



SEE WHAT'S **NEW FOR 2009** INSIDE! pg. 18

Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • "Exclusive"

BIG *Exclusive!!!* GUNS

HPI BAJA 5T
GOES RACIN'

EXCLUSIVES:

TAMIYA 801XT

TEAM ASSOCIATED RC8T

DURATRAX Cliff Climber

**MORE RACE
COVERAGE!
THAN ANYBODY!**

EXCLUSIVE DYNO:
LRP ZR.21X
New HP King!

JAN 2009 / ISSUE 158



www.RC411.com



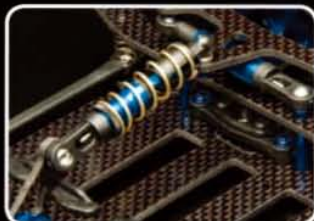
**MUGEN
MBX6**



12R5 FACTORY Team



2008 IFMAR 1:12 Scale Top Qualifier & World Champion!



Factory Team shocks with through-shaft design making for equal damping in both directions. Woven carbon fiber center shock tower



Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut.



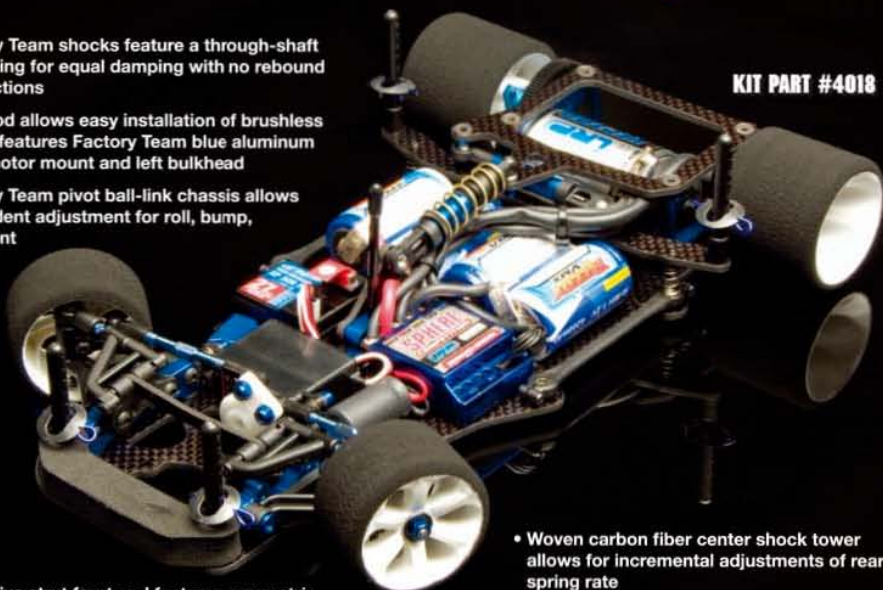
Wide rear pod allows easy installation of brushless motors and features Factory Team blue aluminum machined motor mount and left bulkhead.



New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment. 2.5mm woven carbon fiber chassis

- New Factory Team shocks feature a through-shaft design making for equal damping with no rebound in both directions
- Wide rear pod allows easy installation of brushless motors and features Factory Team blue aluminum machined motor mount and left bulkhead
- New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment

KIT PART #4018



- Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut

- Woven carbon fiber center shock tower allows for incremental adjustments of rear spring rate
- Factory Team T-plate chassis option is available

Take The Next Step In 1:12 Scale Racing Evolution

The Factory Team 12R5 is the latest evolutionary step in Associated's over twenty-five years of 1:12 scale racing history. The designers in Area-51 built the 12R5 on a 2.5mm woven carbon fiber chassis that utilizes a pivot-ball link rear suspension that allows for independent adjustments for chassis roll, bump and alignment. Having the ability to make these chassis adjustments independently gives the 12R5 greater potential for the best possible handling on any track surface. While testing, the pivot ball-link chassis has proven to be more durable in high speed impacts and excels in bumpy track conditions.

The 12R5 features new shocks with a through-shaft design providing equalized damping throughout the full stroke of the shock in both directions without any unwanted rebound. The center shock tower has four mounting positions that split the spring rates for even finer adjustments. The new center shock also controls the chassis droop and can be adjusted on the car with a turnbuckle wrench, making it easier and quicker to get dialed in.

The 12R5's 'Active Strut' front end has been optimized, featuring symmetric components with

adjustable caster and track width, as well as a new front axle with wheel nut. Factory Team blue aluminum servo mounts position the servo flat on the chassis for a lower center of gravity and include Ackerman adjustment spacers. The foam front bumper helps protect body and chassis during impacts.

The 12R5 comes ready for brushless featuring an optimized wide rear pod, woven carbon fiber top plate and Factory Team blue aluminum machined motor mount and left-side bulkhead. The woven carbon fiber top plate attaches to the motor mount and left-side bulkhead at four points, making the 12R5's rear pod more rigid and durable.

ae

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NITRO



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TRI40060, 21 Off-Road, 1/8th racing engine for off-road
TRI40100, .24 TT2, super square truggy engine



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



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Three formulas for all your R/C needs
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TRI30100



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SC8

SHORT COURSE



**1:8 Scale Nitro
4WD Offroad
Race Truck**



BFGOODRICH® Trademark is used under license from Michelin.



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

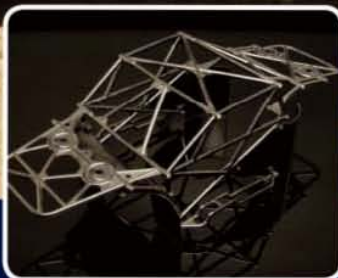
- Powerful Pro.28 engine with slide carburetor and dual stage air filter
- Pro-Start hand held starting system
- S2008 metal gear high-torque steering servo
- Hard-anodized shock bodies with 4mm shock shafts and protective rubber boots
- Hard-anodized 3mm thick 7075 aluminum chassis



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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

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A DECADE



2008 IFMAR 1:8 OFF-ROAD WORLDS
09/21/08 | THE FARM II | CHARLOTTE, NC

WE CAPTURED THE WORLDS...AGAIN!

When the 60 minutes of action-packed, position-swapping final commenced, Pro-Line's own **Atsushi Hara** crossed the line to take home the 2008 IFMAR 1:8 Off-Road World Championship. He was followed by **Mike Truhe**, who's buggy featured **Pro-Line Crime Fighters** in the front and **Bow Ties** in the rear, and **Renaud Savoya** and **Jared Tebo**, both on **Revolver** tires. This marked the 5th straight 1:8 Off-Road World Championship for Pro-Line tires; 10 straight years of Worlds domination.

2000 - Crime Fighter **2002 - Knuckles** **2004 - Knuckles 2.0** **2006 - Bow-Tie** **2008 - Revolver**

#1 IN R/C TIRES!



OF DOMINATION

REVOLVER
AFTER 60 MINUTE A-MAIN

ATSUSHI HARA

photo: Jason Sams, RCCA

BOW-TIE

#9025-00 (XTR)
#9025-01 (M2)
#9025-02 (M3)
fits standard 1.8 wheel

REVOLVER

#9029-00 (XTR)
#9029-01 (M2)
#9029-02 (M3)
fits standard 1.8 wheel

BOW-TIE V3

#9027-00 (XTR)
#9027-01 (M2)
#9027-02 (M3)
fits V3 wheel only

REVOLVER V3

#9028-00 (XTR)
#9028-01 (M2)
#9028-02 (M3)
fits V3 wheel only

VELOCITY V3

#2703-02 (yellow)
#2703-04 (white)
Nearly 5mm wider than standard wheel
for use with 17mm hex, V3 tires only

See prolineracing.com for PRE-MOUNTED 1.8 tire part numbers and info

PRO-LINE

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THE PULSE REV



TRI10412, 10.5 Turn
ROAR Spec



TRI10413, 13.5 Turn
ROAR Spec
(19T Brushed Equivalent)



TRI10414, 17.5 Turn
ROAR Spec
(27T Brushed Equivalent)



TRI10415, 21.5 Turn
ROAR Spec

• "S" Stator Design For
Increased Power

• Gold Plated Buss Bars

• Heavy Duty
Hi-Grade
Ball Bearings

• Modular Construction

• Easy Disassembly For
Working On & Cleaning



• Infinite Adjustable
Endbell Timing

• Easy To Change Sensor

• Sintered NEO Rotor With Optimized
Field For ROAR Spec Class Racing



For more info on the Trinity handout
program for cost controlled racing
contact tonyp@teamtrinity.com

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Works with your current Novak, Mambo, Traxxas etc. sensored speed Control!

All the power of the factory team racer for your brushless truck, buggy or touring car.

All new proprietary design designed and developed in the USA by Team Trinity

PULSE General Motor Usage Specs

WIND	KV	ROTOR DIA.	USAGE
2.5	12.860	12.5mm	oval, drag
3	11.880	12.5mm	oval, touring, drag
3.5	9.320	12.5mm	oval, touring, drag
4	8.000	12.5mm	oval, touring, drag
4.5	7325	12.5mm	oval, touring, 1/12th, off-road
5	6820	12.5mm	oval, touring, 1/12th, off-road
5.5	6070	12.5mm	oval, 1/12th, off-road
6	5600	12.5mm	oval, off-road
6.5	5160	12.5mm	oval, off-road
7.5	4535	12.5mm	oval, off-road, monster trucks
8.5	3983	12.5mm	oval, off-road, monster trucks

TRI10406, 3 Turn Modified

TRI10401, 3.5 Turn Modified

TRI10402, 4 Turn Modified

TRI10403, 4.5 Turn Modified

TRI10404, 5 Turn Modified

TRI10405, 5.5 Turn Modified

TRI10406, 6 Turn Modified

TRI10407, 6.5 Turn Modified, Traxxas E-REVO Brushless, Upgrade

TRI10408, 7 Turn Modified

TRI10409, 7.5 Turn Modified, Team Losi Speed-T, Upgrade

TRI10410, 8 Turn Modified

TRI10411, 8.5 Turn Modified, Traxxas Rustler, Stampede & Bandit VXL, Upgrade

PULSE

brushless pro racing motors by

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CONTENTS

JANUARY 2009 / ISSUE 158

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EDITORIAL

Publisher: **MIKE VELEZ**
Executive Editor: **DEREK BUONO**
Editor: **JAMES REVILLA**
Editor-At-Large: **BRIAN SKINNER**
Editor-At-Large: **MICHAEL D. WORTLE**
Editor-At-Large: **JEFF EVELEIGH**

ART & PHOTOGRAPHY

Art Department Manager: **JOANNA WINN**
Art Director: **MIKE MCMAHON**
Senior Graphic Artist: **DAVE PALACIOS**
Graphic Artist: **ANGELA MCCORISON**
Senior Staff Photographer: **CARL HYNDMAN**
Photographer: **JASON BOULANGER**

CONTRIBUTING WRITERS

MIKE OGLE, **TODD GREENWALD**,
STEVE SOHL, **MIKE BOYLAN**, **MARK CALANDRA**,
BRIAN KINNEY, **JEFF HUNEYCUTT**, **EDWIN HARTMAN**

PRODUCTION & ADVERTISING

Production Director: **BOB MACKEY**
Circulation Manager: **TOM FERRUGGIA**
Circulation Assistant: **SONYA VELEZ**
Advertising Account Exec: **ZARY LAHOUTI**

ALL SUBSCRIPTION SERVICES & CHANGE OF ADDRESS

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ADVERTISING DEPARTMENT:
XTREME RC CARS

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Chino, CA 91710
PH: **909.517.3366** FAX: **909.517.1601**

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100% recyclable. Save the planet.
Race frequently. Read Xtreme RC Cars.
Printed in the U.S.A.

THINK
OMNIMEDIA LLC



Dave would never pass up a chance to put his truck on display.



186

128



62



118

DEPARTMENTS

- 40 STARTING BOX**
Asphalt or dirt?
- 66 THE SKINNY**
Heroes
- 148 DIALED-IN**
Tuning Ackerman
- 171 CUSTOM WORKS**
Lots of dots
- 178 X-DYNO:LRP ZR.21X**
Turning .21
- 184 X-TOOLS**
Skinny's favorite, #3,452

PERFORMANCE TESTS

- 70 DURATRAX CLIFF CLIMBER RTR**
Rock Gardens
- 82 HPI RACING BAJA 5T**
Now that's a big truck!
- 94 MUGEN SEIKI MBX6**
OG's know how to roll
- 106 TAMIYA 801XT**
Enter TRF into the Truggy scene
- 118 TEAM ASSOCIATED RC8T**
Like the RC8, with a bed

LEARN HOW-TO

- 136 BUILD SHOCKS**
Dapper dampers



**READY FOR THE WORLDS.
NOW READY FOR ACTION!**



LOSI CONGRATULATES THE TEAM DRIVERS ON THEIR OUTSTANDING PERFORMANCE AT THE WORLDS WITH THE NEW 8IGHT 2.0.™

Racers and spectators at this year's Worlds race were treated to something extraordinary – the new 8IGHT 2.0 from Team Losi Racing.

Team driver Mike Truhe piloted the new 8IGHT 2.0 to the overall Top Qualifier position, as well as an outstanding 2nd place finish.

Now you can get your hands on the same revised and redesigned performance machine. Head over to www.LOSI.com to get the complete details on over 30 performance improvements that make the 8IGHT 2.0 the ultimate racing platform.

WWW.LOSI.COM



CONTENTS

JANUARY 2009 / ISSUE 158



The better, bigger girl pits start on page 142.

FEATURES

- 128 SLASH RACE PREP**
Race it and know what "Slash it up!" means
- 142 PROFESSOR OF THE YEAR '09**
They're all winners in our book
- 152 NR/CTPA WORLD CHAMPS**
They've got pull
- 164 ISC INTERNATIONAL RC SPEED CHALLENGE**
World's fastest RC cars

SCOPES

- 188 NOVAK SLYDR**
BRUSHLESS SYSTEM
Drifting doesn't need correct spelling

REGULARS

- 14 INSIGHT**
Go do something
- 18 INSIDE LINE**
Everything new
- 32 EVENT CALENDAR**
Plan your month
- 34 THE POLLS**
Become a statistic
- 37 QUICK TIPS**
Listen here, son
- 52 MONSTER PIT**
Jeepers creepers, mom!
- 59 IN THE DIRT**
Get dirty
- 62 THE LOCAL**
Small events need love too
- 162 OVAL NATION**
Round and round we go
- 176 IN GEAR**
Parts department
- 182 XRC CHRONICLES**
10, 5, 1 - what happened?
- 186 ASK THE PROFESSOR**
Virgin blue groove?
- 190 XTRA STUFF**
When we were young
- 192 RACERS RIDES**
Show us yours



ON THE COVER

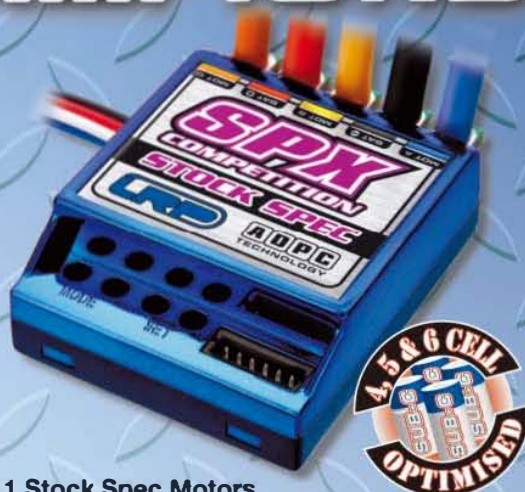
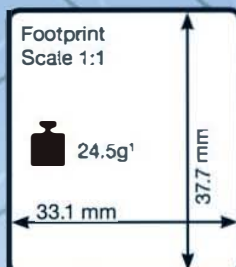
Mugen Seiki's MBX6. One of the OG's never backs down.

THE CHOICE OF WORLD CHAMPIONS

SPX Competition Stock Spec speed control

Get the edge over the competition with this speed control specially developed for stock racing. Features improved hardware and our special "Stock Spec" software which increases stock motor performance significantly. Get that edge over the competition you have been looking for!

#LRP80710: SPX Competition Stock Spec Speed Control



LRP Vector X11 Stock Spec Motors

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!

- Sintered Neodymium Magnet
- Can be operated with sensor and Sensorless speed controls
- New stack for more torque
- New low resistance design
- Hand wound
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- 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



LRP High Power Soldering Station.

LRP releases the first ever tailor-made Soldering Station for RC applications. Designed and fully setup to handle all the needs of a soldering station for R/C use. With its 90W power rating and 400kHz electromagnetic heating element, this soldering station reaches maximum temperature (480C) super fast, and is perfect to use for soldering joints on batteries, motors and speed controls. Equipped with the EasyTip-system, the tip of the 90W handle with its comfortable rubber grip can easily be replaced in seconds without any tools. 1.2mm and 0.5mm tip included.

#LRP65800: LRP High Power Soldering Station

for detailed technical data see current price list. ¹measured at 7.2V ²For race usage in combination with the VECTOR X11 - 6.5 Turns the Brushless Worlds Option Kit (Order No. 82700) is recommended. ³For 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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TALKY TALKY, NOW IT'S TIME FOR WALKY WALKY

THE INTERNET. IT SEEMS LIKE ALL OF THE WORLD'S MOST INTELLIGENT PEOPLE ARE ON THERE TELLING THE WORLD HOW THEY CAN MAKE IT BETTER. I see it all the time. There is a point when I read "How we can change the RC racing world" that I wish Y2K had actually happened.¹ Maybe the world would be different. We'd all be off the computer complaining about how "things should be different," or wondering what we could do, and might actually do something about it.²

I might come from a different time in RC. I raced at tracks where we showed up and helped build the track, and where we counted laps by hand. Today if we have a computer problem at a track we can't figure out what to do! What happened? Where did we go wrong? I wanted to start the New Year off with some happy rant about how "this year is going to be awesome," but then I went online and read some long post about "sportsman racing being cheated" and how everybody had some plan to fix racing... blah blah. I thought about what could happen if all these people who complained and offered suggestions online actually did something at their local tracks OTHER than bitch.³

I know our society has changed into a "right now and for free" society, but there are some old school values and work ethics that need to be bought back to use. So my challenge this year is for everybody who is into racing to go out to the track and actually help out. Pick up a shovel or broom, throw out your trash, have a meeting and discuss what rules are dumb and what needs to change, help out a new person, bring a new person to the track and let him race one of your cars...do ANYTHING but go home and complain on the forums.⁴ It's funny how sometimes the wisest advice comes from cartoons or even the Muppets. In the wise old words of Yoda, "There is no try, only do."

2009 is the year of "get off the Internet and do something."⁵

Godspeed,



Derek Buono

Executive Editor
derekb@rc411.com



1. I'd be typing this and you'd be reading it on printed newspaper...about 3 months later than I wrote it.
2. Generation Y? Generation Me is what we really are. Nobody cares about anything other than themselves.
3. I'd like to rename the World Wide Web to the World Wide Bitching. WWB.
4. Would there be forums without bitching? Where would other magazines go on and tell everybody lies? 50 percent less sales on the newsstand is easily spun to 1,000% growth.
5. And instead of bitching go on the internet and tell people what you did to make RC better...not just what you would do.

» TEAM RANTS

MIKE VELEZ (COMMANDER CLEAN)



LAST YEARS NEW YEARS RESOLUTION WAS... Can't remember, probably drink more beer.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... Be considered organized by my peers.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Subscribe to Xtreme RC.

DEREK BUONO (SASQUATCH HOPEFUL)



LAST YEARS NEW YEARS RESOLUTION WAS... Grow more hair on my back.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... Get fatter.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Set goals you can easily achieve.

JAMES REVILLA (WANTED PIRATE OR NINJA-THEMED GYM)



LAST YEARS NEW YEARS RESOLUTION WAS... To get in shape. I joined a gym back in March 2008, but I've never been inside yet.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... To actually step inside the gym I've been paying membership for the past 9 months before March 2009!
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Keep me from becoming a raging, horny alcoholic again.

MIKE McMAHON (SMILE. YOU JUST GOT BALLBUSTED)



LAST YEARS NEW YEARS RESOLUTION WAS... To ease up on the office ballbusting.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... To ease up on the office ballbusting.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Smile.

DAVE PALACIOS (KING OF THE #41 LUNCHES)



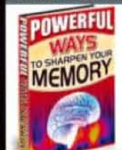
LAST YEARS NEW YEARS RESOLUTION WAS... I forgot what it was... right around February.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... T o not spend so much at lunch. Sushi is expensive.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: To take me out to eat...preferably sushi.

CARL HYNDMAN (NO PUMP. NO CIRCUMSTANCE)



LAST YEARS NEW YEARS RESOLUTION WAS... Increase Machoness.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... Bring Macho to a new level.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Give up trying to be as Macho as Carl.

BRIAN SKINNER (TRYING TO FIT THE SKINNY NICKNAME)



LAST YEARS NEW YEARS RESOLUTION WAS... I forgot, guess it didn't work out so well!
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... Loose some weight, and work on my total self.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: The world works on itself and gets happier.

JEFF EVELEIGH (LIKES TOUCHING DEREK'S JUNK)



LAST YEARS NEW YEARS RESOLUTION WAS... Teach Mike how to do a Cartwheel—I was pretty much set up for failure on that one.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... To lengthen the time between these stupid annual New Year's rants!
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Punch Derek in the junk for me... straight shot!

JASON BOULANGER (HIS HAIR STYLE REEKS MEDIOCRITY)



LAST YEARS NEW YEARS RESOLUTION WAS... To be as macho as Carl; obviously, I failed.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... To sound less like Napoleon Dynamite.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Stop accepting mediocrity.

MICHAEL WORTTEL (HAS COMMITMENT ISSUES)



LAST YEARS NEW YEARS RESOLUTION WAS... I really can't remember, but I wasn't planning on following through anyway.
MY NEW YEAR'S RESOLUTION FOR THIS YEAR IS... Find a job that's willing to keep me.
MY NEW YEAR'S RESOLUTION FOR EVERYBODY ELSE IS: Stop door dinging my car.

NOVAK HAVOC

Sport Sensored Brushless System



Perfect brushless upgrade for
any 1/10-scale vehicles



Kyosho® Lazer ZX-5™

HPI® E-Firestorm™

- ▶ **Fully Programmable**
- ▶ **Meets ROAR Specs**
- ▶ **Small Footprint**
- ▶ **Sintered Rotor**
- ▶ **Ready-to-Run**
- ▶ **High Speed**
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Wreak HAVOC on (or off) the Track

**Go 40+ MPH* with your Slash and the
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Traxxas® Slash Pro 2WD
Short Course Truck™

www.teamnovak.com



* Using a 7-cell battery and a 23-tooth pinion gear.
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The Havoc System
installed in a
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SAVAGE

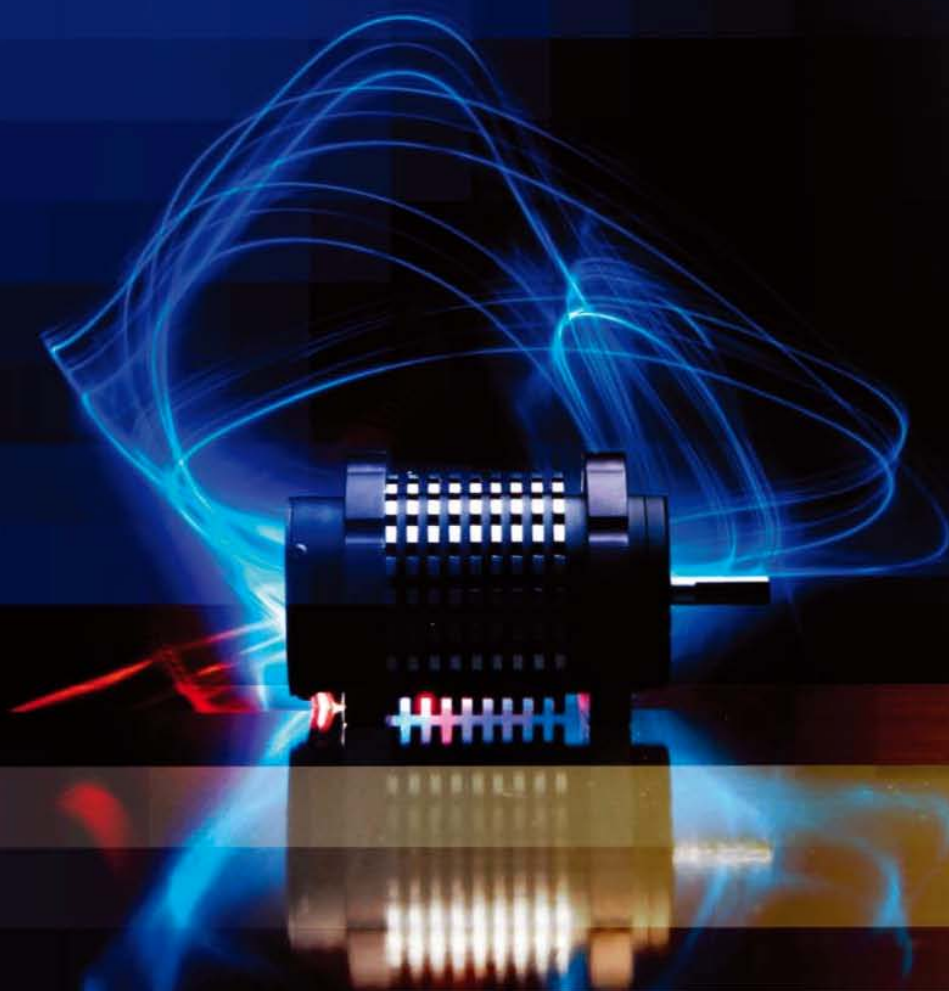
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brushless system HP

BRUSHLESS ELECTRIC POWERED 1/8TH SCALE 4WD MONSTER TRUCK

POWER BEYOND

STANDING BACKFLIPS › JAW-DROPPING TOP SPEED › INSANE TORQUE › MORE THAN YOU CAN HANDLE



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*With 2x3S LiPo batteries, HPI Phatline Tires (#4886)

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BLOWIN' STOP SIGNS IN JANUARY
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WITH GT-2 TRUCK BODY



hpi-racing

WWW.HPIRACING.COM

ROBOBRY REVIEW

words and photos: Derek Buono & Brian "Skinny" Skinner

The "Chicago Show" is sort of a misleading statement since it's not in Chicago, but just out side in Rosemont. In the past this was *the* show of the industry and everybody, I mean everybody was excited to attend the show. It's been on sort of a decline for the past 5 years, only to have a little spark last year. What's good is that it's still one of the few major shows out there where you can attend, ask questions and touch all the new stuff for 2009 well before we end 2008. This year there wasn't too many companies saving a big release for the show (stupid internet) but there were a few companies that released new products. Here's what's new so far for 2009.

AXIAL

It's fair to say that Axial owns the crawling market at this time. Their AX-10 is now the basis for most conversions. We're still waiting for a true competitor to come along, but Axial isn't. Their newest release is more for the scale crowd. The SCX10 takes the rocks and looks more realistic underneath with its scale ladder frame, realistic suspension, and the right size to fit all the bodies and 1.9" wheels on the market.

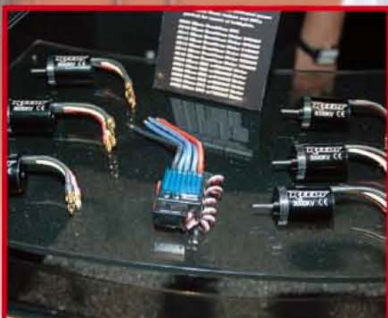
www.axialracing.com

TRAXXAS

While much of the industry didn't "release" anything at the show, Traxxas did the opposite. They actually saved surprises and released them opening day... and some say they stole the show by doing so. For the first time Traxxas showed prototype projects, including a mini E-Slayer and a Mini E-Revo. These two are named with the EX series so they won't be labeled as toys. The Summit was the star of the Traxxas booth. Although it's been compared to a Rock Crawler, the E-Revo based truck is more of a "utility truck" than a true rock crawler. The highlight of the truck is its ability to lock front and rear diffs from the transmitter and shift into 1st or 2nd gear. This allows one gear for true climbing and one to go faster if you're bored with going slow. The other new kit release was a true brushless E-Revo that comes with a Traxxas BL motor and the new Mamba Max ESC that seems ready for high voltage duty.

www.traxxas.com





LOSI/HORIZON/JR/SPEKTRUM

The Horizon booth was busy all week showing off some of their latest items to the public.

The Mini Crawler was a main attraction, and we even got to see a "full option" version that had many of the upgrades you find on the "bigger versions," including diff lockers and other option parts. The L8IGHT model was there on display, and while some parts of the country laugh at dirt oval the truth is it's probably one of the most popular motor sports in the US. JR had new high voltage servos that are designed to work with the voltage supplied by a 2S LiPo pack and theoretically should last much longer than the servos that are designed to run on 6v. The last item in the Horizon booth was the newest Spektrum radio. The DX3S looks like the R (race version) but is designed to hit a lower price point and give you all the telemetry of the R for less money.

www.losi.com

PARMA

The industry is about to go full-on Slash crazy. Parma's contribution to the class is a new body. Those who race a Slash or have a Slash know that the wheels rub on the body, and Parma addressed this with their Rattler body by flaring the fenders up higher to allow full clearance when the suspension is compressed.

www.parmapse.com

SERPENT/XCEED

Serpent has been in the business for a long time and has fluctuated greatly in popularity for a variety of reasons. We don't want to call this a re-launch of the brand, but they are back in the market and with a full line up of vehicles look ready to re-introduce the brand to the US. A new Xceed brand is coming as well. This accessory company has a nice line up of tools, tires, chargers, and power supplies that will work with any car.

www.serpent.com

AE/REEDY/LRP

Camp AE would have had the most exciting release of the show if their latest had been released at the show. The SC8 is quickly becoming an office favorite and AE had the full line up on display, along with the legendary Ricky Johnson to sign autographs and show off his Red Bull SC8. The Red Bull body is a limited one-time release, so if you can get one you might want to just put it in the closet and keep it. Along with the celebrity appearance they had the new LRP soldering station, which looks awesome with some cool features like an "auto cool" sensor that turns down the temp when in the base and reheats when you pick it up. Reedy and "new" haven't been used in the same sentence in a long time, but a new line of Reedy nitro engines was there and looking final along with a new line of micro brushless speed controls and motors.

www.teamassociated.com

They sure are milking the whole "g" thing.

PRO-LINE

The Big PL had a lot of new stuff in their booth. The biggest, literally, was their Baja 5T conversion, which allows you to run their new body and tires on an HPI Baja 5B. They had their new Slash/Slayer wheels and tires to touch and feel, a new big capacity T-Maxx tank that should be a big hit with Maxxers everywhere, and a lot of bodies and accessories for crawling. The new line of scale accessories is going to be huge for crawling and really should make the detail-crazy happy. Pro-Line even went so far as to have a different "tuber" chassis (sort of like a body) for the Axial. If you thought crawling wasn't for real...it is.

www.prolineracing.com

LARGE SCALE RC

Large Scale RC is importing these sweet 1/4-scale dirt bikes from AR Racing. This brushless, 7.4 volt MX bike is ARR (almost ready to ride), and comes assembled ready for radio and battery equipment. It also comes with a special gyro to help keep the bike righted. The bike looked pretty cool, and the suspension felt great—especially the upside down forks that felt more plush than the ones on my real MX bike! I watched the video of the bike in action, and all I can say is wow...we have to get one for testing! If you love MX, you have to check these babies out and for sure go to the web page to see the video.

www.innovativehobby.com

TEKIN

The crew at Tekin are some of the nicest people in the industry and they are finally catching up with back orders and still releasing new stuff. They are now the official distributor of the sick looking Predator 4WD car, so if you need a strange and insane looking alternative to what's out there you can get the car through a "real" company now. Tekin also had their 1/8-scale spec brushless motor and a prototype controller on hand. Keeping with the brushless theme they had a "Slash Pack" which includes a motor, controller, and battery specifically designed for Slash. Another combo they were showing off was their crawling combo, which they were proud to say won a few national championships.

www.teamtekin.com

CHECKPOINT/ O'DONNELL

Great Planes has a lot of great companies under their umbrella and a tour of their booth revealed lots of new stuff. O'Donnell is ramping up the new product selection and had a full option Z01B with big bore shocks and a new captured hinge pin design. Next to that was the Z01T which is obviously the truggy version. The new truck has some cool new features, and like the option parts on the buggy the new captured hinge pins and big bore shocks are the standouts.

www.bestrc.com/teamcheckpoint



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TEAM ORION 5000mAh Lipo #ORI14010

- Proven Team Orion SLPB cells ensure quality
- 20C and 5000mAh for extreme conditions
- 2S2P cell construction for 7.4 volts nominal
- Cycle life measured in the hundreds
- Platinum look impact resistant case
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- 2S1P cell construction for 7.4 volts nominal
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-  Official hand out battery for Tamiya TCS Nationals! (M-Class and GT2 Classes)



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THIS PRODUCT MEETS OR EXCEEDS THE SAFETY STANDARDS FOR INTERNATIONAL AIR SHIPMENT SET FORTH BY THE IATA

Manufactured exclusively for Team Orion by

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ensures the highest quality and safety in the industry. Beware of cheap imitators.

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All Team Orion racing components are designed and manufactured with pride by those who race. Patent Pending
20322 Valencia Circle, Lake Forest, CA 92630-8158 USA

SCHUMACHER/ SPEED PASSION

Schumacher's booth had an interesting twist on the Mi3 touring car: Nick Case's record-breaking speed run car that was based on Mi3 parts and a ton of batteries. Schumacher is also the Speed Passion distributor and they had the Speed Passion brushless motor dyno. We're interested in getting the dyno to see how it works and if we can answer the question on everybody's mind, "Which makes more power?"

www.racing-cars.com

O.S. ENGINES

Hara won the IFMAR Worlds with the V-Spec and now you can own the same engine he used in the Worlds Edition V-Spec. Hara won with extra long runtime and incredible driving, but pitting just one fewer time than everybody else is like starting with a 10 second lead.

www.osengines.com

OUTERWEARS

Outerwears is a "Made in the USA" company that has been supplying protective covers for off-road and on-road vehicles for as long as I can remember. Fortunately for us they love the RC world and make a wide variety of protective covers to keep our RC cars safe as well. For instance, this year they have new shock covers with colorful graphics to fit your HPI Baja, as well as air filter covers and a cool filter for the two-stroke pull-starter assembly. All materials are water and tear resistant and will definitely extend the life of your parts. Check out what Outerwears has for your vehicle...large or small!

www.outerwears.com

EDS

Team EDS is your one-stop-shop for RC tools. EDS stocks just about every type of tool you'll ever need for wrenching on your RC car, plane, or boat. All tools have treated spring steel shafts with precision machined tips for long life and precise fit. Each knurled handle is made from red-anodized machined aluminum and has a domed top that pivots in the palm of your hand for ease of use. For that custom look, EDS will engrave your tools, and you can even design your own custom tool set with a sweet carrying case. Just what the doctor ordered for the new RC season.

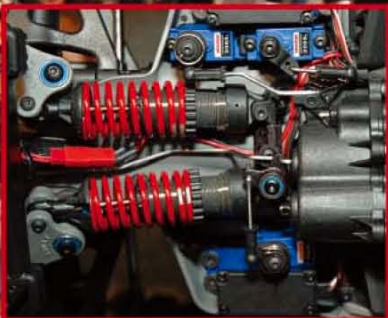
www.edsracingproducts.com

A123 BATTERIES

A123 Racing is sort of a new battery supplier to the RC world, but they have a heavy background in batteries for automotive and other major industries. This means that the product you get will have the quality and performance you need to have a fun day with your RC. Aside from their standard RC batteries, A123 has some interesting new technology that should greatly enhance the performance of both lithium ion and lithium polymer batteries. If you need cutting edge technology to stay on top, this company is worth looking into.

www.a123racing.com or www.enerland.com





SKINNY'S TAKE ON THE SHOW

I FELT THAT ATTENDANCE WAS A LITTLE DOWN FROM LAST YEAR, although many manufactures said that orders were still pretty good. I think the combination of our hobby leveling off and the economy being in the gutter had a major effect on this. It seemed as if most dealers and consumers present were die hard hobbyists; there was not a lot of new blood circulating at the show. There was a pretty significant reduction in the number of manufacturers in attendance as well, and the lack of Chinese companies showing knock-offs was noticeable.

Most disappointing was the fact that although there were a lot of new products, none of them were for the 2009 season. Most of the new products had already been released earlier in 2008, which kind of defeated the whole purpose of having a trade show in the first place. Traxxas and Axial were really the only companies that held back and actually released something new for the 2009 season. HPI had their new Baja 5T there, but they didn't have a booth. Usually there's a new product category that stands out each year; for instance, last year brushless 1/8-scale buggies were the big thing with LiPo and brushless motors second. This year I couldn't really put a finger on what was the big push for the 2009 season...although I can tell you that CORR/desert trucks will definitely be hot for this year...they already are!

SKINNY'S TOP 5 SHOW STOPPERS

- 1 The Traxxas Summit had to be the top attraction for the show. No one knew about it, and it's going to be a big seller. This truck is a weekend warrior type of truck...you can blast around with it, then...with a flick off a switch...lock it in and do some serious four wheeling. Kind of like what you used to do with your parents Jeep Cherokee, only smaller!
- 2 The new Axial scaler truck is very cool, and was a pleasant surprise at the show. It gives hobbyists a whole new platform on which to build sweet scale rigs that will also offer supreme performance.
- 3 Pro-Line never disappoints, and has a whole bunch of new goodies for the 2009 season. The stopper for me was their new line of crawler products, but the new tools and gear bag were pretty nice, too.
- 4 Associated had the new 1/8-scale SC8, but the real show stopper was Supercross super hero Ricky Johnson at their booth. That was the best thing for me!
- 5 Most definitely the Xtreme RC Cars booth. We had the best attraction with "Rock Band 2" and the latest addition of Xtreme RC Cars magazine to hand out!

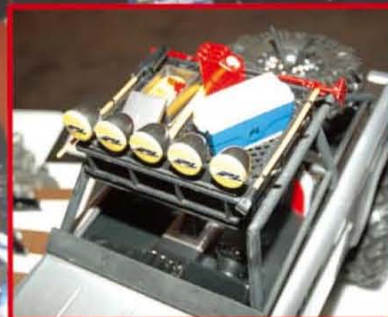


DEREK'S TAKE ON THE SHOW

INDUSTRY, INDUSTRY, INDUSTRY...where did we lose our path? Did we ever have one? I don't know. Last year I thought the "good old Chicago Show" was back on track with lots of dealers and a lot of public traffic. This year I can't say the same. There were not too many dealers and attendance seemed to be down. Could this be because most companies shoot themselves in the foot and don't release anything at the show? Look at the 1:1 industry; even with the Internet and leaking photos they still have "big releases" that make people want to attend their shows. With all that out of the way, this year's show was about crawling and CORR-style trucks. You should have seen the number of companies there with new stuff. If we hadn't just tested the SC8 I'd say it was the show stealer. It looked awesome and people seemed to love it. I fear that if we don't figure out how to make the trade shows cost less for the industry we're not going to have them much longer...and I don't think that's a good idea. The Internet isn't a replacement for touching and feeling, not to mention connecting with other members of our hobby.

DEREK'S TOP 5 SHOWSTOPPERS

- 1** Axial Scale Crawler—I'm giving huge props to Axial for releasing this at the show. I don't know if I would have guessed that Axial would take on the scale Tamiya scene, but their mix of scale and performance should be good.
- 2** Traxxas Summit—Okay, so it's not a true crawler, but it's still a pretty insane truck. Remote locking diffs? Are you kidding me? You can crawl up almost anything and then switch into second and go faster than 7mph! That will sell trucks.
- 3** Pro-Line scale crawler parts—I don't know why, but the thought of a mini cooler filled with beer on top of a truck makes me want to grow a beard and chop some wood. Pro-Line took their SoReal line of die cast and made it cool by sticking it on moving cars...brilliant.
- 4** Team Associated SC8—I would have said this was the car of the show if it had come out at the show. But we've tested it, loved it, and want more in the office. Those who hadn't seen it should have been impressed. Team Associated even had Ricky Johnson at the show signing autographs!
- 5** The Lobster Tank at Shoeless Joe's—If this had been at the show it's all I'd talk about. Those who watch Kitchen Nightmares might have seen this, but at the local "watering hole" where we hung out at night there was the "Live Lobster Tank." It was like the old games where you spent \$20 trying to grab a 50-cent stuffed animal, only with live lobsters instead of toys. We got one the first night and it only cost us about \$18! Skinny ate the lobster like a champ!



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Mantis TXS TRUGGY RTR

Robitronic announces their new Mantis TXS 1/8 Nitro Truggy RTR. The truck has all the great features of the original Mantis but with many options upgraded for extreme performance. Features include a 4.6 big block engine, big bore shocks, floating front and rear differentials, and a low upper deck for a lower CG. The box includes a ready-to-run built chassis with electronics, painted and decaled body, wheels, tires, fuel bottle, and glow igniter.

PART NUMBER: R39074
MSRP: \$695
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WWW.SKMOTION.COM



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- #697 WolfPack 7.2V 3000 mAh w/ Traxxas® connectors
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- #612 1600 Series 6.0V
Hump Receiver Pack

- #613 1600 Series 6.0V
Flat Receiver Pack



- #618 1600 Series 7.2V
Flat Micro Pack

- #619 1600 Series 7.2V
4x2 Micro Pack



New Era **NITRO MEGA CRAWLER**

New Era introduces their Nitro Mega Crawler. As the name suggests, this big rock busting machine features a .28 nitro mill, modified Mad Force axles, aluminum chassis, and 4-link suspension. It comes in RTR or kit form.

WWW.NEWERAMODELS.COM

Reedy LiPo MICROS!

STARTER BOXES!

#635 Starter Box Battery
2200mAh 14.8V 20C



MICROS!

#620 Micro Pack 1800mAh 7.4V 20C



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#632 Tx Lightweight Battery 1350mAh 11.1V
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RECEIVERS!

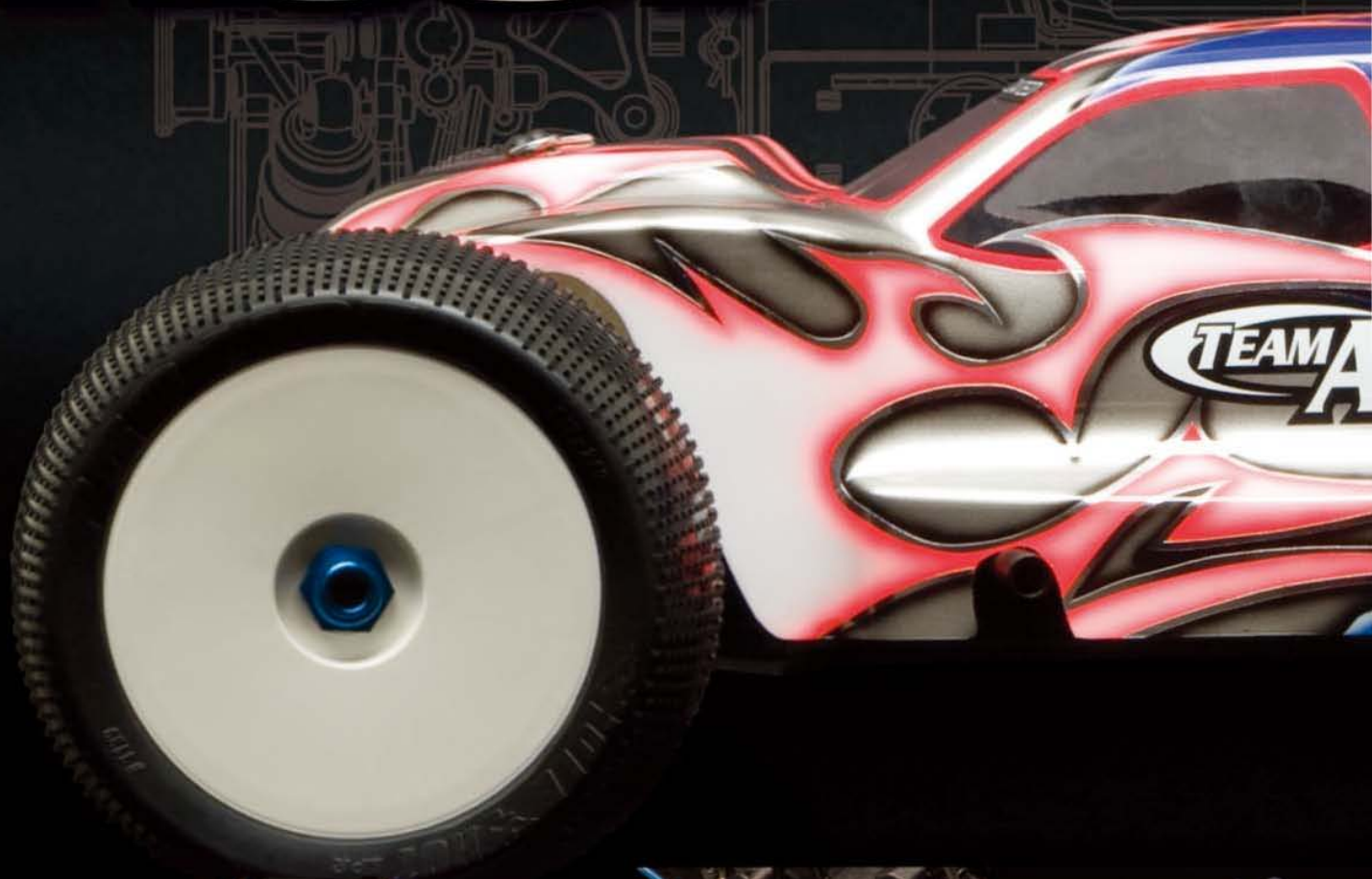
#630 Pro Rx Battery 1600mAh 7.4V 10C
#631 Rx Battery 2100mAh 7.4V
#636 6.0V Voltage Regulator



www.ReedyPower.com

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RC8T FACTORY Team



Factory Team Aluminum Top Plate and Steering Rack included!



Factory Team 'Big Bore' threaded, hard-coated shocks come preassembled

Team Associated is proud to bring to you the Factory Team RC8T, an 1:8th scale full-blown racing truggy based on the successful RC8 platform! Like the Factory Team RC8 buggy before it, the highly anticipated RC8T will raise the performance bar for 1:8th nitro truggies.

Strength, durability, maximum corner speeds and rough track handling were the key design elements Area 51 worked into the RC8T. Drivers will experience unparalleled and effortless "pop" as they launch from the jumps. Landings will be plush beyond belief due to the enhanced suspension that other truggies can only dream of.

From the correctly balanced and optimized chassis weight distribution, silky smooth and reliable 'Big Bore' shocks featuring 4mm gold shafts, innovative clutch design, to the machined chassis, every inch of the RC8T screams high performance and durability. There will be no question as to why the Factory Team RC8T will be the truggy of choice at the highest levels of competition.

1:8 Scale Nitro 4WD Offroad Truggy Kit

**RYAN MAIFIELD TQs & WINS THE #1
2008 MANUFACTURERS CUP WITH
HIS RC8T THE FIRST TIME OUT!!!**

1



RC8T differentials come preassembled and ready to fill with diff fluid



Factory Team carbon fiber shock towers for light weight strength and durability



Factory Team blue titanium turnbuckles and aluminum chassis braces come assembled



Blue aluminum wheel hexes featuring captured drive pins and nyloc wheel nuts

The Factory Team RC8T features:

- Factory assembled shocks, diffs & turnbuckles with Factory Team shock and diff fluids included.
- Factory Team 'Big Bore' threaded, hard-coated shocks feature 16mm six hole pistons and 4mm gold shock shafts for maximum smoothness
- Factory Team Aluminum Top Plate and Steering Rack for the ultimate truggy durability
- Factory Team chassis braces with integrated center stiffener that maintains chassis integrity
- 4mm woven carbon fiber shock towers for maximum rigidity, strength and light weight to keep the center of gravity low
- Blue aluminum wheel hexes featuring captured drive pins and nyloc wheel nuts providing the ultimate in security
- The 4.30:1 ratio gear boxes deliver maximum punch
- Unique low-profile elliptical high-flow, two-stage air filter
- FFC Free Float Caliper brake-system eliminates the possibility of unwanted brake drag while on throttle

- Two-piece split-center diff mount allows quick and easy access to the center diff
- Wing angle and position is fully adjustable and secure
- High-torque capacity three-shoe aluminum clutch
- Full CVAs with captured CVA pins
- Full ball bearing drivetrain and steering
- Metric hardware throughout
- Milled 3mm black hard-coated 7075 aluminum chassis
- Factory Team blue titanium turnbuckles



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www.rc10.com or www.teamassociated.com

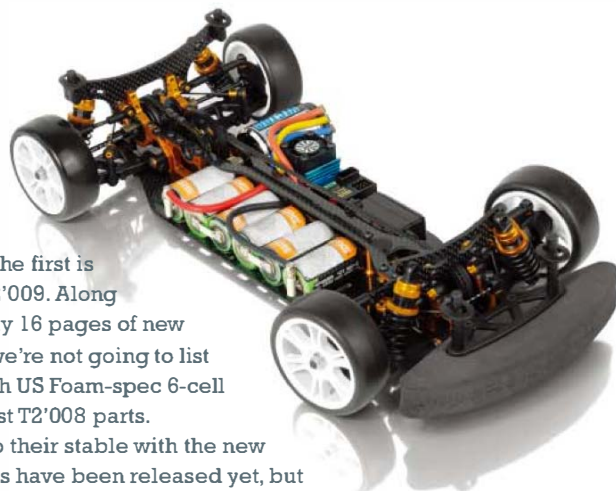
XRAY

On-Road Double Shot

XRAY hits the on-road competition circles with two new rides! The first is the latest incarnation of their T2 1/10 electric touring car, the T2'009. Along with a new orange-ish gold-ish anodizing, the T2'009 has literally 16 pages of new or refined features (the press release was really that long!), so we're not going to list them here, but we will tell you that the T2'009 is available in both US Foam-spec 6-cell and EU Rubber-spec 6-cell editions, and is compatible with most T2'008 parts.

Switching to smaller scale, XRAY adds another competitor to their stable with the new on-road direct drive chassis, dubbed the "XII." Not many details have been released yet, but instead you get a bunch of photos. Looks like a clean design and one to watch out for at a carpet track near you.

WWW.XRAY.COM



TRINITY'S NEW PULSE

Team Trinity introduces an all new proprietary brushless motor design for all levels of competition. The Pulse Modifieds are pro racing brushless cans, and the ROAR Spec meets all ROAR and IFMAR spec class requirements. Both types of motors work with all sensored-style speed controls and feature strong neo magnets, heavy duty ball bearings, and timing adjustment. They are available in the following winds:

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ROAR SPEC: 10.5 / 13.5 / 17.5 / 21.5

WWW.TEAMTRINITY.COM

THE OFF-ROAD ADVENTURE BEGINS HERE



SUPER SIZE CRAWLER AFA01

RTR Super Size Rock Crawler by Integy



Item #AFA01 MSRP\$299.99

2009

AVAILABLE AT YOUR LOCAL HOBBY DEALER

DECEMBER 2008 RC EVENTS CALENDAR

RACE GUIDE KEY

On-Road Race

Off-Road Race

MONDAY

National Pie Day



1

TUESDAY

Nelly Furtado's Birthday



2

WEDNESDAY

THURSDAY



Wear Brown Shoes Day

4

FRIDAY

Walt Disney's Birthday



5

SATURDAY

JConcepts Bash

Winter Haven, FL - extreme Hobby Zone
www.rcbash.com

Arizona Championship Series R3

Wittman, AZ - The Nitro Pit
www.thenitropit.com



6

SUNDAY



National Cotton Candy Day

7

National Brownie Day



8



9



Nobel Peace Prize Awarded

10



11

JConcepts Clash

Coral Springs, FL - Coral Springs R/C Club
www.rcclash.com



12

Derek's Mom's Birthday



13

OC Circuit 10th Annual Toys 4 Tots

La Minora, CA - OC Circuit
www.socal.rcing.com



14



15

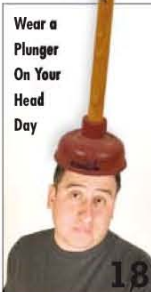
National Chocolate Covered Anything Day



16



17



Wear a Plunger On Your Head Day

18

Kristy Swanson's Birthday



19

Arizona Championship Series R3

Scottsdale, AZ - SKS
www.thenitropit.com



20



21

Dina Meyer's Birthday



22

Holly Madison's Birthday



23



24

Christmas Day



25

Boxing Day



26

Visit the Zoo Day



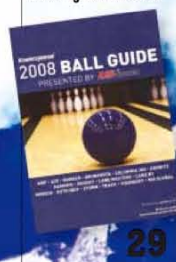
27

Card Playing Day



28

Bowling Ball Invented



29

Tiger Woods' Birthday



30

New Year's Eve



31



3

4

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The **LARGEST** and most
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to car fuels in **DECADES!**

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WHY did we field test in competition on 3 different continents?

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WHY? Because our customers expect *nothing less* from the global leader in car fuels!

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- **EASIER TUNING**
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Mark Sweeney
2007 1/8 4WD Nats On-Road
Masters Champion

"Gen2 provided phenomenal results! I was able to lean the top 7 hours and the bottom 2 hours, got an extra 2 minutes run time per tank at lower temperatures than the previous RACE 3000. What an effect this will have on the industry!"

Ross Denny
1st Place and
TQ Monster Truck,
2007 U.S. Gas
Championships

"If you were to describe the **ULTIMATE FUEL** for today's car engines, the new Gen2 RACE Fuels from Byron Originals would fit that description perfectly..."

Jim Hottinger, CEO
Fusion Motorsports/
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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.



Hell no. I could never afford RC for two." -MikeW

60% say: YES!

Do you wish your **SIGNIFICANT OTHER** WAS ALSO INTO RC?



40% of readers polled got their first "real" RC car between the ages of 10-15.



RANDOM POLL QUOTE:

"8, yes that's eight years old when I got my first car—more of a man back then with my rugged Blackfoot."

-abailey21

IF YOU FOUND OUT A CANDIDATE WAS INTO RC, WOULD YOU AUTOMATICALLY VOTE FOR HIM OR HER?

16% = Yes
58% = No
26% = Don't Vote!

"I'm 17 and thus cannot vote. But if they were and promised to make good nitro \$20 a gallon again, they'd have my vote."

-Rocketmini

Have you ever forgotten your RADIO at the track?

31% say: "Yes"
69% say: "No"

RANDOM POLL QUOTE:

"I was at Leisure Hours, and I had an hour drive in traffic. 'Hey have you seen a blue bag, dad?'—'No, I did see it on the porch at home though.'—'Why'—'Ummmm...no reason.' I was so pissed."

-Reyzo14



Have you ever submitted pics of your RC car to "RACERS" RIDES?"

RANDOM POLL QUOTE:

"Yes, and thanks for putting me in last month's issue. It's truly an honor!"

-team3six

Yes: 49%
No: 51%



That's not Mike Worrel and his significant other in the photo. The eyebrows aren't manicured.



An Astounding 76% of you dream of RC at night!

RANDOM POLL QUOTE:

"Always, and if I can't fall asleep, I usually get the portable DVD player out next to the bed and watch XXX Main."

-RC_KAOS

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TUNING HELP

The best engine tuners do their magic with the help of engine temperature, smoke from the exhaust, and the sound of the engine. Actually listening to the purr of your mill at speed can be difficult at times, especially on the large tracks we are racing on these days and the fact that there are usually another dozen nitro-breathing monsters on the track along side of you. Your best bet is to hit the track when there is nobody on it and listen to your engine through every section of the course. This isn't always possible, so your other option is to get your pit person to stand at specific areas of the track to listen to your engine and offer feedback. You won't always be able to hear a lean-bog at the end of the long straightaway from on top of the drivers stand, but as long as your pit crew can you'll be able to address the problem before the start of your race.

VARIABLE VISCOSITY

Having just returned from a race in close to freezing ambient temperature I re-learned that the viscosity of shock fluids can alter with temperature. My chassis was not acting the way I wanted it to and I quickly realized that my shock oil had thickened in the low temperature. The introduction of silicone fluids many years ago helped to combat this problem (and the opposite problem of oil thinning in hot conditions), but the problem did not go away completely. Keep in mind that if you are running on an excessively cold day you may have to lower your shock oil viscosity by 5 to 10 weight. The opposite would be true on a super hot day, which would call for a slight increase in the viscosity of your shock oil to compensate for the high temperature. There are no hard rules here when it comes to how temperature will affect your specific oil situation, but be aware of the changes so you can compensate for the alterations due to extreme weather conditions.



COOL DSM

2.4 Ghz radios are the most amazing technological break-through this hobby has seen in a while, but just like with any emerging technology there can be some problems. Some of the new DSM receivers are having heat issues and shutting down when run in high ambient temperature situations. To help prevent this many racers are drilling out their RX boxes to allow cool air to flow over their electronics and keep temps in check. Always keep two box lids around; one vented for hot weather racing and one sealed for moist racing conditions, and regardless of the lid you are using you should always pack your receiver in foam-rubber to protect it from vibration.

UNPLUG YOUR LIPO

LiPo batteries should never be allowed to fully discharge or they will be destroyed (and could be dangerous). It isn't uncommon for a racer to forget to turn his car off after a day of electric driving. This wouldn't normally be too big a deal, except when Lithium Polymer batteries are involved. If you leave your car turned on and your battery plugged in, the battery will fully discharge. To be sure that this never happens by accident, get into the habit of always unplugging your battery in your electric machine immediately after use (you should do this even if you aren't using LiPo packs).

This way it won't be a huge deal if you forget to flick your switch. To take this tip one step further, try to never store your LiPo battery in your chassis. Taking it out forces you to address the plug issue every time so you'll never have a failure.



Never leave your LiPo battery plugged into your ESC when stored.



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OFF-ROAD *VS.* ON-ROAD



WHAT'S RIGHT FOR YOU?

words: Michael Wortel

Newcomers to RC are faced with a few big decisions. Deciding which car to start with is a big decision in itself. Some people know exactly what they want to buy—as they’ve been harboring a specific fantasy for quite some time. But more times than not, newcomers are torn between a few different choices. And to complicate matters even more, they have to decide whether to start off-road or on-road. That is what this article is about. There isn’t a clear-cut answer as to which is better, as there are pros and cons to both off-road and on-road. At the end of the day, it all boils down to what is best for you; your needs may be different from mine, the needs of a pro driver or even those of your buddy next door. This installment of “Starting Box” provides all the information you need to determine the best class of RC for you.

OFF-ROAD POPULAR CLASSES



MONSTER TRUCKS:

Monster trucks have always appealed strongly to RC newcomers. These trucks are big, gnarly, oftentimes loud, and can go over almost anything. Nitro-powered trucks like the Traxxas T-Maxx and HPI Savage are extremely popular, and they comprise a very high percentage of all RC sales.

1/8-SCALE BUGGY

Over the last few years or so, nitro 1/8-scale buggy has become the most popular racing class in RC. These buggies are big, fast, loud, and durable. Pretty much every manufacturer makes an 1/8-scale buggy. There is an abundance of cars to choose from, in both unassembled “kit” form and ready-to-run (RTR) form.



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HS-985MG	32985S	CORELESS HIGH TORQUE	144 / 172	0.16 / 0.13	DUAL BB	METAL	1.57" x 0.78" x 1.45"	2.18
HS-5645MG	35645S	HIGH TORQUE DIGITAL	143 / 168	0.23 / 0.18	DUAL BB	METAL	1.59" x 0.77" x 1.48"	2.11
HS-7955TG	37955S	G2 MEGA TORQUE TITANIUM	250 / 333	0.19 / 0.15	DUAL BB	TITANIUM	1.57" x 0.78" x 1.45"	2.29
HS-7985MG	37985S	G2 HIGH TORQUE CORELESS	144 / 172	0.16 / 0.13	DUAL BB	METAL	1.57" x 0.78" x 1.45"	2.18

1/8-SCALE TRUGGY

This class is essentially a derivation of 1/8-scale buggy. Truggies are basically truck versions of buggies—with bigger wheels, longer chassis, wider arms, and truck bodies. The class was born in America, where the tracks tend to be bigger and more treacherous than in other countries. Truggies are a bit less volatile than buggies, so they are a little easier to drive on rough tracks.



1/10-SCALE

The old-school RC10 buggy and stadium truck represent the 1/10-scale class. Until a few years ago, 1/10-scale was the most popular class in the entire industry. Since the introduction of the T-Maxx and the nitro-powered boom, however, 1/10-scale has taken a backseat to 1/8-scale buggy. Nonetheless, there are still many cars and trucks to select from in this class.



ROCK CRAWLING

Rock crawling is somewhat new to the industry, but it looks like it is definitely here to stay. Rock Crawlers are purpose-built, 4WD trucks that are designed to be driven at low-speeds over rocks, through valleys, and up and down hills. Until a few years ago, rock crawling rigs were made out of spare parts and specially fabricated chassis (Frankenstein machines) but as the class has become more popular, a hand full of manufacturers now produce purpose-made kits, out-of-the-box.



LARGE SCALE

Any car or truck larger than 1/8-scale is considered large scale. The HPI Baja 5b (1/5-scale) is one of the most popular large-scale RC cars on the market. These cars tend to be a bit more expensive to get into, and the parts are somewhat more difficult to come by, but many people who drive large scale cars swear by them, and refuse to go back to anything smaller.

NITRO VS. ELECTRIC OFF-ROAD

Another big decision to make before deciding on what car is best for you is deciding whether you want a nitro or electric vehicle. In the off-road scene, nitro cars have, over the last eight years or so, become more popular than electric cars. Many people are turned on by the fact that you can fill up the tank and go, rather than having to wait to recharge battery packs. And nitro cars and trucks appeal to the senses more: they're loud, they puff out cool blue smoke, and they feel more like miniature versions of real cars than their electric counterparts. Electric, on the other hand, does have some advantages. New, brushless motor technologies have arrived which make electric RC more efficient and maintenance-free than it used to be; LiPo batteries have greatly extended runtimes and cut weight, compared to the batteries of a few years ago. And believe it or not, at the end of the day, electric RC can actually be more powerful than nitro-powered. The way the scene looks right now, there are more nitro than electric options in the off-road scene, so if you definitely don't want a nitro car, you'll have fewer options in the off-road market.



COSTS

The biggest off-road expenses usually result from crashing, and if you're anything like me, that happens pretty damn often. With off-road, there are way too many thrashing temptations to resist. Sooner or later, you're bound to get bored and build a huge jump in the backyard that you just can't wait to launch your truck off of. It's all fun and games until it comes to the landing, after which you have to replace the resulting broken shocks, bulkhead, and tweaked chassis. Now, that is a pretty extreme example, but it really does represent off-road RC as a whole. Since there is less traction and more hairy terrain in off-road than there are in on-road, crashes are more inevitable. And although most off-road cars and trucks are tough, they will break sooner or later. The biggest recurring cost specific to off-road RC is broken parts resulting from crashes, which are simply more common than on the on-road scene.



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STARTING BOX

OFF-ROAD RACING AND COMPETITION

Off-road racing is considered an important part of our industry. Basically, a lot of the products we use are endorsed by pro drivers, who are used by the manufacturers to help sell their gear. People are more likely to buy an "Adam Drake" engine rather than the same engine without his name on it, right? Off-road has a bigger piece of the RC pie than on-road, and that is also reflected in the racing scene. There are a lot of different off-road tracks across the nation, some indoors and others outdoors. The new trend is for bigger, faster tracks with more MX-style jumps; ten years ago, the tracks were smaller and more loose. Major off-road races last for an entire weekend and include practice, qualifying, and main heats. Club races are much shorter and can be completed in a single evening. The biggest racing class these days is 1/8-scale buggy, and it should stay that way for a while. A new competition to enter the off-road scene is Rock Crawling. Rather than racing around a track, Rock Crawling competitions are held in random, rugged locations where multiple courses are set up for drivers to compete on. They are point-based and hinge more on precision and perfection than time.



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OFF-ROAD "BASHING"

"Bashing" refers to driving your car on a surface other than a race track. Although many readers of this magazine race, a large majority of people who buy RC cars never hit the race track. There are endless bashing possibilities with off-road cars and trucks. You can drive on the street; you can drive in your backyard; you can drive at a skate park; you can drive at a construction site... the possibilities are virtually limitless! Keep in mind, however, that it may not necessarily be legal to drive at all of these places. Try not to trespass or drive your car at nature preserves, and if you plan on running in the street, be mindful of full-scale cars and pedestrians. And never, under any circumstance, torment or taunt animals with your car. As long as you are careful, you can have tons of fun driving your off-road car at places other than the race track. Even if you're driving alone, you can still build jumps, tune, or attempt stunts with your car. For some awesome examples of extreme bashing, check out the "xxx-Main" DVD, or do some searches on YouTube. You will see 1/8-scale buggies jumping over houses, racing BMX bikers on their turf, and charging in some badass speed runs.



MAINTENANCE

All cars—on-road and off-road—need maintenance to work properly, but certain things come up more often with off-road cars. One of the biggest things, and I truly believe this is why James is mostly on on-road guy, is that off-road is a lot more messy. Driving in the dirt and mud greatly increases the need for things like cleaning your bearings, dusting-off your car between runs, and inspecting the chassis for rocks and gravel. Also, you have to change the shock fluid, clean your air filter, and inspect your gears more often in off-road as well. And don't forget your radio gear! Things like receivers, servos, and ESCs absolutely hate water, and when you're driving off-road, you are more likely to encounter water and mud than you are if you keep your car on the blacktop or carpet.



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ON-ROAD POPULAR CLASSES

SEDANS

Touring cars definitely comprise the biggest segment of the on-road scene. They are 4WD, super low to the ground, and feature 4-wheel independent suspensions. The "TC" class was born in the mid-90's, and for a while was one of the biggest classes in the industry. Increasing kit and tire costs quelled its popularity a bit, but electric sedan is still very popular. Although less common, nitro sedan is considered by many to be one of the most exciting classes in RC.



CARPET VS. ASPHALT?

Electric sedans are run on either carpet or asphalt tracks. Carpet tracks are all indoors and offer so much traction that they are the ideal places for motor and ESC manufacturers to durability-test their new products. Carpet tracks are most common in the Midwest and East Coast, while asphalt tracks are more common along the warmer South and West Coast.

DRIFTING

Drift cars are essentially electric sedans with super-hard tires meant for breaking traction and drifting around a course. Competitions are judged for style and consistency rather than by lap times. Full-scale drifting is a product of Japan, where they have a bunch of "tuner" cars, but little space to race. Much like real drifting, RC drifting requires very little in terms of preparation or real estate to have a good time.



1/12-SCALE

1/12-scale was bigger in the 70's and 80's than it is today, though it still has its share of fans. The cars are small, have little in the way of suspension, and run on four cells. They are considered easy to set up but hard to drive. It isn't likely that you'd ever buy a 1/12-scale on-road car unless you were planning on racing.



1/10-SCALE PAN CAR

Nowadays, this class is pretty much relegated to oval use. The cars feature solid rear axles, almost zero front suspension, and direct pinion-to-spur drive trains. This class is fast, quiet, and pretty uncommon, but anyone who is into it will swear it is the only class that exists!



1/8-SCALE

The 1/8-scale nitro on-road class is considered by many to be the most difficult of all RC classes, on or off-road, to master. In fact, it is so difficult that Derek promised me a \$1,000,000 bonus if I become the next 1/8-scale on-road IFMAR champ. Yes, it is that hard and technical. The cars get up to 80mph, are very expensive, and there are very few tracks that are actually big enough to contain them.

NITRO VS. ELECTRIC ON-ROAD

In the on-road scene, electric RC is more popular than nitro, and hence there are more electric cars available for on-road use. With 2-speed transmissions, nitro on-road cars are incredibly quick—60+ mph. For a beginner, that speed may be almost too much to handle. So if you're starting out in on-road, going nitro isn't really a wise choice. Drifting has started to encompass a fairly large percentage of the on-road pie, so it deserves a look too in regards to the nitro vs. electric on-road debate. Drifting is almost entirely electric, so if you're planning on buying an on-road car to drift with at some point, make sure to choose an electric car. Much like off-road, electric on-road is just as fast, if not faster, than nitro. You just don't get all of the cool sensory experiences that come with nitro, like the sound and smoke. If you don't think you're up to learning how to use a nitro car, you're in luck; most on-road cars on the market are electric.



ON-ROAD COSTS

When you get into on-road RC, you'll quickly discover the most expensive, recurring cost: tires! On-road cars are fast and get lots of traction, which is great for putting a smile on your face, but bad for the pocketbook. All of that speed and traction results in friction, which then eats away at your credit card every time you replace your tires. Even if you're just bashing around on the street, tires wear quickly, and they need to be replaced often. You'll easily spend \$30-\$40 on a full set of wheels and tires, and that can get old pretty quickly. There are harder compounds that will extend your tire life, but you will also sacrifice traction. Aside from increased tire costs and changing frequency, there aren't a ton of unique on-road RC expenses.

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ON-ROAD RACING AND COMPETITION

Generally speaking, there are fewer on-road tracks than there are off-road tracks. Some of that has to do with interest, but it is also because off-road tracks are cheaper to maintain. That being said, there are still a fair number of on-road tracks in America. In the on-road scene, competitions are held at indoor and outdoor asphalt tracks, at indoor carpet tracks (actually, Ozite—a lot like felt), and in parking lots, where drifting competitions are held. Sanctioned asphalt and carpet races closely follow the same format as off-road races, where there are practice rounds, qualifying rounds, and main heats. Major races are typically a couple days long, while Club races finish the same day they start. Drifting competitions are a bit different.



They are “judged” rather than won with lap times. The atmosphere is a bit more relaxed than in a race, and the setup is a lot less meticulous. There are a number of different drift clubs throughout the nation, so chances are there is one in your area. The nice thing about drifting is that you don’t need a track per se—just a parking lot, some cones, some friends, and some pretty models. (You don’t really need chicks, but they sometimes make drifting events even better.)

ON-ROAD “BASHING”

The modern touring car scene was bred out of parking lot racing—a bunch of guys getting together and setting up impromptu tracks in parking lots. Although this still takes place, it happens a little less frequently than it used to. Aside from setting up tracks like this, or getting together with a couple buddies to drift in a parking lot, there really aren’t a ton of bashing possibilities in the on-road scene. Most on-road cars need smooth, clean surfaces to run on, since their ground-clearance is only a few millimeters. Sometimes it is hard to find a suitable surface to drive your on-road car on. And even if you can find a place to do it safely, driving your car back and forth on the street is only fun for a limited time. The bottom line is this: it is difficult to “bash” with an on-road car, because in order to have any real fun, you need a very clean surface, and at least one other friend to drive with.



EDITOR’S PICKS (WHAT WE PREFER AND WHY)

DEREK

When I was young we didn’t have nitro as a real option. I also walked to school uphill both ways in the snow while carrying 500 lbs. of books. Electric is obviously the easier choice and it provides great fun. Nitro adds an element that electric will never have— an engine! Sound and smell are something that electric is missing. When I worked in a hobby shop I’d always suggest people buy something they can use in the street or yard, and that will always be off-road. It’s just more versatile. There’s no training with nitro so you’ll have to actually try it to learn; some people pick it up quick, but others don’t.

JAMES

If we’re talking all-around, then I’d have to choose something off-road, since can go places that on-road vehicles can’t, so you’re not limited by driving surface. They’re also more forgiving when you crash into stuff, since they’re designed to take more abuse than on-road. It would be nice to start with a 4wd truck, since 4wd vehicles are easier to drive, and thus easier to learn with - though 4wd’s are more complicated than 2wd when it comes to maintenance, rebuilding, etc. On the other hand, some people like RC because of the scale look, and you can’t beat an on-road touring car for that. Most touring cars are 4wd so they would be easy for a beginner to use as a tool for learning how to drive.

WORT

I generally prefer off-road to on-road. Basically, off-road cars are just more versatile than on-road cars. I enjoy running my cars at parks, forests, construction sites, and on less-than-forgiving roads. Off-road cars offer more capability on those surfaces. Also, with a few simple changes, most off-road cars can be made into street machines—just put on new tires, change the springs, lay down the shocks and you’re there! Don’t get me wrong; I love on-road cars too. But if I were to suggest a car for a newcomer to start with, I would have to go with an off-road ride.

MAINTENANCE

Although on-road RC is less muddy than off-road, it still comes with a unique set of routine maintenance steps. Where off-road involves mud and caked-on dirt, on-road RC is plagued by fine dust and rubber shavings. Because on-road cars are generally so close to the ground, the chassis are very susceptible to scratches. Components such as servos, motors, and batteries are closer to the ground than ever before. Most on-road cars use ball-diffs as opposed to the sealed, gear diffs that most off-road cars use, and ball diffs require more routine maintenance. They have to be disassembled, cleaned, greased, and rebuilt pretty often. If you aren’t good with really small parts, you won’t have much fun working with the tiny balls in a thrust bearing. On-road cars are meticulous. If you ever go to an on-road race, you’ll see racers tediously working on their set up boards, adjusting 1/2-degrees of camber, toe, ride height, and tweak. Basically, adjustments are extremely fine in on-road RC, and being off 0.1 of a degree in either direction can make your car handle terribly. If you aren’t one for fine tuning, you may be better off sticking to off-road, where you won’t have to be quite as careful with chassis setup.



CONCLUSION

When you’re starting out in RC, you’re faced with some tough decisions, and deciding between on-road and off-road is definitely one of them. Ultimately, it all has to do with the individual. What is good for one person may not necessarily suit another. The important thing to do is think about your options carefully. Think about where you live—what kinds of tracks are nearby, and what surfaces are available for you to take advantage of. Also, think about what interests you most, and which kinds of maintenance can you see yourself putting up with. At the end of the day, you can’t really go wrong with either on-road or off-road. They both offer a ton of cars to choose from and an equally abundant number of hop-ups to drool over. Before making your final decision, think about everything, and if you’re unsure about something, ask around. This hobby is full of people who are more than willing to give you their opinions and share their wisdom, much like us. ☺



Products for Large Scale R/C



front



rear



HPI BAJA 5B & 5T Front & Rear Upper & Lower A-arms *(fits all versions)*

Front:

FEATURES

- Stronger and less flexible than stock.
- Uniquely designed shock skid plate included to help protect the bottom of those expensive shocks from impact damage.
- Stronger Pivot Ball area with 15% more material eliminating a common breakage point.
- Reduced Pivot Ball slop for more consistent steering & suspension settings.
- Replacement shock skid plates also available separately.

(Both Front & Rear arms are available in black & dyeable white. See our website FAQ pages for information on how to dye RPM parts. Backed by our limited lifetime warranty.)

Rear:

- The shock mount on the lower A-arm has been moved forward to **eliminate** the severe rubbing issue of the wheel at the shock mount.
- Increased amount of material around the shock mount, preventing it from being the lowest hanging component of the A-arm assembly.
- A third inside hinge pin boss and tied in structural ribs help disperse impact energy & rotational forces over three hinge pin bosses for added strength.
- We moved the rear hub carrier forward by 1/8" over stock geometry **reducing** the tendency of the Baja to squat under acceleration.
- **RPM** rear upper A-arms have had a shape change for added lateral stability, providing a more consistent feel to the performance of the Baja.

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MONSTER PIT

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

words: James Kevilla

The "huber" look is starting to be more common.



jeepers creepers

Coming out of left field, Venom jumps into the rock crawling game with their new Creeper competition rock crawling kit. This 2.2-class 1/10-scale rig has a number of innovative features to set it apart from the crowd. For starters, the heavy-duty axles feature externally lockable diffs—with the option to remote lock built-in. Memory foam inserts fill their Ridge Line 2.2 tires, and optional "Beadlox" wheel weights allow you to add up to a full pound of weight via curved weights that bolt to the inside of the wheels. The 4-link triangulated suspension features internal anti-roll springs. A sealed gearbox features ball bearings and glass-filled nylon gears. 40-degrees of steering deflection give you maneuverability, and you can get the Creeper in your choice of red or green.

Part Number: VEN-8300GR/RE
MSRP: \$380
www.venom-group.com

Tamiya CR01 Hop-ups

Tamiya is 100% behind their CR01 rock crawling chassis, and it shows with more hopups for their boulder navigator. Pictured here are 6 new items: Reinforced King Pins (four pieces), Heat Sink Motor Plate, Aluminum Servo Mount, Reinforced Drive Shaft w/Diff Lock, Aluminum Beadlock Ring (Star), and Carbon Mechanism Deck. All items bolt onto your CR01 chassis with no mods, so trick out your ride factory style!

Part Number and MSRP: 54102 (Reinforced King Pin), \$11 / 54103 (Heat Sink Motor Plate), \$26 / 54104 (Aluminum Servo Mount), \$21 / 54108 (Reinforced Drive Shaft w/Diff Lock), \$30 / 54110 (Aluminum Beadlock Ring), \$51/pair / 54111 (Carbon Mechanism Deck), \$78.

www.tamiyausa.com

SIDEWINDER SWEEPS

The Dirt Nitro Challenge



photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

Ryan Cavalieri -

-Takes the Win in two classes. Expert 1/8th scale Buggy and Truggy at the 9th Annual Dirt Nitro Challenge. Ryan used 30% World Champ Blend to power his vehicles. With the amount of International and American Pro Drivers in the field this race was like a World Championship event. Proof that with our Two World Championships, Multiple National and Major Race Titles, Sidewinder Fuels are a Force to be Reckoned With.



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Scale it up with Axial's new beadlocks for 1.9 vehicles.

These nice wheels feature realistic hub covers, a 22mm width, and come in white, black, chrome, and black chrome. Fits all 12mm axles.

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V E R T E X



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

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- corporate

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

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R/C ROCK CRAWLERS

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08 R/C Nationals in Moab, UT

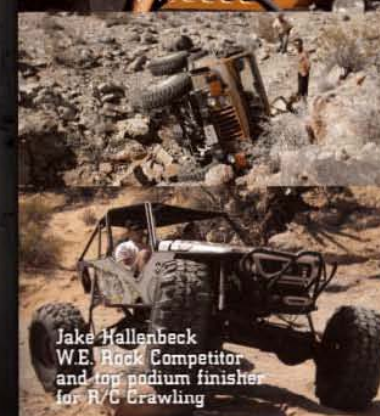


Cody Waggoner
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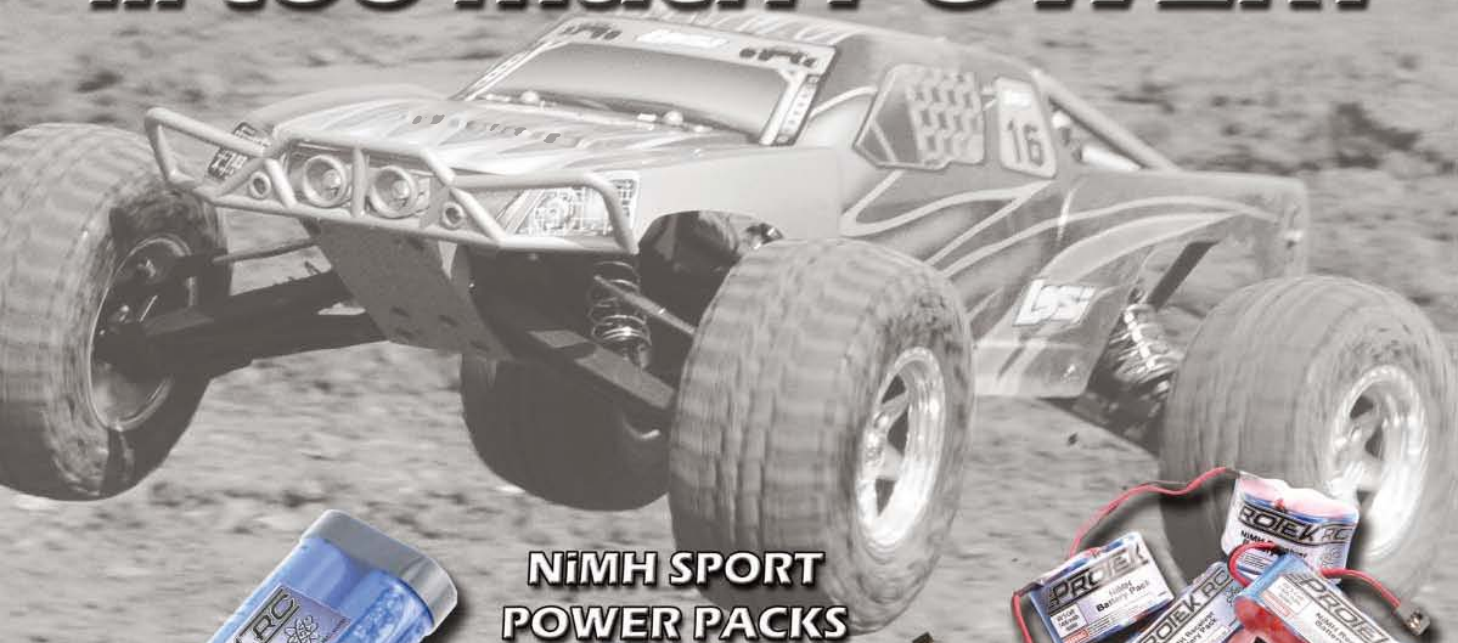
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Duratrax Mini Quake Punisher Titanium Turnbuckle & Ball Stud Kit
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In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month 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 DerekB@rc411.com.

words: Derek Buono



Your New National Champs

We'll have full coverage next issue of the first ever HPI Baja 5B Nationals, but we thought we would give some props to the new "champs" in the country.

Congratulations to the 23cc stock National Champ Mike Kazz, the Modified Champ Tony Phalen (hey he writes for us) and the "almost" national champ of the exhibition 5T class...Derek Buono.

Derek does that face without control.



TRACKS – DESIGN THEORY

There is a problem that plagues just about every track around the country, and it's the variety of classes out there. With 1/10-scale, electric, nitro, 1/5-scale and now CORR-style, the need for tracks that cater to a particular class is going to cause a problem and be a dilemma for track operators. I race just about every class and you can run them all on the same track—but it really doesn't create the best environment or racing.

I recently raced the 5B Nationals and the track was specifically designed to that vehicle. Large lanes, fairly tame jumps and sweeping turns. This is in stark contrast to some of the 1/8-scale buggy tracks that are more like Supercross style tracks, but since the 5B can't be tossed around in the air, huge jumps wouldn't be that good an idea. I think sometimes we try to make the tracks too "insane" and forget that a simple easy track will allow the drivers to concentrate on racing and driving lines rather than trying to clear a 45-foot triple that lands in a hair-pin turn that is off-camber. So if you're a track owner or help in the construction just remember what class you are building for and what the limitations are for each. That ginormous table top on the backstretch may look like fun when you built it, but if people are breaking and crashing, the drivers aren't having fun and the corner marshals want to burn you at the stake. If you're attracting just one class then you can make a specific track for them, but if you want to attract more people you might have to think about making the track a little simpler, or have alternate paths so that a Slash can race on the same track as a Baja 5B.

National World Champion RYAN CAVALIERI Knows Best

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IN THE DIRT



SC8 ALTERNATES?

The SC8 is awesome and really fun to drive and race. Full fender racing might be a change for some as you might not be ready for a bump and run, or getting your door pushed in if you leave the line open in a tight turn. One of the issues any new class has is getting a little variety in there. The AE chassis might not be "your" brand but you can make your own SC8 truck pretty easy. If you have a buggy, switching to the truggy chassis and getting the new rear center axle is pretty cheap. Then all you need to do is buy a set of AE wheels and tires, body and roll cage (you NEED the roll cage so when you bump during a race the body doesn't flex in) and you're ready to race some trucks. We'll start a betting pool for who comes out with one first on our website. The winner gets...nothing.



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CAR OF THE YEAR

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NATIONAL CHAMPION

3x
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Extra-Hard Foam Spec (XH)	Arms:	Hard - Rubber Spec (H)
Hard Foam Spec (H)	C-hub:	Medium - Rubber Spec (M)
Hard Foam Spec (H)	Steering Block:	Medium - Rubber Spec (M)
Hard Foam Spec (H)	Rear Upright:	Medium - Rubber Spec (M)
Standard 50mm	Drive Shafts:	Longer 52mm
Alu Ball Differential	Front Axle:	Composite Solid Axle
Alu Ball Differential	Rear Axle:	Alu Ball Differential
34T front + rear / 20T center	Pulleys:	34T front + rear / 20T center
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116T 64P	Spur Gear:	64T 48P
62T	Rear Bell:	61T

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THE LOCAL

Here at the magazine we've supported racing at every level. Over the years we've fixated on the larger races, but we thought it was time to bring back the spotlight on the level we think matters the most: The local level. Every month from this point on we will feature a local race from around the country. Think your race deserves to be in the magazine? We do too! All you have to do is send us a recap of the event, quality photos (those aren't off MySpace) and who won...sort of like you see here. It's easy and you'll be helping out the local race scene while becoming famous, what could be better than that?

words and photos: Carl Ryndman

2008 Team Orion INVITATIONAL



Sunday, November 2, 2008 | Bending Corners Raceway, Orange, California

THE FIRST TEAM ORION INVITATIONAL was recently run at Bending Corners Raceway in Southern California. With rain showers covering the track in the morning, patience and hard work prevailed as racing got under way only a couple of hours behind schedule. Much like the Reedy Touring Car Race of Champions, this event saw an Invitational class of mod drivers run five heats with four counting towards an overall points tally. Cash prizes were included for the Invite Mod Class with more traditional classes run in the qualifying and a-main system that included Expert 10.5, Expert 13.5 and Sportsman 13.5.

As evening progressed, it was Josh Numan who had a strong grip on the overall points with Steve "Scuba" Weiss close behind. Numan sealed the overall with a win in the last of his heats with Weiss having a few mistakes that kept him off the top. Lex Tyler from Northern California fought hard to break the 3rd place point tie that had been established earlier, and his hard work paid off with times that showed consistency and speed for the last podium spot. In the 10.5 class, TQ Nelson Khuong held on to win a closely

fought A-main, and his brother Duy Khuong drove to the front from 3rd to take the win in Expert 13.5. In Sportsman 13.5, Eric Bruner drove hard to show great skill and the well deserved win.

With the night setting, a great time was had by all. The event was run clean and efficient and showed why annual events are so popular everywhere. Thanks to Bending Corner's Raffell and Joe Pillars from Team Orion for hosting a fun and exciting event. ☉



Raffell rocks the mic.

RESULTS

INVITE MOD

1.	Josh Numan	5 pts.	Team Orion/Tamiya
2.	Steve Weiss	6 pts.	Novak/X-Ray
3.	Lex Tyler	8 pts.	Reedy/Associated
4.	Frank Root	8 pts.	Team Orion/Associated
5.	Patrick See	8 pts.	Novak/Tamiya
6.	Randy Caster	10 pts.	Team Orion/Tamiya
7.	Sean Williams	11 pts.	Reedy/Associated
8.	Hiro Kasuya	13 pts.	Team Orion/Hot Bodies
9.	Charlie Albrecht	18 pts.	SMC/Corally
10.	Walter Cosico	18 pts.	Team Orion/X-Ray

EXPERT 10.5

1.	Nelson Khong	Hot Bodies
2.	Carl Hyndman	Team Orion/Hot Bodies
3.	Francis Mejia	Yokomo

EXPERT 13.5

1.	Duy Khong	Hot Bodies
2.	Ray Ramirez	Tamiya
3.	Joven	Tamiya

SPORTSMAN 13.5

1.	Eric Bruner	NA
2.	Craig Nordstrom	NA
3.	Matt Sui	NA

CYCLONE TC

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REEDY
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New Thicker Low-Mount Shock Towers

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NEW OPTION PARTS

- 67701 5 Cell Main Chassis 2.5mm w/ Battery Tray
- 67726 Aluminum Steering Link Set
- 67728 Aluminum Steering Arm (One-Piece Type)
- 67730 Aluminum Sway Bar Rod End Set
- 67731 POM Solid Axle Cup Joint
- 67735 Aluminum Ball Stud 4.3x10.3mm (2mm Socket)
- 67736 Aluminum Ball Stud 4.3x13mm (2mm Socket)
- 67737 Low Friction Coated Shock Body
- 67738 Titanium Turnbuckle Set

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3.6mm SOLID MAIN CHASSIS
(CNC-Milled)



61286
2.5mm SOLID UPPER DECK



61289
SOLID MIDDLE DECK



61283
CHASSIS POST with
ATC-Adjustable Torsion Control

New 'Two-Way' Front One-Way Differential/Locking Spool
 easily converts from a one-way to a spool with insert pins



These are the same parts used by Andy Moore to finish 3rd at the 2008 IIC race in Las Vegas, Nevada.



New Easy-Adjust Sway Bar Holders

New 2.0mm FRP Middle Block Deck
increased lateral flexibility and rear traction

New Pro Spec Ball Differential
Huge 3mm diff-balls are super smooth and last super long.

New Reversible Suspension Arms
flip your a-arms for more adjustment holes.

New 18T Center Pulleys
more leverage for extra acceleration and braking power

New 2.5mm Main Chassis & 2.0mm Upper Deck
compatible with Adjustable Torsion Control (ATC) Posts
new shape and slightly tweaked layout enhance driving performance

BRING YOUR CURRENT CYCLONE TO TC SPECS

- 67702 Main Chassis 2.5mm w/Battery Tray
- 67703 Upper Deck 2.0mm
- 67704 FRP Middle Block Deck 2.0mm
- 67705 Low Mount Shock Tower (Rear)
- 67706 Front Bulk Head Set (Purple)
- 67708 Rear Bulk Head Set (Purple)
- 67710 Motor Mount (Purple)
- 67711 Middle Block (Right/Purple)
- 67712 Upper Bulk Head Set (Purple)
- 67714 2 Way Diff (One-Way/Spool)
- 67715 2 Way Diff Cup Joint
- 67716 Shock Body
- 67717 Graphite Suspension Arm Set
- 67718 Sway Bar Holder
- 67720 PRO SPEC BALL DIFF COMPLETE SET

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 - Brushless conversion
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WORLD CHAMPIONS



FORTUNE COOKIE SAYS:

**"HAPPY NEW YEAR—NOW PULL TRIGGER
BETTER THAN LAST YEAR!"**

words: Brian "Skinny" Skinner

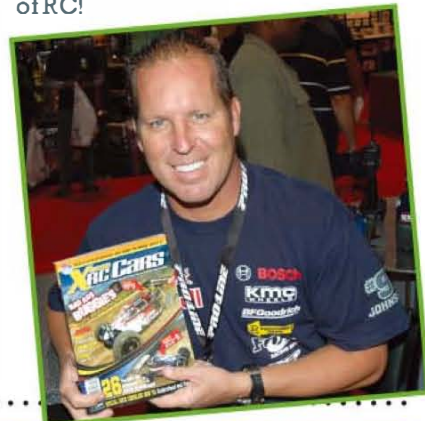


HEROES!

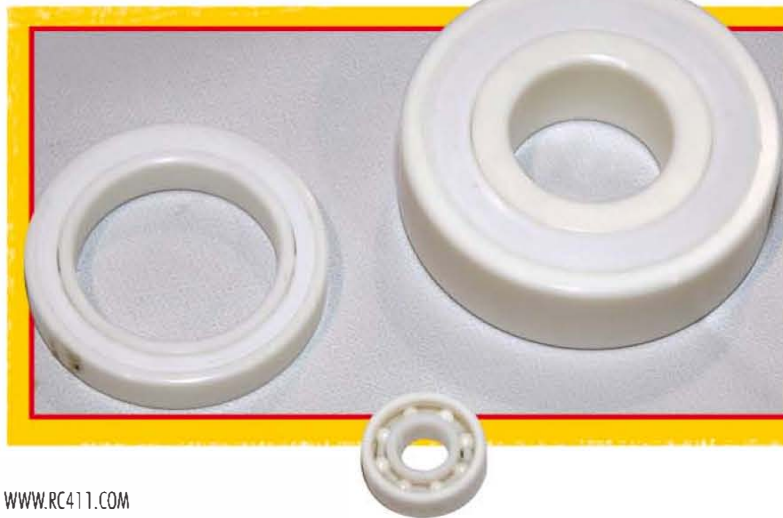
HAPPY NEW YEAR Y'ALL! It's a little early, I know, but we do work in different time zones here at the great Xtreme! As fate would have it, I met up with an old acquaintance, the great Ricky Johnson, at the recent iHobby show in Chicago. Ricky was my hero back in the 80's when I raced motocross. Now if you were alive back in the 80's and were into motocross, you know how much of an influence RJ had in the industry, as well as on us kids back then. Ricky was flamboyant, fast, and he did things over jumps that no one else was doing (he is the father of freestyle, if you will). He made motocross mainstream and fashionable and he paved the way for racers to make great incomes. Yes, Ricky was the trend setter of the 80's and was my hero. Me and my buddies went out and learned how to do no-footers and can-cans, and we learned how to

go big on jumps. Not to mention that we looked like factory dudes walking around in the pits—all because RJ was doing it—man, times were good. Since we are heading into 2009, and after meeting with RJ at the show, I was thinking that maybe the RC world could use some heroes. We do have some popular racers like Adam Drake, Chad Bradley, and Jared Tebo to name a few, but we need larger-than-life heroes who can help change the perception of RC. The question is, how do we get heroes for RC? You can't manufacture a hero, but I think a person can rise to the occasion. One of the problems with RC racing is that it's a difficult sport to totally dominate, but that doesn't mean drivers can't be heroes. I think most could still rise to the occasion—they just have to want it. Living larger than life, doing the right thing, and answering the call are the prerequisites, I think, and

we (the fans and media) will do the rest. This is just a thought for the New Year; I would love to hear from you about heroes. Now, as to why the great Ricky Johnson was at iHobby this year...RJ has moved on to racing trucks, and Team Associated sponsors his team to promote their new SC8. You see, Cliff Lett (super honcho for AE) was RJ's mechanic way back when, and came up with this great cross promotion to our hobby. So you see, the hero concept works. I just want a hero from my world of RC!



This is off the subject, but are there any "Heroes" fans out there?



DO THE BOCA!

Boca Bearings now has a full line of completely ceramic bearings. Not just the balls, but the whole shebang: casing, races, and balls! All ceramic bearings are super durable and impervious to rust and heat (which is the number one killer of bearings) but they come at a price. Ceramic bearings are expensive, but they perform well beyond normal bearings, plus their trick factor is off the chart. If you want the best of the best in bearing performance, these Boca ceramic bearings may be the ticket.

www.bocabearings.com



THANKS FOR THE MEMORIES

First off, you guys who read our magazine are great! Check out the two gifts I received at the iHobby'08 tradeshow. Last year I showed y'all the "hat light" and asked where to get it... that got you going, and I received a ton of email. At the show this year, the guys from GLORCS, a competitive RC racing series for Ontario, Quebec, and New York State, brought me my very own hatlight. The next day the guys from NR/CTPA (National Radio Control Truck Pulling—and Monster truck racing—Association) brought me a sweet "puller" after I had raved about how fun tractor pulling was. It means a lot to me that y'all read our magazine, and I thank you for the sweet swag!



DID YOU KNOW...?

Did you know you are not permitted to run your RC car during your flight to the next big race? Jeeezz, just when I was planning on holding a Mini National on my next flight, they pop this on me!

THE BEST BODY CLIP HOLDER EVER!

With the release of the HPI Baja5T (probably the trickiest 1/5-scale ever built) comes a little afterthought item that most might miss, but your old pal Skinny didn't. This is a tethered body clip that fastens to the body, and then secures the body clip with a tether so you'll never lose it...it's genius! Sure, there are others available, but this one is robust and will last when used on other scale cars. As soon as HPI releases all of the part numbers for the B5T, I plan on stocking up, because I hate to lose body clips.



I've used a similar system for a couple of years, and I love it, but this new HPI one looks like it will last forever. If you like this idea, stay tuned; I'll find the part number and post it here. If you can't wait, go to the Web and see if you can find it yourself.

www.hpiracing.com

FUNNY THING IS...

I think James would love to make a batman costume like this one from iHobby—he's all about action heroes—right, Red Ranger?



Why so serious, Skinny?

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.

MAGIC 8-BALL SAYS...

For fun, let's ask my Magic 8-ball a question about this year in RC. Just so you know, I actually ask the 8-ball a question 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:

"8-Ball, I think the electric 1/10^{scale} CORR truck will reign supreme out of all the new scales of trucks...am I right?"

Magic 8-Ball's answer...

"Don't count on it!"



MBX-6



Technical Data:

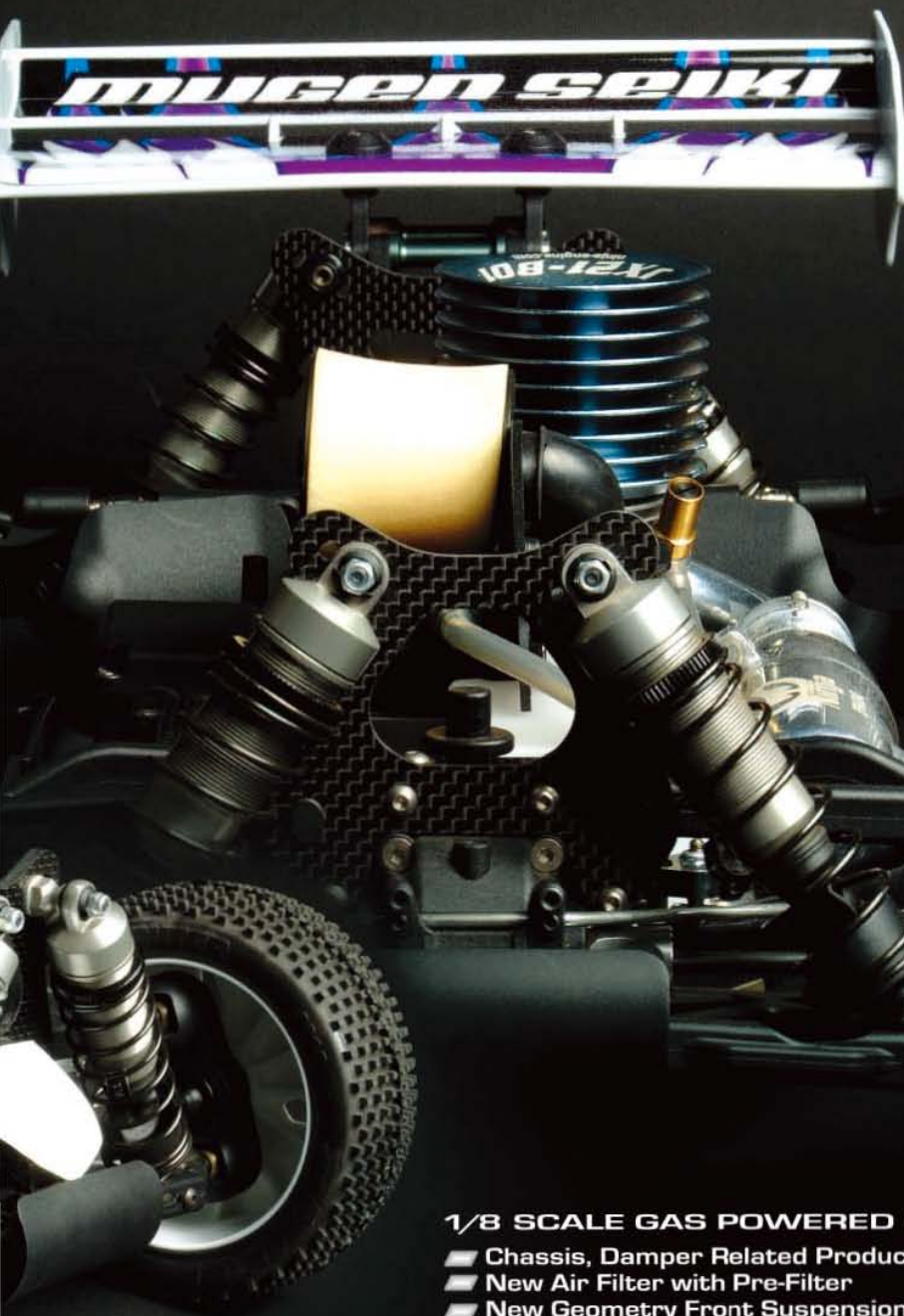
- Width : 309mm
- Wheel Base : 315~320mm
- Gear Ratio : 11.98 : 1
- Weight : N/A

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DURATRAX CLIFF CLIMBER RTR

CRAWLING IS SO FUN, YOU'LL WISH
YOU WERE TWO AGAIN



words: Michael Wortel | photos: Jason Boulanger

A COUPLE OF YEARS AGO, SOMETHING HAPPENED. A bunch of guys got together and decided they were sick of going fast. They knew that speed wasn't always necessary to breed competition, and that being technical and precise could be just as demanding as holding a good line on a blue-groove track. Not too long ago, rock crawling was born. As with every other class in RC, the people who build these "rigs" are themselves unique. Many rock crawling enthusiasts are engineers—guys who like to make their own chassis, suspension systems, and drive trains—but somewhere along the line, RC manufacturers took notice and started making crawling-specific trucks. Competitions then started becoming standardized and sanctioned and developed into what we see today—rock crawling, which has become one of the fastest growing segments in our hobby. And it's definitely here to stay. In response to the rapidly-growing movement, DuraTrax has released the Cliff Climber. With its dual-motor, dual-steering servo, and dual-battery configuration, the Cliff Climber already separates itself from the competition. But is it meant for competition or simply just for fun? That's where I come in. Follow me as I take you through the newest rig to hit the boulders. I promise not to leave any rock unturned (pun intended).

It's now official - everyone in the office has a crawler.





With Wot, all puns are intended.

DURATRAX CLIFF CLIMBER RTR

PART #: DTXD18**
STREET PRICE: \$240
PRICE AS TESTED: \$280 (includes all test gear)
SETUP TIME: 1 hr (includes charge time)
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:14			4WD

01

CAPABLE ESC: Although it may look generic, this is actually a pretty powerful ESC—able to handle 14.4-16.8V.

DUAL SERVOS: Standard-sized servos are found on the front and rear of the Rock Climber, giving the rig 4-wheel steering abilities.

03

OIL-FILLED SHOCKS: Another big part a successful rock crawler is shock and spring options. Since the Cliff Climber borrows its shocks from the Vendetta, there are already optional springs and pistons available.

02

ROCK CRAWLING TREADS: A huge part of rock crawling is having soft, grippy tires with lots of surface area to catch and pull the truck out of tough spots. These definitely seem to meet the bill.

Not many rigs flaunt dual cans.

VEHICLE INFO

WHEELS TURNING •

4-wheel steering is usually reserved for the bigger, "super class" crawlers, but the smaller-scale Cliff Climber gets this feature right out of the box. Employing two servos mounted to the axles, the Cliff Climber benefits by having a tight turning radius for intricate rock scaling maneuvers, especially with its locked 4wd.



The low CG makes the Cliff Climber a great hill climber and descender (no, that is not a real word).



02

THE SHOCKER • Instead of using cantilevers or a simple, single-axis shock mount, the Cliff Climber incorporates a unique top mount. It is actually a yoke that allows the shock to swivel in two places: where the yoke attaches to the chassis, and at the pin location where the top of the shock attaches to the shock mount. Confused? Well the bottom line is that the shock is allowed to travel front-back and side-to-side, which should be a good thing!

03

UNIQUE CHASSIS DESIGN •

Although using a twin vertical plate design isn't anything new to the rock crawling scene, the lack of center drive train is. Most rock crawlers utilize a single, 540-sized motor, but the Rock Climber uses dual, 380-sized motors powered by dual 2/3C cells, the size you would use for a receiver pack or in a Mini-T. It will be interesting to see if this motor and battery combo provides enough torque for effective rock crawling.



CHASSIS

LAYOUT:	Twin-vertical plate
THICKNESS:	2mm
MATERIAL:	Stamped aluminum



SUSPENSION

TYPE:	Solidaxles w/4-shocks
TURNBUCKLES:	Fixed (plastic)
STEERING:	Direct to steering blocks
SWAYBARS (F/R):	N/A



SHOCKS

BODIES:	Plastic
DAMPING (F/R):	30+wt.
PISTONS (F/R):	4-hole
SPRINGS (F/R):	Yellow (medium)



DRIVE TRAIN

TYPE:	4WD, internal gear reduction
DIFFERENTIAL:	Fixed center gear
AXLE TYPE:	Dogbones
TRANSMISSION:	Gear
SPUR GEAR MATERIAL:	Nylon
CLUTCH:	None
BEARINGS:	Bushings



GEARING

PINION/SPUR:	11/34
GEAR RATIOS:	
PRIMARY:	3.09:1
INTERNAL:	9.60:1
FINAL:	29.66:1



BODY, TIRES & WHEELS

BODY:	Duratrac Cliff Climber prepainted
TIRES (F/R):	Duratrac Cliff Climber
DIAMETER/ WIDTH:	4.25 in. x 2.0 in. (108mm x 51mm)
HEX SIZE:	12mm
WHEELS:	Duratrac 12-spoke grey



DIMENSIONS

WEIGHT:	3 lbs., 6.2 oz. (1,535g)
TRACK WIDTH (F/R):	9.0 in. (230mm)
WHEELBASE:	9.50 in. (240mm)
RIDE HEIGHT:	1.10 in. (26mm)

We know a few girls though that do. Woo hoo!

TESTING

When you are given a rock climber to test, the first thing you need to do is pretty simple: find some rocks! The nice thing about rock climbing is that setting up a realistic field isn't too difficult. There is a drainage basin near my house that is lined with a bunch of granite boulders, varying from baseball to football sized. I took about twenty minutes and made some piles of boulders throughout the basin; some that looked easy, some more challenging, and some damn-near impossible, to put the Cliff Climber through its paces. I sliced some old tennis balls in half and used them as my gates. With both batteries charged, I hit the rocks.

TORQUE AND POWER • When I saw the 380-sized motors on the Cliff Climber, I was skeptical about whether they would make enough torque to have fun with, but thanks in part to the 14.4V of electricity from the dual battery packs, the motors made more torque than I expected. In situations where the front wheels wedged between an oncoming rock and the ground, the Cliff Climber was able to pull itself out rather impressively. The final drive ratio of the Cliff Climber is around 30:1, favoring speed rather than torque compared to other rigs I have driven in my time. The truck comes with a 12-tooth pinion, but the optional 11-tooth gear would benefit the truck in most situations. Overall, I was pretty impressed by the torque and power made by the dual 380's and 2/3C-Cells, but in my mind, there really is no substitute for a single 540. Experimenting with different 380 motors and going up to dual 7-cell packs, however, could prove me wrong.

Rating: 7/8

BRAKE HOLD • The first time I went to use the brakes I was shocked, disappointed, and quite honestly, a little sad. It seems that someone in DuraTrax R&D forgot to mention that crawler gurus use their brakes to hold their trucks when they are going downhill; there is zero reverse delay on the Cliff Climber. Once you hit the brakes, the truck immediately goes in reverse. So if you're going downhill, there is really no way to put on the brakes without sending the wheels into reverse. The truck itself, however, does a pretty good job of locking up the wheels on its own. And by tightening the gear mesh more (be careful, making the mesh too tight can be terrible for your gear). I was able to make the truck even more resistant to traveling downhill on its own. "Brake hold" is an important component of rock crawling, and some drivers use it more than others—so if you're one of those who uses it a lot, you'll be disappointed that the Cliff Climber doesn't have a reverse delay feature.

Rating: 5

MANEUVERABILITY • With its 4WS feature, the Cliff Climber is a lot of fun to maneuver. When the surface is relatively tame, the truck turns on a dime with no issues. When it starts getting sideways a little and some weight is put in the sides of the wheels, the steering servo doesn't make quite enough torque to swing the wheels around like it does on a flat surface. In competitive crawling, drivers use servos with crazy amounts of torque for this purpose, because being able to actuate the steering to full-throw while the truck stands still is a huge advantage in setting up your line. The stock servos do a good job, but if you wanted to upgrade, stepping-up the servo torque would make a big difference. One big advantage that the Cliff Climber has over other crawlers (thanks to its dual motors) is the virtual elimination of "torque twist." Torque twist occurs when a crawler with a single 540-motor pulls a front wheel off the ground under acceleration as a result of the sudden burst of torque in the motor can. Because the motors on the Cliff Climber face in opposite directions, one's twist cancels the other out, and the wheels stay on the ground.

Rating: 8

CRAWLING ABILITY

Out-of-the-box, the Cliff Climber performed well, and with a

DURATRAX CLIFF CLIMBER RTR

1:14



4WD

RTR GEAR

RADIO: Duratrax Tactic 2-channel AM

RECEIVER: Duratrax Tactic TRX 200, 2-channel

STEERING SERVOS: (2) Duratrax TSX200

SPEED CONTROL: Duratrax ESC-15K (F/RV)

MOTORS: (2) Duratrax CC5000

TEST GEAR

BATTERY: (2) DuraTrax 1400mAh NiMH, \$20 (each)

CONTACT

DURATRAX:
(DIST. BY HOBBICO)

www.duratrax.com

couple upgrades and some ingenuity, it has the potential to be a winner on the rocks. One thing that it possesses that many other crawlers struggle to attain is a very low GC. Most other crawlers use a single, 540-sized motor that, out of engineering necessity, tends to be mounted pretty high up on the chassis. The CG of the Cliff



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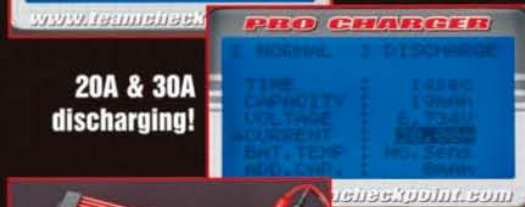
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PERFORMANCE TEST

Climber is nice and low because its motors are relatively small and are mounted almost directly at each drive axle. The battery packs are still up top, but it wouldn't be too hard to mount them into the tops of the front and rear servos. The low CG makes the Cliff Climber a great hill climber and descender (no, that is not a real word). The rig doesn't possess a lot of ground clearance, which got me hung-up a lot, so I was forced to take some roundabout lines that I would have been able to avoid otherwise. Some larger diameter tires would definitely have helped in that department. Overall, the Cliff Climber crawled impressively, and I was surprised by its performance.

Rating: 9

COMPETITION POTENTIAL • It is pretty unlikely that you will find a bunch of Cliff Climbers on the competitive circuit, but it definitely has the potential to compete. To compete with the Cliff Climber, the first thing you'd need to do is eliminate the rear steering servo; it's illegal to use 4-wheel-steering in the 2.2 class. The biggest obstacle, however, is the motor and ESC issue. People are going to want motors with more torque. The bottom line is this: the Cliff Climber definitely has competition potential; you'll just have to spend more money to do it properly than with some other rigs on the market.

Rating: 6

WRENCHING

MAINTENANCE • Working on the Cliff Climber is pretty easy. The entire chassis and drive train is simple and symmetrical, so once you learn how to work on one half of the truck, you already know how to work on the other. And since there is no center drive train, there are no difficult to access motor mounts or differential either. With the removal of about 10 screws, you won't have any problems working inside the axle cases either. With no differentials, transmission work is about as simple as can be. One detail that prevented this category from receiving a "10" is the use of

Phillips-head screws. They're all pretty much the same size, but hex heads are definitely easier to work with. Also, metal bushings, not bearings, are found throughout the truck. Bushings and screws aside, the Cliff Climber is simple to work on, comes with an excellent step-by-step instruction manual, and after working on it once, you could probably take it apart and put it back together blind.

Rating: 9

WEAR AND TEAR • Although I didn't run into any problems, the dog bones are a little on the thin side. With the stock motors and 6-cell battery packs, this shouldn't present any issues, but if you upgrade to a higher torque configuration, the dog bones may sheer off at the joint, as I have seen happen to even much thicker drive axles on trucks equipped with high torque motors. But as it stands, nothing on my Cliff Climber broke. And even if something did break, many of the plastic parts are covered under Duratrax's "Stress Tech" warranty.

Rating: 9

TUNING • The 12mm hex adaptors for the wheels make the Cliff Climber compatible with other wheels and tires on the market. However, the fact that you're limited to the 380-sized motor selection is a negative. All of the turnbuckles are fixed too, so you can't adjust toe either. The shocks are fully adjustable and extra pistons are even included with the kit. Overall, you don't really need to make a whole lot of adjustments on a rock crawling rig to begin with, so don't fret over this category's "6" too much.

Rating: 6

DURATRAX CLIFF CLIMBER RTR



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Unique drivetrain and chassis design
- 4WS is fun
- Great support through Hobbico
- Low CG

MISSSES

- Can't use 4WS in competition
- Needs two battery packs
- ESC locks features

MAIN COMPETITION

PTI Goliath, Axial Scorpion AX-10, Tamiya Land Cruiser, HPI Wheely King

WHO IT'S FOR

Someone looking to rock crawl for fun in smaller spaces

CONCLUSION

With the Cliff Climber, DuraTrax has stepped into the rock crawling game, and I believe that it will earn its way into the hearts of a lot of crawlers. There are some uncertainties out of the box, like what to do with the motor and ESC situation. Without touching a thing, the Cliff Climber is fun to drive, and it offers something different than other manufacturers have brought to the table thus far. If you're thinking you want to jump on the rock crawling bandwagon for fun, definitely give the Cliff Climber a serious look. ☺



Your new tires are now available!

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



I-BEAM

The I-Beam is designed for traditional tracks with a little bit of loose dirt. The larger lugs allow the tire to dig deep for maximum traction when it is needed the most.

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- 1.8 BUGGY #14001M Medium
- 1.8 BUGGY #14001SPW Soft, Pre-Mounted on White Rims
- 1.8 BUGGY #14001SPY Soft, Pre-Mounted on Yellow Rims
- 1.8 BUGGY #14001MPW Medium, Pre-Mounted on White Rims
- 1.8 BUGGY #14001MPY Medium, Pre-Mounted on Yellow Rims



CITYBLOCK

The City Block is the ultimate all purpose tire. Its unique tread design allows it to dig into softer sections of the track, yet provide excellent traction and control on hard pack or blue groove tracks.

Available in various configurations:

- 1.8 BUGGY #14002S Soft
- 1.8 BUGGY #14002M Medium
- 1.8 BUGGY #14002SPW Soft, Pre-Mounted on White Rims
- 1.8 BUGGY #14002SPY Soft, Pre-Mounted on Yellow Rims
- 1.8 BUGGY #14002MPW Medium, Pre-Mounted on White Rims
- 1.8 BUGGY #14002MPY Medium, Pre-Mounted on Yellow Rims

NEW!



GRIDIRON

The Grid Iron is the tire of choice for ultimate racing performance and is best suited for use on hard-packed and slightly dusty surfaces.

Available in various configurations:

- 1.8 BUGGY #14003S Soft
- 1.8 BUGGY #14003M Medium
- 1.8 BUGGY #14003SPW Soft, Pre-Mounted on White Rims
- 1.8 BUGGY #14003SPY Soft, Pre-Mounted on Yellow Rims
- 1.8 BUGGY #14003MPW Medium, Pre-Mounted on White Rims
- 1.8 BUGGY #14003MPY Medium, Pre-Mounted on Yellow Rims

NEW!



CROSSBRACE

The Cross Brace is best suited for tracks that have light to medium loam in the racing line and heavy loam around the edges.

Available in various configurations:

- 1.8 BUGGY #14004S Soft
- 1.8 BUGGY #14004M Medium
- 1.8 BUGGY #14004SPW Soft, Pre-Mounted on White Rims
- 1.8 BUGGY #14004SPY Soft, Pre-Mounted on Yellow Rims
- 1.8 BUGGY #14004MPW Medium, Pre-Mounted on White Rims
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DURATRAX

CLIFF CLIMBER RTR

SCALE POWER TYPE DRIVE

1:14



4WD



Don't ask how he finished though.

POWERPLANT INFO

The Cliff Climber utilizes two 380-sized motors for climbing duties. Paired with two battery packs, the motors do a good job of providing the torque needed for rock climbing, with enough high-end speed where needed. Since the motors are sealed and are not rebuildable, it is just a matter of time before they will need to be replaced; however, unless you drive for an hour every day, or they heat-up excessively, they should last a while.



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	81F/26%
BAROMETRIC PRESSURE:	29.92 in
ALTITUDE:	832 ft.
TRACK TYPE:	Granite boulders

HANDLING

TURNING RADIUS:	3 ft., 0 in
ON POWER:	Understeer
OFF POWER:	Oversteer

BRAKING

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

READY FOR COMPETITION?

Although the Cliff Climber is a lot of fun on its own, there's really nothing like competition to get the juices flowing. Unlike most competitive RC events, rock climbing isn't all about speed; it's more about points and precision. In essence, here's how a rock crawling competition works:

- You enter in either the "Super" or "2.2" class. (The Cliff Climber is considered a "2.2." Super trucks are much larger.)
- There are usually multiple courses that you compete on in a single day, and a cumulative point system is used. The fewer points you accumulate, the better.
- Track boundaries don't really exist; you have to pass the truck successfully through checkpoint "gates" that are usually just wider than the width of the trucks.
- You are given points (a bad thing) when you make contact with a gate, need to use reverse, flip the truck, or physically need to place it somewhere on the track.
- Some competitions are timed, and you receive fewer points the quicker you make it through. Some simply have a time limit, and if you exceed it, you receive maximum points for the course.

That's basically how it works. Get through the gates with as little help as possible, as quickly as possible. Crawling competitions are fun and have a more relaxed atmosphere than TC or 1/8-scale races. They are the kind of competition you can enjoy a beer at. But don't get me wrong; rock crawling every bit as technical, expensive, and important as any other class in our hobby. For more info about competitive crawling, head over to www.usrcca.com and www.rccrawler.com.

Actually, we're not even sure if he finished!

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HPI BAJA 5T

BIG TRUCK, BIG SPACES, BIG FUN!



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

I've had the opportunity to drive several 1/5-scale off-landers in my life, and they were pretty fun, but when the HPI BAJA 5T showed up at the office I fell in love. It looked stunning just sitting there, like it wanted to shred the open spaces. After popping the hood and looking deeply into its bowels, I knew the Baja 5T would be different from other 1/5-scales—I had to test it—it was calling to me, taunting me, saying, "come on Skinny...let's go out to the hills and roost some trails! That FE 600 you have isn't the only thing that will meet your need for speed!" I had no choice but to say "OK, Mr. Baja 5T...let's take you out and see if you have what it takes to be one of the best large scale off-landers. You know, your brother the Baja 5B is going to be a hard act to follow—you think you're up to the task?"

"I would say something here, but last time "they" didn't use it!" - Skinny



Pulling this thing out of the box, I was like, "Dude, this thing is huge!"

HPI BAJA 5T

PART #: 10620 Baja 5T RTR
STREET PRICE: \$1,300
PRICE AS TESTED: \$1308
SETUP TIME: 15 minutes
EXPERIENCE LEVEL: Intermediate to advanced



The front bumper is large and absorbs impacts well. This is a nice feature to have on large vehicles such as the 5T.

The VVC/HD Shocks are great. These puppies offer superb performance!

The Baja 5T comes with the HPI Fuelie 26cc engine. This baby is a power house.

HPI came up with a beast of a servo to handle the steering duties. The SFL-10MG2 is a high-torque all metal gear servo that is also water resistant. HPI included sealed bearings to keep servo performance tight.

Smartly thought out dirt guards surround the 5T chassis and engine. This protects the innards from too much dirt getting under the body and prolongs component life.

The transmission is all metal gear, but has a revised gear ratio to match the new style truck ties and a little more speed and punch. Sealed bearings run throughout the moving parts.

I put it in the back of my truck, and felt like I should be using a loading ramp.

01 SUSPENDED ANTI DIVE

The ST rear shock tower is designed to increase rear suspension travel, and the shocks are robust with beefy shafts. Dual-rate springs work well to absorb big impacts and control roll, and swaybars are included. The driveshafts are huge and have rubber booties to keep the pivots nice and clean and put the power to the ground.



After popping the hood and looking deeply into its bowels, I knew the Baja 5T would be different from other 1/5-scales.



02 HIGH FLOW MOJO

The HPI High-Flow muffer gives the Fuelie 26cc engine plenty of snap while keeping the sound in check...a nice combination.

03 NEWSHOES

The new Outlaw Truck Wheels and Desert Buster tires odd to the realism, but they also add to increased performance in 1/5-scale off-roading. These new tire designs are a cosmic departure from typical 1/5-scale tires.



VEHICLE INFO

CHASSIS

LAYOUT: Stamped channel chassis
THICKNESS: 4mm
MATERIAL: Aluminum
TANK CAPACITY: 750cc

SUSPENSION

TYPE: 4-Wheel Independent
TURNBUCKLES: Yes, steel
STEERING: Drag-link, dual post steering design
SWAYBARS (F/R): Gold 2.92mm / Black 3.02mm

SHOCKS

BODIES: Threaded hard-coated aluminum bodies
DAMPING (F/R): 40wt / 35wt (note: Do not use silicon oil!)
PISTONS (F/R): 12-hole / 16-hole
SPRINGS (F/R): Black (linear) / Black (dual-rate)

DRIVE TRAIN

TYPE: 2WD single-speed
DIFFERENTIAL: 1 (Viscous Torque Control)
DIFF. FLUID: 1,000 wt.
AXLE TYPE: Heavy duty steel dogbone
TRANSMISSION: 3-gear all steel construction, sealed bearings
SPUR GEAR MATERIAL: Plastic (57 tooth)
CLUTCH: Fiber / bronze lined two-shoe clutch
BEARINGS: Metal-sealed ball bearings

GEARING

CLUTCH/SPUR: 17/57
GEAR RATIOS:
PRIMARY: 3.35:1
INTERNAL: 2.52:1
FINAL: 8.44:1

BODY, TIRES & WHEELS

BODY: HPI Racing Baja 5T
TIRES (F/R): HPI Racing Desert Buster tires
DIAMETER/ WIDTH (F/R): 7.4 in. x 2.4 in. (190mm x 60mm) / 7.4 x 2.75 in. (190mm x 70mm)
HEX SIZE: 24mm
WHEELS: HPI / Outlaw truck wheels

DIMENSIONS

WEIGHT: 29 lbs., 2 oz. (1,324g)
TRACK WIDTH (F/R): 17.5 / 17.75 in. (444.5mm / 450.85mm)
WHEELBASE: 22.5 in. (571.5mm)
RIDE HEIGHT: 3.5 in. (88.9mm)

I took it to hot-rod nights at Bob's Big Boy...you should have seen the look!

TESTING

Testing was done at the base of the San Gabriel Mountains in Southern California...we needed some big open spaces to let the 5T roost! This area is used for MX and ATV riding, so there were plenty of off-road obstacles and hills on which to run the Baja 5T. The conditions varied from sand wash, to hard packed, to rocky, and it was very dry (just like the open desert). It was slightly overcast and about 75 degrees—a good day for testing!

ACCELERATION AND SPEED • For such a large vehicle, the Baja 5T was quick and fast. The acceleration was impressive, but changed a bit depending on ground surface. On pavement it was quick to grab traction, but on dirt it took a little bit to get going. This is typical of all off-road 1/5-scales, and is just the nature of the beast... now if a 4WD were to come out, that would be a different story. Regardless, the 5T is at the top of the food chain in 1/5-scale acceleration. The speed of this desert truck is deceptively fast (the radar clocked it at 43mph, but it still had speed to go), and it was a blast to crack it open on large open stretches of fire-roads. We did a run with the Baja 5T coming at us, and it seemed like it was moving slowly off in the distance. As it came up on us and over a small rise, it launched 20 feet, and I swear it felt like some guy on a CRF 450 had just flown past us... it was remarkable.

Rating: 9/10

BRAKING • Off the top, I would like to see this or any 1/5-scale off-roader equipped with front brakes, but I realize that's cost prohibitive, and the main reason large scale RCs come with rear brakes only. With that being said, the Baja 5T (next to its daddy—the Baja 5B) has the best rear brake in the business. 1/5-scales are large and heavy, so it takes a lot of power to stop them. HPI did an excellent job of providing good, linear stopping-power using vented steel rotors. During testing, the Baja 5T had excellent braking characteristics at all but ludicrous speeds. Typically, the rear end locked-up and just slid at speed, but again, this is the nature of heavy rear braking 2WD vehicles. So considering the confines, HPI has the market covered with great rear braking—very impressive considering the large scale of this truck.

Rating: 9

LOW-SPEED • I seriously doubt anyone will drive the 5T slowly, but if they do, they will experience mild manners. At walking speed the truck handles nimbly and reacts well to the terrain, but the suspension is set-up for higher speeds and causes the 5T to be a little bouncy. Really, though—have you ever seen a real desert truck going slow? It does the same thing! Turning the 5T at slow speeds is pretty nice; it tracks well, but has a large turning radius. No worries though; if you want to turn it on a dime, just blip the throttle and tap the brake while turning to make her pivot. All in all this machine is fun either slow or fast.

Rating: 9

HIGH-SPEED HANDLING • Now, this is where the Baja 5T shines, and a couple of times I swore it looked like the real deal off in the distance! Honestly, I have no idea what HPI did to make the 5T handle so well (although the base of the 5T is derived from the Baja 5B—how can you get much better?), but if you thought the 5B was great, just wait until you crack open the 5T! To me, the 5T is the most stable, well planted 1/5-scale on the planet. Once this baby gets up to speed, ...look out. It handles speed with ease, and is very controllable. A couple of times I hit a big rock, not knowing it was there, and the 5T was hardly fazed—it just plowed on, and kept going straight. Turning, jumping, and going through ruts were a blast with the 5T. One thing you'll need to learn, however, is throttle control, especially in dry conditions. The Baja 5T has a brute of an engine, and if you lay into the throttle the rear end has a

tendency to break loose and fish tail, but that's a problem I can live with.

Rating: 8

HPI BAJA 5T



RTR GEAR

RADIO: HPI FM TF-1



RECEIVER: HPI RF-10 3-channel (built in fail-safe)



STEERING SERVO: HPI SFL-10G2



THROTTLE SERVO: HPI SF-4



ENGINE: HPI Fuelie 26cc



RECEIVER PACK: HPI 3000mAh Ni-MH



PIPE: HPI high-flow



TEST GEAR

FUEL: 87 Octane, \$3.09 a gallon



CONTACT

HPI RACING: www.hpiracing.com

ROUGH-TRACK HANDLING • This is the first 1/5-scale I've driven where the suspension was totally dialed for off-road use. Reportedly HPI did some re-valve work on their 1/5-scale shocks and came up with a new design concept for the shock towers, but whatever the explanation, the Baja 5T loves the rough stuff. I personally feel that the new style Desert Buster tires had a part in the handling as well, but for a 1/5-scale, this thing is plush. You can drop it from four feet up and it will not bottom out. You can hit bumps and ruts at speed, and it will soak them up like a sponge. For a vehicle of this size to majestically gallop through rough terrain—even at speed—is impressive. Call our photo guy even did some rock crawling with the 5T and it brutally clawed its way up and over stuff. The only real negative I can say about the 5T (about any 1/5-scale off-roader for that matter) is that it had a tendency to do what it wanted, and I kind of had to go along with it. It did have a mind of its own sometimes. I attribute this to its size,



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PERFORMANCE TEST

and the fact that 1/5-scales are 2WD. Still, the 5T is at the top of the class.

Rating: 8

JUMPING • The 5T loved to jump. I'm as surprised as you are about a 1/5-scale liking to jump, but I felt like I was launching my FE600 off a jump when I launched the Baja 5T. Yeah, it's big and heavy, but it had the weighty feel of a MX bike or quad. It felt very neutral in the air and was pretty compliant to driver input. In fact, there was a twenty-foot ledge jump, with four feet of vertical face to it. The Baja 5T roosted up the face and launched eight feet in the air to land up on the plateau... it was a thing of beauty. I do recommend being careful of jumping because of the weight of the 5T you can't correct the attitude if you come off the jump wrong. If you take off and the nose is down it's landing that way. Some times the "real world" is brutal.

Rating: 10

WRENCHING

MAINTENANCE • I don't think you'll have to do a lot of maintenance on the 5T, but if you do, it's not that hard to work on. The 5T chassis is basically a carry over from the HPI Baja 5B, so some of you will be familiar with working on it. The parts you need to constantly address, like the radio box, are easily reached (there are only four clips to remove it). The shocks, suspension, and brake are out in the open for easy access, but if you need to delve further into the bowels of the Baja 5T, you'll have some wrenching to do. Considering the 5T is more of a machine than a toy, I find that is to be expected.

Rating: 9

WEAR AND TEAR • Carl and I really put the Baja 5T through the ringer after our photo shoot. First off, the 5T ran almost an hour non-stop with not so much as a whimper. In fact, it's sitting here next to me ready for more! Of course, the Baja 5T is a factory assembled vehicle, so some of the bolts have loosened some (to be expected),

and a wing bolt came off. The left rear rim was dinged during our bash session, and the shock seems to have leaked some oil. There were some scratches, but that's it! Now let me tell you; we weren't kind to the Baja 5T. We blasted the thing off ledges, jumped the heck out of it, brutally ran it through rock gardens, and even did a little rock crawling, not to mention that Carl slammed it into a square hillside at pert-near full speed, and it kept coming back for more. Heck, the body even looked good after many rolls. While I'm thinking about the body, I should mention that it acts like an anti roll-over device. We probably crashed the 5T a dozen times and the body let the 5T roll right back over on its wheels... only twice did the 5T wind up on its lid. Just like its father the Baja 5B, the 5T is one of the one tough vehicle. Just respect it's weight and you'll avoid breaking.

Rating: 9

TUNING • As it is out of the box, it seems to be pretty dialed, and not much needs to be done for tuning. Now this isn't an 1/8-scale buggy with tons of tuning options, but there are several tuning possibilities only found on the 5B, so in the realm of large scale vehicles, I guess it ranks at the top. It has basic tuning, and with all the hop-ups, I can't see not dialing it in to your liking. Really though, it's more like a vehicle than a RC car, so in that respect I think the standard tuning options are just about right.

Rating: 8

CONCLUSION

I absolutely fell in love with this thing as soon as I saw it. It looks like a real desert truck, and it acts like a real desert truck out in the open. This adds to the excitement of driving the Baja 5T. If you're into off-roading even a little, this truck will surely ignite the fire that resides within you. I have to say that HPI has raised the bar in 1/5-scale off-road performance... the Baja 5T is absolutely the best performing large scale off-roader I've ever driven, and I mean it. Since this is the son of the Baja 5B, after market support already exists to trick out your ride,

HPI BAJA 5T



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Just looking at it gives you visions of throwing major roost!
- One of the all around best 1/5-scale off-road vehicles available
- Unbelievable durability
- Great RTR package for the price

MISSSES

- I wish the body covered the wheels a little more
- The kill switch and on/off switch are a little hard to access
- Rear-end can be twitchy in desert type conditions

MAIN COMPETITION

HPI Baja 5B, Durotrax Firehammer, FG Leopard, various Chinese clones [Competing vehicle 1, competing vehicle 2, etc.]

WHO IT'S FOR

Desert truck enthusiasts, bashers, and anyone who loves playing with large scale RCs

and with the popularity of its big daddy, it's perhaps a forgone conclusion the Baja 5T will be a huge hit for the basher/ desert crowd. I've always dreamed about pulling into Arco to fill up my RC before heading out to the hills for a day of bashing, and it looks like my dream has come true... thanks HPI! ☺

Glen Helen would be a dialed track for this thing...



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HPI BAJA 5T



BUILDING, INSTRUCTIONS, DR SETUP

HPI has put out a serious RTR kit with the Baja 5T. The instruction manual is perfect; it has all you need to understand what the 5T has, and how to put it together. The manual is the size of a magazine...like Xtreme RC Cars for instance. HPI includes pre-mix for the gasoline, plus quality tools and fluids specific to the Baja 5T. Another striking item I didn't go into is the all metal gear steering servo with aluminum servo arm. It's impressive that HPI went the extra yard and included a robust servo system that is not only tough, but water resistant. All of this is indicative of what you'll find throughout the Baja 5T, and will instill confidence in the buyer. My hat's off to HPI for making a product like what I would buy at a motorcycle shop.

I could see it flying down Mt Saint Helens!



POWERPLANT INFO

The HPI Fuelie 26cc engine is a wonderful thing. I love the fact that I can go to Chevron and fill up a gallon gas can and go run the 5T (even though gas is more than 3 bucks a gallon—it sure beats 25 bucks a gallon for nitro!). Since this is a gas powered two-cycle engine, there's not much needed to get it running; no break-in, no tuning, just use the pull starter and she fires to life...easily! Half a pull on the starter and the 5T was ready to go, and sat there idling until I was ready...sweet. The Fuelie 26 has plenty of wheel spinning power and enough horse power to scare you—it's pretty darn fast!



ENGINE DATA

ENGINE:	HPI Fuelie 26cc
BORE AND STROKE:	1.3 in. x 1.1 in. (34mm x 28mm)
DISPLACEMENT:	28 in. ³ (4.66cc)
FUEL:	Chevron 87 octane
OIL:	Redline 2-stroke oil
PIPE:	HPI High-Flow
PLUG:	NGK CMR7H

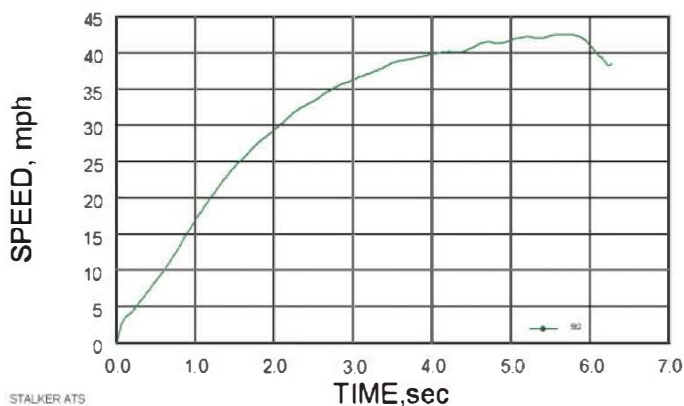
NEEDLE SETTINGS

FUEL:	Factory setting
AIR:	Factory setting
OPERATING TEMP:	170-180°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.69 sec. @ 34.2 mph
TOP SPEED: 40.1 mph @ 201 ft.
AVERAGE RUN TIME: 45 minutes



TEST CONDITIONS

WEATHER:	Warm and cloudy
TEMP/HUMIDITY:	79° F / 51%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	852 ft.
TRACK TYPE:	Desert: Hilly with rocks & boulders

HANDLING

TURNING RADIUS:	6 ft., 11 in.
ON POWER:	Slight Oversteer
OFF POWER:	Neutral

BRAKING

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



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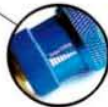
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MUGEN SEIKI MBX6

THE OG IS HUNGRY



words: **Derek Buono** | photos: **Carl Hyndman**

IN THE EARLY DAYS OF 1/8-SCALE the field was much smaller than it is now. The Mugen versus Kyosho battle rivaled that of Losi versus Associated in 2WD electric. Now that the field has grown and consumers have better, faster, stronger options than ever before, it's sometimes hard to pick what car is good for you. Mugen drivers are some of the most loyal I've ever seen and if you are one you're probably already running your MBX6 and discovering that it's an all-new ball game. Mugen has been in it from the beginning and they are hoping to stay on top with their new car. We got our kit and headed out to the track to see how the newest Mugen fared in the buggy food chain. It's eat or be eaten, and Mugen has been hungry.



Our gift, sifting and hanging on, is always.

MUGEN SEIKI MBX6

PART #: E0050
STREET PRICE: \$550
PRICE AS TESTED: \$1,555
SETUP TIME: 10 hours (including any chassis prep)
EXPERIENCE LEVEL: Advanced

SCALE	POWER	TYPE	DRIVE
1:8			4WD

02

BIG BORE SHOCKS: Large bore shocks are all the rage right now and the shocks on the MBX6 are exceptional.

MUD GUARDS: Gone are the super ghetto "I made them out of lexan" look that we see on most kits. Molded plastic keeps the dirt off the rims.

SEALED RADIO BOX: The two-section design keeps the battery separate from the receiver and allows better weight distribution with the heavier battery moved toward the center.

01

03

CARBON FIBER SHOCK TOWERS: Smaller CF towers are used in the front and rear of the car to further reduce weight.

Blue nose! Blue nose!

01

WEIGHT REDUCTION •

As with all new buggies, one of the main goals of the new car was to get rid of weight. Weight is the enemy in racing and Mugen did a good job reducing and trimming but not sacrificing durability with the new MBX6.



Mugen did a good job reducing and trimming but not sacrificing durability with the new kit.



02

ALUMINUM PIVOT BALLS •

Among the hop-ups that most Mugen drivers put on their old kits were the lightweight aluminum pivot balls that come standard on the new kit. To build the suspension square you now insert a shim and tighten it down. A simple yet awesome idea!

03

HAPPY NEW GEAR •

New kits are using the smaller drivetrain from truggies. This new gearing allows the weight to be reduced and the engine to be moved closer to center. The result is more aggressive handling and a better balanced car from left to right.



VEHICLE INFO

**CHASSIS**

LAYOUT:	Stamped aluminum with aluminum braces
THICKNESS:	3.0mm
MATERIAL:	7075 aluminum
TANK CAPACITY:	125cc

**SUSPENSION**

TYPE:	4-Wheel independent with adjustable upper link
TURNBUCKLES:	Aluminum
STEERING:	Dual bell cranks with built in servo saver
SWAYBARS (F/R):	2.4 / 3.0mm

**SHOCKS**

BODIES:	Threaded aluminum
DAMPING (F/R):	450wt / 450wt.
PISTONS (F/R):	1.35mm (5-hole)
SPRINGS (F/R):	1.6mm (9.25T) / 1.6mm (10.25T)

**DRIVE TRAIN**

TYPE:	4WD shaft drive
DIFFERENTIAL:	Fluid Damped Gear (3)
DIFF. FLUID:	5,000wt. / 5,000 wt. / 2,000 wt.
AXLE TYPE:	Universal axles
TRANSMISSION:	Single speed w/ center diff
SPUR GEAR MATERIAL:	Steel
CLUTCH:	3-shoe aluminum with 1.0mm clutch springs
BEARINGS:	Metal-shielded

**GEARING**

CLUTCH/SPUR:	1" / 13/46
GEAR RATIOS:	
PRIMARY:	3.54:1
INTERNAL:	3.38:1
FINAL:	11.98:1

**BODY, TIRES & WHEELS**

BODY:	Pro-Line Shift
TIRES (F/R):	Pro-Line Crimefighter M2
DIAMETER/ WIDTH:	4.7 in. x 1.6 in. (119.4mm x 42.4mm)
HEX SIZE:	17mm
WHEELS:	Mugen white dish

**DIMENSIONS**

WEIGHT:	7 lbs., 5oz. (3,317g)
TRACK WIDTH (F/R):	12.17 in. (309)
WHEELBASE:	12.4 - 12.6 in. (315-320mm)
RIDE HEIGHT	0.67-0.75 in. (17-19mm)

TESTING

Revelation Raceway just installed a new track layout and we were ready for testing, so it was a no-brainer. The problem with new tracks is they aren't broken in and they usually have less traction than normal. You also have to learn the layout. But that's what makes it fun. I was able to see how the car handled a variety of setups and how comfortable I felt on an unfamiliar track.

ACCELERATION AND SPEED • It's safe to say that the MBX6 is way faster than the old car. Its hardcore weight loss program and revised gearing made the MBX6 launch hard (almost too hard for the low traction) and it almost scares you with its tenacity. I felt that the MBX6 preferred to accelerate in bumpy conditions, as it seemed that with the smooth track and low grip the rear end wasn't as locked in. That's a great trait since most 1/8-scale racers are pretty blown out. It did feel a little loose on smooth surfaces, though, so I can't say it's perfect. Top speed was as expected (blistering fast) and the long Revelation back straight allowed me to discover what kind of rev the motor had. The O.S. based Ninja motor liked to let it all hang out.

Rating: 9.5/10

BRAKING • Braking is one of those "lost arts" or maybe "never had arts" that, the more I think about it, could be more important than throttle. Buggies allow you to adjust brake bias and feel but sometimes don't work like they should. This is likely due more to user error than a design flaw, though. I did feel that the brakes on the MBX6 were a little grabby at first, but they never faded and I easily fixed the bias. Still, they were the most linear I've ever driven. The good thing about the brakes on the MBX6 was that they held on like you would if you were falling off a cliff and they sent the nose

down in a hurry. There was never any fading.

Rating: 8.5

LOW-SPEED • All the new generation of buggies are super aggressive and the MBX6 is no exception. At low speeds the buggy steered and I didn't have to worry about push. Once I figured out that I had some drag brake in the system I carved some wickedly tight corners off- and on-power in the slower sections. Occasionally the rear stepped out, but a counter steer and a throttle correction corrected the problem.

Rating: 10

HIGH-SPEED HANDLING • The right tire for the test would have been the softer M3, but I didn't have them so I can't really fault the car for being a little loose when I was flying through the track. If you are familiar with the old car it is going to take some stick time to deal with this one. The new car carries more speed, accelerates harder, and jumps better than its predecessor, and that means that the forgiving push at high speeds is gone—and things might get a little hairy sometimes since the car likes to turn. I have seen drivers go too fast with the new cars and blow apexes and miss turns completely. If you want to go fast with the MBX6 start off by going slow and slowly turning up the heat. If you go out like you would with the old car you're going to have a long day.

Rating: 9

MUGEN SEIKI MBX6



RTR GEAR

TIRES (F/R): Pro-Line Crimefighters (M2)

TEST GEAR

RADIO: KO Helios, KOP88978, \$220

RECEIVER: KO KR-302F, \$120

STEERING/THROTTLE SERVO: KO POS-236B, KOP30046, \$150

ENGINE: Mugen Ninja .21, MUGJX21B01, \$330

PIPE: GRP EFRA 2053 Tuned Pipe, LOSR2049, \$120

BODY: Pro-Line Shift, 3289-00, \$29

RECEIVER PACK: Trinity 1500mah, TR120508, \$20

FUEL: Trinity Platinum 30%, MH0030T, \$16/quart

CONTACT

PRO-LINERACING: www.prolineracing.com

KOPROPO: www.kopropropo.com

TRINITY: www.teamtrinity.com

GRP: www.losi.com

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PERFORMANCE TEST

ROUGH-TRACK HANDLING • I was actually surprised at how well the MBX6 went through the rough sections. As I mentioned earlier, it seemed like it generated more side bite when the suspension was active in rough parts of the track. The weight reduction also seemed to help in the rough stuff as well, and the buggy skipped over parts of a rut and got through the section super fast.
Rating: 10

JUMPING • Hitting jumps seemed to be a specialty of the MBX6. Not only did the low gearing help clear jumps when I came out of a tight corner, but the light weight and revised geometry sent the MBX6 skyward. Control was a snap and landing was drama free. There's nothing more to say here—the MBX6 can jump, period.
Rating: 10

WRENCHING

MAINTENANCE • The 1/8-scale class is very easy to work on these days. Everything has been optimized and revised. The MBX6 has a few things that take a little more time, however. I had to use an electric screwdriver on the front suspension to save myself from bulging forearms. The shims made it easy to get the car square. Access to the radio box also required a screwdriver, so forget fast access. Otherwise, the car was a snap to work on and should prove so durable that you really won't have to do much in between runs.

Rating: 8.5

WEAR AND TEAR • Despite McMahon putting the arms on the wrong side the car held up to a

pretty good beating. The track was new and Thursday night practice is like a good game of Destruction Derby sometimes. So not only did the MBX6 survive learning the track, it survived people not learning the track and using it as a rolling berm. There weren't any signs of wear on the axles or stress marks on the plastic, so there shouldn't be any regular trips to the shop. The car will break, though; if you don't break it you're not pushing it.

Rating: 9

TUNING • Learning a new car as the company learns it is a bit frustrating. A "baseline" setup isn't really there yet, but we used the same one Scott Hughes used at the Worlds as a baseline. Making changes to the hinge pins resulted in noticeable handling characteristic changes, and getting the right tire would be 70% of the battle. We only had M2s at the track, which Scott prefers to M3, but admits that the more laid back M3s might be easier to drive for most people.

Rating: 9.0

CONCLUSION

Your choices in the 1/8-scale class are pretty amazing. Many of the new buggies share a more aggressive feel that might be hard for some to hang on to, but if you can harness all that extra speed and keep focused they are way faster than older models. Mugen is one of the few companies left that just focuses on race cars. They don't offer prebuilt race rollers or RTRs, just a pure racing buggy that is a joy to build and race. Mugen loyalists who might be waiting to replace their kits should be satisfied to know that the new kit is awesome. It's got good features and details, and she handles better than her predecessor. It might take a few laps or even racers to get it all sorted, but the result is one wicked ride. ○

MUGEN SEIKI MBX6

1:8

NITRO

4WD

4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8

INSTRUCTIONS

9.5

PARTS QUALITY/FIT

9

DURABILITY

9

TUNABILITY

9.5

OVERALL PERFORMANCE

8

VALUE

HITS

- Superb fit and finish
- Inscribe low end power
- Faster corner speed

MISSSES

- Low end punch might be too aggressive for low traction
- Battery box isn't LiPo ready

MAIN COMPETITION

Team Losi 8IGHT2.0, Kyosho MP9, O'Donnell Z018, XRAY 808

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SETTING IT UP

Many of the new kits we're getting are coming without much in the terms of testing in the US. So it's important if you buy any kit to regularly check the companies website to see if there is any new setup information. We used Scott Hughes's World's setup as a basic starting point and we've got the sheet here for you to use.

MBX6 Set Up Sheet Ver. 0801E

Name: Scott Hughes
Date: 1/1/01
Track: The Beach

Track Conditions
Size: ☐ Open ☒ Med. ☐ Tight
Traction: ☐ High ☒ Med. ☐ Low
Surface: ☐ Smooth ☒ Bumpy

Front Suspension
Wheel hub
Rebound stop
Kingpin Ball
Spacer
Upper arm spacer
Upper arm position
Lower arm spacer
Lower arm plate (E0154A)
Upper arm position (E0148B, E0148C)
Lower arm spacer

Kingpin ball spacer 1 mm
Camber angle 1 mm
Upper arm spacer 1 mm
Toe angle 1 mm
Rebound stop 1 mm
Anti-roll bar 1 mm
Wheel hub 1 mm
Lower arm mount (kick up) ☐ 0 ☒ 1
Lower arm plate (E0154A) ☐ 0 ☒ 1
Upper arm position (E0148B, E0148C) ☐ 0 ☒ 1
Lower arm spacer ☐ 0 ☒ 1

Rear Suspension
Camber angle
Lower arm mount (Toe angle)
Rebound stop
Anti-roll bar
Anti-squat (E0111C, E0111D)
Upright
Upright pin position
Lower arm spacer

Camber angle 1 mm
Lower arm mount (Toe angle) 1 mm
Rebound stop 1 mm
Anti-roll bar 1 mm
Anti-squat (E0111C, E0111D) ☐ 0 ☒ 1
Upright ☐ E0152 ☒ E0173 (Aluminium)
Wheelbase adjustment 1 mm
Lower arm spacer ☐ 0 ☒ 1

Front Shocks
Piston
Oil
Spring
Spring adjustment 1 mm
Shock position

Rear Shocks
Piston
Oil
Spring
Spring adjustment 1 mm
Shock position

Steering Ackerman

Wing Position

Engine
Type: 2.5
Gasket: 2.5 mm
Plug: 2.5
Muffler: 2.5
Reducer: 2.5
Fuel: 2.5
Diff. Oil: 2.5

Tire
Front Type: Knobby
Foam: Knobby
Rear Type: Knobby
Foam: Knobby

Clutch
Clutch shoes: ☒ Aluminium ☐ Other
Spring: 1.0 mm
Clutch bell / Spur gear: 1.0 T Hg T

Result
Race time / Lap: _____
Best lap (1 Lap): _____

Comments:

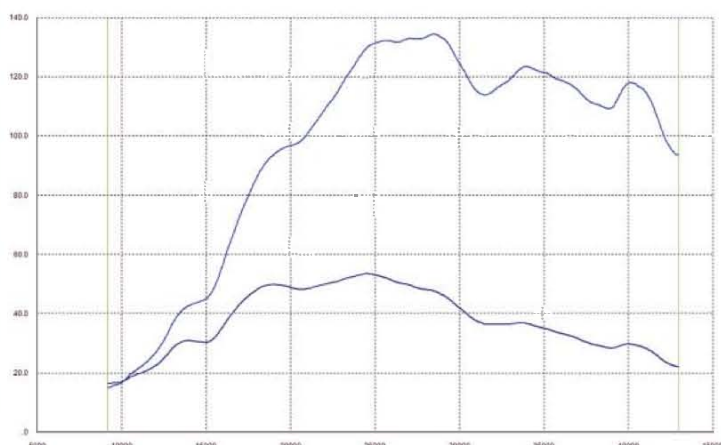
POWERPLANT INFO

The Mugen Ninja has changed over the years. Some may never know that the engine has gone through a few manufactures and the new OS base for the engine gives you much of the benefits of the Japanese power plant. It puts out good power, and it tunes like a dream. This one was harder to break in because of the colder temps, but once running it never had an issue. It ran at a cool 220-degrees and never seemed to complain when it was a little lean or even a little rich. It's power delivery is pretty linear, but the aggressive clutch settings made it a little tricky when the traction fell off a cliff.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: Our new rating is an average HP/TQ reading for two selected rpm ranges. Low-end power factor will be the average values from 10,000-20,000, and the top end power factor will be from 20,000 to 40,000 rpm.

ENGINE DATA

ENGINE:	Mugen Ninja JX21-801
BORE AND STROKE:	0.654 in. x 0.630 in. (16.6mm x 16mm)
DISPLACEMENT:	0.211 in. ³ (3.46cc)
FUEL:	Trinity 30%
PIPE:	GRP 2053
PLUG:	Mugen
PEAK X-DYNO HP*:	136 @ 28,800 rpm
PEAK X-DYNO TQ*:	53.87 oz-in. @ 24,600 rpm
PEAK X-DYNO RPM:	42,500
AVERAGE HP:	0.98
AVERAGE TQ:	29.23 oz-in.
POWER FACTOR	
LOW END (HP/TQ):	0.74/39.54
TOP END (HP/TQ):	1.22/38.91
CORRECTION FACTOR:	1.041

*All numbers are SAE corrected

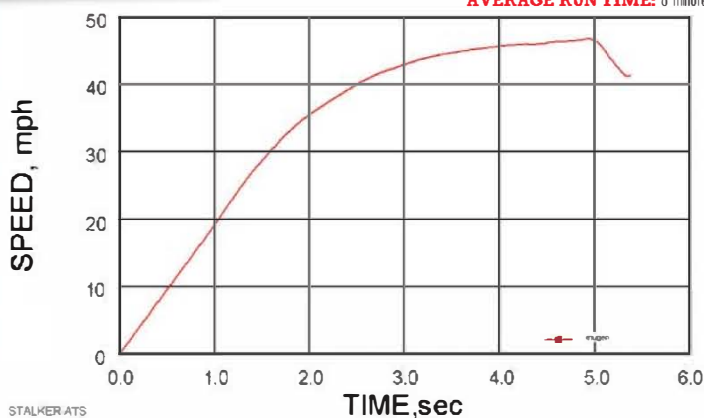
NEEDLE SETTINGS

HIGH:	2 3/4 out
LOW:	3 1/2 out
MID:	Flush
OPERATING TEMP:	230-250°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.08 sec. @ 36.1 mph
TOP SPEED: 46.7 mph @ 243 ft.
AVERAGE RUN TIME: 8 minutes



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	81°F/23%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	low to medium grip

HANDLING

TURNING RADIUS:	4 ft. 2 in.
ON POWER:	Slight oversteer
OFF POWER:	Slight oversteer

BRAKING

CONTROL:	Good
FADE:	None
OVERALL:	Good

Ninjas always run cool.

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Sadly, the pretty blue stuff is hidden under the body.



TAMIYA 801XT

TAMIYA'S USA-BRED TRUGGY



words: James Revilla | photos: Carl Hyndman

Tamiya likes to race. Along with their hobbyist kits and plastic models and educational sets, the one thing you'll see is that Tamiya's TRF program is dedicated strictly to competition. When Tamiya decided to enter the hotly contested 1/8-scale competition ranks, they turned to Tamiya USA to design and develop a machine specifically targeted to a U.S. audience (since 1/8-scale Truggy is big here). The result is the TRF 801xt. We gave you an exclusive first look back in issue 154, but here's the production version, built, tuned, and ready. Can Tamiya's first true 1/8-scale racing effort handle itself?



With Tugz comes buggz... we'll be waiting.

TAMIYA 801XT

PART #: 49497

STREET PRICE: \$600 (Kit only, price may vary)

PRICE AS TESTED: \$2,007 (includes all test gear)

SETUP TIME: 9 hours (includes break-in time)

EXPERIENCE LEVEL: Intermediate to advanced

SCALE POWER TYPE DRIVE

1:8

TRF

4WD

4WD

01

OVERFLOW: 150cc fuel tank has an integrated overflow drain that exits through the bottom of the chassis.

COVERED UP: Big-bore TRF shocks feature rubber boots to protect the shock shaft and seals.

03

LOCKED STEADY: Lower hinge pins are held in place by nylon aluminum locknuts.

SINGLE LINK: Innovative brake bias adjustment is so simple, you wonder why no one thought of this before.

02

FREQUENCY SPACE: Receiver and battery pack boxes have lots of room for electronics.

We'll put some money down that it might be called the "801x."

VEHICLE INFO

01 TOUGH DIFFS •

The 801xt's front and rear diff casing is nice and tough. Spiral-cut sealed differentials ride on ball bearings inside the cases, which are not only held together with screws but also with a beefy metal collar that surrounds the output shaft. Steel outdrive cups transmit power to the wheels via rebuildable universal driveshafts.



“...if Tamiya's aim was to enter the Truggy market with a winning ride, they hit the target...”



02 IN-LINE •

One of the main design features of the 801xt is efficiency, and this is shown by the straight inline driveshaft position. Keeping the drive straight allows for as little resistance as possible. A pair of drilled steel brake discs borders the hardened steel center differential.

03 LONG REACH •

The suspension found on the 801xt is up to par with what you'd expect from the TRF factory. Huge 15mm big-bore threaded and anodized aluminum bodied shocks border the four long-reach suspension arms. Heavy duty turnbuckles and ball ends allow for trackside tuning, and swaybars (front and rear) come standard. The thick 5mm anodized aluminum shock towers feature the usual multiple mounting points.



CHASSIS

LAYOUT: Kickup chassis with molded bracing
THICKNESS: 3mm
MATERIAL: 7075 CNC aluminum
TANK CAPACITY: 150cc

SUSPENSION

TYPE: 4-Wheel Independent
TURNBUCKLES: Yes
STEERING: dual bellcrank, center aluminum link
SWAYBARS (F/R): 2.3mm / 2.2mm

SHOCKS

BODIES: 15mm anodized aluminum
DAMPING (F/R): #400 / #400
PISTONS (F/R): Y1 (6-hole)
SPRINGS (F/R): White / white

DRIVE TRAIN

TYPE: 4WD inline center shaft
DIFFERENTIAL: 3 (spiral-cut gears)
DIFF. FLUID: 10k / 10k / 10k
AXLE TYPE: Universal driveshafts
TRANSMISSION: Single-speed
SPUR GEAR MATERIAL: Steel
CLUTCH: 3-shoe
BEARINGS: Metal-shielded

GEARING

CLUTCH/SPUR: 13/50
GEAR RATIOS:
PRIMARY: 3.84:1
INTERNAL: 4.3:1
FINAL: 16.54:1

BODY, TIRES & WHEELS

BODY: Tamiya 801xt
TIRES (F/R): Not included
DIAMETER/ WIDTH: N/A
HEX SIZE: 17mm
WHEELS: Not included

DIMENSIONS

WEIGHT: 9 lbs., 10.4 oz. (4,377g) (includes running gear)
TRACK WIDTH (F/R): 16.53 / 16.53 in. (420 / 420mm)
WHEELBASE: 14.56 in. (370mm)
RIDE HEIGHT: 1.45 in. (37mm)

But not a lot of money, so don't get your hopes up.

TESTING

It was late October, yet for some odd reason we were seeing 90+ temperatures in Southern California. To test the TRF 801xt we went to Revelation Raceway in Montclair, CA. They recently designed a new track layout, so running the course was as new to me as running Tamiya's truggy. With a fresh set of tires locked down and a full tank of fuel, I got to driving this machine.

ACCELERATION AND SPEED •

Acceleration from a dead stop was controlled, yet pretty quick. The included gear ratio felt like a nice combo of good but not too crazy acceleration matched with a top velocity that can be used on most tracks. The .21-sized mill easily spun the wheels even on the hard packed areas of the track. I didn't think it felt any different from running a .28, which was good—the engine could hang at the top end for some nice speeds down the back stretch of the track.

Rating: 8/9

BRAKING • The drilled brake pads made little work of stopping the 801xt, even if it was a big machine. Extra high-five to Tamiya's David Jun for trumping everyone in nitro and designing a simple, easy to set, and easy to adjust brake bias linkage; I'm still amazed that no one in the industry thought of this setup before. No more fiddling with set screws and stoppers and fuel tubing and thumb wheels; just turn a turnbuckle and the bias can be set to your liking in seconds. The lined brake pads didn't show any sign of fade. Even after five straight tanks, the truck still locked up all fours the same as it did for the first drive. Great job in this area.

Rating: 10

LOW-SPEED • With its wide stance, you'd think the 801xt would need some room for tight maneuvering, but at low speeds I found it easy to direct through multiple corners and obstacles. Off-throttle, I did not feel the back end get loose at all, and the front end tracked accurately. I gave the throttle a quick blip mid-turn, and the truggy tightened up its line and turned sharper without losing control. The 801xt's long arms and big-bore shocks tamed what little trouble the smaller bumps and ruts tried to deliver.

Rating: 9

HIGH-SPEED HANDLING • That same wide stance combined with a nice chassis balance gave the 801xt all-star precision at high speeds. Any exit-angle mistakes were easily corrected through the steering; I didn't have to let off the throttle. Usually, vehicles with good high-speed control have a pinch of understeer in them to calm them down, but in this case I had the same amount of steering for both the low and high end. Somehow the 801xt had a rare combination of high-speed steering without the high-speed sensitivity—a testament to the R&D that went into designing and tuning this ride. Even at full bore the 801xt felt great.

Rating: 10

ROUGH-TRACK HANDLING •

There's nothing like big-bore shocks to turn rough sections of a track into a

TAMIYA 801XT



TEST GEAR

RADIO: JR Z-1, #JRP374075, \$340

RECEIVER: Spektrum SR3000, #SR3000, \$90

STEERING SERVO: Hitec HS-5955TG, \$160

THROTTLE SERVO: Hitec HS-5955TG, \$160

ENGINE: Tamiya EB Mods Tuned Ex-Tech 21, TRI40064, \$430

RECEIVER PACK: Trinity 1500mAh hump pack, TRI20507, \$24

FUEL: O'Donnell 30% quart, #O00P3330, \$10

PIPE: Trinity 2057 Ex-Tech pipe, TRI40065, \$113

CONTACT

TAMIYA AMERICA: www.tamiyausa.com

HITEC RCD: www.hitecrad.com

JR RADIOS
(Dist by Horizon Hobby): www.jrradios.com

O'DONNELL
(Dist by Great Planes): www.odonnellracing.com

PRO-LINE RACING: www.prolineracing.com

TRINITY: www.teamtrinity.com

smooth ride. Tamiya's TRF shocks are legendary: often imitated, rarely duplicated—unless it's Tamiya themselves incorporating their proven design into 1/8-scale. The 801xt's suspension took control of the various bumps and dips scattered around the course, and if ever the truggy went off line, all it would take to get back on track would be a small steering correction. Standard front and rear swaybars also kept the truggy flat on all fours.

Rating: 9

To build this didn't have a cartoonish name like "Mad Bull" or "Monte Ray."

READY-TO-RUN | ELECTRICPOWERED | 4WD | 1/10 SCALE

HPI RACING
CREATING FUN
SINCE '86

Brama 10B

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READY FOR
ANYTHING!



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#13291 RTE BRAMA 10B WITH EBI BUGGY BODY



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Accepts stick or slide-by-slide battery packs.

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battery, built chassis and
painted body - all at
one very low price!

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PERFORMANCE TEST

JUMPING • It crossed my mind during building that the kit-spec shock oil might be too thin, which can be an advantage on rough terrain but bad for jumping, or more specifically for landings. I was wrong though, as the 801xt could jump at will with the best of them. The engine is positioned slightly aft of the centerline of the long wheelbase chassis, so in the air the truggy was highly receptive to throttle or brake inputs as I tried to control the angle of descent. I felt very comfortable and confident attacking jumps because of this, and it made for faster lines and excellent jumping ability.

Rating: 10

WRENCHING

MAINTENANCE • The best part about big 1/8-scale vehicles is all the room you get to work on them. Hex hardware is used throughout the 801xt's chassis, and there are no e-clips. You can remove the engine via its multi-piece mount without disturbing the clutchbell mesh, which I think should be standard on anything nitro-powered. There's nothing really unusual about working on the 801xt until you get to the front and rear differentials. It took a lot of bench work to pull the diffs out, since the main diff case is sandwiched between bulkhead parts, and I then had to remove the shock tower, the cast ring, etc. Though this makes the drivetrain bulletproof, the negative effect is more wrenching.

Rating: 8

WEAR AND TEAR • I've been running off-road once a week lately, so my jumping skills have improved—but that's 1/10-scale electric, and going airborne with an 1/8-scale is totally different. I did tank a few landings, but no parts broke and there were no signs of unusual wear. The standard rubber shock boots kept my dampers nice and grime-free, and the cast rings holding the diff case together did well not only with keeping the diff in place, but with firmly holding the case halves together to keep dirt from getting into the case.

Rating: 9

TUNING • As is true with any competition-level chassis, the 801xt features the standard assortment of tuning features: turnbuckle links for camber, multiple upper link positions, lower molded hinge pin inserts to adjust toe, multiple shock mounting points on both the shock towers and the suspension arms, ackerman, preload, etc. One innovative tuning feature is the turnbuckle equipped, single-link brake bias adjuster. Tamiya also includes front and rear swaybars in the box, and optional swaybars, shock springs, and lightweight gears are already offered. You can even get a lightweight milled chassis plate and aluminum chassis braces.

Rating: 9

CONCLUSION

When Tamiya went for the touring car racing crowd, their 414x paved the way for their race-winning 415 series—and if Tamiya's aim was to enter the truggy market with a capable, race-winning ride, they hit the target. Sometimes it's good to be late to the party—see what works, what doesn't, what can be improved—then come out with all those ideas. The 801xt is a nicely refined truggy that definitely has what it takes to win its share of trophies and crowns. It's still relatively new, but I'd be willing to bet a few bucks that with Tamiya's TRF program behind it, the 801xt will capture some big-name races in the near future. ☺

TAMIYA
801XT

1:8

NITRO

4WD

4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

9

INSTRUCTIONS

10

PARTS QUALITY/FIT

9

DURABILITY

9

TUNABILITY

9.5

OVERALL PERFORMANCE

9

VALUE

HITS

- Nice chassis balance
- Competitive price
- Innovative features

MISSES

- No fast way to get to diffs
- Can it survive an already crowded market?

MAIN COMPETITION

Associated RC8T, Losi BIGHT-1, Jammin X2

WHO IT'S FOR

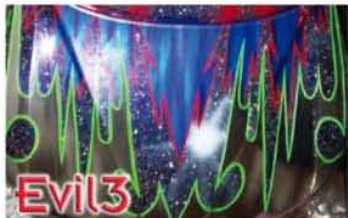
Tamiya fans who have an interest in 1/8 truggy action



CFX FASKOLOR CHALLENGE



PARMA/PSE's first contest with **CFXPaintWorks.com** was a great success! We asked for participants, then chose 6 painters of various experience levels to select a PARMA/PSE body to use on one of their RC vehicles. Each contestant also chose a list of supplies from our online catalog, including masking materials, paint and detailing items. The challenge was to use these supplies and show everyone how it's done. Photos were taken along the way and the results speak for themselves. **Great job guys, everyone was a winner!**



Topwater
Pat Robbins (AZ) - PARMA '56 Nomad #10126



NCNitro
Joe Picior (NY) - PARMA 'Cuda #10113



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Evil3
Mike Jozwiak (IN) - PARMA #10074



Looped
Looped Designs (TX) - PARMA Truggy #1216



XAC Designs
George McCullough (GA) - PARMA Type M #1220



Brian55
Brian Kessie (OH) - PARMA Alfa #10089

TAMIYA RACING TRUCKS

As one of the mainstay companies in the industry, Tamiya's been dabbling in racing trucks for quite awhile now. However, before the obviously competition-only 801xt was released, their trucks could be sorta-race, sorta-not. Let's take a look at a few of their previous offerings:

BLACKFOOT – Based on the Frog platform, the Blackfoot was 80s cool, and people raced these 2WD trucks everywhere there was a dirt track set up. I wanted one when I was a kid, but I got a Hornet instead.

TWIN DETONATOR – The Twin Detonator was the poor man's Clodbuster, as it still had 4WD and twin motors. Then again, that's all it shared with it's legendary older brother, but the Twin Detonator did kick some crazy rooster tails with every trigger pull.

TOYOTA PRERUNNER – Stadium trucks are new? Not really—Tamiya's Prerunner gave you a choice of Toyota, Ford, or Chevy bodies on a TA-02 platform, and looked real. Sound familiar? Just a decade or so too early...

TXT-1 – Equipped with a 4-link suspension, massive tires, dual motors and eight giant shocks, the TXT-1 was basically a super upgraded Juggernaut 2, and Tamiya's baddest factory monster truck bearing the two star logo.

TNX 5.2R – Throw big-block nitro power into a monster truck chassis designed to hit the track and you've got some fun waiting for you. The on-board starter made life easier for me when I tested her in issue #136.

NITRAGE – Wort ran this in #141, and we thought this had something to do with Tamiya and truggies, as it had a truggy layout but with some extra "features" that made it unconventional, like the dogbone clutch bell thingy—which we sill don't quite understand.

Or go retro-future, like "TRF-8T 4WD Mk.1."



POWERPLANT INFO

It's not unusual to see a .21 in place of a .28 in a truggy; the mileage and comparable useable power is very close. Since I had great results from the Ex-Tech .21 last month, I decided to try it out in a larger machine to see what it could do with the added heft. I felt no difference in acceleration and speed—I actually turned down the throttle response to have a little more control on the low end. The Ex-Tech stayed at a steady 220 degrees throughout testing and the photo shoot, and the power was at my fingertips. I hope no one in the office snags this engine from me.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: Our new rating is an average HP/TQ reading for two selected rpm ranges. Low-end power factor will be the average values from 10,000-20,000, and the top-end power factor will be from 20,000 to 40,000 rpm.

ENGINE DATA

ENGINE:	Trinity Ex-Tech EB Mods .21 Race Prepped
BORE AND STROKE:	0.643 in. x 0.656 in. (16.22mm x 16.8mm)
DISPLACEMENT:	0.21 in. ³ (3.49cc)
FUEL:	Trinity 30%
PIPE:	Ex-Tech 2057
PLUG:	IR140110
PEAK X-DYNO HP*:	138 @ 24,750 rpm
PEAK X-DYNO TQ*:	56.99 oz-in @ 23,750 rpm
PEAK X-DYNO RPM:	40,500
AVERAGE HP:	0.93 hp
AVERAGE TQ:	37.86 oz-in
POWER FACTOR	
LOW END (HP/TQ):	0.77 / 41.85
TOP END (HP/TQ):	1.08 / 34.12
CORRECTION FACTOR:	1.078

*All numbers are SAE corrected

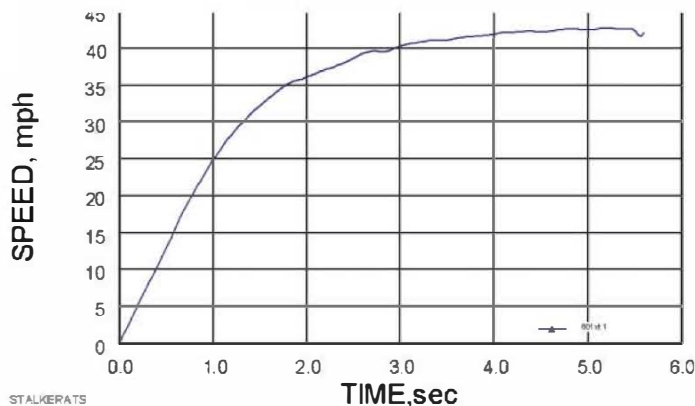
NEEDLE SETTINGS

HIGH:	Flush
LOW:	1/2-turn in from flush
MID:	NA
OPERATING TEMP:	190-230-degrees F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.87 sec @ 32.6 mph
TOP SPEED: 38.9 mph @ 145 ft.
AVERAGE RUN TIME: 5 minutes



TEST CONDITIONS

WEATHER:	Hot
TEMP/HUMIDITY:	95° F/35%
BAROMETRIC PRESSURE:	30.03 in
ALTITUDE:	652 ft.
TRACK TYPE:	Slightly-packed dirt

HANDLING

TURNING RADIUS:	5 ft, 11 in
ON POWER:	Neutral
OFF POWER:	Slight understeer

BRAKING

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





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John is related to Harry.





TEAM ASSOCIATED RC8T

NOW THE DYNAMIC DUO IS COMPLETE

words: John Cary | photos: Carl Hyndman



HAVE WE WAITED LONG ENOUGH? Just over a year ago, Team Associated released its long awaited 1/8 buggy, the RC8. Shortly thereafter, speculation about a truggy version being released began. Supporting this theory were sightings of Team Associated drivers piloting just about every major truggy chassis at several major events throughout the USA. Well, the wait is over; I give you the purebred racer known as RC8T. The truggy class is bursting at the seams in popularity and there are numerous kits on the market to choose from. Does the RC8T make a statement large enough for it to rise above the rest, or does it simply ride alongside the rest of the pack?

TEAM ASSOCIATED RC8T

PART #: 80910
STREET PRICE: \$630
PRICE AS TESTED: \$1,603
SETUP TIME: 8 hours
EXPERIENCE LEVEL: Novice to intermediate



EXOTIC METALS: All four corners feature titanium turnbuckles for even more weight loss.

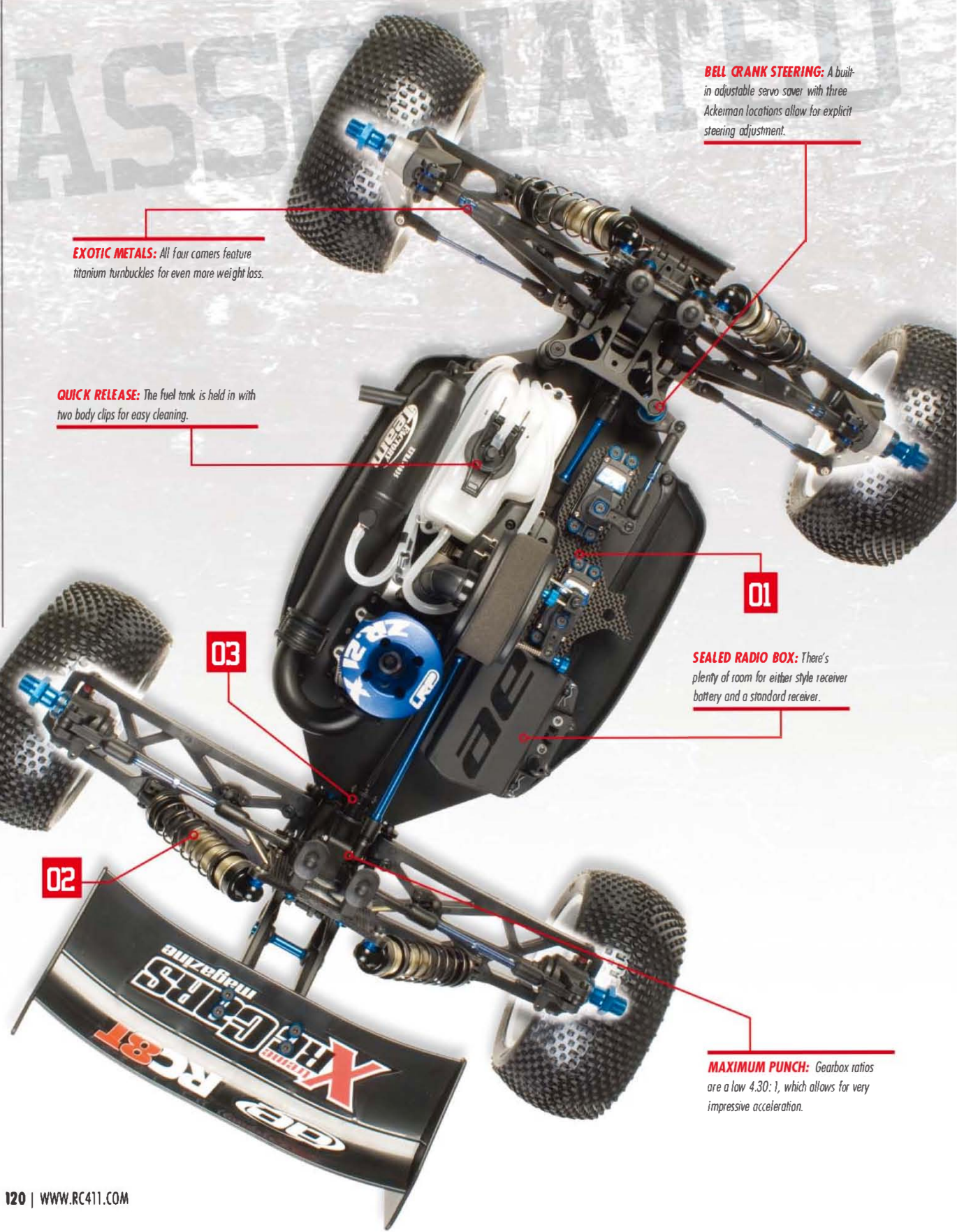
QUICK RELEASE: The fuel tank is held in with two body clips for easy cleaning.

BELL CRANK STEERING: A built-in adjustable servo saver with three Ackerman locations allow for explicit steering adjustment.

SEALED RADIO BOX: There's plenty of room for either style receiver battery and a standard receiver.

MAXIMUM PUNCH: Gearbox ratios are a low 4.30:1, which allows for very impressive acceleration.

Carbon fiber matches the tires.



VEHICLE INFO



01 ALL THAT CARBON • Carbon fiber is a rare sight on most 1/8 buggy/truggy platforms, yet the RC8T is different. The front and rear shock towers are constructed from 4mm thick woven carbon fiber, which yields a high strength to weight ratio, and the carbon fiber radio tray has a built in transponder mount.

...the acceleration is ballistic and the top end seems endless...

02 BIG BORES • The healthy sized big bore shocks with their inner diameter of 16mm are eye catching. The bodies are hard coated and threaded with a threaded collar for on-the-go preload adjustments. You'll also notice the dust boots surrounding the 4mm gold coated shock shafts, which aid in the butter smooth suspension.



03 SAFE RING • From the outboard CV-style driveshafts to the two center driveshafts, all feature a snap-on ring. This ring adds extra holding power to the driveshaft joint pins, which are already held in place by setscrews. Little features like this may seem trivial but add greatly to the truck's overall durability.



CHASSIS

LAYOUT: Single deck with front, center and rear brace
THICKNESS: 4 mm
MATERIAL: CNC Aluminum
TANK CAPACITY: 150cc

SUSPENSION

TYPE: 4-Wheel independent
TURNBUCKLES: Titanium
STEERING: Dual bell crank
SWAYBARS (F/R): 2.5mm Silver / 2.8mm Gold

SHOCKS

BODIES: Aluminum
DAMPING (F/R): 50 wt. / 50 wt.
PISTONS (F/R): 1.6mm / 1.6mm
SPRINGS (F/R): Silver 5.1 lb / Silver 3.3 lb

DRIVE TRAIN

TYPE: 4WD Shaft
DIFFERENTIAL: Gear (3)
DIFF. FLUID (F/C/R): 7,000 wt. / 7,000 wt. / 7,000 wt.
AXLE TYPE: CV-style
TRANSMISSION: Direct center, ring/bevel front and rear.
SPUR GEAR MATERIAL: Steel
CLUTCH: Aluminum 3-shoe w/1.0mm springs
BEARINGS: Metal-shielded

GEARING

1"
CLUTCH/SPUR: 14/54
GEAR RATIOS:
PRIMARY: 3.85:1
INTERNAL: 4.30:1
FINAL: 16.5:1

BODY, TIRES & WHEELS

BODY: RC8T
TIRES (F/R): N/A
DIAMETER/ WIDTH: N/A
HEX SIZE: 17mm
WHEELS: Team Associated

DIMENSIONS

WEIGHT: 8 lbs., 10 oz. (3,912g)
TRACK WIDTH (F/R): 16.49 in. (419mm)
WHEELBASE: 14.76 in. (375mm)
RIDE HEIGHT: 3.25 in. (82.55mm)

TESTING

Since the RC8T is nothing but a race rig, what better place to hit up for testing than Revelation Raceway in Montclair, California? Its wide open straights, slow speed technical sections, and enormous jumps make it the perfect test pad for any 1/8 scale off road vehicle.

ACCELERATION AND SPEED • I've been driving 1/8 truggy for few years now and I've grown accustomed to all its characteristics. These characteristics have been thrown out the door with the RC8T. Pairing a 16.5:1 final gear ratio and the LRP ZR .21X together is like having the tag team duo of Batman and Robin fighting crime: no mercy and the opposition is going to lose. The acceleration is ballistic and the top end seems endless.

Rating: 10/10

BRAKING • The braking system is pretty much standard with the independent front and rear brake bias. What separates it from the rest of the group is that the bias adjustments are right next to each other on top of the center diff rather than one on top of the other. During the extended testing, the RC8T's free floating brake design offered more than enough braking power, and never once did I experience any sort of brake fade. Also, the rear end stayed in line with the rest of the chassis when I hit the brake hard.

Rating: 9

LOW-SPEED HANDLING • Truggies aren't exactly known for quick movements through tight sections on a track. At testing time, track conditions were a bit on the loose side, which caused the RC8T to push quite a bit off power, making it a challenge to drive. To help counteract this I moved the rear camber link to the A-hole, went to 5k oil in the rear diff, and put 45 wt oil in the front shocks. This made a noticeable difference in the low speed sections. The lighter

oil up front allowed more weight to be transferred to the front wheels. This produced more low speed steering.

Rating: 8

HIGH-SPEED HANDLING • Thanks to the large track design, I was easily able to stretch the legs out on this rig. It was very impressive to say the least. The LRP engine has got some serious top end and the RC8T felt comfortable at those speeds. At high speeds the truck tracked straight and seemed to soak up any imperfections on the track. Though the adjustments I made in order to get more low speed handling out of the truck affected the high speed handling just a small amount, it was not enough to throw things completely off.

Rating: 9

ROUGH-TRACK HANDLING • Truggies seem to have the uncanny ability to soak up the rough stuff. Granted, Revelation Raceway isn't exactly known as a "rough track" since it's constantly groomed. With that said, there's still going to be that one section that seems to upset just about any chassis. I made a note to steer RC8T into this section and never once did I feel let down. I'm sure the big bore shocks have quite a bit of influence on the RC8T's rough track abilities. Not only did it carry its speed through the rough stuff, it also wanted to accelerate through it.

Rating: 10

TEAM ASSOCIATED RC8T



TEST GEAR

RADIO: Futaba 3PK, FUT25, \$280

RECEIVER: Futaba 3CH HRS 75MHz, FUTL0344, \$100

STEERING SERVO: Team Associated XP DS1313, \$90

THROTTLE SERVO: Team Associated XP DS1313, \$90

ENGINE: LRP ZR .21X, ASCLRP32110, \$400

RECEIVER PACK: Team Orion Marathon 1600mAh, OR112227, \$30

PIPE: Team Associated EFRA 2035, ASC89175, \$50

FUEL: Byron Gen 2 Pro Driver 30%, BYR3130182, \$30

CONTACT

TEAM ASSOCIATED: www.rc10.com

TEAM ORION: www.teamorion.com

PRO-LINE RACING: www.prolineracing.com

FUTABA
(Dist by Great Planes): www.futaba-rc.com

PAINT BY CFX: www.cfxpointshops.com

He moved the link to the A-hole?



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PERFORMANCE TEST

JUMPING • I think one of the strongest attributes to the RC8T is its ability to be a rock steady flyer. No matter how off kilter I was coming up to a jump, everything seemed to just level out, making it easier to setup for the transition. Once in a while I might have tried to throw the truck too much out of whack, but reeling it back in with a little bit of brake and/or throttle corrected everything. I don't think I heard a harsh bottom out even once, no matter how hard I flat landed. The suspension design works very well.

Rating: 10

WRENCHING

MAINTENANCE • Everything is easily accessible and easy to remove. For example, the fuel tank is held in via two body clips and the radio tray comes out with just nine small screws. Another nice feature to the RC8T is its engine mount; you can remove the engine with out affecting the gear mesh. However, the six countersunk chassis screws holding the mount in place seem a little excessive. For the most part it's an easy truck to work on, and you might be more inclined to going through it more often and catch anything that might become a future problem.

Rating: 9

WEAR AND TEAR • Nothing in terms of wear and tear stood out during testing. If anything, the front and rear suspension blocks made me a little hesitant. I did notice some minor stress marks on the suspension plates after a few good crashes, but nothing broke. The pins on the CV style axles showed little to no signs of use, and neither did the chassis. Overall, I was impressed.

Rating: 9

TUNING • Because of the RC8T's simple design, everything is easily adjustable. The big question: Is the factory setup a good starting point? Yes. It's a good starting point for just about any track conditions; however, it might seem a bit on the different side based on the 7k diff oil being used from tip to tail. I did make adjustments to the factory setup based on my driving style and the track conditions, but that's the norm for just about any vehicle.

Rating: 9

CONCLUSION

These days it's easy to get confused when you walk into your local hobby shop looking for a new truck to buy. There are many options, almost too many. For the most part, Team Associated is still fairly wet behind the ears when it comes to the 1/8 scale truggy market, since this is their first truggy. What helps separate them from the rest of the market is their constant exploration into the realm of testing. The RC8T is no exception. It would be nice to see some nicer suspension blocks and a few more tuning option parts included in the kit, but in the end, you get a truggy with ballistic acceleration, tremendous rough track handling abilities, sturdy design, and carbon fiber trinkets as well! The RC8T is a good choice when it comes to your next 1/8 truggy. ☺

TEAM ASSOCIATED RC8T



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Great parts support
- Very easy truck to work on
- Rough track handling ability
- Internal gear ratio makes for a very quick acceleration
- Dialed brake design

MISSES

- Suspension plates are a bit fragile
- Six screws to hold the engine mount seems to be a bit excessive

MAIN COMPETITION

Losi Bight T, Kyosho ST-RR, Mugen MBX5T

WHO IT'S FOR

Experienced racer looking to go fast



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JAC2020	\$32.00 pr	Purple compound foam tire mounted & trued on 3" prism wheel	JATO Front Nitro Stampede Front Nitro Rustler Front Nitro Sport Front
JAC2030	\$32.00 pr	Purple compound foam tire mounted & trued on 3" prism wheel	Rustler/VXL Front Stampede/VXL Front
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

TEAM ASSOCIATED
RC8T

SCALE	POWER	TYPE	DRIVE
1:8	NITRO	ON-ROAD	4WD



We need more point shot's with skullst

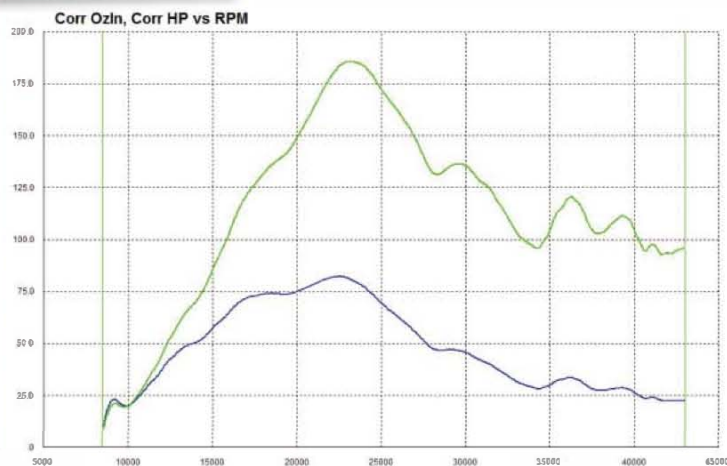
POWERPLANT INFO

When you hear the name LRP, you may think first of electric accessories such as speed controls and motors. What most people seem to forget is that LRP also designs and produces nitro engines as well. With that said, the engine of choice for the RC8T is the new LRP ZR .21X. Since I'd never had the chance to drive a vehicle with an LRP engine, I was somewhat excited to check it out. Right from the get go, there was more than enough torque, even with a smaller carburetor restrictor in place. The power band produced was smooth, predictable, and linear. What was most exciting was the ballistic top end power, which seemed to just keep climbing and climbing. Also, tuning was a breeze and there was plenty of power being produced with temps in the 210-230 degree range. Overall, I would have to say this a solid engine.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: Our new rating is an average HP/TQ reading for two selected rpm ranges. Low-end power factor will be the average values from 10,000-25,000, and the top end power factor will be from 25,000 to 40,000 rpm.

ENGINE DATA

ENGINE:	LRP ZR .21X
BORE AND STROKE:	0.640 in x 0.661 in (16.26mm x 16.80mm)
DISPLACEMENT:	0.211 in. ³ (3.49cc)
FUEL:	Byron Gen2 30%
PIPE:	Team Associated
PLUG:	LRP P4
PEAK X-DYNO HP*:	1.86 hp @ 22,250
PEAK X-DYNO TQ*:	82.18 oz-in. @ 23,250
PEAK X-DYNO RPM:	43,000
AVERAGE HP:	1.13
AVERAGE TQ:	47.39 oz-in.

POWER FACTOR

LOW END (HP/TQ):	58.77 / 1.07
TOP END (HP/TQ):	37.07 / 1.19
CORRECTION FACTOR:	1.047

*All numbers are SAE corrected

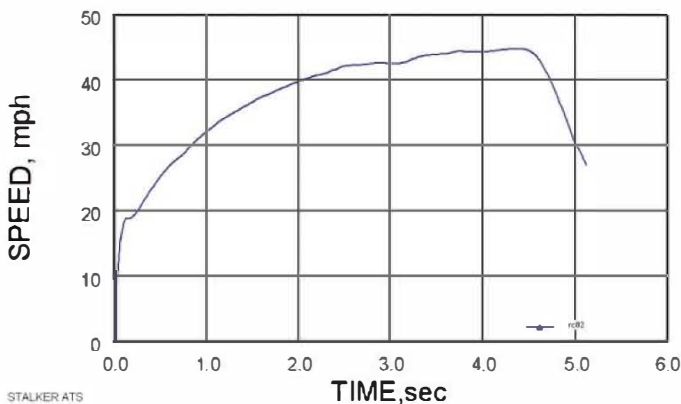
NEEDLE SETTINGS

HIGH:	3 1/8-turns out
LOW:	5 1/4-turns out
MID:	NA
OPERATING TEMP:	210-230°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.44 sec. @ 36.4 mph
TOP SPEED: 44.7 mph @ 233 ft.
AVERAGE RUN TIME: 6 minutes



STALKER ATS

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	82° F / 29%
BAROMETRIC	
PRESSURE:	29.92 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Hard packed

HANDLING

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

BRAKING

CONTROL:	Good
FADE:	Slight
OVERALL:	Satisfactory

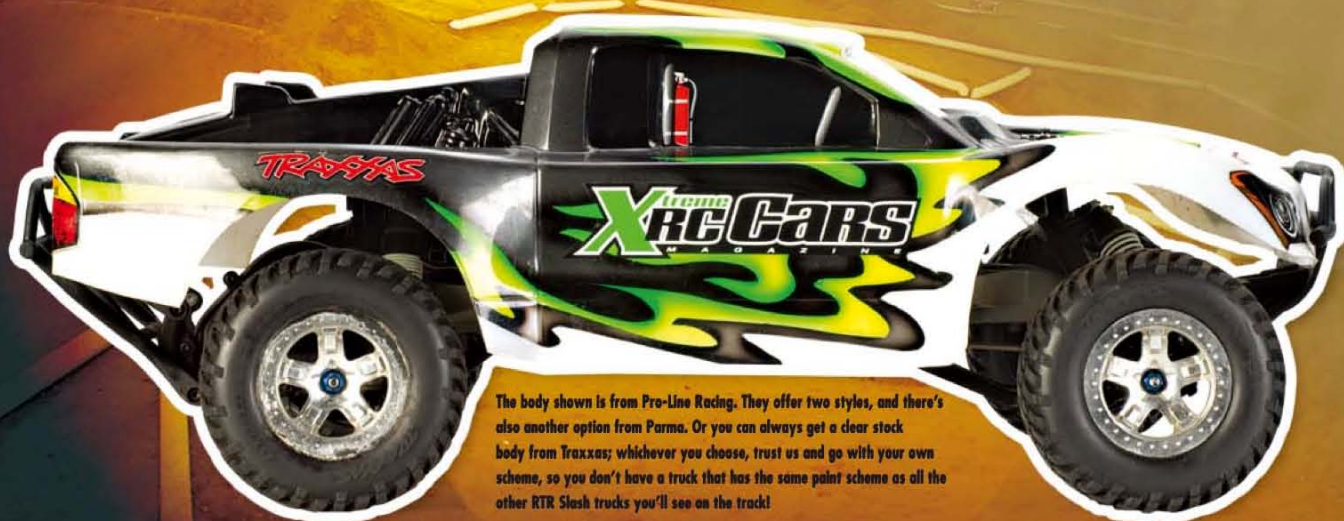
SLASH IT UP

RACE YOUR TRAXXAS SLASH LIKE WE DO

words: James Revilla

Every month the latest and greatest competitive RC vehicles on the planet are delivered to us by the UPS guy; on-road, off-road, nitro, brushless. Yet of all the top dollar cars and trucks we get to review, one vehicle caught our attention so much that everyone in the office runs one—and it just so happens to be Traxxas's Slash trophy truck. Who cares if it's an RTR 2wd with a chassis design that's been around for the last 20 years or so? The appeal of the Slash isn't in the technology, but in the presentation. Check out CORR racing on TV—fender to fender racing, jumps-a-plenty—then compare it to the Slash. The Slash is simple to run, realistic looking, and as we soon found out, a blast to drive on the track.

The Slash class is very popular at one of our local Southern California tracks (OCRC Raceway in Huntington Beach, CA). It's so popular that our unofficial "Xtreme RC Slash Racing Team" takes up half the grid! Individually we've been working on our trucks to try to extract as much performance as possible while (sort-of) sticking to a few rules. Our goal is to come up with things that you can do to your Slash to make it competitive without blowing out your wallet, or more importantly, or losing the traits that make the Slash so fun to run. Follow along as we give you the definitive Slash hookup!



The body shown is from Pro-Line Racing. They offer two styles, and there's also another option from Parma. Or you can always get a clear stock body from Traxxas; whichever you choose, trust us and go with your own scheme, so you don't have a truck that has the same paint scheme as all the other RTR Slash trucks you'll see on the track!

STOCKISH

We started with the stock chassis setup "as is" out of the box and made any necessary changes to the standard tuning features of the chassis. After that, a few of us did some durability upgrades to address certain areas of the truck. Others went major with the hop-ups, but that's not the point here; this article will help you get the most out of your Slash hop-ups, but that's not the point here; this article will help you get the most out of your Slash with as little spending as possible. If we don't mention something (for example, front springs), that means that we kept the box-stock part, or we didn't feel that changing it made any performance difference. Now turn the page and get tuning!



Look, a rare scene: Dave's truck up front!

FRONT END



FRONT SHOCK POSITION

We all altered the angle of the front shocks by moving the lower shock mounting point to the outer hole. The Slash is a rolling monster out of the box (as in chassis roll!), and altering the front shock angle/position decreased front-end roll. The trucks cornered a lot flatter and a lot better, especially on harder, packed surfaces.



FRONT SHOCK OIL

The kit front a'l spec is 30-wt. This handles rougher, bashing-type areas, but since race tracks are usually groomed, we swapped out the kit oil with some 100% silicone in the 50-wt. variety. The change in oil thickness tamed the front end for less aggressive bite, which in turn kept our trucks from wanting to kick their rear ends out too easily.



FRONT CAMBER

Because the Slash likes to lean, McMoney and Derek dialed-in some more front camber to -2 to -3° in order to gain some high-speed and off-power steering. This setting is relative to your driving style; if you feel you have enough (or a little too much) steering, leave the front camber at the stock setting and add some rear camber instead.



SERRATED WHEEL NUTS

The stock nylon locknuts are fine for bashing, but lose a wheel on the track and your name will have DNF next to it. We found that the stock locknuts got a little loose after a 5-minute run on the track. Luckily, Traxxas has optional serrated locknuts (#1747R, about \$8/set) that have "teeth" on the inner flange to bite (literally) into the plastic wheel, and we're all running them.



ALUMINUM SHOCK CAPS

A couple of us have blown off the stock shock caps up front during hard track driving. This is usually due to overfilling the shock with oil or improper bleeding (d'oh!) but it can happen—and once it does, no matter what you do the stock caps will not seal well afterward. Since the front shocks usually take the most abuse (especially during jump landings), beef them up with a set of Traxxas' aluminum shock caps (#2667, \$7/pair). These anodized caps are stronger than the stockers and have a tighter fit on the threads. Ever since we've switched to these, we've had no problems.



Drive will be all sad after reading the last paragraph.

SHOCK LIMITERS

If you look at the stock rear shock, you'll see a blue rubber limiter on the shock shaft. We recommend adding another small spacer (about 2mm) between the blue spacer and the shock shaft ball end. What this does is limit the compression of the rear shock, which in turn limits how low your chassis will drop. With the stock setting, the chassis will actually touch the ground before the rear shocks are fully compressed. This causes the chassis to hang up on the track lose rear end-bite as the truck's weight is now resting on the chassis, not the tires.



BODY MOUNT

At full compression the rear wheels rub the rear fenders on the body. We repositioned the rear body mount higher by one hole (there are already mounting holes for this), which eliminated the rub when landing the bigger jumps.



UPGRADED GEAR COVER

The stock gear cover has holes at the bottom edge where dirt and grime can get through. RPM has a trick redesigned gear cover that is completely sealed to keep your spur and pinion safe from the elements. It also features a larger slipper adjustment plug, making last second slipper adjustments possible and a whole lot easier.



ADDED WEIGHTS

With any 2WD vehicle, you want the weight biased to the rear end; this will put more weight on the drive wheels (the rear wheels) and not allow too much weight to transfer over the front wheels (or all you'd do is get too much front traction and spin out). It may sound weird to want a heavier truck when racing, but the trade-off is better handling, more consistent acceleration, and above all—lower lap



times. Each of our trucks had about three ounces of hobby-type lead weight strips that fit perfectly in the empty cavity below the ESC mounting

area. We've seen some people stick the weight under the chassis (in front of the rear gearbox, behind the rear skid bars), but there's always a chance of losing the weight during a hard landing or a crash. Do it our way and your weights will never move, since they're held down by the ESC (which is screwed down to the chassis).

DIFFERENTIAL

To enable some diff tuning, you can pack the stock diff with some thicker grease; but because it's not a sealed unit, eventually the grease will make its way out of the diff and into the rear gearbox. Before you go out and buy the ball diff, check out our notes on it, and pay attention to Dave's diff mod (see the next page for both). We found Dave's sealed-diff mod to work great, and at little cost other than some elbow grease and a couple of o-rings.



REAR END

REAR SHOCK OIL

The stock rear oil specification is also at 30-wt., which is a little too soft for racing. You'll want to bump the rear shock oil weight to 40-wt. to help control the massive stock chassis roll. This adjustment and the front shock oil bump will help the Slash take corners a lot flatter and keep the tires in contact with the driving surface for more consistent traction.



REAR UPPER LINK MOD

You can improve straight-line acceleration by moving the rear upper link up one hole on the shock tower. There is already a hole there for relocation, but for this change you'll need to shave a little bit off of the corner of the shock tower for clearance. It's not much, and can be done easily with a Dremel or even a large pair of side-cutters.



REAR CAMBER

The stock camber setting is not enough for racing. All of us elected to add some more camber in the rear to keep the back end planted, especially when going through high-speed turns. Set your rear tires up to have around 2-4° of negative camber; this will keep the rear tire patch flat on the surface when you corner hard, and will help keep the back end planted.



"We" refers to Dave B., Mike "McHoney" McMahon, Deepficious, The Hyman, and yours truly.

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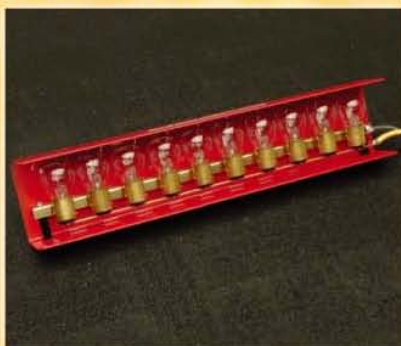
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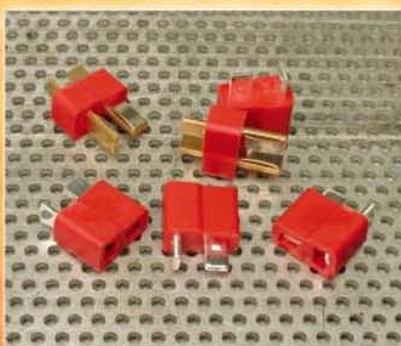
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BALL DIFF IS "IFFY"

Originally Derek did testing with the ball diff to see if it would be a performance increase. After building the diff and running several weeks in secret the results are mixed. The ball diff is better than the stock "greased" diff, but compared to a sealed fluid diff it might not be worth the upgrade. If you can't seem to get the stock diff sealed, the ball diff will be a benefit, but adjusting the diff requires you to take it out, which is a major pain if you're in a hurry. We currently feel the stock gear diff sealed (see Dave's diff mod) offers better performance and less maintenance than the ball diff. The ball diff is still technically "open;" when one wheel lifts off the ground it is still prone to "diffing out," but it is lighter compared to the gear diff. Technically it is adjustable, and is much less messy than just filling the stock diff with oil, but it comes at a price (about \$60 MSRP).



DID SOMEONE SAY DIFF OIL?!?

1/8-scale vehicles use sealed gear diffs, and different viscosity oils are used to tune the diff action. Dave applied this to the Slash, but because the stock diff wasn't a sealed type, he figured out how to seal it up using o-rings and some RTV silicone.

STEP 1. Disassemble the diff and clean out all the stock grease with some motor spray and a rag. Once the parts are clean, the first thing you'll want to do is to file the small outer flanges flush with the diff housing. This will give you clearance for the o-rings you'll be using to seal the outdrives.

STEP 2. Using a medium sized counter sink bit, carefully bevel the edge of the outdrive holes from the outside; do a little at a time, and test fit by placing an o-ring on the outdrive. You'll want to ream out just enough room for the o-ring to sit at about the same height as the original flange that you filed off in step 1.

STEP 3. With the o-rings in place, place a thin shim between the o-ring and the bearing. Apply a small amount of diff oil to the o-rings to keep things lubed, then fill the diff with oil. We found that 30,000-50,000-wt. oil was a good thickness to control the diff action. Fill the diff about 2/3-full, or until the gears are just covered. As you fill, rotate the gears once in a while to get the oil into all the little spaces underneath and around the spider gears.

STEP 4. Before you reassemble the diff, put some RTV silicone on your finger and put a small bead around the edge of the diff casing where the diff cover goes. Make sure it's a continuous bead, then replace the cover, put a small drop of RTV into the screw holes, and screw it back down. Allow the silicone to dry, then reinstall into the truck and you're good to go!



KEEP THOSE SHOCKS ON

The upper mounting points for the stock shocks use short step screws, which are fine for daily driving; however, the rigors of the track put more stress on components, and these screws might back out after some hard driving (it happened to a couple of us). An easy solution is to use longer screws with locknuts to secure the shocks to the shock towers. Both front and rear shock towers have holes molded through, so what you want to do is get longer screws, thread them into the shock tower from the back, and secure the shocks with a locknut. You'll need four 30mm cap head screws and matching 3mm locknuts. With this mod the shocks will be affixed to the shock towers more securely than the stock method.



BEEF IT UP, BLING IT OUT

Most of us are running as close to stock as possible, because after all – it is a Slash, not some \$500 carbon fiber touring car. Truth is, the Slash doesn't need all the flashy stuff, but if it's your thing to look different, there are many options already available as I type this. Traxxas offers a list of hop-up parts such as aluminum big-bore shocks, aluminum hub carriers, and aluminum suspension rods, but what about the plastic parts? This is where RPM steps in. Known for producing durable, high quality molded pieces for popular vehicles, RPM offers a lineup of stronger front and rear suspension arms, front and rear hub carriers, front and rear shock towers, and front caster blocks.





Screw It

Over the course of racing we've had incidents where screws would back themselves out, especially the shock mounting screws and some of the hinge pin screws. Derek had a feeling the kit screws were a little undersized, and a caliper confirmed it. The stock screws measure in at 2.83-2.84mm, whereas replacement screws we had

sitting around in the office measured anywhere from 2.86 to 2.88mm. A simple way to make things more reliable is to replace the screws with aftermarket ones. You can get screw packs from various places on the internet, or even at your local hobby or hardware store.

SHOULD YOU GO LIPO?

The Slash is designed to be able to run 7-cell, 8.4v Ni-MH packs, but after trying out different batteries we've all made the move to 2-cell 7.4v LiPo. Is there a difference? Absolutely. Although a 7-cell Ni-MH pack is cheaper to buy, you take a hit on performance mainly due to the weight of the battery pack itself. Sure, the weight helps keep the Slash planted on the loose stuff, but at the same time this weight is high up compared to ground level, meaning that you'll negate all the other mods you've already done to decrease chassis roll. Also, you can't beat the runtime of a LiPo. LiPos in the 5000-6000mAh range fit into the Slash without mods. There're only two things to be aware of if you choose to run LiPo: one, it will cost more for the higher capacity packs; and two, the stock XL5 ESC does not have a LiPo cutoff, so you'll have to be aware of your time driving so that you don't run the LiPo down too far, possibly damaging it.

Hi-Fi Radio

We've gone over the battery and ESC options, but what about the radio system? The stock servo is fine (we race with it and it's held up to our driving) but if you can, ditch the stock AM RTR radio and install something better; at minimum, something FM, and if you can swing it, go spread-spectrum. Not only will you not have to worry about frequency interference, but an aftermarket radio system will give you certain settings that you won't get with a kit RTR radio, such as steering dual rate, maximum brake, and throttle curve—three settings that all of us use to fine tune the throttle at the track. And just to remind you, if you go spread-spectrum (2.4GHz radios from Airtronics, KO Propo, Futaba, Spektrum, etc.) you can run your rig whenever you please, since you don't have to worry about frequencies.



MORE POWER, PLEASE

Everyone here runs in the stock class, which means that we use the kit-included Traxxas Titan 12T motor, and to tell you the truth we love it. The combination of the not-so-grippy stock tires and the 12-turn seems to be just right to make competitive racing challenging yet still fun. Of course, there is also a mod class where anything goes, and if more power is in your plans, there are a lot of options available. First up is the Traxxas option – their popular Velineon brushless system. This is as bolt-in as you can get, since the VXL ESC mounts to the chassis the same way as the kit XL5. You can also opt for aftermarket brushless systems such as Tekin's Slash-specific R1 Upgrade Kit, which upgrades your ESC, motor, and battery to brushless and Li-Po power. Novak offers their Havoc sport brushless system, and LRP has their waterproof A.I. Brushless ESCs. Please note though, going with something more powerful than the stock 12-turn might actually suck. The stock Slash tires can only grab so much, and if you drop in a powerplant that's too wild, all you'll do is burn rubber and spin out. Here's another thing to think about: at our local track, the stock class fast drivers turn more laps than the mod class.

DECREASE RESISTANCE

If you own or have access to a soldering iron, here's a fast and easy mod that will increase reliability and decrease resistance. The stock Traxxas ESC is connected to the kit motor via bullet plugs; anyone in the hobby knows that these plugs have a certain amount of resistance, and should be taken out of the voltage path as soon as possible. You can get the ESC wires go directly to the motor but first

you'll have to flip the stock ESC around 180°, so the on/off switch is on the right side of the vehicle, and the ESC wires are exiting towards the left side. By doing this you can now snip the ESC wires right at the bullet plug, and you'll have enough length to reach the motor without having to extend anything.



THE SLASH RULES

True, the Slash will never be a World's winner, but that's not the point. Remember why you got into RC in the first place? You didn't walk into the hobby because you wanted to true foam tires, or cut comms, or rebuild diffs after every six minutes. You didn't spend your hard-earned money on your first RC vehicle with plans of building battery packs and saucing tires once a week either; you got in because it looked like a fun and exciting hobby, and the Slash has brought that back to the masses. We're hard-pressed to think of anything that's come our way with a higher enjoyment quotient than this truck, which at about \$200 is a great buy. We seriously didn't care how we finished in the race because we were having too much fun. We love it so much we're going weekly, so if you see a train of Xtreme RC-decaled Slash trucks coming your way, you know how we roll! 🌀

HPI Wheels and Drift Tires

Bodies, chassis and tires shown:

- > #7486 Toyota Supra GT Body (200mm), #7048 Lexus GS 400 Body (190mm)
- > #10760, 10761 E10 Drift Chassis
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| > #3282 Chrome 9mm Offset | > #3288 Black/Chrome 9mm Offset | > #3285 White/Chrome 9mm Offset | > #3299 Gold/Chrome 9mm Offset |

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BUILD YOUR SHOCKS PROPERLY

DAMPING PERFECTION

words: Jeff Eveleigh

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED

• Hobby Knife

• Motor Spray

• Rags

• Thread-Lock

• Green Slime

• Shock Oil

• Digital Calipers

Everyone knows that suspension is crucial for a fast lap time or even basic chassis control. The importance of your shocks to your overall quality of suspension is huge, yet many racers don't spend nearly enough time on their oil filled traction-makers. A smooth, matched, bind free set of shocks will force your chassis to clamp onto the racing surface and act as if it never wants to let it go, while still maintaining the consistency and grace of a perfectly balanced ballerina (as if we know what a perfectly balanced ballerina looks like). Enough about chicks dancing on their toes; keep reading to find out how to build the ultimate shocks for your ride.

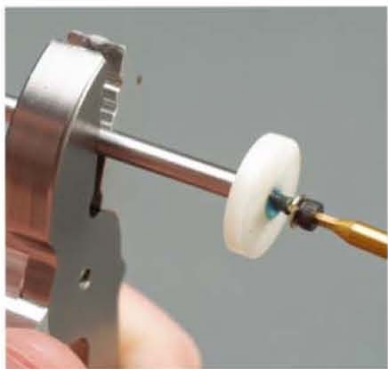
BASIC ASSEMBLY

Before you even think about getting started on your spring-wrapped wonders you need to set up an adequate workspace. Lay all of your shock parts out on a clean rag, towel, or pit mat. Using a sharp hobby knife, carefully trim all of the plastic parts away from the parts tree. Make sure that you remove all mold flashing, but be careful not to remove too much material and alter the shape of vital components such as shock pistons and shaft bushings.



Different manufacturers have different shock designs, so follow the instructions from your shocks manufacturer for proper assembly.

Here are some tips that can be used during most shock assemblies (follow your kit instructions for specific assembly of your brand of shocks). Some shock pistons attach to the shock shaft with a screw—use motor spray to clean this screw and the threads in the shock shaft and then use blue or even red thread-lock to secure the piston. (I almost never recommend red thread-lock in this hobby, but some shock shafts need it to keep the pistons locked in. Check with your manufacturer to see if they recommend permanent thread-lock for their specific shocks.) Coat all of your o-rings and shaft bushings in 'Green Slime,' which is available from Team Associated (Part #ASC1 10.5). This thick grease will help prevent oil from leaking around your delicate seals. Always "wet" your o-rings with a drop or two of shock oil before you push the shaft through the seals at the base of your shock bodies to prevent tearing on o-ring upon insertion.



OIL IT UP

Once your shocks are fully assembled they are ready for oil. This is the most important aspect when it comes to building the perfect shocks, since matching them from left to right is a must for maximum performance. Pour the some oil into both shock bodies, then slowly pump the shock shaft and piston up and down a few times to remove the trapped air from beneath the piston. As you are pumping the shaft and piston you will see air bubbles emerge from the piston holes and rise to the top of the oil. Rotate the shock shaft as you are pumping to ensure that all air is removed from beneath the piston. Once all of the air bubbles have escaped from the oil you can fill up the shock body and thread on the shock cap (different shocks assemble in different ways, so check your specific instructions to find out the manufacturer's tricks). Push the shock shaft in all the way to make sure there isn't a hydraulic lock and also to check how much and how fast the shock shaft pushes back out from within the body. This action of the shaft being forced out of the body is called the "rebound," and this is what you are trying to match between shocks.



» TECH TALK

QUICK FLUID LESSON

Why do some shocks have a bladder or a chunk of foam in them? There are many different shock designs, but they all work along the same principles. Fluid doesn't compress very much, so once your shock shaft enters your shock body the displacement of the shaft will eventually cause a hydraulic lock. There must be some sort of volume compensation to take up the slack from the non-compressing shock fluid to allow your shock shaft to fully utilize its travel. Air molecules are much less dense than fluid, so air compresses much more easily. Emulsion shocks allow shock oil and air to mix together to provide the volume compensation, but this can cause less consistent results since air can pass through the holes in your piston and produce erratic damping. That is where the rubber bladders or closed-cell foam come into play. The bladder or foam keeps air separated from your shock oil. As the pressure builds within your shocks, the air within your bladder or foam compresses and compensates for the extra volume of your shock shaft. This allows your shock to utilize its full range of motion. This pressurized air is also what causes "rebound." When you push your shock shaft all the way into the body it should push itself back out slightly once you release the shaft. This is the pressurized air releasing and forcing the piston and shock shaft back out in the opposite direction. Rebound, or at least matching your rebound is vital in building race winning shocks.



If all your shocks always have that many bubbles, read this article again.

LEARN HOW-TO

Once you are happy with the rebound characteristics of the first shock, your next job is to match your other shock so it rebounds with the same speed and distance as the completed one. Finish adding oil and threading the cap onto the second shock and check the rebound. If you are lucky it will be exactly the same as the first shock, but if it isn't you will have to do some further tuning. If the shock you are working on now rebounds faster and farther than the first shock, you need to remove a tiny bit of oil. You can do this by unthreading the shock cap slightly (a few turns) and pushing the shock shaft in a little bit until a small amount of oil bleeds out around the shock cap threads. Tighten the cap on again and check the rebound. Continue with this procedure until both shocks have equal amounts of rebound. If the shock you are working on doesn't rebound as quickly or as much as the completed shock, add some oil to it. Remove the shock cap and place a few more small drops of oil into the shock body and go through the verification process again. Continue adding or bleeding oil from the shocks until they rebound at the same rate.

If you can't get the speed and rebound distance between the shocks to match regardless of the amount of oil you add or bleed, you have a deeper problem such as a binding shock shaft. You'll have to go back to the initial building process to solve this problem before you attempt to match rebound with oil again.

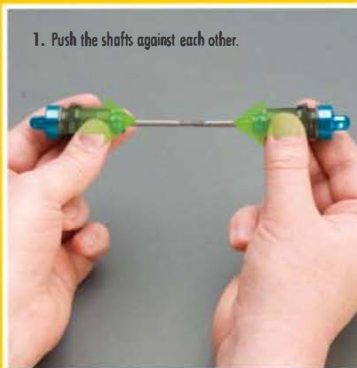


Both shocks should rebound the same amount. If not you'll need to go back and start filling them with oil again. It's best to do this with the shock ends off to ensure they are even.

FINAL TESTING

As a final pressurization check to ensure that your shocks are completely matched with regards to shock oil volume and shaft motion, hold a shock by the shack cap in each hand and butt the two threaded ends of the shocks shafts against each other so they travel along the same plain (just like one long shock shaft with threads in the center). Use your hands to push the shocks towards each other and force the shafts into the shock bodies. Both shafts should move at the same rate, and they should both bottom out within the shock bodies at exactly the same time. When you pull the shocks away from each other both shock shafts should rebound at the same speed to the same distance. If all of this occurs, you have a matched set of shocks. If it doesn't, go back to the start of this section and go through the process again.

1. Push the shafts against each other.



2. They should bottom out at the same time.



3. Double check to make sure they rebound the same.



With all this adding and bleeding oil out of your shock it's going to get a little messy. The oil that you bleed out around the cap will remain around the shock body and attract dirt once installed on your car. After you've fully matched your shocks, use some o-ring safe motor spray and give your shocks a quick hit to remove any oily residue left from the building process. This not only keeps them shiny and clean but allows them to perform bind-free as well.



Spray the outside of a shock close to the top with motor spray to remove any oil that remains on the shock after assembly.

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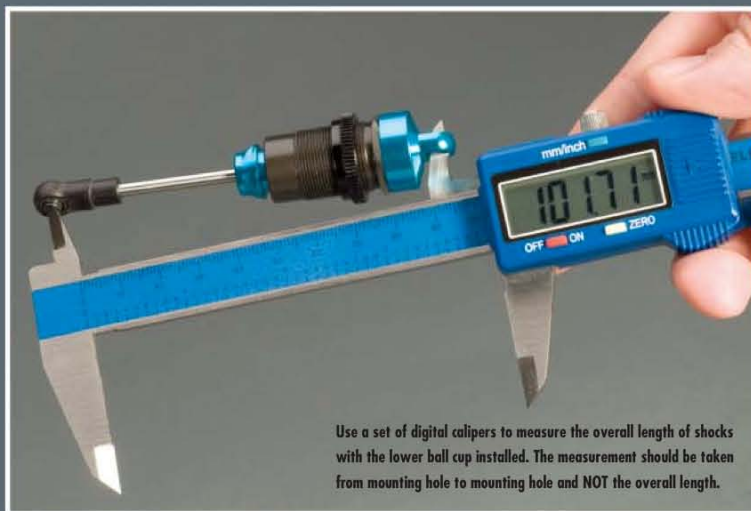
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PHYSICAL MATCHING

Now that you have your oil and rebound matched perfectly your job isn't done yet. The physical length of your shocks must be matched as well. Thread on your ball cups using the end of the treads on your shock shaft for guidance. Use calipers to measure the overall length of your shocks from mounting hole to mounting hole and adjust the threading of the ball cup to match the lengths perfectly from left to right.

Your springs are important when it comes to building the ultimate shocks too. Most springs are matched well, but some manufacturing processes can cause slight tolerance differences. Use your trusty calipers to measure the overall length of your shock springs and try to get a pair that are exactly the same length. Use whatever measuring device you prefer to check the preload spacing as well since this is easy to mismatch, especially when using threaded shock bodies.



Use a set of digital calipers to measure the overall length of shocks with the lower ball cup installed. The measurement should be taken from mounting hole to mounting hole and NOT the overall length.

» TECH TIP

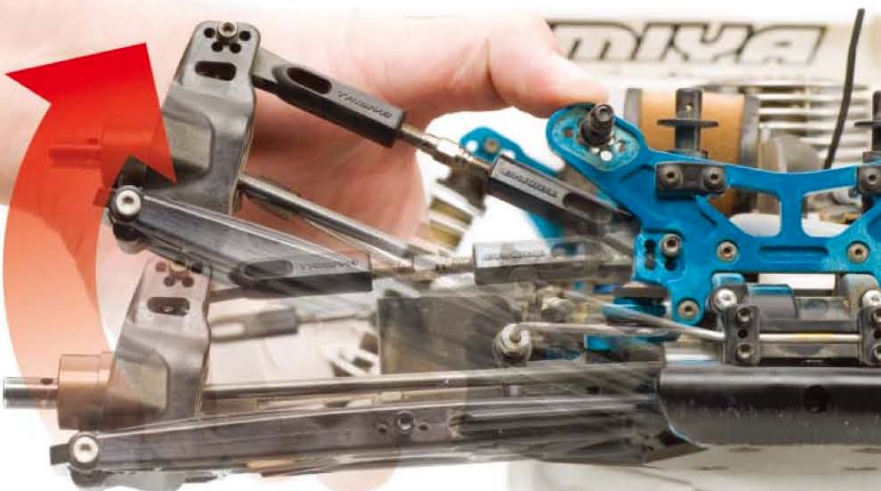
EVERYBODY PAIR UP

Always build and rebuild your shocks in pairs (as in left and right shocks together). You will have a really hard time matching your shocks if one of them is bound up from poorly trimmed mold flashing or if one shock has fresh o-ring seals while the other doesn't. If one shock is leaking and needs new bushings and seals, replace the parts in the opposing shock as well. If you get into the habit of wrenching on your shocks in pairs you'll never have to worry about two mismatched tubes filled with oil.



CHASSIS CHECK

Check the suspension components on your chassis to be sure they are equally free of binding from left to right. Before installing the perfect pair of shocks onto your chassis, do a little investigative work to ensure it's ready. With the tires, rims, and shocks removed from your car hold your suspension up and allow it to drop. The suspension arm and assembly should drop freely without any resistance. If it doesn't do this you need to start shimming, removing shims, cleaning, reaming, or grinding until it does. You also need to ensure that both the left and right suspension movements feel similar so that when you install your matched shocks the overall suspension works equally from left to right. Once you know that everything is acting the same, bolt on your shocks and go win some races.



CLOSING

By now you should have a strong understanding of how to build your shocks to be smooth, free, and matched. However, it is important to remember that your shocks will take a beating on the race course, so constant attention is needed to keep them in top performing order. Crashes, bends, and leaks can alter your precise assembly work, so yank your shocks from your machine from time to time and verify that they are still worthy to be bolted onto your race car! ♦

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Professor of THE YEAR

T W O T h o u s a n d N i n e

YET ANOTHER YEAR HAS PASSED AND TWELVE MORE PROFESSORS HAVE COME THROUGH THE XRC HALLS. Oh what a year! Unlike other years, this year is going to be the toughest of them all. They're all beautiful and all were helpful in your time of need. So return the favor and vote for your favorite Professor of the Year!

KELTIE

ISSUE #146 (JANUARY)

AGE / OCCUPATION: 23 / Deal or No Deal Case Holder

FAVORITE DRIVER: Rodney Wills

FAVORITE RC CHORE: Cleaning up after a race.

KELTIE ON RC: I always thought radio control cars were a bunch of toys. Well, not anymore.

SUMMER

ISSUE #147 (FEBRUARY 2008)

AGE / OCCUPATION: 22 / Hot Tester

FAVORITE DRIVER: Brian Kinwald

FAVORITE RC CHORE: Tuning RC brakes.

SUMMER ON RC: I love candles and crosses, now that was a fun photo shoot.

Keltie is definitely a hot deal.





HEATHER

ISSUE: #148 (MARCH 2008)

AGE / OCCUPATION: 23 / Tug Boat Driver

FAVORITE DRIVER: Jimmy Babcock

FAVORITE RC CHORE: Adjusting droop.

HEATHER ON RC: I'm not a sailor, I just played one for Xtreme RC.

SAMMIE

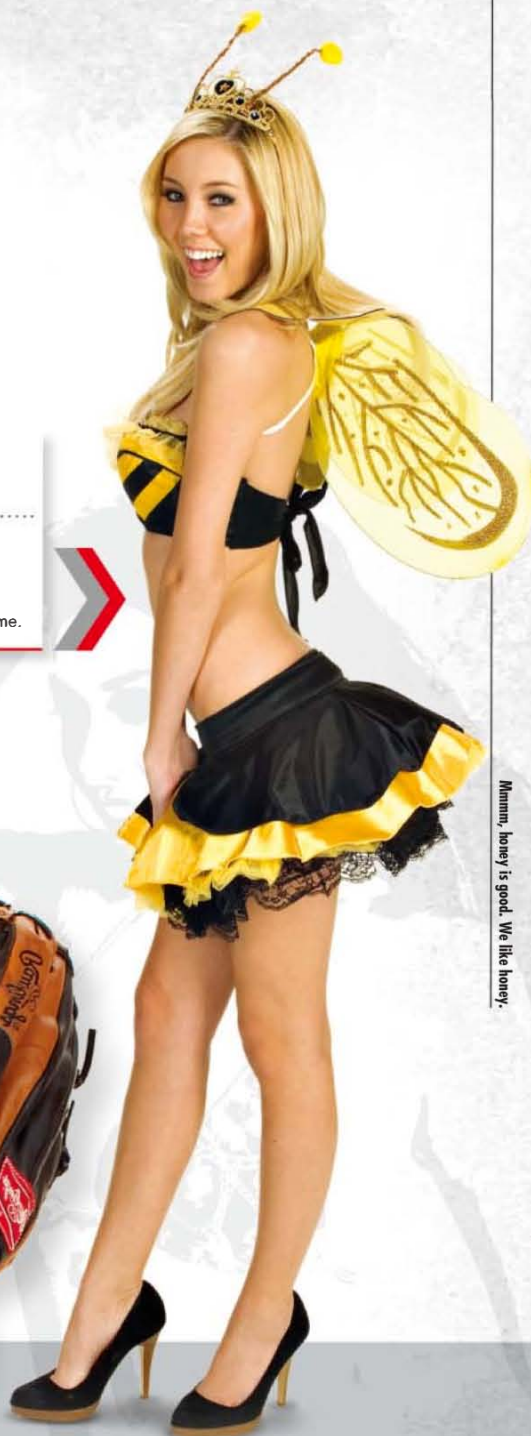
ISSUE: #149 (APRIL 2008)

AGE / OCCUPATION: 21 / Pollenator

FAVORITE DRIVER: Gil Losi Jr.

FAVORITE RC CHORE: Charging my boyfriends batteries.

SAMMIE ON RC: I loved the bee outfit, but real bees scare me.



Mmmm, honey! is good. We like honey.



MARY

ISSUE: #150 (MAY 2008)

AGE / OCCUPATION: 27 / Glove Breaker In'er

FAVORITE DRIVER: Matt Francis

FAVORITE RC CHORE: Checking engine temps.

MARY ON RC: I love Metal!

Professor of THE YEAR

DOROTHY

ISSUE: #151 (JUNE 2008)

AGE / OCCUPATION: 24 / Measurer

FAVORITE DRIVER: Scott Hughes.

FAVORITE RC CHORE: Measuring stuff.

DOROTHY ON RC: The best part of the shoot was posing with James' full size... car.



SUNISA

ISSUE: #152 (JULY 2008)

AGE / OCCUPATION: 23 /

Import Model

FAVORITE DRIVER: James
"Jimmy-Jam" Revilla

FAVORITE RC CHORE: Dust-
ing off old cars.

SUNISA ON RC: All the RC
guys at the office were
cool, but the photogra-
pher was kinda creepy.



RILEY

ISSUE: #153 (AUGUST 2008)

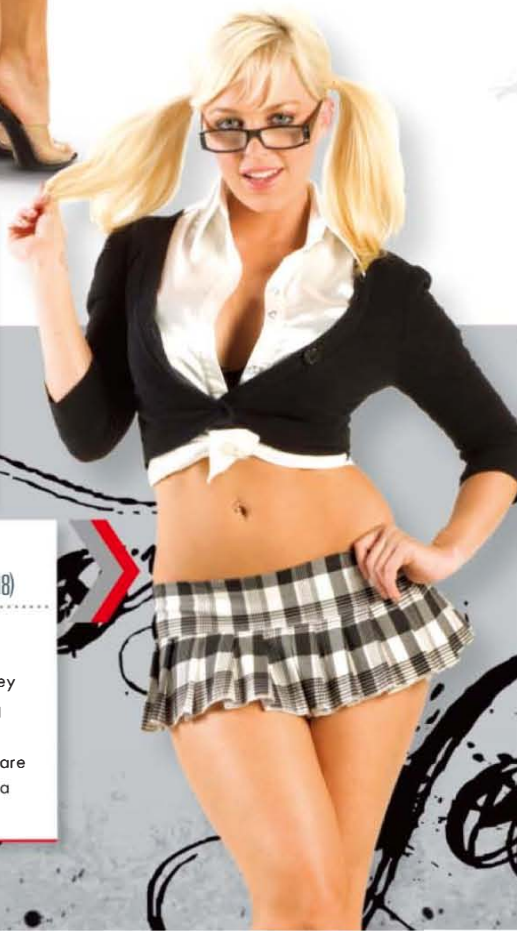
AGE / OCCUPATION: 23 / Gun

Tester

FAVORITE DRIVER: Cody King

FAVORITE RC CHORE: Putting stick-
ers on RC bodies.

RILEY ON RC: Posing with the
rader was cool. I felt like a cop!



ELIZABETH

ISSUE: #154 (SEPTEMBER 2008)

AGE / OCCUPATION: 22 /

Teacher

FAVORITE DRIVER: Jay Halsey

FAVORITE RC CHORE: Putting
together turnbuckles.

ELIZABETH ON RC: RC Cars are
cool, but Dave's real car is a
chick magnet!

James calls dibs on the two at the top of this page.

ANNA

ISSUE: #155 (OCTOBER 2008)

AGE / OCCUPATION: 23 / Model

FAVORITE DRIVER: Greg Hodapp

FAVORITE RC CHORE: Building differentials.

ANNA ON RC: I didn't realize that people actually race these things! I thought were just toys.



Food and babes. Yummy.

TASHIA

NOVEMBER // ISSUE #156

AGE / OCCUPATION: 22 / Cereal

Taste Tester

FAVORITE DRIVER: Atsushi Hara

FAVORITE RC CHORE: Rebuilding nitro engines.

TASHIA ON RC: Being a trophy girl was fun!



ROXANNE

DECEMBER // ISSUE #157

AGE / OCCUPATION: 23 / Teddy Bear Tester

FAVORITE DRIVER: Jeremy Kortz

FAVORITE RC CHORE: Recharging batteries.

ROXANNE ON RC: Pillow fights and RC cars are amongst my most favorite things.

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TUNING WITH ACKERMAN

THE MAGIC ANTI-SCRUBBER!

words: Jeff Huneycutt

If you understand even the most basic concepts of chassis dynamics, you probably already know why an RC car is equipped with a differential in the rear end (both ends if you have a 4WD car). A differential is often an advantage over a locked rear end (both wheels always turn at the same speed) because the outside wheel needs to turn faster in a turn than the inside wheel in order to maintain traction. It is simple physics; because the outer wheel has to travel a greater distance over the length of a turn than the inside wheel, it must spin faster.

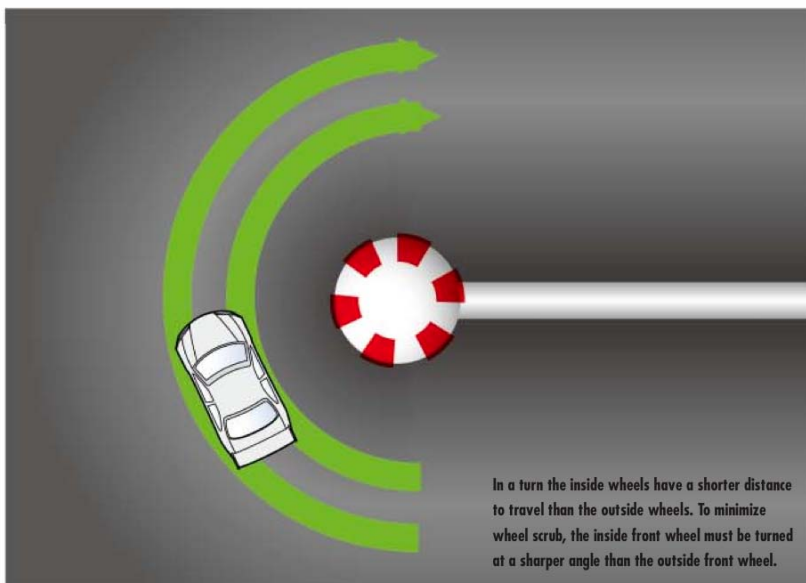
To a degree, the same concept holds true when it comes to the angle of the front wheels when turning. Improper alignment, or scrub, can cost you speed and reduce handling responsiveness. Fortunately, there is an answer for this, and it's called "ackerman."

ACKERMAN AND SCRUB

Simply put, "Ackerman" means to move the inside wheel more than the outside wheel when turning. Understanding why this is important requires a little bit more effort.

When a car rolls through a turn, all four wheels do not follow the same path. Instead, the inside wheels make a sharper turn than the outside wheels. The wider your RC car is, the greater this effect. If both front wheels moved equally as a car went through a turn, one or both of the tires would drag. This is called "scrub," and it's the equivalent of putting on the brakes. If you have tire scrub your car simply cannot roll smoothly through a turn.

Using ackerman to turn the inside wheel more than the outside helps both wheels follow their own paths and reduces the tendency to scrub off speed.



ACKERMAN VERSUS TOE

Although they are similar, don't confuse toe angle with Ackerman. Once you set your toe angles, they usually stay the same all the way around the track (unless the car has "bump toe" built in, which is a symptom of a poorly designed chassis). Ackerman is related to toe because it also deals with steering angles, but instead of being a constant, like toe, Ackerman angles change depending on steering input. When the wheels are pointed straight ahead, Ackerman has no effect on the car (Ackerman split is zero), but the more the wheels are turned, the greater the Ackerman split between the inside wheel and the outside wheel. Obviously, Ackerman is only a factor on the front wheels, because unless you are into rock crawling, the rear wheels aren't steered.

Ackerman split is the difference in the steering angle between the front two tires when the car is turning. Let's consider what happens to the wheels when your RC car rolls through a left-hand turn. The left front wheel makes a tighter turn than the right front. Since most of the car's weight is rolled over on the right-hand side, the car will turn according to the angle of the right front wheel, and the left will scrub.

This causes two problems. First, the scrub kills corner speed. Second, the left front wheel cannot give maximum effort when it comes to traction, and as a result you lose some turn-in responsiveness. Ackerman can be used to increase the steering angle of the inside wheel to match the angle it needs to turn. This allows the inside wheel to be more effective at helping the car turn.

Toe is a static setting that is adjusted by shortening or lengthening the steering turnbuckle. Don't confuse this with Ackerman.

ADJUSTING ACKERMAN

You can adjust Ackerman on most RC cars with the steering plate. The multiple mounting holes for the steering turnbuckle allow Ackerman adjustment. Move the turnbuckle's mounting point forward on the steering plate (closer to the front of the car) to increase Ackerman and smooth out steering response. Move the mounting point back (toward the rear of the plate) to decrease Ackerman, which is sometimes helpful on large, sweeping tracks.

Most RC cars are designed with some Ackerman built in. This is done by creating an angle between the wheels' pivot points and the point where the steering turnbuckle connects to the spindle. If you were to draw a line between these two points on both sides of the car, they should intersect at the center of the rear differential. This works when traction at all four wheels is perfect, but if there isn't enough traction at the front wheels the car will push, and a different angle may work better for you.



LEARN HOW-TO

AT THE TRACK

One Ackerman setting isn't good for all conditions. Many RC cars allow you to adjust the Ackerman angle by having several different holes in the steering plate. Changing the location where the steering turnbuckle attaches to the steering plate effectively changes Ackerman angle. Moving the inside meeting point of the steering turnbuckle forward (towards the front of the car) increases the Ackerman angle as you increase the steering input. You should do this when you want to smooth out the steering. This is especially helpful on tight, technical race tracks. Moving the inside meeting point of the steering turnbuckle back toward the rear of the car reduces Ackerman angle as the wheels are turned. Try this on higher speed tracks with more sweeping turns. It should help the steering feel more responsive. However, taking out too much Ackerman can make a car react unpredictably and isn't recommended.

CONCLUSION

Ackerman should fall into the category of minor chassis changes. This isn't a tweak that most racers turn to first, so leave it for fine tuning. In fact, if you race on dirt, ackerman changes may not help you at all. This is because the tires normally do so much slipping and sliding on dirt that unless you are on a blue-groove surface, you may not be able to even feel Ackerman changes. However, if you are a touring car, or oval racer, where maintaining traction at all times is imperative, Ackerman adjustments can not only make your car faster, but also much easier to drive. ⚙

Thank you Riedel for Ackerman for figuring this one out back in 1810.



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20th Annual NR/CTPA WORLD CHAMPIONSHIPS 2008

Holiday City, Ohio

If you love to play with your RC
—then you have to come here!

words: Brian Skinner | **photos:** Skinny Special thanks to: Eric and Bart...D-oh!

WATCH IT...IF YOU BLINK, YOU MIGHT MISS THIS LITTLE NUGGET OF AN RC EVENT. It's out in the back woods of Ohio, tucked away in a giant hotel lobby, and is probably one of the coolest events out there. This is the twentieth year of the NR/CTPA World Championships,

and the event has a hardcore base of enthusiasts that number in the hundreds (400+ entries this year), yet not too many people know about this world championship event. Now I know you're thinking "what the heck is NR/CTPA World Championships—which stands for "National Radio Control

20 years and going strong.

SPONSORED BY: HPI Racing, B2B Racing, Bart Maimone, Berry Pulling Team, Big Daddy Pulling, Castle Creations, Gene Nine, Grady Pulling, Great Lakes Trophies, Hobby Town USA, Hooter Chassis & Hobby, iHobby, Jack Koogler, Phil's Hobby Shop, Pro-Line, Pulltown.com, rcmt.com, ricrush.com, S and S Motorsports, Slot Wing Hobby, STPA, Racing, The Weed Wacker Pulling Assn, Weller Truck Parts



Truck Pulling (and Monster truck racing) Association?" Basically these guys have a sweet deal that should be packaged and sent around the country. This event is all about having fun with "true" monster trucks, the way Mother Nature intended it, and of course, there's the tractor pulling! If

you've been to a Monster Jam or NTPA event, you know what I'm talking about...this is a scaled down version of the real thing, and it's a blast. The reason this should be widely known is that even though this is a world event, anybody can go to a hobby store buy a Rustler, or E-Maxx, and enter to have

a blast and not feel intimidated. The people at this event are fun and super helpful, and they create an atmosphere that lends itself to an epic time playing with your RC. There's a lot to this event, so let me show you through photos one of the best times to be had with friends and RC!

Every day is a holiday here.



County Line Pullers, Crawford Performance, Down River RC, Dynamite Diner, ESP Hobby, Xtreme RC Magazine, Jerry Mattoon, Monster Jam, N'Sayn Racing, National Tractor Pulling, No Limit RC, Parma, Performance Motion, TNT Pulling, Tamiya, Team BNB, Team Scream Racing, Traxxas, Trinity, Thunderteck, Tweaked Racing, Vantage

THE TRACKS

MONSTER TRUCK COURSE

The track was similar to a monster jam course. There was a light tree for timing (because you race for best time), then a jump over some smashed cars, a turn to hit a small jump, another turn, a jump over some smashed cars, then a race to the timing loop to finish—just like the big boys. The course was fun, and it was geared so anyone could do it. It all came down to who could rack up the best overall time over the two days of racing.

THE TRACTOR/TRUCK PULL COURSE

This course was just like what you'd see at real tractor pulls, but scaled down. The strip was about 30 feet, and participants tried to pull a sled with as much weight as they could handle. The goal was to pull the most weight the farthest. If you did, you won! There were two types of courses for RC pulling: packed dirt and carpet. I tried both and it was pretty darn fun.



Seems kind of weird without the dirt.

IN THE PITS

THERE'S ALWAYS SOMETHING TO SEE IN THE PITS!



This year was the 20th anniversary of this event (one of the oldest running RC events around!), and to celebrate, they had a huge cake with tractors. By the time I got my camera out, the masses had devoured the thing. All I got was a tire!



Yeah, I like John Deere...
whatcha you gonna do about it?



Of course, we had to have our own factory monster truck, not to mention some free magazines to hand out.



If you got tired of waiting, a good game of pool was always nice.



Every once in a while the beer truck would stop by to deliver beer...mmm, beer!

RESULTS

Monster Truck Racing 2008

NOVICE TRUCK A-MAIN

Final	Driver
1	Jerry Howard
2	Ethan Echenrode
3	Caden Mealy

2WD STOCK "TUFF TRUCK" A-MAIN

Final	Driver
1	Mike Eckenrode
2	Mike Eckenrode
3	Matt Stoltz

2WD MODIFIED "TUFF TRUCK" A-MAIN

Final	Driver
1	Jay Bruns
2	Jim Grahi
3	Mike Eckenrode

4WD MODIFIED "TUFF TRUCK" A-MAIN

Final	Driver
1	Bart Maimone
2	Leon Booth
3	Jay Bruns

4WD SUPER STOCK A-MAIN

Final	Driver
1	Tim Powers
2	Paul Ovares
3	Scott Taylor

4WD BOX STOCK A-MAIN

Final	Driver
1	Jerry Matoan Jr.
2	Matt Stoltz

MODIFIED 4WD I.S. A-MAIN

Final	Driver
1	Dan Dufore
2	Paul Ovares
3	John Schultz

4WD TUBE CHASSIS A-MAIN

Final	Driver
1	Mike Echenrode
2	Bert Musawwir
3	Jay Jordan

4WD DRIVESHAFT A-MAIN

Final	Driver
1	Mike Eckenrode
2	Jim Grahi
3	Mike Eckenrode

RETRO A-MAIN

Final	Driver
1	Tim Powers
2	Tim Powers
3	Dan Wyatt

4WD OPEN M.T. A-MAIN

Final	Driver
1	Jasen Yates
2	Bart Maimone
3	Mike Eckenrode



Go Canada! The Canadians brought their own water girl complete with portable watering device. I love Canada.

Dang humans, if I had opposable thumbs...I'd show them!



HPI was a major sponsor, and sent HPI traveling minstrel, John Schultz, to represent. HPI was on the ball this year.



Sweet sauce! The real Big Foot was there on display. If you look closely, the scalars look pretty much like the real deal.

D-oh! Bart "I am the lizard king" Maimone, shows off his trucks. Funny thing is, almost everybody there had at least this many trucks to race...amazing!



Oh wait - nevermind, there was some dirt here after all.

WHAT MAKES THE NR/CTPA WORLD CHAMPIONSHIPS UNIQUE AND FUN?

The Annual NR/CTPA World Championships is surely unique; it's one of the oldest RC events around, and it appeals to the regular person who loves RC and loves to bash. The event itself is low-key in the respect that it's a competition, but it's fun for anyone who loves to play. It really is a good format to get a bunch of bashers together to share their passion...RC! I see this as an event that could be a gateway into RC. Literally anyone could buy any kind of truck, find out about an event like this, go have fun, and be hooked for life. The NR/CTPA has forged a program that really needs to be expanded and brought to cities across the world. This is such a perfect way to get future hobbyists excited about our hobby that it just begs for more attention from manufacturers. With that said (sorry about the rant!), here are some key features that make the world championships unique and fun.

The hotel itself was ideal for an event like this. It was completely enclosed with most of the rooms facing the court yards where the events were held. It was cool to walk through the large window right into the pit area...sweet! Plus, it had two separate areas to hold the monster truck stuff, as well as the tractor/truck pulling. There was also a nice restaurant and a night club in the hotel. The whole event was self-contained, with no real need to travel once you got there.



The beauty of this event was that you could be young or old and have a great time. This event was set up so that anyone can participate and have fun. I've never seen so much father/son, mother/daughter, or even grand parent participation. It was really enjoyable to see.



This event inspires some outrageous creations and really brings out the creative nature of our hobby... tinkering!

With 30+ classes to enter, almost everybody was a winner. The NR/CTPA provided striking trophies for all classes.



SPORT MODIFIED A-MAIN

Final	Driver
1	Dan Dulore
2	Matt Stolz
3	Mike Eckenrade

4WD MODIFIED A-MAIN

Final	Driver
1	Dan Wyatt
2	Paul Ovores
3	Bari Musawwir

FREESTYLE A-MAIN

Final	Driver
1	Paul Ovores
2	Bart Moimone
3	Phil Grande

ELIMINATOR RACE A-MAIN

Final	Driver
1	Mike Eckenrade
2	Phil Grande
3	Dan Dulore

STOCK 4WD IS A-MAIN

Final	Driver
1	Paul Ovores
2	Doug Johnson
3	Scott Taylor

Tractor/Truck Pulling OUTLAW GARDEN TRACTOR A-MAIN

Final	Driver
1	Joe Kilian
2	Jack Koogler

4WD PRO MODIFIED A-MAIN

Final	Driver
1	Mike Dozier
2	Caden Mealy
3	Jason Petty

2WD SPORT TRUCK A-MAIN

Final	Driver
1	Joe Kilian
2	Jack Koogler

BIG RIG A-MAIN

Final	Driver
1	Jason Petty
2	Glen Singleton
3	Jack Koogler

PRO STOCK TRACTOR A-MAIN

Final	Driver
1	Mike Dozier
2	Darren Mealy
3	Pat Wing

BAR TIRE SPORTSMAN A-MAIN

Final	Driver
1	Pat Wing
2	Joe Kilian
3	Dan Nine



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DIFFERENT STROKES FOR DIFFERENT FOLKS— THE VEHICLES!

This event catered to a wide variety of trucks; if you had a truck of any sort...you could enter. Here are some of the classes of vehicles so you can plan for next year.



2WD TRUCK A-MAIN

Final	Driver
1	Tim Dixon
2	Rebekah Rodatz
3	Zack Bartos

"HOT FARM" STOCK A-MAIN

Final	Driver
1	Code Andrews
2	Helen Singleton
3	Glen Singleton

4WD BOX STOCK A-MAIN

Final	Driver
1	Glen Singleton

4WD OPEN I A-MAIN

Final	Driver
1	Glen Singleton
2	Gene Nine
3	Danny Nine

"HOOTER" CHASSIS A-MAIN

Final	Driver
1	Joe Kilian
2	Jack Koogler
3	Dan Nine

2WD OPEN II A-MAIN

Final	Driver
1	Glen Singleton
2	Dan Nine
3	Gene Nine

DIGGER A-MAIN

Final	Driver
1	Joe Kilian
2	Colleen Swartz
3	NR/CTPA

GARDEN TRACTOR A-MAIN

Final	Driver
1	Joe Kilian
2	Jeff Campo
3	Cole Owens

BIG RIG A-MAIN

Final	Driver
1	Jeff Stickle
2	Joe Kilian
3	Jeff Stickle

PRO STOCK TRACTOR A-MAIN

Final	Driver
1	Joe Kilian
2	Joe Berry
3	Todd Bartos

BAR TIRE SPORTSMAN A-MAIN

Final	Driver
1	Michael Ashby
2	Joe Kilian
3	Michael Ashby

Scale tractor pullers: This was a cool class, where you built your own scale model of tractor pullers and raced them. All they needed were some sounds, and you would think they were real!



Clod drag racing: Ever seen a Clodbuster go 50? This class used highly modified Clodbusters. With its incredible chassis layout, this was a must see event.



Modified 4WD monster truck: These seemed to be the most popular, and anything was fair game with these puppies...well, almost anything.



Stock classes: Here you would run what you brought. Stampedes, electric trucks, and even old electric T-Maxxes could be raced at the event...perfect for the new kids on the block!



Just kidding: this is a real midget tractor puller.



1/5-scale tractor: this was the big daddy of the fuel crew, and they pulled on dirt. 26ccs of pure power...hot-dang!



I have no idea what class this was, but man these pullers looked so cool!



Nitro puller: there were a couple of engine sizes for this class, and I was surprised to see nitro engines pulling 150 pounds!



The "Mack Daddy" of pullers: this was the two motor, single-axle class, and just to qualify you had to clear 400 pounds! They told me those babies could pull almost 800 pounds...that's incredible.



Stock clod puller: you could use that kit Clod you have sitting around to race here.



The Lipo that set the bar just raised it!



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THE RACING

This was a large event with over 30 classes so I couldn't cover them all, but I'll show you through photographic interpretation what I saw at the event...enjoy!



Before the trucks got beat up there was a concourse for best looking trucks. As you can see there were a lot.

On Saturday things got rolling with timed monster truck racing, and of course the tractor pulling. Here the monster trucks went for air over the smashed cars as they raced for time. There were a ton of classes for the MT events, so if you had a truck... chances are there was a class for you.



It was all or nothing at the world championships. Contestants literally shredded their trucks to win the freestyle competition. This event was by far the crowd favorite!

In true Monster Jam fashion, the trucks for the freestyle event came blasting through the Xtreme banner (very appropriate), and as the smoke cleared, the lights flashed and the trucks went to town tearing up the obstacle course.



The days were long, and some slept...while others tortured those who slept!

The awards were a hoot. Robby Gordon and Spuds McKenzie sat in for the drivers who left...now that's entertainment.



The world championship drag race using only Clodbusters took place Friday night. In this photo new world champion Bart "I am the Lizard King" Maimone (on right) made his final run. Never thought a Clod would go that fast!



2WD PRO MODIFIED ELECTRIC A-MAIN

Final	Driver
1	Joe Kilian
2	Joe Berry
3	Randy Berry

4WD MODIFIED DRIVESHAFT A-MAIN

Final	Driver
1	Jeff Sickle
2	Zack Bartos
3	Brad Pitt

4WD SCRATCH BUILT A-MAIN

Final	Driver
1	Jeff Sickle
2	Zack Bartos
3	Chris Bercaw

4WD BOX STOCK A-MAIN

Final	Driver
1	Mike Lohmann
2	Ed Sanner
3	Kirk Hunter

DUAL-MOTOR MODIFIED A-MAIN

Final	Driver
1	Brad Pitt

OPEN 1 A-MAIN

Final	Driver
1	Joe Kilian
2	Brad Pitt
3	Kirk Hunter

2WD PRO MODIFIED NITRO A-MAIN

Final	Driver
1	Mark Harlings
2	Richard Trifshouser
3	Jake Haulman

2WD MODIFIED NITRO A-MAIN

Final	Driver
1	Joe Kilian
2	Kevin McPherson
3	Dave Engle

INSANE A-MAIN

Final	Driver
1	Joe Kilian
2	Jaclyn Ludyka
3	Mark Harlings

WEED WHACKER PULLING A-MAIN

Final	Driver
1	Andrew Linkenhoker
2	Joe Kilian
3	Kevin McPherson

Conclusion

When Derek asked me to cover this event I had no idea what to expect. I'm sure glad I went, though; I had a great time! If you love bashing and competition, then this is an event not to miss. The NR/CTPA World Championships is a sweet grassroots-type of event that really should be considered by manufacturers and people who care about growing our hobby. I can't see any reason that a hobbyist or new comer to RC would not fall in love with this event or one like it. As it is now, this little nugget of an event will be enjoyed by the people who know about it, and if you blink, you might just pass it by!



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BLW207R01	2.2 wide HD Bead Lock Ring Black (4)	18.88	HAG830	30tooth 48 pitch Hard pinion gear	4.88	WK1008	Alum. 12mm hex wheel hub V/Ax10	13.88
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SCP14MM01	Alum. MM Vertical Plate Chassis Ax10	33.88	RCG812L	Long Steel 48P 12T pinion gear	7.88	RUN37H	Replacement Alum. universal for 37H	8.88
SCP14XM01	Alum. XM Vertical Plate Chassis Ax10	33.88	RCG89012L	Long 48P 9 10 11 12T pinion gear set	28.88	SCP288R05	Green Driveshaft Rings retainers (2)	4.88
SCP48R01	Front/Rear steering wheel Scorpion Ax10	34.88	SB126M3	Thumb Screws to secure battery strap	4.88	SCP37H05	Alum. universal center shaft Ax10	28.88
SCP55M01	Black Alum Suspension Link Mount	4.88	SCP886H	Hard Anodized 88T Alum. spur gear	18.88	SCP30301	Alum. mini Bumper w/mt Ax10	18.88
RCL81301	Black Alum. 6x13mm Link (4)	4.88	SCP888H	Hard Anodized 88T Alum. spur gear	18.88	SCP13301	EA Center Bottom skid plate ax10	18.88
RCL81801	Black Alum. 6x16mm Link (4)	4.88	SCP889H	Hard Anodized 88T Alum. spur gear	18.88	SCP133W01	Black Adj. chariot skid plate wheel	5.88
RCL62301	Black Alum. 8x23mm Link (4)	4.88	SCB20EL	Long Steel axle set for CB20EL (2)	23.33	SCP133W05	Green Adj. chariot skid plate wheel	5.88
RCL62801	Black Alum. 6x28mm Link (4)	4.88	SCP56L01	Alum. Re. AXLE LOCKOUT kit Ax10	33.88	SCP133X01	LCC Center round Bottom skid plate	23.88
RCL63301	Black Alum. 8X33mm Link (2)	4.88	SCP1000T	Hard Anodizing Alum. Center Gear set	28.88	SCP33101	Skid plate Stock Ax10 axle case	16.88
RCL63801	Black Alum. 6x38mm Link (2)	4.88	SCP12101	Scale 606 1 Aluminum axle case Ax10	88.88	SCP331H01	Skid plate SCP1201 Alum. axle case	17.88
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RCL64801	Black Alum. 6x48mm Link (2)	4.88	SCP12LC08	Silver Onboard power axle Ax10	108.88	SCP1805	Green Heat sink Motor plate Ax10	13.88
RCL65301	Black Alum. 6X53mm Link (2)	4.88	SCP3801	6061 Alum. center gear box Ax10	33.88	SCP1505	Alum. Gear Adaptor green cap plate	16.88
RCL65801	Black Alum. 6x58mm Link (2)	4.88	SCP38X01	6061 Alum Low CG gear box Ax10	88.88	SCP50H01	Alum. 871 Spur w/Double wave Slipper	33.88
RCL65801	Black Alum. 6x58mm Link (2)	4.88	SCP39L01	Drum for AX-10 transmission	4.388	SCP50P	Wave SLIPPER PAD for SCP50H01	7.00
SCP08M01	CNC Alum 3 LINK CONNECTOR AX10 88	88.88	RCP4498	Rock Crawler Low CG Saddle Pack 95V	38.88	BWU207C01	Black wheel cap with screw	10.88
SCP160301	IIB Alum. Pipe 6x10 1mm 30deg (2)	16.88	TD12001	Threaded Alum. Shock Set 120mm	28.88	SCP1006	Alum. 12mm hex wheel hub V/Ax10	14.88
SCP160805	Green Anodized Alum Bells (20) Ax10	9.88	TD12005	Green Threaded Shock Set 120mm	28.88	SCP10MMV01	Alum Multi wide HEX HUB 30 to 60mm	28.88
SCP160807	Purple Alum. Balls (20) Ax10	9.88	TD120DR01	Black 123mm Double spring shock	33.88	WK10W01	ALUM. WIDE HEX HUB 30 to 50mm	28.88
SCP160807	Green Alum. Pipe Ball End (2)	6.88	TD120DR02	HA Red 123mm Double spring shock	33.88	SCP126X01	Black Lower CG 2/3A pack mount	20.88
SCP49L01	Black Steering and Drag Link set	8.88	TD120DR06	HA Blue 123mm Double spring shock	33.88	SCP126X08	Silver Lower CG 2/3A pack mount	20.88
SCP49L02	Red Steering and Drag Link set	8.88	SCP20101	Hollow Light Black Body post (4)	13.88	RCL60801	Black Alum. 6x8mm Link (4)	4.88

Hot Racing aluminum hop-ups for Losi Mini Crawler



9UW198S01	Losi MRC beadlock 1.9 inch Wheel (4)	98.88	MRC38801	silver alum. threaded shocks MRC	18.88
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MRC1808	Black Heat Sink Motor plate MRC	13.88	MRC2208	Silver/Black Alum Rear Axle Lock-Out	20.88
MRC860H	Hard Anodized main gear 60T MRC	9.88	MRC37H08	Alum universal center shaft MRC	28.88
MRC1000T	Hard Anodizing Alum. Center Gear set	23.88	MRC10MMV8	Alum Multi Width HEX HUB 30 to 60mm	18.88

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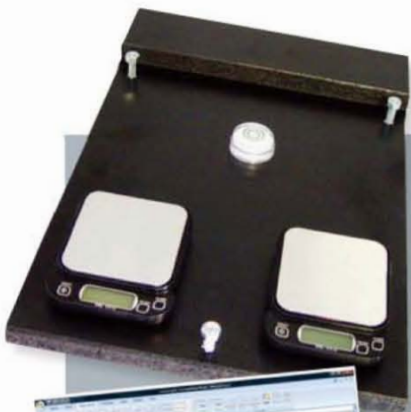
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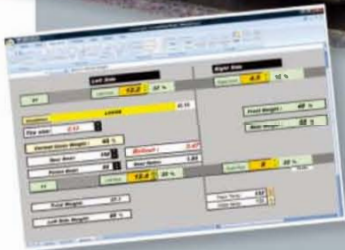
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ARE YOU A HIGH TECH REDNECK?

If you have a computer or laptop you have to check out this FREE RC chassis program available from Ross Bartuccio, of Naples, Florida. It is an Excel program that is totally awesome; the days of calculators and notebooks might finally be gone. All you do is input some of your car data and it does the rest, giving you weight percentages, wedge values, roll out numbers, left side data, and more. One interesting fact about chassis tuning that really shows with this program is that the more weight you add to the left rear, the heavier your right front becomes. Some racers like the right front to remain under six ounces, so wedge can be your friend or enemy depending on your preference. Ross also includes a

cool roll-out program with places to add lap times, track records, speed, and more. The best thing about his program is that you can save your data, making it a great tool for keeping notes for the next time you hit the track. If you would like a copy please shoot me an e-mail and I will forward the information on getting the program: rcthunder@aol.com. Thanks, Ross! If you are wondering where some of the fast guys get the scales they use for setting up cars, try www.leftander-rc.com. They have a nice set for under \$100, including digital scales. Tom Pedano of PRP Racing Products also makes a nice custom set that many racers use. Shoot me an e-mail if you would like contact information.



Multi national oval racing champion, Arnie Fie from Custom Works RC answers this month's oval racing question.

THIS MONTH'S QUESTION: Can you talk a little about tire traction?

ARNIE'S ANSWER:

"Doping" in RC is nothing close to what you read about in baseball lately. Doping is simply the various products racers put on their tires to enhance performance. These tires are 100% legal at most tracks, and the only rules against them are usually for the smell some of them have or what they might do to the track. Here is a list of old favorites and newer products for foam tires, some of which may be in your home.

PARAGON: The long standing un-official traction and smell of R/C. On carpet when in doubt start here. Like other solvent based compounds it functions by making the rubber a bit softer, gives the track a consistent groove, and leaves racers with the wintergreen cologne everything.

JACK THE GRIPPER: Newer to the US this odorless product has become more popular of late due to its lack of smell and performance similar to Paragon. Other odorless compounds are offered from Paragon, Trinity, and Niftec.

MAGIC "IT": Is more of an oil based product that has many uses for asphalt and dirt but not so much carpet. Asphalt racers rub "IT" into their tires because it lasts longer with the various dirt and dust you encounter when racing outside. The same goes for foam dirt oval tires on dry and dusty days. Also works well to keep tires from drying out when not using them.

SUNTAN LOTION AND GOJO: Rub into foam tires for great bite on asphalt or dirt oval tracks.

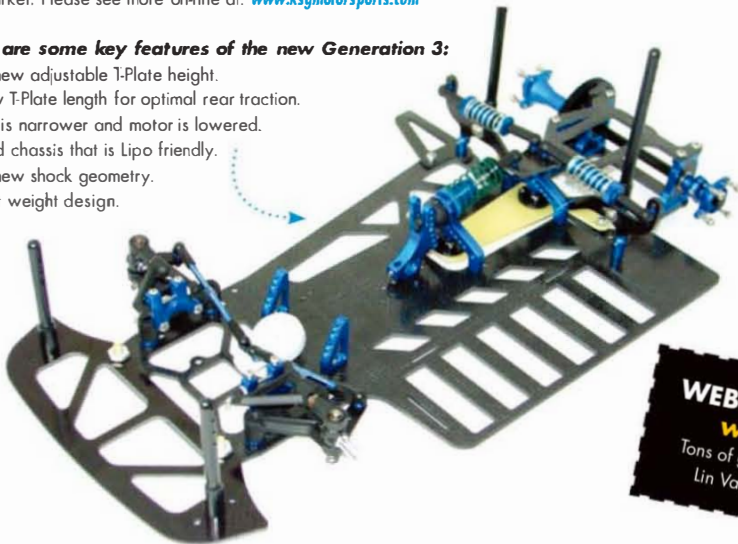
SIMPLE GREEN: Great for cleaning both rubber and foam tires and leave a good grip feel.

THE KSG GENERATION 3 IS HERE!

Andy McClellan is proud to introduce the new G3, with some new never-before-seen features. Racers have been anxiously awaiting this next generation from KSG Motorsports, and the wait seems to have been worth it! During testing the past several months, the car has shown it is one to be reckoned with, as the KSG team has TQ'ed and won several top events, including the Snowbirds and Paved and Carpet Nationals. The car's geometry was designed over years of testing and is one of the lightest cars ever seen. The G3 showcases the quality and fit and finish you have come to expect from KSG, and the bar has been raised to an even higher standard. All of the aluminum parts are machined from oversized aluminum stock. They are not machined from barstock or plate. Using oversized aluminum allows KSG to machine all sides of the parts. All the edges have been chamfered. The chassis ports are made from the highest quality graphite sheets. All parts are machined in house, not outsourced, which allows them to touch every port that goes out the door. They use state of the art CNC machinery such as Haas, Mazak, Bridgeport, and Omniturn to manufacture all parts. KSG tells us you will not find higher quality parts on the market. Please see more on-line at: www.ksgmotorsports.com

Here are some key features of the new Generation 3:

- All new adjustable T-Plate height.
- New T-Plate length for optimal rear traction.
- Pod is narrower and motor is lowered.
- Solid chassis that is Lipo friendly.
- All new shock geometry.
- Light weight design.



WEBSITE OF THE MONTH
www.rc-oval.com

Tons of great articles and reading, from Lin Vaughn (also known as McLin).

"High Tech Redneck." We have no response for that.

words & photos: M. R. OGLE

ISC International RC SPEED

WORLD'S FASTEST RC CARS MEET AT THE ROCK

If there's one word that's perhaps a bit over-used in the RC world, it's "extreme." Everything from body clips to car jumping videos (and even the best RC magazine!) have worn the "extreme" badge at one time or another. However, if you were lucky enough to have been at Rockingham Dragway on October 4, you saw a gathering some of the most outrageous, the most powerful, and the fastest radio control cars in the world... truly the "extreme" outer limits of the hobby. As for all-out speed? Hope you had your eraser, because the record books were treated to a big re-write!

Let's bring back "madness."

FRESHNESS
Race Date:
10.04.08
GUARANTEED

HALLENGE

PRESENTED BY CASTLE



Want an example of "extreme?" Just take a look at the photos of Gary O'Connor's four-engined beast, the "Problem Child." With four modified .21 motors under a custom-built carbon fiber streamliner shell... you knew this monster had 100-mph plus potential written all over it.



A quick stroll through the pits revealed many other custom-built nitro cars built for the event, some with custom streamlined bodies, some based simply on production RC cars with modifications. There was also a healthy contingent of electric dragster-based entries, all pretty much stuffed with as many LiPo batteries as their owners could fit under the bodies. Yeah, this was going to get good!



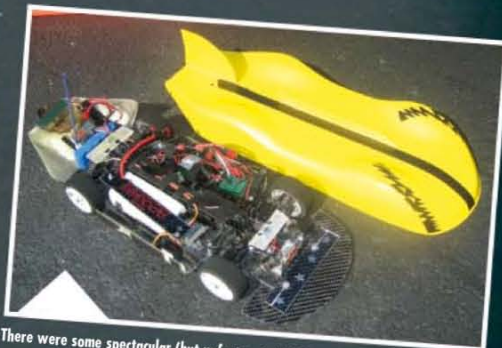
The first shot was fired by RC drag racing legend Steve Saik, who came out of the box and fired his black dragster through the photocell timers at just a tic under the century mark, 99.83 mph. I followed him a few runs later at 97.40 mph, but succumbed to exploded tires on subsequent attempts.



Shawn Palmer of Schumacher USA brought several cars to the competition, including a touring car outfitted with a brushless motor and two LiPo cells, which blazed to 83.20 mph, second only to Tim Smith's 84.54 mph run in his two-cell Novak-powered dragster, which took the "Scale" electric top honors.



Race director Billy Weeks started the day with a quick driver's meeting and pronounced the track open just before 11am. It was the first time most of the drivers had driven on the surface of an actual real drag strip, and the unique track surface of built-up rubber and VHT traction compound caused "unusual" handling characteristics for many of the first cars that tried to get down the track. This necessitated some early setup changes to many, if not most of the cars entered. However, by the early afternoon, most racers had adapted and dialed in to the track, and many started to put up some serious numbers.



There were some spectacular (but unfortunate) highlight reel scenes, too, like Derek Nolek blowing over his yellow streamliner in the lights at near 100 mph, and Tim Smith burning his Open-Class dragster down to the ground on the centerline of the track... lotsa smoke!

With a minute, we already have: MACH100000!!!

ISC International RC SPEED CHALLENGE



SUPER FAST

The big headline of the event was provided by Nic Case. Nic had tested his 12-cell electric streamliner weeks before in Bakersfield CA, and had even posted video of his 140-mph test sessions on YouTube. Expectations were high, but this was a different surface, and so nobody knew if we'd see similar performances on this day. Nic was gunning for his own record of 134 mph (the record currently recognized as the Guinness World Record for an RC Car), and as soon as he headed out of the pits and over to the track, everyone stopped whatever it was they were doing to come watch.

We knew that this was going to be something completely different, as Nic arranged to have a scissor-lift brought trackside so he could have a high platform to drive from. He had another racer take his car almost all the way down to the starting line of the drag strip (over 1000 feet away) and set his car down in the middle of the lane. Most of the other competitors either stood on the track, behind their cars, or on the retaining wall to drive.

As soon as the signal was given, Nic slowly started accelerating his bright-orange streamliner down the track. It looked very tiny way down there, just a little orange speck, but you could see it coming up to speed quickly, then before another second or two had elapsed, the car was charging past, emitting the unforgettable sound... like two pieces of tape being pulled apart... of the air being split at over 100 mph. Everyone who witnessed the run agreed that it was noticeably faster than any of the near-100 mph runs they'd seen earlier in the day, but just how fast was it? The time was announced over the PA system... it was a mind-bending 153.74 mph, which shattered the existing world record!

Of course, Nic wasn't quite done. After jokingly asking around the pits whether he should gear up a little or a lot (what do you think everybody said?), Nic went back and prepped his car for one last pass at 4:05. Again, the pits emptied, because no one wanted to miss this one... and Nic delivered, with a 161.76 mph blast through the timers to seal the deal and have his name added to the elegant ISC Perpetual Cup trophy. It was a crowning moment in radio control car history, one that I'll not soon forget.

MY RACE WEEKEND

When I heard that the International RC Speed Challenge was going to be held on a real drag strip in Rockingham, North Carolina, I thought, "Oh, man... what could be more of a shoe-in to win than my scale dragsters? Drag strip, RC dragster, sticky track, 20-foot wide lanes... this should be easy!" Well, not so fast there, Force...

The truth of the matter is that a drag strip is an entirely different animal than a regular asphalt street, with all its built-up rubber and VHT traction compound. All us guys who brought modified drag cars found ourselves heading to the wall more often than the finish line. After some serious chin-stroking, we all went back to our

more familiar drag setups, tweaked our chassis, and did some major aerodynamic changes before we were able to get down track successfully. It was a lot more of a challenge than we were anticipating, that's for sure! However, once we got a handle on the track, we all were able to fire 'em through the timers at near 100 mph at least once. However, other gremlins were waiting in the wings. Steve Saik had radio problems; Tim Smith tried to start a forest fire with his Open Electric entry, and I kept blowing my soft drag foam tires completely off the rims, leading to one "highlight reel" pass through the timers at about 80 mph...straight sideways!

It was challenging, and it was sometimes

frustrating, but everybody, including myself, learned a lot about what it takes to push your equipment to the outer-edges of the speed envelope. I met a great group of dedicated RC speed enthusiasts (one guy (Big Dave Akers) came all the way from England to do this event), and so we were bound to have fun just exchanging ideas and shooting the bull.

I didn't get the Stormer Hobbies-provided "100-MPH Club" Hat that I so desperately wanted, but I can't wait to try it again... I had a blast!



We didn't think Ogle was a speed freak.

ISC?

The International RC Speed Challenge is an organization put together by some dedicated RC speed-freaks from both the UK and the USA. The European effort was spearheaded by England's A.J. Lovering, and the American side of the competition was initiated by current Guinness World Record holder Nic Case. It has been a truly international cooperative effort to keep the unlimited all-out top speed competitions, like those held in Fontana, California, going in the past few years. The UK speed run event, sanctioned by the ROSSA organization, was held on September 23 at Stratford, England, where the top speed was a healthy 104.25 mph achieved by Magnus Vassmar and his electric powered TC3. Both nitro and electric classes are available, and the rules are fairly open to allow and encourage creativity. The ISC and ROSSA organizations are currently looking to put together a series of events and an expanded comprehensive rules package for next year, so we're looking forward to seeing more competitions of this type in the near future.

SPEEDING TICKETS

Congratulations to Nic and all the great competitors who made it out to Rockingham, North Carolina, which smiled on us with fabulous weather and beautiful early fall scenery. The ISC would like to acknowledge and thank its sponsors and supporters: Castle Creations, Medusa Research, Flight Power, BigSquid RC, Stormer Hobbies, Grand Motorsports, Racer's Haven, Schumacher, Novak, Speed Passion, A-Main, ProtoForm, Team Associated, Xtreme RC Cars, RC Driver, HobbyTalk, and special thanks to Billy Weeks, Race Director and Steve Earwood of Rockingham Dragway for the use of the world-class facility.

The first US event in the International RC Speed Challenge was a learning experience, a great chance to have like minds come together in the ultimate pursuit of all-out speed, and a day that will go down in history as the fastest RC car meet ever held. ☺

TOP SPEEDS

(LISTED BY ATTEMPTS FOR EACH COMPETITOR)

OPEN ELECTRIC

▲ STEVE SAIK

1. 99.83 mph 12:44pm

▲ MIKE OGLE

1. 97.40 mph 1:51 pm

2. 85.93 mph 2:35pm

3. 52.45 mph 3:29 pm

4. 78.87 mph 4:05 pm

▲ DAN FISCHER

1. 61.73 mph 11:23 am

2. 62.10 mph 11:25 am

3. 59.70 mph 1:57 pm

4. 56.02 mph 1:58 pm

5. 70.73 mph 2:29 pm

6. 68.52 mph 2:31 pm

7. 61.01 mph 3:35pm

▲ NICK MAIOWSKI

1. 61.93 mph 12:50 pm

2. 76.74 mph 2:15 pm

3. 79.88 mph 3:15 pm

4. 85.01 mph 3:17pm

5. 64.26 mph N/T

6. 59.08 mph 3:59 pm

▲ DEREK NOLEK

1. 78.46 mph 11:39 am

2. 75.05 mph 12:47 pm

3. 78.51 mph 1:37 pm

4. 86.31 mph 1:39 pm

5. 82.49 mph N/T

▲ NIC CASE

1. 153.74 mph 3:19 pm

2. 161.76 mph 4:05 pm

NITRO SCALE (IC)

▲ SHAWN PALMER

1. 75.59 mph 11:36 am

2. 78.64 mph 12:41 pm

3. 76.05 mph 3:41 pm

4. 72.15 mph 4:10 pm

▲ GARY O'CONNER

1. 77.22 mph 11:33 am

2. 78.69 mph 3:32 pm

3. 73.20 mph 3:33 pm

SCALE ELECTRIC

TIM SMITH ▾

1. 84.54 mph 3:37 pm

SHAWN PALMER ▾

1. 71.28 mph 12:52 pm

2. 76.44 mph 12:54 pm

3. 70.88 mph 3:11 pm

4. 81.80 mph 3:13 pm

5. 83.20 mph 3:55 pm

DAVE WHITESELL ▾

1. 74.68 mph 12:39 pm

DAVE AKERS (UK) ▾

1. 44.75 mph 12:12 pm

2. 44.61 mph 1:00 pm

3. 49.57 mph 2:03 pm

RICK PAYNE ▾

No times posted

MONSTER TRUCK

SHAWN PALMER ▾

1. 45.99 mph 1:29 pm

2. 50.94 mph 1:30 pm

3. 47.45 mph 1:40 pm

DOUGLAS HAWKINS ▾

1. 43.51 mph 11:34 am

2. 56.00 mph 12:16 pm

3. 52.19 mph 1:10 pm

4. 39.11 mph 1:11 pm

5. 52.23 mph 1:48 pm

6. 48.24 mph 1:49 pm

NITRO OPEN (IC)

GARY O'CONNER ▾

1. 79.74 mph 12:06 pm

2. 93.66 mph 1:04 pm

3. 91.64 mph N/T

OPEN WHEEL

BUTCH BEEBE ▾

1. No times posted

For additional information and videos, please visit the "Fastest-RC" website: www.fastestrc.blogspot.com/

TC5F FACTORY Team

FOAM TIRE EDITION



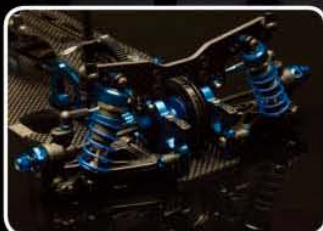
1:10 Scale Electric 4WD Touring Car Kit

TC5R FACTORY Team

RUBBER TIRE EDITION



1:10 Scale Electric 4WD Touring Car Kit



Adjustable differential height and belt tension
Blue titanium turnbuckles
Blue aluminum clamping wheel hexes



Adjustable roll-centers and hinge-pin angle
Mono-bellcrank steering with adjustable servo-saver
Light-weight and durable high-impact bumper



Twenty precision ball-bearings
Woven carbon fiber battery strap and knurled
blue aluminum thumbscrews included



Hardened steel CVAs with cross-pin retaining clips
Adjustable front and rear vertical ball studs
Durable composite front and rear A-arms

Optimized Touring Car Performance for Foam & Rubber Tires

Based on Associated's successful Factory Team TC5, the TC5F (foam tire edition) and the TC5R (rubber tire edition) are electric touring car chassis' that have been optimized for their respective elements. The TC5F has the desired attributes that are sought after for indoor carpet racing with foam tires, and the TC5R has had the same treatment but focusing on rubber tire performance making both the TC5F and TC5R even more lethal racing machines in their environments!

The TC5F & TC5R starts with a full ball bearing, dual belt-drive system that transfers all the power from the motor smoothly and efficiently. With today's motors and batteries delivering more power than ever before,

the belt-drive system gives both the TC5s a very predictable throttle response and feel, making it easier to drive fast and carry more speed through the corners.

The blue aluminum ball differentials are super light for reduced rotational mass. Reducing the weight of the diffs lets the TC5F & TC5R accelerate harder out of the corners. The diffs are also quick and easy to maintain, and are very strong. Hardened-steel CVAs with cross-pin retaining clips and blue aluminum clamping wheel hexes offer reliable service getting all the power to the wheels.

The TC5F has a fully adjustable and durable 'hard' composite suspension package, while the TC5R features a 'soft' composite sus-

pension package that delivers the extra traction needed for rubber tire racing. The rugged A-arms pivot on 3mm inner hinge-pins and 2.5mm outer hinge pins, making it easier than ever to drive away from some of the most severe mishaps. Fully adjustable roll-centers and hinge-pin angles (anti & pro-squat) help you to squeeze every last ounce of handling potential out of the TC5F & TC5R. The steering is handled by a mono-bellcrank with adjustable Ackermann for more precision and less play. An integrated adjustable servo-saver releases only when you need it to and not before.

Both the TC5F & TC5R are built tough enough to take it, whether your tearing up the carpet burning down the tarmac!

12R5 FACTORY Team

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1



1:12 Scale Electric 2WD Competition Car Kit

10R5 FACTORY Team



1:10 Scale Electric 2WD World GT Car Kit



Factory Team shocks with through-shaft design making for equal damping in both directions. Woven carbon fiber center shock tower



Wide rear pod allows easy installation of brushless motors and features Factory Team blue aluminum machined motor mount and left bulkhead.



Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut.



New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment. 2.5mm woven carbon fiber chassis

Take The Next Step In 1:12 & 1:10 Scale Racing Evolution

Electric pan-car racing has been known as one of the most fun forms of R/C on-road racing because of the simplicity in design, high performance and value. The Factory Team 12R5 & 10R5 are the latest evolutionary steps in Associated's over twenty-five years of on-road racing history, yet they both stay true to the principles of simplicity and value.

The designers in Area-51 built the 12R5 & 10R5 on a 2.5mm woven carbon fiber chassis that utilizes a pivot-ball link rear suspension that allows for independent adjustments for chassis roll, bump and alignment. Having the ability to make these chassis adjustments independently gives the 12R5 & 10R5 greater potential for the best possible handling on any track surface. While testing, the pivot ball-link chassis has

proven to be more durable in high speed impacts and excels in bumpy track conditions.

The 12R5 & 10R5 features new shocks with a through-shaft design providing equalized damping throughout the full stroke of the shock in both directions without any unwanted rebound. The center shock tower has four mounting positions that split the spring rates for even finer adjustments and also controls the rear droop. The 12R5 & 10R5 both have the new 'Active Strut' front end that has been optimized, featuring symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut.

The 12R5 & 10R5 both come ready for brushless featuring an optimized wide rear

pod with woven carbon fiber top and bottom plates, and Factory Team blue aluminum machined motor mount and left-side bulkhead.

So, spend more time on the track, less in the pits and discover the pure joy that is the 12R5 & 10R5!

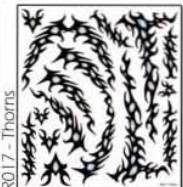
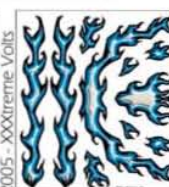
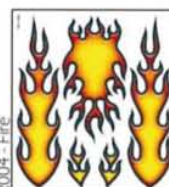
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LOTS OF DOTS

A "FOUND" POLKA-DOT PAINT MASK FROM YOUR LOCAL HARDWARE STORE

words: M. R. Ogle

If you paint a lot of RC car bodies, you're probably always looking for something a little different, like some new painting technique or masking trick. I was poking around online for some ideas for paint schemes when I came across this great tip from Dave Cairns of "Colors by Dave" Custom Painting from Naperville, IL, a suburb of Chicago. Dave found a roll of self-adhesive drywall tape perforated with a series of small, perfectly round holes at his local hardware store, and started using it as a ready-made paint mask. I couldn't wait to get a hold of some of this stuff to try it for myself, so I was off to Home Depot that same evening! Here's a few ways to incorporate this unique pattern into your next paint job:

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED



• Joint Tape



• Spray Paint



• Masking Tape

01

The stuff is called "Self Adhesive" Easy Joint Tape, and it's made by Wall Tool and Tape Corporation out of New York. I found it at Home Depot, and it was about \$8 for 200 feet. That'll do a LOT of bodies!

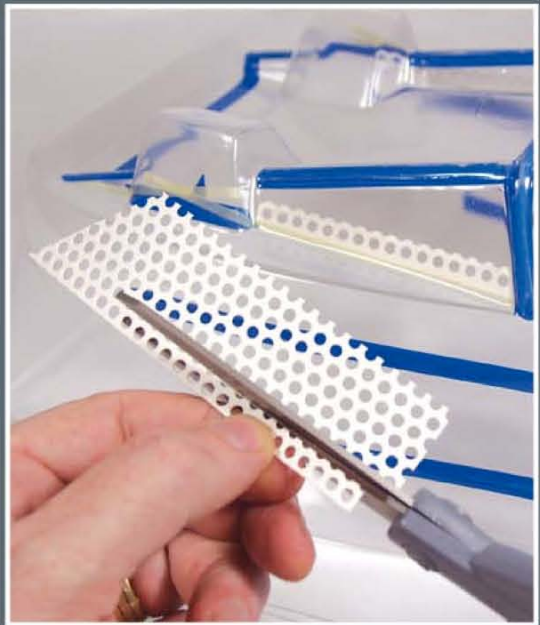


As long as we don't go back to geometrics, we'll be ok.

CUSTOM WORKS

02

Start by masking off the windows and spraying the main body color. Once again, be sure to thoroughly wipe down the inside of the body to get rid of residue, dirt, fingerprints, or any other creeping crud that you don't want announcing its presence in the paint later.



03

The Joint Tape comes on a roll about 2" wide, but here I've trimmed off one row of holes to mask a single-line of dots. I'll put a few of these in the main body panels, and around the edges of the truck bed, like a line of oversized rivets or Dzus fasteners.



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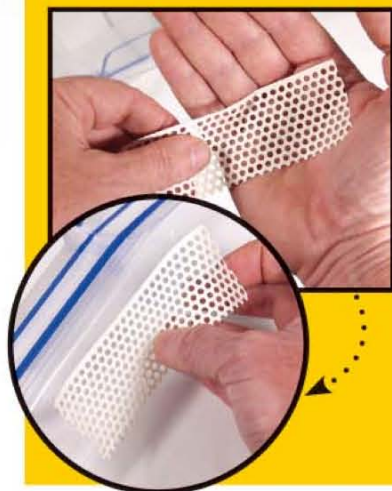
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04

Before applying the tape, note that the adhesive is very heavy-duty industrial level sticky (it's meant to hold sections of drywall together), so before you adhere it to the body, run your hands or pants-leg across the adhesive to "de-stickify" it a bit, otherwise you may have a tough time peeling it off later. I tested for the right amount of "tack" by applying it on a section of the body that'll get trimmed off later.



05

I edged the open panel on this hood with black, then completely covered the area with a single piece of Joint Tape. It's reasonably flexible, so just be sure to press it down firmly around curves and ridges.



06

Next, I sprayed the dots in the center bright yellow, fading to orange at the edges. Finally, I peeled off the joint tape and backed the rest of the area completely with red. You could just spray the dots one solid color, but this adds an extra element of depth and dimension.



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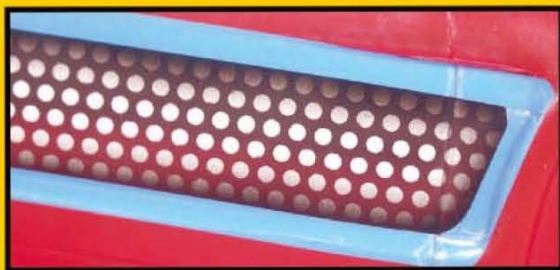
■ King Headz



■ Xray XT8

07

On this side, I used a slightly different technique, using three different layers of tape "staggered" with a slight bit of overlap. I sprayed the dots white first, then the light blue, and finally the medium blue. I only did three layers here to demonstrate the trick, but you could really go crazy with more layers for added effect.



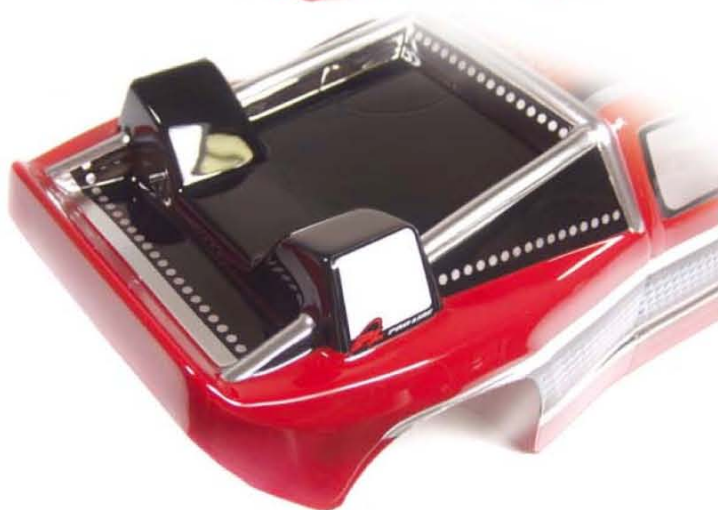
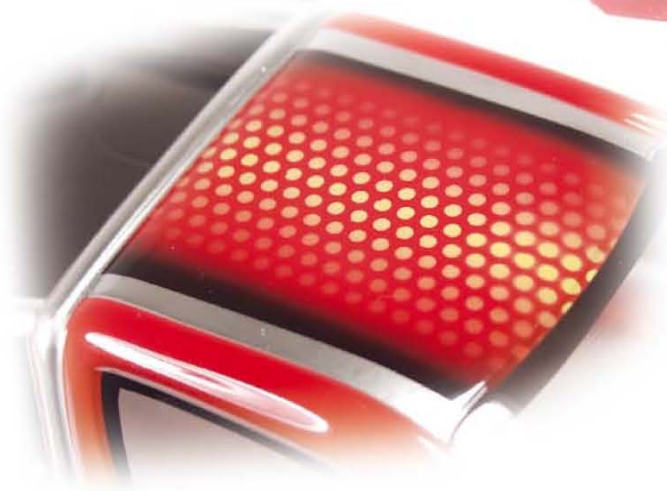
08

On the opposite side, I only masked off one layer of dots, but used a flip-flop color paint to produce "ghost dots." Now you see them, now you don't. It's a much more subtle effect, but it adds visual interest to an otherwise solid panel.



09

Here're a few photos of the finished truck body, with small dots incorporated all over the place. The dots on the tops of the front fenders are Alclad's Prismatic Chrome.... this paint continuously changes color as you view it from different angles. Next time you're looking for something quick and easy (and inexpensive) to liven up an otherwise "plain" paint job, try adding a layer of dots... and thanks again to Dave Cairns for the tip! ☺



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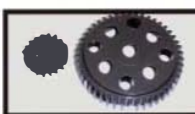
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IN GEAR



LOSI

RC PIT ROLLER BAG

Whether its sitting up or laying sideways, Losi's new RC Pit Roller Bag is versatile. Featuring reinforced panels, the roller bag has seven organizing boxes inside, ball-bearing wheels, and a luggage-style towing handle. Sized at 23" x 14.5" x 15" there's enough room to bring all you need to the track.

Part Number: LOSA99006
MSRP: \$130

www.losi.com

HPI RACING

HD ALUMINUM PINION/CLUTCH MOUNT

HPI Racing's Bajo chassis rocks the planet, and what better way to take on Mother Earth than with a hopped-up Bajo? HPI offers their new heavy-duty aluminum pinion/clutch mount for your service. Made from anodized aluminum, the mount features oversized bearings (included) for increased durability.

Part Number: 86715

MSRP: \$75

www.hpiracing.com



XRAY

GRAPHITE VENTILATED BRAKE DISK

Upgrade the brakes on your XB8 or XT8 with XRAY's new graphite ventilated brake disk. CNC machined from carbon graphite, the ventilated brake disks are designed to be used only with their hardened steel brake pads.

Part Number: 2206

www.teamxray.com



AXIAL RACING

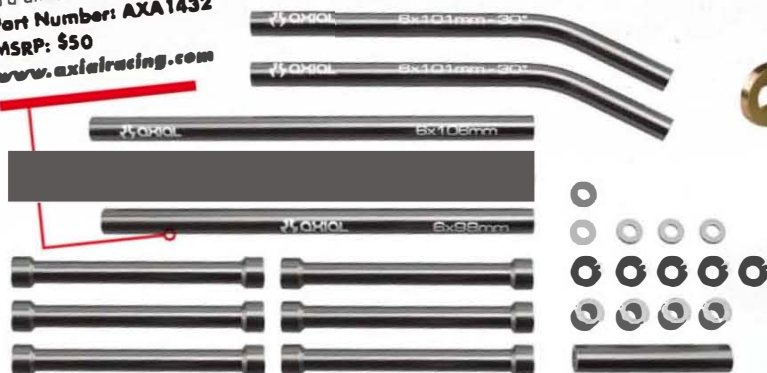
GREY ANODIZED COLOR PACK

Axial's color packs now come in anodized grey for that low-flash, all business look. Trick out your AX-10 crawler easily; this pack contains all the pieces you need to change your stock AX-10 to a different shade.

Part Number: AXA1432

MSRP: \$50

www.axialracing.com



RPM

5B/5T REAR ARM SET

RPM shows love for Baja owners with new rear A-arms for the 5B & 5T. The RPM Baja rear A-arms start with the basic geometry of the stock arms so they are direct replacement parts - no additional parts needed. However, as usual RPM made a number of improvements to the arms to improve performance and durability, such as relocating the shock mount and molding the webs for increased strength. You'll need two sets to complete one vehicle.

Part Number: 82251 (dyeable white) / 82252 (black)

MSRP: \$26/set (requires two sets per vehicle)

www.rpmreproducts.com



TRINITY

EXTech ENDURO GLO-IGNITER

Trinity's new EXTech Glo-Igniter is designed to fit bigger, high capacity 4600mAh cells for more glow plug firing power. It has an anodized shell and a metered cap for easy plug checks.

Available with or without charger.

Part Number: TRI42100 (igniter w/4600mAh battery) / TRI42101

(TRI42100 + charger)

MSRP: \$30-40

www.teamtrinity.com



RACER'S EDGE

2300MAH AA RECHARGEABLES

Alkaline batteries are for beginners, but once you've passed that stage, equip your transmitter with some rechargeable power with Racer's Edge' AA-sized NiMH cells. They come four to a pack and their 2300mAh capacity will keep you on the track.

Part Number: RE2804

MSRP: \$12/pack of 4

www.racers-edge.com



TRAXXAS

TQ 2.4GHZ RADIO SYSTEM

Traxxas upgrades their forever TQ radio system with 2.4GHz spread spectrum technology. The system features a 4-channel micro receiver, built-in programmable failsafe mode, and crystal-free operation.

Part Number: 2206

www.traxxas.com

Those are the biggest AA's we've ever seen.

LRP ZR.21X

GIANT KILLER

words: Derek Buono

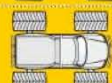
If I could swear right now I would. Usually when I run the dyno in the warehouse it's just me and a lot of noise. This time around, people started coming out to see what engine I was testing after the first pull of the new LRP ZR.21X engine. The sound of that engine turned heads, and a lot of them. LRP is no stranger to rocking big numbers; the last time they did this it was with a .12 and they are back to show the world that maybe "Ze Germans" do know how to make machinery run like a clock...a turbo charged, high horsepower clock.



ENGINE APPLICATIONS



TRUGGY



MONSTER TRUCK



1/8-SCALE
BUGGY



1/10-SCALE
TRUCK



1/8-SCALE
ON-ROAD

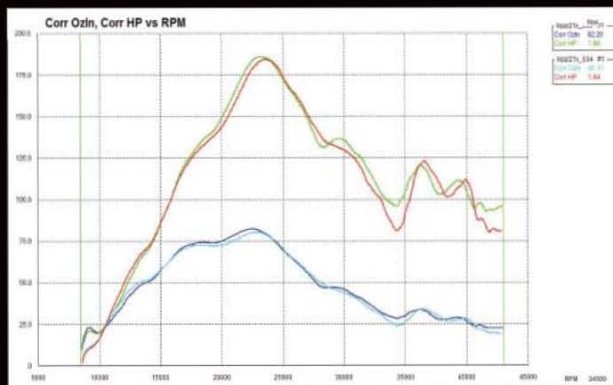


1/10-SCALE
ON-ROAD



DO AIR FILTERS CHANGE THE POWER?

Our new intern was out watching the test and asked what kind of power difference an air filter makes, and I didn't have an answer. Since the engine was ready to go I put a dirty air filter on it and did a run to see what kind of power loss might result. I wasn't really surprised when it didn't really do anything (I did lean it out a ½ hour to compensate for less airflow). We test without air filters because we don't know which design works better or what filter is going in your car. The results? Well, there was a 0.02 hp and 2.17 oz. loss in torque, which really equates to nothing. Check out the graph of the two runs and see for yourself.



PISTON AND SLEEVE: The piston and sleeve look like they might have roots in a place where they like pasta. It's hard to say since there really aren't any "made in" stamps on the engine at all. The sleeve has minimal machine work done to it, but there are some angles in the ports. This just goes to show you that hand modifying doesn't make up for engineering and testing. The piston is pretty standard, but it does have two ports in the side that should relieve the pressure underneath it.

CARBURETOR: The carb's 2-needle design and composite and metal construction mean durability and heat isolation. Cooler fuel means more power, and plastic is a better insulator than metal.

CRANKCASE: The crankcase is black and well finned and braced to hold up to the rigors of off-road and keep the engine cool at the same time.



CONNECTING ROD: The rod is pretty standard. It is beefy with some knife-edging for strength over absolute weight removal.

CRANKSHAFT: The crank has a decent amount of work done to it. Turbo scoops and weight reduction mean more power and less vibration.

COOLING HEAD: In case you don't know, (and if you don't, where have you been?), LRP's color is blue. A pretty standard 10-fin design cooling head sits on top and does a good job cooling. Unlike some engines that sport lighter cooling heads, this full-finned hill-bodied head will suck heat up and away and not break if you flip over.

Always run an air filter on your engine. Your engine and your wallet will thank you.

X-DYNO TEST

PERFORMANCE

John Cary broke in the engine for his review of the AE 8T and it was ready to go live as soon as it arrived in the office. John used a "Drake Method" of break in: a series of WOT super rich runs combined with more race set needles to get the temperature up.

As mentioned, the sound of the engine on the dyno pulling skyward without a hint of hesitation was just a tease of the power the engine produces. With just a few twists of the screwdriver the engine was singing to speeds those little tiny records used to be played at...times a thousand or so.



The results were shocking. New records for .21 race engines were set with an insane 1.84 hp @ 23,250 rpm, an unreal 80.13 oz.-in @ 22,750 rpm, and a peak RPM that makes Dremel jealous at 43,000 rpm. I could have pushed higher, but it's a little worrisome when the engine just keeps pulling at that RPM. Those are some hairy chest numbers, and we were able to confirm them on the track. John mentioned the power of the engine and how it just wanted to keep pulling. The downside to all that power is that fuel consumption is going to be near Hummer-like proportions, and you are going to want to use the smallest restrictor possible to get that economy up for racing. We tested with the largest restrictor possible to see the full potential of the engine, but with this much energy on tap you will still yield incredible numbers even if you cut it back.

CONCLUSION

Bam! That just happened. LRP seems to have this problem of wanting everything to be too good. In a race to see who can make the most horsepower, LRP is currently on top. The ZR.21X, made a name for itself in the few short seconds it took to set the dyno on fire; it easily provided enough grunt to muscle a big truggy around the track. This one is priced like most race engines but puts out power like no other. ⚙

LRP
ZR .21 X

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



10

CHRISTY TURLINGTON

HITS

- Sweet 9 lb. 8 oz. baby Jesus power!
- Doesn't seem to want to stop revving (43,000+ rpm)
- Likes to run on the cool side
- Easy tuning

MISSSES

- More power means more fuel consumption
- Head and case block easy access to the engine screws

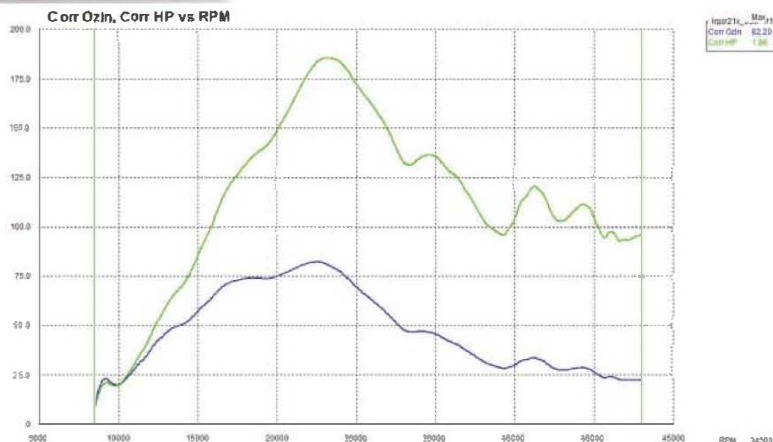
CONNECT

Manufacturer: LRP Electronic
Distributed by: Team Associated
Web: www.rc10.com/lrp
Part Number: LRP32110
Street Price: \$399 (est.)

Shouldn't the equivalent be German?

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



TEST EQUIPMENT

FUEL: 30%, 12% Oil
PIPE: X-Dyno Standard

PLUG: LRP P4
OPERATING TEMP: 200-250° F

MOTOR DATA

ENGINE:	LRP ZR .21 X
BORE:	16.26mm (0.640 in.)
STROKE:	16.80mm (0.661 in.)
DISPLACEMENT:	3.49cc (0.21 cu. in.)
PORTS:	5+2
PISTON/SLEEVE:	ABC
HEAD B TION:	Turbo
CRANKSHAFT:	14mm / Pilot shaft (SG)
PEAK X-DYNO HP*:	1.86 hp @ 22,250rpm
PEAK X-DYNO TQ*:	82.18 oz-in @ 23,250rpm
PEAK X-DYNO RPM:	43,000
AVERAGE TQ*:	47.39 oz. in
AVERAGE HP:	1.13
POWER FACTOR	
LOW END (TQ/HP):	58.77 / 1.07
TOP END (TQ/HP):	37.07 / 1.19
CORRECTION FACTOR:	1.047

*All numbers are SAE corrected

POWER FACTOR: We are using an average HP/TQ for a set range of RPM: 10,000-25,000 and 25,000-40,000 (low/high). This will allow comparison of engines with two power ranges.

UNLEASH A

SAVAGE X4.6 Big Block

SALES EVENT

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XTREME CHRONICLES

In this issue, you'll find coverage of the 2008 iHobby Expo in Rosemont, Illinois. Although it has shrunk in size since it was originally held in Chicago a number of years back, the iHobby Expo is still the industry's largest trade show in America. For those of you have never been there, it's awesome! The big RC manufacturers have booths to display all of their latest and greatest gear to the public. You can't do a whole lot of buying at iHobby, but you can do a bunch of fantasizing about what you're going to buy next. Looking back through the annals this month in Chronicles, I was able to revisit the iHobby Expos of yesteryear. Before the Internet became so prevalent, manufacturers waited for trade shows to introduce new goods to the public. Nowadays, smart companies get information and pictures to the public ASAP to garner interest in their products. It wasn't always that way, though; here's a look at what was going on in RC, 10 years ago, 5 years ago, and last year.

words: Michael Wortel

It was actually abbreviated to "PSX," but who's checking?

10 YEARS



JANUARY 1999: ISSUE 45

I say this a lot, but 10 years ago, on-road really was the "it" class in RC. Almost seventy percent of Xtreme's January 1999 issue was dedicated to on-road RC. The other remaining

pages were filled with 2WD electric buggies and trucks. A lot has definitely taken place since '99, as 1/8-scale nitro has all but taken over, and TC and 2WD electric are now somewhat obscure.



PS1

This will help put 10 years into perspective ■ little, because 1999 doesn't seem all that long ago. Well, we were still playing PS1 back then (though it was just named PlayStation, because there was only one). Then along

came PlayStation 2, which was a lot better, and featured improved layering. Then PS3 came out, with all of its HD graphics and smooth mapping... Yes, 1999 was really a long time ago.



HPIRS4 MINI PRO

Although small scale TC never really took off as a racing class, they were still cool

as hell! The Mini Pro used a lot of 1/10-scale parts, but had a more narrow suspension than a 1/10-scale car—all of this while still using a 540-sized motor and 6-cell pack. It was fast, fun, and felt like a slot car on the track. If you ever want one of these now, check out XRAY's T1M.

5 YEARS



JANUARY 2004: ISSUE 98

Did you know that there was a 1/5-scale IFMAR Worlds class? To be honest, I didn't know either until I

discovered coverage for the 2004 event in this issue. These huge, on-road nitro cars looked pretty cool. I'm sure were loud, fast, and pretty realistic. Like I said, I had no idea this class existed at the Worlds level, but then again it's not like I know everything to begin with anyway!

WORLDS COVERAGE

The 2003 IFMAR Electric Off-Road Worlds coverage was also found in this issue. Billy Easton won in the 2WD class, and Ryan Cavaleri picked-up top honors in 4WD, catapulting him into the major spotlight for one of the first times. Nowadays, most of the top drivers in the '03 Electric Worlds A-Main race 1/8-scale nitro full-time.



SPINNERS

It seems like everyone has rims on their full-scale cars nowadays, but there was a time when having 20s was the exception rather than the norm. Remember when spinners first hit the market? Well, they crossed over into RC as well. Pro-Line's Spinners hit the shelves in '04, and for some gangsta' RC guys, there were the best dubs to have.



1 YEAR



JANUARY 2008: ISSUE 146

This time last year, Xtreme covered the 2007 IIC (International Indoor Championship). If you've never been to the IIC, you have no idea how hectic it is. Class after class

after class of racing goes on for 17 hours a day. If you're unfortunate enough to run two classes at opposite ends of the day (Chucky), you're stuck there all day long.

WHOLE LOT OF TOOLS

At the iHobby Expo last year, Skinny and I came-up to EDS' booth and itched with envy. EDS offers a complete set of snob-quality drivers and wrenches in one package. For about \$300, you can custom-order a full-set of hex wrenches (standard and metric), nut drivers, and more. This is truly a complete set of tools, that if taken care-of, will be the last ones you'll ever need.



RC DRIFT CLUB

2007 was the first big year for drifting. Drifting was a cult-class that started to really catch-on in '07, evidenced by the growing numbers of drifting clubs and competitions. This issue contained coverage of RC Drift Club's "Drift Showdown 2007." Run in part by Xtreme's own Dave (Deep) Palacios and James (Jimanski) Revilla, it's no surprise the event made it into the magazine! But all joking aside, drifting blew up in '07, and it's still on the rise today. ⚙️





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RC10 B4 Team Buggy.....	159.99
RC10 B4 RTR Buggy.....	219.99
RC10 B4 Factory Team Kit.....	219.99
RC10 T4 Team Truck.....	179.99
RC10 T4 Ready-To-Run.....	229.99
RC10 T4 Factory Team Kit.....	229.99
RC18T, 18MT or 18B.....	159.99
RC18R Sedans RTR.....	169.99

Shipping and Handling: \$9.99 up to 10 lbs (2nd day air, 3 day select, over weight & foreign orders are extra). C.O.D.'s add \$7.99 extra (Minimum C.O.D. order \$50.00 and must be paid by Money Order Only). We accept Visa, MasterCard, Amex, and Discover. Mail In Money Orders shipped without delay; Personal Checks allow 14 days before shipping. APO & FPO actual postage plus \$9.99. Prices & availability subject to change without notice. All Merchandise Covered By Manufacturer's Warranty Only! All Returns Are Subject To a 15% Restocking Fee And No Refunds On Shipping & Handling Fees. Send Mail Orders To: R/C Car Kings, 1307 East Hwy 13, Burnsville, MN 55337

XTREME TOOLS

Xtreame 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 here for everyone to see!

words: Brian "Skinny" Skinner



NEW YEAR... A NEW TOOL BOX!

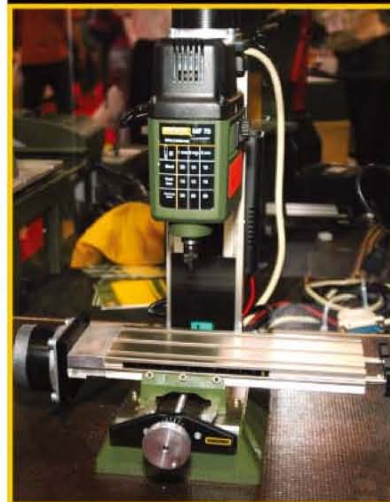
A big box showed up on our doorstep, and inside was this trick Lift-N-Lock toolbox...what a nice surprise! After looking it over, it became apparent that I had to have it as my new tool box for 2009. The LNL (my pet name for it) is a "Made In USA" product, which is rare these days, and it's a really nice tool box. It's made of durable plastic, and is very robust, but more importantly: it has a single action locking handle that—with one stroke—locks the drawers. The other cool feature about the Lift-N-Lock is that the lever action at the handle actually clamps the drawers together so that even if you were to flip the toolbox over, none of the tools and parts inside would be scattered. What we have here is a simple, strong box with no latches to break. It should last a long time and not fall apart. It's made by PDY Systems, costs about \$50.00, and comes in two-tone colors such as: gray/green, blue/gray, and gray/orange. Currently it's only available factory direct, so check it out!

www.pdysystems.com

IT'S MINI ME

Germany-based PROXXON makes diminutive tools that are some of the world's best, but they come at a price. PROXXON had this sweet mini mill at the 2008 iHobby show that had me drooling. If you love to fabricate your own parts, or need some wee tools for wrenching, check out PROXXON. They probably have a tool you can use.

Contact: www.proxxon.com



EDS DRILL TIPS

EDS is the place to go for tools because they only make tools for us RC geeks! EDS has just about everything you need and their prices are pretty good to boot. I've become addicted to using my cordless screwdriver, so when I found these driver bits for \$21.95 I had to get them. They are made from high grade tool steel, and the tip sizes are engraved to let you know what size you're holding. Check out EDS's web page to see all the offerings they have; I bet they have something you need.

www.edsracingproducts.com

CASTING CALL

A company called Smooth-on has brought mold making to the masses. This is a home mold casting kit that allows you to make copies or even original ideas right in your home! This is great for us vintage RC collectors who need to repair or replace parts that have long been out of production. For the rock crawlers out there, you can make miniature parts like winches, bumpers, and even drivers to fit in your rig! Here's an idea: if you want to get out of turn marshaling for the next big race, just mold up a big-fake-open-gash on your arm or leg, and say you're too messed up to turn marshal, and show your nasty looking wound—that should do the trick! This product is pretty cool, and I'll have to do a How-To to help you use it. Check out Smooth-on's website to see all the things you can do, and give me some ideas for my next How To.

www.smooth-on.com



MY FAVORITE PIT TOOL

One of my favorite pit tools is the Power Racing 500cc fuel bottle. Why is that you might ask? Well for starters, the Power Racing 500cc fuel bottle is the most squeezable, soft, and flexi fuel bottle you can find... especially at six bucks. Plus it lasts a long time, and doesn't crack like most bottles do. In fact, you'll probably lose it or forget it some place before you wear it out. If you want a good fuel bottle that's almost as fast as a fuel gun, the Power Racing 500cc fuel bottle might be for you!

www.powerracingrc.com



ELMER'S GLUE NOT JUST FOR KIDS

Remember eating Elmer's glue as a kid during your noon art project? Well, Elmer's has grown up with you, and now makes a whole selection of home products. The first product I've found is this Slide-All. This is a dry spray lube that stop squeaks. It's great to keep moving parts free and clear of dust, and will keep them moving smoothly. If you have fond childhood recollections of Elmer's, you have to check it out.

www.elmers.com



That's "my favorite tool" #3,452.

ASK THE PROFESSOR

VIRGIN BLUE GROOVE

I know this has come up before, but I think it was for rubber tires. Is there a homemade tire compound good for foams? I run at a track that is basically blue groove. They just cut it though, so it is virgin blue groove. What do you all think?

team-darkside

A: Depending on the foams, suntan lotion (SPF-45) may soften the tire. For rubber tires you could use motor spray to clean them and WD-40, Jack-the-Gripper, or Red Dot, etc, to soften the compound a touch. If you are talking dirt oval, perhaps a sauce isn't the best option considering it may attract dust (a common problem in parking lot racing) and make the track more slippery. Pick up some CRC Industries rust inhibitor...that stuff makes drift tires sticky!! If all else fails, buy some Paragon (if your track allows it).

Blindingspeed



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.



VOLUME PROBLEMS

I seem to have a problem with my shocks. They are plastic and sometimes over a big jump the caps blow off and not only are the caps ruined but oil sprays all over my car. What am I doing wrong?

Savageman

A: Most of the time there is a simple solution to this problem, which 99% of the time is caused by too much oil in the shock. When the shock shaft and piston enter the body under compression (usually off a big jump), the force of the shaft entering combined with not enough room in the shock cause the shock cap to blow off, or even blow the seals out of the bottom. This doesn't always happen, but if you're going big it might not hurt to remove some of the oil from the shock to give it some more volume. This will add some extra air to the shock, but unless you have bladders in the top, shocks actually have to have air in the system or they won't work at all. The next step is going to aluminum shocks (which you still can overfill) or just replacing the plastic caps with aluminum since they usually hold on better.

DerekB



PLUG THAT HOLE

Got a quick question concerning shocks for you. It's the same on my FG 5th scale road car, Kyosho 8th scale buggy, and on my rock crawler: the shock caps have very small holes drilled in them. I was always raised with the idea that you have to build shocks like a surgeon to make sure there aren't any air bubbles in them, because that creates gaps inside the cylinder for the piston and completely defeats the purpose of damping. But with those holes in there, I compress the shock and all the oil squirts out of the %\$#* holes and fills that area with air.

I've built and rebuilt the shocks with the cap bladders and everything to specs and I don't think I'm screwing up all of the sets, but I have no idea how this is supposed to work. Any ideas?

Mike

A: The holes in the shocks are bleed holes and are used to get the extra oil out of the shock when the cap is on. They are usually only found in shocks with bladders, though. What I think is happening is that you're not tightening the shock cap enough and allowing the pressure to force some oil out. As you bleed the shock you have the cap loose enough so that the oil can come out. If you pull the piston back out you can suck in air, which you don't want with bladder shocks. But once you do a proper bleed, make sure the shock shaft is all the way in, then tighten the cap and that will seal the shock. No oil should be coming out, and therefore no air should be going into the system. Shocks without bladders are "emulsion" style, which actually require air in the shock body so that there is room for the shock shaft to enter the body.

DerekB



BLADDER

EMULSION

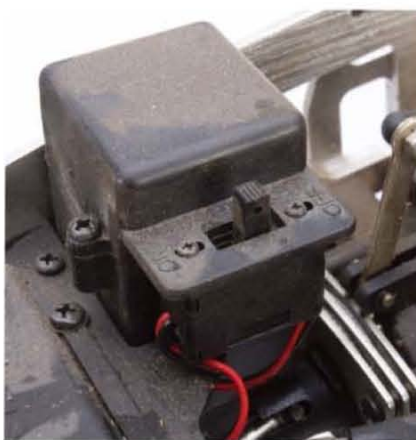
DO SWITCHES GO BAD?

I noticed the other day my car was glitching a bit, and when I touched the on/off switch it got worse. I've had the switch for a while and I was wondering if switches actually go bad over time?

AEdriver

A: Switches do go bad. Over time the contacts inside can wear out and cause some serious issues, even more so with the new 2.4GHz systems that draw a lot of power and go into failsafe with any sort of glitch or power interference. Lots of problems can arise, and actually more have been popping up these days. Some switches are cheap and actually fall apart, so do yourself a favor and replace the switches on your off road cars more often. Spending \$10 once a year to prevent a run-away is good insurance.

DerekB



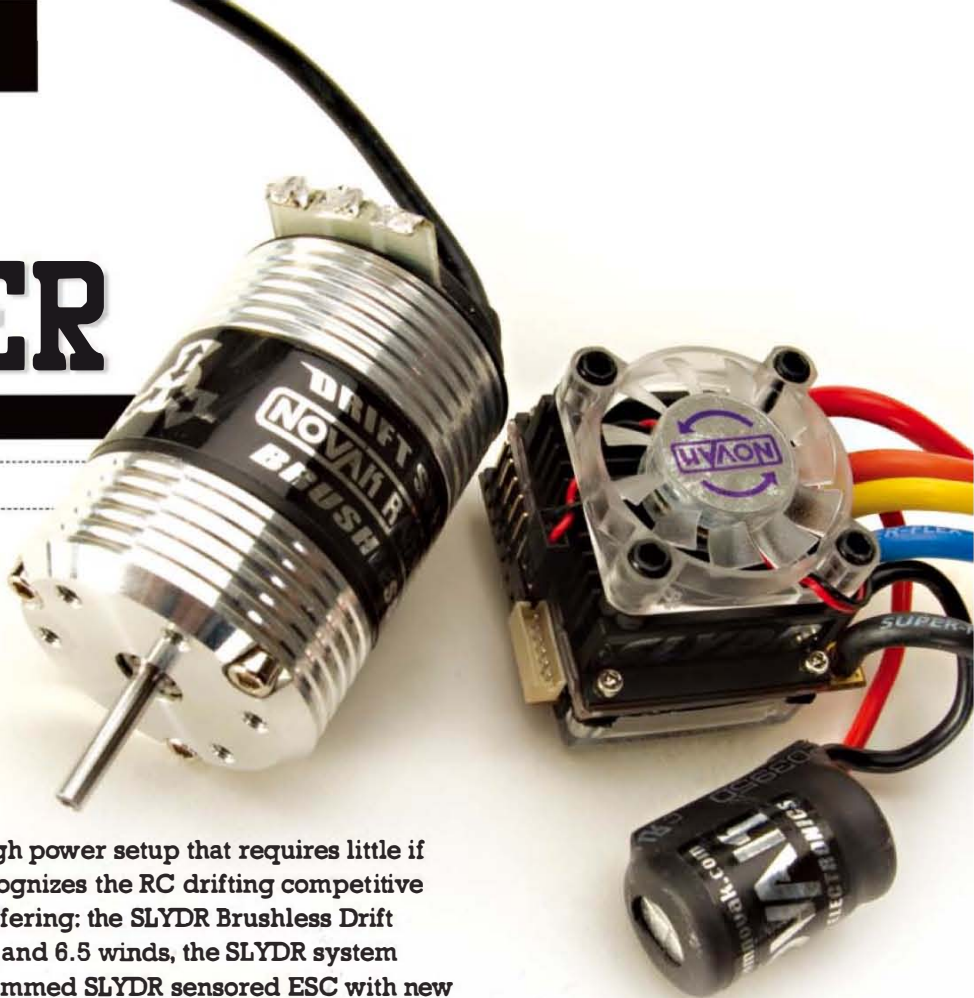
What the hell are we talking about?

NOVAK SLYDER

BRUSHLESS DRIFTING

words: James Revilla

Brushless ESCs and motors are on their way to becoming the standard power plant combo of choice for electric RC, and this includes RC drifting. Since most drift competitions are held outdoors, RC drifters love the convenience of a high power setup that requires little if any maintenance. Novak recognizes the RC drifting competitive community with their new offering: the SLYDR Brushless Drift System. Available in 8.5, 7.5, and 6.5 winds, the SLYDR system combines a specially programmed SLYDR sensored ESC with new "Drift Spec" brushless motors.



Now all that's left is "Drift Spec" batteries. Oh wait...

TESTING

I received my SLYDR 7.5 system just in time for the Drift Nutz drift competition, held at Speedtech RC in San Gabriel, CA. Installed in my drift car, I plugged in my Li-Po pack and headed out during morning practice to get a feel for the SLYDR system. The first thing I noticed was a very linear throttle curve in the standard profile. Power delivery was nice and responsive, and if I wanted to mellow out the 7.5 motor I could easily switch to the other two throttle profiles, each of which "softened" the low-end for smoother power

delivery. On the flip side, braking in the factory setting was fantastic. I could instantly lock 'em up at will regardless of how much throttle I used beforehand. Programming the ESC and changing parameters was just as easy. The SLYDR offers nine customizable settings to fine-tune the ESC to your liking. It also features a built-in 2S LiPo cutoff, thermal protection, and locked rotor detection.

CONCLUSION

The SLYDR brushless system isn't just labeled drift to appeal to the crowd; the tunable parameters are exactly what drifters would tinker with. The ESC is based on Novak's top gun GTB, which is a plus; on the other hand, to this day I still don't like having a nice ESC with a small footprint if I have to find mounting space for a giant external capacitor. With a street price of around \$200, it's a pretty good deal, with one of the most respected ESC and motor companies in the industry standing behind it. Spelling aside, Novak's SLYDR does the job right. ☉

FEATURES

- ESC based on Novak's top-of-the-line GTB
- Special throttle profiles specific to drifting applications
- New brake adjustments and features
- 30mm cooling fan
- Li-Po cut-off circuitry
- Nickel-plated 13mm sintered rotor
- Oversized front bearing
- Ribbed endbell
- Shielded sensor cable

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



KATE HUDSON

HITS

- Based on the GTB
- Cooling fan is standard
- Awesome braking

MISSSES

- Giant external capacitor
- No positive throttle curve profile

CONNECT

Manufacturer: Novak Electronics
Web: www.teamnovak.com
Part Number: 3067
Street Price: \$190

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NATIONALS

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Phone: (407) 396-1400
(ask for Snowbird special rates & discounts)

SCHEDULE

TUE 01-27 Road Practice: 5am-3pm
Oval Practice: 4pm-2am+

WED 01-28 Road Practice: 5am-3pm
Driver's Meeting: 3:30pm
Oval Practice: 4pm-2am+

THU 01-29 Road Rd 1 & 2: 6am-6pm
Oval Rd 1: 8pm-1am

FRI 01-30 Road Rd 3: 6am-12pm
Oval Rd 2 & 3: 2pm-12am

SAT 01-31 Road Rd 4: 6am-12pm
B-mains Road: 12pm
Oval Rd 4: 3pm-8pm
B-mains Oval: 8pm
Thunder 600: 10pm

SUN 02-01 Road Mains: 6am-12pm
Oval Mains: 2pm-7pm
*all times estimate and can change

OVAL CLASSES

CLASS SPONSORS

4cell 19T Truck Bad Dog
4cell 12th 13.5 MuddSlide
4cell SK 17.5 KSKT
4cell 17.5 ORC
4cell 13.5 TQ Cells
LIPO 4wd Truck 13.5 PRS
LIPO 21.5 Novak
LIPO 17.5* RC4LESS
Pro Modified* Darkside
Thunder Truck COT Trinity - IP

Oval Class Notes: (more rules on-line)
17.5, 13.5: Open Roar 'spec' Motors.
21.5: Novak 21.5's only/ 19T: Ultrabirds.
Bring your own motors/ any speedo legal.
Lipo 21.5 class is 3200 Max mah.
Open Roar Max mah Lipo in 17.5 & 4wd.
Wings ok/ Trucks 2" spoiler max (no wing).
4wd is spec rubber tires (buy at race).
Pro Mod rules TBA on-line.
COT: spec 21.5/ Lipo (buy at race).
1/10 pan cars, body spec (check web).

Jack the Gripper is the only traction allowed and will be available at race. Lipo users are responsible for their actions. It is recommended to follow all safety warnings (including the use of a Lipo sack). Lipos can not exceed 8.44v at race. There will be a maximum Lipo battery temp to race. Spec motors can't be 'modified' internally/externally from factory. Basic common sense rules apply. *Snowbird Cup Classes! Rules can change. E-mail questions: rcthunder@aol.com.

ROAD CLASSES

CLASS SPONSORS

World GT 13.5 (iba)
Vintage Trans Am (iba)
1/12th GTP 17.5 BMI Racing
1/12th GTP 10.5 Speed Passion
1/12th GTP Mod* Team XRAY
Touring 17.5 Foam Boca Bearing
Touring 13.5 Foam Comp. Electronics
Touring Mod Foam* Thunder Power RC
Touring 17.5 Rubber Team Tekin
Touring 10.5 Rubber GSHobby.com
Thunder Road COT Trinity - IP

Road Class Notes: (more rules on-line)
17.5, 13.5, 10.5: Open Roar 'spec' Motors.
Bring your own motors/ Roar 19T's legal in 10.5.
Open Roar Max mah Lipo/ Roar Sub- 's.
Touring: Both Lipo & Sub-Cs legal/ GTP is 4cell.
Rubber classes are spec tire (buy at race).
World GT: 4cell 13.5 w/spec foams (buy at race).
Vintage: USVTA rules (usvtagetransam.com).
COT: spec 13.5/ Lipo/ rubber tire (buy at race),
touring sedans, body spec (check web).

YOU CAN SIGN UP ON-LINE VIA PAYPAL ALSO

Tune in for FREE live webcam / results! (thanks to rcresults.com)

www.snowbirdnationals.com

Come meet these R/C companies:

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BOCA BEARING **EM** **BSR** **CHECKPOINT** **COMPETITION ELECTRONICS** **CHALLY**
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SLICK SPEED JUICE **TEKIN** **THUNDER POWER RC** **T.M. R/C** **TQ CELLS** **XRAY**

ENTRY FORM

Entries/Classes will be limited. Watch web.
All decisions will be made by race director.

Free admission for spectators. Everyone welcome to race! See website for pitting information.

ENTRY FEES: \$80 1st CLASS - \$60 ALL OTHERS!!!
WE LOWERED ENTRY FEES FOR '09! HOTEL RATES WERE KEPT SAME AS '08!

Must purchase spec tires/COT package from us at event. Entry price does not include specialhandout items.

Name _____ Address _____

City _____ State _____ Zip _____ Phone _____

Class #1 (\$80) _____ Freq's _____ Trans# _____

Class #2 (\$60) _____ Freq's _____ Trans# _____

Class #3 (\$60) _____ Freq's _____ Trans# _____

E-Mail _____ Rank Yourself(1-10) _____

By registering to race, you understand the nature of this event and what risks are involved. You agree not to hold Thunder Racing or sponsors liable for anything associated with the event.
Rule #1: Have fun racing R/C cars!
No membership required to race.

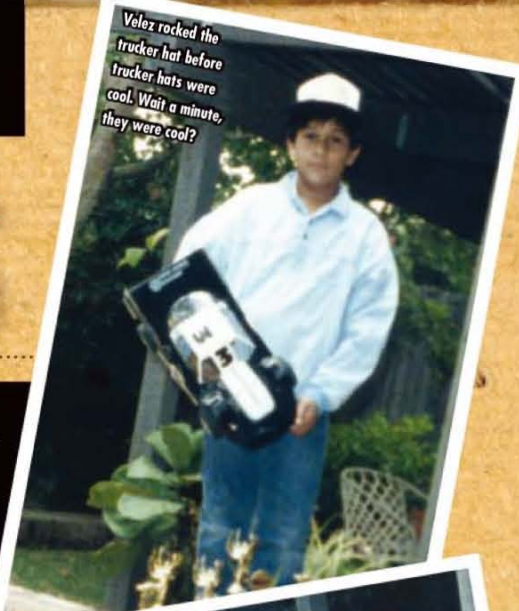
Make Checks Payable to: Thunder Racing
Mail Entries to:
Thunder Racing
3345 Umber Rd.
Holiday, FL 34691

(transponders not required.)
(may or may not be used for seeding heats. 1 lowest 10 best.)

XRC ROOTS

We at *Xtreme RC Cars* magazine take pride in being “the magazine for racers” and our staff has the roots to show for it. Let’s take a short ride back to the days when webcams didn’t exist, brushless wasn’t close to being cool, and yours truly were racking up the trophies and taking names on the track.

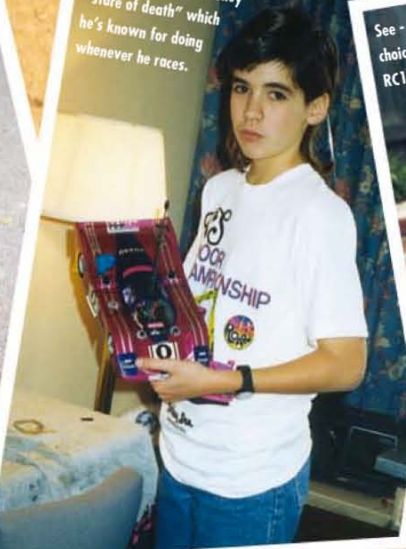
Velez rocked the trucker hat before trucker hats were cool. Wait a minute, they were cool?



Art Director Mike “McMoney” McMahon was sporting the trendy “McMullet” when he won his first off-road race.



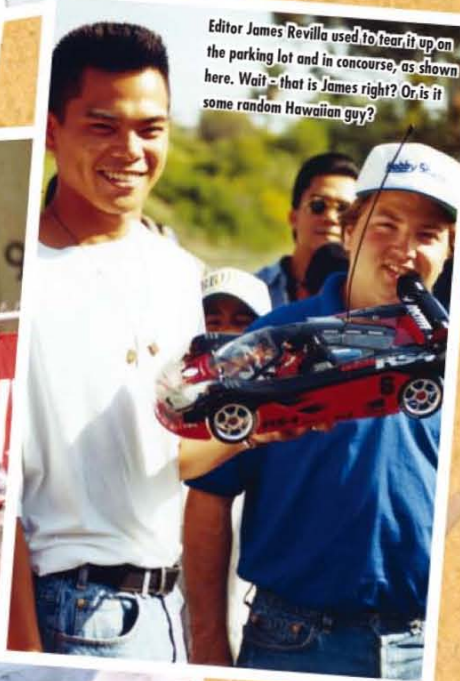
This is probably the beginning of the McMoney “stare of death” which he’s known for doing whenever he races.



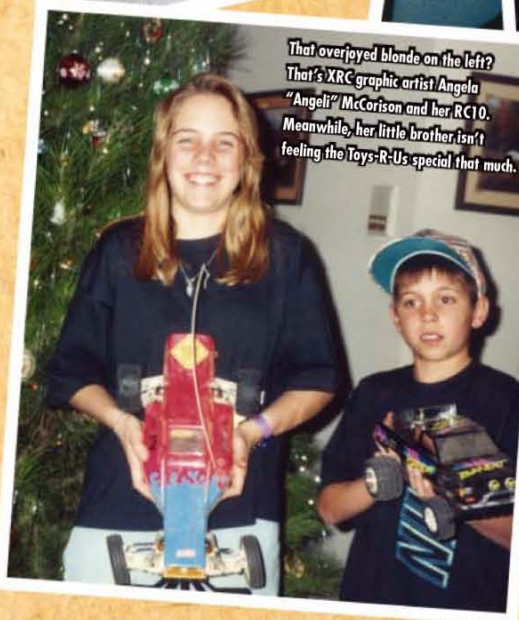
See - dirt oval does exist. Mike’s ride of choice back in the day was the standard RC10 converted to turn one way only.



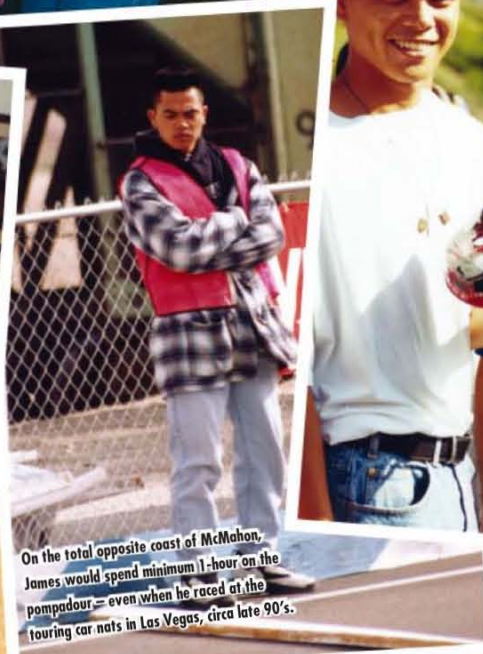
Editor James Revilla used to tear it up on the parking lot and in concourse, as shown here. Wait - that is James right? Or is it some random Hawaiian guy?



That overjoyed blonde on the left? That’s XRC graphic artist Angela “Angeli” McCorison and her RC10. Meanwhile, her little brother isn’t feeling the Toys-R-Us special that much.



On the total opposite coast of McMahon, James would spend minimum 1-hour on the pompadour - even when he raced at the touring car nats in Las Vegas, circa late 90’s.



The Dirt

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Xtreme RC Cars

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of the Biggest gas race of the year!**

Entry Form \$70.00 per entry One free race t-shirt per driver with paid entry

NAME	PHONE
ADDRESS	EMAIL
CITY	STATE
ZIP	T-SHIRT SIZE (S-XXL)
Mandatory PERSONAL TRANSPONDER NUMBER	
1:8 Truck/Truggy Pro Freq _____ or 2.4	1:8 Truck/Truggy Open Freq _____ or 2.4
1:8 Buggy Pro Freq _____ or 2.4	1:8 Buggy Open Freq _____ or 2.4
1:8 Truck/Truggy 40+ (ID Required) Freq _____ or 2.4	1:8 Buggy 40+ (ID Required) Freq _____ or 2.4
Stock SLASH Freq _____ or 2.4	

Entries are non refundable. No refund due to rain cancellation. Anyone under 18 must be accompanied by an adult.

thedirttracing.com - prolineracing.com - thenitropit.com

Classes

1:8 Truck/Truggy Pro*

1:8 Truck/Truggy Open

1:8 Buggy Pro*

1:8 Buggy Open

1:8 Truck - 40+**

1:8 Buggy - 40+**

Stock SLASH

*Anyone can race in "Pro" but if you have a car mfr sponsor you must race in the "Pro" class.

**ID Required

All A-Mains 45min

THE nitro PIT

The Nitro Pit / Speedworld Motorplex
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Get in the Pit! Visit the track online @
speedworldmotorplex.com or
thenitropit.com for info about the entire
Speedworld facility including local lodging.
Motorhome parking 10.00 per night!

Schedule

Wed Feb 18th

Practice

Scheduled practice two 7 minute rounds
8am-9pm Gates open at 7am

Thurs Feb 19th

1:8 Truck Qualifying

(Three 7 minute rounds, one throw out)
Gates open at 6am - Qual starts at 8am
7:30am mandatory drivers meeting

Fri Feb 20th

1:8 Buggy Qualifying

(Three 7 minute rounds, one throw out)
Gates open at 6am - Qual starts at 8am
7:30am mandatory drivers meeting
Friday Night Drivers Social!

Sat Feb 21st

1:8 Truck & SLASH Mains only

Gates open at 6am, practice 6:30-7:30
Mains at 8am
Trophy presentation after final A-main

Sun Feb 22nd

1:8 Buggy Mains only

Gates open at 6am, practice 6:30-7:30
Mains at 8am
Trophy presentation after final A-main



The Dirt Girls

Mail entries to:
The Dirt Racing, 140 E. Stetson Ave.
#300, Hemet, CA 92543
Please send check or money order.

CALL for CREDIT CARD ENTRIES!
Secure Private line! 951-925-7592
...leave info if no answer

Send Paypal entries to username:
thedirttracing@aol.com

Joey @ The Dirt contact info:
951-925-7592 office 951-347-4707 cell
951-765-5660 fax

RACERS' RIDES

Hey Charles, it's "Racer's Rides," "Reader's" is in the other mag.



I WILL CRUSH YOU

Killer magazine. The girls are always a nice touch, but the race content, reviews, and articles are consistently good with a bit of debauchery you don't see in other magazines. I am hoping I can get (at least) one of my rides into Racer's Rides. I put a lot of work in the trucks, and it would be awesome to see them grace a page of your magazine. I have been working on the XTM X-Factor since 2006. The Giga Crusher DF was this winter's project for me. If I could see either (or both) of my trucks in *Xtreme*, I could die a happy man. Thanks, Derek! I hope one of these bad boys can grace the pages of your magazine!

Russell Purcell
Allison Park, PA



And a good day to you sir.
How are you? I am submitting my RCs for Reader's Rides. Thanks for your time. Good day!

Charles McNinch
Woodbridge VA



BACK AFTER GRADUATION

First off, great mag; I read it and love it every month. I wanted to send in pictures of my current RC vehicles. I have been into RC for several years. I have owned two Traxxas T-Moxxes, a Team Associated RC10T3, a HPI Nitro RS4 2, a Traxxas Nitro Rustler, and an old MRC Vortex. I had to sell all of the vehicles when I went off to college, but since graduation over a year ago, I have gotten back into the hobby. I started out with a Team Associated RC18T that I have since upgraded with a Reedy Mini-Mod 19T motor and Pro-Line Dirt Hawg tires mounted on RPM revolver wheels. The bumper is an RPM blue unit. The body is a Pro-Line Crowd Pleazer 2.0 finished with rattle cans. The battery is a Team Scream Racing 1500 mAh pack. Next I purchased a Traxxas Stampede, which is still relatively stock besides a Trinity Komodo Dragon 19T motor and Venom Racing 3600 mAh 6-cell battery pack. I hope to soon upgrade the Traxxas Stampede with a new Pro-Line body and tires on RPM wheels. I also hope to get MIP CVDs, RPM suspension arms, and Lunsford titanium turnbuckles and suspension pins for both rides. I will soon be getting a Spektrum radio system to pilot both vehicles. My next purchase will likely be a HPI Nitro RS4 MT2 18SS kit, though, because I miss nitro and I am itching to own one again. Thanks, and keep up the great work.

Chad Black
Carlisle, PA



HARD CORR SLASH



Hello! I love the magazine; it's one of my favorites. Here's my Traxxas Slash that I modeled after Johnny Greaves's full size Monster Energy CORR trucks. It is powered by a Team Orion 17-Turn Double Formula SV2 Pro BB motor and a 7-cell NiMH pack. The shocks have been upgraded with Traxxas aluminum caps and thicker oil

to stiffen up the suspension a little bit. I also upgraded the steering bellcranks to the red aluminum version for more precise and durable steering.

Jason Orlando, Stafford, VA



SOLIDER AND SON

Hello, my name is Van and every month before I even leave the store I look at the custom rides in my magazine, and wonder if mine will be hot enough to make it to the pages of your mag. I actually just got back into the hobby because I really missed it. I am in the army and saw a Savage running down the street from base and it brought the memories back. So once I got back I went down to Hobby Town USA and bought my Traxxas Nitro Rustler. I broke it within a couple hours, so I went back that same day and spent around \$200. I have nearly tripled the value of my car by adding everything from RPM A-arms and shock towers to CVD shafts and Airtronics electronics, high performance shocks, and raised body posts. I was planning to chop my body pretty bad to get it to fit my truck, but I then found the risers and did not have to destroy my body. My wife picked the paint—metallic purple, fluorescent blue, and chrome silver; I think it turned out pretty nice. I also have a Hummer I found at a garage sale. I put a 4 in. speaker in it and hooked up to my iPod. I can't hear it when it's running, but it's pretty neat in the pits and about a great conversation piece. I can't work on it without my son's help; he holds the car. I have worked the gears and modified the engine and clocked it at 63 mph, at which point it wheeled and tumbled. Thank you for featuring my cars and keep up the good work. I am starting a small race club in my unit and my next project is a Traxxas Nitro 4-Tec with R&B innovations to run over 100mph.

PFC Van Fossen, El Dorado, KS



CUSTOM LAMBO

Hi, my name is Charlie Wilson. I live in Oklahoma and have been in RC hobbies for about 15 years. This is my HPI 200mm Lamborghini Murcielago. I custom fitted a rear diffuser from an E10 kit to look like a Murcielago R-GT. It sits on a HPI R40 chassis. It also has an RS4 inner body with one driver. I've added a set of HPI Work XSA 02C wheels (6mm and 9mm offset). The wheels have been painted gunmetal and I custom fitted a set of brake discs from an E10 kit. Hope you like it.

Charlie Wilson, Oklahoma, OK

TOURING IN TEXAS

This is my E-10. It has a 27-turn modified motor, aluminum drive shaft, and home made shock braces. This is also my first paint job on this Dodge Avenger body. I enjoy tearing up the local track here in San Antonio, Texas. Love the mag; keep up the good work. Thanks.

**Richard Quintanilla
Elmendorf, TX**

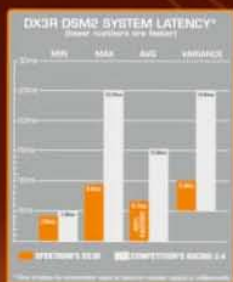


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Scott Kimbrough

ROAR 1/8 Scale On Road Nationals, Open Division



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Eli Ezrow

ROAR 1/8 Scale On Road Nationals, Masters Division



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Donny Lia

International Indoor Championships,
17.5 Stock 1/12 Scale



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Mike Haynes

International Indoor Championships,
13.5 Runner Tire Sedan



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