



Xtreme RC CARS

Performance Tests • Race Coverage • Spring Fever

THE REAL
DEAL
AE'S NEXT LEVEL
SC10

LEARN SOMETHING

- ▲ Maintain between races
- ▲ Make your body fall apart
- ▲ Build beadlocks

MAY 2009 / ISSUE 162



www.rc411.com



RACE COVERAGE:

The Dirt Nitro Challenge

TESTED NOW!
.....
TRAXXAS E-Revo BL
KYOSHO Inferno GT2



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



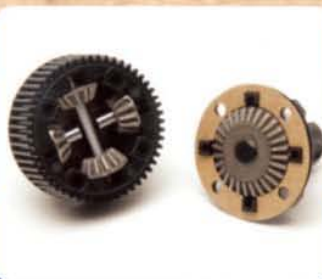
WWW.RC10.COM



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

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TEAM ASSOCIATED

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#800 REEDY 121VR .21 OFF-ROAD ENGINE

REEDY

121VR .21 Off-Road Competition Nitro Engine

- 3+1 Port Chrome Plated Cylinder
- High Silicon CNC Machined Piston
- Knife Edged 7075 Aluminum Connecting Rod
- Polished Turbo Scoop Crankshaft with Silicone Insert
- Chrome Plated Back Plate with Turbo Scoop
- Precision Ball Bearings
- Lightweight Machined Aluminum Heatsink Head
- Oversized Finned Turbo Head Button
- Thermo Insulated Screw Mounted 2-Needle Carburetor
- 7.0mm, 8.0mm, and 9.0mm Air Restrictors

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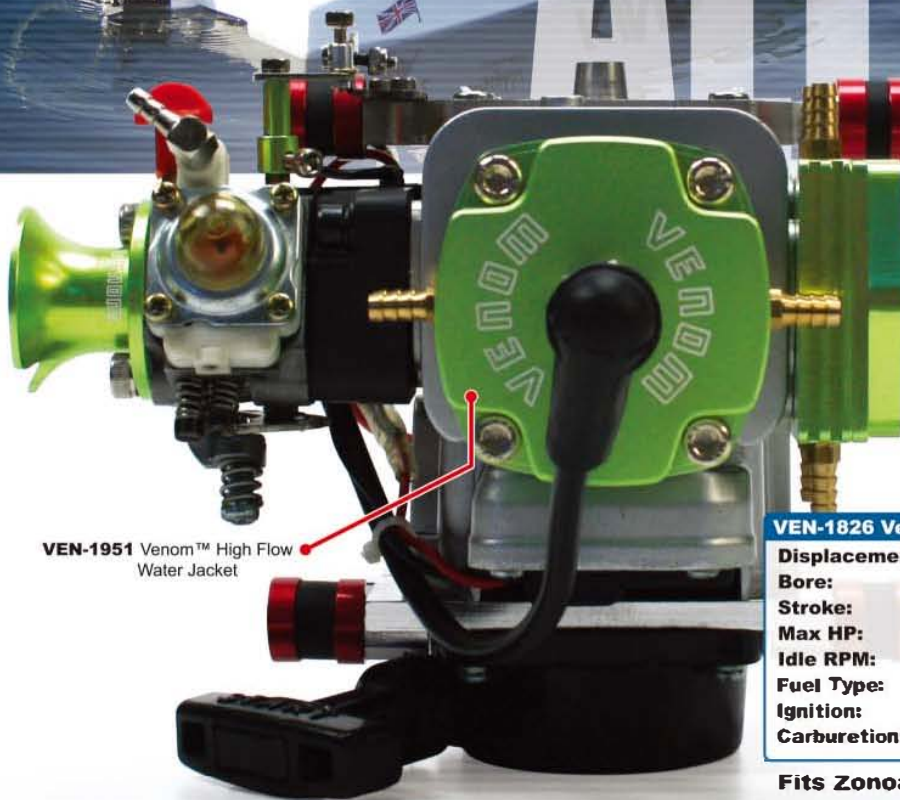
GO GREEN

WITH

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



UPGRADES



VEN-1951 Venom™ High Flow Water Jacket

Machined Aluminum and anodized in Venom's signature green, the Venom 26cc Gas Motor should turn heads with its performance and style.

VEN-1826 Venom 26cc Gas Engine

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

Fits Zonoah Pum 230/260 Similar Engines



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



VEN-1952 Venom™ Velocity Stack



VEN-1954 Venom™ High Flow Water Cooled Exhaust Manifold



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CRAVE THE RUSH...

SHIFT OVER TO **PRO-LINE**



Tire: Bow-Tie V3
Wheel: Velocity V3
Body: SHIFT fits MBX-6

Tire: Bow-Tie
Wheel: Velocity V2

SHIFT

NOW AVAILABLE FOR HOT HODIES D8!

#3285-00 fits Jammin X2-CRT
#3287-00 fits Associated RC8T
#3289-00 fits Mugen MBX-6
#3295-40 fits Kyosho MP9
#3298-40 fits Hot Bodies D8

WHY SHIFT?

- ▶ Body provides the lowest center of gravity (CG) possible
- ▶ Fits snugly around each chassis component
- ▶ Made from durable/genuine .040 Lexan®
- ▶ Decal sheet, window mask & paint-then-peel overspray film included



PRO-LINE'S **NEW BREED** V3 TIRES

Expert Endorsement

“I was amazed at how long the V3 version tires lasted and how well my car handled. It was like cheating.”

- Chad Bradley, Pro-Line/Jammin Team Driver



End-User Endorsement

“I'm not an expert driver or a setup guru, but the positive change in drivability while using the V3's is dramatic. My vehicles are noticeably smoother around the track and I definitely feel more competitive with them.”

- D.L., TeknoRC

BOW-TIE V3

#9027-00 (XTR) #9027-01 (M2) #9027-02 (M3)

PRE-GLUED TO WHITE VELOCITY V3 WHEELS

#9027-31 (M2) #9027-32 (M3)

PRE-GLUED TO YELLOW VELOCITY V3 WHEELS

#9027-41 (M2) #9027-42 (M3)

- ▶ Tread design of 2006-2007 IFMAR 1:8 Off-Road World Champion
- ▶ 12% more width adapts 2 more rows of tread
- ▶ Available in XTR, M2 and M3 compounds, tires only, or pre-glued to yellow or white Pro-Line Velocity V3 wheels

REVOLVER V3

#9028-00 (XTR) #9028-01 (M2) #9028-02 (M3)

PRE-GLUED TO WHITE VELOCITY V3 WHEELS

#9028-31 (M2) #9028-32 (M3)

PRE-GLUED TO YELLOW VELOCITY V3 WHEELS

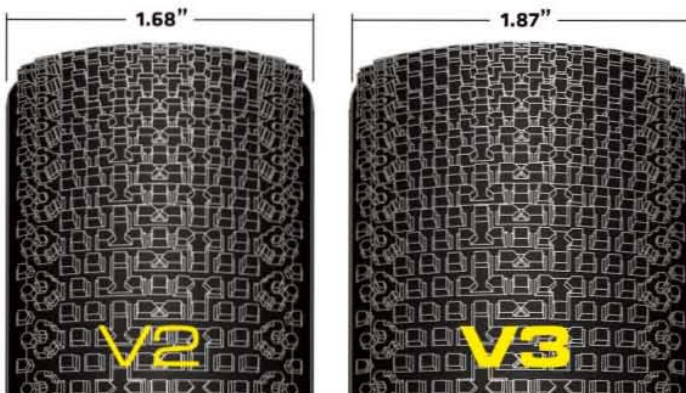
#9028-41 (M2) #9028-42 (M3)

- ▶ Tread design choice of 2008-2009 IFMAR 1:8 Off-Road World Champion Atsushi Hara
- ▶ Increased traction with added 12% width is perfect for blue-groove tracks
- ▶ Available in XTR, M2 and M3 compounds, tires only, or pre-glued to yellow or white Pro-Line Velocity V3 wheels

VELOCITY V3

#2703-02 (Yellow) #2703-04 (White)

- ▶ Maintains track width, while being 5mm wider than V2 wheels
- ▶ Made from durable, lightweight nylon
- ▶ Available in yellow and white, pre-glued to 6 different Pro-Line tires, in 2 different compounds



WHY V3?

- ▶ 20% wider than standard 1:8 tires
- ▶ Greater traction for more control and faster lap times
- ▶ Superior hold as you throttle out of corners
- ▶ Larger contact patch prolongs tire life
- ▶ **NOW AVAILABLE PRE-GLUED!**

PRO-LINE

#1 IN RC TIRES!

WWW.PROLINERACING.COM



True Ten Scale 4WD Electric Car CUP RACER 1M

100594 CUP RACER 1M KIT WITH DATSUN 240Z BODY



100595 CUP RACER 1M KIT WITH DATSUN 510 BODY



100596 CUP RACER 1M DRIFT KIT WITH TOYOTA LEVIN AE86 BODY



True Ten Scale, True Looks, True Engineering.

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Xtreme RC Cars
magazine

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THINK





The Secret's Out. . .

Since their introduction, the pros have always known that LiPos make great tuning tools. Now you can discover their winning secret for yourself with our complete lineup of race-winning packs. LiPos from Team Checkpoint – we'll show you how to reach the finish line first!



Team Checkpoint LiPos

3600mAh Pack/30C

Sport – Wheelie-popping power with an exceptionally long run time.
Racing – Excellent for stock and super-stock motors/high bite.

4900mAh Pack/20C

Sport – Delivers absolute power without compromise.
Racing – Perfect for super stock-modified racing/medium bite.

4800mAh Saddle Pack/25C

Sport – Tremendous power – long run times.
Racing – Designed for super stock-modified racing/medium bite.

5400mAh Pack/16C

Sport – The ultimate choice for extra-long run times.
Racing – Made especially for modified/loose tracks.



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ON THE COVER

Team AE offers its take on short-course truck racing, and it's a good one!

LRP NITRO POWER



LRP32110 ZR.21 X

The new LRP ZR.21 X delivers endless power for the use in all competition 1/8 off-road cars.

- Low mileage
- High-Competition 1/8 Buggy and Truggy engine
- State-of-the-art components of highest quality
- LRP thermal protected PowerCarb 14SV-2 with - 7.0, 8.0 and 9.0mm changeable venturi inserts
- SG crankshaft
- Rear exhaust
- XTEC competition crankcase
- Worldwide race legal
- 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!

- Massive all-new XTEC T6 crankcase
- Flow-optimized LRP XTEC PowerCarb 2 15S-2 carburetor with 9mm inlet
- New CoolDown cylinder head with extra-thin ribs for weight reduction and uniform heat dissipation
- Standard burn room for easy tuning
- Reinforced pullstart
- Extra-strong connecting rod specifically designed for .30-sized engines
- 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

Truggy Power at its Best!

- Massive all-new XTEC T6 crankcase
- Completely new, flow optimized LRP XTEC thermal-protected PowerCarb 2 15SV-2 carburetor
- 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



Backed and serviced in North America by

Team Associated

26021 Commercentre Drive, Lake Forest, CA 92630
www.rc10.com or www.teamassociated.com



NEW RACERS

I'm sure you're sick of me talking about Slash racing, or what soon might be the Short Course Class of electric racing, but it's so vital to this industry that I can't stop.¹ It would be wrong for me to skip over a part of this industry that's been severely neglected and honestly ruined by "professional racing."²

The Slash has many virtues, and many feel might just be the result of pure luck on the part of Traxxas.³ As brilliant as I think they are to assume they knew they'd create another racing phenomenon is a little bit of a stretch for me. I don't think they knew, or really cared that the T-MAXX would end up on the racetrack, and it's the same with the Slash.

With the release of the Associated SC10, Traxxas isn't going to be the only man in the boot. I don't think that's a bad thing, since competition makes people work hard and become better. But there are some things that I feel tracks should realize to protect what the Slash has done. The Slash has single-handedly revived off-road electric racing, and those who don't see it or argue that point are blind, or have possibly had lobotomies.⁴ It could have been luck or just being out at the right time, but the price point of Slash and its realism are two huge selling points. The fact that everybody races a stock Slash means that for less than \$200 you have a car that's ready to win. No fancy batteries, motors, electronics, shocks...nothing. So with all that it's hard not to see why new people are turning up on the track and at a rate few expected. We still get asked what setup we run, and we lovingly show what we have done to our trucks and have even given published our setups in the magazine, but other than a few minor changes there really isn't anything you can do to the Slash to make it leaps and bounds better than the next one. Heck, I don't even touch my car to make sure it's not bent or broken and it still runs at the TQ pace.

But I do fear that the performance of the SC10 is going to be better and that the Slash might suffer despite its bargain price and good looks. I feel strongly that to maintain a healthy influx of new drivers tracks should retain the stock spec Slash-only class and then open it up to a motor/tire spec class with any other company's chassis.⁵ That way they could keep the fun of the Slash class alive and let normal people laugh and beat the crap out of each other do so while those who want to race hardcore can do it in open. Think of it as the Stock and Modified classes of 10-years ago when electric off road was the thing.

This one simple idea will help racing grow and allow people to get into the hobby and have fun without it being spoiled by factory Slash drivers winning everywhere. And we still don't know...the Slash could be just as fast as the SC10 and it won't matter.

Godspeed,



Derek Buono

Executive Editor
derekb@rc411.com

1. I also think that competition is vital.
2. I've said this a million times: when the normal person can't win and factory drivers win everything, the normal racers go to some other class.
3. By "luck" I mean they didn't set out to create anything but a solid value RTR that people would buy. If Losi sold millions that never hit the track they wouldn't lose sleep.

4. Those are probably the some people who go online and make fun of people driving Slash racing while they run 4WD mod and turn slower laps than Slashes.
5. They are coming. They better be, or I have less faith that this industry knows what they are doing.

» TEAM RANTS

MIKE VELAZ (BUT 2ND PLACE WINNER IS ALSO 1ST PLACE.)



SPRING MEANS IT'S TIME TO... Think about Summer
THE FIRST CAR I RACED ON TRACK WAS... Tamiya Fox
(2nd place in the A-main with a B-main also)
THE RACECAR I RACED WAS... Gold Tub RC10 with
original 6-gear transmission.

DEREK BUONO (TRIED TO RIG THE 'BIG BEAR' CLASS)



SPRING MEANS IT'S TIME TO... Perfect time for some
nitro racing.
THE FIRST CAR I RACED ON TRACK WAS... My Kyosho
Big Brutel I raced MT before it was a race class.
THE RACECAR I RACED WAS... A borrowed Kyosho
Ultima. The original.

JAMES REVILLA (WORE THAT SHIRT TO A STRIPCLUB)



SPRING MEANS IT'S TIME TO... see hot girls walking
around in shorts and stuff.
THE FIRST CAR I RACED ON TRACK WAS... Tamiya
Hornet, vs. all the gold-tub RC10's. Anytime baby!
THE RACECAR I RACED WAS... HPI Racing RS4...
version 1.0.

MIKE McMAHON (BROKE THE FLOWAGE)



SPRING MEANS IT'S TIME TO... Start doing some
more man grooming.
THE FIRST CAR I RACED ON TRACK WAS... Tamiya
Blackfoot with metallic blue paint.
THE RACECAR I RACED WAS... RC12L. Showed up
with 6 cells and a 12turn strapped in. Hence the
mad 12th skills!

DAVE PALACIOS (CAN'T SAY 'BRUSH FIRE' IN SPANISH)



SPRING MEANS IT'S TIME TO... Get ready for fire
season in Southern California.
THE FIRST CAR I RACED ON TRACK WAS... Kyosho
Optima-Mid, but I only had RWD working on it
at the time.
THE RACECAR I RACED WAS... Associated RC10, the
one with the gold tub chassis & 6 gear transmission.

CARL HYNDMAN (IT'S FUN TO STAY AT THE... Y... M...)



SPRING MEANS IT'S TIME TO... Enjoy the evening
cause it gets dark late.
THE FIRST CAR I RACED ON TRACK WAS... Yokomo
MR4TC Worlds Edition.
THE RACECAR I RACED WAS... Don't remember, I was
too busy being macho.

BRIAN SKINNER (IS FAR FROM BEING MICKEY THOMPSON)



SPRING MEANS IT'S TIME TO... Clean the Shrek lair.
Funny, I'm actually doing that now!
THE FIRST CAR I RACED ON TRACK WAS... Tamiya
Sand Scorchel, I loved that thing!
THE RACECAR I RACED WAS... Funny enough it
was a GS Racing nitro buggy. That is a big gap
between kils!

JEFF EVELEIGH (PATROLS IN THE OTHER 3 SEASONS TOO)



SPRING MEANS IT'S TIME TO... Get Naked and start
patrolling the parks for old men.
THE FIRST CAR I RACED ON TRACK WAS...
Tamiya Striker.
THE RACECAR I RACED WAS... Kyosho Optima Mid.

JASON BOULANGER (ACTUALLY MILLED DOWN HIS HAIR)



SPRING MEANS IT'S TIME TO... shoot more weddings.
THE FIRST CAR I RACED ON TRACK WAS... a Duratrax
Evader ST; I put their Stress-Tech plastic to the test!
THE RACECAR I RACED WAS... A standard Losi XXX-S.

MIKE BOYLAN (WHO? DOES THIS GUY HAVE AN OFFICE?)



SPRING MEANS IT'S TIME TO... get back to outdoor
racing on the pavement.
THE FIRST CAR I RACED ON TRACK WAS... a Tamiya
Grasshopper (complete with a white hard shell and
top Tamiya hump battery pack.)
THE RACECAR I RACED WAS... a Tamiya Prog.



GO BALLISTIC

With Novak's New Racing Motor Series

Sensor-Based

For excellent braking and low-speed driveability

Heavy-Duty Solder Tabs

Strong enough to endure repeated soldering and tough crashes

6 Motor Turns Available

New Sleek, Black End Bells

Along with reconfigured front and rear end bells fit easier into racing vehicles

Meets ROAR & IFMAR Specs

Easy-to-Adjust Timing Assembly

Alters the RPM range

Removable Shielded Sensor Harness

Convenient plug-in feature ensures a long racing life

Completely Rebuildable Design

Including replaceable wound stators and sensor assembly

Sintered Rotor

For maximum motor acceleration, braking power and performance in high-temperature conditions

BALLISTIC MOTORS	3.5T	4.5T	5.5T	6.5T	7.5T	8.5T
Part Number	#3603	#3604	#3605	#3606	#3607	#3608
Kv (unloaded)	10,500 RPM/Volt	9,000 RPM/Volt	7,400 RPM/Volt	6,400 RPM/Volt	5,800 RPM/Volt	5,000 RPM/Volt
Compatible Novak Speed Controls	GTB, SLYDR	GTB, SLYDR	GTB, SLYDR	GTB, SLYDR	GTB, SLYDR	GTB, SLYDR, HAVOC 3S
Recommended Use	On-Road High Traction	Off-Road High Traction / 4WD / On-Road Low Traction	Off-Road High Traction / General On Road	Off-Road Medium Traction / Basher	Off-Road Medium Traction / Basher	Slippery Track Conditions / Basher

NOVAK

SLASH

30+
mph



real short-course handling...

When Traxxas says the Slash handles like a real short-course truck, they mean it. I race the Fabtech Toyota Tundra, and the Slash is as close as you can get to the real thing without putting on a helmet. — Rick Huseman, Fabtech Toyota Tundra Pro4WD Team Driver

the most fun class ...

"I would recommend a Slash to anyone. You can't break them! It's the most fun class I've ever run."
— Robert W.

really amazed me ...

"The Slash is versatile. You can race it or just play with it, and it's tough. It really amazed me."
— Larry Y.

it's a family thing ...

"Slash racing is a family thing. My son races, and my dad races. It's competitive, realistic, and a lot of fun." — Curtis Y.

extremely impressed ...

"I bought a Slash, put it on the track, and raced it that day. I'm extremely impressed by its out-of-the-box performance." — Russel W.

THE NUMBER ONE SHORT-COURSE OFF-ROAD RACER



For bullet-proof durability, realistic looks, authentic handling, maximum value and sheer driving fun, the choice is clear: Traxxas Slash.™ Fully assembled and Ready-To-Race, the Slash can go from box to backyard in minutes — or head straight for the racetrack to join thousands of other racers having more fun (and spending less money) than ever in the highly popular Slash racing class. It's fast at 30+mph in stock trim, but if you're feeling the need for even more speed, install the Traxxas Velineon® Brushless Power System to unleash top speeds up to 65mph. Slash's steel-gear, brushless-ready transmission can take all the power you can throw at it, and the rugged chassis is up for any off-road adventure— even in mud, water and snow thanks to Slash's waterproof electronics. How else are you going to have this much R/C fun with just one truck? You gotta get a Slash!

Traxxas.com

TRAXXAS
THE FASTEST NAME IN RADIO CONTROL

TRAXXAS BRINGS YOU TORC

For you Slash and Slayer owners who want to see some full-size trophy truck action, mark your calendars now: Traxxas has been confirmed as the 2009-2011 series title sponsor of the world's premier short course off-road racing series. The series will be referred to as The Traxxas TORC Series or The Traxxas Off-Road Championship Series and will be broadcast on national network television beginning in June 2009. The Traxxas TORC series will feature the fastest names in off-road racing competing at top tracks across America, such as Crandon International Off-Road Raceway in Crandon, WI, and Bark River International Raceway near Escanaba, MI. Currently a total of eight points-race weekends plus two sportsman weekends are planned. The season kicks off May 15, 2009 at Manzanita Speedway in Phoenix, Arizona. Here's the complete schedule:



Photo courtesy of Jeremy Pyatskovitz



Photo courtesy of Jeremy Pyatskovitz

May 15-16	Manzanita Speedway Phoenix, AZ
May 29-30	Perris Auto Speedway, Perris, CA
June 20-21	Crandon Raceway, Crandon, WI
July 11-12	Bark River Intl Raceway, Bark River, MI
August 8-9	Bark River Intl Raceway, Bark River, MI
August 29	Perris Auto Speedway, Perris, CA
Sept 4-6	Crandon Intl Raceway, Crandon, WI
Sept 26-27	To Be Determined
Oct 31-Nov 1	Las Vegas, NV

www.torcseries.com / www.traxxas.com

Gran Turismo GT

Gran Turismo fans will immediately recognize this ride – HPI's new Ford GT LM Race Car Spec II designed by Gran Turismo! Based on their E10 platform, the Ford GT is a 200mm wide machine officially licensed from the Gran Turismo racing video game. Fully assembled, pre-painted, and ready to go right out of the box, the kit includes radio gear, motor, car battery, and wall charger.

Part Number: 10785

MSRP: \$329

www.hpiracing.com



Will Gran Turismo 5 ever be finished?

Racer STATION

Team Checkpoint's new TC-950 Soldering Station is one tool that every racer can use. A heavy-duty 60 watt tip heats up quickly to selected temperature within a range of 392°-896°F, and holds settings within 1.8°F (1°C) while idle. The iron features a slender, insulated handle for comfortable grip, chisel point and pencil tip, iron stand, sponge and vinyl wrap, and a 5-year warranty on the unit (one year on the iron handle's electronics.)

Part Number: TCPR0950

MSRP: \$119

Distributed by: Great Planes

www.beztrc.com/teamcheckpoint



Deep Sea LiPo

Is the wet weather keeping you from running your RC vehicles? By the time you read this, all MaxAmps LiPo packs will come water-sealed so they can run in water, mud, or snow. The entire wire end of the pack is completely sealed using a unique rubber-based synthetic sealer to protect your pack from corrosion, water, and shock. As with all MaxAmps packs, you choose your plug, tap, and wire options and your pack is built to order the same day.

www.maxamps.com



Please don't water dip your batteries.

WEIGH IN

Add weight to your 1/10-scale XRAY touring car with their XRAY's Precision Balancing Weight Set. You get four weights in a package (2x 5-gram, 2x 10-gram) that mounts to pre-drilled chassis holes. The weights are laser engraved to avoid confusion.

Part Number: 309840

www.teamxray.com



Snake Hood

Dig this fashionable Serpent hoodie in high quality black cotton mix. Features large orange/white logo print on the front and smaller white offset logo on the back. Available in S-XXL.

www.serpent.com



**Developed by
innovators
of technology.**

**Tested by world
champions.**

**All this to keep
that smile on
your face run
after run.**

RACE VERSION TWO

Performance sensed
brushless motors.



SLPB PLATINUM TWO

The original performance
hardcase lipo's

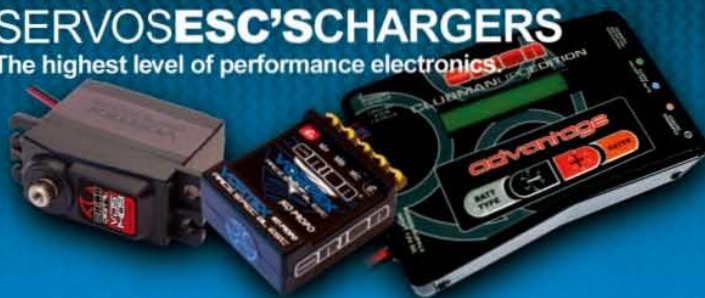
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on and offroad in sizes
to suit your needs.



ELECTRONICS SERVOESCSCHARGERS

The highest level of performance electronics.



TEAM ORION®

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



Locked IN HINGES

Tired of the stock hinge-pins backing out of the A-arms? If this happens to you, then ST Racing Concepts new heat-treated, polished steel, locknut-style hinge-pin kit will solve this problem once and for all. CNC Machined from high-quality steel and then polished for ultra smoothness, this is a great upgrade for your Traxxas Slash, Stampede, Rustler and Bandit.

Part Number: ST3640S/BK

MSRP: \$17/set of 8 including locknuts

www.teamstrc.com

Will hold your tools too.



BATTERY BLANKET

Keep those LiPo packs warm while charging and discharging with Trinity's new LiPo Battery Pack Warmer. The heating element wraps around the pack on all sides, and is powered by any 12v battery or power supply.

Part Number: TRI20235

MSRP: \$40

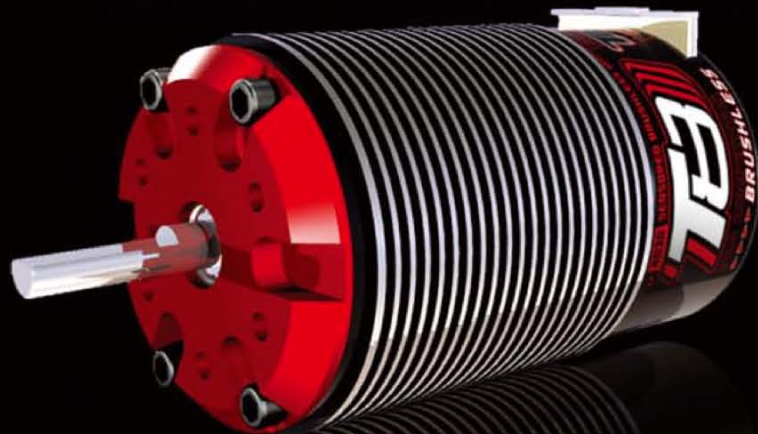
www.teamtrinity.com

BIGTIME Redline

Tekin's got a new power package for your 1/8-scale brushless needs – their new RX8 1/8-scale competition brushless ESC and Redline 1/8-scale T8 brushless motors. Based on the proven RS series, the RX8 features adjustable drag brake, neutral width, throttle profiles, Voltage cut-offs, and much more. The RX8 motor series is designed for large scale, high performance competition, featuring CNC machined 6061 T6 billet aluminum ribbed heatsink can, sensored and sensorless operation, high current solder tabs, a rebuildable design, and more. You can get each component separately, or in a complete ESC/motor combo.

Part Number and MSRP: \$219 (RX8 #TT2300) / \$179 (T8; part # varies by kV)

www.teamtekin.com





Docking Station (MMRP1011)
Available separately.

THE "ONE AND DONE" BATTERY MANAGEMENT SYSTEM.

Don't let the name fool you. The Silent Charger isn't just a charger; it's also a discharger and cycler. And since it does the work of three machines in one and fits in compact 5" x 5" space, you end up with less clutter on your pit table and more room to work. Setup takes only four keys and a few seconds, but the versatility is endless. It operates on AC or DC power. It charges LiPos, NiCds and NiMHs to the max and includes a magnetic probe for temperature cut-offs. It lets you adjust charge and

discharge rates, but automatically sets the voltage cut-off for your convenience — and displays six critical pieces of pack data on a big, black, bold, backlit LCD.

Add the optional Docking Station and it's a system that can handle most battery connectors with ease. Add the optional Cell Balancer and you have a balancing LiPo charger that works 30% faster than anything else out there.

Get the Silent Charger Platinum — and get it done in one.



Cell Balancer
(MMRP1012)
Available separately.



For more information please call
1-800-682-8948 and mention code # 82U.

muchmoreusa.com

SC8

SHORT COURSE



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



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



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



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



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

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

- Authentic, custom painted and finished scale licensed short course truck body
- Mounted and assembled scale wheels and tires with foam inserts and bead guards
- Functional full roll cage with integral dirt shields
- XP3D Computerized Digital 3-Channel FM Radio System with 10 model memory

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



WWW.RC10.COM



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



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



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



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

- Full ball bearings in drive train
- Independently adjustable front and rear disk brake bias
- 150cc quick fill fuel tank
- Team Associated 2-chamber tuned muffler
- 3mm low-profile black anodized aluminum shock towers

- 4.3:1 ratio gear boxes for maximum punch
- Precision universal drive shafts in six locations
- 3mm black anodized aluminum steering rack with ball-bearing steering system
- Sealed radio box with thread-through molded antenna mount
- Fuel bottle and glow igniter included

ae
TEAM ASSOCIATED

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

THE BAJA IS FRESH

The Baja Bug is back with the same style, quality, and features as it had the first time around and is now officially licensed by Volkswagen.

Pro-Line hooks it up as usual with simulated rear engine detail just like the stock motor, decal sheet, window mask, "paint-then-peel" overspray film, and is made from durable, genuine .060 Lexan. Fits 3.3/2.5 MAXX and REVO, LST, TNX, Savage, and Flux monster trucks.

Part Number and price: 3238-60 (Long chassis MAXX, REVO 3.3, LST) \$35 / 3238-61

(Short chassis MAXX, REVO 2.5, Savage, TNX, Flux) \$34

www.prolineracing.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

Panther

Building on the successful Raptor Pattern, Panther RC has a new 1/10 truck tire dubbed the T315. This tire has slightly longer pins than the popular Switch 2.0, allowing the T315 to work on tracks with light dust. The T315 fits 2.2" truck wheels and weighs in at 55g. This tire will be available in Soft, Super Soft and Clay compounds.

Part Number: varies by compound
MSRP: \$19/pair
www.panther-rc.com



For the World

Parma's new DB-9 World GT body is designed for precision high speed handling in a competitive class. It is based on the Aston Martin DB-9 race car. With plenty of race and track testing, the DB-9's low front end and scoops create balanced downforce and steering. It fits all popular 200mm wide pan car chassis and includes vinyl window masks and decals.

Part Number: 10225

MSRP: \$25

www.parmapse.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 of 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

APRIL 2009 RC EVENTS CALENDAR

RACE GUIDE KEY

On-Road Race

Off-Road Race

MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY

30

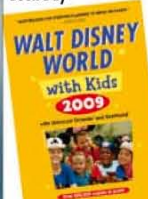
31

April Fool's Day



1

International Children's Book Day



2

Jennie Garth's Birthday



3

USVTA Trans-Am Nationals
Harbor, IL — The Track @ Harbor Hobbies
www.harborhobby.net

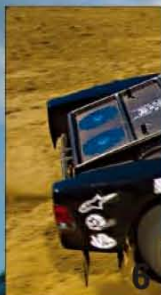


4

Event: No Limit RC Points
Race #4
Dundak, MD — No Limit RC
www.noimitrc.com



5



7



8

Passover



9

Good Friday



10

Reedy Race of Champions
Warm Up
Roselle, CA — Speedworld Raceway
www.speedworldraceway.com



11



12

National Peach Cobbler Day



13

SMG's birthday



14

Income Tax Day



15



16

4th Annual Western Slope Challenge
Grand Junction, CO — High Desert Raceplace
www.highdesertrc.com



17

JConcepts Race 2009
Charlotte, NC — Carolina's RC
www.jconceptsevents.com



18



19



20

Mike V's mom's Bday



21



Earth Day

22

Home Run Day



23

2nd Annual Don Tilley Race for a Cure
Charlotte, NC — Charlotte's RC Raceway
www.charlottesrc.com



24



25

JBRL Nitro Series #1
Bourbon, CA — Thunder Alley
www.thunderalley.com



26



27

Jessica Alba's Birthday



28

Zipper Day



29

Kristen Dunst's Birthday



30



1



2



3

That decided month where we hope we don't have to pay Uncle Sam.



HOPUPS FOR SLASH, STAMPEDE & RUSTLER

YOUR #1 SOURCE FOR PERFORMANCE AFTERMARKET PARTS



Modified Parts for HPI Savage XL

Precision hop-ups made with light weight 6061 aluminum alloy



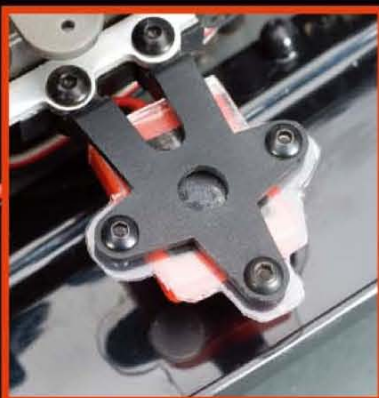
MAINTIS**Turns out...****TXS**
Truggy Xtreme Sport**(power)****&****(toughness)****come standard
on this truggy.**Partno. R39074
1/8 Robitronic Mantis TXS
Nitro 4WD Truggy RTR**ROBITRONIC**
POWER FOR WINNERS
BR-50
1/8th NITRO 4WD Trophy Truck RTR
Partno: R39081**FUN
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Gear at BR50Racer.com****He Claims He is Faster!
But Numbers Don't Lie.**

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- Improve your driving.
- Setup your own races.

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www.skmotion.com

PT REPAIR

It isn't uncommon for the tabs on your Personal Transponder (PT) to break off, making it less convenient to transfer your lap counting device from chassis to chassis. You could simply use double-sided tape to secure your transponder into your car, but it is a pain in the butt to remove it, clean the tape off, and then re-tape it when you could just bolt her in with a pair of small screws. To combat the broken tab problem use a scrap piece of Lexan to cut out a template of the old tabs and servo-tape this piece to the bottom of your PT so you can screw it to your chassis again. You may have to borrow a friend's PT to trace the template if your tabs are already broken off.



PRACTICE

We all need to practice more. Yeah, yeah—I'm sick of hearing it too, but let's do some math. We'll take the electric class for example and imagine a guy who races every two weeks and gets one practice run, three qualifiers, and the main. That is five batteries or approx. 25 minutes of practice. This equates to about 50 minutes of track time each month. Now, let's look at a guy who races every week and is double classed. Assuming the same amount of practice and racing for both classes, this guy is getting 10 batteries through each day (or about 50 minutes of track time). That adds up to 200 minutes of racing each month as compared to the other guy at 50 minutes. The second guy is getting four times the practice as the first guy. If you practice you have no choice but to get better, and generally speaking the guy who practices the most is going to have the best results. Do the math; do you have as much track time as the guy next to you on the drivers' stand?



Why so serious.

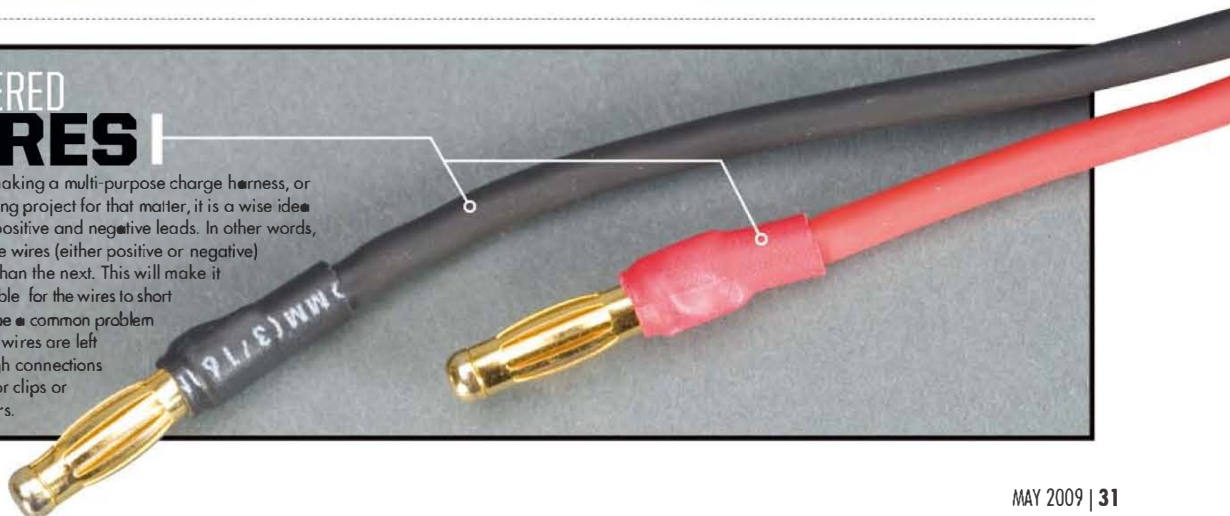
EQUAL BLADDERS

It is very important to have matched shocks with regards to rebound to ensure proper handling on the racetrack. When you are assembling shocks with bladders, fill the shocks with oil and bleed as you usually would. Once you place your rubber bladder into the top of the shock body, use a small blunt object such as a screwdriver to push the center of the bladder down to ensure it is fully seated in the shock body. You can twist it around slightly to let any trapped oil out from underneath it but be gentle not to stretch the bladder down and remove too much oil. Now you can thread your shock cap on and wipe off any excess oil from the outside of the shock. If you use this method for each of your bladder shocks they will all have the perfect bleed, be equal from left to right, and they won't be over pressurized which could easily cause a shock cap to blow off after a hard landing.



STAGGERED WIRES

When you're making a multi-purpose charge harness, or almost any wiring project for that matter, it is a wise idea to stagger the positive and negative leads. In other words, make one of the wires (either positive or negative) slightly longer than the next. This will make it virtually impossible for the wires to short out, which can be a common problem when powered wires are left exposed through connections such as alligator clips or bullet connectors.



PART ONE

MAINTAIN YOUR CAR AT THE RACES

PIT STOPS, PART 1

words: Jeff Eveleigh

To some, maintenance can be an ugly word. However, those who want to be successful in racing, or who even want to have enjoyment within this hobby, will have to learn to love maintenance. Our cars are extremely advanced and high-performance, but, along with these attributes come failures if the cars aren't pampered between race sessions. This article is the first of a two part series on maintaining your sweet ride between heats at the racetrack.

GENERAL MAINTENANCE

CLEAN IT

After each run on the track, you should always start by cleaning your car, for two reasons. First, no one likes working on a dirty car and second, dirt and debris can easily alter the performance of your vehicle, by binding the free movement of suspension and steering parts or by adding unnecessary weight to your chassis. Use a bristle brush, toothbrush, denatured alcohol, nitro cleaner, and/or an air compressor to clean your baby up and get it ready to be maintained. Make sure you clean your body and wing as well, so you can impress all of the hot chicks that frequent the racetrack with your shiny toy car cover.



SHOCKS AND SUSPENSION

Your suspension is probably the most influential part of your chassis when it comes to low lap times and should be treated like a God. After each race, carefully inspect your shocks and suspension components for damage. Look for leaking oil, damaged bodies, or bent shafts on your shocks. Also check that your suspension arms are moving freely, as a bent hinge pin or turnbuckle could easily halt smooth suspension. Fix or replace any damaged suspension components or shock seals before your next heat.



GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0 **Xtreme RC Cars**

1 2 3 4 5

TIME TO COMPLETE



30 MINUTES

2.8 Tires



2.8 SKULL N BONES
Tires w/foams
IMX7460 - Soft
IMX7461 - Med.



2.8 COYOTE WIDE
Tires w/foams
IMX7457



2.8 ALL-T WIDE
Tires w/foams
IMX7458



2.8 BAJA WIDE
Tires w/foams
IMX7459



2.8 SWAMP DAWG WIDE
Tires w/foams
IMX7453



2.8 STREET BURNER WIDE
Tires w/foams
IMX7454



2.8 J-7 WIDE
Tires w/foams
IMX7455



2.8 STEP PIN WIDE
Tires w/foams
IMX7456

2.8 Rims



2.8 DISH SILVER JATO Rims
IMX7022 - Front (Pair)
IMX7042 - Back (Pair)



2.8 BEY CHROME SILVER JATO Rims
IMX7024 - Front (Pair)
IMX7025 - Back (Pair)



2.8 ROMULIN CHROME Rims
IMX7029 - Front (Pair)
IMX7030 - Back (Pair)



2.8 EAGE CHROME JATO Rims
IMX7043 - Front (Pair)
IMX7052 - Back (Pair)



2.8 FALCON CHROME JATO Rims
IMX7046 - Front (Pair)
IMX7055 - Back (Pair)



2.8 HAWK CHROME JATO Rims
IMX7049 - Front (Pair)
IMX7058 - Back (Pair)

2.2 Tires



2.2 RED ROCK KRAWLER
IMX7569



2.2 CLAW DAWG
IMX7575



2.2 SWAMP DAWG
IMX7578



2.2 ALL-T
IMX7579



2.2 G-HAWG
IMX7591



2.2 COYOTE
IMX7592



2.2 H SQUARE
IMX7593



2.2 SKULL N BONES
IMX7594

T-Maxx Savage Tires 3.2 Rims



J-HAWG Tires
IMX7400 - Soft
IMX7401 - Med.



BAJA Tires
IMX7402 - Soft
IMX7403 - Med.



SWAMP DAWG Tires
IMX7404 - Soft
IMX7405 - Med.



ROAD DAWG Tires
IMX7406 - Soft
IMX7407 - Med.



CLAW DAWG Tires
IMX7408 - Soft
IMX7409 - Med.



DIRT DAWG Tires
IMX7413 - Soft
IMX7414 - Med.



TRAIL DAWG Tires
IMX7415 - Soft
IMX7416 - Med.



STEP DAWG Tires
IMX7417 - Soft
IMX7418 - Med.



PINN DAWG Tires
IMX7419 - Soft
IMX7420 - Med.



RIB DAWG Tires
IMX7421 - Soft
IMX7422 - Med.



K-ROCK Tires
IMX7425



RED-ROCK KRAWLER Tires
IMX7427

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DEALERS WANTED

BROKEN PARTS

It should be obvious if you broke anything during the last race, so change any of those bits right away. Inspect your car for stress cracks or other potential failure points and address any problems that could cause a DNF in the future. Don't just think of the standard plastic arms or graphite towers when you are looking for damage. Bent screws or metal parts could cause future grief and worn and gritty bearings could bind or blow apart, causing excessive wheel wobble or even stripped gears. Now would also be a good time to check that each screw on your vehicle is still snug. Also, many chassis have specific known problems, such as a weak diff gear or a loosening screw. If you know about a specific problem inherent in your car, be sure to check that between runs as well. Basically, try to look into the future of your machine and catch the parts that could fail before failure actually happens.



Look into the future.

TIRES

These are what glue you to the racing surface so treat them with respect. After each race, remove your tires and prep them in whatever way it is that they need to be prepped for your specific class of racing. This usually means to clean your off-road tires or to true, clean, and apply traction compound to your foam or rubber tires. Swapping your tires from left to right for even wear is often a good idea as well, but this will depend on the type of racing you are doing. In any case, don't forget your tires between runs, or your tires will forget you when you need that extra grip through the sweeper.



NITRO MAINTENANCE

GLOW PLUG

Fire, in the form of a glowing plug, is an absolute necessity for your engine. A healthy glow plug will ensure that you finish the race with power to spare, so always be sure that your coil of glowing gold is strong. Clean around your cylinder head with compressed air, denatured alcohol, or nitro cleaner and then remove your glow plug for inspection. If the element is distorted, excessively dull, or completely covered in carbon, now is the time to replace it. You can keep an old working glow plug in your pit box for practice or testing, but if the plug is looking old and ratty, you may as well install a fresh one for the race, especially for the start of a long main event.



XRAY NT1

1/10 LUXURY NITRO TOURING CAR



- USA NATIONAL CHAMPION
- USA WINTERNATS CHAMPION
- EUROPEAN VICE-CHAMPION + TO
- EFRA GP WINNER
- EUROPEAN NORDIC CHAMPION
- JAPANESE NATIONAL CHAMPION
- ITALIAN NATIONAL CHAMPION
- GERMAN NATIONAL CHAMPION + VICE-CHAMPION
- SWISS NATIONAL CHAMPION + VICE-CHAMPION
- AUSTRIAN NATIONAL CHAMPION + VICE-CHAMPION
- NORWEGIAN NATIONAL CHAMPION + VICE-CHAMPION
- IRISH NATIONAL CHAMPION
- FINLAND NATIONAL CHAMPION
- SOUTH KOREA NATIONAL CHAMPION
- DANISH NATIONAL CHAMPION
- DUTCH NATIONAL CHAMPION
- PORTUGUESE NATIONAL CHAMPION
- CZECH REPUBLIC NATIONAL CHAMPION



**2009
SPECS**



READERS' CHOICE AWARDS
WINNER
CAR OF THE YEAR 2008
CAR OF THE YEAR 2007



ALL-NEW 2009 SPECS

- included optional XRAY aluminum racing shock bodies
- included optional HUDY Spring Steel front & rear CVD driveshafts
- new wider 2-speed 2nd gear for increased durability & lifespan
- new reinforced & improved suspension parts
- new wider central drive belt for increased durability & lifespan
- new fuel tank pressure cap with 1-pc profiled seal for perfect fitment
- new steering servo mount for mid size servos
- new top deck mounts for mid size servos
- new belt tensioner holder for improved belt tension adjustment
- new updated radio plate
- new harder 2-speed springs

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www.rcamerica.com



www.teamxray.com



MARTIN HUDY
WORLD'S PODIUM FINISHER

STARTING BOX

AIR FILTER

Jam a face full of dirt into your mouth and run a marathon. That is how your engine feels if it has a dirty air filter. How often you maintain your air filter will depend on the type of racing surface. If the conditions are loose and dusty, you may have to clean your filter element every few fuel tanks. If the track is moist and hard packed, you may be able to go weeks without tending to your foam protector.

When it is actually time to do the deed, simply clean around your air filter with a rag or bristle brush. Remove your element and thoroughly clean it with some foam-safe nitro-cleaner or old fuel. Let the element fully dry and then place it in a clear plastic bag with a coating of foam filter oil on it. Work the oil into the element through the bag, ensuring complete coverage. Place the element into a paper towel, give it one squeeze to remove any excess oil, and now you are ready to reinstall it back into your air filter mount.



1/8 SCALE ELECTRONIC SPEED CONTROL

**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: 1.5x2.2 x 1.4"
Weight Approx: 2.7oz

Drives Sensor/Sensorless Brushless and Brushed Motors
HotWire PC Interface for Custom Programming
Sensor Plug for Precise Commutation with all Motors

* For 1/8 Scale



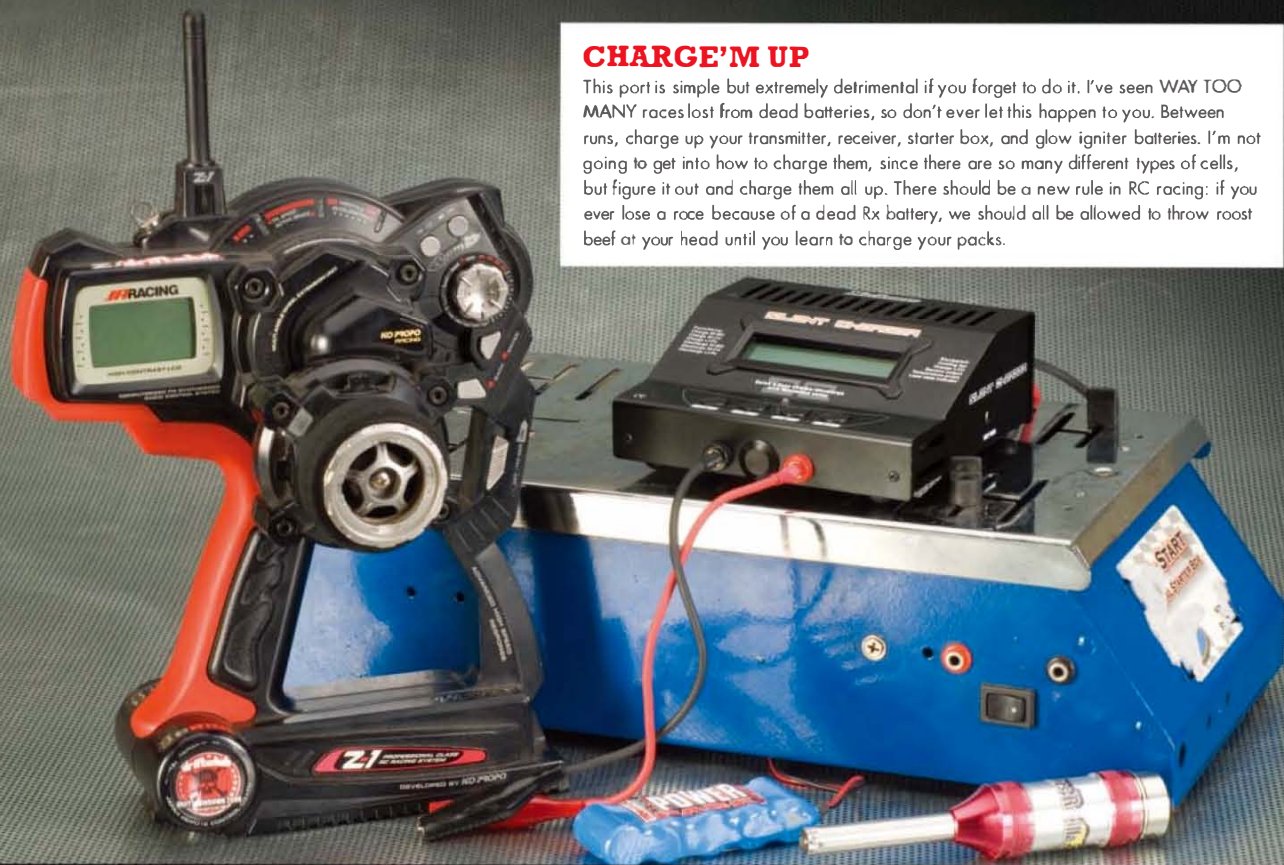
TE3
SENSORED
BRUSHLESS
MOTORS



TEKIN

www.teamtekinc.com

Check out the entire motor line-up online!



CHARGE'M UP

This port is simple but extremely detrimental if you forget to do it. I've seen WAY TOO MANY races lost from dead batteries, so don't ever let this happen to you. Between runs, charge up your transmitter, receiver, starter box, and glow igniter batteries. I'm not going to get into how to charge them, since there are so many different types of cells, but figure it out and charge them all up. There should be a new rule in RC racing: if you ever lose a race because of a dead Rx battery, we should all be allowed to throw roast beef at your head until you learn to charge your packs.

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CLUTCH

It doesn't matter how fast your engine is, how good your suspension setup, or how much grip your tires have if you can't connect your engine to your driveline. This, of course, is done through your clutch, which you should cuddle, feed, and love every night before bed. If your clutch doesn't work properly, you aren't winning that race! Clutch bearings are the worst culprit for failure and should be addressed as often as you can (after each run would be nice, but do what you can). If your clutch bearings seem worn or gritty in any way, change them immediately. Sometimes you can clean and re-oil them (go very light on the oil so it doesn't leak onto your clutch shoes, causing slippage). But, for the most part, you are usually better off to simply replace your clutch bearings when they start getting tired.

As for the rest of your clutch, if you are running carbon shoes, you should be fine between races with a simple inspection to be sure they are in adequate shape. If you are using aluminum clutch shoes, you'll have to maintain them more often. Every few fuel tanks, you should remove your aluminum clutch shoes and file or grind away any burrs that have developed at the top and base of each shoe. These burrs can cause your clutch to hang up on your flywheel and run-on.

A few quick seconds with a small file should get you back onto the track in no time.



Nail files: not just for ladies hands.

» TECH TIP

DON'T FORGET SETUP

Although chassis and suspension setup is not a maintenance thing, it is vitally important and should be taken seriously. The best advice I can give is this: make a setup change every run. You should make a setup change for almost every heat to see what it does. You can make the changes small and go back if you don't like them, but the only way you'll know if a change works better is to try it and the only way you'll learn how your chassis works better is to experiment with it. If you don't notice a handling difference with your change, reference your lap times. If they aren't any different, at least you've learned that that particular setup option doesn't drastically alter your chassis handling. The more you play with your setup, the faster and more knowledgeable you'll be.



FLUIDS

Your nitro machine is littered with fluids from your shocks and diffs to the go-go juice that makes your mill purr. Check that all of your silicone fluids are staying where they belong. Address leaky diffs immediately! The poor handling and mess of an empty differential is terrible, so fix it at the first signs of purging to keep the oil where it belongs.

Although completely unrelated to your diff, but still a fluid, now is a good time to top up your fuel bottle or fuel gun with enough nitro-blend to get you through your next heat. Remember to give your gallon of fuel a good shake before pouring it into your fueler, to help mix all of the oil that may have settled to the bottom.





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STARTING BOX

ELECTRIC MAINTENANCE MOTOR

BRUSHLESS MOTOR – If you are running a brushless system in your car then do NOTHING!!! That is what is great about brushless! Well, “nothing” isn’t totally true; there are a couple of things you should do. Brush or blow off any dirt or debris from your motor area and then place a small drop of light oil on each motor bearing every few runs.

BRUSHED MOTOR – The maintenance required on a brushed motor has huge variation. If you are running a 6-turn brushed motor in the Touring Car class, you’ll have to cut the commutator every battery pack or two (but if you are racing this kind of class you probably don’t need to hear what I’m writing about). If you are the more common entry-level to intermediate brushed-motor user, then there are a few simple steps to keep that sucker in good condition. Most major maintenance can be done at home between race days (we’ll cover this next issue), so just minor attention is needed between runs. Inspect the brushes for excessive wear and replace when necessary. Other than that, you can use motor spray to clean your powerhouse between runs and then simply place a small drop of light oil onto each bearing and you’re good to go. Start saving your pennies too, because once you get a taste of brushless technology you’ll NEVER touch a brushed motor again!



POWER SOURCE

We had extra ink at our printers, so I decided to tell you that you should charge your main power battery between heats at the racetrack (no way!!!!). There are many procedures and tricks around to keep your batteries in top performing shape, but they won’t be discussed here, since there are so many different types of cells and processes. Charge, balance, discharge, equalize, re-peak, blah, blah, blah. If you don’t know what to do with your specific batteries, then check with your manufacturer to find out. But know this: one way or another, you’ll have to refill the power in your battery before your tires hit the racing surface again.



CLOSING

These are the areas that need to be addressed while at the racetrack to ensure a smooth and prosperous day of friendly competition. Not everything fails at once, so most of these tips will only take you a few seconds in the form of preventative maintenance, but the payoff will be huge as you finish more and more races without problems. After you leave the track with your freshly won hardware, you’ll still have work to do. Between race-day maintenance is a whole new can of worms, which we’ll tackle in next month’s issue. For now, concentrate on maintaining your chassis at the racetrack and your results should reflect those efforts with increased consistency and lower lap times. ⚙

TEBO & LIN

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words: Brian "Skinny" Skinner

THAT WAS THEN **THIS IS NOW**

My how things have changed since I got into RC. I just finished competing at the Nitro Challenge at the world famous Nitro Pit—which is the largest nitro event of the year—with the new Associated RC8T RTR truggy, and boy have things changed. I raced a completely stock vehicle out of the box against trucks three times the price, and finished pretty well considering the driver I am. (Note: I did change tires and install the AE aluminum clutch shoes.) My fellow racers and I got to talking about how we used to have to do all sorts of modifications to get our monster trucks to go fast, and how early truggies were terrifying to keep

running. The RC8T RTR on the other hand felt as good as my high dollar racer, and it was easy to switch over to drive the beast...needless to say, I was impressed. This got me thinking; it's a good time to be into RC and RC racing. I get to drive a lot of vehicles in my job, and I must say that the quality of cars and parts today is outstanding compared to just a few years ago. I get kidded in the office when I report back that this or that product works well or that I really like this (insert name here), but the fact is that our hobby—just like the motorcycle and bicycle industries—really is a product driven creature, and the vehicles and equipment just keep getting better and better.

Racing the RC8T last weekend reminded me of the 90's when production MX bikes were out of the crate ready to race and not much needed to be done to them. It seems companies today listen to the consumer and especially their team drivers and pump out kits and RTRs that hit the mark wonderfully. My dream of walking into a show room and buying a ready to roost vehicle is getting closer. Now if they would only build them like my MX bike, which I can go race it without having to work on it so much, my dream will be complete. That day will come—you just wait!

The world is your sandbox—
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Skinny

So technically, that isn't really "completely stock" Skinny.



DE RACING ON THE SKIDS

With DE Racing products, you'll never wear out a chassis again. That's what their slogan tells you, and after using DE Skids, I have to agree. DE Racing skid plates are great for prolonging the life of your costly chassis, and the way things are currently...this is a great way to stretch your racing dollar. New for this year are Bump Skids, which are front bumpers with integrated front skid plate. These front Bump Skids complement the rear skids that DE Racing already offers for most popular 1/8-scale chassis. The front skids cost \$7.95, and rear skids come in a pack of three for \$7.95 (free shipping included.) These skid plates last a good while, and for the price you can't go wrong!

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IT JUST KEEPS GETTING BETTER!

The mad minds at Pro-Line are upping the ante in the hotly contested tire market again. You should know by now that the Pro-Line Revolver buggy tire won the 1/8-scale World Championships in 2008 on their introduction. Now this winning tread has been carried

over to the truggy side for your racing pleasure. These new tires are the lightest in the class, thanks in part to the buggy type bead which also makes tire gluing easy as well. Along with the new tire comes a new lightweight rim, and a new "ground foam" insert which is the rage these days. The insert is blue in color, and has a supple nature to it with a memory foam type of feel. I got the opportunity to try the prototype sets at the Nitro Challenge, and they were excellent on the track. Go to Pro-Line's Website and read about the Revolver buggy tires. It's a good read, and gives a lot more information than I have space for...of course, by the time you read this, the truggy wheels will probably be listed, and you can find out more about them. It's a good time to be racing RC cars I tell you!

www.prolinerracing.com

MAIL SACK

Skinny,

Thanks for the pictures you sent me— here's one of you.

"Not to be out done by Air Force One that was in town— Skinny One—the Skinny chopper arrives at the Nitro Pit."

Jay Halsey



Jay,
Yeah, I couldn't let that Obama guy show up us RC guys so I was pimpin the "the Skinny copter." Your camera must be broken though; it looks a little skinny there, not to mention I look skinny...lol!
PS, sorry about dusting you guys out at the track. We flew a little too low to get those killer pro A-main shots you'll see later in this issue...enjoy!

Skinny

Skinny "dusts" the office every time he visits.

Got a Question OR IDEA?

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

MAGIC 8-BALL SAYS...

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

Email me at: brians@rc411.com.

This month's Magic 8-Ball question:

"Magic 8-Ball, is Buster in doggy Heaven?"

Magic 8-Ball's answer...

"YES" (8-Ball really said that.)

- Thanks 8-Ball, I really needed to hear that!-



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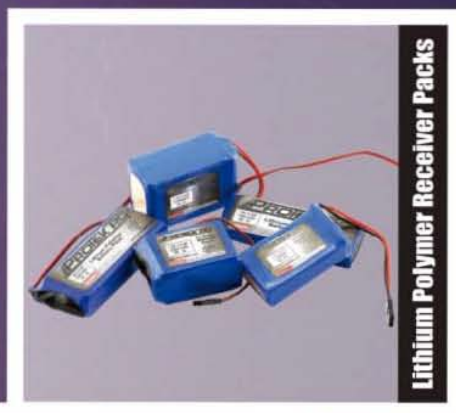
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Want to cut to the chase and see what's new in the on-road scene? Just flip to these pages each month and you'll get all the latest news, gossip, and products on the market. From the latest body to the newest speed secret, you'll find it here. If you've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

words: Carl Hyndman

TOP RACING PHOTON

Sometimes smaller companies can do things that catch a lot of people's attention. TOP Racing might not be a household name yet, but the brand has been growing and making big gains in the competitive racing scene. Their touring cars have been showing good results at major races and recently they've decided to release a new model called the "Photon."



UNIQUE FEATURES OF THE PHOTON:

www.top-racing.jp/index.asp?lang=EN

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*All Suspension parts including suspension arms, caster blocks, universals, steering/rear hubs and shocks can be installed in T.O.P.'s previous touring cars, ARP and CFP.

» RUMOR MILL

You may have noticed that a lot of time and talk has been given to **LiPos and their effect** on cars in onroad. Since many of the current touring car platforms were **originally designed to work with 5 or 6-cell NiMH**, average racers have had to embark on redesign projects to use LiPos and to maintain balance and familiar handling characteristics, especially since most clubs have almost completely adopted the new technology. It's not uncommon to see **Shoe Goo**, scrap pieces of lexan, or rotary tools doing overtime. To help, aftermarket companies have come out with all sorts of weight plates, upgrade kits, and other fixes to use in conjunction with lead weights. It's not uncommon to see cars with LiPo batteries with weights glued or taped to them in a way that resembles a tiled bathroom floor.

I was lucky enough to catch up with the very notable **Atsushi Hara** and get his thoughts. Five and 6-cell NiMH designs have kind of leveled out, as the evolution of that technology maximized with only small changes. Hara feels that we could see some **very big changes in car design** as the new batteries become standardized for all racing. Stay tuned; it may be time for some very radical ideas. Could we see more **center placed batteries, or reorganization of electronics, or redoing of belt layouts**, etc? Of course, rules will have to change with the new technology, but a balanced car is always better, right? **Hmmm.**

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*****	HS-7940TH	222@7.4v	0.06@7.4v	Titanium	High Voltage Ultra Speed Digital
*****	HS-7954SH	403@7.4v	0.12@7.4v	Steel	High Voltage Mega Torque Digital
*****	HS-7955TG	333@6v	0.15@6v	Titanium	Mega Torque Digital
*****	HS-7985MG	172@6v	0.13@6v	Metal	Coreless High Speed Digital
*****	HS-7965MG	139@6v	0.10@6v	Metal	Coreless High Torque Digital
*****	HS-985MG	172@6v	0.13@6v	Metal	Coreless High Speed
*****	HS-965MG	139@6v	0.10@6v	Metal	Coreless High Torque
*****	HS-5645MG	168@6v	0.18@6v	Metal	Standard High Torque Digital
*****	HS-645MG	133@6v	0.20@6v	Metal	Standard High Torque

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HARA WINS 2009 TITC

Atsushi Hara continued his winning ways by capturing this year's TITC, held at Radio Control Speedway in Bangkok, Thailand. Not surprising was the battle that took place between this year's World Champion Marc Rheinard and Hara, who started from the pole position. Rheinard clinched the first final in the triple A-mains, but had some poor finishes in the other two mains resulting in Hara taking the overall by winning the remaining two. Victor Wilck tied Rheinard on points, but since Rheinard had a win in the first main Wilck had to settle for the last podium spot.

One surprise was Surikarn Chaidejsuriya, who was at the event driving an XRAY car. The former 2002 IFMAR ISTC Touring Car World Champion and Hot Bodies factory team driver looked to have made the big switch and was able to drive his new car to a very respectable 9th place.

Oh, and if you think these guys are all serious, you should have seen the 2wd Mini class. Yep, the big boys battled it out in this class and it looked like a lot of fun. TQ and winner Tanit K. of Thailand drove amazingly well and showed the two factory

REEDY RACE OF CHAMPIONS BACK AT SPEEDWORLD

The world famous Reedy Race of Champions has a long and great tradition. Last year the race was moved and run at Speedworld Raceway in Roseville, California, and it is scheduled to run at the same great facility this year. Won last year by Atsushi Hara of Hot Bodies, this year's race will once again attract racers from all over the world. The race is scheduled to take place May 21st to the 24th run by legendary Scotty Ernst and his crew. The race includes three classes: 13.5 spec, Modified, and the anticipated Invitational with its own unique format for truly exciting racing. Entries will be open early with a limit that has been met in the past. More info to follow.



drivers how it is done. Hara and Rheinard had to settle for the other two podium spots. There was also a Mini Open class and a 11.5T Brushless class. Fun for all.

MODIFIED OVERALL RESULTS

1. Atsushi Hara (Hot Bodies) - 20pts
2. Marc Rheinard (Tamiya) - 18pts
3. Viktor Wilck (Tamiya) - 18pts
4. Jilles Groskamp (Tamiya) - 15pts
5. Meen V. (XRAY) - 12pts
6. Kim Eung-Chan (Hot Bodies) - 11pts
7. Satoshi Meazumi (Tamiya) - 9pts
8. Paphon C. (Tamiya) - 8pts
9. Surikarn C. (XRAY) - 7pts
10. Charlee P. (XRAY) - 4pts



RCGT USA

With some racers gravitating toward cost reducing spec classes, an interesting series is being run in southern California. The RCGT Class is designed to showcase 1/10-scale realistic GT/Touring car chassis and bodies in a competitive environment. The class also features realistic scale wheels, tires, and accessories (GT style wings, mirrors, exhaust, etc.) to further enhance the scale realism. Rules like 27T brushed or 17.5T brushless, 26mm spoke wheels, X-Pattern radial M-compound tires, and realistic bodies for the RCGT HPI Challenge, as well as a few other rules for the RCGT Open Challenge keep things fair and fun for all. www.hpiracing.com/news/2008040701/

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words: Dave Palacios

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These new 335RF wheel hexes made for the Vanquish ProComp wheels reduce your Kyosho Rock Force track width to 10 1/4 inches; that's 3/4 of an inch less than stock. These hexes are available separately or as the standard offset when you order a new set of DH ProComp wheels.

Part Number: dh-procomp-hex-spacers (335RF)

MSRP: \$15 per pair

Distributed by: Vanquish Products

www.vanquishproducts.com



DH PROCOMP .6 CAL WEIGHT SET

Made for the Vanquish ProComp beadlocks, these wheel weights are just the right tuning option for your rig. Machined from solid brass with simulated stainless steel caps, these inserts weigh in at 28.9 grams each for a combined package total of 231.2 grams or 8.15 ounces. And don't forget, they just plain look awesome!

Part Number: dh-procomp-6-cal-weight-set6

MSRP: \$28

Distributed by: Vanquish Products

www.vanquishproducts.com



What should we call this section now?



venom

PRO CHARGER

- Charges & Discharges Li-Ion, Polymer, LiFe, NiMH, NiCD and Lead Acid Batteries
- Built-in Micro Processor for Faster, Safer Charging
- Includes Selection of Balance and Adapter Plugs
- Includes Battery Temperature Probe
- Charging Capabilities for Lithium Phosphate (LiFe) A123 Type Batteries



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



Allowing a Charge, at Currents
Greater than 1C



2 to 20v Lead Acid (Pb) Charging



NiCD & NiMH Cycle - Charge & Discharging Capabilities



2 to 6 Cell
LiPO Balance Block



VEN-0656 With DC
Power Supply

VEN-0657 With AC/DC
Power Supply



USB Plug

Also Includes:
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PC Software



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MONSTER PIT

» **MINI SCOPE**

LOSI 4-INCH ROCK CRAWLER SHOCKS

Whether you're upgrading your stock shocks or fabricating your own rig, Losi has the perfect shocks for you. Keeping rock crawling in mind, these four-inch (101mm) shocks are the perfect length and will fit most applications.



ASSEMBLY

Losi has a long history of racing experience and these shocks share that same history. These shocks utilize the same design as the shocks on Losi's full line of racing vehicles, and it's no surprise that these shocks are top notch, with a wide variety of optional springs and pistons available for tuning. Included in the kit is an exploded view of the shock assembly, which is pretty easy to follow, albeit very basic. Of course, you'll have to supply your own shock oil, which will vary depending on your terrain and application. I went with 40-wt. Losi silicone oil, which proved to be the perfect choice once the shocks were installed on my Axial based Gatekeeper GC2 chassis.

CONCLUSION

I've had these shocks installed on my rig for a while now and am very happy with their performance. Tuning has been a breeze with the wide range of spring rates offered by Losi and wear has been minimal. I'm finally about due to rebuild the shocks even though they don't really feel like they need to be. They're still as smooth as the day I built them with only a slight dusting with a bristle brush needed after a day out on the rocks. These shocks are a definite must have upgrade! ☉

FEATURES

- Hard anodized aluminum threaded bodies for easy adjustments
- Spring adjustment collar with o-ring insert so your settings stay where you put them
- Ti-Nitride shock shafts for smoother operation and long lasting wear
- Pre-assembled shock seal cartridges
- Includes white 1.8 rate front and rear springs

SCORECARD



ADRIANA LIMA

HITS

- Threaded shocks for easy adjustments
- O-rings in adjustment collars hold firm under extreme abuse
- Feature the same quality as Losi's race proven shock design

MISSES

- I wish they came with more detailed assembly instructions, especially on how to bleed them.
- Designed to be used with 4-40 sized hardware; 3mm hardware is too big to fit in the lower pillow balls.

CONNECT

Manufacturer: Losi
Distributor: Horizon Hobby
Web: www.losi.com
Part Number: LOSA5082
Street Price: \$59

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HAKKO 936
SOLDERING STATION

- Adjustable temperature control (392° - 896°F)
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- Four flame decal skin colors available
- Excellent for battery packs, connectors, motors and circuit boards

Part Number:

- 936-RC-G (with green flames)
- 936-RC-R (with red flames)
- 936-RC-B (with blue flames)
- 936-RC-O (with orange flames)



HakkoUSA.com



SIDEWINDER SWEEPS

The Dirt Nitro Challenge



photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

Ryan Cavalieri -

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



IN THE DIRT

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



Building on the tremendous success and the strong foundation of the D8, HPI Racing/Hot Bodies introduces its Truggy counterpart, the D8T! The D8T features a new extended chassis machined from solid 4mm thick 7075 aluminum, 16mm Big Bore shocks with threaded shock bodies, extra-long solid suspension arms, "Inverse Steering Block" design, extra heavy-duty spiral-cut worm gear diffs, centralized weight distribution, and more. For current D8 racers out there, here's an interesting tidbit: the D8T has fewer than 20 different parts from the D8 buggy.

Part Number: 67800; www.hpiracing.com

5B SKINS

Pro-Line Racing continues to service the off-road crowd with these new 5B tires. Their well-known Bow-Tie pattern is adapted to 5B proportions, and comes pre-assembled on their new Desperado 5B beadlock wheels. The tires are also available separately in Pro-Line's XTR compound for use with stock 5B wheels.

Part Number: 1150-00 (tire only, front) / 1151-00 (tire only, rear) / 1150-13 (front, pre-assembled) / 1151-13 (rear, pre-assembled)
MSRP: \$47-102
www.prolineracing.com



OREGON RC PRO SERIES ALERT FOR 2009

As one of the many divisions that are part of the RC Pro Series, the Oregon chapter is about to get things rolling for 2009. The RC Pro Series events are slightly larger scale races that give the normal club guy a chance to get out there and race against people he may not get the opportunity to race each week. The series spans four events in and around Oregon, with the finale scheduled for September. Check out the website for more details; here's their schedule to get you started:

<http://stateseries.rcprosites.com/site/op/content/contentid/1372>

2009 SCHEDULE

Round 1 • May 9 (Medford, OR)
Hosted By Rpm Hobbies

Round 2 • June 20 (Eugene, OR)
RC Super Cross

Round 3 • August 8 (Bend, OR)
Hosted By Rev And The High Desert R/C Club

Round 4 • September 12 (Camby, OR)
The Finals, Hosted By 2brothers Racing



SPORTY TRUCK

Traxxas has updated their entry-level Nitro Sport with some new duds. Underneath the new body you'll find high volume, oil-filled Ultra Shocks, high torque steering servo, powerful disc brake, a TRX Pro .15 engine, and their always-welcome EZ-Start electric starting system. New Alias dual-pin rear tires finish off the freshening.

Part Number: 4510
MSRP: \$435

www.traxxas.com



FILLER UP SIR

Made of durable white plastic, the O'Donnell Racing Fuel Bottle is designed to deliver 500cc of fuel quickly and efficiently. It features a threaded machined aluminum adapter with an O-ring seal that positively eliminates spilling. Includes a black anodized aluminum neck that is angled for easy reach to the fuel tank.

Part Number: ODOP1000
MSRP: \$10

Distributed by:
Great Planes

www.odonnellracing.com



CARBON MOUNT

Add some style to your Baja 5T with Protecta Parts' new pillar light mount kit. These locate your optional 5T lights near the A-pillar for a more realistic look, and are constructed of real carbon fiber. Includes mounting hardware.

Part Number: 20085
MSRP: \$22

www.protectaparts.com



Full Conversion

Losi's 1300Kv E-Power Combo provides 8IGHT/2.0- platform owners with an easy and affordable way to convert to brushless electric power. The E-Power Combo includes Losi's 1/8-scale 1300Kv Xcelorin brushless motor and ESC combo, an 18.5V 4000mAh 5S 25C LiPo battery pack, 16T 1.0 module pitch pinion gear, and 45T plastic spur gear.

Part Number: LOSEPC13,
MSRP: \$500;

Distributed by: Horizon Hobby

www.losi.com



NO PAINTING NEEDED

These sweet looking pre-painted Truggy bodies come fully trimmed and decaled for Robitronic Mantis and Mantis TXS platforms. The aggressive graphics and paint scheme will surely make heads turn. You can also get clear versions for your own custom designs.

Part Number: R28021BW (blue),
R28021RW (red), R28020C (clear),
MSRP: \$42 (\$28 clear)

Distributed by: SK Motion

www.skmotion.com

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TEAM VTX
V E R T E X



Hey look - flash photography!





Will the SC10 be as popular as the Slash?

TEAM ASSOCIATED SC10

KICKING UP THE PERFORMANCE
IN SHORT TRACK RACING



words: Derek Bouno | photos: Jason Boulanger

SHORT COURSE TRUCKS ARE FREAKING AMAZING. Why they haven't replaced NASCAR as the American form of racing is strange to me, and to most who race them professionally. They are real trucks with over 900hp and they race on tracks that in many ways look like big RC tracks! So when Team Associated started cross promoting in Short Course Racing and releasing amazingly detailed kits with full sponsor bodies we fell in love...again. While I'm a big 1/8-scale nitro guy, the truth is the entry price is pretty high, and getting something the masses can buy and race cheap is a formula few get right. We think AE nailed it with the looks and performance of their new SC10. We got lucky and hit the track for a day of testing, and boy did we walk away with an itch for more SC10s to race.

TEAM ASSOCIATED SC10

PART #: 7027

STREET PRICE: \$220

PRICE AS TESTED: \$1,014

SETUP TIME: 6 hours

EXPERIENCE LEVEL: Intermediate to Advanced



DOPE WHEELS: Those wheels are replica KMC wheels, and because AE knows the value of compatibility—their wheels work with Traxxas-style wheels!

TUNING OPTIONS: An entire tuning book can be written from the range of adjustments on the SC10, which can be a good and a bad thing for beginners.

EIGHT IS ENOUGH: Since the chassis was stretched out there is plenty of room for a 6-cell and if you wanted to go speed crazy and 8 cell flat pack. Don't worry about LiPo's the mount is adjustable in height to fit a variety of packs.

ALUMINUM SHOCKS: The SC10 costs a little more but you get some higher end features like their trusty aluminum body shocks.

EXTERNALLY ADJUSTABLE SLIPPER: Tested over years of racing, the slipper will allow you critical adjustment with the turn of a wrench.

Who will make mud flaps with chicks on them?

VEHICLE INFO

01

BALL REMOVAL • Ball diffs have long been the choice for competition electric racing. Gear diffs have been used in nitro with great success due to their increased tenability, repeatability, and durability. AE decided it was time to make a small gear diff and the result is glorious. We love the reduced maintenance gear diffs offer and you bet they'll be testing them in other applications soon!



AE decided it was time to make a small gear diff and the result is glorious.



02

STRETCH IT OUT

The SC10 is stretched a

bit to get the wheelbase close to that of its competitor. What that means for you is that most manufacturers' bodies will fit and we won't have to try to classify every new Short Course Truck that comes out.

03

BUMPER CARS

• AE not only went for the performance end of the class, they went for the scale end as well. Many might think that since the SC10 based on the T4 it might not be as durable as others, but the scale bumpers and sick looking mudflops protect and add style unseen to this point.



CHASSIS

LAYOUT: Molded tub

THICKNESS: 2.5mm

MATERIAL: Plastic



SUSPENSION

TYPE: 4-Wheel Independent

TURNBUCKLES: Steel

STEERING: Angled bellcrank "coplanar" steering with servo saver

SWAYBARS (F/R): Not included



SHOCKS

BODIES: Aluminum body, plastic cap

DAMPING (F/R): 30wt. / 30wt.

PISTONS (F/R): #3 / #1

SPRINGS (F/R): Silver / green



DRIVE TRAIN

TYPE: 2WD, gear reduction

DIFFERENTIAL: Gear diff, fluid damped (optional)

AXLE TYPE: Steel dog bones

TRANSMISSION: 3-gear

SPUR GEAR

MATERIAL: Plastic

BEARINGS: Rubber-shielded



GEARING

1"

PINION/SPUR: 26/75, 48-pitch

GEAR RATIOS:

PRIMARY: 2.88:1

INTERNAL: 2.61:1

FINAL: 7.50:1



BODY, TIRES & WHEELS

BODY: Team Associated SC10

TIRES (F/R): Team Associated

DIAMETER/ WIDTH: 2.2 in. (3.0in) x 1.65 in. (56mm x 76.2mm)

HEX SIZE: NA (Pin)

WHEELS: Team Associated KMC Replica



DIMENSIONS

WEIGHT: 73.3 oz. (2,080g)

TRACK

WIDTH (F/R): 11.50 in. (293mm)

WHEELBASE: 12.9 in. (327mm)

RIDE HEIGHT 1.18 in. (30 mm)

"Electric" and "durable" in the same sentence?



HB

By hpi-racing

67800 HB-D8T KIT

D8T

LOW PROFILE AIR FILTER

- The new slammed look of the filter not only looks pro, but provides a larger surface area for your engine to breath through.

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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TESTING

In the world of testing you sometimes have to roll with what comes your way. The opportunity to test the SC10 for this issue came up two days before we printed the magazine. A mad dash was made to get it ready, shot and to get some track time. Unlike some who may try to say they tested it for 32 gallons or for hours and hours I had a short opportunity to test it at a new track at the Lake Elsinore MX park, where a track was built two days after AE did some photoshoots with the real trucks. The result was a MX style track with good grip. It wasn't perfect or familiar, but sometimes that just works better.

ACCELERATION AND SPEED • Since this was a kit and motor choices were up to us, we put in a motor that was way too powerful for testing and didn't use the one shown in the photos. Our X11 13.5 put out insane power and the SC10's tires struggled with it at full throttle. When I got my trigger finger in check with reality the SC10 pulled hard out of corners despite the huge power and lower grip tires. The suspension did a good job soaking up the ruts out of corners and the "nuggets" of dirt, which still lined most of the track. Top speed was awesome for the class; it's basically unlimited with the battery space and motor options at this time. Just remember that on dirt there is a very limited amount of grip, which is the class's main appeal.

Rating: 9/9

BRAKING • Braking was way better than expected, but still what most would call a handful if you compare it to 4WD cars or on-road where grip helps you stop. You'll want to learn the fine art of rolling on the brake like you do the gas to not upset the car in tight turns, but it will be more controllable when the traction is up. I'll talk more about braking in the Jumping section.

Rating: 8

LOW-SPEED • The setup we tested had a greased diff and was a little "freer" than we would have run, but that helps it turn and turn in it did! The SC10 had the advantage of a high end servo and some aggressive turn in that made any tight section on the track easy to navigate. The suspension soaked up bumps and really worked well on the rough track. We expected this because the basis for this truck is a National Level Champion that had been race bred for years. It might be a little too edgy for beginners; this truck is aimed at racers first.

Rating: 9

HIGH-SPEED HANDLING • It's a little unfair to judge high-speed handling at the speed we tested at, but speed shows flaws and those are something the SC10 doesn't have many of. The SC10 went ripping down the back straight toward a sick camelback tabletop without protest until I tried to go full tilt. Only then did I not

only feel the power of the motor and battery, but also how the limited traction made it worthless to try and run such silly fast motors. Keep this baby down in a 17.5 brushless range and you'll be faster and find it easier to drive. Despite our overly enthusiastic power, the SC10 landed on the downside and tore down the track. It was a little light in the corners, but again that's due more to speed and a very green track.

Rating: 9

ROUGH-TRACK HANDLING • The SC10 sure does like bumps. The suspension, which seemed a tad soft for racing, looked awesome on the track. The slight off-timing rhythm section tested the suspension, and even in an awkward approach nothing but the hardest landing upset the truck at all.

Rating: 10

JUMPING • We learned in our Short Course racing that jumping with a long chassis, smaller wheels, and big, air-catching body shell means if you don't hit something right you won't be able to fix it in the air like you would with most RC vehicles. The nose-up throttle and nose-down brake technique is superseded by physics most of the time. The SC10 seemed better at jumping than I expected. It wanted to jump right and if I really hit the brakes hard I could change the truck's attitude in the air. This was a huge

TEAM ASSOCIATED SC10



TEST GEAR

RADIO:	Team Associated XP3D FM, 29155, \$145	
RECEIVER:	XP3D 27mhz FM (included with radio)	
STEERING SERVO:	Associated DS1313, 29166, \$85	
SPEED CONTROL:	LRP Sphere Comp, LRP80700, \$199	
MOTOR:	LRP 13.5 Spec, LRP50840, \$80	
BATTERY:	Reedy 5000mAh 25C, 704, \$100	
CHARGER:	LRP Pulsar 3, LRP41552, \$175	
STICKER KIT:	Lucas Oil Replica, Check Website, \$10	

CONTACT

TEAM ASSOCIATED:	www.RC10.com
LRP ELECTRONIC:	www.RC10.com/LRP

advantage on the track. The SC10 also seemed to be very stable when it landed. It didn't try to bounce over or spin out when I got things wrong.

Rating: 10



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1/8TH SCALE AND MONSTER TRUCKS
MAMBA MONSTER POWER PACKAGES COME WITH NEU-CASTLE 2200KV (LEFT), OR NEU-CASTLE 2650KV MOTORS (RIGHT). DESIGNED BY CASTLE AND STEVE NEU.

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WRENCHING

MAINTENANCE • I didn't get much time to see how everything came apart, but over the years I've manhandled more than one T4, so I would expect some fairly easy maintenance and with the new gear diff less of it! We're super pumped that we'll be working on this truck less and bench racing more at the track.

Rating: 9

WEAR AND TEAR • Normally we have more time than we did and got in some good crashes for the sake of testing (joke), but even without hours of running the truck's durability was impressive. I took it over some big jumps and some rough sections of the track, and with the motor I was using I could easily overpower the tires. I won't mention that driving without a drivers' stand required me to spin around on a giant jump to do a lap either, since that caused me to crash too! After all my crashes and the AE reps puckering the truck had no issues with continuing to learn the track with me. I doubt there will be any long-term issues, and like I've learned that most RC cars will never be found by most racers...it is when the vehicles are bashed that weak areas pop up. We worried that the SC10 might not match the Traxxas' ability to have the crap beat out of it, but so far so good!

Rating: 9

TUNING • This truck has more tuning options than most people need, and it could be considered a downside to have them on there in a class that is finding its niche in a crowded market. The simple, less tuning concept is sometimes better for the masses and the tuning options on the SC10 puts some complication in there. As far as tuning is concerned there are tons of race adjustments...we just hope the low grip makes them use more mental changes.

Rating: 10

CONCLUSION

Winner, winner, chicken dinner. At first I was worried that the SC10 would simply be too good and kill the competition, but after driving it I realized that as long as the tires don't get too soft and everything is kept close in the terms of size and weight the SC10 is going to fit in the big picture very well. AE could have just slapped an SC body on a T4 and called it a meal, but instead they went the extra mile to deliver a more realistic, more capable alternative that really looks fun on the track. Many have learned recently that fun is what has been missing from racing, and rubbing fenders with nine other trucks on a track is just what the RC doctor ordered. We're going to bet that the RTR version is going to sell like hot cakes, and we're thankful AE decided to give us a kit version first. ⚙️

TEAM ASSOCIATED SC10

1:10



2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Comes with more race features for just a few more bucks!
- Jumps are way too much fun
- Kick ass attention to detail and scale
- A kit being released in this RTR crazy market? We'll give props for that
- Gear diff makes maintenance even less of a worry

MISSES

- Kit might turn people away...an RTR is coming though
- Dog bones?

MAIN COMPETITION

Traxxas Slash

WHO IT'S FOR

Racers looking for a race-bred short-course truck.



SAVAGE FLUX AND RACERS EDGE...THE ULTIMATE

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ROAR



- » **LP5000 25C Lipo pack**
7.4V 25C 5000 Mah (ROAR Approved) RCEL25S5000
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POWERPLANT INFO

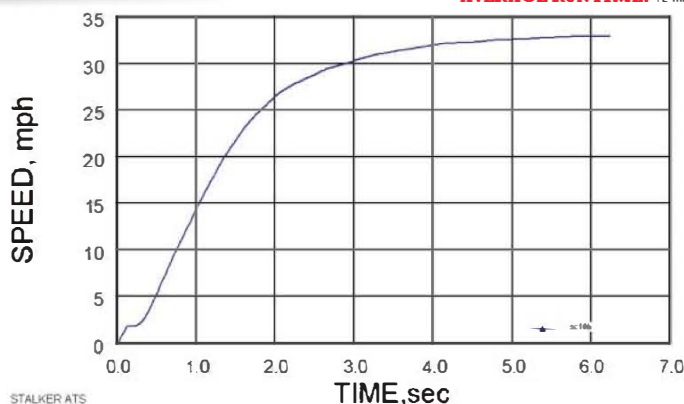
Brushless is awesome. Set the gear mesh and realistically you don't ever have to remove the motor again. The LRP Spec series is a perfect match for this class and while our hairy 13.5 pro version we used at the track was way more power than anybody needs on a track, the Spec versions milder demeanor still provided more than enough power and speed.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.46 sec. @ 28.69 mph
TOP SPEED: 32.86 mph @ 212 ft.
AVERAGE RUNTIME: 12 minutes



STALKER ATS

TEST CONDITIONS

WEATHER: Sunny
TEMP/HUMIDITY: 58° F/61%
BAROMETRIC PRESSURE: 30.05
ALTITUDE: 652 ft.
TRACK TYPE: Loose to medium grip outdoor

HANDLING

TURNING RADIUS: 2 ft., 7 in.
ON POWER: Slight Oversteer
OFF POWER: Slight Oversteer

BRAKING

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



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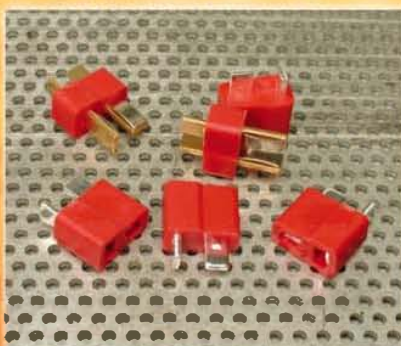
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TRAXXAS E-REVO

BRUSHLESS EDITION

HANG ON TO YOUR BISCUITS

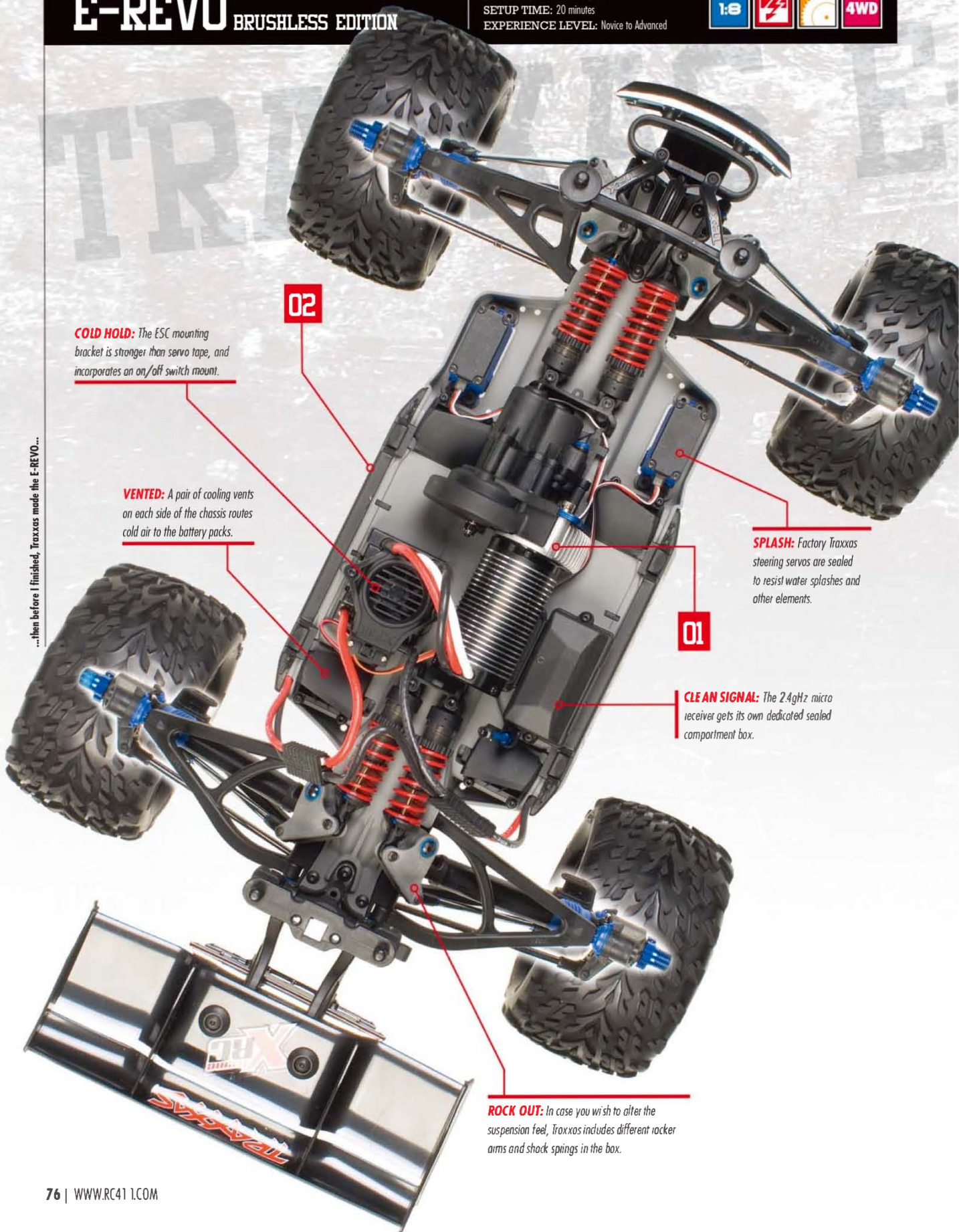


words: James Revilla | photos: Carl Hyndman

I had a blast with Traxxas's electric E-REVO a few issues ago, saying that they "did a very nice job at going from nitro to battery power." Well, once again I find myself behind the wheel of an E-REVO, but this time around Traxxas sent a truck armed with brushless power and some hefty speed claims. The center of attention here is the Castle Creations Mamba Max brushless ESC and their 15-series 2200kV brushless motor. This monster of a power plant combo brings the E-REVO into a different territory; let's see if this latest iteration will make it or break it.

TRAXXAS E-REVO BRUSHLESS EDITION

PART #: 5608
STREET PRICE: \$670
PRICE AS TESTED: \$806
SETUP TIME: 20 minutes
EXPERIENCE LEVEL: Novice to Advanced



COLD HOLD: The ESC mounting bracket is stronger than servo tape, and incorporates an on/off switch mount.

VENTED: A pair of cooling vents on each side of the chassis routes cold air to the battery packs.

SPLASH: Factory Traxxas steering servos are sealed to resist water splashes and other elements.

CLEAN SIGNAL: The 2.4GHz micro receiver gets its own dedicated sealed compartment box.

ROCK OUT: In case you wish to alter the suspension feel, Traxxas includes different rocker arms and shock springs in the box.

...then before I finished, Traxxas made the E-REVO...

01

STRONG INTERNALS • With a power plant this hefty, Troxos knew they had to make sure that the E-REVO transmission could handle it. Gone is the dual brushed motor plate in favor of a single-con mount. The 2200kV motor bolts to a cast heatsink, which attaches to the main motor plate with a rotating pivot for proper gear mesh setup. An externally adjustable slipper clutch and single screw removable gear cover are welcome features.



“...any less of a truck would crap in its pants at the speeds the E-REVO BL was hitting...”

02

SIDE SADDLE • Each side of the E-REVO BL Edition chassis features a versatile battery holder.

You can fit anything from a 6-cell stick pack to a 3S LiPo simply by rearranging or removing the multi-configuration battery hold downs inside. The battery doors keep your cells in place, yet easily open with two fingers when it's pit stop time.



POWERPLANT INFO

The task of powering this beast to some awesome velocity falls to Castle Creations' 2200kV "Neu-Castle" 15-series motor. Intended for use up to 6S (25.2v!), the Neu-Castle easily handled the voltage the two 3S LiPos sent through it during the speed testing. Even when powered by a mere pair of 6-cell stick packs, the Neu-Castle 2200 felt pretty snappy off the line, and much more responsive than the standard brushed rig. The best part about running the brushless configuration is an almost limitless selection for battery choices, thanks to the high voltage capabilities of the Castle Creations Mamba Max ESC.



VEHICLE INFO



CHASSIS

LAYOUT: Molded monocoque



SUSPENSION

TYPE: 4-wheel independent, rocker style dampening

TURNBUCKLES: Yes (aluminum)

SWAYBARS (F/R): None



SHOCKS

BODIES: Anodized aluminum

DAMPING (F/R): 40 wt./40 wt.



DRIVE TRAIN

TYPE: 4WD center shaft

DIFFERENTIAL: 2, sealed gear

AXLE TYPE: Molded universal sliders

TRANSMISSION: 3-gear

SPUR GEAR

MATERIAL: Plastic

BEARINGS: Yes, rubber-sealed



ELECTRIC GEARING (KIT)

1"

PINION/SPUR: 18/65, 32-pitch

GEAR RATIOS:

PRIMARY: 3.61:1

INTERNAL: 5.22:1

FINAL: 18.84:1



DIMENSIONS

WEIGHT: 11 lbs., 8.8 oz. (5,238g)

TRACK

WIDTH (F/R): 16.25/16.65 in. (413mm/423mm)

WHEELBASE: 14.17 in. (360mm)

RIDE HEIGHT: 1.53 in. (39mm)



BODY, TIRES, WHEELS

BODY: Troxos E-REVO

TIRES: Troxos Spartrax Talon

WHEELS: Troxos Gemini



ACCELERATION

0-60FT: 2.27 sec. @ 28.05 mph

TOP SPEED: 32.59 mph @ 138 ft.

AVERAGE

RUN TIME: 8 minutes



MAIN COMPETITION

HPI E-Savage Flux



WHO IT'S FOR

Monster truck fans who want power without the fuel

...so now I wanted to try brushless power...

TESTING

Brushless monster truck? That combination has “bashfest” written all over it. We headed out to a nearby park for the photo shoot. The park had various dirt obstacles, a few grassy jumps, and a lot of wide-open space to let the brushless go wide-open. The weather was slightly overcast, with the sun randomly peeking through the clouds here and there. As you’ll read later, I used a variety of battery packs for the speed testing, but for the drive test I went with the most economical selection among my equipment: a pair of 6-cell NiMH stick packs from MaxAmps. I went this route because anything hotter voltage-wise would only amplify the test results, and I wanted to see just how different the addition of a brushless combo would make the REVO feel.

ACCELERATION AND SPEED • The last time I tested an E-REVO, it had some good acceleration and speed. Granted, I was using a pair of Traxxas Titan brushed motors and two 7-cell NiMH stick packs. This time around it actually felt the same, even though I was running two fewer cells and the brushless mill instead of the two Titans on the regular-flavor E-REVO. It wasn’t ballistic-fast, but the rear squatted as the mass of the truck lurched forward, and it did so much quicker than you’d expect for a truck this size. Top speeds were manageable and not too hectic. Even if you went with just a pair of 6-cell NiMH packs, you wouldn’t be disappointed.

Rating: 9/8

HANDLING • The E-REVO handled very well considering its sheer size and the amount of weight being tossed around. At higher speeds the truck still changed directions quickly, but she did require a little more space to turn, as the slight understeer called for more real estate. The opposite of this was the fact that the rear end stayed planted, allowing me to take some turns at high speeds without worrying that the rear end would kick out and cause oversteer. The E-REVO’s proven suspension handled the jumps and rough stuff like a pro.

Rating: 9

WRENCHING

MAINTENANCE • The brushless edition E-REVO isn’t a far reach from the standard E-REVO when it comes to ease of maintenance. Traxxas includes all the tools you need to work on the most common chassis jobs. Adding in the brushless system virtually eliminates any motor cleaning that comes with the brushed variety. With the exception of the front/rear differentials, the usual maintenance-required items (electronics, shocks, transmission) are easily accessible. Some maintenance (difs, for example) require the removal of skid plates or guards, but you shouldn’t have to access these items too often.

Rating: 9

WEAR AND TEAR • The E-REVO suspension has been tested, abused, and proven many times before in these pages. Of the last two REVOs I tested, the only casualty was one broken toe mount—and that was after landing from 12-foot

air, tail first, on concrete. This time around most of my jumping was on dirt, and other than wing scrapes (it happens when you flip things on their lid) I had no breakage or unusual wear. Because of the upgraded power system, Traxxas wisely upgraded the E-REVO spur gear to a 32-pitch unit, but the standard Traxxas 3-shoe slipper clutch is still here. This slipper saved the transmission from some harsh on-power landings and kept me motoring along all day.

Rating: 9

TUNING • Nothing on the tuning side of the standard E-REVO was left out of the brushless edition. Extra springs, suspension rockers, and pivot balls are included in the kit, and every option part for the E-REVO (and most from the REVO) easily applies here. The shocks have threaded bodies for quick preload adjustment. All four wheels ride on a pillowball suspension for camber and track width adjustability. If you’re adventurous you can pull the difs and play with fluid weights, as they come sealed from the factory.

Rating: 10

CONCLUSION

Because I reviewed the standard E-REVO, I think I’m qualified to say that just by swapping to brushless power, Traxxas made the E-REVO better. The responsiveness and zero-maintenance consistency of the Mamba/Neu-Castle combo gives the truck a lighter, faster feel. Also, because Traxxas went with a high-capability combo, upping the voltage with some LiPos is a simple yet potent upgrade. I did test the E-REVO with a pair of 3S LiPos (before the speed testing), and no doubt about it—any less of a truck would crap in its pants at the speeds the E-REVO BL was hitting. But in this case, the addition of a brushless power plant is like icing on a cake!

TRAXXAS E-REVO BRUSHLESS EDITION



RTR GEAR

RADIO: Traxxas TQ 2.4GHz DSS

RECEIVER: Traxxas Micro 2.4GHz

STEERING SERVO: Traxxas 2075 x2

SPEED CONTROL: Castle Creations Mamba Max

MOTOR: Creations 2200kV

TIRES (F/R): Traxxas Sporttraxx Talon

BODY: Traxxas E-REVO, pre-finished

TEST GEAR

BATTERY (6-CELL NiMH): MaxAmps 6-cell Shotgun E-REVO pair w/ Traxxas plugs, MA-4700-E-REVO-Pair, \$136/both

CONTACT

TRAXXAS: www.traxxas.com

MAXAMPS: www.maxamps.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Brushless adds power and more battery choices
- Platform is an excellent performer
- 2.4GHz radio for peace of mind

MISSSES

- Speed costs money—in batteries
- No standard wheelie bar

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GO, REVO GO

When we received the E-REVO Brushless Edition, it included a pair of 3S LiPos and a sheet that said "Instructions for 65+MPH Speed Runs." Oh? This was interesting. Traxxas used two 11.1v LiPos, a wheelie bar, and some weight up front. In fact, they used the same exact truck that we had for review! I decided to expand on this by bringing a pair of 6-cell NiMHs, a pair of 7-cell NiMHs, two 2S 7.4v LiPos, and the two 3S 11.1v packs that Traxxas sent with the truck. Our friends at MaxAmps supplied the other batteries used for the speed runs. Keep in mind that our speed testing was done after the review testing, on a flat asphalt stretch of road, with a Stalker ATS radar gun.

1. BUDGET: 14.4v NiMH 12-cells = 32.59 mph

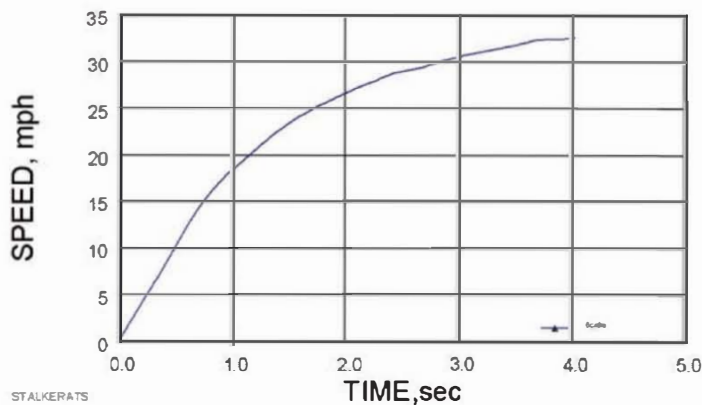
If you just spent your hard-earned allowance on the E-REVO-BL and you barely had enough change to get a pair of stick packs, this is your section. For our first speed test we used a pair of 4700mAh MaxAmp's stick packs. Usually reserved for the entry-level RC enthusiast, the twin packs still propelled the E-REVO-BL up to 32 mph+ with the truck almost "as-is" out of the box, save for the optional adjustable wheelie bar (Traxxas #5472, MSRP \$20). The wheelie bar only

came into play for the first 8-10 feet off the starting line, keeping the front end of the REVO-BL from lifting. Once the truck got moving, it stayed on all fours with the trigger pulled full. Top speed wasn't bad at all, considering the mass of the truck. Acceleration and low-end torque was enough to lift the front end, so most people will enjoy the REVO-BL even if they have to save some dough on the power source.



PERFORMANCE INFO

ACCELERATION CURVE



BUDGET SPECS

MAXAMPS 7.2V 4700MAH SHOTGUN E-REVO STICK PACKS

PART #: MA-4700-ERevo-Pair

PRICE: \$136 for two packs

SPEED AT 120 FT.: 32.17 mph

COST PER MPH: \$4.17

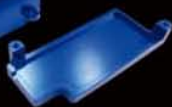


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PERFORMANCE TEST

2. BASH-O-RAMA: 16.8V NiMH 14-CELLS = 36.62 MPH

The second test was done running a pair of MaxAmps 7-cell side-by-side NiMH packs. On the radar gun, the REVO-BL didn't get to 60 mph significantly faster compared to the 6-cells (+1.71 mph, -.01 sec.); however, it did push the top end up about 4 mph with the

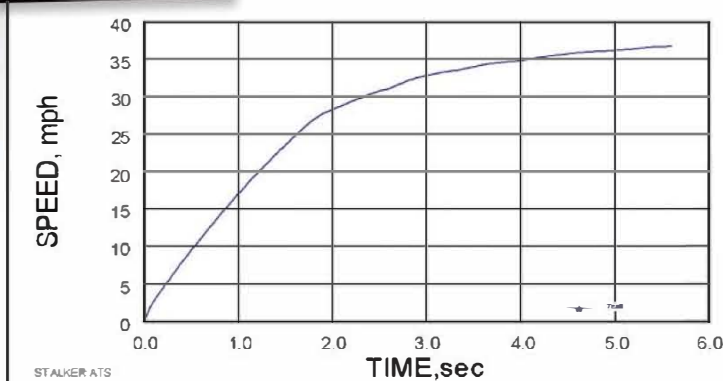
two extra cells. Also, the truck felt much more responsive, almost as if it had shed some weight (although it actually gained a few ounces with two more battery cells.) For the speed test I had to adjust the wheelie bar to full throw in order to prevent the truck from flipping

back onto its lid off the line. Overall run time was slightly increased, but unlike the 6-cell combo, the 7-cell pair gave me more throttle response for a longer period of time.

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.26 sec. @ 29.76 mph
TOP SPEED: 36.62 mph @ 216 ft.



BUDGET SPECS

MAXAMPS 8.4V 4700MAH FLAT PACKS

PART #: MA-4700-168-Pair

PRICE: \$150 for two packs

SPEED AT 120 FT.: 34.20 mph

COST PER MPH: \$4.09



SPEED FREAK: 14.8V 4S LIPOS = 55.81 MPH

Two pounds; say it with me: "two pounds"—as in what I had to add to the front of the REVO in order to keep the front tires on the ground, and the whole rig as close to being on all fours as possible. During the first run, the slipper clutch was a little too loose, and the pads started smoking! After some cool down time, I tightened the slipper down and pulled the

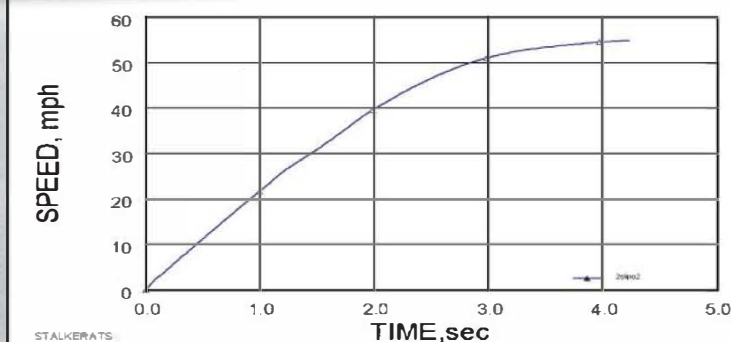
trigger. The result was a standing back flip, due to the powerful 2S LiPos and a locked slipper! In an effort to keep the front end down, I resorted to taping in a box filled with steel weights to the front bumper. The two pounds compressed the front suspension with the front skid plate hovering a few millimeters above the pavement. With the wheelie bar in place,

the E-REVO-BL launched with authority. The front end still lifted to maximum suspension extension, and all four tires ballooned from start to finish (that's about 230 feet!). Sure, you add three quarters to the cost-per-mph factor, but in exchange you gain over 10 mph on the top end and a much greater run time—that is, if you can handle it.

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.95 sec. @ 39.78 mph
TOP SPEED: 55.81 mph @ 222 ft.



BUDGET SPECS

MAXAMPS 2-CELL 7.4V 6500MAH LIPO PACKS

PART #: MA-6500-E-REVO-Pair

PRICE: \$270 for two packs

SPEED AT 120 FT.: 49.65 mph

COST PER MPH: \$4.83



TRAXXAS E-REVO BRUSHLESS EDITION



HOLY #@%&*: 22.2V 6S LIPOS = OVER 57 MPH

This was our final speed run test, and we saved the biggest power provider for last. I also took the liberty of removing the rear wing to cut down on some wheelie-inducing downforce. However, having no wing, a wheelie bar set to max, and two pounds of steel up front didn't even matter—the Neu-Castle 2200kV motor combined with the 3S packs had some intergalactic superhero punch. The two pound weight rose to the air like a feather in a hurricane, and the four Talon tires became

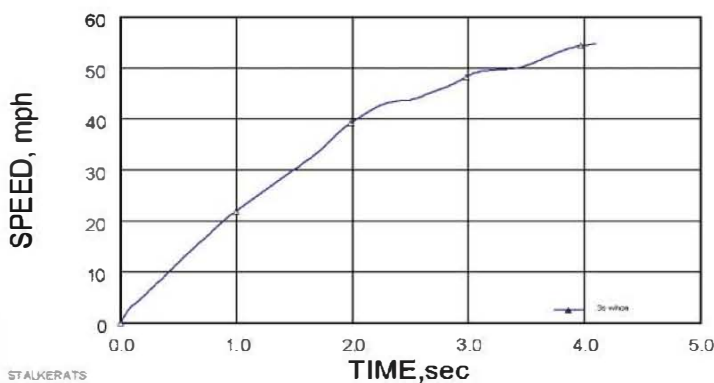
rubber Mohawks... and this was about five feet from the starting line! The 60 foot time was faster than the 2S test and at about 100 feet with the E-REVO-BL still in "mohawk mode" it almost felt like I was driving a hovercraft. The chassis was hypersensitive to steering corrections at this point, and had a floaty feel, and I found myself letting off the trigger for fractions of a second in hopes of settling the truck down. Because of that, take our speed measurements for 3S as "close, but not

quite," if I had had the traction (and possibly more weight) I'm pretty positive it would have clocked even faster. However, the first full 3S run was the last of the day, as three of the four tires separated from the wheels at about the 210-foot mark, and the spur gear was toast. I didn't quite reach 65mph, but there's no doubt that the truck was capable of reaching that mark.

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.82 sec. @ 41.91 mph
TOP SPEED (RECORDED): 57.74 mph @ 210 ft.*



* tires detached from wheels before top speed was reached; ** throttle was modulated in an attempt to keep traction

BUDGET SPECS

MAXAMPS 2-CELL 11.1V 5250 LIPO PACKS

PART #: MA-5250-ERevo-Pair

PRICE: \$360 for two packs

SPEED AT 120 FT.: 50.07 mph**

COST PER MPH: \$6.34



I bet it's a GoPro hero camera!

CONCLUSION

The speed tests with different types of battery packs were fun in that they showed the differences you can expect performance-wise, depending on which battery style you opt for. The speed differences are easily seen in the graphs. Sure, the two 7-cell packs might have been the best "cost per MPH" choice, but price versus speed only tells part of the story.

When you factor in actual run time, the 2S LiPos lasted much longer than the

7-cell NiMHs—not to mention that the 2S LiPos didn't feel flat until the end, unlike NiMHs which always have a gradual decline in voltage and output. If top speed is the only game in town, we'd suggest going all out with a pair of 3S. Otherwise, for high power and long run time, spending a little more on 2S LiPos is your best bet. ●





TAMIYA

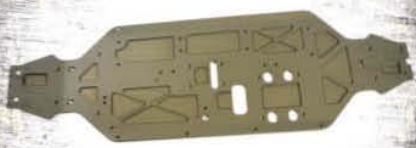
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KYOSHO INFERNO GT2

EL GIGANTE



words: Joe Muldoon | photos: Carl Hyndman

BIGGER IS BETTER, OR SO THE OLD SAYING GOES. Does this adage ring true with nitro touring cars? Kyosho certainly believes it does, as is apparent with their Inferno GT 2. If you've become accustomed to driving 1/10-scale touring cars as I have, the Inferno looks like a giant that eats 1/10-scale cars for breakfast. Is bigger really better? It may well be in the case of the Inferno. Time to put some nitro in the tank and go rip up some unsuspecting parking lots with this gargantuan TC.

Are they moving, or is the world around them?





 Tomczyk

XRC CARS

 Red Bull

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KYOSHO INFERNO GT2

PART #: KY0318178
STREET PRICE: \$450
PRICE AS TESTED: \$490
SETUP TIME: 2 hours
EXPERIENCE LEVEL: Novice to Advanced



SHAFT DRIVE: The Inferno uses standard dogbones for the front and rear shafts.

BIG TANK: With a 150cc tank on board you get plenty of time between pit stops.

02

03

HIGH TORQUE: Kyosho says the servos are of the high-torque variety and they perform well.

01

LITTLE FLY: The GT2 has a 34 mm flywheel which is 10 mm smaller than the previous GT. As a result the GT2 is able to use conventional engine mounts.

STRETCH IT: The GT2 uses a longer chassis which provides some extra stability at high speed.

Should everything be 1/8-scale based?

01

FULL SPEED AHEAD •

Kyosho must have decided the old Inferno GT wasn't quite fast enough; they installed a new gear set that takes the final drive ratio in second gear to 6.3:1 up from 7.49:1. This setup gives the Inferno GT2 some serious top end speed. Kyosho says the car can hit 55 mph out of the box with the new gears.



Smaller cars would be wise to stay out of the Inferno's way...



02

STOP ON A DIME •

The Inferno GT 2 uses

dual vented steel brake rotors. This makes for quick and controlled stops with little fade. The rotors also provide enough clamping power to lock up all four tires if the need should arise.

03

TOUGH STUFF •

The suspension components are all heavy-duty pieces that look as though they will hold up to some meetings with immovable objects. Kyosho decided on threaded shock bodies with stiffer springs and thicker shock oil as standard.



VEHICLE INFO

**CHASSIS**

LAYOUT: Single-deck

THICKNESS: 4mm

MATERIAL: Aluminum

TANK CAPACITY: 150cc

**SUSPENSION**

TYPE: 4-Wheel independent

TURNBUCKLES: Steel

STEERING: Bell crank

SWAYBARS (F/R): None

**SHOCKS**

BODIES: Plastic

DAMPING (F/R): 35-wt. / 35-wt.

PISTONS (F/R): 1-hole / 1-hole

SPRINGS (F/R): Silver / Silver

**DRIVE TRAIN**

TYPE: 4WD center shaft

DIFFERENTIAL: 2, gear

AXLE TYPE: Dogbone

TRANSMISSION: 2-speed

SPUR GEAR

MATERIAL: Plastic

BEARINGS: Metal-shielded

**GEARING**

	1 st	2 nd
CLUTCH/SPUR:	15/46	21/40

GEAR RATIOS:

PRIMARY:	3.1:1	1.9:1
-----------------	-------	-------

INTERNAL:	3.32:1
------------------	--------

FINAL:	10.23:1	6.3:1
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**BODY, TIRES & WHEELS**

BODY: Kyosho Red Bull Audi A4 DTM

TIRES (F/R): Kyosho GT

DIAMETER/

WIDTH: 4 in. x 1.6 in. (102mm x 41mm)

HEX SIZE: 17mm

WHEELS: Kyosho Inferno GT

**DIMENSIONS**

WEIGHT: 7 lbs., 12oz. (3,515g)

TRACK

WIDTH (F/R): 12.2/12.2 in. (310/310mm)

WHEELBASE: 14.25 in. (361mm)

RIDE HEIGHT 0.75 in. (19.05mm)

WHY T



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XTREME RC CARS MAGAZINE

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TESTING

Testing was done in a freshly paved, but somewhat dusty parking lot, a plain old asphalt street, and at the top-secret Xtreme parking lot. The weather was a little uncharacteristic for Southern California; it does rain here every once in a while and this was one of those days. Testing was done between intermittent showers in colder than usual temperatures.

ACCELERATION AND SPEED • While it may not be on par with uber-expensive race mills, the included GXR28SG engine was pretty good from a dig. The two-speed transmission was geared very well for the power band the engine produced. The one-two shift came just as the engine was about to run out of steam. After the shift the Inferno started to cover a lot of ground in a hurry. Even with the car's immense size it got too far away to drive safely pretty quick. The top speed and acceleration were both rather impressive for a car of this size.

Rating: 9/9

BRAKING • The GT 2 uses a familiar dual-disc braking system. The brakes had no problem locking up all four tires. After getting accustomed to the brakes it just took a little finesse to bring the car to a quick, controlled stop. If you plan to race the Inferno you may want to adjust the brakes to make them a little more forgiving. Being as I was sliding the car around in a parking lot for most of the testing, being able to lock it up at speed made driving more fun.

Rating: 8

LOW-SPEED • At low speed the Inferno handled rather well; it was actually a little more

nimble than I expected. Tight corners were no real problem, as long as I was easy on the throttle. The tires included in the kit are on the slick side, so if you get on the throttle too much it's not unusual to see the big car swap ends in a hurry. Overall the car was very predictable at low speed.

Rating: 9

HIGH-SPEED HANDLING • At high speed is really where the Inferno started to get interesting. As I mentioned earlier the kit tires didn't really provide too much grip on the testing surface. This is of course not all the car's fault; I wasn't exactly driving it on a freshly cleaned track. One parking lot I tested in was arranged perfectly for some high-speed drifting. It only took a few minutes before I was sliding the big car through the corners sideways. After getting a feel for how it handled, the car made me look like a better on-road driver than I really am. A quick stab at the brakes and some controlled counter steering through the corners was all it took to look like a pro. Smaller cars would be wise to stay out of the Inferno's way when it's at speed.

Rating: 9

KYOSHO INFERNO GT2



RTR GEAR

RADIO: Kyosho Perflex KT-6

RECEIVER: Kyosho Perflex

STEERING SERVO: Kyosho Perflex KS-1028K

THROTTLE SERVO: Kyosho Perflex KS-1028K

ENGINE: Kyosho GXR28SG

PIPE: Kyosho GT

TIRES: Kyosho GT

BODY: Red Bull Audi A4 DTM

TEST GEAR

FUEL: O'Donnell 30%, \$15/qt.

RECEIVER PACK: Intellect 1600mAh 1B16005A, \$25

CONTACT

KYOSHO: www.kyoshocamerica.com

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PERFORMANCE TEST

WRENCHING

MAINTENANCE • Working on the Inferno was really easy; it was pretty much like working on an 1/8-scale buggy. The chassis has plenty of room for everything to be laid in easily accessible positions. During testing I quickly and easily removed the two-speed unit. Most of the hardware is Phillips, which is a bit of a hassle, but that's really the only negative thing about wrenching on this car. Overall this car is as easy to work on as any I have seen.

Rating: 9

WEAR AND TEAR • Over the course of testing there were no real issues with wear and tear; everything seemed to hold up pretty well. The only parts of the car that showed any real sign of wear after testing were the tires. I was running the car pretty hard, but the tires lost most of their tread pretty quickly. I had one run-in with a light pole in the parking lot. While the car didn't plow into it at full throttle, it did hit hard enough that I expected some broken parts. Upon inspection there was really no noticeable damage at all. The car is surprisingly durable, I believe due to its buggy-inspired components.

Rating: 8.5

TUNING • The Inferno is easily tunable to match conditions. Kyosho made sure to put all the necessary adjustable components on the car. Out of the box the GT 2 was set up pretty loose, which allowed for easily pitching sideways through the corners. If this isn't your driving style, however, the suspension can be quickly adjusted to get the car handling more to your liking.

Rating: 9

CONCLUSION

This car may not be a dedicated street racer out of the box, but it is really fun and easy to drive. Its size, handling, and speed really make for a good time. On top of that the Red Bull Audi A4 DTM body looks great; this car looks fast sitting still. I usually drive off-road cars, and monster trucks are typically my favorite so the Inferno was really something new for me. This was the first 1/8-scale on-road car I have driven and I think I might be hooked. ☺

KYOSHO INFERNO GT2



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Looks awesome
- Fast out of the box
- Very durable due to 1/8-scale hardware

MISSES

- Slick tires
- Pull start not fun

MAIN COMPETITION

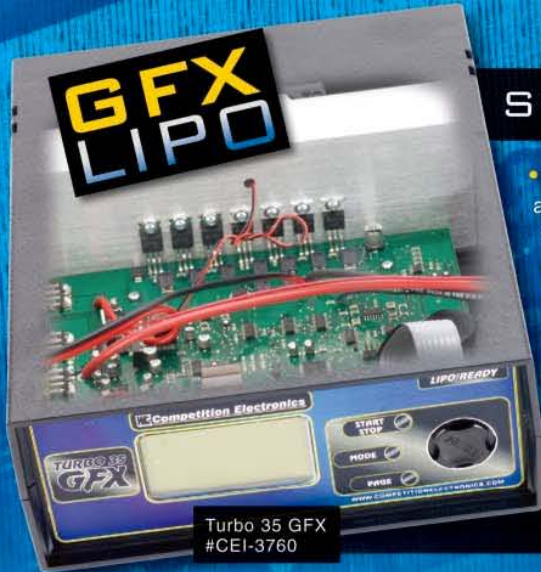
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KYOSHO INFERNO GT2

SCALE 1:8 POWER NITRO TYPE 1 DRIVE 4WD

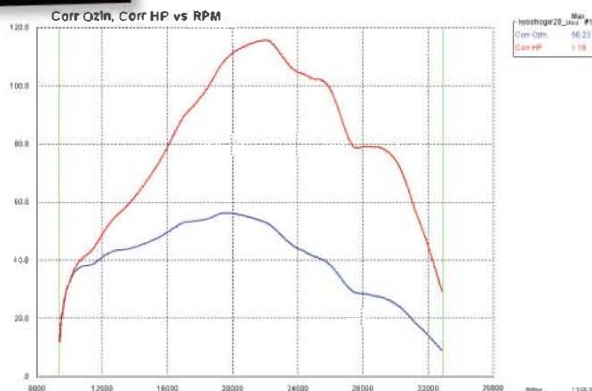


POWERPLANT INFO

The included GXR28SG pull start engine was everything I expected it to be. It was easy to tune and made enough power to be fun. After a little trouble getting it to fire the first time, break in was unremarkable. The engine was fairly easy to start and loosened up relatively quickly. I used O'Donnell 30% to try to squeeze every last bit of power out of this engine.

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: Our new rating is an average HP/IQ 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: Kyosho GXR28SG

BORE AND STROKE: 18.15 x 17.70

DISPLACEMENT: .28 in.³ (4.59cc)

FUEL: O'Donnell 30% Race

PIPE: Stock

PLUG: Stock

PEAK X-DYNO HP*: 1.16 @ 21,800rpm

PEAK X-DYNO TQ*: 56.32 oz-in. @ 19,600 rpm

PEAK X-DYNO RPM: 32,800 rpm

*All numbers are SAE corrected

NEEDLE SETTINGS

HIGH: 2 1/2-turns in

LOW: 3 turns out

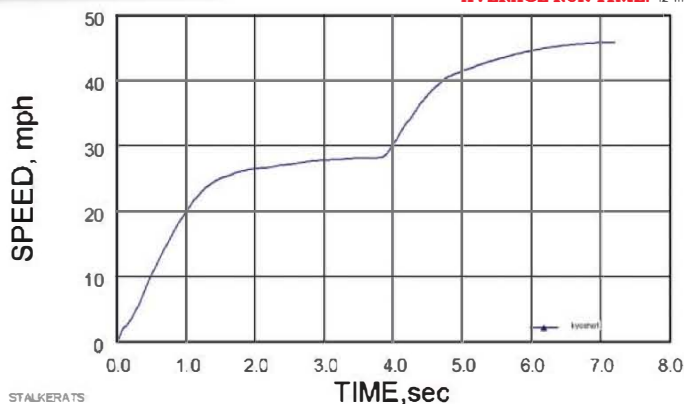
MID: N/A

OPERATING TEMP: 220-230 degrees F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.24 sec. @ 26.75mph
TOP SPEED: 45.69 mph @ 300ft.
AVERAGE RUN TIME: 12 minutes



STALKERATS

TEST CONDITIONS

WEATHER: Cloudy

TEMP/HUMIDITY: 65° F/34%

BAROMETRIC PRESSURE: 29.97 in.

ALTITUDE: 652 ft.

TRACK TYPE: Parking lots

HANDLING

TURNING RADIUS: 6 ft., 11 in.

ON POWER: Slight oversteer

OFF POWER: Neutral

BRAKING

CONTROL: Poor Satisfactory Good Excellent

FADE: Poor Slight None

OVERALL: Poor Satisfactory Good Excellent



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Brian "Skinny" Skinner

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10TH ANNUAL NITRO CHALLENGE

presented by: The Dirt

What no rain? Joey must have struck a deal!

On February 18 2009, the Nitro Challenge reached its decade milestone, and once again proved itself THE event of the year at which to race. Joey Christenson has worked unremittingly for ten years to bring the first race of each season to you, and it is always a doozy. This year, like last year, Joey drew his inspiration from Anaheim Supercross to bring the best track layout ever for the Nitro off-road season opener to a record number of entries (480+ drivers). The world famous Nitro Pit is the host track and one of the few that are able to handle the huge crowds. For the first time in five years, there was no rain...leading many to believe that Joey's "rain curse" is finally over, which caused a great deal of partying and celebrations. Drivers from all over the world once again flew to the world famous Nitro Pit in Arizona to see who has been practicing over the winter, and who would be among the fastest this year. Of course, for the rest of us, it is just the best event of the year at which to race, and to witness the top dogs of RC do what they do best. Join me in exploring the sights and sounds of the best nitro event of the year!

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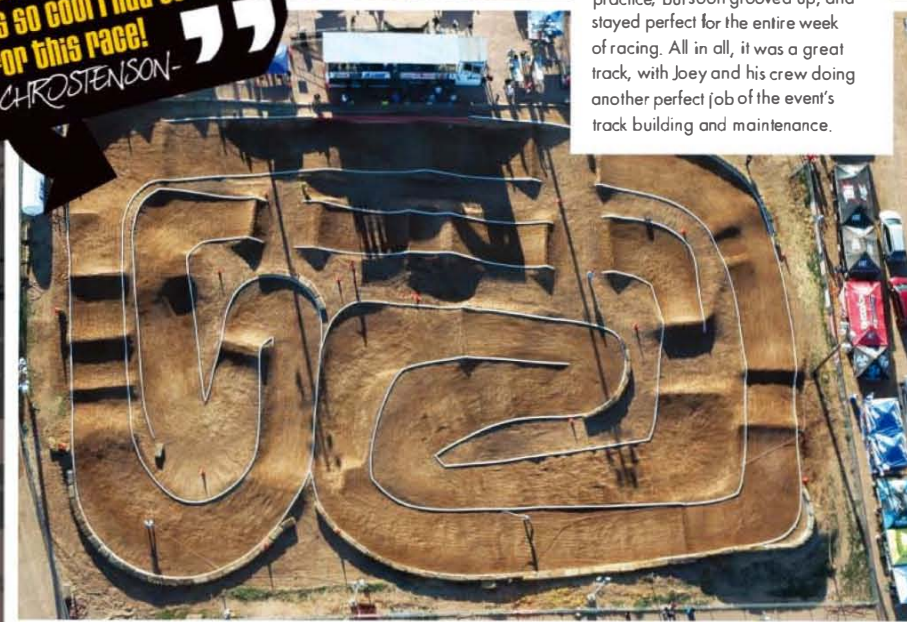
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The Track!

The tracks Joey builds are always spectacular, but this year's was the best yet! It was a counterclockwise, rhythm track, and it had had mega airtime. In fact, watching the racing from a lengthwise view across the track made the cars look like popcorn exploding as they were launched into the air hither and thither, and fell back onto the track. There were some thirteen jump sections sending racers into the air in one way or another, and the track had multiple elevation changes. The track started out loamy during practice, but soon grooved up, and stayed perfect for the entire week of racing. All in all, it was a great track, with Joey and his crew doing another perfect job of the event's track building and maintenance.

BEST QUOTE OF THE WEEKEND:
The last track at Anaheim Supercross this year was so cool I had to build it for this race!

-JOEY CHRISTENSEN-



SOMETHING A LITTLE DIFFERENT

Ever wonder what an RC race would look like from a thousand feet up? Well, here it is! I had the chance to shoot the pro truggy A-Main from Nitro Pit One. Here's the start and the first lap. Let me tell you, it's pretty cool watching the race action from way up in the air.

Thank You Mr. Ross Denny!



Someone buy our buddy Joey some sunbats.

10TH ANNUAL NITRO CHALLENGE

sponsored by The Pit

new products

1. Here's a spy photo for you Losi drivers out there. It offers a sneak peek at the new fuel tank lid handle. Its low profile, quite soft, which means it shouldn't snag, and it doesn't open up the tank when you crash. It should be out by the time you read this.
2. Pro-Line had their new prototype truggy wheel combos at the event for a select few drivers to test. Of course, I took a set while they weren't looking! They're called Revolver and are just like their buggy tires, but with new rims and foams for truggies. Look out for them soon in a store near you!
3. JConcepts had a nice display of their new products, including their new AE body...just like Ryan Mayfield uses!
4. Tamiya's David Jun showed off the new buggy he's been working on. Tamiya's new buggy is sweet and has some nice features that are sure to please. Factory driver, Ryan Lutz, was racing the new Tamiya buggy, and they both looked great on the track. This is Tamiya's first sortie into the 1/8-scale racing buggy world, and the product looks like a winner!
5. I had the opportunity to race the new Novarossi Factory-tuned Plus 4 buggy engine at the event, and man, what a sweet engine! 11-minute run time, super smooth power band, and plenty of snap wherever you want it. If you're looking for usable power and great run times...then this is an engine worth looking at. Thank you Bernard!
6. Well...maybe not a new product, but a new place to buy products! The Nitro Pit now has a sister company in town called One Hobbies. It's your RC destination when you need parts. One Hobbies is just eight miles from the Pit, so if you need something to keep racing, it's only ten minutes away. The best just got better!
7. Hot Bodies brought their pre-production race truggy to the event and it looks as fast as their world-winning buggy. From what I could see, the most unique aspect is that the rear driveshaft has the CVA moved out two inches from the diff housing. This new truggy requires further investigation.



SLASH IT UP!

This year excitement included a Slash Demo class and, even though the Slash course used only one-third of the track, it was fun to watch. Self-proclaimed King of Slash class, Aaron Waldron was there to win, but vet racer and all-round good guy, Bill Koch had other ideas, and won the seven-minute A-main, leaving Aaron to come in second. Slash racing is the hot thing to do right now, and is likely to remain so for a while. After all, it's fun, low budget, and anyone can do it. I hope it stays that way; this is a class that will help our hobby to grow, and is fun for young and old alike. It looks as if ROAR is looking into this class, and we may even see some guidelines and race rules for it soon, so slash it up people!



Wheelie king Mike G. is a heck of a racer, and a heck of an announcer, and he has a cool graphics company called 247. He's a well-rounded RC fanatic.



The driver's social is a fun time to hang out with fellow racers, relax, and meet the big names of RC. Too bad more events don't have one of these.

LIFE IN THE PIT



Best darn chili at the Pit! If you walk around long enough in the camping area, someone will offer you some food; and yes, the chili is in what they call a Dutch oven—that thing settled the west!

Remember: Xtreme is always there to hand out free magazines and Energy drinks, making your stay more enjoyable. Who loves ya baby?!



Ouch! That DID leave a mark.



This young lady was one of the youngest racers there, and the only girl competing. Although factory pro Rhonda doesn't count. She's the diva of RC!

The Nitro Challenge has turned into a world affair, with international attendance. Can you guess which countries are represented here?



The man, the myth, the Dirtinator, Brian Kinwold made a surprise visit to show his support for his fellow racers. He says he'll be racing more in the future.

Puerto Rico had a good showing of racers. See! I told you the place was hungry for RC. They came all the way to AZ for some action!



Joey Christenson, the owner of The Dirt, promoter of the Nitro Challenge, and all-round RC hunk, received this sweet chrome shovel from Ross Denny and the Nitro Pit crew as a reward for all the hard work that he's put into RC and RC racing. Joey certainly deserves it; he's done a lot for our sport.

Racing

OPEN BUGGY: There was a perfect start to this 45-minute A-main, with Tanner Denny, who had won the open truggy event, now in a buggy, heading out into the lead. The top five were all running tightly together at the halfway point, with TQ, Ricky Gaynor having overtaken Denny for first, and Kevin Gahan third. In the end, it was Ricky, Tanner, and Kevin who finished on the podium, only a lap apart, and the top qualifiers going into this event. The top five ran consistently, and it was impressive to see the open class run so smartly. It shows the high standard that exists in competitive RC these days.

OPEN TRUGGY: Dave Burt lead the pack on the first lap of this 45-minute main, with Brad Wintermantle right behind him in second, and the rest hotly jockeying for the top slots. At the halfway point, Tanner Denney had moved into first, working his way forward after some bad laps. Wintermantle had been leading prior to this, but was now in second, with Chris Vanair chasing him in third. The rest of the pack was battling, with lots of changes going on at the halfway point. By the end of the race, Brad Johnson, who had bumped from the B-Main had taken a solid third place, Chris Vanair was a lap up in second and was seven seconds behind Tanner, who had been driving solidly to hold on to the lead. At this point, I left for the helicopter to shoot the start of the pro truggy A-Main, but Tanner, Chris, and Brad finished right where I left off. Thank you guys!

40+ BUGGY: Early in the 40+ A-Main event, Bill Koch and Steve Hale were leading a good race. At the halfway point, five cars were broken and Hale was still out front, looking as if he was checked out. Bill Koch was running second and the mighty Jay Halsey had worked his way from mid pack up to fifth. With 15 minutes left, Koch flamed out, allowing Jay Halsey into second, and Guff Germany to move into third position. In the end, Steve Hale ran a great race and finished two laps up on second place Jay Halsey, doing a sweet backflip at the finish. Guff finished third. This was a great race for the vet class, not to mention Team Jammin", with a one-two win!

40+ TRUGGY: Jimmy Wright was first across the line in the 40+ truggy A-Main as they started out on their 45-minute battle. The group spread out quickly and there was little jockeying for position prior to the half way point, with Wright still leading, Steve Hale in second, and Guff Germany in third. Towards the end of

the race, things began to change. Steve Hale was in the lead, but had a mechanical, and was driving slowly, trying to hold on to his two-lap lead, but third and fourth place qualifiers Guff Germany, and Bill Koch moved into first and second, with Jesse Rodriguez in third. Jesse was doing a great job as he had bumped from the B-Main, and drove hard to get into the number three spot by the end of the race.

PRO TRUGGY: Live from the Nitro Pit-One helicopter at 900 feet, I watched the pros head out on their 45-minute battle. The little yellow and red car moved out into the lead (it looks like Ryan Cavilieri), with two little yellow, orange, and blue cars right behind him. I can tell that it is Cody King and Adam Drake in fourth and fifth place (it pays to have a distinctive paint job!). I have to say, racing looks even cooler from that far up. After shooting the first few laps, I headed back down to see who was where in the race. Back on the ground, I found that the first fuel stops were coming up, and Ryan Mayfield was leading, with Ryan Cavalieri in second, Jared Tebo in third, and Adam Drake in fourth. Around the halfway point, Team Associated was running one and two. The action was fast-paced but some of the top contenders were having issues. Tebo, who was up front, had a mechanical problem, and was limping around the track, Mike Truhe flamed out, and Cody King broke something and was out of the race. With only minutes to go, Adam Drake was holding third, but the battle between the "Ryans" began to hot up. Mayfield had the lead for almost the entire race, but it came down to the last lap, where Cavalieri turned up the heat and caught Mayfield. They battled around the track and, with the finish line thirty feet ahead, Mayfield did a Hail Mary over the last jump, was sucked into the pipe, and bobbled. By the time he had recuperated, Cavalieri had dove under him for the lead, and passed him four feet before the finish line for the win. Cavalieri is now a two-time winner in truggy at the Nitro Challenge.

PRO BUGGY: There was a very exciting start to the 45-minute, pro buggy A-Main, with two huge pile-ups halfway into the first lap. Jared Tebo came out first, with Team Losi's Mike Truhe, and Adam Drake third. The first minutes of racing were a flurry of passing with Tebo, Drake and Truhe swapped the lead. Ryan Mayfield recovered from the pile-ups, and moved up to fourth. At the halfway point, as they headed in for fuel stops, the top three were battling fiercely, and first and second Mayfield and Truhe collided in mid-air with Tebo right

behind. On the same lap, leader Mayfield came in for fuel, and Truhe and Tebo took over in first and second. The racing was unbelievable at that point. All the way to the end of the race, the top three were engaged in an incredible battle, with Tebo appearing to be the dominant force. First, Truhe and Tebo were neck and neck, swapping back and forth; words cannot describe the racing that was going on, and the crowd were cheering wildly. Then, with only minutes to go, Mike Truhe developed a fault with his buggy and was out of the race. This put Tebo in the lead, Ryan Mayfield in second, and, in third, Ryan Cavalieri, who had been fighting the whole race to get up to the front of the pack. Just when it looked as if Tebo was done fighting for the lead, with three minutes left, Mayfield put the pressure on, and Tebo had another battle on his hands with Mayfield fighting for first. Would Tebo win the event on his birthday? Let's see what happened next! Here we go. It came down to the last 45 seconds. Mayfield caught Tebo on the front jump section and, going into the corner, they both tumbled. Tebo was still leading, but Mayfield made a clean pass on the back section and took the lead. Both made it by the loop as the clock expired, for a last chance "do or die" lap for the win. Mayfield held on as Tebo tried to pass, but came up short on the big jump. Mayfield crossed the line just one second ahead of Tebo...man, what a race!

ELECTRIC BUGGY: This was an exhibition event sponsored by Tekno. Chad Bradley was the dominant force in this event, driving a super-secret Jammin" electric buggy that Jay Halsey has been developing. Jay would not comment on the electric buggy, but it looked awesome on the track. Chad led the 12-minute A-Main from wire to wire, with Kevin Gahan in second, and Don Vinkemulder third. It was fun to watch but, with no nitro sound, it seemed odd. The electric buggies are very fast, running about the same lap times as nitro on this track, and the torque that they have is very impressive.

CAPTAINS LOG

Nitro Challenge is now ten years old and it has only gotten better with age; it is still the event to attend each year. Having the season opener at the Nitro Pit only adds to the beauty of this event. If you missed out this year, make sure you are there next year. Joey builds the best tracks, the Pit is a great place to race, and the weather is usually wonderful in Arizona at this time of year. If you love nitro RC racing, and want to see who is the fastest and what's hot for the coming year, then this is the event to attend...see you next year!

You might want to get a beverage before you read this one.

The Money Shot



Here's the deciding moment of the pro truggy A-Main caught on film. It came down to the wire. The "Ryans", Mayfield, and Cavalieri, were neck and neck. Mayfield went for the Hail Mary over the last jump before the finish to get some distance from Cavalieri. He over-jumped and was sucked into the piping; becoming squirrely five feet before the finish line. Cavalieri ducked under him and made the pass for the win. The photo shows the moment at which Cavalieri ducked in for the pass, while Mayfield tried to recoup without crashing. This, friends, was a great finish! 🍀

1-8 OPEN BUGGY (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	1	Ricky Gaynor	44.379	Losi	Novarossi	Nitrotane	Pro-Line	Losi	Airtronics
2	3	Tanner Denney	44.518	Associated	Reedy	O'Donnell	J-Concepts	J-Concepts	Futaba
3	2	Kevin Gahan	43.541	***	GRP	Nitro zone	Losi	Losi	Spektrum
4	5	Chris Jancisz	44.737	Associated	Novarossi	Sidewinder	J-Concepts	J-Concepts	Futaba
5	Bump	Justin Delarge	45.557	Kyosho	***	***	***	***	***
6	11	Prestling	44.994	HotBodies	GRP	Nitro zone	AKA	HotBodies	Futaba
7	7	Chris Vanair	44.473	Losi	GRP	Nitro zone	Losi	Losi	Futaba
8	12	Brad Johnson	45.938	Losi	GRP	Byron	AKA	Losi	Futaba
9	4	Dave Burt	45.026	Losi	***	***	***	***	***
10	Bump	Bill Koch	45.563	Mugen	Nova Rossi	Byron	Panther	Mugen	Airtronics

1-8 OPEN TRUGGY (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	2	Tanner Denney	43.815	Associated	***	O'Donnell	J-Concepts	J-Concepts	Futaba
2	4	Chris Vanair	43.161	Losi	GRP	Nitro zone	Losi	Losi	Futaba
3	Bump	Brad Johnson	45.547	Losi	GRP	Byron	AKA	Losi	Futaba
4	8	Justin Tibe	45.214	Mugen	O.S.	Sidewinder	AKA	Pro-Line	Airtronics
5	Bump	Bill Koch	46.023	***	***	***	***	***	***
6	7	Justin Delarge	44.920	Kyosho	***	Byron	***	***	***
7	6	Chris Jancisz	44.308	Associated	Novarossi	Sidewinder	J-Concepts	J-Concepts	Futaba
8	3	Brad Wintermandle	43.937	Losi	O.S.	O'Donnell	Pro-Line	Losi	Airtronics
9	5	Ron Reid	45.001	Losi	GRP	Byron	AKA	Losi	Futaba
10	10	Chris Peralta	45.250	Losi	RB	Byron	AKA	Losi	Airtronics

40+ PLUS BUGGY (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	1	Steve Hale	45.477	Jammin'	Orion	Byron	AKA	***	KO Propo
2	2	Jay Halsey	45.177	Jammin'	Jammin'	Byron	Pro-Line	Jammin'	Futaba
3	3	Guff Germany	45.676	Associated	Reedy	Byron	Pro-Line	Associated	Futaba
4	8	Louis Fernandez	46.863	Jammin'	Pila Eva 3	Byron	Panther	Hobao	Airtronics
5	4	Bill Koch	45.796	***	***	***	***	***	***
6	6	LeaveWentz	47.075	Kyosho	GRP	Orion	Pro-Line	Pro-Line	Airtronics
7	Bump	Greg Garrison	48.119	Mugen	***	***	***	***	***
8	11	Jim Willmon	48.757	Losi	O.S.	***	***	***	Futaba
9	7	Jesse Rodriguez	47.193	Jammin'	O.S.	Byron	Pro-Line	Pro-Line	Airtronics
10	5	Randy Joslin	47.881	Mugen	Ninja	***	AKA	***	Airtronics

40+ PLUS TRUGGY (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	3	Guff Germany	45.329	Associated	Reedy	Byron	Pro-Line	Associated	Futaba
2	4	Bill Koch	46.894	Mugen	Nova Rossi	Byron	Panther	Mugen	Airtronics
3	Bump	Jesse Rodriguez	46.031	***	***	***	***	***	***
4	7	LeaveWentz	46.527	Kyosho	O.S.	Werks	Pro-Line	Pro-Line	Airtronics
5	8	Keith Henry	46.835	Kyosho	O.S.	Sidewinder	AKA	Kyosho	JR
6	9	Tom Asaykway	43.657	Losi	Siria	Sidewinder	AKA	Losi	Spektrum
7	2	Steve Hale	45.010	Jammin'	Orion	Byron	AKA	***	KO Propo
8	11	Dave McLean	46.922	Losi	GRP	Losi	Pro-Line	Losi	Spektrum
9	10	Steve Piro	48.701	Losi	RB	Byron	AKA	Losi	Airtronics
10	Bump	Greg Garrison	48.041	***	***	***	***	***	***

1-8 PRO TRUGGY (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	1	Ryan Cavalieri	40.841	Associated	Orion	Sidewinder	Pro-Line	Associated	Airtronics
2	6	Ryan Mayfield	41.342	Associated	Reedy	Sidewinder	J-Concepts	J-Concepts	Airtronics
3	4	Adam Drake	41.700	Losi	GRP	Losi	Pro-Line	Losi	Airtronics
4	Bump	Taylor James	41.368	Jammin'	O.S.	Werks	Pro-Line	Jammin'	Futaba
5	10	Phillip Abando	41.340	Losi	Novarossi	Nitrotane	AKA	Losi	Spektrum
6	7	Iy Testmann	42.052	HotBodies	O.S.	O'Donnell	AKA	HotBodies	Futaba
7	11	Jesse Rabbes	41.558	HotBodies	GRP	Sidewinder	AKA	HotBodies	KO Propo
8	Bump	Bobby Tillman	41.554	Mugen	Ninja	***	AKA	Mugen	KO Propo
9	13	Yannick Again	42.041	Losi	Novarossi	Nitrotane	AKA	Losi	Spektrum
10	9	Billy Fischer	41.548	Losi	Novarossi	Nitrotane	Losi	Losi	JR

1-8 PRO BUGGY (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Engine	Fuel	Tires	Body	Radio
1	3	Ryan Mayfield	41.853	Associated	Reedy	Sidewinder	J-Concepts	J-Concepts	Airtronics
2	1	Jared Itebo	41.763	Kyosho	Orion	Byron	AKA	Kyosho	KO Propo
3	5	Ryan Cavalieri	42.392	Associated	Orion	Sidewinder	Pro-Line	Associated	Airtronics
4	4	Cody King	42.458	Kyosho	Orion	Byron	AKA	Kyosho	KO Propo
5	11	Billy Fischer	42.677	Losi	Novarossi	Nitrotane	Losi	Losi	JR
6	6	Adam Drake	42.755	Losi	GRP	Nitrotane	Losi	Losi	Airtronics
7	13	Bobby Tillman	42.749	Mugen	Ninja	Mugen	AKA	Mugen	KO Propo
8	Bump	Chad Bradley	43.452	Jammin'	Tekno	Tekno	Pro-Line	Pro-Line	Airtronics
9	10	Taylor James	42.195	Jammin'	O.S.	Werks	Pro-Line	Jammin'	Futaba
10	8	Josh Wheeler	42.583	XRAY	O.S.	Byron	Pro-Line	XRAY	Futaba

STOCK SLASH (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Motor	Battery	Tires	Body	Radio
1	3	Bill Koch	32.466	Traxxas	Traxxas	Pro-March	Traxxas	Traxxas	Airtronics
2	1	Aaron Waldron	32.456	Traxxas	Traxxas	Max Amps	Traxxas	Traxxas	Spektrum
3	4	Troy Muller	32.061	Traxxas	***	***	***	***	***
4	2	Chris Dewinter	31.560	Traxxas	Mugen	***	Mugen	Mugen	***
5	5	Brian Branson	32.908	Traxxas	***	***	***	***	***
6	14	Andy Picano	33.276	Traxxas	***	***	***	***	***
7	15	Steve Piro	34.268	Traxxas	***	***	***	***	***
8	6	Sean Sanchez	34.589	Traxxas	Traxxas	***	Traxxas	J-Concepts	Futaba
9	9	Scott Sheburn	35.738	Traxxas	***	***	***	***	***
10	7	Kendall Bennett	34.305	Traxxas	Traxxas	***	Traxxas	Traxxas	Spektrum

1-8 ELECTRIC BUGGY (A MAIN)

F	Q	Driver	Fast Lap	Chassis	Motor	Battery	Tires	Body	Radio
1	1	Chad Bradley	44.231	Jammin'	Jammin'	Jammin'	Jammin'	Jammin'	Airtronics
2	2	Kevin Gahan	44.657	***	Losi	Losi	Losi	Losi	Spektrum
3	3	Ben Vinkemulder	45.643	Losi	Losi	Losi	Losi	Losi	Futaba
4	4	Zac Bernside	46.538	Losi	Losi	Losi	AKA	Losi	Spektrum
5	5	Ryan Hughes	47.161	Tekno	***	***	***	Tekno	***
6	7	Domel	48.178	Tekno	Tekno	New Energy	Pro-Line	***	Spektrum
7	6	Tom Sanson	50.770	Losi	***	New Energy	Pro-Line	Losi	Futaba
8	8	Ernest Madrazo	48.634	Associated	***	New Energy	Pro-Line	Associated	Futaba

*** Information not provided.



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Stamp., Slash & Bandit

Gear Cover: Blue &
Black, Rust., Stamp.,
Slash & Bandit

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Slash & Bandit*

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Stamp., Slash & Bandit

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Stamp., Slash & Bandit

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Stamp. & Bandit

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Rust. & Stamp.

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Rust., Stamp. & Slash

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Stamp., Slash & Bandit

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SENSORED BRUSHLESS GUIDE

words: James Revilla photos: Jason Boulanger

Brushless is the way to go these days, especially when it comes to racing and competition. Brushless motors offer higher performance, more efficiency, less maintenance, and more consistency compared to their brushed predecessors. All of the top dogs in racing motor technology are pushing their new motors to you, but if you don't know what you're looking at, how are you to decide which motor fits your needs?

Keep in mind, this isn't a shootout, it's an "inside-the-can" look at each of the new brushless racing power plants for 2009, and what features each can has. We stuck with top-end cans, and we specified sensed applications (which by current rules are legal in ROAR/IFMAR-sanctioned racing events).

Such crazy names for motors.





TEAM ORION VORTEX V2

Don't let the stealthy black looks of Team Orion's latest Vortex V2 motor fool you—on the track this can will turn heads. Building on Team Orion's previous design, the V2's three-piece can features an

aluminum end cap and large timing marks for adjustment. You'll also find an oversized front bearing and a vented endbell for reliability. Vertical solder tabs each have 2.5mm holes for use with bullet plugs—or for those of you who feel secure with the idea that your motor wires are actually "in" something, not just on top. The Vortex should easily continue its winning ways with the new V2.

SPECS

Can Style: Multi-piece, vented endbell, aluminum cap
Solder Tabs: Vertical w/ wire holes
Rotor Type: Sintered Neodymium
Rotor Size: 12.28mm
Rotor Weight: 0.9 oz. (23g)
Timing Adjust: Yes
Sensor Plug Position: Horizontal
Total Weight: 5.4 ounces (152g)
Winds: 2.5T-13.5T
Street Price: \$90-95



TEAM NOVAK BALLISTIC

The Ballistic is Novak's sweet, new brushless motor design that has many unique features born from years of Team Novak's own developing and manufacturing processes. Novak designed a fully rebuildable can in that each part can be replaced and serviced by the user, which is cost-effective. The sensor plug is also positioned

vertically for fewer clearance issues, and it's also sealed with a rubber gasket to keep dirt out. 90-degree solder tabs and a timing label aid in installation and adjustments. An oversized front bearing keeps her spinning under high rpm, and a ribbed can keeps heat down.

SPECS

Can Style: Multi-piece, cooling fins, aluminum cap and endbell
Solder Tabs: 90-degree, solid end
Rotor Type: Sintered Neodymium
Rotor Size: 12.31mm
Rotor Weight: 0.9 oz. (23g)
Timing Adjust: Yes
Sensor Plug Position: Vertical, rubber-sealed
Total Weight: 5.4 ounces (152g)
Winds: 3.5T-8.5T
Street Price: \$90-95



SENSORED BRUSHLESS GUIDE

TEKIN RACING REDLINE

Famous for their ESC lineup, Tekin Racing now offers possibly one of the best looking motors on the market. The Redline is more than just pretty looks, though.

Its Billet aluminum construction means lower temperatures and faster heat dissipation. Gold plated wire tabs provide excellent voltage transfer, and you can get multiple winds as low as 2.5. With Tekin's Redline motor, brushless ESC, and their HotWire system, you have a pretty and potent combination.

SPECS

Can Style: 6061 T6 Billet aluminum, cooling fins, aluminum cap
Solder Tabs: 90-degree, gold-plated, solid end
Rotor Type: Sintered Neodymium
Rotor Size: 12.31mm
Rotor Weight: 0.9 oz. (23g)
Timing Adjust: Yes
Sensor Plug Position: Horizontal
Total Weight: 5.8 ounces (164g)
Winds: 2.5T-21.5T
Street Price: \$90-95



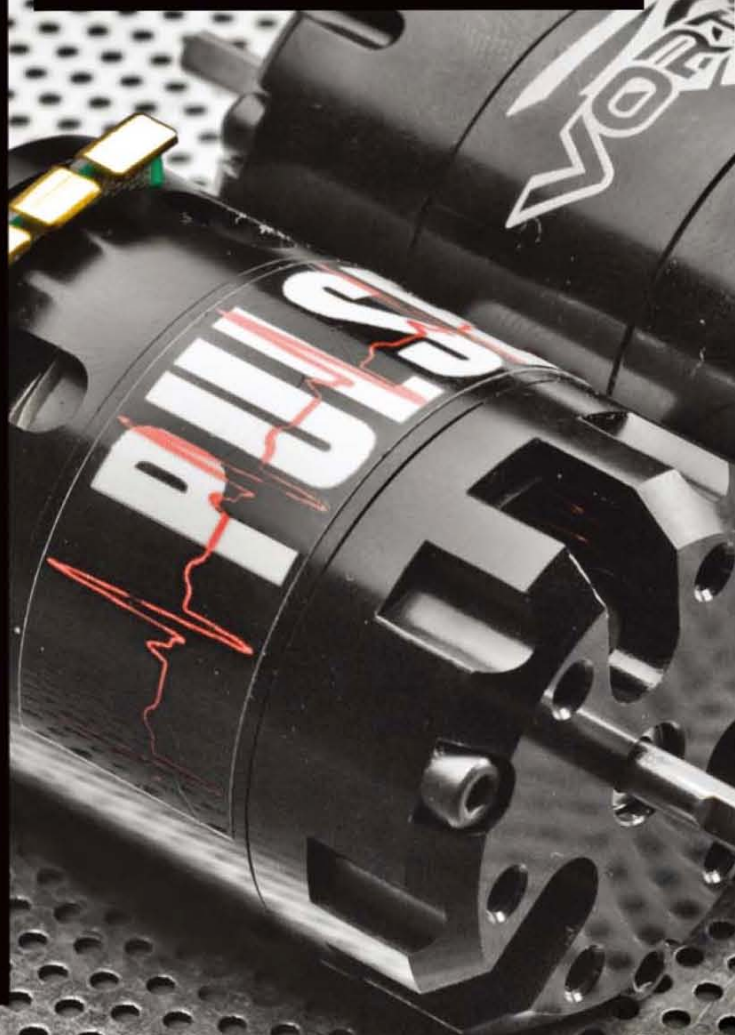
TEAM TRINITY PULSE

The fact that Team Trinity has been making motors for a long, long time puts some weight behind their new Pulse brushless lineup. The three-piece can features an aluminum backplate that

SPECS

Can Style: Aluminum two-piece, separate back plate
Solder Tabs: 90-degree, solid end
Rotor Type: Sintered Neodymium
Rotor Size: 12.47mm
Rotor Weight: 0.8 oz. (21g)
Timing Adjust: Yes
Sensor Plug Position: Horizontal
Total Weight: 5.0 ounces (140g)
Winds: 3.5T-21.5T
Street Price: \$90-95

easily rotates for timing adjustments. The can also features cooling vents on the shaft side and cooling slots for further temperature reduction. Internal gaskets protect from any internal short circuits, and the sensor assembly separates from the can along with the back plate. The Pulse is available in many winds, as low as 3.5T.



LRP VECTOR X-12

With just two main parts the LRP Vector X-12 keeps it fast yet simple. The X-12's packed stack keeps efficiency high, while their unique "PreciSensor" system allows precision sensor positioning. The user can define timing manually, or they can also use LRP's preset molded inserts that automatically position the sensor to a preset timing setting. The strengthened shaft of the sintered rotor has o-ring dampening combined with an oversized bearing for vibration-free operation.

SPECS

Can Style: Two-piece, 7075-T6 aluminum, vented endbell

Endbell: Two-piece 7075-T6 Aluminum

Solder Tabs: Horizontal, slotted tabs

Rotor Type: Sintered Neodymium

Rotor Size: 12.5mm

Rotor Weight: 0.8 oz. (22g)

Timing Adjust: Yes

Sensor Plug Position: Horizontal

Total Weight: 5.3 ounces (148g)

Winds: 3.0T-8.5T

Street Price: \$90-95



control YOURSELF

So you're going for it. You're moving to brushless for your racing machine. If this is your first foray into the brushless world, remember that you will have to upgrade your ESC to a brushless-compatible model. You cannot run a brushless motor with a standard brushed-only ESC. You'll find many ESC choices from the companies above, but one key point is to make sure that the brushless ESC you choose is a sensorless design. The sensor plug itself is pretty standard across the industry, so you don't necessarily have to buy the same brand brushless ESC and brushless motor.

Please use all 3 wires. Gifting the blue one doesn't work!

CONTACT INFO

LRP

www.rc10.com/lrp

TEAM NOVAK

www.teamnovak.com

TEAM ORION

www.teamorion.com

TEKIN RACING

www.teamtekin.com

TEAM TRINITY

www.teamtrinity.com

CONCLUSION

It wasn't too long ago that brushless motors were working their way into the public eye. Many questions about kV ratings, sensor or sensorless, etc. get tossed around, but with many racing organizations leaning towards the sensorless design, this is a step in getting some uniform standards similar to what brushed motors have. Every motor shown here has been deemed legal for sanctioned competition (or should have been by the time you read this.) One thing is for certain: we're pushing the envelope of motor technology, and these five motors are leading the way. ⚙️



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words & photos: Carl Hyndman

OFFROAD TIRES *with* jesse **ROBBERS**

A METHOD TO THE MADNESS

Tires are the single most important item in getting your offroad car to work right. Your tires are the only things on the car that actually touch the ground. In other words, if you pick the wrong kicks, no setup, no matter how good, will make up for it. That's right; a temper tantrum or a good tongue-lashing isn't going to make your car respond favorably, and neither is a good "F bomb." Unfortunately, the science of tires can be a little complicated and most racers just follow the fast guys blindly on a particular track. Well, I hate to break it to you, but fast guys are mortal too...though there is some info behind the magic that we can all learn from.

I was lucky enough to catch up with Jesse Robbers, who is a factory driver at Hot Bodies and quite a wheel. Jesse knows a bit about tires. In fact, Robbers designed the new series of Hot Bodies 1/8th scale buggy tires that are just now being distributed world wide. Jesse and I had a conversation about tires, which I have tried to sum up for you here. We'll skip inserts for now, and we'll keep the explanations brief since more in depth explanations would fill a whole book, but we will dive in to off-road tire designs so that we can better understand how certain tires make it to the market. Yeah, that means if you really want to understand more, start learning about slip angles, friction, etc., and you'll quickly realize just how monumental it all is. I have to insert a disclaimer here though: as much as Robbers uses his experience and knowledge, he admits that there are just too many variables and exceptions to the science and says that sometimes a bit of luck and trial and error may lead you to the best tire for the situation.

RANDOM
JESSE
HEAD

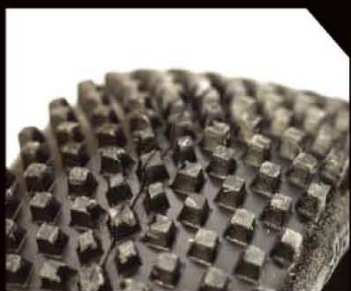
Does Jesse look like Ronald?

Offroad **SPECIFICS:**

Tires for off-road work are much different than on-road tires because of their needs. You probably won't see slicks (in most situations), but you will usually see some sort of pin that tries to dig in with a certain pattern and shape. Types of dirt, the firmness, temperature, and a host of other variables make the task of picking the right tire generally more difficult. It's not just about making a contact patch, but how the tread interacts with the soil in different directions.

Jesse must have a hair brush.





Density, Alignment, Pattern of Pins/Blocks:

For spacing, you have to feel and look at how the pins react with the dirt. If the dirt isn't being allowed to escape and is clogging up the tread pattern, then the pin pattern is probably too dense. This usually happens in soft, loose conditions or when there is mud. A dense pin pattern spreads out the pressure and reduces the tire's ability to push the pin in to the mud. It also creates too much stiction, which slows it down even more.

How the pins are arranged or form a pattern is also important. If the pattern forms rows with lots of rubber facing the direction of rotation, it will generate more forward bite, but if that same tire uses the same pattern open toward the side, it will lose grip in that direction. The tire will also have handling characteristics depending on how it reacts with camber. Often tires are designed around this, but here again it can be taken too far. A good balance of good neutral handling for the surface is key. Some tires may even have a direction to them where handling characteristics go in the direction of rotation. You could see some very interesting patterns with unique characteristics that just seem to work for the conditions.



SIZE & SHAPE OF THE PIN:

If there is a general rule to sum up the size, it is that a bigger pin is better the softer the dirt is. On firmer tracks, only short pins are needed to penetrate the top layer (usually dust) to the firm ground underneath. Big pin type tires need a firmer compound since bending over defeats the intention of them penetrating the loose soil. A short, thick pin will also have a hard time digging in, but will work in conditions when it is important to

have a lot of rubber contact with loose surfaces like broken up hard clay with holes, very hard edges, etc. In this case there is less chance for the pins to tear off or squirm unpredictably.

Taken a step further, often most pin tires are tapered, giving them a sharper tip. These tires also tend to have less pin density and won't load up with unwanted heavy dirt. For very loamy, heavy, or loose soil, they're the best. In reality, long pins seen on tires like Proline's "Step-Pins" are rarely used on most of today's tracks. Most of us race on prepared tracks where a much shorter pin retains its shape and is better suited. Only key exception is on tracks made almost exclusively of grass

Pins vs. Shaped BLOCKS:

Round pins tend to be predictable and consistent and have the same general traction in every direction. But in a lot of cases racers want the tire to do things differently depending on whether it is braking, accelerating, going through a corner, etc. With a square, rectangle, or shaped block the edge will be greater and provide more surface contact in that direction. Forward acceleration and side bite will be better, and the edge on the square block will grab more dirt. Since this is what our tires see most of the time, it is usually a good trade off.



Center Pattern

In certain situations, a simple pattern will only get you so far. Having the same pattern across the whole tire can also be too limiting. What tends to be the most common is a center tread pattern. This means that the center of the tire has a pattern shaped like an "X", an "I", or a combination of shapes with dots.

Since bars or lines tend to give surface contact in one direction, they still maintain a lot of forward bite but tend to work best when less side traction is needed. "X" patterned center tires have the added benefit of more traction in almost every direction. Since tires are made of soft compounds, these patterns work when the tires expand under acceleration and deform due to "Mohawking," since the center is often the main part making contact with the ground. This also holds true on 4WD buggies where the front tires use the added forward traction and increase steering. Other center patterns have been tried, but the majority of today's tires usually stick



CARCASS PROFILE

A round carcass has a curved area and is less sensitive to camber changes as the tire rolls through a corner. The round contact area from side to side means that the tire will lose some forward bite since the outside of the tires will grab less, but will provide more consistent traction all over the track and won't grab ruts and cause sporadic grabs that could really unsettle the car. Often racers try to alter a tire's carcass by manipulating the inner foam, but like wheels that's for another story.



Special Note:

Robbers feels that when designing a tire, simple is often better. Some tires have all sorts of weird patterns and shapes, and while it's easy to try and make a tire that "on paper" may seem to do a lot, in reality it may be trying to do things that are too specific. A tire is asked to do a long list of things, and designing it to do something too specific can be limiting and result in unfavorable side effects.

Conclusion:

OK, Einstein, you've learned a few things about tires and know where some of the theories come from, and now you've got a bit of a foundation. Go and lock what you've learned in your brain and move forward and take notes for yourself, cause the learning just continues from here. Apply a little of that 'ol knowledge and the next time you hit the track; after all, that's where the real proof lies. In a matter of time you just might be able to teach the old vets a thing or two. Good luck. ☺

Compounds

Choosing the right compound is dependent on several things: track temperature, soil type, track firmness, the roughness of the track, and the overall traction level. Except for synthetic surfaces like carpet or artificial grass, the general rule is that the harder the surface, the softer the compound and vice versa. It is also safe to assume that this is not a fact and that sometimes harder tires work on harder surfaces.

Softer compounds like Proline's M3, Losi Red, J- Concepts Sticky Green, and Hot Bodies Red are good on firmer tracks, such as those with higher clay content. According to Robbers, softer compounds also work better than harder compounds when the soil is damp or fairly wet. The roughness of the track is also important. As a firm track falls apart, a lot of sharp edges, ruts, and bumps form, and the softer compounds help with this. Softer tires seem to conform to the irregularities and absorb more of them.

Medium and hard compounds also have advantages. If the temperature is very hot, harder compounds retain their shape better and remain stable and easier to drive while still creating excellent traction. This is also true on abrasive surfaces like tracks with a lot of coarse sand. Even if the sand is hard and packed, its abrasive nature warrants the need for a more stable platform. Generally speaking, hard compounds work when the track is very soft with mud, fresh grass, or loamy dirt.

Now we don't want to scare you, but this is just a guide and experimentation is often needed to test the theories. In fact, at tracks like Hot Rod Hobbies, racers often find that Losi Red rears and Losi Silver fronts are the hot tickets.

Jesse drives like that.



LRP HIGH POWER SOLDERING STATION

SUPER SOLDER

words: Joe Muldoon

A high-quality soldering iron is something you don't really know you need until you have one. With the proper iron soldering can be easy, quick, and pain free. With the wrong iron soldering becomes an unpleasant chore. LRP's new soldering station looks to have all the right features, high wattage, easily replaceable tips, and a wide temperature range that is easily adjustable. With all those features and more, this looks to be one soldering iron that will save a lot of time and frustration.



FEATURES

- Auto-sleep base
- 90-watts of power
- Quick change tips

TESTING

What makes a high-quality iron is its ability to heat up quickly and maintain that heat once it is applied to the materials being soldered. The LRP High Power Soldering Station uses a 90-watt power source that allows it to maintain temps with ease. The iron had no problem staying hot while soldering thick 12-gauge wire to high-current plugs. According to the unit's built-in temperature display, the iron only dropped a few degrees when applied to the joint.

A unique feature of this iron is its magnetically activated sleep mode. When placed in its base the iron automatically goes to a "sleep mode" which lowers the temperature to a user definable resting temperature. According to LRP, the low resting temperatures increase tip life. Once removed from the base the iron heats up to a user defined operating temperature very quickly. We tested the built-in temperature display with a temp gun, and the display was nearly spot on at lower temperatures. LRP says the iron will get up to nearly 900° F, but this couldn't be verified with the temp gun I had on hand as it could not record temps that high.

The station comes with two tips that can be

changed quickly and easily without the use of tools. A large chisel tip is included for big jobs and a smaller pointed tip is included for more intricate jobs. The unit has two settings for tip size—normal and big—and even with the large chisel tip the iron maintained temps throughout testing. The tips look to be proprietary to this unit, meaning that only LRP replacements can be used.



CONCLUSION

All soldering irons do basically the same thing; they get really hot and they melt solder. This particular iron is pretty good at doing that, and is in fact one of the best I have used. It performed great on whatever I threw at it, big and small. Anything that makes soldering more enjoyable is good stuff, and this LRP unit does not disappoint. 

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.5

STACY KEIBLER

HITS

- Wide temp range
- Quick recycle time
- Auto-sleep base

MISSSES

- A little pricey
- Tips are proprietary

CONNECT

Manufacturer: LRP Electronic
Distributed By: Associated Electronics, Inc.
Web: www.rc10.com/lrp
Part Number: ASCLRP65800
Street Price: \$220



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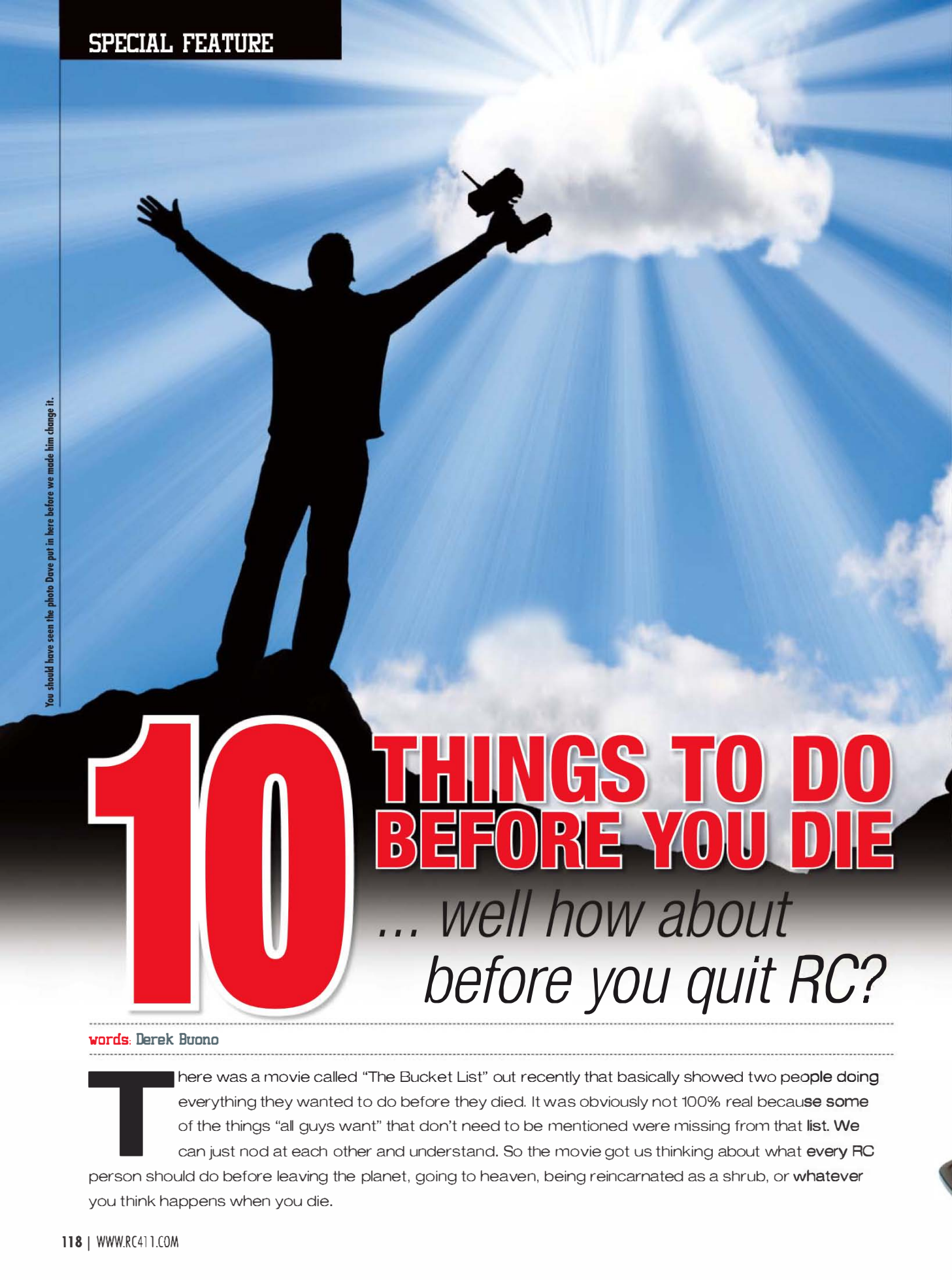
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You should have seen the photo Dave put in here before we made him change it.



10 THINGS TO DO BEFORE YOU DIE

... well how about before you quit RC?

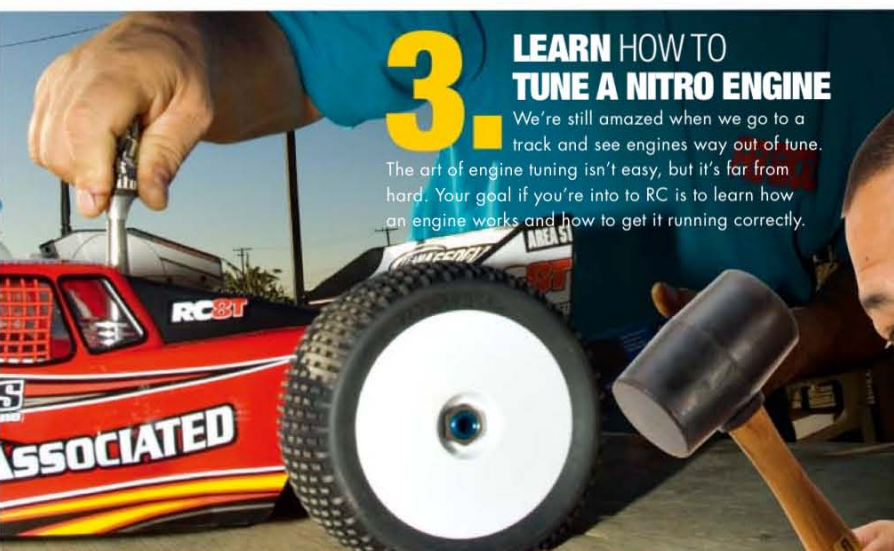
words: Derek Buono

There was a movie called "The Bucket List" out recently that basically showed two people doing everything they wanted to do before they died. It was obviously not 100% real because some of the things "all guys want" that don't need to be mentioned were missing from that list. We can just nod at each other and understand. So the movie got us thinking about what every RC person should do before leaving the planet, going to heaven, being reincarnated as a shrub, or whatever you think happens when you die.



1. RACE A LOCAL EVENT, A REGIONAL, A NATIONALS, AND A WORLD

The first step in going from playing to racing is hitting the local track. But don't stop there. Move up in the world of racing by planning to hit the Regionals in your area, then step up to a Nationals, and finally when the time is right (or the race is in your area) attend and participate at the IFMAR Worlds for the ultimate experience. Don't expect to win each event; just being there is something to be proud of.



3. LEARN HOW TO TUNE A NITRO ENGINE

We're still amazed when we go to a track and see engines way out of tune. The art of engine tuning isn't easy, but it's far from hard. Your goal if you're into RC is to learn how an engine works and how to get it running correctly.

4. BUILD A KIT

These days, odds are that you first bought an RTR and that the next kit you buy will likely be an RTR as well. And while you've probably taken it apart and put it back together 103 times, there's nothing like getting a box full of parts and building a machine with your own hands. Watching a kit rise out of a box of loose parts is gratifying in its own way.



2. GIVE SOMEBODY AT THE TRACK THE PART THEY NEED

The movie *Pay It Forward* was something to learn from. There will always be somebody at the track that needs something. Maybe they can't afford it at the time, the hobby shop is out of stock, or you just have it and they don't. But at least once in your life you should help a fellow racer out by giving him the parts he needs and not accepting any money. Body clips don't count.



5. "KIT" A CAR

That's right. At least one time in your RC career you should crash from doing something so insane, so out of control that your car is blown back into 1,000 pieces and if little bags appeared on the ground they fell back into them. There's nothing quite as magical, emotional, and fun to watch as destroying your car. It can't be on purpose though. I've witnessed Brian Kinney lose control with an 1/8-scale on road cor and blow up a 2x4 and his car. My personal "kit" experience was with a new T-MAXX (when they just came out). I started it for the first time and a radio failure caused it to go full throttle down the street into a wall. It's such an emotional roller coaster you should do it and see it at least once. Don't understand what "kit" means? It's basically a slang term for needing a entire new car after a crash.



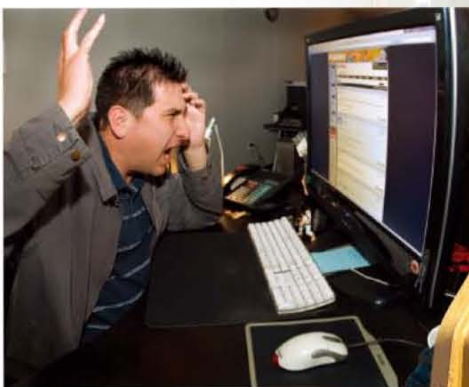
6. LET ONE STRANGER DRIVE YOUR STUFF

Remember that kid who asked you the famous set of RC questions? How much, how fast, and can I drive it? Most of the time you answer two of those and then say "NO!" At least one time in your life you should just simply hand over the radio and let the person who asked drive your prized possession. Now that doesn't mean that if you are rocking a 3S brushless Savage that hits a barely controllable 65-mph you should hand it over and hold your breath. Limit the throttle, explain the controls, and accept the result. That little gesture will get a new person hooked.



7. NOT COMPLAIN AFTER A RACE ONLINE

I know it's hard. The Internet allows you to be a prick and (for the most part) not have to look the people that you are talking to in the eye. I've many times stuck to the ideal that if I can't say it to your face it probably shouldn't be said. So after a race you're screaming sour grapes because you lost and it had nothing to do with your skill or a bad week but was due instead to the fact that it ran 45-minutes late, the bathrooms were dirty, the boards weren't yellow... just sit there and think how YOU could make the event better next time around. Venting on the Internet is accepted behavior these days but it doesn't make it right. Man up.



8. HELP BUILD A TRACK

This will sound like a story your great grandfather might tell, but back when I started racing we went to the track early and helped get it ready for the day. Today that is less common as we've become lazy, for a lack of a better term. Track owners aren't going to get rich, so if you want to race on a nice track offer a hand and not your mouth. We have enough ideas for a few years; sometimes a track just needs some sweat equity.



9. RACE EVERYTHING

As racers we get very emotional about the class we race. Off-road makes fun of on-road, road makes fun of oval, and just about every combination you can think of. Truth is, not many have raced them all and don't understand that oval is fun and hard. So before you say you don't like something, do it first. Don't be a tool either; try to be good at it and after that if you don't have a newfound respect for the class there's something wrong with you. The sooner you start this one the better because we are getting pretty nuts with the number of classes available.



10. WORK IN THE INDUSTRY

It doesn't have to be anywhere specific, but as RC people we sometimes forget how hard it is to run a business or make it in a hobby. Hobby shops need people who know what they are talking about, manufacturers need employees and that's where you come in. If you really love something enough you work in the field. Only then will you understand both sides of the business. Who knows, someday you might be like Joel Johnson and become the president of something you used to run as a kid.



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If you do tell them you play with toy cars, be prepared to be laughed at by the entire restaurant.

You've only got a world wide average of 66.12 years to get all this done, and while it doesn't seem to be a difficult list most of us aren't in the hobby right out of the womb, so you realistically have about 20 years to check those boxes. o

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Calandra Racing Concepts changed the face of 12th Scale racing with the release of the beautiful Gen-X racer. Tenth scale racers can now also have the same professional quality race car as TeamCRC releases its new 10th scale racer: the GenX10. The GenX10 is the result of continuous refinement and product development at Calandra Racing Concepts.
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Run time @35 amps: 410-430
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GETTING
STARTED

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SCALE RATING: 1=NOVICE 5=EXPERT

1.0



TIME TO COMPLETE



60 MINUTES

TOOLS NEEDED



• Lexan Scissors



• Dremel with Drill Bit or Reamer



• Denatured Alcohol



• Rag



• Wheel Weight



• Aerosol Hairspray Can



• Screwdriver/Hex Wrench



• Power Driver/Driver Bits



• Blue Threadlock

BUILD BETTER
BEADLOCKS

DON'T SCREW YOURSELF

words: James Revilla

Beadlock wheels look sweet. They have also become a staple of rock crawling and scale rides. They range from the molded plastic types found in kits such as the Tamiya Land Cruiser 40, to the aluminum ring on plastic type such as the factory Axial AX-10 wheels, all the way to aftermarket, fully machined aluminum, competition-spec stuff from RC4WD. The one thing that each one of these has in common—a bunch of screws! Mounting tires to beadlock-type wheels is pretty straightforward, but a lot can go wrong, from bent rings to stripped screw holes, to beads pulling out from the wheel, etc. The last thing you want is to have to disassemble a beadlock because of an error. To save you from that inconvenience, we've put together our tips on building a better beadlock.

CLEAN UP THE BEAD

Ever take out a brand new set of tires and see thin slivers of rubber on the inside edge of the tire seat? This is referred to as "flashing" and it can get in the way of mounting the tire to the beadlock wheel correctly. If your new tires have this trait, bring out some small-tipped scissors (curved Lexan scissors work perfectly) and trim away any excess rubber. Don't actually cut part of the tire bead off—just trim the obvious leftovers that can happen due to mass production.



VENTILATION

Unlike with full-scale treads, having air stuck in your RC tires is not a good thing. Temperature can cause the air to expand and make your tire balloon up, and on hard landings you might actually flit-spot the tire. This is especially true with beadlock wheels, which once assembled have an almost airtight seal. To allow for air to escape, take a drill, or if you have plastic rims you can use a reamer, and put some small holes through the inner side of the wheel. You can just poke one large 1/4" diameter hole in each wheel and call it a day, but we recommend going with smaller holes (i.e. 1/16") spread around the wheel. Try four holes equally spaced around the circumference.



AGENT-FREE

The beadlock rings are made, as the name suggests, to "lock" the tire bead to the wheel. However, contaminants such as oil or mold releasing agent (used to make sure the newly formed tires do not stick to the manufacturing mold) may actually cause your tires to slip around the wheel. This is more of a possibility in today's rock crawler-specific high torque power plants. To prevent any chance of this happening, use a rag and some denatured alcohol to wipe any contaminants from the tire bead. Most of the time you'll see that new tire beads have some sort of brownish color—that is the mold release agent we're referring to. Get all that stuff off before mounting the tire.



WEIGHING IT IN

Rock crawler pros attach weights to their front wheels for better traction and climbing. If you're plan is to compete, don't skip this step; add your weights now, before you assemble the wheel and tire. You can use stick-on wheel weights wrapped around the inside of the wheel, or you can use some strapping tape and free weight. It's better to have the weight hidden inside the tire, as you can be sure that you won't lose any weights during the rigors of competition.



DON'T FIX YOUR HAIR

Here's a nifty little trick for stubborn tires. If you ever find yourself having trouble keeping the tire bead in place before you attach the beadlock ring, get yourself on aerosol can of hair spray, the stickier the better. Spray the bead of the tire with the hairspray, and while it's wet, pop the bead into the wheel channel. As the hairspray dries, it will go from slippery to sticky, and that stickiness will help hold the tire bead in place while you are positioning the beadlock ring.



AIMING THE RIGHT WAY

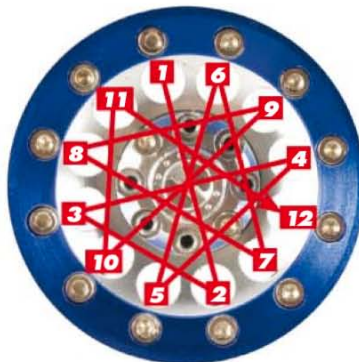
Here's a common mistake; make sure your directional tires are facing the correct direction! You'll find yourself very annoyed if you get all four of your freshly mounted tires and beadlocks on your rig, only to notice that one wheel is facing the wrong way. Some beadlock wheels have 10 screws per side...that's 20 screws you'll have to remove and replace, all because you didn't pay attention to the tire direction.



Hey I used to put that in my hair!

STAR PATTERN

If you've ever changed a flat tire on your full-sized vehicle, you know what the "star pattern" is. Basically, you do not tighten the lug nuts in sequence around the wheel. You actually skip lugs in a star pattern to ensure that the wheel is seated correctly and that you do not overstress any wheel studs. The same technique applies to beadlock rings. The diagram below shows two simple methods of using the star pattern. Basically if you start on one side, move to the opposite side when you're done, making your way to each individual screw in an order that slowly applies equal pressure to the entire beadlock ring.



POWER TOOL MUSCLE—OR LACK THEREOF

Handheld power drivers are a godsend, especially for people who build things regularly. I have one, and let me tell you—it's got a lot of miles on it. If you choose to use a powered driver to build your beadlocks, be very careful not to overdo it. If the driver has torque adjustment, move it to the lowest setting possible. If not, avoid driving the screw all the way flush with the ring as you're installing the beadlock rings. Instead, stop when you get the screw close and manually finish tightening it with a handheld hex or screwdriver. Driving beadlock screws too far down with a power tool can cause stripped holes, cracked rings, or broken screw heads (all not good).



FINAL BEAD CHECK

Now that you've installed all the screws and your tires look good, give them a tug to be sure. Grab the sidewall of each tire and pull it back away from the beadlock ring. Check to make sure the bead is locked in place (no pun intended); if you see anything weird, now is the time to correct it since you have all the tools available. You don't want to be driving around or competing and have your tire pulled out of your beadlocks. That's not supposed to happen!



CONCLUSION

So there you have it—nine steps to building a better beadlock. Now you can floss the sweet looking rollers, knowing that you've built them right and that they are trouble-free. ⚙️

» TECH TIPS

WHAT ABOUT ALUMINUM WHEELS?

If you've shelled out a good penny on some super-baller aluminum beadlock wheels, here's a simple but overlooked tip for when you're putting them together: use some threadlock on the screws. The threadlock will help keep those screws tight (thus keeping the tire in place) and you won't lose one in the field. Make sure to use the blue threadlock (non-permanent). A small drop will do—you don't need to bathe the screw, which will only make it a lot harder to remove when it's time to change tires.



POKE IT IN THERE!

There are many different brands of tires and beadlock wheels, and sometimes no matter what you do, the tire bead will want to work its way out from the beadlock channel just as you're getting the beadlock ring screws in place. Instead of removing the ring to try to reseat the tire, just grab one of your thin hex drivers and use the tip to push the tire bead back into place. We've encountered situations where the tire bead pops out just as we're tightening the last few beadlock ring screws, and using this method is a lot faster and easier than starting all over.



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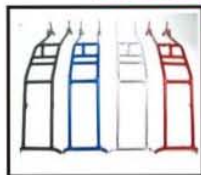
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Got something cool you want to see in the Nation? E-mail it to RCThunder@aol.com.

words: Mike Boylan

DUELING IT OUT WITH THE 'DUAL'!

Making some big noise in the RC world is the 'Dual' SK oval racing car from KSKT Products. This may be all new to some, but it is based on a relatively old racing concept that still boasts many fans. SK oval racing employs a simple style of racing and a theory many racers like: K.I.S.S. (keep it simple stupid). We asked the owner of KSKT, Ken Kerttula, to describe the main concept of SK racing. "The class was intended to be spec racing, leaving the wallet at home and the fun factor way up. Basically it is a cheaper alternative into oval racing. What makes it fun? SK racing is like NO other; it is open wheel and realistic as can be. What is missing is the smell of exhaust but not the speed! Side by side action at it's best!" The new 'Dual' features the KSKD dual SK chassis, which is masterfully designed to be two cars in one. Run it as an SK car or a spec pan car. Chassis components are made from black 2.5mm carbon fiber and use Team Associated L4 parts, with nothing special needed for assembly. The car is 4-cell or LiPo ready, and after you add KSKT's popular 'Mantis SK' body, you will be all set for the winner's circle.

www.kskts.com

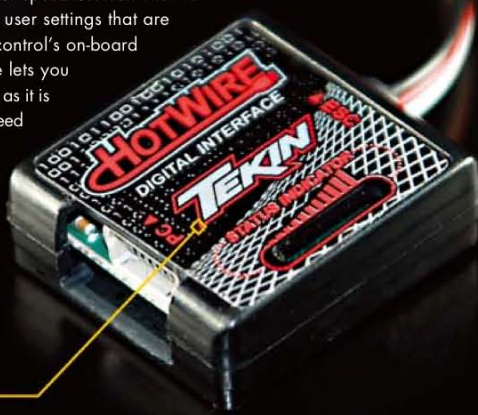
Weirdest car we've seen in awhile.



What's Cookin' with the **TEKIN HOTWIRE?**

A burning question heard more and more at the racetrack is, 'What does the Tekin HotWire actually do?' We sat down with Tekin and got some great insight on one of the hottest RC gadgets to come along in a long time. Basically, the HotWire PC Interface unlocks the full potential of your speed control. Use the Tekin HotWire to connect your speed control to your PC or laptop, and you can leverage the processing power of your computer to fine tune the performance characteristics of your speed control. The HotWire also gives access to custom user settings that are not available through the speed control's on-board interface. Best of all, the HotWire lets you download completely new software as it is developed and upload it to your speed control, giving you unrestricted access to upgrade your speed control to Tekin's latest and newest performance mods! Very cool. Oval racers love to tinker and this gadget seems to meet that need! See more at:

www.teamtekin.com



Eight is Great for the **SOUTH-WEST TOUR:**

The South-West Tour's 1/10-scale oval series concluded its 8th season at the McDermont Field House in Lindsay, California November 15th, 2008. The "Tour" is basically a 10-race



2008 South-West Tour Champions
(left to right)
BRAD MUTHUR - NASTRUCK | GARY HAMILTON - 17.5LiPo | BRYAN MYERS - 21.5LiPo

The 2008 South-West Tour Points Series Champions:

- **NASTRUCK:** Brad Muthur (back-to-back champion)
- **17.5 LiPo:** Gary Hamilton
- **21.5 LiPo:** Bryan Myers

The South-West Tour would like to thank Team Orion, Team Novak, McAllister Racing, Jake's Performance Hobbies, Maverick, Boca Bearing, and HobbyTalk. The 2009 season will kick off it's Daytona type race on the high banks of the Encino Velodrome in Southern California, Saturday February 21st. For more information see:

www.southwesttour.com.

traveling series that includes short track action on both asphalt and carpet, and even spectacular super speedway events on the huge and famous Encino Velodrome. 2008 saw two new oval classes take to the track: the 21.5 and 17.5 divisions. Both classes were motored by Novak brushless power plants and coupled with Team Orion's 3200mah LiPo batteries. These helped power the racers to the most competitive series in history!

Website of the Month Down South Dirtin'

www.floridadirtoval.com

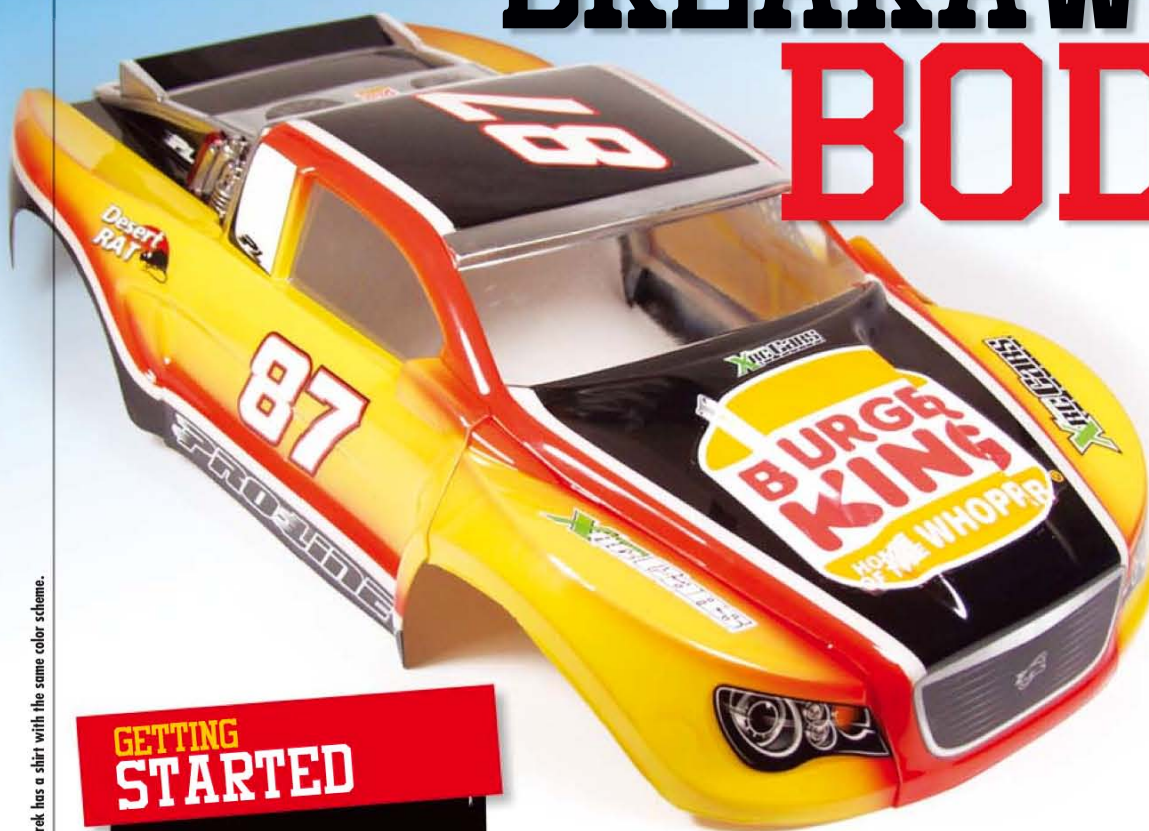
Keep up with the Southeast dirt oval racing scene and the popular Florida Dirt Oval Series. Pictured here is Ronnie Setser's Late Model, from Tampa, Florida.



» RUMOR MILL

2009 seems to be the year of LiPos for oval racing. Single cell LiPos are the newest hot topic, and more tracks are offering racing for them. Even Novak has been seen advertising a new voltage booster for this style of racing. 13.5 single cell LiPo appears to be **the same speed as 4-cell 17.5**, and they are a good fit for the still popular 12th scale rockets. But the choice for a third style of racing is now evident, adding to regular LiPo and 4-cell Sub-C racing. Wow - talk about class choices. Oval is feeling the need to standardize classes nationwide now more than ever, as we are getting more classes than racers to fill them. **The battle of the 'C' ratings continues.** A 20c pack was the hot number a year ago, and now 40c packs are hitting the shelves. How high can they go? Some worry that technology is advancing too fast, but others embrace these new products and can't wait to get the hottest stuff on the market. Tracks do have options, with some adopting the SMC 3200 (like the BRL) as a standard pack, and others starting the new **Trinity COT concept**, which is designed to keep costs down and tech relatively easy. One hot topic still on the boards is "to heat or not to heat" LiPos. Some tracks have no heat rule (along with ROAR), some have a 110-degree maximum rule, and some have an ambient temperature only rule. There are great debates for all these rules. Time will tell which becomes standard. The release of the new **Associated L50** is bringing back some of the excitement to oval racing, with many racers anxious to get their hands on one. Some of the early spy shots show a new front end, a custom solid chassis, a totally redesigned rear pod, new "Constant Volume" shocks, and a unique LiPo mounting system. There are now over a dozen car companies on the market, which means that there is definitely something for everyone. Check out www.hobbytalk.com and you will see discussion forums for each and every car brand. CYA at the races!

BREAKAWAY BODY



Derek has a shirt with the same color scheme.

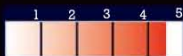
GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.5

FASKOLOR
Official Paint of Custom Works



TIME TO COMPLETE



20 MINUTES

TOOLS NEEDED



• Curved Lexan Scissors



• Lexan Paint



• Light Sandpaper

HERE'S THE BREAKDOWN OF PRO-LINE'S TRICK NEW CARNAGE BODY FOR THE SLASH

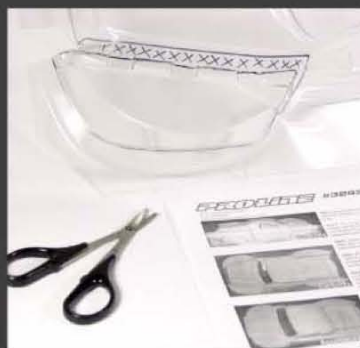
words: M. R. Ogle

Off-road RC racing received a tremendous injection of scale realism with the introduction of the Traxxas Slash truck. These trucks are wildly popular, surprisingly durable, and best of all; they actually look like real, modern championship off-road racing trucks. Needless to say, aftermarket manufacturers were quick to jump on the bandwagon with goodies for the Slash/Slayer trucks, but the new Pro-Line Carnage body has to be one of the cleverest, most innovative, and most realistic accessories I've ever seen.

If you've ever watched a real championship off-road truck race, you'll know that when the full field of gnarly 800-horsepower trucks pile into the first few turns, they tend to do more than just politely "trade paint" and it is likely that somebody will get some sheet metal ripped off. Well, that observation certainly wasn't lost on the guys at Pro-Line, as they've come up with an ingenious multi-piece body that appears to be all one piece, but get it out on the track in full-contact racing and take a direct enough hit, and the body will shed a fender or two... just like the real thing. Here's how they do it.

01

Here's the body as it comes out of the package. It's all molded in one piece, and includes grille and headlight decals, window masks, and instructions. Don't lose that piece of paper. It really helps to clarify how you're supposed to trim the body and fenders out separately.



02

Here's the most critical part of the process, trimming out the body. Look carefully at the instructions to ensure you know which parts to cut off, and which parts to leave. I drew the cut-lines onto the outside of the body with a permanent marker before I started trimming to be sure I was on the correct line. Unless you're going for a one-color paint job, I'd suggest trimming out the body and fenders before masking and painting.



03

Because the fenders are slightly "separated" from the body as it is molded, any graphics that you have which run over the fenders will need to be cut out and the pieces aligned, as they are assembled before masking and painting. I attached the pieces temporarily with clear packing tape to hold them in alignment during the masking steps.



04

Pro off-road racing trucks do not usually have particularly intricate paint schemes (most just use one or two colors), but they do carry heavy sponsor graphics. I dug out some stock car decals of Joe Nemechek's 1996 Burger King entry for this project. Whatever paint scheme you choose, be sure to include some bright colors or graphics on each fender, as it will make finding them out on the track afterwards a great deal easier!

05

This is the trick plastic fastener strip that holds the body panels on. No, it's not just common Velcro; it's all plastic and works like a charm. Begin by cutting the strip right down the middle, making two 1/4" by 18" strips. Then, cut each strip into small 15mm (just slightly over 1/2") pieces.



Does Ogle have a cup of BK Big Joe in the morning?

06

Peel the adhesive backing off and attach a piece of the fastener strip onto each recessed "channel" at the edge of each fender, as shown. These channels are the element that allows the body panels to line up so closely without the thickness of the fastener strips causing any gapping...ingenious, Pro-Line!



07

Next, press a second piece of the fastener strip upside down (i.e., adhesive side up) onto each of the pieces stuck to the fenders. After you have doubled up all of the adhesive strips as shown, remove the protective adhesive backing from the top pieces.



08

Carefully align the fender with the main section of the body and press firmly into place, making sure that the "adhesive-up" strips stick securely to the main body section. You should be able to remove the fender so that the fastener strips separate, with each piece attached to the fender having a corresponding piece attached to the body. These fastener pieces provide the perfect amount of stick without being overly secure or too floppy, as regular Velcro would be. They are also washable so, no matter how much mud or dust you run through, you can simply brush or wash out the fastener strips.



Goal is to painting what the King is to the Whopper.

Here are the finished body sections assembled and apart. The Slash trucks have a great appeal for those who crave scale realism in their RC's, and the Pro-Line Carnage body takes it up a notch, especially if you get two or three of them out on the track beatin' and bangin', with body panels flying off everywhere! ♦



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SK MOTION RED ROD

Scalpel drivers out there, here's a small but welcome upgrade for your mini-ride. Robitronic offers a new aluminum turnbuckle set, designed to make adjusting front toe much easier. Each set (one long, one short) is anodized in Scalpel-matching red.

Part Number: RA2097

MSRP: \$6/set

Distributed by: SK Motion
www.skmotion.com

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Need a high-torque servo for your 1/8 machine or rock crawler? Futaba's new S9157 has what you need. With 425 oz./in. of torque and a speed of .14 seconds, the S9157 also packs metal internal gears, ball bearings, and a coreless motor. The aluminum center case keeps things cool.

Part Number: FUTM0217

MSRP: \$199

Distributed by: Great Planes
www.futaba-rc.com



TEAM CHECKPOINT CHECK POWER

The Team Checkpoint 7.4V 3600mAh LiPo Battery Pack features factory-matched cells wired for balancing, with a 30C continuous discharge rate. This battery pack is also R.O.A.R. approved for racing competition.

Part Number: TCPC3630

MSRP: \$190

Distributed by: Great Planes

www.bestrc.com/teamcheckpoint/



HPI GEAR UP

HPI Racing's new 5mm pinion gears are machined from high strength hardened steel to precise factory specifications for a perfect fit and smooth gear mesh. Designed for the Savage Flux HP truck, this line of pinion gears can also be used on applications that use 1M pitch and 5mm motor shafts. Set screw included with each pinion gear.

Part Number: varies by teeth count

MSRP: \$12-16/each

www.hpiracing.com

DYNAMITE DYNAMITE POWER

Upgrade your receiver pack to LiPo power with Dynamite's new 2000mAh pack. Designed for 1/8-scale vehicles, the 7.4V 2S 5C features a safety circuit for protection and offers longer run time compared to similarly sized Ni-MH packs.

Part Number: DYN1419

MSRP: \$60

Distributed by: Horizon Hobby

www.dynamitehobby.com



Hat does not include bobble. Bobble may include hat. Who knows.

XRAY NTI HOT PLATE

NTI owners, check out Team XRAY's new solid brass battery plate, designed to accommodate the lower weight of the LiPo receiver battery pack compared to standard NiMH receiver battery packs. CNC-machined from a single piece of solid brass, the tray is black coated for protection and laser engraved with the XRAY logo for authenticity.

Part Number: 336156

www.teamxray.com



PROLINE HEADGEAR

Get in style with the latest Pro-Line hot for 2009. It has Flexfit quality and features an embroidered Pro-Line logo on the front and rear.

Part Number: Varies by color

MSRP: \$36

www.prolineracing.com



ST RACING CONCEPTS TUNING STYLE

The new ST Racing Concepts Universal 4mm/5mm Turnbuckle Wrench is CNC machined to fit exactly over turnbuckle adjustment nuts like the ones found on Traxxas Slash, Rustler, Bandit and Stompede, T-MAXX, E-MAXX, REVO, and more. Available in Blue, Gun Metal, and Red anodized finish.

Part Number: ST5475B/GM/R

MSRP: \$10/each

www.teamstc.com



ORION VORTEX SPEC BL ESC

BIG THING IN LITTLE PACKAGE

words: Carl Hyndman

Like everything in technology, things get better over time and have more features, all in a smaller package. While most current brushless electronic speed controls on the market are pretty large, this one lacks an external capacitor, which results in less space for the combo. Now you may be thinking that the absence of this key piece of external hardware has to have sacrificed something, but this doesn't seem to be the case. Orion already has great motors and batteries and with this entry it looks like they could make a big impact on the ESC market as well.

TESTING

Installation was delayed slightly when I realized that this unit needed some wires. That's right; they're not included, but fortunately once you track down some standard wire installation is fairly easy and quick. Just keep track of your wires. Do yourself a favor and color code them, cause we all know that a crossed up set of wires means disaster. Fortunately, without a heatsink or fan, clearance was easy since I was using this unit in my offroad buggy.

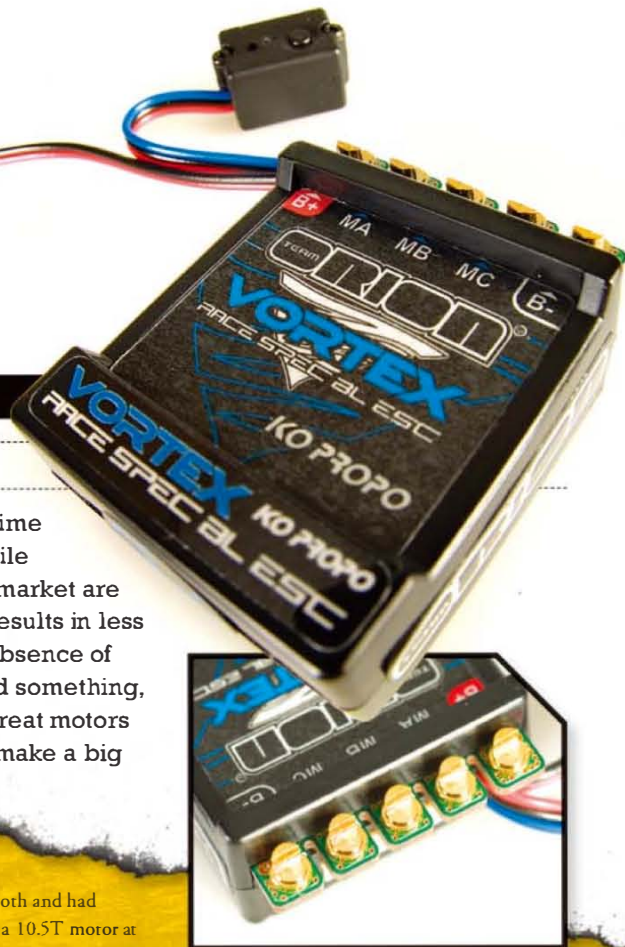
After everything was soldered in (luckily the solder tabs are the non-hole type, making this process even easier), it was time to set the software. Programming it to your radio is fairly straightforward, as the set button is located on the on/off switch. There are five different profile memories that store five different factory setups. There's nothing overly complicated here, and I prefer it that way most of the time. Just count the blinking lights; they correspond with the setting selected. There isn't an abundance of fine tuning available, but at the track simplicity is often welcome. Just keep the included manual near by for easy reference. If you do want to go beyond the default settings, it is possible with the optional ICS adapter and software (sold separately).

The ESC features a unique patented drive current frequency control that Orion claims varies the drive current frequency depending on the throttle inputs. This feature is tuneable to racing and track conditions.

On the track, the ESC felt smooth and had plenty of power. I was running a 10.5T motor at the time, but according to the manual, the ESC could handle the amp draw of a motor down to a 4.5T or 25T if I decided to install the cooling system (fan and heatsink). Since I was running offroad, good throttle control was important and this controller did a great job. Orion even included an "off-road" setting as one of the five default profiles and it seemed good for my motor. For stock motors I would probably run the "powerful" profile. After a few minutes I did notice that the drag brake felt a little stronger than I would have liked, but since the settings are factory set, I pretty much had to live with it unless I wanted to purchase the ICS adapter and software. I may be nitpicking, but at this price I was kind of expecting a little bit more.

CONCLUSION

As racing continues to push the limits of technology, it's great to see manufacturers getting in on the game to drive competition in manufacturing. Brushless is here to stay and Orion is right there with a solid controller to compliment their already proven motors and batteries. Even if you buy this controller for backyard bashing, it has ease of use and quality too. I was a little disappointed with the lack of wires, fan, and other software details missing at this price, but overall I thought it did what it was claimed to, and isn't that the most important thing? 



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



PADMA LAKSHMI

HITS

- Small footprint
- Smooth and predictable
- Great power

MISSSES

- Expensive
- No wires, fan or heatsink included
- Can't run brushed motors

CONNECT

Manufacturer: Team Orion
Web: www.teamorion.com
Part Number: OR165006
Street Price: \$239

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



CUT



STICK



PAINT



R022 - Ice Internal

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



S029 - Inferno



S030 - Skulls



S031 - Angel of Death



S031 - Angel of Death



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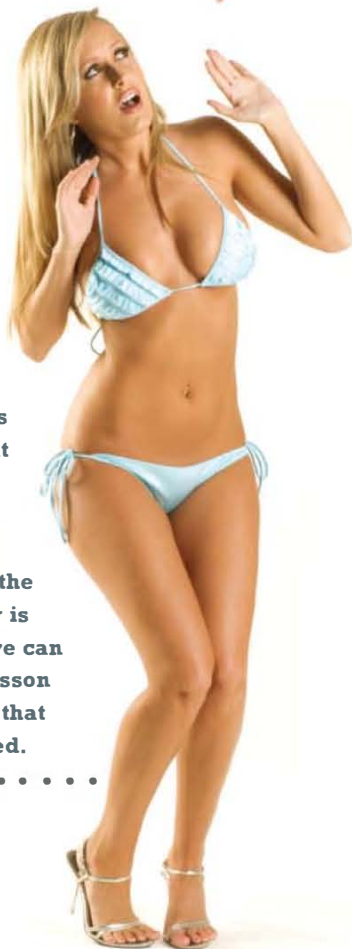
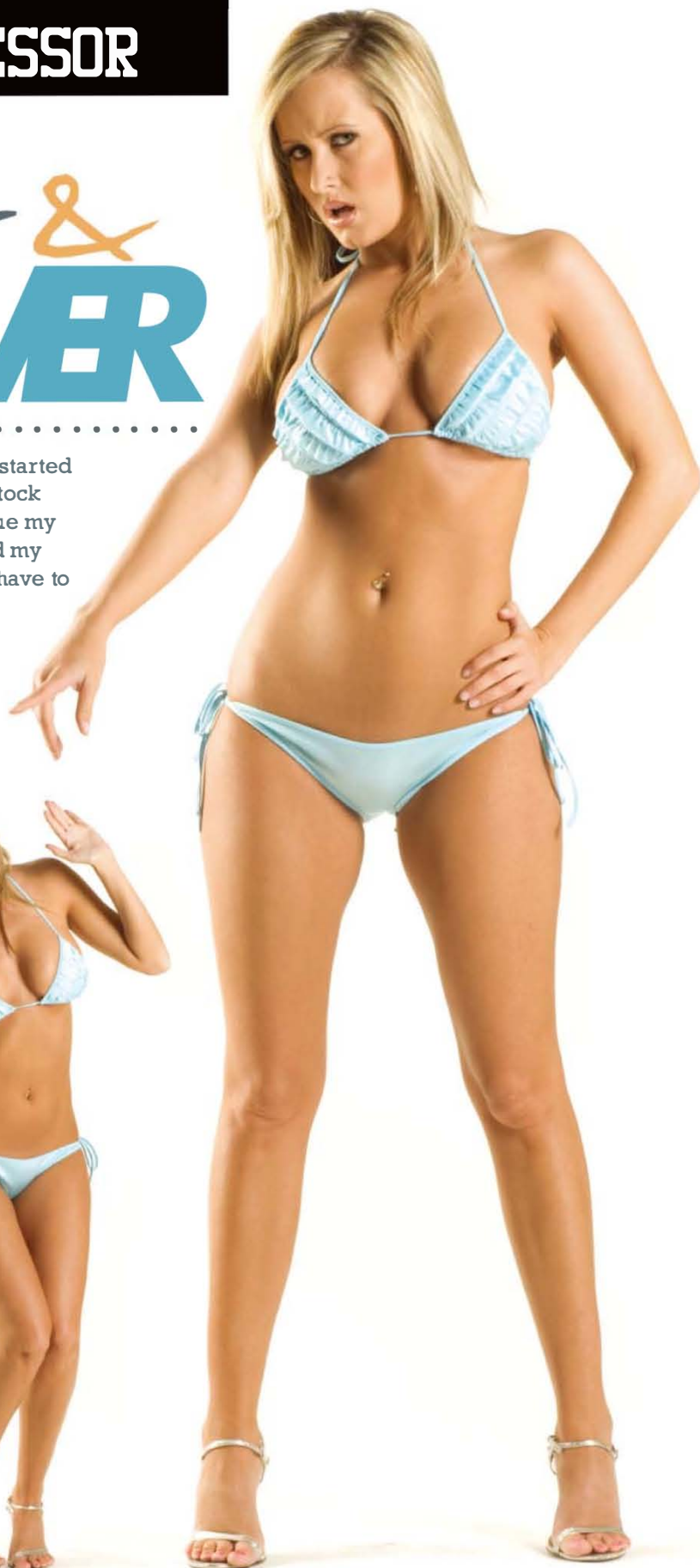
ASK THE PROFESSOR

smaller & SLOWER

I am a new 1/12-scale convert and started running the class this year. I run stock so it's easy on everything and I true my tires once a week, but I've noticed my lap times are getting slower. Do I have to buy new tire every run?

Bigpopracer

A: Foam tires are great. They provide incredibly consistent traction and they last for more than a run. Lots of racers true them down to a much smaller size than stock and, over time, skim them to remove any bad layers or coning. However, this reduces the tire size and the rollout of the car. Rollout is simply the distance the car travels for one rotation of the tires. The smaller the tire, the less it travels, so you can see that in order to make it travel the same distance again and have the same speed, you have to go up a tooth as the tires get smaller. This really is a much bigger article that we can tackle later, but the basic lesson is that you have to maintain that rollout to maintain that speed.



Cannon ball

Hey, what's up guys? I was wondering if you can take RC trucks mudding? Like will it mess anything up? I'm thinking about going electric so is it more of an issue with that or nitro? I am kind of wanting to get one just to mess around with when I'm bored, preferably one with quite a bit of power and one that I can put a lot of mods on it. So what all is out there that would fit those requirements that you guys know of? And can you get them wet/muddy and they will not screw up?

A: Running in the mud is something all RC vehicles can do, but will require some minor preventative procedures and some after-use maintenance. There are a few companies, like Troxxos, who sell their trucks with waterproof (or water resistant) electronics to deal with snow, water, or mud. If you have one that doesn't say it can go in water, you have to protect the electronics with plastic or balloons. But don't just cannonball into the deep and think it's okay. You have to use some reason; you wouldn't drive your full-size car into a lake, so you don't really want to drive your RC into deep water. There are many things that can fill with water or rust and cause long-term issues. So drive through the mud, but make sure to clean it off well and keep the metal parts oiled to prevent rust.



Cold TUNING

I have a REVO with the TRX3.3 engine in it and have sealed it up but can't get rid of the air leaks. What am I doing wrong?

Goat

A: How do you know it's an air leak? Air leaks are a little hard (if not impossible) to detect on any RC engine, even by the most experienced RC'ers. Have you broken in the engine properly? Are you tuning it properly, are you tuning the bottom end needle and not just the top, like I see a lot of new(b) guys doing? Are you worming the truck up real good before you start turning needles? The truck needs to be hot, not just the engine. It needs to start transferring heat to the chassis (heat transfer) before you start tuning. Get it running decent enough to run and make sure it's not overly lean or overly rich and run it around a little, a good 5 minutes is good. Then start turning needles—in 1/16th or 1/8th turn increments, not 1/2's.

There's a ton of things it could be, meaning user error rather than an air leak.

BUT.....if, in fact, it is on air leak, get yourself some of this stuff—Leak stopper—and put a small amount of it around the carb neck, where the o-ring sits (after taking the carb off of course). Then, once you put the carb back on and in the position it's going to stay in, dab some with a small zip tie all the way around the carb where it meets the engine case. Then point the fuel inlet where it needs to point, tighten it up, and go around the outside of the 2 crush washers where they seal the fuel nipple. I'd say take it apart and do the washers, but it will more than likely end up clogging one of the small fuel ports inside the brass. I'd also do the 2 pinch bolts that hold the carb on (from the outside, this stuff peels off easy enough if you have to). Then do the backplate in the same manner. I know Traxxas uses the E-Z start setup, so remove all that and then pull the backplate (make sure the piston is in up position), do the o-ring that seals the backplate, and tighten it down. Then, as I said with the carb, smear a small layer around the entire seam (keep it thin!). Now let the stuff dry a good couple of hours, if not a day, reassemble the E-Z start, and put it back into the truck.

HAMMER IT

I have an HPI Hellfire SS with a Dynamite .28 Platinum engine and Dynamite Platinum metal clutch shoes. And it runs fine for about 2 tanks of fuel and then one of the flywheel pins works it way outwards and binds against the clutch bell bringing things to a halt. I have replaced the flywheel once and the new one does the same thing also. Any advice would be appreciated.

edzykan

A: I've seen this happen with some flywheels, but it's usually from being on the dyno and from abuse. I'd say you can take a hammer and tap them back in harder, but most of the flywheels are pressure fit and they can come loose. I'd look into one of their aftermarket/option flywheels or take a trip to a hobby shop and see if another brand will work. Sometimes aftermarket stuff is a little better and will hold up better. I'd also send an email over to HPI and let them know. I'm sure they'll help you out and make sure you just didn't have bad luck with 2 parts or will tell you if there was known cause for the issue.

Also, since you removed the flywheel, make sure you put the flywheel nut back on tight. I've had a few loosen in my days and it causes similar problems.

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.



XTREME TOOLS

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

words: Brian "Skinny" Skinner

PERPLEXED? HERE ARE SOME TIPS!

I received a couple of emails from people who had a hard time finding some of the tools I bring you each month. For that I apologize, but the truth is, I can only print the information that's provided. Some items may be regional or promotional in nature. Some

companies stock the items, but don't list them on their websites. Trust me; I go through the same thing. Finding some of these tools can be a challenge, but some good old fashioned sleuthing will yield results. Often a simple phone call when all else fails will get you the coveted item you want, or going to the store in question and talking to someone knowledgeable will pay off. The fact that I found something means you can find it too. In the future I'll pinpoint the area and or country I find these things in and let you know so it will be easier for you to find them...after all, I want you to have the cool tools you need to make your wrenching more fun!



As ergonomic as a T-wrench can get.

TAMIYA TOOLS

Tamiya has a ton of tools, but this month I found these Tamiya "non-scratch pliers" (Item #74061) at Airland hobbies for about \$26. These channel-locks are great for holding flywheels and shock bodies since the Teflon pads keep the jaws from scratching the metal. This is definitely a tool for your RC toolbox. This tool is listed on the Tamiya USA Website, and I bought it at Airland Hobbies in Montclair, CA.

www.tamiyausa.com or Airland Hobbies 909-921-9676



"T" IN THE BOX

With the release of the new Tamiya 1/8-scale booggy and truggy kits comes this alien looking "T" wrench. It has the socket sizes stamped in, and it feels ergonomically correct in your hand. It also has two plug holders and a plug wrench designed into it as well. As of now you'll have to buy the car kits to get it, but getting the wrench will be worth the new Tamiya vehicles. Knowing Tamiya, the tool will be sold separately at some point in time, or you could just ask to borrow your buddy's when he gets his Tamiya 1/8-scale kit!

www.tamiyausa.com





BUILD YOUR OWN

Jammin Jay Halsey, owner of Jammin Products, was bored at the shop one day, so he decided to build a cleaning station for his race team. It has a mesh top to clean and blow your car off, and in the center it has a parts tub to wash tires and stuff. Now his team has fresh looking cars to race with, and the boys don't have to wait in line at the track to get to the cleaning station—it's all part of the factory experience! If you have a trailer you use for going to the races, this just might be the thing you need to give you an edge on the competition. You'll have to build it yourself of course, but for the right price, I bet Jay will build you one!

MY FAVORITE TOOL

Here's some inspiration for the young'uns. Jay Halsey was a kid once (yes, I know it's hard to believe), and he built this cool shop hammer in metal shop back in his high school days. Jay told me it's his favorite tool because he made it and has kept it for some twenty plus years. Look closely and check out Jay's mad welding skills...pretty good ARC welds for a teenager. If you have metal shop and love RC, then get to work and make some cool tools so twenty years from now I can run them in Xtreme Tools. Lord knows I'll need some ideas by then!



And that price is?

SOUNDS LIKE OTTER POPS!

Otter Box is a great tool for holding stuff you don't want damaged. It's waterproof to 100-feet, airtight, and rugged. It's perfect for holding valuable electronics and parts or tools that you value. Price range depends on size, but typically run from \$11 to \$30. Otter Box also makes killer cases and covers for your cell phone, iPod, and laptop. They're available in black, yellow, blue, and clear.

www.otterbox.com



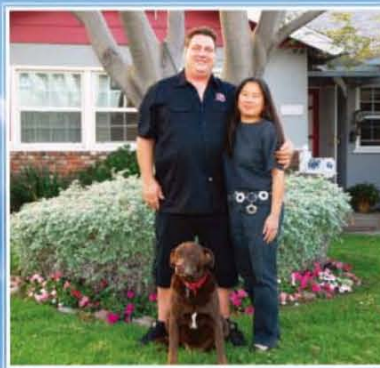
Farewell Old Friend, I'll Miss You!

words: Buster's best friend

It's a sad day
for me, my
friends. I lost
my best friend
Buster to cancer.

Buster was the ultimate dog. He was more human than dog; he knew what was being said, and acted accordingly. He never needed a leash, and was our mascot at Xtreme. You probably know him by his pictures in the magazine—he was always there ready to do a photo shoot—and he was always at the race track making friends with the racers to get some food... silly dog! To me, he was one of those once-in-a-lifetime dogs that was perfect in every way. Buster was ready to please anyone around him; he listened to everyone, and did what you asked of him. He was an amazing creature of God. At the office (our office is like a kennel sometimes), Buster patiently put up with the other dogs, especially the one dog that loved him in that special way—if you know what I mean! The photos here show what Buster meant to me, so I'll let them do the talking as I could write a book about the best dog ever. Buster was my road-dog, a shop dog. He was my model on many occasions; he was protector of my wife, and of our home. He was friend to everyone, and a special part of our family—most of all—he was my dog, and I love him! I know Buster feels better now, and when I get to the other side one day, I'm sure he'll be waiting at the pearly gates doing the little dance he did when I came home from work.

Buster, I miss you—you were the best friend I ever had!



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Summit 1/10 All-Terrain 4WD RTR	\$479.99
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Rustler XL-S RTR	\$154.99
Stampede VXL Brushless RTR	\$264.99
Stampede XL-S RTR	\$149.99
Bandit VXL Brushless RTR	\$229.99
Bandit XL-5 RTR Buggy	\$139.99
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Team Losi

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HPI Racing

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AIR MAN

My name is James Jenik and I'm 47, married with three children. I'm recently retired from the Air Force, as a machinist/welder, an ex-photojournalist with "Western Photographer Magazine", and I'm looking to get into the RC industry. Here is a photo of my RC ride, I'd like to see if it is good enough for Xtreme RC Cars magazine. This is my Tamiya Lunch box with an oil shock upgrade, and a sport tuned motor. The first photo is my Tamiya Lunch box with a 1/12-scale Nikko Hummer I painted red, and I shot the photo in an apartment landscape waterfall. The second one is my Lunch box with a HPI mini 1963 split window bus painted as a chase bus for the Red Bull Race Team. It was posed in front of the Red Bull Mig on display at the March A.R.B. air show.

Finally, my Team Associated TC3, with a Novak 5800kv brushless system. It has a 200mm arm upgrade on the rear arms only, because the body was wider in the rear. It also has metal diffs, a chassis stiffener, and just for the photo I installed 'Fly Wheels' for their great detail.

James D Jenik
TitaniumXRC



KEEP IT OLD SCHOOL

Just wanted to say thanks for making a very informative and funny magazine. I really enjoy the how-to's and reviews. This is my current ride that I enjoy. It's a Traxxas 3.3 with a couple of mods. It has a Traxxas tuned blue anodized pipe, a set of Proline Velocity 6, 40 series rims with Traxxas tires, a Pro-Line 1972 Chevy C-10 pickup with a rattle can paint job. This is my first body and paint attempt. I'm currently working on installing an RPM suspension setup during the winter months. Hope you like it and thanks for taking the time to look at it.

Sincerely,

Levi Treadaway



FRIEND OF A FRIEND

I'd like to submit my RC to the Reader's Rides section of your mag... I'm good friends with Jeff Eveleigh and have worked with him at Hobby Hobby in Toronto and he thinks I should submit this to you. This is my HPI Baja 5b, it was an RTR but there are only about 10 stock items left on it. I have over 50 mods on my Baja (57 total) to date and it is worth about \$7000, give or take a penny... Attached are some pictures of my Baja and also a rundown of the mods I've done so far. I still can't believe its mine! This year I've tossed every extra cent I've had at this RC addiction!! Thanks for your consideration and I'll keep my eye peeled every month to see if it ends up in your magazine.

Brad Burns
Toronto, Canada.

TUBE RACER

Here are some pics of my dirt oval car. It is hand-built from brass tube. It has a brushless by Traxxas and a T-Maxx rear diff. Time to build: 1 1/2 years. Been on one dirt track since I built it. Had the wrong tires and motor; it sucked so I have to wait 'til summer to try it again with the brushless and new tires.

Dave Smith



SPEED DEMON

I've always wanted to see my RC cars in the world's best magazine so here it goes. Here is my Pro Mod looking Bracket car. It has a RSP 41 Willy's Pro Mod body on a modified RJ Speed chassis. It has a Castle Creations Sidewinder Brushless ESC with a 5700kv motor. Powered by a Thunder Power 2070mah 2-cell LiPo battery. All ready to go for the MHRA's 2009 RC Drag Racing Series.

Thanks

Mark Rollings
Fullerton, Co



SNOW RUNNER

Hi, Here is my crawler. It has: Diaz Designs chassis, custom links, RC4WD Python 1.9" scale beadlocks, RC4WD Crazy Crawler tires, Axial axles, Traxxas waterproof servo, TLT shocks, Novak brushed crawler speed control, Thunder power 2100 2c LiPo and a New Bright Jeep Unlimited body with working head and taillights. I've been working on this crawler for about a week when I was invited to head out to Forest Falls, CA. I knew

there would be water but never expected snow! All the electronics were in a sealed craft box that allowed me to go pretty deep into the water. The snow was an added bonus. We had a great time and can't wait to do it again!

Manuel Navarro



Just kidding left... we love you.

COOLER THAN SHOES

"Love Your Show." Just finished my project T-Maxx after 8 months in the making. It is a 2.5R upgraded to a 3.3. It has Integrity A-arms, shock towers, shocks, hub carriers, body mounts, bumpers, bulkheads, skid plates, receiver and battery box, flywheel with aluminum 3-shoe clutch, Integrity aluminum diff cases, Nova diff carriers and EVO 3 hinge pins. It also has a Pro Logic aluminum trans case, Pro Logic chassis with steel gears, a Robinson spur gear, titanium hardware and turnbuckles, MIP CVD's and center drives, ceramic bearings, Traxxas resonator pipe, and rides on Pro-Line Revolver wheels and Pro-Line Masher tires. My wife thinks I am crazy for how much money I put into it, but I just need to remind her of how many pairs of shoes she has.

I can't get enough of XRC Cars and look forward to it every month. Keep up the awesome work you do.

"PCH"
Santee, CA



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

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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.



INCLUDES:

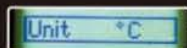


SR3300T and FREE SR300 Receiver

check your vitals

TEMPERATURE

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



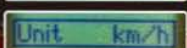
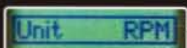
VOLTAGE

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

Waterproof Electronics



10-LED System



Remote-Shift High-Low Transmission



Patent Pending

Differentials lock and unlock on-demand from your transmitter

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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