website for more info.
- Upgrade existing GFX's with a yellow LCD and overlay for $40.00 plus shipping.

12 to 15 volt DC Supply required.

Pit Bull X3



More features, more flexible. Multiple rate charging!

Part #CEI4310

12 to 15 volt DC Supply required.

Power supply

23 amp DC regulated power supply.



Part #CEI3710

Competition Electronics products are designed to provide you with the highest level of performance. They are the result of 20 years experience developing electronics for R/C racing.

Nitro Engines

L. COLLARI- INNOTECH ENGINES NOW AVAILABLE FROM COMPETITION ELECTRONICS.

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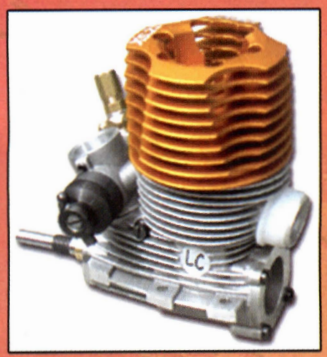
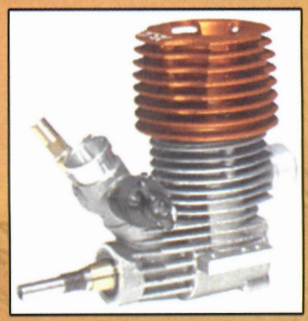


High quality Italian craftsmanship with service and support by Competition Electronics.



- High output power
- Quality materials
- Dealer inquiries welcome



XS 400 .21 OFFROAD 7 port for 1/8 buggy

XS 390 .21 ONROAD 7 port for 1/8 onroad

XS 210 .12 ONROAD/ OFFROAD 5 port

For more information, visit our website at

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You Deserve MUCH MORE!

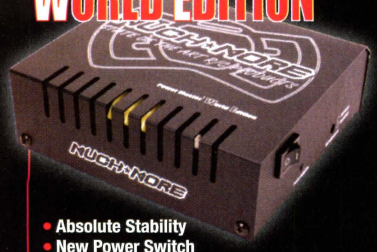
2005 Snowbird Nationals TQ & Win
Jilles Groskamp (Mod, 19T)

2005 ROAR Carpet National
TQ & Win Chris Tosolini (Mod)

2005 ROAR Carpet National Champion
Peter Robinson (Stock)

INTRODUCING MUCH MORE RACING'S LINE-UP OF HIGH-QUALITY COMPONENTS AND ACCESSORIES.

POWER MASTER WORLD EDITION



- Absolute Stability
- New Power Switch
- New Style Terminals
- 20 Amps continuous and 30 Amps max
- Temp Controlled Cooling Fan
- The choice of three world champions

MM-CTXP2B CTX Power Master World Edition Blue
MM-CTXP2R CTX Power Master World Edition Black
MM-CTXP2P CTX Power Master World Edition Purple
MM-CTXP2R CTX Power Master World Edition Red

MOTOR MASTER CTX

SURIKARN V3.0C
MM-CTXM3 CTX Motor Master Surikarn V3.0C



CTX-M is easy to control and shows exact data such as amp draw, RPM, voltage, 6 or 4 step data, peak amp draw and running time. You can break-in your motor automatically with break-in mode.

CELL MASTER CTX

- White back lit LCD with 16x2 characters
- IC controlled ball bearing fans
- Gold plated clips
- High resolution 16 bit AD for accurate volt reading
- 6 charging memories
- Auto restart system
- Autostart timer
- Blue state indicator
- Customizable charging name
- Zero-delta peak cutoff
- Output control pins for battery warmer or cooling fan stand





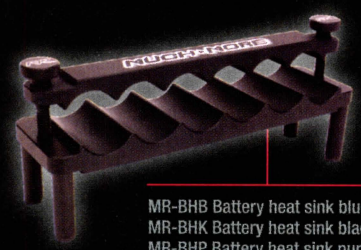
ZERO-V

- Give extra punch and Runtime to your batteries like Surikarn.
- Individual Discharger for advanced drivers.
- Stackable system.

MR-TMC CTX Thermo-electric Motor cooler

- A Thermo-Electric motor cooler is actually a heat pump which cools the temperature of R/C Motors using the Peltier effect.





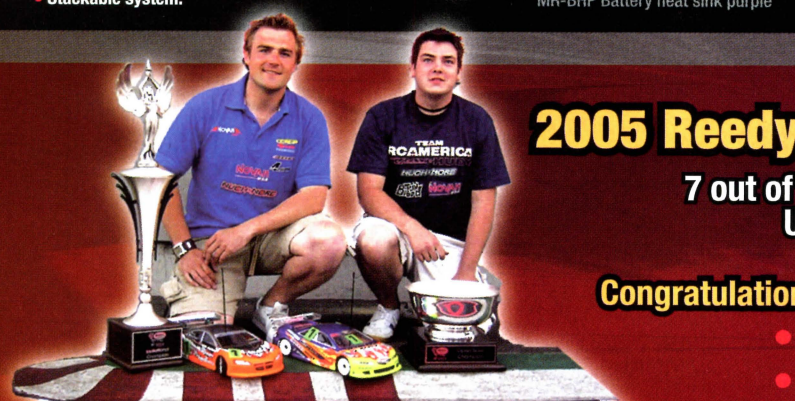
MR-BHB Battery heat sink blue
MR-BHK Battery heat sink black
MR-BHP Battery heat sink purple

Warming Tray



MM-WTB Warming tray Blue
MM-WTP Warming tray Purple
MM-WTK Warming tray Black

- The Warming Tray can heat up your battery packs before charging in winter season.



2005 Reedy Touring Car Championship

7 out of Top 10 Invitational Class Drivers
Using MuchMore Products

Congratulations to MuchMore Sponsored Drivers

- Craig Drescher..... Invitational Class Champion
- Jillies Groskamp..... Invitational Class 2nd Place
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- Peter Robinson ..... Spec Class TQ & 1st

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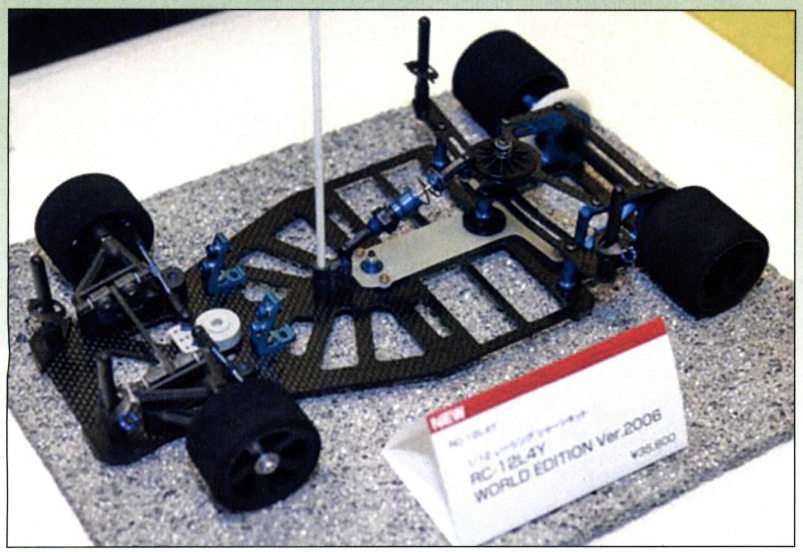
Tel: 1-877-473-3108

RC12L4Y 2006
Worlds Edition

If you're big on little 1/12-scale cars, this is a release you don't want to miss. Yokomo has put together a Worlds-spec version of the RC12L4 that Masami Hirosaka used to win last year's IFMAR World Championship. The car is based off of Associated's popular 12L4 design, but includes a Yokomo-designed chassis set, motor mount, damper post, axles, and more. Plus, it has spiffy blue aluminum all throughout. If you're looking for the Cadillac of 1/12-scale engineering, look no further.

Yokomo RC12L4Y 2005 Worlds Spec, RC-12L4Y, Price TBD

www.yokomousa.com



Hurricane Relief at the IIC
Pro Drivers Donate Bodies; Jun Donates Car

Following the first annual International Indoor Championships in Las Vegas, drivers lined up to sign and donate their race bodies for an online benefit auction for the victims of Hurricanes Katrina and Rita. As the pile crew, Tamiya's David Jun stepped up with an even bigger offer: his entire TRF415MS car, complete with body and all electronics. David signed the body and made sure everything was in tip-top shape before handing it over to the auctioneers. The sales itself took place throughout the month of October on eBay and other sites, with all proceeds being donated to the American Red Cross Disaster Relief Fund. If you'd like to help with the hurricane relief effort, be sure to visit www.redcross.org or call 1-800-HELP-NOW.



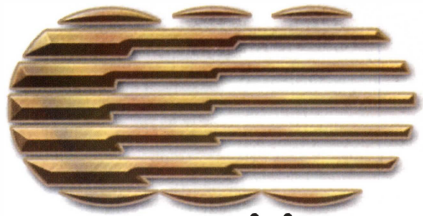
HOTSTUFF

MONSTER SIZED NO BRAINER BODY POST MARKERS



"No Brainer" body post markers now come "Monster" sized for all the big racing trucks like the REVO, T-Maxx, Nitro Spyder, Associated MGT and the HPI Savage. Slip these on top of your body posts. Place your painted body in place and press down where the body posts are located. The point of the "No Brainers" will dimple the body in the exact spot you need to drill your body mounting holes. No more struggling to see where to make the hole by shining a flash light through the body. Body mounting made easy!

TRI30024
$12.99
4 pcs



www.teamtrinity.com

JAMMIN' X1 CRT

1/8 NITRO POWERED COMPETITION TRUGGY



Part #34963
Engine, pipe and electronics not included.

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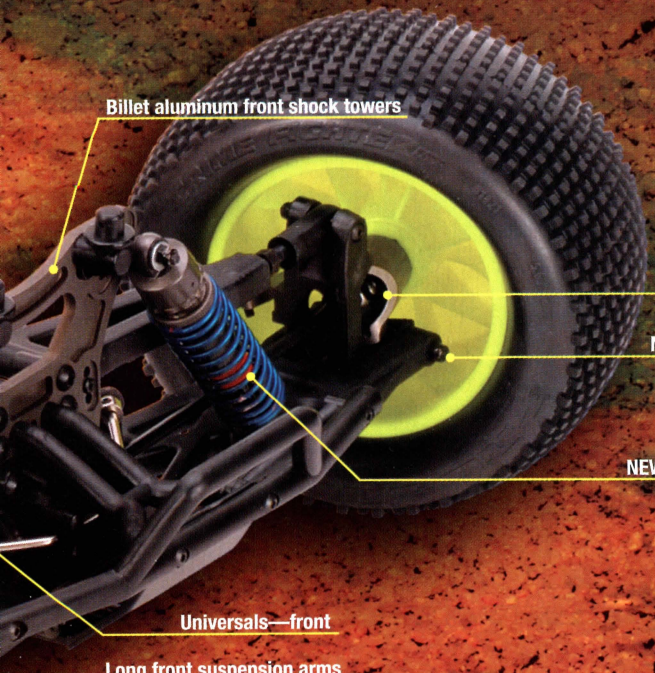
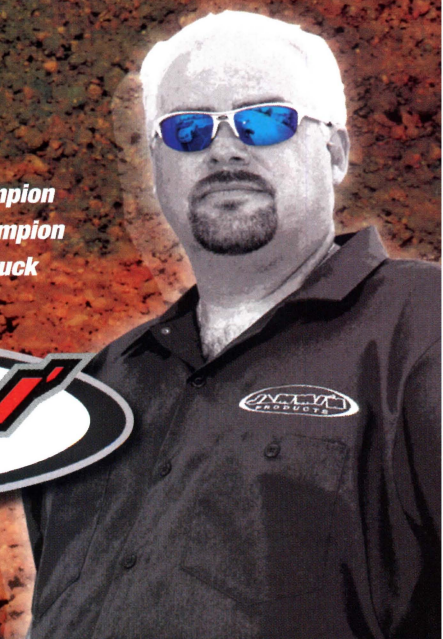
2005 ROAR Unlimited Monster Truck National Champion





With a stacked field of every major manufacturer and their star drivers the X1CRT took the 2005 ROAR National Championship with Jammin' Jay Halsey winning and Dean "the chicken man" Sexton bringing home 2nd place.





Jay Halsey

1st IFMAR OFF-Road World Champion

1st ROAR OFF-Road National Champion

1st ROAR Unlimited Monster Truck National Champion

JAMMIN' PRODUCTS

www.jamminproducts.com

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

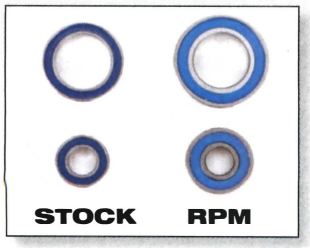
Words: Mike Velez

RPM's GOT THE BIGGEST!

Check out these new axle carriers for the Traxxas Revo. Gone are those wimpy axle bearings; now RPM will have you singing like Angus Young, "I've got big balls." The new carriers are available in a variety of colors and don't require any custom fitting because they bolt right on to any Revo. Speaking of carriers, RPM is extending employee pricing to their T/E-Maxx carriers (that means they are cheaper).

www.rpmrcproducts.com

Uh, that headline is suggestive.





Traxxas Special Edition T-Maxx Body

To commemorate the USHRA Fan Choice Award winning T-Maxx that's driven by John Seasock in Monster Jam events around the country, Traxxas is unleashing a full-size inspired line-up of bodies for your T-Maxx. The paint scheme is just like John's, and there's even three color options to suite your tastes. Decal sheets that complete the authentic look are included.

4916-2 Red Suggested Retail: $34.99
4916-5 Silver Suggested Retail: $34.99
4916-6 Blue Suggested Retail: $34.99
www.traxxas.com



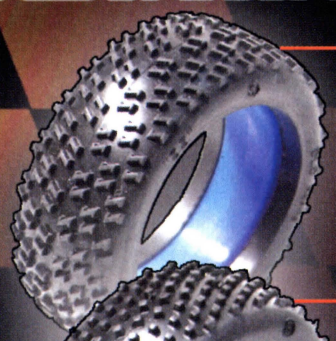
Crowd Pleazer Muscle Body 2.0

Another month, another new monster truck body from the boys at Pro-Line. This one's designed for going fast and looking good. It's made to fit the T/E-Maxx, Revo, and Savage. It's unique to say the least; think of G35 meets Dodge Magnum. It's a 4-door panel design and even though the blend I pointed out doesn't conjure up ideas of "off-road," it looks pretty sweet when mounted to a monster truck. The new body is made of .060 Lexan, comes with all the needed paint masks, and detail decals. Look for it on a monster truck near you soon.

3206-00 Suggested Retail: $32
www.pro-lineracing.com



ADVANTAGE RACING PRODUCTS ©



"ZZ"

- Designed for hard pack, rutted, dusty, miserable conditions that usually wears out pin tires
- Constructed from 100% natural rubber and include soft blue molded-foam inserts
- Available in "Soft" and "Firm" rubber compounds

Racing A Tires



BLOCKPASS

- Designed for less loamy and wet track conditions, but is intended as an all purpose tire
- Constructed from 100% natural rubber and include soft blue molded-foam inserts
- Unique industry first "F/won G-force" staged sidewalls
- Available in "Soft" and "Firm" rubber compounds



SCRAPE

- Designed for loose to hard packed tracks, long wear and has consistently high forward bite
- Constructed from 100% natural rubber and include soft blue molded-foam inserts
- Available in "Soft" and "Firm" rubber compounds



SPLINTER

- Designed for loose loamy wet terrain, unloads dirt instantly from the tread
- Constructed from 100% natural rubber and include soft blue molded-foam inserts
- Available in "Soft" and "Firm" rubber compounds

Molded Foam Tire Inserts

Advantage Racing also has Blue Molded-Foam Inserts available separately in a set of four.



Advantage Racing Blue Molded-Foam Inserts



Standard Foam Inserts used by other Tire Manufactures

NEW Tire Coming Soon

Michael Sharwin Joins Team Advantage ...

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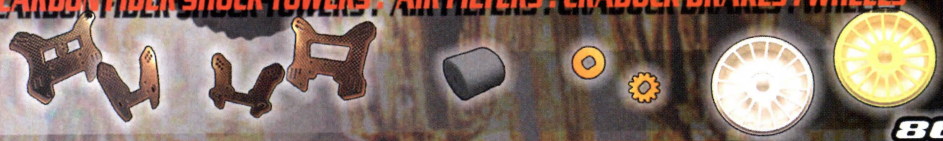

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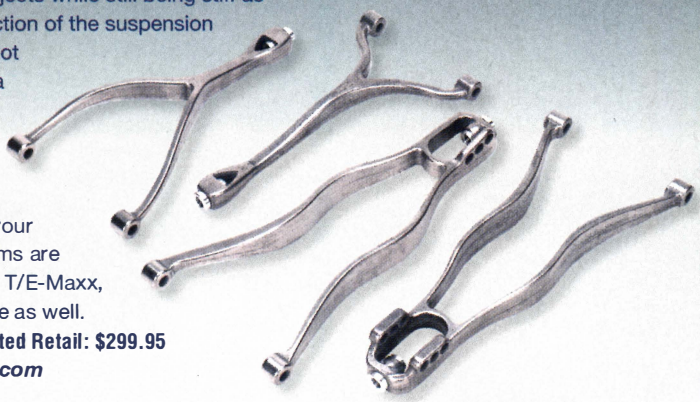

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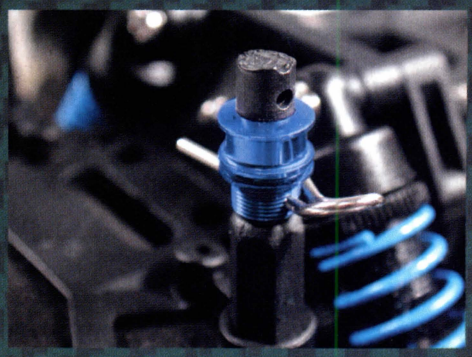

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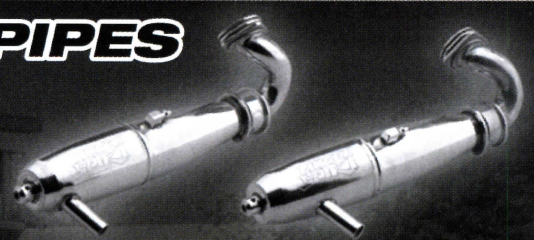

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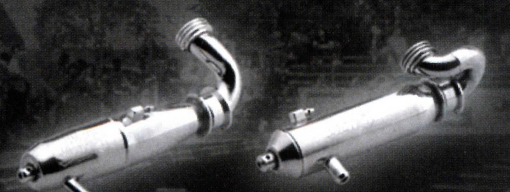

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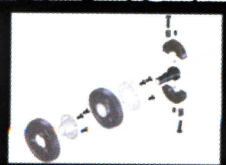

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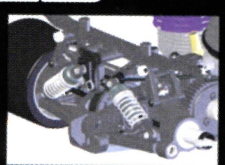

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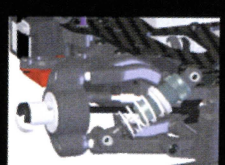

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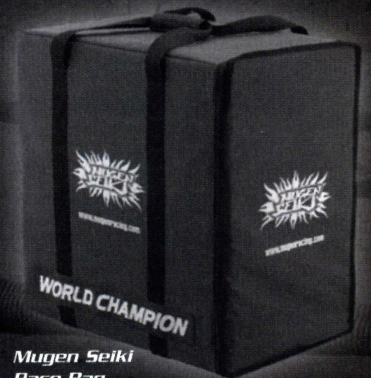

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17 Things you need in your toolbox

The stuff that every RC driver should have.

Words: Shane Archer

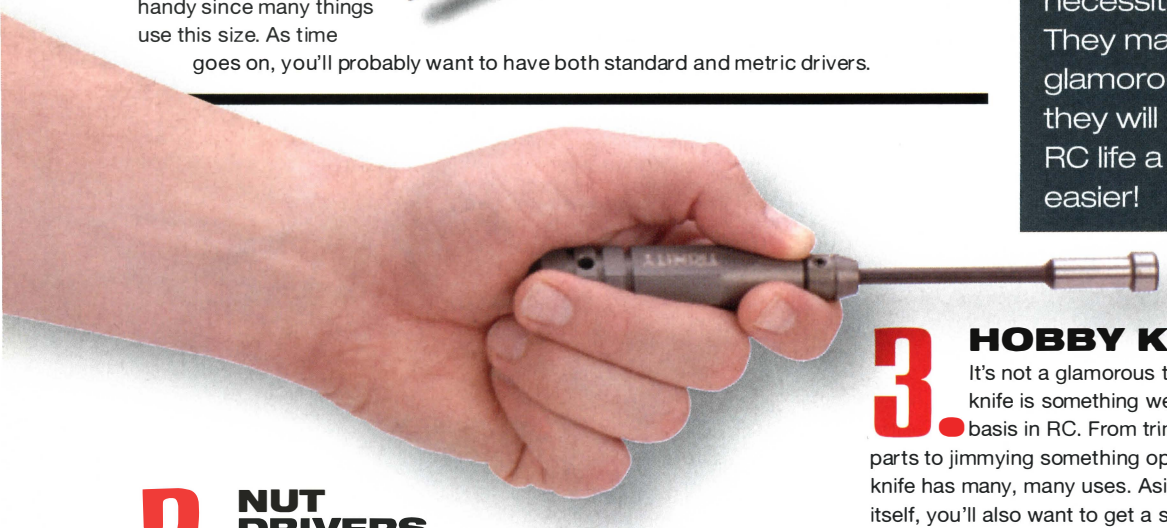
What is the most commonly overheard phrase at the track? Without a doubt, it's "hey, does anybody have a wrench I could borrow?" No matter how much money people have invested in cars, batteries, motors, and tuning equipment, it's amazing how many of them don't have the essential tools that we'll all find ourselves needing at one point or another. If you're thinking about getting something extravagant like a motor dyno or an automatic comm lathe, make sure you have all the necessities first. They may not be glamorous, but they will make your RC life a whole lot easier!

How many of these 17 are in *your* toolbox?

1. HEX DRIVERS

This is absolutely, positively, the first thing you need. Just about every car on the market requires the use of a hex wrench, and many of the support items like lathes or starter boxes require them as well. As you first venture into the hobby, you can probably get away with either a standard or metric set of drivers, depending on where your car is from (check its manual). Even if your car is not metric, though, it is still a good idea to keep a 3mm metric driver handy since many things use this size. As time goes on, you'll probably want to have both standard and metric drivers.





2. NUT DRIVERS

Just like hex drivers, nut drivers are a necessity of the hobby. Again, you can probably get away with either standard or metric depending on your car, but sooner or later you'll want to have both. At the bare minimum, you'll need a nice nut driver that fits the wheel nut on your car or truck, so you can remove the wheels easily (as opposed to using the tiny kit-included wrench).

3. HOBBY KNIFE

It's not a glamorous tool, but a hobby knife is something we use on a daily basis in RC. From trimming plastic parts to jimmying something open, the hobby knife has many, many uses. Aside from the knife itself, you'll also want to get a small supply of replacement blades, since you'll go through them often. Any time you trim something delicate like liquid paint mask, you'll want to use a fresh blade. Keep old blades on hand in case you need to pry something or do anything else that might break a blade.



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With a poor iron, soldering can be infuriating. By the way, nice crappy scissors!

4. GOOD SOLDERING IRON

Even if you haven't had to solder anything already, if you have an electric car or truck you'll need to invest in a soldering iron at some point. When you do, make sure it has enough power to handle RC tasks; usually this means at least 40W, but the more powerful the better. You'll need to get it to at least 850° for normal tasks, and the sooner it heats up, the easier it will be on your electronics. You don't need a multi-hundred dollar soldering station right off the bat, but they do make RC soldering tasks a heck of a lot easier.



5. EXTRA AA BATTERIES

No matter what you're running, you'll have a need for AA batteries, and lots of them. We recommend buying some over-the-counter rechargeable cells from a discount chain, as these have a good capacity and nowadays they can charge in 15 minutes or less. If rechargeable batteries aren't your thing, at least pick up a bulk pack of AA's so that when your radio goes dead, you'll be prepared instead of trying to bum batteries off of everybody.



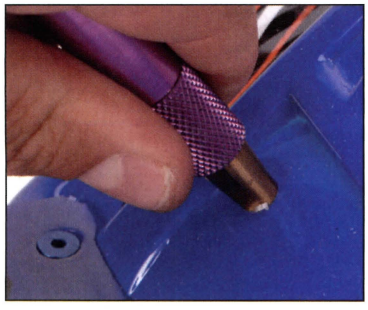
6. HIGH-QUALITY SOLDER

If you're running an electric vehicle and you've already had to perform soldering tasks, it's quite possible that you've been using "regular" solder purchased from a hardware store or other discount chain. Some of these are fine, but in many cases you'd be amazed at how much easier soldering can be with the right substance. A good 60/40 mix from a company like Deans, Much More, or others will result in easy and effective joints that will reduce your frustration level considerably. Plus, a tube of solder should last a long time, so it's not something you'll have to purchase often.

7. LEXAN SCISSORS

Even if your first car or truck came with a pre-cut and pre-mounted body, you'll want to grab a pair of Lexan scissors sooner or later. You may have gotten by with regular scissors, but you'll be amazed at how much easier bodywork can be with the correct scissors. You will also need to have these on hand in case you have to trim part of a body away at the track, or make adjustments to your mounting job. It's the kind of tool that you'll only need to purchase once, but you'll use it very, very often.

8. BODY REAMER



Like the Lexan scissors, a body reamer is very specific tool but one that will pay dividends in the long run. Sure, you can make body holes by twirling a hobby knife or trying to poke something through, but as your skills increase and you want to mount a body perfectly, a nice reamer is an absolute must. You will be amazed at how much easier and more precise things will be with a real reamer.

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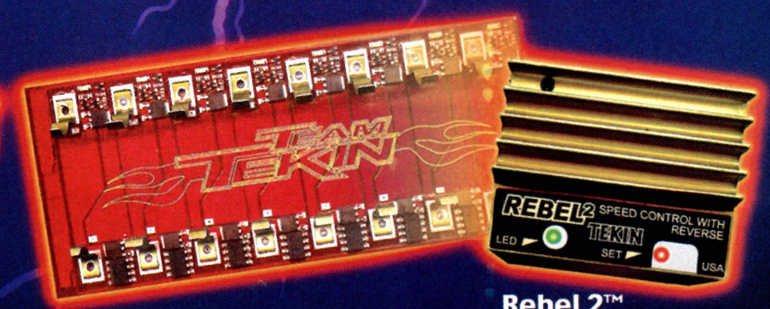

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9. SHOP TOWELS

No matter how hard you try to keep your cars and tools clean, they will eventually get dirty, and it's nice to have something on hand to clean them. Shop rags are incredibly cheap and do a great job, and since they are disposable you can wipe whatever you'd like on them without worry. You can usually find these in bulk at places like Wal Mart or Costco, and it is money well spent.

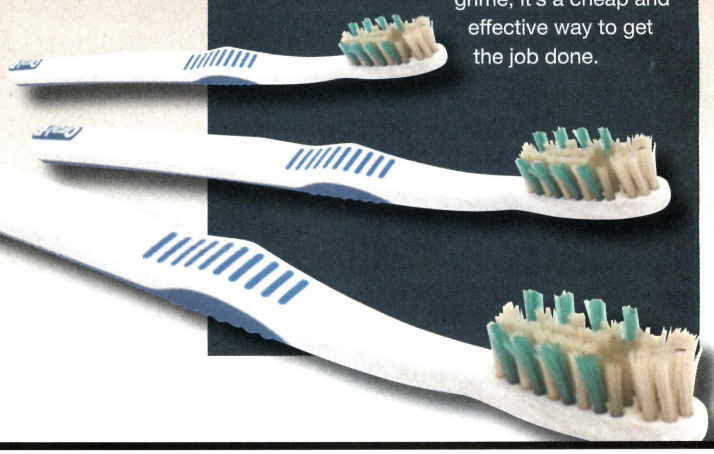
10. CAR STAND

We know it's tempting to fashion a basic car stand out of whatever you can find laying around the house, but it's one of those things that you'll find yourself needing eventually. There are plenty of good stands on the market for both on-road and off-road that don't cost very much, and you'll thank yourself in the long run for finding one sooner rather than later.



11. OLD TOOTHBRUSH

This one's simple! You probably need to replace your toothbrush anyway, so the next time you're at the store, grab a new one and stick the old one in your toolbox. Whether you run on-road or off-road, sooner or later you'll find a good use for the toothbrush in your box. From cleaning small parts to brushing away hunks of dirt or grime, it's a cheap and effective way to get the job done.



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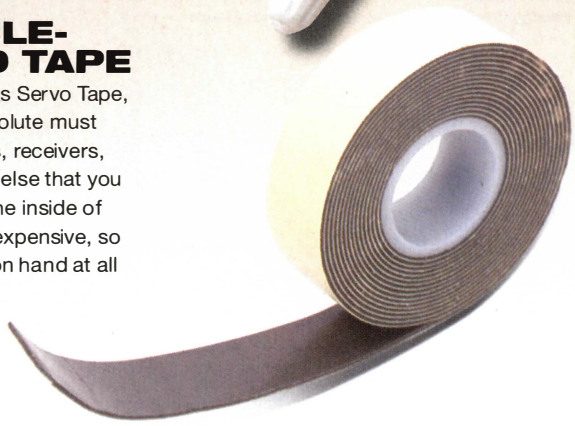
12. THREAD LOCK

This is most important if you are running a nitro machine, but sees use in all forms of RC. Any time you are screwing a screw into a metal part, it's a good idea to add a drop of thread lock to keep the screw from vibrating loose. This occurs so frequently that it is very important to always have thread lock on hand. Even if the kit instructions don't specify thread lock for metal-to-metal parts, be sure to add it on your own. If nothing else, it won't hurt!



13. DOUBLE-SIDED TAPE

Also known as Servo Tape, this is an absolute must for mounting speed controls, receivers, transponders, and anything else that you need to securely fasten to the inside of your car. A full roll isn't too expensive, so make sure you keep some on hand at all times for emergencies.



TECH TIP

Ball-End Drivers

If you haven't yet purchased a set of hex drivers, you may considering opting for the more expensive ball-end versions. Since these drivers have a rounded head, you can use them to access screws at odd angles that a normal hex driver wouldn't be able to reach. Most cars don't have many screws that require this kind of access, but it doesn't hurt to have them and they can be essential for certain applications.





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14. SPARE HARDWARE

Many hobby shops offer some sort of screw and nut assortment at a discounted price, and if you are just getting into the hobby, it can be a real value. Make sure to get the type of screws that suit your vehicle, meaning either standard or metric, and try to keep a few of each size on hand in case you lose one on the track. Buying screw packages individually can get expensive, so any time you see a deal on a full set or assortment, jump on it.

15. CA GLUE

A bottle of CA glue is sort of like the RC equivalent of duct tape. From sealing carbon fiber to gluing tires to jerry-rigging broken parts, you'll find many uses for CA. Bottles are inexpensive but will dry out over time, so you may have to replace it every few months to make sure you have a fresh supply. There are different types of CA out there, usually identified by the thickness of the glue; start with a medium CA for general purpose stuff, and if you need something thinner, pick up a bottle of that too.



16. SPARE PARTS

If you are running in an area away from a hobby shop, be sure to bring a few spares of anything that might break. Typically suspension components like arms, wheel carriers, caster blocks, turnbuckles, and shock towers are the first to go, and body posts or body mounts have a habit of failing as well. Having a few spare bearings on hand can't hurt either. Unless you bring an entirely spare car it's likely that sooner or later you'll need a part you don't have, but it's always good to come prepared whenever possible.

17. SPARE GLOW PLUGS

If you have a nitro car, don't ever arrive at the field or track without at least a couple spare glow plugs on hand. These have a habit of dying at the worst times, and since they are relatively inexpensive it's an item that you should always carry a few of. When a glow plug goes bad, throw it out right away so it doesn't get mixed in with the good ones.





No Longer A Mooch!

To say that this is a comprehensive list would be wrong; we could go on for pages and pages about all the different things you might find yourself needing, and it really is nearly impossible to always have everything. Luckily, most people are helpful and have no problem answering your call to borrow a specific tool should you need it, although the more you have yourself and the less you have to ask, all the better!

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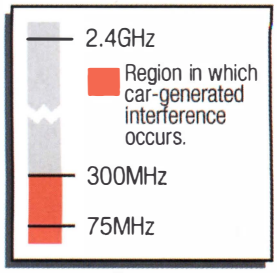
And to get a better handle on the DX3's programmable features, just check the examples below.

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



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







STEERING TRIM



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

STATIC BRAKE



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

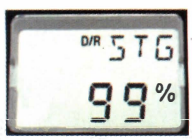
PANIC BRAKE



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

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

STEERING RATE



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

*DSM stands for *Digital Spectrum Modulation*

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SPEKTRUM

7800

TWO STARS DOMINATE THE TOP NITRO TRUCK CLASSES

TWO-CLASS SWEEP.

Jimmy Jacobson and David Jun finished 1st and 2nd at Monster Madness III, in both the small- and big-block classes, while using the same trucks and the same engines!





HOP TO THE TOP.

New easy-to-install hop-ups include a Ball-Pivot Suspension (#53868), MIP/Tamiya Blue CVDs (#1005), Tamiya Titanium Screws, and Tamiya's Blue Anodized Main Aluminum Chassis (#1006).

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Pro-Line Powerstroke Shocks and new Crime Fighter Tires used to topple the competition.

PRO-LINE

With added tuning versatility, plus stronger and lighter hop-ups, the reborn Tamiya TNX has the power and performance to put you on the podium.

In fact, it just crushed the course and the competition, sweeping top honors in the small- and big-block classes at Monster Madness III.

The Tamiya TNX's stock-supplied, high-performance 3.0cc FS-18SR engine, and revolutionary power-to-weight ratio, gives you the ability and agility to out-corner and out-run the meanest monsters around. And with the new breed of pro-class hop-ups, you're sure to feed challengers a steady diet of dirt.

Get the edge on the competition. Get down to your local hobby store, or find the latest product details at:
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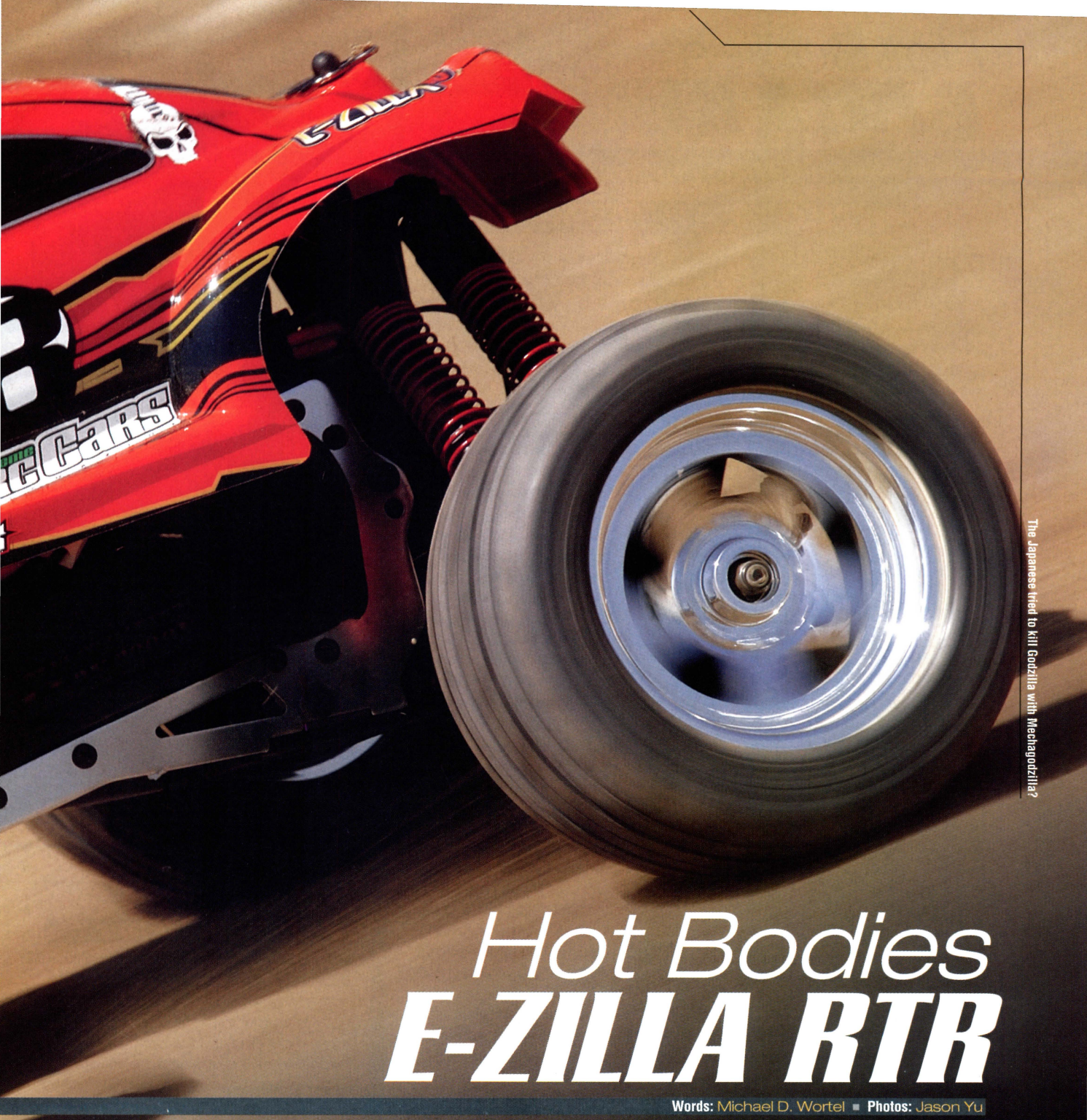
Godzilla movies rule!



The Japanese tried to kill Godzilla with Mechagodzilla?

Hot Bodies E-ZILLA RTR

Words: Michael D. Wortel ■ **Photos:** Jason Yu

The Savage's little cousin conquers Mothra!

Electric monster trucks have come a long way in the past five years, and developments in the nitro realm have trickled down to the electric circuit. The popularity of HPI's Savage has spawned an electric version made by Hot Bodies, called the E-Zilla. At first glance, it shares many of the same characteristics as the Savage: similar shocks, a stamped aluminum chassis, and similar suspension design. The E-Zilla, however, is electric and 1/10-scale, creating a smaller footprint than the Savage. This RTR kit comes with almost everything you need to get moving. The truck is completely assembled, and the body is fully painted and cut; all you have to do is charge the included 6-cell batteries with the included charger, find 8 AA batteries for the radio, and you'll be ready to conquer Tokyo in no time!

Hot Bodies E-ZILLA RTR



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

VEHICLE FEATURES

For those who have seen a Savage (is there anyone left who hasn't seen one?), the E-Zilla looks very familiar for a good reason. Both HPI and Hot Bodies are owned by the same company, and now share the same US headquarters. HPI has always been known for using quality materials, and this is evident throughout the Hot Bodies E-Zilla. The truck has the potential for almost any application on the track or bashing paths.

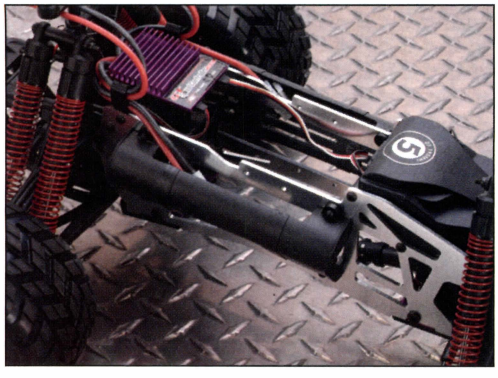


COMES WITH ALMOST EVRYTHING!



Unlike many RTR kits, the E-Zilla comes with two battery packs and a dual-peak charger. The 2000mAh NiCads are sufficient for beginners, and provide for a decent amount of runtime. The charger lacks features, but it does what it sets out to do: charge two batteries at one time. It also has a cooling fan and the capacity to charge NiMH packs as well. The E-Zilla is simply more complete than most other RTR's on the market.

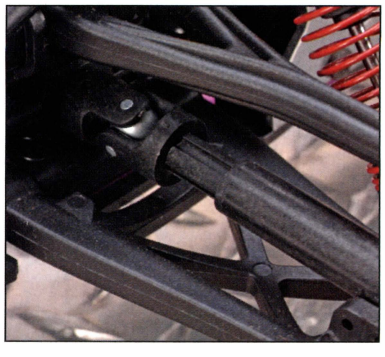
TVP CHASSIS DESIGN



The E-Zilla's TVP (twin vertical plate) chassis design is very similar to that of the HPI Savage. Each plate uses thick 2.5mm aluminum, and even though it is stamped, the edges are clean and precise. The aluminum is sturdy and rigid, making for a stable driving platform. The vertical chassis design also allows you to remove the center power plant very easily for access to the motors and center transmission.

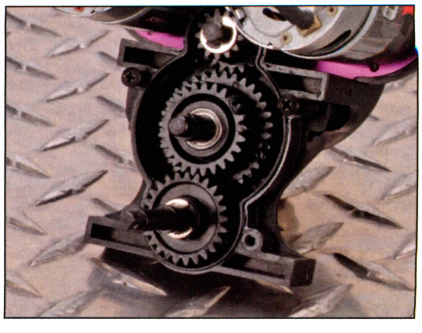
SLIDER DRIVE SHAFTS

Power is transferred from the transmission to the axles and from the axles to the wheels using Traxxas-style slider drive shafts. Slider shafts use universal joints instead of dogbones and drive cups, which increase efficiency and responsiveness. Also, the slider shafts are made with durable, composite plastic material that is just slightly flexible. This is important if you are doing a lot of jumps and hard landings, because there is a large amount shock placed on the suspension, and semi-flexible drive shafts absorb impact, prolonging their life.



PLANETARY GEAR DIFF

The E-Zilla sports three differentials, with a planetary gear in the center. Like a regular differential, a planetary gear allows for power transfer from one side to the other, and in this case, front to back. The center planetary gear allows for more adjustment possibilities. You can also adjust diff action using different viscosities of grease or silicone oil.



Derek's mom has never seen a Savage.



> ***The dual 550 motors are very powerful and run cool, even when bogged down by grass or thick terrain. The motors have the capacity to scream if you put in TWO MATCHED NIMH BATTERY PACKS.***

But she has seen Godzilla. Jeff thinks he showed her.

TWIN MOTORS AND ESC

What would an electric monster truck be without two powerful motors and a high frequency ESC? The E-Zilla doesn't skimp on either of these features. The dual 550 motors are very powerful and run cool, even when bogged down by grass or thick terrain. The motors have the capacity to scream if you put in two matched NiMH battery packs. Even 3300 sport packs will make a world of difference in torque and speed. The speed control runs very smoothly, and it features an automatic voltage cut-off, smart braking to keep from throwing the truck to reverse during lengthy stops and an automatic setup mode. The brakes also have some nice bite.



INSTRUCTIONS AND SETUP

The truck comes pre-built and almost entirely ready to run, but the provided charger needs to be connected to a DC power source. To me, it seems that the E-Zilla is marketed as completely RTR, but most novices won't have a DC power source except for an automobile battery. The instructions are also a bit skimpy; there are a couple pages of detailed exploded views, but the manual lacks detailed text and tuning suggestions. Also, there is no literature for any of the electronics; everything is in the all-inclusive 19 page manual. Finally, the pages are too crowded with Japanese characters; it is obvious that Hot Bodies rushed the E-Zilla to America ASAP, so we hope that further instruction manuals will be more "Americanized." Without my nit-picking, however, all of the support equipment is certainly sufficient, and the truck is well assembled from the factory.

TESTING

A truck like the E-Zilla can go just about everywhere. The suspension is soft, with smooth compression and a lot of travel, which makes it good for bashing and rock crawling. And the low and well-distributed CG of the V-shaped battery arrangement and soft tires keep the truck planted on the track. I was tempted to use more powerful battery packs for testing, but in order to stay true to the nature of the RTR format, I can only dream... Trail riding and rock crawling were done at a state park, and track work was done at His N Hers Raceway in Normal, IL (www.hisnhershobbies.com).

Acceleration and Speed • The included 2000mAh NiCads don't quite give the high-current 550 motors much snap. As a result, the acceleration is not a true display of the E-Zilla's potential, but even with the included batteries, acceleration and low-end torque are decent. The kit includes 20T pinions, but with the batteries in mind, 18- or 19-tooth would have provided a more well-rounded power curve. The 550's have a lot of power at high RPM's, which results in a high top-speed. And if you decide to upgrade the batteries, the top speed will increase even more as well. The truck is by no means nimble like a buggy or stadium truck, but the 1/10-scale footprint is smaller than the competition, resulting in a less bulky feel.
Rating: 8/9

Braking • The ESC included in the E-Zilla kit has very good brakes. There is a slight amount of fade, but braking is mostly controlled throughout. The truck has the tendency to lock up the wheels, occasionally sending the E-Zilla into an end-o, but as long as you are careful, this can be avoided. A good future upgrade would be a transmitter with adjustable EPA so that the brakes could be more finely controlled. The ESC features smart braking, allowing you to apply the brakes for as long as you want, forcing you to return the transmitter to neutral before applying reverse. This prevents you from damaging gears by accidentally grinding them instantly from forward to reverse.
Rating: 9

Low-Speed Handling • The truck's suspension allows for good low-speed handling and articulation. If anything, the springs are a little too soft, and there is some unnecessary suspension travel. The included steering servo is adequate in moving the thick bellcranks and tires of the E-Zilla. If the servo had more torque, it would greatly improve the low-speed handling and responsiveness, but the stocker is enough to get you running out of the box. A better steering servo is definitely necessary for rock-crawling.
Rating: 8

High-Speed Handling • The E-Zilla handles well at high speeds, although the included springs are a little too soft, which takes away from steering response and recovery. With the truck's low CG, it does a good job of keeping itself on all fours, but if you have a lot of traction going hard into a turn, the truck will predictably flip or cartwheel. The tires have a lot of surface area touching the ground, and they are soft with a low profile; all of this inspires confidence when the vehicle is moving at high speeds.
Rating: 9

Rough-Track Handling • The forgiving suspension really comes in handy on gnarly

RTR GEAR


Radio: Hot Bodies HT-2


Servo(s): Hot Bodies HS-2


Receiver: Hot Bodies HR-3


ESC: Hot Bodies GT F/RV


Motor: (2) GT 550


Battery: (2) Hot Bodies 2000 Stick Packs


Charger: GT Escape DC Dual Peak

Body: Hot Bodies Baja-Beatle

CONNECT

HOT BODIES	ph: 951.296.9340 web: www.hotbodiesonline.net



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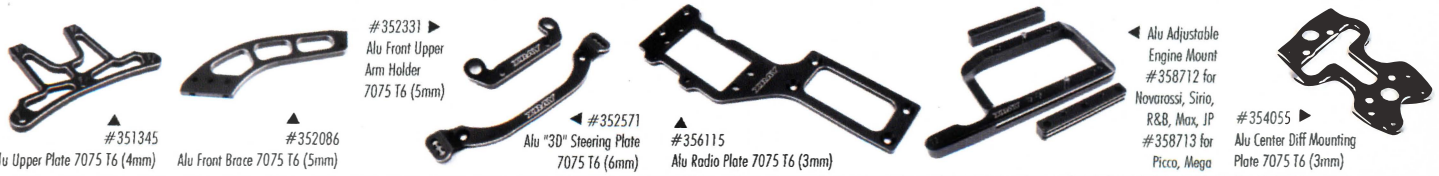
- fully adjustable suspension featuring I.S.S. (INTEGRATED SUSPENSION SETTINGS™)
- pinions, spurs, crown gears and clutch bell manufactured by Hudy
- 7075 Swiss T6 CNC-machined chassis, front/rear shock towers, suspension blocks & brace

NEW OPTIONS



▲ #351345
lu Upper Plate 7075 T6 (4mm)

▲ #352086
Alu Front Brace 7075 T6 (5mm)

#352331 ▶
Alu Front Upper Arm Holder 7075 T6 (5mm)

◀ #352571
Alu "3D" Steering Plate 7075 T6 (6mm)

▲ #356115
Alu Radio Plate 7075 T6 (3mm)

◀ Alu Adjustable Engine Mount #358712 for Novarossi, Sirio, R&B, Max, JP #358713 for Picco, Mega

#354055 ▶
Alu Center Diff Mounting Plate 7075 T6 (3mm)



ustable Alu ▶
r Hub Carrier

53365 - Left
53355 - Right

Alu Steering Block
#352255 - Right
#352265 - Left

#356050
Battery Cable With Switch

Alu Wheel Axle Offset
#355251 "+1mm" Offset
#355252 "+2mm" Offset

#355061 ▶
Front Diff Outdrive Adapter - Long (2)

#355265 ▶
Wheel Nut With Cover Hard Coated (2)

Soft Suspension Arms - Long ▶
#352111 - Front
#353111 - Rear Right
#353121 - Rear Left

▲ Clutch Bell
#358513 - 13T
#358514 - 14T
#358515 - 15T

▲ Center Diff Spur Gear
#355048 - 48T
#355049 - 47T
#355050 - 46T
#355051 - 45T
#355052 - 44T

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surfaces. There was a dry, rutted section of the track that the truck didn't even notice, and the suspension sucked up the moguls very quickly. The powerful motors and low CG combine to make this truck a great hill-climber. And the E-Zilla still had great traction on trails with slippery leaves on the ground.
Rating: 9

Jumping • These 9.5 pounds launch into the air and seem to land on a cloud, thanks to the plush suspension of eight composite, oil-filled shocks. The shocks in the kit were a little short on oil, so I had to add some to each of them. When I was happy with the rebound, I reinstalled them and was satisfied with the improvement. The soft suspension soaked up the landings on a 4' table-top, and the truck was able to move quickly down 15 stairs that were 6" high without bottoming out. The included low-profile tires and foam inserts help on camber-jumps; the truck regains control quickly.
Rating: 10

Wrenching

Maintenance • The parts on the E-Zilla fit together well, and the design of the truck is intuitive and somewhat simple, but there are a few unusual difficulties. Even though the TVP chassis allows you to drop out the center transmission easily, unfortunately you must disassemble the entire chassis to change pinions and adjust the slipper clutch. Also, it is difficult to access the front and rear differentials. It is easy to make shock adjustments, but the steering rods, however, need to be removed to make adjustments. The screw and hex sizes are standard metric, so you don't need a million tools to work on the E-Zilla.
Rating: 9

Wear and Tear • All of the composite parts are very strong and flexible, and the chassis and its components are made of thick aluminum, which is also high quality. Through tough and demanding tests, the truck displayed very little wear and works as well now as it did in the beginning of testing. The kit includes a spare set of body mounts, which leads me to believe that they break rather easily, but even after tumbling end-over-end down stairs a few times, they remain unscathed. The only parts of the kit that weren't up to monster truck standards were the battery packs; while driving in thick terrain, one of them heated up so much that the shrink wrap melted. The 2000mAh NiCads (from the 1990's!) are not up to par with the high-current 550 motors; the 550's simply draw more energy than the batteries want to provide. In all though, this is a very well-built truck with quality components.
Rating: 9

Tuning • For an out of the box monster truck, The E-Zilla provides a decent array of tuning options. There are adjustable front and rear steering rods, but the camber links are fixed.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Great overall value
- The wheels are compatible with the Savage
- Aluminum chassis and braces
- With better batteries, performance would greatly increase

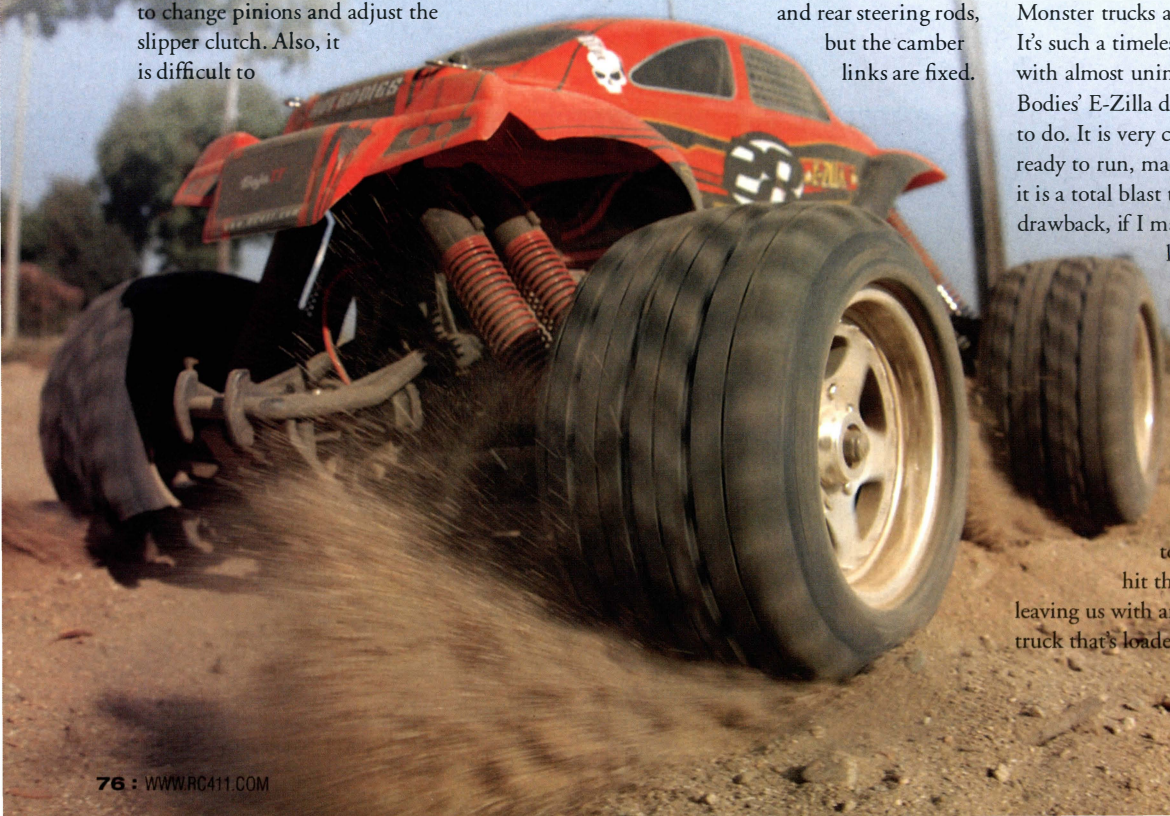
MISSES

- Not as ready to run as it seems, needing a power supply for the charger
- Included NiCad batteries are rather poor
- Baja body selection may not be everybody's cup of tea

A dual-plate slipper-clutch is provided, and the differentials are adjustable with grease. The steering system is protected by an integrated adjustable tension servo saver, and of course, the shocks are fully adjustable.
Rating: 8

Conclusion

Monster trucks are definitely here to stay. It's such a timeless formula: speed mixed with almost unimaginable terrain. Hot Bodies' E-Zilla does everything it's supposed to do. It is very close to being completely ready to run, made with quality parts, and it is a total blast to drive. The single major drawback, if I may beat the dead horse one last time, are the batteries included in the kit; kudos to Hot Bodies for supplying the battery packs in the box, but ideally they'd be NiMH and of a higher capacity. When you put a solid truck together with great components, it is hard to go wrong. Hot Bodies hit the mark with their E-Zilla, leaving us with an excellent, affordable truck that's loaded out of the box.



Kickin' up some dirt!

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Hot Bodies E-ZILLA RTR



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

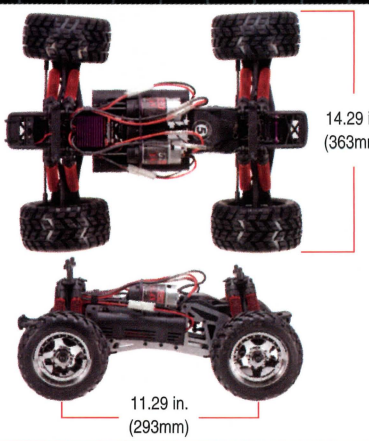
CONNECT:

MANUFACTURER: Hot Bodies
PHONE: 951.296.9343
WEB: www.hotbodiesonline.net

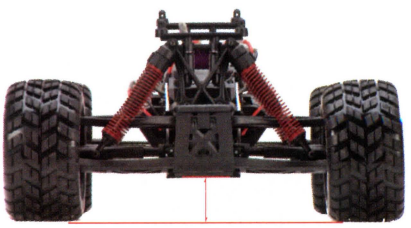
VEHICLE INFO

VEHICLE:	E-Zilla 10 RTR
SCALE:	1/10
TYPE:	Monster Truck
PART #:	52500
STREET PRICE:	$345
PRICE AS TESTED:	$345 (including all items used for testing)
SETUP TIME:	35 minutes
EXPERIENCE LEVEL:	Novice

DIMENSIONS



RUNNING WEIGHT:
9 lbs., 8 oz. (4,300g)



TECHNICAL INFO

CHASSIS

LAYOUT:	TVP (Twin Vertical Plate)
THICKNESS:	2.5mm
MATERIAL:	Stamped aluminum

SUSPENSION

TYPE:	Lower H-arm
TURNBUCKLES:	Steel
STEERING:	Dual bellcrank
SWAYBARS:	None

SHOCKS

BODIES:	Black composite
DAMPING:	40 wt. oil
PISTONS:	2-hole
SPRINGS:	Hot Bodies Red (Soft)

DRIVE TRAIN

TYPE:	4WD Shaft
DIFFERENTIAL:	4 Gear (F/R)
AXLE TYPE	Slide Axles
SPUR GEAR MATERIAL:	Plastic
SLIPPER CLUTCH:	Dual-plate
BEARINGS:	Rubber/metal-shielded

GEARING

PINION/SPUR:	20/66
GEAR RATIOS:	
PRIMARY:	3.30:1
INTERNAL:	5.68:1
FINAL:	16.75:1

BODY, TIRES, WHEELS

BODY:	Hot Bodies Baja Bug
TIRES (F/R):	Hot Bodies Type BJ
DIAMETER/ WIDTH:	5.0 in. x 3.9 in. (127mm x 98mm)
HEX SIZE:	13mm
WHEELS:	3.3 in. x 2.2 in. (83mm x 56mm)

ITEMS NEEDED

12V power supply, transmitter batteries.

MAIN COMPETITION

Kyosho Twin Force, Tamiya TXT-1, Traxxas E-Maxx

WHO IT'S FOR

Monster truck enthusiasts



It's Herbie on 'roids!

POWERPLANT INFO

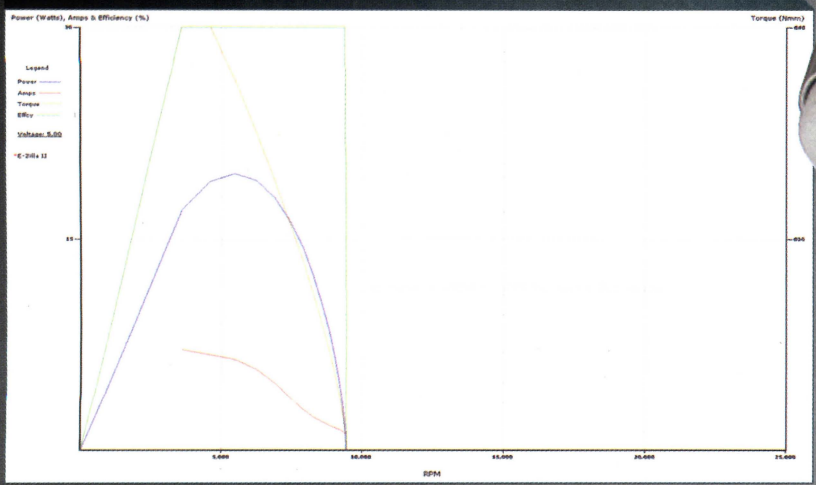
Hot Bodies includes dual 14.4V 550 motors in the E-Zilla RTR. The GT 550 motors pack a lot of power with biting torque and decent RPMs. The endbells are sealed, and the brushes held internally, but the motors include high carbon brushes for longevity. The manufacturer claims the motors to be between 23 and 19 turns, making them at least and possibly more powerful than the 550s included in the E-Maxx RTR. The GT 550s also have built-in cooling fans, which you can see through the slits on the motor can. During testing, the motors ran cooler than the batteries and even the speed control at times, so the fans are obviously effective at what they do.



Our dyno only tests at 12V and this is a 14V motor, so the results are lower than they might otherwise be.

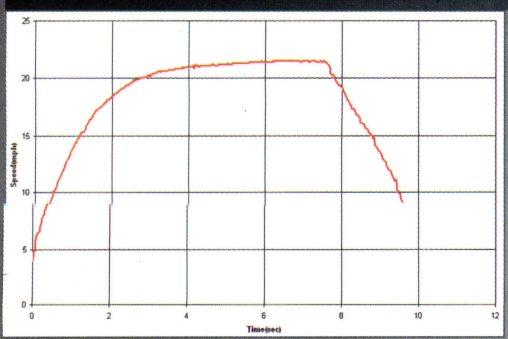
FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.80 sec. @ 19.9 mph
TOP SPEED:	21.5 mph @157 ft.
AVERAGE RUNTIME:	10 minutes

MOTOR DATA

MOTOR:	GT550
WIND:	27x1
MAX POWER*:	19.59 W @ 5,457 rpm
MAX TORQUE*:	45.57 Nmm
PEAK RPM*:	9,461 rpm @ 1.7 sec.
EFFICIENCY*:	10% @ 8,266 rpm

*Results as tested.

MOTOR SETTINGS

TIMING:	Fixed
BRUSHES:	Internal
SPRINGS:	Internal

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Partly cloudy
TEMPERATURE/HUMIDITY:	78° F / 68%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Various

HANDLING

TURNING RADIUS:	5 ft., 8 in.
ON POWER:	Slight Push
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	Slight
OVERALL BRAKING:	*Good*

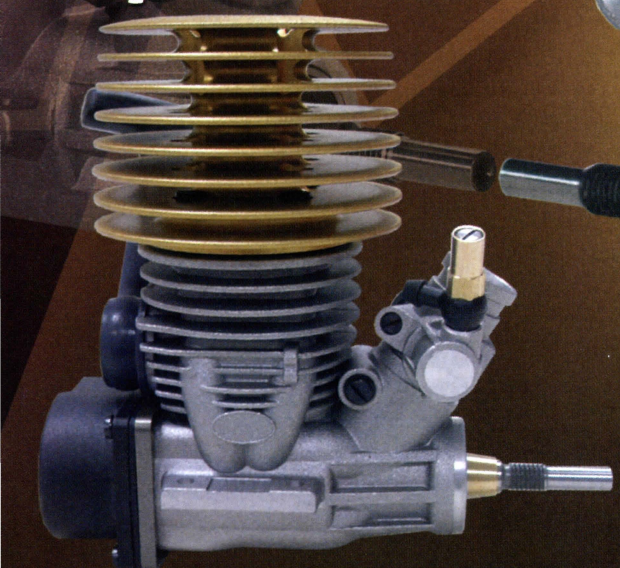
WERKS

LC32MTR

WERKS Collar

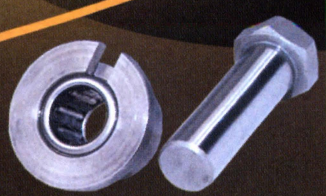
.32 Cubic Inches
3.65 Horsepower
36500 Max RPM

Just when you thought the big-block craze had reached its limit, the LC32MTR pushes it out even further. Too much is never enough for monster trucks, and the LC32MTR delivers with top horsepower and torque readings. Now available with a "Rotostart" backplate assembly, taking your truck to the edge has never been easier.

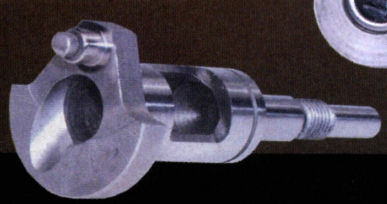


The LC32MTR is also available with a standard pullstart assembly.

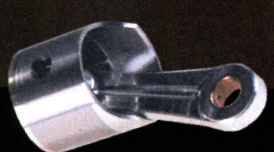
LC32MTR Features:



Heavy Duty Oversize One-way Starter Bearing



Professional Fluted Crankshaft



Aluminum Piston with Machined Connecting Rod

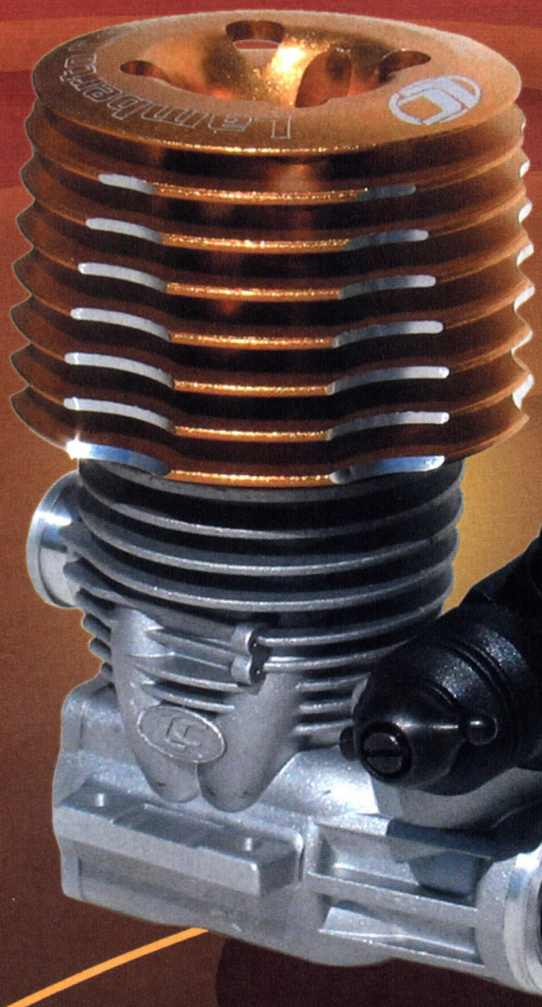


3+1 Port ABC Sleeve



Big-bore Aluminum Carburetor

Racing™



LC21 WERKS Collari Buggy Series

The LC21B7 Race engine is designed to be the best engine for any 1/8 buggy. With a smooth power-band tailored to today's demanding off-road tracks, the LC21B7 is preferred by factory drivers Jeremy Kortz and Josh Wheeler. Featuring ABC construction, a balanced crankshaft, knife-edge connecting rod, oversize heatsink head, and a billet aluminum piston, the LC21B7 is a great addition to any racer's stable.

The LC21B3 Sport engine is available for those who want to harness the power of Werks Collari on a budget. With a 3+1 port ABC construction and several other unique features, the B3 has more torque for shorter tracks.

TOP QUALIFIER
JEREMY KORTZ - 2005 U.S. GAS CHAMPS



LC12 WERKS Collari

Available in a ROAR-legal 3-port version and an "Outlaw" 5-port trim, the LC12 series of engines will make the competition see nothing but the back of your car. An AAC sleeve is standard, along with a balanced crankshaft and a special low-CG gold anodized heatsink head. R/C Car Action writes: *"...clocks in at 1.60HP, the highest horse-power reading we've seen in a small block."*

1.60HP
R/C CAR ACTION TESTED!

WERKS Racing

2814 Aiello Dr. Suite B San Jose, CA 95111
P: 408.365.1000 F: 408.365.1070
http://www.werksracing.com

WERKS

RACING FUEL

Our chemists have engineered the perfect blend of elements to give you the best racing fuel you can buy. Using our proprietary lubricant package, Werks Racing fuel will give you more run time at a leaner setting without danger to your engine. This package was developed over years of testing, with the intent of creating a fuel worthy of the caliber of world championship level competition. Now you can buy the fuel everyone has been waiting for!





Available in "Mild" 20% & "Hot" 30% Nitro mixtures!

Racing™

OFF-ROAD POWER CLUTCHES

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

An optional externally adjustable pressure nut is also available.

WRX6501 Carbon 1/8 Buggy Clutch show on Werks Collari LC21B7

Choose your application:

WRX6501 Carbon 1/8 Buggy Clutch Set
WRX6502 Rulon 1/8 Buggy Clutch Set
WRX6503 Teflon 1/8 Buggy Clutch Set
WRX6521 Carbon Monster Truck Clutch Set
WRX6531 Carbon XB8 Buggy Clutch Set
WRX6541 Carbon T-Maxx Truck Clutch Set

WRX6515 1.35mm Soft Gold Spring
WRX6518 1.55mm Med Green Spring
WRX6519 1.8mm Hard Silver Spring

WRX6511 Carbon Clutch Shoe Set
WRX6512 Rulon Clutch Shoe Set
WRX6513 Teflon Clutch Shoe Set



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http://www.werksracing.com

Tamiya GRASSHOPPER

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

An old favorite comes back for more.

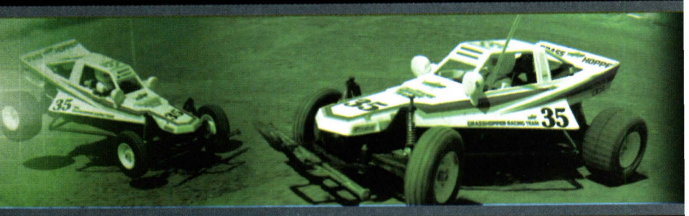
If there were ever an RC car that could transcend a generation, it would be this one. Before there was a T-Maxx, a Mini T, or even an RC10, there was the Grasshopper, and everybody who was anybody just had to have one. Back in a time when an "RC car" was something you got at Radio Shack or ordered out of the Sears Holiday Catalog, the Grasshopper was a relatively affordable buggy that brought high end RC to the masses, and in a major way. If it wasn't a Grasshopper, then it was one of Tamiya's many clones: the Frog, the Hornet, or perhaps the Blackfoot or Lunch Box. No matter which, there were countless youngsters begging their parents for a chance to own one of these marvels. Now, some twenty years later, Tamiya has reissued two of these classics to give that same generation a chance to finally own one, or to give those of us that have been addicted to RC since childhood a chance to revisit our youth. You won't find any hopped up components or redesigned features here; structurally, today's Grasshopper is the same as that of yesteryear, and we wouldn't have it any other way.

For those too young to remember, this car was based off a real car and team.



This was the car most of us graduated to after our Tyco Turbo Hoppers died.

Tamiya GRASSHOPPER

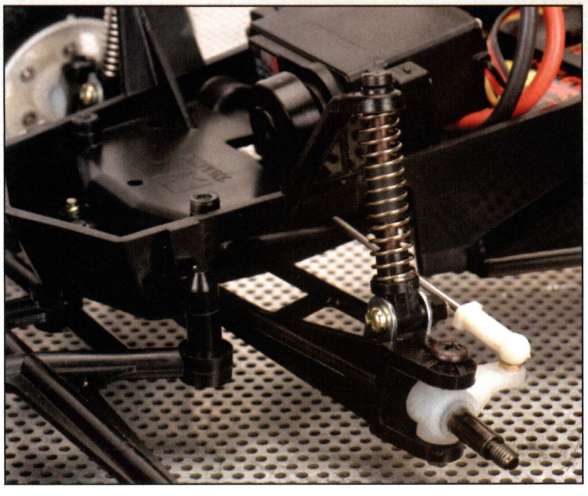


• 1/10-SCALE ELECTRIC BUGGY • 1/10-SCALE ELECTRIC BUGGY • 1/10-SCALE ELECTRIC BUGGY • 1/10-SCALE ELECTRIC BUGGY •

VEHICLE FEATURES

If you were one of the lucky former 'Hopper owners back in the day, the only thing you'll notice that's different on this version is the addition of updated electronics. The old Tamiya mechanical speed control has finally been retired, along with that huge white resistor that we all loved to hate. Aside from that, this really is your father's Grasshopper.

SPRINGY FRONT



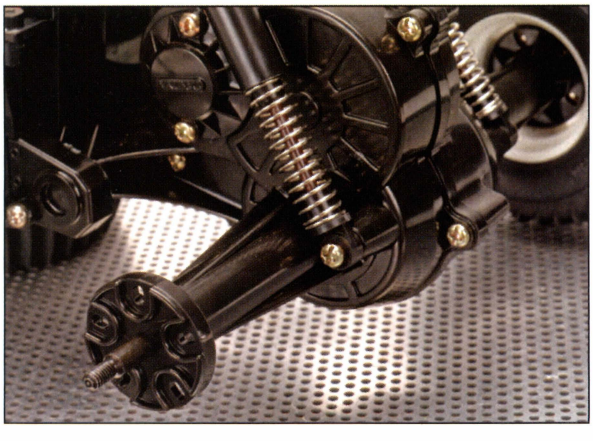
At the time, the inclusion of a fully independent front suspension was a big deal for the Grasshopper. The front includes two coil-over shocks attached to fully functional suspension arms, helping the 'Hopper to handle most basic off-road terrain. Way back when, Tamiya offered a set of oil-damped shocks to replace the stock units, helping to smooth out the suspension action.



Live axles are good for the drag strip.

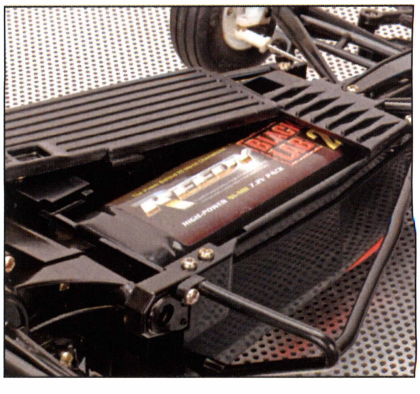
RIGID REAR

Unlike the front, the rear of the car is held solidly in place at either end, and the entire system pivots up and down on another pair of coil-over shocks. Of course, this isn't ideal suspension functionality, but it does add to the ease of construction and maintenance, and it's as good for a first timer today as it was two decades ago.



HIDEAWAY BATTERY

The Grasshopper accepts any basic 7.2-volt stick pack through a compartment beneath its belly, with a tray that slides in and out and locks into place. You'll need to keep a screwdriver handy to remove the body, but battery tray removal is completely tool-free.



BUILDING AND INSTRUCTIONS

Like all of Tamiya's kits, this re-release of the Grasshopper includes an extremely detailed instruction manual that makes building the kit a breeze. Parts are all divided into number parts bags and plastic parts trees, and steps include just enough text to keep you informed. When you've finished building, the manual includes a very detailed guide to setting up and running your first RC car, including things like steering and throttle trim, and battery care tips. All in all, nobody should have any problem getting the 'Hopper up and running.

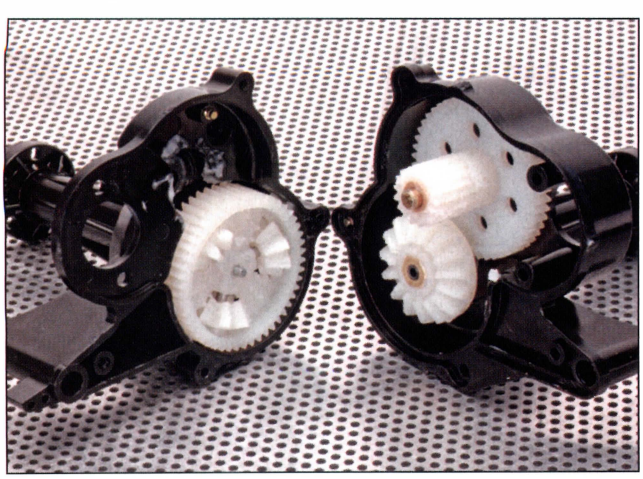


If you don't have fun with this car, you need your head examined.

> *The kit included 380-size motor isn't exactly a powerhouse,* **but it does get the job done and** *move the Grasshopper* **FAST ENOUGH TO KEEP THINGS INTERESTING.**

GEARS AND MORE GEARS

You won't find any ball differentials here; the 2WD Grasshopper uses a simple but effective gear transmission that is both easy to build and easy to maintain. Three main gears handle drive reduction and transfer power to the wheels.



MID-SIZE MOTOR

The kit-included 380-size motor isn't exactly a powerhouse, but it does get the job done and move the Grasshopper fast enough to keep things interesting. Most will opt to replace this with a basic 27T stock or event 19T motor, or at the very least, with one of Tamiya's 540-size Mabuchis. The 'Hopper can accept both 380- and 540-size motors with no modifications whatsoever.



TESTING

Before ever taking the Grasshopper out of the box, I had a feeling that I knew what driving it would be like, and those instincts proved to be right on the money. Once you've driven one of these cars you never forget it, and sure enough, after a few moments I felt just like I had as a kid, zooming up and down the block with my new prized possession.

Acceleration and Speed • With the included 380-size motor, the Grasshopper is anything but a speed demon. The chassis is bulky and the acceleration isn't all that great, and when the car gets up to speed it really isn't very speedy. After a short time with the kit motor, I did what most everybody else who buys the kit will, and tossed in a more capable Integy 19-turn. Once the change had been made, the speed really came alive!
Rating: 6/7

Braking • Even with the included stock motor, the Grasshopper brakes hard and in a straight line, and gives you just enough attitude control in the air to keep the wheels pointed down. The speed control includes a reverse mode as well, making it easy to get out of sticky situations.
Rating: 9

Low-Speed Handling • It may not seem like it, but the Grasshopper is actually somewhat nimble on many surfaces. The lightweight springs on the suspension let the car roll deep into turns; going in was usually pretty quick, although an exit push was almost always present. Still, the only things you'll be racing your 'Hopper against will be other 'Hoppers (cars and insects both), and with that in mind, the car actually handled pretty well.
Rating: 8

High-Speed Handling • As expected, the Grasshopper can become a little jittery at high speeds, especially if you attempt any quick high-speed maneuvers. If you've put a hotter motor in the car, trying to turn while at speed may result in a quick flip more often than not. The spring suspension doesn't offer much resistance to cornering forces, so you have to be a little careful not to upset the car in high speed situations.
Rating: 7

OUR TEST GEAR



Radio: Hitec Aggressor SRX, 129751, $130



Servo(s): Hitec HS-311 (Included with radio)



Receiver: Hitec HFS-03MM (Included with radio)

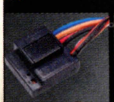


Battery: Reedy Black Label 7.2v Stick, 690, $40



Motor: Integy Matrix v9.5 Pro Stock, M2477R, $40

RTR GEAR



Soeed Control: Tamiya TEU101BK



Motor: Tamiya 380

CONNECT

HITEC	**ph:** 858.748.6948 **web:** www.hitecrcd.com
REEDY	**ph:** 714.850.9342 **web:** www.rc10.com/reedy.com
TAMIYA	**ph:** 800.826.4922 **web:** www.tamiyausa.com
INTEGY	**ph:** 909.444.2767 **web:** www.integy.com

Blasting over jumps at 10mph has never been so fun.

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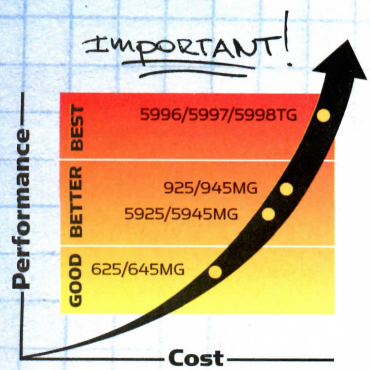
High-Performance Servo Education

HiTEC 101
Education Series 1 of 3



Performance vs. Cost

In a perfect world, when you pay more, you get more. So what are these magical "extras" that can double the cost of a good servo and make it a great servo? Digital amps, coreless motors, exotic gear train material like Titanium all add material cost. What do you get for the extra money? How many magic extras do you need? Hitec takes a shot at showing you the WHAT and WHY in a new series of ads designed to educate and inform.



COMPONENT OVERVIEW

AWESOME!

GEARS



Metal/Titanium

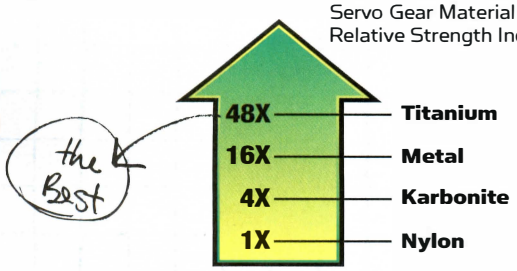
Hitec offers FOUR different gear train materials: traditional white Nylon; our stronger Karbonite; Metal (usually brass, steel and aluminum); and Titanium, the lightest and most durable. Check out the relative strength of these materials in the chart below. The higher up in the chart you go…the more the servo costs, but this is one of the most dramatic categories of "magic extras." Hit the curb a lot? Metal is your friend, and Titanium is your best friend.

5997TG STEERING SERVO

Lasted 24 hours in 8th scale Buggy Torture Test!

Gear Strength

Servo Gear Material
Relative Strength Index



MOTOR



Cored/Coreless

Both cored or coreless motors have been around for years and are very reliable. Coreless motors raise the performance level and cost 10 times what a cored motor costs at the manufacturing level. They spin-up faster and stop quicker because of lightweight armatures. This delivers smoother rotation for a tighter dead band and better centering resolution over a traditional iron armature cored motor. Which do you need? The answer is, "If you can tell the difference between them when actually using them, use the coreless product."

Resolution



Low Resolution
Cored Motor

High Resolution
Coreless Motor



SWEET!

AMPLIFIER



Analog/ Digital

There are two kinds of Amps - Analog and Digital. The difference? Analog amplifiers send a signal to the motor telling it what to do 30 times a second, and a digital amplifier sends a signal to the motor 300 times a second. This means a digital servo develops its full torque value within the first degree of servo arm movement. All these signals to the motor also give a Digital servo super strong "holding power" to hold the tires where you want them.

Signals Per Second



Analog

FAST

Digital



MODEL	SERVO TYPE	GEARS	MOTOR	AMPLIFIER	COST PERFORMANCE
HSC-5996TG	Speed	Titanium	Coreless	Digital	●●●●●●●●●●●●●●
HSC-5997TG	Speed/Torque	Titanium	Coreless	Digital	●●●●●●●●●●●●●●
HSC-5998TG	Torque	Titanium	Coreless	Digital	●●●●●●●●●●●●●●
HS-5925MG	Speed	Metal	Coreless	Digital	●●●●●●●●●●●●
HS-5945MG	Torque	Metal	Coreless	Digital	●●●●●●●●●●●●
HS-925MG	Speed	Metal	Coreless	Analog	●●●●●●●●
HS-945MG	Torque	Metal	Coreless	Analog	●●●●●●●●
HS-625MG	Speed	Metal	Cored	Analog	●●●●
HS-645MG	Torque	Metal	Cored	Analog	●●●●

BETTER!

HiTEC

Visit **www.hitecrcd.com/education** for more detailed servo info.

12115 Paine Street, Poway, CA 92064 • 858-748-6948 www.hitecrcd.com

Rough-Track Handling • Given the car's solid rear suspension and lack of oil-filled shocks, you might imagine that the Grasshopper can be a handful in rough terrain, and you'd be right. It has a tendency to bounce more than absorb, which can actually be quite fun if you're in the correct Grasshopper state of mind—which you should be!
Rating: 7

Jumping • Ah, jumping. If you're like me, when you got your first off-road car, you only had two things on your mind: speed and big air. For us, a good time was building a huge ramp in the street out front of our house, and repeatedly launching our cars into the air until we inevitably broke something. The Grasshopper reminds me of how we were in those days: launching into the air with reckless abandon, hoping that we land on all fours so we can do it all over again. You really won't have much control of this car in the air, and even less control once it bounces on landing, but that is really all part of the fun. If nothing else, launching the 'Hopper off a few jumps at your local track will give you a new appreciation of just how far RC cars have come in the past fifteen years!
Rating: 6

Wrenching

Maintenance • There really isn't much to service on the Grasshopper, but everything that is there is easy to access and clean. It will take four screws to remove the body instead of the four body clips that we're used to, but other than that, everything is right there.
Rating: 9

Wear and Tear • This car was created for the true beginner, and as such it is designed to be an absolute tank. From the rigid front bumper to the hard plastic body shell and side stabilizer bars, the Grasshopper is a real tank. Even after dishing out a lot of abuse, I couldn't faze the 'Hopper, and about the only thing likely to break on the car is the body itself. If you have a hyperactive 10 year old who wants a "real" RC car, then I have just the car for you!
Rating: 10

Tuning • Writing the tuning section is easy for this car. If you're looking for the adjustments, look no further, because there aren't any! That's right, not a single part of the chassis is adjustable, at least outside the use of optional parts. If you're trying to "set up" your Grasshopper for the back yard, you're not using it properly!
Rating: 1

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- For the nostalgic, the name says it all
- Still one of the best values out there for a novice
- Springy suspension can provide a whole different kind of out-of-control fun
- Durability is top notch

MISSES

- All nostalgia aside, the design is outdated
- Included motor is not all that fast

Conclusion

I must admit, I never really thought that I would have a chance to review or even write about this car. As always, Tamiya has done a tremendous job of presenting us with something we don't even realize we want until we see it, just as they pulled so many people into the hobby so many years ago with this very car. Sure, the performance is far behind what we are used to today, but even so, this is still arguably one of the very best cars for a beginner—especially a young one—to build and drive. For the price, this is a car worth having, even if it spends most of its time on the shelf. If you're like me, you'll occasionally glance up and smile fondly, remembering how you were drawn into the hobby in the first place.

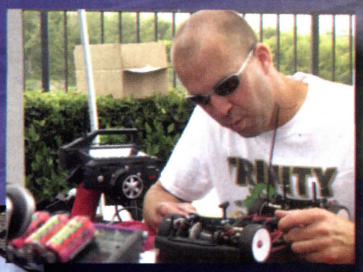
Hmm...maybe we tested it with a faster motor?

Changing the way you think about driving

M11



MATT FRANCIS

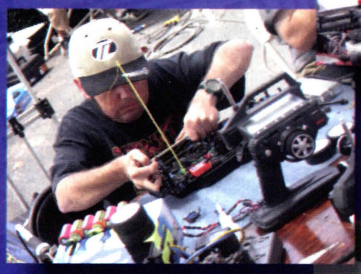




RICK HOHWART

CHRIS TOSOLINI





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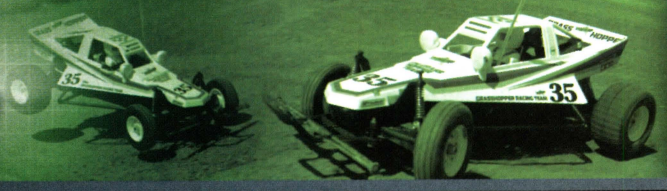
Tamiya GRASSHOPPER



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

Our Grasshopper isn't hopping any grass in these photos.

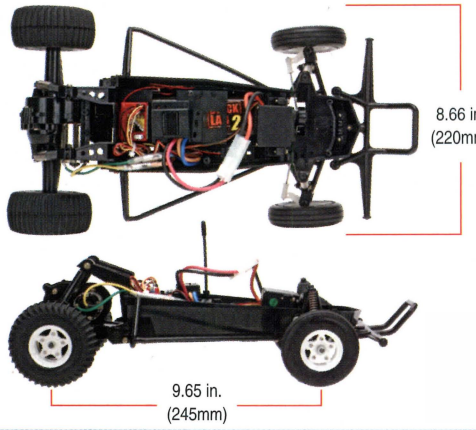
CONNECT:

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

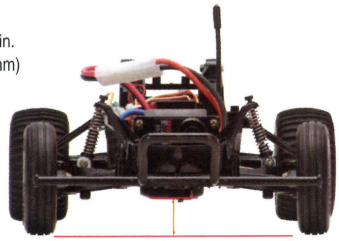
VEHICLE INFO

VEHICLE:	Grasshopper
SCALE:	1/10
TYPE:	Electric Buggy
PART #:	58346
STREET PRICE:	$90
PRICE AS TESTED:	$300 (including all items used for testing)
SETUP TIME:	4 hours
EXPERIENCE LEVEL:	Novice

DIMENSIONS



RUNNING WEIGHT:
2 lbs., 13 oz. (1,276g)



TECHNICAL INFO

CHASSIS

LAYOUT:	Tub
THICKNESS:	2mm
MATERIAL:	Plastic

SUSPENSION

TYPE:	Independent front; attached rear
TURNBUCKLES:	N/A
STEERING:	Direct
SWAYBARS:	N/A

SHOCKS

BODIES:	Plastic coil-over
DAMPING:	Friction
PISTONS:	None
SPRINGS:	Stock silver

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Gear
AXLE TYPE	Solid
SPUR GEAR MATERIAL:	Plastic
SLIPPER CLUTCH:	None
BEARINGS:	None (Plastic)

GEARING

PINION/SPUR:	10/50
GEAR RATIOS:	
PRIMARY:	5.00:1
INTERNAL:	1.50:1
FINAL:	7.50:1

BODY, TIRES, WHEELS

BODY:	Tamiya Grasshopper
TIRES (F/R):	Tamiya Off-Road
DIAMETER/ WIDTH:	F: 2.87 in. x 0.79 in. (73mm x 20mm) R: 2.99 in. x 1.57 in. (76mm x 40mm)
HEX SIZE:	N/A
WHEELS:	Tamiya 5-spoke

ITEMS NEEDED

Radio transmitter, receiver, servo, battery, battery charger.

MAIN COMPETITION

In a league of its own!

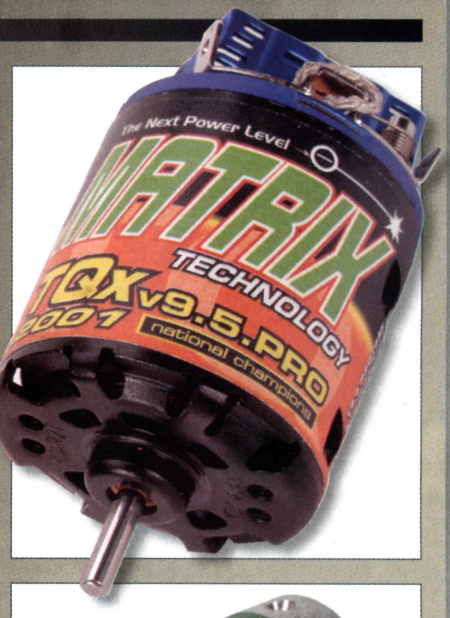
WHO IT'S FOR

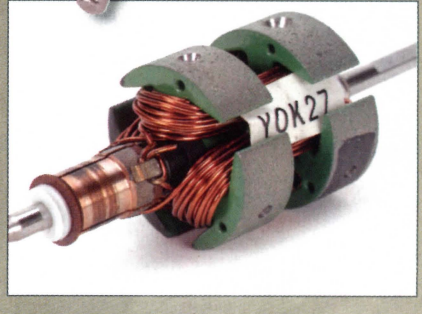
Young first-timers or the little kid in all of us



POWERPLANT INFO

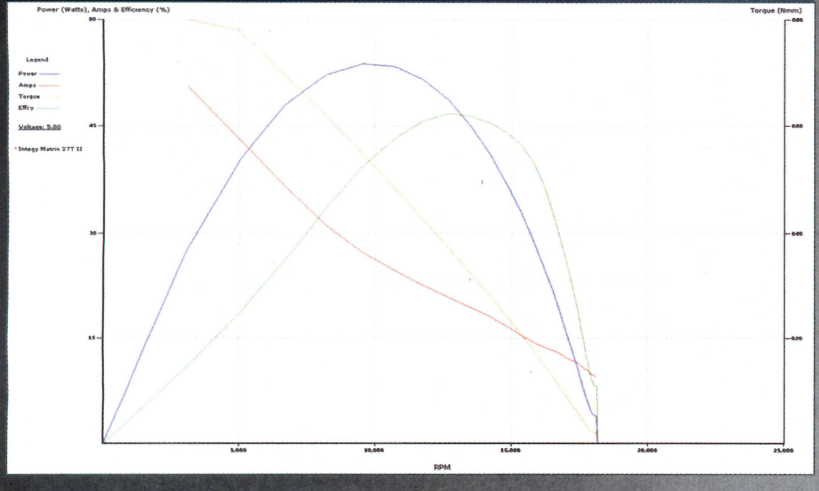
It is debatable whether it's a good or bad thing that Tamiya is including the same kit motor with the Grasshopper that it did so many years ago. As time has passed, so have our expectations for speed and handling, and the included 380-size motor just can't keep up. For a youngster the motor should be okay, but just about everybody else will want to upgrade. We grabbed an Integy Matrix 27T to replace the kit-included 380, so all of the tests here (including the dyno and radar) reflect the Matrix motor that we used.





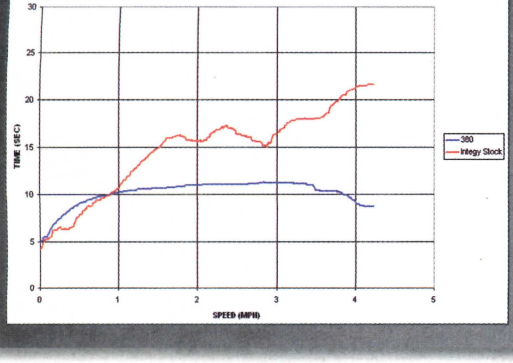
FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	3.15 sec. @ 17.6 mph
TOP SPEED:	27.3 mph
AVERAGE RUNTIME:	6 minutes

MOTOR DATA

MOTOR:	Integy Matrix TQx v9.5.Pro
WIND:	27x1
MAX POWER*:	53.73 W @ 9,549 rpm
MAX TORQUE*:	85.40 Nmm
PEAK RPM*:	18,185 rpm @ 3.0 sec.
EFFICIENCY*:	46% @ 12,705 rpm

*Results as tested.

MOTOR SETTINGS

TIMING:	Fixed
BRUSHES:	Matrix M3202T
SPRINGS:	8 oz. (+); 7 oz. (-)

We replaced the mini motor with something more suitable!

PERFORMANCE INFO

TEST CONDITIONS

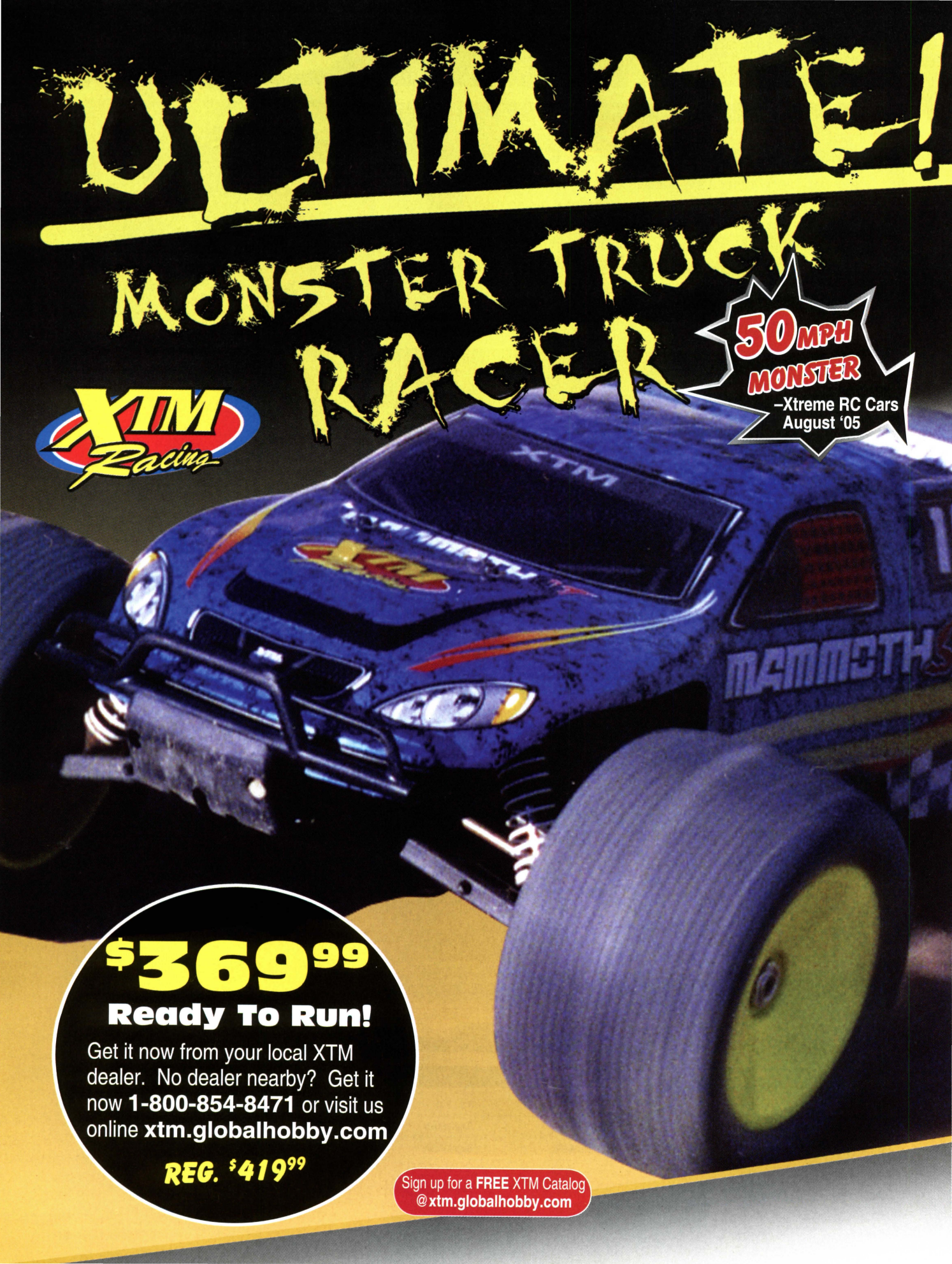
WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	76° F / 56%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Park

HANDLING

TURNING RADIUS:	3 ft., 3 in.
ON POWER:	Slight Push
OFF POWER:	Slight Push

BRAKING

CONTROL:	Good
FADE:	None
OVERALL BRAKING:	Good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MONSTER TRUCK RACER
XTM Racing
50 MPH MONSTER
–Xtreme RC Cars August '05
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MAMMOTH
$369.99
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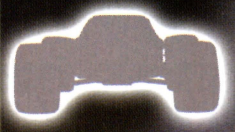
MAMMOTH ST

1/8 4WD NITRO STADIUM TRUCK

Mammoth Size. Mammoth Performance! You'll dominate the Unlimited Monster Truck Class with the Mammoth ST. This purpose built truck, inspired by the awesome performance and size of our original Mammoth, is a no-compromise, no-holds-barred, high performance race truck. Take a close look and you'll see an incredibly low CG, clean and easy-to-maintain chassis layout, a 2-speed transmission, all-new differential housings, new multi-support upper arms, thick low-profile shock towers, and increased suspension travel. The included race wheels have large 17mm hub and fit the popular 40 series tires so you can tune your truck to any track condition. XTM also features several tuning and hopup options so you can customize the Mammoth ST to suit your needs and driving style. From hard anodized 5mm shock towers to an optional reverse module, the Mammoth ST will prove itself in every condition from the backyard basher to the Unlimited Monster Truck racer. Mammoth Size. Mammoth Performance! The Mammoth ST is THE Ultimate Monster Truck Racer!

PREBUILT, AFFORDABLE, AND READY TO WIN! VALUE-10 –Xtreme RC Cars August '05

RACE TUNED FEATURES



Ultra low stance provides superior handling



2 speed tranmission for insane speed



Full set of rubber sealed ball bearings

A - XTM 24.7 Engine with Dual Chamber Tuned Pipe
B - Dust Proof Receiver & Battery Boxes
C - High Torque, Metal Geared Steering Servo (layed down for lower center of gravity)
D - Double Chassis Braces Front & Rear
E - Fully Threaded, Aluminum Shocks with 3.5 mm Shafts
F - 4mm Shock Towers with 9 Shock Mounting Positions
G - Large Body Posts Provide Extra Body Support superior handling
H - Dog Bones & Universals are Chrome Plated for added strength
I - Newly Designed Upper Arms
J - 3.5mm Rear Sway Bar for Superior Handling
K - Lower Gear Ratio for quicker acceleration
L - Stock 125cc Fuel Tank (Optional 290cc tank available)
M - 17mm Hex Hubs
N - Optional Reverse Module can be easily installed

Factory Built Ready To Run

Includes:
- Hitec Aggressor Radio System
- XTM 24.7 Engine with 2.6 Horse Power

2.6 hp





RACING PERFORMANCE IN A READY-TO-RUN!

XTM Racing

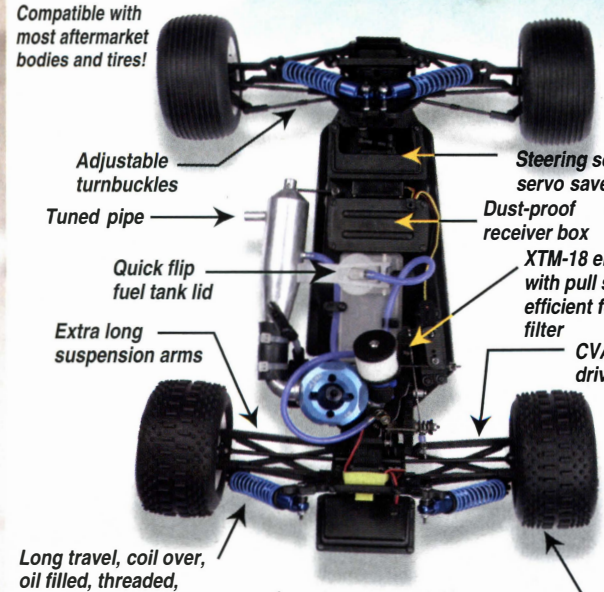


Nitro X-Cellerator is loaded with features normally found only on pro racing trucks!

Item No. 145610
$229.99

NITRO X-CELLERATOR
RTR NITRO 2WD STADIUM TRUCK

Chassis features:



Includes: XTM .18 Engine & Hitec Aggressor 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

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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ELECTRIC X-CELLERATOR

1/10th Electric RTR Stadium Racer

Top of the line race truck in a ready-to-run package!



NEW LOW PRICE!
$159.99
Item No. 145612

Includes Hitec Aggressor Radio & Mtroniks Eco 20 ESC

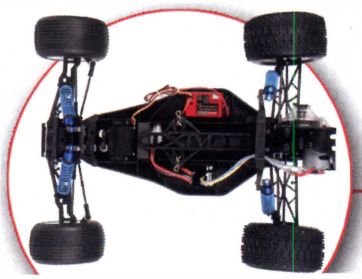
Features:

> Top Notch Race Truck in a Ready to Run package.
> Hitec Aggressor Radio System
> Mtroniks Eco 20 forward/ reverse electronic speed control
> Full ball bearings
> Racing Ball Differential
> Fully threaded aluminum shocks
> Completely countersunk, molded chassis
> Adjustable camber, squat, wheelbase, and shock position
> Factory painted and trimmed body
> Adjustable servo saver assembly
> Race Tuned, Performance Suspension
> Adjustable Slipper Clutch Assembly
> 48p Spur gears accept aftermarket pinion gears

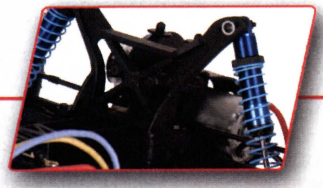
Check your local Hobby Dealer, click on xtm.globalhobby.com or call 1-800-854-8471

XTM Racing

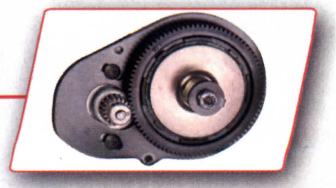
A top of the line race truck in a Ready to Run package. That is what people are saying about XTM's new 1/10 Electric Stadium Truck - Electric X-Cellerator. This factory built stadium truck features all of the adjustability and fine tuning that you would find on top level racing trucks. Not only does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



Reinforced Molded Composite Chassis



Fully Threaded Aluminum Shocks



Adjustable Slipper Clutch & Ball Differential

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X FACTOR

READY-TO-RUN 4X4
NITRO-POWERED MONSTER TRUCK

- Fully articulating suspension for awesome rock crawling
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- New, softer suspension increases stability
- New chassis and body color scheme
- More accessible on/off switch location
- New gearing adds increased speed
- New, longer wheel base
- New heavy-duty ball ends
- New "y-spoke" wheels

- Fully threaded aluminum shocks



- XTM high torque, metal gear steering servo



Item No. 145642
$379.99

Includes: Hitec Aggressor Radio & XTM 24.7 Engine

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BIGGEST! BADDEST!

nitro XLB 1/7th BUGGY

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

XTM Racing

This huge RTR Nitro 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 4wd Nitro 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 1/7 Nitro buggy to drive over all the other buggies out there!



The XLB is Almost a Whopping 20% Larger Than Traditional 1/8 Buggies

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
- > New XTM Micro Failsafe included
- > Newly designed bulkheads
- > 2-Speed transmission
- > 4mm shock towers

NEW LOW PRICE!

$449.99

Item No. 145617

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Includes Massive .28 engine, Hitec Aggressor Radio & XTM Micro Failsafe!

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23cc GAS | PULLSTART ENGINE

BIGGER IS BETTER

1/6 SCALE GAS BUGGY

XTM's 1/6 Gas Powered 2WD Buggy goes where most other radio control cars can't go. With its huge tires, massive 23.5cc gasoline engine, and a large fuel tank, you can have fun that lasts up to 45 minutes on a single tank of gasoline! With plenty of muscle and an extremely rugged construction, this buggy was meant for pure, thrilling fun without anything getting in its way!



80% FACTORY BUILT

Item No. 146300
$699.99

45 MINUTES RUNNING TIME

FEATURES:

- ☑ Steel differential
- ☑ Full ball bearings
- ☑ Large pull starter for easy starting
- ☑ Massive 7mm thick dogbones
- ☑ Water resistant receiver and battery boxes
- ☑ Economical fuel (pump gasoline with 2-stroke oil added)



XTM Racing



To find out more about XTM buggies and trucks, click on: xtm.globalhobby.com/







HOW DO YOU BUY YOUR XTM 1/6-SCALE GAS BUGGY?

The best way is to see your local hobby dealer. He can show you the buggy and the necessary items to make it complete and race-ready. If he doesn't stock XTM, you can order yours by calling: 1-800-854-8471

We accept MasterCard VISA DISCOVER

MASSIVE!

XTM Racing



Includes XTM 27cc Gas Engine!

Specifications:

- Length: 27.0"
- Height: 12.85"
- Width: 20.0"(front)/ 20.25"(rear)
- Weight: 20.7 lbs. (dry without radio system)
- Wheelbase: 19.25"
- Tire Diameter: 7.25"
- Ground Clearance: 3.5"

Features:

- Factory Painted/Decaled Body
- Fully threaded, oil filled, aluminum shocks
- Factory glued massive monster tires with inserts
- Adjustable camber, caster, and toe-in front & rear
- 700cc Fuel Tank with vent lines for extra long run times
- Uses economical fuel (pump gasoline with 2-stroke oil added)
- 4mm aluminum chassis with curved egdes for added strength
- Massive offset wheels for added ground clearance and wide stance
- Strong 7mm thick dogbones • Heavy duty side dust guards
- Full ball bearings • Internal roll cage for protection
- Steel differential gears • Dust cover to protect the pinion and spur gears
- Huge front bumper • Water resistant receiver and battery boxes
- Large pullstarter for easy starting • Double epoxy brake disks

GRIZZLY SMT

INCREDIBLE 1/5 SCALE SUPER MONSTER TRUCK!

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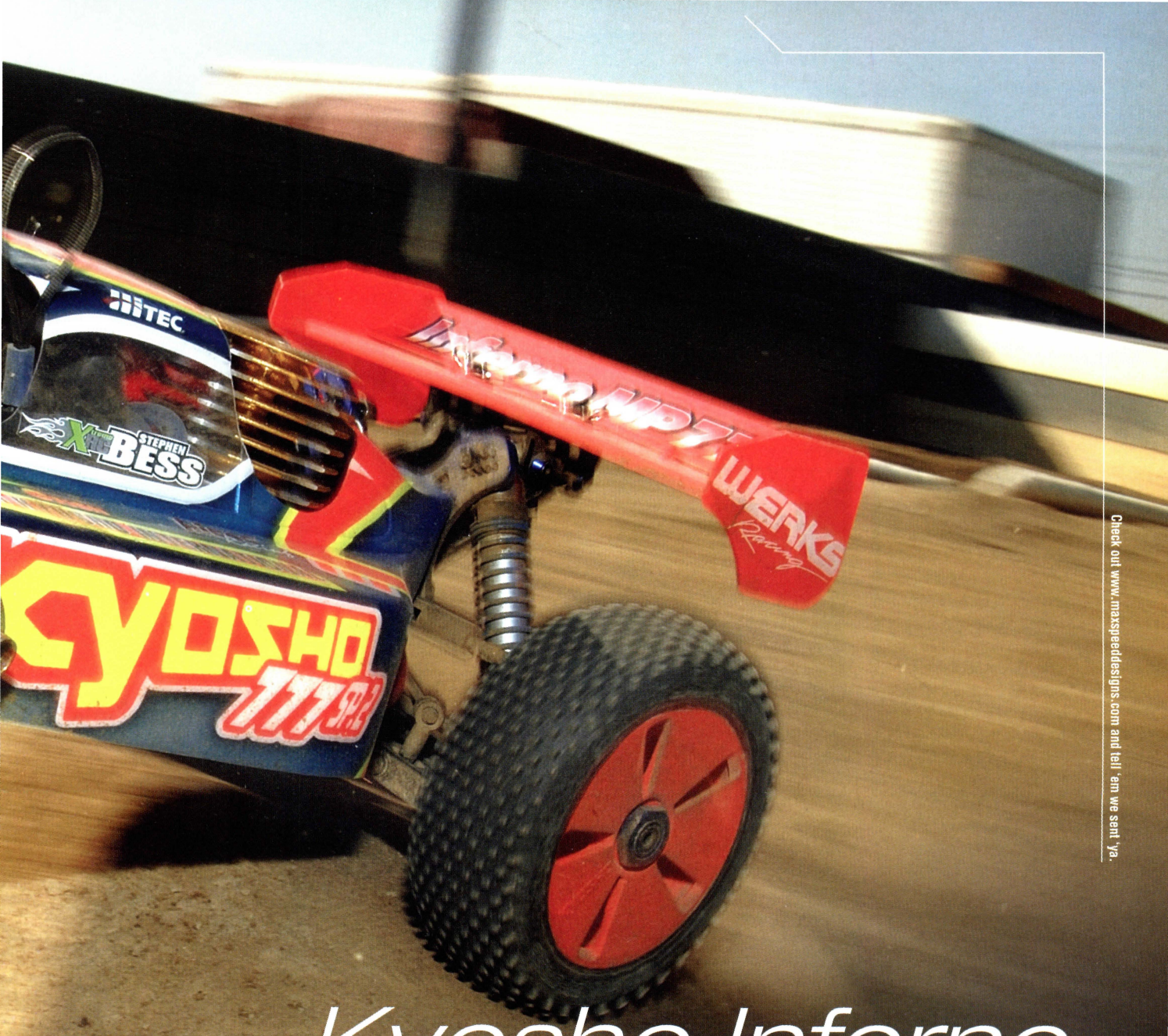
Those cool *XRC* name decals are courtesy of Maxspeed Designs.



Check out www.maxspeeddesigns.com and tell 'em we sent 'ya.

Kyosho Inferno 777 SPECIAL 2

Words: Stephen Bess ■ **Photos:** Jason Yu

Racing improves the breed.

Quick! Name which buggy has won the most major 1/8 races in 2005? If you count first place wins in '05 at The Dirt Nitro Challenge, Silverstate, the Mugen Challenge, The Farm Nitrofest, and the ROAR Fuel Nationals, then Kyosho's Inferno 777 Special 1 is it. The SP1 even managed to win our very own "Cage Match" against the best buggies in the world. Even so, Kyosho has been hard at work improving its thoroughbred, transforming it into something every racer wants a race car to be—more stable and easier to drive fast. The Inferno 777 Special 2 may look similar to the SP1 it replaces, but a closer look reveals a collection of subtle changes that make for substantial performance improvements.

Kyosho Inferno 777 SP2



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

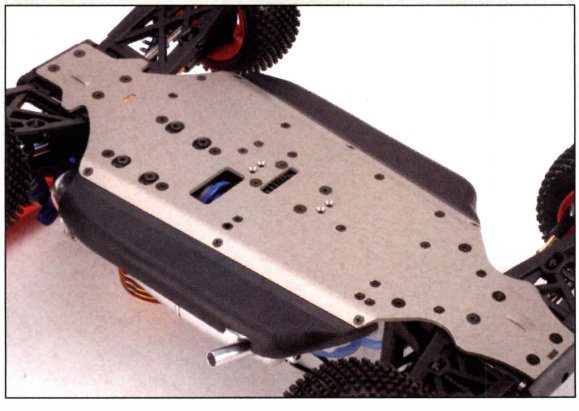
We're only a few parts away from the perfect Kyosho buggy.

VEHICLE FEATURES

Kyosho's SP2 is by no means a total redesign of the SP1, and that's a good thing for all of you who've raced a 777 in the past. A great majority of parts cross over and fit the SP2, meaning you won't have to sell your spare parts to support the SP2. The SP2 still sports a full set of metal shielded ball bearings, full universals on the front, center and rear, and cast front steering knuckles (which we're still hoping will become CNC aluminum one day).

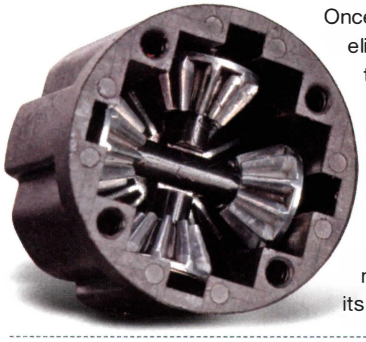


EXTENDED LENGTH MILLED CHASSIS



One of the few but common complaints about the SP1 car was its over abundance of steering, making the car feel twitchy compared to the previous Kanai 3 buggy. Kyosho listened, and made the Special 2's chassis 4mm longer overall (compared to the SP1), and moved the engine back 1.5mm, placing more of the engine's weight over the rear wheels to improve stability. Additionally, the chassis is hard anodized, milled and lightened in numerous areas like the Kanai 3 chassis, and has full countersunk screw holes on the bottom side.

STANDARD GEAR DIFFS



Once again listening to our wishes, Kyosho entirely eliminated the TCD/LSD limited slip differentials from the SP2 kit in favor of three standard gear diffs. Although the LSD diffs do work well on smooth, open Euro-style tracks, the heavily rutted, big jump happy US tracks made the LSD-equipped Kyosho cars feel inconsistent and darty. By swapping to standard silicone-filled gear diffs in the front, center and rear, the SP2 should feel more consistent and easier to drive than its predecessor.

REVISED SHOCK SPRINGS

While new shock springs may seem insignificant, the SP2's revised blue springs are an attention getter. The springs are longer than the ones they replace, which both eliminates the need for 15mm of ride height spacer clips and most importantly, prevents coil-bind when the suspension is fully compressed. In theory, the springs should provide more consistent damping on rutted tracks where the suspension receives a workout.



BUILDING, INSTRUCTIONS, AND SETUP



Our SP2 went together smoothly, and after a quick phone call to Kyosho America's team manager Regan LeBlanc, I built the car with the factory team's base setup. Regan recommends using 70 wt. front shock oil, 40 wt. rear shock oil, 5/7/2 diff oil in front/center/rear, all shocks mounted on the inner hole on the arms, middle wheelbase, -3 toe plate and the 22-degree caster hubs with the "A" front suspension blocks. Regan said this basic setup is what his drivers start with at almost all tracks, and it is a great starting point for a typical dirt track.

The stock kit includes yellow wheels and a yellow wing. The red is optional.

> *By swapping to standard silicone-filled gear diffs in the front, center, and rear, the SP2 should feel more consistent and* ***EASIER TO DRIVE THAN ITS PREDECESSOR.***

CNC MILLED SHOCK TOWERS

Finally, Kyosho has given us the bling we want! The SP2's new shock towers are cut from five millimeter thick 7075 aluminum, and feature milled-away areas to lighten the towers without compromising strength much in the same way aftermarket shock towers are. The towers feature two shock mount rows, and multiple mounting angles to suit nearly any track.



LONG AND SHORT UPPER FRONT ARMS

Want tuning options? The SP2 includes all of the available options in the box; the front suspension's adjustable roll center inserts carry over from the SP1, as well as both the 20 and 22-degree three-hole caster blocks. This time around, Kyosho includes both the short and long front upper arms, allowing you to make use of all three caster hub-mounting positions without purchasing "optional" parts. The kit's base set up calls for the short upper arms and the inside caster hub mounting hole, which decreases steering but greatly increases stability and camber gain as the suspension compresses.



TESTING

After breaking in the Collari engine using a heat-cycle method, I raced the SP2 over several weekends at our incredible Southern California area racetracks. I visited Revelation Raceway in Montclaire, and Thunder Alley Raceway in Beaumont, California for some intense club racing test action.

Acceleration and Speed • The SP2's acceleration is outstanding, besting even its predecessor, the SP1. The rear end feels more planted under hard acceleration, especially out of corners, thanks to the longer chassis and increased rear weight bias (due to the engine's location further back on the chassis). Top speed is equally impressive; the stock 46-tooth light weight spur gear provides increased top speed versus the optional 48-tooth gear that's so popular, but still allows the buggy to accelerate hard. Overall the SP2's acceleration stability and top speed are top notch.
Rating: 9.5/10

Braking • Why use four disks when two work so well? The SP2's single front and rear brake disks bring the buggy to a grinding halt time and again, with minimal fade. Fiber brake pads clamp the vented and machined steel disks, and provide enough grab to eliminate the need for dual or triple disk setups. Brake bias is extremely important in 1/8 buggy racing, and I set the SP2's bias to just lock the rear tires under full brake, and to provide 30%/70% front-to-rear brake bias to allow the car to steer through corners even during braking. The only improvement I can suggest is a set of fiber disks rather than the steel disks with fiber pads.
Rating: 9

Low-Speed Handling • Like its older brother, the SP1, the SP2 still cuts tight lines and turns on a dime. The difference is its out of the box stock set up. The SP2's stock set up makes it supremely stable, but it does push slightly compared to the SP1. You can easily fix the buggy's push with set up changes and parts swaps, all of which are included in the box. With the short upper arms, A-blocks and 22-degree caster hubs, the car's low-speed handling is stable and predictable—exactly as most drivers want it.
Rating: 9

High-Speed Handling • Push the car harder, and it gets faster. Unlike some buggies that begin to feel uncomfortable the harder you drive it, the SP2 actually feels better the more you push it. Match the tires to the track you're on, drive even half decent, and the SP2 makes you a faster driver. When the car begins to push going into a high traction corner, a quick tap of the brakes can bring the rear end around to get you through the turn. It's predictable and stable even at high speeds.
Rating: 9.5

Rough-Track Handling • Stabile, immutable, reliable, forgiving—any way you say it, the SP2's greatest asset is its improved rear traction and stability. A 1.5mm mounting position difference may not seem like much, but the engine's placement towards the rear of the chassis combined with the 4mm overall increased length creates an entirely new level of driver confidence. The buggy's deep throw suspension, increased rear droop, and revised shock springs make the SP2 a dream through the bumpy sections. Although the SP1 was excellent in the rutted sections, the car required a lot of attention and a high level of driver

OUR TEST GEAR



Radio: Hitec Aggressor CRX, 127751, $180



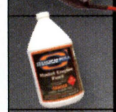
Servo(s): S: HSC-5997MG, 35997S, $115/ T: HSC-5996MG, 35996S, $115



DSM System: Spektrum, SPM1004, $159



Receiver Pack: Orion Marathon 1400, 12221, $30



Fuel: O'Donnell 30%, DTXP0432, $12/quart



Engine: Werks Collari B7, WRXLC21B7, $250



Pipe: Werks Collari, MLC200120, $85

CONNECT

KYOSHO AMERICA	**ph:** 949.454.8854 **web:** www.kyoshoamerica.com
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Turn and burn Mav', turn and burn!

MORE BANG FOR YOUR BUCK

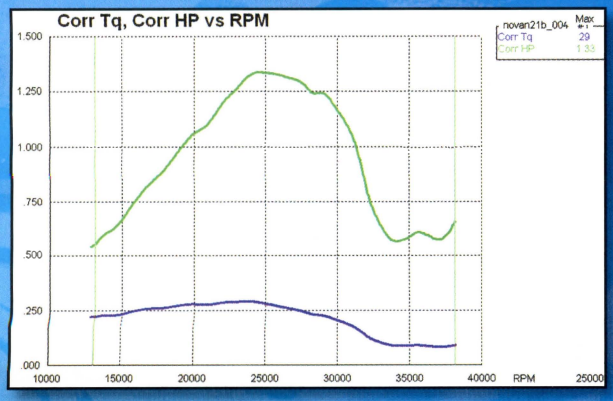
NovaRossi N21BF
3.5cc 1/8 off-road

Specificatons

- **Displacement:** 3.5cc (0.21 in.^{3})
- **Bore x Stroke:** 16.42mm (0.64 in.)
- **Piston/Sleeve:** ABC
- **Ports:** 3
- **Head Button:** Standard plug
- **Crankshaft:** SG
- **Carburetor:** 8mm fixed
- **Peak X-Dyno HP:** 1.33 hp @ 22,750 rpm
- **Peak X-Dyno Torque:** 59.52 oz.-in. @ 20,750 rpm
- **Peak X-Dyno RPM:** 35,750 rpm

RELIABLE
EASY TO TUNE
SMOOTH POWER

PRICED
OH-SO-RIGHT
AT $210





New On-Road Conical Manifolds



41015
Short Conical

41016
Medium Conical

41017
Long Conical



Novarossi 086 **Novarossi 053**

Novarossi pipes are the standard for the industry.
Others have tried to duplicate but have failed at it.

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FUSION Motorsports

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951-361-3579

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straight line. The SP2's stability makes the car more "dumb proof," allowing the driver to toss the car around more without getting bitten.
Rating: 10

Jumping • Is there an 1/8 buggy that doesn't jump well? The SP2 follows suit, jumping smoothly and landing the gnarliest jumps without becoming unsettled. The car soaks up off-camber landings without spinning, allowing you to accelerate away without any pause to collect the car's composure. And as ex-con Martha Stewart always says, "That's a good thing."
Rating: 10

Wrenching

Maintenance • Kyosho's products are well built and easy to work on, with clearly laid out instructions. My main gripe here is Kyosho's stone-age insistence on using Phillips-head screws. While nearly the entire 1/8 buggy market has embraced the use of metric hex-head, machine-thread hardware, the SP2 still includes a full set of easy to strip Phillips-head, wood-screw thread hardware. Welcome to the 21st century, Kyosho—your buggy is badass, but the screws suck and make wrenching a pain!
Rating: 7

Wear and Tear • The SP2 stays together through all but the most hideous crashes, and wears well—with the exception of the aluminum clutch shoes. Keep a close eye on the clutch shoes, and do not run the clutch for weeks on end without removing the clutch bell to maintain the shoes. I use a large metal file to scrape any mushroom edges away, and replace the shoes once the surface is eaten away to just above the spring. Finally, I've seen more than a few of the cast steering knuckles strip out, and would prefer to pay the extra dough for some CNC machined knuckles in the box from the factory to improve race-worthy durability.
Rating: 9

Tuning • If you can't tune the SP2 in to your track, ask for help from an experienced racer. Kyosho earns major points by including all of the car's tuning options in the box, from long and short upper front arms, to 20 and 22-degree caster hubs, A and B blocks, all 3 rear toe plates, and low and high front suspension holders. We hope Kyosho America will post plenty of factory pilot set up sheets, as there are plenty of adjustments for club racers to try (and get confused doing so).
Rating: 9

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Stable, stable, stable!
- Optional tuning parts in the box
- Did I mention stability?
- Front, center and rear gear diffs; no more TCD diffs

MISSES

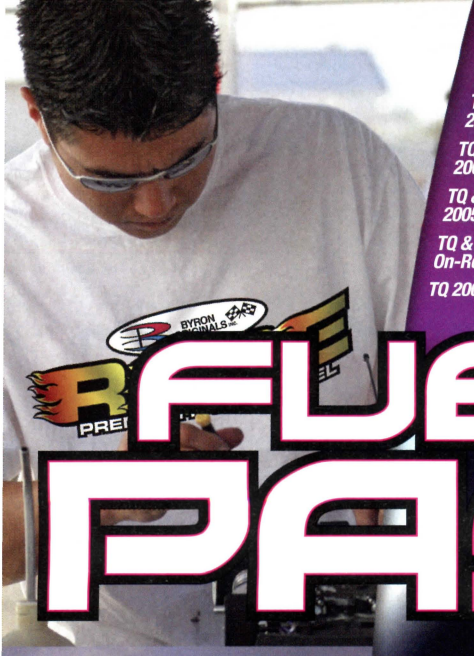
- Phillips-head screw kit
- Cast steering knuckles

Conclusion

Steering? Yep. Lots of tuning options? Yep. Excellent acceleration and braking? Yep. Vastly improved stability and rear traction, with nearly dumb-proof handling? Check please!! The SP2's upgrades are substantial, and worth the extra dime. We hear chatter about how quickly Kyosho replaces its models, but with over 12 months between the SP1's release and the new SP2, we're left scratching our heads why some continue to complain. When a company like Kyosho receives constructive feedback from its racing customers, sponsored racers and critics about what they want, they make the change and the result is a better product. Racing does improve the breed, and the SP2 is living proof. ✪



It's special, too.



Darin Ishitani

TQ, 1st Place, New Track Record 1/10 Sedan 2005 O'Donnel Championships

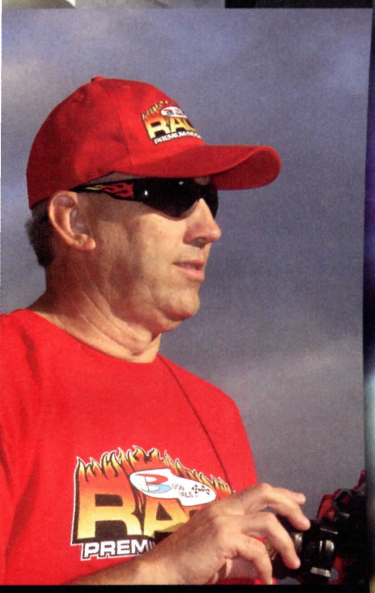
TQ, New Track Record 1/8 On-Road 2005 O'Donnel Championships

TQ & 1st Place 1/10 Sedan A-Mains 2005 Airtronics Championship

TQ & 1st Place 1/8 A-Main On-Road 2005 Winter Windup

TQ 200mm Sedan 2005 Winter Windup

FUEL YOUR PASSION!



Mark Sweeney

1st Place 1/8 A-Main 2005 Byron Originals West Meets East Challenge

1st Place 1/8 On-Road 2005 "Heart of America"

Master Champion 1/8 On-Road 2004 Midwest Series



Matt Gosch

1st Place Unlimited Monster Truck 2004 Mugen Seiki Challenge

2004 North Division Champion Unlimited Monster Truck



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Kyosho Inferno 777 SP2

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

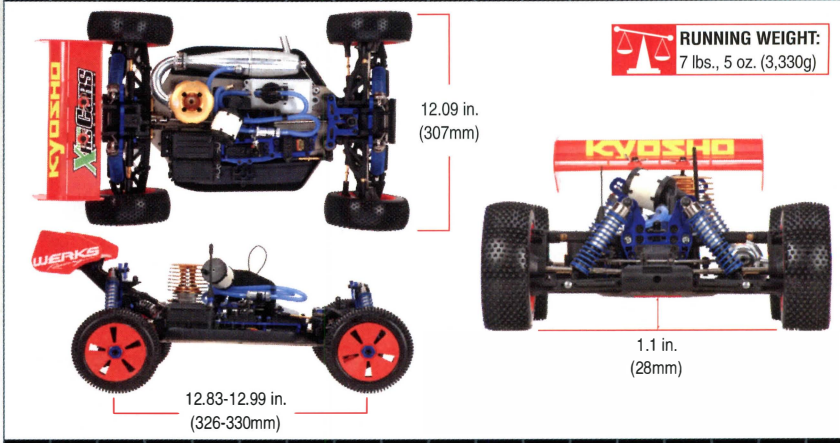
CONNECT:

MANUFACTURER: Kyosho America
PHONE: 949.454.8854
WEB: www.kyoshoamerica.com

VEHICLE INFO

VEHICLE:	Inferno 777 Special 2
SCALE:	1/8
TYPE:	Nitro Buggy
PART #:	31779
STREET PRICE:	$650
PRICE AS TESTED:	$1,596 (including all items used for testing)
SETUP TIME:	12 hours
EXPERIENCE LEVEL:	Advanced

DIMENSIONS



RUNNING WEIGHT: 7 lbs., 5 oz. (3,330g)

Add two fuel filters and you'll be up to 125cc.

TECHNICAL INFO

CHASSIS

LAYOUT:	Lower plate w/front and rear braces
THICKNESS:	3mm
MATERIAL:	7075 machined aluminum
FUEL TANK CAPACITY:	120cc

SUSPENSION

TYPE:	Four-wheel independent
TURNBUCKLES:	Gold anodized steel
STEERING:	Dual bellcrank w/integrated servo saver
SWAYBARS:	(F) 2.4mm / (R) 2.7mm

SHOCKS

BODIES:	Hard anodized aluminum
DAMPING:	70/40 wt. oil
PISTONS:	2-hole
SPRINGS:	Kyosho blue

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF FLUID:	Silicone oil
AXLE TYPE	Universals
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Hardened steel
CLUTCH:	3-shoe aluminum
BEARINGS:	Rubber-shielded

GEARING

PINION/SPUR:	13/46
GEAR RATIOS:	
PRIMARY:	3.54:1
INTERNAL:	3.30:1
FINAL:	11.70:1

BODY, TIRES, WHEELS

BODY:	Kyosho SP2
TIRES (F/R):	Not Included
DIAMETER/ WIDTH:	N/A
HEX SIZE:	17mm
WHEELS:	Kyosho Dish Wheel

ITEMS NEEDED

Radio, receiver, servos, receiver battery, engine, tuned pipe, starter box, glow igniter, fuel, tires.

MAIN COMPETITION

Mugen MBX-5 Prospec, Jammin X1CR, Thunder Tiger S3, XRay XB-8, GS Racing CL-1, OFNA Hyper 8

WHO IT'S FOR

Competition 1/8-scale buggy racers



POWERPLANT INFO

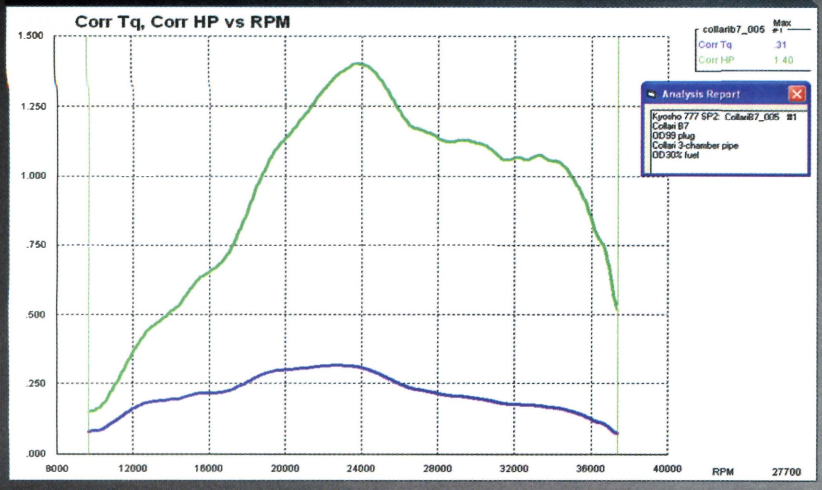
The Werks Collari B7 engine is a screamer. Having run one for several months last fall and winter, I'm familiar with the B7 and can say it's one of the finest mills around. Though soft in the low-end power area, its mid-range and top-end power is seamless—a combo that creates excellent fuel mileage. My B7's have reacted best to a steady diet of 30% fuel, cold-element plugs such as the O'Donnell 99, and operating temps from the 230-260° F range. The Werks Collari tuned pipe is also one of the finest sounding pipes I've ever heard, with a sharp, racy crackle that makes everyone at the track turn their heads and look. For buggy racing, the B7 is an excellent choice.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



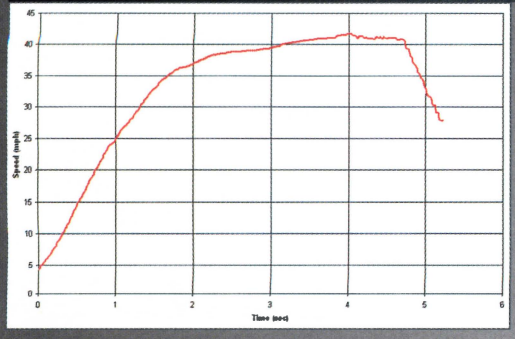
ENGINE DATA

ENGINE:	Werks Collari B7
BORE x STROKE:	0.64 in. x 0.65 in. (16.3mm x 16.48mm)
DISPLACEMENT:	3.5 in.³ (0.21cc)
FUEL:	O'Donnell 30%
PIPE:	Collari Evo 3 3-chamber
PLUG:	O'Donnell 99
PEAK HP*:	1.53 hp @ 26,000 rpm
PEAK TQ*:	59.52 oz-in. @ 23,750 rpm
PEAK RPM*:	42,500 rpm

*Results as tested.

ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	1.95 sec. @ 36.2 mph
TOP SPEED:	42 mph
AVERAGE RUNTIME:	8 minutes

NEEDLE SETTINGS

HIGH:	1 turn in from flush
LOW:	flush w/body
MID:	flush w/body
OPERATING TEMP.:	230-250° F

Check out the X-Dyno this month; the Collari set a new record.

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Clear and Sunny
TEMPERATURE/HUMIDITY:	80° F/15%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUOE:	900 ft.
TRACK TYPE:	Rutted Dirt

HANDLING

TURNING RADIUS:	3 ft., 5 in.
ON POWER:	Slight Push
OFF POWER:	Neutral

BRAKING

CONTROL:	Excellent
FADE:	*Minimal*
OVERALL BRAKING:	Excellent



MGT4

Bigger, Fast Now More

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

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

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



AE 4.60 Engine

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



60SE

er, Tougher & Powerful.

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



The new MGT4.60SE comes with Team Associated's XP-3 Radio System that is factory installed for complete and total driving control. A full line of genuine Factory Team performance parts are available for the MGT4.60SE to let you trick your truck out to your specifications.

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

Team Associated • 3585 Cadillac Ave., Costa Mesa, CA 92626
www.rc10.com or www.teamassociated.com



It's snowing dirt!!



Chances are you'll have seen the CRT in action by the time you read this.

Jammin' X1CRT

Words: Stephen Bess ■ Photos: Jason Yu

ROAR's current MT champ!

Thinking back only as far as a year ago, could any of us have known that the unlimited/truggy monster truck class would establish itself as a genuine national-level racing class? While the majority of us were surprised with the Truggy Renaissance of 2005, Jammin' Products recognized the MT class' potential before the boom, jumped into the mix to build a truck, and then tested and tweaked it into the finished version you see here. Within the last year, everything has changed; the market has exploded for unlimited monster truck racing, with new vehicles released on a near-monthly basis, and ROAR even created a Nationals class for the trucks at the 2005 ROAR Nats in Texas... and just in case you weren't paying attention, the 2005 ROAR Nats MT champion is the Jammin' X1CRT.

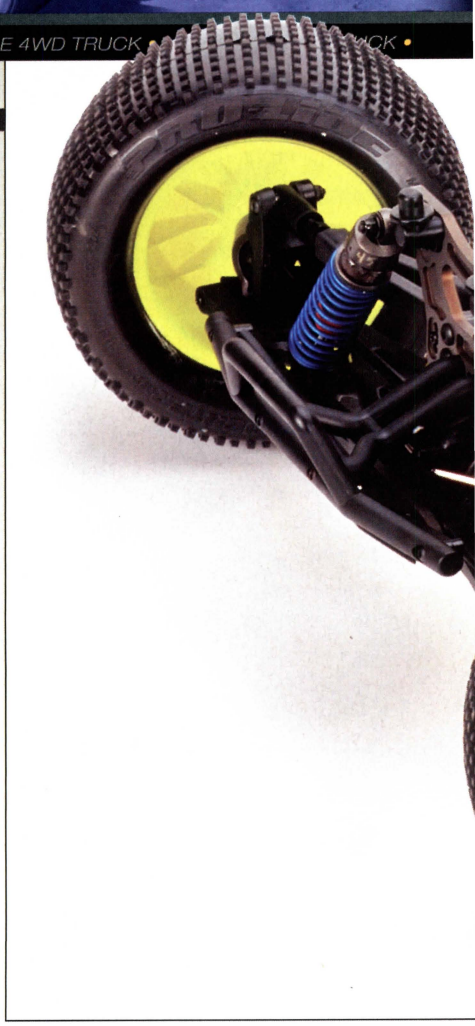
Jammin' X1CRT



• 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK •

VEHICLE FEATURES

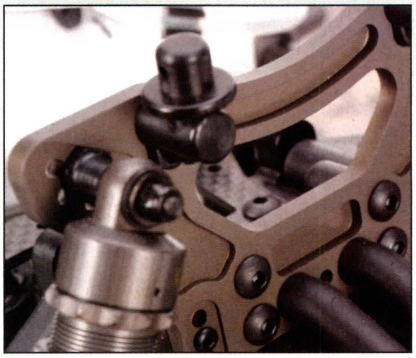
Designed and tested by Jay Halsey and the Jammin' team, the X1CRT earned a reputation for performing at the highest levels even before its release due to its 2005 ROAR National championship. Halsey and his team want the X1CRT to be fully race-ready out of the box, and hit the mark by including a full set of genuine Pro-Line Crime Fighter MT tires, a set of rubber-sealed ball bearings, carbon fiber radio tray and steering plate, thick fiber brake disks, front and rear sway bars and fuel filter all in the box.



Hard anodized everything, even the body clips. Okay, maybe not.

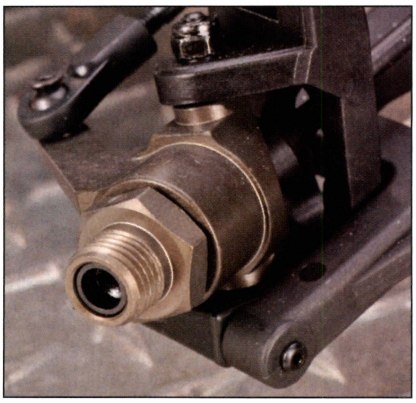
7075 HARD ANODIZED PARTS

The X1CRT's vital support plates and aluminum pieces are all milled from 7075-grade, hard-anodized aluminum. 7075 aluminum, while more expensive than 6061, is more durable and less prone to bend. The 4mm-thick front and rear shock towers feature two rows of mounting holes for increased tuning capability. More importantly, the 4mm front suspension pin holders and 4mm rear anti-squat plate, and 3-degree rear toe-in plate are all hard anodized 7075 aluminum. Not to be left out, the front and rear chassis braces and front steering knuckles (with t-bolt kingpins) are—you guessed it—7075 hard anodized aluminum.



17MM WHEELS/HUBS

In tradition with keeping MT'ers on their toes with a variety of wheel hex sizes, the X1CRT uses proprietary 17mm hex wheels with a custom offset made specifically for the truck. The 17mm hex size, which is smaller than the new 23mm hex wheels but larger than the T-Maxx 13mm hex, is identical to the industry standard buggy wheel hex, allowing you to share aluminum hex hubs between buggies and this truck. Unfortunately, only the OFNA/Jammin's 17mm hex monster-truck wheels fit the X1CRT, making it crucial to keep a decent stock of wheels at all times.



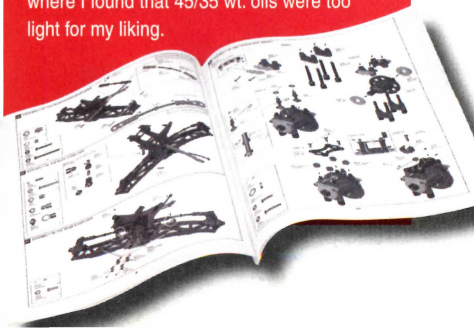
CAPTURED HINGPINS

Thank you Jammin', as we hate E-clips as much as you do. All of the X1CRT's hingepins are hardened steel "screw-type" captured hingepins, with nylon locknut fasteners capping off the ends. No more Shoe-Goo, no more e-clip projectiles to the eyeballs, no more hingepins falling out during a race. Bueno!



BUILDING, INSTRUCTIONS, AND SETUP

My X1CRT is fully production, but an instruction manual was not available at the time I built my truck. Still, the truck went together smoothly, and everything fit together well without any extra grinding required. I followed Jay Halsey's basic team set up by filling the diffs with 5/10/3 diff oils, and going slightly thicker than suggested with 55 wt./45 wt. oil front/rear after a weekend of testing where I found that 45/35 wt. oils were too light for my liking.





> **"No more Shoe Goo, no more E-clip projectiles to the eyeballs, no more hinge pins falling out DURING A RACE. BUENO!"**

Projectiles to the eyeballs, our favorite!

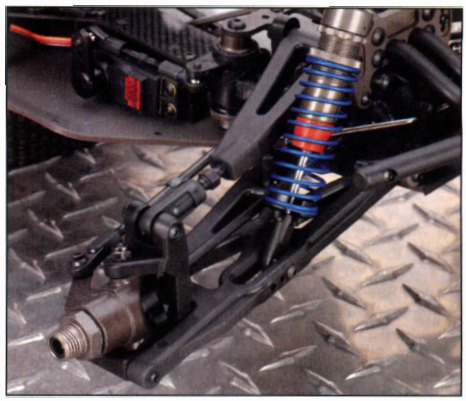
BIG BORE SHOCKS

Considering the X1CRT's deep suspension throw, a highly durable shock is required to keep up. Jammin' upgraded their X1CR buggy's standard bore shocks to high volume, big bore oil-filled shocks (approx. 15.2mm in diameter versus the buggy's 14.2mm diameter shocks) to improve suspension action. The shocks feature threaded bodies, 3.5mm thick shock shafts, reinforced shock bladders, and push-on shock booties.



ULTRA LONG SUSPENSION/CHASSIS

The X1CRT's long suspension arm, stretched chassis design is at the heart of its performance capabilities. Unlike converted buggies with wheel hub extenders or massively offset wheels, the X1CRT's long suspension arms provide better steering geometry and suspension action throughout the entire range of motion to create more stable handling. The chassis itself is 17 inches long (which is 1.5 inches longer than the stock X1CR buggy chassis), wider than any other buggy chassis on the market, and hard anodized for increased durability. In theory, the wider suspension/longer chassis design should provide increased stability and allow you to drive the truck harder without getting loose.



TESTING

I tested the X1CRT over three weekends, at a variety of tracks in the Southern California area including Revelation Raceway, A.R.C. Raceway in Murietta, and The Dirt at Hemet. I began testing with the basic set up I received from Jay Halsey, and tweaked it to my liking as the weekends progressed, ending up with 5/10/3 diff oils and 55/45 shock oils.

Acceleration and Speed • Take a generous pull of the throttle trigger and hang on; the X1CRT shoots off the line like a slingshot. The OS V-Spec engine has tons of grunt, and when combined with the OFNA aluminum clutch and smooth CRT drivetrain, the truck feels much lighter than it really is. Jammin' chose the truck's gearing well, as it provides plenty of yank with more than enough top-speed for all but the longest tracks. During my club racing outings, I was never once pulled by any other truck.
Rating: 9.5/10

Braking • When it's time to hit the binders, the X1CRT comes to a screeching halt. The oversize, thick fiber brake disks take a tank to break-in (you'll know they're broken in when the disk surfaces are scraped to a dull finish) and after that they're all grab. I set up the truck to just slightly lock up the rear wheels at full brake, with the front wheels a few clicks away from full lock. This set up allows the truck to brake into a turn when necessary without locking the wheels, and prevents spin outs when you hammer the brakes. Overall, the CRT's brakes remained fade-free after hours of use and did not go away even when splashed with small amounts of fuel during pit stops.
Rating: 10

Low-Speed Handling • Of the few handling drawbacks to the long wheelbase, super-wide unlimited-style monster trucks, a lack steering seems to be the most common. It's not fair to compare a monster-truck's steering to a smaller, lighter 1/8 buggy, but that's still the standard most people have in mind. Having seen Jammin' trucks steer inside the two popular "truggies" currently available at big races, I'm not surprised to report that our CRT's steering is incredibly reactive and tight for such a large vehicle. While other trucks may require a "drift" driving style on tight tracks, the CRT cuts tight lines and hugs the pipes on even the sharpest turns. I did tap the brakes on certain tracks to bring the rear end around even more, but this is more of a driving style issue. The CRT's steering will not disappoint.
Rating: 10

High-Speed Handling • The truck's stability at high speeds inspires confidence on nearly any surface. Before I swapped out the lighter 7,000 center diff oil for 10,000 weight oil and heavier shock oils, the truck did want to unload power to the front wheels and fishtail occasionally on slicker areas. After the thicker oil swap, the truck settled in and felt rock solid. I did notice the servo saver unloading frequently on heavily rutted areas even with the spring cinched down nearly all the way, but it didn't seem to affect the truck's steering very much.
Rating: 9

Rough-Track Handling • Bumps? What bumps? One of the reasons the Unlimited MT class's lap times are generally close to or faster than the 1/8 buggy class's lap times is that monster trucks simply glide over ruts that would trip up a smaller, lighter vehicle. The CRT is no exception; its long suspension arms and deep-throw big-bore shocks absorb the ruts and allow the truck to keep on truckin' without slowing down much at all. It's tough to find a "truggy" that doesn't glide through the rough

OUR TEST GEAR



Radio: JR Z1 Pro (no servos), JRP374075, $340



Servo(s): (S) JR 8550T, $85 / (T) JRZ4800S, $110



Receiver: JR RS310 Synthesized (Inc. with radio)



Receiver Pack: Orion Marathon 1400, 12216, $25



Engine: O.S. V-Spec T, 13890, $299



Pipe: Jammin' JP-1, 10055, $70



Fuel: O'Donnell 30%, DTXP0432, $12

CONNECT

JAMMIN' PRODUCTS	ph: 949.586.2910 web: www.jamminproducts.com
O'DONNELL	ph: 800.682.8948 web: www.odonnellracing.com
O.S. ENGINES	ph: 217.398.8970 web: www.osengines.com
JR RADIOS	ph: 877.504.0233 web: www.jrradios.com
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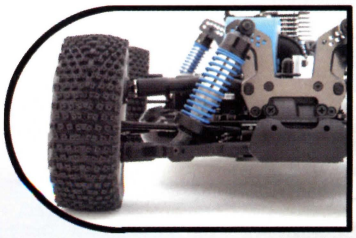
Designed and built to provide unmatched acceleration

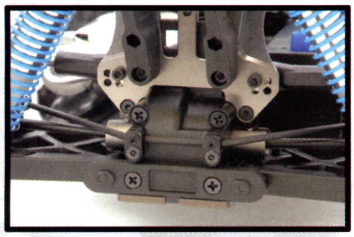


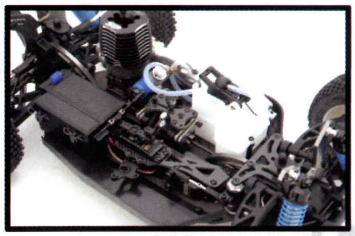
Claude Lachat

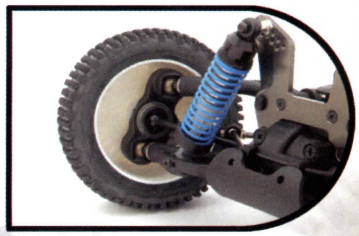
STORM CL-1

Claude Lachat









GS Racing's all new Storm CL-1 is designed and built to provide unmatched acceleration, improved handling, greater durability, and precise tuning. Utilizing the smallest differentials on the market, the ultra low c.g. CL-1 accelerates quicker out of the corners and decelerates faster into the corners than the competition. Big-bore shocks are supported by oversized and reinforced suspension arms with pivot ball knuckles in the front and oversized hubs in the rear. The suspension system rides on unique captured suspension mounts, bolted to a 3mm hard anodized Teflon coated chassis. Precise and fine tuning features, such as inboard and outboard toe, active caster, chassis stiffness, and width can be performed quickly and easily. The CL-1 is loaded with graphite and aluminum parts, and a full line of options is on the way. All this will help you crush the competition and get you to the finish line first!

To learn more about the CL-1, visit

www.gsracing.com

GS® Racing

stuff, but the CRT's long suspension arm geometry places it at the head of the pack in this category.
Rating: 10

Jumping • Again, I've yet to find a truggy MT that doesn't fly well, and the CRT flies with the best of them. Revelation Raceway's big-air single jump makes quick work of any vehicle that jumps poorly, but the CRT eats it for lunch as it launches smoothly, flies with a level attitude, and soaks up the landing every time. Mid-air corrections are simple with the stab of the throttle or brakes to bring the nose up or down, and the deep throw suspension absorbs all but the most hideous landings. The CRT's ability to remain stable, recover quickly and accelerate from a bad landing makes it easy to jump and drive even on heavily rutted tracks.
Rating: 9.5

Wrenching

Maintenance • You gotta' love the Jammin's full hex-head screw set, as it makes wrenching much easier compared to wrenching with Phillips-head screws. Because the CRT is based on an 1/8-scale buggy, access to the front and rear diffs is fairly straightforward by removing the bulkhead caps and 6 screws. The split center diff mount also speeds access to the center diff and brakes. If you can work on an 1/8-scale buggy, you'll have no problems wrenching on the CRT truck.
Rating: 9

Wear and Tear • After several weekends of racing, the CRT walked away unscathed with the exception of a loose screw that fell off the steering plate—which, I'm proud to say, was entirely my fault. The hard-anodized chassis coating resists gouging, the captured hingepins prevents loose E-clips, and the diff outdrives show no signs of wallowing or wear. Like any RC vehicle, it's impossible to build a perfectly bulletproof truck if you beat on it hard enough, but unlike smaller and lighter vehicles, the CRT can take a striking amount of abuse before something lets loose.
Rating: 9.5

Tuning • The CRT retains all of the Jammin' buggy's suspension and chassis adjustments, including adjustable upper roll center, wheelbase, and camber, caster, and toe with threaded steel turnbuckles. The big bore shocks' threaded bodies eliminate pre-load clips, and a multitude of shock mounting positions on the shock towers makes tuning the CRT to nearly any track a breeze. I'm hoping that the instruction manual will include a tuning section that details all of the truck's adjustments as well.
Rating: 9

Conclusion

The unlimited MT/truggy class just got a lot more interesting. Until now, the converted buggies, Mugen MSR, and the Hot Bodies truck have ruled the roost, but I'm predicting we'll see a ton of these Jammin' trucks at the tracks from here on out. The CRT's stability, tunability, and most of all, its impressive steering (for a truck of its size) places it atop the "most wanted MT" list at this time. There's never been a better time to be a truggy racer, with loads of vehicles on the verge of release, because you'll soon have many trucks available to you. Jammin' seems to have hit the bullseye earlier than anyone else though, with its fully loaded chassis, 99% of the available option parts in the box (including Pro-Line Crime Fighter MT tires), and its impressive performance on nearly any track surface. Like it or not, the "truggy" class grows by leaps and bounds every day, and the Jammin' X1CRT is, as of now, leading the charge. ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Excellent fit and finish
- Includes all the pro parts in one box
- Steering; it turns!

MISSES

- Proprietary 17mm hex size means that only Jammin' wheels will fit

It steers. We're very happy.



MIP RTR

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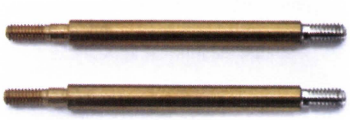
SINCE 1979



NEW MIP PRODUCTS FOR TRAXXAS REVO!



#1601 Shiny MIP Center Drive CVD™ Kit
Stock replacement easy to assemble.



#1604 MIP Golden Shock Shaft (2)
Polished to a micro finish, coated with titanium nitride for smoothness and durability.



#1605 MIP Threaded Shock Hard Bodies (4)
Black aluminum hard coated shock bodies with superior quality and consistency.

#1600 Shiny MIP CVD™ Kit (Ft/Rr)
MIP CVD™'s offer the best possible transfer of power with near zero backlash, positive acceleration and no binding.



#1602 MIP Clutch Kit
Designed with MIP's custom extension spring and highest grade composite material for smooth consistent transfer of power.

#1603 Shiny MIP Boost Bottle Kit
Increases the gas engines bottom end acceleration while making the power band more consistent.



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#1444 MIP Super Diff
(Gear not included)



#1445 MIP Threaded Shock Bodies (ft/rr)

#1440 Shiny Drives (ft/rr)



#1447 MIP Golden *Shock Shafts Rear* (2)

#1446 MIP Golden Shock Shafts Front (2)



Not Pictured:
#9015 MIP Thorp Hex Wrench Set for REVO (2.0mm Hex and 2.5mm Ball Hex)

Lighten up with MIP's new Light Weight Line for REVO
#1606 MIP CVD™ Lightweight Bones Alum (2)
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#1609 MIP Rocker Arm Posts for REVO Alum/blue (4)
#1610 MIP Push Rods Ft/Rr for REVO Alum/blue (4)

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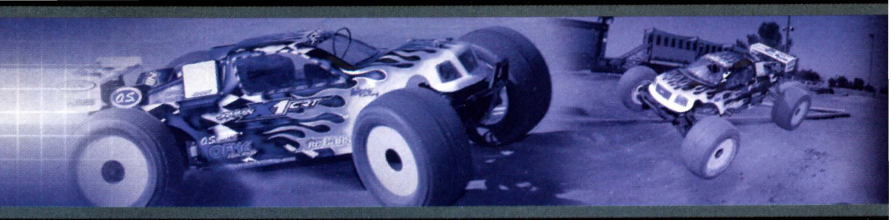
Jammin' X1CRT



• 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK • 1/8-SCALE 4WD TRUCK •

It's a 12 hour build minimum...or if you're Mike, 8 hours or less. Every time!

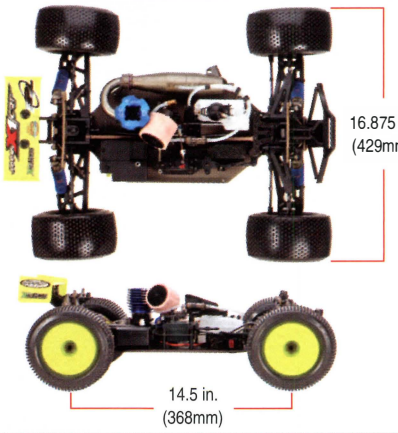
CONNECT:

MANUFACTURER: Jammin' Products
PHONE: 949.586.2910
WEB: www.jamminproducts.com

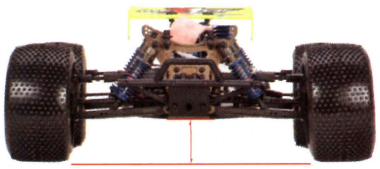
VEHICLE INFO

VEHICLE:	Jammin X1CRT
SCALE:	1/8
TYPE:	Monster Racing Truck
PART #:	34963
STREET PRICE:	$620
PRICE AS TESTED:	$1,561 (including all items used for testing)
SETUP TIME:	12 hours
EXPERIENCE LEVEL:	Intermediate

DIMENSIONS



RUNNING WEIGHT:
7 lbs., 5 oz. (3,330g)



TECHNICAL INFO

CHASSIS

LAYOUT:	Lower plate with aluminum bracing
THICKNESS:	3mm
MATERIAL:	7075 hard anodized aluminum
FUEL TANK CAPACITY:	150cc

SUSPENSION

TYPE:	Four-wheel independent
TURNBUCKLES:	Steel
STEERING:	Ball bearing dual bellcrank
SWAYBARS:	Included

SHOCKS

BODIES:	Threaded hard anodized aluminum
DAMPING:	35 wt. oil
PISTONS:	2-hole
SPRINGS:	Blue Jammin'

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF FLUID:	Silicone oil
AXLE TYPE	CV-style
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Hardened steel
CLUTCH:	3-shoe aluminum
BEARINGS:	Rubber-shielded

GEARING

PINION/SPUR:	13/62
GEAR RATIOS:	
PRIMARY:	4.77:1
INTERNAL:	3.15:1
FINAL:	15.01:1

BODY, TIRES, WHEELS

BODY:	Jammin' Truck
TIRES (F/R):	Pro-Line Crime Fighter MT
DIAMETER/ WIDTH:	3.2 in. / 2.2 in.
HEX SIZE:	17mm
WHEELS:	Jammin' Yellow

ITEMS NEEDED

Engine, radio, receiver, steering/throttle servos, receiver battery, tuned pipe, starter boxes, paint.

MAIN COMPETITION

Hot Bodies Lightning Stadium Pro R, Kyosho Inferno ST, Mugen MBX-5 MSR-T, GS Racing SUT CE, HPI Hellfire, TTR ST-1.

WHO IT'S FOR

Competition monster truck racers



POWERPLANT INFO

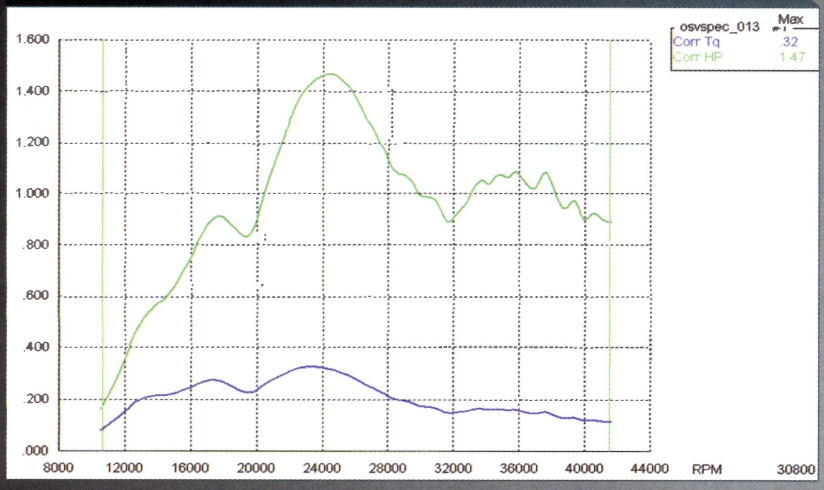
The O.S. V-Spec holds an industry-standard reputation for power, reliability and ease of tuning. Its 1.47HP mark is still a high point for all .21-size buggy engines we've dyno tested, and its incredibly smooth powerband is usable on all track surfaces. Even when pushing the V-Spec hard in the big Jammin' truck, it never broke a sweat, making the truck feel like a buggy. I used both O.S. P3 and O'Donnell 97T turbo plugs with 30% nitro, and added the extra shim included in the box before break in to increase head clearance and reduce the chances of blown plugs. Overall, the V-Spec is an incredibly powerful, easy to tune engine, and had no problems in the X1CRT whatsoever.





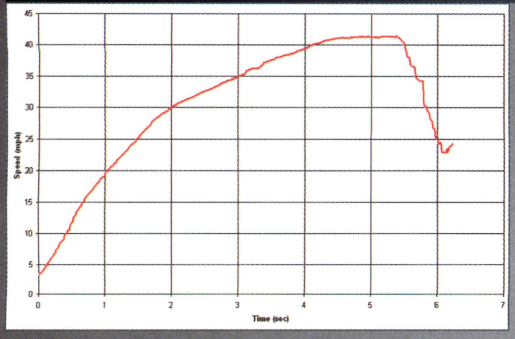
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.12 sec. @ 30.8 mph
TOP SPEED:	41.5 mph @ 238 ft.
AVERAGE RUNTIME:	8 minutes

ENGINE DATA

ENGINE:	O.S. Engines VZ-B V-Spec T
BORE x STROKE:	0.654in. x 0.630in. (16.6mm x 16mm)
DISPLACEMENT:	0.211 in.^{3} (3.46cc)
FUEL:	O'Donnell 30%
PIPE:	Jammin' JP-1
PLUG:	OS P3
PEAK HP*:	1.47 hp @ 24,250 rpm
PEAK TQ*:	61.2 oz.-in. @ 22,500 rpm
PEAK RPM*:	41,500 rpm

*Results as tested.

NEEDLE SETTINGS

HIGH:	2.5 turns from bottom
LOW:	1 ¾ turns from bottom
MID:	1 turn in from flush w/body
OPERATING TEMP.:	240º F

Same engine/pipe combo we tested in the TTR buggy.

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	65º F / 20%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Medium loose

HANDLING

TURNING RADIUS:	5 ft., 2 in.
ON POWER:	Slight push
OFF POWER:	Neutral

BRAKING

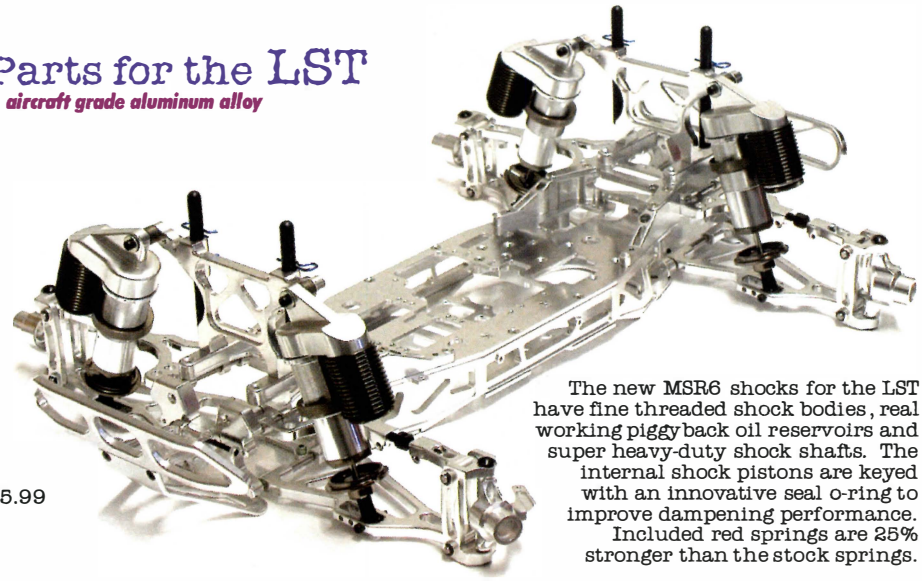
CONTROL:	Excellent
FADE:	None
OVERALL BRAKING:	Excellent

The Ultimate Parts for Show Truck

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. Included red springs are 25% stronger than the stock springs.

6061 BILLET PARTS FOR B4 & T4



In-line Alloy Steering Block for B4/T4 $19.99
Alloy Modified Castor Block for B4/T4 $19.99
Alloy Front Pin Mount for B4/T4 $9.99
Alloy Servo Mount for B4/T4 $12.99
Heatsink Battery Hold-down for B4 $29.99
Alloy Front Shock Tower for B4 $29.99
Alloy Rear Shock Tower for B4 $29.99
Alloy Rear Chassis Brace for B4/T4 $29.99
Alloy Rear Bottom Skid w/Mount for B4/T4 $29.99
Alloy Motor Guard for B4/T4 $25.99
Alloy Front Shock Tower for T4 $29.99
Alloy Rear Shock Tower for T4 $29.99

FOR JATO



MSR6 Blue Piggyback Shock (4) for Jato $69.99
MSR6 Purple Piggyback Shock (4) for Jato $69.99
MSR6 Red Piggyback Shock (4) for Jato $69.99
MSR6 Silver Piggyback Shock (4) for Jato $69.99
Front Lower Arm for Jato $32.99
Rear Lower Arm for Jato $32.99
Rear Hub Carrier for Jato $25.99
Engine Mount for Jato $25.99
Front Castor Block for Jato $29.99
Front Bumper Set for Jato $33.99
Front Steering Block for Jato $29.99
Front Shock Tower for Jato $26.99
Rear Shock Tower for Jato $29.99
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USA
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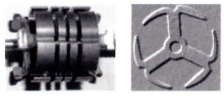
By: TEAM INTEGY

The Next Power Level Has Arrived

The revolutionary new Z-zone V12 motor series is built from ground up with all new tooling and manufacturing techniques. Celebrating our 12th year anniversary, the V12 is truly "**The Next Power Level**" for 2006. Ultra light weight armature design combined with angled brush system ensure maximum possible top speed rpm and low-end torque. 3 extra large Venturi holes on motor can with the extensive usage of copper material throughout motor endbell provides more than sufficient cooling for today's high capacity batteries. The bottom line? V12 is simply faster on the track.





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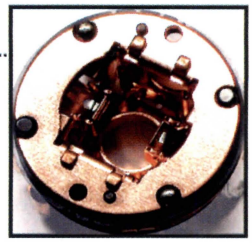

INSIDE THE EVO 30 ENDBELL SHOWING ALL COPPER INTERIOR



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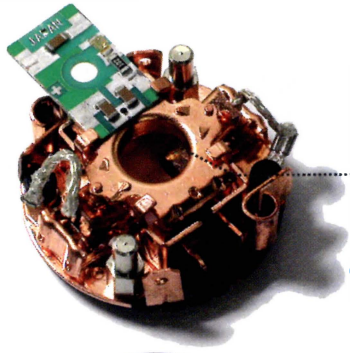

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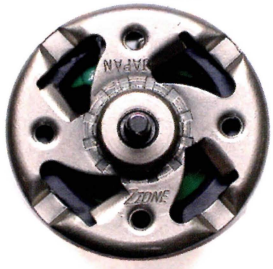

KOS-27

- 27 turn with 22AWG wires
- 24 degree fixed timing
- Stage 9 Type II wet magnets
- 64" wire length per pole
- commutator timing lock
- 2 bushings, no ball bearing
- 540 size
- laydown EVO 30 brush hoods
- armature ID tag
- meets all ROAR and NORRCA specs

SPEC19

- 19 turn with 19AWG wires
- 24 degree fixed timing
- Stage 9 Type II wet magnets
- Mabuchi cross wrap wind
- commutator timing lock
- 2 ball bearings
- 540 size
- laydown EVO 30 brush hoods
- armature ID tag
- comes with machine wound and pattern wind arm sold separately

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when we compete, you win!

THE V12 MOTOR LINEUP



KOS-27	SPEC19	OFF-ROAD	ON-ROAD
27 turn 22AWG machine EVO30 24 degree 2 bushings #V12-2484 $39.99	19 turn 19AWG machine EVO30 24 degree 2 bearings #V12-1904 $49.99	13 turn 18AWG ttern EVO20 Adjustable 2 bearings #V12-1301 $69.99	7 turn 17AWG pattern EVO20 Adjustable 2 bearings #V12-0701 $69.99

#M2006 Standup Serrated EVO20 Silver Brush $5.00
#M3006 Laydown Serrated EVO30 Silver Brush $5.00

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



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





HEADS-UP COMPETITION DRIVING SYSTEM

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

This is how sensor changes everything about R/C.

BRAINS AND BANDWIDTH IN YOUR R/C CAR

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



IT'S RIDICULOUSLY FAST

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

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2005 X-Best



Welcome to the fourth year of the *Xtreme RC Cars* X-Best awards. This is where we go through all the classes of vehicles and pick the best stuff from the past 365 days. Over the years, the competition has gotten stiffer and the selection process takes way longer than the 5 minutes it used to. Seriously, we're up to at least 11 minutes, if not 12. There are some winners that you will agree were a shoe in, and others that you'll be yelling out the window in rage about, or at the very least shaking your head. So, without further babble, we give you the X-Best of 2005.

All selections are made using the trusty *XRC* Dart Board™.



WHO GETS CONSIDERED?

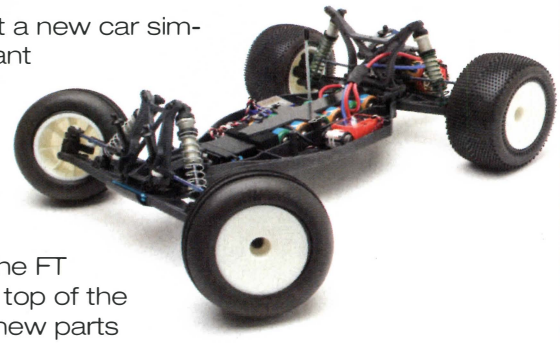
There are no real restrictions as to which vehicles are eligible, except that the vehicle has to be currently on sale in the US and available for review by the December issue. This year we changed the eligibility to include the cars reviewed in this issue. We felt that disqualifying a car that appeared in this issue could actually hurt its chances of winning next year.

HOW WE DECIDED

Ultimately, it's what we felt was an outstanding value, innovative design or defined the class in performance. We don't judge them on sales or who advertises the most. This is solely a decision of our collective minds on what vehicle we would own if we were going to buy a vehicle in the category. You don't have to agree with us, but chances are you will.

If you don't already agree with us, you will when we're finished with you.

Team Associated FACTORY TEAM T4



Sometimes you want a new car simply because you want a new car. Associated doesn't redesign their vehicles on a whim, and even though they don't release a new "version" each year, they continue to win. The FT version of the T4 is the top of the line and despite a few new parts that are optional, the kit you buy and build is the same one they use to win the Nats. Maybe they should stamp a model year on the box to make us feel like we need to have a new kit? If you're racing electric trucks, there are really two choices and this year ours is the FT T4.



WHAT WE HAVE TO SAY

HONORABLE MENTION

Team Losi XXX-T MF 2, Duratrax Evader

HITS

The aggressive steering is sometimes tough to handle if you're not on your "A" game, but it does reward you with some blistering lap times if you concentrate and drive the truck the way it likes to be driven. In the kit you'll find a long list of upgraded parts that boost the truck's price tag. For those who want something a little cheaper, Associated still sells the truck in a few trim levels that offer excellent performance with only slight compromises.

MISSES

We really think that people want the latest version, even if it only features some slight changes. So it's a miss that the truck may be overlooked because it has been on the market for a while.

BOTTOM LINE

The FT T4 is our pick as the top dog here, but in every trim level the T4 maintains Associated's tradition of quality and the peace of mind that tomorrow you won't feel you need a new kit. While it would probably boost sales for the truck to have a more frequent design change, Associated went down the "if it's winning don't mess with it" route...and guess what? They are winning.

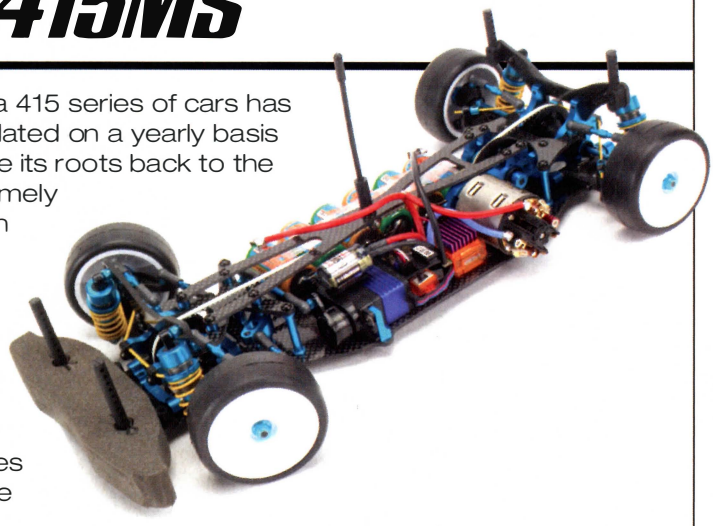
THE SPECIFICS

VEHICLE:	RC10 T4 Factory Team
VEHICLE TYPE:	Electric Stadium Truck
PART #:	7022
STREET PRICE:	$240

CONNECT

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

Tamiya TRF 415MS



The Tamiya 415 series of cars has been updated on a yearly basis and can trace its roots back to the original extremely limited edition 414X. While we can't say that Tamiya pioneered the chassis layout, it did make flat graphite plates popular to the point where most of the touring cars out there now share its basic design. If you squint you'd be hard pressed to tell the difference. The 415 has won countless races in the past few years, and it's the car factory drivers whisper about in the pits. It's good—real good. Good enough to win back-to-back world titles and a pocket full of other races around the world. Plus, it's pretty to look at, and that always helps. You certainly won't be disappointed after you finish building the car when you see at the detail and quality that went into the kit.

WHAT WE HAVE TO SAY

HONORABLE MENTION
XRAY FK 05, Team Associated FT TC4

HITS
Packed with high quality materials: carbon fiber, aluminum, and graphite—all the buzz words that make guys drool. Combine that with a package that's highly tunable and works just about everywhere, and you'll understand why it's one of the most prized cars to own.

MISSES
How much? That's what most people will say when you see the sticker price. And if you're in the US and race on carpet, you'll have to buy a diff.

BOTTOM LINE
Tamiya was the first company to start selling a touring car with a price tag that made people in the industry laugh. But after a few generations and a few World titles, it seems Tamiya is now the one laughing. Most can thank them for opening the market up in price, but once you build the car you won't even remember how much it cost you.

THE SPECIFICS

VEHICLE:	TR415MS
VEHICLE TYPE:	Electric Touring Car
PART #:	49353
STREET PRICE:	$475

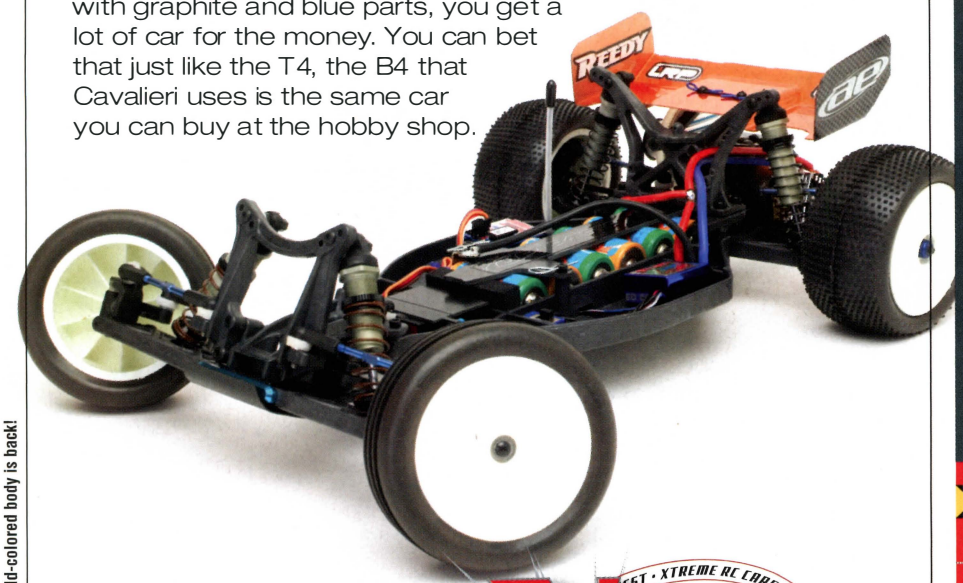
CONNECT

MANUFACTURER: Tamiya USA
PHONE: 7.800.TAMIYA-A
WEB: www.tamiyausa.com

The 415 took the Manufacturers Award for best overall results at the recent IIC in Vegas.

Team Associated FACTORY TEAM B4

Just like the FT T4, Associated's Factory Team B4 is the buggy to beat, as proven at the '05 IFMAR Worlds where the A Main looked more like an Associated test session. Even at lower levels of racing, the car wins and makes people fast. Loaded to the gills with graphite and blue parts, you get a lot of car for the money. You can bet that just like the T4, the B4 that Cavalieri uses is the same car you can buy at the hobby shop.



Uh oh, the gold-colored body is back!



WHAT WE HAVE TO SAY

HONORABLE MENTION
Team Losi XXX BK2, JConcepts BJ4

HITS
You can't argue with the recent Worlds domination, or the fact that you get 99% of the option parts in the box, making you look factory even if you can't drive like Cavalieri. For the most part, Associated kits are known for their aggressive steering that can make you fast in the corners, which is where most races are won and lost. And who doesn't carry Associated parts? I think our grandmother keeps AE parts in her pantry along her flour and fruit roll-ups.

MISSES
Aggressive steering can also make you crash more. You need to pay more attention to be rewarded. Get lazy and you'll head down the qualifying sheet in a hurry. Like most Associated vehicles, a slightly more frequent freshening of kits would help their sales.

BOTTOM LINE
Domination at the Worlds is enough for most to think "it has the potential to make me faster than the others." For most, it's the reputation that Associated has built for making competitive cars that stay competitive for a long time without needing new kits every year. Having said that, we still wish they could shorten the schedule some and release a "worlds" kit to keep our ADD in check.

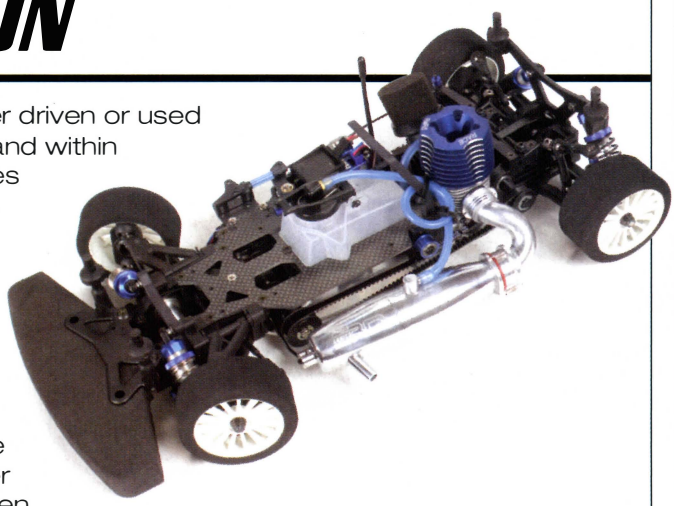
THE SPECIFICS

VEHICLE:	Factory Team RC10 B4
VEHICLE TYPE:	2WD Electric Buggy
PART #:	9035
STREET PRICE:	$235

CONNECT

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

Kyosho V-ONE RRR
WORLD CHAMPION EDITION



Have you ever driven or used something and within the first 5 minutes you knew it was something special? Well, that's what we felt when we tested the RRR, and it's something we haven't felt since last year's winner of this class. When we put the RRR on the ground, it immediately felt fast. Not scary to handle fast, but fast where you feel like the corners are straight and that you can tackle any curve in your path at a rate few others can dream of. Our "feeling" was confirmed when the Triple R nearly swept the entire main at the IFMAR Worlds. Kyosho is on a nitro-racing tear, and this car makes easy work of most tracks.

WHAT WE HAVE TO SAY

HONORABLE MENTION
Mugen Seiki MTX3 Pro Spec, Team Associated Nitro FT TC3

HITS
Corner speed that defines the class. The RRR is one of those cars that will make you faster even if you shouldn't be. It inspires more confidence than most cars and carries industry-renowned Kyosho quality.

MISSES
Gets on the pricey end of things when you're looking at the full spec WC edition. But you want to win and go faster, right?

BOTTOM LINE
If there's a formula to build a car that feels right, Kyosho has it in safekeeping. This car really impressed us with its handling, and impressed the World by winning and filling most of the spots in the IFMAR A-main.

THE SPECIFICS

VEHICLE:	V-ONE RRR World Champion Edition
VEHICLE TYPE:	Nitro Touring Car
PART #:	31258B
STREET PRICE:	$479

CONNECT

MANUFACTURER: Kyosho America
PHONE: 949.454.8854
WEB: www.kyoshoamerica.com



What's next? Four R's may be one R too many.



The old GT that keeps on truckin'.

X Best 2005 · XTREME RC CARS 2005 · 1/10-SCALE GAS TRUCK

Team Associated FACTORY TEAM RC10GT

The theme here for Associated is the same in all classes. The FT GT has been on the market probably as long as of some of you have been able to hold a transmitter. It's not like you're driving the same truck as the original, as it has been updated over the years with a new suspension and a one-time chassis redo. However, overall the truck is basically the same truck that was originally released many years ago. In its stock form you'll be rewarded with a forgiving truck that finishes both short and long races. And those who know nitro racing know it's not always about the fastest lap time; it's about finishing the race. The FT GT gives you the best tool to finish the race without breaking.



WHAT WE HAVE TO SAY

HONORABLE MENTION
Team Losi XXX-NT Drake Edition, Traxxas Jato

HITS
The FT version is full of options to make you the bench racing king, but it retains all of the qualities that make the truck very easy to drive and as durable as they come. That winning technology has been passed down the line of GTs all the way to the RTR version that shares the same geometry as the race kit. You'll also know that there probably isn't a shop in the country that doesn't carry Associated parts.

MISSES
As mentioned in most of the preceding categories, Associated takes its time in redoing something that works. If you're into trends and want the latest and greatest version, you'll have to look elsewhere.

BOTTOM LINE
For the second straight year the GT is winning everything, including our pick for X-Best. There are two legit choices in the gas truck class, and the FT GT represents racing lineage and a design that demonstrates AE's dedication to a successful platform. When driving an Associated car, it will be years before your equipment is the reason you can't win.

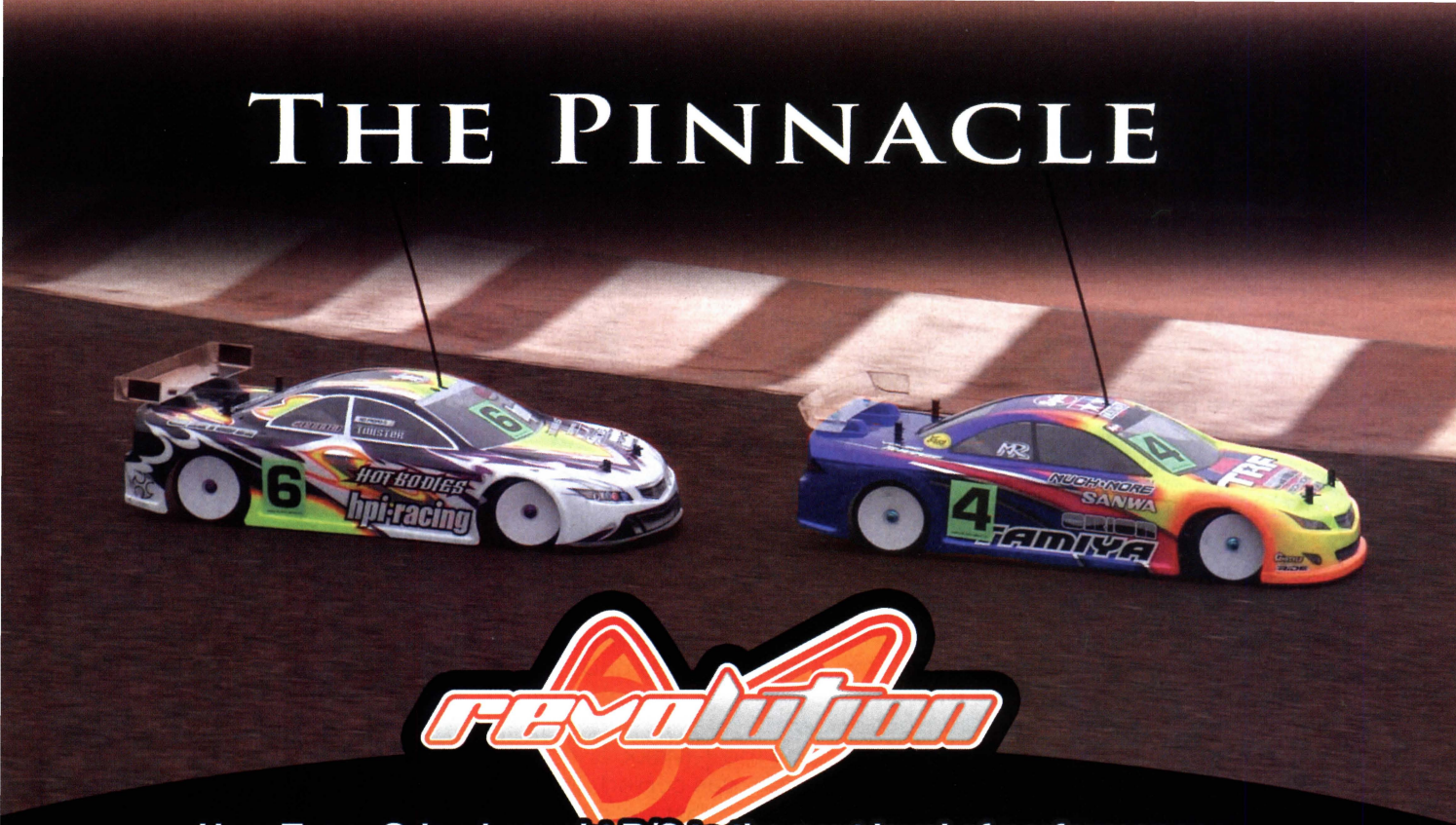
THE SPECIFICS

VEHICLE:	Factory Team RC10GT
VEHICLE TYPE:	Nitro Stadium Truck
PART #:	7060
STREET PRICE:	$285

CONNECT

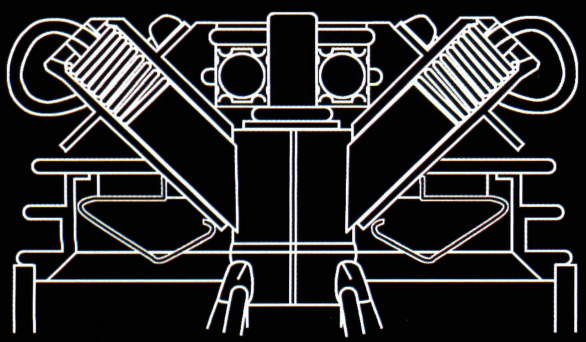
MANUFACTURER: Team Associated
PHONE: 714.850.9342
WEB: www.teamassociated.com

THE PINNACLE



revolution

How Team Orion brought R/C to the next level of performance:



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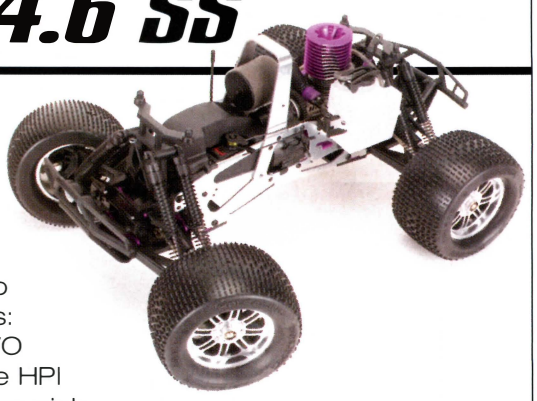
HPI Racing SAVAGE 4.6 SS



The nitro monster truck class was again one of the hardest categories from which to pick a winner. There are three trucks that currently sit at the top of the monster truck class: the Losi LST, Traxxas REVO (last years winner) and the HPI Savage 4.6. This year we're picking the Savage 4.6SS as *the* truck. There are so many versions of the Savage to satisfy your needs; if you want basic, there's a RTR version of the regular Savage; want the best, and there's the Limited Edition, which comes with a three-speed tranny and no electronics. Even if you want to build the kit yourself, there's a kit version (the 4.6SS) for you. Put the number of models aside and you have the first truck that didn't try to copy the T-Maxx, and one that has stuck around and eventually itself was copied. The Savage isn't the most nimble, the fastest, or the most expensive, but what it does, it does well. It's a true monster truck, and if you want to hit the track you can, or if you want to just drive it anywhere around your neighborhood, you can. And the best part is that it has to be the most durable truck we've come across. For example, when we were shooting a spot for a TV show the host drove our 4.6 down the straight at full speed and straight into a cinder block wall. We all gasped at the sound and expected a pile of mangled parts, but to our surprise only a single shock cap had popped off, which is not even enough to stop it from running.

Out of the many Savages, this one is King.

WHAT WE HAVE TO SAY

HONORABLE MENTION
Losi LST, Traxxas Revo

HITS
Man of Steel durability, a multitude of trim levels and kit specs, and a good price. The 4.6 requires you to add some of your own gear, but it's worth getting better than average gear anyway. Plus if you are strapped a bit you can pick up the RTR Savage 25 and be rolling in no time and for less cash. The 4.6 engine is finally enough motor to make the truck feel alive and pop wheelies when you mash the gas.

MISSES
No, it's not the first truck we think of when it comes to racing. Working on the truck is a little bit of a pain in the back side because of the twin plate chassis design, but when you crash into a wall and nothing breaks you'll have more time to appreciate the durability when you're taking the chassis apart.

BOTTOM LINE
In any variety the Savage lives up to it's name, but it's the Savage 4.6 that we think is the best value. You can add a cheapo radio to the mix and be enjoying the truck in a few hours. HPI has spent the past few years refining one of the trucks we have trouble breaking. While you can't go wrong with any of the top three, you'll really, really have to try to go wrong with the Savage 4.6SS.

THE SPECIFICS

VEHICLE:	Savage 4.6SS
VEHICLE TYPE:	Nitro Monster Truck
PART #:	874
STREET PRICE:	$445

CONNECT

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

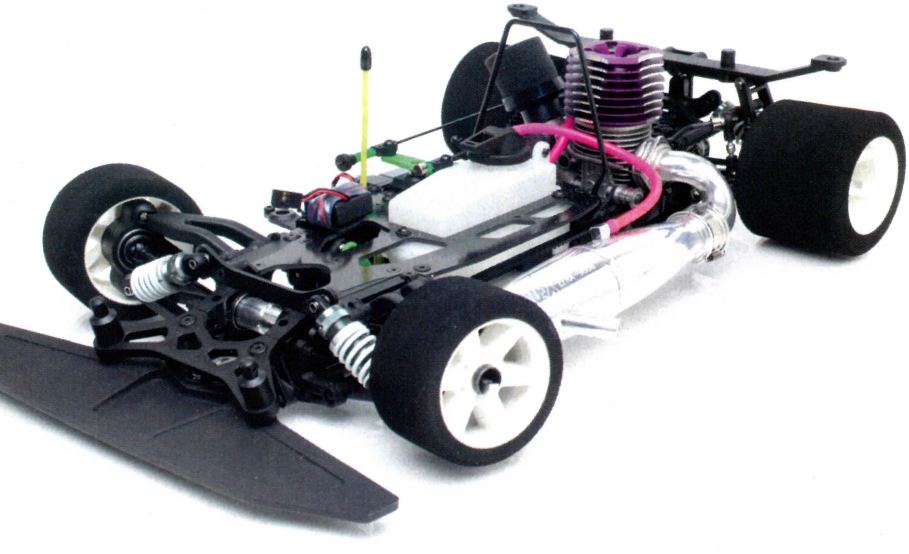




They may not race everywhere, but competition with the big cars is fierce.

MUGEN MRX-4

The battle in the bigger classes is between Mugen and Kyosho. Their names are the two thrown around the most both on and off the road when you mention 1/8-scale. This year Kyosho was the car to beat at both IFMAR Worlds and the ROAR Nationals. So you're probably wondering why we keep talking about Kyosho when Mugen is the winner. Well, like last year the MRX-4 missed the deadline to be considered and this year so did the Kyosho. The Mugen MRX-4 is an incredible car with the performance and speed you need to make it the World's best.



WHAT WE HAVE TO SAY

HONORABLE MENTION
Kyosho Evolva, Serpent 950R

HITS
Last years car that basically won most races. The Mugen is a lap time reducer. You won't have many chances to blame your not winning or going faster on this car. Mugen has taken its time perfecting the cars they have and it shows in every kit they sell.

MISSES
It was a tough year for the team and missing winning the big races, but it's still smoking cars on the track. We had some issues with the front belt stripping and it should be watched and changed before you go from AWD to 2WD during the main. An ounce of prevention is worth a podium finish.

BOTTOM LINE
The class is red hot with awesome cars and the MRX-4 is right there at the top battling the world's best with poise and confidence. We loved the way the latest generation of the MRX felt on the blacktop and we know that Mugen will keep this version for a decent amount of time before replacing it with something even better.

THE SPECIFICS

VEHICLE:	Mugen Seiki MRX-4
VEHICLE TYPE:	1/8-Scale 4WD Nitro On-Road
PART #:	H0070
STREET PRICE:	$579

CONNECT

MANUFACTURER: Mugen USA
PHONE: 949.707.5607
WEB: www.mugenracing.com

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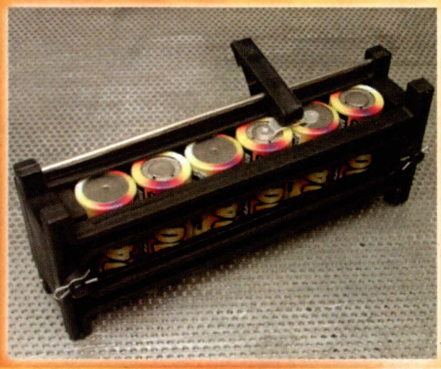

"Ten Must Have Tools" - R/C Car Action
"Rating: A+" -Xtreme R/C Cars
"The best building jig on the market" - R/C Car
#2040

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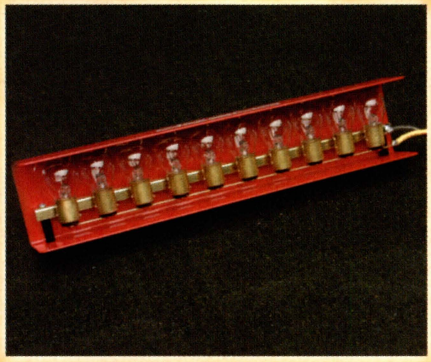

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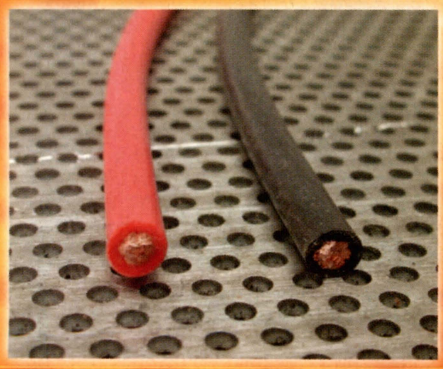

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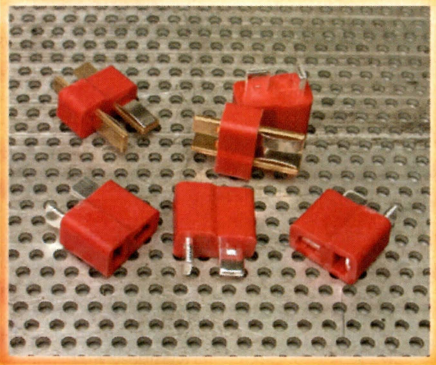

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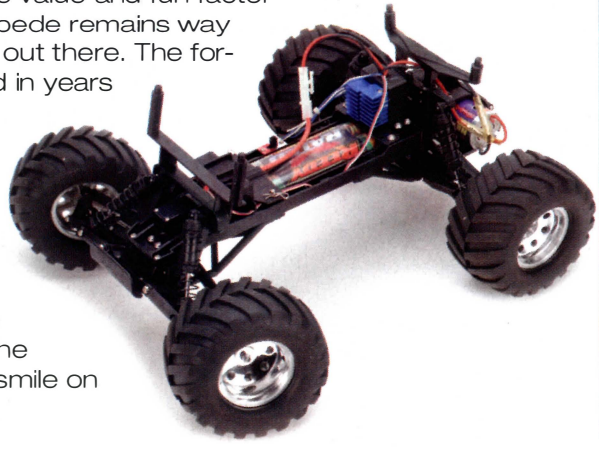
Still stampeding after all these years.

2005 X Best ELECTRIC MONSTER TRUCK

Traxxas STAMPEDE

If there was one category that's been struggling for some new vehicles, it's the electric monster truck class. Out of the few choices available, the value and fun factor of the Traxxas Stampede remains way above anything else out there. The formula hasn't changed in years aside from some new rims, bearings, and upgraded electronics. What that means is that you have a truck with big tires, lots of ground clearance and enough out of the box speed to put a smile on most anyone's face.



WHAT WE HAVE TO SAY

HONORABLE MENTION
Traxxas E-Maxx, Tamiya TXT-1

HITS
Its low price and Traxxas support make it one of the best entries into RC. Out of the box you'll be at about 20 MPH with a budget battery. You get some bearings and an ESC, making it even more user friendly. Did we mention it's always up for a beating?

MISSES
Okay, it's time for Traxxas to include a full set of bearings. We'll pay $5 more for all the bearings!

BOTTOM LINE
If you're looking for some big tire fun and for a low dollar commitment, this is the truck. It's simple, fast and fun, and equally as important, has Traxxas' industry-leading customer support.

THE SPECIFICS

VEHICLE:	Traxxas Stampede RTR
VEHICLE TYPE:	Electric Monster Truck
PART #:	3606
STREET PRICE:	$169 (w/ESC); $139 (w/Mechanical)

CONNECT

MANUFACTURER: Traxxas
PHONE: 888.872.9927
WEB: www.traxxas.com

Team Associated RC18T

If the Losi Mini T started the Mini truck trend, it was the 18T that brought it to a new level. The RC18T is a 1/18-scale 4WD truck that you can get in stadium or monster versions. It comes complete and ready to go with battery, charger, oil-filled shocks, and separate electronics. That combination and a great price point made the RC18T an instant success.



Little truck, big fun!

WHAT WE HAVE TO SAY

HONORABLE MENTION
Duratrax Mini Quake, Team Losi Mini-T

HITS
The RTR version really is ready to run. You get all you need right in the box. The only thing you have to do is wait for the battery to charge. The oil-filled shocks make it loads better than the oil-less competition, and the advantage of 4WD is undeniable when you're out in the real world.

MISSES
The spur gear is exposed which means it's more susceptible to being stripped when you're out in the rocky stuff. Price does start to creep into the 1/10-scale T4 RTR range where you get more RC mass for the dollar.

BOTTOM LINE
The RC18T was an immediate success in the small-scale category and rightfully so. It comes loaded with everything you need to roll, which makes it a great gift. It also handles very well with the oil-filled shocks and 4WD layout. There is even an option-part loaded Factory Team version that allows you to add your own electronics.

THE SPECIFICS

VEHICLE:	RC18T
VEHICLE TYPE:	1/18-Scale 4WD Electric Truck
PART #:	20100
STREET PRICE:	$185

CONNECT

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



KYOSHO MP777 SP2

2005 XBest 1/8-SCALE OFF-ROAD BUGGY

Kyosho may have lost the last Worlds but that didn't stop their winning streak. Kyosho is still the buggy all others are judged by; it won the ROAR 1/8-Scale Nationals in Jared Tebo's hands, and was voted as top choice in our Buggy Cage Match. The SP1 was replaced by the SP2 late this year, and the revised version is even better by being a little less aggressive, easier for most to drive and yet still faster. And finally, the SP2 steps up the equipment spec to include machined shock towers and a fully milled chassis. Along with a few other changes for better durability and improved rear grip, the Kyosho SP2 not only tops the charts, it's the standard by which all others are compared.



WHAT WE HAVE TO SAY

HONORABLE MENTION
Mugen Seiki MBX5 Pro Spec, Jammin X1CR

HITS
Finally, you get more value with the SP2. Machined and milled shock towers are welcomed and long overdue. The revised geometry makes the car easier to drive but still deadly fast on most tracks. There's some detail work that will pay off in durability that may not be in your face, but you'll appreciate them when building. Oh, and thank you Kyosho for finally not including an LSD anywhere on the car.

MISSES
So close to perfect, but not quite. You still don't quite get the full factory works version you would with the Mugen. The center braces are still a threaded rod-type, the rear suspension mount is still plastic and the aluminum braces are still stamped, but in the end it still wins. It also took a while for Kyosho America to get up and running, making parts a little more difficult to get in recent months, but that situation is almost entirely solved.

BOTTOM LINE
Kyosho buggies will probably always be the bar in the category, but there's stiff competition everywhere and it's ever-increasing. 1/8 buggy is arguably the hottest class in racing, and the Kyosho Inferno 777 SP2 is still the hottest one to get. Kyosho America is up and running so it should be easier to get the parts you need. Sure, the kit spec is slightly lower than the Mugen in terms of aluminum, but it still gets the job done and is improved over previous Kyosho buggies.

THE SPECIFICS

VEHICLE:	MP777 SP2
VEHICLE TYPE:	1/8-Scale 4WD Nitro Buggy
PART #:	31779
STREET PRICE:	$650

CONNECT

MANUFACTURER: Kyosho
PHONE: 949.454.8854
WEB: www.kyoshoamerica.com

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Burnin' It Up In... LAS VEGAS

2005 International Indoor Championships

INTERNATIONAL INDOOR CHAMPIONSHIPS

Looking down at Vegas at night has to be one of the coolest sights anywhere.

Words By: Shane Archer **Photos By:** Shane Archer, Edseb, Doug Hay, and John Wiedemann

There are races, and then there are events. Only a select few each year fall into the latter category, gatherings that nobody in their right mind would want to miss. Like most people, when we first heard that there was going to be a hotel race in Las Vegas, we were both excited and skeptical. It had the potential to be one of the craziest events in on-road RC history, but being the first time, we had no idea if it could live up to the hype. So like everybody else, we showed up in Vegas not knowing what to expect, and were blown away by one of the biggest and best on-road events ever conceived. From after hours fun to intense competition between the best drivers in the world, the 2005 International Indoor Championships had it all, and the only thing that could be heard at the end of the week was, "is it 2006 yet?"

Jaco • SMC • Xray • Hudy • eXpress • Speedmind • Much More • CRC • Xtreme RC Cars • Intellect • Orion • Fusion Power • Parma PSE • Faskolor • Pro-Line • Pole Position •



Next year will be the Stardust's last; it is going the way of the dodo in 2006.

Las Vegas



You know a race is cool when they name each turn!

Like other big hotel races (Cleveland, Snowbirds, etc.) the IIC featured a 100% temporary carpet track set up in the main ballroom of the Stardust's conference center. Twelve hours before the race, the track crew laid down a 98 x 50 foot plywood base and then glued a brand new batch of CRC Ozite racing carpet to it. The result was an incredibly smooth surface that stayed in perfect shape all weekend long.

1 The start/finish line was located about two thirds of the way down the back straight, giving the opportunity for a last-second race to the line.

2 Two 90-degree turns formed a standard on-road "sweeper" turn, signaling the transition from the high-speed straight to the infield.

3 Dubbed "Casino Corner" early on in the week, the first turn of the infield saw a lot of action. A wide entry usually meant an inside pass, but too aggressive of a move could send you into the next wall.

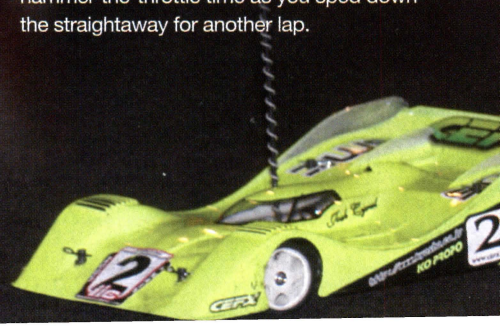
4 The "Charlie Chicane," named after co-announcer and omnipresent Novak guy Charlie Suangka, was quite possibly the deadliest section of the track. The short run up and quick switchback left many cars in the boards.

5 If you survive the chicane, a short carousel brings you around the other direction, leading into another corner. Hitting the carousel just right was important; even a hair out of the run line, and the loss of traction could push you out and slow the car down.

6 The short chute was an easy glide and gave you plenty of speed, but you needed to be careful not to overshoot the next turn.

7 A full 180-degree turned forced drivers to slow down, putting a large emphasis on car setup. A car that could rotate quickly in the high-traction conditions could really get a leg up on the competition.

8 The final chicane could almost be straight-lined if you had a good run at it, and from there it was hammer-the-throttle time as you sped down the straightaway for another lap.





Scotty Ernst was the maestro for the event, keeping things running smoothly and on time throughout the entire weekend. Scotty spent months planning this event, and it really paid off!

The man, the legend, the one and only Scotty Ernst!

The Format

This was definitely a KISS race: keep it simple, stupid! There were no Q-points or triple mains to deal with, just a basic qualifying structure that worked well and drew no complaints. Two heats of qualifying were run on Friday with the initial order, followed by a resort; a third round followed on Saturday morning with another resort, and then the final round ran on Saturday afternoon. With qualifying in the books, each driver's single fast time was used to seed the mains. And being Las Vegas, the mains were run in all-or-nothing fashion—one and done!



A Tech Story

If you've ever been to a large event, you've probably experienced a true tech area, and all of the complaining and uncertainty that comes with it. For those who have been to one of Scotty's annual Novak races, they knew what to expect: an expertly-run no-nonsense tech crew headed by Jamie Tennies. Still, that doesn't mean that there won't be DQ issues throughout the weekend, and here there were a couple. Most notably, one team supplied two of their drivers with old versions of their 19T motors before a run, which were outside of what the rules allowed. Despite having no real performance advantage, the crew was forced to DQ both (well known) drivers from those classes at the event. In another case, a driver pulled off a fast run only to forget to return his car to tech after the race, and the run was disallowed. These weren't necessarily popular decisions, but they certainly sent a message: if you plan to cheat, you will be caught!



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Center Skid Plate >>
02266—T6 Alum



^ Front Shock Mount
02270—T6 Alum



<< Rear Shock Mount
02272—T6 Alum



Rear Skid Plate >>
02268—T6 Alum



Front Rocker Arms (90T) ^
6061—T6 Alum



Rear Rocker Arms (90T) >>
6061—T6 Alum



v Rear Rocker Arms (120T)
v 6061—T6 Alum

<< Front Rocker Arms (120T)
6061—T6 Alum



<< Front Body Post (Pair)
6061—T6 Alum



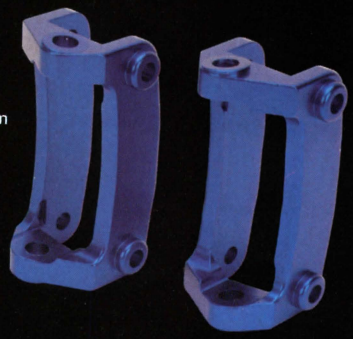
<< Rear Body Post
6061—T6 Alum

LOSI LST



Lower Arms >>
02933—T6 Alum

C Hub >>
02937—T6 Alum



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02262—T6 Alum



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(Pair—Blue or Silver)
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Cooling Head >>
02208B—T6 Alum





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

Front Lower Arms >>
6061—T6 Alum





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



<< Front Upper Arms
6061—T6 Alum



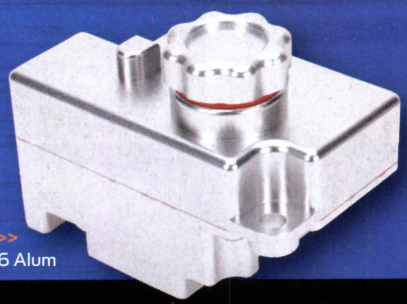
Shock Caps (Pair) >>
02258—T6 Alum



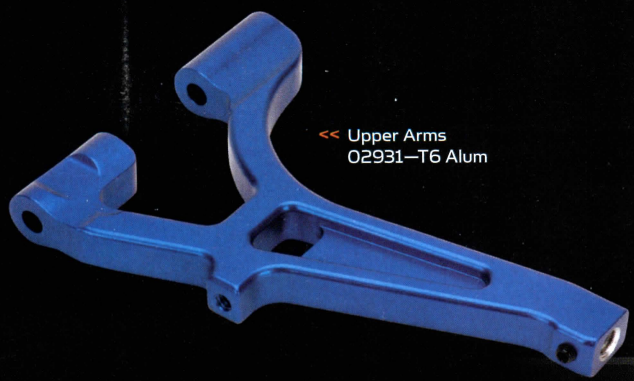
<< Rear Lower Arms
6061—T6 Alum



<< Steering Block
6061—T6 Alum



Fuel Tank >>
02274—T6 Alum



<< Upper Arms
02931—T6 Alum



Steering Arms >>
02935—T6 Alum

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Las Vegas Racing

All of fourteen different countries were represented at the race.

With so much else going on it could be hard at times to keep the focus on the track, but for most of the competitors, they weren't thinking about much else. One of the stories of the week was in Modified Foam Touring, where World Champ Marc Rheinard was running foam tires competitively for the first time anywhere. Despite a few early hiccups, Marc challenged for TQ, and when it was race time, he made the pass when it counted and brought home the trophy. Atsushi Hara looked nearly unstoppable in Modified Rubber, taking TQ and the wire-to-wire win, while Mike "McMoney" McMahon survived a final lap crash to take 19T Foam by about a second over Mo Denton. Former Tamiya champion Martin Crisp locked down the 19T Rubber division while Jason Ertrachter took Stock Rubber, and Jeff Cuffs battled through a brutal Stock Foam main to grab the win. Peter Robinson TQ'd the 1/12 Stock class and led for most of the race, but Frank Calandra stuck with him throughout and managed to get by at the end to take the win. Still, perhaps the race of the weekend was in 1/12 Modified, where an incredible battle took place between Josh Cyrul and Mike Blackstock. The two traded TQ times throughout qualifying, with Blackstock eventually holding it in the final round. Cyrul pulled away early in the main, while a hard charge by Blackstock left his car flipping over the track and landing upside down on the straight. After a quick marshal, Blackstock was on fire for the next few minutes, charging hard to get within striking distance of Cyrul, who looked poised to hold on until his battery began to fade in the final two laps. With just seconds to go, Blackstock pulled past Cyrul to take the win.



A temporary hobby shop was set up to serve all the racers' many needs.


After the drivers cleared out each night, the track resembled a ghost town of RC, with all manner of racing equipment as far as the eye could see.



Kevin Kane was running the most powerful motor capacitor known to mankind.



News From the Pits

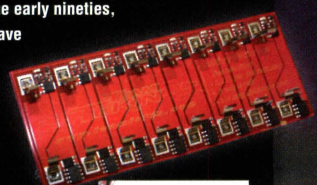
There weren't really any new cars to be found in the IIC pits, but there were a few notable products that were making waves on and off the track. We caught up with a few of them to bring you the scoop.

Jaco 2-Stage Foam Tires • Without a doubt, these new tires from Jaco were the compound of choice for most racers. Previously seen in the nitro touring market, these new tires feature two layers of foam to improve wear and other characteristics. The base layer is lighter to increase acceleration, and has different characteristics than the contact foam, creating a tire that produces more traction while putting less of a load on the motor. Most drivers reported being a few tenths faster on the new tires, and the TQs in each foam class were running them.

Losi Suspension Mod • Chief Losi designer Gil Losi, Jr. was racing at the IIC, and of course he couldn't leave well enough alone! Besides running their new prototype rear-motor JRX-S chassis, Gil Jr. cooked up this interesting mod to the front suspension on his car and handed it off to Matt Francis to run in his final qualifier. Matt reported the car being about half a second faster each lap, and would have put the car into the show had it not been for a late-race battery dump. As Pops explained, "Junior did this to his car and it was faster; I'm not really sure what it does, but we did it first!"



Tekin Trays • Most of us remember Tekin as being one of the dominant racing electronics companies of the early nineties, although they have been silent for the past few years. Now they're back and in force, and their new discharge tray made its debut at the IIC. Tekin owners Jim and Sherri Campbell were on hand to show it off, along with a slew of other new products, including the G11 Pro ESC and the Rage mini brushless motor system.





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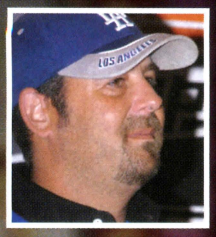
What Happens in Vegas...

What's the best thing about racing in Las Vegas, you ask? Well, everything besides the racing! A lot of people went all out for this event, and for quite a few, it was the first time they had ever made it to Sin City—and in a few cases, the first time they had ever been on a plane or even left their home state! With all of these Vegas virgins, the atmosphere around the track was electric all weekend long.



POKER ANYONE? Texas Hold 'Em is all the rage, and many racers wanted to try their hand at competitive tournaments while they were in town. After getting trounced at a nighttime tourney at Binion's Horseshoe Casino in downtown Vegas (at which Scotty's brother Jeff a.k.a. Boomer made the final table), Associated's own Barry Baker came back to take the win at a tournament at the Stardust. He wouldn't comment on the winnings, but he did get a cool trophy. Way to go Barry!

JUST MARRIED! For Brian Wynn of Marcy, New York, coming to Vegas was not just about racing. After a long day of 1/12-scale practice, it was time to hit the famous Vegas chapels to wed his fiancé! And what better way to spend their honeymoon, than RC racing? Okay, I can think of a few…but we applaud his finding one heck of a considerate woman. Congratulations!

YOU'RE FIRED! At a lot of races I attend, people ask how so many drivers can take so much time off from their regular jobs to attend these big events. Good question! In the case of Keith Billanti, all was not well when he returned home—he got fired for racing. Luckily he took it in stride and laughed it off, but it's a great example of the lengths that people will go to attend races like this. Keith, from all of us at Xtreme, sorry 'bout your luck!

Big Batteries • The IIC marked the first major American race where the next generation of 3700 and 3800 mAh cells were 100% legal. As predicted, racers in every class were running these new cells, and 3300s were nowhere to be found. Of the A Main drivers, it looked like about a 60/40 split between IB/EPIC 3800 cells and GP 3700s, with a few drivers also using the brand new Infinite Power 3800 cells that made their debut at the race. As these higher-capacity cells become fully legal at all levels next year, expect plenty of purchasing choices.

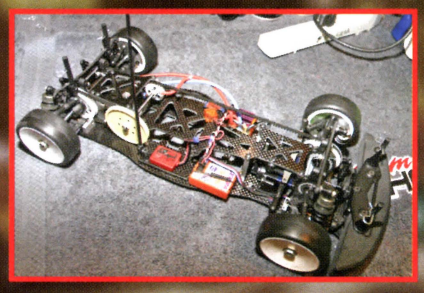




If you like motor tuning, you'd love to be Sean Cochran for a day. This is what he has to deal with!



Even our own Collin Cocores and Dave Palacios showed up to race this awesome event.



Josh Numan was one of many Losi drivers running this new prototype rear-motor JRX-S chassis.



After qualifying was done for the day, candid interviews with some of the top drivers were conducted and broadcast over the internet.



A $750 "King of the Hill" cash prize was at stake for the driver who finished the best in the combined classes of Modified Rubber and Modified Foam. Both Atsushi Hara and Marc Rheinard had a 1st and 7th place finish, so it went to Hara on a tiebreak. Ever the professional, Hara chose to split the prize with Marc.



Vegas Numbers

Total Classes	8
Total Drivers	236
Total Entries	440
Total Laps Turned in Practice and Qualifying	71,426
Free Buffets for Drivers	2
Average Users Listening Online	225
Bottles of Champagne Sprayed Post-Race	25

To see how this race helped to benefit the victims of Hurricanes Katrina and Rita, check this month's Inside Line.

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IB 3800: Currently the ultimate high performance racing cell. More voltage, longer runtime, and less resistance than the competition.



IB3806—Matched 6 cell race pack.
IB3804—Matched 4 cell race pack.
IB3806E—Matched 6 cell economy pack.



IB3800MSP—6 cell mathced stick pack.



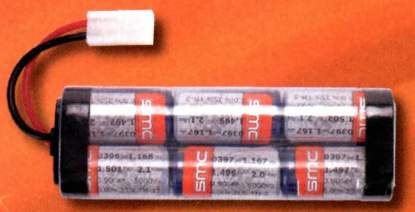
IB3800SP—6 cell stick pack.



IB 3600: The same high voltage, low resistance performance of the 3800 with slightly less runtime. Great for stock and 19-Turn racing. All at an economical price.



IB3606—Matched 6 cell race pack.
IB3604—Matched 4 cell race pack.



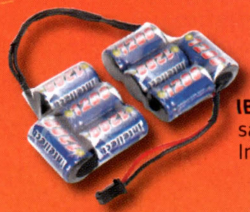
IB3600MSP—6 cell matched stick pack.



IB3600SP—6 cell stick pack.



IB 1200 2/3 A: Perfect for receiver packs, but this cell was specially designed for the high voltage, high drain demands of mini truck and car racing.



IB1208S—8 cell saddle for Mini Inferno.



IB1205H—5 cell hump receiver pack.



IB1205F—5 cell flat receiver pack.



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



IB1206F—6 cell flat for RC18T.



IB1207SP—*7 cell stick pack for RC18T.*

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Live from Las Vegas!

The 2005 IIC marked a major milestone in RC racing—for the first time, the races were broadcast live on the internet. All weekend long, as many as 280 people at a time from all corners of the world listened in to the broadcast and chatted back and forth with the race directors. At the conclusion of racing each day, Scotty sat down with various drivers to conduct radio interviews, and allowed users to type in questions to ask the guests. Throughout the week Andrew Moore, Atushi Hara, Matt Francis, Jilles Groskamp and Barry Baker all participated in live interviews, and these quickly became one of the highlights of the event.



The trophies that everybody was dying to have! Many drivers remarked at how much better these looked than your average RC "bowling trophy."



A Manufacturers Award was given at this race, much like in Formula 1. The award goes to the chassis that claims the overall best finishes, which in this case was Tamiya and their 415.



Another unique aspect of the IIC was the post-race driver interviews. At the conclusion of a race, the winning driver had a chance to address the audience both in the ballroom and on the internet.

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If you happened to land the dreaded "BQ" spot for being the 11th overall qualifier in a class, you had the "honor" of wearing the official race BQ Helmet. Since the race organizers were from Wisconsin, they selected the fabled Cheesehead as the helmet of choice. Here, Paul Lemieux wears it with pride!

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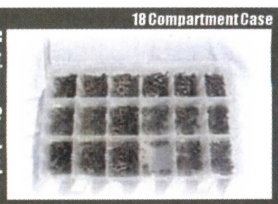

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Modified Foam

F	Q	Driver	Chassis	Motor	Batteries	ESC	Radio	Tires	Body
1	2	Marc Rheinard	Tamiya 415MSX	Orion	Orion GP3700	Hara Twister 2	KO Propo	Jaco	Parma Alfa
2	3	Mike Dumas	Xray FK05	EPIC Shock	EPIC 3800	Novak GTX	JR Z1	-	Parma Alfa
3	1	Jilles Groskamp	Xray FK05	Peak V2	Peak GP3700	Hara Twister 2	KO Propo	Jaco	Parma Alfa
4	7	Chris Tosolini	Corally RDX	Team Brood	Pole Position	Corally MMS3	Airtronics M11	Jaco	Parma Alfa
5	5	Bobby Flack	Xray FK05	EPIC Shock	EPIC 3800	Novak GTX	KO Propo	Jaco	Parma Alfa
6	8	Ralph Burch	Xray FK05	EPIC Shock	SMC IB3800	Novak GTX	KO Propo	Jaco	Parma Alfa
7	4	Atsushi Hara	HB Cyclone	Orion V2AH	Orion GP3700	Hara Twister 2	KO Propo	Jaco	Parma Alfa
8	6	Teemu Leino	Schumacher Mi2	Orion	Orion GP3700	Hara Twister 2	Airtronics M11	-	Parma Alfa
9	10	Barry Baker	AE FTTC4	Reedy	Reedy IB3800	LRP QC2	Airtronics M11	Jaco	Protoform G6
10	9	Simo Ahoniemi	Corally RDX	-	Corally GP3700	-	Airtronics M11	-	Parma Alfa

19-turn Foam

F	Q	Driver	Chassis	Motor Tuned By	Batteries	ESC	Radio	Tires	Body
1	1	Mike McMahon	Xray FK05	Orion	Orion GP3700	KO Propo	KO Propo	Jaco	Parma Alfa
2	6	Mo Denton	Corally RDX	Putnam	EAMotorsports	Novak GTX	Airtronics M8	Parma	Parma Alfa
3	9	Andrew Gray	Losi JRXS-R	Peak	Peak GP3700	Novak GTX	KO Propo	Jaco	Protoform G6
4	2	Mark Smyka	Xray FK05	Putnam	SMC IB3800	Novak GTX	Airtronics M8	Jaco	Parma Alfa
5	3	Brad Johnson	Xray FK05	Putnam	Hurricane IB3800	KO Propo	KO Propo	Parma	Parma Alfa
6	4	Peter Robinson	Xray FK05	Team Brood	SMC IB3800	Novak GTX	-	Jaco	Protoform G6
7	7	Stephen Sobottka	SRD SA-4	EAMotorsports	Thunder RC 3800	Novak GTX	Airtronics M11	BSR	Parma Alfa
8	5	Ray Darroch	Losi JRXS	Trinity	Trinity	Novak GTX	JR Z1	Parma	Parma Alfa
9	10	Jeff Cuffs	Corally RDX	Trinity	Trinity	KO Propo	KO Propo	TRC	Parma Alfa
10	8	TJ Bradley	Corally RDX	Fantom	Pole Position	Novak GTX	Airtronics M11	Jaco	Parma Alfa

Stock Foam

F	Q	Driver	Chassis	Motor Tuned By	Batteries	ESC	Radio	Tires	Body
1	2	Jeff Cuffs	Corally RDX	Trinity	Trinity	Tekin	KO Propo	TRC	Parma Alfa
2	4	Brad Johnson	Xray FK05	-	Hurricane IB3800	KO Propo	KO Propo	Parma	Parma Alfa
3	9	TJ Bradley	Corally RDX	-	Pole Position	Novak GTX	Airtronics M11	Jaco	Parma Alfa
4	3	Andrew Ellis	Xray FK05	DC Motorsports	Hurricane IB3800	KO Propo	KO Propo	Jaco	Parma Alfa
5	1	Peter Robinson	Xray FK05	Team Brood	SMC IB3800	Novak GTX	-	Jaco	Protoform G6
6	7	Mo Denton	Corally RDX	-	EAMotorsports	Novak GTX	Airtronics M8	Parma	Parma Alfa
7	8	Dan Hartman	Corally RDX	Express	Express	KO Propo	KO Propo	Parma	Parma Alfa
8	10	Rick Monahan	Corally RDX	-	Pole Position	KO Propo	KO Propo	Parma	Parma Alfa
9	6	Jim Herrmann	AE TC3	Express	Express	Novak GTX	KO Propo	Parma	Parma Alfa
10	5	Stephen Sobottka	SRD SA-4	EAMotorsports	Thunder RC 3800	Novak GTX	Airtronics M11	BSR	Parma Alfa

To appeal to overseas drivers, the IIC featured both rubber and foam tire racing.


Modified Foam Winners


19-turn Foam Winners


Stock Foam Winners

Modified Rubber

F	Q	Driver	Chassis	Motor	Batteries	ESC	Radio	Tires	Body
1	1	Atsushi Hara	HB Cyclone	Orion V2AH	Orion GP3700	Hara Twiser 2.1	KO Propo	Handout	Ride Accord
2	5	Joel Myrberg	Xray FK05	Fantom	SMC IB3800	Novak GTX	Futaba 3PK	Handout	Protoform Mazda 6
3	3	Andy Moore	HB Cyclone	Orion	Orion GP3700	Hara Twister 2.1	KO Propo	Handout	Ride Accord
4	10	Martin Crisp	Tamiya 415MS	Peak	Peak	-	-	Handout	Protoform Mazda 6
5	9	Paul Wynn	Schumacher Mi2	Reedy Ti	Fusion GP3700	LRP QC2	Airtronics M11	Handout	Protoform Mazda 6
6	7	Chris Tosolini	Corally RDX	Team Brood	Pole Position	Corally MMS3	Airtronics M11	Handout	Protoform Mazda 6
7	2	Marc Rheinard	Tamiya 415MSX	Orion	Orion GP3700	Hara Twister 2.1	KO Propo	Handout	Protoform Mazda 6
8	4	Surikarn Chaidajsuriya	HB Cyclone	Peak	Peak GP3700	Hara Twister	-	Handout	Ride Accord
9	6	Barry Baker	AE FTTC4	Reedy	Reedy GP3700	LRP QC2	Airtronics M11	Handout	Protoform Mazda 6
10	8	Ralph Burch	Xray FK05	EPIC Shock	SMC IB3800	Novak GTX	KO Propo	Handout	Protoform Mazda 6

19-turn Rubber

F	Q	Driver	Chassis	Motor Tuned By	Batteries	ESC	Radio	Tires	Body
1	1	Martin Crisp	Tamiya 415MS	Orion	Peak	-	Airtronics M8	Handout	Protoform Mazda 6
2	5	Rod Canare	Tamiya 415MS	Orion	Pro-Match IB3800	KO Propo	Futaba 3PK	Handout	Tamiya Subaru V2
3	7	Weylin Rose	Schumacher Mi2	EAMotorsports	Fusion GP3700	Novak GTX	Airtronics M11	Handout	Protoform Mazda 6
4	6	Aaron Young	Corally RDX	KC Racing	KC Racing	LRP QC2	Airtronics M8	Handout	Ride MKIII
5	10	Patrick See	Corally RDX	DC Motorsports	DC Motorsports	KO Propo	Airtronics M8	Handout	Protoform Mazda 6
6	9	Juan Aveytia	Xray FK05	Reedy	-	KO Propo	Airtronics M8	Handout	Protoform Mazda 6
7	8	Tony Vredenberg	Xray FK05	Orion	Orion GP3700	Robitronic iCube	Airtronics M8	Handout	Protoform Stratus Carpet
8	2	Travis Schreven	Xray FK05	Team Brood	Team Brood 3800	Novak GTX	KO Propo	Handout	Protoform Stratus AP
9	4	Jason Ertrachter	Corally RDX	Team Brood	KMR 3700	KO Propo	KO Propo	Handout	Protoform Mazda 6
10	3	Pelle Martin	AE FTTC4	Orion	Orion GP3700	Nosram	Airtronics M8	Handout	Protoform Mazda 6

Stock Rubber

F	Q	Driver	Chassis	Motor Tuned By	Batteries	ESC	Radio	Tires	Body
1	1	Jason Ertrachter	Corally RDX	Team Brood	KMR 3700	KO Propo	KO Propo	Handout	Protoform Mazda 6
2	3	Aaron Young	Corally RDX	KC Racing	KC Racing	LRP QC2	Airtronics M8	Handout	Ride MKIII
3	2	Weylin Rose	Schumacher Mi2	EAMotorsports	Fusion 3700	Novak GTX	Airtronics M11	Handout	Protoform Mazda 6
4	6	Michael Abraira	Xray FK05	EAMotorsports	EAMotorsports	Novak GTX	KO Propo	Handout	Protoform Mazda 6
5	7	Mike Nelson	Corally RDX	EAMotorsports	Hurricane 3700	Novak GTX	KO Propo	Handout	Parma Alfa
6	9	James Newberg	Schumacher Mi2	Fantom	Fusion 3700	Novak GT7	Airtronics M11	Handout	Protoform Stratus AP
7	4	Juan Aveytia	Xray FK05	-	-	KO Propo	Airtronics M8	Handout	Protoform Mazda 6
8	8	Corey Lewis	Tamiya 415MS	-	Fusion 3700	Novak GTX	Futaba 3PK	Handout	Protoform Mazda 6
9	10	Kenji Kotani	Tamiya Evo IV	-	GP3700	Keyence	KO EX-1	Handout	Rayspeed Accord
10	5	Tony Fiorella	Corally RDX	-	Thunder RC 3800	Novak GTX	Airtronics M8	Handout	Protoform Mazda 6

19T drivers had to run one of the Reedy Quad Mag, Trinity C2, Orion Element or Peak Dynasty.


Modified Rubber Winners


19-turn Rubber Winners


Stock Rubber Winners



We hosted our very own *XRC* pizza party on Friday night at the race. See what you missed? Next time, be there!

1/12-scale Modified

F	Q	Driver	Chassis	Motor	Batteries	ESC	Radio	Tires	Body
1	1	Mike Blackstock	AE 12L4	Reedy Ti	Reedy IB3800	Novak GTX	KO Propo	Jaco	Parma Speed 8
2	2	Josh Cyrul	CEFX C12	Truespeed	SMC IB3800	KO Propo	KO Propo	Jaco	Protoform Speed 12
3	4	Chris Tosolini	Corally/Airtronics	Team Brood	Pole Position	Corally MMS3	Airtronics M11	Corally	Protoform Speed 12
4	5	Jon Orr	AE 12L4	Reedy Ti	Reedy IB3800	LRP QC2	KO Propo	Jaco	Protoform Speed 12
5	9	Hubert Honigl	CRC T-Fource	LRP	LRP 3800	LRP QC3	Airtronics M8	CRC	Protoform Speed 12
6	10	Sakke Ahoniemi	Corally 12M Ahoniemi	Corally Black	Corally	Corally MMS3	Airtronics M11	Corally	Protoform Speed 12
7	7	Mike McMahon	CRC T-Fource	Orion	Orion	Novak GTX	KO Propo	Jaco	Protoform Speed 12
8	3	Marc Rheinard	CRC Carpet Knife 3.2R	Orion	Orion GP3700	Hara Twister 2.1	KO Propo	CRC	CRC
9	6	Paul Ciccarello	PSE/AE 12L4	Putnam	Hurricane	Novak GTX	Futaba 3PK	Parma	Parma Speed 8
10	8	Walter Henderson	AE 12L4	Reedy Ti	Reedy IB3800	LRP QC2	KO Propo	Jaco	Parma Speed 8

1/12-scale Stock

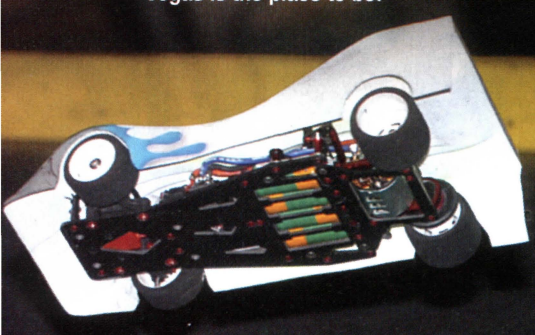
F	Q	Driver	Chassis	Motor Tuned By	Batteries	ESC	Radio	Tires	Body
1	5	Frank Calandra, Jr.	CRC Carpet Knife 3.2R	-	Pro-Match 3800	Novak GTX	JR Z1	CRC	CRC Courage
2	1	Peter Robinson	CRC Carpet Knife 3.2R	Team Brood	SMC IB3800	Novak GTX	-	Jaco	Protoform Speed 12
3	3	Jeff Dayger	CRC Carpet Knife 3.2R	-	SMC IB3800	Novak GTX	Futaba 3PK	CRC	Parma Speed 8
4	8	Chuck Lonergan	Speedmerchant	Express	Express	Novak GTX	KO Propo	Parma	Parma Speed 12
5	7	Chris Mazzola	AE 12L4	-	Reedy 3700	Tekin	KO Propo	Jaco	Protoform Speed 12
6	2	Mark Strasnick	Speedmerchant	Express	Express	KO Propo	KO Propo	Parma	Parma Speed 8
7	10	Michael Skeen	CRC T-Fource	Thunder RC	Thunder RC 3800	Novak GTX	KO Propo	Parma	Parma Speed 8
8	4	Brian Wynn	CRC Carpet Knife 3.2R	-	Pro-Match 3800	Novak GTX	KO Propo	CRC	Parma Speed 8
9	9	Andrew Ellis	Speedmerchant	DC Motorsports	Hurricane IB3800	KO Propo	KO Propo	Jaco	Parma Speed 8
10	6	Jim Herrmann	AE 12L4	Express	Express	Novak GTX	KO Propo	Parma	Parma Speed 8

Conclusion

There's not much else that can be said about the IIC other than "wow!" Nary a complaint was heard all weekend, everything ran on time, and it seemed like everybody was having a blast. Whether you were walking through the pits during the day or the casino at night, all you saw were a bunch of drivers having a great time. On the track, the racing was some of the best ever seen on carpet, with perennial outdoor drivers like Marc Rheinard showcasing their skills indoors for the first time. Considering that this was the first edition of what figures to be an annual event, we can only wonder at what might be in store for next year. If you didn't already know, Vegas is the place to be!

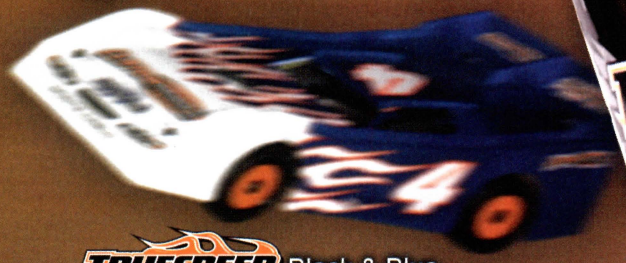

1/12-scale Modified Winners


1/12-scale Stock Winners





TRUESPEED by CUSTOMWORKS R/C CARS







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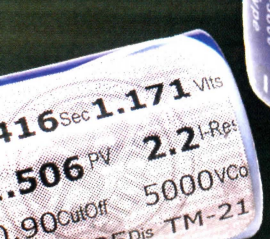
Black Label Motors for Touring/Off-Road 6-Cell		
Part#	Wind	Motor Use
TS1061	6 Single	TC
TS1071	7 Single	TC
TS1081	8 Single	TC
TS1091	9 Single	TC,4W
TS1092	9 Double	TC,4W,2W
TS1101	10 Single	TC,4W,2W
TS1102	10 Double	4W,2W
TS1111	11 Single	4W,2W
TS1121	12 Single	2W
TS1131	13 Single	2W
TC=Touring	4W=4WD Off-Road	2W=2WD Off-Road

Blue Label Motors for Oval		
Part #	Wind	Motor Use
TS0061	6 Single	4C
TS0062	6 Double	4C
TS0071	7 Single	4C
TS0072	7 Double	4C
TS0081	8 Single	6C,DO
TS0091	9 Single	6C,DO
TS0101	10 Single	6C,DO
TS0111	11 Single	6C,DO
TS0121	12 Single	DO
TS0131	13 Single	DO
4C=4 Cell Oval	6C=6 Cell Oval	DO=Dirt Oval







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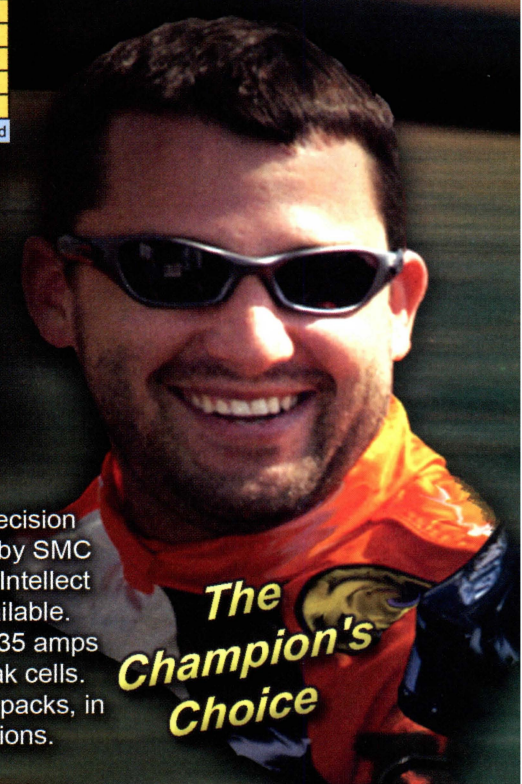

CUSTOMWORKS R/C CARS

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MT TIRE MOD: STRAPPING TAPE

YOU STRAP IT IN, NOT ON!

Words: Stephen Bess



Today's ultra-fast, ultra-powerful 1/8-scale stadium trucks, more popularly known as truggies, have a tendency to unload lots of power to the wheels. When a truggy diffs out, we all know what happens—the truck loses traction and forward acceleration as its tires turn into pizza cutters instead of remaining flat and grippy. Thankfully, the factory drivers have a cure for this problem that's simpler than you could imagine. I called up Kris Moore at Mugen Seiki to find out how the Mugen team straps their monster truck tires.

That subhead is so wrong. Except maybe in Collin's case.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Extreme RC Cars magazine 2.0

TIME TO COMPLETE

30 MINUTES

THE TOOLS

- Strapping Tape (2 in. wide)
- Scissors
- Monster Truck Tires and Wheels
- Rotary Tool with Sanding Drum
- Tire Glue

1. TAPE IT UP!

Remove the foam inserts, and turn the tires inside out. Wipe away any foam particles, and apply the strapping tape to the middle of the tire. Kris points out that you should only lay the tape onto the tire, and do not tighten it or it will cause the tire to bunch up and have a smaller inside diameter. Wrap the tape around once, and overlap the ends by 1 inch. Press down on the tape to adhere it completely.



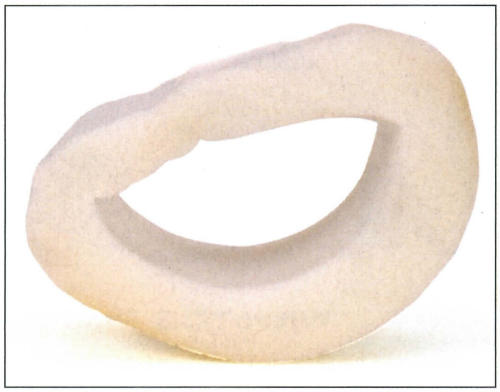
2. ROUGH LIPS

Rough up the inner tire lips with the rotary tool so that the glue adheres more securely. You only need to grind lightly over the surface to roughen it.



3. NO FLATS

Because the foam inserts are folded in half for shipping purposes, they develop flat spots that will cause soft areas on the tire when installed. Kris advises heating the foam inserts with a hair dryer (or a heat gun on a low setting) to fully expand the inserts. It sounds crazy, but try it—it works perfectly.



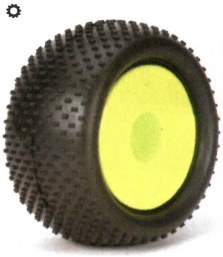
4. JUST A TRIM

Trim the inside edge of the foam to form a beveled edge, and insert the foam into the tire.



5. ROCK ON!

Glue 'em up with high quality CA glue, and you're ready to rock!





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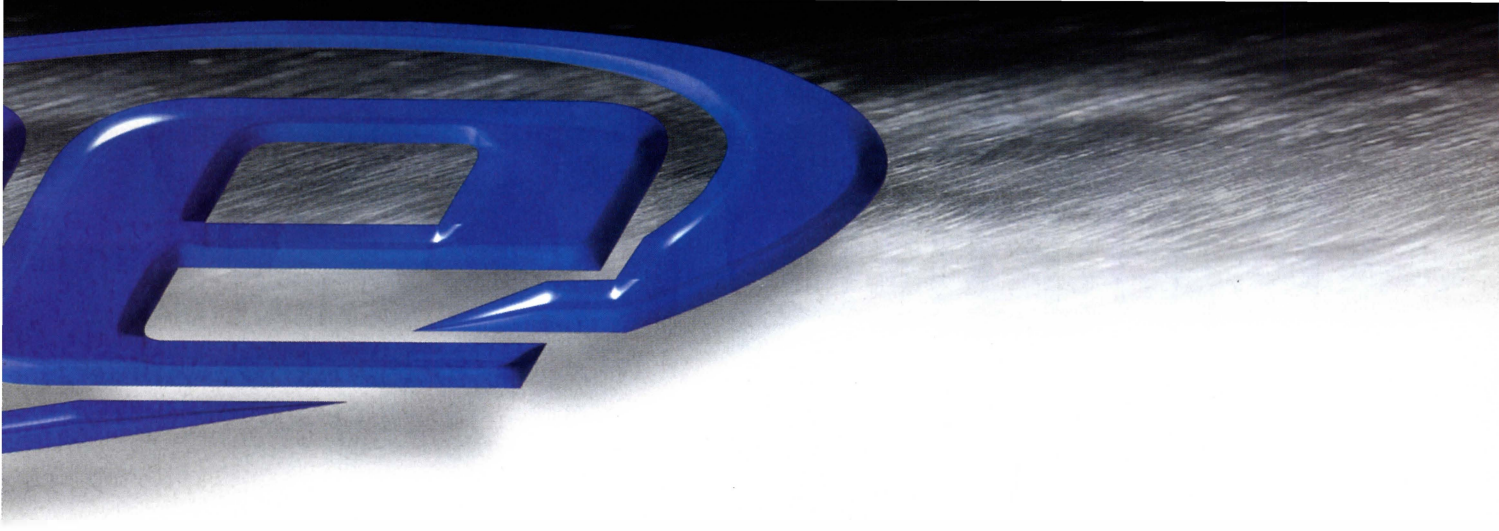

1:18 4WD Electric Offroad Truck



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TRASH THOSE E-CLIPS!

IF YOU DON'T USE 'EM, YOU CAN'T LOSE 'EM!

Words: Shane Archer

From the first-time builder to the seasoned veteran, we all have one thing in common: we hate E-clips! No matter how skilled you are, you're bound to lose a clip on the workbench from time to time, and sooner or later you'll lose one on the track too. Plus, a missing clip is easy to overlook, meaning you can (and probably will at some point) accidentally drive your car with a loose pin, only to have things lock up in short order. Although E-clips may be a fact of life on shock pistons and other internal components, you can fight back on your car's all-important suspension hinge pins. If you have a car that still uses clips, it's time to go clip-free!



We wanted a hot chick; Jason shot Collin's picture instead. Sorry 'bout your luck!

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Extreme RC Cars magazine 2.0



TIME TO COMPLETE

20 MINUTES

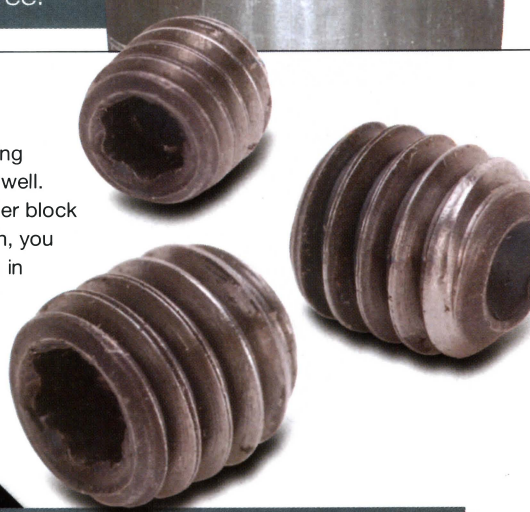
THE TOOLS



- Hex, Nut and Screw Drivers
- Drill
- Set Screws

SET SCREWS

You have probably already seen this feature on a car or two, and there's nothing preventing you from using it on yours as well. By drilling a small hole in the hub or carrier block that a suspension hinge pin rides through, you can add a set screw that will lock the pin in place, eliminating the need for pesky E-clips on either side of the pin. Using set screws is easy and speeds up future maintenance, although you do have to be gentle to avoid stripping the hole and rendering the part useless.



TECH TIP

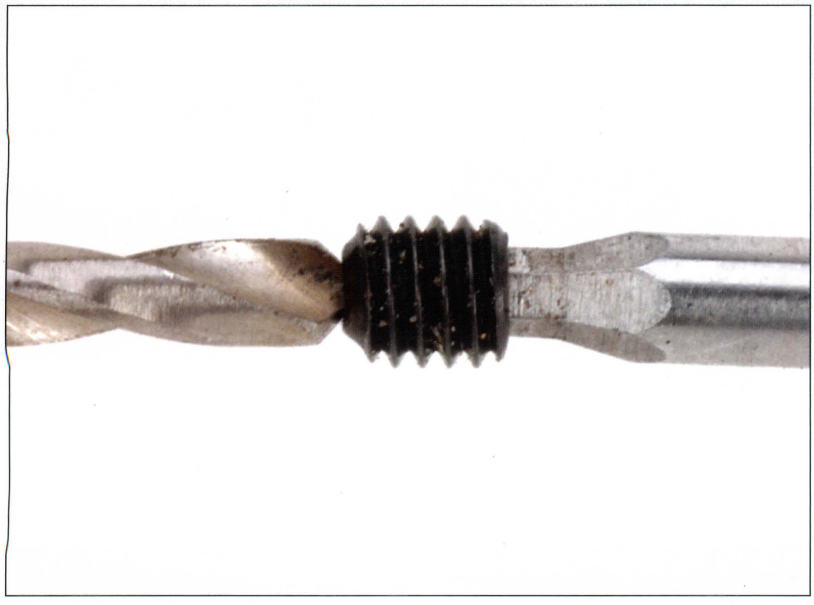
Use The Goo!

Sometimes you can't get away from using E-clips, and the chance for them to be knocked off or damaged is still there. One of the ways to help keep them on is to actually use some Shoe-Goo or silicone to glue the clip on. Simply dab some around the E-clip and let it dry. The E-clip becomes much more difficult to remove, which is good.



1. SIZE THE DRILL BIT

Select a drill bit that is smaller than the thread size of the set screw you plan to use (select identical set screws to make things easier on yourself). As a general rule, you want to tap the hole with a drill bit that is equal to the thread diameter minus the thread pitch. The most popular standardized American set screws use a 4-40 thread, in which case you'll want to use a #43 drill bit to tap the hole.



2. MAKE THE PILOT HOLE

After removing the piece you'd like to tap, use a drill or rotary tool to create a pilot hole for the set screw. Be extremely careful not to wobble the drill bit from side to side, and do not extend the drill hole beyond the hinge pin casing.



TECH TIP

Extra Secure

If you're going the extra mile to eliminate those pesky E-clips there's another step that will make using a set screw to anchor the hinge pin a little more effective. Flat spotting the hinge pin will allow the set screw to get more bite and hold the pin in place and help stop the pin from sliding out.



TECH TIP

Lazy Pins

If you're not the type to do any more work than you have to—just like us—there may be an easier way to get rid of E-clips on your vehicle. A few companies now offer pre-threaded hinge pins that couldn't possibly be any easier to install. With one threaded end and one screw end, these pins only need a retaining nut fastened to one end to keep them securely in place. Best of all, these locked-down pins have next to no chance of coming loose during a run.



TECH TIP

Always Pre-Thread!

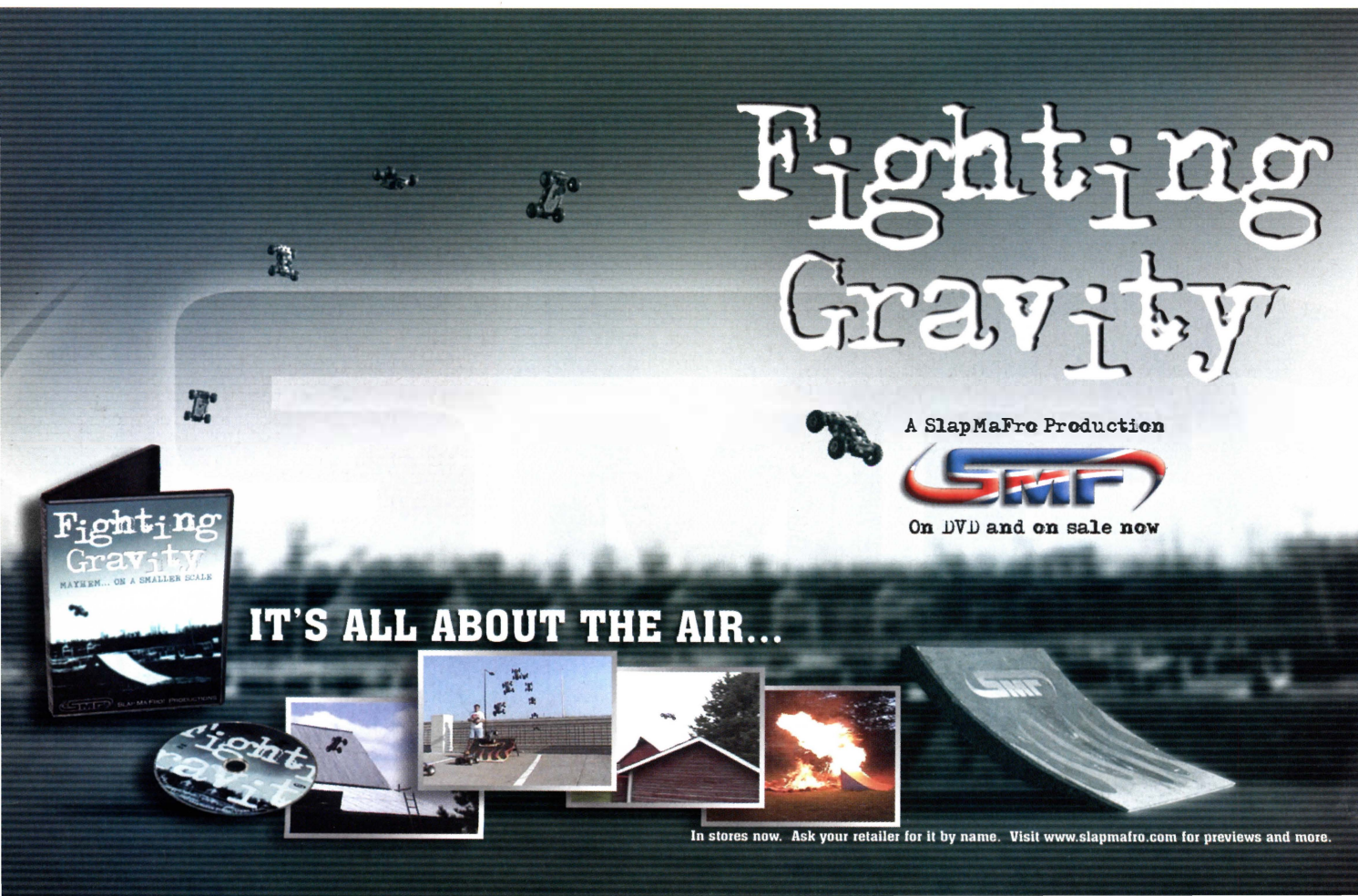
Even if your car already has captured hinge pins, you must still pay attention to them and take extra care when installing parts for the first time. Always pre-thread any set screw hole with a set screw before attempting to lock the screw against the pin. By establishing these solid threads, you'll give the screw something to grip against and greatly reduce the chances of it stripping the hole.



3. THREAD THE HOLE

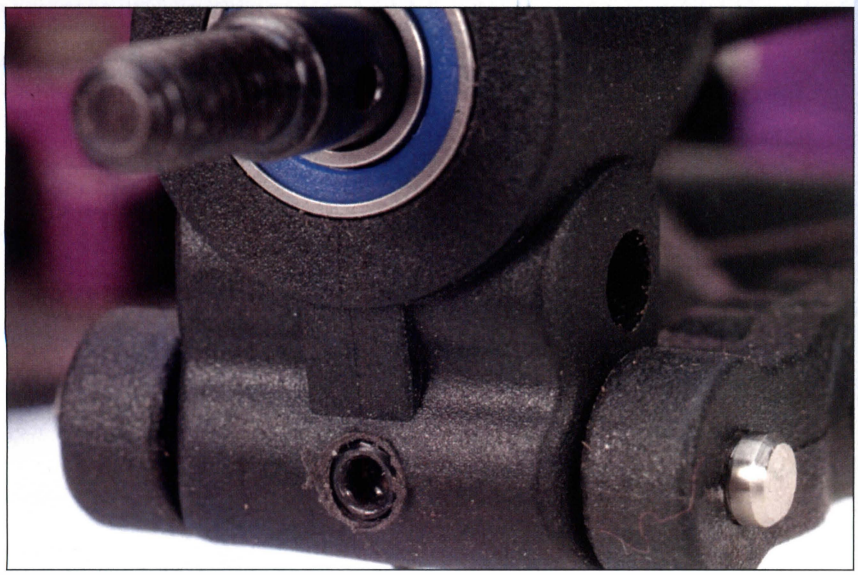
Carefully pre-thread the hole you've created with a set screw; once the screw extends partially into the hinge pin casing, back it off and stick a hinge pin through the part to push out any excess plastic.





4. LOCK IT DOWN!

Reattach the part to the car, and then lock down the set screw. This is where you have to be extremely gentle! You want to apply just enough force to lock the pin in place, and not an ounce more. If you try to over-tighten the screw, you will only succeed in stripping the tapped hole, rendering the part useless.



¡HASTA LA VISTA!

There, that wasn't so bad, was it? Not only have you saved yourself a whole lot of future hassle, you've just added a feature to your car that it didn't already have. Captured hinge pins are a great innovation that can save you time and a whole lot of hassle, and you'll never regret having installed them on your car. Best of all, you did it yourself! ✪

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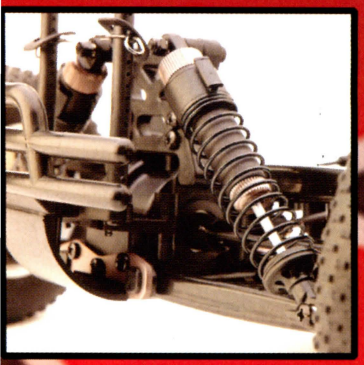

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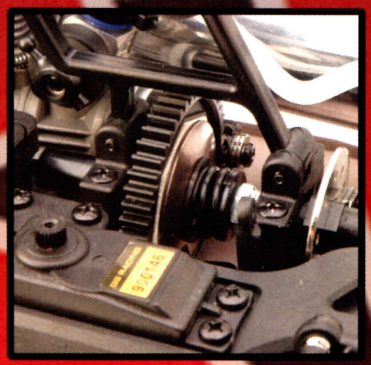
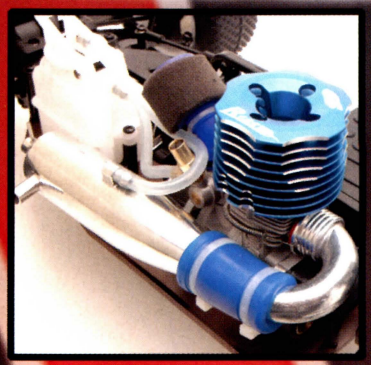
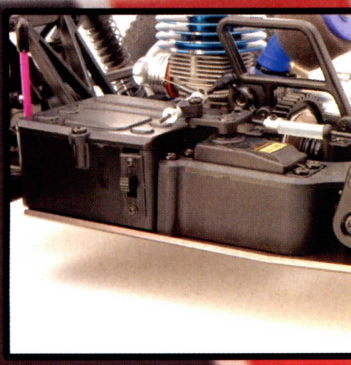


4wd transmission w/dual disk center slipper clutch and f/r sealed gear diffs for ultimate traction and adjustability. .



GS R18ST rear exhaust drillstart engine with slide carb & tuned pipe for maximum punch and top speeds.



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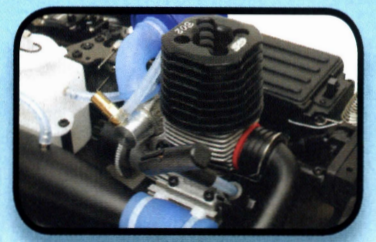
GET SOME AIR

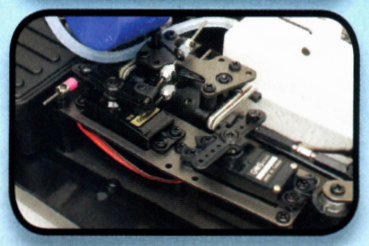
STORM RTR PLUS

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.

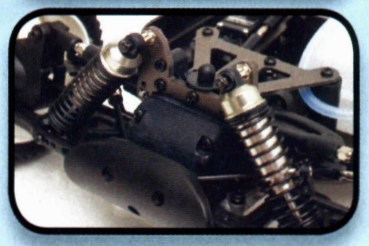














The Storm RTR Plus is based on GS Racing's race proven Storm Pro and includes some hardcore race features like aluminum oil-filled shocks, full precision ball bearings and front universal driveshafts. The Storm RTR Plus also has 100% parts and options compatibility allowing you to build your Storm RTR 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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GS Racing

JOSH NUMAN

How many more times will Josh have to win at the Reedy Race before he gets a permanent invite?



So how long have you been racing RC?
I have been racing since my buddy and teammate Mike Truhe brought me to SoCal RC Raceway in about November 1999. My first race was the SoCal Super Cross in December; I raced novice buggy and novice truck.

What was your first car?
My very first RC car was a Team Losi XXX-T that I bought used at SoCal. It came with a Novak Cyclone speed control and an Airtronics 3PS radio. A few weeks later I bought my first on-road car, which was a Team Kit TC3.

Who was your first sponsor?
After a little less then two years of racing I gave Team Associated my resume and they accepted. It was a really big change for me cause at the time I was only running Losi cars beforehand. So my first sponsors where Team Associated, Reedy, LRP, and Pro-Line.

Who are your current sponsors?
Well after my fallout with Team Associated I had basically no RC equipment left, so I had to call my friend Brian Kinwald and ask for help. After he helped me get back on top of my equipment I ran only Losi cars. Now all of my current sponsors are Team Checkpoint, Team Losi, Team Novak, Airtronics, Silva Concepts, and Franks Bodies.

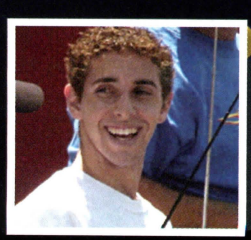
What is your favorite class and why?
My favorite class to race is 2WD modified. I personally think that 2WD mod is the hardest class that I have raced and tried to do well in. I don't ever do as well in 2WD mod as I do racing my touring car but I enjoy it more and I feel it's a lot more challenging for me.

Where did you grow up and where did you race?
Well I grew up in Redondo Beach, California with one of my best friends Mike Truhe. I knew him since about 2 years before I started racing when he got me into it. I met him flying RC airplanes. The first track I ever went to was SoCal RC raceway, and that has been my home track ever since I started racing.

What is your favorite race?
Well, even though my favorite class to race is 2WD modified, my favorite race would have to be the Reedy Touring Car Race of Champions.

What is your favorite track?
After all of the tracks that I have been to I would have to say my favorite track would have to be the Tamiya Track in Aliso Viejo. That would have to be my favorite on-road track. My Favorite off-road track would definitely be Hot Rod Hobbies in Saugus, CA.

If you could change anything in racing, what would it be?
The main thing I would like to see is more races using handout tires. They are used at the big races like the Nationals and the Worlds but it would be nice to see a few more of the smaller races have handout tires. I feel it would make it easier for more people to afford to go to more races each year.



RACER STATS

Hometown: Redondo Beach, CA
Sponsors: Team Losi, Team Checkpoint, Team Novak, Airtronics, Silva Concepts and Franks Bodies.

A lot of people talk about the new Losi JRXS and your setup. How did you develop the setup and why do you think it works so well?
Well since the Reedy Race I have not changed my setup on any asphalt track that I have been to. I would have to thank Todd Hodge for coming up with that dialed setup. He came up with it at 4-Fun Hobbies in Hesperia, CA. It's a really easy setup to drive and is still fast around the track.

What do you think will be the biggest advancement in RC technology?
I don't believe that brushless products will be a big advancement until at least a couple of years from now. Besides brushless motors, I would have to say that lithium batteries would be a really big advancement once they're a little safer to use.

What is the best thing about racing RC cars?
I would have to say the best part about RC is that it's fun. It's also something you can do with family members and have a lot of fun with them. I know a lot of fathers that race at SoCal who bring their sons and daughters to race or practice.

What is the worst thing about racing RC cars?
I would have to say the aggravation and the stress of trying to do well at a race and just nothing will go your way. When you're having a bad day at the track and can't get your car to work it is literally Hell.

Where do you think the future of the industry is going?
It looks to me as though the industry is growing and hopefully it becomes a bigger and more well known hobby/sport.

What is your feeling about the state of US racing?
I feel that the US is behind in the touring car side. We have really good drivers but I don't feel the American-made cars are as advanced as the foreign cars. As for off-road, I think that the US has more of the faster drivers.

Continued on page 174.

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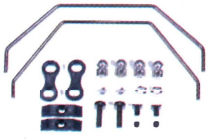

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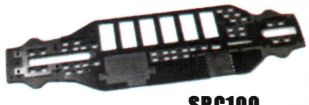

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MONSTER TRUCK ROLLOUT

SWAPPIN' TIRES USUALLY MEANS SWAPPIN' GEARS



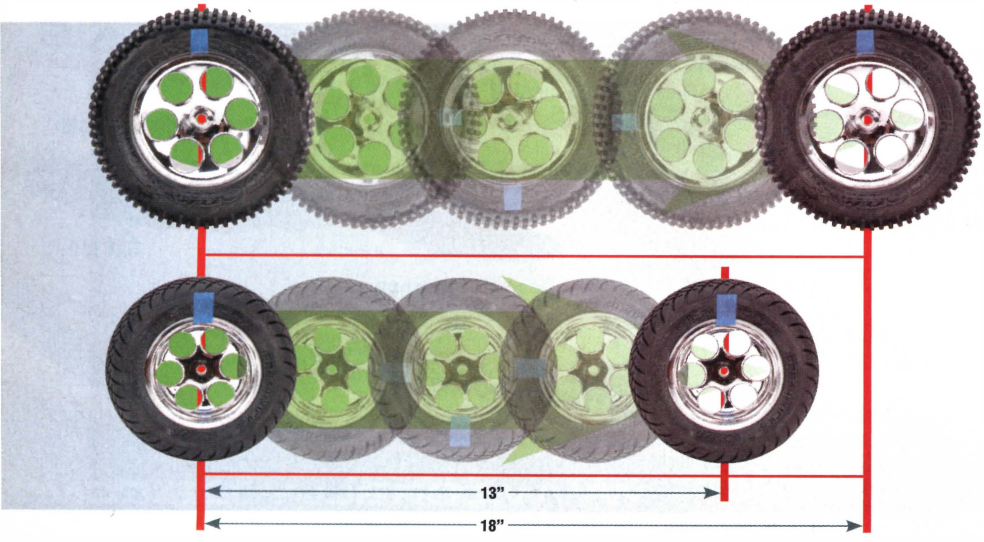
Words: Jeff Eveleigh

Rollout is a term commonly heard in foam tire road racing. Rollout is a calculation that tells you the distance your vehicle will move forward for every single rotation of your engine. It is used often with foam tires because as the diameter of the tire alters you have to make changes to your gear ratio to keep the overall speed, acceleration, and fuel economy characteristics of your vehicle consistent. With the onslaught of new Monster Truck tire technologies and varying diameters we thought it was time to introduce the term "Rollout" to the MT crowd and explain its importance in performance for the kids that like to play in the mud with two pairs of jumbo rubbers strapped to their axles.

Business in the front, party in the back!

REASON TO CARE

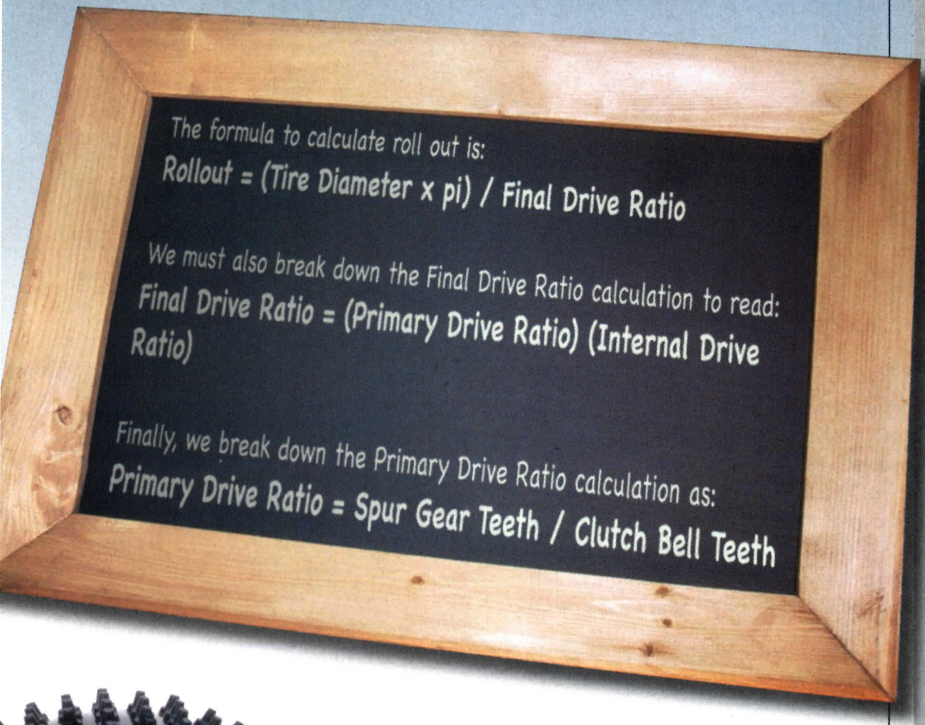
A tires diameter will determine top speed and acceleration characteristics of your vehicle in much the same way as final drive ratios from your transmission. In fact, tire diameter and gear ratios work together to give you your final rollout. Let's say for example that you are running a large diameter tire with a given final drive ratio and you are extremely happy with the overall performance of your truck with regards to power throughout the throttle range. Now the track conditions change and require a different tread pattern on your tires. When you switch to your new tire it just happens to be of a smaller diameter and you install it without any second thought. Once you hit the track you get slaughtered down the back straight away by the guy that you had embarrassed just a few heats earlier.

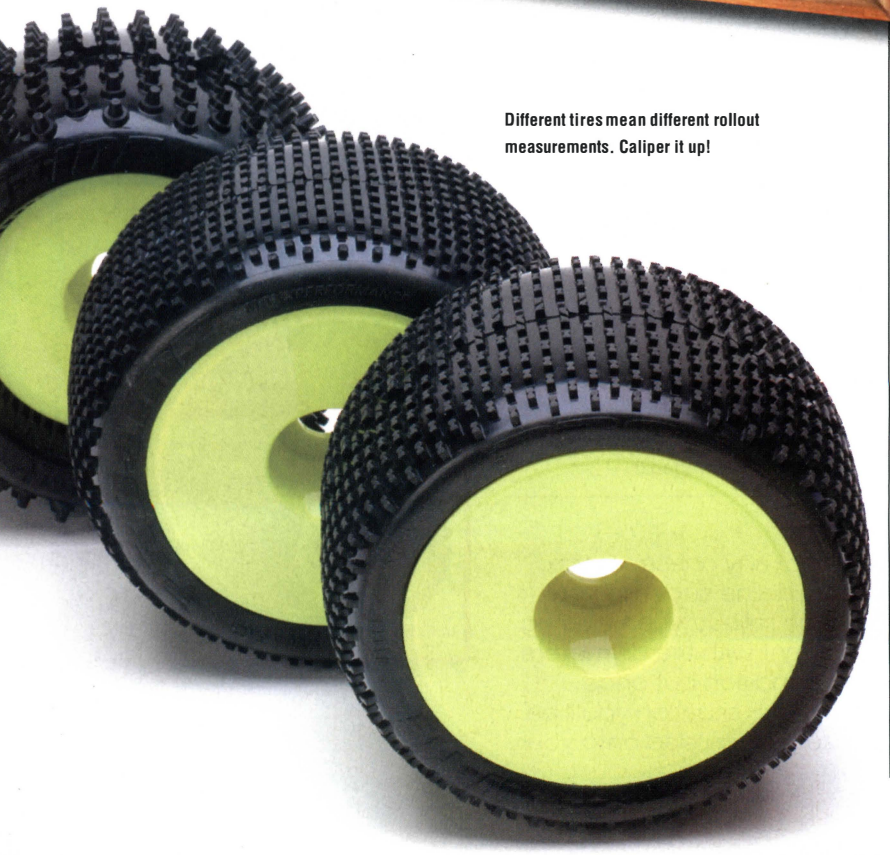


This is because the smaller diameter tire has a smaller circumference. This means that for every single rotation of the tire your vehicle will cover less distance. Given that you didn't alter your gear ratio to compensate for the smaller tire diameter you just lost a bunch of top end speed in exchange for more acceleration. Since you were happy with the acceleration and speed characteristics of your truck before you are no longer happy with them now using the new tread pattern of tire. The simple solution is to alter the number of teeth on your clutch bell to setup your Monster Truck with exactly the same rollout with the new tire diameter as you had with the previous tire.

THE FORMULAS

There are a few formulas necessary to calculate everything you will need to know for this process. The variables are pretty simple and plugging the numbers is easy but it can get complicated once we start shifting everything around to solve for certain unknowns. For this reason we'll try our best to offer you the final equation needed to just plug your own numbers in and find out the results you want quickly and easily.





Different tires mean different rollout measurements. Caliper it up!

TECH TIP

SMALL CHANGES *NEED* THE SPURS

Sometimes you'll choose a tire diameter that doesn't fit nicely into the formulas to offer an available clutch bell. For example, if we keep using the Savage 25 as our guinea pig and we are trying to obtain a rollout of 2.44" but this time we bolt up some Pro-Line Maxx Mulcher tires with a diameter of 6.0" here is how the calculations go down:

Final Drive = (Tire Diameter x pi) / Rollout
Final Drive = (6.0" x 3.14) / 2.44"
Final Drive = 18.84 / 2.44"
Final Drive = 7.72

Clutch Bell Teeth = (Spur Gear Teeth x Internal Drive Ratio) / Final Drive Ratio
Clutch Bell Teeth = (49 x 2.44) / 7.72
Clutch Bell Teeth = 119.56 / 7.72
Clutch Bell Teeth = 15.49

We are going to have a hard time finding a clutch bell with 15.5 teeth on it so now we have to take the final drive ratio that we calculated and see if there is a spur gear available that will give us the primary gear ratio we desire.

Spur Gear Teeth = (*Final Drive Ratio* x Clutch Bell Teeth) / Internal Drive Ratio
Spur Gear Teeth = (7.72 x 15) / 2.44
Spur Gear Teeth = 115.8 / 2.44
Spur Gear Teeth = 47.46

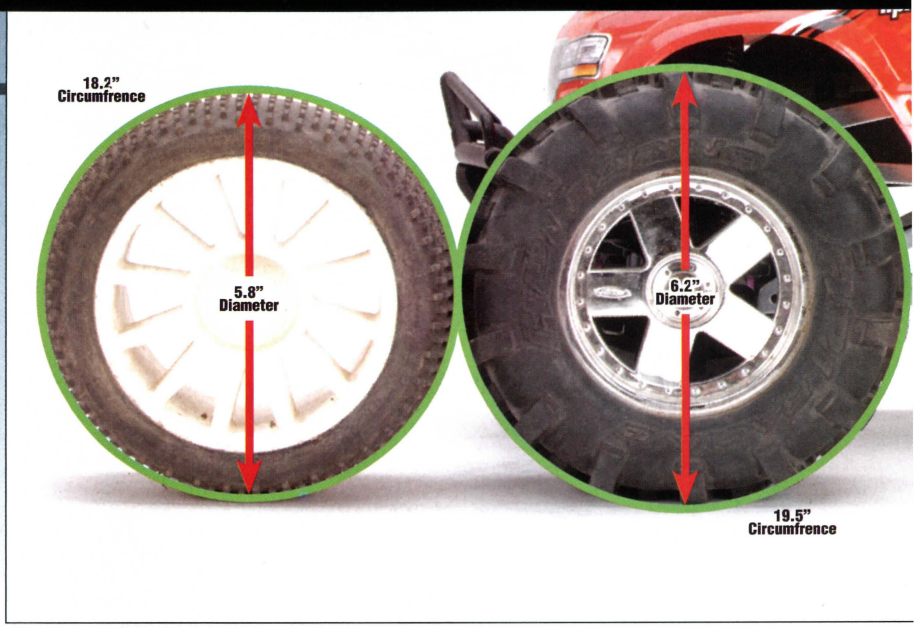
Again, we can't get a spur gear with 47.46 teeth but we can get one with 47 teeth on it. This will bring us much closer to the original desired rollout as compared to playing with clutch bell teeth since there are more teeth on the spur gear the percentage alteration of half a tooth affects the final rollout numbers to less of a degree as compared to half a tooth change on the clutch bell.



This lesson in 5th grade math is brought to you by Canada's public school system.

APPLICATION

STOCK TIRE • The first thing you have to do is calculate the rollout you are running on your vehicle now. We'll use an HPI Savage 25 with stock tires in our example as the rollout we are trying to duplicate. The stock tire diameter on the Savage 25 is 6.2" with a primary drive ratio of 3.27:1 (15 tooth clutch bell and 49 tooth spur gear) and an internal drive ratio of 2.44:1 so the rollout calculation is as follows:



ROLLOUT = (TIRE DIAMETER X PI) / FINAL DRIVE RATIO
Rollout = (6.2" x 3.14) / ((49 / 15) x 2.44)
Rollout = 19.47 / 7.98
Rollout = 2.44"

SWAPPED TIRE • The formula means that for every single rotation of the engine the Savage will move forward 2.44" when the stock tires are installed. Now we just hit the race track and the stock tires aren't hooking up so well so we slap on a set of Pro-Line Bow Tie 40-Series tires to get a little more grip. These tires have a diameter of 5.8" so we'll have to make some changes to keep the overall rollout the same. We know we want a rollout of 2.44". The internal drive ratio stays the same at 2.44:1 and we'll keep the same 49 tooth spur gear but we have to solve for the number of teeth on the clutch bell. First we have to determine what our final drive ratio should be to offer us the desired rollout. Here is how we do that:

FINAL DRIVE = (TIRE DIAMETER X PI) / ROLLOUT
Final Drive = (5.8" x 3.14) / 2.44"
Final Drive = 18.21 / 2.44"
Final Drive = 7.46

We know we need a final drive ratio of 7.46:1 so now we're going to rearrange the Final Drive Ratio formula to solve for the Clutch Bell Teeth:

CLUTCH BELL TEETH = (SPUR GEAR TEETH X INTERNAL DRIVE RATIO) / FINAL DRIVE RATIO
Clutch Bell Teeth = (49 x 2.44) / 7.46
Clutch Bell Teeth = 119.56 / 7.46
Clutch Bell Teeth = 16.02

This means that a 16 tooth clutch bell will offer the same rollout characteristics with a 5.8" diameter tire that a 15 tooth clutch bell offered with a 6.2" tire diameter. So, while you are bolting up your new 40-Series Bow Ties you should also be slapping on a 16 tooth clutch bell if you want to keep your rollout the same as stock on your HPI Savage 25.

ROLL IT OUT!

This article isn't stating that the stock rollout of any chassis is the best setup for a given track. This is only a guideline showing you how to calculate gear ratio changes to match rollout when altering overall tire diameters. You'll have to experiment with tire diameters and gear ratios for each surface and track condition but once you've found the perfect rollout number for your situation you'll be able to keep it there regardless of what size tire you slap onto your machine.

TECH TIP

SIDE WALL SIZE

In this article one of the tires we switched to was the Pro-Line Bow Tie 40-Series but Pro-Line also offers the Bow Tie with a standard size rim. The overall diameter of both tires is 5.8" so the main difference is the height of the side wall. With this being said all of the calculations we discussed utilize the outer diameter of the tire so either rim type will offer the same rollout results so this is simply another tuning option on the track. Both tires have the same tread but the 40-Series tire will have less sidewall flex allowing it to increase the reaction time of your vehicle. Keep in mind that this lower sidewall will not absorb the bumps as well but with the massive amounts of suspension travel on Monster Trucks this usually isn't an issue. Just like anything you'll have to experiment to see what tread pattern and sidewall height works best for your specific conditions.



We didn't convert Jeff's math from Canadian to US, our bad.

The POWERS Tire

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

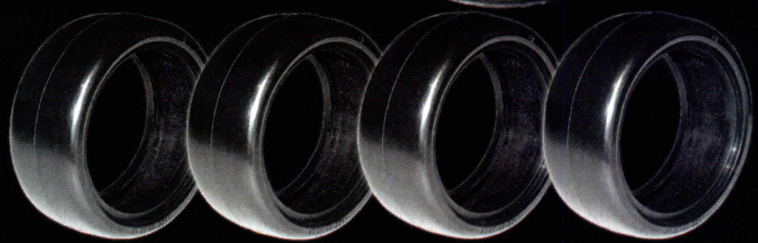
Powers

Powers Tire

: 24mm medium narrow size

POWERS Tire have been tested under various conditions without any compromise in pursuit of maximum performance. Multiple wins around the world have already proven its performance.

Hardness: 22:27:30:35



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 Dish Wheel

: Offset 0, 24mm medium narrow size

With highly accurate roundness, Powers dish wheels are designed for heavy-duty use allowing long-lasting high performance of your tires throughout the race, no matter how tough the track might be. The shape of the wheel and the height of the rim have been designed to fit POWERS tire and SilverArrows Molded Inserts P. They fit most of the standard tires from other brands as well. These wheels bring out the best performance from any tire.

Available Colors: Orange, Black, White



White Black Orange

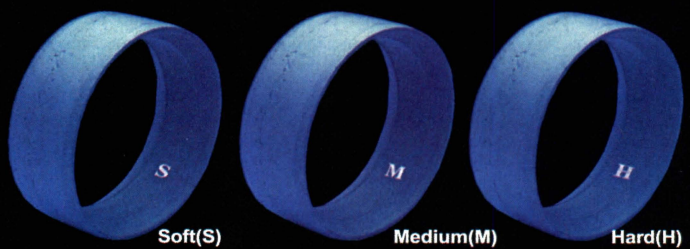
SilverArrows

Molded Insert P NEW!

: 4.2mm Thickness

SilverArrows now releases new molded inserts to maximize the performance of PJ Tires. After much effort from SilverArrows and Powers these new inserts are shaped to match the POWERS Tires. 4.2mm thickness ensures perfect fitting for POWERS tire and gives you ultimate performance under any condition.

Hardness: Soft, Midium, Hard



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

SilverArrows Moulded inserts

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

Size	4.3mm	4.5mm	4.8mm
Color	White	Black	Orange
Hard ness	MI-2143S : Soft MI-2143M : Midium MI-2143H : Hard	MI-2145S : Soft MI-2145M : Midium MI-2145H : Hard	MI-2148S : Soft MI-2148M : Midium MI-2148H : Hard

Soft	Suited for the low traction surface.
Midium	Suited for the intermediate traction condition.
Hard	Suited for the high traction surface.

4.3mm	Suited for the low traction surface.
4.5mm	Suited for the intermediate traction condition.
4.8mm	Suited for the high traction surface.



White 4.3mm / S / M / H

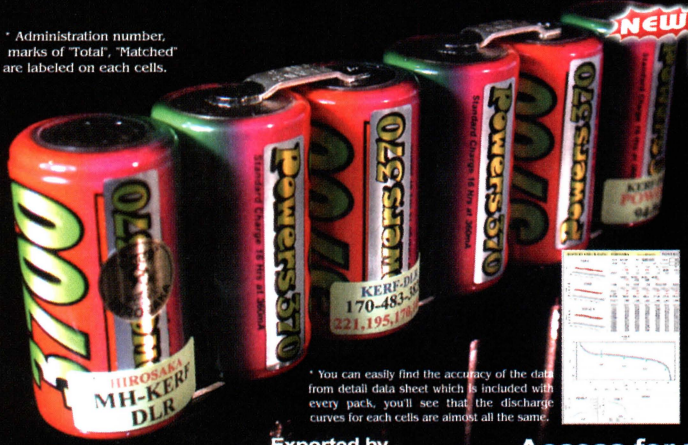
Black 4.5mm / S / M / H

Orange 4.8mm / S / M / H

Advice

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

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



* You can easily find the accuracy of the data from detail data sheet which is included with every pack, you'll see that the discharge curves for each cells are almost all the same.

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HIROSAKA MATCHED GP3700 version Debut!

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Every pack includes a detailed data sheet

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What is your feeling about the state of international racing?
I haven't been to an international race yet but when I do get to go to one I will not be looking forward to the long flight.

When you go to races, who do you think is the biggest threat to win?
Well in on-road I would have to say that that there are a handful of people who are always a threat to win. In the US there's always Chris Tosolini, Barry Baker, Atsushi Hara, Brian Kinwald, Matt Francis, just to name a few.

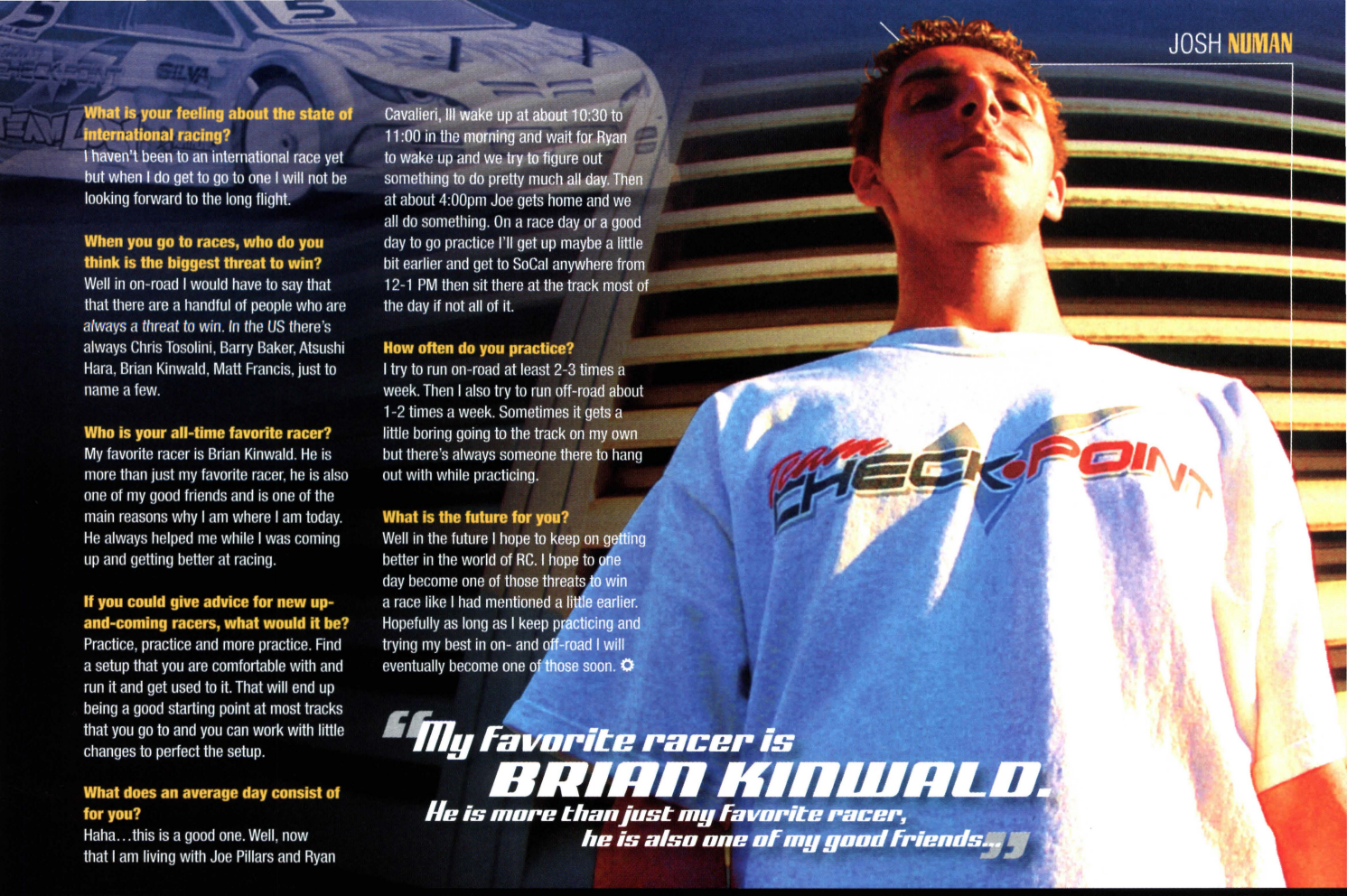
Who is your all-time favorite racer?
My favorite racer is Brian Kinwald. He is more than just my favorite racer, he is also one of my good friends and is one of the main reasons why I am where I am today. He always helped me while I was coming up and getting better at racing.

If you could give advice for new up-and-coming racers, what would it be?
Practice, practice and more practice. Find a setup that you are comfortable with and run it and get used to it. That will end up being a good starting point at most tracks that you go to and you can work with little changes to perfect the setup.

What does an average day consist of for you?
Haha…this is a good one. Well, now that I am living with Joe Pillars and Ryan Cavalieri, Ill wake up at about 10:30 to 11:00 in the morning and wait for Ryan to wake up and we try to figure out something to do pretty much all day. Then at about 4:00pm Joe gets home and we all do something. On a race day or a good day to go practice I'll get up maybe a little bit earlier and get to SoCal anywhere from 12-1 PM then sit there at the track most of the day if not all of it.

How often do you practice?
I try to run on-road at least 2-3 times a week. Then I also try to run off-road about 1-2 times a week. Sometimes it gets a little boring going to the track on my own but there's always someone there to hang out with while practicing.

What is the future for you?
Well in the future I hope to keep on getting better in the world of RC. I hope to one day become one of those threats to win a race like I had mentioned a little earlier. Hopefully as long as I keep practicing and trying my best in on- and off-road I will eventually become one of those soon.



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4th Colton Kiefer (EB Team 421B)
8th Sonny Ochoa (EB Team P5)
10th Erik Hannemann (EB P5)

1/8 PRO Buggy A-Main
Aaron Pucci (EB Team 421B)

1/10 Scale Truck
Sonny Ochoa
Aaron Pucci

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United States Monster Trucks Championship

Unlimited Monster Truck A-Main
1st Steve Slayden (EB OS TZ .18)

Production Monster Truck A-Main
2nd Steve Slayden (EB OS TM .18)

2005 Nitro Maxx Challenge

Unlimited Monster Truck A-Main
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Nigel Townsend (EB 528XR)

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Motor Dyno Features :

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SOLDER BRUSHES

Burn your fingers the right way!

Words: Michael D. Wortel



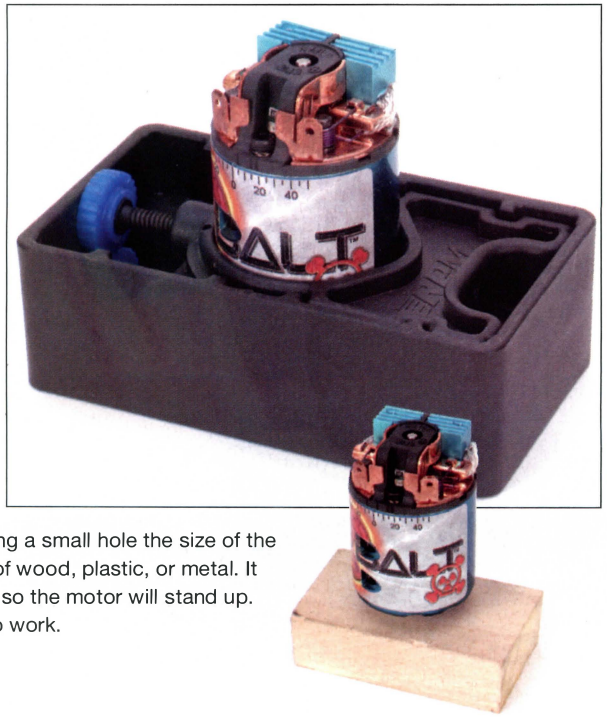


An electric motor's brush energizes the armature, making it a life-force for your vehicle. Simply put, you can't move if your brushes are not installed correctly. Brushes transmit electricity to the commutator, which energizes the coils on the armature, causing it to spin within the can. Without the connection between the brush shunts and the endbell, the electrical energy wouldn't be transferred. If the brushes do not screw into the endbell, then you must solder the loose ends onto the correct spot of the motor. This is easier said than done, because the soldering surfaces are small, and burning your finger with the scorching iron hurts like hell! If you plan everything out, however, it can be quick and painless. Here is a quick bit on soldering brush shunts to the endbell of your electric motor.

Real men solder with their fingers!

1. PLAN YOUR ATTACK

First, plan how you will access the soldering surface, and decide which would be the best way to hold the motor in place (don't make your brother do it... although it's tempting). You need a stable surface that is very accessible at all angles. If you can get to the soldering area with the motor installed in your vehicle, and there is ample soldering room, you can leave the motor installed. However, you will probably need to remove the motor and use a motor jig, like this one from RPM. One can also be made by drilling a small hole the size of the armature shaft in a piece of wood, plastic, or metal. It needs to be deep enough so the motor will stand up. From there, you can get to work.



DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine

2.0

TIME TO COMPLETE

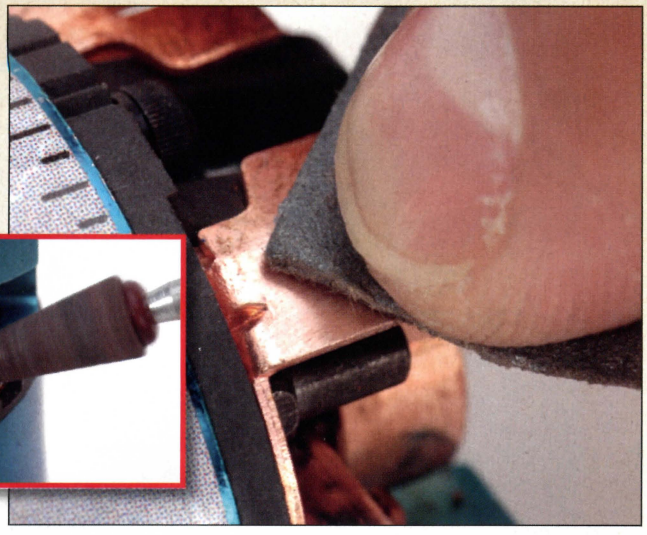
15 MINUTES

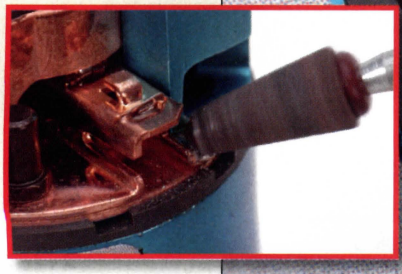
THE TOOLS

- Soldering Iron
- Solder
- Nail File or Sandpaper
- Rotary Tool (Optional)
- Needle-Nose Pliers

2. PREPARE MOTOR

Brush-mounting surfaces, specifically in new motors, can be difficult to solder to. Lightly score (scratch) the surface you want to solder the brush onto with a small rotary bit or a fingernail file (just don't let your friends catch you with it). Scoring increases surface area and rids the surface of debris. This is all in an effort to have an efficient connection that will give you the most power and runtime as possible.





TECH TIP

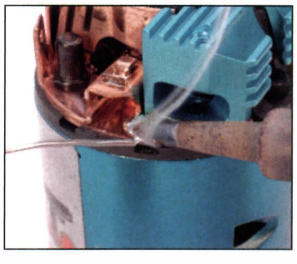
Soldering with new endbell designs

Machined aluminum endbells look like U.F.O.'s compared to classic endbell designs. The principles behind them are the same, but just tweaked a little. When soldering brushes on to these new endbells, it can be difficult; the surfaces are usually rounded. Also, it is hard to get a hot soldering surface, because the new endbells dissipate heat so well. To make things easier, do the following:

- **Use a very hot iron**
- **Apply flux paste onto the motor before tinning**
- **Wipe iron with a wet sponge before melting the brush to the motor**
- **Score the surface well**

3. TIN MOTOR

Tin the solder points by melting a small amount of solder onto the prepared area, either on a soldering tab or next to the brush hoods. One brush must be on the positive side of the motor, and the other needs to be on negative. Heat the endbell first and then apply the solder; this creates a strong bond. (And is also where a lot of finger-burning occurs). If it takes a long time to heat the can and melt the solder, you probably need a better soldering iron. When in doubt, get a 40-watt or higher iron.



4. TIN BRUSHES

When tinning the brush shunts, make sure to completely remove them from the motor; you'll need the space. First, preheat the brush shunts; this will make the solder bond to the brushes. Then, make a little solder ball on the end of the iron, and twist the brush shunt into it, covering the bottom of the shunts. Make sure to use small pliers to hold the brush. Use as little solder as possible, but cover the entire surface.



5. SOLDER BRUSH SHUNTS TO ENDBELL

Using small pliers, hold the brush shunt on top of the endbell surface, and heat the top onto the bottom with the iron, making sure that all of the solder melts into one drop, then pull the iron away and let the connection dry. Test it by tugging on the connection with a little strength. If it is easy to pull off, then it was a poor connection, so try again. Make sure not to heat the endbell so much that the capacitors or diodes melt off.



We love it when we screw up and solder half the shunt.

Now you have soldered the brushes onto the motor. It is important to have a good connection because your motor only comes to life when electricity passes through the brushes and energizes the armature; brushes get power to the motor. Make sure to be careful and determine a stable location and approach, because if you're not careful, you can burn yourself or your car. If you are afraid of burning yourself, take to the dragon with your sword, and learn how to beat him…in other words, you should take something that is difficult and make it a strength—just like soldering. Even if soldering has always been your biggest enemy, it's kind of like what my Dad used to say: "keep your friends close and your enemies even closer." ✪

SKY ROCKETS AT NIGHT!

PAINT YOUR BODY FOR NIGHT RACING AND YOU CAN LEAVE YOUR FLARE GUN AT HOME.

Derek painted everything with reflective paint after writing this article.

Words: Derek Buono

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine

1.0

THE TOOLS

- Bright Paint (Cans or Airbrush)
- Reflective Tape
- Dupli Color Nite Lites

Driving at night adds an entirely new set of conditions for racing or even bashing. Not only are your eyes adjusted to low light conditions and super sensitive to movement (that's why everything seems faster), when you're at a track bright lights often confuse your eyes and make things darker than they should be. Most indoor tracks will have a fairly uniform coverage of lights but outside you'll get spots of bright and sports of dark. Some racers recognize the complication of racing at night and sometimes even change their paint schemes for such conditions. This month, we'll tackle some ways to make it easier to race at night.

BLACK PAINT

Ever see a sweet black fade with black flames and black checkers? The answer is no because black and *dark shades* of blues and purples are the most difficult colors to see at night or indoors. If you're racing on carpet, blacks and grays make up the background and make things very difficult to see. If you're one of those who like dark colors, you may want to change your paint scheme to include bright or fluorescent colors if you plan to race at night.





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Sometimes you have to alter your scheme to make your car easier to drive.

COLOR DIRECTION

One of the tricks that airplane modelers use is to paint the top and bottom of wings different colors so they can easily tell which end is facing up. The same is true for cars! While a bright uni-color paint scheme might look the best, when you're in a tight spot knowing that white is the front and yellow is the back of the car will allow you to recover quickly and get out trouble. It may seem stupid but your brain will recognize this without you realizing.



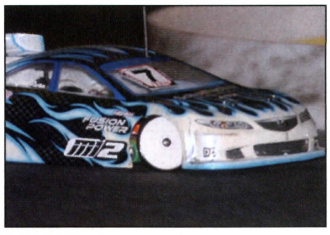


SIMPLE DESIGNS

We all love to paint schemes with complex patterns that look bitchin' sitting on the bench, but on the track those same paint schemes can be difficult to see. When I was racing 1/8-scale and using the body from our shootout I found that even though the colors were bright up close, once they were on the track it almost became a camouflage effect, making it difficult to see and it wasn't really dark. If you're qualifying at night and can use a simpler paint scheme, you'll see it better.

WHEELS

I've seen lots of drivers sporting black wheels on carpet racing and even painting some wheels in off-road. Just like the rest of the car, your eyes focus on those wheels. Making sure that they stand out like a sore thumb allows you to see them better and judge tricky sections better. There is a reason why so many drivers have bright yellow or white wheels when they race. If you're a night owl racer your best bet is to make sure to use the bright wheels they make.





REFLECTIVE TAPE

A simpler way to brighten a body is to add some reflective pin striping to it. This will add some much needed flashes of light in a variety of patterns. Anything you add dramatically increases the visibility of the car on the track or in an empty parking lot.

TECH TIP

Dupli-Color Nite Lites



When I was watching one of those tuner shows where a bunch of old guys try to trick out an import car, they did a segment on this paint. While I wouldn't be caught dead painting my real car I did go get a can to test on RC bodies. The paint is basically spray on reflectors which we found to work best on the outside of the body. The results were pretty dramatic, and depending on the lighting it can light up the painted area up pretty dramatically. I went so far as to paint a 1/8-scale wing with it which would glow brilliantly from headlights and overhead lighting.



BRIGHT LIGHT. BRIGHT LIGHT.

When it comes to racing, most of us are up for it anytime and anywhere. It's awesome when tracks race at night but visibility, can become a problem (even more so when you get older) and if you can't see your car you can't drive it, and if it's going and you're not driving that means more crashing and more broken parts. So if you're going to be racing both in the day or night, or even indoors, picking the *right paint* combination can make a huge difference.

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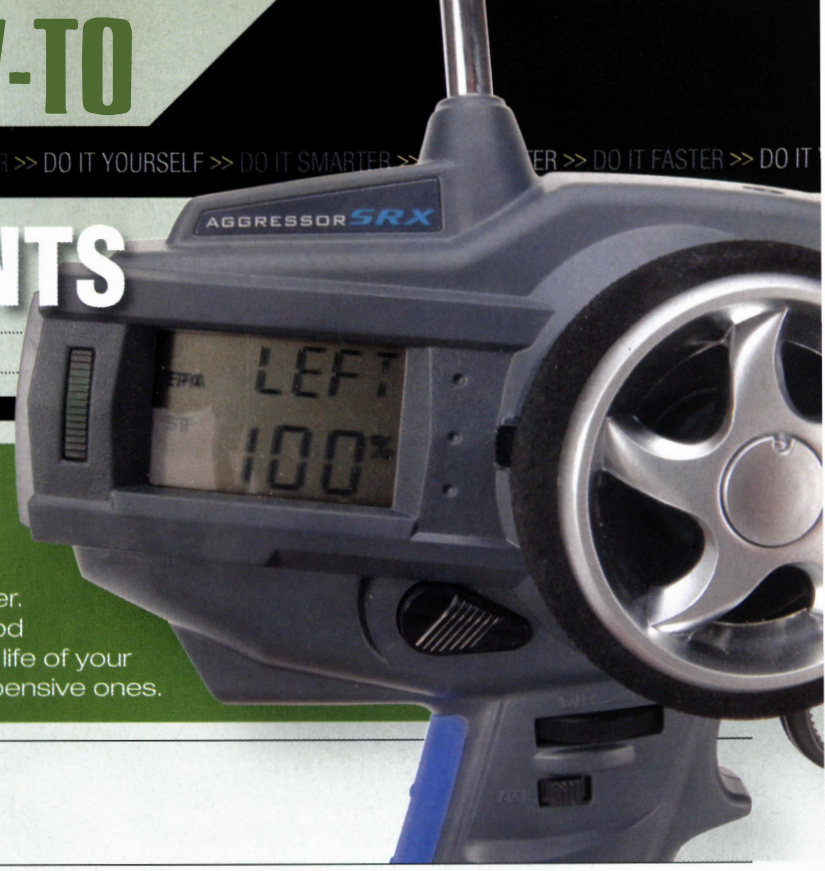
SET ENDPOINTS

THE END IS NEAR.

Words: Michael D. Wortel



Once upon a time, transmitters were simple and had very few adjustments. However, as time passed and my hair turned a little gray, the dials and knobs have increased in number. Adjusting end points is necessary for good handling, throttle movement, and for the life of your servos, especially the more powerful expensive ones.

Ironically, you should set end points *before* you drive!

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine 2.0

TIME TO COMPLETE

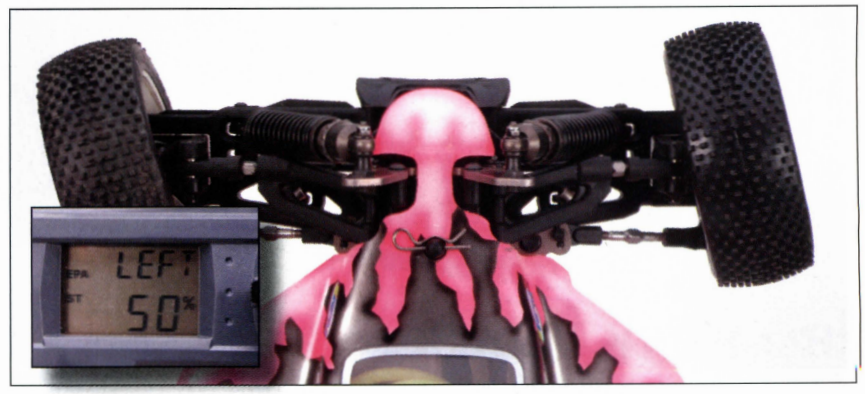
15 MINUTES

THE TOOLS

- Allen Wrenches and/or Screwdrivers
- Fully Charged Battery
- A Love for Fine Tuning

1. STEERING EPA (End Point Adjustment)

When adjusting steering end points, begin at 50% throw for both the left and right sides. EPA stands for "end point adjustment" and is sometimes referred to as "travel" or "throw." With a fresh battery, turn on your vehicle, and turn the wheels to full throw. Look at the space where the steering blocks come close to the C-hub; if the steering blocks are pressing on each other, decrease the EPA at once. Stress on the servos will burn out their small motors, especially in high-end digital servos. You should increase the EPA until the blocks come close to touching, but maintain a little bit of play between them. Once set properly, the servo should turn the wheels fully left and right without the servo attempting to pull past full throw.



TECH TIP

Dual Rate Steering

When you adjust the steering end points to their max (without hitting steering blocks), test drive your vehicle. If it has too much steering altogether, decrease the dual rate setting. This will limit the end points of both the right and left wheels symmetrically, decreasing overall steering (which keeps you from spinning out in sharp turns). Dual rate is especially helpful in on-road applications where excess steering can make your vehicle loop out.

50% Dual Rate



100% Dual Rate



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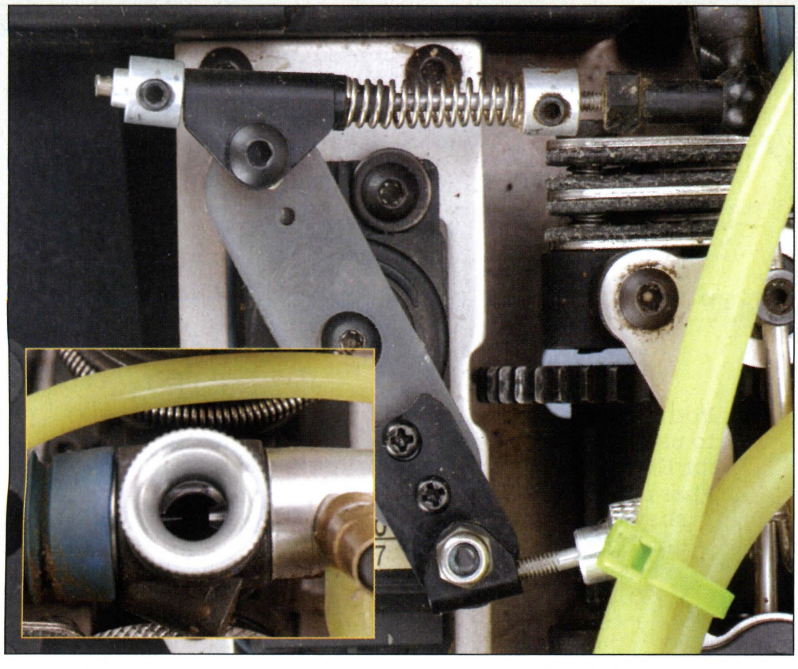
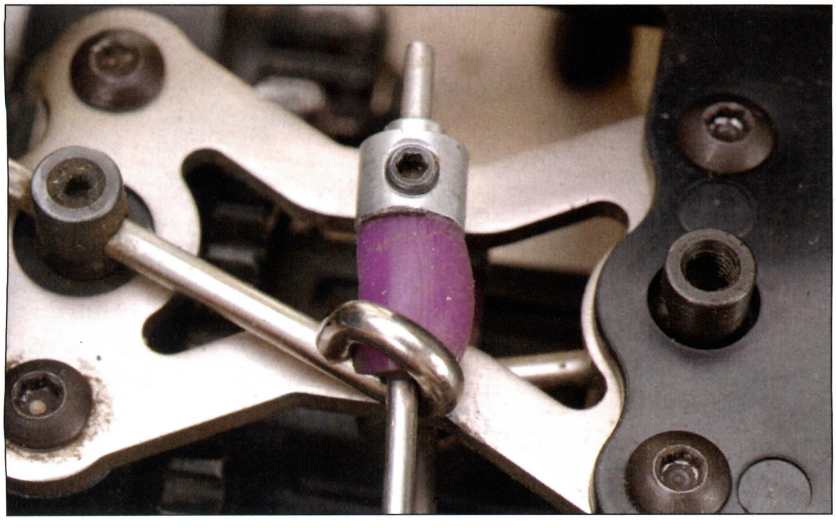
2. THROTTLE EPA (Nitro)

Begin with a 50% throttle EPA, and increase it until the carb venturi is fully open. However, do not increase the endpoint past the fully open position. If you see the servo pulling the carb or the servo sounds strained, dial the EPA back down, but make sure the carb venturi is still fully open. This setting gives your vehicle the most power with the least wear and tear on the carb and throttle servo.



3. BRAKE EPA

Adjustable endpoints are extremely useful in nitro vehicles, partly because the throw of the servo horn on the brake is less than that on the throttle. Begin adjustments with an EPA of 20%, and your finger on full brake, and check to see if you can push your vehicle forward. If it rolls easily, increase the EPA until it is difficult to push. Continue increasing the EPA until the wheels just begin to lock up, and stop there. If the EPA is too high the servo will pull or strain on the brake, and just like on the throttle, this stress can damage or burn out the servo motor. It is occasionally useful to set the brake EPA in electric applications, if you are fine-tuning your vehicle to a specific track or turn. In either case, you can fine tune your braking needs further once you hit the track.



TECH TIP

Check It

It's good to check your steering endpoints at ride height, but also at both extremes. Check to make sure you don't have binding issues when the suspension is at full compression and then at maximum ride height. Sometimes you'll run into an issue where it can bind and overload the servo without you ever knowing.



CONCLUSION

They may be called "end" points, but they should be one of the first things you check and set on your transmitter before running your vehicle. Now that digital servos are becoming more and more popular, proper EPA settings are more important than ever. If you are running digital servos along with a radio that *does not have* EPA settings—and we doubt it—try to upgrade the radio system as quickly as possible, especially if it's a nitro vehicle. We know you hear a lot of "don't do this" and "*don't do that*" and probably wonder if any of these things can damage your equipment like we say it can, but rest assured, improperly set endpoints can and will destroy your expensive servos, and you really don't want that to happen. Take a few minutes before firing up your car or truck and make sure those EPA settings are dialed. You'll thank yourself in the long run!

Waaa, setting up my car is too much work, waaa!

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By: TEAM INTEGY

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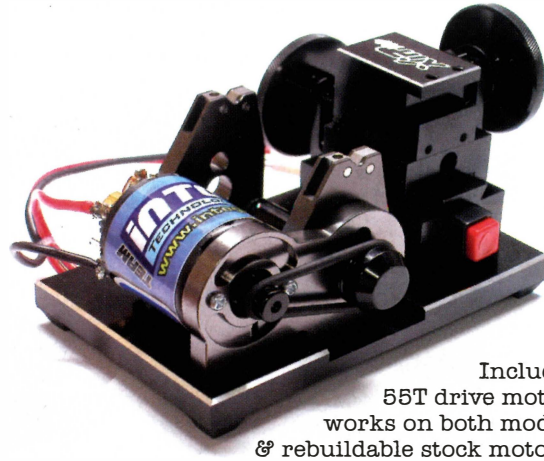

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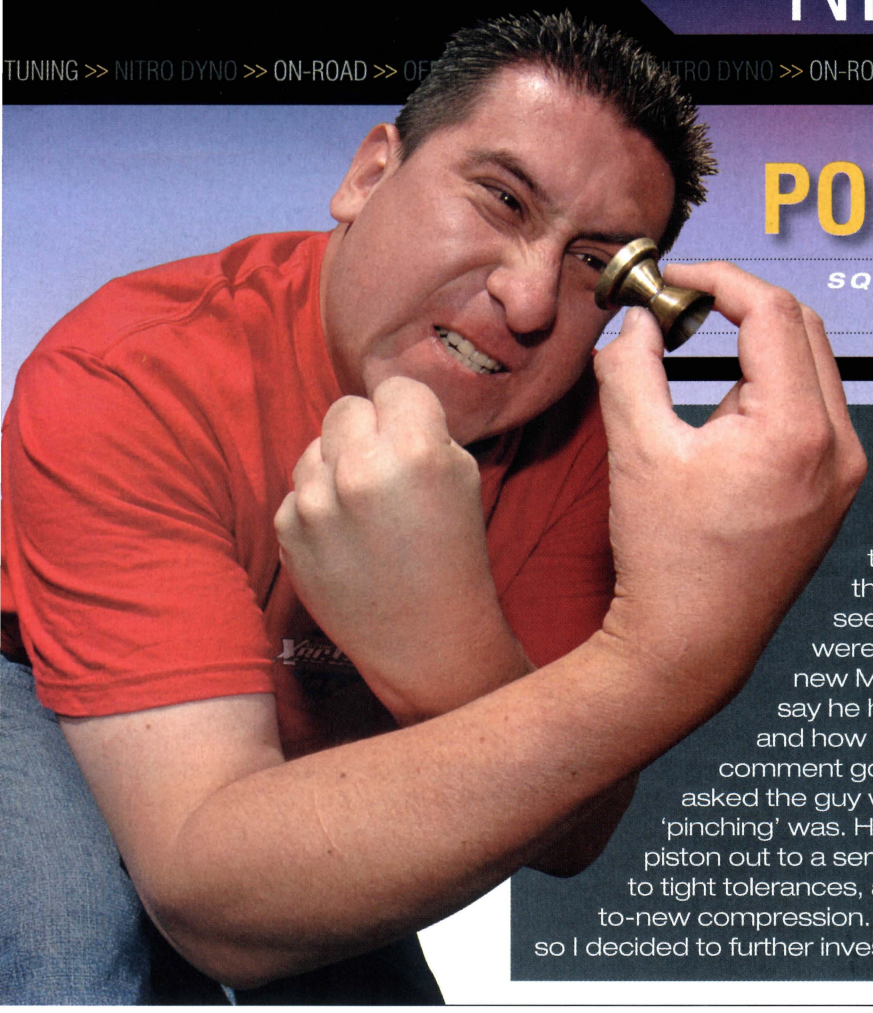
POWER PINCH!

SQUEEZE SOME NEW LIFE INTO YOUR OLD SLEEVE.

Words: Brian Kinney



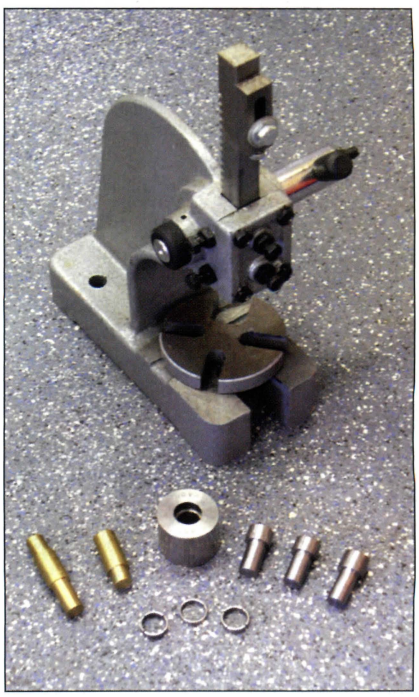
That is Dave's "I'm going to *kill* Collin" face.

Some time ago, I was attending a race and happily working on my buggy, preparing it for my next heat. I was listening to the buzz in the pits, and I overheard something that really piqued my interest. It seemed that the guys pitting behind me were installing an old Novarossi P5 into a new Mugen buggy. I overheard the owner say he had just had the engine 'pinched' and how it should be as good as new. This comment got me curious, so I butted in and asked the guy what he was talking about, and what 'pinching' was. He said he had sent the sleeve and piston out to a service that 'squeezed' the sleeve back to tight tolerances, and that the engine now had next-to-new compression. I thought this sounded interesting, so I decided to further investigate.

BACKGROUND

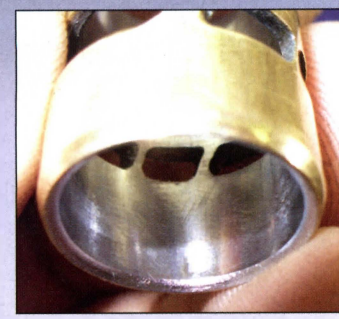
While surfing eBay for who knows what, I found ads for C-clamp pinch rings, but also came across an advertisement for Ray A Racing. I gave their website a visit, and all my old engines would never be the same. After reading a bit, I gave Ray Aronica a call, and pitched him my story. He assured me that his method of cylinder resizing was different than the C-clamps I had been reading about, and that they had come up with state of the art tooling that could resize a sleeve and control the amount and location of the 'pinch' within .0001"—that's one ten-thousandth of an inch! He continued to inform me that they felt that the finish was equally important in a sleeve reconditioning service, and that's where Ray A Racing leads the pack in RC nitro engine resizing. I asked him what made a good candidate for resizing, and he explained that in a nutshell, any engine that won't idle steadily, has weak compression, and is a pain to tune, or any piston and sleeve set with which you can push the piston easily past the TDC wear mark and out the top of the sleeve, is a prime candidate for this service.

I explained to Ray that I would like to evaluate his service and dyno test the before and after results and share them with our *XRC* readers. He was more than happy to put his pinching method to the test. I had the perfect subject to send to him, but first I needed to throw it on the dyno and see what kind of numbers it would put out. My test subject was a RB Concept .21 S7 buggy engine that had many gallons of 30% through it over the course of last season, and had been replaced because it wouldn't hold an idle, and overall felt like it had lost its punch. While dynoing this engine for some baseline figures, I remembered specifically why I had replaced it. It wouldn't idle for anything, but its HP numbers weren't as bad as I thought they would have been. Regardless, I disassembled the engine, packed up the piston with the rod connected and sleeve, and shipped it off to Ray for resizing.



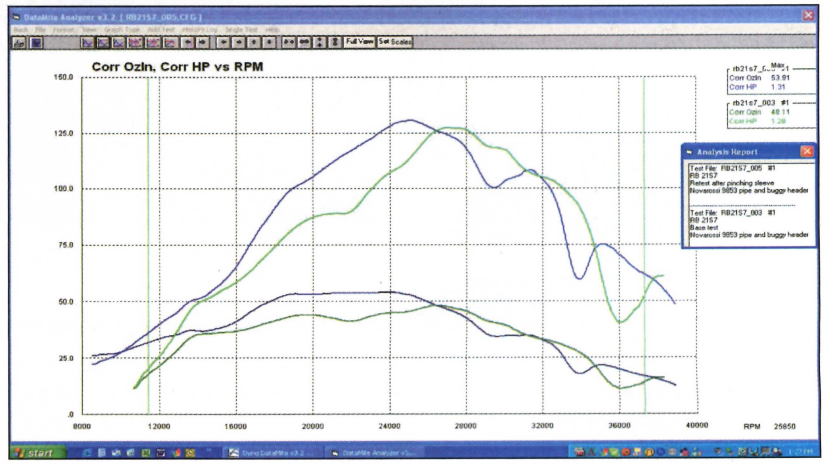
RESULTS

Ray worked his magic and had the sleeve set back in my hands in less than a week, just as promised. I looked over the newly resized sleeve and noticed a few things. First, the pinch was definitely back! It seriously felt just like a new sleeve set. Second, the sleeve originally had a few light vertical scratches, and I was pleased to find that they were gone. Ray runs a fine hone through the sleeve after resizing, and reintroduces a crosshatch to the chrome liner for lubrication and break in purposes. The last thing to note was the specification sheet included with the sleeve set, showing the measurements and where the corrections were made. Nice!



The freshly resized sleeve, complete with scratches removed and liner restored. To the untrained eye, it would look no different than a brand new sleeve set.

After reassembling the S7 test engine, I immediately noticed that I could no longer roll the engine over by hand as before. I also noticed a bit of con rod play that hadn't been evident previously, but because the piston/sleeve was so loose before, I shrugged it off as no big deal and proceeded to break in the engine as if it were new. This proved to be a bit difficult, as it required the use of a heat gun, and loosening the glow plug to get her fired up the first time (just like when I first bought the engine). After running 5 tanks of 30% through it at a rich setting, I mounted the S7 test engine up on the dyno for some testing.



With resized components, the S7 improved significantly on the front side of the curve leading up to peak HP, producing much more torque and just slightly more horsepower. Before the compression increase, the original engine produced most of its power in the high rev range, behavior indicative of a low-compression engine.

My first impression while running this engine on the dyno was one of amazement. The last time this engine sat on the dyno, I could barely get it to idle no matter what the carb settings were. After the pinching service, it idled like a dream, even with its initial rich carb settings from break in. I spent a little time warming it up and getting the carb set properly for running, and began making dyno pulls. Just from the sound alone, I could tell this engine had new hopes of seeing the battlefield again. And with each run the results got better and better. After several runs, I took the best current run and compared it to the run prior to resizing, and here are the results.

The performance difference was substantial, although the increase in horsepower was minimal. As you can see on the dyno chart, the original S7 before resizing had very low power at low RPM, and furthermore it would barely run under 10,000 RPM. The resized S7 could idle at 6,500 RPM all day long and pulled strong right off the bottom. The resized S7 also produced much more power on the front side of the curve all the way to peak HP, which turned out to arrive 2,500 RPM before the original S7. I believe this was because low compression engines make power higher in the rev range (just as an old worn engine should), but the downside is they don't run well in the lower RPM range and idle very poorly, if at all.

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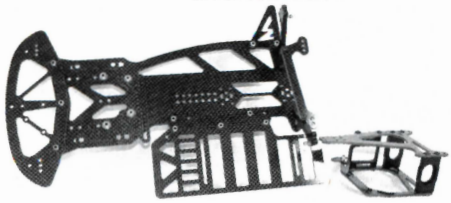

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TRACK TESTING

Initial dyno test results were impressive, and completely support Ray's claims of bringing new life to an old engine. On the track, the car immediately had a different feel than before, and its out of the corner rip was incredible! All my idling worries were gone. The car felt the same as it had when this engine was new, and it was still getting better with every tank of fuel. The engine temperatures were much more steady, consistently running in the 240° range. I haven't had a chance to take this engine out and race it, but I will do so very soon!

As a side note, remember the connecting rod I mentioned a while ago? Well, as with any increase in power there will always be penalties on the connecting components. The original engine had quite a bit of time on it, and as I mentioned it had a bit of play with the connecting rod. After running about a gallon of 30% through the resized engine, the con rod is ready for replacement. As with any rebuild, we need to consider the rest of the internal engine components. This includes replacing the connecting rod, both bearings, and all O-rings in the engine (including the carb). But after witnessing firsthand what Ray's service can do for an old piston and sleeve, I feel this is cheap insurance for making sure you get as much reliable service from your freshly rebuilt engine as possible. So for under a hundred bucks you can have the piston and sleeve resized, replace the con rod, bearings and O-rings, and create an outstanding performer from what would have been an old engine collecting dust in a box somewhere in your garage. This sure beats the hell out of buying a new one for three bills or more. ✪

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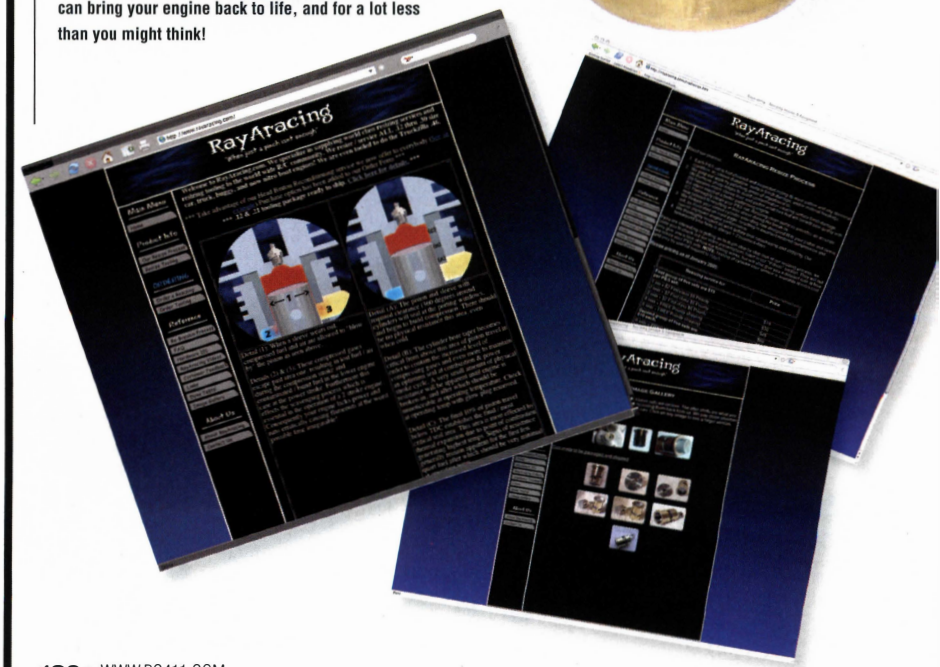

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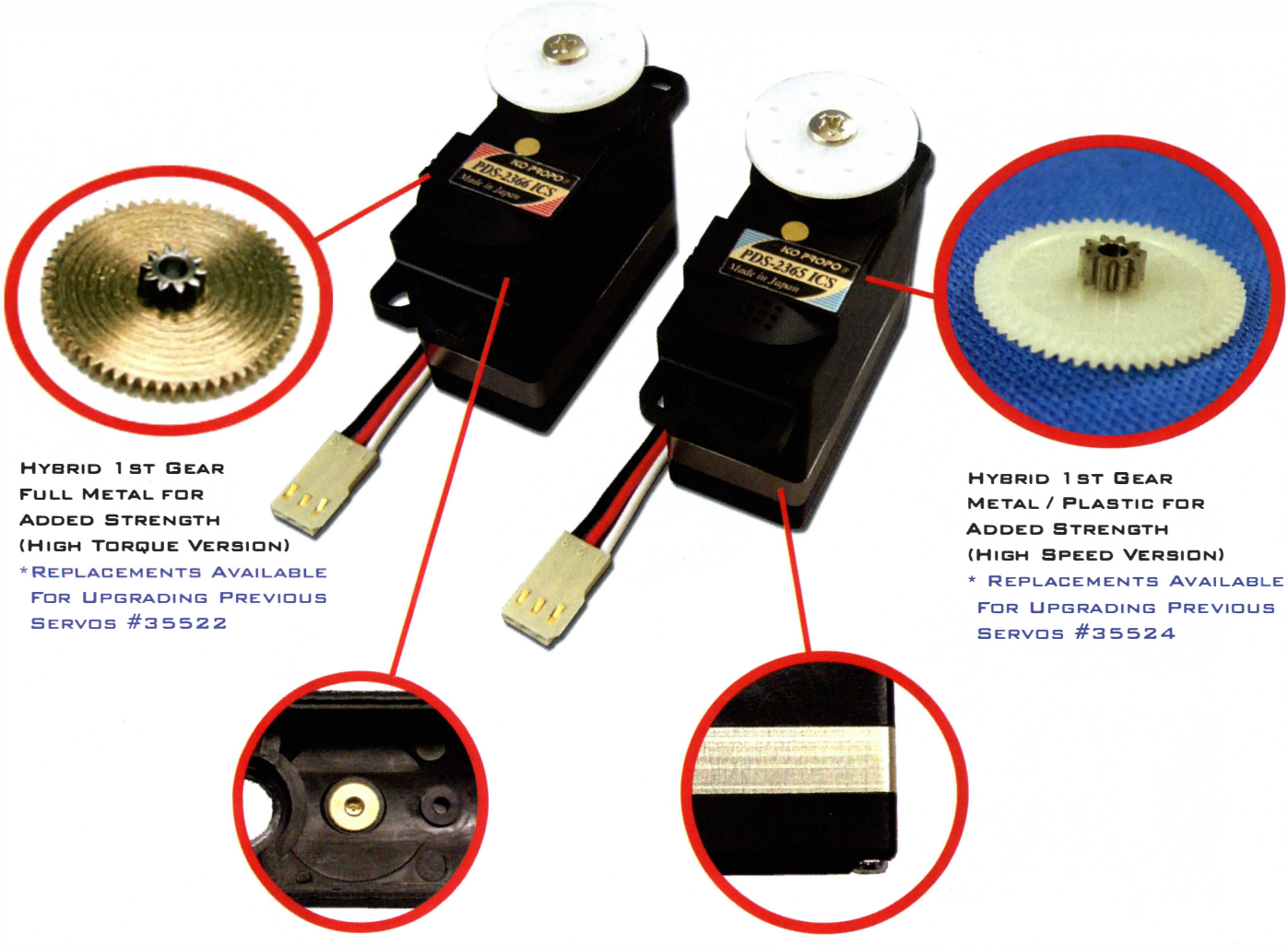

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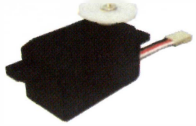

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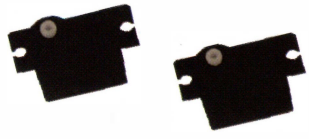

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SET PROPER GEAR MESH

TIGHTEN THE TEETH!

Words: Jeff Eveleigh

Always check your gear mesh with the gears out of the car. That makes sense.

Setting gear mesh is a simple task that needs to be done on numerous occasions. People take proper mesh for granted, but improper spacing between the teeth of your gears can cause a huge loss of power or a prematurely ended race due to stripped or broken gear teeth. It is important to spend some time to get your vehicle's gear tooth spacing correct so it can harness your motor's power efficiently, and without potential damage to the driveline.



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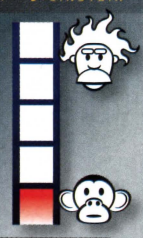


TIME TO COMPLETE



5 MINUTES

THE TOOLS

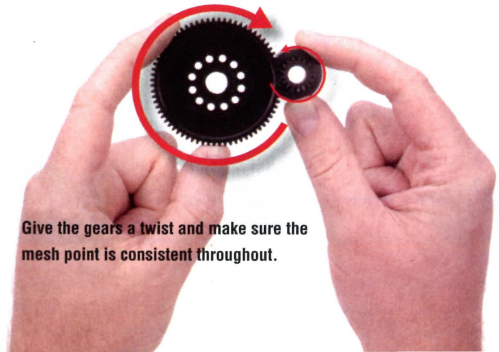


- Hex Wrench
- Strip of Paper
- Blue Thread Lock

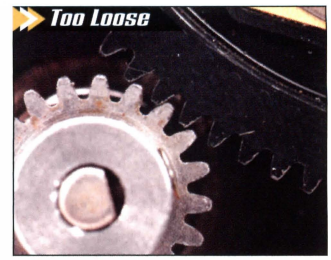
PART 1: THE CONCEPT

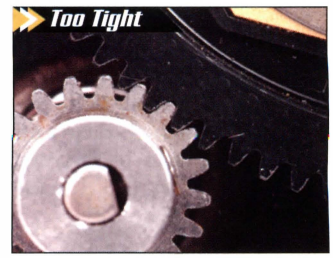
There are two extremities to setting gear mesh. If you set the mesh too tight you will rob valuable power from your vehicle and create excessive wear and inefficiency to both your motor and transmission. If you set the mesh too loose you run the risk of stripping gears especially in the event of a collision. You need to find a happy medium where your gear spacing is basically as small as it can be without it binding anywhere around the circumference of the gears involved.

It is very difficult to find a gear that is perfectly true. There are always high spots within the gears and for this reason it is important that you check your mesh at every point around your gear's circumference to ensure that the mesh isn't perfect at one side and overly loose or binding when you rotate your driveline to a different position. Again, you need to find a median point in which the mesh feels good all the way around the rotation of the gears in question.



Give the gears a twist and make sure the mesh point is consistent throughout.



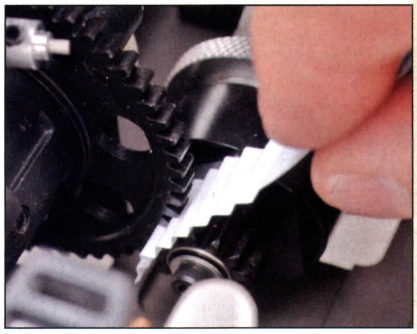




PART 2: THE METHODS

1. PAPER METHOD

The easiest and most consistent way to set gear mesh is to place a small slip of paper between your gears, push the pinion or clutch bell towards the spur gear and tighten your motor down. This method will usually set the perfect mesh but you still need to check the spacing all the way around to ensure a high or low spot in the spur doesn't ruin your day of perfect gear gap.



If the paper looks like an accordion, you've done your job right!

2. TRIAL AND ERROR

As you get more comfortable with setting gear mesh you will probably prefer the trial and error method over the paper method. Basically you just line up the gears by eye as to where you think the mesh looks good, crank the screws down, and check it. If there is too much play in the gears you loosen the screws, move the motor closer to the spur, tighten the screws down again, and check it out. The opposite is true if the mesh is too tight, simply move the motor slightly further away from the spur and bolt her up. Remember that regardless of which method you use you have to check the mesh around the entire circumference of the gear to ensure the high spots of the gears don't cause binding or excessive drag.



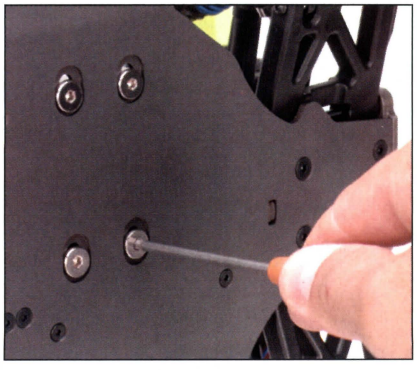
Once you get better at setting the mesh, using the old "eyeball it" method will work.

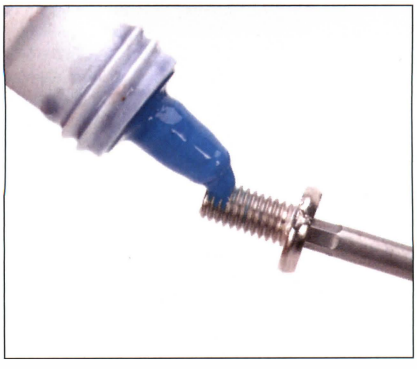
PART 3: LOCK IT DOWN

Once you are happy with the gap in the gears you need to tighten the screws down so your power-plant stays put. If you are running electric cars then simply snug the two screws up with just enough authority to hold the motor steady but not too much that you risk stripping the screws or motor can holes.

When it comes to nitro engines tighten all four screws down firmly and then remove, diagonally, two screws at a time and use blue thread-lock on them to keep them in place. The reason you only remove two screws at a time to apply the thread-lock is so you don't lose the gear mesh position you just slaved over to find in the first place. Apply the thread-lock to the first two screws, bolt them down, and then remove the final two screws for the thread-lock treatment.

One final note with regards to setting gear mesh; whether you are setting electric or nitro mesh, you need to ensure that you tighten *all* of the mounting screws before you check the gap. If you only tighten one or two screws and then check the spacing, it could alter the mesh when you crank the other suckers down, so ensure you are doing your gap testing with the motor sitting in the final position it will end up on the track.

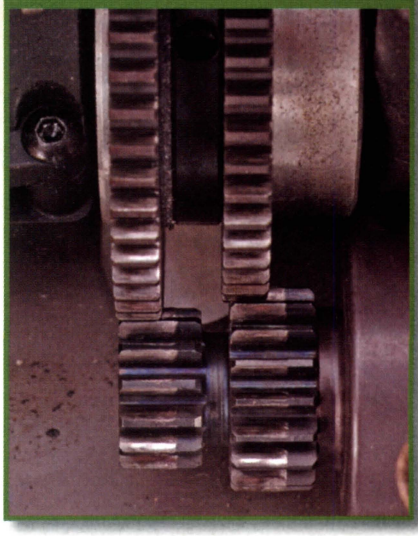




TECH TIP

Two Speed Transmissions

There is one final obstacle that needs to be overcome when setting gear mesh with a two-speed transmission. You have to keep in mind that you are setting mesh for not one but two sets of gears. This makes it especially important that your engine's crankshaft is sitting parallel to the two speed gear shaft (meaning that your engine is not twisted at all when mounted to your chassis). Remember to keep your engine straight and to check both sets of gears all the way around their rotation before you crank the screws down with thread-lock and your two speed tranny will spool up perfectly regardless of what speed you are in.



Obviously, we'll cover actually aligning the gears at some other point.

ALL MESHED UP AND READY TO GO!

All of this seems simple but the repercussions of running improper gear mesh are huge. A dumped battery, poor fuel economy, worn out commutator and burnt brushes, or an overheating mill with no power are common when the mesh is set too tight or being a race spectator instead of a driver due to a stripped gear if the mesh is set too loose. Make sure your gear gap is good and you can continue on with your day without being haunted with any of the problems we just discussed.

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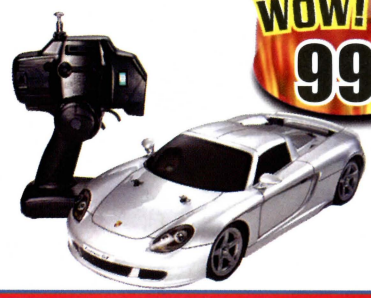

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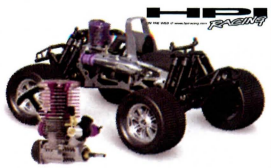

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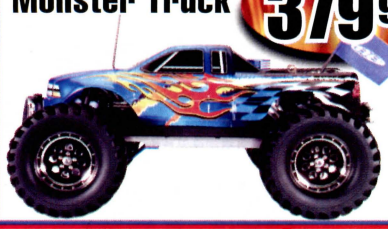

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WERKS/COLLARI B7

The other Italian powerhouse.

Words: Stephen Bess

Lamberto Collari, the Italian on-road racer and engine design guru, holds 7 IFMAR World Championships, having earned the most recent win with his own line of engines. Formally called "Motorsport by Lamberto Collari," here in the US they're simply known as "Collari" engines, or "Werks Collari," in homage to their exclusive US importer, Werks Racing. Manufactured in Italy—RC's magical nitro-engine hotbed—Collari's ultra powerful B7 buggy engine has lit up the sponsor sheets and climbed the podiums recently with Werks-sponsored factory drivers like Jeremy Kortz and Matt Gosch at the controls. Needless to say, we couldn't get our own B7 onto the X-dyno quickly enough!

When Stephen gets his hands on a new engine, he's as giddy as a schoolgirl.

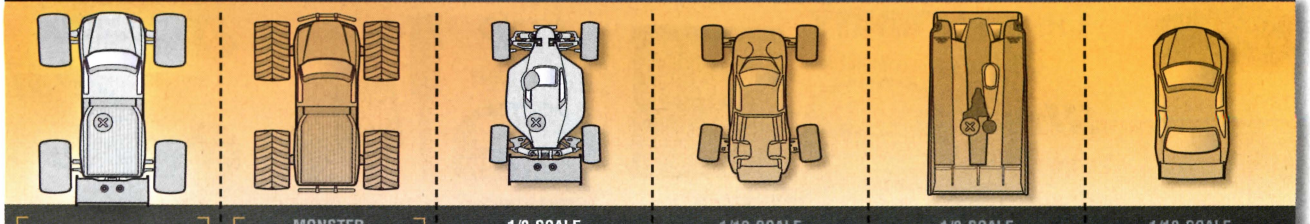


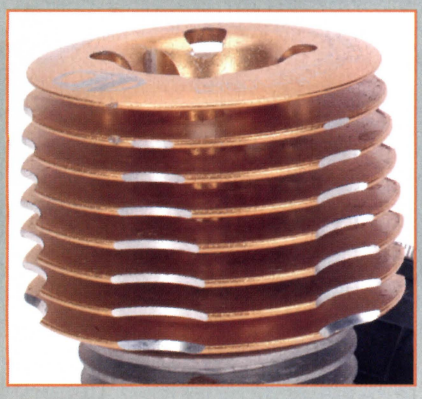
Quick Features

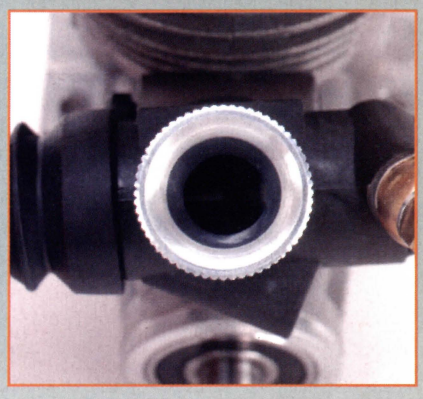
Collari/Werks' B7 engine has many of the standard features that you'd expect to find on a premium off-road engine, including the following:

- 3-needle carburetor with venturi inserts
- 7 port ABC sleeve
- Standard plug, 2-piece cooling head/head button assembly
- Aggressive looking crankcase with header-style piping

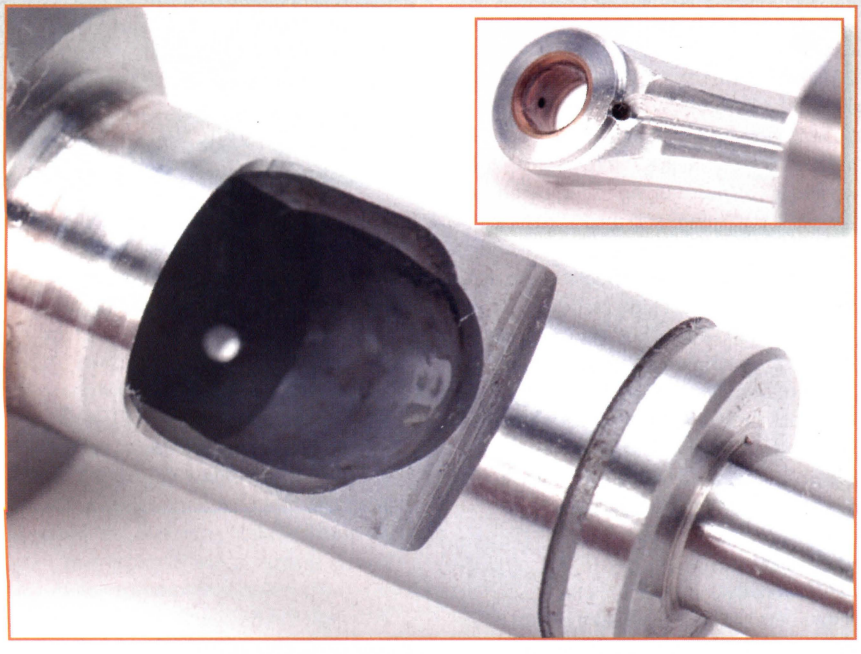
RECOMMENDED USES











Specifications

Engine: Collari WRXLC21B7
Displacement: 3.5cc (0.21 in.^{3})
Bore: 16.3 mm (0.64 in.)
Stroke: 16.48 mm (0.65 in.)
Piston/Sleeve: ABC
Ports: 7
Head Button: Standard
Crankshaft: 14.2 mm
Carburetor: 3-needle

Peak X-Dyno HP: 1.54 hp @ 26,000 rpm
Peak X-Dyno Torque: 59.52 oz.-in. @ 23,750 rpm
Peak X-Dyno RPM: 36,650 rpm

Test Equipment

Fuel: 30% nitro, 12% oil
Pipe: Novarossi 9886
Plug: OD99

FEATURES

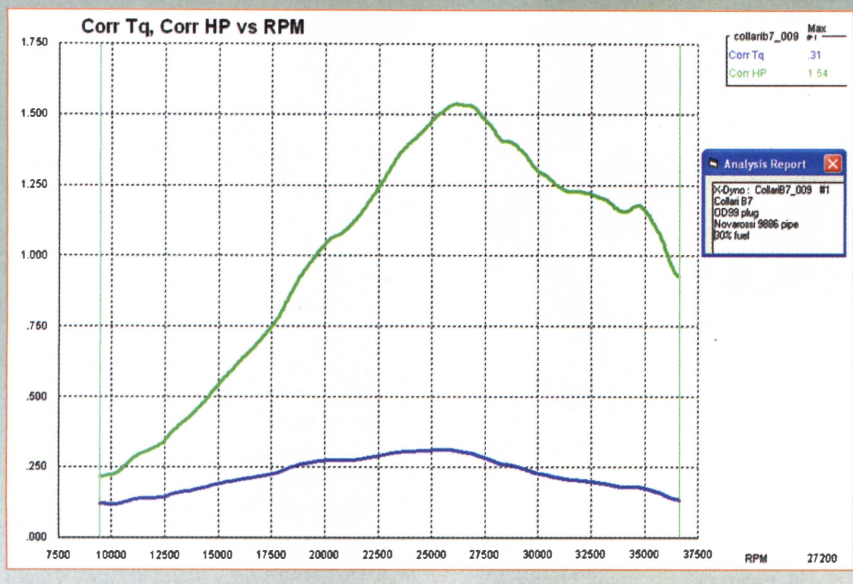
Cooling Head • It's tough to ignore the B7's aggressive looking gold-anodized 8-fin cooling head, with its bright finish and etched lettering on the top fin. The head measures 59.5mm at its widest point, and is 42mm tall. A separate standard glow plug head button allows the head and button pieces to be replaced independently. I measured my engine's head clearance at 0.016" (while most .21's measure in the 0.024" range), which is slightly low for a .21 running 30% nitro, but the B7's head button has an increased volume compared to typical .21's that compensates for the lower head clearance.

Carburetor • The B7's 3-needle carb is fully composite with a brass high-speed needle valve body and an aluminum lower neck fitting to prevent cracks and fractures from the cinch bolt. A removable silver 8mm carb insert comes installed from the factory, with other size inserts available through Werks Racing.

Piston/Sleeve • The Werks/Collari B7 piston/sleeve set is fully CNC machined, with a knife-edge billet connecting rod and ABC construction. The piston is slightly dished, and the 7-port sleeve's aggressive port timing gives the engine a considerable power boost in the upper rev range. Finally, the long-stroke B7's 16.3mm bore and 16.48mm stroke offers an excellent balance between high revving ability and torque production.

Crankshaft • Although a 14mm diameter crankshaft has become the norm in .21 engines, the Werks Collari B7 uses a 14.1mm diameter crank. Though there are no performance losses to a larger crankshaft—on the contrary, it's more durable than a 14mm crank—it can make finding replacement bearings more difficult. The B7's crank porting is smooth and well machined, and a nice turbo-style cut resides in the counterbalance weight.

When that happens, we just have to keep Collin in check.

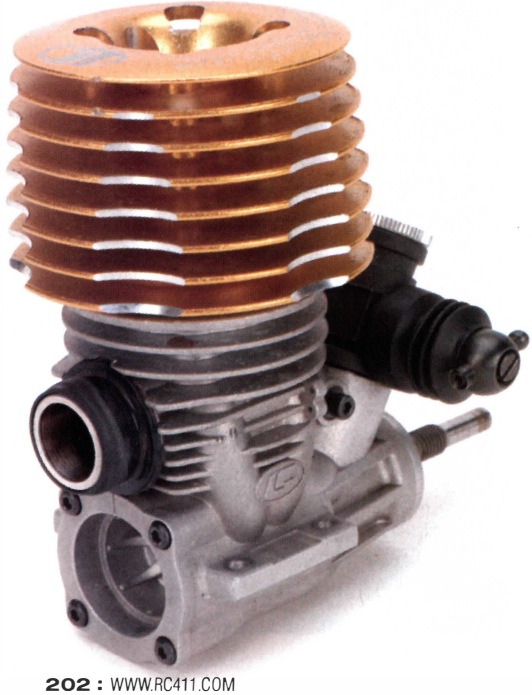


Performance

After breaking in the B7 using a heat cycle method that keeps temperatures in the 200°+ range even when rich, I strapped the B7 into this month's Kyosho 777 SP2 test sled for several weekends of club racing. Using 30% nitro fuel and a cold element plug, the B7 idles well, holds its tune and performs like an absolute screamer. Several racers at the track assumed the engine was fully modified due to its high pitched wail and generous power throughout the RPM range, even though it's bone stock.

One thing that's quite important to note is the B7's cold-blooded nature; though the engine runs well here in the Southern California weather in the 230-270° F range, it requires a minimum of 3 minutes of warm up before reaching operating temps. It isn't unusual for my B7-equipped Kyosho buggy to pull into the pits after a 2-minute warm up at only 180° F and finish a qualifier or race at 245° F. The lesson to be learned is don't lean the needles during warm-up because you're thinking the engine is too rich. Tuning to temperature is always a bad thing, and the B7 demonstrates this point perfectly.

On the dyno, the B7 spooled up quickly, throwing the current high mark of 1.54 HP at just 26,000 RPM. The fairly linear delivery will be welcome in tricky conditions. The torque curve is what you'd expect of a big block providing twisting power across the RPMs. Once peaked, the over-rev still provides lots of power, which most racers will look for on the back straight.



Another Italian stallion!

Conclusion

The Werks/Collari B7 is a highly powerful engine that has established the high mark in our .21 engine testing thus far, which is saying something considering all the high performance engines we've tested. With a street price of $250 it's not the cheapest way to go fast, but it's the price you pay for squeezing out every last drop of power. The B7 has the quality we'd expect and the power we already knew about, all in a great package that is now officially X-Dyno proven. ✪

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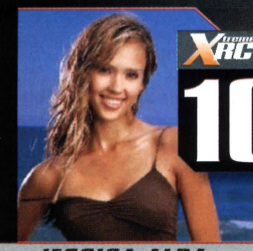

JESSICA ALBA

HITS

- Smooth power delivery
- Excellent fuel mileage
- Top shelf build and component quality

MISSES

- Takes awhile to reach operating temperature, which can lead to tuning difficulties

CONNECT

MANUFACTURER: L.Collari (Imported Exclusively by Werks Racing)
WEB: www.werksracing.com
PHONE: 408.365.1000
PART NUMBER: MLC21-B7
STREET PRICE: $250

X-Dyno Horsepower vs. Claimed Horsepower

You may have noticed that X-Dyno power data doesn't always match up with manufacturers' claimed horsepower and torque figures. We attribute this discrepancy to the fact that many manufacturers publish theoretical horsepower and torque figures based on rough estimates rather than actual dyno data, or that a manufacturer's data collection protocol doesn't match our own. The X-Dyno calculates horsepower using known mathematical formulas and precise physical data measurement. Although the X-Dyno's power numbers may not equal the numbers you're accustomed to seeing, the figures we provide are accurate from engine to engine, and are directly comparable with power data from issue to issue.

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3PK



3PK



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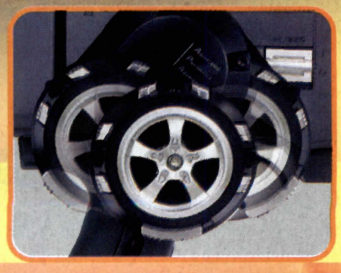

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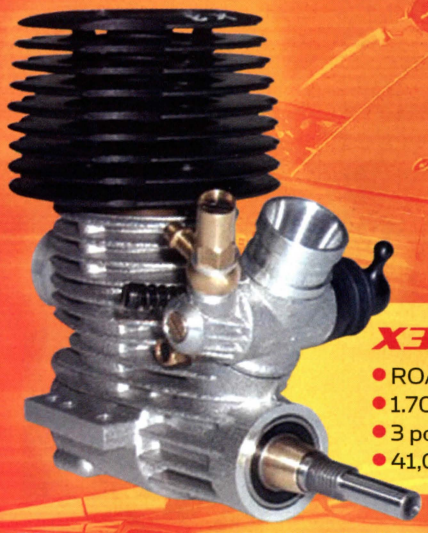

X3 173R12

- ROAR Legal .12
- 1.70 HP
- 3 port
- 41,000 rpm

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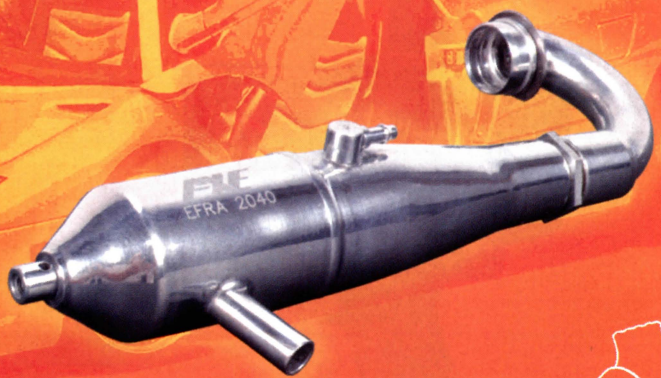

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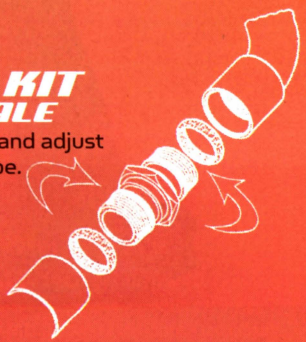

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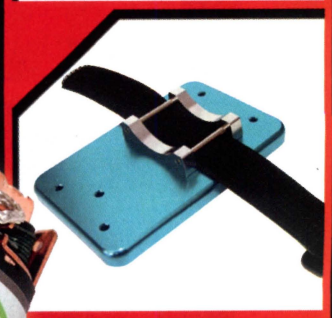



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TRIM A TOURING CAR BUMPER

FOR THE BEST FIT, GIVE IT A TRIM!

Words: Shane Archer

There's nothing wrong with a "bald eagle" shave.

Little things can make a big difference when constructing a car, showing how much attention you pay to detail and how committed you are to build quality. As you've probably noticed, many experienced and professional drivers trim the stock bumpers on their touring cars so that the foam follows the shape of the outer body shell. This improves durability, decreases weight, and gives your car's body a professionally-mounted look. If any of these things sound good to you, there's never been a better time to start trimming.

DIFFICULTY METER

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Xtreme RC Cars magazine

1.0

TIME TO COMPLETE

15 MINUTES

THE TOOLS

- Rotary Tool (Optional)
- Hobby Knife

1. TEST FIT AND MEASURE

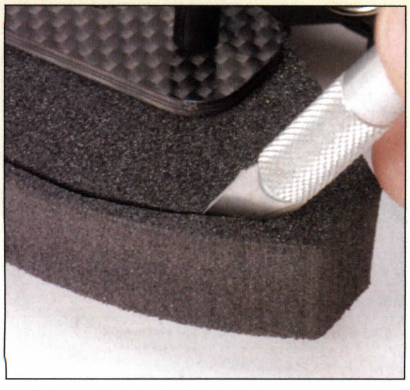
Before doing any cutting, you'll want to test fit your car's body to see where it touches the bumper material. This is easiest to accomplish while the body shell is still clear, allowing you to see exactly where to trim. If you've already painted a body, look at the bumper from below, or simply trim smaller amounts and use trial and error to achieve the best result.



Take a peek under the hood to figure out exactly where the bumper is rubbing.

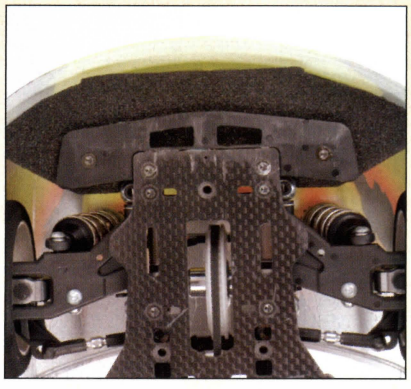
2. JUST A LITTLE OFF THE TOP!

Once you know where to trim, use your hobby knife to cut into the bumper, removing just enough material to match the desired shape. Don't try to smooth out the cut with the knife just yet.



3. GIVE IT A TEST FIT

Repeat the test fitting process to see how your car's bumper and body match up. As with any trimming operation, take only a small amount of material off at a time. You can always make another cut, but you can't get the material back!



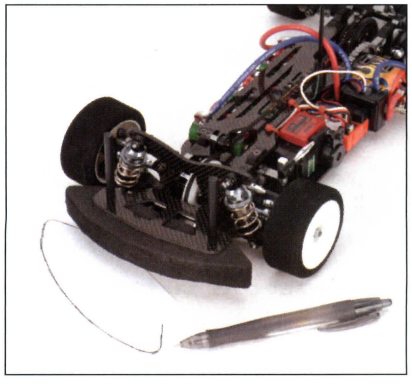
4. SMOOTH AND SHAPE

Once you've achieved the results you want, use your rotary tool with a fine sanding bit to smooth out the rough edges of the freshly-cut bumper. Of course this step isn't a necessity, but it helps make your hack job look a lot more professional.



5. MAKE A COPY

All done! If you usually use the same type of body shell, you may want to record the measurements of your new bumper so you can easily repeat the cutting process with another bumper down the road.

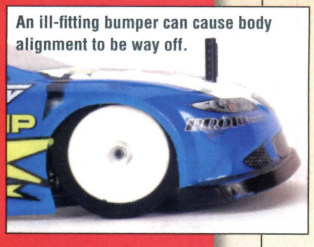


Trimming a bumper probably doesn't seem that difficult, and that is all the more reason to give it a try. You never want to remove too much material, since you still want the bumper to do its job, but a contoured bumper will get you one step closer to that pro ride you've always dreamed of. ✪

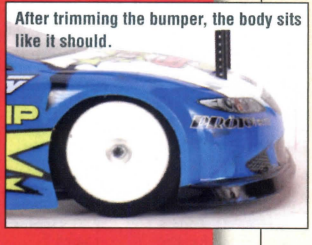
TECH TIPS

Don't Stretch It

This should sound like a no-brainer, but you'd be surprised how often it happens. When you mount an on-road body, before drilling the body post holes make absolutely sure that the nose of the body is not being pushed out or otherwise stressed by the bumper. A stretched body can actually add unwanted force to the body posts, potentially messing up a car's tweak setting and certainly impacting performance. Plus, a stretched body will endure more stress in the front wheel wells, causing added wear and leading to an early trip to the trash can.



An ill-fitting bumper can cause body alignment to be way off.



After trimming the bumper, the body sits like it should.

Make it Flush

It is important to keep your car's bumper as close to the body shell as possible, so that in the event of a crash the bumper is absorbing the impact and not the body. The more space there is between the two, the more the body will flex and the more likely it will crack or tear. After you mount the body, if there is still a gap between it and the bumper, use excess foam to extend the bumper until it meets the body. You can use the extra foam that you trimmed off, or cut up an old bumper, or you can even buy chunks of foam at most hardware stores. Instead of attaching one large chunk of foam, make small strips and stack them, which will help to prevent the extra foam from falling off. Use small amounts of CA glue to attach the foam; if you use too much, it will eat into the foam and potentially destroy the bumper.



Sharpen the blades!

ENGINE	COMPANY	PART #	PRICE	SIZE	HP	TQ	PEAK RPM	FUEL %	ISSUE #/ VEHICLE
Trinity 427 Monster Horsepower	Trinity	w/ kit	$99	0.26	1.02 @ 24,250 rpm	48 oz-in @ 19,250 rpm	38,100 rpm	Monster HP 20%	111/Trinity Spyder
O.S. 12TR	O.S.	11362	$130	0.12	.65 @ 30,000 rpm	25 oz-in @ 23,250 rpm	39,350 rpm	White Lightning Pro 20%	111/Tamiya TG10-Mk.2
O.S. VZ-B V-Spec	O.S.	13890	$320	0.21	1.47 @ 24,250 rpm	61.2 oz-in @ 22,500 rpm	41,500 rpm	Trinity Platinum 30%	112/TTR S3
SH .28	SH	w/ kit	$150	0.28	1.22 @ 20,500 rpm	61.4 oz-in @ 14,750 rpm	38,450 rpm	Trinity Monster HP 30%	112/XTM XLB
Rex ReR5 5-port turbo	Rex	ReR5S3	$320	0.12	.84 @ 34750 rpm	27 oz-in @ 26,750 rpm	41,250 rpm	O'Donnell 30%	112/Kyosho V-One RRR
O.S. 12 TR-T Outlaw	O.S.	11365	$160	0.12	.73 @ 31,500 rpm	25.96 oz-in @ 27,250 rpm	41,000 rpm	30% nitro, 10% oil	112/.12 Roundup
RB Concepts V12 Rody 3T	RB	1700-000445	$375	0.12	.95 @ 34,250 rpm	28.8 oz-in @ 28,750 rpm	44,750 rpm	30% nitro, 10% oil	112/.12 Roundup
Sirio S12T3 EvoIII	Sirio	S12-TRP1	$200	0.12	.79 @ 35,050 rpm	23.04 oz-in @ 22,000 rpm	40,750 rpm	30% nitro, 10% oil	112/.12 Roundup
Top TS12S3	Top	TSR12S3	$299	0.12	.77 @ 31,000 rpm	26.88 oz-in @ 20,250 rpm	41,750 rpm	30% nitro, 10% oil	112/.12 Roundup
Mugen Seiki X12	Mugen	X12S3	$290	0.12	.88 @ 21,500 rpm	28.80 oz-in @30,000 rpm	42,500 rpm	30% nitro, 10% oil	112/.12 Roundup
Rex R12S5 Outlaw	Rex	RER12S5	$385	0.12	.84 @ 34,750 rpm	26.88 oz-in @ 26,750 rpm	41,250 rpm	30% nitro, 10% oil	112/.12 Roundup
Tamiya FR-15S	Tamiya	w/ kit	n/a	0.15	.48 @ 30,250 rpm	21.12 oz-in @ 13,000 rpm	36,500 rpm	White Lightning 20%	113/Tamiya Nitro Thunder
Peak Diablo .12 Type-R	Peak	PEK6006	$150	0.12	.51 @ 25,550 rpm	21.1 oz-in @ 19,000 rpm	33,000 rpm	Trinity Platinum 20%	113/Losi XXX-NT AD2
O.S. .18 TZ-T	O.S.	OSMG2114	$180	0.18	1.18 @ 29,400 rpm	44.16 oz-in @ 21,750 rpm	42,050 rpm	30% nitro, 12% oil	113/X-Dyno
Thunder Tiger Pro .21	Thunder Tiger	w/ kit	$99	0.21	.92 @ 21,750 rpm	57.6 oz-in @ 16,750 rpm	37,750 rpm	Trinity Monster HP 20%	114/Schumacher Menace GTR
HPI Nitro Star K4.6	HPI	w/ kit	$200	0.28	1.32 @ 22,250 rpm	59.52 oz-in @ 19,750 rpm	35,000 rpm	Byron 20%	114/HPI Savage SS 4.6
SH PT2002XB .21	SH	147009	$229	0.21	1.21 @ 22,100 rpm	55.68 oz-in @ 19,750 rpm	39,000 rpm	30% nitro, 12% oil	114/X-Dyno
TRX 2.5 Rear Exhaust	Traxxas	w/ kit	$160	0.15	.69 @ 29,750 rpm	30.72 oz-in @ 18,750 rpm	38,500 rpm	Traxxas 33% Top Fuel	115/Traxxas Jato
Ofna Force .26	Ofna	w/ kit	$140	0.26	1.02 @ 24,000 rpm	48 oz-in @ 19,500 rpm	38,500 rpm	Byron 30%	115/Jammin X1-RTR
Peak Diablo .28	Peak	PEK6081	$170	0.28	1.33 @ 27,500 rpm	48 oz-in @ 22,000 rpm	40,800 rpm	30% nitro, 12% oil	115/X-Dyno
Max Power .12 S-3MF	Max Power	MX12MAXS2MF	$349	0.12	.91 @ 34,750 rpm	28.8 oz-in @ 30,250 rpm	43,000 rpm	Trinity Monster HP 30%	116/RD Logics Mongoose/X-Dyno
CEN NX-76 .46	CEN	w/ kit	$299	0.46	1.58 @ 21,250 rpm	74.88 oz-in @ 16,500 rpm	36,000 rpm	Byron 30%	116/Cen Genesis 46
XTM 24.7	XTM	w/ kit	$140	0.247	1.27 @ 23,000 rpm	61.44 oz-in @ 16,750 rpm	37,250 rpm	Orion Black Demon 30%	117/XTM Racing Mammoth ST
Mach .15 Rear Exhaust	Mach	w/ kit	$120	0.15	.65 @ 21,500 rpm	30.72 oz-in @ 11,000 rpm	29,500 rpm	Orion Black Demon 16%	117/Team Losi XXX-NT RTR II
Novarossi N21B	Novarossi*	N21B	$199	0.21	1.33 @ 22,750 rpm	59.52 oz-in @ 20,750 rpm	35,750 rpm	30% nitro, 12% oil	117/X-Dyno
HPI 18 SS	HPI	w/ kit	$170	0.18	.63 @ 29,500 rpm	24.96 oz-in @ 22,250 rpm	32,500 rpm	O'Donnell 20%	118/HPI MT2 18 SS
O.S. .12TZ(S) T3	O.S.	11371	$230	0.12	.80 @ 34,000 rpm	24.96 oz-in @ 21,750 rpm	38,500 rpm	20% nitro, 12% oil	118/X-Dyno
Novarossi P5	Novarossi*	A2C201	$300	0.21	1.46 @ 25,250 rpm	59.52 oz-in @ 22,000 rpm	37,750 rpm	O'Donnell 30%	119/MSR-Mugen MBX-5T
Ofna Hyper 21 8-Port	Ofna	w/ kit	$150	0.21	.98 @ 20,750 rpm	49.92 oz-in @ 14,750 rpm	33,000 rpm	Sidewinder Pro Race 30%	119/Ofna Hyper One 7
Max Power MX21M5	Max Power	MX21M5	$350	0.21	1.35 @ 24,500 rpm	55.68 oz-in @ 21,000 rpm	38,250 rpm	O'Donnell 30%	119/Xray XB8R
Novarossi N528XR Hott Mod	Novarossi*	N528XR	$319	0.21	2.02 @ 26,250 rpm	80.64 oz-in @ 22,000 rpm	38,500 rpm	30% nitro, 12% oil	119/X-Dyno
Kyosho GS-26	Kyosho	w/ kit	$99	0.26	.94 @ 31,500 rpm	46.08 oz-in @ 14,300 rpm	34,250 rpm	Trinity Monster HP 30%	120/Kyosho Giga Crusher
GS-R25MT	GS	w/ kit	$230	0.247	1.20 @ 24,000 rpm	55.68 oz-in @ 17,000 rpm	35,500 rpm	Orion Black Demon 30%	120/GS Racing SUT CE
Trinity .30 Adam Drake	Trinity	TRI40006	$215	0.30	1.44 @ 21,750 rpm	55.68 oz-in @ 27,000 rpm	36,250 rpm	30% nitro, 12% oil	120/X-Dyno

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TRS404	Blue Alum Rear Hub - Blue	$25.90
TRS430S	Front Shock Tower	$19.90
TRS431S	Rear Shock Tower	$19.90
TRX241	Port Matched Header	$24.95

REVO Upgrades

REV012	270 Piece Stainless Steel Screw Kit	$22.00
REV101L	Steel Tube Upper Chassis $179.95	$149.95
REV103	Aluminum Cage System	$129.95
REV110	Revo .21/28 engine conversion	$89.00
REV118P	Revo .21 engine conversion	$49.50
REV118S	Revo conversion for Sirio .23 engine notincluded for REV110, REV118P, REV118S	$49.50
REV124	.15 to .18 One Piece Billet Eng Mount	$19.50
REV320SD	SUPER DUTY Alum Front Skid Cover	$22.50
REV320SDF	SD Flamed Alum Front Skid Cover	$24.50
REV321SD	SUPER DUTY Alum Rear Skid covers	$22.50
REV322	Frt Alum Protection Sys: Tube Style	$39.50
REV322-23Z	Frt or Rr Alum Prot Sys : Billet Style	$39.50
REV322T	Front TI Protection System: Tube Style	$49.50
REV322X	Front Alum Protection System : Billet w/Grid Guard	$43.90
REV323	Rear Alum Prot System: Tube Style	$39.50
REV323T	Rear TIProtection System: Tube Style	$49.50
REV332F	SUPER DUTY FRONT Upper Arms	$36.50
REV332R	SUPER DUTY REAR Upper Arms	$36.50
REV332R-S	Single SilverREARUpperArm	$18.50
REV333F	SUPER DUTY FRONT Lower Arms	$39.50
REV333R	SUPER DUTY REAR Lower Arms	$39.50
REV334	SUPER DUTY Silver Center Skid Plate	$29.50
REV337	AlumSuspPushRod Set (4)	$21.90
REV337XL	Alum Susp Long Push Rod Set (4)	$22.90
REV339	Heavy Duty Aluminum 8mm Toe Link	
REV343WR	Angled Wheelie Bar w/Rubber Tires	$29.95
REV344	Silver aluminumfuelTank guard	$22.50
REV345SD	Silver Steering Servo Skid Plates	$29.50
REV406	Titanium Stub Axles	$9.85
REV407-15	Chrome preload spring 22.6 LB pair (2)	$6.75
REV407-17	Purple preload spring 28.5 LB pair (2)	$6.75
REV407-18	Blue preload spring 30.4 LB pair (2)	$6.75
REV407-19	GunMetal preload spring 32.2 LB pair (2)	$6.75
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REV519	3 Pin Alum Flywheel: For 1/8 Clutch	$19.50
REV520	4 Pin Alum Flywheel: For 1/8 Clutch	$19.50
REV875	Billet Alum Shock Caps pair (2)	$11.50
REV876	BilletAlum Spring Adjusters pair (2)	$7.95
REV877	Billet Alum Spring Retainers pair (2)	$10.95
REV878	Billet Alum Shock Rod Ends Pair (2)	$12.50
REV878-4	Billet Alum Shock Rod Ends four (4)	$15.90
REV879	Billet Alum PUSH ROD Rod Ends (4)	$19.90
REV910SD	Blue Super Duty Steel Tube Roll Bar	$36.95
REV910SDS	Silver Super Duty Roll Bar	$36.95
REV910X	Aluminum Brace forREV910SD/SDS	$19.90

T-MAXX Upgrades

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TRM215S	Power Slotted Carbon Fiber Brake Disk	$12.90
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TRM321SD	SUPER DUTY Rear Skid Plate (3.2mm)	$19.95
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TRM319	Silver Rear Body Mount Posts w/Plate & Collar	$22.50
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TRM323	Rear Bumper (2 Piece)	$18.95
TRM324	FrontBumper Supports	$22.95
TRM325	Silver Rear Bumper Supports	$22.95
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E-MAXX Upgrades

TRE101L	Tube Upper Chassis RACING	$149.95
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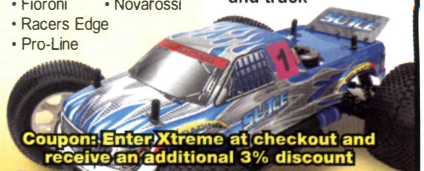

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OFNA TEMP STIK

Words: Stephen Bess



Temp probes come in all shapes and sizes these days, from pocket size to key chains like the new OFNA Temp Stik. We recently got the latest shape of temp probe from OFNA and gave it a thorough testing. The feel of the unit is high quality with the body being a metallic-type aluminum, which we didn't expect. When we used it, we double-checked with our "industry standard" Exergen temp gun. When temping an engine we found the Temp Stik read higher than the Exergen, sometimes by as much as 30 degrees. But when we temped something cooler like the pavement it was within 2 degrees. Temping engines can vary depending on where the sensor is pointing and the distance. When using the Temp Stik, it's harder to stay consistent because it fits in the engine head and can be moved around. For the price, the Temp Stik is really a good tool and even though the reading may be higher than an Exergen's, that's actually good because when in doubt, it will keep you running on the rich side of things.

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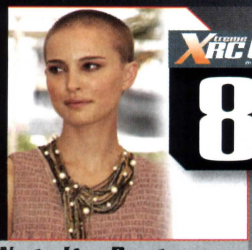


Natalie Portman

8.0

HITS

- Key chain included
- Fits in most heads

MISSES

- Accuracy varied randomly

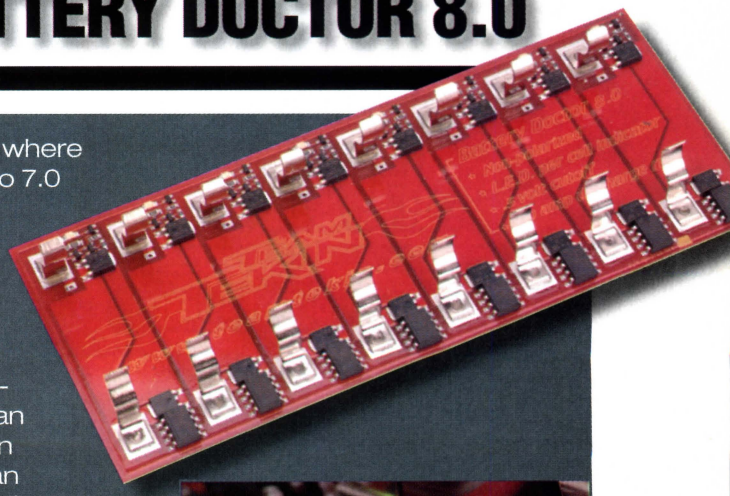
CONNECT

MANUFACTURER: OFNA
WEB: www.ofna.com
PHONE: 949.586.2910
PART NUMBER: Visit www.ofna.com for more info
STREET PRICE: TBD

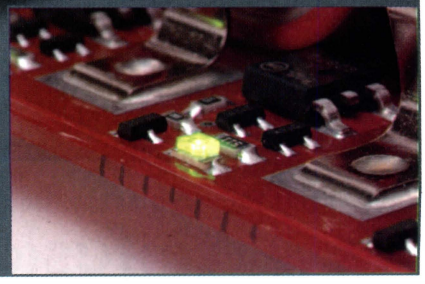
Does your doctor use that temp stix?

TEKIN BATTERY DOCTOR 8.0

Words: Derek Buono



We're not sure where versions 1.0 to 7.0 went, but Tekin's new discharge tray is, well, a discharge tray, which allows you to discharge from 1 to 8 cells. It's non-polarized so you can plop the batteries in any direction and an LED lets you know that it's working. It cuts off the discharge at 0.5 volts and discharges at 2 amps. We used it for a couple of races and had no issues with it, and checked the cut off with a voltmeter and it was spot on.



SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

CELEBRITY EQUIVALENT RATING



Vanessa Minnillo

9.0

HITS

- Discharges from 1 to 8 cells
- Non-polarized means you can't blow it up
- Can discharge two 4-cell packs at once

MISSES

- Who runs 8 cells?

CONNECT

MANUFACTURER: Tekin
WEB: www.teamtekin.com
PHONE: 330.307.0050
PART NUMBER: TT1420
RETAIL PRICE: $69 (Street price not available at print time)

TRINITY DYNA PULSE

Words: Derek Buono

When it comes to discharging there's tons of information out there on what you're "supposed" to do and how you're going to do it. If you're into racing you'll know that sometimes trends come simply because the fast guy runs it (the power of advertising right). Trinity's new Dyna Pulse is designed to discharge a pack with 30 amp pulses and help break down the crystalline formations that occur over time in the cells. It varies the rate from 0–30 amps and keeps the cells cool to prevent heat damage. The Dyna Pulse is easy to use; throw it on your discharged pack and let it do its thing. You'll hear the cells ticking which is supposedly the crystal structure being eaten. Trinity's system allows you to do both 4-cell and 6-cell packs, something the competition is still lacking.



SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

CELEBRITY EQUIVALENT RATING



Pam Anderson

Extreme XRC Cars

9.0

HITS

- Does both 4-cell and 6-cell packs
- Helps keep your packs healthy
- Helps you keep track of pack performance if you don't have other discharging methods

MISSES

- For 30 amps it takes a long time to discharge if the pack isn't dead
- Maybe the discharge trend of the year?

CONNECT

MANUFACTURER: Trinity
WEB: www.teamtrinity.com
PHONE: 732.635.1090
PART NUMBER: TRI22001
STREET PRICE: $99

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AET12606	Blue alum. battery holder strap	$14.80	TAET15t	15 Tooth Titanium Pinion Gear	$8.00	AET5506	Blue alum. lower suspension arms	$13.80
AET12608	Silver Alum. Battery Hold Down Strap	$14.80	TAET16t	16 Tooth Titanium Pinion Gear	$8.00	AET5508	Silver alum. lower suspension arms	$13.80
SB2330	Ae size silver battery bar (10pcs)	$4.80	AET1506	Blue alum. spur gear adaptor	$8.80	AET1906	Blue alum. c-shaped hubs	$13.80
AET03206	Blue aluminum lower gear cover 18t	$4.80	AET1508	Silver alum. spur gear adaptor	$8.80	AET1908	Silver alum. c-shaped hubs	$13.80
AET03208	Silver aluminum lower gear cover 18t	$4.80	DAET52T	Delrin Spur Gear (52 Tooth)	$7.80	AET2106	Blue alum. front steering knuckles	$16.80
AET1406	Blue alum. chassis upper plate	$48.80	DAET58T	Delrin Spur Gear (58 Tooth)	$7.80	AET2108	Silver alum. front steering knuckles	$16.80
AET1408	Silver alum. chassis upper plate	$48.80	DAET62T	Delrin spur gear (62 tooth)	$7.80	AET2206	Blue alum. rear axle carriers	$16.00
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AET1888	Oval washer for 18t chassis	$10.00	AET1208	Silver alum. lower differential case	$20.00	TAET004	Tianium king pins (4) 18t	$4.80
AET1806	Blue Alum. Heat Sink Motor Mount	$13.80	AET34706	Blue alum. front threaded shock set	$16.80	AET4806	Blue Alum. Steering Bellcrank Asmb	$16.80
AET1808	Silver Alum. Heat Sink Motor Mount	$13.80	AET34708	Silver alum front threaded shock set	$16.80	AET4808	Silver Alum. Steering Bellcrank Asmb	$16.80
AC01B02	Red Bent Body Clip, 90 Degree	$3.00	AET35706	Blue alum. rear threaded shock set	$16.80	AET1006	Blue Aluminum Rear Arm Mount: 18t	$5.80
AC01B06	Blue Bent Body Clip, 90 Degree	$3.00	AET35708	Silver alum. rear threaded shock set	$16.80	AET1008	Silver Aluminum Rear Arm Mount: 18t	$5.80
AC01B07	Purple Bent Body Clip, 90 Degree	$3.00	TAET101	Titanium Hinge Pin Set 18t	$13.80	AET15006	Blue alum. cvd swing shafts (50mm)	$13.80
AC01B08	Body Bent Body Clip, 90 Degree	$2.50	SAET80	Stainless steel diff out drive 18t	$18.00	AET15008	Silver Alum. Swing Shafts (50mm)	$13.80
LMT4367	1/18 off road red chrome spring (4)	$4.80	TAET080	Titanium diff hub set	$20.80	TAET242	Titanium Rear Universal Drive Shafts	$24.80
LMT4368	1/18 rally blue chrome spring (4)	$4.80	TAET80	Titanium diff hub out drive 18t	$25.00	AET0306F	Blue alum. front bumper (80mm)	$13.80
LMT4369	1/18 on road chrome spring set (4)	$4.80	AET2806	Blue alum. front shock tower	$9.80	AET0306R	Blue Alum. Rear Bumper (60mm)	$6.80
TAET10t	10 Tooth Titanium Pinion Gear	$8.00	AET2808	Silver Alum. Front Shock Tower	$9.80	AET0308F	Silver Alum. Front Bumper (80mm)	$13.80
TAET11t	11 Tooth Titanium Pinion Gear	$8.00	AET3006	Blue alum. rear shock tower	$12.80	AET0308R	Silver alum. rear bumper (60mm)	$6.80

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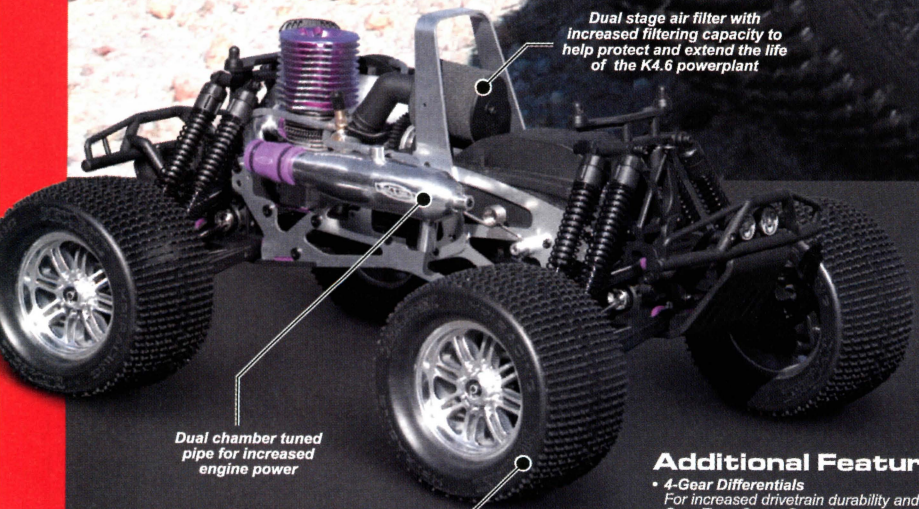

Dual stage air filter with increased filtering capacity to help protect and extend the life of the K4.6 powerplant

Dual chamber tuned pipe for increased engine power

Dirt Bonz Tires are 40% lighter than the stock tires for more speed!



#871
Savage SS 4.6 Kit with Nitro Star K4.6 Engine and Nitro GT-1 truck Body



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- ***4-Gear Differentials***
  For increased drivetrain durability and extended maintenance time.
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  Adjustable design allows precise tuning for optimal steering response.
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  Heavy duty dogbones, diff shafts and cup joints are included.
- ***2 Speed Transmission!***
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K4.6 Big Block engine



2.9 Horsepower!

The powerful K4.6 engine has an anodized billet aluminum head to keep it cool, true ABC construction and an all-new 8.5mm composite carburetor. • High torque, 2.9 horsepower engine! • Hand adjustable high speed needle • Efficient two stage air cleaner • 8.5mm composite carburetor • Billet aluminum heat sink • ABC construction • Aggressive porting

The Savage SS 4.6 sports a completely new 4.6cc (.28 cubic inch) engine that pumps out 2.9 horsepower for a top speed of 44 mph and enough power to do wheelies on command! The powerful K4.6 engine has an anodized billet aluminum head to keep it cool even during extreme off-road driving, true ABC construction using a long-life chromed sleeve, an all-new 8.5mm composite carburetor for high performance and improved high temperature tuning, and a pullstarter for easy starting. The entire drivetrain is now equipped with heavy duty diff shafts and cup joints for strength and extended service intervals.

High grip Dirt Bonz tires put the power to the ground, and they're nearly 40% lighter than our standard Savage tires for quicker acceleration. To beef up the braking, our dual disc brake kit is standard, featuring two vented stainless steel disc brakes and a machined steel brake hub. Even the steering has been upgraded to an accurate cam-type servo saver, delivering quick steering response and added servo protection. It's in kit form, not preassembled, so experienced R/C modelers can have the pleasure and satisfaction of building it themselves. And all Savage trucks are supported with a huge assortment of available options parts from HPI and other aftermarket companies, so owners can customize their Savage exactly how they want it. Step up to the speed, power and durability of a Savage SS 4.6!

Wheelies on command and . . .

44mph!

Loaded With High Performance Parts

Features such as our all-new K4.6 2.9HP engine, adjustable upper arms, a dual disc brake system, polished tuned pipe, Dirt Bonz tires, cam-type servo saver and a heavy-duty transmission tells you this truck means business!



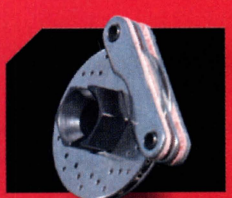
Heavy Duty 3 Shoe Clutch

The 3 shoe clutch system paired with the massively "torquey" K4.6 engine gives you the power to do wheelies on command!



4 Gear Differentials

Front and rear "4 gear" differentials with updated gears are included for added durability.



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At 8 years old, we didn't care about the metric system!

I Saved My 18T!

My name is Robert Jensen, and I'm sitting in a hotel after having been evacuated from my home, which is in Meraux, LA (where I lost my house to a tornado that was spun off by the hurricane). While the hurricane has taken 75% of my RC stuff I was able to sneak my RC18T and Mini Inferno with me. Well, I was just flipping through one of the *Xtreme RC Cars* magazines that I brought with me and was looking at the Quick Tips column and I realized that I have a tip that I have never seen in any of the mags for an RC18T.

The tip is for a better spring retainer. What you do is buy the shocks accessory replacements, and take out the 4 preload retainers (the part the spring rests on to keep it from hitting the preload clips). Once you get those you also take off the bottom spring retainers. Measure the gap that is on them and cut the same gap in the 4 bottom retainers. Once you have done that to all 4 of the top retainers you flip them upside down and glue them to the bottom spring retainers. Make sure to line up the gaps on both the upper (ones you cut) and lower spring retainers when you glue them. Once they are all glued together you now have a shock retainer that will hold the springs in place better and keep the bottom retainer from being lost and full travel of the suspension without having to glue the retainers to the bottom ball cups.

Sorry I don't have pictures, but I don't have a cable to connect to my laptop at the time. Just wanted to submit the tip I have in hopes that it will get in the mag. Even though I have lost a lot of my RC stuff, I still have a little left and I am going to use it to the fullest. I can't let this bring me down and need something to keep me up and RC will do it.

Robert Jensen
Meraux, LA

That's some RC dedication. Flood waters rising, buildings blown away, total devastation, and saving your RC cars. We hope that you're okay and your RC18T is working well. –Derek

3 Inches by 34mm

I've been a champion for industry standards in ALL industries for my entire adult life. I'm in the restaurant business, and you would not believe the amount of BS I have to go through. Five different types of tea urns with five different threads for the spouts. Not to mention that there are also three different ways to mount it, calling for three different flange profiles. Even the serial number of the urn or brewer is of no help. All this over a tea urn! Unfortunately, that is one of my smaller industry standard-related problems. I truly believe in the metric system. When I was a kid in the 70s, I heard about this "new" system of measurement sweeping the nation. Even at 8, I was excited about an efficient, universal, 10-based system. Of course, it never really swept the nation. Until the late 70s, where GM apparently got a hold of about a gajillion 15mm bolts and used it on almost everything, although the rest of the car used English sizes. Of course, a 15mm wrench or socket was as rare as hen's teeth, so there were more headaches (unless you went to the dealer and ordered the 'special' tool, complete with its own 30-character GM stock number, which cost 50 bucks).

Sorry about the digression, but most of my whining about industry standards gives my 'listener' that old 'deer in the headlights' look. I guess that's why we have problems like that. No one listens.

Ron Hill
Hail To The King, Baby!

We're listening, Ron. And don't worry, the "deer in the headlights" look is perfectly normal in our office, especially around deadline time. –Stephen

How To SASE

We love your magazine and were wondering if you could send some cool decals from your magazine. We have 4 rides between me and my husband and we are wanting to send some pics to have our rides published with your stickers on them. Please email me on how I could get some *Xtreme* Decals. By the way, I am a 39 year old female in St. Louis, MO hooked on RC.

Holly Bonfanti

Hey Holly, we've always had the simplest way to get you some stickers from us. All you have to do is get two envelopes. Write your name and address on one as the address and return address. Then stick a stamp on it. Then put it inside the other envelope and mail it to us. In a few weeks you'll have a couple of sticker sheets and it'll cost you about 74 cents and 3 minutes. –Derek



GOT A QUESTION OR COMMENT?

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

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#LOSB0010 **Sale $ Call**

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TRAXXAS REVO RTR



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#MUGH0070 **Sale $649.95**

MUGEN SEIKI MBX-5 Prospect



#MUGE0010 **Sale $699.99**

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Ultra MBX Comp W/Electric Start RTR



#34312 **Sale $369.95**

JAMMIN X1 RTR



Pro Kit Sale $549.95 #34960
RTR Sale $499.95 #34961

Hyper 1/7th Scale GTP Ready To Run



Ferrari, Red #14321

Sale $769.95

ULTRA MBX R2 Kit



Kit includes Wheels, Tires Body , Wing & Tuned Pipe.

#34302 **Sale $179.95**

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5 Port Long Stroke
Rex & Top Versions
Also Available



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REX PR421B

8 Port Long Stroke
Buggy MicroCasted
Piston Filled Crank
NR & Top Versions
Also Available



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Modified
Sale $429.95

OFNA/Picco .27 Pull Start

8 Port Buggy
#51230



Sale $209.95
3.1 HP @ 34,000 RPM

1/8 Off-Road Polished One Piece Pipes



053 Mid Range #10077
063 Low End #10057
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Hard Coated Sale $71.96
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"Jammin" 2 Mid to High #10046

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#150005 Nova Rossi 21
#150006 Force 26
#150007 Hyper 21



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PCR Pro Sale $474.95 #14329
TQ Kit Sale $289.95 #14327

HYPER GDX4 1/10 Nitro Sedan RTR



#14802 Blue Lamborgini
#14803 Silver Porshe
#14804 Red Ferrari
Too many features to mention!!!
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OFNAs New 1/8 RTR Buggy w/ .28 4.6cc Pull Start Engine 50+ MPH #34967 **Sale $369.95**

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Pro Sale $299.95 #34715
Pro RTR Sale $359.95 #34713

JAMMIN X1 RTR



1/8 X-1 Pro Truggy kit

#34963

Sale $619.95



Radio, Engine & Pipe not included

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#BMS660MG+HS Sale **$99.99**

BMS-631MG w/Metal Gears
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#BMS631MG Sale **$89.99**

BMS-630MG w/Metal Gears
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Transit Time = 0.15 sec.
#BMS630MG Sale **$89.99**

"Zipper" w/Heat Sink 89 in oz of Torque & 0.08 Transit Time
#BMS661MG+HS Sale **$39.99**



Metal Gears Heat Sink Dual Ball Bearings
BMS-621MG w/Met l Gears
Torque = 100 in oz
Transit Time = 0.10 sec.
#BMS621MG Sale **$89.99**
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Torque = 144 in oz
Transit Time = 0.13 sec.
#BMS621MG Sale **$89.99**

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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-MAXXRTR TRUCK-with painted body and 2.5 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. Iintegrated 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.

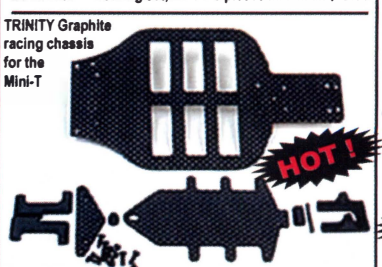
LOSB1110 Mini-T shock set, 2 front, 2 rear $26.95



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

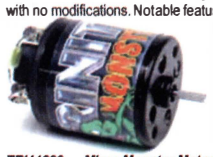
TRINITY Graphite racing chassis for the Mini-T



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!

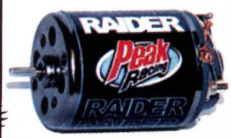


TRI11990 Micro Monster Motor $27.95



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

NEW !



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
TRI20017	GP3300 EVO 3 RACE PACK, 6-cell matched loose	69.95
TRI20018	GP3300 EVO 3 RACE MATCHED SADDLE PACK, 6-cell	84.95
TRI20019	GP3300 EVO 3 RACE MATCHED SIDE BY SIDE PACK, 6-C	84.95
TRI20020	GP3300 EVO 3 RACE MATCHED STICK PACK, 6-cell	84.95
TRI20021	GP3300 EVO 3 TEAM PACK, 6-cell matched loose	54.95
TRI20024	GP3300 EVO 3 TEAM PACK, 6-cell matched loose	84.95
TRI20025	GP3300 EVO 3 TEAM MATCHED SADDLE PACK, 6-cell	89.95
TRI20026	GP3300 EVO 3 TEAM MATCHED SIDE BY SIDE PACK, 6-C	89.95
TRI20027	GP3300 EVO 3 TEAM MATCHED STICK PACK, 6-cell	89.95
TRI20028	GP3300 EVO 3 SPORT STICK PACK, 6-cell	59.95

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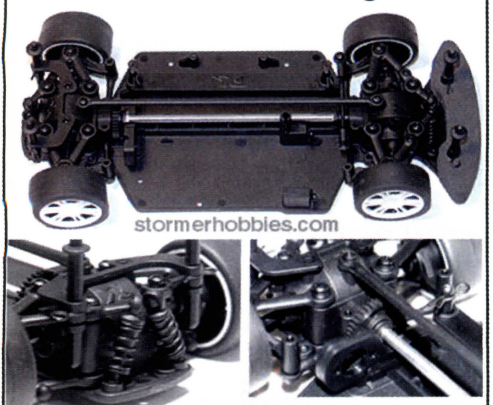
Atsuhi Hara



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

ORN11400	SANYO RC3600HV NiMH **6-cell loose, CLUB** V-MAX RDS	54.95
ORN11401	SANYO RC3600HV NiMH 6-cell loose, **RACER** V-MAX RDS	64.95
ORN11402	SANYO RC3600HV NiMH 6-cell loose, **TEAM** V-MAX RDS	74.95
ORN11404	SANYO RC3600HV NiMH **4-cell loose, CLUB** V-MAX RDS	39.95
ORN11406	SANYO RC3600HV NiMH 4-cell loose, **TEAM** V-MAX RDS	54.95

PEAK PERFORMANCE

PEK43100	SANYO RC3600HV NiMH CLUB SPEC, 6-cell loose	54.95
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

ORION Stock motor endbell conversions

Convert your primitive old stock motor into an aluminum endbell high-tech machine! Uses the new Orion round brushes. Complete conversion as shown.



ORN41510 V2 ENDBELL CONVERSION KIT for Epic (Trinity) stocks 39.95
ORN41511 V2 ENDBELL CONVERSION KIT for Top and Yokomo stocks . 39.95

GS STORM RTR 1/8 racing buggy

This is truly one of the few RTR buggys that's track ready when you get it. Super fast, easy to drive and with a great radio, the JR-XR3. You'll have a lot of fun with this car.



GSC2003 GS Storm RTR, with JR-XR3 radio system **$479.95**
GSC2004 GS Storm, pro graphite (car only), requires assembly **399.95**

XRAY XB8 1/8 racing buggy

Right now, this is one of the 1/8 buggies everybody is trying to get. It's loaded, super fast, easy to drive, and well, it's just cool to top it all off. Rolling chassis w/body, requires engine, exhaust, and radio system.



XRA350000 XB8 1/8 OFF-ROAD BUGGY KIT ..... **$ 649.95**

Fantom .27 '04 Engine



.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

FAN01041 .27 Nitro engine, pullstart, slide carb **$199.95**

Orion WASP engines



These high tech **Orion WASP** engines in a .12 size are turning up to 1.5 HP! Check the list below for more details and **drop by our website,** type in the part number in our on-line search engine to read even more about your favorite WASP, and don't forget to buy one! They're fast!

ORN80052	**.12 Non-pull,turbo style, slide carb** (msrp $299)	169.95
ORN80053	**.12 Non-pull OFF-ROAD ENGINE, rotary carb**	159.95
ORN80054	**.12 Non-pull turbo works, slide carb**	199.95
ORN80060	**.12 Non-pull, side exhaust, rotary carb**	155.95
ORN80061	**.12 Pullstart, side exhaust, rotary carb** (msrp $299)	169.95
ORN80200	**.18 PRO Non-pull, slide carb** (msrp $154)	79.95
ORN80201	**.18 PRO Non-pull, rotary carb**	79.95
ORN80211	**.18 PRO Pullstart, side exhaust, rotary carb**	99.95
ORN80220	**.18 T-MAXX Pullstart, slide carb**	89.95

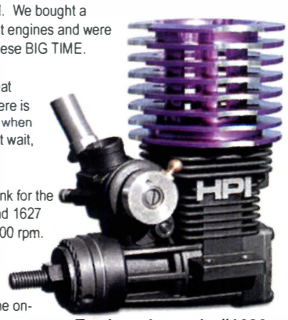
HPI Engine sale

Nitro Star engines from HPI. We bought a huge quantity of these great engines and were able to slash the price on these BIG TIME.

Now is the time to get a great engine at a great price. There is no back ordering on these, when they're out, that's it, so don't wait, order up a few today!

1605 features a pre-cut crank for the rc10GT. The 1623, 1626 and 1627 all put out over 1hp @ 35,000 rpm.

If you require additional information on an engine, type the part number into the on-line search of our website. **www.stormerhobbies.com**



Engine shown is #1623

HPI1601	.15SS,rotary carb, pullstart for GT **MSRP $169.99**	$79.95
HPI1605	.15, rotary carb, pullstart **MSRP $135.00**	59.95
HPI1615	.15FE, rotary carb,pullstart **MSRP $120.00**	79.95
HPI1623	.12R SC, slide carb, non-pull **MSRP $209**	94.95
HPI1626	.12R SS, rotary carb, non-pull **MSRP $209**	99.95
HPI1627	.12R SS,rotary carb, pullstart **MSRP $225.00**	144.95

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Secure ordering, in-stock status on parts, fast shipping

MISLEADING OUR READERS



Hey Professor: So I am reading along enjoying the latest issue of *XRC*, growing sadder and sadder as the page count grows higher and higher and I am left with only a few pages before the inevitable end, when I see one of the most glaring mistakes your magazine has ever made! There it was on page 208, capping off the insightful Under the Scope article on the Scorpion Li-Po system. Natalie Portman, given a rating of 9.0! I can only assume your staffers haven't flipped on Extra, Extra in a while or else you would know that Natalie Portman has recently gone the route of Sinead O'Conner. Because of this recent turn of events, the now hairless (on top anyway) Natalie Portman has been reduced to level 8 status. I look forward to reading the public retraction in next month's issue or me and my friend The Pope will come a-knocking!
Jamescam

*before she became hairless.
DerekB

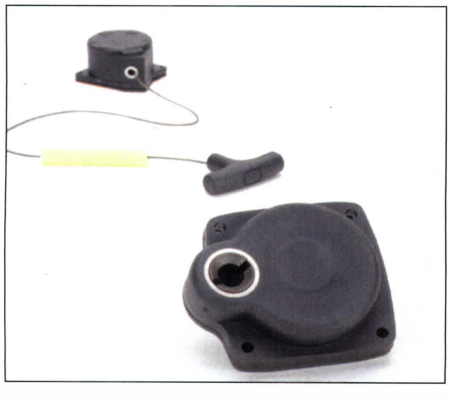
*and even hairless she's still hot.
StephenB

*ditto.
ShaneA

The Devil made me do it!!!

Pulling Your Cord

Hey Professor: I am wondering what is wrong with my starter cord. I pulled it out but it will not go back in.
Keebs



A: Welcome to the joy of a pull start. Sometime you'll over extend the coil and it will get stuck fully extended. You can try winding it back in. From my experience anytime you have to rebuild the pull start it's easier and less frustrating to buy a new one. Every time I've taken them apart the spring ends up popping out and causing all sorts of trouble. What you should look into is replacing the pull start with some sort of roto-start option.
DerekB

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!***



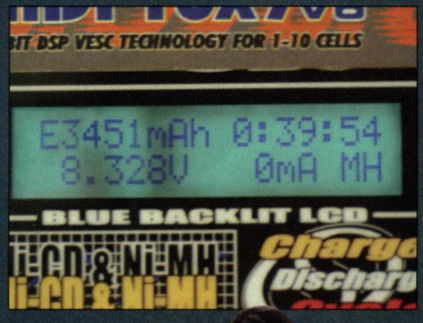
10lbs of mAh in a 5lb bag

Hey Professor: I have a LCD screen on my charger and my batteries are 3300mah and the charger charges them up to 4100mah. Is this screwing up my batteries? Should I just turn it off once it hits 3300mah?

T/Losi

A: For the most part my 3300 cells charge over 3800mah. That's at about 6amps, which generally reduces the runtime (mah). If you're charging at a lower rate I can see them getting up that high. Think of the cells being labeled as a minimum value. But also remember its more about the value in the discharge cycle and in the car.

DerekB



O-rings. Ohh! Ohh!

Hey Professor: I ordered the Tamiya TRF shocks for my TC3. I was wondering if I should put the black o-ring on the shock shaft that goes between the disk and the body. Not talking about the one that goes on the end cap with the guide, spacer and clear looking o-ring. Thanks! Any guesses why a couple of the Tamiya cars would need the o-ring and others might not? Limit droop?

tunnelhead

A: I think you're confusing a few things here. Putting an O-ring on the shock shaft on the outside of the shock doesn't affect the droop of the car, it will affect the up travel of the shock. Putting spacers on the inside of the shock under the piston will shorten the shock and will affect the droop. For the most part you either want to adjust droop using the screws in the arms or by varying the length of the shocks through a combination or the ball cup.

DerekB



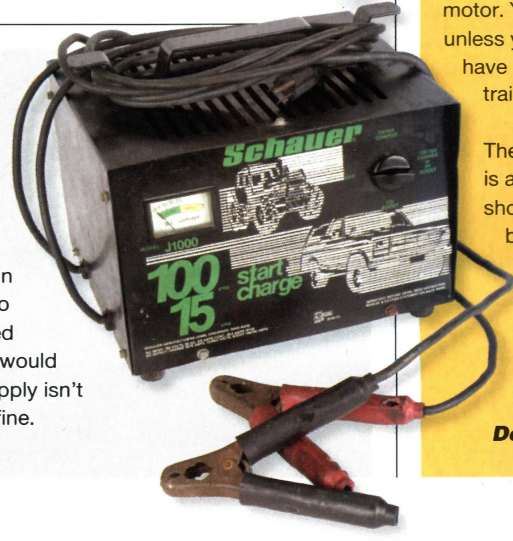
We showed her the "O-face."

JUMPER CABLES

Hey Professor: I have a car battery charger for real cars. will it work to power the Duratrax Ice charger 12.5V DC 6AMPS

A: It should work, but it's not the best option to use. You'll only be able to charge up to 6amps, and it's not considered a "clean" filtered source of power like a Novak N-Power supply would be. Just make sure the output of the power supply isn't over the input voltage. But it should work just fine.

DerekB



DROP IT LIKE IT'S HOT

Hey Professor: I have a Losi XXX-T MF2 and I keep burning up motors. I have now burned up three Trinity Monster Horsepower Pro, two Chameleon 2 Pro, and a Cobalt 10x2. I am running a Novak GT7 esc with Pro-Match GP3300 cells. For gearing I first went by the Losi manual for the stock motors 86t spur 19t pinion, the motors were getting too hot so I dropped to a 17t pinion. The motor seemed fine but after about 4 minutes the motor bellowed out smoke. Now that's what happens after a couple of minutes of running with any motor. I tried using the gearing in the manual according to which motor I had installed and as well as dropping a couple of teeth on the pinion for each motor with no luck. I not sure if my esc is setup properly, but I don't think that would burn up all of these motors. Please can somebody help me I tired of burning up motors its getting too expensive. What gearing for each motor and the esc setup for each motor. Also I have checked the diff. and it is working smooth as well as the slipper.

Taco666

A: Is this on the first run or is this after multiple runs. What happens with "race" brushes is that after a couple of runs they are worn out and increase motor temperatures and start to ruin things, like your motor. Your gearing should be fine unless you're on a small track or your have lots of binding in the drive train.

The gearing in the instructions is a conservative setting so you should be fine. And you shouldn't be burning up motors unless there's something wrong. If you keep going through motors you may want to check out a brushless motor if you can't keep up on the maintenance of brushed.

DerekB

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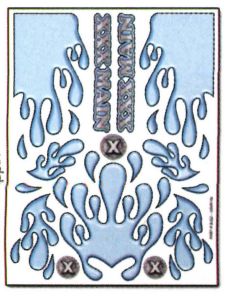
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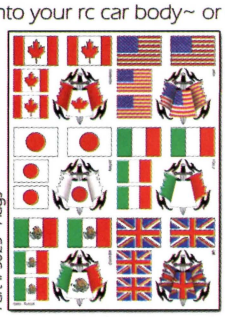
Part # S023 - Racing Checkers


Part # S024 - Spray Bomb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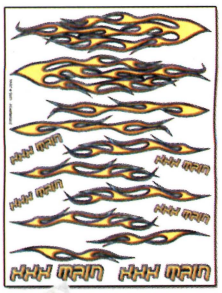
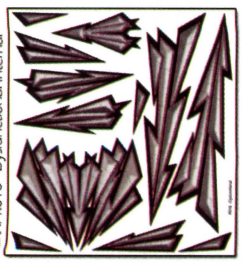
Part # S026 - Flags 2



Part # S027 - Flammable

new internal graphics

my gazebo said "these internals look really re... ...eally really really really ... ...eally nice_"

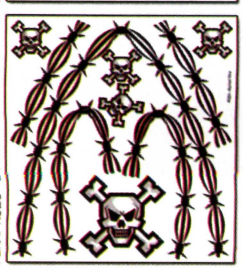

Part # R016 - Dysfunctional Internal


Part # R018 - Heat Internal



Part # R019 - Dragon's Wrath Internal


Part # R017
Thorns Internal
Graphic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AD INDEX

Advantage Racing 53
Airtronics 91
Associated Electrics C2, 4-5, 28-29, 112-113, 160-161
Byron Originals 109
Castle Creations 16-17
Competition Electronics 47
Corally USA 169
Custom Works 157
Deans 136
Debbies RC World 212
Duratrax 23
EB Mods 174
Extreme Standz 159
FlexTek RC 25
Fusion Motorsports 107
Futaba 203
General Silicones 119, 166-167
Golden Horizons 146-147
Gorilla Maxx 55
Grand Motorsports 208
Grand Slam Hobbies 188
Hitec 89
Hobby Etc. 215
Hobby People 194-195, 196-197, 198-199
HPI Racing 34-35, 140-141, 216-217
Infinite Power 77
Integy Technologies 124-125, 186
Internet RC 204
Jackal Hobbies 165
Jake's Performance 190
KO Propo 191
Kyosho 44-45
LRP 13
Lunsford 40
Magma International 175
Max Amps 211
MIP 121
Morgan Fuels/Sidewinder 65
Mugen Seiki Racing 56-57
New Era 209
NitroHouse 219
Nomadio 126
Novak 15
Ofna 50-51
Panther 63
Parma 179
Peak Racing 36
Powers Japan 172
Pro-Line 6-7
Pro-Match Racing 59
Pro Peak 181
RC America/Hudy/Xray 75
RC Infusion 214
RC Nation 211
RC Screwz 153
RC Solutions 24
RD Racing Products 55
Reedy Modifieds 26-27
RJV Racing Products 42
RPM 54
Schumacher USA 149
SH Engines 31
SK Motion 211
Slap Ma Fro! 164
Slick Zero 211
SMC/Jayco 151
Spektrum 66-67
Stormer Racing 220-221
Tamiya 68-69, 229
Team Br00d 205
Team Losi 20-21, 234-235
Team Much More 48
Team Orion 11, 133, 183
Tekin Inc 61
Tempgun.com 184
THS Racing 62
Traxxas 38-39
Trinity 3, 8-9, 43, 49, 55, C4
Venom Racing 33, 152
Werks Racing 80-81, 82-83
XTM Racing 94-95, 96, 97, 98, 99, 100, 101
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The Dirt
August 6-7

ROUND 4
Clarkston, WA
Lancer Lanes
September 3-4

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March 19-20

ROUND 2
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ROUND 3
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ROUND 2
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Real R/C
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ROUND 3
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ROUND 4
Dallas/Ft. Worth, TX
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ROUND 2
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Xtreme XRC Cars magazine

EST. '95

BACK DETAIL



SLEEVE DETAIL



FRONT DETAIL

For the ladies!



BABY DOLL

(Logo on front only.)

XTREME LID

Flexfit cap maintains comfort and shape with repeated wear.

www.RC411.com stitched on back.



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❍ "Est. '95" T-shirt	❍ L ❍ XL ❍ XXL	Chocolate		$15.00 ($17 for XXL)
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$1.95 Per Item Shipping	
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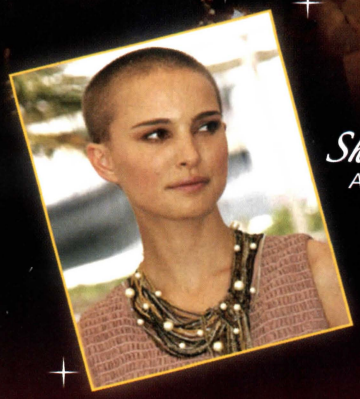
Xtreme RC Holiday Wish List

Ever read magazines where they ask the employees what they want for Christmas and all you get are responses to please their advertisers? Well you won't get that here, we're out to please ourselves. And just in case you've got us on your gift list here's what we want. And to make things easier we had to pick one thing.

The missing staffers are on the naughty list.



Shane Archer

All I want for Christmas is ...

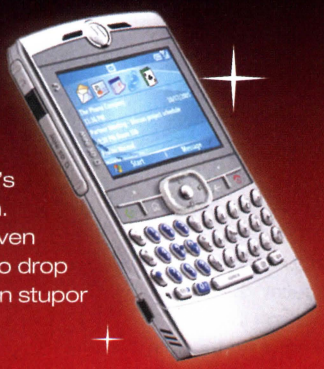
Natalie Portman, hair or no hair, I don't care! That and a dead Lois.

Derek Buono

All I want for Christmas is ...

Xbox 360! For those of us old enough to remember Pong and gone through the years of gaming....HOLY CRAP! And well if there was a hot chick in a Santa Bikini handing it to me that would be cool.





Mike Velez

All I want for Christmas is ...

A Motorola Q phone. My Treo's getting a little long in the tooth. The Q would make me look even more cool and I promise not to drop it in the toilet while in a drunken stupor like Collin did with his phone.

Dave Palacios

All I want for Christmas is ...

$300K to buy house in Southern California. Just something simple. Three bedrooms, two baths with an attached two car garage. Oh, and a yard would be nice.



Collin Cocores

All I want for Christmas is ...



I'll take a PS3, an IPod (so I won't feel left out everywhere I go) some parts for my car, some money, and a 42" LCD TV, and/or a gift certificate to Best Buy. So please put me on the top of your list, and in return I will send you 3 free sticker sheets! Thanks!

Since you were greedy, all you get is a bag of charcoal. - Santa



Stephen Bess

All I want for Christmas is ...

Vishnu Stage 2 V550 Upgrade for my Evo VIII. Who cares if gas costs $3 a gallon when you can go 0-60 in 3.2 sec.?

XTREME RC CARS WINNER of the month RACERS RIDES

Size Matters!

I didn't want to bore you with pictures of my "normal" rides, so I thought I'd show you the car I built for my 2 year old son. I started with a fiberglass body from a pedal car I found at a swap meet. I added a few days of body work and paint to get what you see here, and then scratch built the rest. I wanted to get him started in RC at a young age, and thought he'd like it from a different perspective—in the car! I drive him all over in it, and he can't get enough. It's a huge hit at all the car shows. I hope you like it enough to include it in your great magazine. Let me know if you need better pictures, I'll be taking more soon.

Jeff Lorenzo
Burlingame, CA



Hopefully there's a failsafe on that. Glitching with your kid could be dangerous!

FRAME: 3/4" square steel tube
MOTOR: 24 volt, 280 watt, 2300 rpm, geared for a top speed of 10mph
BRAKES: 5" mechanical disc
STEERING: Modified go-kart spindles
WHEELS/TIRES: (R) Steel wheels with 5" Bridgestone slicks (F) Modified Radio Flyer wheels
INTERIOR: Wood frame, padded, covered in tweed
BODY: 1936 Ford Cabriolet, PPG 2 stage Automotive paint
RADIO GEAR: Python 2 Ch Radio, 5 Sub-C cell battery,24 Volt Controller, (3) 1/4 scale Hi-Tec Servos, 1 Std Servo, Dynamite Fail-Safe

WANT TO SEE YOUR RIDE IN RACERS' RIDES? Send us pictures of your car along with a description of what it's got. We prefer digital files (no zip files please) in a high resolution, so be sure to flip that switch on your camera to the "fine" setting. One submission per month will receive a full-year subscription to *Xtreme RC Cars*, an *XRC* T-shirt, and a copy of XXX-Main² DVD! ***Void where prohibited. Subscription offer is valid for U.S. residents only!***

Digital files should be sent to:
derekb@rc411.com
Please put "Racers' Rides" in the subject line.
If you still want to send film, please send your photos to:
Xtreme RC Cars Magazine
Attn: Racers' Rides
2000 S. Grove Ave,
Bldg "A", Suite 111
Ontario, CA 91761

DEAR JOHN LETTER

Dear RC Car Action,
My name is Michael, I'm from Atlanta Georgia. I've recently turned 15 and have just earned my learner's permit, and am starting to learn to drive real cars. My dad built and painted this Associated TC3 for me to get my racecar ya ya's on with so I'll not be tempted to try such things in a real car. I have a lot of fun driving it and it's a lot faster than and handles better than the nitro cars he and his friends drive. Ha! I think the Honda S-2000 body looks great, and it even glows in the dark. I hope you will like it too. Thanks a lot for all of the great tips and tricks in your magazine, I'm kind of new to RC cars and they help a lot. Keep up the great work!
Michael Scott



Hey! What the...? Well Richard, we thank you for the letter to the other magazine. We'll print it for them.
–Derek (or Pete, since you got all us all mixed up!)

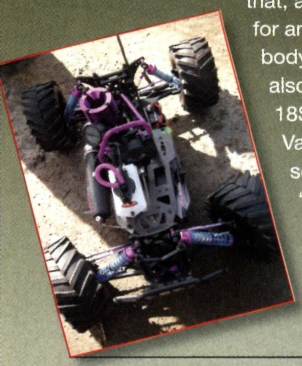
ANOTHER SHRIMP ON THE BARBIE

Hi, my name is Cristian Silva from Sydney Australia. I'm an airbrush artist and airbrush teacher, and I'm new to this hobby and loving it. I've sent you pictures of my first painted body. I created the design on a computer and the graphics were airbrushed. It was lots of fun and I'm looking forward to creating my next design.

Cristian Silva
Airbrush Venturi
Sydney, Australia



IT'S A DUCK, A CHICK, OR A CAR ON FIRE.







Here's a picture of my...can you guess? It's an HPI MT2. Most people are pretty surprised when I tell them that. The body is from Atomik RC; I can't take any credit for that, although I wish I could. It's meant for an RC10GT but with a couple of body modifications I got it to fit. It also has a few hop-ups like an 18SS motor, header and pipe from Vantage Racing, Futaba S3010 servos, Venom Failsafe, Pro-Line 'Masher' tires and much, much more. This thing isn't powered by HPI, it's powered by VISA!

Duane Wiley

HARDCORE!



This is my Losi XXX-S. I have upgraded the ESC to a Novak Dually, and the motor is now a Trinity Speedgems Nitronite motor (12 turn). The radio is a Futaba T3PM-FS synthesized system. The body is an HPI Honda Integra, painted to pay respect to one awesome band, Slipknot; the side designs are triple S'. Thanks for printing the most hardcore RC magazine, ROCK ON!

Chris Schurter
Stevens Point, WI

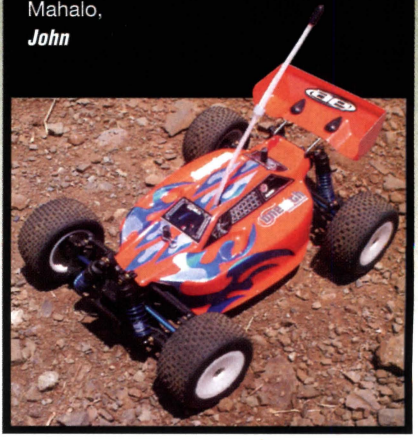
A/B-TEAM

Aloha Derek, I just wanted to say that you guys have a great magazine! Here are some pictures of my RC18T RTR. I've added the Factory Team dogbones, motor mount, and heatsink. The electronics and radio are stock, except I reconfigured the stock battery pack.

And saving the best for last, check out the new One18th.com Buginator body!!! I feel this is the best upgrade on the RC18T! The body was painted with Pactra Paints with a hand-cut mask. I'm planning to add MIP CVDs, FT Shocks, and adjustable turnbuckles soon! Thanks for taking a look at my RC18"B"!

Mahalo,

John

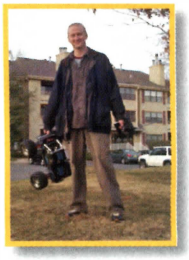


Nudge nudge... I need cash! Wink wink...

Wheelie now. Wheelie NOW! NOW!



Hey Derek! I've sent you some pics of my converted-to-electric Savage SS with a Novak HV-Maxx brushless system. The idea started with this: I loved the performance and durability of this truck but didn't like the hassle and sometimes inconvenience of nitro. So I gutted the engine parts and made my own motor and battery mounts out of sheet aluminum, with the battery mounts being lined with Lexan and Shoo-Goo for insulation. Thanks to Jeff Roe at Pro-Match batteries for the tip, or I would have cooked my packs. Duh! I then soldered my own 7-cell GP packs (a first for me, hence the pack-cooking scenario), put Dynamite CVAs throughout, put on Pro-Line 40 series bowties and dish rims for lower RM, and then painted this sharp looking Jeep Wrangler Rubicon body. This thing wheelies ON COMMAND and hits way into second gear with the stock SS transmission! Maybe one day I'll get it clocked. Then one day I put on the Truckzilla tires (in the pics) thinking I'd just cruise around with them for fun, and it STILL pulled wheelies for me! That's truly an amazing amount of torque from this little motor.



Thanks for your time. Hope to hear from you soon or see my truck in Racers' Rides!

By the way, Derek, we haven't seen any *Xtreme* hook-ups in a while and I sure could use a set of aluminum shocks... (wink wink, nudge nudge).

Russell Morrison
Helmetta, NJ





XXX-T

LOSA0095

The XXX-T RTR II offers electric off-roaders an incredible list of high-power features, including a Team Losi Sport ESC by Novak, and a seriously fast Trinity 19-turn motor.

- Rugged, Low-Ratio 2.43:1 XXX-T Transmission
- Complete Ball Bearings
- Powerful Trinity 19-Turn Motor With Replaceable Brushes
- Novak-Engineered Team Losi Sport Electronic Speed Control With Reverse



XXX-S

LOSA0285

The XXX-S Sport RTR II puts you in control of the pavement-pounding excitement right from the start. With a Trinity-built 19T modified motor and Novak-engineered ESC, it's ready for much more than just the driveway.

- Race-Proven, Single Belt Sealed Drivetrain
- MIP CVD Front & Rear Drive Shafts
- Powerful Trinity 19-Turn Motor With Replaceable Brushes
- Novak-Engineered Team Losi Sport Electronic Speed Control With Reverse

8270

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Ahead of the Pack

25 Years of Winning Experience Put Into Every Team Losi Vehicle

Nitro or electric, Team Losi® Sport ready-to-run vehicles will have you on the fast track to the finish line from the moment you hit the track. That's because Team Losi puts their 25 years of race-proven design and a long list of features into each vehicle they design. Whether you live for the smell of nitro, or you want the quiet power of electric, off-road or on the pavement, trust Team Losi's XXX-NT, XXX-T and XXX-S to put you light years ahead of the rest of the ready-to-run crowd.



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- All-New Tuned Exhaust System
- Spin-Start Electric Starter and Glow Igniter
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XXX-NT

LOSA0887

Ready for intense nitro action from the minute you fire it up with the convenient handheld starter. A powerful new Mach .15 rear exhaust engine and performance-tuned exhaust deliver plenty of punch to hit the track running.



The XR2i radio system from JR comes with each one of these ready-to-run vehicles. Offering advanced features not available with other RTRs, it gives you the control you need for racing or fun.

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Ryan Cavalieri Wins 2wd Modified IFMAR Worlds Warm-up In Colegno, Italy

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Designed for optimum brush heat dissipation
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