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JUNE 2009 / ISSUE 163



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Nitro Challenge

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BRUSHLESS

DUO

2

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CONTENTS

JUNE 2009 / ISSUE 163

70

136



94



DEPARTMENTS

- 34 STARTING BOX**
Maintain Between Race Days
- 46 THE SKINNY**
Go Clubbing
- 134 X-TOOLS**
Denture Brush?
- 136 CUSTOM WORKS**
Skin Your Charger

PERFORMANCE TESTS

- 70 VENOM CREEPER**
Snake on a Rock
- 82 ASSOCIATED RC8T RTR**
Racer-in-a-Box
- 94 SPEEDMERCHANT**
FORMULA WORLD GT
Carpet Burner

Xtreme RC Cars
magazine

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Xtreme RC Cars (ISSN 1535-9646) is a publication of Think Omnimedia LLC, 13401 Yorba Avenue, Chino, CA 91710; Phone: 909.517.3366; Fax: 909.517.1601; Email: mikev@rc411.com. Subscription rates are \$19.99 for 12 issues (one year), \$79.99 per year for foreign airmail, \$39.99 for Canada and Mexico. All rights reserved. The entire contents are copyright 2009 Think Omnimedia LLC, and may not be reproduced in any manner in whole or in part without written permission from the publisher. The views and opinions of the writers and advertisers are their own and do not necessarily reflect those of Think Omnimedia LLC, the publisher, or the editorial staff. The publisher assumes no responsibilities for advertising claims, errors, and omissions. *Xtreme RC Cars* is put together in the RC car capital of the world, Southern California.

Xtreme RC Cars is published monthly. Periodicals Postage Paid at Chino, CA, and at additional mailing offices. Postmaster: Send address changes to *Xtreme RC Cars*, PO Box 469063, Escondido, CA 92046-9488.

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0.00 0.00V 0.00V

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Cell Voltage Read-out for LiPO Batteries
During Balance Charging (2 Cell Pack is shown)

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0.1A 3.7V(1S)

DISPLAY

Allowing a Charge, at Currents
Greater than 1C

Pb CHARGE
0.1A 20.0V(10P)

DISPLAY

2 to 20v Lead Acid (Pb) Charging

NiCD CYCLE
DCH

PLAY

NiMH CYCLE
DCHG>CHG

1

DISPLAY

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Glow Plug

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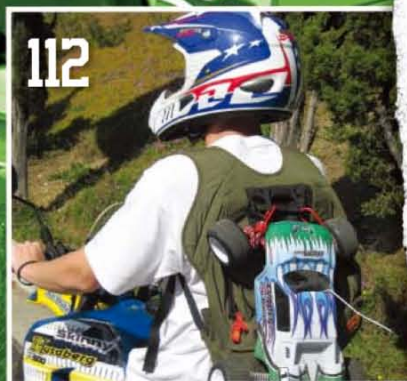
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CONTENTS

ONLY AT THE FASTEST RADIO CO.
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JUNE 2009 / ISSUE 163



118



112

106



111

FEATURES

- 118 **THE DREAM CRUSHER**
Skinny's Greatest Misses
- 106 **'09 SILVER STATE
NITRO CHALLENGE**
The Smell of Nitro In the Air

LEARN HOW-TO

- 112 **PACK FOR YOUR
NEXT RC ADVENTURE**
All Those Little Screws
- 126 **SWITCHING YOUR
CAR TO LIPO**
Get With the Program

UNDER THE SCOPE

- 111 **RACER'S EDGE
SURE CHARGE 2000**
True All-in-One
- 124 **TRAXXAS GOPRO
RC HERO CAMERA**
Video Star

REGULARS

- 14 **INSIGHT**
It's Spring
- 18 **INSIDE LINE**
Latest and Greatest
- 28 **EVENT CALENDAR**
Plan Your Month
- 31 **QUICK TIPS**
Fast Fixes
- 52 **MONSTER PIT**
On the Rocks
- 58 **THE CIRCUIT**
For the On-road
- 64 **IN THE DIRT**
Get Dirty
- 122 **IN GEAR**
New Stuff
- 130 **ASK THE PROFESSOR**
Slower is faster. No really
- 140 **OVATION**
Left Turn Only
- 142 **XTRA STUFF**
RC > Wife
- 144 **RACERS RIDES**
Your Rides

Sometimes even a sledgehammer doesn't get into that thick skull of his.



ON THE COVER

Venom's Creeper rolls its way onto the rocks. Photo by Jason Boulanger

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- 5+1 Ports
- LRP Cool Down cylinder-head with special cutouts for additional weight reduction

Specifications

RPM: 35.400
Cubic capacity: .21 (3.49ccm)
Power: 2.71 HP

LRP32810 ZR.30 Spec.2 Pull Start

Massive Monster Truck Power for High Performance!

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- 5+1 ports = extra torque for monster trucks
- Rear exhaust

Specifications

Displacement: .30 (4.92ccm)
Max. RPM: 33,200
Max. Power: 4.12HP



LRP32815 ZR.30 X Competition

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- New CoolDown cylinder head with extra-thin ribs and additional holes for weight reduction and uniform heat dissipation
- Standard burn room for easy tuning
- Ports timed for competition use
- Extra-strong connecting rod specifically designed for .30-sized engines
- Flow-optimized backplate
- Blue anodized 7.5, 8.5, and 9.0mm venturi inserts
- 7+1 ports
- Rear exhaust

Specifications

Displacement: .30 (4.92ccm)
Max. RPM: 38,300
Max. Power: 4.21HP



JUST BECAUSE WE CAN, DOESN'T MEAN WE SHOULD

My return to electric racing has reminded me what makes most RC racing popular—it is simple, durable, and fun. Unfortunately, there is some gene, or virus, in RC racers that makes them want to over-complicate everything they touch.¹ This could be in the form of rules for racing, but it could also mean putting in elaborate “dig” systems or having 932 adjustments on a touring car. Sometimes you have to wonder if these things are merely marketing plays to make you think something is better on paper when you’re looking to buy...or are they 100% necessary to enjoy the vehicle more?

Our Canadian “special” editor, Jeff Eveleigh, and I often talk for hours about things from “Are there aliens out there?” to “What makes a better class?”² This month’s discussion topic was partly spurred from a topic on a forum about ROAR’s provisional rule for “Short Course Trucks,” which we here call “Slash.”³ We were discussing and agreeing that rules for the class should protect some of what makes it so popular right now: it is simple, cheap, and fun.⁴ Those three things are often missing from RC racing. For the most part, most structured racing classes require about \$1,500 to \$2,000 in equipment and support to be A-Main. Some will argue that an RTR B4, or any other RTR of a World Class racecar, is technically capable to win, but it’s not.⁵ Yes, this is partly the nature of the game, that money wins, but in terms of the idea behind a Slash, or any SCT, the fact is that \$250 gets you the ability to win an A-main.

There are always going to be those who want to spend money; it’s part of this hobby. The other day a guy showed up to race his Slash that was loaded with every option on there—aluminum this, brushless that—and he raced novice. He didn’t do too bad, but his \$180 truck was now a \$1500 truck, only slower. But he obviously wanted to spend the money, which was great. There are obviously people who want to race at that higher end level. But that doesn’t mean it’s healthy for the entire class.

We have to think as a community about both racers and what’s good for the racing scene.⁶ Obviously the price of the Slash has brought new people to the track, which we really need to keep any form of racing alive. The other more expensive classes just redistribute the fixed amount of hardcore racers. This is also fine and needed, but we can’t confuse that with the importance of having a class that’s cheap and doesn’t require that you spend tons of money to be competitive. New racers should be treated like dolphins bald eagles, intelligence or customer service. They are endangered, or rare, and when something comes along that increases our numbers we have to look at why and figure out how to protect it at all costs. A certain percentage of those will race Slash forever, some will leave the hobby, and others will get the bug and race everything. We need that; if we cut off the supply at the source by not protecting it the river will run dry.



Godspeed,

Derek Buono

Derek Buono

Executive Editor
derekb@rc411.com

1. “Overcomplicate” might be a nice term for thinking that it’s always the car or equipment that makes you slow.
2. Jeff needs proof through sight or touch before he’ll say something is real. He would have thought the Earth was flat until he walked around it.
3. Like Aspirin or Jello, “Slash” is a Generic term for SCT trucks.
4. I changed it to “cheap” for the Slash because

“expensive” is relative. What’s expensive to one person is cheap to another. But in the case of the Slash, its price has a huge appeal.

5. It would be, if everybody raced a box stock B4 RTR. But against a factory car it shouldn’t be close.
6. It’s something most people in RC never really understand because they are usually on one side or another.

» TEAM RANTS

MIKE VELEZ (SINGS I SHOT THE SHERIFF ON KARAOKE)



FAVORITE SUMMER TIME SONG OF ALL TIME...
“Jamming” by Bob Marley.
WHERE I’M GOING FOR VACATION... Probably my backyard.
WHERE I WANT TO GO FOR VACATION... Kauai.

DEREK BUONO (SECRETLY WANTS TO FIND A LEPRECHAUN)



FAVORITE SUMMER TIME SONG OF ALL TIME...
Strangely enough the same song Dave picked: “Summertime” by Jazzy Jeff and the Fresh Prince.
WHERE I’M GOING FOR VACATION... To work. Toys and beer!
WHERE I WANT TO GO FOR VACATION... Ireland.

JAMES REVILLA (CERTIFIED OLD KEIRA FANCLUB MEMBER)



FAVORITE SUMMER TIME SONG OF ALL TIME...
“S-Club Party” by S Club 7.
WHERE I’M GOING FOR VACATION... There is no summer vacation after high school, kids.
WHERE I WANT TO GO FOR VACATION... Wherever this photo was taken.

MIKE McMAHON (BECAUSE HELL IS HOT LIKE SUMMER)



FAVORITE SUMMER TIME SONG OF ALL TIME...
“Reign in Blood” by Slayer.
WHERE I’M GOING FOR VACATION... Hmm... that’s a good question.
WHERE I WANT TO GO FOR VACATION... Some place that’s tropical.

DAVE PALACIOS (THERE IS NO SPACE CAMP IN HAWAII)



FAVORITE SUMMER TIME SONG OF ALL TIME...
“Summertime” by Jazzy Jeff and the Fresh Prince. Not really, but it’s fitting don’t you think?
WHERE I’M GOING FOR VACATION... A fishing/camping trip in Yellowstone National Park.
WHERE I WANT TO GO FOR VACATION... My wife and I would like to go to the Hawaiian island of Kauai some time.

CARL HYNDMAN (SOMETIMES HIS OFFICE IS A GAS CHAMBER)



FAVORITE SUMMER TIME SONG OF ALL TIME...
“Summer Skin” by Death Cab for Cutie.
WHERE I’M GOING FOR VACATION... Well I’m leaving for Kauai in a couple days, but not sure after that.
WHERE I WANT TO GO FOR VACATION... Puerto Rico to surf Gas Chambers.

BRIAN SKINNER (CHICKEN HEADS AND KIWIS)



FAVORITE SUMMER TIME SONG OF ALL TIME...
Lovin’ Spoonful’s “Summer in the city” or Alice Cooper’s “School’s Out!”
WHERE I’M GOING FOR VACATION... Me, Leslie, and Hunter will go for a beach vacation.
WHERE I WANT TO GO FOR VACATION... New Zealand.

JEFF EVELEIGH (GOES COUGAR HUNTING IN THE SUMMER)



FAVORITE SUMMER TIME SONG OF ALL TIME...
Anything from “Tragically Hip” – Fully Completely.
WHERE I’M GOING FOR VACATION... My office and workshop... gotta make some money during a recession.
WHERE I WANT TO GO FOR VACATION... Anywhere with sand, booze, and bikinis (or to visit Derek’s mom!)

JASON BOULANGER (NOT OLD ENOUGH TO DRINK YET)



FAVORITE SUMMER TIME SONG OF ALL TIME...
“Margaritaville” by Jimmy Buffet.
WHERE I’M GOING FOR VACATION... Vacation? What’s that?
WHERE I WANT TO GO FOR VACATION... Cedar Point in Sandusky, Ohio.

MIKE BOYLAN (ROBOT STAND-IN USED WHEN ABSENT)



FAVORITE SUMMER TIME SONG OF ALL TIME...
“Summer Lovin’” from the movie Grease.
WHERE I’M GOING FOR VACATION... I’m going to Disney/land... YAY!
WHERE I WANT TO GO FOR VACATION... Antarctica would be a cool place to visit. Get it? Hah!

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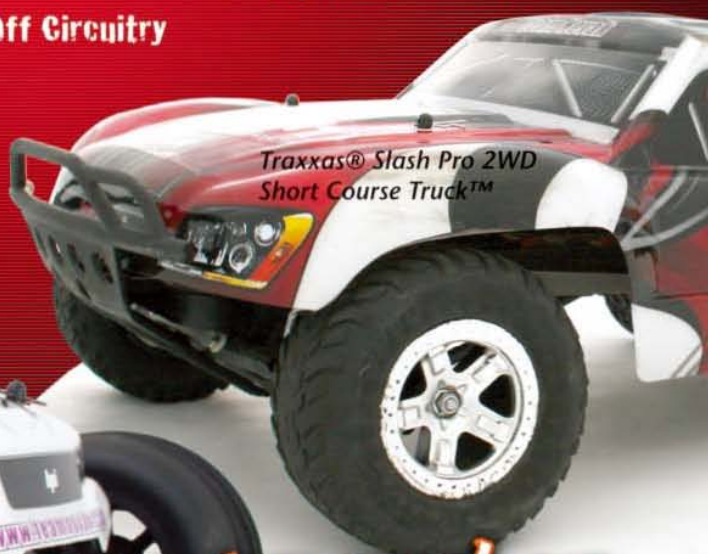
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100594 CUP RACER 1M KIT WITH DATSUN 240Z BODY



100595 CUP RACER 1M KIT WITH DATSUN 510 BODY



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BABY SLASH-



Traxxas has finally released their new 1/16-scale rides that got us excited since we first showed you them at last year's iHobby show, and both are VXL-spec---meaning brushless! Both rides are powered by a new Velineon 380 brushless motor and Velineon VXL-3m mini

brushless ESC capable of up to 3S LiPos. Under the bodies, both trucks have a layout that looks exactly like a scaled down E-REVO BL Edition, complete with inboard cantilevered shocks, side pod battery placement, center transmission, scaled down wheels, tires, and body. The new chassis is 4WD, with a waterproof servo, sealed silicone-filled diffs, slipper clutch, oil-filled shocks, ball bearings and a TQ radio system. Both trucks come in an RTR package, and that includes a battery pack and charger in the box. They claim 30+mph out of the box, and we can't wait to get some in for review!

Part Numbers: 7008 (Slash VXL 1/16) / 7108 (E-Revo VXL 1/16)

MSRP: about \$500 ready to run

www.traxxas.com

MEET

BABY E-REVO





The 801x is Here!

You knew it, we knew it; it was just a matter of time. Tamiya made a splash with their 1/8-scale TRF801X Truggy last year, and here's the natural followup: the new TRF801X 1/8-scale buggy. The buggy's highly efficient drive system comes from the optimized placement of the front and rear propeller shafts, with the driveline virtually straight—just like the TRF801X. As with all competition-spec buggies, the TRF801X chassis has plenty of adjustability to fine-tune it for the most demanding race tracks across the globe. TRF drivers from around the world will be piloting the new competition level buggy throughout 2009. By the way, these are prototype photos, but you get the idea.

Part Number: 84067

MSRP: \$1023

www.tamiyausa.com

BIKER BOYS

Venom Group International is looking for willing participants to coordinate the Venom GPV-1 Race Event Series! They are offering a way for RC Motorcycle enthusiasts to get together and have a great time meeting other owners/racers while experiencing the true excitement of racing your GPV-1 with others. If you are looking for a way to get a group of GPV-1 owners together, Venom wants to hear from you! If accepted, you will be in charge of it all; the date and place, and the size and design of the track along with promoting the event. Venom will supply the tools you will need. For full details on how to get your bike on, check out Venom's website. www.venom-group.com



DON'T FORGET THE POWER SUPPLY

Team Checkpoint adds another electronic item to their catalog, this new racing power supply. Rated at 25A, this 12V unit features two sets of banana plugs to power two items at once, twin rear-mounted cooling fans, and current limiter protection. DC output voltage can be adjusted from 11V to 15V, and includes a detachable terminal block for use with alligator clips.

Part Number: TCPP9000

MSRP: \$90

Distributed by: Great Planes

www.teamcheckpoint.com





SMC POWERED

If you want power, check out SMC's new C-Max 5200mAh 7.4v LiPo packs. The packs are enclosed in a hard case for durability, and their 40C rating provides maximum power for all you voltage-hungry racers out there.

www.smc-racing.com

ROAR

On-Road Fuel Combined for '09

Due to hardships and a struggling economy and financial concerns, ROAR has announced that for 2009 they will be combining the On-Road Fuel Nationals with the Fuel Sedan Nationals. The 2009 ROAR On-Road Fuel Nationals will now be held at One-Eighth Racers of Toledo in Toledo, Ohio on September 2-6 (one week earlier than previously scheduled). This event will also host the Fuel Sedan classes, therefore moving the previously scheduled event from Midwest Racers Organization in Lincoln, Nebraska. ROAR apologizes for any inconveniences this may cause some racers with their planning. Taking everything into careful consideration, this is the only logical step we could make to ensure the best outcome for the on road fuel nationals and our membership.

www.roarracing.com

GET STICKY

Our peeps at xxxmain Racing offer up some new full color external peel & stick decal sheets. They are printed on clear, extremely flexible vinyl so they will stick to almost anything and any curve. They are completely fuel proof. The Cold Carbon Fire, Skulls & Roses, and Dark Bloom sheets are 6" x 8" large, while the Scarlet Fire decal sheet measures in at 8.5" x 9.5" sheet. All decals are in stock and ready to ship.

Part Numbers: S032 (Cold Carbon Fire) / S033 (Skulls & Roses) / S034 (Dark Bloom) / H006 (Scarlet Fire Large)

MSRP: \$5.49/ea. (\$7 for Scarlet Fire decal)

www.xxxmain.com



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- Saves Trees!





SLASH METAL

ST Racing Concepts has some new bling parts in gunmetal anodized aluminum for your Slash. Pictured here: front and rear skid plates, front and rear arms, front and rear shock towers, front and rear hubs, front carrier blocks, front bulkhead, and motor guard. Get the whole set for that industrial look.

Part Number and MSRP: varies by part
www.teamstrc.com

The 35C EDGE

Racer's Edge has a new 4000mah "Race Edition" LiPo pack for you racers out there. Rated at 35C, the pack features a carbon-pattern hard case and a Dean's wiring harness with built-in balancing plug.

Part Number: RCELP254000

MSRP: \$106

www.racers-edge.com



IFMAR-APPROVED O.S. POWER

O.S. introduces their latest on-road power plant, the 12XZ. Overall weight has been trimmed to the bare minimum, while special modifications deliver awesome power and dependability. Both crankcase and liner port are newly designed to increase torque at low- to mid-speed, and a special crankshaft coating reduces friction and wear. An RP6 glow plug and dust caps are included.

Part Number: OSMG1990

MSRP: \$450

Distributed by: Great Planes

www.osengines.com



MANUFACTURER'S SPECIFICATIONS:

Displacement: 2.1 cc (.128 ci)

Bore: 1.8mm (.543 in.)

Stroke: 14.0mm (.551 in.)

Practical rpm range: 5,000-44,000

Power Output: 1.75 ps/35,000 RPM

Weight: 230g (8.1 oz.)

RUN BMC

KO Propo America has updated their VFS-1 BMC brushless motor ESC to version 1.5. This new version adds drag brake setup without the need of a PC or their ICS programming module. The five ESC profiles, drive frequency adjust, brake frequency adjust, drag brake adjust, and battery type selection from the previous model are retained, and those who have the version 1.0 BMC can get the upgrade from KO Propo America for a small fee.

Part Number: 40050

MSRP: \$250

www.kopropo.com/america



Z1BTM TEAM

Z1BTM TEAM



2-in-1 Kit LIMITED EDITION

O'DONNELL
RACING

Z1B.com/86j

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It's an unbeatable offer on unbelievable performance. But it's only good until May 31, 2009.



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World Champion GLOW PLUGS

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Limit one coupon per customer per day. Customer must submit coupon at time of sale. Offer good only on in-stock supplies of O'Donnell glow plugs and only on purchases made at participating dealers within the U.S.A.

Customers who buy one glow plug are entitled to receive a second glow plug of the same type free. Offer void where taxed or restricted. Customer must pay applicable sales tax. Offer good only from March 10, 2009 through midnight, May 31, 2009. Cash sales 1/100 of one cent. Photocopied coupons will not be accepted. Retailer Instructions: To redeem, circle the model number of the glow plug purchased, and must coupon to Great Planes Model Distributors no later than thirty (30) days after the promotion's expiration date (May 31, 2009). The dealer cost of the free plug will be credited to the dealer's GP account. If no model number is circled, dealer will be credited for the cost of a red sport plug.

Model Number

77	WS0901
99	WS0902
77 OS	WS0903
99 OS	WS0904
100	WS0905
102	WS0906
Red	WS0907
PRP	WS0908
BLU	WS0909
00-9	WS0910
77T	WS0911
97T	WS0912
99T	WS0913
47	WS0914
47 OS	WS0915
56	WS0916
56 OS	WS0917
86	WS0918
89	WS0920

odonnellracing.com/86r

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Dynamite Voltage

Speed freaks looking for some 11.1v power should take a look at Dynamite RC's new LiPo packs. Featuring a hard case, balancing taps, and your choice of Traxxas or Dean's plug, these packs measure in at 5300mAh and are rated at 25C.

Part Numbers: DYN5370T (Traxxas plug) / DYN5370D (Dean's plug)
MSRP: \$90/each
Distributed by: Horizon Hobby
www.dynamiterc.com

Licensed SC10's

The SC10 Officially Licensed Short Course bodies are designed to look just like the full-sized race trucks that run in the Lucas Oil Off Road Racing Series throughout the southwest. You get a choice of the KMC Wheels truck, the Lucas Oil truck, Associated's ProComp, or Associated's SC10 style. All bodies are preprinted and fit the SC10 or Traxxas Slash.

Part Numbers: 9838 (KMC Wheels) / 9839 (Lucas Oil) / 9841 (Pro-Comp) / 9842 (AE)
MSRP: \$80

www.rc10.com



Reedy LiPo Packs!

STARTER BOXES!

#635 Starter Box Battery
 2200mAh 14.8V 20C

MICROS!

#620 Micro Pack 1800mAh 7.4V 20C

RECEIVERS!

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

TRANSMITTERS!

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

XII UPGRADES

For you 4-cell peeps, XRAY has some tuning options for your XII. First up is a thicker chassis. This graphite piece is 2.5mm thick and is designed for higher-traction conditions. Use the new chassis with their 2.5mm rear pod lower plate, also made from graphite. Both pieces are countersunk for a smooth underside and are CNC machined for precision.

Part Numbers: 371101 (chassis) / 371141 (rear pod plate)
www.teamxray.com



Fast and Strong Bodies

Hot Bodies has a pair of performance servos for you brand-loyal people out there. Their DSJ-2SS "high speed" has a rating of .06 sec/cm and 13kg/cm of torque, while the DSJ-2ST "high torque" features .09sec/cm and a torque rating of 16kg/cm. Both servos have a steel and aluminum hybrid gear construction for durability and strength.

Part Numbers: 67991 (high speed) / 67992 (high torque)
MSRP: \$150/ea.
www.hotbodiesonline.com

Reedy 35C LiPo!

#710 Reedy 5100mAh 35C Saddle Pack



#709 Reedy 5000mAh 35C

Reedy 35C LiPo

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

www.ReedyPower.com

REEDY

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

SC10

SHORT COURSE

**1:10 Scale
Electric 2WD
Offroad Race
Truck Kit**



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



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



Hinged battery hold-down strap for quick and easy access



Authentic and functional bumpers with rubber mud flaps



Angled bellcrank "coplanar" steering with integral servo saver

Finally, you can now have Team Associated's world-class performance with true scale authenticity in a 1:10 scale electric truck! Team Associated is proud to bring to you the SC10; a 1:10 scale electric 2WD off road, authentic short course race-truck kit. At first glance it's easy to see that the SC10 is another champion by design!

- Built on the 6-time National Champion RC10T4 platform
- Realistic short course racing truck .040" polycarbonate body
- Trick KMC™ style wheels and aggressive tread multi-terrain scale tires with re-enforced sidewalls

- Realistic bumpers front and rear for maximum durability
- Rubber AE logo mud flaps
- 2.6:1 ratio gearbox equipped with sealed gear differential
- Two spur gears included: 75T for brushless stock and 87T for brushed and modified motors

Official R/C Car of the



WWW.RC10.COM



Rugged steel turnbuckles and blue aluminum shock bodies



KMC™ style wheels and aggressive multi-terrain scale tires



2.6:1 ratio gearbox equipped with sealed gear differential



KMC™ decal set available separately

- Efficient dual-sided, externally adjustable slipper clutch
- Molded composite low-CG chassis
- Hinged battery hold-down strap fits up to 8-cell battery pack
- Set-screw secured antenna tube
- Durable front and rear body mounts

- 14 rubber sealed ball bearings
- Rugged steel turnbuckles for quick and easy suspension adjustments
- Fully adjustable suspension geometry
- Angled bellcrank "coplanar" steering with integral servo saver
- Vertical ball end roll-center adjustments

ae
TEAM ASSOCIATED

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www.RC10.com • www.teamassociated.com

MAY 2009 RC EVENTS CALENDAR

RACE GUIDE KEY

On-Road Race

Off-Road Race

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY

27

28

29

30

1

2

3

National Weather Observers' Day

Cinco De Mayo

International No Diet Day

No Socks Day

Embassy RC Round 1
Hills, MI - TBA
www.embassyrcway.com

Clean Up Your Room Day



5



6



8



9



10

Mike and Sonya's Anniversary

International Nurses Day

National Dance Like A Chicken Day

National Chocolate Chip Day

Armed Forces Day

JBRL Nitro Round 2
Temecula, CA - ARC Raceway
www.arcrcway.com



11



12



13



14



15



17



18



19



20



21



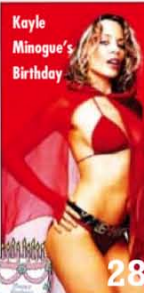
22



23



24



28



29



30



31

Reedy Race of Champions
Knoxville, TN - Speedworld Raceway
www.speedworldraceway.com

No Limit RC World Finals
Poplar Branch, NC - Digger's Dungeon
www.nolimitrc.com

Wind River Dual Off-Road/On-Road Race
Riverton, WY - Wyoming Modelers Park
www.wyomingmodelerspark.com

Wind River Dual Off-Road/On-Road Race
Riverton, WY - Wyoming Modelers Park
www.wyomingmodelerspark.com

You wish she'd clean your room.



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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.



Start Rich FINISH WITH AN ENGINE

If you haven't run your nitro engine for a while, chances are the carburetor mixture settings are going to need some attention. You won't know what changes will need to be made until you start running your engine, but before you fire it up, richen your main needle valve slightly (1/12 to 1/8 of a turn). This will offer your engine a little more fuel and oil for lubrication while you try to sort

out the environment and what changes need to be made to your mixture valves. It is always safer for your engine if your carb settings are set slightly rich rather than slightly lean. So if you're not sure where you are with regards to your tune or if you don't know whether you should richen or lean your current setting, you are always best to try richer first and go back if it doesn't work. Always remember, when in doubt, turn it out.

1/12 to 1/8 of a turn
richer or counter clockwise



SUSPENSION "DROP TEST"

If you want your suspension to work it has to move freely. If you want your suspension to work it has to move freely. That isn't a typo - I wrote it twice because it is so important! If your suspension can't travel throughout its range of motion without resistance, your car won't handle as well as it should. Every few races pull your tires and shocks off your car and do the suspension "drop test." Without wheels or shocks installed all of your suspension arms should drop freely from a raised position under their own weight. If they don't you need to figure out why and replace parts, ream holes, or grind away until everything moves smoothly and freely. Your suspension settings should be handled by the highly advanced piston, oil, and spring combination on your shocks—and not from a bent hinge-pin.



SCREW SLOWLY

When building the latest O'Donnell chassis there was a great tip about not screwing your screws into plastic too quickly, especially when the screw enters fresh plastic for the first time. Threads aren't molded into the plastic parts in this hobby—they are cut

in when you thread your screw in for the first time.

If you use power tools to install screws you could overheat the plastic and cause it to strip out or break more easily. Assemble

your car with a handheld screwdriver initially to cut the threads slowly and without producing too much heat. Once the threads are established you should be able to break out your auto-screwdriver, but try to keep it on a slow setting to keep screw temps and plastic strength in check.



Only use electric screwdrivers on the slow setting and after the car has been built by a hand screwdriver at least once.

The power is in my hand.

SECURE ANTENNA

It happens all too often—the stupid plastic antenna tube has dislodged itself from its mount and now your antenna wire is tangling itself in your rear outdrive as you watch your race result self-destruct in front of your eyes. Don't let this happen to you. Use a clamping antenna mount, CA glue, or a small setscrew to secure your antenna tube into your chassis with some authority. This problem isn't as big an issue as it used to be before the introduction of 2.4 gig radios with super-short rx antennas, but even your shorter tube can get away from your car and cause problems with dangling wires. ⚙️



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50+ mph



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Extreme power! It's just what you would expect from Traxxas.

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Award-winning Revo® Innovation

E-Revo VXL and Slash VXL 4WD deliver exceptional handling with Revo's exclusive rocker-actuated, long-travel inboard suspension; full ball bearings; 2mm hex hardware; oil-filled shocks; and sealed, silicone-filled differentials. The 1-to-1 translation of every Traxxas performance detail into 1/16 scale will simply amaze you.

Extreme Velineon® Brushless Power

The high-power Velineon 380 brushless motor is the largest in its class and uses high-strength Neodymium magnets, a sintered rotor, and high-rpm ball bearings for lasting performance. The VXL-3m speed control features Traxxas' exclusive High-Current Connector, and built-in Low Voltage Detection makes Traxxas 1/16 VXL models ready for 2S and 3S LiPo packs.



1/10 Scale E-Revo

1/16 Scale E-Revo VXL

CLASS-LEADING FEATURES



**VXL-3M
BRUSHLESS
SYSTEM**



**BALL-BEARING
TRANSMISSION WITH
SLIPPER CLUTCH**



Except the Power!

4WD



1/16 SLASH VXL
BRUSHLESS 4WD



1/10 Scale Slash

1/16 Scale Slash VXL 4WD



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*Slash VXL 4WD and E-Revo VXL, 50+ mph with additional 6-cell NiMH battery, series connector, and included optional gear. Battery and series connector sold separately. 30+ mph with included 6-cell NiMH battery.

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MAINTAIN YOUR CAR BETWEEN RACE DAYS



PIT STOPS AT HOME

words: Jeff Eveleigh

Last month we discussed the sort of maintenance you should do between heats while at the racetrack. Time is usually of the essence at the races, so much of the more intense wrenching usually goes on at home between race days. That is what we are going to go over here; the vital areas of your vehicle that need attention between race events to ensure you can bring home the hardware.

To avoid being too repetitive we won't discuss too much of what was covered last issue, but keep in mind that a lot of what you do between heats will be similar to what you do between race days—the level of thoroughness will simply change. With that being said, you should use the tips presented last month between race days in addition to the ones we'll talk about below. Now let's get started on maintaining the ultimate chassis so you can dominate on race day!

**GETTING
STARTED**

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 **XRC CARS**

1 2 3 4 5

GENERAL MAINTENANCE

CLEAN IT

Cleaning can be done a lot more thoroughly than when you are at the track since you'll probably have a lot more cleaning accessories around, as well as more time to concentrate on hard to reach areas within your vehicle. Use a toothbrush and paintbrushes of various sizes to get into every orifice your chassis has. You can use cleaning aids such as nitro cleaner, Simple Green, or denatured alcohol but remember that some cleaners will also degrease so some areas of your car may require re-lubrication. You don't have to pull your car into pieces, but it may be easier to pull modular sections apart so you can get to the hard to reach areas.



SAVAGE FLUX AND RACERS EDGE...THE ULTIMATE RECIPE FOR SPEED!



The Squid, and hardshell aluminum carrying case.

The Squid, also available separately: Part #2475



ROAR



» **LP5000 25C Lipo pack**
7.4V 25C 5000 Mah (ROAR Approved) RCELP25S5000

The LP5000 hardcase 25C Lipo pack is designed for **high output applications**, like the HPI Savage™ Flux™. Pre-wired with Deans plugs for zero resistance and a direct fit into any HPI Flux™ kit. Backed up by our one year warranty.



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AC/DC Sure Charge 2000 Pro RCESC2000

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RACERS EDGE

Send us your best YouTube video of your Racers Edge powered HPI Savage Flux doing **standing backflips, high speed runs or super jumps** and enter for a chance to win! Video entries must be received by June 30, 2009. The top rated videos will be posted on Racers-Edge.com and the top two will win a Shopping spree! Go to www.Racers-Edge.com for more details.

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CONTEST
STARTS NOW!**

YouTube



**win
\$250**



STARTING BOX

SHOCKS AND SUSPENSION

I know this gets repetitive, but a free-moving suspension is vital to performance, so check that nothing is damaged and causing any part of your suspension to bind. Replace any old shock oil with fresh stuff, and if your shock seals and bushings are getting tired, slap a new rebuild kit into the shock bodies. If you are running on-road or any class where tweak and balance are common adjustments, now is a good time to verify that your chassis is squared up and ready to race.

WORN OUT PARTS

Along with broken parts that should be replaced immediately, there is also a problem of worn out parts that cause excessive slop and variable steering and suspension settings. After running your car for many race days it just gets worn out and sloppy. If your car is super old it may be time for a new kit, but most of the time a few replacement plastic parts and some shims can bring an older car back to life.



TIRES

Clean and examine your rims and rubber for cracks or tears that could cause failure during a race. Verify that the glue joint between your tire and rim is solid and touch up with CA glue on any loose areas. If you balance your tires between races now would be a good time to verify they are still spinning true. If your rubber is looking old you should glue up a fresh set of shoes now so you don't have to wait for glue to dry while at the racetrack.



DRIVE TRAIN

Check for binding or wear all through your driveline but especially around outdrives, dog bones, and universal drive shafts. The drive-pins and outdrives wear out, which causes a rough transition of power as well as bound up suspension once throttle is applied. If your driveline joints are excessively worn, slap a fresh set on before your next race day.

Poor gear mesh is a race ender, so verify that your pony-maker didn't move during a collision and mess up your gear mesh. If your specific chassis requires some sort of lubrication ritual for your transmission, then start lubing! Have a look at your differential and rebuild it with some fresh diff balls, rings, and thrust bearing if it's feeling gritty or rough. A fresh and smooth diff will get you around the corner quicker.





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1-888-654-4450
Dealer Inquiries Welcome

STARTING BOX

BEARINGS

Bearings are one of those items that usually get taken for granted. Many people think that as long as you have bearings installed in your car you'll be fine. However, if your bearings aren't in good shape, they can cause all sorts of problems such as worn axles, wheel slop, overheating, loss of power, and even a DNF if a bearing in a vital location fails. Pull each bearing out of your car and inspect it. The inner race of the bearing should roll smoothly within the outer race. If your bearings are gritty or bound up in any way you can try cleaning and re-oiling them. If that doesn't bring them back to life you'll need to replace whichever ones have expired.



STOCK UP

Stock up on expendables—items you use on a regular basis when wrenching on your chassis—such as shock oil, traction compound, filter oil, thread-lock, fuel, etc. We take for granted that these items will be in the pit box when we need them, so make sure you don't grab an empty bottle of 50-wt. oil when you know that is the perfect setup.



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FOR THE
MASSES**

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STARTING BOX

NITRO MAINTENANCE



FUEL TANK

Examine your fuel tank for cracks or other damage. Use some denatured alcohol or old fuel to rid the inside of your tank of gummed up fuel and debris. Replace your fuel lines often—they are cheap to replace and will ensure you don't get any frustrating pin holes and air leaks. If you're using a fuel filter, clean out the screen so your fuel can flow freely. Always be careful when reinstalling a fuel filter that you put it on the same way as not to flush old trapped crap into your engine.

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HOTWIRE
COMPATIBLE

RX8

TT2300

SENSORED/SENSORLESS

DUAL DRIVE MODE

Controls: Forward/Brake/Reverse

Input Voltage: Up to 6S Lipo

Continuous Current: 210 Amps*

BEC: 6.0V/5.0A

Motor Limit Brushless Mode: No Limit

Dimensions: 1.5 x 2.2 x 1.4"

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Drives Sensor/Sensorless Brushless and Brushed Motors

HotWire PC Interface for Custom Programming

Sensor Plug for Precise Commutation with all Motors

* Per MFG specs

2.2"
ACTUAL
SIZE

1.5"

T8

SENSORED
BRUSHLESS
MOTORS



TEKIN

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Check out the entire motor
line-up online!

STARTING BOX



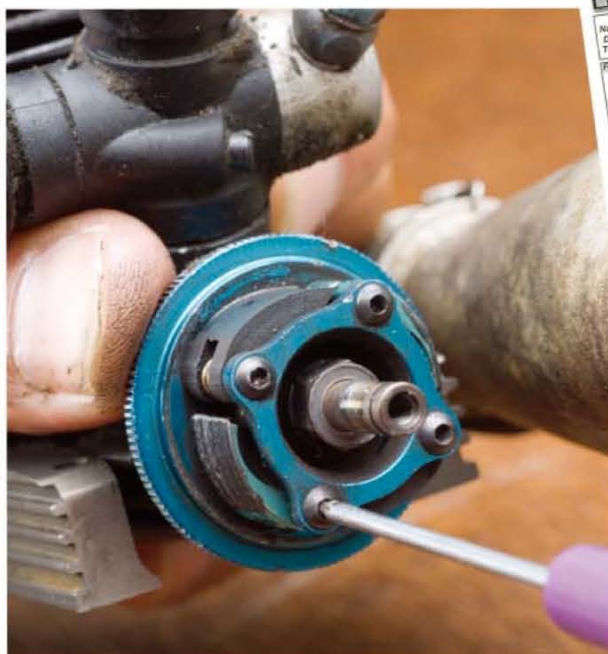
DIFFS

Remove and examine your differentials for wear or leaking oil. If your silicone oil is getting old you may want to freshen it up while you have the diffs out of your car. Hopefully you marked your diff at some point in the past so you know what viscosity of oil you were using, but regardless, mark it now so you'll know for next time. When you install your diff back into your car verify that your shimming is still correct as the mesh can alter with gear wear.



CLUTCH

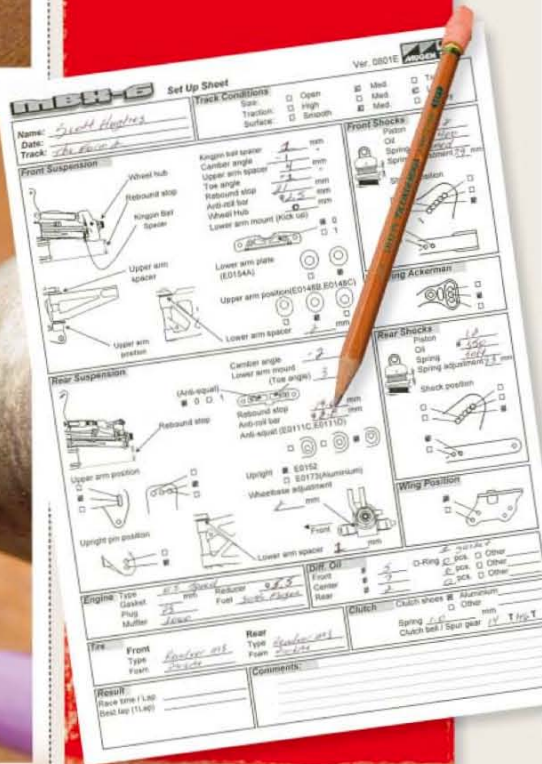
Regardless of whether you are using a carbon or aluminum clutch you should pull your engine out of your chassis and examine the vital area that connects your power-plant to your driveline. Check, maintain, and/or replace clutch shoes, springs, and bearings if they are damaged or worn out. Have a good look at your clutch bell as well; if the teeth are excessively worn or the inside of the bell where your clutch shoes make contact is heavily scratched up then it's time for a new bell if you want your clutch to function at peak performance.



TECH TIP

SETUP SHEET UPDATE

If you use setup sheets, now is a good time to update them from last race. It is common to have a killer starting setup and then make incremental changes over time but forget to mark them down. Before you know it your awesome setup is lost or forgotten since you didn't keep track of it. Note your changes while you do them or as soon as you return from the track, and your database of god-like setups will always be current.



ELECTRIC MAINTENANCE

BRUSHLESS MOTOR

Again, there isn't much to do on a brushless motor with regards to maintenance. You can take that sucker apart and clean it more thoroughly if it hasn't been done in a while or if you race in extreme conditions. Check your bearings and replace them if they are gritty; otherwise, just re-lube them with some light oil and slap your motor back together.





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STARTING BOX

GLOW PLUG AND AIR FILTER

We discussed these last month, but your glow plug and air filter are so important that we'll mention them again. Check your plug and replace it if it is getting old and replace or maintain your air filter if it's dirty. It is also a good idea to pack a few extra oiled elements in your pit box so you are ready to swap out a clogged one at the track.



BRUSHED MOTOR

Remove your motor brushes and springs and inspect the brushes and commutator surface. Use a comm stick or bring your motor to your local hobby shop or race track to get your comm resurfaced on a motor lathe. Clean your motor with motor spray, re-oil the bearings, replace the brushes if they are worn, and break-in your motor again. Oh, one more note; buy a brushless, they are awesome!



BATTERIES

Examine your batteries for shrink wrap damage, case damage, frayed wires, or anything that may require some tender loving care. Other than that you'll have to go through your normal routine of battery care specific to your cell types. So cycle, balance, or equalize your batteries back into shape for the next race day.



CLOSING

Between last month's article about 'maintaining your vehicle at the races' and this one about 'maintaining between race days' you should have all your preventative cards in place to ensure consistent race finishes. In any form of racing there are multiple factors that we can't control - but these just make it that much more important to control the ones we can. Maintain your car and you'll experience fewer failures while piloting your RC rocket ship on wheels! ♦



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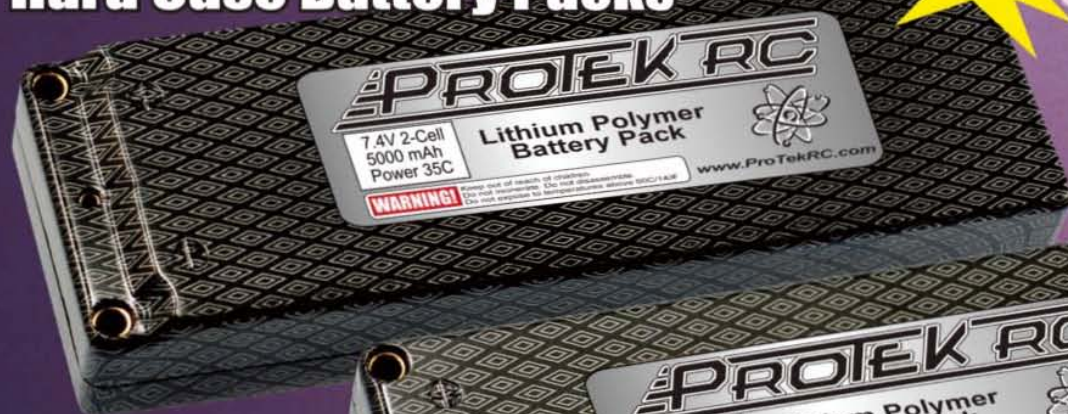
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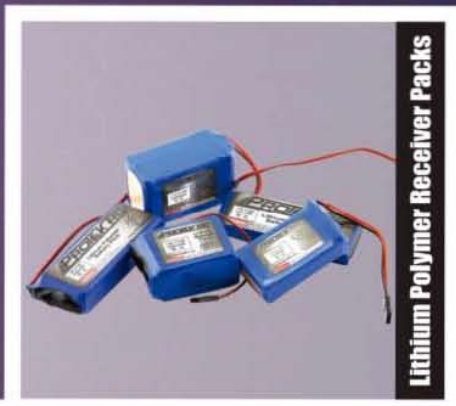
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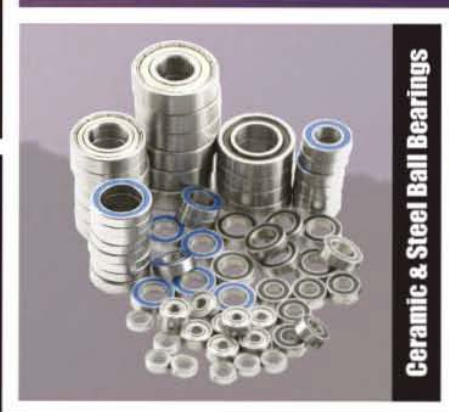
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FORTUNE COOKIE SAYS:

"IN RC, THE BEST ADVICE IS NOT TO TAKE EVERYBODY'S ADVICE!"

—BLINDINGSPEED

words: Brian "Skinny" Skinner



THOSE DARK CLOUDS DO HAVE A SILVER LINING

With 2009 well under way, who would have thought

our world would be in the mess it's in? Our economy, and the world's economy for that matter, is in the toilet—so much for the world thinking the USA has no influence anymore! Now, as an RC aficionado I do see a silver lining in this—it's something Derek and I have both ranted about for years, and because money is tight these days our pleading is coming to fruition. What I'm talking about of course, is the resurgence of club racing. I know it's true here in La-La Land, and from what I've heard from around the country it seems that club racing is seeing

increased numbers of racers turning out—why, I've seen a hundred drivers show up at the local club night to pull trigger! Another factor in this resurgence of club racing, I think, is the impeccable timing of the Traxxas Slash. The Slash is a super fun, inexpensive truck that has caught on like wildfire, and is in perfect sync with both the rise of club racing and economic woes. This, my friends is the silver lining of the troubles we're having because it builds RC at the local level, which helps tracks and hobby shops and may even help bring in the next crop of superstar racers. This in turn will help the big classic events in the future, as well as our hobby as a whole. That's pretty profound if you think about it—that a bad situation could bring

about a positive change like that, but that's the circle of life—just like what Mr. Hanky sings about in South Park. The question I pose to my fellow RC devotees, industry tycoons, and race organizers is this: What will we do to build on this trend for the long run? When the deluge is over, and people can afford to go to the mega events again, what will we do to keep club racing healthy? That circle of life is a double edged sword; things get good—things get bad. The thing is, we can help prolong the inevitable, and we can even work to make it less of a decline. So you see, there is a silver lining, but what will we do with it now?

The world is your sandbox—
ROOST it! Skinny

EVEN MORE TIRES

It's well known that the fastest way to get better performance from your car is to get a good set of tires. That's why there's such a hot battle for tire supremacy. Now we have another option for tires, and it comes from a young company called Caster Racing. Caster shows great potential with its cars, product line, and now with these new ZB01 tires. I haven't tried out the tires, but the rubber seems good, as does the tread pattern. Caster also includes molded foam inserts that are on par with the best of the best, so this could be another tire to consider for your racing arsenal.

www.casterracing.com





Time For SPRING CLEANING

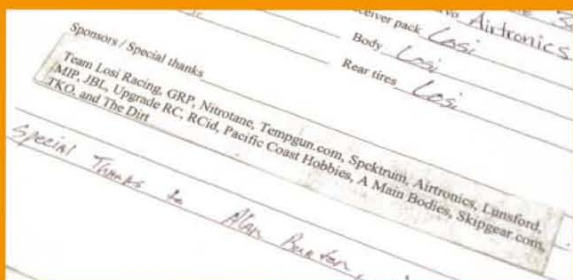
Spring is in the air, and it's time to clean the Shrek lair. The boys and me had a field cleaning, and thought we did a pretty good job, but we thought we should run it in the magazine to see if anyone could top it. So if you think you got a better workshop than this, send it in to me and I'll run on RC Cribbs until we find one that tops mine! Send it over to brions@rc411.com and if you got what it takes, I'll give you a FREE 1-year subscription to our magazine!

I Need To Vent!

As we've talked about before; LiPo Batteries require regulators in order to run your servos in your vehicles. The issue here is that the regulators get hot, and can sometimes shut down, which causes bedlam for your car. The problem is that regulators are in the receiver box where there's no airflow. Having suffered this before, and seeing others experience this, I set out on a quest to make a venting system for my receiver box. As luck would have it, the guys from OOC Racing (Out Of Control Racing) make hood scoops for RC car bodies, and after seeing the product, a light bulb went off in my head. OOC has everything you need to do this project sans the glue. Creating this vent system takes about twenty minutes, and after you're done, just set the regulator up in the vent area to get maximum cooling. This will not only solve the problem of your regulator shutting down, but it looks pretty trick, too!

www.oocracing.com

Skinny likes pre-made stickers.



THE DRAKE METHOD

Here's a tip that will not only help me cover races, but will help you and your sponsors too! Adam Drake attends a lot of races, and sure enough he fills out his A-main sponsor sheet like a good boy (a lot of you don't... shame on you!), but Adam is smart about it. Adam makes up a label on his computer, and when it comes time to fill out the sponsor sheet, he just sticks it on and hands it in... simple and fast! For even more help, go over to www.RC411.com and click on XRC Forums, then scroll down to Tracks and Racing. Click on the Sponsor Sheets to see our A-main sheets so you can put all the pertinent information on your label. Now that I've given you this quick tip on filling out your A-main sheets, you have no excuses not to fill them out... I'll be watching!



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 brions@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...

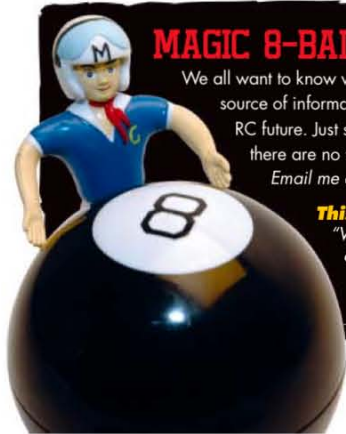
We all want to know what the future holds for RC, and the Magic 8-Ball is as good a source of information as anything. So give it try and ask your question about the RC future. Just so you know, I actually ask the 8-Ball once and shoot the photo; there are no tricks and I don't keep asking until I get an answer I want. Email me at: brions@rc411.com.

This month's Magic 8-Ball question:

"Will people now see the value of club racing?"

Magic 8-Ball's answer...

"It is decidedly so"



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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 DaveP@rc411.com.

words: Dave Palacios

On the Rocks with Dave Palacios: DIG OR NOT TO DIG

WITH ALL THE HOPUPS AND ACCESSORIES AVAILABLE FOR ROCK CRAWLING THERE IS ONE ITEM EVERYONE SEEMS TO BE IN AGREEMENT WITH AS THE MUST HAVE ITEM... A DIG. True it can help reduce your total score, but is it the ultimate tool for your rig? My opinion is no, let me explain.

All too often I see people who have spent tons of money on their rig with the latest and greatest hopups, including a dig unit and servo, only to see them end up either breaking or on the bottom of the results list and frustrated. Those people were under the impression that if they had the dig their scores would automatically put them in the upper half of the results. The problem is that most of those people either don't know how to setup their dig properly or know how/when to use it¹. A dig is meant to be used as an aid and shouldn't be relied upon. Relying on the dig only sets you up for failure².

I've been RC rock crawling for about three years now³ and have only recently installed a dig in my rig last month. Why did I put it off for so long? Well because I wanted to learn how to drive my rig and pick my lines first without the use of a dig. I figured that if I knew how to pick my lines, read the terrain, and knew what my rig was capable of first then I would know when I *NEED* to use the dig. I didn't want to go out on the course and feel like I had to rely on the dig to get me through the course. Instead I wanted to know I could get through the course without the use of a dig and still get a respectable score⁴.

So am I saying not to get a dig at all? No, I'm just saying to first learn how to drive the course before you go trying to find a shortcut solution for your score. Remember its practice and knowledge that is going to result in wins, not the fact that you have a dig⁵. So save the money for now, learn to drive first, then when you buy that dig unit it will make a much bigger difference in your score instead of frustrating you⁶.

-DAVE

1. To learn how to use a dig read issue #156 of Xtreme.
2. Both in the results and mechanical.
3. I'm not saying I know everything... I don't, but I can share what I've learned.
4. By respectable I mean the upper half, which I've done many times.

5. Yes I have seen people win competitions without even having a dig on their rig.
6. I know some of you may have your own opinions regarding this subject. So let's hear them. Send me an email and I'll print the best ones for all to read.

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VP PRO ADJUSTABLE FOAM SYSTEM

Yet another awesome product from the guys over at Vanquish Products: a completely adjustable package of tire foam layers and inserts. Each package contains a color-coded assortment of 7/16 thick foam layers to choose from, including four memory foam layers. Each color of foam has a different density and rebound rating, so an infinite number of combinations are available for that perfect setup.

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MSRP: \$26

www.vanquishproducts.com



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LRP has now entered the crawler market full force with their new brushless motor ESC combo. Included in the box is LRP's 21.5T sensored/sensorless brushless motor. It comes hand wound and has a neodymium magnet sintered rotor. Also included in the box is LRP's new Crawler Brushless Reverse ESC with auto-hill brake function, a no reverse delay setting and four unique crawler throttle profiles. What more could you want?

Part Number: LRP80628

MSRP: \$309

Distributed by: Team Associated

www.rc10.com/lrp



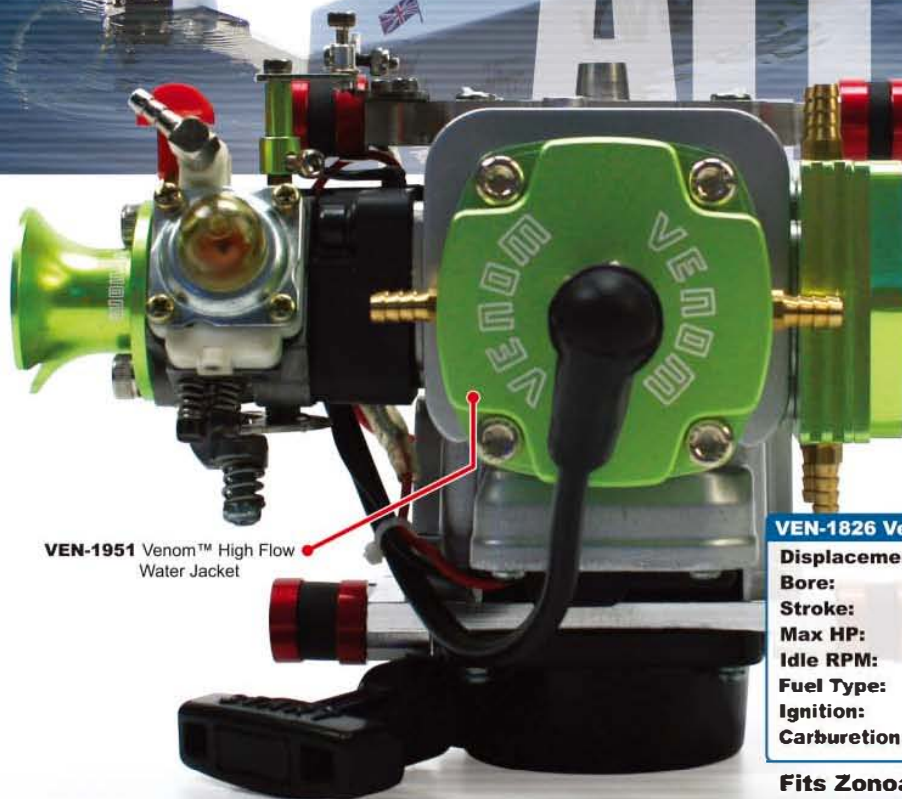
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VEN-1950 Throttle Arm Stand-Off for Walbro 644/813



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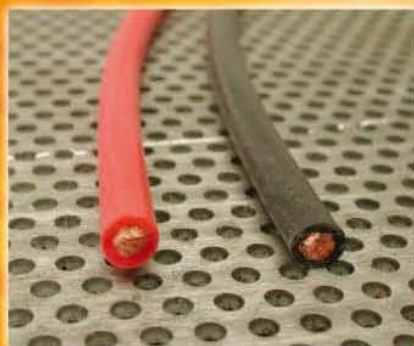
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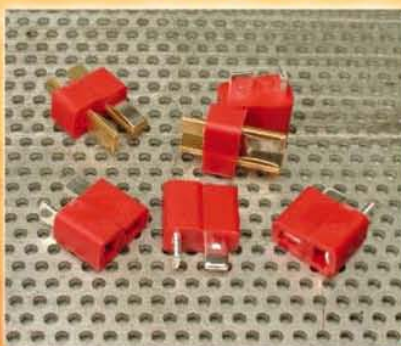
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MARK YOUR CALENDAR

The 2009 Axial West Coast Championships hosted by CKRC Crawlers is coming to the Donner Ski Ranch in California, June 26th-28th! That's right, for the last two years the Axial WCC has been one of the premier RC rock crawling events in the country. So be sure to mark your calendar, tell your friends and relatives that you have plans already, and make sure you are there. With some of the toughest courses, biggest prizes, and WEROCK full-size rock crawling action, this is one event you won't want to miss.

www.axialracing.com/ftp/wcc/new/main.html



PROLINE RACING VW BAJA

The Bug is back! Yes, that's right, the good folks over at Pro-Line heard all your wishes and desires and bring you the VW Baja crawler body. This officially licensed Volkswagen Bug body features the same rounded profile that most crawlers desire for rollover effect to get you back on your wheels. For durability it is made from .040 Lexan so you know this body can take any punishment you can dish out. Of course, you've also got to look good on the rocks, so molded into the rear of the body is a simulated engine bay just like the real thing.

Part Number: #3238-40

MSRP: \$27

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

words: Carl Hyndman

HOT BODIES ADDS A NEW SHELL

Touring car bodies have a big effect on handling on the track, and this new offering from Hot Bodies looks to have some great characteristics. Designed to have a lot of downforce and good steering response, this body should be a good option for rubber tire drivers. Includes window masks for easy painting, decal sheets for adding a realistic finish, plus all the mounting screws and nuts. Part #61734 HB Murdeigo Body (190mm).

www.hptracing.com

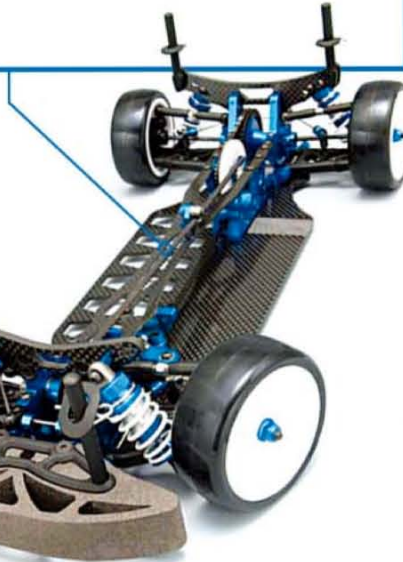


Who will handle Yokomo in the U.S. now?

Yokomo MR4TC-BD5

Yokomo has just released a new version of their MR4-TC, the BD5. This car was developed with the help of Masami Hirosaka, who used the car to take 3rd at the last Worlds. After some refinement the car is ready for the general public. The BD5 is an evolution of the previous model with some tweaks for more stability and ease of maintenance. This rubber spec car is equipped with a 2.5mm thick carbon fiber chassis, 2.0mm thick top deck, 3.5mm thick shock towers, a front one way, and newly designed CVDs.

www.teamyokomo.com



RUMOR MILL

In this time of dwindling driver contracts, one driver has just made a contract move. The former 2002 IFMAR World Touring Car Champion Surikarn Chaidajuriya has made the move to Factory XRAY from Hot Bodies. Surikarn raced an XRAY car at this year's TITC, but a deal had not been struck at that point. Following some negotiations, Surikarn will now race both electric and gas touring car, as well as 1/8-scale off-road, for the Slovakian manufacturer. The International Indoor Championships (IIC) held in Las Vegas in late summer has a huge following, but the big surprise is in the pan car classes. Unofficially, the event will be run with single-cell LiPo batteries for all the pan cars. That could make for some interesting design layouts, especially for the t-plate cars. Motor designation for the classes is still in the works too. This would mark the first major race to adopt the new technology, and from the look of things, it won't be the last.

Much More Diff Master

Much More has released their Diff Master, a tool that helps you rebuild the ball differential on your touring car. These smart tools have two functions, the first is a diff ring holder, with a small magnet on one side so the diff ring can be attached and held easily for sanding. The other side of the tool can be used as a diff stand, securely holding the ball diff and stabilizing it while you insert the small diff balls and it also has a pin or a small block to hold the diff nut or screw, so you can reassemble the ball diff very easily. Available in 3 different versions for 3 different cars, the blue version is suitable for the Tamiya TRF416 & TA05, the purple version for the HB Cyclone and the black version for the XRAY T2 008 & 009.

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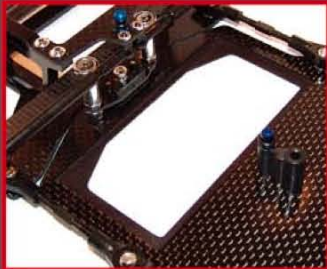
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SpeedMerchant COMMITTS TO 1 CELL LIPO

SpeedMerchant just released a few new chassis designed to work with the new one-cell 3.7 volt LiPo. The chassis, designed to work with your Rev5, takes advantage of the new technology and keeps the battery very low. If you currently own a SpeedMerchant World GT car, there will also be a chassis available as a conversion for your current kit. If you race at a track that races "Outlaw" WGT 7.4 cars, but would also like to travel to "big" races and run the National Level 3.7 class... you're in luck. SpeedMerchant will be offering a small (and light weight) filler plate that will cover one of the "pockets" on the 7.4 chassis, which will allow you to run a 3.7 LiPo on one side of your car and move your electronics to the other side for near perfect balance. Their 235mm car (not pictured) has the same WGT 7.4 chassis, with a Formula front plate that is 35mm wider (duh) and a wider rear pod/axle set.

www.teamsspeedmerchant.com

Robotronic Smooths OUT THE FRICTION

If you run a Robotronic Avid touring car, you may be interested in these new low friction belts. These optional belts will increase the efficiency of the Avid drive train. Available for front and rear.

Part No: RA1960 (front) / RA1961 (rear)

www.skmotion.com



Yokomo RC12R5 WORLD CHAMPION EDITION

At the recent IFMAR Worlds for 1/12th scale, Japanese driver Naoto Matsukura staged a dominant win and Yokomo decided to release a World Champion Edition of the Associated RC12R5. The car is basically the same as the RC12R5 but with extra tuning parts from the Japanese company that were used on Naoto's winning car. The rear end gets most of the attention with new rear blocks, differential hub, and central body post mount plate holder, all machined from aluminum and anodized blue. The new parts help stiffen the rear of the car and improve stability and rear grip.



www.teamyokomo.com

New Tire Warmers FROM CORALLY

As most racers know, tires are the most important item for tuning your car. Corally has some new tire warmers to help you. Temperature is regulated and conveniently powered by 7.2V Ni-MH, 7.4V Li-Po battery pack or 12V DC power supply for warm tires regardless of where you are.

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BASED ON AN IFMAR WORLD CHAMPION

Building on the tremendous success and the strong foundation of the D8, we created the D8T! If winning races is why you race, then this is the truggy for you. Designed with optimal weight distribution and a low center of gravity in mind we have put together a super stable and easy to drive truck that will get you to the winners circle without breaking your piggy bank. Start throwing down some consistently fast lap times with a D8T of your own!

ONE PIECE RADIO TRAY

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

4MM CHASSIS

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

COLOSSAL 16MM BIG BORE SHOCKS

- The Super-sized shock package is the largest in its class allowing the D8T to recover from the roughest of landings.

JUMBO SIZED WHEELS

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

NEW SUSPENSION AND CHASSIS DESIGN

- Optimized Suspension Geometry to attack the rigors of the new age 1/8th scale tracks.
- Centralized Weight Distribution provides superb balance with increased transitional agility.

CAPTURED HINGE PINS

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

DESIGNED AND TESTED IN THE U.S.A.

**2008 IFMAR
WORLD CHAMPION
ATSUSHI HARA**



HB CERTIFIED BODY

4.3:1 INTERNAL GEAR RATIO

5X10MM CLUTCH BEARINGS

ONE PIECE ENGINE MOUNT

- The one piece design allows you to set the gear mesh once and not worry about adjustments during maintenance.

NEW 150CC FUEL TANK WITH PROVEN HPI BAJA 5B CLUNK DESIGN

- Utilizing 1/5th scale technology the D8T implements a new clunk design which will use every drop of fuel whether you're racing to the line, or upside down waiting for a marshal.

DIMENSIONS:

CHASSIS LENGTH: 530MM
(from bumper to rear wing end) no tires
WIDTH: 405MM
WHEELBASE: 380.5MM-383.5MM
KIT WEIGHT: 9LBS.
DRIVE SYSTEM: 4WD SHAFT SYSTEM



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In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month for the latest on new parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see In The Dirt? Email me at JamesR@rc411.com.

words: James Revilla

CYBER IN THE MIDDLE

4WD buggy class is not dead, and if you're looking to dabble in the class and you're looking for something that's not entry-level yet not high-end, HPI Racing's new Cyber 10B might be your answer. This mid-level machine can take it to the yard and the track. Featuring an all-new molded chassis, the mid-motor 4WD takes cues from the Hot Bodies D4. The suspension design and tunability is practically lifted from the D4, and it utilizes standard 4WD-class wheels so you can use any popular 4WD front and rear tires. Upgrades are available if you want the bling at a lower cost.

Part Number: 100702

MSRP: \$380

www.hpiracing.com



STRONGER SKID

Slash owners who hit the track have probably broken a skid plate or two. RPM has a new pair of skid plates to solve that problem! Their new plates feature three chassis mounting points (stock is two) and a more solid skid design with four thick rails, and come in RPM blue, black, or a Slash matching gray. The front skid also features an integrated steering rack mount, and the rear skid features an extra skid rail to protect the transmission and rear bumper mount.

Part Numbers:

81242 Rear Skid Plate (black)

81245 Rear Skid Plate (blue)

81246 Rear Skid Plate (Gray)

81252 Front Skid Plate (black)

81255 Front Skid Plate (blue)

81256 Front Skid Plate (gray)

MSRP: \$12/each

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HS-7940TH	0.07	181 oz/in	0.06	222 oz/in	379405	1.57"x0.79"x1.50"	2.40 oz
HS-7954SH	0.15	333 oz/in	0.12	403 oz/in	379545	1.57"x0.78"x1.45"	2.30 oz



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Part No. 8533

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- (1) Punisher wrench
- #31 Drill to oversize the Axial plastic

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Designed for our titanium body screws, but don't stop there. You could build an entire crawler with these 3mm threaded little babies.

- 3/4" long, 3/16" dia. post (part no. 8810)
- 1" long, 3/16" dia. post (part no. 8812)
- 1 1/4" long, 3/16" dia. post (part no. 8814)
- 1 1/2" long, 3/16" dia. post (part no. 8816)
- 2 Stand off Posts/pkg.

TITANIUM BODY MOUNT SCREWS

Wide, flat and low profile to keep your lexan from shredding.

- 3x7.4mm Custom Button (part no. 8875)
- 2 Body Mount Screws/pkg.

TITANIUM STEERING LINKS

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- AX-10 Scorpion Drag Link
- 4 x 122mm (part no. 8531)
- Ax-10 Scorpion Servo Link
- 4 x 43mm (part no. 8530)
- Requires Traxxas rod ends #5347

TITANIUM SAFETY RETAINING SCREWS

Custom large button head will not allow rod ends to pop off. Never lose another link.

- 3x16 Large Button (part no. 8885)
- 2 Safety Retaining Screws/pkg.

TITANIUM ROCK GRINDER LINKS

Sleek and tough to slip over the roughest coarces

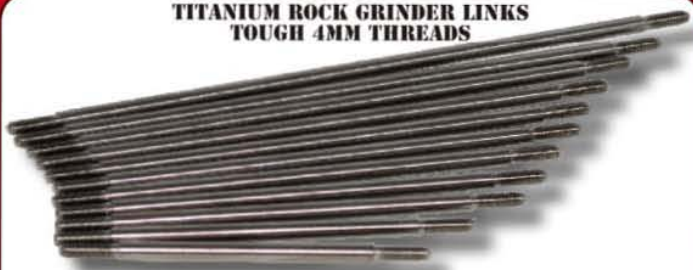
- AX-10 Scorpion (part no. 8532)
- 4 x 112mm Rock Grinder Links
- Includes two links
- Requires Traxxas rod ends part no. 5347

BODY MOUNT SCREWS 3X7.4MM



SAFETY SCREWS
3X16MM

TITANIUM ROCK GRINDER LINKS TOUGH 4MM THREADS



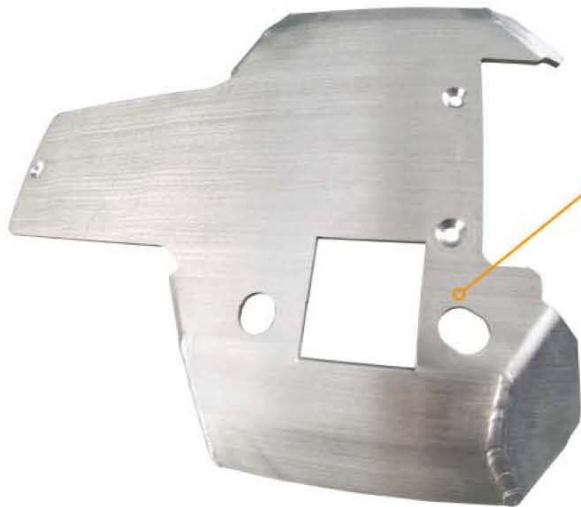
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STAND OFF POSTS



LOSI MINI TI ROCK GRINDER LINKS (4) (PART NO. 8500)
LOSI MINI ROCK CRAWLER TI TOP SHOCK MOUNT KIT (PART NO. 8501)



SHIELDS UP

Check out this new skid plate for Baja owners! The "Protecta-Baja" skid plate is constructed of .125 aluminum and is press bent with an automated machine for consistency and accuracy. The skid plate is designed to fit up inside the Lexan side pods. This design offers two extra holes per side to mount the Lexan side pods in a fashion that allows you to cut the bottom of the pods off entirely, and eliminates the problem of tearing the Lexan pods when bottoming out the car.

Part Number: 20081

MSRP: \$89

www.protectaparts.com

SLASH BIG BORE SHOCK KIT

Upgrade your Slash with these hard-anodized Big-Bore shocks. Fully assembled, these dampers feature machined aluminum shock bodies, Teflon-coated shock bores, X-ring seals, and Titanium-nitride coated shock shafts for ultimate performance. Progressive rate springs are standard. Also works with Stampede and Rustler trucks.

Part Number: 5862

MSRP: \$70/set

www.traxxas.com



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For less than three \$20 bills you can get your Slash started with the appropriately named "Slash Starter Kit" from Racer's Edge. The kit includes their Sc1000 AC/DC peak charger, a preassembled 2200mAh stick pack, and eight AAs for the transmitter.

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MSRP: \$56

www.racers-edge.com



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Keep it together with the Kyosho Pit Box. Now you don't have to dig through a cardboard box to find your tools. The Pit Box has three different storage drawers with different sized compartments to accommodate any and all of your tools and accessories. The top also latches open for more storage. We need to get one of these for McMoney; he's one of those "racing out of a box" types.

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- 1-year limited warranty

* up to 150W output in DC mode & 75W in AC/DC mode

Waiting for batt
Source= 13.16V

Ready for NiMH
Source= 13.09V

4.00A MH 08.59V
0:00:17 00017mAh

0.99A DIS 08.45V
0:00:11 00002mAh

7.12A 2C1 08.59V
0:00:30 00035mAh

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Oh man, sparkles.





At best it wasn't mean.

VENOM CREEPER

NOT AS CREEPY AS CARL



words: [Dave Palacios](#) | photos: [Jason Burlanger](#)

VENOM IS BEST KNOWN FOR THEIR ELECTRONIC ACCESSORIES, BATTERIES, motors, and other tidbits, but the Creeper is Venom's first venture into the kit market. And what better way to kick off entering the kit segment of the hobby than with a competition ready crawler? In my opinion, Venom made a wise decision and jumped into the right market at the right time. There's no argument that rock crawling is making a big impact on the RC hobby, but will the Creeper make a big impact on the RC crawling segment of the hobby? Glancing at the Creeper chassis, I think they just might be on the right track.

VENOM CREEPER

PART #: VEN-8300RE/VEN-8300GR

STREET PRICE: \$230

PRICE AS TESTED: \$739

SETUP TIME: 5-8 hours

EXPERIENCE LEVEL: Novice to Advanced

SCALE POWER TYPE DRIVE



03

02

HIGH CLEARANCE LINKS: The lower links are bent to allow for more clearance on break-overs.

INTEGRATED TRANSMISSION: The transmission is integrated with the skid plate and lower link mounts for strength and the lowest center of gravity possible. This also allows for the skid plate to be angled to the sides for slightly more ground clearance. To top it off, the transmission is completely sealed to keep rocks and other debris out of the gears.

01

INTERNAL ANTI-ROLL SPRINGS:

Four threaded body shocks with internal and external springs help maintain a consistent chassis ride height. The dual spring setup also helps keep chassis weight stabilized while on the rocks.

Don't lay on this Creeper.

VEHICLE INFO



01 LOCK 'EM UP • One of the coolest features on this rig is the lockable differentials. A sliding mechanism on the outside of the axle housing contains a shift fork on the inside that engages the red anodized locking ring. The red anodized ring slides back and forth to engage the three locking pins into the differential bevel gear and thus locks the differential for some serious crawling action. As an optional part, Venom offers a remote locking kit (VEN-8347) to allow you to lock and unlock the differential on the fly.

...I have to applaud Venom for designing a competition worthy rock crawler right out of the box...

02 GIVE 'EM THE SHAFTS • Venom's included VC drive system provide smooth operation throughout the suspension's range of articulation and steering. The drive shafts are composed of steel shaft ends and ball joints while the main slider shaft is composed of the same glass filled nylon as the rest of the kit. These shafts are lightweight, helping keep the CG low, and are also durable for punishment on the rocks. Venom uses the same style joints in the axles to provide maximum steering angle, up to 40°, while still maintaining smooth operation and durability.



03 WHEELWEIGHTS • The Creeper features a unique wheel weight system that other crawlers don't offer. These beadlocks are capable of receiving Venom's optional wheel weights (available separately) for added tuning and traction. Each wheel is capable of receiving six weighted inserts, available in both 1.3oz and 2.5oz increments, allowing for a total of up to a pound per wheel.



CHASSIS

LAYOUT: Twin vertical plate
THICKNESS: 2mm
MATERIAL: Aluminum/plastic

SUSPENSION

TYPE: Solid axle
LINKAGES: Fixed solid aluminum
STEERING: Drag link
SWAYBARS (F/R): None

SHOCKS

BODIES: Aluminum body, plastic cap
DAMPING (F/R): 30wt. / 30wt.
PISTONS (F/R): #3 / #1
SPRINGS (F/R): Silver / green

DRIVE TRAIN

TYPE: 4WD shaft
DIFFERENTIAL: Bevel gear (2)
AXLE TYPE: Solid axle with VC drive
TRANSMISSION: Sealed multi-gear reduction
SPUR GEAR MATERIAL: Plastic
SLIPPER CLUTCH TYPE: None
BEARINGS: Metal-shielded

GEARING

PINION/SPUR: 15/45, 48-pitch
GEAR RATIOS:
PRIMARY: 3:1
INTERNAL: 16.6:1
FINAL: 49.84:1

BODY, TIRES & WHEELS

BODY: Venom Creeper
TIRES (F/R): Venom Ridge Line
DIAMETER/WIDTH: 5 in. x 2.25 in. (127mm x 57.15mm)
HEX SIZE: 12mm
WHEELS: 6-spoke Beadlox 2.2 MT

DIMENSIONS

WEIGHT: 5 lbs., 2.5 oz. (2,336g)
TRACK WIDTH (F/R): 10.625 in. (270mm)
WHEELBASE: 12.5 in. (317.5mm)
RIDE HEIGHT: 2.5 in. (63.5mm)

Usually you get locked up if someone gives you the shaft.

TESTING

I headed out to a local recreational area in Southern California called Puddingstone Lake where there was a nice rock outcropping to crawl around on. The rocks were perfect with plenty of steep climbs, challenging break-overs, and tons of traction.

TORQUE AND POWER • The combination of Venom's Pro Brushless ESC, V540 Crawler Motor, and of course the Creeper chassis made for a nice combination of torque and power. Rated as an 18.5 brushless, the V540 paired with the Creeper's 49.84:1 final gear ratio provided plenty of hill climbing torque. And because the Creeper uses bevel gears and multi-gear transmission, higher speeds are attainable for powering over the toughest of obstacles.

Rating: 10/10

BRAKE HOLD • The downside to using a bevel gear setup in the axles is that an ESC with a greater amount of drag brake is required for more brake holding capabilities. However, because the Creeper uses a few more gears within the center transmission to get the low gear ratio, that extra drag provides slightly more brake hold than other vehicles. It also helps that the Pro Brushless ESC has programmable drag brakes for just such occasions. However, even with the ESC set on the highest setting there still wasn't quite as much brake hold capability as I would have liked. The Creeper still kind of, well, crept down steep inclines if there weren't any bumps or nooks to grab hold of the tires.

Rating: 8

MANEUVERABILITY • This is where the Creeper got to show off its best feature. With the ability to lock and unlock the differentials, making tight turns was much easier than other not dig equipped vehicles. Of course, locking and unlocking the differentials required me to manually slide the shift fork over, something that would result in a five point touch penalty in a competition. Luckily, Venom offers an optional remote shift kit for the Creeper to avoid those pesky touch penalties (look

for a scope in an upcoming issue). With the differentials in the open position, the Creeper's turning radius was greatly reduced; something other competitors' crawlers would envy.

Rating: 9

CRAWLING ABILITY • Venom definitely did their homework before designing the Creeper. With minimal torque twist this rig can climb some of the most challenging obstacles with not much wheel lift. Though there still is a little bit of noticeable torque twist, I'm sure it can be reduced with a little fine-tuning. On another note, Venom's rig has plenty of belly clearance and center skid surface area to prevent getting caught up on the rocks. The Ridge Line tires did much better than I anticipated in providing the traction needed, and the high clearance links worked exactly as they were designed to do. On a down side, the front skid plate got in the way a bit when a head-on approach was required or taken. At times I needed to hit a ledge at a slight angle to avoid catching the front skid, but that can be remedied easily by removing the front skid.

Rating: 8.5

COMPETITION POTENTIAL • Venom says it right on the box and on their website, "Competition Rock Crawler," and I would have to agree. The potential the Creeper has as a highly competitive rig is definitely promising. Out of the box it handles and climbs great. Of course it, as well as other rigs, has its issues, but those issues can be overcome with a little bit of tuning and time behind the wheel. As

VENOM CREEPER



TEST GEAR

RADIO:	Spektrum, DX3R, SPM3100, \$319	
RECEIVER:	Spektrum SR3000, 3-Channel, SPM2100, \$80	
STEERING SERVO:	Venom High-Torque Metal Gear, VEN-1825, \$23	
SPEED CONTROL:	Venom Pro Brushless, VEN-1339, \$169	
MOTOR:	Venom V540 Brushless 18.5, VEN-1334, \$60	
BATTERY:	Venom 4000mAh 1-Po, VEN-1554T, \$80	

CONTACT

VENOM: www.venom-group.com

with other rigs, learning the way the Creeper climbs to anticipate what it's going to do and becoming familiar with its limitations will greatly help over time. With that said, the Creeper is a great start right out of the box for either a novice or an expert crawler.

Rating: 9

WRENCHING

MAINTENANCE • If you've done rock crawling before, you know how much punishment these rigs can undergo in the course of a competition day. If you don't know, well, let me tell you... these things go through a lot. So much, that

if the ESC looks familiar, picture it in purple.



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Best

PERFORMANCE TEST

after a full day of competition a rig can come home looking like it's gone to war and back. Maintenance is a vital key to making sure any rig comes back from competition in one piece. The Creeper is no exception, a rig that is easy to work on is nice. All the main concerns for routine maintenance on the Creeper are easily accessible for the most part, with the one exception being the differentials.

Accessing the differentials requires that you remove and disassemble the axles should you need to replace or even just check the bevel gears. If only someone would make their rigs with a diff cover for easy inspection of the gears... hint, hint.

Rating: 8

WEAR AND TEAR • As mentioned earlier, crawlers are put through a lot, so beefiness should be a top priority to any manufacturer. Yes, I did end up breaking the Creeper (tumbled down an embankment and hit a few rocks along the way), but that just proves that we do actually drive and test our review vehicles. Luckily it was only a front lower link rod end that broke, something that apparently has been an issue with other Creeper owners. Venom is aware of the problem and is looking into fixing the matter. Another potential for problems is the center drive shaft ball joint. Early production kits were plagued with these parts being susceptible to breakage.

However, the issue has been addressed and newer kits shouldn't be affected. The kit we received for review appears not to be one of the earlier versions, since I haven't experienced the breakage, knock on wood. Overall, the Creeper is a sturdy rig and can take plenty of punishment. Now all we need are stronger link ends, ahem Venom?

Rating: 8

TUNING • Venom hit the rocks crawling with the Creeper, offering two major tuning options on launch day. With the option of adding wheel weights for weight bias and the remote diff locking kit the Creeper can be tuned for almost anything. Of course, some of the standard adjustments on the rig are there too, such as link positions, gear ratio, spring pre-load, ride height, and oil weights. The one tuning feature missing is the ability to adjust shock positions.

Rating: 8

CONCLUSION

I have to applaud Venom for designing a competition worthy rock crawler right out of the box. The Creeper is definitely one rig to keep an eye on in the future and could possibly make a name for itself. So if you're in the market for an out of the box competition rock crawler, take a look at the Venom Creeper... you just might like what you see. ☺

VENOM CREEPER

1:10



4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

9

INSTRUCTIONS

9

PARTS QUALITY/FIT

8

DURABILITY

8

TUNABILITY

8.5

OVERALL PERFORMANCE

9

VALUE

HITS

- High quality glass-filled nylon
- Lock/unlockable afts
- Excellent basic setup to get into rock crawling

MISSES

- All the hardware is in separate bags from the parts and is not labeled
- Battery tray is high up on the chassis

MAIN COMPETITION

Axial AX10 Scorpion, Kyosho Rock Force

WHO IT'S FOR

Beginner to advanced rock crawlers looking for a competition ready crawler out of the box.

We always complain about tubor bodies not having driver figures.

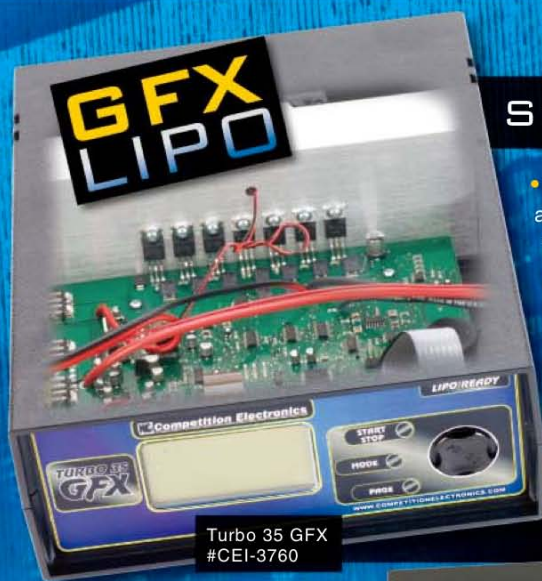
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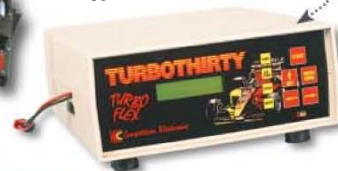
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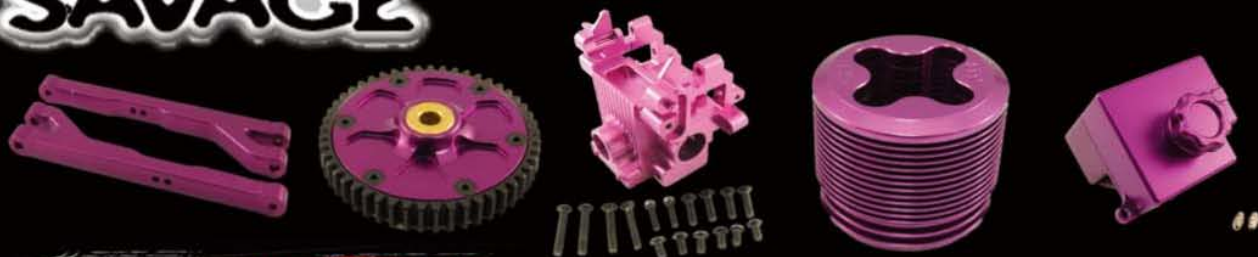
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VENOM CREEPER

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

POWERPLANT INFO

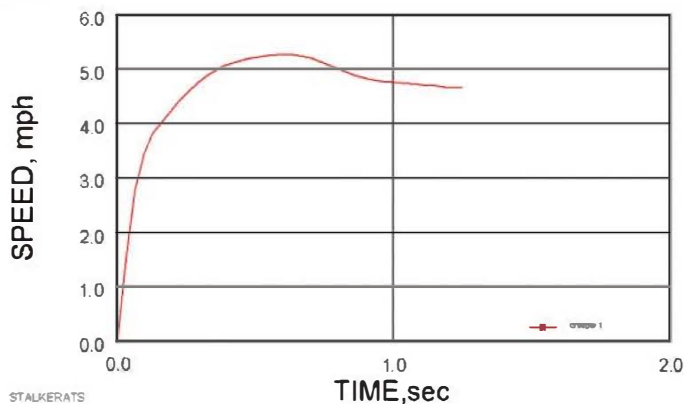
Venom's Pro Brushless sensored ESC and 18.5 V540 motor is the perfect match for the Creeper. It provides plenty of torque and power for climbing any obstacle that gets in its way. With the ESC's included programming card, you can easily adjust forward brake or forward only options, drag brake, braking force, motor timing, and brushed or brushless use with only a few pushes of a button. As for the motor, the V540 features a machined aluminum can with vented front endbell, sintered rotor, adjustable timing, ball bearings, and integrated cooling fan, all while being fully rebuildable.



PERFORMANCE INFO

ACCELERATION CURVE

0-6 FEET: 0.9 sec @ 4.8 mph
TOP SPEED: 5.27 mph @ 3.74 ft.
AVERAGE RUN TIME: 20 minutes



TEST CONDITIONS

WEATHER: Sunny with a slight breeze
TEMP/HUMIDITY: 78° F / 17%
BAROMETRIC PRESSURE: 29.97
ALTITUDE: 652 ft.
TRACK TYPE: Sandstone

HANDLING

TURNING RADIUS: 3 ft., 10 in.
ON POWER: Oversleer
OFF POWER: Neutral

BRAKING

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



It's usually jeep-looking bodies, with full interiors and no one behind the wheel.

AKA Factory Driver World Champion Jared Tebo Preparing For Battle.



AKA TQ's All Classes Wins Three of Five at Silver State Nitro Challenge

- Invitational Buggy – **TQ** and **Winner**, Jared Tebo (14002S – City Block soft)
- Invitational Truggy – **TQ**, Jared Tebo (14102S – City Block soft)
- Open Buggy – **TQ** and **Winner**, Jaques Ballow (14001S – I-Beam soft)
- Open Truggy – **TQ**, Steven Daniluk **Winner**, Randy Nolan (14102S City Block soft)
- Electric 1:8 Buggy – **TQ**, Cody King (14002S – City Block soft)

All were using AKA inserts

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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.

Available in various configurations:

- 1:8 BUGGY #14001S Soft
- 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
- 1:8 BUGGY #14004MPY Medium, Pre-Mounted on Yellow Rims



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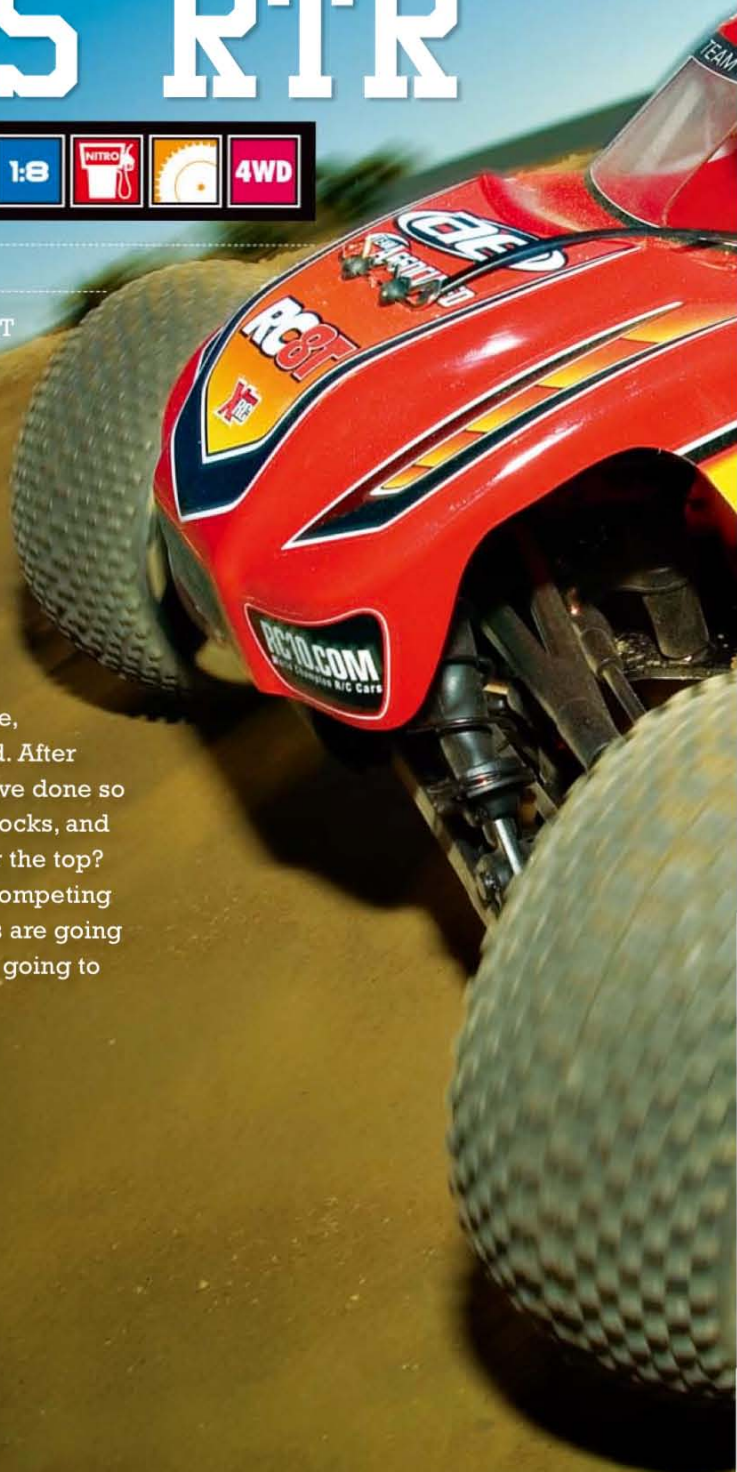
ASSOCIATED RC8T-RS RTR

THIS PUPPY IS RACE READY
OUT OF THE BOX!



words: **Brian Skinner** | photos: **Carl Eyndman**

I COULD WRITE THIS REVIEW REALLY SHORT AND SAY, "This is probably one of the best RTRs I've tested—buy one!" But that boss editor of mine would have a cow. Truth is, the new RC8T-RS is one heck of an RTR, and even though y'all waited a long time to see this Associated truggy in the shops, it was worth the wait. It's a sweet RTR truggy that's truly ready to race out of the box. In fact, when it landed on my desk I looked it over, and it screamed to me "Skinny, race me!" I figured since I was going to the world's largest nitro event, the Nitro Challenge, I would race it to see if it had what I thought it had. After testing the RC8T-RS, I can see why the "Ryans" have done so well with their factory RC8T truggies. This thing rocks, and I suggest you read on to see why. Am I being over the top? Well maybe a little, but I really had a great time competing with this RTR. If this is the standard manufacturers are going to offer to the public out of the box...we're surely going to see a nice growth surge for our hobby.



RTR stands for "Ready To Race" and RS stands for "Race Spec."



The office - not just the boss - has enough cows with some Shimmy "clucks."

ASSOCIATED RC8T-RS RTR

PART #: 80915
STREET PRICE: \$599
PRICE AS TESTED: \$706
SETUP TIME: 2-hours
EXPERIENCE LEVEL: Novice to intermediate



01

STAY CLEAN: The center diff area has a nice curved cover to keep fuel and stuff off the pinion and brakes.

ON THE RADIO: The large receiver box is roomy for big fingers like mine!

STEER ME: Stock AE servos are up to the task, and make for great RTR units.

02

03

STOP IT: Brake linkage is above plane and easy to work on.

GET ANGLED: Wing mount is super clean and easy to adjust. It's designed at hard angles to make it resistant to crashes.

...well almost; I did put tires and an aluminum clutch on!

01

COILED & READY TO STRIKE

Front and rear suspensions are superb just like in the RC8T race kit truggy. Big-bore shocks soak up the terrain, and the only differences with the RC8T RTR is that the shock bodies are plastic, and the shock towers are aluminum.



After testing the RC8T-RS, I can see why the "Ryans" have done so well with their factory truggies. This thing rocks...



02

I SAID CLIP IT - CLIP IT GOOD

It's little things like the spring-steel clips on all of the CVD pins that make the Associated a top-shelf vehicle. I love the idea of the clip holding the pins in; it makes service much easier, and we all love that! The Associated has built in axle extenders so a zero offset rim can be used, and with the cool clips on the hubs, you know you'll never lose them.

03

I FUEL YOU

The fuel tank is quick release; it comes off with two pins, it has a reversible filler lid, and it has a nice molded slash-guard. AE even attached fuel line clips to hold the lines, and there's a fuel line guide molded into the dirt guard at the bottom. This is the cleanest set-up for fuel line routing yet for an RTR.



VEHICLE INFO

**CHASSIS**

LAYOUT: Double-deck

THICKNESS: 3mm

MATERIAL: 7075 aluminum

TANK CAPACITY: 150cc

**SUSPENSION**

TYPE: 4-Wheel independent

TURNBUCKLES: Treated steel

STEERING: Bellcrank with servo saver

SWAYBARS (F/R): 2.5mm / 2.8mm

**SHOCKS**

BODIES: Composite resin

DAMPING (F/R): 50-wt. / 50-wt.

PISTONS (F/R): 1.3mm / 1.3mm

SPRINGS (F/R): Silver 5.1 lbs. / Silver 3.3 lbs.

**DRIVE TRAIN**

TYPE: 4WD

DIFFERENTIAL: 3 / Spider-gear internals

AXLE TYPE: CVA

TRANSMISSION: Single-speed

SPUR GEAR

MATERIAL: Case hardened steel

BEARINGS: Rubber-sealed bearings

**GEARING**

CLUTCH/SPUR: 14/54, 64-pitch

GEAR RATIOS:

PRIMARY: 3.85:1

INTERNAL: 4.3:1

FINAL: 16.5:1

**BODY, TIRES & WHEELS**

BODY: Associated RC8T truck body

TIRES (F/R): Associated truggy tires

DIAMETER/

WIDTH: 5.74 in. x 2.59 in.
(145.5mm x 65.5mm)

HEX SIZE: 17mm

WHEELS: Associated truggy wheel set

**DIMENSIONS**

WEIGHT: 9 lbs., 4 oz. (4,263g)

TRACK

WIDTH (F/R): 16.49 in. (419mm)

WHEELBASE: 14.76 in. (375mm)

RIDE HEIGHT 1.88 in. (48mm)

TESTING

Testing was done under fire at the 2009 Nitro Challenge event at the world famous Nitro Pit. This track is the bench mark for all others, and it is huge. Track conditions range from loamy to blue grove, and the track this year was solely based off the 2009 Anaheim Supercross track. This meant that the RC8T-RS was subjected to world class race conditions with lots of air time, rough obstacles, and hard cornering. This track should have been used for a review of a vehicle three times the price of the RC8T-RS, but I couldn't resist...the darn thing just looked so race worthy!

ACCELERATION AND SPEED • In stock trim the overall performance was exceptional in both categories considering it's an RTR. Acceleration was smooth and mild off the bottom, which I think would be good for an entry level driver, but with a .28 engine strapped in, I was expecting a little more. I felt that the stock composite clutch shoes were the source of the trouble, and so changed to Associated's aluminum clutch shoes. The snap I was looking for was there with the new shoes, and felt more in line with what the potent AE .28 engine is capable of. Speed was great right out of the box, and the RC8T-RS easily matched the straightaway speeds my competitors had with engines that cost as much as the whole car I was testing!

Rating: 8/9.5

BRAKING • Associated nailed the rotor material on the brakes; the truggy had phenomenal braking out of the box. In fact, the brake bias and brake settings were perfect right out of the box—I never had to adjust them at all. There was no brake fade, and braking had a linear feel to it across the board.

Rating: 10

LOW-SPEED • It was hard to go slow with the RC8T-RS, but it had no issues going slow. The suspension felt plush at slow speeds and kept the truggy stable through bumps and turns. Steering was sharp with no push and the truggy turned pretty good overall. I did notice it wanted to go a little wide in some corners...if I rolled it...but tapping the brake or tapping the throttle

(depending on the situation) overcame this tendency. Overall it felt neural, and did what I asked of it.

Rating: 9

HIGH-SPEED HANDLING • The RC8T-RS loved to go fast and felt perfectly at home. The stock suspension was dialed out of the box for any situation, and I never touched it throughout the test. Same with the steering. It was spot on, and needed no adjustments. The stock tires were only good for loamy conditions. I did use aftermarket tires to suit the track condition, but still needed no set-up changes. The RC8T-RS felt planted and in control at all times...whether it was in the air, going through the rough, or hitting a corner at speed, the RC8T-RS, was in full control.

Rating: 10

ROUGH-TRACK HANDLING • In the rough, the RC8T-RS felt good. It's phenomenal how dialed this truggy is out of the box; it performed well in all situations. The RC8T-RS was planted and stable in the bumps, and floated through the rocker section with ease. Associated nailed the geometry, suspension, and set-up out of the box. It was almost perfect for the Supercross-like track at the Nitro Pit. Even the stock steering servo was unfazed by the rough edges on the track; it kept the wheels in line, and tracking was right where I wanted to be.

Rating: 10

ASSOCIATED RC8T-RS RTR



RTR GEAR

RADIO: Associated XP3D FM

RECEIVER: Associated TR301F

STEERING SERVO: Associated S2008

THROTTLE SERVO: Associated S1903MG

ENGINE: Associated .28 Pro

PIPE: Associated RTR

STARTER: Associated Pro-Start

TEST GEAR

STARTER BATTERY: Reedy Wolf Pack 3600 Ni-MH, 695.559

RECEIVER BATTERY: Reedy Hump Receiver Pack 1600mAh, 612, \$29

FUEL: Byron RACE 3000 Gen2 30%, BYR3130217, \$10.99/qt.

CONTACT

TEAM ASSOCIATED: www.teamassociated.com

REEDY: www.teamassociated.com

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TEBO & LIN

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PERFORMANCE TEST

JUMPING • The Nitro Pit track had 13 jump sections, so needless to say I got a lot of air time with the RC8T-RS. From big jumps to the little ones, the truggy felt at home and never complained. Again the suspension was almost perfect right out of the box. The RC8T-RS felt nimble and fully controllable in the air. It reacted well to driver input and did what I asked of it. The AE .28 engine had plenty of grunt to push the truggy over the tightest of jump sections, and it made my timing of jumps almost a no-brainer. If you love to jump, the RC8T-RS will give you ear to ear smiles for sure.

Rating: 10

WRENCHING

MAINTENANCE • Although the RC8T-RS hardly needed any wrenching done to it over my week of racing, the design set up lent itself to working on the truggy. Most everything is in the open and easy to work on, and based on my week long race experience, it will be a while before you need to do any real maintenance. The wrenching I did have to do was easy and straight forward—there were no surprises when it came time to wrench on the RC8T-RS.

Rating: 10

WEAR AND TEAR • As I write this and look at the RC8T-RS, it's ready to go for another big event, .. no problems! From the bottom of the chassis to the top of the wing, the RC8T-RS still looks fresh. The truggy logged almost one and a half hours of full-bore race action, plus an hour of photo shooting, and nothing broke or wore out. Although I did have a few issues that kept me out of the A-main, that is expected for an RTR, and certainly acceptable considering I pulled the truggy straight from the box and raced at a huge world class event! First, the clutch bell bolt came loose during my first qualifier. Second, the

stock composite clutch shoes faded after four minutes of hard race action in the second qualifier. Third, in the B-main and on my way to bumping to the A-main, the servo saver spring loosened up...I lost my steering. After a quick fix I went back out to finish seventh. Most of the screws needed about a quarter turn to tighten them back up, but again, these are all things to expect from a new RTR, and they are normal.

Rating: 9.0

TUNING • In typical Associated fashion, the truggy comes standard with all the tuning options a good race vehicle should have. Associated has you covered when it comes to tuning and wrenching. The RS stands for "Race Spec" so you know the truggy is set-up...really. The RC8T-RS is much like its brother the RC8T kit, but with some different spec parts to bring the price down. The RC8T-RS is a race bred truggy, and has all you need to tune it.

Rating: 10

CONCLUSION

Needless to say, I'm excited about the RC8T-RS. When I first saw it it looked like a great vehicle, and I wanted to race it—which I did, and fell absolutely in love with it. This was the first time I'd taken a full RTR out to a big event and not had any problems. In fact, I felt like I was competing with a vehicle three times the price of this RTR. If you're just getting into the hobby or want to start competing, look no further than the RC8T-RS. I could be wrong, but I feel this is as close as you're going to get with an RTR truggy that's race ready out of the box. It's set up well for most conditions, has everything you need (other than fuel and batteries) to get started, and it handles superbly right from the get-go. What more can I say? ○

ASSOCIATED RC8T-RS RTR



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Brings the meaning of RTR to a new level
- Dialed and ready to race out of the box
- Makes a Joe driver like me look good

MISSES

- Although meticulous, the manual can be misleading
- One-piece pipe would have been nice
- With 2.4 all the rage, an FM radio seems dated

MAIN COMPETITION

Kyasho Inflema S12 RTR, Jammin X2 RTR, OFNA Mutilator Power Start RTR

WHO IT'S FOR

Anyone who loves truggies, the smell of nitro in the morning, and who is not afraid to go fast!

The pro class should have a production rule like in motocross...



AXIAL SCORPION
1/10 - KIT | ARTF | RTR | RTC



OUR INSPIRATION

Above Image: Jake Hallenbeck's 11 Axial rig

NEW RTC

- 55T hi-torque motor
- Metal gear servo
- Comp specific "100mm" shocks for improved suspension geometry and ride height.
- Improved strength in links & steering tie-rod.

OUR COMPETITION'S INSPIRATION

NEW! "READY-TO-CRAWL"
AX90011



All NEW 72-103mm SHOCK LENGTHS
"Mmmh, mmm, buttery smooth"

Our inspiration is not only fueled by our own passion for rock crawling, but also from the individuals who live and breathe the lifestyle. There's no sole person, company, or entity who single-handedly made R/C rock crawling what it is, instead it was a community. We'd like to thank all the Axial enthusiasts who continue to inspire us everyday. Thank You!



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BLV217N08 Dark Knight 2.2 narrow truck wheel 108.80	BLV207R01 2.2 wide HD Bead Lock Ring Black (4) 18.88	ALUM. CR01 Beadlock wheel Black 4 88.88	SCP126M01 Black Alum AX10 Battery Plate Mount 13.88	SCP126M05 Green Alum AX10 Battery Plate Mount 13.88	SCP14CM01 Alum. CM Vertical Plate Chassis AX10 38.88	SCP14MM01 Alum. MM Vertical Plate Chassis AX10 38.88
SCP14XM01 Alum. XM Vertical Plate Chassis AX10 38.88	SCP48R01 Front/Rear steering set ScorpionAX10 34.88	SCP55M01 Black Alum Suspension Link Mount 4.88	RCL61301 Black Alum. 6x13mm Link (4) 4.88	RCL61801 Black Alum. 6x18mm Link (4) 4.88	RCL62301 Black Alum. 6x23mm Link (4) 4.88	RCL62801 Black Alum. 6x28mm Link (4) 4.88
RCL63301 Black Alum. 6x33mm Link (2) 4.88	RCL63801 Black Alum. 6x38mm Link (2) 4.88	RCL64301 Black Alum. 6x43mm Link (2) 4.88	RCL64801 Black Alum. 6x48mm Link (2) 4.88	RCL65301 Black Alum. 6x53mm Link (2) 4.88	RCL65801 Black Alum. 6x58mm Link (2) 4.88	RCL66801 Black Alum. 6x68mm Link (2) 4.88
SCP08M01 CNC Alum 3 LINK CONNECTOR AX10 8.88	SCP160301 HB Alum. Pipe 6x10mm 30deg (2) 16.88	SCP160B05 Green Anodized Alum Balls (20) Ax10 9.88	SCP160B07 Purple Alum. Balls (20) Ax10 9.88	SCP160HBE05 Green Alum. Pipe Ball End (2) 6.88	SCP49L01 Black Steering and Drag Link set 6.88	SCP49L02 Red Steering and Drag Link set 6.88
SCP49L06 Blue Steering and Drag Link set 6.88	SCP655L01 Black Alum Suspension Link 55mm 6.88	SCP698L01 Black Alum Suspension Link 98mm 6.88	STD0818RC04 Rock Crawler Low CG Spring Gold (2) 3.75	STD1118RC01 Rock Crawler Low CG Spring Black (2) 3.75	STD120MR128 120 Rock Crawler dual rate spring 13.88	STD120S08 100 mm RC Spring chrome soft (pair) 3.75
HAG817 17T 48P Hard Anodizing Alum. Gear 4.88	HAG830 30 tooth 48 pitch Hard pinion gear 4.88	PG414 48 pitch 14 teeth 8.88	Long Steel 48P 9T pinion Gear 7.88	Long Steel 48P 10T pinion Gear 7.88	Long Steel 48P 11T pinion Gear 7.88	Long Steel 48P 12T pinion Gear 7.88
Long 48P 9 10 11 12T pinion G set 28.88	Thumb Screws to secure battery strap 4.88	Hard Anodized 86T Alum. spur gear 18.88	Hard Anodized 88T Alum. spur gear 18.88	Hard Anodized 89T Alum. spur gear 18.88	Long Steel axle set for CB20EL (2) 23.33	Alum. Re. AXLE LOCKOUT kit AX10 33.88
Hard Anodizing Alum. Center Gear set 28.88	Scale 6061 Aluminum axle case AX10 88.88	Black On board power axle kit ax10 108.88	Silver Onboard power axle AX10 108.88	6061 Alum. center gear box AX10 33.88	6061 Alum. Low CG gear box AX10 68.88	Dig unit for AX-10 transmission 43.88
Rock Crawler Low CG Saddle Pack 9.6V 38.88	Threated Alum. Shock Set 120mm 28.88	Green Threaded Shock Set 120mm 28.88	HA Red 123mm Double spring shock 33.88	HA Red 123mm Double spring shock 33.88	HA Blue 123mm Double spring shock 33.88	Hollow Li wt black Body post(4) 13.88
SCP20105 Hollow Li wt Alum. Green Body post(4) 13.88	RTD120 Replacement Shock Shafts kit TD120 8.88	SCP2401 Black Alum. Servo Mount Ax10 10.88	SCP2405 Green Alum. Servo Mount AX10 10.88	SCP55HL01 Ax10 CNC high lift Ladder Bars 19.88	SCP55S01 CNC Alum. Ladder Bar Ax10 24.88	SCP1901 Black Alum. C-Hub Scorpion 23.88
SCP2101 Black Alum Steering Knuckle Scorpion 23.88	VK1008 Alum. 12mm hex wheel hub WK AX10 13.88	CB248F01 Front Clod axle Tube steering system 38.88	RCM31P08 M3 Step Type Mount 2mm Offset (2) 9.88	RCM31T08 Rock Crawler Link M3 T Type Mount 8.88	SCP0801 Black Alum. Upper Link Mount AX10 18.88	RUN37H Replacement Alum. universal for 37H 8.88
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SCP33101 Skid plate Stock AX10 axle case 16.88	SCP331H01 Skid plate SCP1201 Alum. axle case 17.88	SCP1801 Black Heat sink Motor plate AX10 13.88	SCP1805 Green Heat sink Motor plate Ax10 13.88	SCP1505 Alum. Gear Adaptor green cap plate 16.88	SCP50H01 Alum. 87i Spur w/Double wave Slipper 33.88	SCP50P01 Wave SLIPPER PAD for SCP50H01 7.00
BLW207C01 Black wheel cap with screw 10.88	SCP1006 Alum. 12mm hex wheel hub WK AX10 14.88	SCP10MW01 Alum Multi Width HEX HUB 30 to 60mm 28.88	VK10W01 ALUM. VIDE HEX HUB 30 to 50mm 28.88	SCP126X01 Black Lower CG 2/3A pack mount 20.88	SCP126X08 Silver Lower CG 2/3A pack mount 20.88	RCL60801 Black Alum. 6x8mm Link (4) 4.88

Hot Racing aluminum hop-ups for Losi Mini Crawler



HOT MRC120R \$18.88	HOT GMRC14 \$68.88	HOT MRC120R \$18.88	HOT MRC220R \$20.88	HOT MRC55L01 \$8.88	HOT MRC60H \$9.88
BLW198S01 Losi MRC beadlock 1.9inch Wheel (4) 98.88	GMRC14 carbon fiber chassis plates MRC 68.88	MRC55L01 Black Alum Suspension Link 55mm 8.88	MRC38X01 Black Alum Suspension Link 38mm 8.88	MRC3801 Black Alum Suspension Link 38mm 8.88	RSDM10 Replacement Micro tip 1mm 3.88
MRC1908 Black Heat sink Motor plate MRC 13.88	MRC60H Hard Anodized main gear 60T MRC 9.88	MRC1000T Hard Anodizing Alum. Center Gear set 23.88	MRC36B01 silver alum. threaded shocks MRC 18.88	MRC25XH alum. diff post lock spool plate 10.88	Alum. center locked spool Gear MRC 14.88
MRC1908 Silver alum. c-hubs-pair -MRC 18.88	MRC2108 Silver front knuckle MRC 19.88	MRC220R Silver Black Alum Rear Axle Lock-Out 20.88	MRC37H08 Alum universal center shaft MRC 28.88	MRC10MW08 Alum Multi Width HEX HUB 30 to 60mm 18.88	

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ASSOCIATED RC8T-RS RTR

SCALE 1:8 RTR 4WD

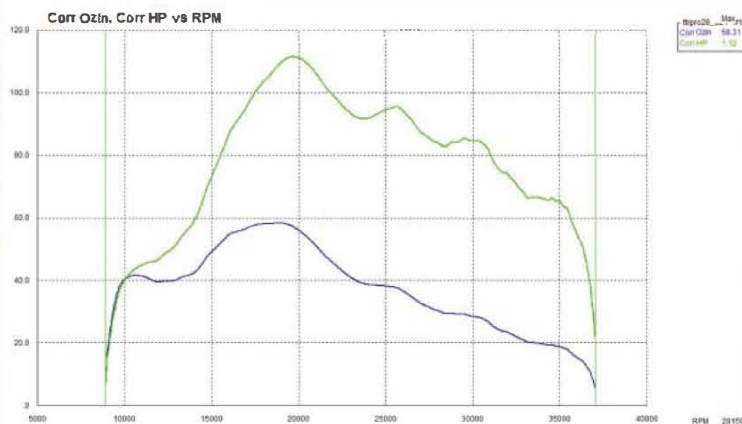
POWERPLANT INFO

The AE.28 Pro is a great RTR engine. It was easy to break in, and it purred like a kitten when idling. Tuning was easy, and for a .28 engine, it had unparalleled run times of nine minutes plus. Power was good for an RTR .28 engine, and was comparable to a hi-dollar .21 engine. Throttle response was quick, with a nice linear feel. The engine had plenty of torque to squirt up jumps or hills, and after serious racing it still had a good pinch to it.



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:	Associated AE 28 Pro
BORE AND STROKE:	0.720in. X 0.693in. (18.30mm x 17.6mm)
DISPLACEMENT:	0.017 in. ³ (.28cc)
FUEL:	Byron Gen2 30%
PIPE:	AE Muffler
PLUG:	AE (hot)
PEAK X-DYNO HP*:	1.12 @ 19,250 rpm
PEAK X-DYNO TQ*:	58.29 oz.-in. @ 19,000 rpm
PEAK X-DYNO RPM:	37,000
AVERAGE HP:	0.78 hp
AVERAGE TQ:	37.43 oz.-in.
POWER FACTOR	
LOW END (TQ/HP):	50.57 / 0.91
TOP END (TQ/HP):	37.41 / 1.19
CORRECTION FACTOR:	1.081

*All numbers are SAE corrected

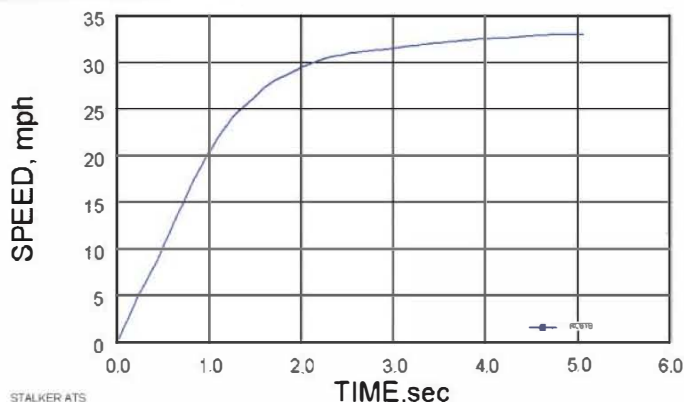
NEEDLE SETTINGS

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

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.02 sec. @ 30.08mph
TOP SPEED: 32.96 mph @ 180.13 ft.
AVERAGE RUN TIME: 7-minutes



STALKER ATS

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	70-80°F / 30%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 f.
TRACKTYPE:	Medium to high-grip dirt

HANDLING

TURNING RADIUS:	4 ft., 10.5in.
ON POWER:	Neutral
OFF POWER:	Slight oversteer

BRAKING

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

Just to be funny...seeing the pros racing RTRs!

ROCKCREW

INTRODUCING TAMIYA'S

Jeep® Wrangler YJ
Item #58429



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ATIONAL VEHICLES

Mercedes Unimog 406
Kit # 58414

Toyota Land Cruiser 40
Kit # 58405



#54087 Aluminum Side Frame

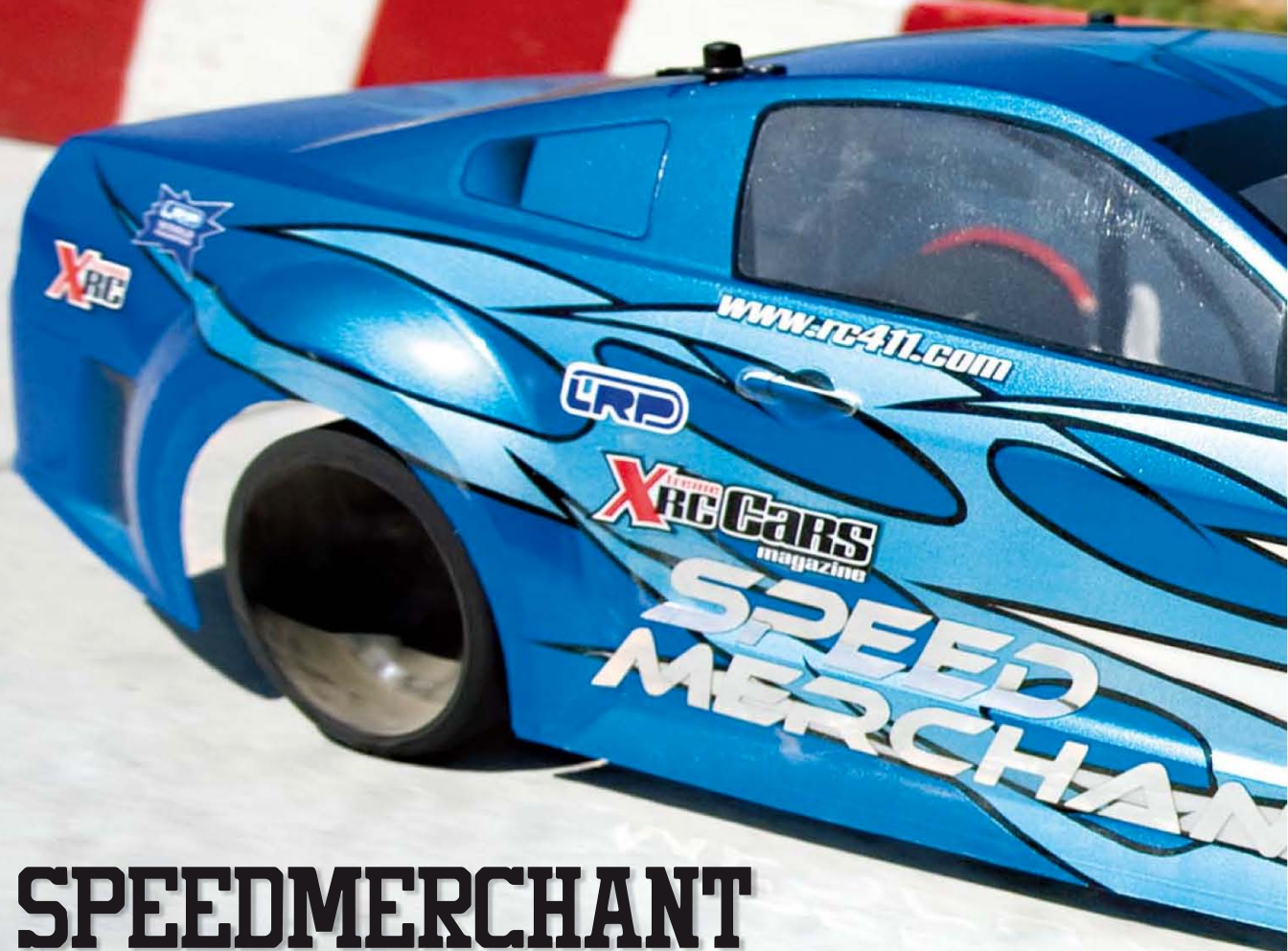


#54046 Aluminum Battery Plate
#54047 Aluminum Servo Bed



#54110 Aluminum Bead
Lock Ring

The latest in Tamiya's line of "Rockreational" vehicles is the new 1/10th scale Jeep Wrangler YJ. Along with the legendary Mercedes Benz Unimog and Toyota Land Cruiser 40 Rock Crawlers, it will be the king of the hill in no time. The latest addition to our line, the Jeep Wrangler YJ, adds a little American Know-How to this down and dirty competition. By producing these state of the art 2.2 class rock crawlers, Tamiya continues their history of excellence with amazing attention to detail. And if it's hop ups you want, we have everything you need to create the perfect vehicle to tackle obstacle-ridden terrain. So why settle for something that "sort of looks like a truck" when you can get behind the wheel of the real deal? The Jeep Wrangler YJ, Mercedes Benz Unimog and Toyota Land Cruiser 40 Rock Crawlers, the perfect trio for the Rockreation Nation!



SPEEDMERCHANT FORMULA WORLD GT

IT'S LIKE A TOURING, BUT EASIER,
FASTER, CHEAPER...



words: Derek Buono | photos: Jason Boulanger

SPEEDMERCHANT HAS BEEN KNOWN AROUND THE CARPET TRACKS for as long as carpets have been around. Most people may not know how many National Titles SpeedMerchant has, or that Bruce Carbone is the owner and one of our favorite people at the track. The latest trend in on-road carpet is a World GT class, which is basically the return of 1/10 pan car racing but with more scale bodies on top. SpeedMerchant might laugh at this, because they have offered a Speedspec car for years, and now the trend is catching on again. Some people believe that this class might take the place of sedan racing because of its simple design, great handling, and return to realistic bodies that look like.... real cars.



We raced with a Pro-Line C6 hot rod...dropped low like everybody else.

SPEEDMERCHANT FORMULA WORLD GT

PART #: SMR1505
STREET PRICE: \$275
PRICE AS TESTED: \$1,338
SETUP TIME: 6 Hours
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			2WD

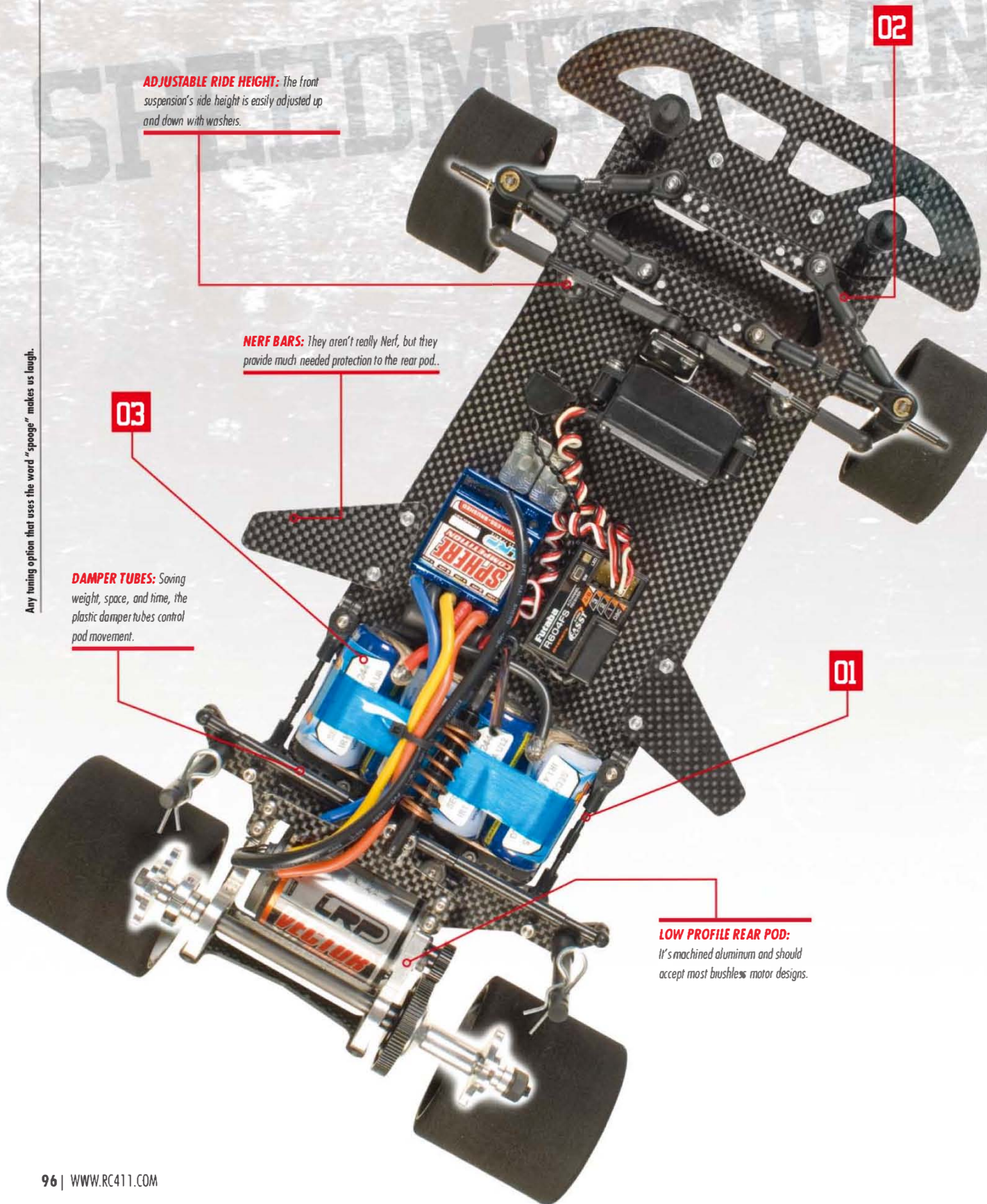
Any tuning option that uses the word "spooie" makes us laugh.

ADJUSTABLE RIDE HEIGHT: The front suspension's ride height is easily adjusted up and down with washers.

NERF BARS: They aren't really Nerf, but they provide much needed protection to the rear pod.

DAMPER TUBES: Saving weight, space, and time, the plastic damper tubes control pod movement.

LOW PROFILE REAR POD: It's machined aluminum and should accept most brushless motor designs.



01

LINK ISN'T JUST IN ZELDA •

You'll notice a swing toward this type of rear pod these days. Speedmerchant has been perfecting this design for years and the hard work they have put into it has resulted in its superior bumpy track handling.



Speedmerchant has been perfecting this design for years and the hard work they have put into it has resulted in its superior bumpy track handling.



02

SAUSAGE LINKS

• The new suspension

Speedmerchant tested on their 1/12 scale car has made it to the bigger brother and offers improved adjustment over the older setup. It does take some more work to get it right, but the end result is worth all the initial link adjustments.

03

MAMA I'M LIPO READY •

Another benefit of the link rear end is the ability to work with that new battery technology called LiPo. T-bar cars are going to have to be reworked to be compatible and might have to suffer a relearning period before the handling is back up to speed. This one is ready.



VEHICLE INFO

**CHASSIS**

LAYOUT:	Pan with linked rear pod
THICKNESS:	2.5mm
MATERIAL:	Carbon fiber

**SUSPENSION**

TYPE:	Linked rear pod, spring and link front
TURNBUCKLES:	Steel
STEERING:	Direct (optional servo saver)
SWAYBARS (F/R):	None

**SHOCKS**

BODIES:	Single, threaded aluminum
DAMPING (F/R):	35 wt., red "spooze" in side dampers
PISTONS (F/R):	2 hole
SPRINGS (F/R):	AE Copper

**DRIVE TRAIN**

TYPE:	RWD direct drive
DIFFERENTIAL:	Rear ball diff
AXLE TYPE:	Graphite/Aluminum
TRANSMISSION:	Direct drive
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Metal-shielded

**GEARING**

1"	
PINION/SPUR:	36/88, 64-pitch
GEAR RATIOS:	
PRIMARY:	2.44:1
INTERNAL:	NA (direct drive)
FINAL:	2.44:1

**BODY, TIRES & WHEELS**

BODY:	Not included
TIRES (F/R):	Not included
DIAMETER/WIDTH:	Not included
HEX SIZE:	NA
WHEELS:	NA

**DIMENSIONS**

WEIGHT:	38.2 oz. (1,083g)
TRACK	
WIDTH (F/R):	7.7/7.9 in. (195/200mm)
WHEELBASE:	10.25 in.
RIDE HEIGHT	1.16 in. (4mm)

TESTING

Testing on carpet is a problem out here, but luckily we had the chance to run the car at the IIC and get a full race weekend of racing the experimental WGT class. The track was very high traction and a little larger than your typical indoor carpet track.

ACCELERATION AND SPEED • Direct drive cars always are insanely fast, but 4-cells have cut the white-knuckled feel of 1/10-scale pan cars down some. At this event the spec motor was an LRP X11 stock spec, and despite me trying to pull the trigger through the transmitter grip it wasn't what I'd called blistering fast. That really wasn't indicative of the car because it did pull out of corners hard, but in the slower stock classes and 4-cell, corner speed is king. Once we got the suspension stiff enough it was on par with all the other cars. Despite its lack of speed "feel" the lap times of this car wasn't too far off some of the modified or 19-turn touring cars.

Rating: 9/8

BRAKING • Brakes aren't really used in anything but modified 4wd touring when it comes to carpet. The insane amount of traction that carpet provides means you basically just turn the wheels and maybe lift to get the car to rotate properly. If you did need to brake it would be easy to control and linear.

Rating: 9

LOW-SPEED • On-road teaches you the need for dual rate adjustment and endpoint adjustment. In the slower sections the car was easy to drive, and had good turn in. I could adjust how the car feels felt very easily with the springs up front and in the rear. Since corner speed is critical, it is the ability to turn in and not scrub speed that really makes the difference between "the show" and fighting it out in lower mains. The FWGT is A-Main ready.

Rating: 9

HIGH-SPEED HANDLING • Carving the high speed sections of the track wasn't an issue. The FWGT's rear link pod and the front suspension provided a great amount of turn in and stability. The design of the car does make it want to resist turning, since it is long and has high grip, so you might want to start looking for stiffer springs before you hit the track. Beginners might want to stick with softer springs and enjoy some lazier handling.

Rating: 9

SPEEDMERCHANT FORMULA WORLD GT



TEST GEAR

RADIO:	Futaba 4PK, FUTK4900, \$500	
RECEIVER:	Futaba R604FS (included with radio)	
STEERING SERVO:	KO Propo PDS24T3ICS, K030044, \$120	
SPEED CONTROL:	LRP Sphere Comp, LRP80700, \$200	
MOTOR:	LRP Vector X11 13.5 Stock Spec LRP50840, \$80	
BATTERY:	Reedy VMX R-46 1B4600 4-cell, 679, \$84	
TIRES:	Jaco WGT Spec Lilac Dot \$25/pair	
BODY:	Ford Mustang GT-R 200mm, 17504, \$29	

CONTACT

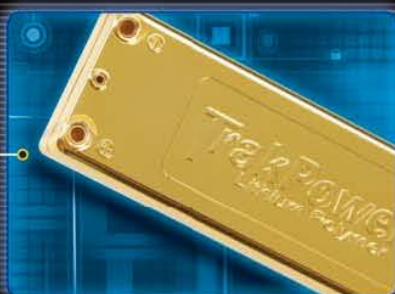
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BACK 2 ROAR

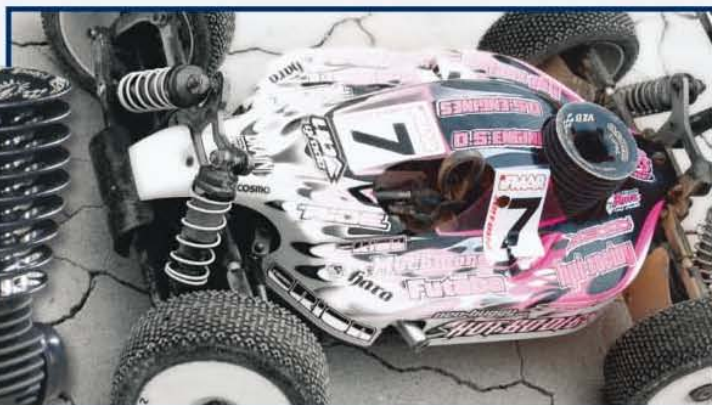
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PERFORMANCE TEST

WRENCHING

MAINTENANCE • Brushless motors and simple suspension design are a lazy racer's dream. Despite making some adjustments to get the suspension stiffer and the car cornering faster there wasn't much to do, and maintenance was about half as complicated as with a touring car. The link suspension does mean you might have to get out a ruler or some tools to get everything lined up, but it's pretty straightforward.

Rating: 8

WEAR AND TEAR • The handout tire for this race was a Jaco, and it didn't seem to wear at all. The car took some abuse when I showed up and basically used a qualifier to learn the track and the car. This car is pretty beefy and don't have any brittle parts to worry about. In fact, the only issue I saw with this car was when somebody drove into the back of McMahon and delaminated the graphite on the rear pod...which reminds me to remind you... glue all the edges and you won't have to worry as much about that.

Rating: 10

TUNING • 1/10 and 1/12 cars share a simplicity that makes tuning almost a non-factor. The great thing about carpet is that the traction is always there and is pretty

consistent. So when you find a setup it usually stays the setup. The FWGT does have plenty of adjustments for those who like to adjust things, and you can feel the changes as you make them.

Rating: 9

CONCLUSION

The Formula World GT class is becoming more popular every day. There are a lot of options to choose from and some really good cars from manufacturers that have known the excitement and skill of the class. Speedmerchant has been there from the beginning of the class and offer both pro and sport versions that allow you to race on a budget or with a slightly higher "racer budget." Their FWGT is bullet proof and handles well. The body is what separates this class from the older pan cars of the past and we can only hope we stick to the more appealing scale bodies and resist bending them back into a flat wedge. Want to get into WGT? This is one of the best to start with. 🏆

SPEEDMERCHANT WORLD GT

1:10



2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

9

INSTRUCTIONS

9

PARTS QUALITY/FIT

10

DURABILITY

9

TUNABILITY

9

OVERALL PERFORMANCE

8

VALUE

HITS

- Linked rear pod works everywhere
- Tough as an Irish boxer
- Less work than a touring car with higher performance
- LiPo compatible (single cell only)

MISSSES

- Not really anything but a track car. Forget about the streets.
- Front suspension might be a little too complex to get perfect.

MAIN COMPETITION

RC Gen-X Pro 10, Team Associated RC10 R5

WHO IT'S FOR

On-road racers tired of the cost and care of touring car racing.

We would require mirrors and plastic spoilers in the rear.



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FEATURES:

- ▲ Low vibration at high speeds.
- ▲ Superior traction on pavement.
- ▲ Lower profile tires improve handling
- ▲ Mounted on "carbon fiber" style wheels
- ▲ Stylish and rugged low profile "Prism" wheel.
- ▲ Amazing traction with reduced wheel "chatter"
- ▲ Long lasting- Better wear than most rubber tires.
- ▲ Lightweight tire/wheel combo means quicker acceleration.
- ▲ Guaranteed to stay glued to the wheel...no matter how fast you go.



Part #	List Price	Description	Vehicle Fit
JAC2020LP	\$32.00 pr	Low profile purple compound foam tire mounted & trued on 3" carbon fiber style prism wheel	JATO Front Nitro Stampede Front Nitro Rustler Front Nitro Sport Front
JAC2030LP	\$32.00 pr	Low profile purple compound foam tire mounted & trued on 3" carbon fiber style prism wheel	Rustler/VXL Front Stampede/VXL Front
JAC2040LP	\$32.00 pr	Low profile pink compound foam tire mounted & trued on 3" carbon fiber style prism wheel	JATO Rear Nitro Stampede Rear Nitro Rustler Rear Nitro Sport Rear
JAC2050LP	\$32.00 pr	Low profile pink compound foam tire mounted & trued on 3" carbon fiber style prism wheel	Rustler/VXL Rear Stampede/VXL Rear

main XXX main XXX main

INTERNAL GRAPHICS

SLAP AN INTERNAL GRAPHIC INTO YOUR BODY AND HIT SOME PAINT~ SIMPLE (PART # R001 TO R023_ RETAIL \$8.49 EACH)

R001 - Chromal Blaze

R002 - Wickedness

R004 - Fire

R005 - XXXtreme Volts

R023 - Carbon Fire

R022 - Ice Internal

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

CUT

STICK

PAINT

EXTERNAL DECALS

STICK THESE ONTO YOUR DOGS BUTT~ THEN BARK AT HIM (PART # S001 TO S034_ RETAIL \$5.49 EACH)

Part # H005
Diamond Fiber Flames

S001 - Got Nitro?	S009 - Pro Flames	S018 - Wicked Flames	S019 - Tribal Death
S002 - Cold Form	S029 - Inferno	S030 - Skulls	S031 - Angel of Death

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SPEEDMERCHANT FORMULA WORLD GT

SCALE 1:10 POWER 1/4 TYPE 1 DRIVE 2WD

POWERPLANT INFO

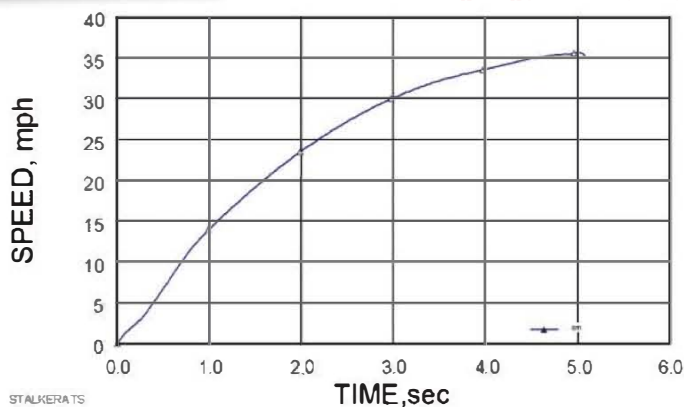
Most of the time a 13.5 brushless is going to be fast, but in the case of 4-cell racing it's more about corner speed than tear-inducing speed. The X11 provided good power and never needed to be removed from the car, which in terms of me being lazy is a huge plus.



PERFORMANCE INFO

ACCELERATION CURVE

0-60FT: 2.53 sec. @ 28.1 mph
TOP SPEED: 57.6 mph @ 166 ft.
AVERAGE RUN TIME: 8 min.



STALKERATS

TEST CONDITIONS

WEATHER: Indoor
TEMP/HUMIDITY: Dry
BAROMETRIC PRESSURE: 29.97
ALTITUDE: 652 ft.
TRACK TYPE: Carpet

HANDLING

TURNING RADIUS: 1 foot, 4 inches
ON POWER: Moderate understeer
OFF POWER: Slight understeer

BRAKING

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

Zeger painted this body for us about 2 years ago!



WHY T



**HEAVY
DUTY**
SPUR GEAR
52 TOOTH
#77132



3SPEED
TRANSMISSION
#87257
WITH
#77065
HIGH SPEED
THIRD GEAR SET



**RACING
CLUTCH
BELL**
16 TOOTH (1M)
#77106



#80594
HPI SF-5 SERVO
(METAL GEAR/8.9kg-cm 6.0V)



#86246
SUPER
HEAVY DUTY
DRIVE SHAFT



#86391
**HEAVY DUTY
ALUMINUM
CLUTCH SHOE**



#4465
TERRA PIN TIRES S-COMPOUND



HPI XL?

NITRO STAR

**K5.9
ENGINE**

#15250

MASSIVE

5.9cc

3.75HP

POWER



#86138

ALUMINUM

TUNED PIPE

**55MM
LONGER**



#73941

**MAIN
CHASSIS SET**

3mm THICK

6061 ALUMINUM



#2012
HUMP BATTERY PACK
FOR RECEIVER

**NI-MH
6V 1200MAH**



**X-Best of
2008**

**THE
BEST**

NITRO MONSTER TRUCK

XTREME RC CARS MAGAZINE

#86922
MACHINED



**HEAVY DUTY
BEVEL GEAR SET**

**BECAUSE IT COMES
WITH ALL THIS STUFF.**

SAVAGE XL

#10515 RTR SAVAGE XL 5.9

#86249

SUPER

HEAVY DUTY WIDE AXLE



hpi-racing

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WORDS & PHOTOS: BRIAN "SKINNY" SKINNER
SPECIAL THANKS TO: ROBERT HULL

SILVER STATE '09 NITRO CHALLENGE

IT'S THE "CALL OF DUTY" FOR RC...BRUTAL, HARD, AND ENTERTAINING!

IT IS FITTING THAT THE SILVER STATE NITRO CHALLENGE IS HELD IN LAS VEGAS BECAUSE THIS EVENT IS DIFFERENT THAN ANY OTHER EVENT IN RC RACING. JUST LIKE THE STRIP, SILVER STATE IS LARGER THAN LIFE, AND MARCHES TO A DIFFERENT BEAT. FIRST OF ALL, THE EVENT USUALLY HAS A UNIQUE FORMAT; THIS YEAR THEY HAD A MOTOCROSS FORMAT WITH HEADS UP QUALIFYING, A PRO ONLY INVITE CLASS, AND A ROLLING START. SILVER STATE ALSO LIKES TO TRY NEW FORMS OF RACING - LAST YEAR IT WAS A BAJA 5B DEMONSTRATION, AND THIS YEAR IT WAS BRUSHLESS 1/8-SCALE BUGGIES. THEN THERE ARE THE FACILITIES; RACING AT THE TRACK IS LIKE PLAYING CALL OF DUTY: MODERN WARFARE...IT'S ALL ABOUT SURVIVAL OF THE FITTEST BOTH ON AND OFF THE TRACK. REALLY, THE TRACK IS LIKE RACING THE BAJA 1000 WHERE CONDITIONS ARE BRUTAL AND WEATHER CONDITIONS CAN BE TERRIFYING. THE TRACK IS STRAIGHT OUT OF THE BAJA WITH HUGE WHOOPS, AND THE DIRT IS SO SINISTER THAT IT DESTROYS YOUR CAR (AND CAMERA EQUIPMENT) IN LESS TIME THAN IT TAKES TO WRITE THIS! IF YOU TRULY WANT TO TEST YOUR METAL AND SEE WHAT YOU AND YOUR VEHICLE CAN SURVIVE, THEN HEADING OUT NEXT YEAR TO SILVER STATE SHOULD BE HIGH ON YOUR LIST.



SPONSORED BY:

XTRME RC CARS, ASSOCIATED, PRO-LINE, MUGEN, A-MAIN HOBBIES,
VP-PRO, NOVAROSSİ USA, AHERN RENTALS, RC CAR, RCCA

BEST QUOTE OF THE WEEKEND:

WELL...I'M STAYING AND RACING
TOMORROW...WHAT DOESN'T BLOW YOU OFF
THE DRIVER STAND MAKES YOU STRONGER!

-SOCALMITCH-

FRESHNESS
Race Date:
04.05.09
GUARANTEED

THE TRACK

The Silver State Nitro Challenge is held in Boulder City Nevada, just minutes away from all the action in Las Vegas which is the best part. The track is absolutely the most brutal RC track on the planet bar none! This is because it's desert racing in scale. The track degrades to a car pounding slug fest with huge whoops in corners and kickers on the straight, and the dirt grinds your car back into its natural elements. Aside from wicked Baja 1000 conditions, this year's track layout was one of the coolest I've seen in a long time. Most notable were the large drop-off bridge and elevation changes.

If you don't know what Call of Duty is, this layout won't impress you.



The jump section coming up to the bridge look like a copy of the Glen Helen AMA Motocross National track last year.



Pit lane exit: this was probably the neatest exit from a pit lane I've ever seen!



The whoop section just before going under the bridge was vicious. Cars struggled through here, and many lead changes happened.

On the left of the track was a sweet step-down section—that if not done correctly—caused you to endo.



The cross-over bridge was about eight feet tall with a long free-fall to the ground. The cars looked really cool dropping in, and you should have heard the sound from underneath...sounded like F1 cars!

IN THE PITS

THERE'S ALWAYS SOMETHING TO SEE IN THE PITS AND HERE'S JUST A SAMPLE:



The world famous Jimmy Babcock was once again hired to run the race, and for good reason...Jimmy runs a tight ship!



Scott Hughes is: (A) Laying in a fetal position from desert exposure, or (B) Showing how deep the whoops are from all the racing. There's a pop quiz at the end of the class.



XRAY had their team there with the Wheelers charging hard. Josh Wheeler ran great, but finished just off the podium.

RC Live.com was out covering the event video style, and you got to love the live coverage!



RB is back in action with a new distributor in the US. To show support, a few of the Euro guys from RB came out to play. I should mention that several other Euro drivers were at the event, making it an international incident.



Just how brutal were the conditions at Silver State? This stopwatch was brand new before it was used at the event!

Looking like a preacher reading scripture, this mysterious KO Propo rep was secretly taking notes on the race.



The man-the myth-the legend! Jason Ashton is the front man for the Silver State. He takes great pride in putting on a show for y'ol!!

MANUFACTURED STUFF

IF YOU WANT TO FIND OUT WHAT MANUFACTURERS ARE UP TO, JUST GO TO A BIG EVENT LIKE THIS. HERE ARE A FEW THINGS WE CAUGHT WITH THE XTREME SPY CAMERA.

1 A new caliber in tires! Pro-Line had these pre-production Caliber tires at the event, and they were the talk of the pits. This is one of the coolest tread designs I've seen, and it looks directional to me. The tread looks like it will work for a variety of conditions... nice job Pro-Line!



2 The new and long awaited Mugen MBX-6T truggy was there, and she looked sweet. Here's your first look at it, and watch for a review soon right here in the pages of Xtreme!



3 GS Racing is making a comeback thanks to the indispensable and irreplaceable Garen Hagobian. GS is working on a new truggy, as seen in the first photo, and the new CLX buggy made the A-main with ease. Thanks to the genius of Garen, GS Racing is coming back strong in 2009.



4 Z-Car Technologies/SH Engines Greg Degani was wheeling the pre-production Z-Truggy. It had many of the unique features of the Z-Buggy, and Degani was looking good on the track with it.



5 Steve O'Donnell had his team testing some new gear for the 201B buggies. The team was being tight lipped, but it looks like the upper deck has been redesigned, as have the steering knuckle junctures. Is this a new kit and/or add-on parts for the 201B...we'll have to wait and see.



THE RACING:

THE RACING WAS RUN DIFFERENTLY AT SILVER STATE AGAIN THIS YEAR, WHICH HAD SOME DRIVERS PERPLEXED, BUT OVERALL THE FORMAT WAS GOOD WITH A LITTLE TWEAKING REQUIRED. I LIKE THE FACT THAT JASON ASHTON WANTS TO EXPLORE "OTHER" FORMATS BECAUSE IT ALLOWS ALL OF US TO SEE HOW RC RACING COULD BE RUN. THE ROLLING STARTS WERE KILLER FOR THE SPECTATORS, AND I'M A BIG FAN OF THE MOTOCROSS STYLE TRANSFER SYSTEM. IT'S STRAIGHT-OUT RACING FROM THE GET-GO, AND YOU KNOW WHERE YOU'RE AT BECAUSE YOU KEEP YOUR EYE ON THE GUY NEXT TO YOU—NOT THE CLOCK. THE PRO INVITE CLASS IS A GOOD IDEA, WITH AN OPEN CLASS HELD ON A SEPARATE DAY. JUST LIKE AMA DOES WITH LARGE OUTDOOR MX EVENTS. I THINK THIS FORMAT IS GREAT FOR EVENTS THAT ARE HELD IN FRONT OF HUGE SPECTATOR CROWDS, BUT LISTENING TO SOME OF THE DRIVERS, IT MIGHT BE BETTER TO SAVE THIS FOR THOSE TYPES OF EVENTS...BUT WE HAVE TO START SOMEWHERE!

TEAM KYOSHO WINS BUGGY

PRO INVITE BUGGY: Jared Tebo wanted revenge, and was on a mission to win this thirty minute buggy A-main. Tebo was in first at the start, but chaos ensued for the rest of the pack, giving Tebo some room. The track became a huge dust cloud making it hard to see, but in the first minute or two it looked like Mike Truhe was second and Travis Amezcua third. At that moment it was pointless to take notes, because I couldn't see, so I headed over to the speakers to record what was going on. The track was super dusty; the drivers were having a hard time seeing and my camera was ruined, but the recording got the action. At the halfway point Tebo was six seconds up on second place Cody King, with Billy Fischer right behind him. Drake and Truhe were back behind Fischer battling for position. Coming into the pit stops, it looked like both of them were struggling out there...well, everybody was for that matter; the track was so blown out that it was a matter of survival! With about ten minutes to go Billy got ahead of Tebo, and Ty Tessman was in third. Tebo charged in an attempt to catch Billy, and Drake had his last fuel stop, which helped at the end. The top five swapped around at the end with Ty Tessman dropping back to fourth to fight with Mike Truhe. Drake moved from fifth to third, and Tebo finally caught Billy for the lead, and that's how it ended. Tebo ran a great race and prevailed in torturous conditions.



TEAM LOSI WINS TRUGGY

PRO INVITE TRUGGY: This thirty-minute A-main truggy race was the most exciting race I've ever seen. It was a blur of battles right from the start all the way to the end with Adam Drake, Jared Tebo, and Mike Truhe all mixing it up! Tebo was on fire TQ'ing both truggy and buggy classes, and he got the lead from the start. Soon Drake took over the lead and then Ryan Mayfield was in the mix until he blew a plug. Next Mike Truhe battled from last place all the way up to first, only to get bumped in a corner by Tebo and dropped back to third. The last five minutes were the most exciting...with Drake, Tebo, and Truhe swapping back and forth between first and third. With a couple of minutes to go, the three were all alone out front and putting on an incredible show. One minute it looked like Truhe would win, next it looked like Tebo, then the two tangled and let Drake jump out front with seconds to go. Tebo and Truhe both made a hard charge for Drake, but the Drake was too fast, and won. Tebo got second, and Truhe third. You have to go online to see this race; it's a classic, and needs to be seen to appreciate what I'm reporting here!



Pay attention, dass! Daniel Lewis, owner of Tekno RC, was there expounding the virtues of brushless. Daniel is one of the big supporters of this new class, and Tekno's products are top notch.

BRUSHLESS BUGGY DEMO CLASS

There were 36 entries for this demonstration with almost all of the major manufacturers represented. This practically made this a mini world's event for this brand new class. On top of this, most drivers were top pros! If you look at the lap times, you can see that brushless buggies are as fast as nitro buggies and in some cases...a little faster. For example, Ronda Skelton actually drove her Mugen/Tekno prototype a little faster than her nitro buggy that she races regularly. To me it seemed that these new hybrids performed well. Until recently the electronic technology was lagging behind the performance of these hi-level vehicles, but I think this event showed how reliable brushless 1/8-scales have become. Some people find them just as exciting as nitro to watch race, but I can't wait until they add a little sound chip to make some engine noise so I'll feel more at home. Aside from Losi and Associated having production vehicles already out, there were a bunch of pre-production and prototypes racing. Here's a look at what I got pictures of.



Cody King was driving a pre-production brushless buggy from Kyosho, and it looked fast on the track. I guess RC cars are coming full circle back to electric. I don't know why, but there sure is a push for it!



Mugen had a prototype electric buggy sitting in the pits that Ronda Skelton raced. Here's your first look. Mugen was tight lipped about the brushless buggy, though I do know Tekno RC did a lot of work on it.



Jeremy Kortz raced this pre-production Hong-Nor/Ofna brushless 1/8-scale buggy and finished fourth racing it his first time. A unique feature that other electric buggies don't have is the dimpled

chassis braces. Instead of clunky bolt on bracers, engineers just dimpled the chassis to increase rigidity...pretty clever!

BRUSHLESS 1/8-SCALE BUGGY TOP FIVE:

- [LOSI] BILLY FISHER
- [LOSI] MIKE TRUHE
- [AE] RYAN MAYFIELD
- [HONG-NOR/OFNA] JEREMY KORTZ
- [MUGEN/TEKNO RC] RONDA SKELTON

Well, except Derek, who's on the 360. But he owns a P53 too...

INVITATIONAL TRUGGY A-MAIN

F	Q	DRIVER	LAPS	FAST LAP	CHASSIS	ENGINE	FUEL	PIPE	TIRES	BODY	RADIO
1	3	ADAM DRAKE	51	33.952	LOSI	NOVAROSS	NITROTANE	NOVAROSS	PRO-LINE	LOSI	AIRTRONICS
2	1	JARED TEBO	50	33.555	KYOSHO	ORION	BYRON	ASSOCIATED	AKA	KYOSHO	KO
3	14	MIKE TRUHE	50	34.132	LOSI	GRP	NITROTANE	GRP	PRO-LINE	LOSI	AIRTRONICS
4	10	JOSH WHEELER	50	34.686	XRAY	OS	BYRON	OS	PRO-LINE	XRAY	FUTABA
5	4	TRAVIS AMEZCUA	50	34.981	***	***	***	***	***	***	***
6	7	TY TESSMAN	50	33.815	HOT BODIES	OS	O'DONNELL	OS	AKA	HOT BODIES	FUTABA
7	13	CODY KING	49	33.866	KYOSHO	ORION	BYRON	OS	AKA	KYOSHO	KO
8	11	YANNICK AIGDIN	49	35.138	LOSI	NOVAROSS	NITROTANE	NOVAROSS	PRO-LINE	LOSI	SPEKTRUM
9	9	MATT CASTELLANO	48	35.681	LOSI	GRP	NITROTANE	GRP	PRO-LINE	LOSI	AIRTRONICS
10	12	LINUS THERN	47	35.372	***	***	***	***	***	***	***
11	8	MARK PAVIDAS	45	34.697	KYOSHO	OS	SIDEWINDER	OS	AKA	KYOSHO	FUTABA
12	6	RENAND SANDYA	41	34.318	MUGEN	RB	MUGEN	RB	PRO-LINE	MUGEN	FUTABA
13	2	RYAN MAYFIELD	26	34.254	ASSOCIATED	REEDY	SIDEWINDER	ASSOCIATED	J CONCEPTS	J CONCEPTS	AIRTRONICS
14	5	JESSIE ROBBERS	15	34.804	HOT BODIES	***	SIDEWINDER	***	AKA	HOT BODIES	KO

INVITATIONAL BUGGY A-MAIN

F	Q	DRIVER	LAPS	FAST LAP	CHASSIS	ENGINE	FUEL	PIPE	TIRES	BODY	RADIO
1	1	JARED TEBO	48	36.045	KYOSHO	ORION	BYRON	ASSOCIATED	AKA	KYOSHO	KO
2	5	BILLY FISCHER	48	36.064	LOSI	NOVAROSS	NITROTANE	NOVAROSS	PRO-LINE	LOSI	SPEKTRUM
3	8	ADAM DRAKE	48	36.795	LOSI	NOVAROSS	NITROTANE	NOVAROSS	PRO-LINE	LOSI	AIRTRONICS
4	2	MIKE TRUHE	48	35.873	LOSI	GRP	NITROTANE	GRP	PRO-LINE	LOSI	AIRTRONICS
5	12	JESSIE ROBBERS	48	35.504	HOT BODIES	MUGEN	SIDEWINDER	MUGEN	AKA	HOT BODIES	KO
6	14	RYAN LUTZ	46	35.915	TAMIYA	OS	PRIME	OS	AKA	TAMIYA	KO
7	11	CASEY PECK	45	36.887	LOSI	NOVAROSS	NITROTANE	NOVAROSS	LOSI	LOSI	SPEKTRUM
8	4	TRAVIS AMEZCUA	45	36.711	***	***	***	***	***	***	***
9	6	TY TESSMAN	39	35.826	HOT BODIES	OS	O'DONNELL	OS	AKA	HOT BODIES	FUTABA
10	13	CODY KING	37	36.617	KYOSHO	ORION	BYRON	OS	AKA	KYOSHO	KO
11	10	JOSH WHEELER	34	36.838	XRAY	OS	BYRON	OS	PRO-LINE	XRAY	FUTABA
12	9	BORGA HERNADEZ	34	36.975	GS	RB	BYRON	RB	PRO-LINE	GS	GS
13	3	RYAN MAYFIELD	33	36.451	ASSOCIATED	REEDY	SIDEWINDER	ASSOCIATED	J CONCEPTS	J CONCEPTS	AIRTRONICS
14	7	RYAN CAVALIERI	***	***	ASSOCIATED	ORION	SIDEWINDER	ASSOCIATED	PRO-LINE	ASSOCIATED	AIRTRONICS

OPEN BUGGY A-MAIN

F	Q	DRIVER	LAPS	RACE TIME	FAST LAP
1	1	JACQUES BALLOU	46	30:40.479	37.405
2	13	CHRIS WHEELER	45	30:32.729	37.755
3	3	RICKY GAINER	44	30:07.701	38.271
4	4	DREW MOLLER	44	30:25.279	38.179
5	9	RHONDA SKELTON	43	30:13.033	38.632
6	7	RANDY NOLEN	43	30:30.747	38.976
7	8	ROCCO MARGIOTTA	38	30:03.406	39.291
8	12	STEVE ANTILL	31	30:06.101	38.577
9	14	JOHNNY WACHTER	23	15:19.421	38.340
10	6	RYAN KENNEY	23	30:10.927	38.438
11	11	KYLE HUNTER	16	10:40.649	38.814
12	10	CHRIS BURLING	10	6:36.843	38.998
13	2	BARRY PETTIT	9	13:00.372	37.778
14	5	JOEL HERNANDEZ	6	3:52.408	40.045

OPEN TRUGGY A-MAIN

F	Q	DRIVER NAME	LAPS	RACE TIME	FAST LAP
1	4	RANDY NOLEN	47	30:00.465	35.844
2	12	KYLE HUNTER	47	30:10.791	36.254
3	7	MIKEY BUSTAMANTE	46	29:45.413	35.369
4	3	CHRIS BURLING	46	30:10.043	37.558
5	14	STEVE ANTILL	46	30:13.231	37.498
6	2	JACQUES BALLOU	46	30:20.757	36.071
7	5	TOBY ROBINSON	46	30:22.629	35.636
8	6	BARRY PETIT	46	30:27.099	36.101
9	8	JESSIE ROBINSON	45	30:28.533	36.917
10	13	JOHNNY WACHTER	32	23:16.195	35.272
11	11	KEEVIN SHARP	31	22:23.907	37.960
12	1	STEVEN DANILUK	26	16:16.217	35.452
13	10	RHONDA SKELTON	23	15:07.089	37.201
14	9	JIMMY WRIGHT	9	5:36.257	37.227

FIN!

As I drove home with a dusty-ruined-camera, sun burnt skin, and dry mouth, I wondered why we all come back each year to race the Silver State race. Everybody says they're never coming back, but yet there we all were. As I reflected, I realized that we come back because this event, much like the Baja 1000, is a true test of man and machine for RC. Nowhere else in the world can you truly test how you and your machine survive the elements. Of course, having the Las Vegas strip right behind you helps, but really, Silver State always has a killer track that more than any other challenges your driving ability—if you win here—you are truly a driver with honor, and that's why we come back. If you haven't raced at Silver State you can't say you're the best, because only the best win at the Silver State Nitro Challenge! 🏆





RACERS EDGE SURE CHARGE 2000

DON'T EAT THE SQUID

words: James Revilla

In this awesome hobby of ours, chargers are a necessity. Unfortunately having the capability of charging LiPo, NiMH, NiCD, dry cell, glow chargers, Rx and Tx packs, and more are not as common. That is, unless you can find an all-in-one. Racer's Edge's new Sure Charge 2000 does just as its name implies—it's pretty sure it can charge whatever your needs require.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.5

MEGAN FOX

HITS

- Can probably charge everything you have
- Carrying case and included power supply are a plus
- The Squid is just fantastic

MISSSES

- Low 1-amp discharge

CONNECT

Manufacturer: Racer's Edge
Web: www.racers-edge.com
Part Number: RCESC2000
Street Price: \$160

FEATURES

- LiPo charge 1-6-cell / NiCD/NiMH charge 1-15-cell
- Adjustable charge rate up to 5-amps / discharge rate up to 1.0 amps
- Includes 12v DC Alligator clips and 110v AC power supply
- Built-in cooling fan
- Built-in LiPo balancing
- 5-slot data storage
- Battery temperature sensor
- Input and output protection circuitry
- Aluminum carrying case
- "The Squid" universal output harness

TESTING

Opening the case, you'll find the charger, power supply, and various cables, the most notable being the "Squid"—a harness with multiple output plugs to connect to virtually any type of battery (Traxxas plugs, Dean's plugs, Tamiya, JST,

Rx, glow igniter, bare taps). A bright, 2-line blue LCD screen is found on the face of the extruded aluminum enclosure. Four buttons navigate and select charge, discharge, and cycle functions quick and easy. Audible beeps confirm any input, and the built-in cooling fan wasn't bothersome. I didn't really need the manual to learn how to use the unit, as the on-screen prompts told me all I needed to know to get charging.

CONCLUSION

Most chargers do the same things, but it's the extras that make the Sure Charge 2000 stand out. Using the unit is pretty self-explanatory, and the standard power supply and harnesses put all you need in one spot. With all the chargers that come through the office, we've seen all-in-ones that aren't really as complete a package this one, and at \$160 it's a hard value to beat. Make sure to put the Sure Charge 2000 at the top of your list if you're looking for a capable, multi-function charger that covers all the bases. **O**

PACKING FOR YOUR NEXT RC ADVENTURE

PACK IT IN – PACK IT OUT!

words: "Skinny" Skinner

Recently I was having a hot debate with Angry Ninja about RC travel, and what you should pack, and I realized that packing for RC travel can be a formidable task. Sometimes you have a lot to bring, sometimes not—so what do you pack to have a great time—and what do you pack it all in? Read on!



GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0 **XRC Cars**

TIME TO COMPLETE



60 MINUTES

TOOLS NEEDED



• A brain to think about it.



• Motivation to get you going.



• Something to carry your gear.

HOW TO PACK FOR A DAY OF BASHING

The idea of bashing is to have fun. You don't need to weigh yourself down with a bunch of stuff. Pack lightly and take only a few needed things. This will make bashing more fun and get you out faster to pull trigger.

STEP 1: This photo shows the "backpack method" I use for riding my mountain bike or motorcycle up to the local hills for some bashing. You can also use this setup for rock crawling, too. The backpack is mobile, simple to pack, and easy to store in your car for...you know...that sudden hankering to go bashing!



Lozi makes a perfect backpack for bashing purposes. It has plenty of space and is made from a rugged easy-to-clean material.

ITEMS YOU WILL NEED TO PACK FOR A QUICKIE:

- 1. A DECENT SIZE BACK-PACK:** Put your gear inside and strap your car to the outside.
- 2. FOR ELECTRIC:** Pack a few fully-charged batteries, and for nitro, take a quart-sized fuel bottle. These will give you enough power for a couple of hours of fun.
- 3. TOOLS:** Bring only what you need; a T-wrench, 1.5mm-3mm hex wrenches, pliers, and a shop rag should be enough.
- 4. PARTS:** Bring replacement parts for what might break or strip, such as A-arms, spur gear, and an extra set of tires. The idea is to keep it light and simple.



» TIP OF THE DAY #1

If you're just getting into RC or want to take stuff in your car, use containers you find around the house like in the photo. When I first got back into RC I used the box my Tamiya Mad Bison came in and a five gallon paint bucket. Use your imagination... this keeps the cost down, which will make your parents/significant other happy.



HOW TO PACK FOR A CLUB RACE

Club racing is the next step on the RC food chain, and is more serious than bashing. It requires bringing more stuff so you can be competitive, but you don't need to go overboard. You do need to be prepared for anything that happens so you can make the podium, but keep it light and fun!



STEP 1: The photo illustrates a typical setup for a day of club racing. The idea is to bring enough equipment for one afternoon of competition, and to bring it in a couple of containers. This makes getting in and out of the pits faster and will help you beat the rush in the parking lot! Most racers use a tackle box for tools and a pit box for RC related stuff. Here's the breakdown.

- 1. TOOL BOX:** This is usually a fishing tackle box that can be bought at hardware stores and sporting goods shops. It carries your hex wrenches, open-end wrenches, pliers, tuning screwdriver, and all other tools for wrenching on your RC.
- 2. RC PIT ROLLER BAG:** This carries all of your bulky stuff like wheel sets, extra parts, starter box, fuel, battery packs, chargers, and all your support stuff.



» TIP OF THE DAY #2

Here are some carriers to consider. The blue Sportwerks pit case is typical for RC, and can be bought from a number of RC companies. It has drawers to hold all parts and equipment, and looks cool in your pit area too! You can also visit hardware stores for a case like the red one. There are literally hundreds of choices, so pick one that suits your needs.



nitro
rules!

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LEARN HOW-TO



Here's yet another tip: if you want to travel light—just bum everything off your buddies!

SKINNY'S PIT

HOW-TO PACK FOR A BIG RACE EVENT

This is the big daddy of RC...the big event! These events run four or more days, so you have to pack accordingly. Most events are far from a hobby shop, so you have to bring it o!!

STEP 1: The photo gives you an idea of what's needed for a large event... study it to get ideas. Be prepared for long days and nights. Big events are usually held during the summer, so bring a small fan. Think about goggles; for some reason it's usually windy, too!

STEP 2: Invest in a good carrying case! Your RC pit bag is a good start, but something like the Stanley case holds even more. It's extremely mobile, not to mention that it doubles as a chair. The main idea is to keep your gear compact, and in one or two cases. This makes getting to and from your pit area pleasurable, not to mention less laborious.

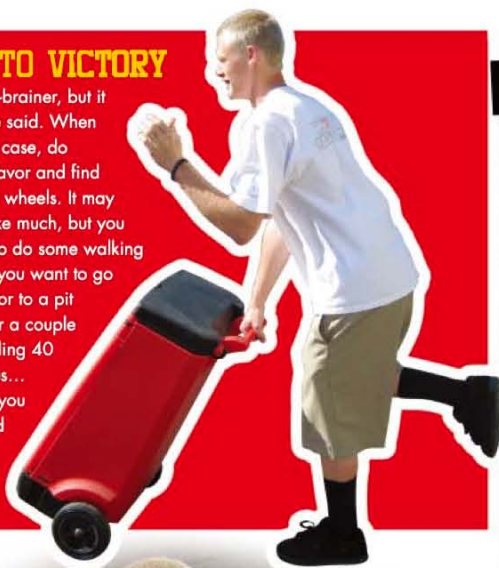
HERE'S A STARTER LIST FOR LARGE EVENTS:

1. Invest in an Otto light; it's small, bright, and you'll probably be wrenching into the night.
2. Bring multiple wheels sets for changing track conditions.
3. For nitro, bring at least two gallons of fuel, a spare engine, and a pipe.
4. For electric, bring plenty of batteries, an extra ESC, and a motor.
5. Bring cleaners like Nitro Blast or Simple Green, plus rags. You'll be out there a few days, so you'll need to do some cleaning.
6. Bring extra boxes to hold parts...as many parts as you have!
7. Bring all your RC tools, chargers, and backup equipment.



ROLL TO VICTORY

This is a no-brainer, but it needs to be said. When choosing a case, do yourself a favor and find a case with wheels. It may not seem like much, but you may need to do some walking to an area you want to go bashing in or to a pit space. After a couple of trips hauling 40 pound cases... you'll wish you had listened to me...the choice is yours!



CONCLUSION

Packing correctly for RC is crucial to having fun. Having the right equipment and easily transporting it makes the day go better. Much like the three bears story...packing for RC travel can be too much or too little, but when it's just right, your day of RC will be sweeter than the bears' porridge! ✪

» SKINNY'S TIP

PACKING FOR AIR TRAVEL

I'll show you how, but air travel is difficult thanks to the airlines' greediness and the TSA's nonsensical rules. You're basically limited to one 50-pound bag for RC gear that will cost you \$50-60 dollars. TSA adds problems by limiting what you can bring, and the rules change constantly. It's a crapshoot as to whether your RC bag will make it through TSA or not, but in most cases your gear will get through... just be ready to make a sacrifice to the TSA gods. Put your name and cell number on your bag so they can call if there's a problem.

STEP 1 - THE BAG:

Having the right bag is vital. It has to hold everything you need, be sturdy, and have wheels to roll through the airport. The RC pit case I talked about earlier is good, but baggage guys have a tendency to tear them up. The OGIO "Sled" is what I prefer. My OGIO is four years old, and this MX gear bag is the best for air travel. You can find OGIO at any motorcycle shop.



STEP 2 - BAG LAYOUT:

If you're going by plane, more than likely you're heading to a big event. Here's my strategy for flying...

- Look at the photo from left to right; it's organized this way to make the bag sturdy for being thrown around at the airport. The radio case is at the top, and the toolbox is at the back to protect the delicate items in-between.
- I use two lure boxes; one to hold bulky spare parts, and the other to hold extra tools and small parts.
- For nitro racing, buy yourself a small "light-weight" starter box. It's great for air travel and easy to carry in the pits. Next, call ahead and find out what tires work at the track, and pack one or two sets. If you need more, buy them there; tires account for much of the total weight, and 50 pounds adds up quickly!



STEP 3 - EXPAND-ED VIEW:

Packing is a puzzle...you have to get the weight distributed with the bulk of it down by the wheels, and you have to pack it all so it protects itself and nothing gets crushed.

- Put your radio case in first. Next is the starter box, then the plastic cases, and finally at the end is the toolbox by the wheels (it's heavy, bash resistant, and balances the bag when sitting upright). This creates a foundation resistant to baggage guys and in-flight abuse.
- Next, set your car on top (remove wing/wheels if needed), and take the extra set of wheels and place them to help protect the car from getting crushed. If you have extra things like a spare engine, pipe, or title parts that need a home—place them in the pockets of the lid. Zip it all up, and you're ready to fly!



By the way, the "Angry Ninja" is James.



**THERE ARE NO STUPID QUESTIONS...
WAIT, YES THERE ARE.**

words: Derek Buono

Over the years of working with Skinny we've gotten some great ideas, most of which have ended up in the magazine. But just like real life, for every good idea there are a million...well, let's just say you have to fail before you can learn. We love the big guy, and I love to answer his questions, or pitches, for ideas for both the magazine and RC products. Skinny has even given me a nickname of "Dream Crusher" since he thinks that I immediately stomp any enthusiasm out of his ideas like a wildfire in Arizona. To give the big man some props he does a great job, but we have to look back over many happy hours and idea meetings and laugh at some of his ideas and the enthusiasm behind them. These are the seven best Skinny Ideas that were "crushed."

BRUSHLESS STARTING BOX

The Dream- Skinny came in to the office after having some bad luck with a starter box. He was furious that over the weekend he had burnt out another set of motors. He had been breaking in an engine, a process during which the stress on your starting box is super high. A misaligned engine can cause motor failure in seconds, and if you add in the stress of a tight pinch it's never a good ending. The idea Skinny had was to replace the motors with brushless. Now, while BL motors are for the most part superior, there is something that trumps that. Cost. Replacing \$15 brushed motors with \$100 BL motors doesn't make economic sense, and if you throw in the fact that you'll need a controller, you've turned a \$100 box into a \$500 item that can still have problems.

The Crush- The result of Skinny's quest to convince us that this was a good idea was an article on how to upgrade your starting box to have fewer problems over the long run.



LATHE

The Dream- The tools section is always controversial. Skinny and I have slightly different ideas about what a tool is. For the most part we compromise, though there was one issue that we let him win by allowing him to list a lathe he bought at a steal of a price.



The Crush- Normally we wouldn't allow Skinny to recommend a \$3,000 lathe and we banned him from recommending any dream tool or manufacturing group (technically NASA would be a tool) that the average guy doesn't need or can't afford.

Actually James usually shoots down Skinny's weird ideas first over the phone...

ULTIMATE PIT TABLE

The Dream- Skinny came up with the idea for the Ultimate Pit Table and went out to get the article done. When he turned the article in we were confused, as his ultimate table seemed to be a cool table he found at Ikea and that he had to assemble. While we don't think Ikea instructions are great, and believe that step-by-step instructions in full color would help lots, we differed in what we considered "ultimate."

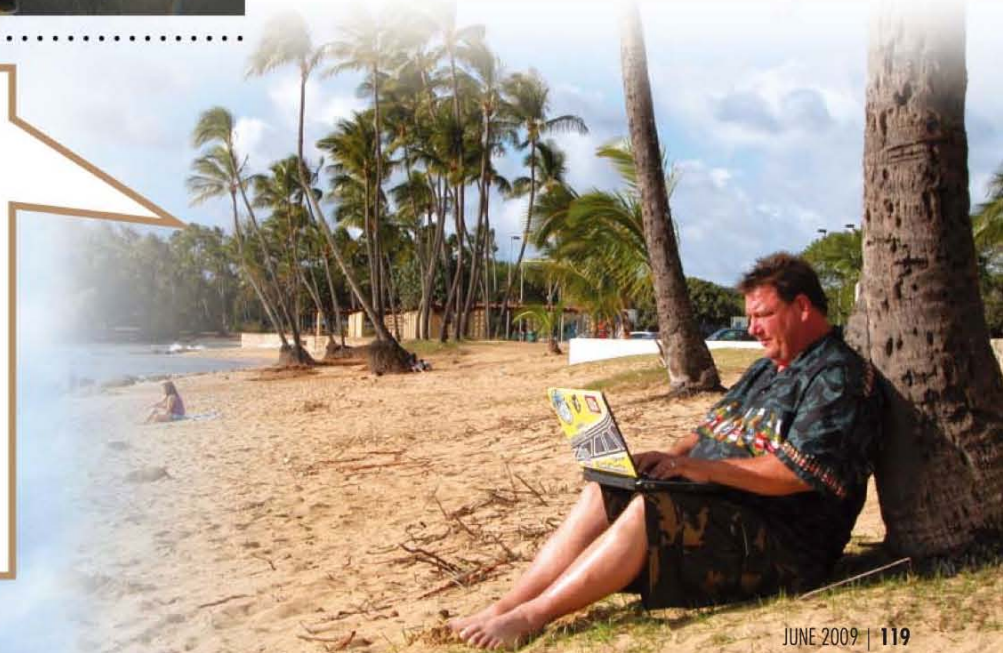
The Crush- We sent Skinny back to the "table" with our ideas for making it "ultimate." After we had our talk Skinny went back to work and added all sort of cool features that really turned an ordinary table into the ultimate pit table.



RC RESORT IN HAWAII

The Dream- Sometimes we just BS about things, but I think Skinny really thought that an RC vacation resort in Hawaii it would be a viable business. After laughing with him about some of the details of this paradise RC resort Skinny stopped talking about it.

The Crush- Skinny realized that Hawaii is good enough without a bunch of RC racers showing plumbers crack hanging out there. If you want to go to Hawaii and bring your RC car that's cool, but we don't think people would visit Hawaii to go to an RC Spa.



THE DREAM CRUSHER

LIPO BLENDER

The Dream- Who doesn't love a margarita? Who doesn't have LIPOs? These questions must have been running through Skinny's brain with this one. As we were laughing about previous ideas, Skinny mentioned he wanted to do a how-to article on converting a blender into a LIPO power track drink maker.

The Crush- While we love dirt and nitro-covered tacos from the track, having a dirt filled margarita is a better idea. A quick search of Google showed you can buy a battery powered blender for \$51, shipped. That's much cheaper than a \$100 LIPO and a \$40 blender...and we got Skinny's birthday present coming.



WD 40

The Dream- We thought Skinny might have been on the WD-40 payroll or that maybe he drank it and forgot that we don't need to be reminded that WD-40 is a handy tool. Squeaky hinges, cleaner parts...well, you get the idea. WD-40 has an entire website to tell you what to use it on.

The Crush- We banned Skinny from using WD-40 in tools for a year simply to make him quit cold turkey. We still love the stuff, but we think Lactite is more important and he seems to forget to mention that.

BEATING DEREK & MIKE AT SLASH

The Dream- We got Skinny a Slash so he could join our Wednesday night office racing at OCRC Raceway. He made it out the first night and loved it. We loved having him there. The next day he came in and was going to complete the setup we gave him, because in his words, "I haven't beat you yet."

The Crush- Ain't going to happen, but hey, we all dream!



DREAM CRUSHED

The point of this article was first to laugh at Skinny, but also to inspire others to come up with off the wall ideas. While Skinny does get his butt hurt when he has some idea that we laugh at, we do appreciate the creativity that he brings to the table. Sure, in Skinny land there is an RC Spa and Resort in Hawaii with LIPO blenders making drinks on the beach while everybody cranks up their \$1,000 starting boxes to beat McMahon on the track, but for now we'll keep Skinny on his toes and coming up with fun and informative articles like only the big guy can. ☺



...so he pitches his idea to Derek. That's when the dream gets crushed.

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Keep your vehicle, tools, and maybe even yourself clean with these new XRAY pit towels. Manufactured from premium European material, each towel is available in blue or orange and in large (1200x730mm) or small (730x450mm).

Part Number: 397291-B (blue, large) / 397292-B (blue, small) / 397291-O (orange, large) / 397292-O (orange, small)

www.teamxray.com

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O'Donnell Racing premium tire glue is specially formulated to securely bond RC tires to wheels. It's available in a .6 fluid ounce bottle—a staple in every pit! Thin CA dries quickly to get racers back on the track fast!

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MSRP: \$7

Distributed by: Great Planes

www.odonnellracing.com



NOVAK ELECTRONICS WREAK A LITTLE HAVOC

Novak Electronics has updated their Havoc Sport ESC to handle 3S LiPo power. The new Havoc 3S features auto-detect software for 2- or 3-cell LiPo operation, nine user-adjustable parameters, water resistant case, and heatsink cooling fan for non-stop LiPo running, all for under \$100.

Part Number: 1733

MSRP: \$99

www.teamnovak.com

SK MOTION SAFETY FIRST

Save yourself from danger with Robitronic's new micro fail-safe. For use between 4.8-6.0V, the small unit will engage the brakes if it detects low receiver battery voltage, low radio signal, signal interference, or no radio signal. This small and lightweight device measures in at 22mm x 16mm x 6mm and weighs only five grams.

Part Number: R01610

MSRP: \$25

Distributed by: SK Motion

www.skmotion.com



HPI RACING DRIFT CUP

HPI Racing offers some new Mini T-Drift tires sized to fit on their new Cup Racer cars. The extremely hard compound delivers long life and makes it easy to break traction to get your machine sideways for maximum drift angle as you clip the apex.

Part Number: 100629

MSRP: \$10/pair

www.hpiracing.com



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Fill your multiple charging needs with OFNA's new DC Pro LB6 charger/discharger. This unit charges at 0.1-5 amps, and is designed to work with NiCd or NiMH 1-14 cells, LifePo 1-6 cells, and even Pb batteries rated at 2, 6, or 12 volts.

Part Number: 91853

www.ofna.com



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Driftaholics, drop the plastic in favor of Tamiya's new aluminum wheel hubs. These are shaped to simulate brake discs (properly, with the larger fronts and smaller rears) and replace your standard hex hubs. You get a full set of four in each package.

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www.tamiyausa.com

Those brake disc look better than the ones on our red cars.

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Smart, stylish, and distinctive, the light and ultra-versatile HUDY Team Carrying Bag is large and spacious enough to carry your RC car, tools, set-up equipment, and gear to any track with comfort and ease. Features cushioned walls, side pouches large enough to carry a full-size set-up board, heavy duty zippers, and a special pullout tool tray.

Part Number: 199100

www.hudy.net



TRAXXAS GOPRO RC HERO CAMERA

RC YOUTUBE

words: James Revilla

Ever wonder what driving is like from inside your RC? Wonder no more, as Traxxas's GoPro RC Hero video camera will show you. This tiny (about 2.5" x 1.5" x 0.5") 2.2-ounce camera can be mounted to your ride to record RC driving action from behind the windshield.



FEATURES

- Full-motion video (with audio) at 30-fps
- 5mp time-lapse still mode 2-5 seconds
- Up to two hours of video (1400 still photos)
- Rechargeable lithium or NiMH battery
- Waterproof and shockproof latching case/mount
- Saves to SD memory card (up to 2GB)
- 170° wide-angle lens
- USB / RCA output cables
- Quick-release mounting brackets



TESTING

The XRC staff had fun with this one. Initial testing was done with a couple of kits (a Slash and a touring car) using the various mounting brackets supplied with the unit. Video quality was excellent, and having matching audio provided that "in-car" feeling. Derek took the camera to a club race and had it mounted to his Slash, and the GoPro survived a whole day's worth of off-roading, jumping, and crashing. The GoPro is self-contained, and all you need is the supplied USB or RCA cable to watch your footage immediately on a TV or computer monitor. Initially we had some "bowing" issues (the camera would pivot down on its mount after a hard landing), but we later found that the bracket pivot wasn't tightened enough. Other than that, using the camera was fast, easy, and hassle-free.

CONCLUSION

YouTube freaks will love this camera. Sure you can use it in your RC car, or anywhere else that you can mount the bracket. Everything you need is included in the box except for batteries, but a pair of AAAs is the only thing you'll need to become the next RC video star. ☉

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.5

CHANELLE HAYES

HITS

- Video and audio quality are great
- Small size
- Versatile mounting system

MISSSES

- For the price, it could at least include a small memory card.

CONNECT

Manufacturer: Traxxas
Web: www.traxxas.com
Part Number: 5840
Street Price: \$180

www.LargeScaleRC.com

Large Vehicle + Large Motor = LARGE FUN!

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- \$909.99
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 - *New* Baja SS Kit 26cc.....909.99
 - *New* Baja SS Pro Assembled.....1179.99
 - *New* Baja SS Assembled w/28.5cc & Jetpro RTR.....1599.99
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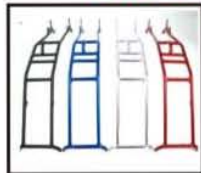
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- Baja Super Bright Rear LED.....23.99
- Lipo Battery for LED Set.....26.99

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Email: sales@largescaleerc.com

Website: www.largescaleerc.com

SWITCHING YOUR CAR OVER TO LIPO

LOSE WEIGHT & GET WITH THE PROGRAM

words: Carl Hyndman

With technology comes change, and today's switch from NiMh to LiPo is a big one. Unfortunately, in many cases making the switch hasn't been that easy, because it affects the car in terms of weight distribution. It more or less affects the handling of the car based on how much it relates to weight distribution. What makes the task even more difficult is our current cars original design. Most cars have been engineered with the long held tradition of sub-C cells, and rules for the most part still follow those guidelines. As we have seen over the last few years, rules have been changing (albeit rather slow) and there have been many fixes to try and accommodate the new technology with only a certain degree of success. In order to make the switch easier, you have to understand what you are dealing with and how to respond. OK chubby, let's lose some weight, add some power, and drop those lap times.

GETTING
STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 **XRC Cars**

1 2 3 4 5

TIME TO COMPLETE



10+ MINUTES

TOOLS NEEDED



• Weights



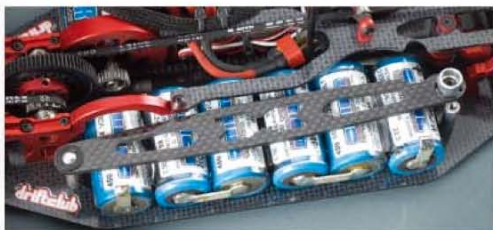
• Scale



• Set-Up Sheet

BATTERY LAYOUTS

Today's cars have a wide variety of battery layout and placement options depending on class type. Some of the common battery placement designs center all the batteries toward the middle, use saddle pack configurations, or position the battery to one side with electronics on the other.



PHYSICAL WEIGHT

To give you an idea of weight differences between the two battery technologies, let's use some common packs. The weight difference alone between 2-cell LiPo (Orion 3600 at 224 grams) and 6-cell NiMH (Orion 4200 SHO at 428 grams) is quite significant. The difference (204 grams) needs to be addressed (weight will vary depending on packs used).

» TECH TIP

RULES FOR WEIGHT

Rules for events and organizations often play a key role in planning out your solution to the weight problem. If you plan to do big races where rules dictate the direction of your set-up, you may want to keep that in mind and practice with the same restrictions you will encounter.

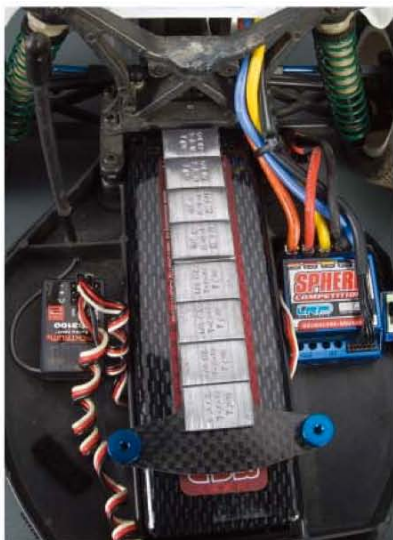
Most of our current rules are based on cars running with NiMH, and only recently have the rules begun to change to reflect the use of LiPos with only limited changes to bridge that weight gap. Weight rules for electric are changing fast and can be confusing with their variances. Remember too, rules are constantly changing, so check often and check with the governing body if you're unsure:

Minimum Weights for ROAR 2009

Touring Car Foam	1418 grams
Touring Car Rubber	1500 grams
2wd Buggy	1499 grams
4wd Buggy	1613 grams

EASY AS PIE?

For center placed battery layouts like the ones in offroad 2wd buggies and trucks, things tend to be slightly easier. It can just be a matter of working on a new set-up that reflects the new lighter weight, but as many of you know finding that "magical" set-up isn't always that easy. Almost everything is affected to some degree including suspension, aerodynamics, tires and wheels, acceleration, braking, etc.



PUDGE'S EVOLUTION

A good example of change is Ryan Cavalieri's AE B4 set-up. His buggy has always been set up more or less the same with just a few minor exceptions, and has always run with NiMH until recently. As the rules for weight minimums change and his choice of power shifts to LiPo, Ryan has made some unusual changes to his buggy and will continue to make more. For example, rear shock location has changed and there is an inner hole drilled in the tower, and Ryan now uses a spring that is lighter by one rate. Since the rear end of the car is lighter and has less weight to stabilize it, he also uses .5 degree hubs to compensate. Ryan still has to add weight to meet the new rules, and the placement of the weight is showing up in different areas, but overall his buggy is lighter.



Light is fast, Einstein.

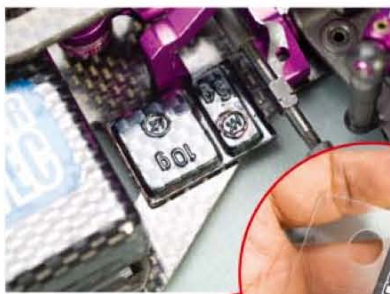
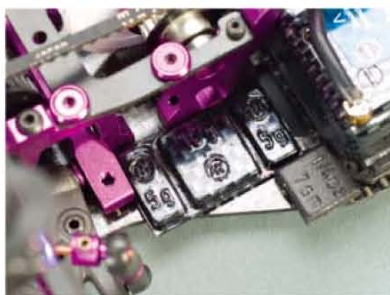
POWER-TO-WEIGHT RATIO

Power-to-weight ratio (specific power) is a calculation commonly applied to engines and mobile power sources to enable the comparison of one unit or design to another. Power-to-weight ratio is a measurement of actual performance of any engine or power sources. It is also used to measure performance of a vehicle as a whole, with the engine's power output being divided by the curb weight of the car to give an idea of the vehicle's acceleration. The power-to-weight ratio formula for an engine (power plant) is the power generated by the engine divided by weight of the engine as follows:

$$P\text{-to-}W = P/W$$

A typical turbocharged V-8 diesel engine might have an engine power of 250 horsepower (190 kW) and a weight of 450 kilograms (1,000 lb), giving it a power to weight ratio of 0.42 kW/kg (0.25 hp/lb).

Knowing this, if you were to take a 6-cell NiMH pack and a 2-cell LiPo pack with the same power output, considering that a LiPo weighs significantly less, you would have a big advantage bettering terms of power-to-weight ratio. Ah, but this is where things can get even more interesting since we all know the new LiPo technology means an increase in power as well.



TOURING CAR BALANCE

Today's touring car chassis can be more of a challenge with most designs sporting six rectangle spots (five in European designs) all in line on one side of the car for your sub-c cells (there are some exceptions, but for 99% this holds true), with electronics and everything else on the other side. There is a reason for this and you have to remember that most touring cars were developed back when NiMH was the standard. Now that LiPos are becoming standard, racers have had to improvise to maintain the same balance. They have used a wide variety of solutions to accomplish this. It's not unusual to see weight added behind the battery, in front of the battery, or directly to the battery with double-stick tape or other fabricated piece. (In this case a scrap piece of lexan designed to work with the standard strapping tape). One common and possibly easiest solution is to add weight to the cut-outs in the chassis. This keeps the center of gravity low and makes use of unused space, but also has some limitations depending on car design and clearance.



Having your car balanced would be "maximum best."

HARA'S VIEW

Recently I was able to catch up with Atsushi Hara and get his thoughts about the state of touring car design. Over the last few years, touring car design has started to plateau with most designs seeing the battery and electronics in basically the same configuration. With LiPo battery technology, Hara feels that we are on the verge of a big change in car

design. With dropping weight minimums, he feels we could see some pretty unusual stuff or may even adopt some older designs that didn't work quite as well with NiMH. As he points out, there really isn't a reason why we should be carrying around so much "dead weight" in order to balance out our cars. Will we see touring cars with batteries in the center again, or even have them running sideways? Time will tell, but it could make for some interesting designs in the near future.



CAR SPECIFIC WEIGHT

Some cars even have specific places for adding weight to balance. The new TOP Racing "Photon" takes this to another level and incorporates the need to add weight by strategically positioning chassis-specific weights in key areas. The point is, you can't just switch batteries and run that way and expect similar handling. Instead, plan your transition to LiPo carefully and realize that the change will have some side effects. You will also need to plan for a bit of trial and error with your set-up since many of the factory set-ups are based on the NiMH heavier cars.



CONCLUSION

OK, now that you know a little bit about what to expect, get to it. Yes, you will feel a difference, but you can always start by trying to replicate the weight and placement of your car in NiMH form and make the transition to the lower weight through testing. Ask any engineer...he'll tell you that light is faster on a track, so take advantage of it. It's only a matter of time before minimum weight rules drop and you'll be ready. ⚙

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ASK THE PROFESSOR

TOO FAST

I have a question. I think I'm a good driver, but I'm getting beat by drivers with slower motors. I'll have one really fast lap then a bunch of slower ones right after. Is there something to help me become more consistent?

Socalracerguy

A: Yes, slow yourself down. One of the things we all like to think is that we can drive anything, and there's never enough power. Low traction conditions limit what you can use for power, and even the best drivers know that having to drive on the edge is never going to work out in the long run. Using the fastest motor or the highest rated battery is often the worst thing to do. Learn what speed YOU are the fastest in. Modified doesn't mean run the fastest motor, it just means run what works for you. If you like to run mod or open but are faster with a slower motor...USE IT. Personally, I've been faster running less punchy batteries than using the big 40C packs we have. I do have a faster lap but at the end of the round my times show that I'm faster when I use slightly slower equipment.

DerekB



GOT A QUESTION FOR THE PROFESSOR?

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

BODY PAINT

I like to paint my own bodies but I'm not the best at it. I'm having one problem that's annoying me. Every time I peel the mask off it pulls some of the paint off too and it makes it look like I can't make a straight line. What am I doing wrong?

PaintingPeter

A: When you paint a room they tell you to never really let the paint dry on the wall because when you peel the blue tape off it can pull the paint off too. The same is true with bodies. Clean the surface so the paint sticks to the body, use a clean edge of tape making sure to press the edges down, don't use thick coats, and peel the tape off before the paint is completely dry. This can lead to you smudging or ruining the paint job too, so don't do it right away, but if you peel the tape off while the paint is still curing you'll be less likely to pull some paint off with it.

DerekB

WAY TOO LOUD

I'm running my Slash and the Parma body I use is very loud. It's strange, but other people have other manufacturers' bodies and it doesn't sound like they are bowling an empty water bottle over every jump. Is it me? Or is it the body?

McNasty

A: Some bodies sound different because they are thicker or thinner, shaped differently, resonant, or sloppily mounted and actually banging around. We found that using body spacers on the posts to keep the body from moving, adding foam pads, and even using Velcro on the side nerf bars like the stock one keep it quieter.

Hot Cakes

I just got a new LRP Brushless motor and I want to solder new wires on to fit in my car. What is the best way to do that?

OnehotRTR

A: Having a proper soldering iron is a must. While the ones from Radio Shack might work you'll want to buy or borrow a good one. Heat can ruin almost anything so you never want to get the motor or wires too hot. Burning yourself sucks; trust us, we've all done it and have the print-less finger tips to prove it. Some tabs are designed to have the wire going through the tab, and that will require you tinning the wire and heating up the tab. But you can also solder it flat to the tab and it will work fine. Whatever way fits best in your car is the best way. Just make sure you have a good solder joint and to make sure there is no solder crossing tabs. ANY solder shorting out the tabs at that point will blow up the ESC.

DerekB



Body painting: Dirty.

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words: Brian "Skinny" Skinner

VIVA XTREME TOOL FANS!

Inspired by a tire brush I highlighted a couple of issues back, a reader stopped by my pit at the recent Nitro Challenge to drop off a better one he had found. This is a Sea-Bond Denture brush, but it makes an excellent cleaning brush for tires and chassis parts. It's ergonomic, has two brushes for large and small applications, and also has a little pick to dig out stubborn dirt. He told me he got it at Wal-Mart in Arizona, but the website has it listed, so I imagine you can find it at any store that sells denture supplies... like Walgreens, Vons, and the like. Thank you, sir, for bringing me this great tool for RC. I encourage all of you to share the tools you find or have for RC...your old pal Skinny can't find them all you know!

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THIS MONTH'S FAVORITE TOOL

I haven't shown many tool boxes lately, so this month I'm showing my favorite one! This Plano Magnum tackle box has been with me four years as you can see by the well used look, and it's the best tool box I've found yet. It's a fishing tackle box I got at Wal-Mart, and is the smallest I could find, but it still holds everything I need. It's large enough to hold all my tools, charger, some oils, and glue, but small enough so I can travel with it. It takes up little space on the pit table, but more importantly it's the perfect size to use in my flight bag. Next time you go to Wal-Mart or some sporting goods store, take a look in the fishing department...those fishing guys know how to pack, and the people at Plano make excellent cases and tackle boxes.

www.planomolding.com

I HAVE NO CLUE WHERE I AM

Are you tired of trying to find a race track, hobby shop, or burger joint? Well, do I have the tool for you! Last year my dad bought me the Garmin Nuvi portable GPS system for my birthday, and I don't know how I ever traveled without it! For a couple hundred dollars this is probably the best thing a person can invest in for piece of mind. It's amazingly accurate, with map and voice command. It gives your location, arrival time, and even tells you how fast you're going. It also has a data base of shops and places to see for anywhere in the world you want to go. I used it when I went to Puerto Rico to cover a race, and it showed me the location of the track...the data base even listed the steakhouse where we wanted to have dinner. I recently went to a rock crawling event some twenty miles out in the high desert of California where there were only dirt roads, and the darn thing even showed me how to get there. Garmin really packs the features into their GPS units, so if you want to find out more go to their web page. This is a great tool not only for finding RC stuff, but for everyday life.

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GETTING STARTED

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1.0

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1 2 3 4 5

TIME TO COMPLETE



20 MINUTES

TOOLS NEEDED



• Surface or grease-cutting cleaner

• Windex

• Paper towels

ICE COOL

GOING TOTALLY CUSTOM? DON'T FORGET ABOUT YOUR CHARGER!

words: M. R. Ogle

In the past year or so, we've seen the popularity of flexible vinyl graphics (commonly referred to as "wraps" or "skins") really take off in the RC world. With modern cutting-edge designs and vibrant full-color printing, these pre-cut, durable vinyl graphics enable just about anyone to customize their ride like a pro. There are several companies that offer wraps, including Upgrade RC, who have expanded their lineup to include custom skins for transmitters, pit stands, and even the more popular brands of battery chargers.

For this article, I ordered a skin for my trusty Duratrax I.C.E. charger. With its ability to charge both Nickel-Metal Hydride (Ni-MH) and Lithium Polymer (Li-Po) batteries, the I.C.E. remains one of the most popular chargers in the hobby today. The Upgrade RC kit gave me the perfect way to make my charger stand out from the dozens of others in the pits. Here're some step-by-step tips on how to get the best results with your own wrap kit:

01

Here's my trusty Duratrax I.C.E. as it looks "before" applying the skin. It's been used, abused, set in the dirt, had motor spray and bearing oil on it, and been bounced around in the pit box for hundreds of miles. Time for a makeover!



02

See all the grime coming off on the cleaning cloth? You don't want that stuff on your charger when you're getting ready to apply your wraps. Not only will the graphics not lay down smooth, they'll also not adhere very well to a surface that's not totally clean. Take your time, get some grease-cutting spray cleaner (I used Formula 409) in there, and wipe down every surface thoroughly!

03

Here's the UPG3402 Charger Skin decal kit from Upgrade RC. This one's called HyperFlames with Carbon Blue. Go to their website (www.upgrade-rc.com) and check out the dozens of other available designs, each one with your choice of colors, accent colors, and even customizable with your own name. Wow! By the way, Upgrade also recommends this sheet as a fit for the similar-looking Team Checkpoint TC-1030 charger.



04

The sheet is printed on 1.2mm thick vinyl, and is pre-cut cut for an exact fit of each panel. I started at the bottom and went panel by panel, building in sequence to the top, then did each side.

05

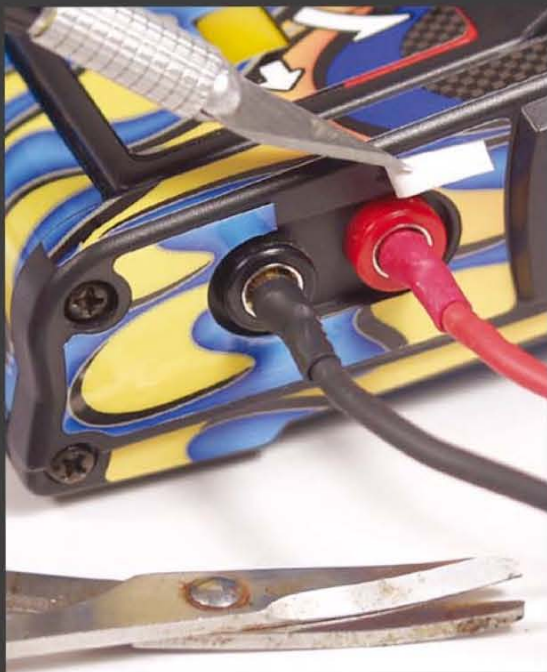
If there's a "tough part" to applying the skins, it's getting each panel exactly in position before it totally sticks. If you're having trouble getting any of the panels in place, you might try a light spray of Windex first, which will allow you a little "repositioning" time before the adhesive sets. Be sure to thoroughly squeegee out all the excess moisture and pat the area dry before moving onto the next panel.



Don't spray liquids INSIDE the charger.

06

This piece of the side panel went completely around the output leads. Rather than trying to be clever and feeding each wire through the hole in the sticky graphic, I just cheated and slit it apart at the color break in the top edge. Much easier!



07

The larger panels, such as this upper panel, are relatively easy to place; just stick down one edge first, then kind of "roll" the graphic out, burnishing it down as you go. If you don't get it perfectly straight, you can carefully lift up on edge, peel the graphic up (don't stretch it!), and try again.



08

Here's the finished product. You certainly won't be mistaking this Duratrax I.C.E. for any other one in the pits! And, with all the other types of skins available from Upgrade RC, you could do your charger, your car stand, your pit light, your transmitter, your starter box, etc... all to match. As they say on their website, "Pure Custom!"



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Got something cool you want to see in the Nation? E-mail it to RCThunder@aol.com.

MUDDSLIDE MOTORSPORTS

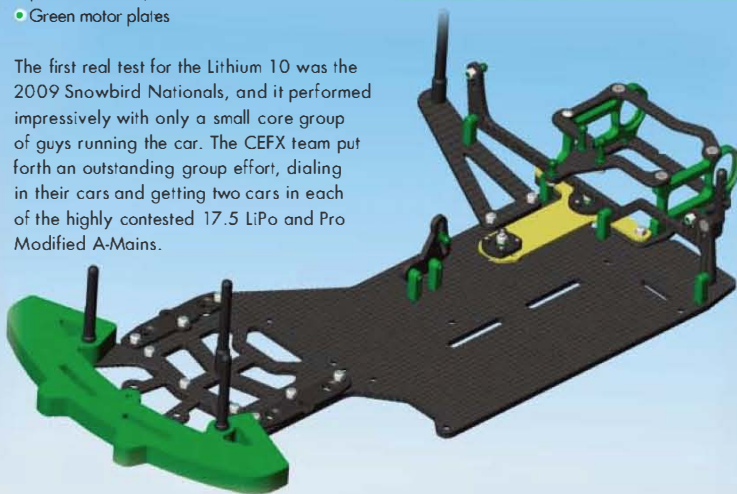
The Lithium is One MEAN GREEN MACHINE

Josh Cyrul of Cyrul Engineering FX (CEFX) is proud to introduce one of the first oval cars specifically designed for brushless and LiPo racing. The Lithium 10 includes front-end locaters that, depending on position, can change the wheelbase of the front end from long to short and narrow to wide without the need for additional pieces. The chassis plate features improved flex characteristics and a solid battery tray, which helps keep the heat in your LiPo pack, and the pod and T-plate have been revised for optimal geometry. CEFX has also taken into consideration the racers and the need to remain cost effective. The Lithium 10 is only offered as a conversion kit, in an effort to keep costs down by eliminating many pieces that most racers already have.

The kit contains:

- Chassis
- Graphite and foam bumper
- Front end locaters
- Center shock mount
- Cross brace
- Nerf wing
- T-plate
- 0-degree top and bottom plates (1/4- and 1/2-degree rear steer plates available)
- Green motor plates

The first real test for the Lithium 10 was the 2009 Snowbird Nationals, and it performed impressively with only a small core group of guys running the car. The CEFX team put forth an outstanding group effort, dialing in their cars and getting two cars in each of the highly contested 17.5 LiPo and Pro Modified A-Mains.



» RUMOR MILL

You can safely say that LiPos are the hottest topic right now. 'To heat or not to heat?' is the question, and

the industry is facing concerns whether or not to allow it. Some have set no rule, some have set a 110-degree maximum, and some have set a 10-degree (or even 5-degree) 'over ambient' temperature rule. One debate concerns how to tech this and how to fairly police it, with some events being outdoors or spread out over several days.

But **the main interest is safety**, which is something we all need to be concerned about. Too much heat will swell a LiPo pack, and this is where you start to see problems. Speaking of safety, during the 600-lap enduro at the Snowbirds this year, one of the teams **sprayed motor freeze on the motor during a pit stop and it ignited a large ball of fire.**

Luckily no one was hurt. Check out the video on www.rcthunder.net. With racers ingenuity, and with companies selling heat devices, including Trinity's 140-degree battery warmer, the debate will continue. Inductance and brushless motor tech is being discussed (and understood) more. Rumor is racing **might adopt a way to check a motor's resistance**, which would allow it to be teched with the rotor still installed. Single-cell LiPo racing is getting strong and is popular at some tracks. By next carpet season, expect single cell 13.5 and maybe even 17.5 strong classes. Will this be **the end of Sub-C for oval?** Timing and speed controls are now becoming popular tuning options of brushless oval racing. LRP has all new speedos with timing adjustments, and Tekin and Speed Passion have their external gadgets which allow setup adjustments. Timing is still a great unknown on the racetrack though, and racers are having fun trying different angles. Heat is still king, and no matter what brushless motors generally **like be run under 180-degrees**. Once you get a motor hot, performance decreases (and timing does add heat). CYA at the races...

Motor freeze? Seriously?



Website of the Month

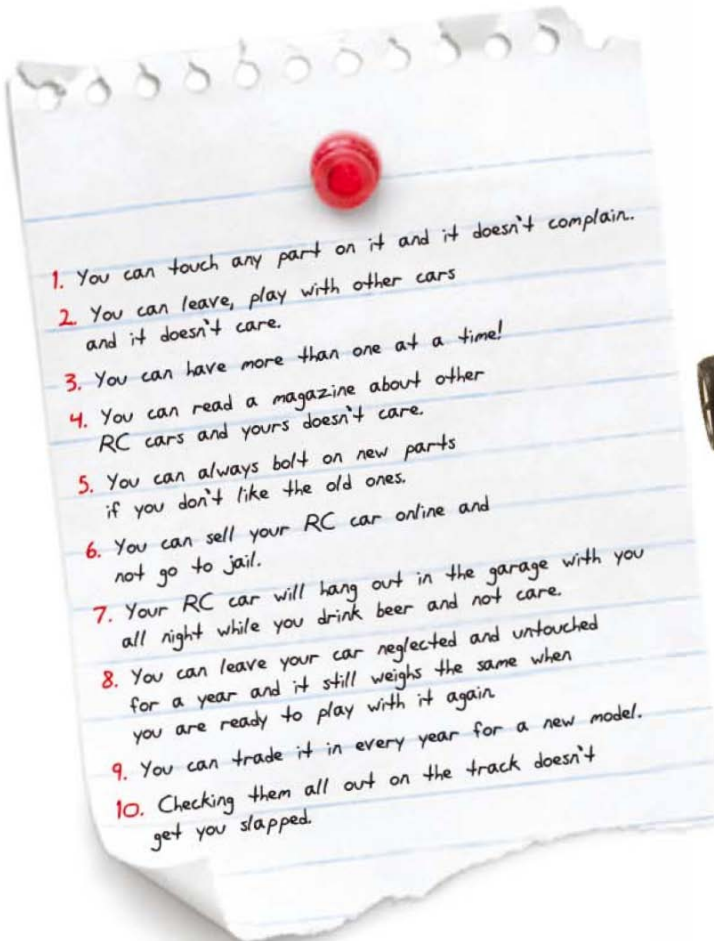
Track owners and racers ask me about awards from time to time and want to know where to get them.

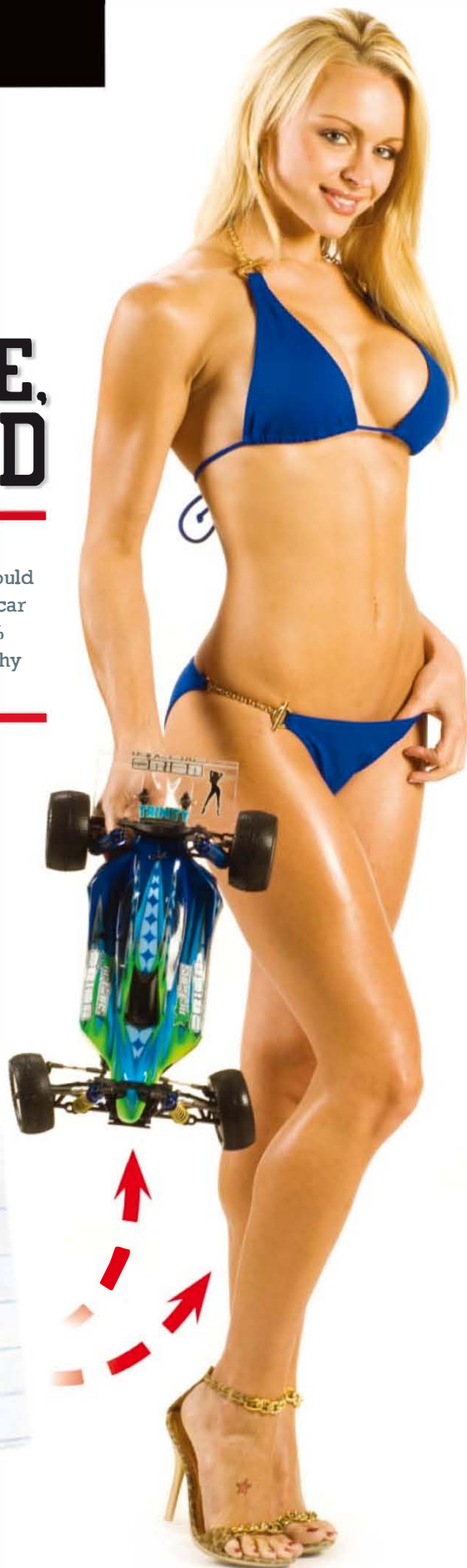
Brandon from Race Rewards is one the best customer service reps I have ever dealt with. Awesome pricing, fast delivery, and unbelievable one-on-one service are things you can expect from Race Rewards. They also specialize in custom designs and unique awards. Give them a try!

www.race-rewards.com

10 REASONS WHY YOUR CAR IS BETTER THAN YOUR WIFE, OR GIRLFRIEND

You always read those emails why “this or that” is better than something else” and we thought it would be a good time to remind you why your little RC car is a good thing to have. Of course we’re not 100% serious so don’t be offended ladies, but you can email us why RC cars are better than men (those are obvious).

- 
1. You can touch any part on it and it doesn't complain.
 2. You can leave, play with other cars and it doesn't care.
 3. You can have more than one at a time!
 4. You can read a magazine about other RC cars and yours doesn't care.
 5. You can always bolt on new parts if you don't like the old ones.
 6. You can sell your RC car online and not go to jail.
 7. Your RC car will hang out in the garage with you all night while you drink beer and not care.
 8. You can leave your car neglected and untouched for a year and it still weighs the same when you are ready to play with it again.
 9. You can trade it in every year for a new model.
 10. Checking them all out on the track doesn't get you slapped.



2ND ANNUAL

PRO-LINE

SURF CITY CLASSIC



Huntington Beach, California

August 29th-30th, 2009

3 QUALIFIERS

SATURDAY
ALL MAIN EVENTS:
SUNDAY

ENTRY FEE

\$45.00 FIRST CLASS
\$30.00 FOR EACH
ADDITIONAL CLASS

ENTRYS WILL BE
LIMITED TO 200
(EXCEPT FOR CLASS
ROUNDING)



hpi-racing

HOT BODIES



STICKY KICKS

GYRO HOBBIES.COM

Rob's R/C Hobbies

CLASSES

PRO INVITATIONAL
MOD BUGGY
MOD TRUCK
MOD 4WD

AMATURE TRUCK
AMATURE BUGGY
SPORTSMAN TRUCK
SPORTSMAN BUGGY
SPORTSMAN 4WD
1/8TH SCALE
ELECTRIC BUGGY
STOCK SLASH
OPEN KORR TRUCK



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OF EACH QUALIFIER AND EACH MAIN THROUGHOUT THE EVENT!!

RACERS' RIDES

Spare a Quarter?

Hello, I was told by Mike at Quarter Scale Legends that you're looking for some cool pics of 1/4-scale cars. See if you like any of these. I have a lot more pictures if you'd like to see them.

Thanks, Anthony



That E-REVO reminds us of something you'd buy at the ice cream truck.

The Blue Bandit

Here is a pic of my Traxxas Bandit VXL brushless buggy. It sports RPM front and rear arms, an RPM front bumper,

Integy piggy back shocks, Traxxas street tires, and a JConcepts body.

**Amy L Davis
Sheboygan, WI**



GLOW POWER

Here are a few pictures of my E-REVO.

Mods consist of the following: NEU 1515/1Y 2200 KV Brushless Motor, Castle Monster Mamba Max ESC, two MaxAmps 7.4v 8000mAh LiPo batteries, JR Z-9000T servo, Tekno RC swaybars, Traxxas HD driveshaft, RPM A arms (front & rear), Proline Racing Crimelights, 17mm hubs, Traxxas clear body (that I painted myself with help of Jackal internal decals and Fastcolor Glow in the dark mixed with florescent colors), Spektrum 2.4 GHz DSM Receiver, and Futaba 3PK Transmitter.

Thank You, Rob

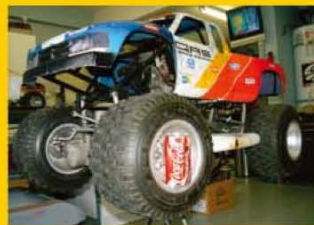


THE BIG TIME



This is a picture of my 12yr old daughter next to three scale monster trucks. The one on the left was made by QRS in the early 90s. It is completely stock powered by a 23cc Zenoah engine, 4WD with two quick change rear ends, and it is 4WS powered by a tone servo. The middle truck is a custom-built 2WD with a custom fuel cell, 35cc engine, and Skellenger quick change rear end. The truck on the far right is the most special out of the group. It was made by QRS but was a "special order." It sports larger tubing throughout the frame, and it's powered by a 43cc Zenoah engine. It is 4WD with two heavy duty quick change rear ends, and is 4WS powered by a tone servo and a reverse transmission! This truck was built in the mid 90s and was the last monstertruck QRS produced. Only 20 were built and sold. Production ceased due to the high selling price of these awesome models!

Mike Casey, Corona, CA. www.quarterscalelegends.com



RACING AT BANDIT'S

The car is a Schumacher Mi3 Touring Car with Protoform R9-R Body. It is powered by a Castle Creations Sidewinder 4600 BL Motor and ESC. Tires are Take Off 27s. This car races regularly at Bandit's Raceway Park in Darlington, SC.

Bryan Howle
Darlington, SC 29532



Busting Clods

This is my pride and joy 1/10-scale Clodbuster with a custom cut frame by ThunderTech Racing. It uses two Mamba Max 4600kv brushless systems running off dual 2s LiPo packs. I installed a Spektrum radio and a Hitec Ti servo along with Imx Swamp Kong tires. Both gear cases' inner and outer parts are all metal. Losi LST bug body.

Jason Bilow



More chance to see rare stuff in these pages.

THE PURPLE CRUSHER

Hey man, love the mag. I wanted to send a few pics of my current rides. I have been into RC for 16 years now (yes, I feel old.) Currently I have an HPI Savage X that has a ported and polished 4.6, Robinson Racing steel spur gear, HPI dual fiberglass brakes, axial bead locks, Pro-Line 40-series Moabs, Pro-Line F-650 body, Integrity Piggyback purple shocks, Integrity quad tip pipe, and HPI aluminum clutch. The car pictured is my 4th sedan—my first electric. It is an XRAY T2R with a Novak esc, matched batteries, 19T Money motor, Futaba ball bearing metal gear steering servo, and is controlled by an Airtronics MX-3. I'd love to see them in your mag.

Jason Cowan

P.S. Keep up the good work! Also, forgive the retardation; I forgot to attach the pics on the first one.



WANT TO SEE YOUR RIDE IN RACERS' RIDES?

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

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

Digital files should be sent to:
derekb@rc411.com

Please put "Racers' Rides" in the subject line.

If you still want to send film, please send your photos to:

Xtreme RC Cars Magazine
Attn: Racers' Rides
13401 Yorba Avenue
Chino, CA 91710

KEEP YOUR COOL

LET SPEKTRUM TELEMETRY HELP YOU BEAT THE HEAT



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READ YOUR NITRO ENGINE'S TEMPERATURE RIGHT ON THE DX3S TRANSMITTER SCREEN

Don't let the frustration of a nitro engine damaged by overheating ruin your racing fun any longer. Whether you're a sport-level racer or a serious backyard basher, you'll love how the integrated telemetry of the Spektrum™ DX3S allows you to read your engine's temperature right on the main screen. The dynamic dashboard graphics are coupled with an alarm that can be set to sound if the engine gets too hot, helping prevent the need for costly repairs. This affordable transmitter is rich in other great features, including:

- Temperature sensor for electric motors
- Reading and displaying onboard battery voltage
- Reading and displaying speed/rpm

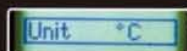
The DX3S will maximize the performance of your vehicle like no other radio system can. Let Spektrum give you the confidence for true racing success today.



check your vitals

TEMPERATURE

Monitor your engine or motor's operating temperature in either Fahrenheit or Celsius



VOLTAGE

Never let a low battery stop you in your tracks. On-board telemetry keeps you running by letting you watch over your receiver pack's voltage



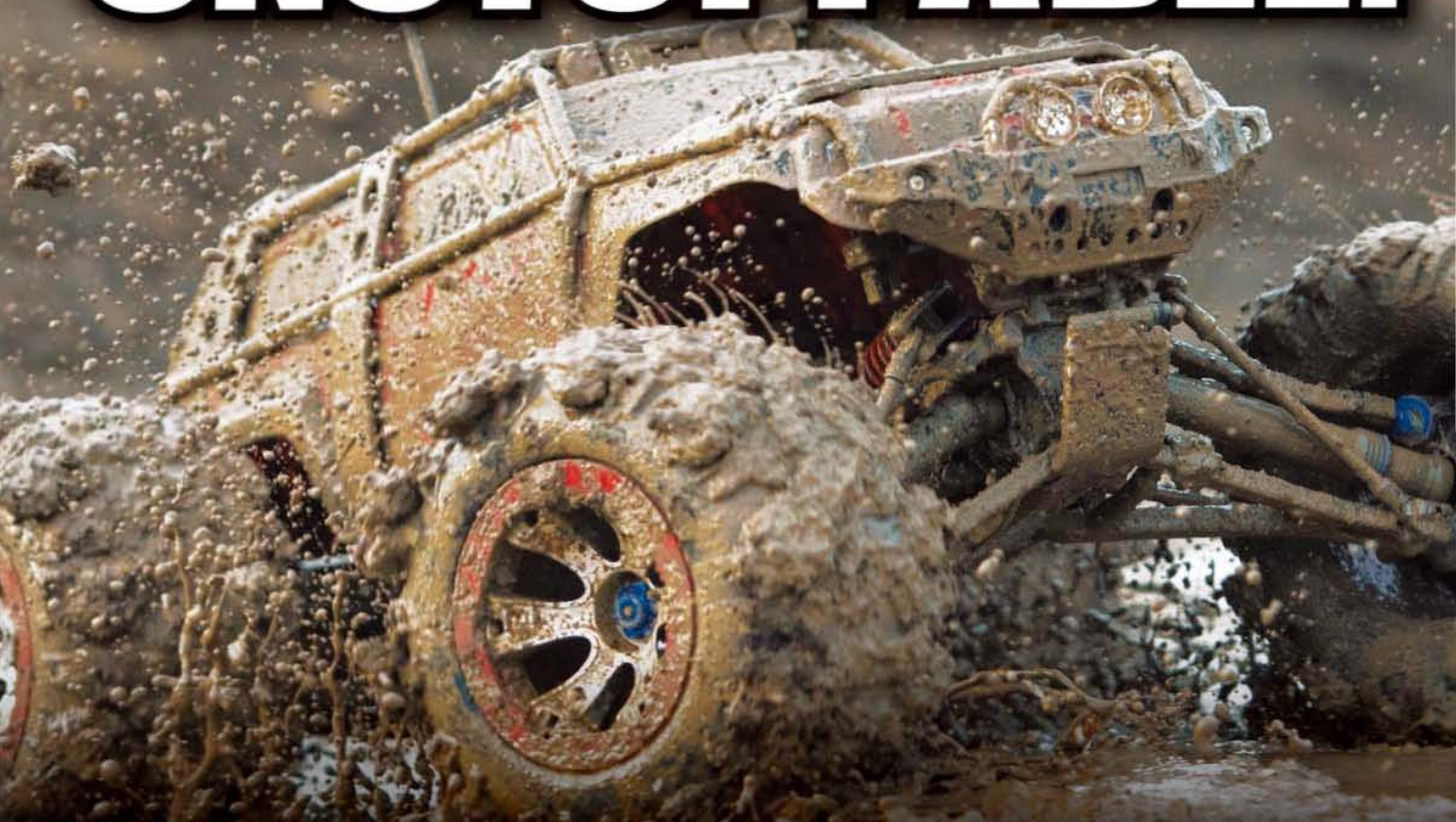
SPEED / RPM

Keep tabs on your engine's operating range, safe high-rev operation or the speed of your vehicle in mph or km/h



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Run in Water, Snow, and Mud!

SUMMIT

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

Waterproof Electronics



10-LED System



Remote-Shift High-Low Transmission



Unprecedented Versatility With T-Lock Differentials

Only Summit gives you the ability to lock the differentials at your command. No need to break from the action to swap gears or install locking parts. For the ultimate in climbing traction, flip the T-Lock™ switch to lock the front differential. Need even more grip? Activate the rear T-Lock diff for fully-locked 4WD power. When the trail opens up and you're ready for speed, unlock both diffs for precise handling as you shift into high range and mash the throttle.



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