TOY FAIR

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Trinity Snowbird Nationals

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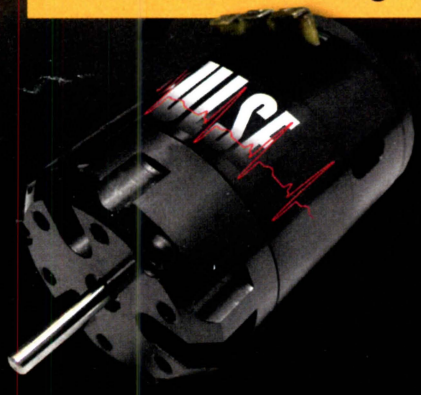
2009 SNOWBIRDS NATIONALS

International Championships

Paul Lemieux, Fastest of the Fast!

10.5 Rubber Touring Car TQ & 1st, Pro Modified Foam Touring Car, TQ & 1st



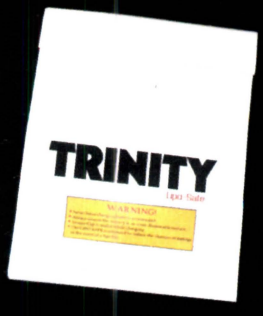
Pulse 4T Modified, TRI10402



IB 5000mAh Li-Po, TRI20808



Pulse 10.5T ROAR Spec, TRI10412



Li-Po Safe Charging Bag, TRI20236



I-Balance Charger, TRI22006



Li-Po Battery Warmer, TRI20235

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For more info on the items that powered Paul to victory check out www.teamtrinity.com

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SC10 SHORT COURSE

1:10 Scale Electric 2WD Offroad Race Truck Kit

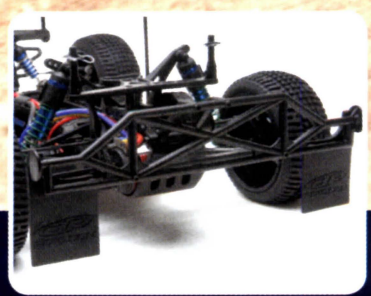
SC10 shown equipped with items NOT included in kit; Reedy battery, XP servo, pinion gear, LRP ESC, motor and receiver. Body comes clear. Assembly and painting required. KMC™ decal set available separately.



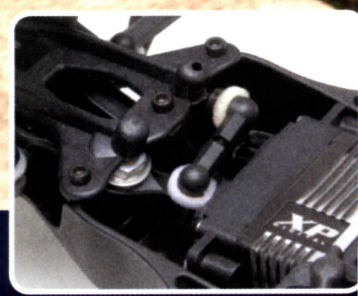
The SC10 is built on the 6-time ROAR National Champion RC10T4 platform



Hinged battery hold-down strap for quick and easy access



Authentic and functional bumpers with rubber mud flaps



Angled bellcrank "coplanar" steering with integral servo saver

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- Realistic bumpers front and rear for maximum durability
- Rubber AE logo mud flaps
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- Two spur gears included: 75T for brushless stock and 87T for brushed and modified motors

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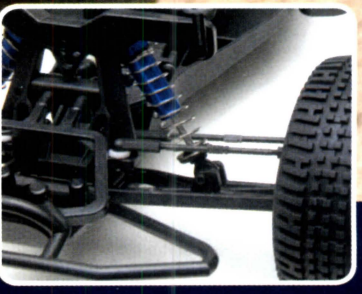
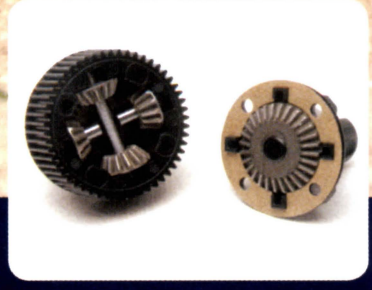


Rugged steel turnbuckles and blue aluminum shock bodies



KMC™ style wheels and aggressive multi-terrain scale tires



2.6:1 ratio gearbox equipped with sealed gear differential



KMC™ decal set available separately

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All bodies are shown painted for advertising purposes only.

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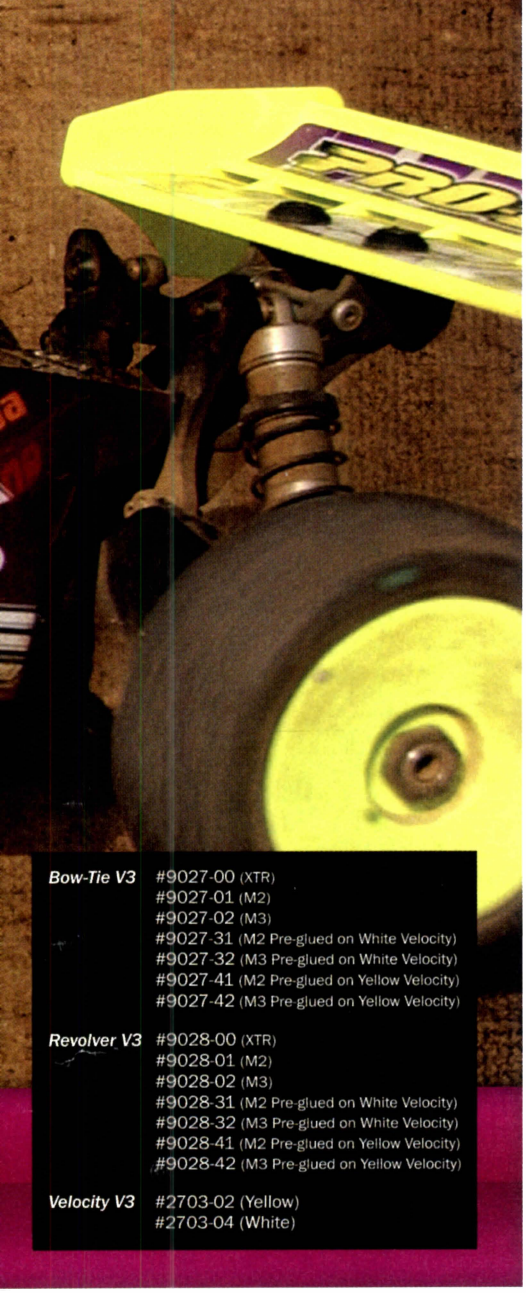

Bow-Tie V3	#9027-00 (XTR) #9027-01 (M2) #9027-02 (M3) #9027-31 (M2 Pre-glued on White Velocity) #9027-32 (M3 Pre-glued on White Velocity) #9027-41 (M2 Pre-glued on Yellow Velocity) #9027-42 (M3 Pre-glued on Yellow Velocity)
Revolver V3	#9028-00 (XTR) #9028-01 (M2) #9028-02 (M3) #9028-31 (M2 Pre-glued on White Velocity) #9028-32 (M3 Pre-glued on White Velocity) #9028-41 (M2 Pre-glued on Yellow Velocity) #9028-42 (M3 Pre-glued on Yellow Velocity)
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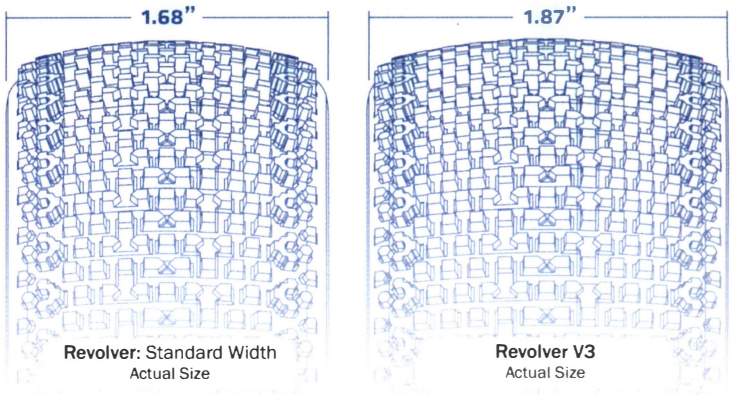
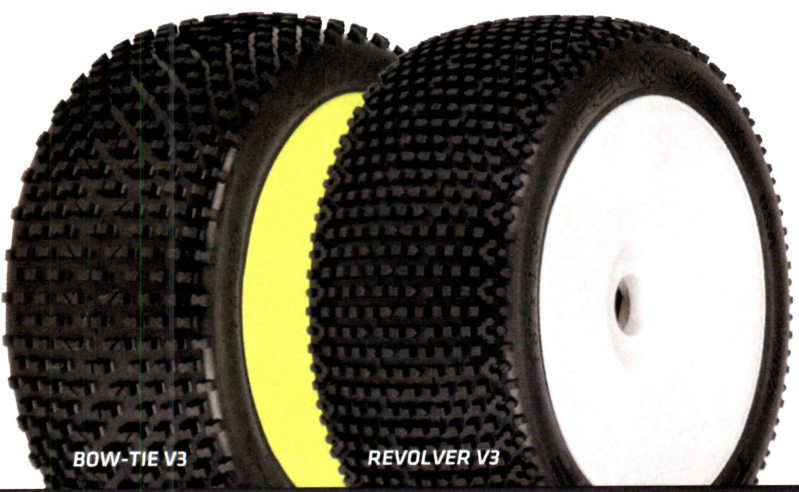


Revolver: Standard Width
Actual Size

Revolver V3
Actual Size



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TRI10413, 13.5 Turn
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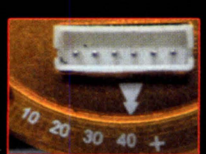

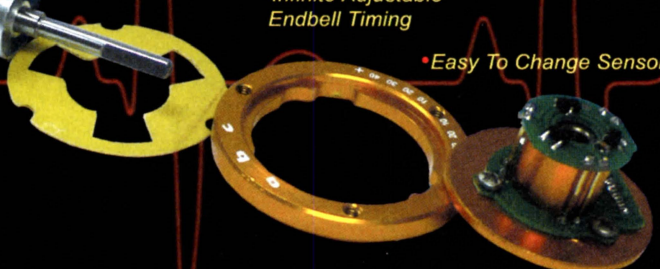

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TRI10409, 7.5 Turn Modified
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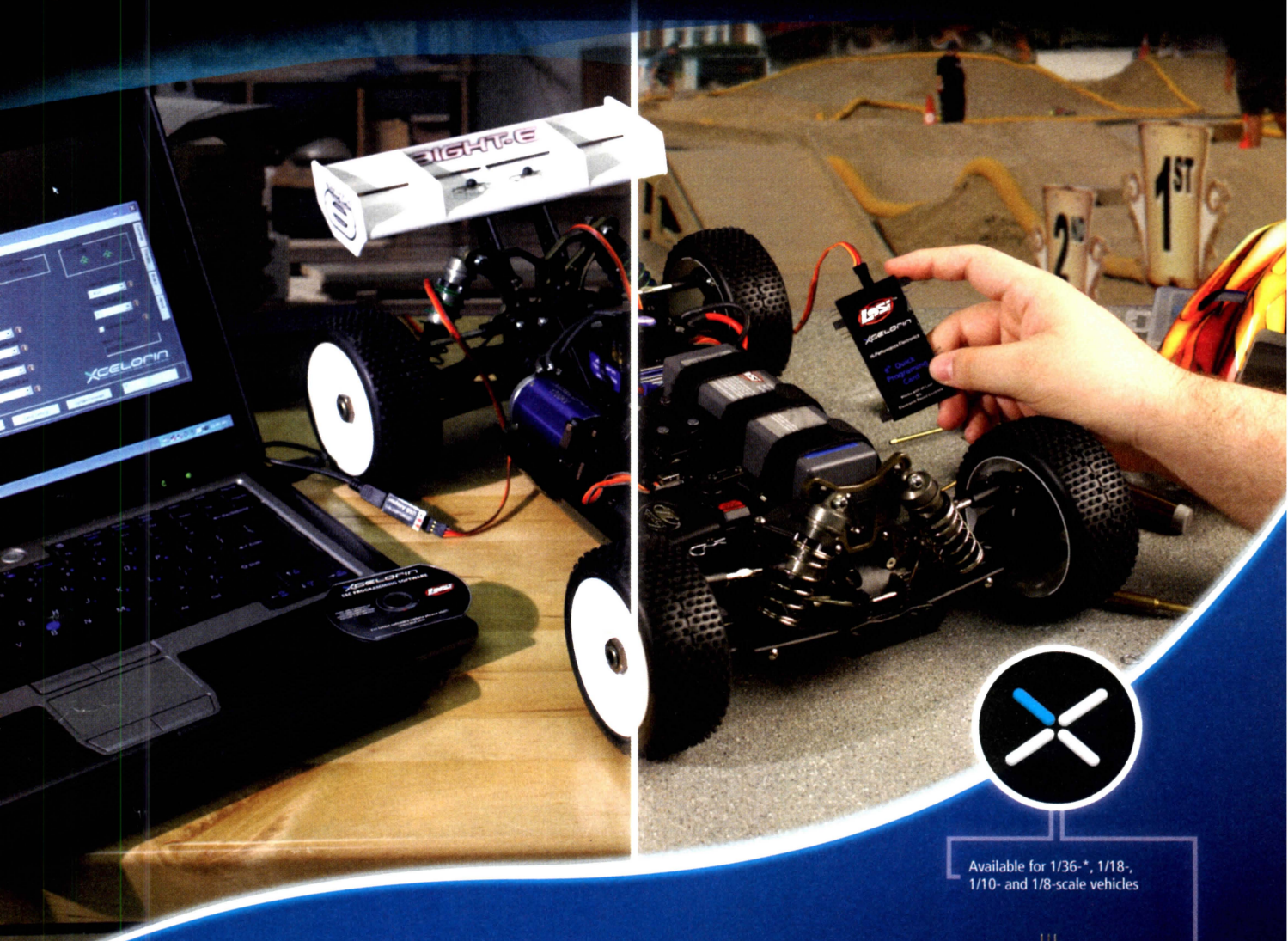

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Next Gen Action





ON THE COVER
Traxxas' latest climb-it-all do-it-all Summit gets put to the test in the mountains of Southern California.

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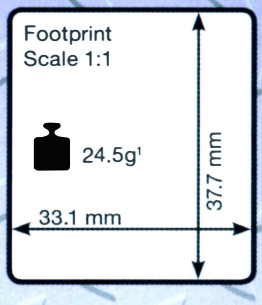



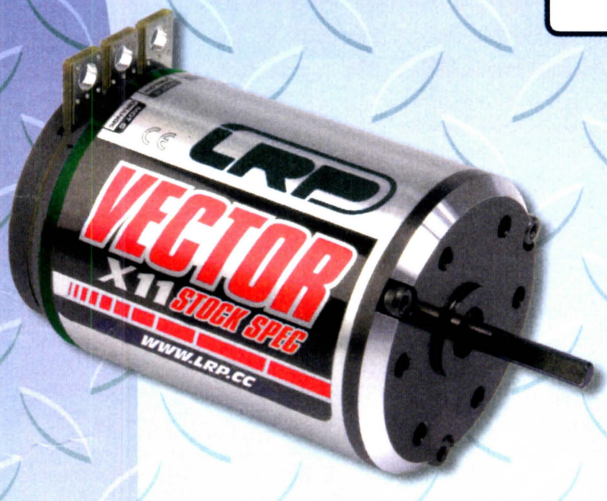

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The Vector X 11 Stock Spec Motor is tailor made for controlled stock and spec racing! Color-coded aluminium rings, laser engraving on the tear down, and black shaft and magnet, make identifying this motor and its turns easier than ever!

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- Can be operated with sensor and Sensorless speed controls
- New stack for more torque
- New low resistance design
- Hand wound
- New oversized low friction ball bearings
- X11 teardown, dismountable, timeable
- Low resistance multiplayer PCB
- New solder tabs, easy and safe installation
- Sensored technology
- Standard 540 size and weight
- Complies with ROAR rules

VECTOR X11 Stock Spec	21.5 Turns	17.5 Turns	13.5 Turns	10.5 Turns	9.5 Turns	8.5 Turns
Part Number	#LRP50860	#LRP50850	#LRP50840	#LRP50830	#LRP50820	#LRP50810
Aluminum Ring Color	Green	Yellow	Orange	Blue	Purple	Dark Gray
RPM[2]	12.960 rpm	16.560 rpm	23.040 rpm	27.360 rpm	30.240 rpm	33.840 rpm
RPM per volt, KV	1.8	2.3	3.2	3.8	4.2	4.7
Power[2]	124W	153W	201W	255W	278W	303W
Efficiency[2]	93%	93%	93%	92%	92%	92%
Min. speed control requirements	LRP A.I. Brushless LRP 80100			LRP A.I. Brushless Pro LRP 80150		LRP Sphere LRP 80500



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for detailed technical data see current price list [2]measured at 7.2V [3]For race usage in combination with the VECTOR X11 – 6.5 Turns the Brushless Worlds Option Kit (Order No. 82700) is recommended. [4]For race usage in combination with the Vector X11 – 4.5 Turns motor the Brushless Worlds Option Kit (Order No. 82700) is recommended.

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tribute to Chris Chianelli

Moment of silence. And Derek even left off his usual sarcastic comments out of respect.

I'm sure some of you may have read that the industry has lost one of its great personalities, Chris Chianelli. Some of you might not even recognize the name, but if you've ever read *RC Car Action* or watched his show on the DIY Channel you'll immediately recognize the crazy haired guy. I had the privilege of working with him for a little over two years while I worked at *RCCA* and I learned a lot from him, even though he might not have known he was teaching me anything.

Back when I was just a reader of the magazine I never really knew any of the editors aside from Chris. Even when Frank Masi raced at our hobby shop, if he was the only guy outside I would have never known what he looked like. Most companies don't like to celebrate the personalities of their writers; it is easier to keep them just as names when it comes to replacing them. But as I sat outside Chris's office and watched what went on, I saw some jealousy from other editors who seemed to think that Chris didn't do much at the magazine, but got lots of credit anyway. I looked at where I was and where I wanted to be and decided that I needed not only to write with personality, but also that including a picture of me in the magazine would let readers know who I was. Just like the old saying goes, a picture is worth a thousand words. That advice has followed me around, and even now when I get asked why I put so many pictures of myself in the magazine I think about it. The only reason people know me is because they saw me in the magazine.

It's a tip that I often give to people in media, that making yourself known is a good way to make more money and be non-expendable. Even if you can't do your job perfectly, being recognizable will help you. Over the years Chris may have forgotten who I was, or where I worked, but I never forgot the lesson he taught me. So when I heard of his passing, I couldn't help but thank him again for leading me to where I am today. Godspeed, Chris. You put smiles on lots of faces and helped the industry go farther and become bigger.

Godspeed,

Derek Buono
Executive Editor
derekb@rc411.com



» TEAM RANTS

MIKE VELEZ [SO THAT'S WHERE THE PORSCHE CAME FROM.]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... On Me.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... The Crying Game.

MY FAVORITE JERKY BOYS SKIT IS... "Upstate Used Car Sales."

DEREK BUONO [HAS LOST BEFORE. JUST DOESN'T KNOW IT.]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... Allowing others to think they won.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... Howard Stern going off the air.

MY FAVORITE JERKY BOYS SKIT IS... The Auto Mechanic... "I'm benchin' at least 350..."

JAMES REVILLA [GOES MACHO FOR SLIM STRIPPERS.]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... Call me on March 31st to find out.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... My girlfriend, a Japanese restaurant, and a baby.

MY FAVORITE JERKY BOYS SKIT IS... Macho Man when he... wait, that's Slim Jim. Nevermind.

MIKE McMAHON [USED TO FIX ROOFS. STILL DOES MAGIC.]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... Something cruel and excessive.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... Silly man...you can not fool me.

MY FAVORITE JERKY BOYS SKIT IS... "Egyptian magician & Mexican roofers."

DAVE PALACIOS [MR. "CLEANEST JOKES IN THE WORLD."]

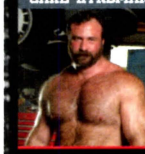


THIS YEAR MY APRIL FOOLS JOKE WILL BE... Well if I told you, it wouldn't be a surprise.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... I'm usually pretty prepared for jokes on April first.

MY FAVORITE JERKY BOYS SKIT IS... When the guy calls the pizza place saying how his family got sick from the pizza.

CARL HYNDMAN [WHO WANTS TO RIDE MY BIKE?]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... If I told you it wouldn't be funny.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... Haven't been tricked yet.

MY FAVORITE JERKY BOYS SKIT IS...The one about the "f" ing tools. Hilarious.

BRIAN SKINNER [BUTT HURT OVER FAKE BIKE. GO FIGURE.]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... Not gonna tell, that way it will be funnier.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... Motocross Action showed a new bizarre MX bike from Yamaha one year, and it fooled me totally.

MY FAVORITE JERKY BOYS SKIT IS... Who are the Jerky Boys?

JEFF EVELEIGH [WHAT? NO BUONO MOM JOKE?]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... Tricking those penguins to think its' the South Pole.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... That Canada had a super fighter plane called the Avero Aero and we destroyed it to save the world.

MY FAVORITE JERKY BOYS SKIT IS... "Should I bring my shoes and my glasses?"

JASON BOULANGER [STILL PLAYS WITH ACTION FIGURES.]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... Announcing my conversion to Judaism.

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... Waking up and finding my car to be missing.

MY FAVORITE JERKY BOYS SKIT IS... "You kicked my dog!"

MIKE BOYLAN [SAVED THE GOOD STUFF ON THE OTHER COMP.]



THIS YEAR MY APRIL FOOLS JOKE WILL BE... Have my wife's store manager tell her she is transferring 40 miles south starting next week

THE ONE APRIL FOOLS JOKE THAT TRICKED ME WAS... Had a friend remote access my computer & temporarily erase all my web sites I work on.

MY FAVORITE JERKY BOYS SKIT IS... "...I work on racecars, tough guy!"

NOVAK Rock Stars





- Rebuildable 55T brushed motor
- High-powered drag brakes
- Li-Po Cut-Off Circuitry
- Zero Reverse Delay
- Drag brakes ensure wheel-locking stops
- 540-size sensored brushless motor
- Easily tackles tough terrain
- Sintered rotor

The Rooster Crawler Edition and the Fifty-Five Brushed Motor are also available individually.



the New Kids on the Rock

Forty-Five

- Rebuildable 45T brushed motor
- Three pre-installed motor capacitors
- Provides long run-times

Novak's Mongoose Crawler easily fits in the Losi® Mini Rock Crawler™





Mongoose CRAWLER

- First micro brushless system designed for 1/18-scale crawlers
- Bred from Goat Software
- 2-3S Li-Po Compatibility



www.teamnovak.com

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hpi
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CHECK THE YOUTUBE VIDEO:
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TAKING RADIO CONTROL TO

A WHOLE NEW LEVEL

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hpi



1/5 SCALE, 2WD GAS POWERED R/C TRUCK
BASED ON THE AWARD WINNING BAJA 5B SS CHASSIS
#10620 RTR BAJA 5T WITH 5T-1 BODY



Baja 5T

Nuremberg TOY FAIR

I learned something this year at the Toy Fair—none of which I can say here in English or want to say in Italy thanks to our Italian friends! But even with the "cultural exchange" the Toy Fair was the place to see some more of the European companies and mix it up with people from all over the world. Even with a slow economy, there was a ton of new stuff for RC lovers to eat up.



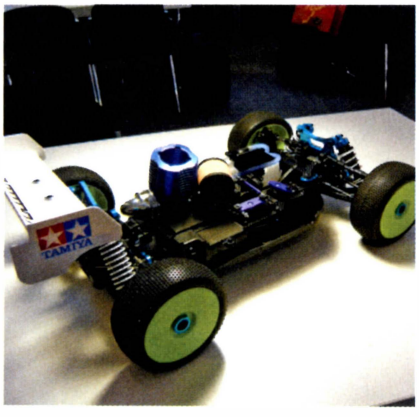
Too bad the show girls weren't all like that.

Tamiya

Tamiya always brings a full lineup of interesting new cars and bodies to every tradeshow, and this was no different. Scale lovers will drool over the detail on the VW GTi, the Subaru STi, the Lamborghini Countach, or even the little Fiat 500. Trucks will also get their haul on with the new Scania R620 three-wheel rig. Brushless is going for total domination, and the proof is Tamiya's new Levant Monster truck complete with a brushless system and RTR. The racing side of Tamiya also made a good showing as the company's new 1/8-scale buggy 801X was shown for the first time outside U.S. headquarters.

www.tamiya.com







Horizon/Losi

Horizon is trying to break into the European market by having the company's own distributors over there, and what that means is more Losi products and greater availability. To show off Horizon's commitment was the new 8IGHT 2.0 BL race roller and one of the first big-name buggies to be offered in a complete kit with no conversion. The full range of Losi's latest was also there to see.

www.losi.com





HPI

Walking through the HPI/Hotbodies booth, you saw all the big items like the Baja and Baja 5T. One of the movements in RC is scale, and HPI has always been at the forefront of that. The new Crawler King was on display, lots of scale-looking bodies, and even a new True 10 Cars that feature new proportions to have a more scale appearance. The one that some of us (Derek) loved was the awesome 240Z body.

www.hpiracing.com



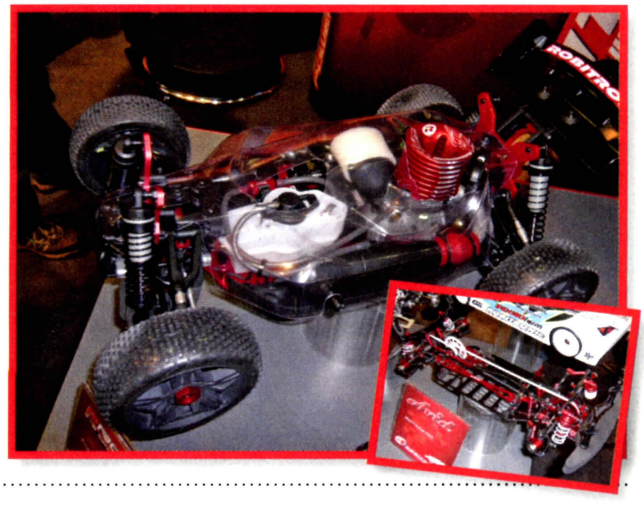


HPI Racing USA, expect a call from Derek soon.

Robitronic

Maybe not as well-known in the States, but Robitronic has been offering some interesting vehicles. The latest was a Protos Prototype buggy showing off some new design features and geometry alterations. The new Avid 1/10-scale TC made its way to the show and, although not a drastic change, now offers easier maintenance.

www.robitronic-usa.com



NOVAK

Novak shared a booth, but had all the company's latest ready for mass consumption. The Ballistic series of brushless motors is back, and Novak put a few nice features on there to make maintenance and replacement easier and cheaper. You can basically replace every part of the motor down to the sensor plug! This means if you have sensor problems you can just replace that and save tons of money. Want to change the wind on your motor? Buy a new spool instead of everything. It's a nice feature that should save racers money.

www.teamnovak.com



AXIAL

Showing off the class-leading AX-10 and now the SCX-10, Axial brought it all to the show. While the competition is putting pressure on Axial, the company keeps offering upgrades, tools, and other accessories that are worth looking at. We'd almost guess that a new version of the AX-10 might be in the works to battle all the competition and not be left behind.

www.axialracing.com

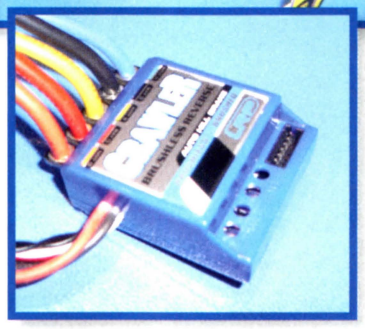


LRP

You're my boy Blue! LRP has gone from a one- to two-man show making racing speedos to one of Europe's biggest distributors and manufacturers. The blue booth was full of all the products LRP brings to the market from all over the world, but our main interest is the product coming to the U.S. The new Vector 8 brushless motor is for the 1/8-scale brushless market and features a controller that looks familiar. It's a Competition TC Spec controller with an updated BEC to work with the higher 2S and 3S LiPo packs. LRP's LiPo packs actually are noteworthy even though we won't see them anytime soon. The power connections run through the pack, allowing you to plug into either side of the pack. Simple and smart. LRP's nitro line is unchanged, but the new line of brushless controllers made for smaller markets like crawling and drifting adds to the legitimacy of those smaller segments.





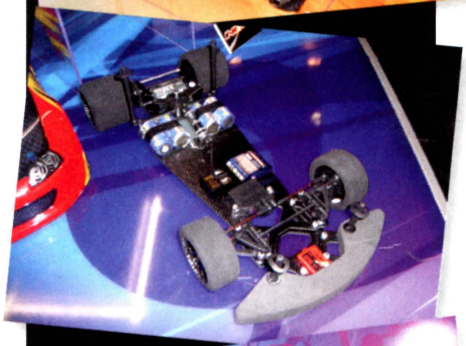


XRAY

The king of details and parts quality had its entire 2009 model year ready for touchy-feely people. Along with a metric ton (we're in Europe; they don't have regular tons) of accessories, setup tools, bags and just about everything you need to race XRAY's 1/12-scale pan car and 1/10-scale World GT car are ready to rip up the carpet. You can bet that the setup tips are some of the best you can find in all the new kits.

www.teamxray.com









Traxxas

Since it was Traxxas's first time in a booth alone at the show, the company brought out all the cars. The new 1/16-scale Revo and Slayer were near production. The Summit, Slash, T-Maxx, Revo BL, and even the Stampede were there to try to convince everyone European that trucks are cool. The new line of battery packs was on display, too, and this might help get rid of the horrible connectors we currently use now that one of the leading RTR companies has batteries. The new on-board camera Traxxas is offering isn't cheap, but the 5MP camera and weatherproofing make it worth the coin.

www.traxxas.com











We have a bunch of ideas for that camera.

VORTEX

Developed by innovators of technology.

Tested by world champions.

All this so it can power you to victory!

RACE VERSION**TWO**

Performance Sensored BL Motor

ORI28125 Vortex 2008 Racing 2.5
ORI28126 Vortex 2008 Racing 3.0
ORI28127 Vortex 2008 Racing 3.5
ORI28128 Vortex 2008 Racing 4.0
ORI28129 Vortex 2008 Racing 4.5
ORI28130 Vortex 2008 Racing 5.5
ORI28131 Vortex 2008 Racing 6.5
ORI28132 Vortex 2008 Racing 7.5
ORI28133 Vortex 2008 Racing 10.5
ORI28134 Vortex 2008 Racing 13.5
ORI28140 Vortex 2008 Stock 10.5 BL
ORI28141 Vortex 2008 Stock 13.5 BL
ORI28142 Vortex 2008 Stock 17.5 BL



TEAM ORION®

To learn more about our innovations go to **www.teamorion.com**



KO PROPO

The new servos are something in between a normal size and the half-size KO offered. KO still offers the same quality and high spec but at a smaller, lighter size that works better in most tight-space cars. We loved that KO had all their servos on a board so we could finally compare what each servo felt like and see if we could tell the difference from .09 and .11 seconds. We think all hobby shops should have one!

www.kopropo.com



MUGEN

Tucked in the back of the booth were the drawings of the new MBX6T, sort of like a nice piece of art. The other new item on display was Mugen's new .12 Ninja motor that, if we can make an assumption, might just be OS based—meaning power, easy tuning, and reliable.

www.mugenracing.com



GS RACING

GS Racing's 1/8-scale buggy is a new CLX and probably doesn't get the attention it deserves, but its new geometry should make it aggressive like all the other current race buggies. What was interesting was that GS Racing had a 1/9-scale electric buggy in the booth. While we're really buying the change in scale, the buggy did wear 1/8-scale buggy tires. It's something we think that might evolve into a true new brushless LiPo class.

www.gsracing.com

Hah! carbon fiber motors! That's it, that's everything. We're done.

KYOSHO

The most interesting release at the Kyosho booth wasn't the new Inferno ST RTR or the sweet-toking nitro Kart: it was software. Kyosho's new scoring system for their new "dNaNo" micro cars allows people around the country to race at the same time on different tracks. The tracks come in standard configurations, allowing tracks around the country to race together and score at the same time. Pretty awesome!

www.kyoshoamerica.com







TEAM ORION

The second generation of brushless motors is hitting the market from all angles, and Orion isn't sitting around. The new Vortex Experience BL motors should be on pace for high-end racing, and to complement that the new BL Contollers are there to keep brand alliance. It was cool to see a full option set of rotors available for tuning. Orion also had Matrix foam tires ready for carpet and nitro on-road racing.

www.teamorion.com

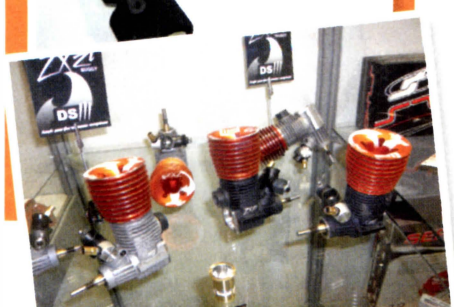


SERPENT

Serpent has gone through some changes recently, and this might be for the better. The company's new lineup of cars seems to be taking on the traditional racing classes. A 1/12-scale with a slick adjustable T-bar and machined rear pod has been doing well on the track. The strange budget 1/8-scale on-road racer might help the class, but Serpent's pride and joy is the new 966 1/8-scale racer coming out soon. Don't forget that Serpent sells a full line of mega-engines.









FREE Merchandise Certificate *or* Cash Back!

Spring is finally here, and there's never been a better time to get out and race, thanks to this exciting rebate offer from DuraTrax! Just purchase one of DuraTrax's best-selling vehicles and you'll receive a free merchandise certificate worth up to $30 *or* up to $15 cash back. Get your DuraTrax vehicle now – and enjoy the savings later!

*While supplies last

Purchase one of the following, and ***receive a $15 Merchandise Certificate or $7.50 Cash Back***:

DTXD13** – 1/18 Scale Vendetta Buggy EP RTR
DTXD14** – 1/18 Scale Vendetta ST EP RTR
DTXD15** – 1/18 Scale Vendetta TC EP RTR
DTXD29** – Evader EXT EP RTR
DTXD30** – Evader EXB EP RTR
DTXD76** – 1/8 Scale Raze Buggy EP RTR
DTXD77** – 1/8 Scale Raze ST EP RTR

Purchase the following and ***receive a $30 Merchandise Certificate or $15 Cash Back:***

DTXD98** – 1/5 Scale FireHammer MT Gas RTR

For more information, visit duratrax.com/86B. Click on "Where to Buy" for the location of the dealer nearest you.

Official Rules:
Offer available only to residents of the U.S.A. and Canada, and is good only on new items purchased from February 1, 2009 through April 30, 2009. Used, auction and scratch & dent purchases do not qualify for rebate. Items are subject to availability. Offer good only for as long as quantities last. Rebate forms are available online and at retail stores. Offer must be submitted before May 31, 2009 and requires that the: 1) proof-of-purchase; 2) receipt or invoice; and 3) rebate request be submitted to the manufacturer. This is a manufacturer rebate, and is *not* available direct from the retailer. This offer is available only to individuals and cannot be combined with any other offer. Rebate requests from retailers, groups or organizations will not be honored. Duplicate rebate submissions or submissions containing combined offers will be discarded. Optional merchandise certificates good only at original place of purchase for AquaCraft™ Models, Constructo®, Coverite™, DuraPlane™, DuraTrax®, Dynaflite™, ElectriFly™, FlightPower™, FlyZone™, Fuji-Imvac™, Futaba®, Glo-bee™, Goldberg™, Great Planes®, Heli-Max™, Hobbico®, Hot Works™, iWaver®, Kontronik™, Mind Crafts™, Miniature Aircraft® X-Cell® Furion™, Muchmore Racing™, Model Maker™, O'Donnell® Racing, O.S.® Engines, Professor Big Brain™, SuperTigre®, Team Checkpoint®, Top Flite®, Trefil®, U.S. AirCore® or VisTank® products. Limit one rebate per item purchased and per household. Offer void where restricted by law. We reserve the right to change or cancel the promotion at any time. Allow four to six weeks for processing.

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SC8
SHORT COURSE

IFMAR WORLD CHAMPIONS 23 TIME

1:8 Scale Nitro 4WD Offroad Race Truck



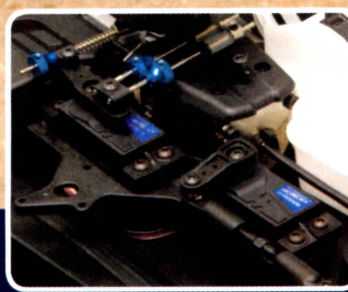
XP3D Computerized Digital 3-Channel FM Radio System with 10 model memory comes standard in the SC8



Hard-anodized 3mm thick 7075 aluminum chassis and 3mm low-profile black anodized aluminum shock towers



Hard-anodized shock bodies with 4mm shock shafts and protective rubber boots provides consistent traction

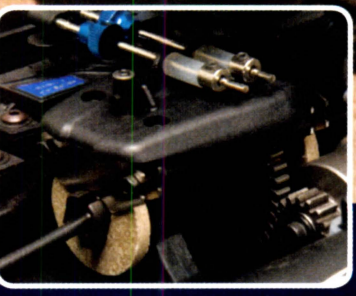


Team Associated's S2008 metal gear high-torque steering servo is tough and comes standard in the SC8

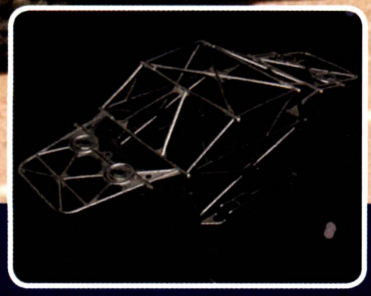
Team Associated's SC8 is the next chapter in our great RC racing adventure. We have been proud of all of our creations here at Team Associated but the SC8 has captured our imaginations so completely, it's almost like we have discovered RC all over again. We think that you will agree, that the SC8 is another champion by design.

- Authentic, custom painted and finished scale licensed short course truck body
- Mounted and assembled scale wheels and tires with foam inserts and bead guards
- Functional full roll cage with integral dirt shields
- XP3D Computerized Digital 3-Channel FM Radio System with 10 model memory
- Powerful Pro.28 engine with slide carburetor and dual stage air filter
- Pro-Start hand held starting system
- S2008 metal gear high-torque steering servo
- Hard-anodized shock bodies with 4mm shock shafts and protective rubber boots
- Hard-anodized 3mm thick 7075 aluminum chassis

WWW.RC10.COM



Independently adjustable front and rear disk brakes lets you adjust the braking bias to suit your track conditions



Fully functional roll cage with integral dirt shields is removed quickly and easily with only four body clips



The powerful Pro.28 comes with Team Associated 2-chamber tuned muffler and the Pro Start starting system



The SC8 is an unprecedented realistic replica race truck that features 20+ inches of scale suspension travel (2.6" actual)

- Full ball bearings in drive train
- Independently adjustable front and rear disk brake bias
- 150cc quick fill fuel tank
- Team Associated 2-chamber tuned muffler
- 3mm low-profile black anodized aluminum shock towers
- 4.3:1 ratio gear boxes for maximum punch
- Precision universal drive shafts in six locations
- 3mm black anodized aluminum steering rack with ball-bearing steering system
- Sealed radio box with thread-through molded antenna mount
- Fuel bottle and glow igniter included

ae

TEAM ASSOCIATED

26021 Commercentre Drive • Lake Forest, CA 92630 USA
www.RC10.com • www.teamassociated.com

Pro-Line



Pro-Line Racing has always been an international company, but this year, PL brought the hottest gear from the U.S. there. That means crawling, Slash, and Baja parts and accessories. Europeans might not like trucks, but they seem to be starting to like crawlers, and if they'd just stop being stubborn, they would love to race CORR trucks like we do.

www.prolineracing.com

FG



Most big car manufacturers will probably tell you that they have been around for years, but we think that the Baja might have opened some eyes when it comes to "big cars." FG has offered some insane cars, but we were stopped in our tracks by the 997 GT3 and the Subaru rally sitting there taunting us.

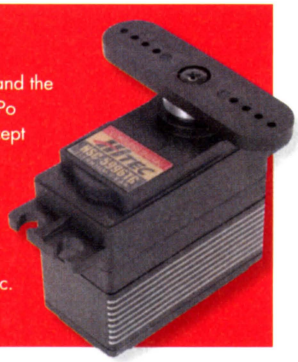
www.vsmodelsport.com



HITEC

We're big fans of the latest Hitec servos, and the newest are taking on the higher-voltage LiPo receiver packs by having Hitec servos accept a higher 7.4 input voltage without any problems. Although Hitec didn't have any new 2.4-GHz radios for the car market, the fact that the company has released some for helis and planes means we might see a new 2.4-GHz radio from Hitec.

www.hitecrcd.com



Reedy LiPo Packs!

STARTER BOXES!

#635 Starter Box Battery
2200mAh 14.8V 20C



MICROS!



#620 Micro Pack 1800mAh 7.4V 20C

TRANSMITTERS!



#632 Tx Lightweight Battery 1350mAh 11.1V
#633 Tx Battery - 3PK, M11 3000mAh 11.1V
#634 Tx Battery - Helios, Z1 2400mAh 11.1V

RECEIVERS!



#630 Pro Rx Battery 1600mAh 7.4V 10C
#631 Rx Battery 2100mAh 7.4V
#636 6.0V Voltage Regulator

Team Associated

Electric conversion? Check. All the latest SC8s, RC8s, and RC8Ts were there, and what we focused our camera on was the SC10. We're loving its scale body and the bumper with mud flaps. For those who were waiting for a higher-performance CORR truck, this might be the answer.

www.teamassociated.com



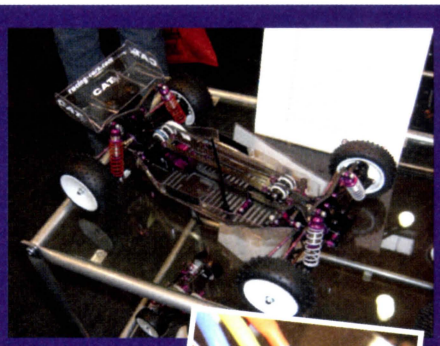


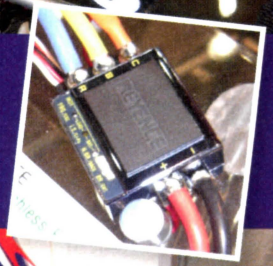


Schumacher

Returning to the company's roots with a new 4WD buggy recently, Schumacher is showing the company can still compete. The CAT SX now comes in two versions. The full carbon kit and a slightly less expensive fiberglass chassis version are now available. Schumacher also had an E-Manic brushless monster truck that looks true to Schumacher's current highest possible top-speed plan, and even a killer Fusion 28 sedan that claims to hit 80 mph. Schumacher also imports Keyence, which has been missing from the scene lately, but the new brushless system might make Keyence a name again. Speaking of cool, Schumacher's brushless motor dyno might just make it easier to compare motors and even speed controls. We'll have to see what the company does when we get one.

www.racing-cars.com









Reedy 35C LiPo!

IFMAR WORLD CHAMPIONS 28 TIME REEDY

#710 Reedy 5100mAh 35C Saddle Pack





#709 Reedy 5000mAh 35C

Reedy 35C LiPo

The ultimate 7.4V competition LiPo battery has arrived! Reedy is proud to announce the release the all new 35C hard case competition LiPo batteries. A standard version features a 5000mAh capacity with socket style connections and a saddle pack version features a 5100mAh capacity with 12AWG power wires and a balance connector. The high capacity provides more than enough run time for today's on and off-road competitions. But the best news is the battery's 35C rating. The C rating determines the battery's ability to deliver power efficiently. And Reedy's 35C rating delivers world-class power for all racing classes.

www.ReedyPower.com

REEDY

A Division of Associated Electrics
26021 Commercentre Dr., Lake Forest, CA 92630

POLL PAGE

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

What we want to buy doesn't match your wish list!

IF I WERE MAKING AN RC WISH LIST THE FIRST ITEM ON MY LIST WOULD BE...





WHAT IS YOUR FIRST CHOICE WHEN UPGRADING YOUR RC?

Wheels & tires **30%**
Battery **24%**
Engine/Motor..... **9%**
Suspension **3%**
Electronics..... **30%**
Nothing **3%**

RANDOM POLL QUOTE:
"CAN YOU UPGRADE THE DRIVER? I'M IN SERIOUS NEED OF A BETTER DRIVER! "
ABAILEY21



WILL YOU ***SPEND YOUR TAX REFUND*** ON RC?

18% *Blowing it all on RC*

50% *Will use some of it*

25% *No*

7% *Are selling their soul to eat*

RANDOM POLL QUOTE:
"IT WILL BE GOING TO PAY OFF THE CREDIT CARD I'VE BEEN USING TO BUY ALL MY RC GEAR!"
RA99GT



IS AM & FM AN OBSOLETE SYSTEM?

25% AM is done!

0% Said FM is done

56% Said they had no use for either

19% Said they are sticking to AM/FM

RANDOM POLL QUOTE:
"I DON'T THINK EITHER AM OR FM WILL EVER DIE AWAY. AM WILL ALWAYS BE FOUND WITH RTR'S BECAUSE THEY ARE COST EFFECTIVE. FM IS A GOOD STEP UP, AND IS AFFORDABLE. I STILL USE FM, AND I HAVE NO PLANS TO CHANGE, I LIKE MY FM RADIO GEAR."
DIRTRACINFOOL





Have you run your RC in the snow this year?

42% Yes

45% No way

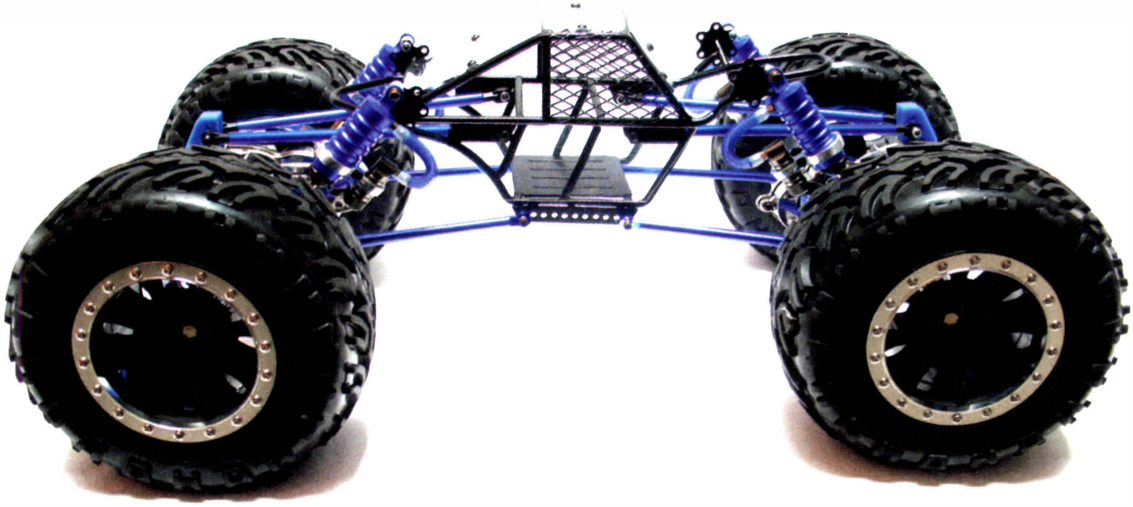
13% Didn't know what snow was



SUPER SIZE CRAWLER SS01

Professional Super Size Rock Crawler Kit by Integy

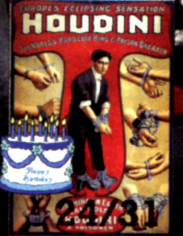
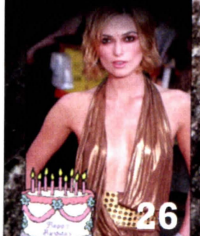
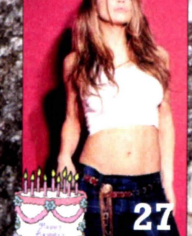
MONSTER CRAWLER MC01



WHICH ONE?

MARCH 2009 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
23	24	25	26	27	28	National Pig Day  1
Read Across America Day  2	Jessica Biel's Birthday  3	National Poundcake Day  4	Eva Mendes' Birthday  5	Mini Dirt Oval Nationals Ethers, PA – Bumps & Jumps www.speedtechrc.com 6	Winter/Spring Point Race #3 Baltimore, MD – No Limit RC www.nolimitrcofmaryland.com 7	Speedtech RCGT Round 5 Camarillo, CA – Freedom Park www.speedtechrc.com 8
Panic Day  9	First Paper Money Issued, 1862  10	First Basketball game, 1892  11	 12	Cactus Classic Scottsdale, AZ - SRS www.srscactusclassic.com ROAR Carpet Oval Nats Greeneville, TN – Greeneville Speedway www.greenevillercspeedway.com West Virginia State Championships Parkersburg, WV - OVRCCC www.ovrccc.com 13	RC DriftClub/Tamiya GT-R Battle San Gabriel, CA – Speedtech RC www.rcdriftclub.com 14	15
16	Saint Patrick's Day  17	First walk in space, 1965  18	ROAR Electric On-Road Carpet Nationals Cuyahoga Falls, OH – The Gate www.clevelandcarpetracing.com 19	20	21	JBRL Electric Series, R1 Saugus, CA – Hot Rod Hobbies www.hotrodhobbies.com 22
Toast Day  23/30	Harry Houdini's Birthday  24/31	Danica Patrick's Birthday  25	Keira Knightley's Birthday  26	Fergie's Birthday  27	Speedtech RCGT Round 6 San Gabriel, CA – Speedtech RC www.speedtechrc.com 28	29

Derek's birthday is on the 26th too, but James does this calendar, so...

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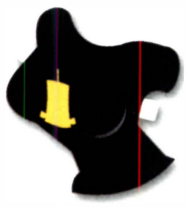

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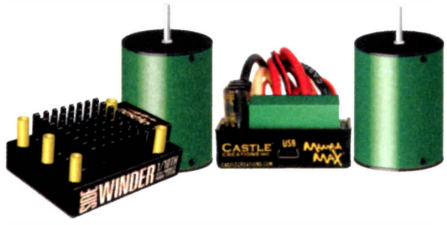
1/18TH SCALE

SIDEWINDER MICRO SPORT AND MAMBA MICRO PRO EXTREME POWER PACKAGES COME WITH 4200, 5400, 6800, OR 8000 Kv MOTORS COMING SOON: 26MM MOTORS!



1/10TH SCALE

SIDEWINDER SPORT POWER PACKAGES COME WITH 4600, OR 5700 Kv MOTORS.

MAMBA MAX EXTREME SCALE POWER PACKAGES COME WITH 4600, 5700, 6900, OR 7700Kv MOTORS.



1/8TH SCALE AND MONSTER TRUCKS

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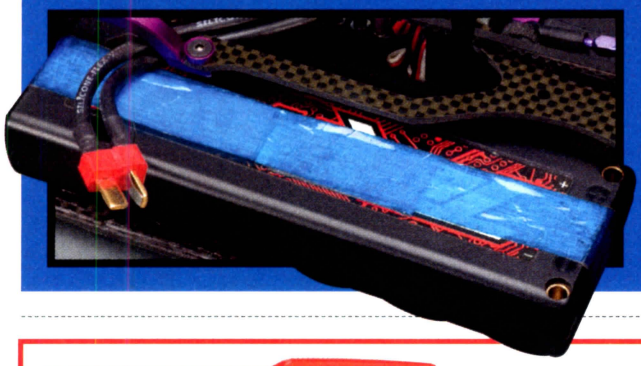
SECURE YOUR CELLS

Many electric cars use tape or straps to secure batteries in place, but regardless of the securing method, it is important that your batteries do not move within your chassis. Since your battery is one of the heaviest masses within your car, the battery can drastically alter the handling and cause erratic chassis response with even the slightest of movement. Flipping and loss of traction are common problems with loosely mounted cells so make sure the tape is tight or the straps are secure. If you are using straps, don't overtighten them to the point that you are applying excessive force on the battery pack, or you may tweak your chassis. Prevent your batteries from shifting, but don't clamp them to death.



SORTA BROKEN?

Even if you didn't have a huge crash, it is a wise idea to inspect your chassis between runs to look for damaged parts. This advice sounds simple and obvious, but the chassis designs are getting so good that a lot of the time parts don't fully break during a collision (allowing you to finish the race and do repairs later). Sometimes a crack or stress point is created instead of a full-blown fracture. This damaged part could easily be overlooked before your next race, allowing you to start the race without the proper repairs, and chances are, the part won't survive the next impact.



"Sorta broken" is like saying you were on "TO pace" - sure, but not really.

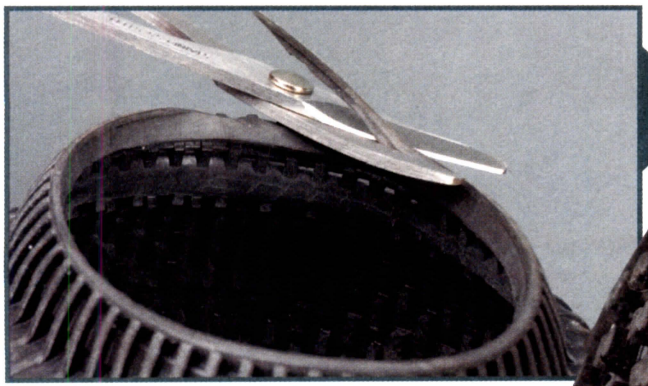


PAINT ORDER

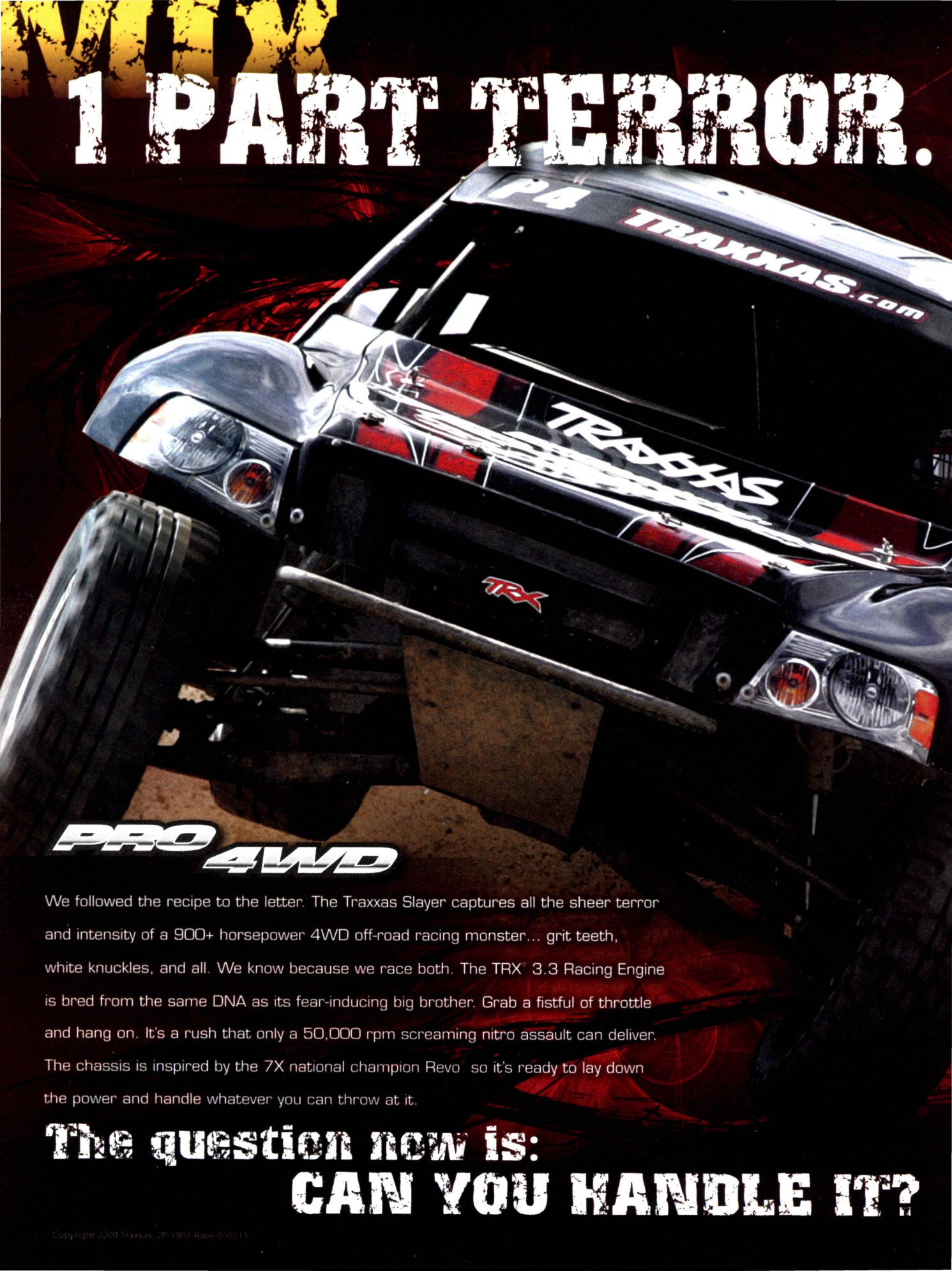
The order of operations for painting within a clear polycarbonate body is different from painting the outside of an object. Clear bodies should be painted from the darkest to lightest colors. This order avoids having dark colors overlap and darken the more transparent light ones below. Sometimes your particular paint scheme doesn't allow for dark colors to be painted first. If this is the case, you can "back" lighter colors with white or silver to make them fully opaque, allowing you to spray a darker color on top without altering the original shade. When choosing your backing color, assuming the lighter color you're backing is slightly transparent, white will generally brighten the original color, and silver will generally make the color look metallic. Experiment with scrap body pieces to determine your paint order and backing colors before you spray anything on your final project.

FAT TIRE BEAD

Many tires come pre-mounted and glued, but if you are still one of the guys who like to do it yourself, this tip is for you. Before you even think about uncapping your CA, make sure you check that your tire is fully seated within the rim. Sometimes the bead on your tire is slightly thicker than the bead opening on the rim, causing your tire to not fully seat. If you glue your tire like this, you'll have a wobbly unbalanced tire. If your tire doesn't fit easily into the bead of the rim, you should use a pair of sharp scissors to trim a small amount of the bead width away. Once the tire bead easily drops into the bead of the rim, you are ready to glue 'em up!



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The above is NOT caused by bad engine tuning.

TUNE A NITRO ENGINE

RUN THAT MILL RIGHT

words: Jeff Eveleigh

Even with all of the hot LiPo and brushless technology, nitro machines are still the big dawgs on the street when it comes to the average hobbyist. With that being said, there is still a huge void with regards to tuning information pertaining to nitro engines, especially for the newcomer. With a minimum of three tuning adjustments on your carburetor, various blends of fuel, and environments that offer mixture altering changes constantly, it's no wonder most of the RC community gets confused when they have to twist their wrists around those tuning screwdrivers. Read on to learn the steps necessary to hammer out the perfect tune from your fuel-hungry super-mill.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED



- Temp Gun or Meter
- Carb Screwdriver
- Aluminum Tape
- Engine Manual

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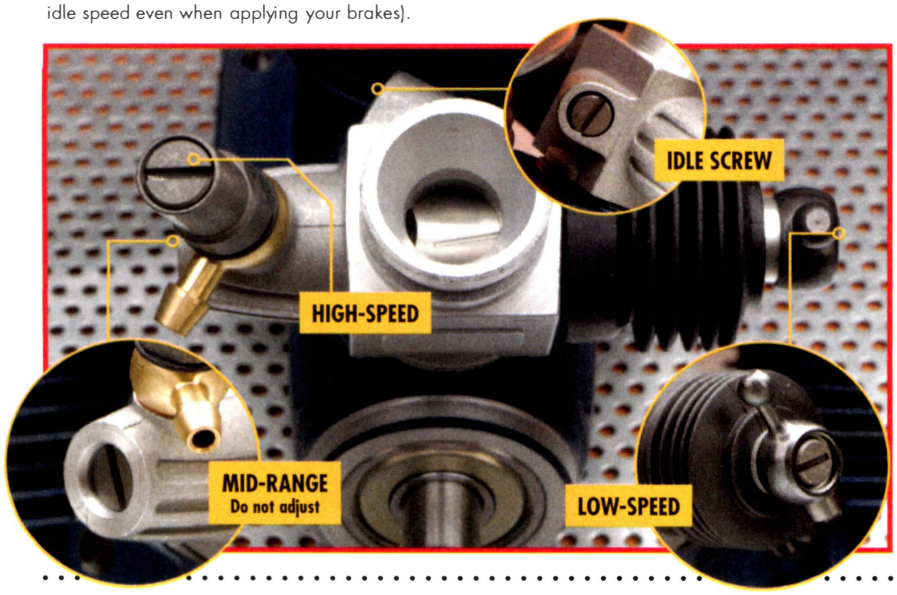
AVAILABLE ADJUSTMENTS

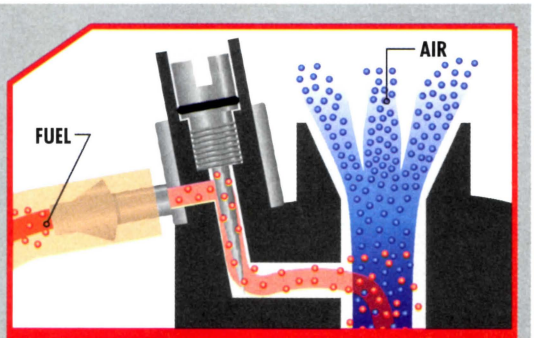
Most carburetors have three tuning adjustments, and each plays a major role in maximizing performance and reliability from your nitro breather. Some engines offer a 4th setting known as the mid-range mixture adjustment, but this mixture is reserved for the most advanced of engine tuners and will not be addressed in this article. If you have a mid-range adjustment on your engine we recommend that you leave it where it is for now.

The three main adjustments are the high-speed needle valve (also known as the main-needle), the low-speed valve, and the idle-screw. Both the high-speed and low-speed mixture settings are tapered needles that alter the ratio of air and fuel that enter your engine. The idle-screw is simply a stop-screw that physically prevents the barrel of your carb from fully closing (allowing you to maintain a consistent idle speed even when applying your brakes).

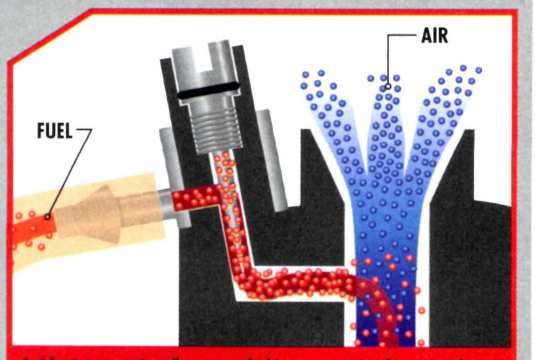


Don't hock a huge one on your engine head. It'll be messy.

Before we go any further we need to cover the issue of rich and lean. Mixture adjustments are about altering the ratio of fuel and air that are allowed to enter your engine. A rich mixture means that you have increased the ratio of fuel to air, resulting in more lubrication, lower operating temperature, and reduced power output. A lean mixture has an increased ratio of air to fuel, which reduces the lubrication within your engine, increases running temps, and increases power output. From this explanation you can see that lean is good for the driver but rich is good for the engine. The trick is to find a mixture setting that gives you the performance you want but also gives your engine what it wants (more fuel and oil). When you are wrenching and you aren't sure what direction to twist, always go richer before leaner. You can't really harm an engine from being too rich but you can prematurely wear or damage your engine if the mixture is too lean. When in doubt, turn it out!



A leaner mixture reduces the amount of fuel that can enter your engine increasing the ratio of air to fuel, raising operating temps, and offering increased power output.



A rich mixture setting allows more fuel into your engine decreasing the ratio of air to fuel, lowering engine temps but also reducing power output.

CHECK YOUR TEMP

We talk a lot about engine temperature but never really clarify where on your engine you should be taking your temperature readings from. Where you check you're your readings can greatly affect the type of data you receive from your probe. The best place to "temp" your engine is at the glow plug or as close to it as you can possibly get. Point your infrared temperature probe straight down the cylinder head directly at the glow plug. You should move the probe around slightly to obtain the highest number possible and ensure accuracy. If you have access to the side of your engine you can also verify your glow plug temp by obtaining a second temperature value at the side of the crankcase just below the cylinder head. Your glow plug and crankcase temperature readings should be within 10-degrees of each other; if the numbers are further apart than that you may want to re-probe your engine to ensure you're getting accurate readings. If you don't have access to an infrared temperature probe you can do a simple temperature test with your own spit. Place a small amount of saliva onto your finger and rub it onto the top of your cylinder head once it has reached full operating temperature. You want your spit to slowly boil away from the top cooling fin. If your spit freaks out and boils wildly like butter on a hot pan, your engine is running too hot (and your mixture needs to be richened); if your spit just sits there and doesn't boil at all you are running cooler and may have some room to lean your mixture out (but remember, it isn't as simple as that so read the entire article to find out how to use engine temps to your advantage). Ultimately, your spit should slowly boil when placed on top of your cylinder head. Keep in mind that saliva is free but infrared temperature probes are relatively inexpensive and much more accurate, so when you get a few spare bucks add that tool to your pit box.





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HS-7940TH	0.07	181 oz/in	0.06	222 oz/in	37940S	1.57"x0.79"x1.50"	2.40 oz
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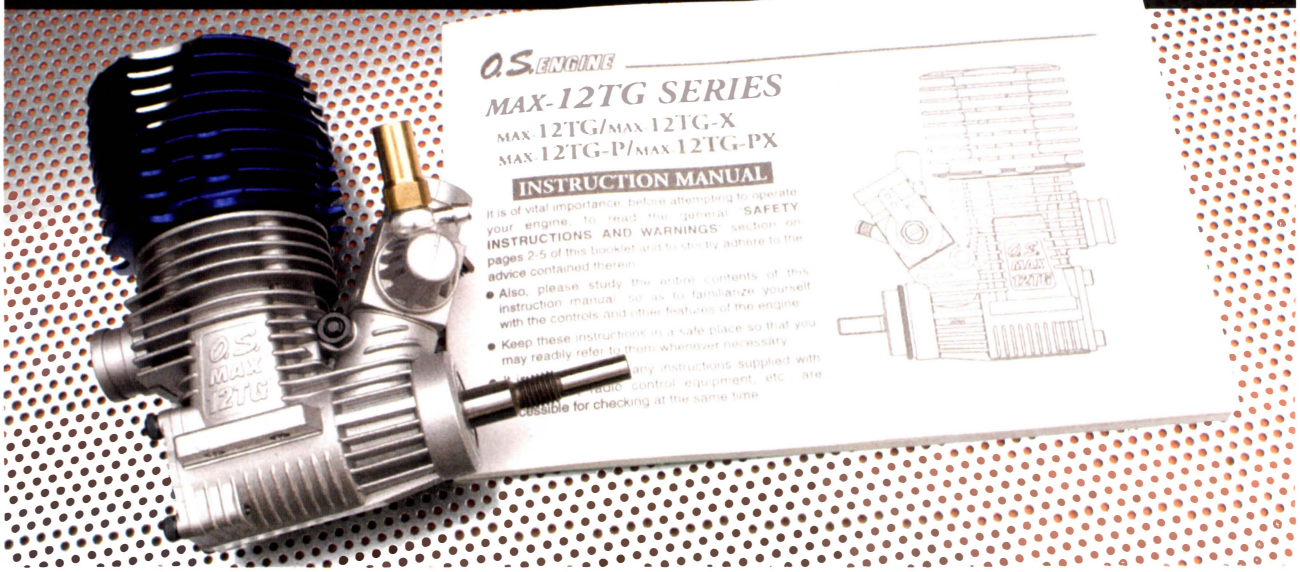
WHERE TO START

Every engine manufacturer has recommended starting mixture settings for their specific mills. These settings are not perfect. In fact, they are only estimates, usually a little on the rich side, to ensure the engine will start and run safely so you can drive your vehicle and fine tune the carburetor from there. Always use these recommended settings to start with and also go back to them if you ever tune your way out into left field. Check your manual or call the manufacturer to find out what these starting settings are and write them down so you can reference them when needed. There is no such thing as "master mixture settings" for every engine. Don't listen to anyone who tells you to set the high-end at 2.5 turns out and the low-end flush with the carb. THERE IS NO SUCH THING AS A STANDARD SETTING FOR EVERY ENGINE. Different manufacturers, different carbs, and even different environments can all greatly affect carburetor setting.



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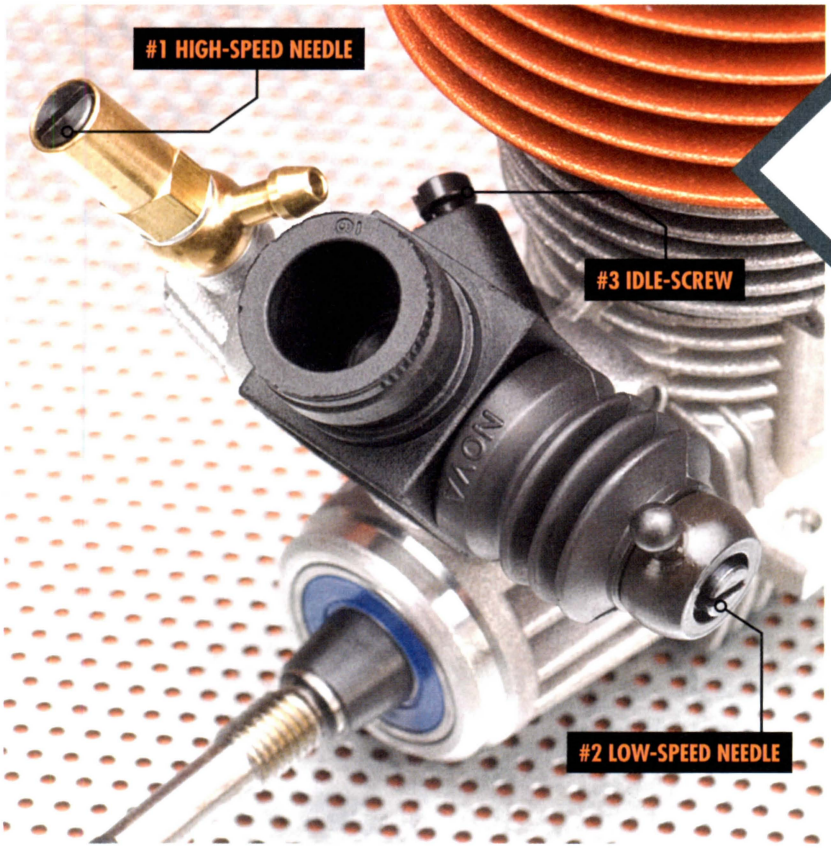

ORDER OF OPERATIONS

The high-speed or main needle is always the first one to adjust when tuning. It is important to know that the high-speed needle valve mixture adjustment alters the full range of mixture from idle up to full throttle, because all fuel must pass through the high-speed valve before it can enter the carburetor. This means that any adjustment made to the high-speed needle directly affects the low-end setting as well. Once you have your high-speed needle close you can start to fine tune your low-speed needle, which affects your mixture setting from idle up to about ¼ throttle. Your final setting is your idle screw. Once your tune is bang on you should set your idle as low as possible while still maintaining reliability. When you start your tuning process it is a wise idea to set your idle slightly higher to prevent your engine from stalling at low rpm. Don't set it too high, though, or you could alter your overall engine operating temperature. Also remember that the high idle setting is just used initially to get your high and low-speed mixtures right. Once you are happy with your tune you should bring your idle speed back down to reality.

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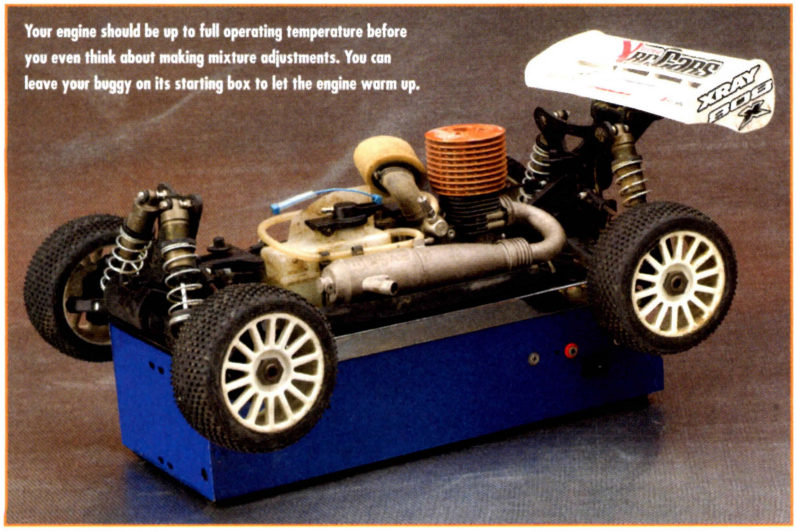
WHEN TO TUNE

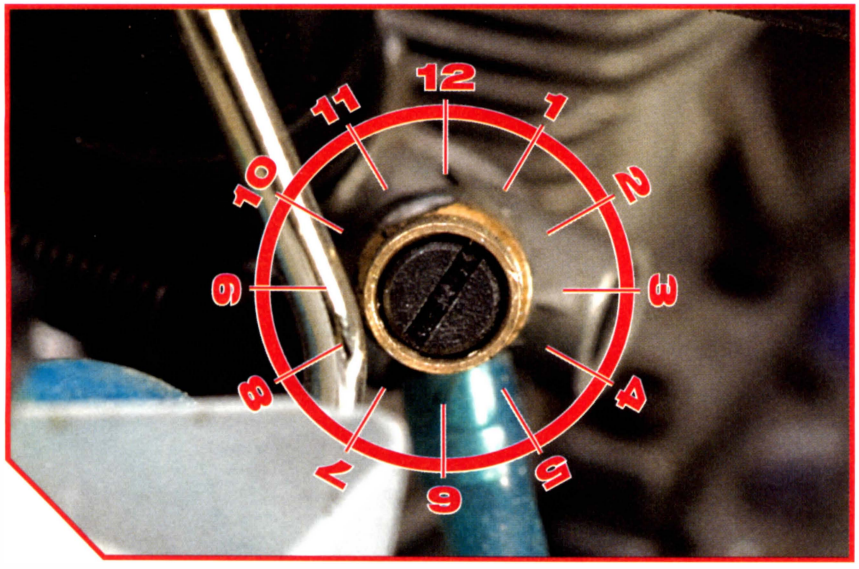
The point at which you begin tuning your engine is just as important as how you tune your engine. If you start making adjustments too early you may end up wrenching in the wrong direction. It is very important that your engine reach full operating temperature before you pull your tuning screwdriver out of your pocket. It generally takes 2-3 minutes of normal driving to get an engine up to full operating temperature. It also helps to idle your engine on the starter box for a minute or so before you hit the track to get some heat into it. Once an engine reaches its operating temperature it will stay at that temperature infinitely unless an external environmental change occurs. This is why it is so important to reach the operating temperature before you start adjusting. Since much of engine tuning is a change in relativity you need your engine to stabilize its temperature before you can decide what direction and how much to adjust it.



Your engine should be up to full operating temperature before you even think about making mixture adjustments. You can leave your buggy on its starting box to let the engine warm up.

HOW MUCH TO TUNE

Tuning is a fine art, very fine. Minor changes can make some major differences in performance, so be sure to make small incremental changes to your needle settings. A good rule of thumb is to think of your mixture setting as a clock with twelve individual positions (each one representing an hour on the clock). Make changes of 1-2 hours at a time at the most. Don't be a tough guy and start whipping that screwdriver around half a turn at a time trying to impress the ladies. A half turn adjustment can make you go from one extremity to another and you will get lost in your own tune in no time.



TUNING IN THE COLD

If you live in a cold area and you still want to play with your nitro machine you'll have to make some engine tuning changes to adapt to your cooler surroundings. A lower ambient temperature causes the air molecules to be more densely packed with oxygen, so you'll need to richen your needle settings slightly. With extremely low ambient temperatures it is also wise to use some aluminum tape to cover up a few cooling fins on your cylinder head to help keep some heat within your engine. You will have to get into the habit of tuning with smoke and sound instead of only temperature when it is cold outside. It is very easy to run your engine with an overly lean mixture since the low ambient temperature will usually offer extremely low engine operating temps. You will have to experiment a bit to figure out how many fins to cover up and what mixture changes to make. Just be aware that the rules that apply in 90-degree weather don't necessarily apply when it is 10-degrees outside.



TIP: No aluminum tape? Try some aluminum foil.

"When I race, it's me against the world, so if I'm facing those odds there is only one clear choice."

- Jared Tebo Kyosho Factory Driver



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TUNING WITH TEMPERATURE, SMOKE, & SOUND

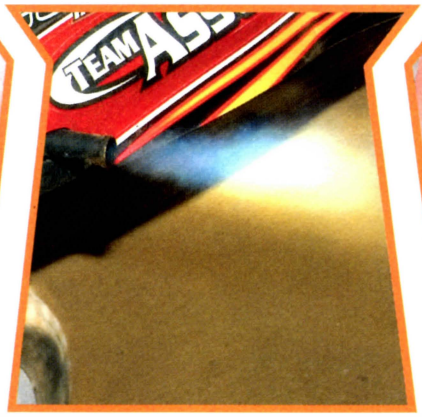
Over the past many years and especially since the drastic drop in prices of infrared probes, temperature tuning has become the easy way to tune your nitro beast. However, tuning with temperature alone will not give you consistent engine performance. A given engine may run perfectly one day at 230-degrees but have to be close to 280-degrees another day to function properly. You need to use temperature as a guideline or a final check to make sure you are in the desired range once you've tuned your engine. The safe operating temperature range of a nitro engine is not carved in stone—most engines run between 200- and 300-degrees Fahrenheit; check with your specific engine manufacturer safe range recommendation for their mill.

Outside of using temperature to tune you should also monitor the amount of smoke that comes from the exhaust stinger and the sound and feel of the engine throughout its power band. The amount of smoke you will see depends on many factors, such as air/fuel mixture, percentage of oil in the fuel, type of oil in the fuel, ambient temperature, and humidity. The richer your mixture settings the more smoke you'll see, but generally speaking as long as you see smoke you are doing okay. The heavier the smoke trail the safer you are, but again, don't use this as the only indicator when tuning your engine. Some days you may see only a faint stream of smoke, even though ample lubrication is still being provided to the engine.

Tuning with sound and feel is basically self explanatory. Tune your engine until you are happy with its performance on the track. It shouldn't hesitate or choke out of a corner; it shouldn't lean-bog at full speed; it shouldn't have an erratic idle, and it shouldn't offer inconsistent performance over a given period of time.

The full process is pretty simple: if your engine is going fast, offering bags of acceleration, sounding healthy, and producing a stream a smoke, you are probably in the proper range. Slap a temperature number to it to verify your adjustments and you'll be sure that you hit the nail on the head. As already stated, you should not tune an engine with temperature, sound, or smoke alone but should use all three to complement the perfect settings.







That's XRC intern Joe "giant leprechaun" M. doing the "huh?" pose.

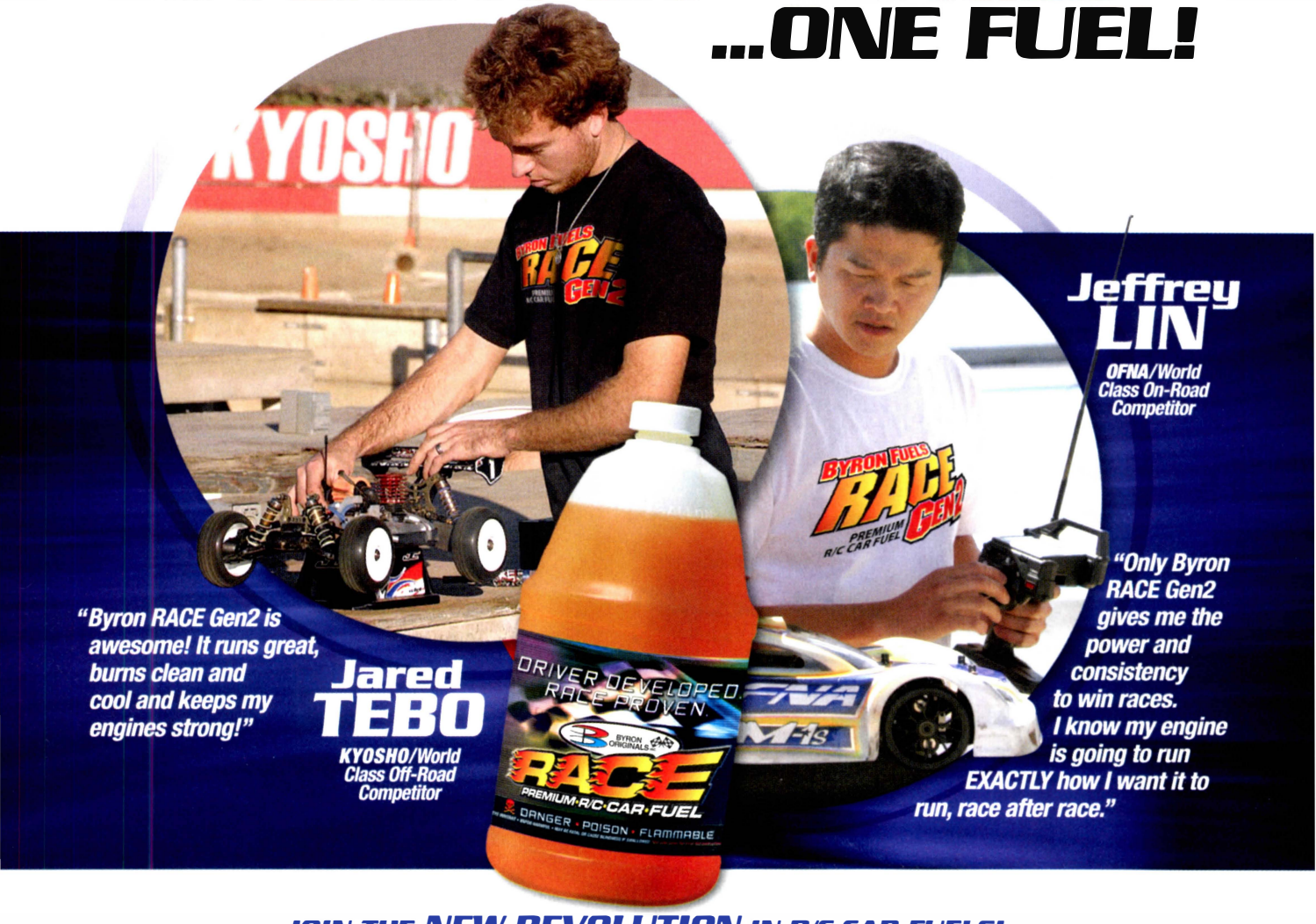
CLOSING

Now that you're almost an expert on engine tuning it is important to keep one more thought in mind: engine tuning is a lifelong task. It is never done. By this I mean that you'll have to make slight tuning adjustments on a day to day basis depending on factors such as ambient temperature and air density changes. Before you know it these tuning changes will become second nature to you. Don't be afraid to get down and dirty with your adjustment screwdriver. Make sure you understand the basics on tuning, follow the correct order of operations, only tune a hot engine, and use all indicators available to you to find that perfect setting and you'll be experiencing the power and reliability that the nitro side of this hobby has evolved to over the past many years.



TEBO&LIN

DIFFERENT CHALLENGES ...ONE FUEL!



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THE SKINNY



FORTUNE COOKIE SAYS:
"IT'S MADE IN GERMANY....YOU KNOW THE GERMAN'S MAKE REALLY GOOD STUFF" -SHAMWOW GUY-



words: Brian "Skinny" Skinner

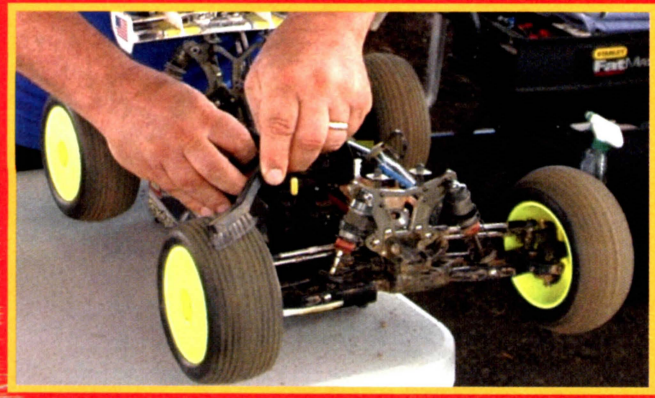
YOU KNOW, I LEARNED SOMETHING TODAY

Much like Stan Marsh saying, "You know, I learned something today" at the end of the South Park episodes, I, too, learned something today. It was a life lesson, but I think it carries over to the RC life we all participate in. Let me tell you about my instant Karma payback story so we all can be shiny happy people next time we head out for a day of RC. When I was a kid I always got railed on when I messed up. (It's just what we "X" generation people did back then!) Now that I'm older, I continue that tradition and give people a hard time just like I got back in the day. Well, I found that since my Karmic table is clean, I get instant payback, and it sucks! You see, my racing buddy down the street (I call him "Boy Wonder" because he's fast) comes over to wrench on cars and stuff with me, and he usually does something that gets on my nerves at some point. So of course...I rail on him. I also give service type people a hard time—but that's another story. The other day Boy Blunder did something that really chapped my hide, and I got on him for it. The next day at the office I had lunch with my honchos Mike and Derek, and the waiter forgot my food while they ate. When the waiter finally came and discovered his screw up, I lit into him. The way he acted made me feel like he deserved it, but we won't go into that. What happened next was the "Ah-Ha" moment. Derek and Mike both turned to me and said, "Skinny, its ok. He messed up. Don't rail on him." When I pointed out that the waiter was being a jerk, both Mike and Derek said, "Skinny, we don't rail on you or get mad when you screw up...remember when you (fill in the blank)???" Ah-Ha! I get it—I see what's going on here. It was at that moment I finally realized that we all mess up and we all know when we do. There's no reason to make a person feel worse than he/she already does (but if they don't feel bad, then all bets are off!). Many times at the track I've seen kids and older people almost in tears because others gave them a super hard time when they messed up, and I think that is bad for our hobby, not to mention people's demeanor. Just remember: your time to mess up will come—how do you want to be treated? In fact, my New Years resolution is to treat people how I want to be treated...just don't go and test me!



The world is your sandbox—
ROOST it!
Skinny

Skinny wants to be in one of those Shamwow commercials.



LET'S DO A QUICKIE

Having clean tire treads is important for good performance on the track. Of course you should wash your tires, but some of us run out of time and need to do a "quickie." Here's what I do when I'm warming up my engine for the next run: I use my handy Up-Grade wire brush to clean the tread. While the wheels are spinning, drag your brush along the tread to instantly brush off all the dirt. This is the fastest way to get your tires ready for the next qualifier. Mind you, nothing beats washing your tires to get maximum performance, but sometimes you just run out of time (some of us actually have other things to do, like take action photos on the track for instance), and this is a good trick to get you out on the track with clean knobs.

INSOLATE YOUR FEARS

The importance of protecting the stuff inside your receiver box is often overlooked. After all, your receiver box is the brains and nervous system of your vehicle. Think about it; your receiver, battery, and for some the regulator, are just sitting there unprotected and flopping around as you go for big air and land hard—this is not good for the electronics. Some people use tire foams, Velcro, and double sided tape to solve this, but I have found a cheap material that's made for this type of application, and it's easy to cut and shape. Polyethylene foam is industrial foam designed for shock absorbing and vibration dampening, among other things. You can buy a four foot by four inch roll at any hardware store for seventy-five cents, and it will last forever. The foam is a quarter inch thick, which is perfect to fit in receiver boxes, and is ideal for damping batteries, receivers, and regulators. Oh, one other thing...unlike tire foam, polyethylene foam used this way is not the best insulator, so heat dissipation from the electronics is unimpeded.



NO WATER NEEDED

Tamiya is one of those companies that has all sorts of neat things not many people know about. Case in point: Tamiya has this waterless foam hand cleaner that works great for cleaning your hands and is perfect for out in the field or in the garage. Just spray some on and rub your hands; it rolls the dirt off your hands into little balls, which then fall off. It's pretty slick how it works. If you want a good hand cleaner, look no further than Tamiya.

Item # 87065

www.tamiya.com



MAIL SACK

Skinny,

I was reading "The Skinny" when I came across "The Best Body Clip Holder Ever!" I couldn't agree with you more. After seeing the 5T in person at my LHS I had to get those body clips for my 5B, so I went on a hunt. I finally found them at www.pythonmotorsports.com for a mere $12. I ordered them and a pair of Pro-Line Badlands and they arrived fairly quickly, but I'm sorry to say that the thickness of the grommet made it very difficult to insert the body clip into the post. You'll need tall posts or ones with elongated eyes. You should consider this before you place your order. I look forward to reading more of your articles.

Fellow RC Enthusiast.

Adrian Suarez

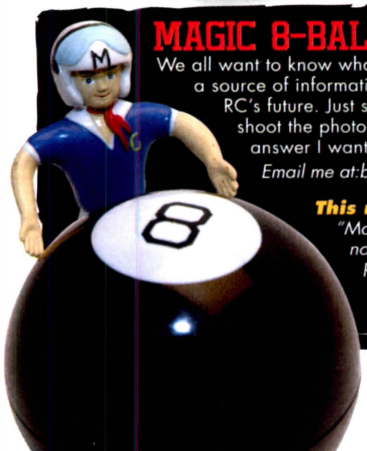
Adrian,

Thanks for reading, and glad you liked the tip on the clips. You're right about them being thick. I had to re-drill the holes on my posts to get the clips to slide into the holes smoothly, but I don't think it's too much of a deal considering the clip holders are super macho. I've had to re-drill my posts before when I used thick body washers so it's all part of our hobby... tinkering! Just so our readers know, you get 12 body clips and tethers for $12 bucks; a buck a pop is really a good price. The HPI part number is 85470, and as I say—"It's the best body clip holder ever!"

Skinny

At least he didn't use the word, "bestest" like James sometimes does.





MAGIC 8-BALL SAYS...

We all want to know what the future holds for RC, and the Magic 8-Ball is as good a source of information as anything. So give it try and ask your question about RC's future. Just so you know, I actually ask the 8-Ball a question once and shoot the photo. There are no tricks and I don't keep asking until I get an answer I want.

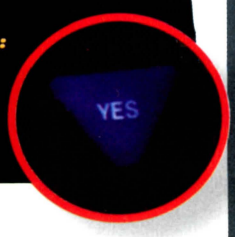
Email me at:brians@rc411.com.

This month's Magic 8-Ball question:

"Magic 8-Ball, truggies are very popular now. Will they become the top dog of RC this year?"

Magic 8-Ball's answer...

"YES"



Got a Question OR IDEA?

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

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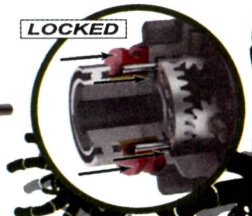
LOCKING DIFFS INCLUDED!



The Venom Creeper™ features a revolutionary Tru-Lok Locking Differential ™ design with external manual locking sliders and an optional Remote Locker upgrade kit. Differentials include hardened steel bevel and spider gears.

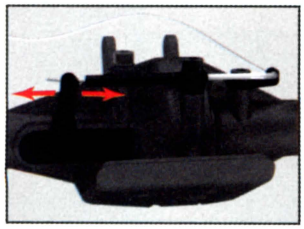


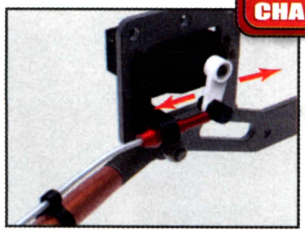


REMOTE DIFF LOCK KIT W/SERVO

VEN-8347

3rd CHANNEL





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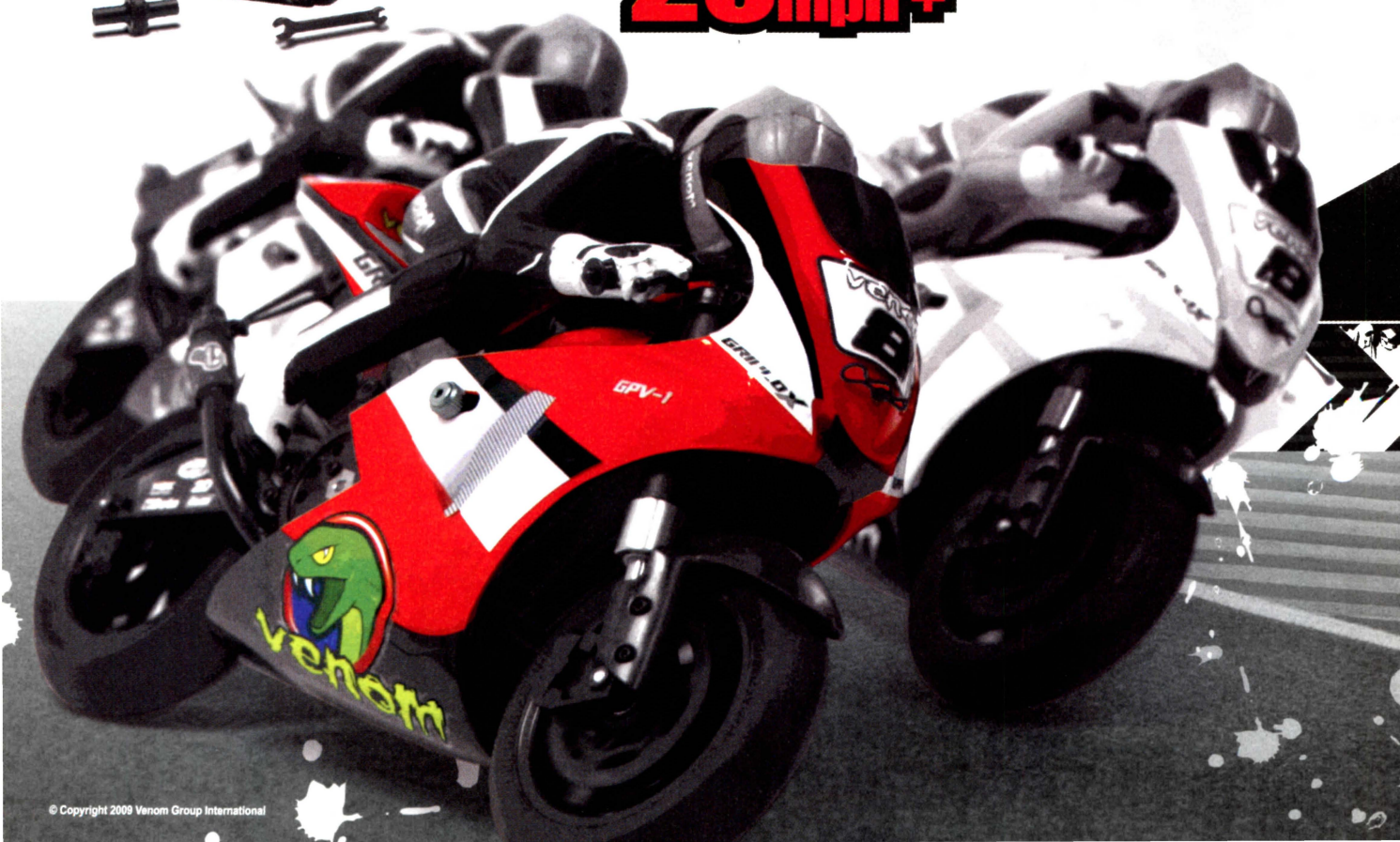

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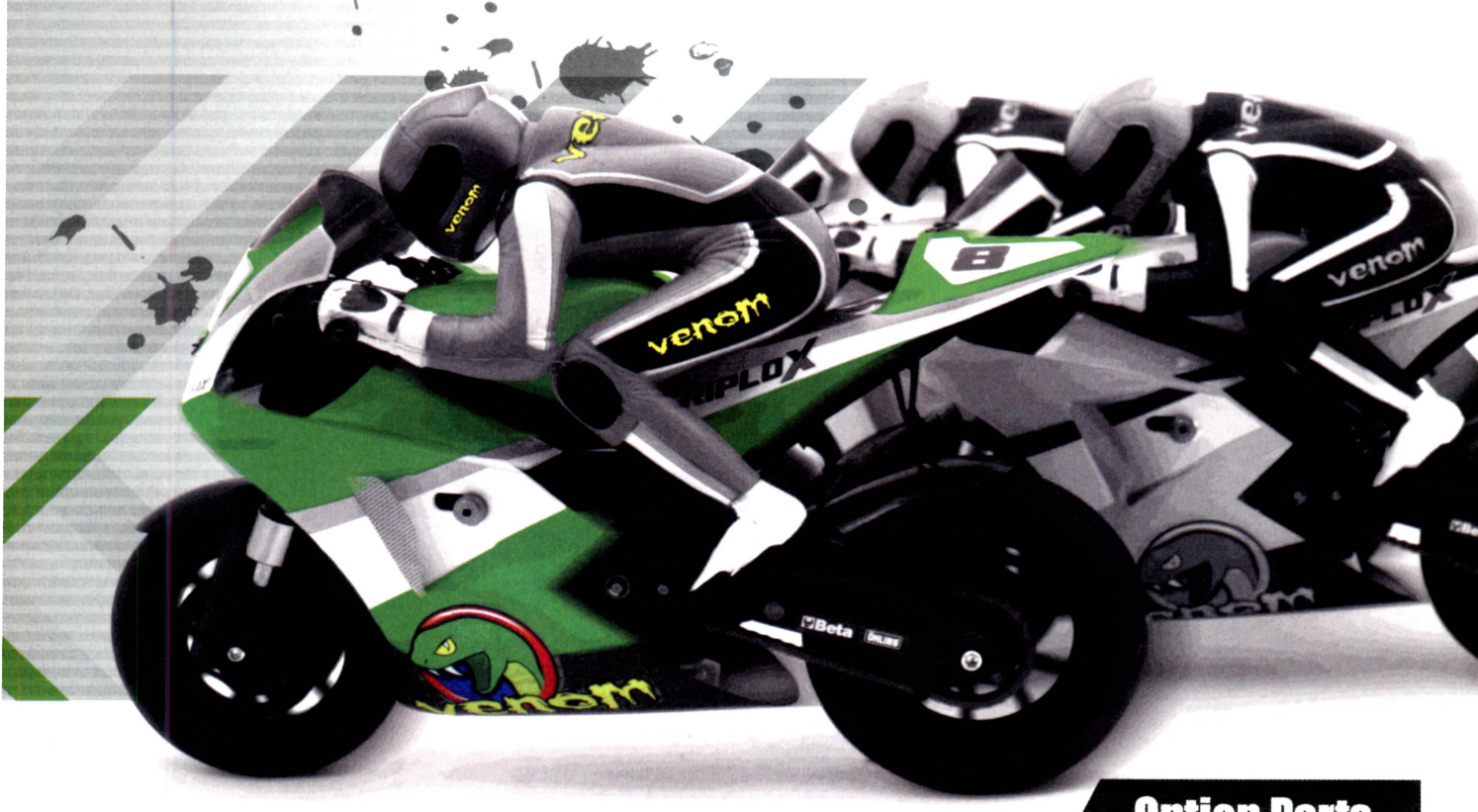
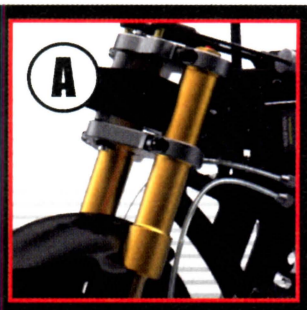
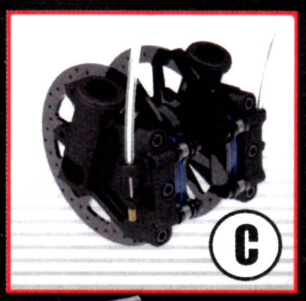


Option Parts













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

words: Dave Palacios

RCP CRAWLERS WRECKLUSE CHASSIS



It's only natural that Dave does this column.

RCP WAS ONE OF THE FIRST COMPANIES YEARS AGO TO REALIZE THE POTENTIAL OF THE RC CRAWLING MARKET and has been producing parts for crawlers since. So it's no wonder that RCP has come out with yet another cool crawler item to satisfy the demand. The Wreckluse chassis is a high-quality scale tube frame design that can be used in 2.2 or 1.9 configurations and is packed full of cool features. It is available as either a chassis set or a complete 2.2 kit with Axial components.

FEATURES

- Hand-welded solid-rod tube frame
- Adjustable shock mounts for front and rear
- Welded threaded tabs for body panel mounts
- Pre-cut and drilled Lexan body panels (clear)
- Clear Lexan hood and stickers
- Pre-drilled for Axial transmission
- Delrin skid plate
- Accepts most axle sets on the market

WHAT YOU GET

The Wreckluse chassis is available either on its own or as a chassis kit with Axial transmission and axles. What we received is the latter of the two. In the box was, of course, the Wreckluse chassis, body panels, and necessary links for a 2.2 setup. Also in the box was a bag full of Axial parts and an Axial instruction manual. The main thing the kit was lacking was a manual for the Wreckluse chassis itself. However, if you browse around the popular rock crawling forums (i.e., www.rccrawler.com), you'll find plenty of people willing to help assemble the kit.

ASSEMBLY

Being an experienced RC car builder/fabricator was a huge advantage in assembling the kit. For the inexperienced builder, the Wreckluse could take some time building with lots of trial-and-error assembly. The first thing I noticed is that the Axial shocks are a bit long in their stock form, but with a bit of modifying can be set up to work just fine. I simply swapped out the Axial springs for some shorter ones, and it works perfectly fine. Hopefully, future kits will come with a builder's guide of some sort right in the box to make assembly a little easier for novice builders.

TESTING

Since the Wreckluse is designed to be more of a scale chassis, I wasn't expecting too much performance out of it; however, I was pleasantly surprised. Though the heavy chassis makes the whole rig a little top heavy, it does perform very well and looks cool doing so.

Overall, I was really pleased with the performance of the Wreckluse chassis with Axial axles. So if you're in the market for a scale 2.2 build, the Wreckluse is definitely a good place to start. We'll be revisiting this chassis as we build it up more and more toward the perfect scale project.

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VEN-1807 Venom™ King of Shaves Class 1 Racing RTR Gas Boat

VEN-1951 Venom™ High Flow Water Jacket

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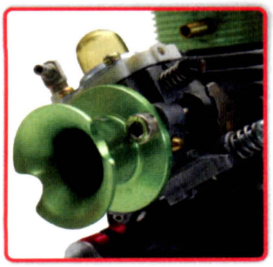
VEN-1826 Venom 26cc Gas Engine	
Displacement:	25.4cc
Bore:	1.338in/34mm
Stroke:	1.102in/28mm
Max HP:	2.02@10,000 RPM
Idle RPM:	3500 +/- 150
Fuel Type:	87 Octane w/ Premix 2 Stroke Oil
Ignition:	Electronic
Carburetion:	Walbro WT-644 w/ Primer Pump and Choke

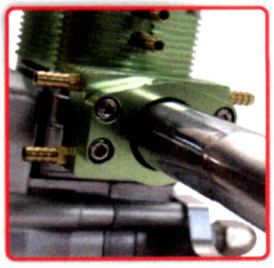
Fits Zonoah Pum 230/260 Similar Engines



VEN-1950 Throttle Arm Stand-Off for Walbro 644/813



VEN-1952 Venom™ Velocity Stack



VEN-1954 Venom™ High Flow Water Cooled Exhaust Manifold

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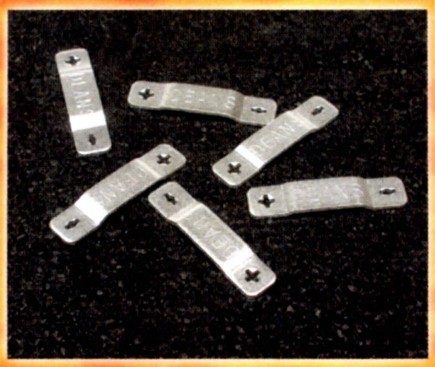

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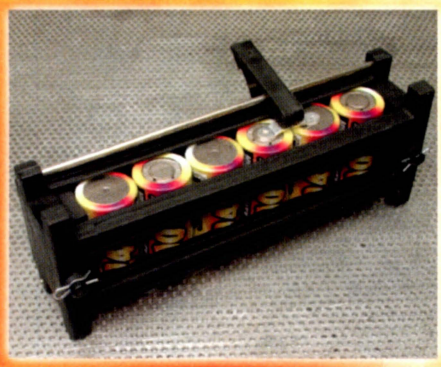

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"The best building jig on the market" - R/C Car
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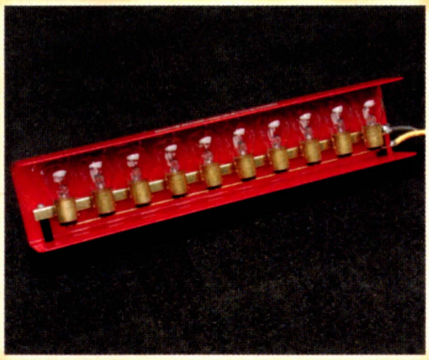

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#2031 .....assembled

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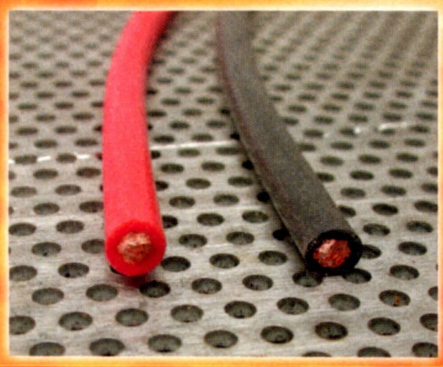

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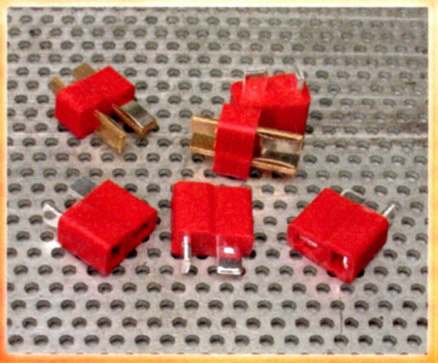

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THE WHEELS ON THE RIG...

I went with Vanquish Products Pro Comp DH beadlocks. These wheels are designed for competition rigs, but still look impressive and scale enough for the Wreckluse. The Pro Comp beadlocks feature the ability to add optional weighted inserts for better climbing ability, grip, and stability. Each wheel is capable of holding six weights at 0.94 ounces each for a total of 7.56 ounces per wheel. The Pro Comp wheels also feature interchangeable hubs for different offsets depending on which axles you are running or if you want to stagger your front and rear offset.



CONTACT INFO

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WRECKLUSE
2.2 or 1.9 scale tube frame chassis
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MSRP: $229
www.rcpcrawlers.com

VANQUISH PRODUCTS
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Technical Data:

- Width : 309mm
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- Gear Ratio : 11.98 : 1
- Weight : N/A

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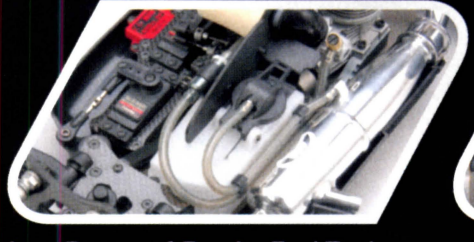

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Want to cut to the chase and see what's new in the on-road scene? Just flip to these pages each month and you'll get all the latest news, gossip, and products on the market. From the latest body to the newest speed secret, you'll find it here. If you've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

words: Carl Hyndman

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1/8-SCALE BODY

1/8-scale onroad racing sees some incredible speeds, and aerodynamic handling is a key component of the class. Protoform has always made great race bodies, and this one continues that tradition. This new shell features a closed cockpit and other features which should increase stability and turn-in ability. Available in either .030 (lightweight) lexan or .040 (standard) lexan, this body includes side-stiffeners with hardware and overspray protective film.

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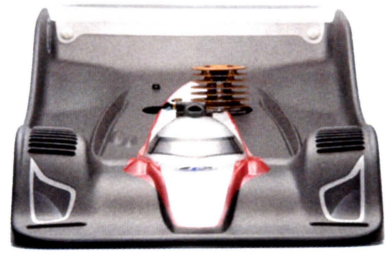



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PAUL LEMIEUX DOMINATES THE U.S. TOURING CAR CHAMPIONSHIP!



This year's U.S. Touring Car Championship (known more casually as the Novak Race) at Scotty's Ernst's Trackside Hobbies track in Milwaukee, WI was run with the typical qualifying format and triple A-main finals. As the event name suggests, the classes were predominantly sedan with foam and rubber classes, with a notable World GT pan car class included as well. Paul Lemieux, who has dominated in several domestic touring car races, continued to do so by winning this year's event in mod foam and 10.5 rubber.

Drew Ellis won the foam 13.5 class with a close set of races that saw a controversial collision with "Goop" (TQ) in the first A-main. He secured his overall in the second A-main, which allowed him to sit on the sidelines for the third main while the others battled for the remaining podium spots.

Jim Piersol won the 17.5 rubber class, Bob Davis took Sportsman Sedan, Josh Cyrul won the World GT, Wes Wood came out on top in Masters Brushless, John Ermer won Trans Am, and Josh Stough took 13.5 rubber.

» RUMOR MILL

Things in the industry continue to change at a rapid pace, and drivers from abroad are part of that trend. Recently the current BRCA National TC Champion **Chris Grainger made the switch to Schumacher** from long time sponsor Yokomo. For years Grainger has been at the top of the UK Touring scene, winning the title consecutively in the last four events. Grainger isn't the only one who has made a big move, but he does seem to be part of the common trend as budgets from big racing teams decline. Even drivers such as Barry Baker, Chris Tosolini, and a host of other very talented **drivers who have ROAR National Titles have been absent** and still struggle to find a factory ride.

You would think that tracks would be a dime a dozen in **Southern California**, but the fact is there is no permanent facility for club racing in the area. Sure, there are weekend parking lot races and tracks like Bending Corners, Tamiya (if you have a Tamiya car), Beltran Raceway, and some others, but none are open during the week for drivers to hone in on their set ups and get some close racing. Since Socal Raceway in Huntington Beach closed down, no new facility has yet opened to fill racers' needs. As rumors continue to propagate, **a few serious people have taken on the challenge** and are planning a new facility. One specific person who already has a successful offroad track has made big leaps and things are looking good. What makes this even more interesting is that this track could be done with carpet, giving racers many more options in an area that hasn't seen ozite in many, many years. Could sunny Southern California finally get an east coast style carpet track with Velcro-like traction?

In chassis design, there have been sightings of a very trick-looking **World GT 1/10 pan car** hitting the track. XRAY looks to be the company developing the chassis, and if this car is anything like the rest of their line, racers will enjoy this latest addition to the growing class.


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MARC RHEINHARD ADDS 2009 DHI CUP TO HIS LIST OF WINS.

FOR YEARS, THE DHI CUP HAS BEEN ONE OF THE MOST PRESTIGIOUS RACES TO ATTEND. Danish touring car carpet race has been running for nine years and has a lot of history. This event draws factory drivers from all over the world, and it was a bit of a surprise to see Alexander Hagberg TQ the race with his XRAY T2 '009. The young driver wheeled his car to the front of the pack in qualifying, but couldn't maintain his consistency in the finals. Marc Rheinard applied pressure in the first A-main and caused Hagberg to falter, moving him way down the list. Hagberg came on strong, but had to settle for 4th as Rheinard took the win with teammate and reigning DHI Cup winner Viktor Wilck in second. The second A-main was a little more conventional as Hagberg held on for the win, but in the third A-main things again got interesting. Three drivers were in contention to take the overall win, but Hagberg and Wilck had issues early on; Wilck was forced to retire at the 10-lap mark. Rheinard stayed calm and jumped at his chance, and he never looked back. He won the overall and his second modified DHI Cup. Tommy Bergfeldt won the Super Stock division from his TQ starting position.

Modified Overall

1. Marc Rheinard/ Tamiya - 20pts.
2. Alexander Hagberg/ XRAY - 17pts.
3. Teemu Leino/ XRAY - 17pts.
4. Marc Fischer/ Corally - 16pts.
5. Jilles Groskamp/ Tamiya - 13pts.
6. Viktor Wilck/ Tamiya - 10pts.
7. Christer Andersson/ AE - 9pts.
8. Yannic Prumper/ Tamiya - 9pts.
9. Steen Graversen/ Kyosho - 6pts.
10. Jonas Kaerup/ Tamiya - 5pts.

Super Stock Overall

1. Tommy Bergfeldt/ Hot Bodies - 20pts.
2. Henry Salmén/ Tamiya - 19pts.
3. Bastian Hennig/ XRAY - 17pts.
4. Christoph Thiele/ XRAY - 16pts.
5. Meik Niemann/ XRAY - 13pts.
6. Thomas Mirke/ XRAY - 13pts.
7. Matthias Lang/ XRAY - 12pts.
8. Tony Streit/ Hot Bodies - 10pts.
9. Marcus Horn/ XRAY - 9pts.
10. Carsten Madsen/ XRAY - 5pts.



WORLDWIDE RC DRIFTERS UNITE!

On the "non-traction" side of touring cars, there's a new website called RC Drift Network that's taking the steps needed to standardize RC drifting competition. This website offers a standardized rule set and suggestions, tips, and guides for organized RC drifting competitions and has support from many of the industry's big names—HPI Racing, Tamiya America, Kyosho America, Hot Bodies, Team Orion, Tekin Racing, KO Propo, and more—as well as support from drift teams and drift clubs all over the world. The RC Drift Network is the brainchild of the same guys who run Southern California's RC DriftClub, the premier RC drifting organization in the world. You've seen RC DriftClub in the pages of Xtreme in the past, and in just three years they have become one of the biggest organizations in the scene. On the same note, RC DriftClub is starting up their 2009 season in March, so be sure to keep a look out for some of the best RC drifting events this year. For more info, check out their websites and say "hi" from the Circuit.

www.rcdriftnetwork.com
www.rcdriftclub.com



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ONE PIECE RADIO TRAY
• The one piece tray allows for easy maintenance as it can be removed in one section when you need to clean the dirt off your ride.

4MM CHASSIS
• The staunch 4mm 7075 Aluminum chassis is designed to withstand any barrage of obstacles on today's mammoth outdoor tracks.

COLOSSAL 16MM BIG BORE SHOCKS
• The Super-sized shock package is the largest in its class allowing the D8T to recover from the roughest of landings.

JUMBO SIZED WHEELS
• Grab a larger piece of turf with the D8T's Maxed out wheel dimensions.
• The largest wheels allowed under ROAR rules, these puppies will put more of your tread on the ground so you can put more of your rivals behind you.

NEW SUSPENSION AND CHASSIS DESIGN
• Optimized Suspension Geometry to attack the rigors of the new age 1/8th scale tracks.
• Centralized Weight Distribution provides superb balance with increased transitional agility.

CAPTURED HINGE PINS
• Forget about pesky E-clips, the suspension system on the D8T was designed using button head screws to secure all hingepins for the ultimate in ease of maintenance and reliability.

DESIGNED AND TESTED IN THE U.S.A.


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NEW 150CC FUEL TANK WITH PROVEN HPI BAJA 5B CLUNK DESIGN
• Utilizing 1/5th scale technology the D8T implements a new clunk design which will use every drop of fuel whether you're racing to the line, or upside down waiting for a marshal.
DIMENSIONS:
CHASSIS LENGTH: 530MM
(from bumper to rear wing end) no tires
WIDTH: 405MM
WHEELBASE: 380.5MM-383.5MM
KIT WEIGHT: 9LBS.
DRIVE SYSTEM: 4WD SHAFT SYSTEM
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In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month for the latest on new parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see In The Dirt? Email me at JamesR@rc411.com.

words: James Revilla

BIG-SCALE OFF-ROAD BRUSHLESS: FAD OR FUTURE?

First Monster Pit, now In the Dirt. I keep getting dirtier.

The latest influx of big-scale off-road brushless kits, conversions, and everything in between has been slowly delivered at random by the UPS guy. At a glance, I see the Losi 8IGHT-E 2.0, the Associated Factory Team RC8 limited edition brushless, the E-REVO, Tekno RC's brushless conversion kits, 3S and 4S LiPo packs, and 5-mm motors scattered around our office. At the local club race nights, I see factory drivers piloting brushless 1/8-scale buggies on the same track that I run my Slash. A recent press release informed me that R.O.A.R. has added LiPo-specific additions to their rule set. These occurrences and observations made me take a closer look at this subject, and ask the question, Is all this "big"-scale brushless stuff just the latest fad, or is it in for the long haul?

Let's face it, not everyone may like nitro, but everyone may like 1/8-scale buggies. Or maybe constant complaints from neighbors drove someone to switch his standard nitro-powered monster truck machine into a quieter, less complicated ride. The obvious convenience of running electric is added to by the fact that these days you can find ultra-high capacity LiPos that are capable of powering these larger chassis, as well as high-output brushless motors. No more needle tuning, no more starter box, no more oil stains, and no more tuning screwdrivers.

Then again, there's always a flipside to converting over from nitro to the brushless/LiPo combo. For one, look at the costs. At a minimum, you'll need one to two LiPos with enough voltage and capacity to propel larger machines to similar acceleration and speeds as their nitro brothers. You'll also need a 1/8-specific ESC and LiPo charger. All that combined may ring up a receipt that is lower than the cost of a decent engine and a gallon of fuel... until you factor in actual driving time. I'm pretty sure that, at the current technological level, a pair of 2S LiPos won't give you the same total running time as a gallon of 30%. You also don't get the smell and the sounds that only a nitro-powered machine can provide. There's nothing like hearing an engine wind up and feeling your adrenalin flow as you watch your ride fly down the straightaway.

I, for one, have a feeling that this "big-scale" brushless stuff will be around for awhile. Not only are big industry brands supporting it, but big-scale brushless also leads to another interesting point: these high-voltage and high-current applications do push the limits of current brushless motor and LiPo technology. As more time goes by, all of the track time and data gathered will allow manufacturers to refine, extend, and lessen the cost of these two items. These advancements will trickle down to 1/10-scale as well, and the entire hobby will benefit. What about you? Do you think big-scale brushless is here to stay, or just another thing that will come and go? Discuss it in our forums at **www.rc411.com.**



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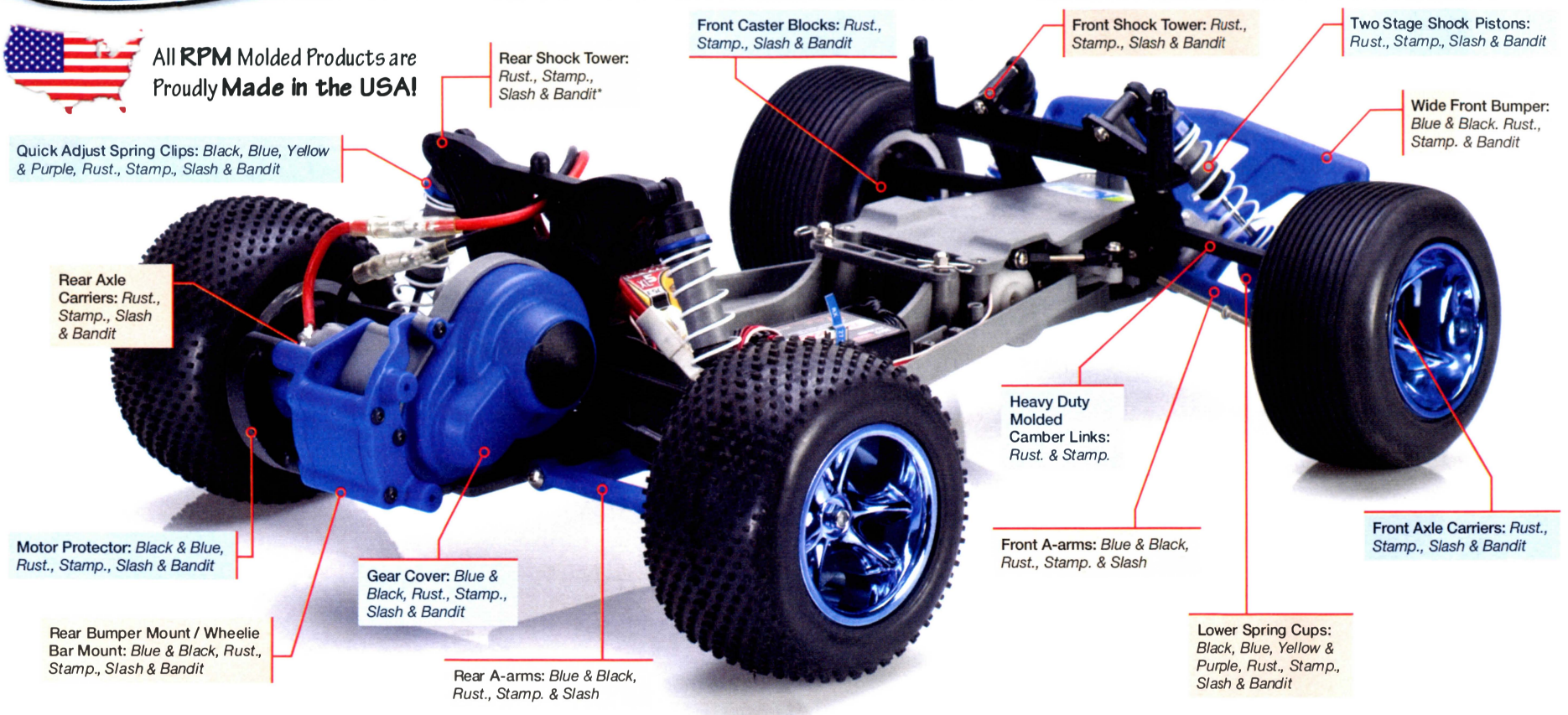

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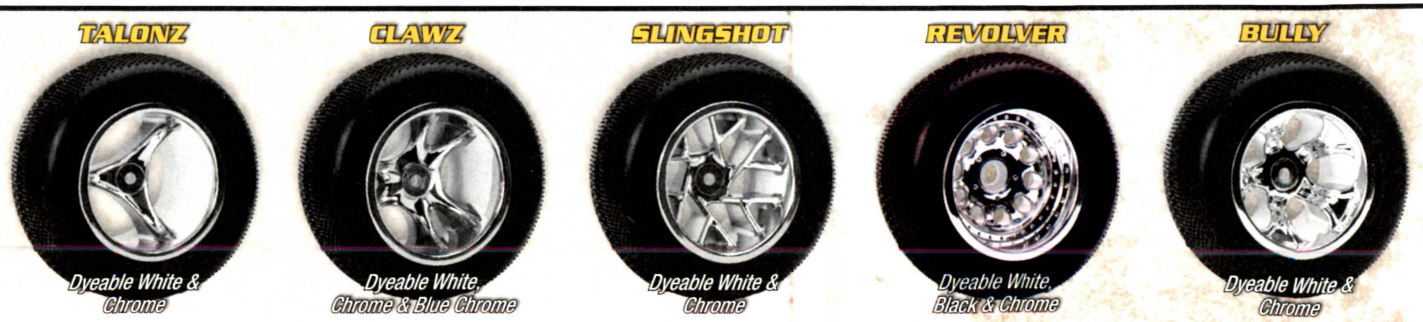

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KYOSHO LAZER ZX-5 FS

ANOTHER LAZER WEAPON!

1:10 4WD

words: Carl Hyndman | photos: Carl Hyndman

I LOVE RACING OFFROAD, and electric 4WD is one of those classes that has lots of tradition and history. Until recently, interest in the class had been waning, but with more and more racers taking another look, the class has been gaining more momentum. Four-wheel-drive buggies are the fastest thing on the electric track, and of course, if a buggy isn't up to par, you'll know it. Fortunately, Kyosho came back to electric off-road a couple of years ago, and the company seems to be taking upper-level racing very seriously. With a bigger team that includes the addition of the very talented Jared Tebo, it looks like Kyosho isn't looking to just dabble in the class. This new buggy is a new evolution of Kyosho's Lazer ZX-5, but with some big changes. Yep, I was pacing like a nervous kid on Christmas and couldn't wait to tear into the box. Here's what happened.

No "sharks with lasers" inside jokes in here.



Carl might be related to Dr. Evil.

KYOSHO

LAZER ZX-5 FS

PART #: KY03007B
STREET PRICE: $320
PRICE AS TESTED: $1,348 (includes test gear)
SETUP TIME: 8 hours
EXPERIENCE LEVEL: Intermediate to advanced

SCALE	POWER	TYPE	DRIVE
1:10			4WD

PLASTIC BULKHEADS & SHOCK TOWERS: *No need to stop with the chassis. The bulkheads and towers are plastic, too, which means they have some wanted flex and still maintain their lightweight characteristics.*

SWAY AWAY: *Included swaybars help with tuning.*

SLIPPERY WORK: *Adjustments are now easier for the slipper with a standard nut for tension and quicker access from above.*

02

01

ALUMINUM MOTOR MOUNT: *The milled and anodized aluminum motor mount is toward the front with a guard to protect the gears.*

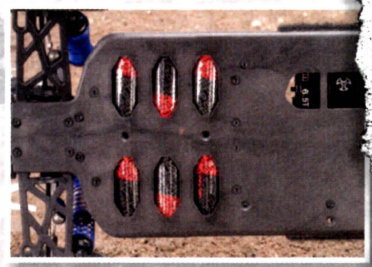
03

WHEELER: *Kyosho decided to stick with their own wheels. They are strong and the same ones that are on the 2wd buggy.*

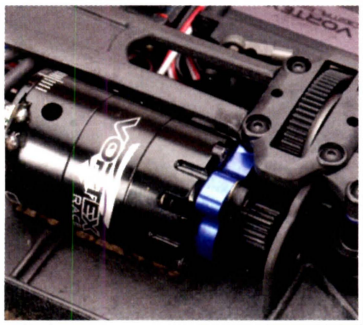
If 3S was the standard, would there still be saddle-pack designs?

VEHICLE INFO

01 **SADDLE UP PARTNER!** • Unlike the original Lazer ZX-5, this new kit went to the more common saddle-pack configuration of most 4WD buggies. This layout seems to be the winning formula for balance and handling. This may seem like a limitation on battery power choices since most racers have switched over to stick-style two-cell LiPo batteries, but fortunately that seems to be changing with many companies now offering saddle-pack versions. The only thing is that these chassis layouts were often designed around NiMH, so be careful when you set up your car and take into account the size, shape, and weight differences between the two and how they affect the buggy. I chose to stick with NiMH so that my setup would be easier to find.

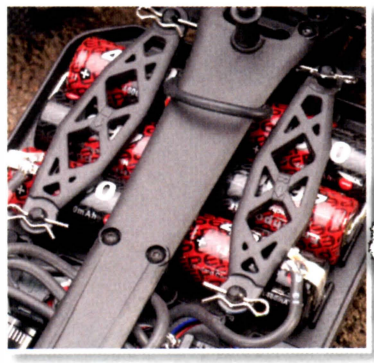


> "Bring your skills, cause this thing is fast!"



02 **MOTOR UP** • With the batteries in the back in a saddle-pack configuration, I was expecting to see the motor, slipper, and spur in the same common layout, but I was surprised. Instead, Kyosho decided to turn the motor around and flip it to the other side of the chassis. This means the car has a long shaft with a short one up front. This also moves the spur and slipper to the front. Accessing the motor is just about the same, but the placement of the motor is something unique and does have an effect on the track.

03 **MOLD IT UP TODAY** • Newer 4WD buggies on the market have gone with the carbon fiber sheets for the upper and lower decks, but Kyosho stuck to their guns and molded the entire chassis. Just like the earlier ZX-5 SP, Kyosho decided that molded plastic was the way to go. Now you may think that you can use your ZX-5 SP parts, and in some cases, you can, but don't start carrying your old spares around. This is a new improved design, and many of the parts are designed specifically for this car.





CHASSIS

LAYOUT:	Molded tub with upper molded decks
THICKNESS:	NA
MATERIAL:	Reinforced plastic

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bellcrank
SWAYBARS (F/R):	1mm front / 1.2mm rear

SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R):	#350 / #350
PISTONS (F/R):	Kyosho #2C Pistons
SPRINGS (F/R):	Yellow/ Blue

DRIVE TRAIN

TYPE:	4WD dual shaft
DIFFERENTIAL:	(2) Adjustable ball
AXLE TYPE:	CVD-style universals
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Kevlar sealed

GEARING

	1st
PINION/SPUR:	18/78
GEAR RATIOS:	
PRIMARY:	4.33:1
INTERNAL:	2.5:1
FINAL:	10.83:1

BODY, TIRES & WHEELS

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

DIMENSIONS

WEIGHT:	3 lbs., 8 oz. (1,587g) fully loaded chassis
TRACK WIDTH (F/R):	9.76/9.64 in. (247.9/244.86mm)
WHEELBASE:	10.63 in. (270mm)
RIDE HEIGHT	0.98 in. (25mm)

Hard wiring: some swear by it, others hate it.

KYOSHO ZX5 FS

1:10 | 4WD

TESTING

I tested the Lazer ZX-5 FS at OC/RC Raceway in Huntington Beach, California. OC/RC is a medium-/high-grip permanent indoor dirt track with a lot of features built into its small square footage. There was no need to worry about weather since the track was indoors, and the track conditions stayed fairly consistent albeit depending on when the track crew watered it. Since the track had many technical and tight sections, a car that accelerated, jumped, and cornered well was very important. There was also a big triple in front of the driver's stand, and the landing was fairly small, so jumping too flat or coming up short happened more frequently than on other track layouts.

ACCELERATION AND SPEED

Four-wheel-drive buggies might not be as common as the 2WD class, but laying down the power can be a little easier. Out of the corners, all four tires just grab the dirt better and have a solid feel. This is where the buggy really shines, easily accelerating toward the next feature on the track. Even with a less-than-perfect approach, all tires keep driving toward the lip of the jump and help it clear the distance with the appropriate speed. There is a slipper, and this can help protect the drivetrain. However, the slipper really isn't needed that much to control wheel spin since, unlike the 2WD, the 4WD just keeps driving forward. I did notice a slight bit of torque steer, but doubt most would, especially during a race.

Rating: 9.5/9

BRAKING

It seems these days 4WD buggies have gone away from the standard one-way up front to help with steering of designs from years past. Today's new buggies and driving styles are opting to run a standard diff up front. Of course, this helps greatly with braking, and that means harder driving into corners and less need to balance braking to control flight path and braking in corners. A one-way is now just an aftermarket option, but most will decide to run the included diff up front.

Bitchin' paint job!

I was able to control the buggy better and run my race tighter with other cars without being afraid of sliding the back around or running into the back of a competitor.

Rating: 9

LOW-SPEED HANDLING

The layout and size of the track at OC/RC mean there are lots of low-speed sections. With all four wheels driving, having the control needed to carry high corner speed is welcomed. The buggy has great balance, and the included sway bars and springs were a good balance for traction and handling. The box setup was very well balanced, but that could easily be changed with all the tuning options available.

Rating: 9.5

HIGH-SPEED HANDLING

The end of the straight had a long sweeper leading into a speed bump double followed by a big triple. The ZX5 FS simply ate this part up. The kit setup allowed me to go in real hot and carry a lot of speed into the set of jumps. The buggy always stayed calm and didn't get too upset. With a 6.5 motor installed, I still needed to control my throttle, but the buggy was stable and predictable.

Rating: 10

TEST GEAR

RADIO:	Airtronics M11, 90270 TX75, **$270**
RECEIVER:	Spektrum Pro, SR3001, **$90**
MODULE:	Spektrum Pro, SM1001, **$110**
STEERING SERVO:	Orion Vortex VDS1007, #ORI68001, **$90**
SPEED CONTROL:	Orion Vortex Race Spec Sensored, #ORI65007, **$240**
BATTERY:	Trinity EP4600 Nimh, #TRI20129, **$90**
MOTOR:	Orion Vortex 6.5T, #ORI28131, **$108**
TIRES:	Proline M3 Holeshots, #8184-02, **$15.00**/ Proline M3 Holeshots 4WD, #8185-02, **$14**

CONTACT

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KYOSHO ZX5 FS

1:10 | 4WD

WRENCHING

MAINTENANCE

After the first run, everything seemed to be in good shape. Everything looked great. I checked the slipper, which was a little tight, but with access fairly easy, I made a few turns, and then I was looking to get back out on the track. Adjusting the diff tension wasn't quite as easy, and having a hole to externally adjust it would have been welcomed. It wasn't too bad with some quick wrenching and I've experienced worse, but if I needed to go inside to work on the diffs, I was in for some time; access to the diffs meant upper decks, diff case, and a few other parts. Next was my gearing. I wanted to go a tooth higher on my pinion, but it turned into a little bit of a project. Reaching the motor mount screws was awkward, and with the dirt guard, I had to remove the motor to change out the pinion. Everything else on the buggy was pretty straightforward.

RATING: 8.5

WEAR AND TEAR

At OC/RC, Jeremy Felles is the race director and loves to make comedic comments when I'm leading a race (which isn't very often). I kind of have a habit of getting nervous and "blowing out." I've pretty much made friends with cartwheels and lane dividers, and my cars see a good amount of abuse. Boy, did I test the durability of this car. With shock towers protruding and all four wheels spinning, things can get ugly real quick. Luckily, this buggy was on my side, and my tests with integrity only occasionally met with unfortunate results. I would have to say, though, compared to buggies of the past, the designers took more precautions, and my buggy survived more often than the class's reputation had led me to believe would happen.

Rating: 8

TUNING

The kit setup for this car is a great starting point for most tracks. Tuning options are about what you'd expect in a 4WD buggy at this level with a few extra thrown in to boot. Threaded shock bodies make adjustments easy, and there are all sorts of camber link options to find your desired handling. Nothing too unusual here, just a solid platform to make changes.

Rating: 9.5

CONCLUSION

The Lazer ZX5 FS is a fairly big revision of the balance and handling compared to the ZX5 SP, but fortunately, most of the suspension, towers, and some other parts are shared, so people with the other model can keep some parts. If this does happen to be a new venture into electric 4WD for you, rest well knowing that this one is very capable, and there will be plenty of factory driver support to help maximize your car's handling.

We go way back with Jeremy... OK, not that far back.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Improved balance and weight distribution
- High quality parts and finishing
- Neutral handling

MISSES

- Motor still hard to access
- Saddle pack layout limits battery choices
- Plastic parts aren't perceived as highest performance even if they are better

MAIN COMPETITION

Tamiya TRF 501X, Losi XXX4-G+, Associated FT B44, Hot Bodies D4 WCE.

WHO IT'S FOR

Electric offroad racers who are ready to move up to a competition 4wd buggy.



THE OTHER GUYS ARE JUST GETTING THE MEMO ABOUT R/C ROCK CRAWLING



PICTURED: The first competition level rock crawler KIT. Since April 2007

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R/C ROCK CRAWLERS

AX10 SCORPION

1/10 - KIT | ARTR | RTR

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- 2 Stand off Posts/pkg.

TITANIUM BODY MOUNT SCREWS
Wide, flat and low profile to keep your lexan from shredding.
- 3x7.4mm Custom Button (part no. 8875)
- 2 Body Mount Screws/pkg.

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Part No. 8533
Super Duty turnbuckles make a great upgrade for your wishbone linkage. Easy pinion angle adjustment.
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Custom large button head will not allow rod ends to pop off. Never lose another link.
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Sleek and tough to slip over the roughest coarses
- AX-10 Scorpian (part no. 8532)
- 4 x 112mm Rock Grinder Links
- Includes two links
- Requires Traxxas rod ends part no. 5347

TITANIUM STEERING LINKS
Scrape, gouge and bash your way to the top. We've got the front of your rig covered.
- AX-10 Scorpian Drag Link
- 4 x 122mm (part no. 8531)
- Ax-10 Scorpian Servo Link
- 4 x 43mm (part no .8530)
- Requires Traxxas rod ends #5347



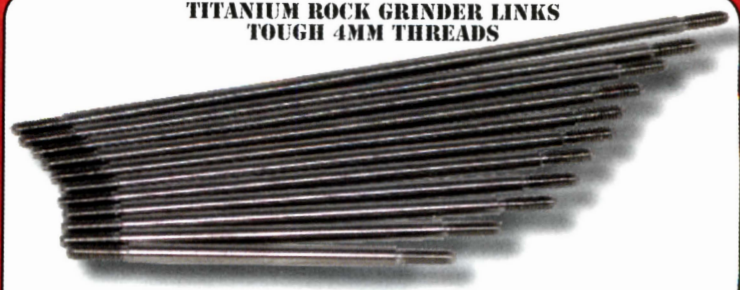
STAND OFF POSTS

BODY MOUNT SCREWS 3X7.4MM



SAFETY SCREWS 3X16MM

TITANIUM ROCK GRINDER LINKS TOUGH 4MM THREADS



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KYOSHO

LAZER ZX5 FS

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

POWERPLANT INFO

The 6.5T brushless from Orion is no slouch when it comes to speed. This model has torque with good top end that rarely really gets topped out on a track of this size. In fact, a milder motor would probably be a good idea, since today's technology often has too much power and being able to utilize it will be very difficult. You need to be precise and have a controlled throttle finger. It is nice when you need that little extra bit of power to clear a jump or correct a sliding rear end. With maintenance on a brushless motor as easy as checking the bearings and making sure the temp wasn't too hot after a run, all I had to do was have a charged pack ready to go.

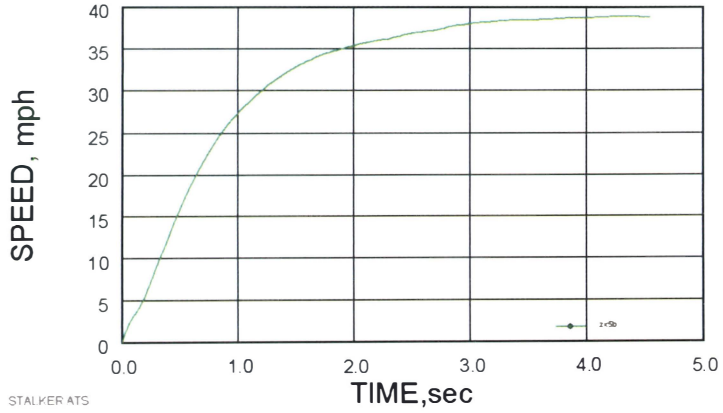


Vortex/Lazer in-house combo!

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.79 sec. @ 34.6 mph
TOP SPEED: 38.85 mph @ 191.1 ft.
AVERAGE RUN TIME: 7 minutes



TEST CONDITIONS

WEATHER:	Nice (indoors/controlled)
TEMP/HUMIDITY:	70° F/30%
BAROMETRIC PRESSURE:	29.97
ALTITUDE:	652 ft.
TRACK TYPE:	Indoor track, medium-/high-grip prepped clay/dirt

HANDLING

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

BRAKING

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

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Fun in Water, Snow, and Mud!

Designed from the start to thrive in conditions that send other trucks running back to the workbench, Summit is built for versatile off-road performance in all conditions—even mud, water and snow, thanks to its fully waterproof electronics. Long-travel suspension and high ground clearance let Summit cruise over impossible obstacles, and T-Lock™ remote locking differentials keep all four tires churning no matter which wheel is hunting for traction. The High-Low transmission lets you attack impossible climbs with rock-splitting torque, or blast through the rough stuff at full speed.



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Scale-X: SCaler-X: 1/10? Just random guesses as to what 'SCX' means.

AXIAL SCX10

SCALING TERRAIN

1:10 | 4WD

words: James Revilla | photos: Jason Boulanger

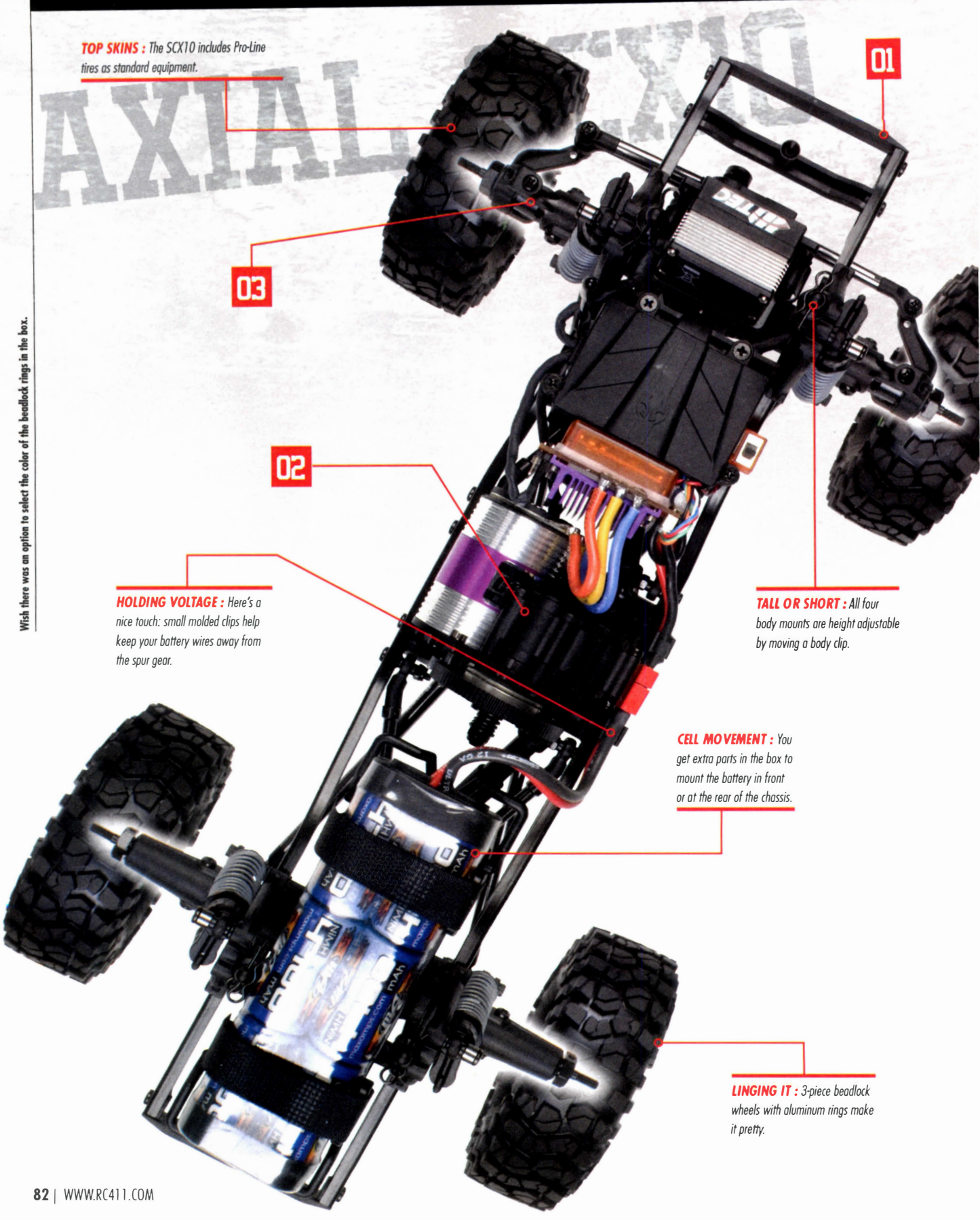
CRAWLING HAS COME UP TO THE POINT where it's been somewhat split into sub-categories of its own. The most popular segment is the 2.2" class, where most of the competitive crawlers would fall. The larger "super" class has thinned out; and then there's the third, but highly popular "trail," or 1.9, class. Named because they prefer trails to rocks, and feature dimensions based off of 1.9" wheels, these trail trucks more closely resemble their full-sized counterparts in terms of scale dimensions and appearance. Ladder frames, miniaturized external reservoir shocks, you name it—and you'll find excellent examples in the 1.9 class. Axial Racing is a mainstay at crawler comps, and after initially offering their widely popular 2.2 AX-10 Scorpion rig, they followed up with a second addition to the Axial stable—the SCX10.

Wish there was an option to select the color of the beadlock rings in the box.

AXIAL SCX10

PART #: AX90007
STREET PRICE: $260
PRICE AS TESTED: $970
SETUP TIME: 9 hours
EXPERIENCE LEVEL: Novice to Advanced

SCALE	POWER	TYPE	DRIVE
1:10			4WD



TOP SKINS : *The SCX10 includes Pro-Line tires as standard equipment.*

HOLDING VOLTAGE : *Here's a nice touch: small molded clips help keep your battery wires away from the spur gear.*

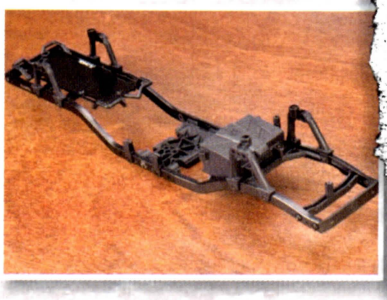
TALL OR SHORT : *All four body mounts are height adjustable by moving a body clip.*

CELL MOVEMENT : *You get extra parts in the box to mount the battery in front or at the rear of the chassis.*

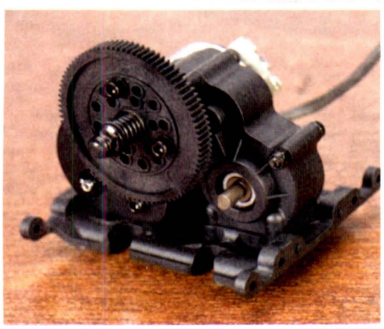
LINGING IT : *3-piece beadlock wheels with aluminum rings make it pretty.*

Wish there was an option to select the color of the beadlock rings in the box.

01 **FIREMAN** • Instead of the usual two plates and posts-type chassis found in most of the usual crawler chassis, the SCX10 differentiates itself from the crawler crowd with a more scale, realistic looking ladder chassis. Two formed C-rails run the length of the rig, with molded bridges to stiffen the setup. A nice sealed electronics box protects your receiver from off-road splashes.



> "The combination of scale looks and proven performance designs equals a winner..."



02 **PROVEN MISSION** • Transmitting the power to the wheels is Axial's standard 3-gear box that's found on their full-crawler AX-10 Scorpion. The SCX10 benefits from a steel input and idler gear, plus the built-in slipper clutch protects the driveline. Down low, the driveshafts are upgraded with metal output yokes. Front and rear axles are also similar to the AX-10's, and feature lockers for full-time posi action.

03 **FAUX BALLERS** • The SCX10's suspension setup is similar to their AX-10 Scorpion. Four aluminum posts are configured in a 3-link setup, front and rear, for excellent suspension articulation. The scale-dimension shocks are oil-filled, but don't get tricked by the external reservoirs—they're not real; we'll call them "simulated."





VEHICLE INFO

CHASSIS

LAYOUT:	Aluminum C-channel ladder frame
THICKNESS:	NA
MATERIAL:	Aluminum with plastic bracing

SUSPENSION

TYPE:	3-link
TURNBUCKLES:	No
STEERING:	Direct
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Molded plastic
DAMPING (F/R):	30-wt. / 30-wt.
PISTONS (F/R):	Hex bypass
SPRINGS (F/R):	Dual-stage, green lower/red upper

DRIVE TRAIN

TYPE:	4WD slider shafts
DIFFERENTIAL:	None (locked)
AXLE TYPE:	Dogbone
TRANSMISSION:	3-gear, single-speed
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Bearings, rubber-shielded

GEARING

	1"
PINION/SPUR:	14/87, 48-pitch
GEAR RATIOS:	
PRIMARY:	6.21:1
INTERNAL:	2.60:1
FINAL:	16.14:1

BODY, TIRES & WHEELS

BODY:	Axial CF-100 Kustom
TIRES (F/R):	Pro-Line Flat Iron 1.9 M2-compound
DIAMETER/ WIDTH:	4.25 in. x 1.57 in. (108mm x 40mm)
HEX SIZE:	12mm
WHEELS:	Axial 8-Hole Beadlocks

DIMENSIONS

WEIGHT:	4 lbs., 9.7 oz. (2,088g)
TRACK WIDTH (F/R):	9.05/9.05 in. (230/230mm)
WHEELBASE:	11.53 in. (293mm)
RIDE HEIGHT	2.63 in. (67mm)

Any body painted to match the stock rings has a chance of looking "Hulk"-ish.

AXIAL SCX10

1:10 | 4WD

TESTING

Scale rigs are for general off-road trail cruising and obstacle running, without the harshness of scaling massive rocks and the like that's more reserved for full-blown crawlers. In the beautiful (yet cool this time of year) Mount Baldy area in Southern California, we found a nice spot for the photo shoot and testing that had nice scenery (including a river!) and enough variation in the ground to test the SCX10's all around driving ability.

ACCELERATION AND SPEED • Since the SCX10 isn't a full-blown crawler (yet I was using a crawler ESC and motor combo), I compensated by bumping up to a 22-tooth pinion gear for testing. For a scaler rig like this, the larger pinion suited well at both low and high speed running. In fact, from a dead stop on high-traction surfaces (i.e. carpet), it would do a small wheelie if I punched the trigger. At high speeds, the SCX10 had some decent top speed; enough to actually use the word "fast" in comparison to other similar scale-type vehicles.
Rating: 8/8

BRAKE HOLD • With a setup based off of their competition AX-10 Scorpion chassis, the SCX10 skipped the common leaf-spring suspension and extra aluminum bling for a more capable 3-link suspension that didn't detract too much from its scale target. Being relatively light, the SCX10 had excellent brake hold capability on steep inclines and taller obstacles. True, having Pro-Line Flat Iron tires as standard equipment helped, but the component layout on the SCX10 actually had a lower center of gravity than their own box-stock AX-10 (which runs the battery pack higher up above the transmission.)
Rating: 9

ROUGH TRAIL HANDLING • Off the pavement and onto the back trails, the SCX10 showed that it was well capable of handling the rough. The kit Pro-Line's are soft, offering some cushion, and the 3-link setup allowed for extra wheel movement on uneven terrain. The oil-filled shocks were soft enough to keep the SCX10 from bouncing around all over the place too much, and having a dual spring progressive setup helped level out the chassis. The SCX10 was definitely at home on the dirt trail and gentle streams.
Rating: 8

CRAWLING CAPABILITY • OK—I know the SCX10 isn't supposed to be a true rock crawler. However, a majority of the rig was pulled from, or is similar to, the AX-10 Scorpion—so I just had to try some crawling action. Surprisingly, it did relatively well over medium-sized rocks and boulders. Having dual diff lockers and metal output yokes helped as the SCX10 continued forward. With overall dimensions longer and narrower than that of a standard crawler, I did find that I couldn't make high-angle maneuvers (for example, on the side of an angled rock). Also, due to the predominantly smooth granite river rock surfaces being wet and slippery, I kept the crawl testing to the smaller obstacles.
Rating: 8

However, this time it wasn't as bad, since I had a power hex driver.

TEST GEAR

RADIO:	Spektrum DX3, SPM2030, **$230**
RECEIVER:	Spektrum SR3000, SPM3000, included w/radio
STEERING SERVO:	Hitec HS-5955TG, **$165**
SPEED CONTROL:	Novak Brushless Crawler, 3219, **$130**
MOTOR:	Novak Crawler 18.5, 3419, **$83**
BATTERY:	MaxAmps 4700mah 7.2v NiMH, MA-4700-6cell-shotgun, **$68**
BODY:	Pro-Line Dodge Ramcharger, 3275-00, **$34**

CONTACT

AXIAL RACING:	www.axialracing.com
HITEC RCD:	www.hitecrcd.com
MAXAMPS:	www.maxamps.com
NOVAK ELEC.:	www.teamnovak.com
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SIDEWINDER SWEEPS

The Dirt Nitro Challenge



photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

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MILD JUMPING • Once again, the absence of leaf springs common to scale rigs was a plus when it came to airborne moves. Obviously you can't just jump this truck like you would a standard off-road buggy or truck, but on the smaller hills and drop-offs, the SCX10 held its own. The suspension and tires were soft enough to absorb landings without causing the chassis to unsettle itself. The overall width of the rig was just right to keep it from twisting over on its side whenever I didn't land it square on all fours. The SCX10 won't clear a double at your local race track, but it doesn't belong there in the first place. On the back roads and trails, a few hops here and there are no problem for the SCX10.
Rating: 7

WRENCHING

MAINTENANCE • With locked diffs, there's no real need to disassemble the front or rear axles. Electronics are mounted in accessible locations, and the center gearbox comes out in one piece with just 4 screws. The oil-filled shocks are simple to rebuild, yet get the job done with little commotion. The SCX10 does use a combination of hex screws and Phillips head screws, so make sure you have both in your tool box. However, you won't be needing your tools much, as the important components are sealed and hidden from harm's way.
Rating: 9

WEAR AND TEAR • A majority of the wear and tear experienced during testing was purely cosmetic. The lower anodized aluminum links had scratch marks from traveling over rocks, and the body had some scrapes, but that's it. The axle assemblies are proven units and were designed for more abuse than you'd give them in a scale rig. The only thing I worried about was the exposed spur and pinion gear. However, even if they don't have a cover, their position relative to the chassis is high up and far enough to keep them out of harm's way.
Rating: 9

TUNING • True—there are definite similarities in the SXC10 and the AX-10 Scorpion chassis, but the SCX10 does not have (or require) some of the more advanced tuning options found in the competition rig. The caster is preset, there are no extra mounting points for the 3-link, and moving the upper shock mounting position to either of the two extra mounting holes won't change the suspension feel. The only available tuning options are gear ratio, slipper strength, and shock springs; then again, that's all you need for what the SCX10 was designed to do.
Rating: 8

CONCLUSION

The best way for me to describe the SCX10 is that it's a scale rig that has some performance injected into its veins; kind of like if you were to buy a full-sized truck from the dealer, then mod it to do some desert or off-road running, without going full blown non-street legal. The transmission, suspension, and axles borrowed from the AX-10 are already battle tested, so they should have no problem serving less extreme conditions. At about $260, the price is acceptable, exceptional when you compare it to the more expensive Tamiya alternative (a set of aluminum shocks might have made the price exceptional) and in the end, you're hard-pressed to beat what the SCX10 offers; safe to say that the combination of scale looks and proven performance designs equals a winner here! ✪

AXIAL SCX10

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Based on proven AX-10 platform
- Slipper and diff lockers are standard
- Pro-Line tires are included in the box

MISSES

- Fake external reservoir shocks bummed me out
- ESC mounting space limited

MAIN COMPETITION

Tamiya High-Lift, RC4WD Trail Finder

WHO IT'S FOR

Scale enthusiasts looking for a platform that can show and go.



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JAC2040	$32.00 pr	Pink compound foam tire mounted & trued on 3" prism wheel	JATO Rear Nitro Stampede Rear Nitro Rustler Rear Nitro Sport Rear
JAC2050	$32.00 pr	Pink compound foam tire mounted & trued on 3" prism wheel	Rustler/VXL Rear Stampede/VXL Rear

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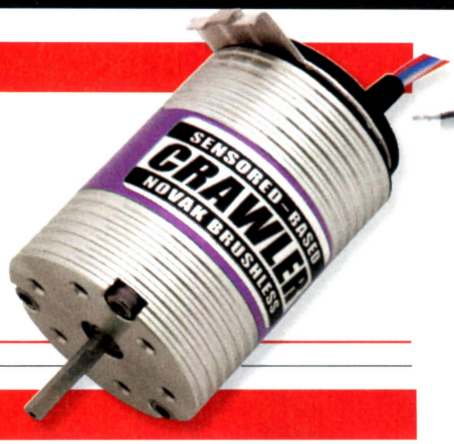
AXIAL SCX10

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

POWERPLANT INFO

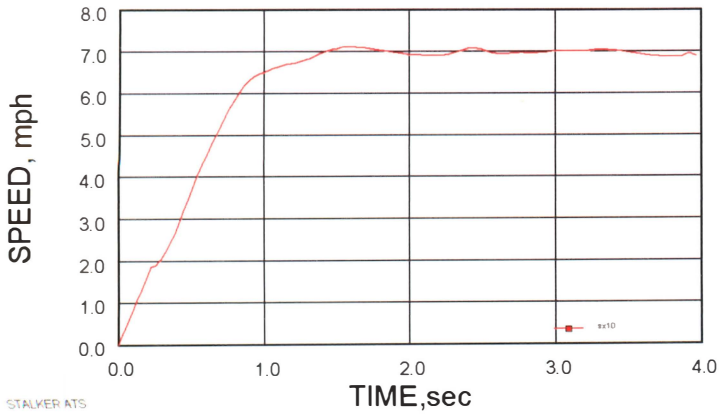
Since the SCX10 wasn't a full-blown crawler, I decided to run the same ESC and motor combo as I did in the last scale truck I tested, and that happened to be Novak's 18.5 brushless combo. In this chassis, the speed and power were a good balance, with enough climbing torque to get over the rocks, but also enough speed to enjoy wide-open running. Runtime was great, and the motor was pretty much zero-maintenance. Because of the internal transmission ratio and the locked diffs, I elected to disable the Novak Crawler ESC's drag brake. With this setting, the rig lost the jerky feel that other trucks exhibit when transitioning from on to off-throttle.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.06 sec. @ 6.59 mph
TOP SPEED: 7.10 mph @ 10.83 ft.
AVERAGE RUN TIME: 25 minutes



TEST CONDITIONS

WEATHER:	Dry, sunny
TEMP/HUMIDITY:	55° F/44%
BAROMETRIC PRESSURE:	30.09 in.
ALTITUDE:	6,500 ft.
TRACK TYPE:	Granite rocks, a river, and some small mountains

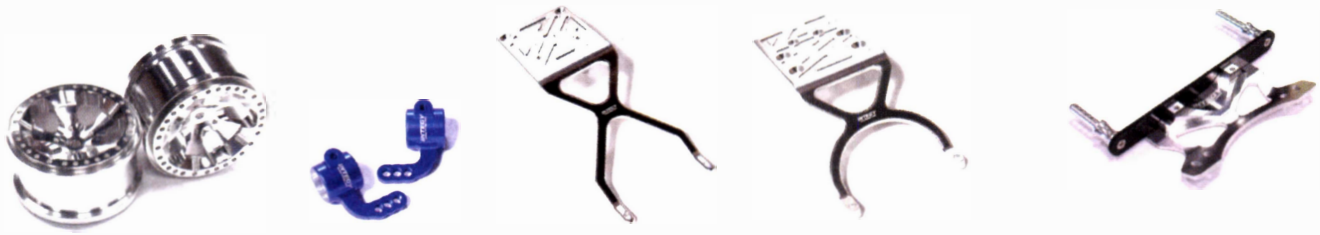
HANDLING

TURNING RADIUS:	4 ft., 10 in.
ON POWER:	Slight understeer
OFF POWER:	Neutral

BRAKING

CONTROL:	Excellent
FADE:	None
OVERALL:	Excellent

We opted for the 80's look.



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We like the separately molded cage around the body.

TRAXXAS SUMMIT

SWISS ARMY KNIFE

1:8 | 4WD

words: James Revilla | photos: Carl Hyndman

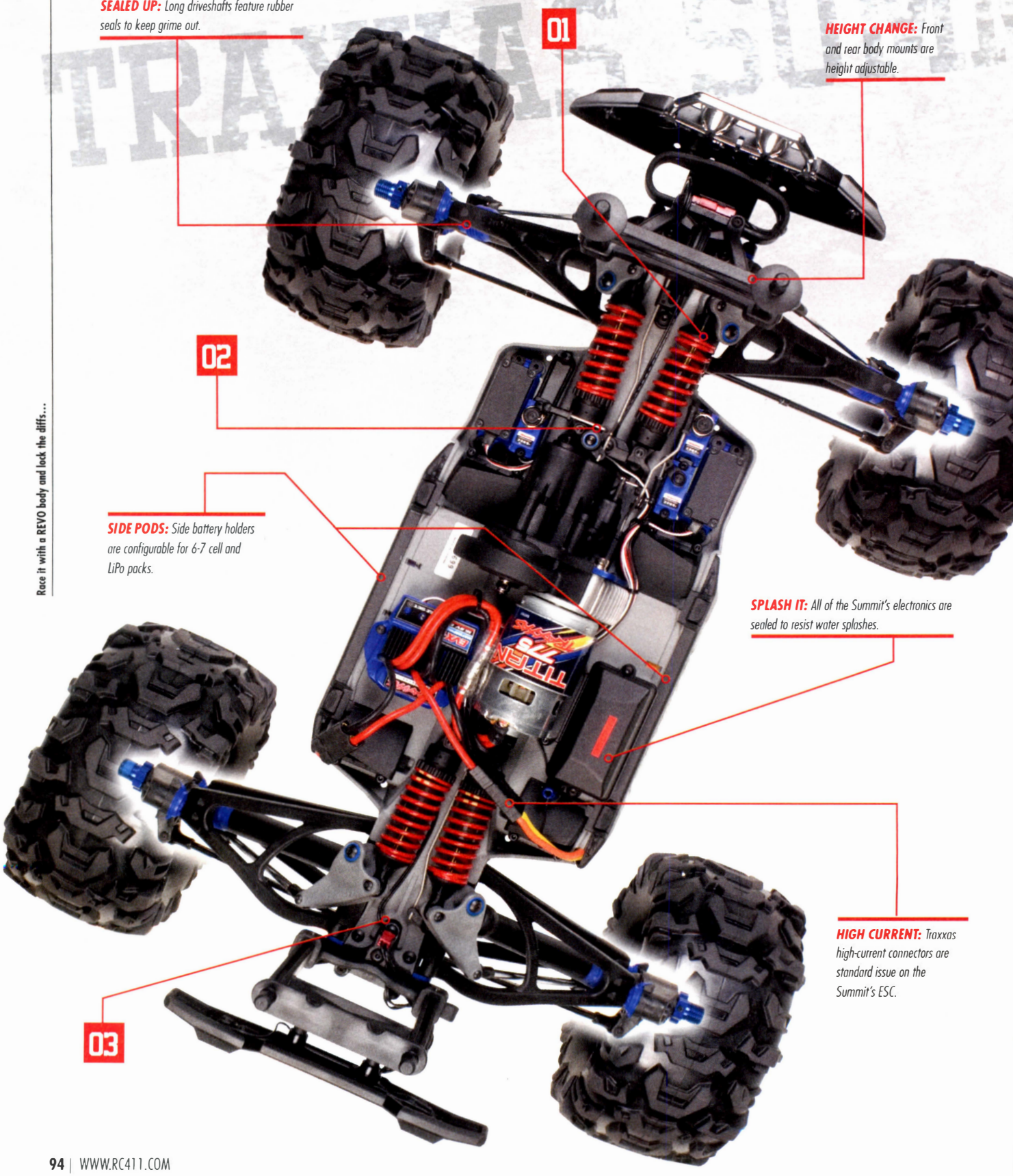
THERE'S NO DOUBT THAT OFF-ROAD TRUCKING IS FUN. These days you can cover all the bases, but you'd need a monster truck, a rock crawler, and a scale truck. With the economy as it is, what if you could get all three in one? Well, you can with Traxxas's new Summit All-Terrain monster truck. The Summit may drop a typical monster truck shadow, but the detailed scale-looking body and some unique trickery underneath the lid sets it apart from your typical monster basher. Let's take a look closer at this bad boy.

Light kit is sweet, but how come the fog lights don't work?

TRAXXAS SUMMIT

PART #: 5610
STREET PRICE: $500
PRICE AS TESTED: $820
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:8			4WD



SEALED UP: *Long driveshafts feature rubber seals to keep grime out.*

HEIGHT CHANGE: *Front and rear body mounts are height adjustable.*

SIDE PODS: *Side battery holders are configurable for 6-7 cell and LiPo packs.*

SPLASH IT: *All of the Summit's electronics are sealed to resist water splashes.*

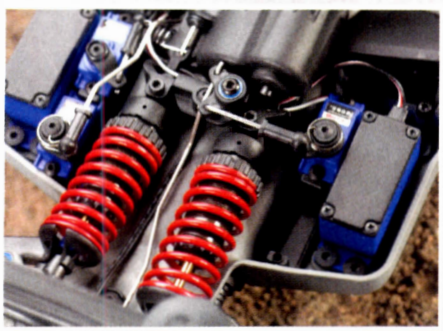
HIGH CURRENT: *Traxxas high-current connectors are standard issue on the Summit's ESC.*

Race it with a REVO body and lock the diffs...

01 **SUSPENSION** • With the lid off, it's easy to see that the Summit is derived from the REVO lineup. Long double A-arms feature a pushrod that connects to the suspension rockers. From the long-throw, ball bearing supported rocker arms, suspension compression reaches big-bore threaded body aluminum shocks, which are mounted inline with the molded chassis. This setup allows you to use any REVO parts and hop-ups if you feel like tuning your rig.



> "It crawls, it climbs, it bashes... the Summit epitomizes the word 'versatile' in every way..."



02 **SERVO SALAD** • The Summit packs five servos on the molded chassis. Aside from the twin steering servos, two micro servos independently engage the front and rear diff lockers by actuating two metal rods attached to the differential locker arm. The third micro servo handles shifting duties on the center transmission's low and high gears.

03 **LOCK 'EM UP, HOSS** • The most unique feature of the Summit is the remote locking differentials. Using a micro servo attached to a lever, the front and rear differentials can be locked with the flick of a switch on the TQ4 transmitter. The three-way switch allows for unlocked, front only, and full front and rear lock. By locking the diffs you give the Summit the ability to climb some serious terrain rock crawler style.





VEHICLE INFO

CHASSIS

LAYOUT:	Molded monocoque
THICKNESS:	NA
MATERIAL:	Molded plastic

SUSPENSION

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

SHOCKS

BODIES:	Aluminum
DAMPING (F/R):	50wt./50wt.
PISTONS (F/R):	#2/#2
SPRINGS (F/R):	Pink/Silver

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	2, sealed gear, independent remote-lockable
AXLE TYPE:	Universal slider
TRANSMISSION:	3-gear
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Yes, rubber-shielded

GEARING

	1st	2nd
PINION/SPUR:	14/68	
GEAR RATIOS:		
PRIMARY:	4.85:1	
INTERNAL:	14.45:1	5.22:1
FINAL:	70.18:1	25.34:1

BODY, TIRES & WHEELS

BODY:	Traxxas Summit
TIRES (F/R):	Traxxas Canyon A/T
DIAMETER/ WIDTH:	6.96 in. x 3.8 in. (177mm x 96mm)
HEX SIZE:	17mm
WHEELS:	Traxxas Geode

DIMENSIONS

WEIGHT:	12 lbs., 8 oz. (5,692g)
TRACK WIDTH (F/R):	17.9/17.9 in. (455/455mm)
WHEELBASE:	14.7 in. (375mm)
RIDE HEIGHT	3.34 in. (85mm)

...the other racers will wonder how you got so much roost!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TESTING

The Summit was designed to be an all-terrain vehicle, so we headed for the mountains of Mt. Baldy in windy and cold weather to test out the big rig's capabilities. After driving a few miles up the wilderness, we found a nice riverbed with tons of odd-sized rocks and boulders to run the Summit and put it through the testing procedure. Most of the testing was done using the Summit's higher gear, although for certain tests (read below) I kicked down to low gear to ensure that I experienced the full capabilities of this unique feature.

ACCELERATION AND SPEED • When we hit the Summit with the radar gun, we had to run the Summit in high gear; the low gear was designed for high-torque climbing, not speed runs. In high gear the Summit's 775 Titan motor got going fairly quickly, and top speed was decent considering the sheer size and weight of the beast. At higher speeds, the large tires hummed and steering maneuvers made the truck lean over. If I locked the diffs prior to a speed run, the effect was different—if I was too quick with the steering inputs, the Summit got a little squirrely on the high end.
Rating: 8/8

BRAKING • With massive 7" tires on all fours, the Summit had no trouble in the braking department, regardless of its size. Braking was enhanced even more with the front diff locked, which guaranteed shorter stopping distances. Mind you, this was in high gear; in low gear, jabbing the brake locked up the wheels so quickly that on more than a few occasions, I actually ended up flipping the Summit over endo-style. Eventually I found that the best way to slow down the Summit was to simply let off the throttle and let her coast to a stop.
Rating: 9

LOW-SPEED HANDLING • For how big the Summit is, moving around at low speeds reminded me of its close cousin, the E-REVO. With both diffs open the Summit was maneuverable on loose surfaces. It did need some room to make u-turns, but hello—it easily fits in the dimensions of the monster-truck variety. With the diffs locked it's a different story—punch the trigger and turn, and you'll find yourself doing some pseudo-drifting action, which can be quite fun when you're bashing around.
Rating: 8

HIGH-SPEED HANDLING • With its weight back, the Summit developed understeer once I pushed it to the upper half of its speed spectrum. The higher stance of the Summit also gave it more reason to lean over when doing steering maneuvers, but never did she feel like she was going to actually flip on her lid. When the driving surface was rough, the long-throw suspension did exactly what it was there to do. You could see the suspension working as the wheels went up and down over the irregular rock surface while the chassis stayed as level as possible.
Rating: 8

...or you can drop a brushless in for no reason at all.

TRAXXAS SUMMIT

1:8 | 4WD

RTR GEAR

RADIO:	Traxxas TQ-4, 4-channel AM
RECEIVER:	Traxxas Micro 4-Channel, 2216
STEERING SERVO:	Traxxas Digital High-Torque, 2075
SPEED CONTROL:	Traxxas EVX-2
MOTOR:	Traxxas Titan 775 10-turn

TEST GEAR

BATTERY:	MaxAmps 4700mAh 7-Cell 8.4 NiMH, 2-packs, MA-4700-7Cell-Flat, **$80/each**
CHARGER:	MaxAmps Hyperion EOS 1212S, EOS1210I, **$160**

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TRAXXAS SUMMIT

1:8 | 4WD

CRAWLING ABILITY • Normally this category is reserved for full-blown rock crawler reviews, but I had to throw it in for the Summit since this truck has a feature more commonly found in crawlers: lockable diffs. Having fingertip control of both front and front/rear locking gave me the ability to adjust as the terrain got rough. I found out how the independent suspension was a double-edged sword; on one hand, general monster truck bashing benefited from the independent suspension. On the other hand, because each wheel could move independently from side to side, crawling over certain areas of the rocks caused the chassis to bottom out. The Summit wasn't meant to do what specialized rock crawlers can, but the fact that it is capable of "mild" crawling is still a plus.
Rating: 8.5

JUMPING • In high gear with the diffs unlocked, the Summit jumped pretty similar to the E-REVO. The Summit kept its nose in the air off the edge of a dirt jump, but was easily correctable with a quick brake tap. A longer brake hold in mid-air brought the nose down. Jump landings were plush, as the suspension absorbed the landing of the heavy machine in easy fashion.
Rating: 8

WRENCHING

MAINTENANCE • The Summit may have, by count, more electronics than usual, but everything is easily accessible. All electronic components are right there on top of the chassis. You can fiddle with the semi-complex rocker arm suspension even if your hands aren't tiny. Hex screws are used throughout. Accessing the front or rear diffs is the only thing that will consume some time; however, most of the tools you need are included in the box.
Rating: 9

WEAR AND TEAR • I don't recall ever breaking a REVO platform during testing (if you don't include my awesome gymnastics jumping technique), and since the Summit is based off of the E-REVO, wear and tear is similar. With enclosed diffs, a shielded center driveshaft, water-resistant electronics, and rubber driveshaft boots, the Summit is well equipped to last. Large front and rear molded bumpers have some flex designed into them to absorb collisions, and even the body has a separately molded tube frame/cage wrapped around it that not only looks good but adds to the protection factor.
Rating: 9

TUNING • Again, being based on the E-REVO has its advantages. The E-REVO is the electric variant of Traxxas's multi-championship winning REVO nitro truck, and all three vehicles share the same suspension and transmission setup. Simply put, if a tuning option is available for the REVO, 99% chances are it will work on the Summit. Even without extra tuning aids, the box-stock chassis gives you an assortment most people would be satisfied with: camber, caster, toe, ride height, slip point, and suspension rate are easily altered.
Rating: 10

CONCLUSION

To sum it up in a few words: it crawls, it climbs, it bashes. The Summit epitomizes the word 'versatile' in every way. It can do some monster trucking, it can do some bashing, it can do some rock crawling. Although it doesn't excel in any one of these particular areas, the fact that it has the ability to adapt makes the Summit a nice machine. The remote locking diffs work great and can be useful depending on surface conditions, and the realistic body (with built-in LED lights) gives the Summit some good looks. If you're looking for a good, all-around, take anywhere off-road rig, the Summit is ready for you.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Does it all - and goes fast!
- Remote lockers are trick
- Nice looking body

MISSES

- Independent suspension keeps it from crawling certain obstacles
- Remote locker switch looks cheesy

MAIN COMPETITION

HPI E-Savage

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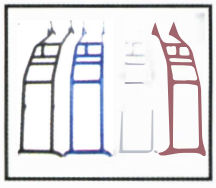

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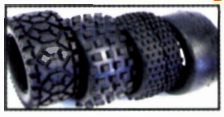

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TRAXXAS SUMMIT

SCALE	POWER	TYPE	DRIVE
1:10			4WD

POWERPLANT INFO

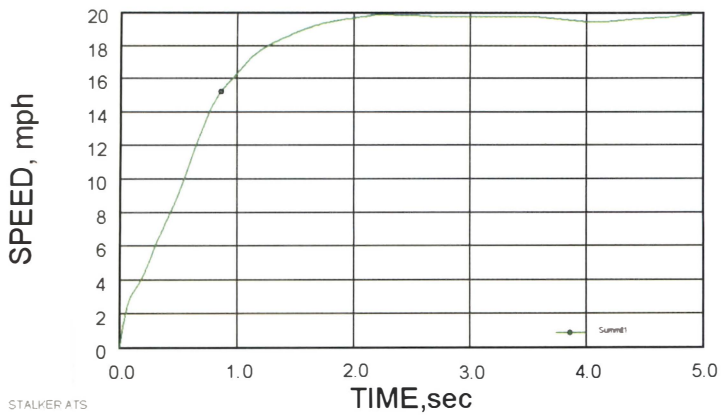
Instead of running twin motors (as Traxxas did in the E-REVO and E-MAXX), the Summit runs a single, larger Titan 775 can. Considering the size and weight of the Summit, the 775 lives up to its moniker. It had good torque and climbing power, and it revs high enough to give the Summit a good top speed. With internal brushes and an external cooling sleeve, the Titan 775 doesn't require constant maintenance either. Keep in mind though, if you ever decide to fiddle with gear ratios, the 775 uses a 5mm output shaft, not the more common 3mm size found in 540-type motors, so you'll need to get 5mm pinion gears.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.62 @ 19.77 mph
TOP SPEED: 19.77 @ 47.28 ft.
AVERAGE RUN TIME: 22 min.



STALKER ATS

TEST CONDITIONS

WEATHER:	Sunny but breezy
TEMP/HUMIDITY:	78° F/30%
BAROMETRIC PRESSURE:	29.97
ALTITUDE:	652 ft.
TRACK TYPE:	Rocks, dirt, and anything else covering the Earth

HANDLING

TURNING RADIUS:	3 ft., 11.5 in.
ON POWER:	Neutral
OFF POWER:	Oversteer

BRAKING

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

The locked diffs would give you post-traction like old school.

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Riot means: A tumultuous disturbance of the peace.



Yep, the Riot definitely brings chaotic fun to the neighborhood!

SCHUMACHER RIOT

A REBELLIOUS 1/10 TRUCK

1:10 | NITRO | 2WD

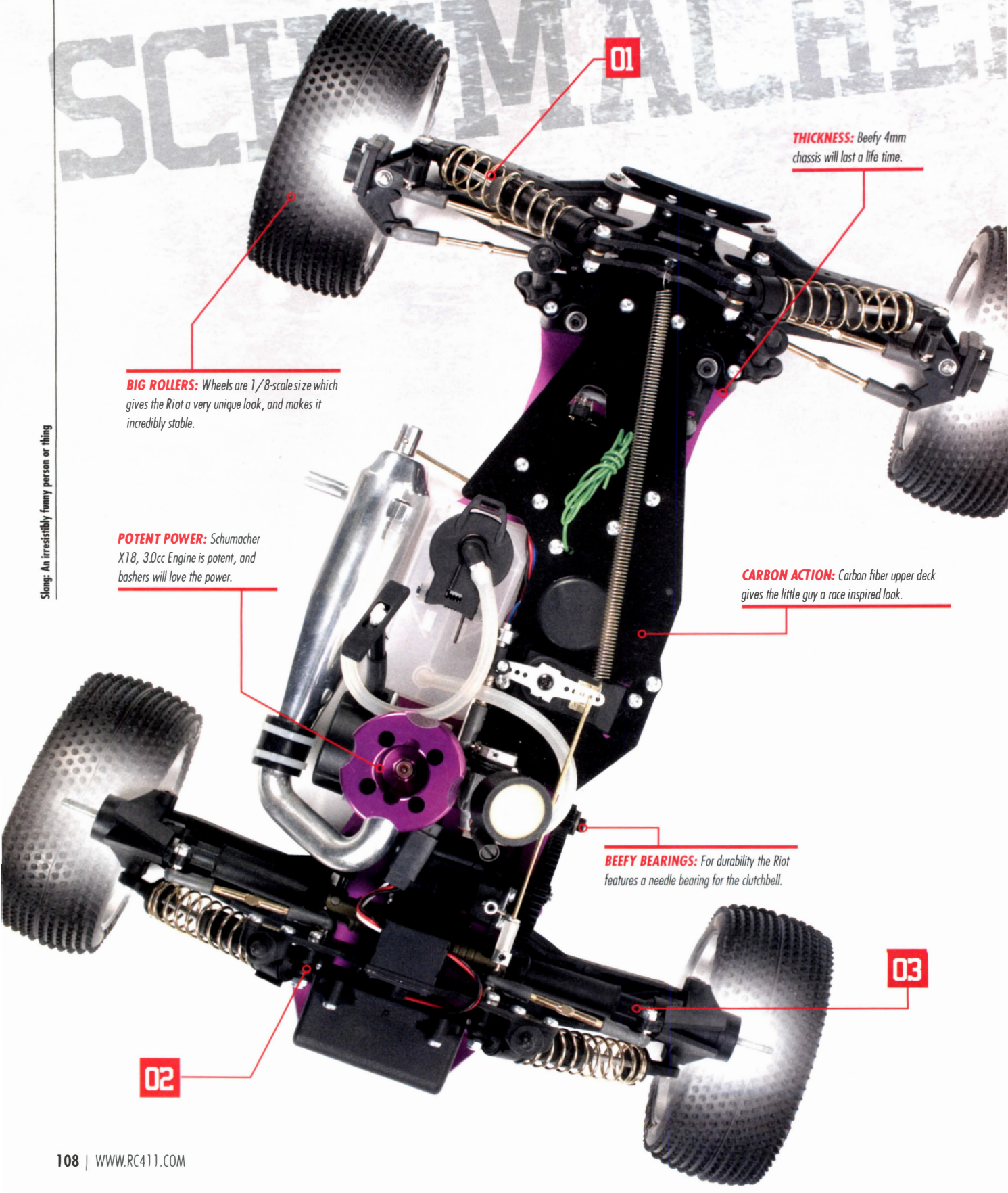
words: Brian Skinner | photos: Carl Hyndman

SCHUMACHER IS BASED IN THE UK AND HAS A LONG HISTORY IN THE RC INDUSTRY. They're known for manufacturing a wide range of vehicles, and it seems Schumacher has a split personality of sorts as well. On one hand, Schumacher makes incredible race cars, but on the other hand, they make unique recreational cars, too! They defiantly march to the beat of a different drummer with their own ideas and designs. This in turn produces exciting and fun vehicles that we get to play with. Today we get to look at the lighter side of RC with the Schumacher Riot, which is a great 1/10-scale basher truck that is much different than you'll find from other companies. If you're just getting into RC, or want a sweet basher, then read on...the Schumacher Riot is really a riot!

SCHUMACHER RIOT

PART #: k069 RIOT 1/10 Nitro Truck; ARR-Blue
STREET PRICE: $214
PRICE AS TESTED: $297
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice

SCALE	POWER	TYPE	DRIVE
1:10	NITRO		2WD

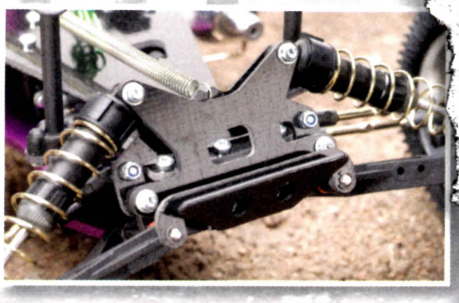


Slang: An irresistibly funny person or thing

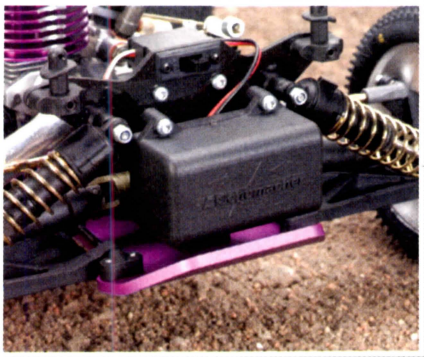
VEHICLE INFO

01 LAY DOWN SALLY

• The Riot has extremely laid down suspension ala Formula-One style. The lower shock mounts are out on the hub pivot, and the upper eyelets are sandwiched with dual carbon shock towers. This creates a robust system, and eases the load on the shocks.



> "If you're just getting into RC, or want a sweet basher, then read on...the Schumacher Riot is really a riot!"

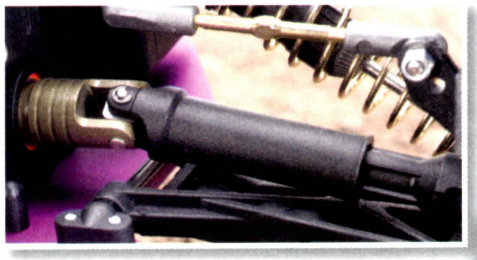


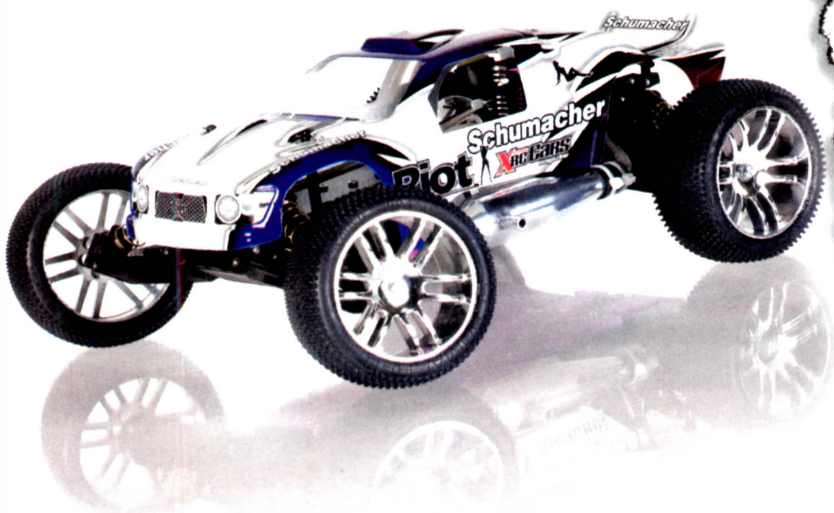
02 NICE REAR END

• Just like the front, the rear-end has the shocks all the way out and laid down, but the neat things here are; the battery compartment has a clean design with super protection from the 4mm chassis that acts as a rear skid. You'll also notice the on-off switch is sweetly mounted to a carbon fiber shock tower. The Riot has an all around clean design for this section, and typifies a 1/10-scale truck rear end.

03 UNIVERSALLY JOINED

• The Riots out-drive is integrated into a U-joint. Most out-drives are dog-bone type, but with the Riots aluminum integrated U-joint, you get a neat performance design that will last a good while.





CHASSIS

LAYOUT:	Double-deck
THICKNESS:	4mm
MATERIAL:	Aluminum

SUSPENSION

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

SHOCKS

BODIES:	Glass-filled polymer
DAMPING (F/R):	30-wt. /40-wt.
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Gold (Cadmium-plated)

DRIVE TRAIN

TYPE:	RWD direct drive
DIFFERENTIAL:	1 (friction type)
AXLE TYPE:	Universal
TRANSMISSION:	Single-speed, composite gears
SPUR GEAR MATERIAL:	Glass filled polymer
BEARINGS:	Rubber-shielded

GEARING

CLUTCH/SPUR:	15/65 (32P)
GEAR RATIOS:	
PRIMARY:	4.33:1
INTERNAL:	2.81:1
FINAL:	12.16:1

BODY, TIRES & WHEELS

BODY:	Schumacher Riot truck body (pre-painted, pre-cut)
TIRES (F/R):	Schumacher Mini-Pin
DIAMETER/ WIDTH:	4.33 in. x 1.77 in. (110mm x 45mm)
HEX SIZE:	10mm spline-type
WHEELS:	Schumacher Riot

DIMENSIONS

WEIGHT:	4 lbs., 10 oz. (1,859g)
TRACK WIDTH (F/R):	12.0/12.0 in. (304.8 mm / 304.8 mm)
WHEELBASE:	11.25 in. (285.75mm)
RIDE HEIGHT	1.35 in. (34.38mm)

The Riot has DUBs

SCHUMACHER RIOT

1:10 | NITRO | 2WD

TESTING

Testing was conducted at Casa De Skinny RC Compound and Pegasus Hobbies. The compound has all sorts of terrain from flat to hilly to grass/dirt to road surface (aka my street!). Pegasus is a 1/10-scale track typical of Southern California, and as usual, the weather was perfect.

ACCELERATION AND SPEED • Acceleration on the Riot is quick and sudden, but it is controllable, and was a pleasant surprise. The Schumacher X18 engine has plenty of pep to get the Riot moving, and it reacted well to throttle input. As for top speed, this puppy is fast in stock trim, and more than a handful to keep even the most speed-minded person happy.
Rating: 9/9

BRAKING • It's a 1/10-scale truck, which means it has only rear brakes, so braking is limited. I did notice with the Riot's larger wheels the braking had a little more linier feel to it than with archetypal gas trucks with customary truck tires. This was good as it helped slow the truck down more predictably, but rear wheel braking is still tough for off-road conditions—it's just the nature of the beast.
Rating: 7

LOW-SPEED HANDLING • Low-speed handling was pretty good. I really think the larger wheels on a 1/10-scale-based truck make for better for bashing and playing. The Riot felt good over bumpy terrain and turned corners well. The Riot did feel like it has a large turning radius at slower speeds, as it seemed to go a little wider than I thought through corners.
Rating: 8

HIGH-SPEED HANDLING • Again, the larger wheels played a big role in how the Riot felt. It certainly feels different from standard trucks I've driven. With the larger wheels, the Riot feels a little more planted at speed and runs over the rough like it's not there. Even at ludicrous speed, the Riot held a line well. I did notice that the Riot wanted to rotate around on its rear as soon as you turned the steering just a little too quickly left or right. This could be attributed to stock tire choice and/or stock setup. I think this was the reason the front end wanted to push while railing around at speed periodically.
Rating: 7.5

ROUGH-TRACK HANDLING • Out of the box, the Riot is decent, but will need a little more setup to feel its full potential. I could tell the Riot loved the rough stuff, but the suspension was on the soft side. Hitting obstacles at full clip caused the rear suspension to bottom, kicking the rear up like a bucking bronco. Increasing the oil weight and/or a little more pre-load should stop this. At a saner pace, the Riot performed admirably, easily handling whatever was coming at it. Again, the idea of using larger tires on a 1/10-scale chassis was a stroke of genius; it turns a mild-mannered 1/10-scale truck into a basher dream come true.
Rating: 8

JUMPING • As far as gas trucks are concerned, the Riot is at the top of the heap when it comes to jumping. With its large wheels, peppy engine, and robust chassis, coupled with the overall design—this guy loves to jump! The Riot feels solid in the air, and is more controllable than I would have thought. It relates to driver input well, and with its robust design, I could see the Riot jumping a house and coming back for more! This part of the testing was fun!
Rating: 9

If I fill up all the side captions—James can't make fun of me!

RTR GEAR

ENGINE:	Schumacher X18 (3.0cc engine)
PIPE:	Schumacher pipe

TEST GEAR

RADIO:	Airtronics Blazer Sport AM radio, #45590 **$49**
RECEIVER:	Airtronics 2ch Micro Receiver 75Mhz AM (included with blazer radio)
STEERING SERVO:	Airtronics 94102Z, #474103, **$8**
THROTTLE SERVO:	Airtronics 94102Z, #474103, **$8**
RECEIVER PACK:	Ofna 5-cell mini pack, #10200, **$7**
FUEL:	Byron Originals 20% RACE 2000 Gen2, #3130216 **$10/qt.**

CONTACT

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WRENCHING/MAINTENANCE • Wrenching on the Riot is pretty straightforward. Remove four screws, and the upper deck comes off. The rest of the truck is pretty much the same; it's easy to work on. However, Schumacher loves Torx screws for some reason, and even with my vast collection of tools, it was hard to find a Torx wrench that worked well on a small vehicle. Most of the Torx tools I have are geared for big things like my van! Regardless, the Riot is a snap to work on. As for maintenance, there wasn't a whole lot needed during the testing. Granted, I've only run a gallon of fuel through it, and the only thing I had to do was to re-tighten all the screws (which is typical of any new vehicle). I can tell you that with the Riot's simple design and quality materials, you will not have a lot of maintenance to perform. So minus one for the Torx screws . . .
Rating: 9

WEAR AND TEAR • After the photo shoot (which is hard on the cars by the way!), the track testing, speed runs, and playing at Casa De Skinny RC Compound, I have to say the Riot is in pretty good shape. The design of the Riot is solid, and should give lots of playtime before it needs new stuff. We did have a little accident that broke the rear tie-rod, and surprisingly, the throttle link (that one is a mystery?), so you might want to keep an eye on the rear link, but that is of little concern compared to the overall durability of the Riot. Schumacher makes true hobby-grade vehicles, which have that "custom-made" look to them. Overall, I'm happy with the "wear and tear" factor of the Riot.
Rating: 8.5

TUNING • As with any 1/10-scale truck chassis, tuning is quick and easy; everything is right there for you to tweak. It has all of the bells and whistles to keep you tuning forever to perfect that sweet spot you're looking for. The Schumacher X18 engine was a pure joy to tune . . . even if it is a pull-start! The engine was spot on from the box, and responded well when tuned for speed or weather. It's a good little engine.
Rating: 8

CONCLUSION

The Schumacher Riot is an appealing creature. It's a 1/10-scale truck but has large 1/8-scale wheels, and is different from the pack. The Riot has that "cottage industry built" look to it, rather than the typical mass production look, which is cool. I think Schumacher did a great job in creating something an entry-level, or basher type, enthusiast will like. It has appeal with its unconventional aggressive look, and when bashers look under the hood, they'll appreciate the robust and simple design. Another thing that will warm the cockles of your heart is Schumacher offers hop-ups for the Riot, most notably a three-speed kit to make the Riot ridiculously fast. Schumacher also offers a 17-mm hex adaptor kit to allow you to use any 1/8-scale rims on the market, which makes buying new treads simple. If you're looking for a 1/10-scale truck to play with, the Riot is something you should look into. It's fast and durable, and looks aggressive with a pretty good price tag—what more can you ask for?

SCHUMACHER RIOT

1:10 | NITRO | 2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Unique design with that "hand made" feel to it.
- Large wheels are a cool ideo
- Built to last

MISSES

- Torx, Torx, Torx . . . I guess the Brits love Torx!
- Rims should hove used a standard 17 mm hex nut for more after market selections
- Reolly, a pull-start in this doy and oge?

MAIN COMPETITION

Traxxos Jato, DuraTrox Nitro Evader ST, Associated GT2 RS

WHO IT'S FOR

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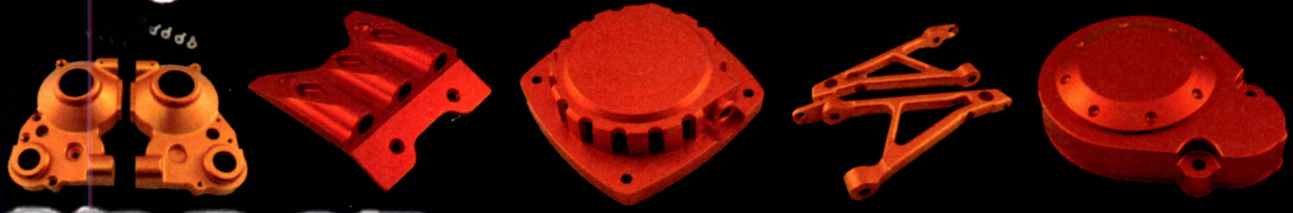
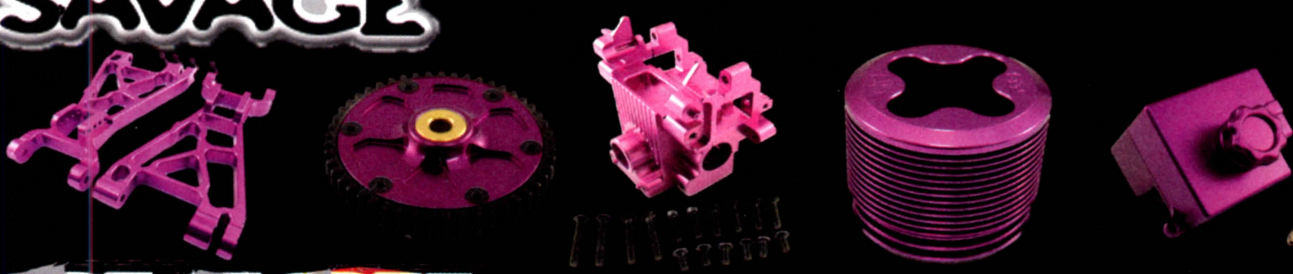


SAVAGE



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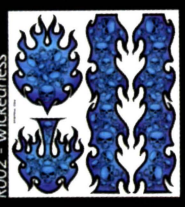




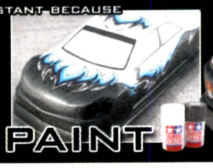






SCRATCH-AND-PEEL RESISTANT BECAUSE THEY'RE ON THE INSIDE_





R022 - Ice Internal

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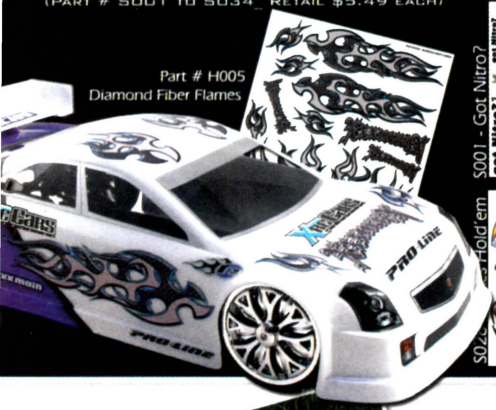
Part # H005
Diamond Fiber Flames









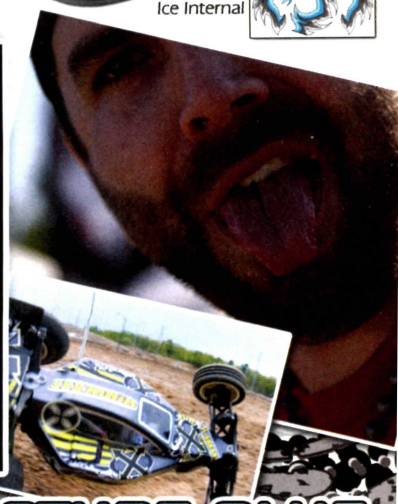












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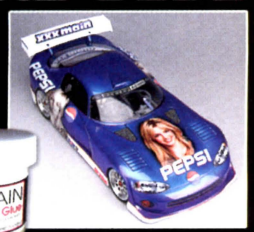

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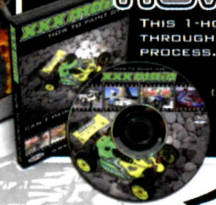

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PART # DVD2_



PART # DVD3_



PART # DVD4_



PART # DVD6_







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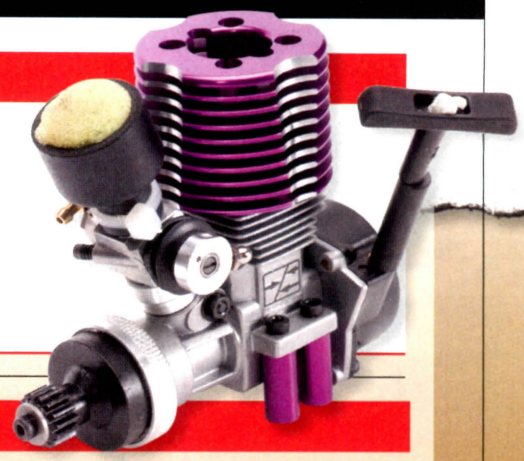
HQP GREAT PLANES

SCHUMACHER RIOT

SCALE	POWER	TYPE	DRIVE
1:10	NITRO		2WD

POWERPLANT INFO

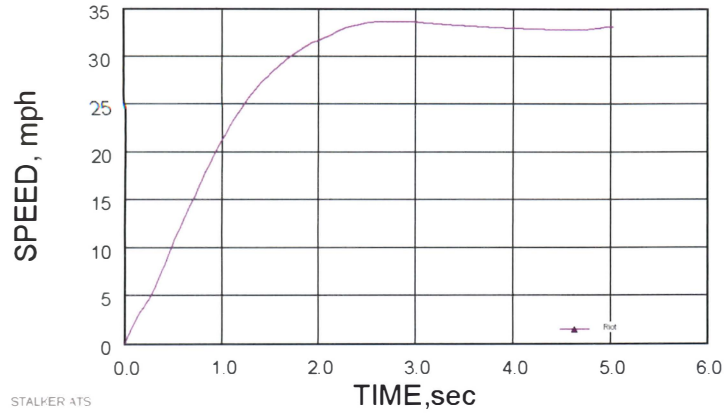


The Schumacher X18 3.0cc engine is a pretty sweet engine. It was easy to start considering it has a pull-start, and idles until it runs out of fuel. The stock needle settings were perfect for break-in, and only needed one and a half turns lean to make it ready for roosting. The X18 ran in the mid-range of about 190 to 200 degrees to make it sing, and I had no problems with it. It has plenty of power to spin the wheels from standstill, and is potent enough to make the Riot haul the mail. Overall, this is a great RTR engine for a new person or basher.

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.08 sec @ 32.04mph
TOP SPEED: 33.62mph @ 83.77 ft.
AVERAGE RUN TIME: 12 min.



STALKER ATS

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	70° F/68%
BAROMETRIC PRESSURE:	29.97
ALTITUDE:	652 ft.
TRACK TYPE:	Dirt, grass and asphalt

HANDLING

TURNING RADIUS:	5 ft., 6 in.
ON POWER:	Slight
OFF POWER:	Slight

BRAKING

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



Torx, Torx, Torx....Arrgh

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SAVAGE X

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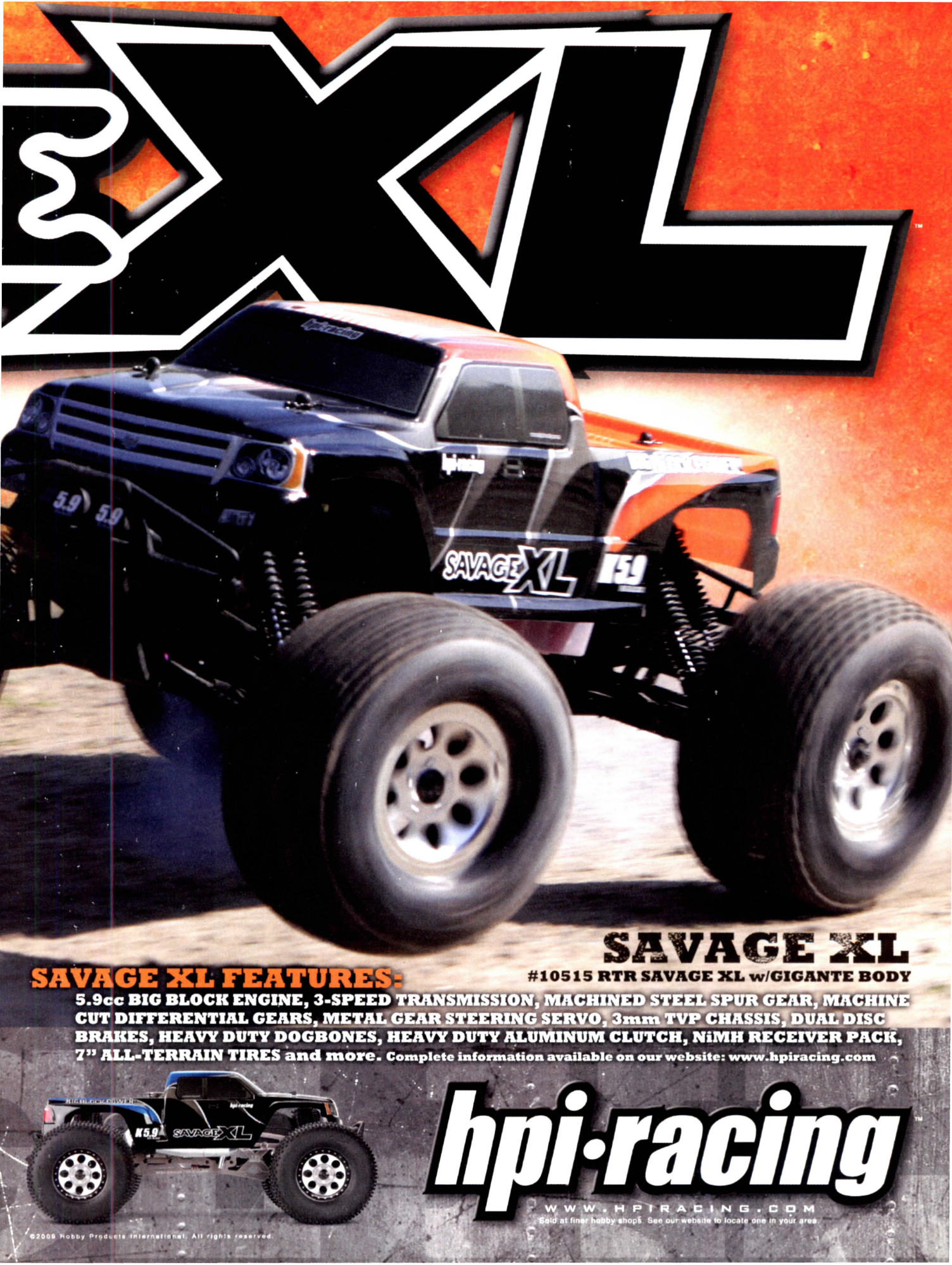

SAVAGE XL

#10515 RTR SAVAGE XL w/GIGANTE BODY

SAVAGE XL FEATURES:

5.9cc BIG BLOCK ENGINE, 3-SPEED TRANSMISSION, MACHINED STEEL SPUR GEAR, MACHINE CUT DIFFERENTIAL GEARS, METAL GEAR STEERING SERVO, 3mm TVP CHASSIS, DUAL DISC BRAKES, HEAVY DUTY DOGBONES, HEAVY DUTY ALUMINUM CLUTCH, NiMH RECEIVER PACK, 7" ALL-TERRAIN TIRES and more. Complete information available on our website: www.hpiracing.com

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Jeff gets sick with the graphics.



A little more red, and it would be truly "winter-themed."

PROJECT AXIAL AX-10 SNOW CRAWLER

Words & Photos: Jeff Eveleigh

THERE IS NO ARGUING THAT ROCK CRAWLING HAS BECOME HUGE WITHIN THIS HOBBY; I mean really huge! It seems as though everyone is building a kick-ass rig to slaughter the rocks. The only problem is that half the country's rocks are buried under a whack load of the same stuff you just shoveled off your driveway! Winter and the snow that comes with it suck when it comes to rock crawling, so we decided it was time to slap together a snow crawler. We started with arguably the most popular production crawler on the market: the Axial AX-10 Scorpion.

Since snow can melt, the biggest hurdle with this project was ensuring that the electronics stayed dry while we were ripping things up in sub-zero temps. We also wanted to get the most performance out of our ice-crippling machine, so we checked in with Axial VP Matt Kearney to get some pro tips from his rock-crawling team. Most of his tips were for rock crawling in general, but we applied them to our snow machine to maximize its control over the slippery frozen surfaces our harsh winters throw at us.

PROJECT AXIAL AX-10 SNOW CRAWLER



SLIPPER CLUTCH SET: "I like to use the slipper clutch for the driveline protection but also because it reduces gear wobble," says Matt. That was good enough for us; we slapped one onto our winter project (Part #AX30414).

REAR STEER KIT: The Axial rear-steer kit (Part #AX30492) should make maneuvering around icy obstacles much easier. It isn't legal for competition, but I'm pretty sure there aren't too many crawling comps located atop a huge glacier!

ALUMINUM SHOCKS: The aluminum shock bodies are a must as they keep the cap on better than the plastic ones (Part #AX30122). Matt told us that he usually runs slightly thicker oil than the stock setup to prevent the suspension from unloading too quickly. We decided to stick with the stock 30-weight oil since the low ambient temperature of the winter months will thicken our oil slightly and create similar results. The Axial boys also like to run a softer shock spring up front, so we installed a pair of 1.71 lbs. soft white springs on our front shocks, and left the stock rear springs in place.

The dark wheels are a nice contrast to the snow.



HIGH CLEARANCE LINKS: These aluminum links increase ground clearance so you don't get hung up on obstacles as easily (Part #AX30445). "This is a must," Matt says, though he doesn't like to run them in the front because they cause the suspension to "stuff" too easily.

WARTHOG 2.2 TUBE CHASSIS: We bolted up the HBZ Warthog 2.2 Tube Chassis for this snowy project-crawler. This sucker looks super cool; you can change the skins whenever you want, and the tube design should hold up better than a full polycarbonate body in the event of a rollover in the frigid cold. We got the "Comp" kit, which came complete with all the hardware needed to mate it with our AX-10. We didn't have to modify anything and it only took about 20 minutes to turn our Axial Scorpion into a gnarly tuber!



HEAVY DUTY BEVEL GEARS: The optional hardened gears not only strengthen your axles but also remove slop from your driveline. We swapped out the cast gears for the much harder aftermarket ones (Part #AX30395). Matt reminded us to shim these gears to ensure proper meshing. Re-check your shimming every once in a while to prevent failure.



ELECTRONICS: A low center of gravity is very important with any crawler, so mount your electronics low. Our ESC and receiver fit nicely on the underside of the stock AX-10 battery holder mounted within the Warthog chassis so we were able to keep them low and out of sight so the chassis will perform better and look clean.

WATERPROOFING

It is vitally important that all electronics are either waterproof from the manufacturer or are prepped so they don't get damaged by moisture. Water ruins electronics, so don't think you are safe in the snow just because the water is frozen (it will melt!).

SERVOS: Many manufacturers offer waterproof servos, so installing these is the easiest way of preventing water damage. You can also seal up any servo you have kicking around with some silicone sealer, electrical tape, and some grease. We installed a pair of JR Z-590M metal-gear ball-bearing servos to keep us straight through the snow piles. These servos aren't waterproof so we ran a bead of silicone sealer around all of the seams in the servo cases as well as around the exit point of the servo wires. A small dab of plastic-safe grease around the servo output shaft will keep water out but still allow completely free movement of the steering.

POWER SYSTEM: We opted for a 55T brushed motor since moisture doesn't seem to bother the old trusty brushed technology too much. A 100% waterproof LRP forward and reverse ESC handles the power delivery and can be operated under water with full power! Just like with servos, waterproof electronics are the easiest, but you can still put your ESC into a bag and seal it up with a zip-tie to keep it dry. Be sure to check your ESC temperature often to prevent it from overheating (although this shouldn't be a problem since winter usually means it is cold outside).



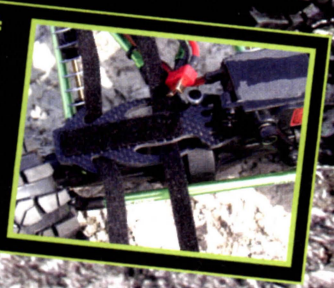
RECEIVER: There isn't much you can do here other than throw your Rx into a balloon and use a zip-tie to keep the water away from the servo and ESC wires. You can place a dab of silicone sealer around the balloon where the wires enter to offer 100% protection, but for the most part a zip-tie should do the trick.

TIRES & WHEELS: Pro-Line Racing graces all four corners of our AX-10 with their Flat Iron all-terrain crawling tires, complete with Memory Rock crawling foams (Part #PRO1146-12). We wrapped the rubber around black Axial 2.2" Rockster Beadlocks (Part #AX8091). Matt told us to stick about eight ounces of sticky weights in each front wheel to increase stability. He doesn't recommend putting weights in your rear wheels as this can offer too much grip and cause rollovers on the course. It's also a good idea to bore a breather hole in each tire or rim to allow the tire to conform to the surface it's driving over.

DRY IT OFF!

You can't just throw a wet vehicle into the corner after a day of snow-crawling sickness! Electronics are the most vital components to keep dry when playing in the snow, but keep in mind that there are other items on a crawler that can corrode if left wet. Your first step when you return with a wet rig is to dry as much of it off as you can with a towel. Get into all the holes and gaps to remove as much moisture as you can. A quick suspension drop test should loosen up any stubborn water drops. Then give your chassis a good five-minute warm-air-bath with your hair dryer, concentrating on metal parts such as axles, bearings, and turnbuckles. As a final measure, spray some WD-40 onto a bristle brush and 'wet' the same metal areas of your vehicle with some lube to help prevent them from corroding. Follow these simple steps whenever your ice-gripping ride gets wet and she'll always be ready for action the next time the snowplow blows by and leaves a 10-foot high pile of ice at the base of your driveway!

CUSTOM BATTERY MOUNT: Axial makes a great battery and servo mount that places the heavy battery up front and over the front axle where you want it (Part #AX30486). We opted to make a battery/servo mount ourselves out of an old carbon fiber battery brace we found laying around the office. The LiPo battery pack is held in with Velcro straps for easy installation and removal.



CLOSING

Spring is coming quickly but you still have time to slap a snow-ready rig together. This rock crawler trend doesn't seem to be going anywhere just yet, so start finding new ways to enjoy yours. Once you hammer your way through the winter months with your ice machine it'd be cool to leave it waterproof so you can experiment with some water or mud runs and take your crawler through situations you wouldn't have dreamt putting your baby through before.

2009 Snowbird Nationals

CELEBRATING 15 YEARS OF "DA BIRDS"

WORDS & PHOTOS: Derek Buono





"Pretty girls with pretty birds"

For 15 years, the Trinity Snowbird Nationals has been a haven for on-road racers during the winter. Over the years, the race has grown to mythical proportions—it could almost be considered the William Wallace of RC races. The "Birds" has always been a place to test your racing skill, your sleep deprivation, your tolerance to Paragon, and a place to see all your buddies in one place for about a week. This year's event was no different, and despite the economy, still had nearly 600 entries and tons of heart pounding carpet racing action that still isn't duplicated at any other race. On-road racing might be down across the country, but during this race, it would never seem it, as the intensity and racing was as world class as always.



SPONSORS: Team Trinity, Intellect Batteries, Team Associated, Spektrum R/C, Xtreme RC Cars, Bad Dog Hobbies, BMI Racing, Boca Bearing, BSR Tires, Checkpoint, Comp. Electronics, Corally, CEFX, CRC, Darkside, FastLane Hobbies, Futaba, GSHobby, Hobby Talk, Hyperdrive, IRS Racing, Jaco Tires, KSG Motorsports, KSKT, Molzer Mowery, Much More, MuddSlide, Novak, Ohio Hobby Plus, ORC Racing, Parma/PSE, PRS, Protoform, RC4LESS, RCResults, RMS Products, Schumacher, Silva Concepts, SMC, Speed Passion, Speed Meter/Juice, Superior Hobbies, Thunder Power R/C, Tekin, TM Tires, TOP RACING, Virtual RC, XRAY

Holy crap it's oval.



COT RACING-Ernie Interview

Let's face it racing is expensive. Many will complain about the cost and what they deserve, but when it comes down to it money usually helps in all forms of racing. Well maybe not Formula 1 where Toyota couldn't buy a win, but the teams with no money are no where near anything resembling a "pace." There is also the myth that Stock Racing was the cost control class, but that's just a myth. It costs more to be at the top level of stock than any other form of racing. There is one form of racing that does help the little guy race and not worry too much about equipment. It's spec, or what was referred to at this track as "Cost Oriented Technology" or COT. This idea of spec and easy to tech and hard to cheat technology really is something Trinity has been at the forefront of since motors were invented. We sat down with Ernie Provetti from Trinity to talk to him about what he feels the C.O.T. is really about.

XRC: You are usually hated in racing communities but Trinity has delivered fast motors and more importantly stock motors that make it hard to cheat and easy to tech (get caught cheating) from day 1. Why has Trinity always pushed this?

Ernie: Hated is a strong term and if that is the case it is by a few of the companies who refuse to do the hard work necessary to innovate and would rather spread false rumors about people (ME) to try and aid customers into buying their goods. There has to be some reason for people to buy it…right?

Trinity believes that if racing is not fair, it will not succeed. With the expense and the run-away technology our sport is faced with if people do not feel they have a fair chance, there is no reason to compete in this sport. The numbers do not lie and race events across the world (not only our country) bear witness to the fact that people are tired of the "same old-same old".

It should not be about who has the biggest budget, or who has the fastest motor or who has the technology to tune the speed control, but rather how much talent the customer has and spends on his hobby. Natural ability and competitiveness is what will breed excitement and success. Look how well CART is doing; look how bad NASCAR is doing. Too bad our organizations do not understand this basic principle.

XRC: You were burned at the stake for pointing out some of the flaws brushless motors had when they were first coming out and now we're seeing some of the some of those statements come true. Was it hard to come out with BL motors after making those pokes?

Ernie: No it was not hard to make the statements since they were ALL FACTS and it was not hard to make the brushless motors. We are a motor manufacturer. It is my job to make what people want to buy whether or not I think those are good choices or not. I am a businessman and my employees and family count on me just as much as your family and company count on you to do what is right.

The main reason that I ran and paid for a full page ad against "brushless motors" at that time was I wanted consumers and hobby shops to know and understand what they were asking for. It was not that we could not make a brushless motor! We have been making motors for 29 years!

But to "trick" people into believing that "all brushless motors" perform exactly the same and that they were "maintenance free" was just a blatant lie! To use the hook that you no longer need to buy a comm lathe and not say that you will need a rotor checker and temp gun is a little mis-leading. To not say that the motors would obsolete every battery chemistry that was currently available and would render cars that back then were technologically inferior to the motors that were installed in them were all understatements! Not to mention the ramifications of not being able to tech the motors, the LiPo battery packs and certainly the speed controllers which open a whole new can of worms which will lead "unsuspecting consumers" down and even darker abyss are the issues that I had. Thus the reason for a "spec" motor and battery pack. A starting point, some level of equality where people can race and compete for fun without having to clear the IRA funds (if some clever hedge fund manager has not already helped them with this task!

XRC: Since BL motors are hard to tech and nobody seems to really know about them enough, what was the challenge of building spec BL motor?

Ernie: The challenge was and still is "how do I sell and make people understand" this is a platform that this new technology needs if the industry is to grow.

The major challenge for me was cost "as always". We severely lowered our margins and took a big gamble on buying enough quantity so we could make it cheaper and more affordable for hobby shops and consumers alike to be able to purchase the units and use them. The basic motor is either a 10.5 or 21.5 version with a limited amount of timing, a different can design and a notched shaft so people cannot exchange the armatures. Intellect partnered up because they believed in the concept and made a very good performing 30C 3200mah LiPo battery pack "in a special blue-case" (easy to check) with real Deans connectors. As a unit (motor and battery pack) these could be sold in hobby shops to consumers for what a consumer use to pay for one item (either a motor or battery pack) in the neighborhood of $110-$120!

XRC: Was the battery always part of the plan?

Ernie: The battery has to be part of the plan because it is part of the power source! Unless we can limit both and be able to tech both, it can never be fair. It is also important that every track owner across the country can "tech" the COT motor and battery as easy. We feel we have attained this goal.

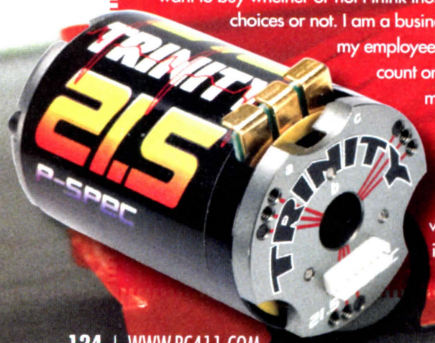
XRC: Are there any issues standing in front of the success of this project?

Ernie: We feel we hit a home run on performance and price. Our only issue is having the organization R.O.A.R. adapt this as their "production class"? As usual we have had the same problems we always have here. It is my feeling once again that R.O.A.R.believes this is a good idea but they cannot 'get behind it' because no other manufacturer has done the same? It is kind of like saying, we feel this is a great idea and could potentially really help and grown racing in a cost-conscious economy, but we cannot get behind it because only Trinity is doing it! The same answer I received when I asked R.O.A.R. to adapt the "Street Spec" program!

I have once again offered to help promote and tech a National C.O.T. R.O.A.R. Production Class, pay for the trophies, bring our drivers to the events for help and to tech the cars etc. Up to now there has been no definite answer from R.O.A.R. I still believe there is some confusion here because I think R.O.A.R. believes I am promoting a "hand-out" class of motors and batteries and I am not. I am promoting a "special bundle price for a motor/battery combo that has a certain spec and can be easily teched" to be purchased through the local hobby shop. There are no increased costs "race to race". You just use and race the same motor and battery pack (C.O.T.) that hopefully your local track uses for their own rules and that the National Events that R.O.A.R. puts on for production class and beginner and intermediate drivers. I think it would do a lot more to promote the growth of racing than promoting a stock class that cannot be teched and that every sponsored driver from New York to L.A. is entered in!

XRC: What are some of the design features of the motor?

Ernie: 1. The motors are designed to be as equal as is literally possible with an electric motor.
2. Three (3) position (not infinite) timing adjustments to make any current speed control competitive.
3. Tapered shaft for easy tech by any inspector whether it be a national tech inspector or your local track inspector.
4. Can be used for Sensored or sensorless
5. Very low failure ratio with the only issues we have seen have been linked to complete over-gearing issues (which is common among brushless failures).



Success usually brings on some smiles.

RANDOM COMMENTS FROM C.O.T. RACERS

C.O.T. has brought sportsmanship and true spec racing back to the 'Birds! The competition was so tight; with the racers all on the same playing field, it brought out the true chassis tuner and driver back to the front of the pack! I see this class growing on a widespread basis across the country and at future snowbirds to come. I saw nothing but smiles from the C.O.T. drivers from the A all the way to the D-mains, and that's what it is all about!
—Chuck Flanagan, Muddslide Motorsports

I thought the idea of that kind of power package at the 'Birds was a great idea. Qualifying was really tight. The trucks felt and looked great going around the track. Fun, fun, fun!
—Alan Behler

Fantastic idea, levels the playing field like old stock handout motor classes. Still very demanding, in that you must adapt to a new motor/battery combination, in addition to the chassis setup. Price was great, look forward to other events following the same concept.
—Tom Welsh

TECH'ING THE CURRENT TECHNOLOGY—CHEATING

We are not anti-brushless; we are anti cheating. Racers will always look for an advantage and sometimes that advantage is cheating. Brushless motors are brand new, considering we've been using brushed-style motors for about as long as most of us were alive. Having a new unfamiliar technology at races means making sure nobody is tampering with them as a priority in fixed motor classes. For some reason, we didn't learn from what it took to stop cheating with brushed motors and let BL have no marks and no real way of testing if somebody tampered with the motor. There were rumors around the track of people removing winds from the motors, since they aren't epoxied like brushed motors, allowing them to easily remove a wind and increase the power. There were also some issues with making sure people weren't cheating with batteries. LiPos become dangerous when charged incorrectly and to combat this, rules were set up to check. The temperature of the case was to not exceed 110° and each pack was checked for voltage, which couldn't be over 8.44. That didn't stop racers from figuring out how to slide under the radar. Spraying coolant on the case, right before tech, and just hitting the throttle before voltage inspection were easy ways around. While this might negate some of the benefit from overcharging, it doesn't stop the danger of the cells blowing up...which we got to witness.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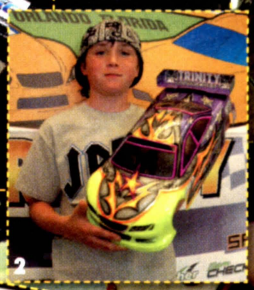
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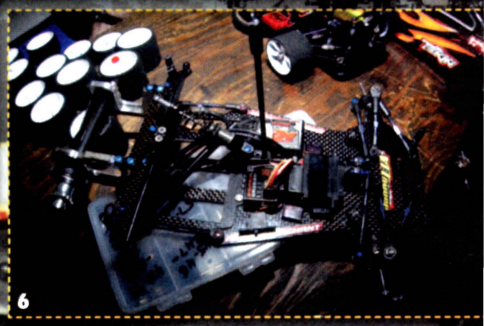
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8

1. Thunder Power–showing off their newest line of LIPO packs and C-Ratings.

2. One of our readers track me down to tell me he won concourse and for that he should email me so we can hook him up with a free subscription.

3. How much cooler is sedan racing with bodies that actually look like real cars?

4. Quick change batteries for the Enduro? Awesome. Most of the oval companies brought back technology from the old days with quick release batteries and wheels.

5. Parma had their newest World GT Body ready.

6. Spektrum showed off their latest RX. Small and fully setup to send data back to your transmitter.

7. Fantom is back!

8. Bruce is scouting talent while his cars are winning on the track.

9. Steve took a carpet nap, better than a dirt nap.

10. 360 Raceway showing off their new line of BL motors.

11. Yes it's Fantom, and no Troy dance as of yet.

12. Trinity was displaying their new ads complete with a mockery of their own lines and personalities. You know Ernie as Uncle Sam should be a full page ad!

13. We don't think that Paul ever smiled at a race so this picture of him smiling must be a fake. Paul You just won the worlds...no smile. You have a cane and are dancing like a fruit in an ad? Smile?

Someone's looking at Hooters.



World GT To Replace Touring?

Some of the talk around the track was about the new 1/10-scale World GT Class that is gaining momentum. If you're not aware what that is, it's basically the return of 1/10-pan car but with scale bodies, (the original idea was for Tamiya/HPI scale realism, but that seemed to fade to more of a touring car look) which makes them fast, cheap, and durable, and not overly complex, like all touring cars have become. Will this new class kill off TC? Is it ironic that the class TC killed off was the 1/10 pan car and now will the strange bastard babies of the two return with a vengeance? Only time will tell.



Attack of Blackstock

Anybody who knows on-road knows the name, but it was pretty impressive to see Blackstock almost dominating the road events. He had no less than FOUR class wins and took home the overall points trophy.

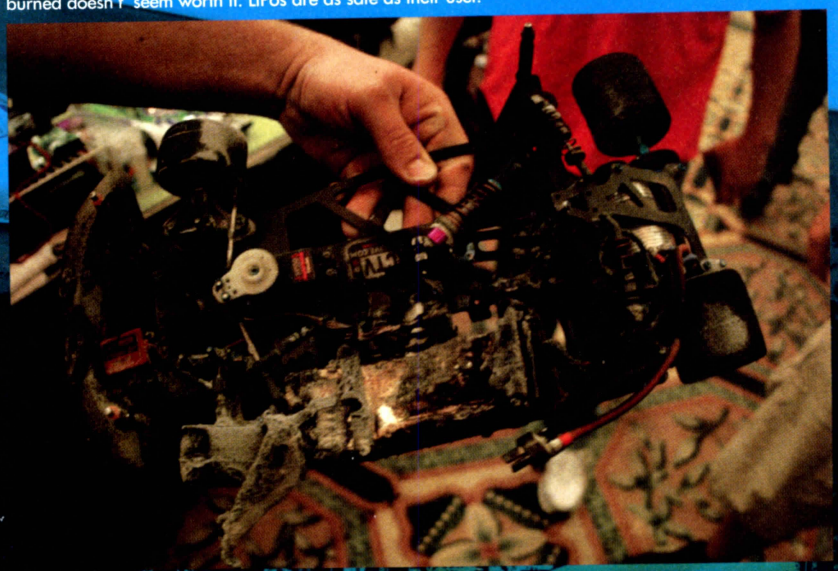


Euro Attendance?

There was something missing from this event. It has to do with tight Capri pants, strange names that are never pronounced the same, and currency worth double ours...that's right—there was a marked decline in European drivers at this event. After speaking with Mike Boylan about this, he said that EFRA changed the race date of the Euros to conflict with this race. Come on, EFRA—a 15-year tradition and you pull that? Shame. Right now, with the overall decline of TC racing, the on-road community needs to put full effort into a few select races and not fight over drivers attending.

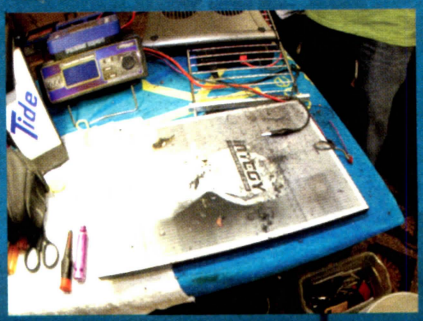
LIPO BURNS DOWN THE HOUSE

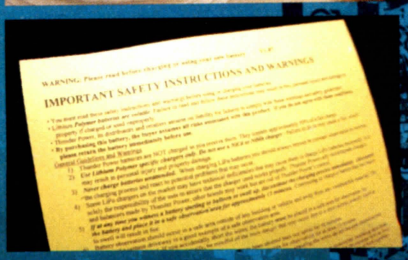
This is reminder to racers and bashers of why you shouldn't push LiPo cells. There are ways to make them perform better, like heating them up, overcharging them, and making the peak voltage higher. These all work, but it can come at a cost and this racer (who allegedly blows up cells regularly at his home track) found out what happens if cells are mistreated. While sitting on his pit table, the cell went critical and caught fire. It quickly filled the back room with smoke and burned his car, laptop, and charger. The fire was put out with sand buckets that were around the track, but if you talked to anybody, many were trying ways to trick the cell inspection. Do yourself a favor—learn to drive and DO NOT try to charge LiPos at twice the rate they are tested or change the voltage cut-off on your charger. I'm sure this guy wasn't near the A-main and the $2,000+ he just burned doesn't seem worth it. LiPos are as safe as their user.











Follow LiPo charging instructions, kids.

Conclusion

The Snowbird Nationals is still an amazing spectacle of racing. The new location is nicer, although you don't have to go outside like before. The format is refined so it's not running 24 hours a day, and the competition is the best in the world for every class raced. If you are an on-road carpet guy and haven't yet attended this race, you should go cry in the bathroom. Congrats to all the winners—there were 20 total—and to all the sponsors for putting on what still might be the greatest on-road race in history.

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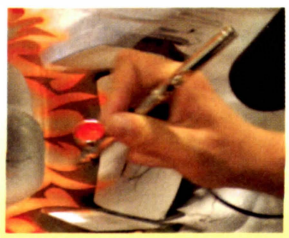

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2009 Snowbird Nationals















Ever see birds wearing boots?

TOURING PRO MOD

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Paul Lemiuex	Trinity	XRAY	Trinity	LRP	Protoform	Jaco	Futaba
2	2	Kevin Hebert	LRP	Associated	Reedy	LRP	Protoform	Pama	KO
3	3	Jeff Dayger	Orion	Corally	Orion	Orion	Parma	Parma	Futaba
4	5	Josh Cyrul	LRP	Top Photon	Thunder Power	LRP	Protoform	Jaco	KO
5	4	Mike Blackstock	Checkpoint	Associated	SMC	LRP	Protoform	Jaco	Futaba
6	7	Dave Ehrlich	Trinity	Team Magic	Tunder Power	LRP	R9FS	BSR	KO
7	10	Fernando Gordnho	Novak	Losi	IP	Novak	Parma	Parma	JR
8	9	Darren Shank	Trinity	XRAY	Trinity	LRP	Protoform	Jaco	Futaba
9	8	Chris Posch	Hacker	XRAY	Full Throttle	KO	Protoform	Parma	KO
10	6	Paul Ciccarello	LRP	Corally	Reedy	LRP	Parma	Parma	Futaba

1/12 GTP 10.5

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Mike Blackstock	Checkpoint	Associated	SMC	LRP	Protoform	***	Futaba
2	5	Mike Dumas	360	Speedmerchant	SMC	Tekin	Protoform	Jaco	Spektrum
3	4	Markus Mobers	LRP	Serpent	Serpent	LRP	Parma	Jaco	Sanwa
4	2	Paul Ciccarello	LRP	Corally	Reedy	LRP	Parma	Parma	Futaba
5	3	Jeff Dayger	***	CRC	Orion	Orion	CRC	***	Futaba
6	6	Donny Lia	360	Speedmerchant	SMC	Tekin	Parma	Jaco	Spektrum
7	7	Mark Smyka	Duo	CRC	Trinity	Tekin	Black Art	CRC	JR
8	10	Naoki Watanabe	Trinity	CEFX	SMC	LRP	Black Art	Jaco	KO
9	9	Frank Calandra	Putnam	CRC	Power Push	Nosram	Black Art	CRC	Spektrum
DNS	8	Brian Wynn	Putnam	CRC	Power Push	LRP	Black Art	CRC	Spektrum

WORLD GT

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Mike Blackstock	Check Point	Associated	SMC	LRP	Protoform	Handout	Futaba
2	2	Josh Cyrul	Hacker	CEFX	Power Push	Tekin	Protoform	Handout	KoPropo
3	7	Jason Schreffler	Losi	BMI	Express	***	Protoform	Handout	Spektrum
4	10	Michael Skeen	Trinity	CEFX	Team Express	LRP	Protoform	Handout	KO
5	5	Mike Dumas	360	Speedmerchant	SMC	Tekin	Protoform	Handout	Spektrum
6	6	Frank Calandra	Putnam	CRC	Power Push	Nosram	Protoform	Handout	Spektrum
7	4	Walter Henderson	LRP	Associated	Reedy	LRP	Protoform	Handout	KO
8	8	Brian Wynn	Putnam	CRC	Power Push	Nosram	Parma	Handout	Spektrum
DNS	9	Nick Zaccaro	***	***	***	***	***	Handout	***

1/12 GTP 17.5

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Donny Lia	360	Speedmerchant	SMC	Tekin	Black Art	Jaco	Spektrum
2	3	Jason Schreffler	Express	BMI	Express	***	Parma	Parma	Spektrum
3	2	Frank Calandra	Putnam	CRC	Power Push	Nosram	Black Art	CRC	Spektrum
4	9	Mark Smyka	Duo	CRC	Trinity	Tekin	Black Art	CRC	JR
5	5	Markus Mobers	LRP	Serpent	Serpent	LRP	Parma	Jaco	Sanwa
6	10	Brian Wynn	Putnam	CRC	Power Push	LRP	Black Art	CRC	Spektrum
7	7	Eli Ezrow	***	CEFX	SMC	Tekin	Parma	John's	Spektrum
8	6	Brad Johnson	Hurricane	Corally	Hurricane	LRP	Parma	Parma	Futaba
9	4	JB Catricala	Duo	CRC	SMC	LRP	Black Art	CRC	Futaba
10	8	Sal Amato	360	Speedmerchant	SMC	Tekin	Black Art	Jaco	Spektrum

TOURING 17.5 FOAM

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	2	Mike Haynes	Speed Passion	Losi	Thnder Power	Speed Passion	Parma	Parma	Spektrum
2	1	Jeff Cuffs	Fantom	Corally	SMC	Tekin	Protoform	Jaco	Futaba
3	5	Sal Amato	360	Corally	Speedzone USA	Tekin	Protoform	Jaco	Spektrum
4	6	Eli Ezrow	Duo	Corally	***	Tekin	Parma	BSR	Spektrum
5	4	Alex Galenski	Speed Passion	Associated	Reedy	LRP	R9	BSR	JR
6	3	Jarrod Longlois	***	***	***	***	***	***	***
7	10	John Tag	Express	Losi	Thunder Power	LRP	Protoform	***	KO
8	7	Brian Busse	Hurricane	Losi	Hurricane	LRP	Parma	Parma	Futaba
9	8	Ron Goetter	Express	Losi	Thunder Power	Tekin	Parma	parma	Spektrum
DNS	9	Zack Barry	Tekin	XRAY	Max Amps	Tekin	R9	Jaco	JR

TOURING 13.5 FOAM

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	2	Kevin Hebert	LRP	Associated	Reedy	LRP	Protoform	Parma	KO
2	3	Jeff Dayger	***	Corally	Orion	Orion	Parma	Parma	Futaba
3	1	Jason Schreffler	Express	Losi	Thunder Power	***	Parma	Parma	Spektrum
4	7	Mike Haynes	Speed Possion	Losi	Thunder Power	Speed Passion	Parma	Parma	Spektrum
5	5	Brad Johnson	LRP	Corally	Hurricane	LRP	Parma	Parma	Futaba
6	4	Larry Fairtrace	Express	Losi	Thunder Power	***	Parma	Parma	Futaba
7	8	Eric Anderson	Trinity	XRAY	SMC	LRP	Protoform	Jaco	Futaba
8	9	Donny Lia	360	Associated	SMC	Tekin	Protoform	Jaco	Spektrum
9	6	Jeff Cuffs	360	Corally	SMC	Tekin	Protoform	Jaco	Futaba
10	10	Alex Galenski	Trinity	Associated	Reedy	LRP	Protoform	BSR	JR

VINTAGE TRANS AM

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Mike Haynes	***	Losi	Thunder Power	Speed Passion	Parma	***	Spektrum
2	5	Robert Destefano Jr.	360	RDX	SMC	Tekin	Parma	***	KO
3	3	Mike Kling	Novak	Corally	Express	LRP	HPI	HPI	Futaba
4	4	Brian Wynn	***	Associated	Power Push	LRP	***	HPI	Spektrum
5	2	Rob King	Novak	Corally	Thunder Power	LRP	HPI	HPI	Futaba
6	8	Robert Dirla	Novak	XRAY	IP	LRP	***	HPI	Airtronics
7	6	Rick Vessell	Novak	Team Magic	Checkpoint	LRP	***	HPI	Futaba
8	7	Melvin Lee	***	***	***	***	***	***	***
9	9	Greg Rojna	***	***	***	***	***	***	***
10	10	Tim Moore	Novak	XRAY	Thunder Power	Speed Passion	***	***	Nomadio
11	12	Nick Skinner	Novak	TOP	Thunder Power	Tekin	HPI	HPI	Spektrum
12	11	Chris Leach	Novak	Associated	Thunder Power	Novak	Parma	HPI	KO

*** INFORMATION NOT SUPPLIED

NEW & HOT





I-BALANCE BATTERY MANAGER

Charges, discharges & balances, Li-Po, Ni-MH, Ni-Cd, Li-Ion & PB batteries, 1 to 6 cells.
Built in AC power supply, touch pad keyboard.
Fully programmable.
TRI22006, I-Balance, $269.99 msrp
TRI22007, Optional thermal sensor, $14.99 msrp
TRI22008, Laptop interface software, $35.99 msrp

PRO LI-PO BATTERY WARMER

Warm Li-Po battery packs before during or after charging for a lower internal resistance & higher voltage.
12v operation.
Maintains a constant 140˚ temperature.
TRI20235, $39.99 msrp



IB 7.4V Li-PO SIDE X SIDE PACKS

New high capacity side x side style Li-Po battery packs for buggies, trucks touring and pan cars. Deans connector, hard case.
TRI20810, 4200mAh side x side Li-Po, $199.99 msrp
Fits most 4wd buggies by Associated, Kyosho, MRC, J-Concepts, Losi XX4, Hot Bodies, X-Factory, plus some touring cars, 2wd buggies, trucks & 1/12th scale.

TRI20811, 6000mAh side x side Li-Po, $229.99 msrp
Fits most 1/10th pan cars and trucks like the T-Maxx, Revo, & Losi 8E.

IB 7.4V 5000 30C RACING Li-PO

Extra capacity yet still delivers high voltage.
Hard case, bannana connectors,
ROAR legal.
TRI20808, $209.99 msrp





LIPO-SAFE CHARGING BAG

Designed to minimize the effects of a serious Li-Po battery charging mishap. Big enough for all standard 2 and 3 cell packs. Use when charging to keep surroundings safe.
TRI20236, $29.99 msrp



IB 5000 NI-MH RACING PACKS

Super high capacity makes for long run times without the special charger needed for Li-Po batteries. Great quality pack at the best price.
TRI20285, 6 cell stick pack with Tamiya plug, $84.99 msrp

TRI20286, 6 cell side x side with Tamiya plug, $94.99 msrp

TRI20287, 7 cell side x side with Traxxas connector, $119.99 msrp

www.teamtrinity.com

2009 Snowbird Nationals















This one took forever.

1/12 GTP MOD

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Mike Blackstock	Checkpoint	Associated	SMC	LRP	Protoform	Jaco	Futaba
2	4	Paul Ciccarello	LRP	Serpent	Reedy	LRP	Parma	Parma	Futaba
3	7	Mike Dumas	***	Speedmerchant	SMC	LRP	Protoform	Jaco	Spektrum
4	6	Jeff Dayger	Orion	CRC	Orion	Orion	CRC	***	Futaba
5	3	Kevin Hebert	LRP	Associated	Reedy	LRP	Protoform	Parma	KO
6	2	Markus Mobers	LRP	Serpent	Serpent	LRP	Parma	Jaco	Sanwa
7	9	Cris Doseck	Hacker	FTR	Full Throttle	KO	Protoform	Parma	KO
8	10	Naoki	Watanabe	Speed Passion	SMC	Speed Passion	Protoform	Jaco	KO
9	8	Paul Lemiuex	Trinity	Trinity	Trinity	LRP	Protoform	Jaco	Futaba
10	5	Josh Cyrul	Hacker	CEFX	Power Push	LRP	Black Art	Jaco	KO

TOURING 10.5 RUBBER

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Paul Lemiuex	Trinity	XRAY	Trinity	LRP	Protoform	Jaco	Futaba
2	2	Austin Harrison	Trinity	Associated	SMC	LRP	Protoform	Jaco	Futaba
3	10	TJ Bradley	Novak	RDX	SMC	LRP	Protoform	Jaco	Airtronics
4	7	Brian Koch	Novak	Corally	Hurricane	LRP	Protoform	***	KO
5	8	Dave Bower	Novak	XRAY	Fantom	LRP	Protoform	Jaco	KO
6	6	Dave Elrich	Trinity	Team Magic	Thunder Power	LRP	Protoform	Jaco	KO
7	5	Kyle Bergstrom	Hacker	Top	Thunder Power	LRP	Protoform	Jaco	Airtronics
8	9	Charlie Albrecht	Xcelorin	Corally	SMC	Xcelorin	Protoform	***	Airtronics
9	4	Steve Weiss	Novak	XRAY	SMC	Novak	Protoform	Jaco	Airtronics
DNS	3	Mike Haynes	Speed Passion	Losi	Thunder Power	Speed Passion	***	***	Spektrum

TOURING 17.5 RUBBER

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Jeff Cuffs	Hurricane	Corally	SMC	Tekin	Protoform	Jaco	Futaba
2	2	Mike Haynes	Speed Passion	Losi	Thunder Power	Speed Passion	***	***	Spektrum
3	6	Dave Bowser	Fantom	XRAY	Fantom	LRP	Protoform	Jaco	KO
4	3	Larry Fairtrace	Express	Losi	Thunder Power	***	***	Jaco	Futaba
5	4	Brian Koch	Hurricane	Corally	Hurricane	LRP	Protoform	***	KO
6	8	Sal Amato	360	Corally	Speedzone	Tekin	Protoform	Jaco	Spektrum
7	5	Brian Lutz	Fantom	Corally	SMC	LRP	Protoform	Jaco	Futaba
8	9	John Tag	Express	Losi	Express	LRP	Protoform	***	KO
9	10	Ryan Cooper	Hacker	Team Magic	Thunder Power	Novak	***	Jaco	Futaba
DNS	7	Charlie Albrecht	***	***	***	***	***	***	***

PRO MOD

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	2	Frank Ulbrik	Novak	Probuilt	Thunder Power	Novak	Protoform	BSR	KO
2	3	Andy McClellan	Novak	KSG	SMC	LRP	Protoform	Jaco	Futaba
3	1	Josh Cyrul	Hacker	CEFX	Thunder Power	Tekin	Protoform	Jaco	KO
4	4	Pete D'Agnolo	Trinity	KSG	Trinity	***	Protoform	Jaco	Futaba
5	9	Frank Calandra	Putnam	CRC	Power Push	Nosram	Protoform	CRC	Spektrum
6	8	Greg Honeycutt	LRP	Associated	Reedy	LRP	Protoform	Jaco	Futaba
7	10	Marty Hillman	Novak	KSG	SMC	***	Protoform	BSR	Futaba
8	6	Adam Liehr	Fantom	CEFX	Thunder Power	LRP	Protoform	BSR	Futaba
9	7	Sean Cochran	LRP	Associated	Reedy	LRP	Protoform	Jaco	Spektrum
10	5	Monti Panzica	Checkpoint	Silva	SMC	***	Protoform	BSR	***

4-CELL 13.5

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Billy Kimpton	Putnam	KSG	OHP	LRP	Protoform	Jaco	Futaba
2	2	Jake the Snake	Novak	Associated	Reedy	LRP	Protoform	Jaco	Futaba
3	4	Phil Marabella	***	Custom Works	TQ Cells	Tekin	Protoform	BSR	Futaba
4	6	Barry Braman	Novak	IRS	Trinity	LRP	Protoform	BSR	Futaba
5	8	Dusty Dean	OHP	CEFX	OHP	LRP	Protoform	BSR	Futaba
6	10	Tommy Peters	Novak	KSG	SMC	Novak	Protoform	Jaco	Futaba
7	7	Steven Braman	Novak	IRS	Power Push	LRP	Protoform	BSR	Futaba
8	5	Dana Silva	Novak	Silva	Power Push	***	***	BSR	***
9	3	Peter Coll	Novak	Custom Works	OHP	Novak	Protoform	BSR	Futaba
DNS	9	Barry Hill	Novak	Hyperdrive	SMC	Nosram	Protoform	BSR	Futaba

4-CELL 19T TRUCK

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Joel Winnicki	Ultrabird	CRC	Sure Shot	Advanced	Protoform	Jaco	JR
3	2	Kal Southworth	Ultrabird	Customworks	SMC	Novak	Protoform	RC4Less	Airtronics
2	3	Darrell Taylor	Ultrabird	KSG	***	KO	Protoform	RC4Less	Airtronics
5	4	Mike DeMallie	Fullthrottle	Hyperdive	Fullthrottle	Tekin	Protoform	BSR	Futaba
4	5	Izzy Santiago	Ultrabird	***	***	***	***	***	***
7	6	Tony Viviano	Ultrabird	KSG	Brood	Novak	Protoform	RC4Less	Futaba
6	7	Ray MacDuffie	Ultrabird	Darkside	SMC	Novak	***	RC4Less	Futaba
8	8	Jimmy McKinley	Ultrabird	Leading Edge	TQ Cells	Tekin	Protoform	RC4Less	Spektrum

LIPO 4WD TRUCK

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	2	Chuck Flanagan	Novak	Corally	OHP	Tekin	Protoform	CRC-handout	Futaba
2	3	Jeff Maturo	Novak	Corally	***	Tekin	Protoform	CRC-handout	Spektrum
3	6	Michael Gitchell	***	XRAY	Thunder Power	Tekin	Protoform	CRC-handout	Futaba
4	5	Steve Pemberton	Novak	Grenade	Power Push	LRP	Protoform	CRC-handout	Futaba
5	8	Tim Koivu	***	***	***	***	***	CRC-handout	***
6	1	Tony Moffie	EA	Corally	SMC	LRP	Protoform	CRC-handout	Futaba
DNS	7	Austin Harrison	***	***	***	***	***	CRC-handout	***
DNS	4	Charlie Flanagan Sr.	Novak	Corally	OHP	LRP	Protoform	CRC-handout	Futaba
DNS	9	Tim Moore	Novak	XRAY	Thunder Power	Speed Passion	***	CRC-handout	Nomadio

*** INFORMATION NOT SUPPLIED

LIPO 17.5

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Pete D'Agnolo	Trinity	KSG	Trinity	***	Protoform	Jaco	***
2	2	Adam Liehr	Fantom	CEFX	Thunder Power	LRP	Protoform	BSR	Futaba
3	4	Sean Cochran	***	Associated	Reedy	LRP	Protoform	Joco	Spektrum
4	6	Daryl Silva	Novak	Silva	Reedy	LRP	Protoform	BSR	Futaba
5	8	Andy McClellan	Novak	KSG	Smc	LRP	Protoform	Jaco	Futaba
6	5	Terry Zinser	OHP	CEFX	Thunder Power	LRP	Protoform	Jaco	KO
7	9	Monti Panzica	Checkpoint	Silva	SMC	***	Protoform	BSR	***
8	10	Marty Hillman	Novak	KSG	SMC	***	Protoform	BSR	Futaba
9	7	Frank Ulbrik	Novak	Probuilt	Thunder Power	Novak	Protoform	BSR	KO
10	3	Greg Honeycutt	***	Associated	Reedy	LRP	Protoform	Jaco	Futaba



4-CELL SK

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	3	Mark Smyka	Trinity	DRC	Trinity	Tekin	Bolink	BSR	JR
2	2	Dove Whitesel	Novak	Leading Edge	OHP	LRP	***	TM	Futaba
3	6	Curt Sanderson	Trinity	KSKT	TQ Cells	***	***	RC4Less	***
4	1	George Verbonitz	***	KSKT	Sure Shot	Tekin	Phantom	TM	Futaba
5	5	Ken Boehm	Novak	KSKT	Sure Shot	Speed Passion	Mantis	BSR	Futaba
6	9	Mike Magnusson	Novak	Beefy	Power Push	LRP	Mantis	BSR	Futaba
7	7	Michael Santacroce	Novak	KSKT	Power Push	LRP	Mantis	BSR	***
8	4	Bobby Gene Crone	Trinity	KSKT	***	Tekin	***	RC4Less	Futaba
9	10	Brian Roebuck	Trinity	KSKT	Power Push	Novak	Mantis	RC4Less	Futaba
10	8	Rick Elwood	Novak	KSKT	Sure Shot	Novak	Mantis	BSR	JR



C.O.T. THUNDER TRUCK

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Alan Behler	handout	RIP	handout	Tekin	Protoform	TM	Futaba
2	3	Philip Horwood	handout	Hyperdrive	handout	***	Protoform	***	***
3	5	Dave Puliafico	handout	Hyperdrive	handout	Tekin	Protoform	BSR	Futaba
4	8	Michael Rutherford II	handout	Hyperdrive	handout	Tekin	Protoform	BSR	Futaba
5	6	Chad Humble	handout	Leading Edge	handout	LRP	Protoform	BSR	Futaba
6	9	Scott Davis	handout	Leading Edge	handout	Tekin	Protoform	BSR	Futaba
7	10	Charlie Flanagan	handout	RIP	handout	Tekin	Protoform	TM	Futaba
8	2	Brian Rippons	hondout	KSG	handout	Tekin	Protoform	TM	Futaba
9	4	Jonathon McMinn	handout	RIP	handout	Tekin	Protoform	TM	Futaba
10	7	Steven Downs	handout	CRC	handout	LRP	Protoform	Jaco	Futaba



4-CELL 17.5

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Alan Behler	Novak	RIP	Sure Shot	Tekin	Protoform	TM	Futaba
2	2	Brian Deel	Novak	Leading Edge	OHP	LRP	Protoform	BSR	Futaba
3	6	Peter Coll	Novak	Custom Works	OHP	Novak	Protoform	BSR	Futaba
4	3	Billy Kimpton	Putnam	KSG	OHP	LRP	Protoform	Jaco	Futaba
5	8	Brion MacDonald	Putnam	KSG	DEI	LRP	Protoform	Joco	Airtronics
6	9	Mark Douglas	Novak	KSG	SMC	LRP	Protoform	BSR	Futaba
7	7	Philip Harwood	Novak	Hyperdrive	SMC	***	Protoform	***	***
8	4	Dan Thibodeau	Novak	RIP	Sure Shot	LRP	Protoform	BSR	Airtronics
9	10	Jason Crist	Novak	Leading Edge	Sure Shot	LRP	Protoform	BSR	Futaba
10	5	Jim Garrison	Novak	Hyperdrive	SMC	Novak	Protoform	BSR	Futaba



LIPO 21.5

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	1	Greg Honeycutt	Novak	Associated	Thunder Power	LRP	Protoform	Jaco	Futaba
2	3	Alan Behler	Novak	RIP	Thunder Power	Tekin	Protoform	TM	Futaba
3	5	Arnie Fie	Novak	Custom Works	SMC	LRP	Protoform	Jaco	Futaba
4	8	Steve Miller	Novak	KSG	Fantom	LRP	Protoform	Joco	Futaba
5	4	Eric Anderson	Novak	Hyperdrive	SMC	LRP	Protoform	Joco	Futaba
6	2	Caleb Mullins	Novak	KSG	SMC	***	Protoform	BSR	Futaba
7	9	Mike Bush	Novak	Hyperdrive	Thunder Power	Tekin	Protoform	BSR	Futaba
8	6	Bud Denning	Novak	McPappy	SMC	Tekin	Protoform	TM	Spektrum
9	10	Dusty Kemp	Novak	KSG	Thunder Power	Tekin	Protoform	BSR	Spektrum
10	7	Gary Warren	Novak	KSG	SMC	LRP	Protoform	Joco	Futaba



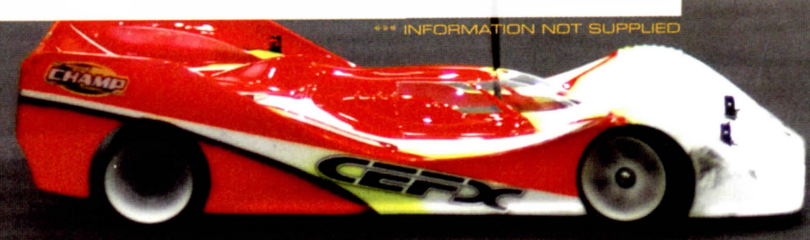
1/12 13.5

FIN	QUAL	NAME	MOTOR	CHASSIS	BATTERY	ESC	BODY	TIRES	RADIO
1	2	Phil Marabello	***	IRS	TQ Cells	Tekin	Bandit	BSR	Futaba
2	3	Joel Winnicki	Trinity	CRC	Sure Shote	Nosram	CRC	CRC	JR
3	6	Mike Beon	Trinity	Trinity	TQ Cells	Tekin	Bandit	RC4Less	Futaba
4	5	Steve Pemberton	Novak	CRC	Power Push	LRP	CRC	CRC	Futaba
5	7	Jorge Moreira	Novak	KSG	SMC	LRP	Putnam	Joco	Futaba
6	1	Brion Wynn	Putnam	CRC	Power Push	Nosram	CRC	CRC	Spektrum
7	4	Barry Hill	Novak	Hyperdrive	SMC	Tekin	Putnam	BSR	Futoba
8	10	Greg Finon	Hacker	CEFX	OHP	LRP	Protoform	Jaco	Spektrum
9	9	Jim Fuller	Trinity	KSG	SMC	LRP	Putnam	Jaco	Futoba
10	8	Randy Burke	***	Hyperdrive	SMC	Tekin	Putnam	BSR	Futobo



*** INFORMATION NOT SUPPLIED

Find your name in the last 3 pages and we'll give you... nothing.



The Most OVER & UNDER RATED Things In RC

THAT'S RIGHT WE ARE STILL UNDER-RATED...

The other day I was reading a Website where they went over the most over- and under-rated cars of 2008 and I thought it would be great to do something similar in our magazine. I initially thought we'd have a quick staff meeting and come up with 10 examples of each in 33 seconds. Well after a week I realized we would never agree, so we came up with our own personal lists. If you think of something that is either over- or under-rated discuss it on our forum or email us!

We had some good arguements with this one.

SKINNY

OVERRATED

BECOMING A PAID PRO DRIVER

Sure it's great to be the fastest, and getting paid to do it is swell, but it seems that a lot of drivers just want to get into the hobby to "go pro." I think this takes the fun out of it and causes people to drop out if they don't get a pro deal.

KITS

I can understand wanting to build a car from scratch (this is a hobby after all), but I think most enthusiasts put too much emphasis on kits. There's nothing wrong with ARTR kits these days, and they help get new drivers into the hobby. Besides, we tear down cars all the time, so we get plenty of build time in anyway.

RC FORUMS

As with anything on the Internet, RC forums are great, but people live and die by what's said on them. Just because you saw it on the Web doesn't mean it's gospel. And what's up with everybody getting so brave behind the computer? Surely most people don't act like they do behind the computer in real life...or am I missing something?

KEEPING UP WITH THE JONESES

Our culture conditions us too much to want the latest greatest thing. Yeah, it's great to have the up-to-the-minute car or product, but it sure is expensive. There's nothing wrong with using up what you have before you get something new. Besides, you're "sticking it to the man" when you do. In this economy, your RC dollars will go a lot farther if you use up what you have before you buy something new!

ONE-RUN TIRE SETS

I think it's a fallacy that you *have to* run new tires every time you go on the track. Tires work better when they get "scrubbed-in," but it may take a few runs until they hit that sweet spot. Try it sometime; your pocket book just might thank you!

UNDERRATED

ROCK CRAWLING

There's nothing wrong with slowing down once and a while. Rock crawling is like golf; nice and slow gets you a good score. Besides, crawlers are easy to get into, fun, and hardly need any maintenance. Plus you can do it anytime, anywhere!

RC PRO SERIES

RC Pro should be more revered than it is. It's the closest thing to what mainstream racing is all about. It has regional series events that rank you as a driver, and it qualifies you to race for a national championship title. RC Pro runs a chain of events around the US and the world for that matter. For some reason it is shunned by the racing elite and the factories, but it's super popular among us regular racers. I find it amazing that companies and pro racers don't capitalize on its marketing value. Don't be fooled by the RC Pro name; it actually stands for "RC Promotion," and that's what they do so well—they promote RC racing to the masses—try it, you'll like it!



CLUB RACING

Club racing is so under rated these days; everybody wants to hit the big events. Well, without club events, RC racing would be dead, and unfortunately that's what's happening. Club night is fun, lasts only a few hours, and the racing is just as exciting as it is in the big events. Club racing supports the local tracks and the hobby shops. It really is the life blood of the racing segment of our hobby. Fortunately with the current economic situation, club night is seeing an up-tick. Let's just remember the fun we have on club night when things get better!

GOOD HOBBY SHOP EMPLOYEES

Now Matt, don't get mad at me (I know you'll read this), but most hobby shops don't hire the right people to sell hobby shop stuff. Sorry, but it's true. I can't tell you how many times I've gone to shops to buy something, and the guy behind the counter doesn't know what I'm talking about, doesn't know the stock, or acts like he knows more than me...it's usually either/or! It goes deeper than that, but really, hiring some enthusiastic, knowledgeable counter people would do wonders for your sales.

PROMOTING OUR HOBBY

Promoting our hobby to the outside world is so important, and yet so over looked. There's many a reason why it doesn't happen (too many to explain here), but if we want to be strong and healthy, we need to compete with other hobbies. Do you realize that most of the world thinks RC cars are from radio shack? All of us "industry types" really need to have a sit-down and work together for the common good...after all, the pie is only so big!



Forum professionals make me laugh.

REVILLA

OVERRATED

BUYING A WINNER

Sure it may have won the Worlds, but remember—your skill isn't equal to that of the pros, so don't expect a chassis change to automatically bump you into the A-main. Everybody likes to blame equipment for lack of skill. Practice and perfect what you are driving; buying the latest Worlds won't make you a winner.

BEADLOCK WHEELS

They look sweet, but for scale they suck. Try putting on 20 tiny screws (per wheel!) with a hex wrench, and you'll go through every cuss word before you finish.

1/8-SCALE BRUSHLESS BUGGIES/TRUGGIES

Novel idea, until you calculate how much you'll be spending on electronics to go almost as fast as a decent .21. How about we get a purpose built electric 1/8-scale that doesn't cost $800 in equipment only to last 15 minutes on the track and require two hours to charge back up?



OVERLOADED ESC PARAMETER SETTINGS

As if high-end transmitters don't have enough extra features you will never use anyway... Ask anybody how to set their drag brake or profile or even program their ESC, and you'll likely see a look like a confused dog.

TOP SPEED RATINGS

If you enjoy going down the street really fast, just buy an RC dragster—that's what it does. Most cars only reach their claimed highest top speed when the moon's aligned with a McDonalds drive-through and the wind is coming from the south. Let's face it: a little car going over 30mph is too fast for most of us, so why build a car that goes 70mph?

UNDERRATED

RC DRIFTING

Yes, it's a modified form of touring car competition (like crawling is to monster trucks), but it's a lot harder than people think and/or credit. Sure it looks slower, but you need to have control and be able to plan where you are going a few turns ahead. It's fun—almost like slow motion racing but in real time.

INTERNET FORUM RC PROFESSIONALS

Absolutely entertaining, the fact that anyone can go online, talk like they know everything, and then get all mad when someone counters them. Buying a computer with an internet connection doesn't make you Mr. All-Knowing.

TIRE BALANCING

All that work you put in your $400 set-up station is a bit moot if your wheels aren't balanced. Those unbalanced tires quickly shake your car out of whack and kill topspeed and handling.

CLUB RACING

Hey, all you hardcore racers, remember that thing you got into RC for in the first place? It starts with "F," ends with "N," and has a "U" in the middle.

STICK PACKS

Stick packs are probably the most convenient of any power source used for electric vehicles. Think about it—they're pre-made and pre-wired; just charge them up and you're ready for some "plug and play"—yet some people (usually die-hard racers) frown upon them. I hope those same "die-hards" realize that every single one of their LiPo packs... are stick packs.



The Most OVER & UNDER RATED Things In RC



That's Ryan "RC Heli" Kephart playing the part of Mr. Customer Service.

BUONO OVERRATED

ROCK CRAWLERS

Okay, I get it; they are fun and they can climb up a Slip-N-Slide covered in oily Hawaiian Tropic models, but you can't tell me that four mph does anything for your heart rate. Try doing what most RC users speeding up and down the street do and you'll be bored in less than 60 feet. Not to mention it seems like you have to stand like you just crapped your pants to compete in an event.

LIPO

Sure they can be charged over and over and have ridiculous capacity, but morons charge them and racers try over charging them and cause explosions and ruined batteries. I remember the days of the SCR, which you could plug into a nuclear reactor and they wouldn't even flinch. Don't even get me started on how we don't even know who makes the cells and can't even start to figure out the good from the bad manufacturers.

THE INTERNET

For some reason people on the Internet think they are smarter than everybody else on the Internet. And the few that ask real questions and look for help are pounded with answers and opinions from panseyeater5000, who is seen as more trustworthy than the professionals because he posts a lot. Most people think that what they own is the best and are blind to everything else. The Internet is great for some things but can make morons seem smarter simply because they complain.

BRUSHLESS

That's right, I said it! While I do love the lack of maintenance of brushless we're finding out that just like with their brushed friends you can cheat just as easy, you can blow them up, and not all of them are created equal. They are more expensive too. So while they are for the most part better, they aren't this magic creation that eliminates the motor from among the reasons you still can't win.

NITRO ENGINE PEAK HORSEPOWER

Yes, even though we have a dyno and have made a standard, PEAK horsepower is the most over rated thing in nitro...even over all. For most tracks you can only use so much, and if you watch the pros they are choking them down so much they are making 20-25% less HP than they are capable of producing. The graph and all the data we provide gives a better picture of an engine's power, but if you still don't understand what you're looking at you'll cry all over the Internet when an engine produces .05 less peak power.



UNDERRATED

CONNECTORS

For some reason you weren't a racer if you used a plug, but as we switch to LiPo we're remembering how easy plugs are to use and how much faster you can do things and not have to worry about whether your soldering iron tip is worn out. We don't miss making batteries and watching the joints break over a jump at all!

ESC INSTRUCTION MANUALS

I was standing at the track the other day and realized that most of the pro racers never seem to know how to set up their ESC, never mind use one of its 57 functions. Most of them walk up to the rep at the track and say "make it go." Are instruction manuals really that bad, or are we all super lazy?

SPEC RACING

Some people confuse SPEC with Stock racing. Stock racing is one of the most expensive classes to race and the one the most people cheat in. Spec racing controls cost and is a driver's race because the gear is limited in price and performance. The best example of this is Stock Slash racing, which is currently HUGE everywhere. Tracks need to recognize how this form of racing benefits everybody and make more classes like it.

THE AVERAGE RC VEHICLE

Most of the world is looking for a car that sucks the biggest, smelliest pile of cow pie this side of the world, but truth is most RC cars—even the "cheapest"—are pretty freakin' good these days. It doesn't hurt that back in the day "knock offs" or the "cheap brand" were just strange creations out of Asian countries. Now the copiers actually pay attention when they copy the good stuff, and sometimes they even improve on things. Sure, some copies might not be as good as the originals, but they are pretty close. I don't normally give compliments to the B-level cars, but most of the kits out there today are good quality, fast, and handle pretty well, and prices are still the same as they were in 1990.

CUSTOMER SERVICE

Like it or not we're getting stupider by the generation. Watch the movie Idiocracy and you'll see where we are headed. Combine that with RTRs that make it easier for people who really don't care about RC to get something way too fast and complex for them and you'll quickly understand why companies that cater to their RTR newbs with customer service hotlines are some of the top players in the industry.

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The Most OVER & UNDER RATED Things In RC



Race track hottie... Uh Hemmm YES!

EVELEIGH

OVERRATED

SPEC RACING

Sometimes rules that require us to keep costs down end up costing everyone more money. If everyone has to run the same motor, battery, and tire combination, then fresher equipment offers an advantage and we still wind up with a money game on the track.

INTERNET INFORMATION

There is a plethora of information online with regards to this hobby, but the problem is in finding the useful stuff. Since anyone can post anything on the Net, the value of the information can easily lose credibility. The Internet is a hugely valuable resource of information, but it's up to the end user to ensure the information is valid and reliable before they apply it. Check your sources and always remember that there are many people in this world who will happily offer advice concerning things they know absolutely nothing about.

ROCK CRAWLING

I probably shouldn't even be writing this since crawling is so popular, but I still don't get it. I've driven crawlers before and they are awesome, but I find it hard to believe I'll have the same enthusiasm for crawling in 20 years, even though I've been hooked on my RC race cars that long.

RACE TRACK HOTTIES

I understand that you've been stuck with 200 dudes all weekend and couldn't help but notice the first girl to walk up to the track, but you have to use the same rating system as you would at the bar before you make a comment to your friend about how hot she is.

THE MULTITUDE OF DIFFERENT RC CLASSES AVAILABLE

Sure, it's good that there is something for everyone in this hobby, but too many classes split the already small population of RC enthusiasts. There should be a limit of 10 classes, and when a new one emerges we should kill off an old one (I'll wait for your emails 1/10 nitro stadium truck guys!!!).

UNDERRATED

BRUSHLESS MOTORS

Anyone want to buy a slightly used comm lathe with diamond bit? Enough said!!!!

BASHING

After 20 years of serious racing it's easy to forgot how fun it is to just rip it up with any RC machine at the park. Charge up a battery or grab some fuel and just drive your car for fun. Forget about competition for the day.

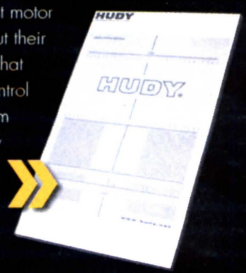
BATTERY CONNECTORS

Hard wiring (as in soldering your battery directly to your ESC) is the hot ticket for racing but in many classes it simply isn't necessary and the convenience of a high quality connector set will make changing your batteries much faster and easier.



CHASSIS SETUP

Many people buy the fastest motor or the most powerful mill, but their chassis setup sucks so bad that they wouldn't be able to control their cars if they pushed them around the track. Learn how to tune your chassis and you'll carve a lot more time from your laps than with any monetary investment.



2WD OFFROAD RACING

This used to be the king class, and with the way the markets are going it may be again. This class basically eliminates the money game with motors and batteries because the class doesn't have enough traction to lay huge power down (last year's World Champ used a 5-cell battery instead of 6-cells to make the car easier to drive). This keeps costs down and competition up (something many race classes are lacking).

CONCLUSION

This has been 20 of the most over and underrated things in RC...according to us. Feel like you want to add to it, or even tell us we are overrated (we know we are underrated!)? Drop us an email or discuss it on some forum...we'll find you! ✪

A STORE THATS SO COOL...

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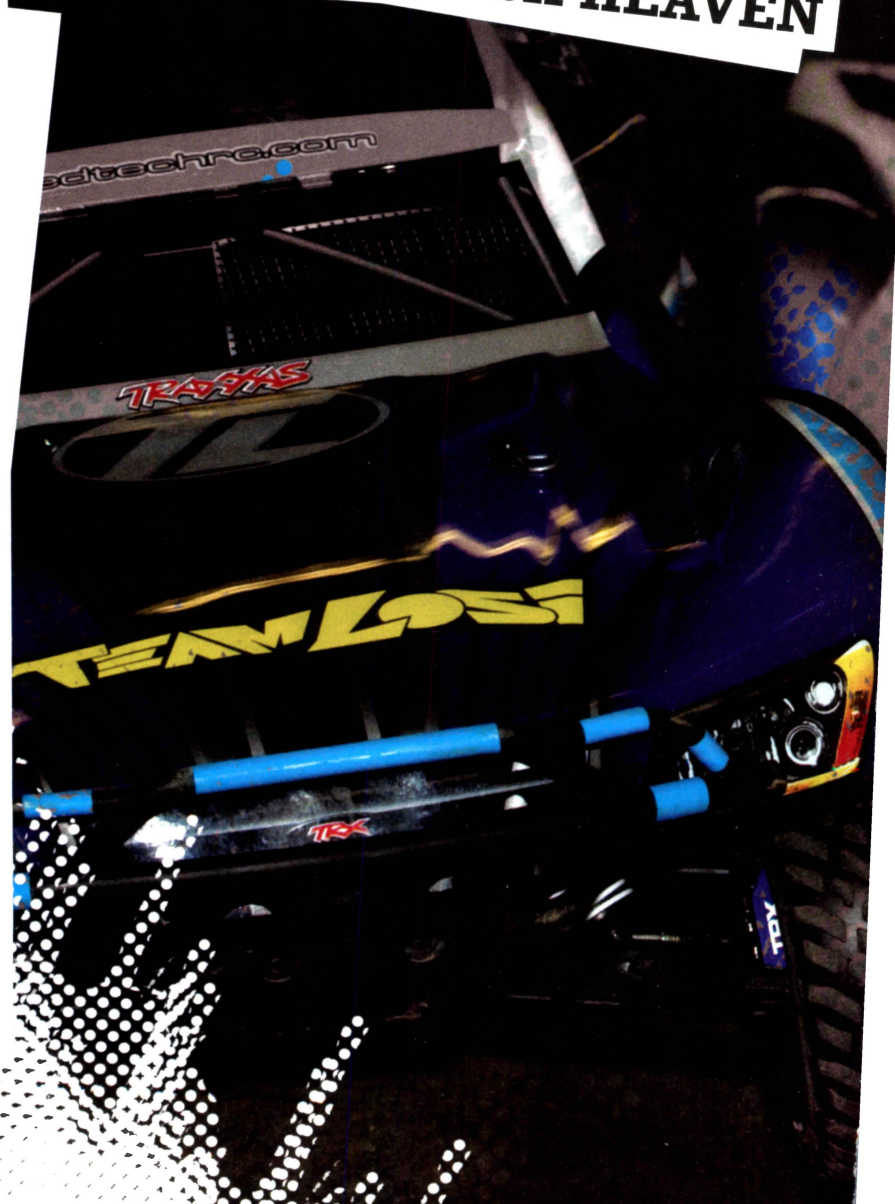
SLASH A PALOOZA

Words: Derek Buono
Photos: Carl Hyndman

5 HOURS OF PURE SLASH HEAVEN

If you're not Slashin' then you're missing out.

I don't think it's a secret that we love racing Slash and that the country does too. Go to most tracks and you'll see a swarm of Traxxas Slashes tearing up the track and a sea of smiling faces driving them. About a year ago OC/RC Raceway in Huntington Beach, CA opened up an indoor electric track, which Slash took over soon after. Slashes are durable, and to be honest don't handle too badly at all. Enduros are the most brutal form of racing and test both man and machine. The Slash-A-Palooza was a 5-hour race with five drivers, each getting one full hour of seat time. Don't think there were any mods—this was mainly a stock race with stock trucks and electronics. The result was 11 teams all fighting on the track, and it was closer than most would have expected.



How to prep for long races

FRESHNESS GUARANTEED

Race Date: 01.17.09



PRACTICE PIT STOPS

One thing that most electric racers aren't familiar with is pit stops. Practicing how to change a battery before the race will help you figure out what needs to be done and how to do it without panicking. Practice the procedure with all the members of the team to identify any issues. We once had an issue with the direction of the battery that caused it to unplug when it landed off a jump hard. Another team was using some Velcro strap that seemed quicker in the pits until you saw the battery tumbling down the track several times.

VEHICLE PREP

The key to making any enduro is a lot of vehicle prep. The Slash is durable, but to survive 300 minutes of constant running and no maintenance we had to go over the weak points of the car and make sure we addressed them. For example, we knew our steering rack had broken, so we switched to the aluminum one. We also swapped out the screw-in hinge pins with traditional ones. The last thing we did was to drill out the shock towers and ensure that the mounting screws were fixed to the tower and didn't back out. The basic idea is to take what you've learned during shorter racing and figure out what issues will come up and address them before hand. Every second of repair is a lost lap.



James did his magic on the XRC Slash the day before racing started.



COOL DRIVING

Five hours, or 300 minutes of racing, is a long time. While the race isn't won in any one part, you do need to be fast and consistent to be in the hunt to win. You can't drive like you would in a 5-minute race, but you have to pace the fastest drivers or you'll end up at the bottom. Remember that you're going to be in constant traffic and you have to drive smart. Don't try to pass every car in the first corner; try to give them a few corners to give you a spot to pass, or more realistically crash. You can also save "fuel" by not pulling full throttle down the straight and out of every corner. You have to adjust your driving style to the length of the race, but slow is NOT going to win.

THE TEAMS

The team consisted of five drivers. Each driver had to drive a total of an hour, and the race was stopped for 15 seconds for mandatory driver changes. Many teams switched pit strategies after learning that a 6-6,500mah LiPo could run 30 minutes and saved some time by swapping batteries when the clock was stopped. Each team had to pit their own cars.





DAVE "MACHO" PALACIOS

JEREMY "HOT POCKET" FELLES





GREG "THE RINGER" HODAPP

We could have had a couple pro ringers if we wanted to, but we opted to pass.

PROS VERSUS JOES

One of the issues that comes up in any race is that there are people there to win and there are people there to have fun and have an experience. This came up with one of the teams at this event, as there were World Champion caliber drivers entering a class that had also attracted new people. Team Utility ran a great race, even though they were off the pace by a few hundred laps. They got a lot of flack on the track, but for the most part it was good to see them competing and finishing the race. Good job guys, and don't let some negative comments stop you from enjoying racing.

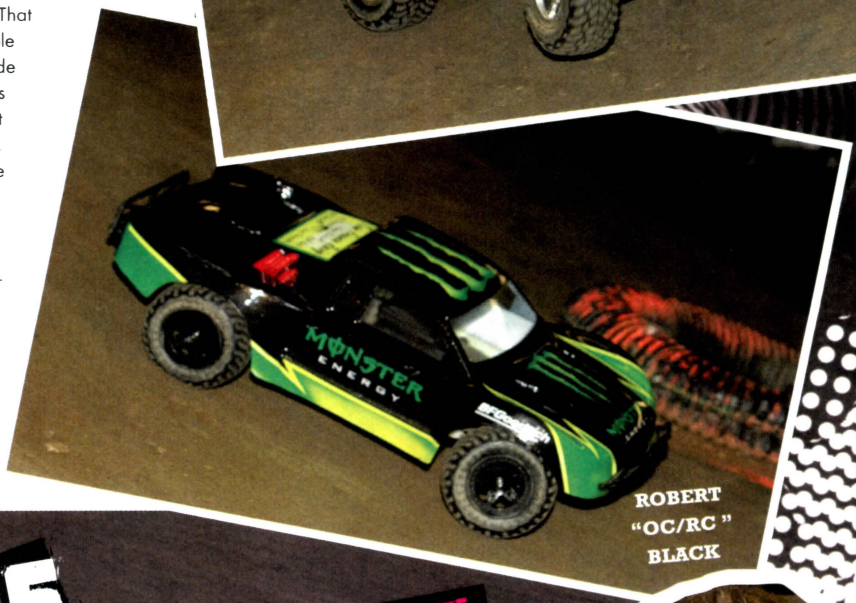


TEAM XRC
CHUCK "THE CLAW" MCMAHON
DAVE "SLEEPY" PALACIOS
TONY "GOAT" PHALEN
DEREK "THE CLOSER" BUONO
NOT SHOWN:
CARL "CREEP" HYNDMAN
JAMES "MASTER BLASTER" REVILLA

THE RACING

The start of any race is always fun. This one saw 11 cars all fighting for the first turn like it was the final lap. The corner marshal setup wasn't ideal. You marshaled your own car and had two team members on the track. That meant that if there was a big crash 8-12 people were running across the track. It definitely made it interesting, that's for sure. Many of the teams suffered minor setbacks. The winning team got stepped on, our team had a battery brain fart, another team fried all their electronics because they used the stock plugs of a LiPo and didn't pay attention (one of those things that seems faster but the consequence for messing up is much worse than taking the time to do it right). Over the course of the race it got pretty tight. XRC got within three laps of the lead, and the battle for 2nd to 4th was pretty close. Even with all that track time the race was within a small margin and was pretty exciting to watch. If you haven't seen or been a part of an enduro it's probably one of those things you should do.





ROBERT "OC/RC" BLACK

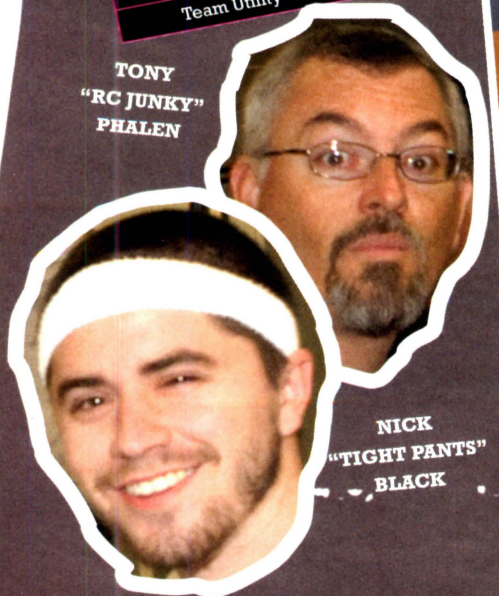
Oh - a servo saver isn't a big deal compared to running a clear lexan wing in "box stock" class.

RESULTS

Team Name	Pos	Laps	Race	Fast Lap	Top 5 Laps
Team Helmet	1	594	298:56.45	25.918	28.736
Xtreme RC Mag	2	588	300:24.23	26.640	28.048
Banzai Nation	3	577	300:01.99	26.114	27.853
Hart Huntington	4	577	300:18.81	26.844	28.570
Statutory Apes	5	568	300:14.71	27.215	28.674
Team Momentum	6	557	300:25.96	25.948	30.132
Bake O Boyz	7	553	300:08.92	27.008	28.790
Up In Smoke	8	547	300:21.42	27.009	29.719
Team West Coast	9	540	294:49.05	26.491	27.770
Team Freeman	10	521	300:02.54	26.131	29.817
Team Utility	11	281	204:46.32	24.139	







TONY "RC JUNKY" PHALEN

NICK "TIGHT PANTS" BLACK

IN GEAR

SPONSORED BY: TRINITY

Holy cow, crawlers are trying to invade In gear again.



TRAXXAS

EZ-PEAK CHARGER

Traxxas now offers an inexpensive AC/DC charger that is as fast and easy to use as Traxxas vehicles. The new AC/DC EZ-Peak charger is designed for 6- to 8-cell packs, and charges at up to four amps with no setup or programming required. Patented Micro-Peak™ technology ensures that the battery receives a full charge for maximum performance. Includes alligator-clip DC leads and a detachable AC cord for convenient charging in the shop or in the field.

Part Number: 2930
MSRP: $48
www.traxxas.com



HUDY

ONE-WAY BEARING OIL

High-quality HUDY One-Way Bearing Oil is used to lubricate one-way bearings for ultra-smooth operation and long lifespan. This oil is super thin to help promote quick penetration and fast and easy coverage. One drop will cure a slipping one-way immediately! Recommended for nitro & electric touring cars, before each race or practice day.

Part Number: 106231
MSRP: $10
www.hudy.net

DURATRAX

ULTIMATE E-CLIP TOOL

The DuraTrax Ultimate E-Clip Tool is made of durable steel and features a new space-saving folding design. It can be used with 1.5, 2.0, 2.5, 3.0, 4.0, and 5.0 mm size e-clips.

Part Number: DTXR1107
MSRP: $25
Distributed by: Great Planes
www.duratrax.com





AXIAL RACING

TRAIL RANGER BODY

Axial's new Trail Ranger body features photorealistic die-cut premium vinyl decals, overspray film, pre-cut vinyl window masks, dimple marks for body post drill locations, and is made from durable .040" clear polycarbonate plastic. This body will fit the AX10 Scorpion, SCX10, Savage, T-Maxx, and E-Maxx monster trucks.

Part Number: AX4009
MSRP: $36
www.axialracing.com

PARMA

PRO 53 AND BLACKHAWK RACING TIRES

Parma's new Pro 53 1/10-scale foam tires feature a dish wheel that measures in at (obviously) 53mm and provides a maximum contact patch to aid in more consistent lap times and improved performance. Also for 1/12-scalers, their new Blackhawks have a front/rear wheel diameter of 37mm/38mm with a final trued rubber diameter of 45mm/47mm. Available in multiple compounds.

Part Number: Varies by compound
MSRP: $18/pair
www.parmapse.com



FUTABA

4PK CARRYING CASE

If you own a Futaba 4PK transmitter, check out this stylish carrying case. The rugged brushed aluminum exterior and custom-fit foam padded interior safeguard the Futaba 4PK system from damage, dirt, and trackside debris. An extra cutout provides room for storing radio accessories. The case features two lockable latches and includes two keys.

Part Number: FUTP1012
MSRP: $75
Distributed by: Great Planes
www.futaba-rc.com



LOSI

MINI-ROCK CRAWLER CV DRIVESHAFTS

Beef up your Losi Mini-Rock Crawler with these new CV-Driveshafts. They bolt on with no modification to provide enhanced performance, increased steering angle, and less driveline drag.

Part Number: LOSB1455
MSRP: $19
Distributed by: Horizon Hobby
www.losi.com



ST RACING CONCEPTS

ALUMINUM BATTERY STRAP FOR SLASH

ST Racing Concepts has a new CNC machined aluminum battery strap for Slash owners! Not only is it stronger than the stock piece, but the design allows you to move LiPo packs to the forward position while retaining access to battery plugs. *Available in blue, red, or silver.*

Part Number: ST3727B/R/S
MSRP: $11
www.teamstrc.com

We'll try to keep that stuff in Monster Pit.

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HPI10620 HPI Baja 5T 1/5th RTR Truck with 26cc engine..... $1249.95



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XRA300013 T2 009 EU Rubber-Spec 6-Cell Edition ..... $Cal
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Academy GV2



-Electric-

ACD15108 GV2 Pro 2WD Off-road Buggy. $209.95
ACD15107 GV2 RTR 2WD Off-road Buggy $189.95

TRAXXAS NITRO Revo 3.3 RTR



The newest Revo keeps sharp focus on core performance elements as the lightest, quickest, and most versatile Revo yet.

TRX5308 Revo 3.3 RTR monster truck.... $469.95

TEAM Orally RDX PHI



-Electric-

COR01619 RDX Phi US Spec Car Kit..... $499.95
COR01619 Team 1/12th On-road Car Kit.. $479.95

TEAM ASSOCIATED 10R5



-Electric-

ASC8020 RC10R5 Factory Team Kit $249.9

TRAXXAS



TRX5805 Electric Race Truck RTR $189.95
TRX5908 4WD Nitro Race Truck RTR..... $429.95

BMI RACING



BMI Racing's R&D team have been working to develop a state of the art Pro-10 car that is a leap beyond the old technology of 235mm pan cars, the result of this program being the new DB10R. Featuring BMI Racing Flex Link rear suspension system and the innovative "Center Mass" chassis layout the DB10R is set to dominate at any track on any surface. The DB10R follows the new 200mm spec for Pro-10 cars.

BMIDB1100 DB10R 10th scale pan car $269.95

CRC



Calandra Racing Concepts changed the face o 12th Scale racing with the release of the beauti ful Gen-X racer. Tenth scale racers can now also have the same professional quality race car as TeamCRC releases its new 10th scale racer: the GenX10. The GenX10 is the result o continuous refinement and product developmen at Calandra Racing Concepts.

CRC1710 GenX10 10th scale pan car $249.9

XRAY XB808



NITRO

XRA350003 1/8th Off-road Buggy Kit. $619.95

TRAXXAS Jato 3.3



TRX5509 2wd RTR Racing Truck $357.95

BMI BB12R RACING



-Electric-

BMIDB12R Team 1/12th On-road Car Kit.. $249.95

CRC Generation X



-Electric-

CRC3200 Generation X 1/12th Kit .. $249.9

TEAM ASSOCIATED Factory Team RC8T



NITRO

ASC80910 Factory Team RC8T Truggy Kit... $516.95

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ASC9060 4WD Team Buggy Kit $309.95

TEAM ASSOCIATED



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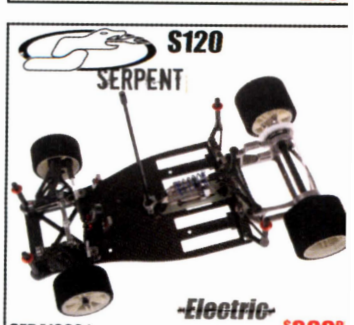
ASC4018 RC12R5 Factory Team Kit . $199.95

S120 SERPENT



-Electric-

SER410001 1/12 Electric Car Kit $369.9

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Ground UPS shipping, anywhere in the continental USA is only $7.95. If you order more then one car kit add $14.95 for shipping per kit. Oversize items may require additional shipping and handling charges. We specialize in overseas

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Team Tekin LiPo pack



Tekin's "POWER CELL" 3400mah 2S Lithium Polymer battery is designed to fit both 10th scale Off Road and Touring Car chassis'. It's an easy drop and go install. Hard cased for durability and ROAR legal. You won't need another battery for your 10th scale applications.

Features:
- Hard case
- 2mm Balance port
- Includes power wires with gold plated connectors
- Up to 2C charge rate for quick charging

TEKTT1600 3400 mAh 7.4v 2S Lipo Batt ry Pack, hard case 23C **$89.95**

SMC LiPo



Run time @35 amps: 410-430
Average Voltage: 7.31-7.37
IR: 6.8-7.5
Weight: 242 grams, as shown with wires
Balance taps: Align/E-flite Style

SMC4028LD 4000mAh 28c 7.4v Lipo Battery with Deans connector, hardcase..... **$104.95**

Team Associated LiPo Packs



ASC0703	5000 mAh LiPo Battery Pack with Pro 12awg Wire, hardcase	95.95
ASC0704	5000 mAh LiPo Battery Pack with 14awg Wire, hardcase	89.95
ASC0705	3200 mAh LiPo Battery Pack with 14awg Wire, hardcase	69.95
ASC0706	3200 mAh 11.1V With Traxxas® Connector	116.95
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ROAR Stock

IFMAR & EFRA Legal Hand Wound. Two ball bearings, ultra light weight, very responsive. 17.5 turn is rated as ROAR 27t brushed. Sensor lead is same type as LRP speed controls.

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NOV3003	GTB Racing Brushless System with Velociti 6.5R motor	239.95
NOV3007	GTB Racing Brushless System with Velociti 7.5R motor	239.95
NOV3008	GTB Racing Brushless System with SS 8.5 motor	249.95
NOV3010	GTB Racing Brushless System with SS 10.5 motor	249.95
NOV3013	GTB Racing Brushless System with SS 13.5 motor	249.95
NOV3017	GTB Racing Brushless System with SS 17.5 motor	249.95
NOV3040	GTB 4-cell Brushless System with SS 10.5 motor	249.95
NOV3043	GTB 4-cell Brushless System with SS 13.5 motor	249.95

CHECKPOINT TC-1030



The TC-1030 pro charger does nearly everything. Charges Li-po, Ni-Mh, Ni-Cad, and has a motor break in feature. Even discharges up to 10 amp continuous, or 30 amp pulse. Pro drivers like Randon Stormer find it easy to use and love the compact size.

TCPP9100 TC-1030 Battery Charger ... **$179.95**

Competition Electronics TURBO 35 GFX



LiPo Ready!

Features:
- Large backlit graphic display
- Rotary dial and intuitive menu system
- Readings compare directly to battery labels, discharge time, average volts, cell resistance and more
- 1 to 3 cell Lipo packs
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- .1 to 12 amp charge range for Nimh/Nicd mode
- 500 to 12,000 mah charge range for Lipo mode
- .5 to 35 amp discharge range
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- Preset time before charge begins
- Change the charge rate with the rotary dial during operation
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- Name and save up to 5 setups in Lipo mode

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GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.0

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OFFICIAL PAINT OF CUSTOM WORKS

1 2 3 4 5

TIME TO COMPLETE

20 MINUTES

TOOLS NEEDED

- Airbrush
- Flame Paint Masks

SIMPLE EMBOSSED FLAMES

THEY LOOK 3-D, BUT THEY'RE NOT

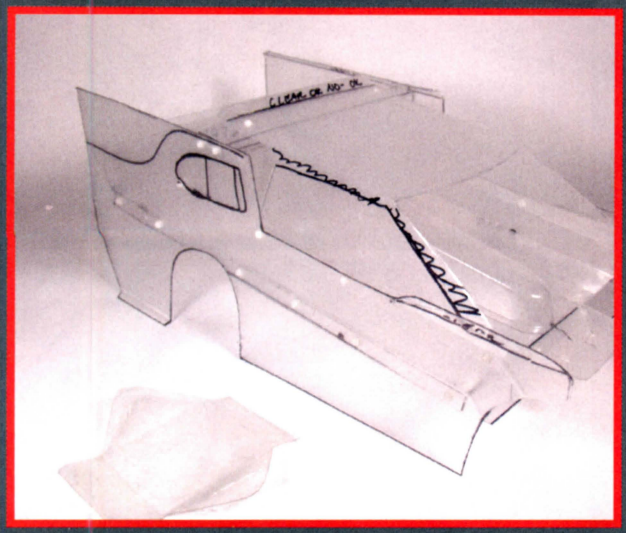
words: M. R. Ogle

Sometimes, the best paint tricks aren't the most flashy, outrageous looking ones. Sometimes, a subtle illusion of depth and dimension can be stunningly effective. If you have an airbrush, here is a relatively easy painting technique you can use to simulate an "embossed" or raised area on your car's bodywork. In this example, we've done some three-dimensional looking embossed flames. I had my good friend Roy Anderson ship me an East Coast Modified dirt oval body to be the subject for demonstrating this technique. These bodies are unique in that they're pieced together out of flat sheets of Lexan stock, and as a result are quite boxy and square. But these flat wide panels are also the perfect place for some simulated embossed graphics. Here's how you do it.



Painted flames are better than real flames.

01 Here's the East Coast Modified body all assembled before painting. I carefully unbolted everything, taking note of which sides of the flat pieces of Lexan were "inside" or "outside," and cleaned each part thoroughly with denatured alcohol before doing anything else.







02 I chose the large, flat center "deck" area as the spot to apply the simulated embossed graphics. I used a set of standard flames from my vinyl cutter; however, there are several pre-cut vinyl paint masks available such as Parma's Flame Stripes (#10662) or Big Flames (#10667), or XXX-Main's Team Flames (#M035L) and Sic Flames (#M070L) that would also work quite well.

03 After applying your flame masks, take your airbrush and spray a thin "shadowed" edge to one side of the flames... just one side, and try to make the shadow as even as you can. I used very thinned-down Pactra Outlaw Black with just a touch of blue in it for the shadowing.

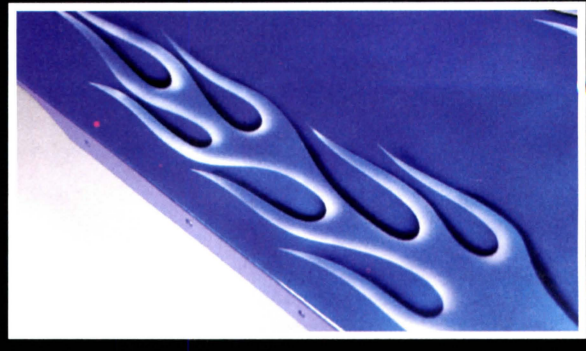


Witness the hands of a true master.

04 Next, spray your main backing color... in this case, blue, to the entire panel, then allow a few minutes drying time before carefully removing the flame paint masks. What you'll have at this point is "clear" flames with a dark shadow off to one side.







05 Next, take some thinned-down white paint (I added just a couple drops of blue) and spray the other side of the flame... inside the clear area... with a thin edge to simulate a reflective "highlight." Again, try to keep the edge as even and consistent as you can for the best finished results.

06 Finally, back the entire panel with more of your main color, in this case, blue, filling in the clear areas completely. That's it!





Here's what the panel looks like bolted back in the finished dirt oval body. The flame graphics only appear as highlight and shadow, suggesting the effect of a "raised" area on the flat panel. Of course, you can do this "embossing" trick with more than just flames...symbols, graphics, and logos can all be made to look like they're part of the bodywork with this simple technique. It may look like some very fancy sheet metal work, but it's all just in the paint!

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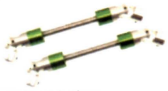
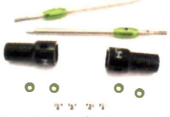





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XTREME TOOLS

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

words: Brian "Skinny" Skinner

WHAT IS A TOOL?

The guys in the office and I have a debate going on about what a tool is. After all, I've placed some wacky things in Xtreme Tools, but I consider them tools because they help or make working on stuff easier/safer. (Hey, anything that makes things easier is a tool in my book!) I would love for you to help back up my argument that the things I put in here are tools....or not. Are WD-40, gloves, Travel John, and so on tools of the trade? You tell me.

Send your comments to brians@rc411.com and help end the madness!

Here are the official definitions I've found on the subject:

Legal Definition

Tools of trade are the instruments, tools, equipment, devices, and machinery as would be usually used in the normal course and scope of a person's profession, trade, or occupation without the use of additional labor.

Dictionary Definition

Noun; Tool (plural tools)

1. A mechanical device intended to make a task easier.
Hand me that tool, would you?

2. Equipment used in a profession, e.g., tools of the trade.
These are the tools of the trade.

3. Something to perform an operation; an instrument; a means.

4. A person who does things without any idea that what he does is wrong or stupid.

5. A negative thing to call someone; an insult.
Skinny is a tool because he thinks WD-40 is a tool.

We usually stick with #4 and #5 for him.

TOOLS DONE RIGHT

O'Donnell has just released their new line of manly-man tools; these are on par with Snap-On. Not only are these tools beautiful, but they are just what the doctor ordered for wrenching on your vehicle. Finally - RC tools that have large ergonomic handles that you can really torque on, and that actually fit large hands like mine...thank you, Steve O! The O'Donnell drivers come in metric and S.A.E, hex, and socket. Plus they have +/- drivers, as well as a sweet reamer. You can buy them separately or in kits with the killer carrying cases like the one in the photo. Here are the features that make these tools your next choice.

www.odonnellracing.com

- Complete kits: 3, 4, and 12 piece sets available (12pc kits come with tool pouch)
- Zippered tool pouch (available separately to build your own tool kit)
- Engraved markings for easy identification
- Ergonomic, high-visibility molded handles
- Extra-long hardened steel shanks
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- Replaceable tips



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For those of you who "just" have to have the smoothest operating steering, and suspension, I have the tool for you! This is a reamer that trims the inside of your ball-ends to give free play and movement. It's simple to use and fits small to medium sized ball-ends. If you want zero binding on your pivot points...this is the tool for you.

www.muchmoreusa.com



THE BIG SQUIRT

This is the best spray bottle you can have for cleaning your car or parts after a hard day of play! It's a pressurized spray bottle that you can pick up for about nine bucks at any lawn and garden or hardware store. It holds a half gallon (I use a 50/50 mix of Simple Green and water), and you simply pump the handle to pressurize. It has an adjustable nozzle for stream, spray, or mist. It also has a lockable handle to give you a constant spray, and the pressure lasts a long time. The pressure is also strong enough to knock most of the grime off. If you want to make cleaning a little easier, I suggest you get one of these.



AND SO MUCHMORE

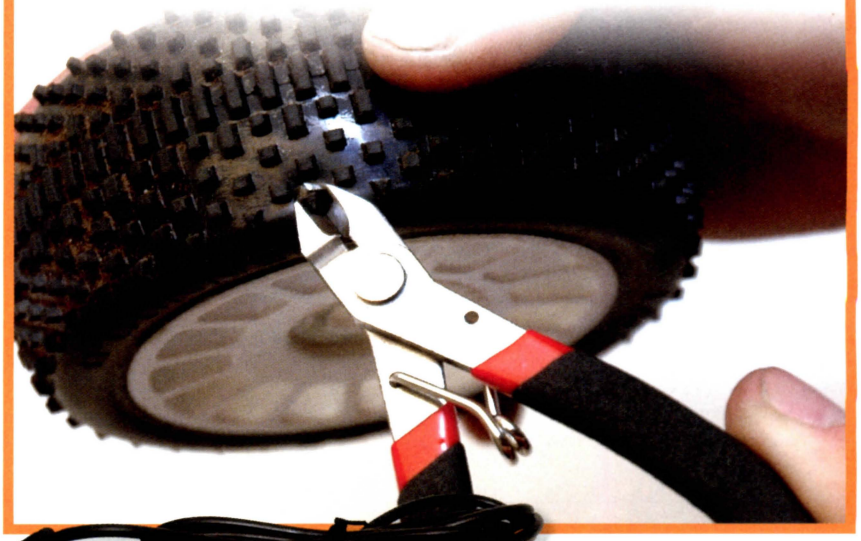
Muchmore USA has a lot of neat tools, and this one is a must have for your tool box. Muchmore offers these neat tap wrenches that will come in handy if you strip out something valuable...oh, let's say...your engine block for instance. Muchmore has different sizes available, and if you ever strip out something that's expensive or hard to replace, you'll be glad I told you about these.



NIPPY-NIPPY

Believe it or not this tool is called a Nippy Cutter. It has two uses for RC. Its real purpose is to flush cut wires and ties, but its second duty in RC is for modifying tire profiles. This is a great tool for flush cutting tire knobs to get the traction you need for cretin conditions. I found this one at Radio Shack for $4.99. If you think about it, that's $2.50 per tool application; it's two tools in one!

www.radioshack.com



A NEW CHARGER FOR SKINNY

A tropical storm in Puerto Rico ruined my LiPo charger, so I had to get a new one (I use LiPo for everything these days). I went to HT Batteries because they started the trend for LiPo in off-road racing, and more pros use their system than any other. I figured with a track record like that, I should use them. Now, the main reason I got this charger is that it's Skinny proof—I just plug the battery in, and when the light turns green, my battery is charged—how can I mess that up? HT Batteries has racing systems available for your every need, and they are among the best you can get. If the top pros use them, they must be good!

www.htbatteries.com



Any less of a man would succumb to our ball-breaking.

LRP VECTOR X12 6.5T BL MOTOR

PUSHING DESIGN ON NEWEST TECHNOLOGY



words: Carl Hyndman

Brushless motors are pretty much the standard in electric cars these days, and LRP has been making their own versions since day one. Now with their latest offering, LRP is ready to take on the competition with smooth power, easy adjustments, low maintenance, and user-friendly design. Making its first international racing debut at the recent 2008 IFMAR Electric Worlds in Thailand, and sporting a few very unique features, the LRP Vector X12 6.5T BL motor is now available to the public.





Just when you thought brushless motors were pretty much all the same.

TESTING

Installation was easy thanks to solder on tabs, trimmed-down overall size, and a plug-in sensor wire. According to LRP, the "Precisensor" system positions the sensor for best power, throttle feel, and efficiency and is fully adjustable and replaceable. Now, this may seem like typical manufacturer bells and whistles, but a closer look shows that this feature is quite unique. On most motors, you adjust the timing by simply loosening three screws and rotating a plate; however, LRP takes a different approach. The sensor on the Vector X12 6.5T BL is positioned in the middle and the motor is constructed in two main parts with four screws. This construction lets the user leave the motor in the car while changing the rotor (a 12.5mm sintered rotor is standard). It also makes it easy to switch out the sensor insert for different ones (sold separately) to change the timing in the motor. They come molded and the timing is preset, but with different inserts available, you should be able to find the timing you are looking for. The motor can be operated with sensor or sensorless speed controls for more versatility. The unique can design also includes some pretty big vent holes to help increase airflow.

I set my gearing according to the manual and hit the track. The layouts at Bending Corners Raceway in Orange, CA tend to be a little tight and technical due to the size of the asphalt track. Although I tested the 6.5T with a 2-cell LiPo, I found the motor to be very powerful and smooth. I could have run a lower turn motor, but this thing was plenty fast for this track. I left the standard straight insert in the motor, and since I didn't have the other angled ones, I was limited to the box contents for testing. To be honest, I never really felt like I needed to change it out, and I would mostly make changes to my ESC instead, but it was nice to know that I could change the insert if I wanted to.

What I and many racers have forgotten is that today's technology has made motors like this extremely fast, and I'm sure the Vector could keep pace with the fastest brushed motors from only a couple of years ago. Sure, there are faster motors on the market, but I question whether most drivers have the ability to use that power and transfer it to lap times on a track. With little to no maintenance and good efficiency, this motor suited me.
The small overall size was another advantage to this motor. LRP went on a diet and slimmed down the motor to work in more conventional spaces, unlike many heavy and long chassis designs that disrupt the balance of your car.

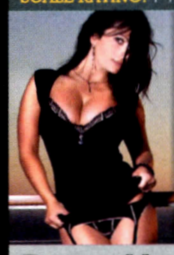
After the run the motor was warm, but not scorching and the recommended gearing seemed to be pretty good. After a short break, I put in another battery and hit the track with the same predictable power I saw during the first run. Bravo.

CONCLUSION

I have worked with many new brushless motors out there, and I found LRP's approach to design a little different than what I see in other brands. The tuning, timing options and construction get you to basically the same place, but via a much more unique road. This motor has plenty of power and hits smoothly, allowing me to focus on driving. I like that.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.5

DENISE MILANI

HITS

- Reduced overall size
- Easy solder tabs
- Unique "Precisensor" system

MISSES

- Timing inserts not included
- Timing only adjusts in 5° increments

CONNECT

Manufacturer: LRP Electronic
Web: www.rc10.com/lrp
Part Number: LRP50672
Street Price: $79

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The wrong NEEDLES

Makes you want to take up knitting, doesn't it?

I've been trying to get my engine to run right for about a year now. Ever since I bought it, it never ran quite right. It is a Force .12 red head and it kind of sucks, but I have no money, so I'm stuck with it. Recently I have opened up the idle screw, leaned out the low-end needle, and richened up the high speed. It idles great, and the top end kicks ass, but the low end is sloppy and unresponsive to full throttle. I've tried every low end needle setting but I can't get rid of it, and to add to the problem, every other time I lift off of full throttle in 2nd gear, it just shuts off about 100 feet away from me and I have to go running. Please help.

rc jr

A: What it sounds like is that you did a common rookie mistake of flipping the needles. It's common for people who aren't comfortable with tuning to have the low-end too lean and the top too rich. What you should do is to return the needles to stock and have somebody that is more comfortable with tuning check it out. All the things you said are very characteristic of an engine that is way too lean on the bottom and too rich on the top. If you drive it and keep it running, since it will be over rich on the top end you, won't see the temps rise because of a lean low-end.

DerekB



HOT POTATO

Does anyone know any good ways for cooling down a brushless motor (Sidewinder combo) or batteries? Sometimes the shrink-wrap on my batteries melts, and I don't know why. Any help would be appreciated. Thanks.
BLracer

A: Cooling down motors and batteries that are that hot is like putting a band-aid on an exit wound from a nuclear missile. You're missing the cause and trying to fix the problem at the wrong point. Most people who buy fancy new brushless systems buy one that's much faster than the motor it replaced. They open it up and install the pinion that was on their old motor, which is a huge problem. An over geared motor will draw huge current and fry the motor, battery, and speed control. What you want to do is find out what gearing they recommend for the system you bought and re-gear the car to be in that range. This will reduce temps of everything in the car. You can still use a fan on the motor and ESC to keep things even cooler, but if you're melting shrink wrap that means you're way over-geared.
DerekB

Lots of hot on this page, and we're not talking about the potato.

MIX SIGNALS

I had to make up the cool title, but my question is, can I use say a Futaba 3 channel FM receiver with my Airtronics MX-3? Assuming they're on the same channel. Thanks.
rclugnut10



A: In general, most brands are not 100% compatible with each other. They do this to make it necessary to buy their products, but it's like thinking you can slap a Ford Engine part on a Chevy. The 27mHz AM radios you see in many RTRs are pretty much 100% compatible, but stepping into FM creates a new challenge. There are aftermarket receivers out there and you'll find out, from their websites, which work with what radio (LRP, Novak and Hitec). The best thing for you to do is stick with the brand of transmitter you have, or grab one of the aftermarket ones designed to work with your radio.
DerekB

Crank it up!

My starting box is giving me problems. I try to start my engine as normal but it doesn't seem to have the power to turn the engine over quickly. It seems to bog down the starter box. What can I do to give it some more power?
RC8ismylife

A: Starting boxes aren't maintenance free. Eventually, you'll have to replace the motors, batteries, and do a general tune-up on the box to keep it working well. One of the things I see as a problem regularly is that the flywheel is activated too late and this causes it to bog when trying to start the engine. You want the starting box to be full throttle, or close to it, before you try turning over the engine. Most boxes have an adjustment on the inside to change when the box is activated and you'll want to adjust that to get the flywheel to spool up properly. You also want to make sure the engine isn't too close to the starting wheel, so you have some room to activate the box before using it.
DerekB

GOT A QUESTION FOR THE PROFESSOR?



The Professor isn't a person, but our message board where you can ask questions and get answers from racers like you around the world and the answers from avid racers, old-time pros, and factory pilots. *Each month we'll choose certain questions and publish them here.* If you've got a question, The Professor's got the answers! The Professor shown here is only a representation of what we think everybody on the Internet looks like. "Your" Professor may look different or be a toaster. Visit www.rc411.com to look, learn and help.


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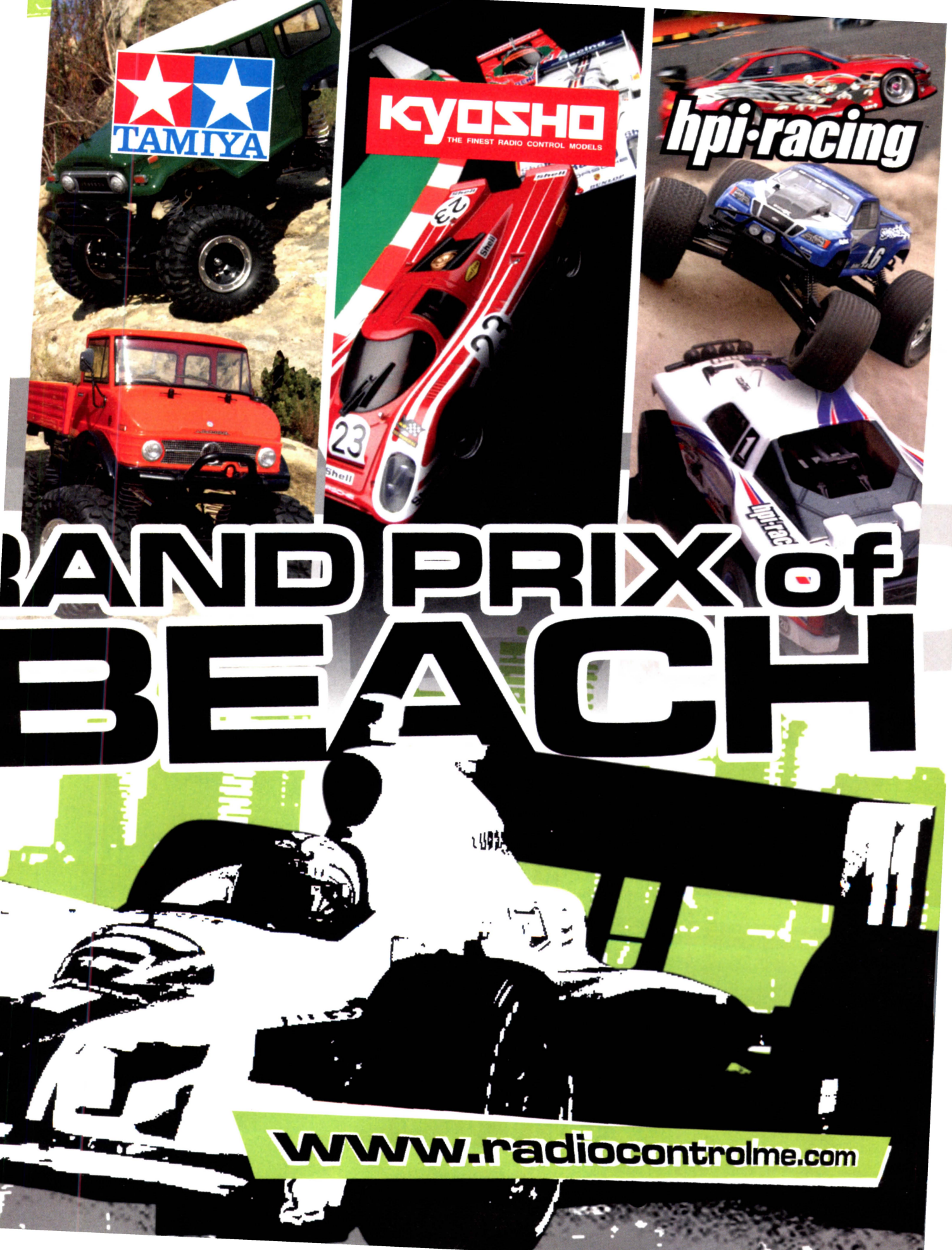
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BACK IN SACK

This month our Xtra Stuff is what normally would be our Mail Sack. Our sack has been suffering from not getting any letters! So we're going to combat this by giving away something every month to the winner of the "Letter of the Month." This month we are giving away an LRP Phaser Sport 27mHz FM receiver to the winner! Want to win something? Email DerekB@rc411.com and complain, rant, rave, react to anything RC.

We talk, but usually it's over AIM, so is that really talking?

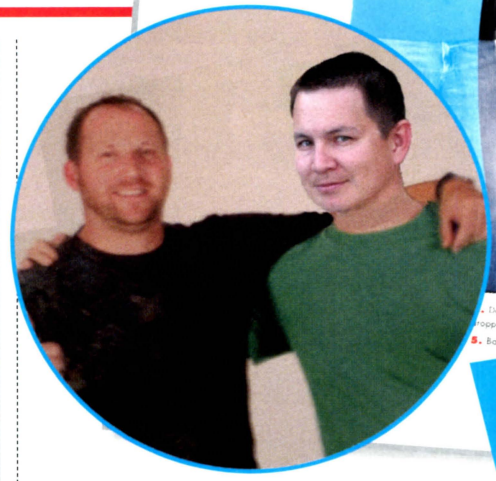
Welcome back

I took about a 2 year break from RC and recently got back into it. I just received a "remember that subscription you had?" issue and remembered that two guys from the magazine were making crawlers (I think) and were going to have them do epic battle. I was wondering if they finally finished and if so, what went down?

John Searless

Apparently I took 2 years off too! I talked to James, and the battle was between him and Dave. The issue was April 2007 where they went to a course and were judge on their trucks and skills. Funny to think that back then crawling was just still a fad. Make sure to get a subscription and keep it then you won't wake up 5 years later and wonder what happened!

Derek





Tire Graffiti

I read y'alls article on the Slash, and I thought it was great and I can't wait to race mine. So after eyeballing mine for at least an hour, I figured out what was missing. White letter tires! Face it black walls look ugly on 1:1 cars, and on the Slash they did! So I took a silver sharpie, sniffed it for a minute and came up with a great idea! (Just kidding about sniffing, that's bad kids, and will make you dumber) Make white letter tires with my sharpie! So within 10 minutes I had this.

Sincerely,

bO jOhnsOn (NuthinFancy91)

Yeeeehaww! God is in the details right? While we might not all agree on white walls making every car look better we dig the lettering on Slashes!

Derek

EDITORIAL INSIGHT

PERSONAL LETTER TO YOU

DON'T LOOK NOW BUT THE YEAR IS OVER AND WE'RE ABOUT TO START A NEW ONE.[1] That's the great thing about a new year, it can either be the end of something or the beginning of something new.[2] It's also the time of year you can reflect and smile at some of the memories.[3] 2008 was a big year for the world and our little industry, and I wanted to take this time to personally thank you, <INSERT YOUR NAME HERE>, for reading our magazine. Without you, <YOUR NAME HERE>, we'd be working the drive thru somewhere and screwing up your order.[4]

So without wasting too much space with meaningless babble[5], we all here want to say it again...Thanks <YOUR NAME HERE> for being our customer. We love you!

P.S. Please cut out a picture of your face and place it over the one next to me so we can say we all had our pictures together.

Paste your pic, then send it to derekb@rc411.com for bonus points.



» TEAM RAN



LETTER OF THE MONTH

WHAT THE?

I guess that means you got my readers rides submission! Does this mean I have a subscription again? I was lazy while I worked at HobbyTown USA and didn't subscribe to anything.

Thanks again,

Gary Crowell

To refresh everybody's memory back in December 2008 my editorial had a picture of me next to a blank face for you to put your face on and send back. Gary sent one in, but really didn't make too much sense with it, but because he did...he's the winner of the month!

Derek

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Traxxas REVO 3.3 ..... $439.95
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Build your winner!

Kyosho MP-9 ..... $749.95
Jammin X2 CRT $519.95
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Need something bigger?

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OPENED ITEMS CANNOT BE RETURNED. ORDERS WILL ONLY BE SHIPPED TO THE BILLING ADDRESS OF THE CREDIT CARD. NO EXCEPTIONS.



DUNE MONSTER

XTREME RC CARS WINNER of the month RACERS RIDES

This is my original 5B that I have had for over two years, and this is the latest and greatest rebuild. It has a huge list of aftermarket parts from Rhino Racing, Turtle Racing, Darksoul, Ramtech RC, OutFrontFrames, Team Go Nads, Craftworks, Modified RC, HBZ, CBE, Robinson Racing, Competition Hobbies, Yamadude, Baja Skunkworks, and more. The car sports long-travel suspension, almost every aluminum part I could put on it, a 29cc motor with a rear Dominator, an HBZ bumper to keep it safe, some CF to try and keep the weight down, and Turtle Racing parts to keep it strong enough to handle the hard hits. Right now it pushes the scales at a little over 31 lbs, but it does great in the dunes!

Matt Ramsier, Tucson, AZ



SKULL STANG'



This is my Mustang. I really love this magazine and have learned so much from reading it. Keep up the great work. I had a little help with this paint job. Someone drew the skull for me and I traced it onto the hood and a friend of mine did some airbrush work on it and I filled it in with white. Hope everyone likes it. These past few issues I have seen some amazing works of art and I like them all...hope you like mine as well.

Ulysses, Texas

It's not a Hummer!

This is my RC truck. It's a REVO 3.3 and has a Pro-Line body that my son painted; he paints all the bodies that we use. I got this new body after the Hummer body was discontinued. I loved my Hummer body, but this body is really nice too.

Don Heckert





THE BIG X

This is a shot of my X-factor. Hope it reaches the pages of your mag. Thank you for your time.

Clayton Myskiew, Winnipeg Mnaitoba

WANT TO SEE YOUR RIDE IN RACERS' RIDES?

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

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

Digital files should be sent to:
derekb@rc411.com
Please put "Racers' Rides" in the subject line.
If you still want to send film, please send your photos to:
Xtreme RC Cars Magazine
Attn: Racers' Rides
13401 Yorba Avenue
Chino, CA 91710

I didn't steal your Humvee, I just borrowed it.

KEEPING IT CLEAN

Here are a couple pictures of my new RC8T with a simple but clean paint job done with Venom racing internal decals and some spray paint. Thanks for looking at them; I hope they are good enough to get into your magazine. Keep up the good work.

Emilio Gonzalez
Othello, Washington





Why So Serious?

Here is my Traxxas Slash. I painted the joker body with the help of some custom decals my buddy John made. Along with that I have a 3-cell LiPo providing the power, an RC Solutions roll cage, some STRC aluminum upgrades, aluminum shocks, and some custom suspension work! We race pretty regularly at a local track; I usually come out pretty good if my daughter or son doesn't beat me! My daughter sent you picks of her Jonas brothers truck. We are sponsored by Frank's Hobby House, RC Solutions, FST Motorsports, Kismet Print Shop, and Raising Havok Speedway in AZ.

Patrick



Jonas Who?

As you can see, I love the Jonas brothers! It took some time but I talked my dad into helping me do a Jonas Brothers body for my Traxxas Slash. The truck has an RC Solutions cage, Spektrum DX2 transmitter/receiver, STRC aluminum steering parts, aluminum front bulkhead, and aluminum rear hubs. It also has aluminum shocks with custom pistons that my dad told me not to talk about because everybody we race against reads your magazine! Most of my dad's friends that we race against give me a hard time about the Jonas brothers body but I tell them "Don't worry about it, the only part of my truck you will see is the rear bumper!" Thanks for taking a look at my truck.

Samantha Markham



If we get a High School Musical-themed Slash submission, it's over.



HITTING THE ROCKS

I love the magazine and always read it. I've been disabled for the past nine years, and five years ago I got into RC. I love off-road and I was a Motocross racer before I was severely injured at work. I stopped into a hobby shop six years ago and bought an E-MAXX. That was sooo much fun. I bought several bodies and learned how to paint. I'm not very good but I love it anyhow.

I then bought the REVO and got many bodies for it. Nitro is very cool and it was fun to work on. I now have a Losi LST2, a Jammin' Truggy, and I just bought the Axial AX-10. I got the kit 'cause of the parts and because I love to build them. I built a rock pile out in front of my house and I drive the rock crawler on it. I love the way the hobby has branched out to crawling. I've been waiting for that.

My Axial is stock except for the lead weight on the Hitec HS-645 MG steering servo. I also installed the Novak Rooster Crawler ESC and the 55T motor. I got the Losi Grappler body and painted it the best I could. I haven't painted in a while so it's got some mess ups. Thanks for a great mag and keep up the good work.

Dave

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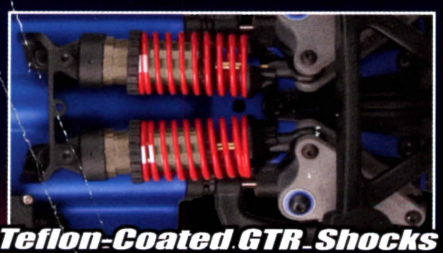

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