TOY FAIR COVERAGE- WHAT'S NEW OVERSEAS & WHAT'S COMING HERE. TOY FAIR pg. 18

Xtreme RC CARS

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- KYOSHO DRX
- CEN MATRIX5-MT
- TRAXXAS E-MAXX BRUSHLESS EDITION

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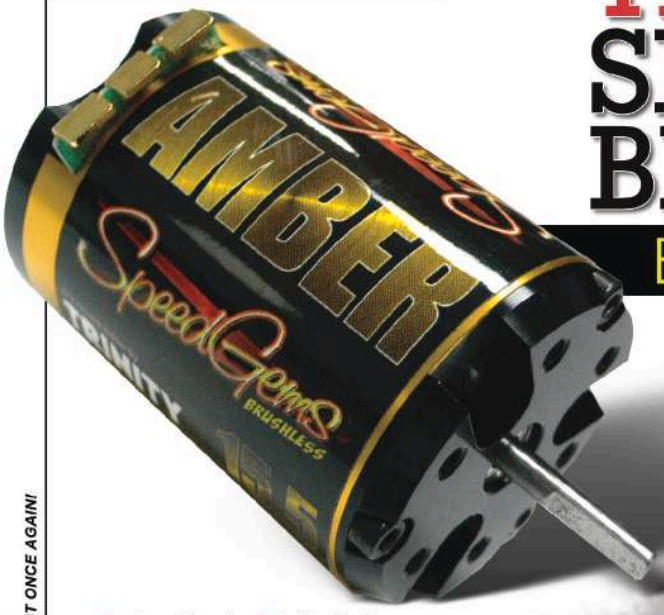
EDITOR'S PICK

TRINITY SPEEDGEMS BRUSHLESS

BIG BANG FOR THE HORSEPOWER BUCK



The Hottest Selling Brushed Motors Are Now Available Brushless!

words: Nosmo King | photos Max Stealth

TEAM EPIC RULES THE MOTOR ROOST ONCE AGAIN!

FEATURES

This November Team EPIC is launching the Trinity SpeedGems brushless motor line. Like their world famous SpeedGems brushed motors the brushless series will offer the highest performance and quality at a consumer friendly lower cost. The winds (turns) like their brushed cousins have been optimized to excel in specific venues of racing. The SpeedGems brushless feature the same technology as the more expensive NEMESIS line which is a good deal for all racers and bashers.



$89.99 msrp

CONCLUSION

What can we say, superior performance at a great price, nothing is better than this!

SCORECARD

NAME	WIND	KV	RPM	LENGTH	DIA.	WEIGHT	SHAFT	BATTERY	SPEEDO	USAGE
NITRONITE	5.5	7200	53,280	52.03	36.18	151.3g	.125	4600mAh + Ni-MH/Li-Po	Any Sensor Sensored*	Traxxas, Kyosho, Losi & other ready to run trucks, buggies, touring cars, oval & 4wd racing buggies. The most power, shortest run time.
CHROMIUM	8.5	4700	34,780	52.03	36.18	152.2	.125	3800mAh + Ni-MH/Li-Po	Any Sensor Sensored*	The ultimate motor for your Traxxas Slash! Also excellent for all 1/10th racing buggies on hooked up, high traction tracks. The perfect choice for all 1/12th scale racing.
TITANITE	12.5	3200	23,680	52.03	36.18	156.4	.125	3000mAh + Ni-MH/Li-Po	Any Sensor Sensored*	Use in 1/10th ready to run trucks and 1/10th buggies. The perfect motor for 1/10th racing buggies on slippery or small tracks. Your best choice for an all around versatile modified motor. Long run time.
AMBER	15.5	2700	19,980	52.03	36.18	158.2	.125	1800mAh + Ni-Cd/Ni-MH	Any Sensor Sensored*	Designed for use in all rock crawlers. Great for 1/10th touring cars, off-road buggies, racing and monster trucks. The longest run times and works well with just about any capacity battery.

The SpeedGems Brushless Motors Feature Adjustable Timing, Super Strong Neo Magnets, High Performance Ball Bearings. Easy To Remove Endbell Design Allows For Easy Rotor Change And Cleaning.

*Works With Most All Serious Racing Sensored & Sensor Less Speed Controls. Will Not Work Wit Thermal Sensor Speedos as Like Those Made By Novak.

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DeBary, Florida 32713
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386-668-7771

TRI20300, 5600mAh 50C 7.4V, Bullet
MSRP: $212.50

TRI20301, 5600mAh 50C 7.4V, Deans
MSRP: $213.99

TRI20302, 5000mAh 50C 7.4V, Bullet
MSRP: $204.99

New 50C Li-Po battery packs for serious racing. Higher voltage output and higher capacity for longer faster runs. Same dependable iB performance.



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Super small and light receiver battery pack.
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Correct voltage so no voltage regulator required.





TRI20290
5000mAh, 40C, 3.7 Hard Case With Deans, 1 Cell
MSRP: $89.99
1 cell Li-Po for 1/12th on-road, 1/10th oval and World GT.



TEP2500, 1 Set, 1 Male, 1 Female
TEP2501, 2 Males Only
TEP2502, 1 Pair, 2 Males, 2 Females
Low Profile Bullet Connectors
MSRP: TEP2500, $2.99, TEP2501, $3.25, TEP2502, $5.99
The male connector has a notch so that the wire may be soldered on at 90 degrees to the connector itself making for a lower profile set-up.

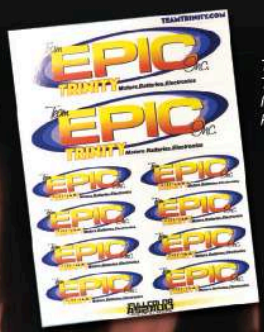




TEP9004
Tool Case
MSRP: $17.99
Zip up tool case for your wrenches, nut-drivers etc. Holds 13 wrenches and glo-ignitor or T-handle wrench etc. Black canvas with gray and leather style trim. No logo. Tools Not Included of Course!

TEP2004, 2700mAh, 7.4v, 20C Monster Li-Po Trak Pak
TRP2005, 5300mAh, 7.4v, 20C Monster Li-Po Trak Pak
MSRP: TEP2004, $59.99, TEP2005, $128.99
Li-Po packs designed for the Traxxas truck owner with a affordable price.





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New "odor free" formula for foam and rubber tires. No wintergreen in formula so it will be legal for most all racing where only an "odor free" tire traction is allowed. If you like Jack you will love this! 4 ounce bottle with easy to use dauber top.

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FITS ALL 1/8TH BUGGIES & TRUGGIES!



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SC10 SHORT COURSE

Ready-To-Run



XP3-SS 2.4GHz 3-channel radio system



Authentic and functional bumpers with rubber mud flaps



Angled bellcrank "coplanar" steering with integral servo saver



Rugged steel turnbuckles and blue aluminum shock bodies

Loaded with new features for 2010, Team Associated's SC10 now comes with the XP3-SS 2.4GHz 3-channel radio system.

Based on the 7-time R.O.A.R. National Winning RC10T4, the SC10 comes ready-to-run with a factory finished short course race truck body, short course style wheels and aggressive tread multi-terrain tires, all that have been designed to look just like the full-size race trucks driven by Curt, Kyle and Todd LeDuc in short course off road racing series around the country.

- 2009 R.O.A.R. National Champion short course truck
- XP3-SS 2.4GHz 3-channel radio system with metal gear steering servo
- XP SC200 Digital electronic speed controller with LiPo low voltage cut off
- Reedy ball bearing 17 turn motor
- '09 Championship short course racing truck body, painted and decaled.
- Updated suspension settings for more rear grip and stability
- Short course style wheels and aggressive tread multi-terrain scale tires
- 14 precision rubber sealed ball bearings



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1:10 Scale Ready-To-Run Electric 2WD Off Road Race Truck

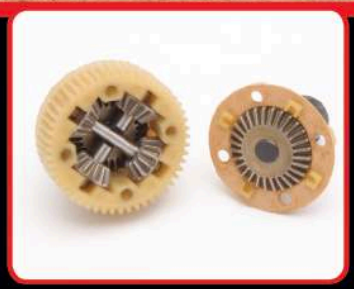
Official R/C Car of the

LUCAS OIL OFF ROAD RACING SERIES™
GEICO Powersports™

Rockstar Trademark is used under license from Rockstar Inc.



Short course style wheels and aggressive multi-terrain scale tires



2.6:1 ratio gearbox equipped with sealed gear differential



XP SC200 Digital electronic speed control governs the power



Powerful Reedy 17-turn with precision ball bearings

- Realistic front and rear bumpers with AE logo rear mud flaps
- 2.6:1 ratio gearbox with sealed gear differential and externally adjustable slipper clutch
- Molded composite low-CG chassis with increased strength
- Durable front and rear body mounts
- Hinged battery hold-down strap fits NiMH & LiPo battery packs
- Vertical ball end roll-center adjustments front & rear
- Steel rear dogbone drive shafts
- Many Factory Team & Reedy option parts already available!

ae

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BY PRO-LINE



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#3307-60 (clear) fits SLASH® & SC10 (with trimming)

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#3284-00 (clear) fits SLASH® and SLASH® 4X4

VW® BAJA
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14RS
#3319-00 (clear) fits SLASH® & SC10 (with trimming)

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SC WHEELS

EPIC 2.2"/2.2" BEAD-LOC

For SLASH®
#2704-02 2WD front, Black/Black, pair
#2705-02 2WD rear, Black/Black, pair

SPLIT SIX 2.2"/3.0" BEAD-LOC

For SLASH®
#2714-04 2WD front, Red/Black, pair
#2715-04 2WD rear or 4x4 F/R, Red/Black, pair

For SC10
#2716-04 front, Red/Black, pair
#2717-04 rear, Red/Black, pair

SPLIT SIX 2.2"/3.0" ONE-PIECE

For SLASH® 2WD front
#2720-02 Black, pair
#2720-04 White, pair
#2720-08 Yellow, pair

For SLASH®2WD Rear, SLASH® 4x4, Blitz & SCRT10 front/rear
#2721-02 Black, pair
#2721-04 White, pair
#2721-08 Yellow, pair

ProTrac™ Split Six 2.2"/3.0" One-Piece, for SLASH® front or rear
#2723-00 Black, pair
#2723-04 White, pair
#2723-02 Yellow, pair



HI-PERFORMANCE FOR SLASH® 2WD/4X4, BLITZ, JAMMIN & MORE...

OVATION

PROTRAC™

SUSPENSION KIT for SLASH®



FORD F-150
fits SLASH® & SC10 (with trimming)



- FASTER MORE CONSISTENT LAPS
- INCREASED FORWARD ACCELLERATION
- MORE FLUID GEOMETRY FOR JUMPING
- LIGHT WEIGHT/RACE-INSPIRED DESIGN
- INCREASED TUNABILITY
- INCREASED RIGIDITY & STRENGTH
- ONE EASY TO INSTALL KIT - PART #6062-00
- PARTS ALSO AVAILABLE SEPARATELY

> *Pro-Line has renewed my love for my Slash. They took one of the toughest SC rigs on the market and made it into a* ***race-capable SC*** *with incredibly beefy replacement parts. I don't think I will be breaking any A-arms now."*
> Courtesy of RCShortCourse.com

> *By far* ***the most effective upgrade I have ever done to any RC.*** *It handles as well as a well dialed sc10 or Blitz... In a "Stock SC Class" it levels the playing field... I am absolutely happy with the performance, traction and handling. In other words, go get one already!"*
> Courtesy of RCTech.net/forum

> *With the* ***Protrac kit*** *and the [PL]* ***powerstroke shocks****, I set the TQ, held it through three rounds of qualifying and lapped the entire field by two laps...This thing is like driving a train on tracks. The truck went anywhere I wanted it to go and it handled like a dream!"*
> Courtesy of RCTech.net/forum

SC TIRE COMPOUNDS

M2 *Medium (73°-90°)*
- Firmer tread structure penetrates loamy/moist track conditions
- A more stable tire carcass when traction or track temp is high
- Best choice for street & dirt durability

M3 *Soft (78°-below)*
- Improved flexible tread for dusty, dry & slick track conditions
- Ideal performance in cool low traction or cool temp conditions
- Best choice for competitive racing

MOHAWK

2.2"x3.0" tires for SLASH® 2WD, SLAYER®, SC10, Blitz & SCRT10 front

#1157-00 (XTR - Firm, pair)
Fits PL Split Six & stock wheels

SLING SHOT

2.2"x3.0" tires for SLASH® 2WD/4x4, SLAYER®, SC10, Blitz & SCRT10 front/rear

#1158-00 (XTR - Firm, pair)
Fits PL Split Six & stock wheels

CALIBER SC

2.2"x3.0" tires for SLASH® 2WD/4x4, SLAYER®, SC10, Blitz & SCRT10 front/rear

Unmounted
#1156-01 (M2 - Medium, pair)
#1156-02 (M3 - Soft, pair)
Fits PL Split Six & stock wheels

Mounted on Black Split Six One-Piece wheels
#1156-13(M2 - Medium, pair) for Slash® front
#1156-14 (M2 - Medium, pair) for Slash® 2WD rear, Slash® 4x4, Blitz, SCRT10 front/rear

BOW-TIE SC

2.2"x3.0" tires for SLASH® 2WD/4x4, SLAYER®, SC10, Blitz & SCRT10 front/rear

Unmounted
#1153-01 (M2 - Medium, pair)
#1153-02 (M3 - Soft, pair)
Fits PL Split Six & stock wheels

Mounted on Red/Black Split Six Bead-Loc wheels
#1153-11 (M2 - Medium, pair) for Slash® front
#1153-12 (M2 - Medium, pair) for Slash® 2WD rear, Slash® 4x4, Blitz, SCRT10 front/rear

Mounted on Black Split Six One-Piece wheels
#1153-13(M2 - Medium, pair) for Slash® front
#1153-14 (M2 - Medium, pair) for Slash® 2WD rear, Slash® 4x4, Blitz, SCRT10 front/rear



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THE PERFECT MIX OF SPEED,
FUEL ECONOMY AND MIND-BLOWING POWER

Introducing the engine designed by nitro engine expert Adrien Bertin and Losi team driver Mike Truhe. This engine features a patented CRF crankshaft, a 5-port ABC piston and cylinder, a custom-machined and lightened cylinder head and a responsive, twin-needle slide-valve carburetor designed specifically for competition.



"The most reliable, explosive power I have ever experienced out of any engine."
– Mike Truhe

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.21 Mike Truhe Edition CRF Buggy Engine

LOSR1901
.21 Mike Truhe Edition CRF Buggy Nitro Kit – Includes: Engine, glow plug, manifold and EFRA-legal #2013 tuned pipe.

Learn more about the Truhe Edition Engine, go to:

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ON THE COVER
Michelle Tomniczak throwing the flag for our SC Truck Challenge-Part-Fun.

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X12 X12 TECHNOLOGY FOR STOCK RACING



VECTOR X12 STOCKSPEC

Now also stock drivers can take advantage of the World Championship winning XTEC X12 technology. With the all new VECTOR X12 Stock Spec motors, developed specially for stock racing, even more performance is available at your disposal.

Together with an improved throttle response, higher efficiency and better controllability this new motor is a clear advantage that promises to bring both more fun and performance to your racing.

X12 VECTOR StockSpec

	10.5T	13.5T	17.5T	21.5T
Order No.	50832	50842	50852	50862
Specific rpm per volt, kv	3.600	3.050	2.200	1.700
RPM[1]	25.920	21.960	15.840	12.240
Power[2]	306W	241W	183W	148W
Efficiency[2]	92%	93%	93%	93%
Magnet material	Sintered 12.45mm X12 StockSpec (#50635)		Sintered 12.45mm X12 StockSpec (#50635)	
Min. speed control requirements	SXX StockSpec Brushless (#80910)		SXX StockSpec Brushless (#80910)	

EASY-TECH FEATURES



Sealed winding



Laser-engraved turns



Black coated shaft and magnet

REBUILDABLE

Rebuildable - Machined 7075-T6 aluminuim can, short/lightweight design and maximum airflow.

EASYSOLDER DESIGN

Heavy copper, multilayer PCB for lowest resistance.

PRECISENSOR™ SYSTEM

Revolutionary precise sensor postitioning for best power, throttle and efficiency. Fully adjustable and replaceable.

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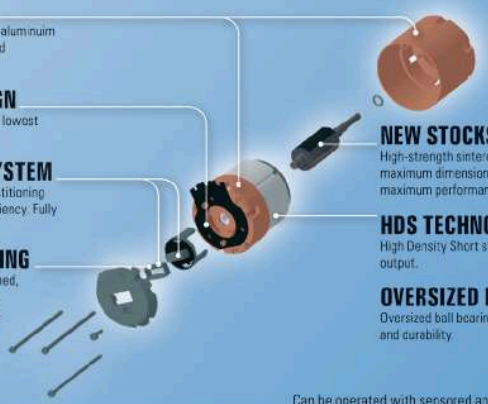
Timing adjustable in clearly defined, reproducible steps with the new moulded timing inserts for same result every time.



NEW STOCKSPEC MAGNET

High-strength sintered 12.45mm magnet with maximum dimension allowed by the rules for maximum performance.

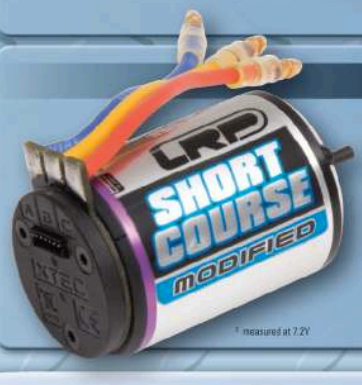
HDS TECHNOLOGY

High Density Short stack for highest power output.

OVERSIZED BALL BEARINGS

Oversized ball bearings for highest performance and curability.

Can be operated with sensored and sensorless speed control



[1] measured at 7.2V

SHORT COURSE MODIFIED

Upgrade your 1:10 scale short course truck with serious brushless power. The LRP Short Course Modified motor has been tailor-made for high performance short course racing!

Features:

- Military-spec sintered rotor
- Hand wound
- Heavy-duty low-friction ball bearings
- Plug and play
- Sensored design
- ROAR legal for racing

	9.5 Turns
Part No.	50820
Colour aluminium ring	purple
RPM[1]	30.240
Specific rpm per volt, kv	4.200
Power[2]	278W
Efficiency[2]	92%
Magnet material	Sintered. 12.3mm Stock Spec Rotor (50613)
Min. speed control requirements	LRP A.I. Brushless Pro (80150)

LRP BLUE IS BETTER

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a2

The MERRY-GO-AROUND OF RC

I talked about this slightly in our Snowbirds Coverage, but if you don't read it the point will be lost.[1] One of my favorite quotes from a movie is from Happy Gilmore, which will make more sense as you read:

"Yeah, lot of pressure. You gotta rise above it. You gotta harness in the good energy, block out the bad. Harness energy, block bad. Feel the flow, Happy. Feel it. It's circular. It's like a carousel. You pay the quarter, you get on the horse. It goes up and down and around. Circular. Circle. With the music. The flow ... all good things."—*Potter*

While at the Snowbirds I heard many things that I thought we'd covered or discussed in the past, but it seems we all have the attention spans of kittens.[2] But maybe we just need to watch a classic stupid humor movie to be reminded that our hobby is like that merry-go-round outside of K-Mart we rode as kids.[3] Everything is a cycle and sometimes that cycle is short, sometimes long, and sometimes infinite. If you look back through the issues of the magazine you can see trends of off-road, on-road, oval, road course, electric, nitro, bashing and racing. What baffles me is when I'm at the track and see that even those who have been in this hobby forget that things go in and out of vogue.

You'll hear on-road racers complain about how off-road has taken over, you'll here nitro guys say electric is getting all of the love and you'll here most people just complain.[4] It's even as bad as racers forgetting that new products always have an advantage over older models. Right now the racing world is full of talk about how timing boost and profiles give one brand an advantage. I feel like a good slap to the face is required to remind people that we've had speedo wars, motor wars, cell wars, tire wars and real wars repeated over the past 20 years and nothing we are complaining about is new. What I wish would be new is actual learning from the past and fixing things before they come back. If that were the constant instead of just complaining, we'd take a huge leap forward.[5]

Godspeed,

Derek Buono
Executive Editor
derekb@rc411.com

Derek is just a bundle of positive energy.



1. Who reads?
2. We're cute but apparently don't remember anything.
3. Most probably don't even remember that now!
4. We can't even complain in unison about the same stuff.
5. This editorial repeats every year and we still won't learn a thing.

» TEAM RANTS

MIKE VELEZ [THAT EXPLAINS MOMS LINED UP IN THE HALL]



MY FAVORITE GAME WHEN I WAS A KID... Pac Man (I had the fever!)

THE DUMBEST GAME FOR KIDS... Anything Bratz, they look like "Whorz."

THE COOLEST GAME NOW FOR KIDS... Monopoly, those crazy kids.

DEREK BUONO [CHUCK NORRIS WAS HIS HERO]



MY FAVORITE GAME WHEN I WAS A KID... Kung Fu, we used to skate to Pizza Hut to play that game.

THE DUMBEST GAME FOR KIDS... Slip-N-Slides. Whoever thought metal stakes and a plastic tarp to slide head first on was good idea is probably laughing now.

THE COOLEST GAME NOW FOR KIDS... NOT Call of Duty. I don't want to talk to 10 year olds online. Go outside!

JAMES REVILLA [SPENT $1.75 FOR EVERY $60 OF DAVE'S]



MY FAVORITE GAME WHEN I WAS A KID... Streetfighter II Championship Edition forever.

THE DUMBEST GAME FOR KIDS... Those stupid little Tamagochi's. The pet dies, people start killing themselves. Try reset.

THE COOLEST GAME NOW FOR KIDS... Anything on PS3, oh yeah.

MIKE McMAHON [DANCING NO GUITAR HERO ON WII? SURE.]



MY FAVORITE GAME WHEN I WAS A KID... Always wanted to play Dragon's Lair but was $1.00 a game.

THE DUMBEST GAME FOR KIDS... Dance Dance Revolution is pretty lame.

THE COOLEST GAME NOW FOR KIDS... COD of course. (OK maybe not for kids.)

DAVE PALACIOS [NOT THE STAFFER WHO WAS SF2 PRO]



MY FAVORITE GAME WHEN I WAS A KID... Galaga and Street Fighter 2; I remember spending $60 playing SF2 one afternoon.

THE DUMBEST GAME FOR KIDS... The Magnavox Odyssey 2 console back in the early 80's. I should know, I had one.

THE COOLEST GAME NOW FOR KIDS... Kids (and adults) have it good now-a-days; I personally like Call of Duty MW2 and of course Street Fighter IV.

CARL HYNDMAN [TRIES TO PLAY WITH FILLED CUPS]



MY FAVORITE GAME WHEN I WAS A KID... Stargate—awesome video game.

THE DUMBEST GAME FOR KIDS... Cup stacking seems kind of lame.

THE COOLEST GAME NOW FOR KIDS... Call of Duty Modern Warfare—of course.

BRIAN SKINNER [DOMINATED. BECAUSE NO ONE WAS BORN YET.]



MY FAVORITE GAME WHEN I WAS A KID... Atari's Indy 800, I dominated that game back in the day!

THE DUMBEST GAME FOR KIDS... Anything to do with Barny the Dinosaur.

THE COOLEST GAME NOW FOR KIDS... COD Modern Warfare 2, but everybody likes it!

JEFF EVELEIGH [BROUGHT LAWN DARTS TO A BAR. NOT GOOD.]



MY FAVORITE GAME WHEN I WAS A KID... Lawn darts. Greatest game ever if you had half a brain.

THE DUMBEST GAME FOR KIDS... Lawn darts. I'm pretty sure Darwin invented this game to speed up natural selection.

THE COOLEST GAME NOW FOR KIDS... Any game that doesn't inject fat directly into their brains like most video games do these days.... LEAVE YOUR HOUSE KID!!!!

JASON BOULANGER [WAIT. BUT HE'S STILL A KID]



MY FAVORITE GAME WHEN I WAS A KID... The Tekken series; it was just about all I played in arcades.

THE DUMBEST GAME FOR KIDS... any of the "Deal or No Deal Games"... it's about as mindless as you can get.

THE COOLEST GAME NOW FOR KIDS... Anything where I don't have to listen to them trying to be E-Thug.

MIKE BOYLAN [WAVES PLASTIC TENNIS RACKETS AT THE TV]



MY FAVORITE GAME WHEN I WAS A KID... Galaga and Asteroids; so simple yet so fun!

THE DUMBEST GAME FOR KIDS... Operation—something about this is disturbing to me!

THE COOLEST GAME NOW FOR KIDS... Anything for the Wii is cool—using hands and minds rocks!

The ultimate advantage is here.

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



I-BEAM

Designed for tracks with a little bit of loose dirt.
Available in various configurations:
1:8 BUGGY #14001S Soft
1:8 BUGGY #14001M Medium
1:8 BUGGY #14001SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14001SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14001MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14001MPY Medium, Pre-Mounted on Yellow Rims



CITYBLOCK

Ultimate all purpose tire.
Available in various configurations:
1:8 BUGGY #14002S Soft
1:8 BUGGY #14002M Medium
1:8 BUGGY #14002SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14002SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14002MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14002MPY Medium, Pre-Mounted on Yellow Rims



GRIDIRON

Ultimate racing performance best suited for hard-pack.
Available in various configurations:
1:8 BUGGY #14003S Soft
1:8 BUGGY #14003M Medium
1:8 BUGGY #14003SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14003SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14003MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14003MPY Medium, Pre-Mounted on Yellow Rims



CROSSBRACE

Best suited for Loamy tracks .
Available in various configurations:
1:8 BUGGY #14004S Soft
1:8 BUGGY #14004M Medium
1:8 BUGGY #14004SPW Soft, Pre-Mounted on White Rims
1:8 BUGGY #14004SPY Soft, Pre-Mounted on Yellow Rims
1:8 BUGGY #14004MPW Medium, Pre-Mounted on White Rims
1:8 BUGGY #14004MPY Medium, Pre-Mounted on Yellow Rims

SC 1:8 Wheel Adapters


33005 - SC10 1:8 Wheel Adapters (Complete Kit)



Looking for better handling and a wider tire selection for your Traxxas Slash or Associated SC10? AKA has what you need! AKA 1:8 wheel adapters for Short Course trucks. Made from 7075 aluminum and hard anodized, these wheel adapters are a great upgrade to your Associated or Traxxas truck. The adapters come with all necessary pieces for use and include AKA "SureGrip" 17mm nuts to keep the wheels securely on the hubs. The adapters install in just minutes and require zero modifications to the truck. The stock width and steering radius are kept in tact. Improve your tire choice and handling by getting a set of AKA 1:8 Wheel Adapters for your Traxxas Slash or Associated SC10. All popular 1:8 buggy wheels can be used including AKA and Associated SC8 wheels.

33001 - Slash 1:8 Wheel Adapters (Complete Kit)
33002 - Slash 1:8 Wheel Adapters (Front Only Kit)
33003 - Slash 1:8 Wheel Adapters (Rear Only Kit)
33004 - Slash 1:8 Wheel Adapter Fastener Set
33005 - SC10 1:8 Wheel Adapters (Complete Kit)
33006 - SC10 1:8 Wheel Adapters (Front Only Kit)
33007 - SC10 1:8 Wheel Adapters (Rear Only Kit)
33008 - SC10 1:8 Wheel Adapter Maintenance Set

AKA™
World Class Products by **World Champions**

NEW!



Features:

- Traxxas Link™
- Steering/throttle expo
- Steering/braking dual rate
- Servo reversing
- Endpoint adjustment
- Built in failsafe
- Compact folding antenna
- Direct sequence spread spectrum technology (DSSS)
- Uses only 4 AA batteries
- Simple 2-button programming interface
- 5-channel Traxxas Link receiver

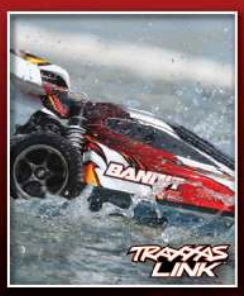
Now Shipping! With These Models:



Slash 4X4, Slash 4X4 Ultimate
Model #6808, 6807



Rustler VXL
Model #3707



Bandit VXL
Model #2407



Stampede VXL
Model #3607



E-Revo Brushless Edition
Model #5608

TQ 2.4GHz Radio System

TOP QUALIFIER

The Next Generation of 2.4GHz Radio Performance is Here!

The new Traxxas TQ 2.4GHz computerized High-Output radio system is equipped with superior Direct Sequence Spread-Spectrum (DSSS) technology and the convenience of patent-pending Traxxas Link™ automatic model recognition. The transmitter also delivers a full compliment of pro-level tuning features. The Multi-Function knob on the face of the transmitter can be programmed to control a variety of functions such as steering exponential, steering and braking dual rate, and throttle trim. Other tuning options include end point adjustment, servo reversing, and sub trim adjustment. A simple two-button interface lets you dial in your model quickly and easily.



TRAXXAS LINK™

The exclusive Traxxas Link™ automatic model recognition software is a breakthrough in "model memory" that makes it easier than ever to enjoy multiple Traxxas Link-enabled models without juggling transmitters or fumbling with complex complex model memory naming and selection. Each time the transmitter is bound to a new receiver, it saves that receiver in its memory, along with all the model settings assigned to that receiver. The next time that transmitter and any previously bound receiver are switched on, the transmitter automatically recalls the settings for that receiver. Just power up the transmitter and the model you want to drive, and the settings for that model are dialed in immediately! Cross bind up to 20 transmitters and 20 receivers with no chance of radio system conflicts or signal sharing.



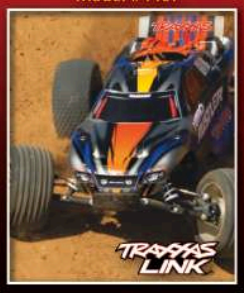
Summit
Model #5607*



Slash
Model #5803*



Nitro Rustler
Model #4407



T-Maxx 3.3
Model #4907



1/16 E-Revo VXL
Model #7107



AVAILABLE NOW!

Traxxas.com

* Includes standard 2.4GHz transmitter.

TRAXXAS®

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The ÜBER EDITION

words: Mike Velez



She's actually local.

WE GO TO GREAT LENGTHS TO COVER THE WORLD OF RC FOR YOU EACH AND EVERY MONTH. Every February the world's RC manufacturers help make our job a little easier by gathering in Nuremberg, Germany, for the "Spielwarenmesse" (translation: toy fair). I've been going to this show for about five or six years now, and never before have I seen so many new products. The tone of this year's show was definitely more upbeat than that of the immediate past. There weren't too many "revolutionary" releases—but in today's world any release is a good one! However, it looks like companies have resolved to do what they do best and then improve on existing ideas. Overall, it looks like 2010 will be a good one for RC thanks to lots of good product being introduced from all four corners of the world.

ASSOCIATED

RC8Be Factory Team

This RC8e gets the Factory Team treatment complete with big-bore 16mm threaded shocks and 7075 aluminum throughout including shock towers, steering knuckles, suspension mounts, braces and the motor mount. Also standard on this new kit are Pro-Line M3 Hole Shot tires with 83mm FT wheels. The new RC8Be will be available as a kit, so have your wrenches handy when you pick this one up.

www.rc10.com









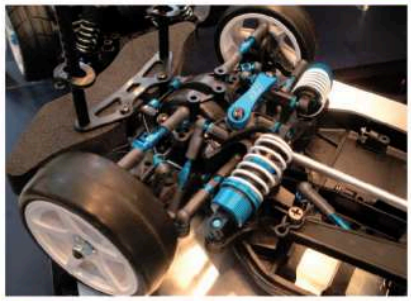


The SC10 RTR is now available with Rockstar Energy Drink sponsorship.

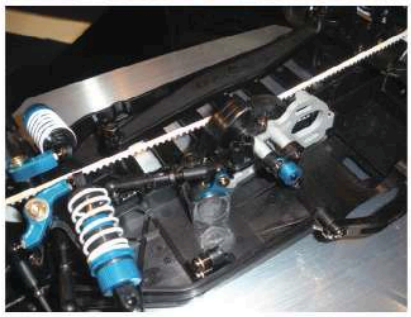


TAMIYA

Tamiya has been very busy with a number of new models. Among them was the TB-03R chassis kit. It's a fully optioned TB-03 chassis that comes with more than 20 TRF upgrades. Then the TA-05 Ver.2 kit gets a minor update with a narrower chassis; the battery is also moved closer to the centerline of the car for better transitional handling.







Drift and great-looking bodies are something that Tamiya does a really good job at, and a couple new kits with these attributes were on display, including this Nissan GT-R Drift Spec. The body's detail is amazing. You can kick it up a notch by installing the included LEDs for ultra-realistic head and taillights. One thing that caught the most attention in the Tamiya booth was the full-size Sand Scorcher, an EXACT replica of the original model released 30 years ago. The replica was on hand to launch the re-release of the Sand Scorcher originally released in 1979.

www.tamiyausa.com







HPI RACING

Blitz ESE

Short course trucks are by far more popular in the United States than in Europe, but from talking to many they're starting to take off. One of the biggest, most popular car releases at the show was in the HPI booth, the Blitz ESE. The New Blitz ESE is a fully optioned Blitz that not only gets the hop-ups, but is also hopped







up from its DNA. The entire truck is molded in a stiffer, less-flexible grey composite, versus the more durable yet more pliable black composite. The added rigidity allows all of the suspension geometry to work as it was designed without compromise. Speaking of suspension, some components have been upgraded over the stock Blitz: new threaded aluminum shocks, an aluminum front arm mount, and titanium turnbuckles are on the ESE. Other features include a lightweight slipper clutch, an aluminum heatsink motor mount, universal drive shafts and both trailing and inline steering knuckles to give you more setup options. You'll have to build this one since it's sold as a kit and it comes with a clear body for your own custom paint scheme.

Formula Ten

HPI also had on hand two new Formula Ten paint schemes: The Renault R26 and Williams FW31 are both configured for 4 cell. These new bodies are available as RTR Kits, but come separate for existing Formula Ten owners.

www.hpiracing.com



Wonder what the MSRP for the full-sized Scorcher is these days.

SERPENT

If you're relatively new to RC you probably haven't heard the name Billy Easton, but just a few short years ago he was one of the world's top racers. After what appeared to be a retirement he seemed gone from RC. Well, turns out Easton has been working on a few on-road kits from Serpent, but the real effort he's been working on is the new 811. From the looks of it and the feature list it's a state-of-the-art 1/8-scale buggy that features every feature you'd expect, along with a ton of new features that only a world-class racer would think of. Attention to detail is found everywhere on this machine, from ball-bearing supported sway-bars that use a unique connection to allow for infinite adjustability, to rounded hinge pin end points for zero binding at any angle. Also unique is a brake adjustment system that takes the guesswork out of setting 50/50 brake bias, or repeating brake setup between kits. Easton will be campaigning the new 811 this year and Serpent expects to begin shipping in the second quarter.

www.serpent.com









KO PROPO

KO unveiled the new EX-10 Eurus radio. It features a faster microprocessor and what KO calls DDS (Direct Digital System) that doesn't deal with any digital to analog conversions. The result is super fast response and minimal latency. Other features include selectable response mode, 40-model memory, and lots more. Of course it's 2.4 GHz technology. The user interface is new and easier to navigate. Mechanically the rocker that the wheel operates is improved for a super smooth feel and the brake stop on the trigger is mounted to a ball for user adjustability.

www.kopropo.com

Reedy Competition LiPo

Reedy's competition LiPo batteries have proven themselves time and time again in the hands of the world's best drivers in the most prestigious international competitions. Maximum capacities, high C ratings, durable cases, multiple configurations, and ROAR/EFRA/TCS homologation make Reedy LiPo batteries the best choice for the hardcore racer looking for the edge over the competition.

Christer Andersson
2009 Euros Warmup
Modified TC Champion



#711 Reedy 4900mAh 35C 7.4V EFRA Spec





SCHUMACHER



Recently 2WD buggy racing has really taken off in Europe, and it's regaining popularity back home as well. This is great to see, as this category is really what launched RC racing as we know it worldwide over 25 years ago. The new Cougar SV is the latest example of everything Schumacher has learned over decades of continual development. The SV would make anyone drool; it's an amalgamation of woven carbon fiber, anodized 7075 aluminum and high tensile steel. Features include a mid-mounted motor with low-profile 4-gear transmission, quick release top deck that allows for either stick or saddle LiPo batteries and a unique constant radius steering system that provides true Ackerman and linear steering. I can attest that the prototype on display was the smoothest, most slop free chassis I've ever felt on a 2WD buggy. Back to the features: 13mm big-bore shocks, low-profile suspension, ball bearings everywhere, adjustable diff height without changing suspension geometry and a lot more that you'll just have to wait to read about when we get this thing in for review. That should be sometime before summer.

www.racing-car.com

If this company could establish a long-term distribution agreement here in the States I think they'd be pretty successful because they do have some very nice, well-designed kits in all categories of RC. On display this year was the new M8ER. It's an affordable 1/8-scale electric buggy.

www.teammagic.com.tw

TEAM MAGIC





T4.1 BRUSHLESS

Ready-To-Run

1:10 Scale Ready-To-Run 2WD Electric Off Road Truck

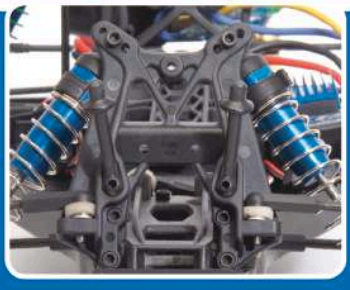




XP3-SS 2.4GHz 3-channel radio system



Battery strap with twist-lock thumb knobs for easy access



Fluid filled blue aluminum shock bodies front & rear



Angled "coplanar" steering with integral servo saver

Team Associated's RC10T4 has been proven as a world-class competition truck with seven ROAR National Championships. Equally important are the countless local club level and regional events that the T4 continues to win.

Designed and raced by the winningest name in R/C, Team Associated now brings you this level of high-performance in an electric off road buggy with the T4.1 Ready-to-Run.

The T4.1 brushless features the Reedy 3300kV brushless motor and the XP SC450-BL electronic speed control with LiPo cutoff. Also included is the XP3-SS 2.4GHz 3-channel radio system and the SHV1504 MG metal gear steering servo, making the T4.1 a high performing value as well!

- Built on the 7-time National Champion RC10T4 platform
- XP3-SS 2.4 GHz 3-channel radio system with SHV1504 MG metal gear servo
- XP SC450-BL Brushless ESC with LiPo cutoff and Reedy Brushless motor
- Pre-mounted tires on white dish wheels

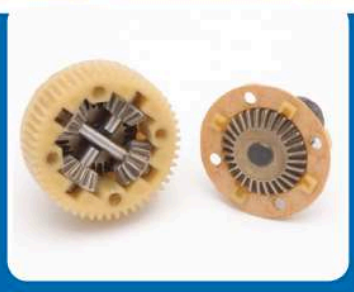
T4.1

IFMAR WORLD CHAMPIONS 24 TIME

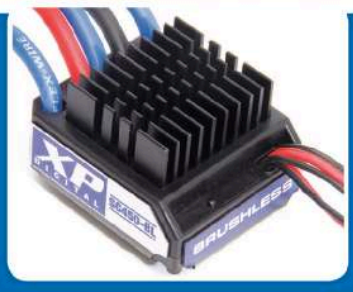
WWW.RC10.COM



Tunable suspension with rugged steel turnbuckles



2.6:1 ratio gearbox equipped with sealed gear differential



XP SC450-BL ESC with Deans® Ultra Plug® battery connector



Reedy 3300kV brushless motor

- Factory finished Interceptor T body
- 2.6:1 ratio gearbox with sealed gear differential, dual-sided adjustable slipper clutch, and rubber sealed ball bearings
- Molded composite low-CG chassis with set-screw antenna tube lock
- Blue aluminum fluid filled shock bodies
- Rugged adjustable steel turnbuckles for adjustable camber and front toe-in
- Angled bellcrank "co-planar" steering with built in servo saver
- Vertical ball ends for roll center adjustments, front & rear
- Battery strap with twist-lock thumb knobs

TEAM ASSOCIATED

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www.RC10.com • www.teamassociated.com

#2116

THUNDER TIGER



SB5 Racing Cycle

Thanks to brushless motors it seems that RC motorcycles are becoming more of a category. Thunder Tiger showed off their new SB5 1/5-scale electric racing bike. It's a work of graphite and aluminum art. It uses woven graphite plates to provide the mainframe, rear swing arm and front fork. Unlike other bikes it uses two oil-filled shocks in the rear and two more up front. The steering is also damped to help keep the bike upright when it gets steering inputs from you. Along with the features mentioned, the SB5 features a belt drive, nylon crash bars, two piece plastic wheels, an adjustable slipper clutch, slick tires with molded inserts, paintable Lexan body work and option front brakes. The bike is sold as a kit so you'll need to supply the radio and electrics.

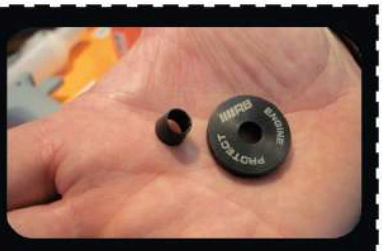


KT8

Ever want to get into go-karting? Well here you go. You can get a collection of these 1/8-scale racing karts for you and all your friends. I know you read 1/8 and you think big, but full-size karts aren't very big; these are smaller than you'd expect. The KT8 uses a simple two-wheel drive direct drive system and will be available as either a kit or RTR.

www.acehobby.com

A full grid of KT8's would look awesome.



RB PRODUCTS

RB Products is a French engine manufacturer that's had huge success around the world. They had in display some new engines that look to increase their presence on the winner's stand anywhere. The new Cross 10 is a 3-port .21 that features a more strengthened crankcase, a taller cooling head, turbo plug/combustion chamber, lightened condor and an exhaust system called Multi Exhaust System (MES) that allows for better exhaust flow and more efficiency, according to RB. The Cross 10 is aimed at intermediate racers wanting European designed performance at a reasonable price.

For those racers who say "screw it" and want to be the fastest on the track, then the new Buggy 10 will be for them. It's a 5-port engine decked out with lightweight condor, tall head, 14mm long stroke crankshaft, double rubber sealed bearings, aluminum orange anodized wrist pin (why anodize the wrist pin? You never see it, must be a French thing), strengthened black crankcase and RB's nifty little dust protection cap. Speaking of the cap, this is a little gem that will fit on most .21's and helps to keep dirt and dust from making its way to the front bearing.

www.rc-usa.com

HITEC



Aggressor SRX Pro

Hitec is known for making some of the best, most affordable servos around. The company looks to bring those values to their radio line-up and this year we get the new Aggressor SRX Pro. It's a 3-channel system that uses 2.4 GHz technology, an ergonomic design and a list of features, including 10-model memory, steering dual-rate, exponential for steering and throttle, EPA, dual mode for the third channel, digital trims and sub-trim, timer, two speed menu scrolling, steering wheel tension adjustment, brake ATL switch, low battery warning and more.

Magnetic Encoder Servos

Again, Hitec brings new innovations to servos. The company's new HS-M7990TH is the world's first servo that uses a magnetic encoder instead of a conventional mechanical potentiometer for better servo arm positioning, servo durability and life expectancy. This servo churns out 528/ 639 oz./in. of torque at 6.0 volts and 7.4 volts respectively. Speed comes in at 0.20/0.18 sec at 60 degrees.



More Affordable HV servos

Also new were two high-voltage servos available at an affordable price. The HS-5665MH and HS-5685MH are both high-speed servos with the respective stats to prove it: The HS-5665MH torque 122/139 oz./in. and 0.16/0.14 sec. 60 degrees (6.0 volts /7.4 volts). The HS-5685MH torque 157/179 oz./in. and 0.20/.17 sec. 60 degrees (6.0 volts/7.4 volts).

www.hitecrcd.com



rc411.com

Subscribe Today. Don't be so cheap, what are you waiting for?

It's only $19.99 to get 12 issues of easily the world's best RC magazine.





GROSSI ENGINES

Leave it to the Italians to push the envelope. Grossi engines had something new and innovative at the show that they hope to be selling in the states soon. It's the Ascari Liquid Cooling System. Basically it keeps your RC car's engine cool, just like with your full-size car. The crankcase is hollowed out and the cylinder is surrounded by a water cavity to help cool the engine, along with a separate radiator. The head is basically a cap for the engine and offers no extra cooling besides a minimal amount of heat dissipation through surface area. Grossi says that the radiator and engine combined weigh 1/3 as much as a typical air-cooled .21. They also say that the engines run cool and consistent. Sounds like a challenge for the X-Dyno! We're told the engine will be available in the states sometime in March. Keep an eye out.

www.grossiengines.com



That's a lot of zeros.

HOBBICO

Hobbico was on hand promoting its proprietary brands including O'Donnell, Checkpoint, Duratrax and more. New from O'Donnell is the Z01B-SG buggy. It features a new 7075-machined chassis with better weight distribution along with weight reduction. Some suspension pieces have been improved as well as the CVA axles that are now more durable and stronger.

www.odonnellracing.com



LRP

The boys in Stuttgart have been busy. The new LRP booth housed a bunch of new products that we'll see here at home soon. One of the most anticipated releases was the SSX Stock Spec controller. It features new software that allows for timing adjustments that give users complete control over the feel and speed of the car. Also new on this one is TwinBEC. This allows for constant 6V/3A output with 1S or 4-cell packs - no need for a separate battery!



Pulsar Touch

The upcoming Pulsar Touch charger was talked about, but not yet ready for prime time. This will be LRP's flagship charger when it's released later this year. One of the things that struck me when I saw the CAD drawings of the new charger is its distinctive look. It reminded me of an Audi R8 with the grill in the front and the louvers out back. It turns out that the case was actually designed by one of Volvo's design teams! Inside the sporty exterior is a charger that is loaded with features! It will charge 0.1-12A 1-4 LiPo or LiFe cells; and 1-8 NiMH or NiCd cells with adjustable Delta-Peak detection, linear, or optional 5-step charge mode. Along with charging, it discharges too—up to 20 amps, meaning it's capable of cycling all battery types. The charge can also work as a motor or servo tester. Plug in your brushless motor and it will check to make sure everything is working correctly and give you RPM and voltage measurements. You can also check servo end points and more. The charger is USB compatible for firmware downloads and data storage on your PC. All of these features are accessed on the large high-resolution touch screen. We're dying to get our hands on this one!

VTEC 1/8-Scale Buggy Tires

Although LRP's been producing tires for years for sale elsewhere, they're finally coming to America through Team Associated. Four different tread patterns will be available to start, including the new Banzai and High-Response molded inserts.

www.lrp.cc
www.rc10.com

Works Team Racing Stopwatch

Finally a stopwatch designed for RC. It has tons of features, USB compatibility and 500-lap memory to compare lap times from different races.



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FAX : 1-714-792-1968
E-mail : sales@cenracing.com
1/8 NITRO RTR RACING TRUGGY
MATRIX TR ARENA
Matrix Item No.
#9561 (RTR) Truggy
#9563 (Pro) Truggy
Competition Inspired,
Basher Approved!
45+ mph
GSR 5.0
Item No. 9511
Massive Wheelies
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GST7.7
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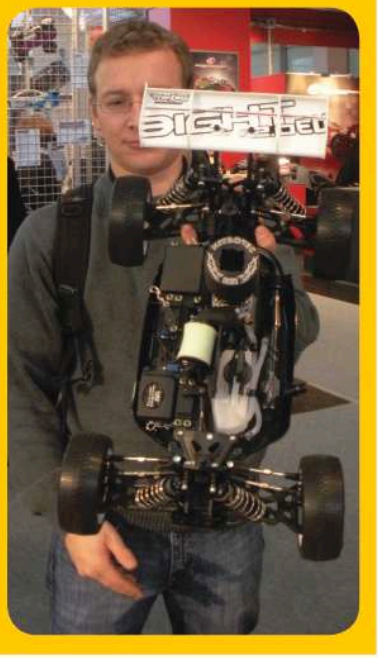
9553 Matrix C1 FRE Pro-kit (Factory Race Edition)
9573 Matrix R2 RE Pro-kit (Factory Race Edition)
Real American Nitro

HORIZON HOBBY

Horizon Hobby had a full-blown presence at the show since they have distribution operations in both the UK and Germany. Most of the buzz at the Horizon booth had to do with a couple new Spectrum releases for the air market. However there were a few new items from Losi. We won't be getting it here, but they did display a Euro edition of the 8ight called the 8ight 2.0EU. One item on display that we will be getting was the Nitrotec R21 engine. It's an economically priced, Italian-made 4-port .21. It features ABC construction, a dished piston (AKA Parris Dish), a knife-edged con rod, and more high-performance features you'd expect. The new engine will street price for about $280.

www.teamlosi.com



Wing taking over half my face!





TRAXXAS

Traxxas made the trip from the Lone Star State to show of the new Slash 4x4 Ultimate. It's an RTR version of the fully optioned Slash 4x4 Platinum edition. It comes with 6061 aluminum all over the place, big bore shocks, sway bars, sealed center diff, and more. The new kit will sell for about $499.

www.traxxas.com

ORION

Orion had a number of new items on display including a new brushless ESC and motor combo that is tailored for the Traxxas Slash and other short course trucks. It can go 2S or 3S. Also new for Traxxas from Orion was a new Carbon LiPo battery pack designed specifically to fit inside the E-Revo and 1/16-scale E-Revo. There are multiple configurations in both 2S and 3S. It comes with Traxxas plugs and fits right in. Also on display was the TwinSpec charger that's capable of charging two batteries at once, or a single up to 20 Amps. It can charge NiMH, NiCd, LiPO and LiFe battery packs.

www.teamorion.com

XRAY

The toy fair is held in the backyard of one of the most progressive companies in the industry. XRAY is the only company that we know of that designs, tests and manufacturers every bit of its vehicles in one place. It's an amazing facility in the Slovak Republic. XRAY had a few releases on hand but the one that caught the most attention was the 808E. It's an electric version of their 808 1/8-scale off-road buggy. The 808E will be sold as a kit only; provisions are made to accommodate most brushless motor systems designed for 1/8-scale buggies. The rest of the kit is the latest offering of the 808 with all the high-end performance features you'd expect.

www.teamxray.com





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HS-645MG	133@6.0v	0.20@6.0v	Metal	High Torque Metal Gear
HS-965MG	139@6.0v	0.10@6.0v	Metal	High Speed Coreless Metal Gear
HS-985MG	172@6.0v	0.13@6.0v	Metal	High Torque Coreless Metal Gear

VENOM

No other company impressed me more than Venom when it came to new impactful products on display at the show. They've obviously been busy lately.



VMX450

This is an off-road ¼-scale electric motorcycle. It uses a rear wheel gyro system with integrated Beadlox tires, large volume oil-filled forks with dual o-ring seals, external adjustable slipper clutch, V540-series brushless power system, an enclosed battery compartment that can fit 6- and 7-cell NiMH or 2- and 3-cell Li-Po packs, a water resistant radio box, and a 2.4 GHz digital programmable radio.



SCX

Add Venom to the list manufactures getting into the short course class. The new SCX fits all the rule requirements and has some unique features that should make it a winner. The most unique feature I saw was the MOR drive system. This allows you to adjust the center of gravity by running the truck either in mid-motor or rear-motor configurations. Other features include covered wire routing channels to keep the insides clean and reduce the risk or servo failure, and universals using Venom's VCD captured pin system—no set-screws to fall out! Expect to see it selling for $199 when it's released in late March.



Creeper Safari

The Creeper crawler gets a new stretched chassis that helps to provide a more scale look. The new RTR includes their DIG unit pre-installed along with a 2.4 GHz digital radio and brushed 550 motor system. A Rover looking preprinted polycarbonate body caps it all off. Thanks to long body mounts you can amount just about any 1/10-scale body you can think of.



GPV-1 Pro

The Pro is a completely decked out edition of the original GPV-1 1/8-scale street bike. Some of the included hop-ups include a carbon fiber chassis kit, alloy forks with preload adjustment, front disk brake kit, steering bearings, 6-spoke wheels, optional gear sets, front and rear V-1 soft compound tires, clear bodyworks and a rider figure. The GPV-1 Pro is a kit, so you'll need to bring the toolbox.

www.venom-group.com



KYOSHO

Kyosho had on hand its new competition touring car called the TF6. It's a belt-driven machine that's made to accommodate LiPos power and features every conceivable option you can think of. Also new from Kyosho was the MP9E, which is a brushless version of the tried-and-true MP9. Not sure on the U.S. version but we hear that it will be available with or without a Team Orion brushless setup.

www.kyoshousa.com



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- SPANISH NATIONAL CHAMPION
- AUSTRIAN NATIONAL CHAMPION, VICE-CHAMPION
- AUSTRIAN JUNIOR CHAMPION
- DANISH NATIONAL CHAMPION
- FRENCH NATIONAL CHAMPION, ELITE-CHAMPION
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New front lower suspension > arms allow wheelbase adjustment



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Tires, wheels, electronics, engine and muffler are not included. Assembly required. All specifications are subject to change without prior notice. All victories were achieved by XRAY team with NT1 platform. All rights reserved.



NOVAROSSI

When you think of Italian performance one name immediately comes to mind—well, other than Ferrari. I'm talking of course of Nova Rossi. The boys from Monticelli Brusati didn't disappoint; two new significant engines were the "Toro Nero Team" and "Buggy Plus Four" engines. Both are upgraded versions of previous mills. Something that is becoming more and more popular these days are dished pistons; both engines feature this modification that allows for better, more compact combustion. The main bearings are ceramic for better longevity and performance.





MUGEN SEIKI

… Was representing; however its only new things to show were some CAD drawings of the new 1/8-scale on-road car they're looking to release later this year. The new MRX-5 is a completely new kit that will feature new suspension, aluminum bulkheads and carbon fiber throughout.

www.mugenracing.com



SPEED PASSION

A year ago did you know who Speed Passion was? Honestly? They've been around for a few years now but it seems recently they've gone next level. On display were the new GT2.1 ESC's available in both black and blue and designed specifically for stock racing. The new entire case is cut from aluminum for maximum cooling and there's the option to bolt a 30mm fan right on top. The new ESCs come with new DMTS2.0 software that allows for a wide range of timing adjustments to get the absolute most out of your stock motor. Also new was the CIRTIX R8 ESC, designed specifically for 1/8-scale racing. The new ESC includes a huge aluminum case and fan for maximum cooling. An included PC interface allows for complete programmability.

www.speedpassion.net

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Act like an idiot on Thursday, be good on Friday. Paint eggs on Sunday.

APRIL 2010
RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race | Off-Road Race

01: April Fool's Day
02: Good Friday

03 7th Annual Jeremy D. Esparza Memorial Race
St. Louis, MO - Dirt Burners
www.dirtburners.org

04: Easter
05: Rubber Eraser Day
07: World Health Day

09 4th Annual MMR Challenge
St. Louis Park, MN – MMR Direct
timing@molzermoweryracing.com

10 FORGASS Series, R7
Homestead, FL - Homestead RC Raceway
www.forgass.com

13: Scrabble Day
14: Sarah Michelle Gellar's Birthday
15: Federal Income Tax Day

16 5th Annual Western Slope Challenge
Grand Junction, CO - High Desert Raceplace
www.highdesertrc.com

16 Colorado Carpet Challenge
Lakewood, CO – CORRC
www.corrc.org

18: Pet Owner's Day
19: Humorous Day
20: Look-a-Like Day
21: Mike V.'s mom's Birthday
22: Earth Day

23 Short Course Showdown
Milwaukee, WI - Trackside Hobbies
www.shortcourseshowdown.com

23 E/Plex Spring Happening
Fort Collins, CO - E-Team Hobbyplex
www.e-teamhobbyplex.com

25: National Telephone Day
26: Hug a Friend Day
27: Tell a Story Day
28: Jessica Alba's Birthday
29: Zipper Day
30: Kirten Dunst's Birthday

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- 2wd Front & Rear Shock Towers
- **2wd Front & Rear Skid Plates**
- 2wd Front & Rear Bumpers
- 2wd Rear Bumper Mount
- * Mud Flaps
- * Light Canister Sets
- * Tail Light Housings
- * Roof-Mounted Light Bar Set
- * Two-Stage Shock Pistons
- * Shock Spring Cups
- * Shock Spring Clips
- * *Fits both 2wd and 4x4.*









HPI Blitz, Firestorm & E-Firestorm

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- NEW Rear A-arms
- **Turnbuckle Rod Ends**
- Shock Spring Cups
- Roof-Mounted Light Bar Set
- NEW Rear Oversize Bearing Carriers (5x11mm)





Traxxas 1/16th Scale Mini E-Revo

- NEW Front A-arm Set
- NEW Rear A-arm Set

Tools & Misc.

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- Camber Gauges (Standard and Monster)
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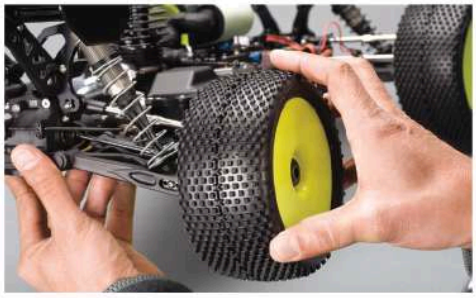
TIGHT BUT FREE

The worst possible way to lose a race is by having a wheel fall off during competition. The simple fix is to use a little bit of blue thread-lock and tighten your nuts down with some authority. However, the tightening part can produce some problems. If you hammer your wheel nuts down too firmly you can cause components of your axle assembly to flex and warp which could bind the free rotation of that axle. After you tighten your wheel down hard do a quick check to ensure you haven't created excessive drag in the assembly. Rotate the wheel in your hand to check for added resistance since you tightened the nut. Also check for a slight bit of back and forth play in the axle. A tiny bit of movement guarantees that your axle isn't binding. If there is added drag when running tight nuts you'll have to take the assembly apart and remove a shim or two until your axle spins free while still allowing your wheel nut to be secure.

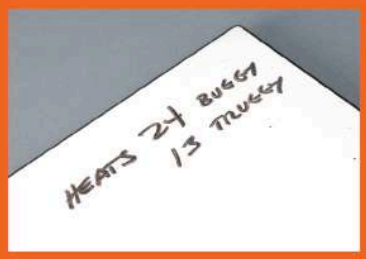




FLUSH SCREWS

Check the bottom of your chassis to make sure that none of the screw heads are protruding from the bottom and scrubbing off valuable speed. It isn't common but sometimes manufacturers don't countersink the holes in the bottom of the chassis enough causing a small bit of your screw head to stick out. Luckily this is a quick and easy fix with an inexpensive countersink available from a hardware store. Remove all of the components from your chassis and just touch up each hole with the countersink until the screw heads sit flush with the bottom of your vehicle. You don't want to overdo it either as if your screws sink too deep into your chassis it may weaken their holding strength and also provide more area for dirt and debris to get plugged into your screw heads.





CHEAP SCHEDULER

Whenever you go racing there is a large amount of information that needs to be kept track of—especially if you're running in more than one class. Things like chassis setup, gearing, heat numbers, car number, and transponder info are all dynamic values that change from race to race. To keep all of this info in check simply use a sharpie marker and jot it down on your pit-board. This will keep the info available to you throughout the race day and can easily be removed with motor spray giving you a clean slate for your next horsepower filled weekend.

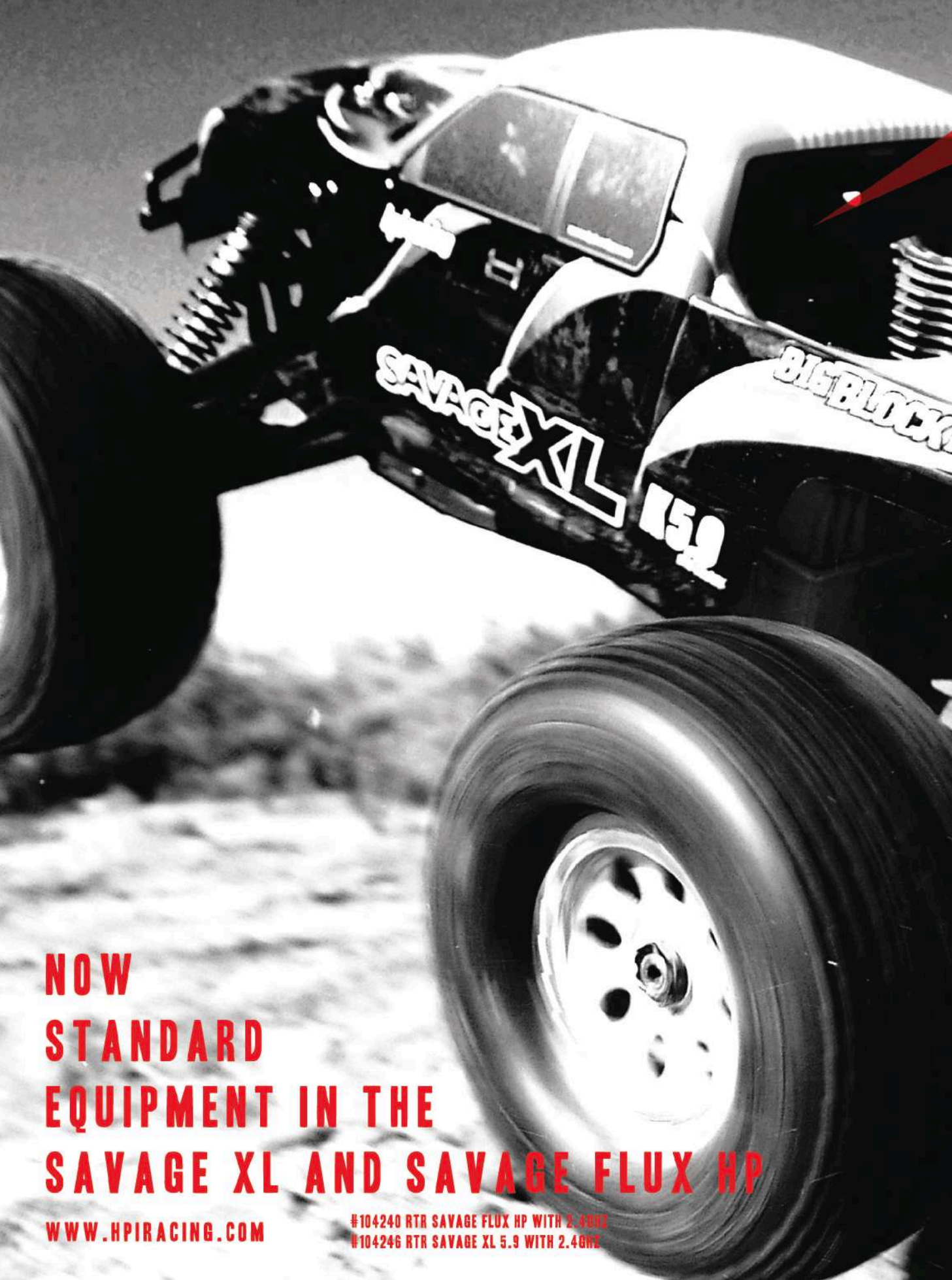


Tight nuts aren't always good.

BATTERY STATUS

If you've ever stuffed a dead battery into your car and didn't realize it until lap-two of your race then you'll love this tip. Devise some sort of simple plan to store your batteries in a certain way depending on if they are charged or discharged. There are all sorts of tricks you can use but a simple one is to store all charged batteries with the wires and plugs forward in your carry case (toward the opening of the case) and keep all discharged batteries in the opposite direction (plugs and wires backward toward the hinge of your carry case). This way you can make a quick reference to your pile of power and know exactly which ones have current in them and which ones don't.





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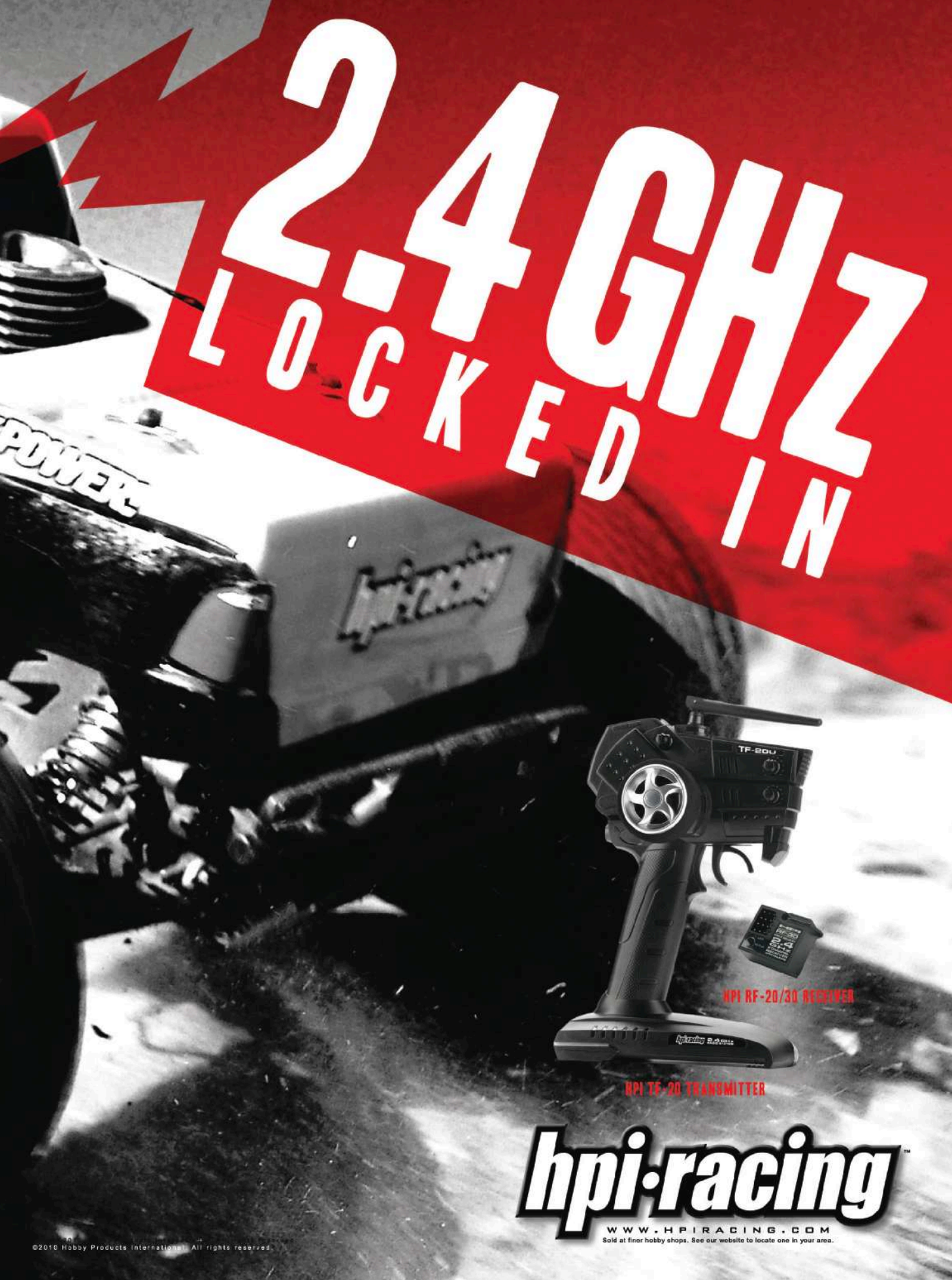

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HITTING THE CLUB... RACE

Remember, sometimes you have to go slow to go fast.

YOUR FIRST TIME SHOULD BE A GOOD TIME

words: James Revilla

I'm willing to bet that a majority of RC rookies have thought at least once about racing. Maybe you've already done it and didn't realize it: Say you and a buddy bashing around with your RC cars, culminating in an impromptu drag race or "who can get from point A to point B faster" contest. The next step above this is what we call club racing, a usually localized competition put on by a local hobby shop, or a group of fellow RC enthusiasts looking for some organization. Sometimes a club race is a stepping stone to serious competition, but many people who club race enjoy it because it elevates their driving skills, serves as a venue for learning and making new friends and keeps the most important aspect of RC in play: fun. So if you've thought about entering some "organized fun," then here's our little primer on getting ready for the club … racing, that is.

01 Find a Place

If you're close to a hobby shop, that's the first place you should go to inquire about club racing. If any of their customers club race, chances are the shop staff knows about it. Some hobby shops might even have their own weekend racing program that you wouldn't know about until asking! If there's nothing that local, don't worry—you still have the wonderful World Wide Web. With the Internet at your fingers, you can locate places/events close enough to your area. Many manufacturer web sites also have information on places that use and race their products. There's also an abundance of RC forums you can visit to get info, directions and race scheduling.

When you find a potential event, get as much information about it as possible. Permanent tracks usually have a web site associated with them that should have a wealth of information regarding their club racing. Even temporary (parking lot) track club races have some sort of web presence these days. A lot of the answers to first-time club racers' questions can be found on these sites. Is it on-road or off-road? Indoor or outdoor? A permanent or temporary track? Morning, afternoon or night racing? Do you need a ROAR membership? How much are race fees per class? Knowing what type of place it is and what's offered will make it a lot easier to select where you would want to club race.



02 Pick a Class

So what class would you enter? Selecting a class is easily broken down into three specifics: power plant, chassis type and driving skill. Let's go over each one a little more in detail:



A: POWERPLANT

On the electric side, there are usually four classes: Spec, 13.5 brushless (or stock), 17.5 brushless (or super stock), and mod. "Spec" pretty much means either you run what comes in the box with your kit (see sidebar) or the race organizers have chosen a specific motor for that class, i.e. Mabuchi silver can or a specific motor type. The 13.5 and 17.5 are the largest electric classes; if your ride is powered by a brushed motor, 17.5 brushless is equivalent to a 27-turn stock brushed motor, while 13.5 brushless is equivalent to a 19-turn brushed motor. The "mod" class is no holds-barred, with any turn or any wind allowed. But stick to the lower classes first.

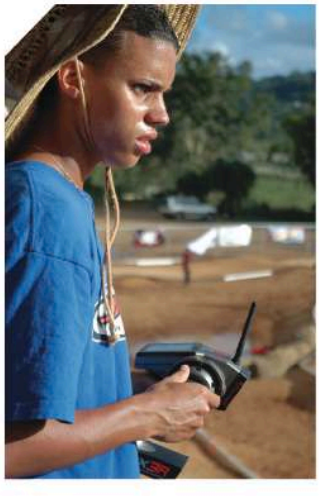
On the nitro side, there aren't really "engine" classes, since the chassis type usually dictates what engine you have in your ride.



B: CHASSIS TYPE

On-road or off-road? 2WD or 4WD? Car, buggy, truck? With the answers to these questions you can probably find a class that meets all three criteria. Depending on the driver turnout, some classes might be mixed together. Sometimes you'll find specific "one-make" or "spec" classes that specialize in one particular vehicle; for example, right now short-course trophy trucks are popular. Sure, they're RWD trucks, but they wouldn't compete in the standard 2WD truck class against the likes of RC-10Ts.





C: DRIVING SKILL

Self-explanatory; since this will be your first time racing, you should ask about a novice or "rookie" class. Don't be shy about claiming your newbness, because everyone who races has been through it.





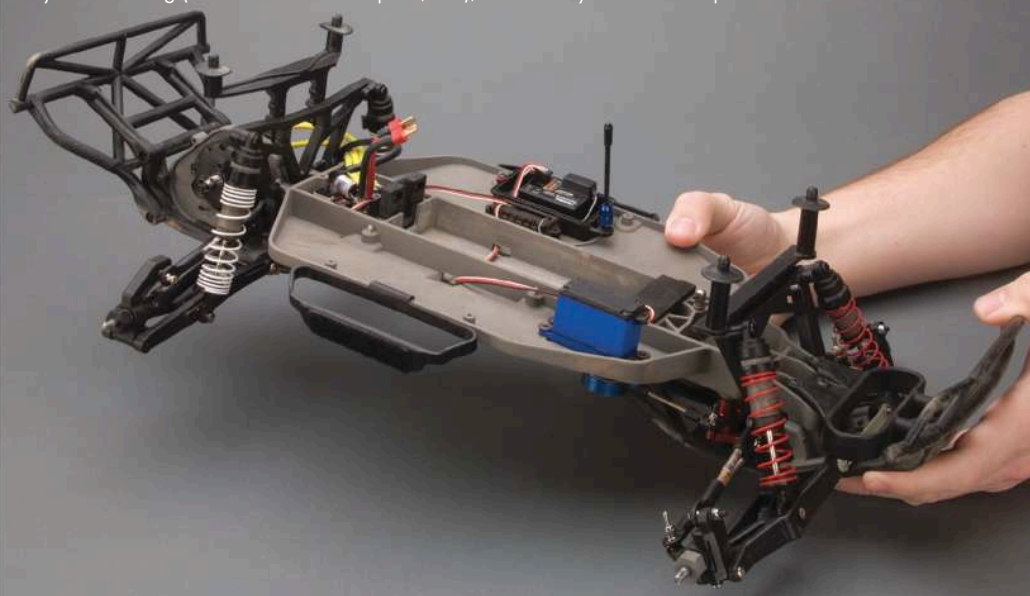
That looks like James a few years back.

FURNISHINGS

Not all racetracks will have complete driver amenities available (such as pit tables, driver's stand, etc.), whereas not all tracks are actually tracks (such as parking lot racing). If you find yourself feeling good and showing up to more and more events, consider augmenting your gear with some quality pit furnishings, available at practically any outdoor sports or camping stores. These items include folding chairs and tables (or all-in-one picnic units), a canopy or EZ-up (to mark pit space and give you some shade), some even spring for a small power generator or air compressor for cleaning in between. Be careful: You could easily go overboard here, so start small (say a single folding chair and a small folding table) and as you spend more time at the track you'll learn what other amenities you'll need to make your racing and pit experience more pleasurable.

03 Check Your Ride

Now that you've found a place and know what class you'll be in, it's time to make sure your ride is up to par. Generally, club racing rules aren't as strict as pro competition, so chances are your RC vehicle will be legal for competition without you changing anything. Just make sure your car is in good running order, and mechanically sound—meaning no abnormally worn parts, broken parts, etc. Also, if there are some specific rules in the class you're entering (such as no aluminum parts, etc.), make sure your car is compliant.



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04 Pack the Goods

Any trip requires some packing, and the same goes for showing up to your first race. You don't need a full-blown race roller filled with everything a pro would carry. Start small instead: find yourself a medium-sized backpack or duffle bag, and load it with the same tools you used to build your ride (or any tools it came with), any spare tires or parts you have (you never know when you'll need it until you need it!), and any equipment you need to get the car moving, such as battery packs, glow igniters, roto-starts, fuel, etc. Last but not least, don't forget your transmitter!

CONCLUSION

All set? Now all you have to do is wait for the actual race day to come by. And when that day arrives, you'll be ready to go. You may drive your first-ever race in the rookie class, but you can rest assured that you approached your first event like a pro!



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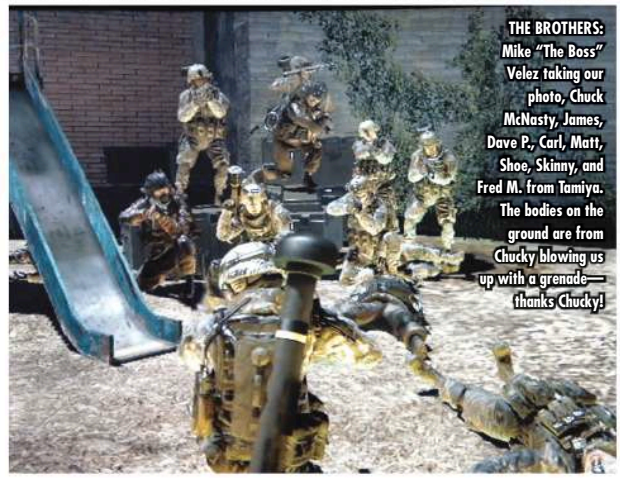
"I KNOW NOT WITH WHAT WEAPONS WORLD WAR III WILL BE FOUGHT, BUT WORLD WAR IV WILL BE FOUGHT WITH STICKS AND STONES." —*Albert Einstein*

words: Brian "Skinny" Skinner

COD EYES

The other day I was at an office building walking down a hallway with large windows. I looked out and saw a roof top with metal ladders, and some cooling towers. Suddenly I thought, "Oh man, James or Chucky is behind that cooling tower with an RPG (rocket propelled grenade), I'm going to get ambushed!" Then I caught myself, and realized I was on my way to an appointment.



THE BROTHERS: Mike "The Boss" Velez taking our photo, Chuck McNasty, James, Dave P., Carl, Matt, Shoe, Skinny, and Fred M. from Tamiya. The bodies on the ground are from Chucky blowing us up with a grenade—thanks Chucky!

If you have a PS3 or XBox and Call of Duty, then you know what I'm talking about. I think I might be addicted to the game! Modern Warfare 2 is a great online game that the work gang and I play regularly. I can't tell you how much fun we have blasting each other, teaming up to take on other teams, and laughing our heads off—except when James steals my C-130 air strikes, then it gets personal! We also have fun at work recapping our war stories. It has built camaraderie amongst our band of brothers, which, to me anyway, has deepened our friendship. Lately our band has grown with Fred from Tamiya playing with us, and a few RC buddies have also joined in. Now we have enough RC geeks to play our own six-man teams. I enjoy playing even though I'm slower than most of the guys, but I do love my little victories. The game helps me stay sharp for RC racing.

Come to think of it—I'm slower than most the guys I race with! Hmm, seems to be a theme here. But the thing is: I love pulling trigger, whether it's COD or RC, I just like to have fun, and be competitive. If you have COD, come in and join us, it would be great to get even more RC people in our games. Just watch out for James and Chucky, they are slayers at this game! —***The world is your sandbox—ROOST it! Skinny***

Skinny's kill ratio isn't that rad.



VP-PRO IS NOT A VICE PRESIDENT

VP-Pro is a new player on the block, but has been coming on strong with cool products. At my last race, I managed to snap a photo of this new tire from VP called Condor. It has an aggressive-looking tread, with a feature called "Low-Flex." The tires are out now so if you want to try them, give VP-Pro a call.

Price: $16
Part Number: VP806-LF
www.vp-pro-usa.com

FAN THE FLAMES

Fioroni has a new clutch out that is cool—literally! The new Penta is based off its Verio adjustable clutch, but has fan blades machined into the flywheel to cool the carb and clutch. The adjusting mechanism uses only one clutch spring per shoe, but has an inset-cam with three lobes to get the desired spring tension you need for ultimate hook-up. I've tried this clutch out, and it works pretty sweet. If you want to be different, this clutch will make you stand out in front of a crowd.

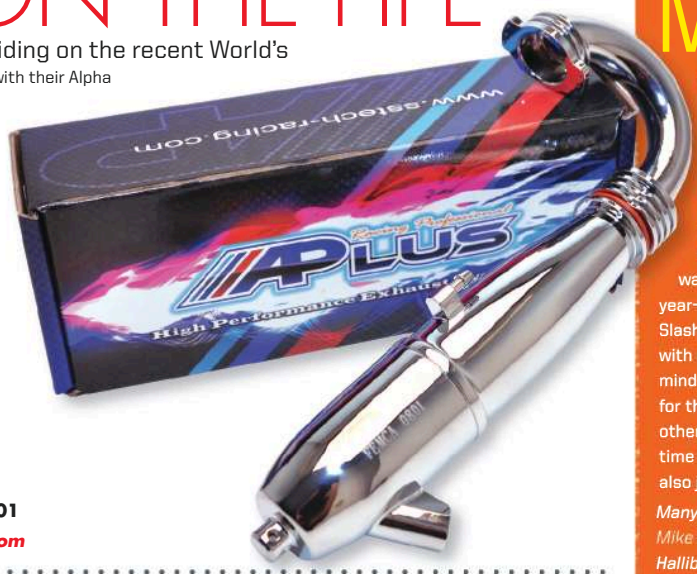
www.fioroni-usa.com



I'M ON THE PIPE

RC PRO Products riding on the recent World's warm-up success with their Alpha engine wants you to know that they also carry pipes that make the Alpha sing. You can make sweet music too, with the new APlus 0801-FEMCA approved pipe. Currently it comes in Bling Chrome with hard-coated pipes arriving soon. These pipes have reinforced stingers, are three-chambered, and are pretty tough for hard charging fun.

Price: $80
Part Number: RCP-0801
www.rcproducts.com



HOT-HOT OFF THE PRESS!

As I was leaving for the 2010 Nitro Challenge, AKA literally delivered its new 1/8-scale buggy Enduro tires to my door! These babies remind me of motorcycle trial tires, which are also called Enduros (coincidentally?). Either way, these Enduro tires from AKA will surely be good. These are the super soft compound, and combined with the new tread, they should yield great traction for many surfaces. Also new is their redesigned casing with sidewall support to aid in cornering, and flex. I'll let you know how they feel after I get back from racing.



Also on the street from AKA are the new WISHBONE tires for indoor 1/8-scale racing. The micro knobby will be killer for indoor packed tracks, and looks like a circuit board if you as me. AKA is going after 2010 hard with these new tires!

www.raceaka.com

MAIL BAG

Hi Brian, My name is Mike, and I was just reading over one of your great magazines. I live "up" here in Ontario, Canada, and had a question (or two) for you. As I am sure you know, we get plenty of snow, but we also have hard-packed parking lots and surfaces that allow us to run our RC vehicles. I want to buy a good "fast" vehicle to use year-round. My choice currently is the new Slash 4X4. It is waterproof, 4X4, and quick with a few minor modifications. Would you mind giving me your opinion on this vehicle for this particular use, and offer me any other relevant suggestions? I race the odd time but mainly some extreme bashing. I also just converted from nitro to LiPo.

Many, many thanks
Mike P.
Halliburton, Ontario, Canada
P.S. Thanks for all your support in our RC hobby ... keep up the great work!

Hi Mike, Thanks for the compliments, and we love to hear from our brothers up north. It sounds like you want a short course truck, and the new Traxxas 4X4 would be an excellent choice for snow. It's durable, 4WD, and pretty darn fast.

But do you think an MT might be better for snow? It's taller, has bigger tires, and would go over snow better. Just a thought. Another idea would be the new Associated SC8e 1:8 Scale 4WD electric truck kit. It's bigger, with more power so it might plow through the snow better. You would need to "snow proof" it, but it might be worth it. Overall you can't go wrong with Traxxas, the company offers good parts support up in your area, and if you're eyeing it, it might be the truck you really want.

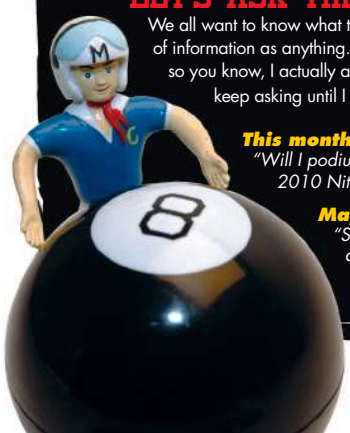
I hope that gave you some ideas and options. Let me know what you decide, and how SC trucks work in the snow. Send action photos of your SC in action in the snow; I'm sure all of us want to see that!

Regards, Skinny

Wow, he called him Brian. That doesn't happen too often.

LET'S ASK THE MAGIC 8-BALL...

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



This month's Magic 8-Ball question:
"Will I podium in the 40+ truggy class at the 2010 Nitro Challenge?"

Magic 8-Ball's answer...
"Signs point to yes!" NOTE: I actually asked twice because the first time it said "it is decidedly so," and I figured it was wrong. Next time I asked it said "yes"... guess I'll be bringing home a trophy...



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.**

ROCK ON!



HB SEDONA 2.2
extreme side bite

Now you can get our championship winning tires in the great compounds but with a whole new tread pattern, opening up a broad spectrum of previously uncrawlable rocks for you to concur. The Sedona tire is designed to offer extra side bite for off camber situations with aggressive sidewall tread that helps in negotiating crevasses.

67918 HB SEDONA TIRE (White/Soft/Rock Crawler/2pcs)

HB ROVER-EX 2.2
cold weather

The world famous HB Rover tire now comes even softer! The HB Rover-EX tire works great in cold conditions or if you just can't get enough traction! The treads are slightly beefed up to compensate for the softer compound and maintain the carcass shape.

67916 HB ROVER-EX TIRE (Pink/Super Soft/Rock Crawler/2pcs)



HB ROVER 2.2
championship winning tire

These are the tires that started it all. Grip like no other and multiple championships to back them up, make these the go-to tires you have to have. Going to an event without a set of these on hand is like going to school without a pencil. Be prepared and make sure to have the HB Rover tires in your pit box.

67772 HB ROVER TIRE (White/Soft/Rock Crawler/2pcs)
67780 HB ROVER TIRE (Blue/Firm/Rock Crawler/2pcs)

HB ROVER 1.9
scale looks, champion performance

After taking the crawling community by storm because of their awesome flexibility, tall profile and unique inner foam characteristics, the HB Rover tire line-up has been expanded to include the popular 1.9" size and the new EX ultra soft tire. Get the scale look you want and the traction you need to grab the rocks and climb the toughest ascents with the amazing HB Rover and HB Rover 1.9 tires!

Extensively tested in real competition by the HPI/HB crawler team, rock crawling fanatics have been raving about the Rovers since they first saw them in action. Now that they have had the chance to try them on their own rigs, the word has been spreading and the verdict is: TREMENDOUS!

The more these tires are run, the better they perform on all types of rock: granite, sandstone, and more. Even in wet conditions they will excel - just give them a try!

67913 HB ROVER 1.9 TIRE (Red/Rock Crawler/2pcs)

HB By hpi racing

WWW.HOTBODIESONLINE.COM

70 Icon Street, Foothill Ranch, CA 92610 USA Tel: 949.753.1099 Fax: 949.753.1098

GET A GRIP

1/10 2WD FRONT

67987
67779
67739

HB DOUBLE BLADES

HB DOUBLE BLADES TIRE (2pcs/Red/2wd Front/ fits 1/10 Buggy)

This tire works great on a lot of different track surfaces and is a great all around tire to have in your arsenal.

1/10 2WD FRONT

67974
67778
67783

HB FULLSLOT

HB FULLSLOT TIRE (2pcs/Red/2wd Front/ fits 1/10 Buggy)

If Double Blades are too difficult to drive on blue groove, abrasive, high traction tracks give HB Fullslot tires a try!

1/10 SCALE TIRE ENTRY

We are pleased to announce our latest entries into the high paced world of competitive 1/10th scale tires. Our aim is simple, to bring you the highest performance tires, at the lowest price! HB is the leader in cost effective, world class tires!

Let's get down to the nitty-gritty with some details on the highest performing tires on the market today.

- Exclusive racing compounds deliver extreme traction and long life.
- Tread patterns for every track condition imaginable.
- Consistent pressure, long lasting inner foams.
- Designed by world class factory racer Jesse Robbers.

1/10 4WD FRONT

67964
67775
67782

HB FULLSLOT

HB FULLSLOT TIRE (2pcs/Red/4wd Front/ fits 1/10 Buggy)

These tires work best on blue groove, abrasive, high traction tracks and also on indoor tracks.

1/10 REAR

67962
67776

HB GIGABITE

HB GIGABITE TIRE (2pcs/Rear/ fits 1/10 Buggy)

These tires are great for indoor racing and also on outdoor tracks where there isn't a lot of dust or loose soil where the race line is "clean".

FACTORY DRIVER
TY TESSMAN

Ty took 5th in 4WD at the cactus classic race using prototype HB Beams (red) and HB Fullslot (red) combination.



FACTORY DRIVER
JESSE ROBBERS

Jesse took 9th in 2WD at the cactus classic race using prototype HB Beams (red) and HB Fullslot (red) combination.

1/10 REAR

67784
67774

HB BEAMS

HB BEAMS TIRE (2pcs/Rear/ fits 1/10 Buggy)

These tires are suited for blue groove, abrasive tracks where there is a lot of traction. They also work great on indoor tracks where the race line is free from a lot of dust or loose soil.

1/10 REAR

67961
67777

HB MEGABITE

HB MEGABITE TIRE (2pcs/Rear/ fits 1/10 Buggy)

If there is a fair amount of dust or loose soil at your track, try some HB Megabite tires!

HB By: hpi-racing

BUY ONLINE

WWW.HOTBODIESONLINE.COM

70 Icon Street, Foothill Ranch, CA 92610 USA Tel: 949.753.1099 Fax: 949.753.1098

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

Pretty Sweet Deal at Costco!

I found this while shopping with the wife; it's from Channel-Lock, and Costco had if for $20. This little cordless drill set has all you need for major wrenching: it has a holder, charger, bit-set, and the drill is LiPo powered. What got me to buy it was the handle can go from pistol grip to straight. It has an adjustable torque range, Led light, and shows where the battery is at with the charge. Besides all of that, it looks cool! Like I said I got it at Costco, but since it's from Channel-Lock it should be available at most stores that carry the brand.

www.costco.com



Skinny's hands aren't really 1:1.

Aww —ISN'T THAT CUTE

It's a 1/18-scale mini tape gun. We figure since RC is scale, our tools should be scale, too! If you got to do some packing for the next big race, get in the mood with this scale tape gun. Makes a great party favor as you trick your friends by switching their big gun with this mini—mini tape gun—it's a laugh a minute!

Price: $ 2

www.harborfreight.com

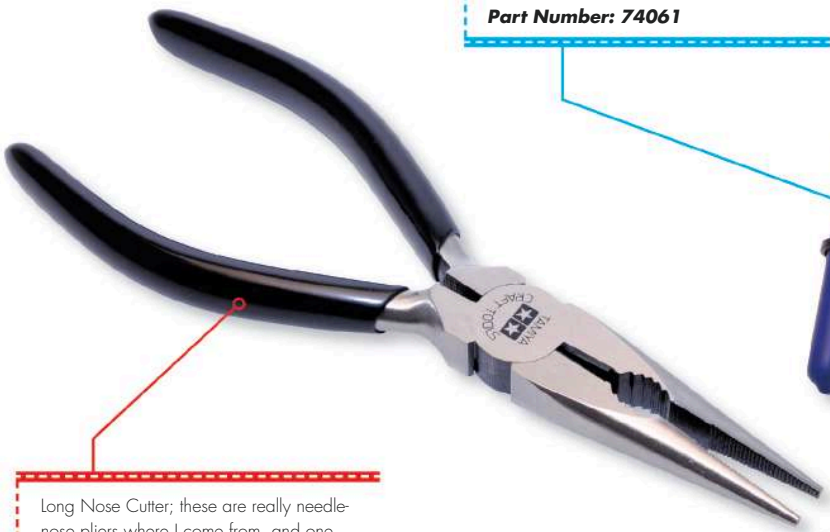
I TOLD YOU TAMIYA HAS TOOLS!

In case you didn't know, Tamiya has a lot of killer tools for us RC aficionados. This month I found more tools from Tamiya.



Tamiya Non-Scratch Pliers: these are great for holding flywheels, shock bodies, and anything that you don't want to mar up! One of the nice things about these pliers is the Delrin blocks are replaceable. MSRP is $35, but it is a high quality Tamiya tool.

Part Number: 74061



Long Nose Cutter; these are really needle-nose pliers where I come from, and one of the toughest pliers you can find for RC wrenching. They are comfortable in your hand, last a long time, and with the Tamiya logo on there, you can display them proudly in your pit. MSRP is $27, but is a high quality Tamiya tool after all.

Part Number: 74002



I've found Tamiya has more TRF tools, and they have the prestige and price of Snap-On tools. If you're looking for the best of the best and want that sweet TRF look, then the TRF 1.5mm, 2.0mm, and 2.5mm Allen wrenches are what you need. The heads are hardened steel, with a large aluminum handle that you can actually get a grip on. Of course, you can proudly display your tool on the table!

Price: $32-$35 (MSRP)
Part Number: varies by size
www.tamiya.com

SLASH™ 4x4 ULTIMATE

NEW RELEASE!



60+ mph**

INCLUDED SLASH 4X4 PLATINUM ACCESSORIES


ALUMINUM C-HUBS AND STEERING BLOCKS


ALUMINUM WHEEL NUTS


ALUMINUM REAR HUB CARRIERS


BIG BORE ALUMINUM SHOCKS


CENTER DIFFERENTIAL



REPLICA TIRES


FRONT AND REAR SWAYBARS

Slash 4X4 Ultimate exploits the Traxxas recipe for Ready-To-Race® performance at the highest level by combining the fully loaded Slash 4X4 Platinum Edition with Traxxas' latest 2.4Ghz radio system and powerful high-capacity 7-cell battery pack. This competition-ready package is the top offering in the Slash 4X4 lineup, a factory-works race truck that checks nearly every box on the Slash 4x4 option sheet. Hard-anodized, Teflon-coated Big Bore shocks. Titanium-nitride shock shafts. Aluminum hub carriers and steering blocks. New BFGoodrich® Mud-Terrain™ T/A® S1-compound tires. Simply put, it's the best of the best. Slash 4x4 Ultimate. Only from Traxxas, The Fastest Name in Radio Control.


MARK JENKINS EDITION


JERRY WHELCHEL EDITION


MIKE JENKINS EDITION


GREG ADLER EDITION

Suggested Selling Price: $499

Platinum Performance, Ready-To-Race®

High-Capacity 4200mAh 7-cell Battery Included plus FREE AC Charger



OTHER AVAILABLE SLASH 4X4 CONFIGURATIONS

SLASH 4x4 PLATINUM EDITION



Race It Your Way!

- Clear body lets you express your personal style
- Includes all the competition upgrades of the Slash 4X4 Ultimate
- Waterproof Velineon Brushless System
- Waterproof digital hi-torque ball-bearing servo
- Battery, transmitter and receiver not included—install your favorite race gear!

Suggested Selling Price: $399

Traxxas.com

** With 5000 mAh 3S LiPo battery pack and accessory gearing.

SLASH 4x4

60+** mph



Ready-To-Race® Short Course Fun!

- Ready-To-Race with TQ 2.4GHz High Output radio system with Traxxas Link
- Waterproof electronics for all-season driving fun!
- Includes 7-cell Power Cell battery and FREE AC charger

Suggested Selling Price: $399

TRAXXAS®

THE FASTEST NAME IN RADIO CONTROL®

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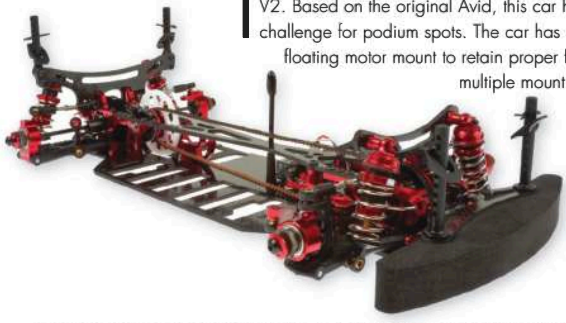
Check out the Snowbirds coverage for even more on-road innovations.

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

ROBITRONIC RELEASES NEW CAR FOR RACING

In the very competitive world of electric touring cars, Austrian company Robitronic is planning to release their new 190mm design called the Avid V2. Based on the original Avid, this car has a big list of changes that should challenge for podium spots. The car has a host of cool features including floating motor mount to retain proper flex, and a new top deck with multiple mounting holes to give racers options in flex by just removing or adding screws. The car is also easier to work on and has a new steering system and LiPo pack mounts. Oh, and did I mention I like red?

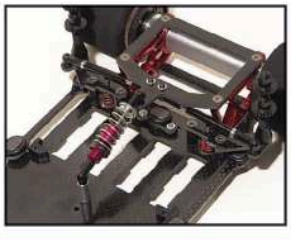


www.robitronic.com

CORALLY BRINGS OUT A LINK CAR



Corally has been bringing racers unique cars for some time now, but until recently those have been limited to NiMH cells. Now with the 12SL, 1/12th racers have a 1S LiPo option that is based on a link design. The car still uses the same front end from its predecessor, but behind that is where the big changes occur. The design uses a stiffer and more stable rear motor pod that incorporates new machining. The rear axle bearing holders are now half integrated into the rear blocks and optional damper mount plates that give the user the ability to move the battery 5mm forward for a change in handling characteristics.



www.corallyusa.com

Team CRC Compliments Pan Cars with some Power!

CRC has a long tradition in making some of the best cars out there. Now they've taking a big leap by adding a single cell LiPo to their list of great products. Their new Maxxcell line of LiPo batteries feature a low profile terminal design, 4mm bullet tubes, low internal resistance, high average discharge voltage and long run time for great performance. The battery is rated at 50C discharge rate, and 5200mAh run time. The pack is ROAR legal and is built to fall within the rules of IFMAR, EFRA, BRCA and ROAR. The color is familiar, but new to CRC.



www.teamcrc.com

» RUMOR MILL

Ok, so we've been talking about timing in a lot of the new speed controls lately, but what does that mean for the common racer? Well as things progress, there seems to be products released by manufacturers on a daily basis with the latest and **most powerful timing boosts**. Unfortunately, a lot of these new systems can't be upgraded, leaving the buyers with an expensive ESC that is soon **outdated and obsolete**. In a bid to curve this problem manufacturers and race organizations have some **unique solutions**.

One solution is for manufacturers to have some sort of **USB interface** so that the most current software can be loaded in to the ESC making it once again new. Of course this often takes some computer knowledge with special hardware and racers have to equip their pits with a PC laptop. Another solution is for manufacturers to release lower cost oriented products that have **fixed timing** that can't be altered and hope racing organizations adopt them for use in spec racing and series. This seems to be hard to implement and history has proven that this solution has only limited success. In order for this **spec kind of racing** to take hold, race organizers, tracks, manufacturers and racers themselves must all come to a common ground; easier said than done, especially when that chosen set of items is a direct competitor to what other companies offer. At this point **ROAR has no rules** governing this issue, but should independent organizers? One thing is for sure, this issue is quickly becoming a costly problem and racers are the ones who lose their supposed cost controlled stock classes.

MANTA

TAKE YOUR SLASH 4X4 TO THE NEXT LEVEL



#0064 - Illuzion - Manta
Short Course body for Slash, Slash 4x4 & SC10

#0064-1 - Illuzion - Manta
Short Course body for Blitz



WING IT!

JConcepts has included an optional rear spoiler which gives the ability to alter the look and function of the Manta by simply adding or removing the rear spoiler.

Manta Features

1 -Scale inspired body, cab and window design **2** -Aggressive headlight and grill treatment
3 -Front and rear fender flares for maximum clearance **4** -Extended cab with recessed windows

- JConcepts – short course styling
- Clear heavy-duty polycarbonate with protective film
- Window masks and detailed decal sheet

REVO®, JATO™, T-MAXX™, SLASH®, SLASH 4x4® etc. are trademarks and registered trademarks of Traxxas L.P.



COVER IT!

The JConcepts over-tray hugs the outside dimension of the Slash chassis protecting the inside from excess dirt and unwanted debris.

#2058 - Slash 4x4 Overtray

Short Course Tires & Wheels

Direct Fit for the Slash 4x4



3041 - Goose Bumps
Fits any 3.0" x 2.2" SC Wheel



3322 - Slash Rulux 4x4 Wheels
For 3.0" x 2.2" tires

JCONCEPTS
IFMAR World Champions

For complete catalog of JConcepts products, visit www.jconcepts.net

SPEED PASSION

CIRTIX

Cirtix Brushless Sensor ESC

R8

+

Program card for1/8 off road Max support up to 3000KV motor with 4 cell lipo

PN# EXA93301C8X



USB **ESC System Expansion**

STRATEGIC INITIATIVE:

ESC build in USB update include the addition of future new applications or solutions designed to improve existing ESC feature or to add a new functionality.

CIRTIX R8
PC Interface





ESC SPEC Support up to 3000KV with 4 cell lipo


Splash Proof Design


Battery support 2 cell lipo, Life, NiMH NiCd


Multi ESC Program Card


Digital Profile-R8ORVI



ESC software Upgradeable

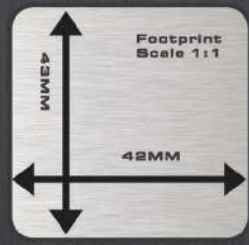


90 Days Warranty


Dynamic Sensor Technology







SPEED PASSION
CIRTIX
SLOTLESS SENSORED MOTOR

1/8 Slotless Sensored Motors



Cirtix Slotless Sensored Motor 2200KV

PN# CSL01

Cirtix Slotless Sensored Motor 2500KV

PN# CSL02

Another Industry First For Speed Passion

Speed Passion is proud to introduce the revolutionary Cirtix series of 10th and 8th scale slotless sensored brushless motors. Bridging the gap between the raw power and high efficiency of a slotless motor design, and the zero cogging smooth low end of a sensored system. The best of both worlds is now here for any mod 10th offroad or onroad vehicle, or 8th buggy and truggy.

The Cirtix motor series features all the incredible power and efficiency of a slotless motor design, which means more power, longer runtime and less motor heat in any mod 10th application, as well as stronger and smoother braking. These efficiency gains no longer have to come at the expense of common sensorless ESC cogging at startup and low speeds, as the Cirtix motors (inspired by Speed Passion R&D Team) are the first slotless motors compatible with any sensored ESC!

When combined with Speed Passion's newly redesigned sensored 8th scale ESC, the Cirtix 8th scale motors provide all the brutal horsepower needed in any 8th scale application, as well as the accuracy and control of a cog-free sensored system.

Both of these new motor lines are built to ROAR legal specs, and approvals are pending at this time.

XRAY UPDATES THE X10!



The company who makes fine jewelry and calls them cars just went LiPo with their new X10 Link car. Using the now familiar linkage rear end, XRAY adapts to the new trend and rules by releasing a new design for use with both LiPo and NiMH batteries. Like their other top level cars, the X10 Link uses company-developed composite mixtures, Hudy Spring Steel, premium Swiss 7075 T6 aluminum and premium-grade graphite. It's a great option for World GT drivers.

www.teamxray.com





SPEEDZONE HELPS OUT T-BAR OWNERS

Some of us just can't let go of our T-bar design cars, and Speedzone is here to help. The company is releasing a 1S hard case saddle pack that is ROAR approved. Yep, no shifting around the electronics or doing some crazy balancing act to fit a standard LiPo anymore. Measuring at 46mm x 46.5mm x 23mm, this pack should fit nicely in places where NiMH saddle packs are used. The 5200mAh Pro series packs have a 50C rating and a maximum charge rate of 5C. The pack also includes rails/guides so maintaining position in the car is that much easier.

www.speedzoneusa.com

SPEED PASSION
CIRTIX
Cirtix Series ESC Combo Set

STOCK CLUB RACE ESC Combo Set
"Dynamic Sensor Technology"

Speed Passion Cirtix "Stock Club Race" ESC and Motor Combos

New from Speed Passion, the Cirtix "Stock Club Race" ESC and motor combos finally give stock and spec class racers the fair competition they have asked for, and all at an incredibly low price! The new Cirtix Stock Club Race systems are ideal for both big race spec handout systems, and small club spec racing where equal performance and low cost are a must to grow new classes and attract new racers.

The Stock Club Race ESCs feature only brake strength and drag brake force as programmable options. All other performance parameters are fixed, and there is no USB altering or updating capability in order to deliver the same consistent power for everyone. So if you are tired of the "software of the week"; fur sure this is the best combo to offer to fair competition fun.



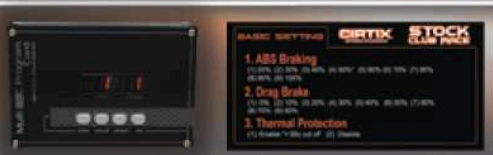


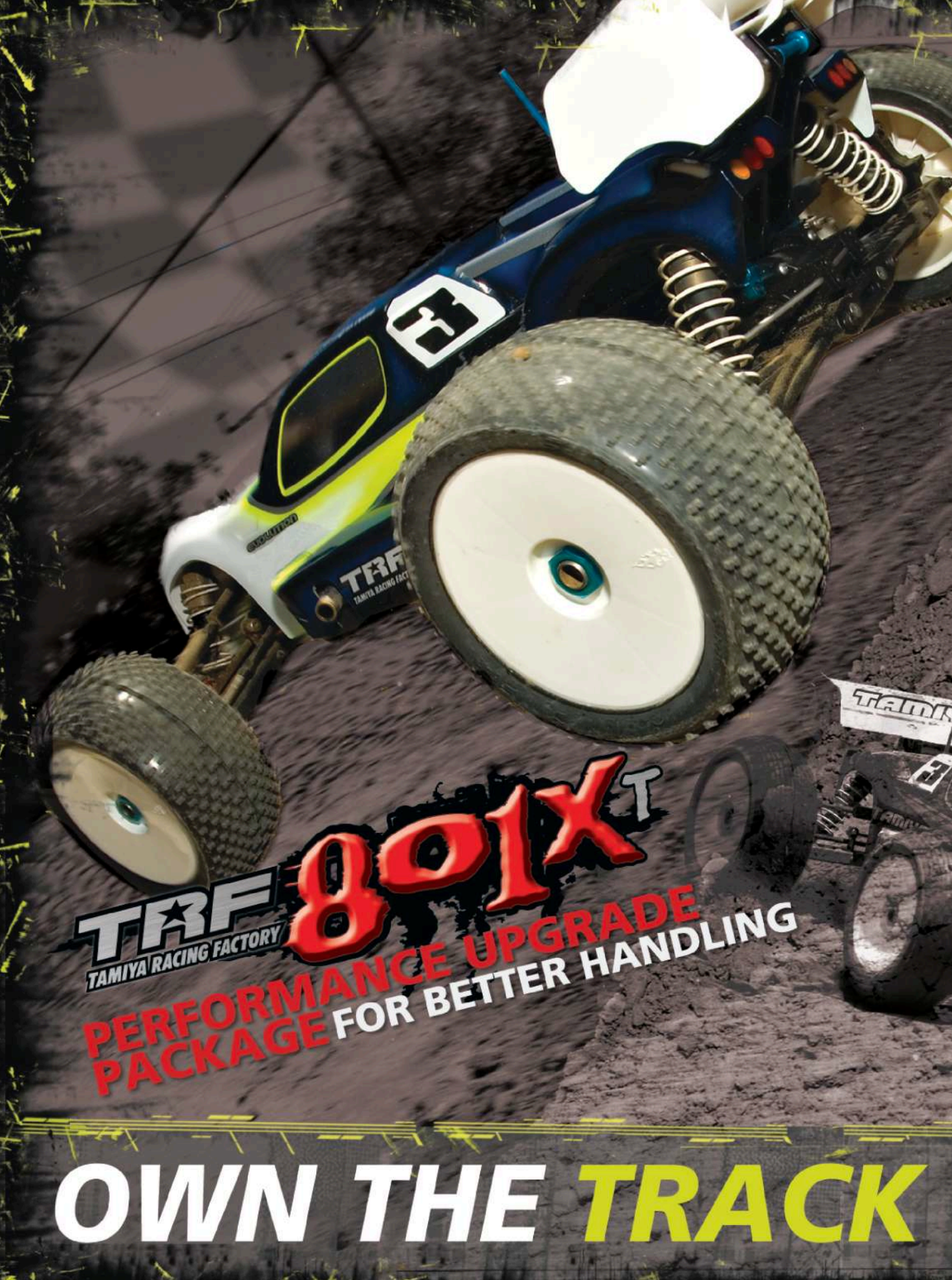






Option Item
Multi ESC Program Card
PN# SPESCBP01

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ITEM: 49497X L:566mm 1/8 SCALE

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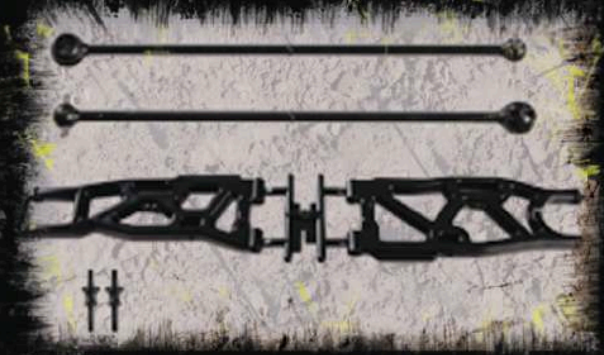

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Also Check Out the 801x buggy.

PERFORMANCE UPDATE VERSION

TAMIYA

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

words: Dave Palacios

TOP THREE PERFORMANCE MODS

IF YOU'RE NEW TO CRAWLING, here is a quick list of easy modifications anyone can do to help improve the performance of almost any rig. All you need are a few simple tools and maybe a little bit of cash.

Self-schooled crawler master Dave.

1 Probably the easiest and first thing most guys will tell you is to move the battery to the front axle. Most RTR's and box stock kits come setup to run the battery somewhere on the chassis. Moving the battery onto the front axle (or links) will greatly improve the climbing ability of any rig. This transfers more weight onto the front wheels and takes the extra weight off the chassis for a more stable rig.





2 A second improvement would be to add wheel weights. Adding the right amount of weight to the front wheels will keep the front-end planted on uphills while improving the stability and climbing ability of your rig. The right amount of weight will depend on your rig and suspension setup so experiment until you find what works best for you. The cheapest and easiest way to get your hands on some weight is to visit your local tire shop. Ask them if they have stick on weights they can part with. Sometimes you can get them on the cheap or even bag some freebies.



3 The third improvement is to trim your body. Bulky or high-mounted bodies can hinder your rigs suspension and get snagged on the rocks in tight spots. If you're rig came with such a body it's a good idea to trim the wheel arches so that they don't rub the tires at full articulation. It's also a good idea to remount your body if it sits too high. If you find yourself in a tight area, the high body can cause your rig to get wedged in and stuck.





Cad To Chrome SCALE TRANSMISSION

One of the soon-to-be-known manufacturers of RC Crawler parts Cad to Chrome has just released a cool item for you scale guys. This CNC'd aluminum scale transmission uses all Axial transmission internals, is capable of being mounted either from the sides or bottom and can be purchased as either just a hollow housing or complete with internals.

www.cadtochrome.com

ROCKSMITH ENGINEERING GEARJELLY

If you own a rig with worm drive axles then you need to pay attention. The guys over at Rocksmith Engineering say they have developed the perfect lube for those worm drive gears and for any type of gears for that matter. This patent pending Gearjelly is specially formulated to provide the best lubrication your gears will ever need and is safe to use on plastic. Use it on worm gears, ring and pinions, transmissions or any other gears you may have, but Rocksmith warns, DO NOT USE this grease on ball differentials, as you will never get the diff tight enough to keep it from slipping. So silence those gears and try for yourselves.

Part Number: #Uber Luber Size
MSRP: $15
E-Mail: rocksmith@rocksmithengineering.com



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	Off-Road Liquid Cooled	Off-Road Air Cooled
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RPM Max	40000	40000
Bore	15,9mm	15,9mm
Stroke	17,4mm	17,4mm
Cylinder	Made from single fusion piece	Made from single fusion piece
Intake	Rotative valve with MRVS System	Rotative valve with MRVS System
Carburetor	Adjustable with minimum fixed stop	Adjustable with minimum fixed stop
Cooling	Liquid cooled with aluminium radiator	Air Cooled
Weight	320gr. with radiator and liquid	375gr.

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IN THE DIRT

words: James Revilla



Slash by ST Racing Concepts

Bling it on with some new Slash 4x4 upgrades from ST Racing Concepts. Shown here are their new heatsink finned motor plate, threaded big-bore rear shock bodies, and steering bellcrank set. They also offer front and rear knuckles, front C-hubs, rear shock tower, lightweight center shaft, and more!

Part Number: varies by part/color
MSRP: varies by part
www.teamstrc.com



GEAR HER UP

HPI Brama 18B owners can now adjust their gear ratio with this new 55-tooth precision molded nylon spur gear. The Brama 18B comes with a 56-tooth gear as standard equipment, so this 55-tooth option part will give higher top speed. Each gear has the tooth count molded in for easy identification.

Part #: 85755
MSRP: $3
www.hpiracing.com



RECOIL GRIP

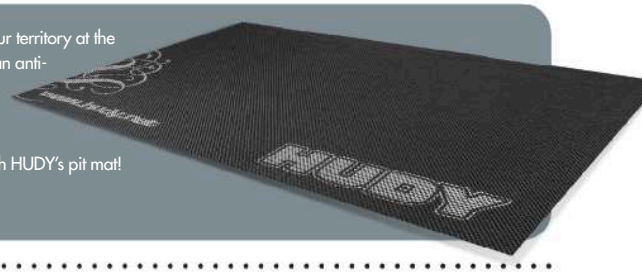
The Recoil is Pro-Line's newest 1/8 buggy tire. Debuting at the 2010 Nitro Challenge, the Recoil features a unique "hexagonal" base with a touch of subtle siping, penetrating lugs, and centered parallel bars for maximum traction and acceleration. Each pair are available in M2 or M3 compound, with or without molded inserts.

Part Numbers:
9034-01 (M2 with molded inserts)
9034-02 (M3 with molded inserts)
9034-06 (M2, no insert)
9034-07 (M3, no insert)
www.prolineracing.com

MARK YOUR PIT

This newly-designed HUDY pit mat lets you mark your territory at the racetrack! The pit mat measures in at 750x1200mm and features an anti-slip surface, perfect for a pit table or your workbench. The anti-skid foam construction makes the pit mat durable and long lasting, while keeping it lightweight and very easy to pack. Keep your area covered and your parts and tools from rolling all over the place with HUDY's pit mat!

Part Number: 199910
www.hudy.net



SUMMIT UPGRADE



Traxxas has upgraded their do-it-all multi-purpose Summit off-road machine! Along with the Summit's standard features such as its trick remote locking diff system and 2-speed transmission, the Summit gets a welcome boost in the electronics department by replacing the standard radio system with Traxxas' TQ 2.4GHz radio setup for glitch and conflict-free radio transmission. Also included in the mix are a pair of Traxxas Power Cell 3000mAh 8.4v battery packs! Already fully assembled, the upgrades give this Summit the true "ready to run" moniker.

Part Number: 5607
MSRP: $1,010
www.traxxas.com



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What in the world does "Vorza" mean?

HPI RACING VORZA FLUX HP

FLUX VOLTAGE

1:8 | 4WD

words: James Revilla | photos: Carl Hyndman

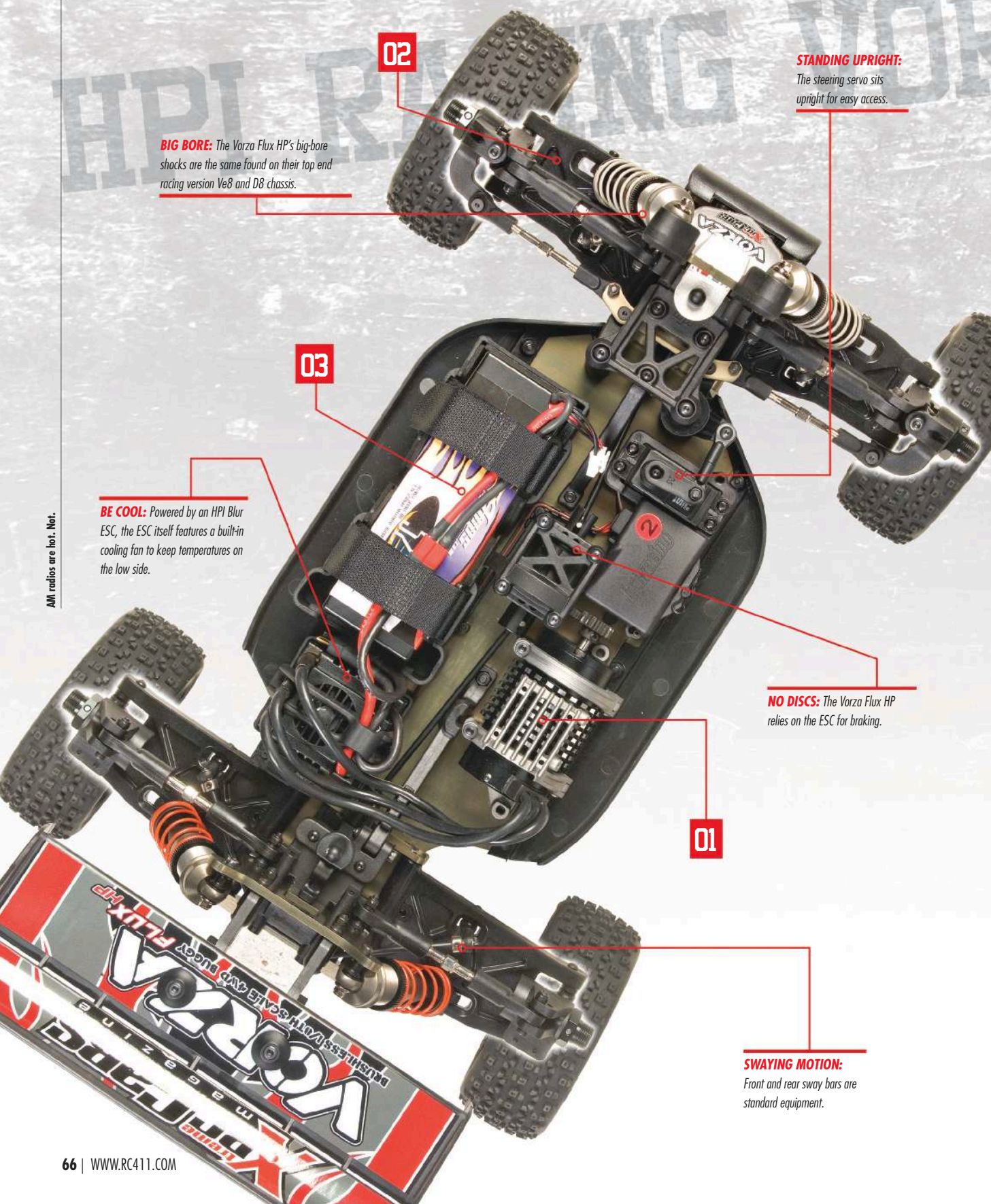
WITH THE HOT BODIES D8, HPI Racing brought their name to the big leagues of 1/8-scale by winning big races around the world. With the 1/8-scale brushless class gaining momentum, the company released the Ve8, which was a D8 minus the nitro, powered to maximum velocity via brushless power and high voltage. Now HPI Racing brings a third member into their 1/8-scale family—the Vorza Flux HP. Branded under the HPI name, the Vorza Flux HP slots in as their "entry-level" ready-to-run 1/8-scale brushless buggy. Let's see if it has what it takes to keep up with its racing relatives.

So the truggy version would be "Vorzan."

HPI RACING
VORZA FLUX HP

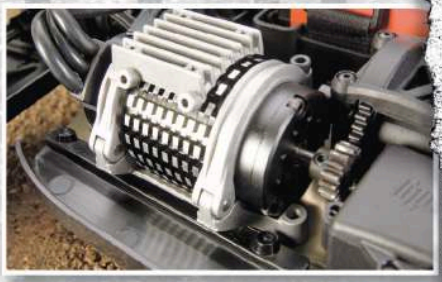
PART #: 103420
STREET PRICE: $620
PRICE AS TESTED: $873
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:8			4WD



AM radios are hot. Not.

01 **CLAMP DOWN** • The Flux Tork 2200 kV brushless motor is held in place by two clamps at both ends of the can. With top-facing clamp screws, this makes motor removal much easier. The clamps can be moved inward or outward on the chassis for critical gear mesh adjustments.

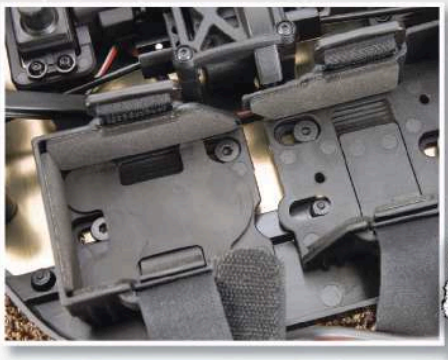


> "Don't let the RTR label fool you, underneath the Vorza packs championship-winning components ..."



02 **RACING LIMBS** • If you've seen a D8 or Ve8, there's nothing new here. The Vorza Flux HP shares the same suspension as its racing-spec brothers. This includes big-bore aluminum shocks, solid-type suspension arms, over-sized ball ends and steel turnbuckles.

03 **CELL MOVEMENT** • To accommodate various battery sizes and capacities, the Vorza Flux HP's battery box features a nifty sliding mount. This does two things: allows you to adjust the length to fit whatever battery you choose to use, and to alter the battery position relative to the rest of the chassis forward or backward, to adjust the weight balance.





VEHICLE INFO

CHASSIS

LAYOUT:	Solid lower deck with chassis bracing
THICKNESS:	4mm
MATERIAL:	Anodized aluminum

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Yes (steel)
STEERING:	Dual bellcrank with integrated servo saver
SWAYBARS (F/R):	2.4mm / 2.8mm

SHOCKS

BODIES:	Threaded aluminum alloy
DAMPING (F/R):	40-wt. / 45-wt.
PISTONS (F/R):	1.3 / 1.3
SPRINGS (F/R):	Gray / Orange

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	3, gear
DIFF FLUID (F/C/R):	5,000 wt. / 100,000 wt. / 2,000 wt.
AXLE TYPE:	Universal front / dogbone rear
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Metal-shielded

GEARING

	1st
PINION/SPUR:	15T / 48T
GEAR RATIOS:	
PRIMARY:	3.2:1
INTERNAL:	4.3:1
FINAL:	13.76:1

BODY, TIRES & WHEELS

BODY:	HPI Racing Vorza
TIRES (F/R):	HPI Racing Proto
DIAMETER/ WIDTH:	4.5 in. x 1.7 in. (114mm x 44mm)
HEX SIZE:	17mm
WHEELS:	HPI Racing V7

DIMENSIONS

WEIGHT:	8 lbs., 6 oz. (3,801g)
TRACK WIDTH (F/R):	12/12 in. (305/305mm)
WHEELBASE:	12.7 in. (325mm)
RIDE HEIGHT	1.15 in. (29mm)

At least the color scheme fits me.

HPI RACING VORZA FLUX HP

1:8 | 4WD

TESTING

With previous testing of the D8 and Ve8 under my belt at Revelation Raceway in Montclair, Calif., the Vorza Flux HP found itself on familiar dirt. The weather was on the cool side (it was raining the week previous) and I was interested to see if the Vorza Flux HP could take to the course like its full-race relatives. Motor, ESC and battery were identical to the Ve8, which meant it all came down to chassis settings and a little shift in weight bias.

ACCELERATION AND SPEED • Comparing gear ratios between the Vorza Flux HP and the Ve8 (13.76:1 vs. 10.75:1, respectively) the Flux should have more strength down low since it is equipped with the same motor, ESC and battery. Sure enough, pull the trigger and hold on, as the 4S battery gave the Tork brushless motor an abundance of voltage. Acceleration was strong, but top speed was not so fast. It wasn't a lack of power, as the Vorza would kick out as much dirt as possible when I pulled the trigger; instead it was the stock gearing, which had a lot of overhead to run at higher speeds if the stock pinion gear was bumped up a few teeth. To test this I installed an 18-tooth pinion, and it helped top speeds a lot.
Rating: 10/8

BRAKING • Slowing down the buggy was a task left completely to the Blur ESC, as the Vorza Flux HP came out of the box with no mechanical brakes whatsoever. That didn't bother me though, as it made braking consistent and fade-free. The only thing to remember is that, because braking is done electronically, you can't adjust them on the fly without extra tools (a PC or optional programming card).
Rating: 9

LOW-SPEED SPEED HANDLING • Once again, thank HPI Racing for giving the Vorza Flux HP the D8's suspension, as this machine exhibited virtually the same handling characteristics as the non-RTR rigs, which is a good thing. With a nice, tight turning radius, I had little trouble with the low-speed corners. I did have to turn a little earlier due to the kit servo, but beyond that the Vorza Flux HP was comfortable on the dirt. Upgrading the steering servo to a faster unit would make the buggy even more nimble on the low-speed obstacles.
Rating: 8

HIGH-SPEED HANDLING • At the top end of things, the Vorza Flux HP made use of its racing wings by being very predictable and controllable at higher speeds. The slower servo made steering less twitchy, a helpful "safety net" when going this fast. Also, with more of the weight bias towards the rear, the buggy gained a hint of understeer, making it track nice and straight down the long stretch. Although testing was done with a possibly overpowering 4S pack, the buggy would feel more controllable if you kicked it down to a 3S, which is what the manual suggests.
Rating: 8.5

No option for mechanical brakes ...

RTR GEAR

RADIO:	HPI Racing TF-3, AM, 2-channel
RECEIVER:	HPI Racing RF-6 AM, 2-channel
STEERING SERVO:	HPI Racing SF-5
SPEED CONTROL:	HPI Racing Flux Blur ESC, 100686
MOTOR:	HPI Racing Flux Tork 2200Kv (included with ESC)
TIRES:	HPI Racing Proto
BODY:	HPI Racing Vorza

TEST GEAR

BATTERY:	MaxAmps 5250 14.8v LiPo, Lipo-5250HC-148-Pack, **$253**

CONTACT

HPI RACING:	www.hpiracing.com
MAXAMPS:	www.maxamps.com



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HPI RACING VORZA FLUX HP

1:8 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Competition-level components
- Uses standard 1/8-scale pinions
- Strong and tough to take abuse

MISSES

- Steering servo could be faster
- Tires break traction on softer dirt

MAIN COMPETITION

Associated RC8RS RTR

WHO IT'S FOR

Electric racers looking for an 1/8-scale brushless that's ready to go

ROUGH-TRACK HANDLING • Forgive me if I constantly relate the Vorza's equipment to the D8/Ve8, but I can't help it; they share the same components. In the case of rough-track handling, the Vorza Flux HP also uses equal-length shocks on all four corners. Swaybar thickness, shock piston and shock oil values are also the same; the only difference lies in a slightly different spring rate in the rear. Regardless of that small change, the Vorza Flux HP took to the rough stuff like a champ. The low CG component layout helped keep the buggy as flat as possible on uneven terrain, and steering may have felt a tad slow on response (due to the stock steering servo) but it still had front end grip when maneuvering on, over, or around bumps and dips.
Rating: 9

JUMPING • With the battery/ESC on one side and the motor, receiver, and steering servo on the other, the Vorza Flux HP had a pretty even left-to-right balance. In the air this kept the buggy from leaning sideways, and jump angle could be modulated with small trigger movements while in air. Down-siding jumps was easy; however at times the rear end of the chassis would smack the ground on flat landings. Longer shocks might fix this, but it didn't seem to hamper the handling, so it's ok.
Rating: 9

WRENCHING

Maintenance • First and foremost, the clamp-down design of the motor mount on the Vorza made motor access a breeze. Two top-facing screws are easy to get to, and once you rotate the clamp out of the way the motor lifts right out. The same goes for the steering servo and ESC. Because the Vorza does not have mechanical brakes, that means even less parts to maintain. Finally, working on the suspension components is a typical job requiring no special tricks.
Rating: 9

WEAR AND TEAR • HPI Racing is known to put out some tough machines, and the Vorza Flux HP follows that line. With a thick aluminum chassis and competition-tested suspension, the Vorza Flux HP can handle the abuse. The exposed main gears were fine, as the low-slung body helped keep out dust and dirt away from the chassis components. They even include molded guards for the top of the front shock tower. The only possible items that might be of concern are the rear axles. Up front the Vorza Flux HP uses tried-and-true universal driveshafts, but HPI decided to use regular dogbones for the rear wheels. However all the parts that make up the buggy are high-quality stuff, so you needn't worry.
Rating: 9

TUNING • With a suspension that's virtually identical to the Hot Bodies race-bred machines, the Vorza Flux HP has all the standard tuning options you'd need to change the handling to your liking. Out of the box the Vorza Flux HP is a good all-around ride, but feel comfort knowing that practically every suspension tuning upgrade available for the D8 and Ve8 also works on this machine.
Rating: 8



CONCLUSION

Don't let the RTR label fool you, the Vorza packs championship-winning components underneath. And, because it's an RTR you could bash or hit the track right away. Having electric power eliminates all the nitro-needle tuning fuss, and at the end of the day you'll find that the Vorza Flux HP finds its home in the backyard just as much as it works well on the track.

... the linkages will work but there's no place for a brake servo!

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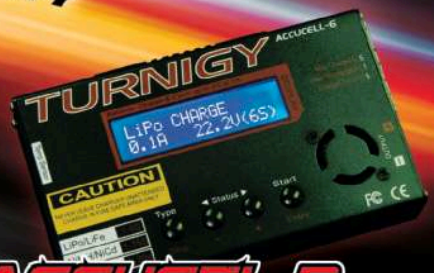

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HPI RACING

VORZA FLUX HP

SCALE	POWER	TYPE	DRIVE
1:8			4WD

POWERPLANT INFO

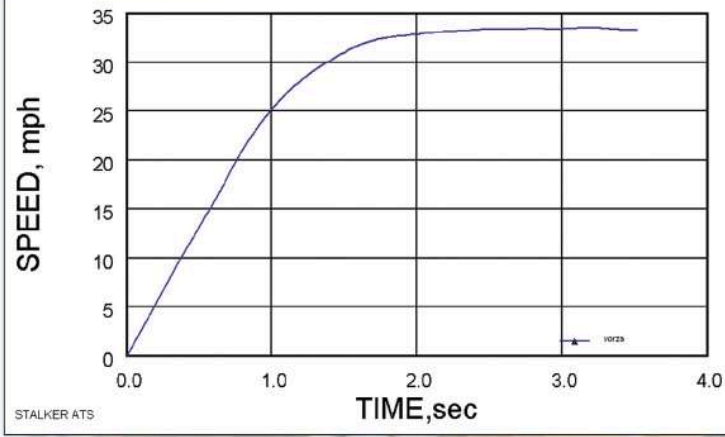


This is the same brushless system I tested the Hot Bodies Ve8 with, and the results were very similar in the power department. Based off the Castle Creations Mamba Monster BL system, the HPI-branded version provided the low-end grunt and top end speed that makes RC fun. Gearing was leaning toward the low end, and on the looser surfaces the Flux Tork liked to remind me how much torque it had. Higher top speed is achievable by bumping up to an 18-tooth pinion, but out of the box with a 4-cell battery, be prepared to light up the tires!

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.92 sec. @ 32.7 mph
TOP SPEED: 33.4 mph @ 118 ft.
AVERAGE RUN TIME: 9 minutes



TEST CONDITIONS

WEATHER:	Cold and breezy
TEMP/HUMIDITY:	58° F/56%
BAROMETRIC PRESSURE:	29.49 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Slightly-packed dirt

HANDLING

TURNING RADIUS:	2 ft., 8 in.
ON POWER:	Slight understeer
OFF POWER:	Neutral

BRAKING

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

I wonder when 1/8-scale RTRs will come with LiPos in the box?



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for RC18B/T
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for B4, T4 & SC10 ... etc.

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for 1/8 Truggy
for T-Maxx
for Revo
for E-Maxx
for Savage-X
for Savage XL
for LST ... etc.

* patent pending

Modified Parts for the Associated SC10

Precision option parts for short course competition







HOPUPS FOR TRAXXAS STAMPEDE, RUSTLER & SLASH

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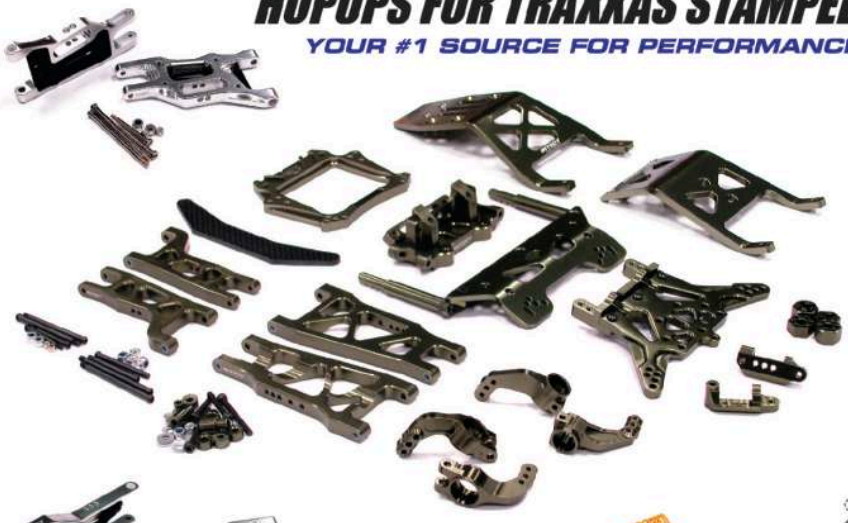
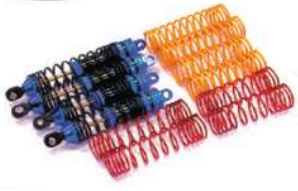














OPTION PARTS FOR TRAXXAS 1/16 REVO VXL & SLASH VXL







Looks small doesn't it?

CEN RACING MATRIX5-MT

GOING BIG AND GOING 4WD

1:5 | NITRO | 4WD

words: Derek Buono | photos: Jason Boulanger

Big scale RC has always been around but never really got much love from the masses. There are a few reasons for that: they are sometimes more expensive, can be heavy and clumsy and hard to really get support for. The HPI Baja changed that by releasing a mainstream vehicle that, dollar for dollar, might be the best deal out there. With the Baja paving the way for old and new players, more and more big kits are hitting the market and the latest from CEN packs value into a 4WD chassis that can be had in either a buggy, truggy or monster truck. We got the big traditional truck version to see if going big is the way to go.

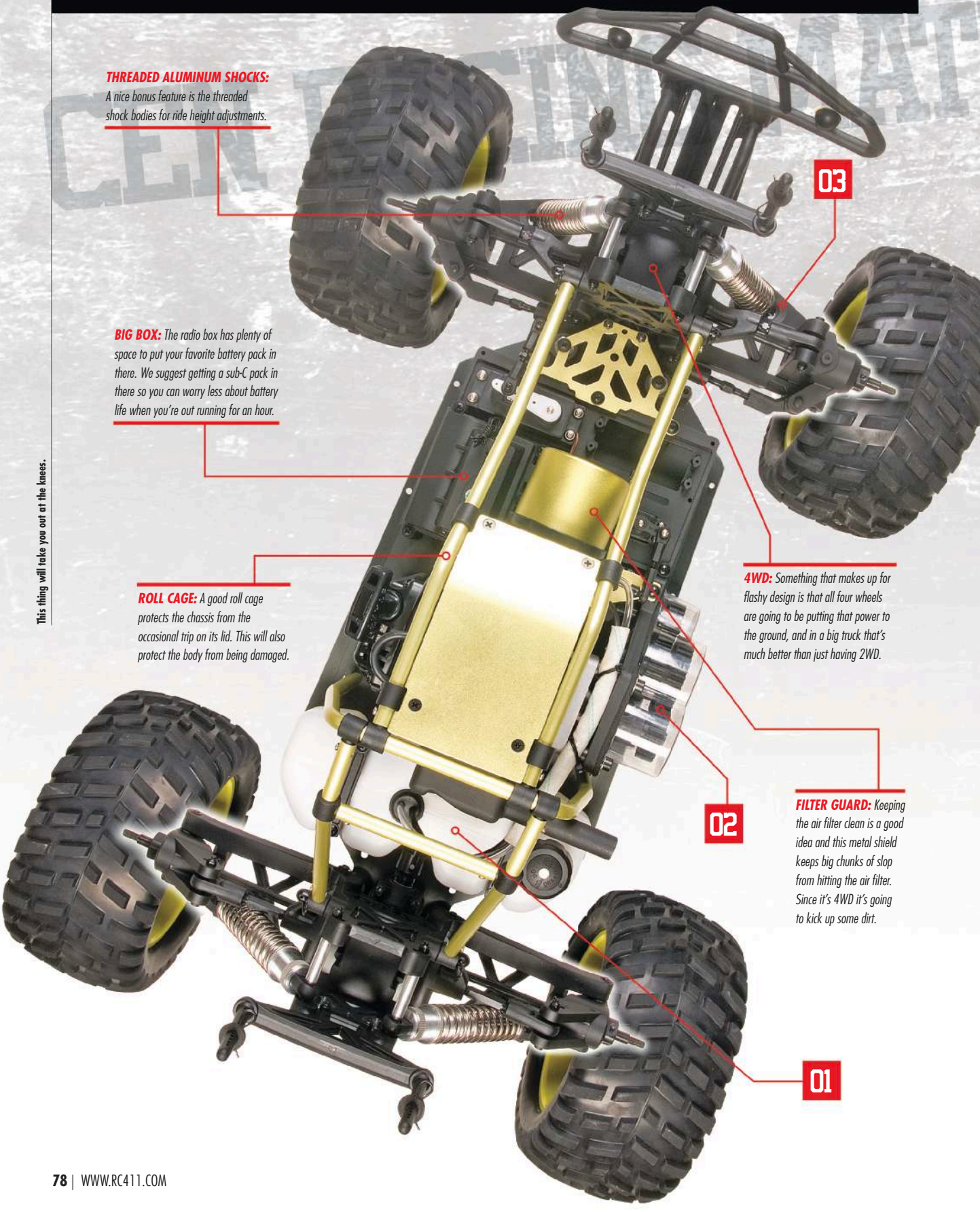
Until you see it in person, you won't know just how big this really is.

CEN RACING
MATRIX5-MT

PART #: CEG5001
STREET PRICE: $900-$1,000
PRICE AS TESTED: $1,050
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:5	NITRO		4WD

This thing will take you out at the knees.



THREADED ALUMINUM SHOCKS: *A nice bonus feature is the threaded shock bodies for ride height adjustments.*

BIG BOX: *The radio box has plenty of space to put your favorite battery pack in there. We suggest getting a sub-C pack in there so you can worry less about battery life when you're out running for an hour.*

ROLL CAGE: *A good roll cage protects the chassis from the occasional trip on its lid. This will also protect the body from being damaged.*

03

4WD: *Something that makes up for flashy design is that all four wheels are going to be putting that power to the ground, and in a big truck that's much better than just having 2WD.*

02

FILTER GUARD: *Keeping the air filter clean is a good idea and this metal shield keeps big chunks of slop from hitting the air filter. Since it's 4WD it's going to kick up some dirt.*

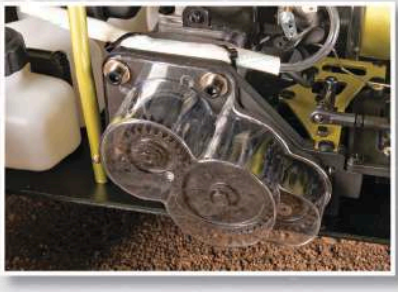
01

01

MPG • If you have a weed eater, think of the last time you put gas in it. Who can remember, right? Unlike nitro engines, fuel economy in these big 1/5-scales hovers around 45 minutes to an hour on one tank. Add in the fact that you get a gallon of gas for about $3 and you can see the value in having a gasser in your RC vehicle. This tank is by all means ginormous and we'd probably get bored before we ran out of fuel.



> "...the Matrix5-MT has enough punch to get some wheel spin and throw gravel in your face..."



02

GEARS OF WAR • Big trucks require big gears and this external gear reduction features composite gears, which should take the abuse of the power and the weight of this truck. The plastic will also be cheaper to replace when the gears wear out.

03

STRANGE SUSPENSION • It wouldn't be really considered a conventional style of suspension as the in-board pivot ball setup isn't found on much of anything these days, but that doesn't mean it won't do the job. With a truck this big sometimes simplicity and durability go further than performance oriented design.





VEHICLE INFO

CHASSIS

LAYOUT:	Stamped single deck
THICKNESS:	4mm
MATERIAL:	T6 aluminum
TANK CAPACITY:	650cc

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bell crank
SWAYBARS (F/R):	Not included

SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R):	50-wt. / 50-wt.
PISTONS (F/R):	1.6mm 3-hole / 1.6mm 3-hole
SPRINGS (F/R):	Silver (stiff)

DRIVE TRAIN

TYPE:	Full-tme 4WD
DIFFERENTIAL:	Front and rear
DIFF FLUID (F/C/R):	Grease / solid / grease
AXLE TYPE:	Universal / dogbone (rear)
TRANSMISSION:	Gear reduction
SPUR GEAR MATERIAL:	Plastic
CLUTCH TYPE:	Steel
BEARINGS:	Metal-shielded

GEARING

CLUTCHBELL/ SPUR:	24/39
GEAR RATIOS:	
PRIMARY:	1.63:1
INTERNAL:	6.90:1
FINAL:	11.30:1

BODY, TIRES & WHEELS

BODY:	CEN Matrix5-MT
TIRES (F/R):	CEN Chevron
DIAMETER/ WIDTH:	5.84 in. x 3.35 in. (143mm x 85mm)
HEX SIZE:	18mm (square)
WHEELS:	CEN

DIMENSIONS

WEIGHT:	37 lbs. (16,783g)
TRACK WIDTH (F/R):	21.65 in. (550mm)
WHEELBASE:	20.47 in. (520mm)
RIDE HEIGHT	2.75 in. (70mm)

It climbs curbs like nothing.

CEN RACING MATRIX5-MT

1:5 | NITRO | 4WD

TESTING

Testing was done in a big empty open field where you should run something this big and fast. It was mixed terrain typical of Southern California with borderline low traction, which would test the grip and handling of the big truck.

ACCELERATION AND SPEED • The clutch has a pretty low RPM engagement, which bogs the engine slightly and mellows driveline shock, but the Matrix5-MT still had enough punch to get some wheel spin and throw gravel in your face. Speed was also pretty good, and for such a big truck you'll have to remember that it takes more time to slow down! Running into your leg (like we've all done) with something this big will actually hurt!
Rating: 8/8

BRAKING • The brakes worked, but maybe need some fine tuning to get a more linear feel. For the most part they almost felt on or off, which will stop the truck in a hurry—but in terms of performance that isn't the best way of getting the job done. So out of the box they are grabby as can be and require some tuning.
Rating: 6

LOW-SPEED HANDLING • Despite being huge and having a turning radius you can measure out in plywood, the Matrix5-MT wasn't too bad in the low-speed maneuvers. Low traction allowed me to steer with the throttle, and its 4WD ensured that the truck wouldn't swap ends easily. The suspension and tires soaked up the natural rock and roughness of the empty lot. A dual servo option would help improve the truck's overall handling.
Rating: 8

HIGH-SPEED HANDLING • With the throttle pinned the truck was very controllable. You could get a drift going if you had enough open space. You do have to remember the size, weight and speed of this truck when judging how it handles and adjust your driving style to adapt to the slower reaction.
Rating: 8.5

RTR GEAR

RADIO:	Skyion DX-Pro FM
RECEIVER:	Skyion G82135
STEERING SERVO:	Skyion G82106
THROTTLE SERVO:	Skyion G82122
ENGINE:	CEN 30cc
PIPE:	CEN Tuned Pipe
TIRES:	CEN Chevron Pattern
BODY:	CEN Monster Truck

TEST GEAR

RECEIVER PACK:	Mugen Power Pack, B0242 **$40**
FUEL:	87 Octane, **$3/gallon**

CONTACT

CEN RACING:	www.cenracing.com



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CEN RACING MATRIX5-MT

1:5 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- 4WD makes use of power not wasted
- Huge tank means huge runtime
- Optional dual steering servos

MISSES

- Big tires hit chassis and body at full lock
- Instructions are almost nonexistent
- Exposed gears in the center of the drivetrain

MAIN COMPETITION

HPI Baja 5T, FG 4WD Competition Monster, Rampage MT PRO

WHO IT'S FOR

Those who want 1/5-scale and 4WD

ROUGH-TRACK HANDLING • It was pretty rough in our test area—rough enough where any 1/8-scale would have some issues—but the big tires and scale of this truck make it at home in just normal empty lots. A rock that's the size of a buggy tire is more scale. The suspension isn't orthodox in setup but it did hold up to some good, old-fashioned beating.
Rating: 9

JUMPING • We didn't have real jumps in our test area, but we did have natural jumps, probably typical for this kind of truck. We did find that if you hit the jumps with some speed it wanted to nose into the ground. That can be suspension or just a characteristic of the truck. Letting off and hitting the jumps on-power made the nose point in the right direction. It's big and heavy so jumping 50 feet isn't ideal anyway.
Rating: 7

WRENCHING

MAINTENANCE • One of the appeals of big scale is that not everything is packed in such a small space. With more real estate and larger screws it becomes a little easier to work on, and hopefully less frequent. The center spur gear is buried deep in the car and has a complex setup of gears and axles to send the power to the front and rear, so this will be more complicated if you compare it to an 1/8-scale buggy. Since these cars aren't as mainstream as others, ease of maintenance is lower than most of the average RC cars out there. It's not super hard; just less refined in general and with the added weight seems to have lots of bracing and roll bars to get in the way.
Rating: 8

WEAR AND TEAR • The truck's soft plastic and beefy design has held up so far. But we do expect some issues because, as with all vehicles this size, mass is going to win. It's 37 pounds, or three times the weight of most 1/8-scale trucks and with that comes the chance we will land wrong or hit something hard. We saw some pretty crazy flex in the arms off some jumps, but it didn't show signs of stopping. Overall, we're happy so far with the durability, but we will be watching the exposed center gears for wear.
Rating: 9

TUNING • We'd be lying if we said we changed any settings. It's a big monster truck and while it does have some tuning options we aren't really going to go nuts and start fine-tuning such a heavy vehicle. Adjusting the damping to get the nose to point up over jumps might be the only thing one can feel.
Rating: 8

CONCLUSION

In some ways the big truck surprised us. It's not the most visually striking thing, and some of the design looks cramped, but in the end it performed well and provided over an hour of runtime on a single tank. 4WD makes up for lots of problems in handling, and even if we wanted to complain about how the Matrix5-MT handled we couldn't. It did what a big monster truck should do–drive over stuff and make it look easy. The 1/5-scalers are still rare, but if you want an inexpensive 4WD monster truck, the Matrix5-MT isn't a bad option. Find one for less than $1,000 and it's a pretty good deal.

Skinny almost tried to ride it. You can guess how that went.



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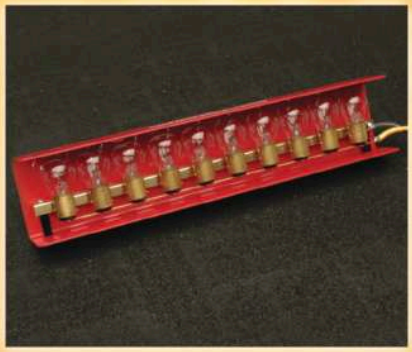

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#2031 .....assembled

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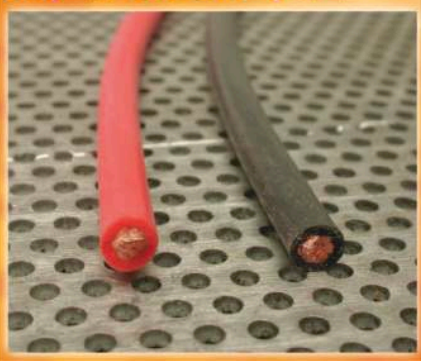

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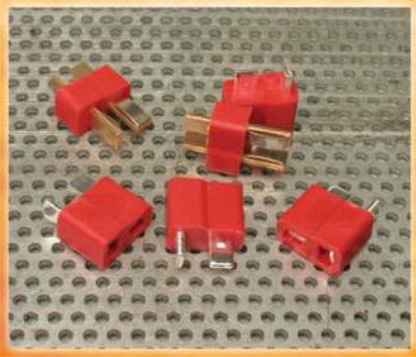

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CEN RACING

MATRIX5-MT

SCALE 1:5 | POWER NITRO | TYPE | DRIVE 4WD

POWERPLANT INFO

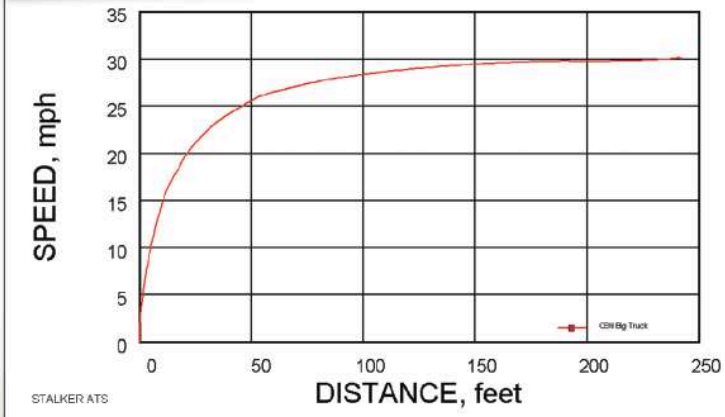
The engine is mysteriously without a logo so it's hard to tell what brand engine it is. It does come with a stout pullstart and a bright red kill switch. Like most engines of this style, this one starts easy, idles forever and provides insane runtimes. It doesn't rev like our nitro engines do so that takes some getting used to and the power can be abrupt, but thanks to a soft clutch and 4WD it's not very noticeable.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.43 sec. @ 26.5 mph
TOP SPEED: 29.8 mph @ 190 ft.
AVERAGE RUN TIME: 50 minutes



TEST CONDITIONS

WEATHER:	Breezy but sunny
TEMP/HUMIDITY:	60° F/52%
BAROMETRIC PRESSURE:	20.17 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Natural loose dirt

HANDLING

TURNING RADIUS:	8 feet, 1 inch
ON POWER:	Slight oversteer
OFF POWER:	Slight understeer

BRAKING

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

The Olsen might be able to use this to go to work.



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TRAXXAS E-MAXX BRUSHLESS EDITION

ADDING MORE "E" TO THE E-MAXX

1:8 | 4WD

words: Derek Buono | photos: Jason Boulanger

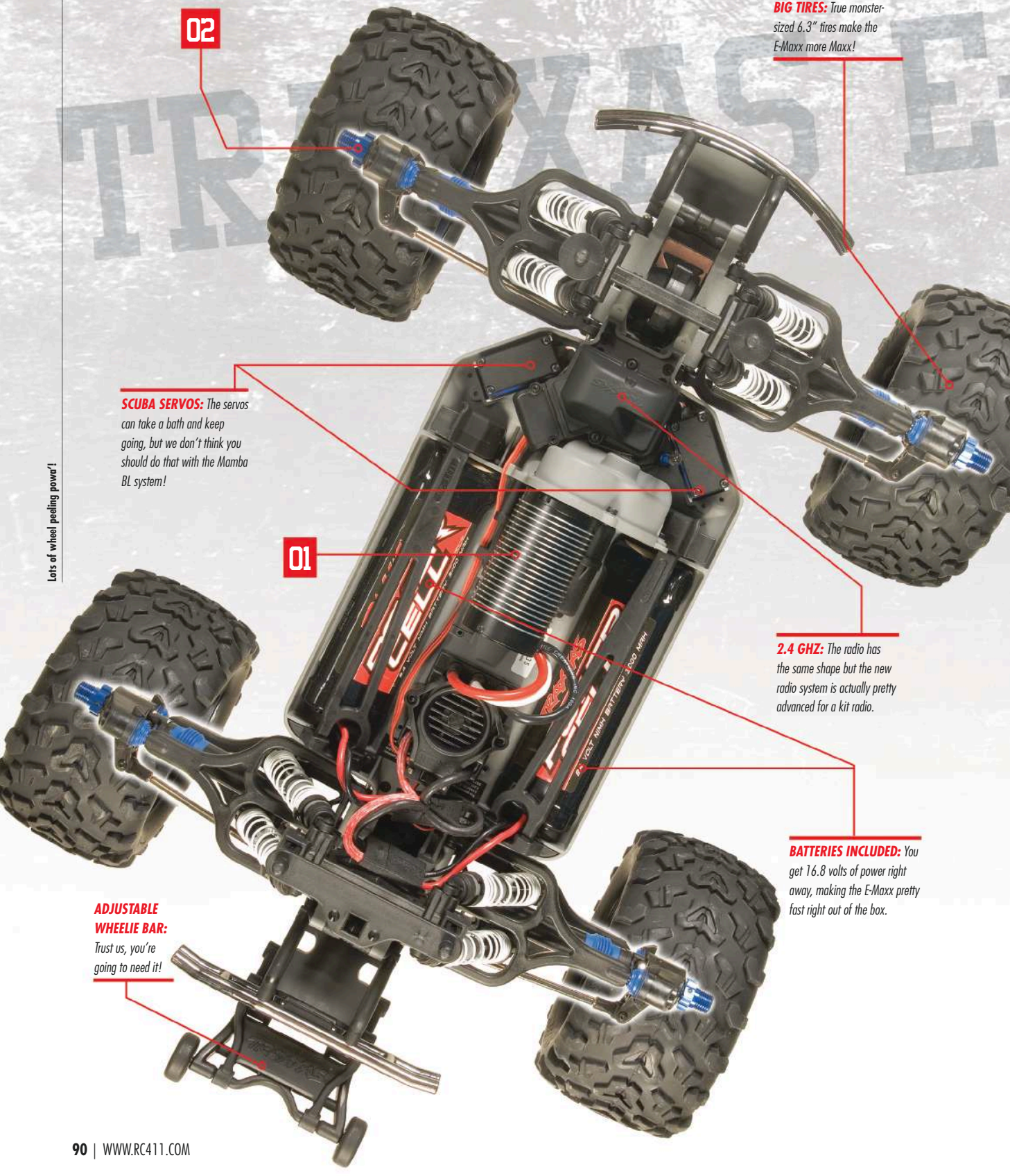
THE "MAXX" IN EITHER T OR E FORM ROCKED THE INDUSTRY. Even before electric-powered monster trucks became a thought, Traxxas had the market covered. Over the years the E-Maxx has evolved into a fun, durable monster truck capable of making even the most stoic person smile. Brushless power is a fun-factor multiplier, as the Mamba Monster system and the included packs rock this new E-Maxx Brushless Edition up to 35 mph. With a couple of LiPos in the right configuration, it's fast enough to send the tires flying off the rims. Thinking you need a monster truck that's too fast? This may be the one for you.

TRAXXAS E-MAXX BRUSHLESS EDITION

PART #: 2908
STREET PRICE: $599-$625
PRICE AS TESTED: $599
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:8			4WD

Lots of wheel peeling powa'!



BIG TIRES: *True monster-sized 6.3" tires make the E-Maxx more Maxx!*

SCUBA SERVOS: *The servos can take a bath and keep going, but we don't think you should do that with the Mamba BL system!*

2.4 GHZ: *The radio has the same shape but the new radio system is actually pretty advanced for a kit radio.*

BATTERIES INCLUDED: *You get 16.8 volts of power right away, making the E-Maxx pretty fast right out of the box.*

ADJUSTABLE WHEELIE BAR: *Trust us, you're going to need it!*

01 **BIG PRIZES •** Let's be frank here, the biggest change to the E-Maxx is the power system, and if you know big power you'll know that the Mamba Monster is found in tons of kits. It adds a "wow" factor to the E-Maxx that you just can't get with anything else.



> "The Mamba Maxx Edition is found in tons of kits. It adds a "wow" factor to the E-Maxx that you just can't get with anything else."

02 **HUBBA BUBBA •** One of the evolutions of monster trucks was away from the touring car 14mm hexes of ten years ago and in with a new set of 17mm hexes. While it seems trivial, the hexes allow more power to be used without stripping wheels, or breaking them.



POWERPLANT INFO

The Mamba Maxx system has shown up in lots of brushless kits and even been relabeled. That's for a good reason. It can handle tons of voltage, and it allows almost violent power from the motor and batteries. It's not perfect in throttle feel, but when your tires self-destruct off the rims from the speed you tend to forget the flaws.



VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub

SUSPENSION

TYPE:	4-wheel independent with pivot balls
TURNBUCKLES:	Steel
SWAYBARS:	Not Included

SHOCKS

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

DRIVE TRAIN

TYPE:	4WD with center gear reduction
DIFFERENTIAL:	Gear (front and rear)
DIFF FLUID:	Grease
AXLE TYPE:	Slider-tyle universals
TRANSMISSION:	3, gear (reduction)
SPUR GEAR:	Plastic
BEARINGS:	Rubber-shielded

GEARING

	1st
CLUTCH/SPUR:	19/68
GEAR RATIOS:	
PRIMARY:	3.57:1
INTERNAL:	5.84:1
FINAL:	20.88:1

DIMENSIONS

WEIGHT:	9 lbs., 10 oz. (4,365g)
TRACK WIDTH (F/R):	16.5" (419mm) / 16.5" (419mm)
WHEELBASE:	13.2" (335mm)
RIDE HEIGHT	2.2" (56mm)

ACCELERATION

0-60FT:	0-60 feet: 2.43 sec. @ 27.1 mph
TOP SPEED:	Top Speed: 34.4 mph @ 171 ft.
AVERAGE RUN TIME:	12 minutes

MAIN COMPETITION

HPI Savage Flux, Traxxas Revo Brushless

WHO IT'S FOR

Those who want big: big truck, big speed, big rewards!

Racers should all learn to bash.

TESTING

One of the best things of an RC racer is to get a "play" vehicle. All you do is charge and go outside. This is what I did with the E-Maxx brushless since really it's not a race truck, although it can be, and there are plenty of fun things in parking lots and dirt fields that the E-Maxx was made to drive over or into. And since I don't play around when I bash, I thought it would also test the durability, which in this segment is just as important as speed.

ACCELERATION AND SPEED • The stock batteries aren't race packs and they won't provide the power or consistency of a high-end battery, but they do provide plenty of punch and speed. Out of the box it's too fast for newbs and the brakes will flip it over forward on pavement. The attached wheelie bar gets a workout.
Rating: 9/10

HANDLING • If you were expecting the moves of a pure-bred race car you might be bummed by the excessive chassis roll, but for a monster truck it handles pretty well. I tried doing some slower climbing but the open diff and the slightly punch throttle profile made it interesting. I will warn you that the brakes work like you jammed a stick in the wheels and front tumbles are easier than wheelies! All things said and done the E-Maxx is versatile and the new brushless edition makes it easier to just plug-n-run.
Rating: 8.5

WRENCHING

MAINTENANCE • While the basic design isn't too complicated, getting to the center transmission and other parts does take a little more time than some may like, but with a little bit of patience and a few more screws you'll be where you need and fixing what you need with little hassle. The good news is you shouldn't need to really work on it too much.
Rating: 9

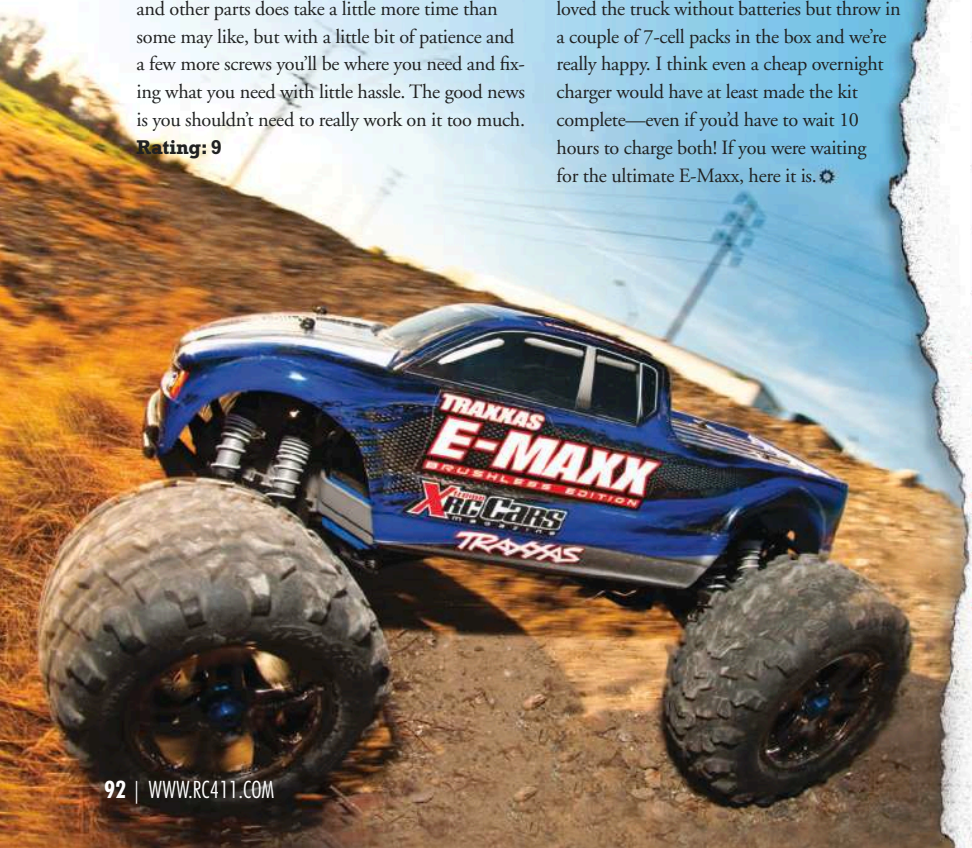
WEAR AND TEAR • The E-Maxx is a pretty stout truck. It's not new anymore, so most of the kinks were ironed out years ago, but don't forget that with new power comes more stress. If you think you're going to strap in some crazy 3S LiPos and not break something you're insane. Out of the box it will endure some pretty intense abuse. Other than some battle scars on the body and a wheelie bar that popped off it held up like a champ.
Rating: 9

TUNING • There are a few tuning options and a ton of aftermarket options but sometimes it's best to leave well enough alone right. Out of the box the truck leans and exaggerates movements, but that's part of the fun.
Rating: 8

CONCLUSION

Who doesn't love themselves a nice truck? The E-Maxx Brushless Edition hits all the right trucker buttons. It's fast; handles the pavement, dirt and grass; can do some hill climbing; and even does wheelies and stops on command. I loved the truck without batteries but throw in a couple of 7-cell packs in the box and we're really happy. I think even a cheap overnight charger would have at least made the kit complete—even if you'd have to wait 10 hours to charge both! If you were waiting for the ultimate E-Maxx, here it is.

Derek likes to play with things in fields by himself.



TRAXXAS E-MAXX BRUSHLESS EDITION

1:8 | 4WD

RTR GEAR

RADIO:	Traxxas TQ 2.4 GHz with 4-channel mini receiver
RECEIVER:	Traxxas 4-channel 2.4 GHz mini receiver
STEERING SERVO:	Traxxas 2075 (two)
SPEED CONTROL:	Castle Creations Mamba Monster
MOTOR:	Castle 2200Kv
BATTERY:	Traxxas Powercell 7-cell NiMH 8.4v (two)
TIRES:	Traxxas Maxx Chevron
BODY:	Traxxas E-Maxx Brushless Edition

CONTACT

TRAXXAS:	www.traxxas.com
CASTLE CREATIONS:	www.castlecreations.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Brushless makes life easier
- Includes batteries in the box
- More hop ups for this truck than we can imagine

MISSES

- 50mph isn't out of the box, it requires different batteries
- Chassis collects a lot of "stuff" when bashing

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WHAT'S NEXT?



1/18th SCALE

Sidewinder Micro Sport and Mamba Micro Pro Extreme Power Packages are available with 4200kv, 5400kv, 6800kv, or 8000kv motors.

Limited Edition 26mm motors are now available for the Mamba Micro Pro!



1/10th SCALE BASHER

Sidewinder Sport Power Packages are available with 4600kv or 5700kv motors.



1/10th SCALE CLUB RACER

NEW Mamba Max Pro Extreme Power Packages are now available! Sensored and Sensorless, good to 6s! Ready to ROAR? Now available in one cell version for carpet racing!



1/8th SCALE BASHER

Mamba Monster Power Packages are available with Neu-Castle 2200kv, 2650kv motors, designed by Castle and Steve Neu.

Three new Neu-Castle motors are now available! 1512 1.5y 1800kv, 1518 1y 1800kv, and the 1520 1y 1600kv, plus Castle's new CM1717 1580kv motor.

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SIDEWINDER™ SPORT POWER SYSTEMS

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Rally cars are more off-road than you think.

KYOSHO DRX IMPREZA WRC 2008

BIG RALLY RUNNER

1:8 | NITRO | 4WD

words: James Revilla | photos: Carl Hyndman

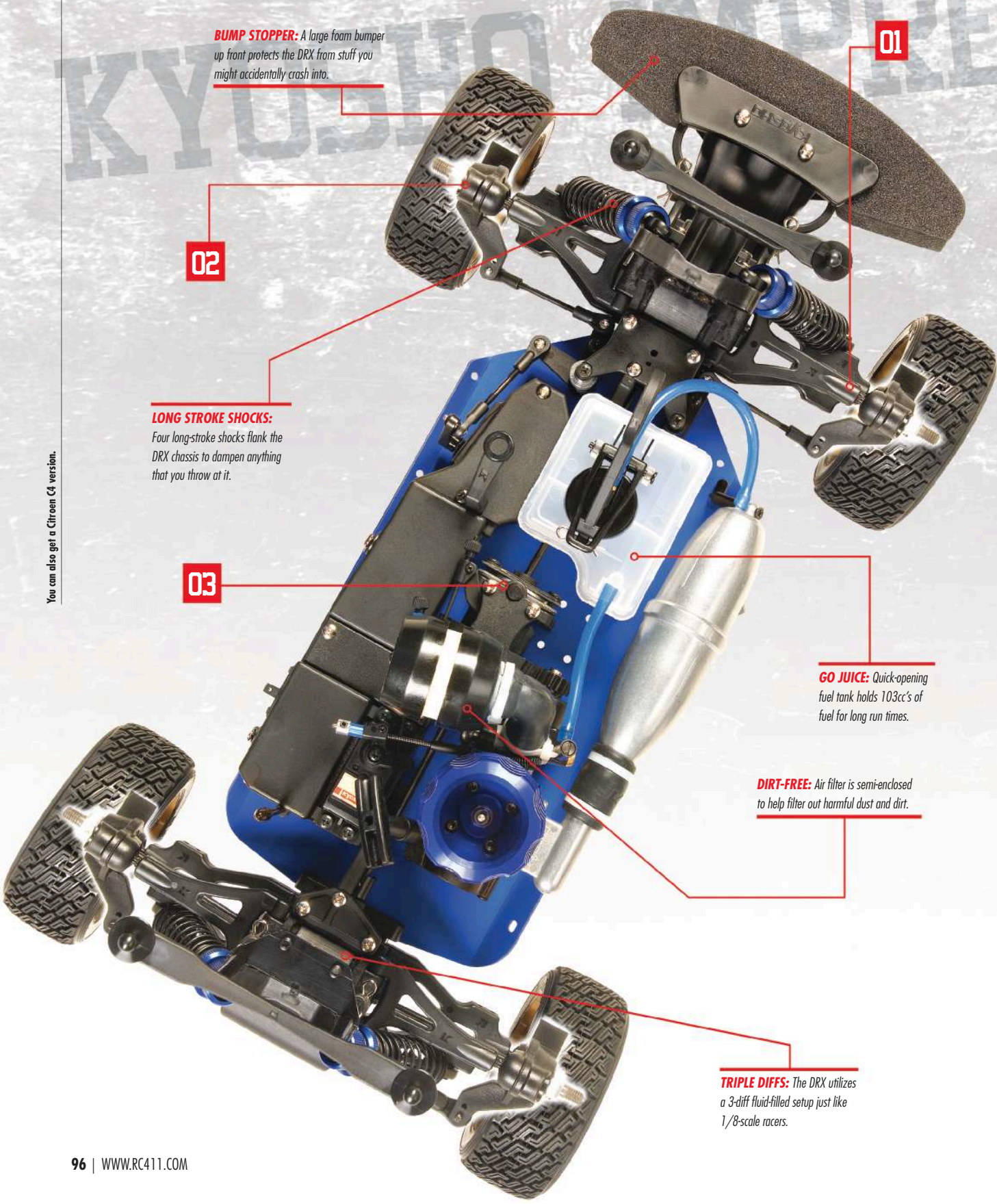
ANYONE WHO IS INTO MOTORSPORTS (LIKE I AM) KNOWS RALLY. A sport that is slowly gaining ground in the U.S., rally is huge overseas. The drivers are worldwide celebrities, and one of those guys goes by the name of Petter Solberg. Solberg piloted a Subaru Impreza in the 2008 WRC rally championship, and that's faithfully represented here in Kyosho's new DRX ReadySet. With a scale replica body of Solberg's ride on top, underneath is Kyosho's nitro-powered rally machine, based on their DBX/DST platform. At 1/9-scale, it's bigger than your average car, and should deliver big, multi-terrain-filled fun—rally style.

I like how they still look like real cars.

KYOSHO DRX IMPREZA WRC 2008

PART #: 31042B
STREET PRICE: $325
PRICE AS TESTED: $362
SETUP TIME: 2 hours
EXPERIENCE LEVEL: Novice

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



BUMP STOPPER: *A large foam bumper up front protects the DRX from stuff you might accidentally crash into.*

LONG STROKE SHOCKS: *Four long-stroke shocks flank the DRX chassis to dampen anything that you throw at it.*

GO JUICE: *Quick-opening fuel tank holds 103cc's of fuel for long run times.*

DIRT-FREE: *Air filter is semi-enclosed to help filter out harmful dust and dirt.*

TRIPLE DIFFS: *The DRX utilizes a 3-diff fluid-filled setup just like 1/8-scale racers.*

You can also get a Citroen C4 version.

01 **SIMPLE IS BETTER •** Sticking to the K.I.S.S. rule, the front and rear suspension parts are identical. This is good in that you don't have to stock up on a bunch of location-dependent parts in your pit box, because for example, the DRX upper suspension arms are the same arm, regardless if they're up front or out back.



> "...with 1/8-scale roots and a sweet looking body, the DRX Impreza performs with style..."



02 **ROCK STEADY •** Here's something you don't see much, but you should: built-in rock guards on the wheel hubs. These guards help prevent rocks and stones from locking up the wheels while you are travelling on the rough stuff, allowing you to motor over lots of loose terrain.

03 **BIASED STOPPING •** Like its sister the DBX, the DRX features a center fluid-filled differential and dual drilled steel disk brakes with lined brake pads. The brake bias can be adjusted with the turn of a small thumbwheel, no tools required.





VEHICLE INFO

CHASSIS

LAYOUT:	Flat lower deck with bracing
THICKNESS:	2.5mm
MATERIAL:	Anodized aluminum
TANK CAPACITY:	103cc

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Steel tie-rods
STEERING:	Dual bell crank with integrated servo saver
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Molded plastic
DAMPING (F/R):	Green / Green
PISTONS (F/R):	1B / 1B
SPRINGS (F/R):	Black / black

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	3, gear
DIFF FLUID (F/C/R):	5,000 wt. / 5,000 wt. / 5,000 wt.
AXLE TYPE:	Dogbone
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Molded composite
CLUTCH TYPE:	2-shoe
BEARINGS:	Metal-shielded

GEARING

CLUTCHBELL/ SPUR:	16/46
GEAR RATIOS:	
PRIMARY:	2.875
INTERNAL:	3.08:1
FINAL:	8.86:1

BODY, TIRES & WHEELS

BODY:	Kyosho Impreza
TIRES (F/R):	Kyosho Rally Pattern
DIAMETER/ WIDTH:	3.6 in. x 1.5 in. (93mm x 38mm)
HEX SIZE:	17mm
WHEELS:	Kyosho DRX

DIMENSIONS

WEIGHT:	7 lbs., 12 oz. (2,605g)
TRACK WIDTH (F/R):	10.2/10.2 in. (260/260mm)
WHEELBASE:	12.44 in. (316mm)
RIDE HEIGHT	1 in. (26mm)

Hey Kyosho, no Evo?

KYOSHO DRX IMPREZA WRC 2008

1:8 | NITRO | 4WD

TESTING

The one part about rally that makes it difficult to do but exciting to watch is the fact that its cars were designed to traverse a wide variety of surfaces. From tarmac (you know, asphalt) to gravel, snow to loose sand, rally cars can go almost anywhere. That said, we passed on going to a dedicated off-road track and decided to hit the more "wilderness" areas nearby.

They could easily do rally SUVs on this platform.

ACCELERATION AND SPEED • My Impreza test ride got going and motored its way to a decent top speed easily. Midrange power was readily available, and during critical corner exits I knew that I just had to punch the trigger to see the car leap to life. The GXR.18 lets the power on slow, but before you know it top speeds sneak up on you pretty fast. Standing start speed runs are a plus, as having real oil-filled diffs give the DRX's tires the grip to put the power down to the ground.
Rating: 8/8

BRAKING • The dual brake system on the DRX was well capable of slowing the car to a halt whenever I hit the brakes. I liked how the adjustable bias thumbscrew made it easy for me to set braking force independently for the front and rear ends. After some heavy driving I did notice a hint of brake fade, but even after four consecutive tank-fulls, I could still jam the brake and do a 180 just like the real thing.
Rating: 8

LOW-SPEED HANDLING • At lower speeds the big Subaru body would sway during aggressive maneuvers. For pure racing purposes this wouldn't be ideal—but this isn't a racecar, and the swaying didn't seem to affect the handing much, and to be honest it actually made the DRX look cool! The turning radius is a little big, but just like in rally—if I needed to turn faster all I had to do was tap the brake.
Rating: 8

HIGH-SPEED HANDLING • The DRX's high-speed handling felt more like a combination of barely-holding-on-to-the-ground plus "punch it Chewie!" dynamics. The DRX didn't have the traction of a race buggy, but it was predictable, especially with the hammer down. Through high speed maneuvers, it seemed like the DRX moved better with the power on full. Full-throttle power sliding? Who complains about that?
Rating: 8

ROUGH-TRACK HANDLING • This part of testing decided if the word "rally" on the DRX box was for real or a pretender. After the test drive, I was satisfied. By basing the DRX on their more competitive machines, Kyosho gave the DRX enough racing DNA to be comfortable on rough surfaces. The long-throw shocks absorbed a lot of impact, and as long as I stayed away from monster truck-sized obstacles, the DRX made its way through without hassle. Dirt and gravel didn't slow the DRX down at all, as it motored its way across all surfaces regardless of how flat the surface was.
Rating: 8.5

RTR GEAR

RADIO:	Kyosho Perfex KT-6
RECEIVER:	Kyosho Perfex KR-iNBK
STEERING SERVO:	Kyosho KS-101BK
THROTTLE SERVO:	Kyosho KS-101BK
ENGINE:	Kyosho GXR.18 with pullstart
PIPE:	Kyosho Muffler (DBX/DST)
TIRES:	Kyosho Rally Pattern
BODY:	Kyosho Impreza

TEST GEAR

RECEIVER PACK:	Team Orion Marathon 1600 NiMH, ORI12227, **$25**
FUEL:	O'Donnell 20%, #ODOP3320, **$12/quart**

CONTACT

KYOSHO AMERICA:	www.rc10.com
TEAM ORION:	www.teamorion.com
O'DONNELL RACING:	www.odonnellracing.com

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XRAY
www.teamxray.com
Tires, wheels, electronics, servo, motor and body are not included. Assembly required. All specifications are subject to change without prior notice. All rights reserved.

KYOSHO DRX IMPREZA WRC 2008

1:8 | NITRO | 4WD

WRENCHING

MAINTENANCE • There's nothing much to say in this department. There's no exotic engine mounting and no complicated radio boxes; the DRX platform is relatively easy to work on. Only the primary requirements of a machine like this are present, meaning single speed gearing, plain Jane oil-filled shocks and diffs, front-and-center fuel tank, and a simple exhaust system. This "plainness" actually is why it's easy to work on; combine that with a radio box that lifts out of the chassis in one piece (servos included), and pit wrenching times will be short and sweet. Just remember to have a Phillips screwdriver, as they are everywhere on this machine.
Rating: 8

WEAR AND TEAR • Whereas some previous "rally" offerings from other companies were based off of an on-road platform, Kyosho did it right by starting with proven off-road designs. I was a little skeptical about the anorexic-looking steering linkages and arms, but they proved to be up to the task, handling my driving abuse with no damage. In fact, the front bumper on the pre-painted body took the most abuse, but underneath the DRX held its ground. The tires were soft enough to grab a hold of the dirt, but hard enough to last awhile even if you did numerous sliding turns on pavement (as I did during testing). The only other concern that I had was the position of the on/off switch on the left side. This happened to be right in the path of anything the front-left tire would kick up, and on occasion (mainly in gravel) the front-left tire would kick a rock up and turn the on/off switch off! Luckily the DRX was equipped with a throttle return spring to prevent runaways, but I would have liked this critical part placed say, on top of the radio box. A quick fix—rotate the on/off switch 180-degrees so the "on" side is towards the rear of the chassis.
Rating: 8

TUNING • The DRX is a close relative of the DBX/DST, which is a close relative of Kyosho's competitive 1/8-scale buggies and truggies. Because of those genes, the DRX features competition-level tuning adjustments that allow you to dial her into the track. The pillowball suspension design and a host of optional upgrade parts from Kyosho mean that you can go mild or wild when it comes to the hook up.
Rating: 9

CONCLUSION

With 1/8-scale roots and a sweet-looking body, the DRX Impreza performs with style. It's a pretty decent RTR package, and the pre-painted body cuts down on prep time. Over the various terrain I test drove the DRX on, the car was more than capable of taking some WRC-type paths and lines. The multi-purpose tires gave decent grip on all surfaces, allowing me to feel in control wherever I drove. It's a fun machine, and it would have been even better if it weren't for the almost archaic pull-start (hello roto-starting!) and the on/off switch positioning. Nevertheless, the car lived up to its rally moniker, so if you're a fan of WRC then the DRX is available for you to pretend you're the next Solberg!

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Nice 1/8-scale derived suspension
- Lots of fun on the rough stuff
- Tires do a decent job on different surfaces

MISSES

- Pull-start? We still have pull-starts?
- Uses Phillips screws
- Steering system could be a little beefier

MAIN COMPETITION

Nothing this size with these looks!

WHO IT'S FOR

Rally aficionados with a taste of nitro.

Make the molds, man. Make the molds!



Smarter, Smaller, Faster.



HOTWIRE COMPATIBLE

RX8

Easily Access Programming, Anywhere, Anytime
Drives Sensor/Sensorless Brushless and Brushed Motors
D2: Dual Drive Mode Technology
On-Board Temperature Indicator
PC Interface for Custom Programming
Sensor Plug for Precise Commutation with all Motors
Adjustable Drag Brakes
Pit Tune Mode
One-Touch Radio Calibration
Drag Brake (13 steps)
Current Limiter (none + 12 steps)
Motor/Reverse Type: Brushless, Brushed, No Rev, Rev Delay
Voltage Cutoffs (none, 2s, 3s, 4s, 6s, Custom)
Timing Advance when used with Tekin Hotwire

1:8th SCALE SENSORED BRUSHLESS SYSTEMS

T8 Motor

40mm Hi-Power Sensored Motor
CNC Machined 6061 T6 Billet Aluminum Ribbed Heatsink Can
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Lucia Falls, WA
hosted by ORCRC

AWCCQ #5 - April 10
Lake Amador, CA
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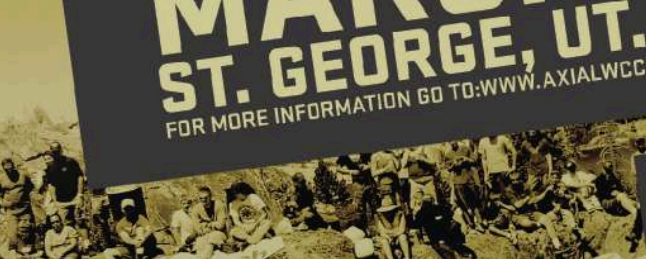


axial®

KYOSHO DRX IMPREZA WRC 2008

SCALE 1:8 | POWER NITRO | TYPE | DRIVE 4WD

POWERPLANT INFO

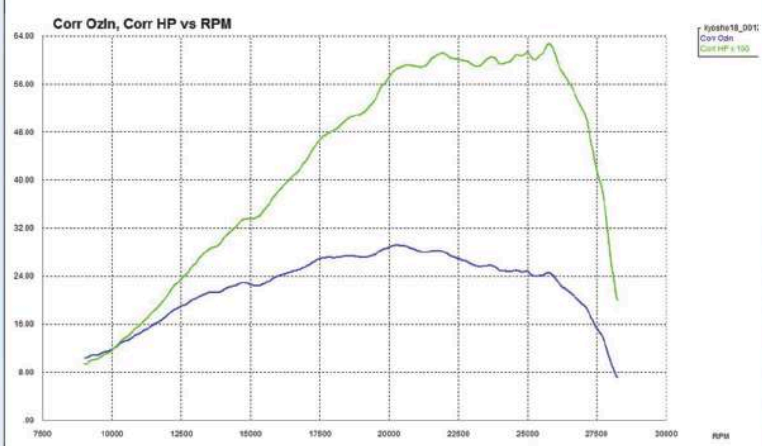
Although classified as a 1/9-scale vehicle, that's mainly due to the scale proportions of the Impreza body. Underneath the DRX is a 1/10-scale chassis, and compared to your usual .12-.15-sized engines in 1/10-scale, the DRX packs a larger .18-sized engine. It's still an RTR mill, so don't expect super quick low-end response, but once you get the revs going, the GXR .18 shows that it likes running at the top end. I didn't have any troubles with needle tuning, and the engine stayed consistent throughout testing.



My first 4WD RC was Kyosho's Optima. Chain drive was awesome... back then.

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	Kyosho GXR.18
BORE AND STROKE:	.62 in. x .59 in. (16mm x 15mm)
DISPLACEMENT:	0.18 in.^{3} (3.0cc)
FUEL:	O'Donnell 20%
PIPE:	Stock
PLUG:	Stock
PEAK X-DYNO HP*:	0.62 @ 25,750 rpm
PEAK X-DYNO TQ*:	29.11 oz.-in. @ 20,250 rpm
PEAK X-DYNO RPM:	28,250
AVERAGE HP:	0.42
AVERAGE TQ:	22.2 oz.-in.
POWER FACTOR	
CORRECTION FACTOR:	1.131

*All numbers are SAE corrected

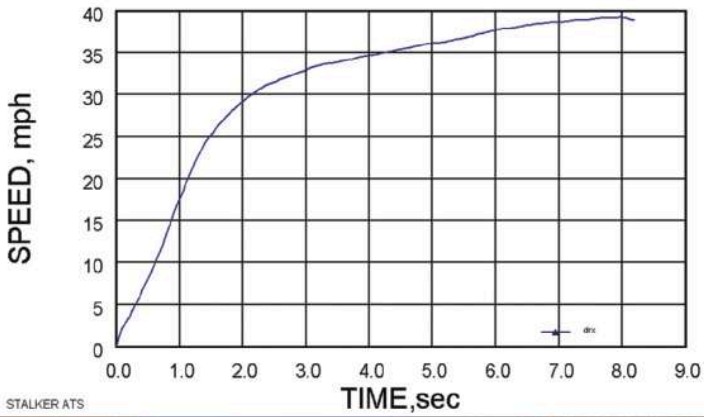
NEEDLE SETTINGS

HIGH:	1.5-turns in from flush
LOW:	1-turn out from flushv
MID:	NA
OPERATING TEMP:	220-240°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.24 sec. @ 30.71 mph
TOP SPEED: 39.1 mph @ 344 ft.
AVERAGE RUN TIME: 10 minutes



TEST CONDITIONS

WEATHER:	Cold and breezy
TEMP/HUMIDITY:	61° F/50%
BAROMETRIC PRESSURE:	29.49 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Asphalt, gravel, and loose dirt

HANDLING

TURNING RADIUS:	3 ft. 6 in. (1,066mm)
ON POWER:	Understeer
OFF POWER:	Neutral

BRAKING

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

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RPM
BUMPER & SKID PLATE FOR SLASH 4X4

The Traxxas Slash pretty much started the whole short course craze. The Slash is known for its durability and ease of use and the new 4x4 version adds to that lineage. Who wouldn't want to improve the truck's durability and add some bling at the same time to make it a bit more personal? Unlike the original stock parts, this new RPM upgrade includes a three-piece front bumper and skid plate design. We tested out the black version and it installed quickly and easily with the supplied hardware. Right away the upgrade added a very solid feel and with RPM's reputation for quality plastic it was ready for some big frontal impacts. The system does do away with the stock bumper support ring, but since it is so well designed and built, it was obvious it wasn't needed. If realism is your thing, you can always incorporate RPM's light canister sets that give it even more scale looks. They bolt right together with this upgrade and add a bit more style.



Scorecard:
Quality: 10
Performance: 10
Value: 10
Overall Rating: 10

Connect:
RPM
www.rpmrcproducts.com
Part Number: 80022 Black, 80023 Chrome and Gray, 80025 Blue
Street Price: $16 Black or Blue/ $18 for Chrome Bumper and Gray Skid Plate

Stick packs tested through four different battery technologies!

TEAM ORION
ROCKET PACK 3500 LIPO

With rectangular LiPo's being the norm, there's rarely any love for Ni-MH's other than your throw-in-the-RTR-box variety. Yet there are still vehicles that require the classic oval-shaped power source. Luckily for anyone with a vehicle that requires a 6-cell sized stick pack to fit, Team Orion has some new Rocket Packs in 2400-4000 capacities in your choice of Deans, Traxxas, or Tamiya plug configuration (including a prewired balance plug) that give you the advantage of LiPo technology in the shape of a standard 6-cell stick pack. Our test 3500mAh 25C pack fit all kinds of chassis we had in the office; even molded chassis like my test rig (Tamiya M-05) took the pack with ease. During some test runs the 3500 gave more punch and longer run times due to the lighter weight compared to standard NiMH cells. The 3500 pack has a street price of about $65 – which isn't bad at all.



Scorecard:
Quality: 9
Performance: 9
Value: 8
Overall Rating: 8

Connect:
Team Orion
www.teamorion.com
Part Number: ORI14106
Street Price: $65

PROTEK
ICHARGER 1010B+

LiPos are pretty new to RC cars, but in the world of flight they have been around way longer. With that age comes knowledge – especially charging knowledge. So finding a great charger for all your battery needs can be easily done by going to a helicopter hobby shop and finding something like the iCharger 1010B+. It can charge just about any battery you can think of (NiMH, Pb, LiPo, LiFE) and has a built in balancer. It's compact and has all sorts of safety built in for unbalanced cells, temp and wrong profiles. It stores profiles and can even charge 2 batteries at once. Protek is making a name for themselves and even though targeted at the Heli market this one is a winner.

Scorecard:
Quality: 10
Performance: 9
Value: 9
Overall Rating: 9

Connect:
Protek
Street price: $180
Part #: 80190
www.amainhobbies.com



Our Protek charger is used by everyone in the office.

TA EMERALD
BODY DETAILER

"It's better to look good than to feel good." Remember that? Well in the world of RC when your car or truck looks good you will feel good. At least that's the idea behind TA Emerald's Body Detailer. It's a 6-oz. can of one-step body polish and wax. It's designed to bring out the best look in RC cars, trucks, boats, planes, helicopters and more. It's Lexan and fiberglass safe. I wanted to try it out so I grabbed the dirtiest nitro body I could find and followed the directions; Shake well, spray, allow to soak, and buff out. The results were solid, the body was clean, shiny, deep looking. I would recommend first cleaning off the body with a soft towel to remove "excess" dirt and grim first. This will yield the best result since nowhere on the can does it say "cleaner." It's designed to be a polish, and wax.

Scorecard:
Quality: 9
Performance: 9
Value: 9
Overall Rating: 9

Connect:
TA Emerald
Street Price: $5.29
Part #: 4900
www.taeindustries.com





INTEGY
UNIVERSAL SETUP STATION SYSTEM

To get the exact measurements and angles you need a setup station, and Integy has a new set designed for larger 1/8-scale and monster truck-sized vehicles. Made from nicely finished anodized aluminum, the setup station is comprised of four camber/caster gauges and an adjustable width toe gauge. Assembly requires a 2 mm wrench and it gets its "universal" tag by way of included hex adapters to fit most bolt-type axles (such as on monster trucks) as well as standard 17 mm 1/8-scale axles. The camber plates ride smooth on ball bearings, and usage once installed checking all angles is quick and easy. If you're finicky about getting exact measurements when setting up your big rig, you might want to consider adding the Integy Universal Setup Station to your pit box.

Scorecard:
Quality: 9
Performance: 9
Value: 10
Overall Rating: 9

Connect:
Integy
www.integy.com
Part Number: C23115
Street Price: $90



LOSI
PRECISION TIRE BALANCER

To many experienced racers, balancing tires is a common step in achieving a good handling car. Team Losi has always given racers products to help them on the track and this tool is a good one. Stable, strong and able to fold down for traveling, this balancer should be a welcome item in your pits. The bearings spun smooth and I was able to work on my tires quickly with the supplied clay. The kit only includes parts to work with 17mm wheels, so keep that in mind if you plan to run other classes. The whole kit sits nice in a protective plastic case and is suspended in die-cut foam. Spin to win!



Scorecard:
Quality: 10
Performance: 9
Value: 8
Overall Rating: 9

Connect:
Team Losi
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Is that a POV camera?

SET-UP AN ON-BOARD CAMERA

FOR THE RECORD

words: James Revilla

Have you ever wanted to see what it was like to actually be inside your RC buggy while it's flying over a triple jump? Ever think about how it would look behind the windshield running high speed down the street? Or maybe you want to make some kick-ass RC video for YouTube. All of these ideas require a common item: an on-board camera. Having one puts you in the center of the action to see the view as if you actually drove your ride. You get to watch previous races in order to check driving lines and other details. It's also pretty cool, too. But where do you start your RC filmmaking career? That's where we step in to help you learn how to set-up an on-board camera.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED



- On-board Camera



- Laptop
- Your RC Car or Truck

1: TAKE ME TO THE CAMERA SHOP

Before you mount a camera, you have to actually buy one. A couple of RC manufacturers offer on-board cameras in their product lines (Traxxas' Go-Pro Hero and Venom Group's Snake Eye Micro DV) and there are many other camera manufacturers that have products that might suit your needs. The main specifications you'll want to keep a look out for are size, durability, self-power and mounting options.

Obviously, we're dealing with scale vehicles, so the size of the camera itself (including camera mount) is important—especially if you are thinking of getting that behind-the-windshield view. For most monster trucks and larger-scale vehicles, there should be ample room, but for smaller or sleeker vehicles (like touring cars) you may be pressed for space. You'll also want a rugged camera, since RC cars are subject to a lot of abuse from their environments. Self-powered (internal battery-type) cameras avoid the need for an external power source. Finally, you'll want multiple mounting options for freedom of camera placement.



2: MOUNT 'EM UP

Once you've chosen a camera, the next step is to choose exactly where you want to put it. Here are the three most common locations:



A) Forward-Inside

This is the most realistic view, also known as "behind the windshield." You'll want to find a stable location on your RC vehicle's chassis to mount the camera. You don't want to try to mount it upside down underneath the roof, as this is a high-flex area—not to mention if you roll over, the camera will feel all of the shock. For most 2WD off-road vehicles, you will most likely mount the camera on top of the battery brace.



B) Forward-Outside

For vehicles that do not have enough clearance underneath the body, you'll have to do a roof-mount or a rear-window mount. The roof mount has an unobstructed view of where your car or truck is going, but we don't recommend this often as all it takes is one rollover and you could destroy the camera. If your camera's mounting apparatus is tall enough, you can try mounting the camera to the rear window of a touring car or truck bed on a stadium or monster truck.

No need to worry about stage fright.



C) Rearward-Outside

With all this focus on the front, don't forget that you can also mount the camera facing the rear. This view will show all the action going on behind you, and is great for filming friends as you lead them around the course.

3: IT'S A FUNNY ANGLE

Now before you become the next James Cameron, you'll have to do some preliminary testing. With the camera mounted and turned on, drive slowly around for about a minute, pull your RC in, and check out the footage. Check the angle of the camera, your field of view (how much area you can actually capture with the camera) and clearness. Inside-mounted cameras will benefit by cutting out your front windshield as Lexan is rarely ever "crystal clear" and removing any obstruction from the camera's view will do a lot of good in getting crisp, quality footage.



4: Take it *Easier*

Remember, the key to getting good, exciting footage is to drive as smooth as possible, avoiding rough surfaces and anything else that can jolt or make your RC shake around. If you're trying to film some jumping, make sure you've got the jump down pat, (meaning you can stick the landing very well) *before* installing the camera. Also be easy on the gas and brake throughout, so your footage won't want to make the squeamish want to revisit their lunch during your video premiere.



CONCLUSION

Now that wasn't hard was it? With today's technology it's not that difficult to get some of your RC exploits on film, ready to share with your YouTube fans and family. So grab yourself a camera, hook it up, and start making some RC movies of your own!

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Cirtix Inspire 2.0 ESC



Sport Tuned V2.0 - 4000KV - RTR



2.4G Transmitter



1/10 Scale
Off Road Truggy

RS2

1/10 SCALE OFF ROAD TRUGGY

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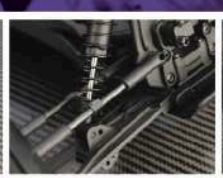
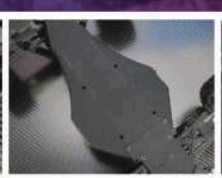
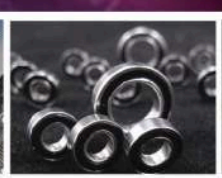
WHEELIE BAR



Adjustable Steel trunbuckles



Futurustic Chassis Design



Ball Bearings



Telescopic Driveshafts



Ultra High active power 2P Battery connector



High Current 14AWG Wire



2.4Ghz Control Receiver



Program Box

11th annual NITRO CHA

words & photos: Brian "Skinny" Skinner

special thanks to: XRC Intern Matt Olsen

IT'S CALLED "NITRO CHALLENGE" FOR A REASON!

SPONSORED BY: Pro-Line, Tekno, A Main Hobbies, Reedy, Associated, & Xtreme RC Cars Magazine!

The second month of the Gregorian calendar is February, which also signals the start of the nitro off-road season. This means the Nitro Challenge is in town, and my favorite event of the year to attend. On February 17, 450 racers headed to the Nitro Pit in Arizona to do battle on the hardest track layout Joey Christenson has ever built. To make it even more challenging, Joey ordered up some rain to make the mains on Saturday and Sunday even more fun. As always, the now 11-year-old Nitro Challenge tested the skills of racers, and has let the pros know who's been practicing over the winter, and who will be fast, especially for this years IFMAR 1/8-scale world event. For the rest of us mere mortals, the Nitro Challenge is "The" event to attend because the pro mains are epic, the track is always fun (a test of our skills, anyway!), and a chance to pull some trigger after the long winter. If you did not attend this year, here are six pages of reasons to go next year!

The pros even had a hard time with the layout.

BEST QUOTE OF THE WEEKEND:

"Sure the track is hard, I call this the Nitro Challenge, not the Nitro Easy!"

Joey Christensen



Team The Dirt, did a great job getting the track back in action on both days; Joey is the mud master!

LLENGE

presented by: The Dirt

FRESHNESS GUARANTEED

Race Date: 02.17.10

Maybe they should call it the "Rumble in the Jungle" next year.

THE TRACK

Joey track builds are always spectacular, but this year's track was brutally fun. It was hard to race on and hard on parts, but you felt like you accomplished something if you did well! The world famous Nitro Pit has some of the best dirt to race on, and a great facility so put the two together, and you have a world renowned race to attend. Below are the battle zones of the track:

ROCKER ROW: You had to take your time through here as the jagged rockers would flip you if you went too fast. The jumps leading to, and leaving from the rockers were hard as well—too slow—you flipped.



THE DIRTY DOZEN: Was twelve jumps back-to-back, and very hard to make consistently. The pros were the only ones really doing it regularly, and only mastering it by the time the A-mains rolled around.



PHOTO ZONE HAIRPIN: This was the hardest part of the track and everybody crashed there.

11th annual NITRO CHALLENGE

NEW PRODUCTS

1. Pro-Line had the new Recoil tires there and I tried them out. It has great forward bite, with the ability to break it loose for that perfect slide through the corners. The look of the tire is futuristic, and will work well in many race conditions. Rubber is long lasting.

2. AKA Enduro tires. I received samples literally as I was leaving for the race! They have great forward bite and stick almost too well in the corners, and the tread will work in many types of conditions—they do on my motorcycle anyway! Tread reminds me of an enduro motorcycle tire, and the rubber is long-lasting.

3. Team Losi had Adam Drake testing all sorts of new Losi tires, and here are two that Drake seemed to be focusing on: one for truggy, and one for buggy. Look for them soon in a store near you.

4. Bernard from Nova Rossi had this sweet micro 2000 mAh igniter at the event. He did not let me use it, but it will be out soon.

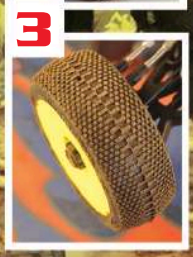
5. Dialed Inc. had some new things to show off for carrying your RC gear, and we'll take a closer look next month in Xtreme Tools.

6. Tekno RC has a bunch of new stuff for RC cars. The ones I liked were these adjustable wing mounts which are bulletproof, and these nicely done aluminum shock towers. Both are available for multiple cars, so check and see if they got one for you.















Does Skinny's "Crocs" count as racewear?

LIFE IN THE PITS


One word: Hardcore!


Ok, how much and where? RC shoes are a cool fashion statement!!


Up-Grade has the right idea—great display, we just need more spectators at events to appreciate something like this!

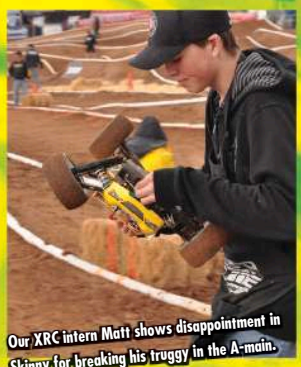

Cody King the Family Guy? No, but his GFF and doggy are on the road with him this year.

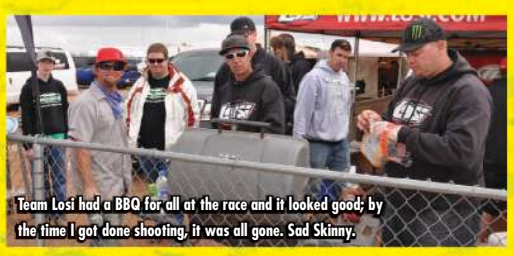


This bugged me all weekend. What does it mean? Found my balls? Found my marbles?


Dejected, I didn't get a hamburger from Losi; I got a smile and tacos from the catering truck. Happy Skinny.


While Mr. Drake races, Mrs. Drake studies. Oh, the married life of RC super stars!


Our XRC intern Matt shows disappointment in Skinny for breaking his truggy in the A-main.


Team Losi had a BBQ for all at the race and it looked good; by the time I got done shooting, it was all gone. Sad Skinny.


Factory Tamiya driver Ryan Lutz shows me the power of Kal-Gard Pre-Shine for keeping mud off my Tamiya buggy—it worked!

CUE THE RAIN!

What would the Nitro Challenge be without some rain? As usual, there were showers, but this year it rained on both A-main days. And also as usual, the lower mains got the brunt of it, while the pros had a dialed track. Why is it always like that? This year it rained pretty good, causing havoc in the pits and on the track. Sunday the track had to be changed so we could race, pits had to be relocated and rubber boots were the new fashion statement in the pits. Here's a snapshot of the muddy chaos:



Saturday's rain!



The Happy-Happy, Joy-Joy room. Race announcer Kenny gives the Weather Channel guarantee: "rain will be gone in 15 minutes." He was totally right!



Want to bet who is cleaning the truggy?



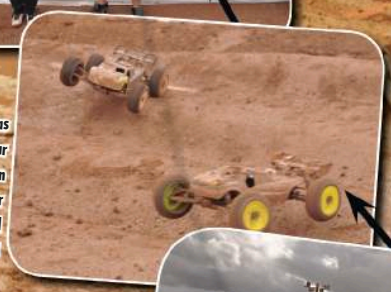
Sunday's rain!

Here on Skinny's Isle. The Xtreme tent was surrounded by water—that's how much it rained Sunday morning.

No Bluegroove track here.



The pros just want you open class racers to know they thank you for making their A-mains raceable. Gee, thanks guys!

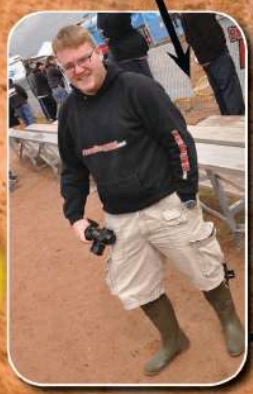


Out on the track it was a mess. One brown car passes another brown car; it was hard for the drivers to even tell which truggy was theirs!



That track was flooded in the center so they cut it out (where the straw is), and the dirt was Gummy Bears.





Some of the photo guys needed rubber boots to make it around the track. Me, I just sent our intern out to get muddy. Xtreme is a high-budget operation with hot models running around, and interns to do the dirty work!



Rubber boots were flying off the shelf at Wal-Mart, and some of the girls opted for the more colorful models like these. Sweet!



By 2pm Cavalieri gave the thumbs up that the track is looking good for his A-main.

11th annual NITRO CHALLENGE



THE RACING:

Pro truggy: Ryan Cavalieri sat on the pole for this 45-minute A-main, and as they headed off, RC got the holeshot and the pack got a clean start. The first part of the race was a battle between RC, Jared Tebo and Ty Tessmann with the three solidly out front. Tessmann seemed to be going fast, but was fumbling at that point; Tebo and RC were trying to find their legs for this track, too. Tebo and RC battled for the lead, with Tessmann right behind them. Tebo was in second with RC right in front, but he started having problems, and Tessmann passed him for second. Then at the 17-minute mark, Ryan Mayfield moved up to the pack, and took second place. RC, Mayfield, Tessmann and Tebo were all together with RC a few seconds ahead, but the action was crazy. Mayfield hit the double, and landed on top of Tebo, and it looked like Tebo was out with a broken A-arm at about the halfway point of this race. With 20 minutes left RC had a half lap lead, but was making mistakes. Tessmann was in second looking fast, with Mayfield in third. With 12 minutes to go RC had an unbelievable lead lapping up to fifth place. On the next set of laps, I don't know how he did it, but Tessmann caught RC and passed him for the lead. The crowd was shocked and the racing began for the lead between the two! They battled hard for the remaining minutes: one crashed, then another took over the lead, and then they did it again. RC took a bad crash giving Tessmann breathing room, but RC snapped off huge lap times, and was on the edge. With one minute left to go, RC was pushing it too hard only half a second back, but crashed. And the battle ended there. Tessmann was too consistent, and finishes just 2 seconds in from of RC. This was an awesome race, one of the best all time battles if you ask me.



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DISPLACEMENT: 0.21 cu in (3.5 cc) • POWER OUTPUT: 2.7 hp @ 33,000 rpm
BORE: 0.64 in (16.3 mm) • STROKE: 0.66 in (16.8 mm)
PRACTICAL RPM: 4,000 – 45,000 • WEIGHT: 12.3 oz (348 g)



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Pro buggy: The start of the pro buggy 45-minute A-main was exciting. Tebo came out first, with Cavalieri right behind as they launched into the dirty dozen. Tebo flipped, and got punted way back into the pack. RC then took the lead with Jesse Robbers and Adam Drake in hot pursuit. The first few minutes of the race, RC was on a mission to redeem himself from the truggy race, and way out in front. Drake was in second, with Robbers, and then Amezcua nipped at his heals. About the first fuel stop, Travis Amezcua took second, and the battle was then with second and third. Heading into the halfway point, RC was checked out: Adam Drake was 30 seconds back, with Amezcua behind him. The race settled down for the remaining time—that is, until the last couple of minutes. RC was then one lap up on the whole field, Drake was in a solid second, and Matt Castellano had moved into third with Robbers right behind in fourth, the battle then with them as RC and Drake crossed the finish. In the last turn Castellano rolled it, letting Jesse Robbers slide by for third place. Not as exciting as pro truggy, but RC proved he is the king and the race for third was pretty darn good!



CAPTAINS LOG

I always say this, but if you're going to go to a big event, you have to go to the season opener at the Nitro Challenge. It's an epic event, and the pro mains are worth watching even if you don't race. The Dirt crew and Joey did an outstanding job this year, even with the rain (but Joey has to be used to that by now). There are always new product to be seen here, the racers are friendly and there's lots of other fun. Yep, the Nitro Challenge is a classic event, and if these pages don't make you want to go next year, then I guess you'll just miss the fun and excitement next year. I'll gladly tell you about it again!

her·i·tage: *A living legacy earned from past accomplishments.*

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11th annual NITRO CHALLENGE

1-8 PRO BUGGY (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	2	Ryan Cavaliri	Associated	Team Orion	Sidewinder	Associated	Airtronics	Pro-Line
2	3	Adam Drake	Losi	Nova Rossi	Nitrotane	Losi	Spektrum	Losi
3	9	Jesse Robbers	Hot Bodies	O.S.	Sidewinder	Hot Bodies	KO Propo	Hot Bodies
4	11	Matt Castellano	Losi	O.S.	Nitrotane	Losi	Airtronics	Losi
5	8	Travis Amezcua	Mugen	Ninja	***	Pro-Line	Airtronics	Pro-Line

1-8 PRO TRUCK (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	3	Ty Tessmann	Hot Bodies	O.S.	Byron's	Pro-Line	Futaba	Pro-Line
2	1	Ryan cavalieri	Associated	Orion	Sidewinder	Bully Dog	Airtronics	Pro-Line
3	14	Ryan Maifield	Associated	Reedy	Sidewinder	J Concepts	Airtronics	JConcepts
4	12	Jesse Robbers	Hot Bodies	O.S.	Sidewinder	J Concepts	KO Propo	Hot Bodies
5	10	Mike Truhe	Losi	Orion	Losi	Losi	Airtronics	Losi

1-8 OPEN BUGGY (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	1	Kevin Gahan	Losi	Nitrotec	Losi	Losi	Spektrum	Losi
2	3	Tanner Stees	Mugen	Novarossi	Byron's	JConcepts	KO Propo	JConcepts
3	2	Carson Wemimont	Kyosho	Novarossi	Byron's	Kyosho	KO Propo	AKA
4	13	John Guest	Losi	Novarossi	Losi	Losi	Airtronics	Pro-Line
5	16	Felipe Martinez	Mugen	Ninja	Losi	Pro-Line	Futaba	Pro-Line

1-8 OPEN TRUCK (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	2	Carson Wemimont	Kyosho	Novarossi	Byron's	Kyosho	Ko Propo	AKA
2	3	Tanner Stees	Mugen	Reedy	Byron's	J Concepts	Ko Propo	J Concepts
3	1	Jarod Swantkoski	Mugen	O.S.	Byron's	J Concepts	Spektrum	AKA
4	15	Benson Spike	Hot Bodies	RB	Byron's	Hot Bodies	Airtronics	Pro-Line
5	5	Dave Enstrom	Mugen	Mugen	Mugen	***	Ko Propo	AKA

1-8 40+ BUGGY (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	1	Jimmy Wright	Tamiya	Alpha plus	***	***	KO Propo	AKA
2	2	Todd Jonas	Mugen	Novarossi	Byron's	Mugen	KO Propo	Pro-Line
3	5	Bill Koch	Associated	Novarossi	Byron's	Associated	Airtronics	Panther
4	14	Randy Joslin	Mugen	Ninja	Mugen	Mugen	Airtronics	***
5	3	Ernest Madrazo	Mugen	Novarossi	Torco	Mugen	Futaba	AKA

1-8 40+ TRUCK (A MAIN)

F	Q	Driver	Chassis	Engine	Fuel	Body	Radio	Tires
1	2	Ernest Madrazo	Hot Bodies	Trinity	***	***	Airtronics	AKA
2	8	Bill Koch	Associated	Novarossi	Byron's	Associated	Airtronics	Panthers
3	6	Todd sherman	***	Mugen	Byron's	Mugen	Futaba	***
4	7	Tom Auayfuay	Mugen	Novarossi	Byron's	Mugen	Spektrum	AKA
5	10	Greg Antil	Associated	Reedy	Byron's	Pro-Line	Airtronics	Pro-Line

1-8 PRO ELECTRIC (A MAIN)

F	Q	Driver	Chassis	Motor	Battery	Body	Radio	Tires
1	4	Travis Amezcua	Mugen	LRP	Orion	Pro-Line	Airtronics	***
2	3	Jesse Robbers	Hot Bodies	***	SMC	Hot Bodies	KO Propo	Hot Bodies
3	2	Jeremy Kortz	Hobao	Losi	Losi	JConcepts	Airtronics	AKA
4	13	Bobby Tillman	Mugen	Tekno	Tekno	Tekno	KO Propo	AKA
5	16	Tyler Vick	***	***	***	***	***	***

PRO 4 SHORT COURSE (A MAIN)

F	Q	Driver	Chassis	Motor	Battery	Body	Radio	Tires
1	2	Jeremy Kortz	Hobao	Losi	Losi	JConcepts	Airtronics	JConcepts
2	1	Chad Bradley	Jammin'	Novak	Protek	Jammin'	Airtronics	Pro-Line
3	4	Ryan Hughes	Traxxas	Nev	SMC	***	Spektrum	HPI
4	3	Randy Kung	Hobao	***	***	Hobao	***	***
5	6	Tekno RC	Traxxas	Nev	Reedy	Traxxas	Spektrum	Pro-Line

1-8 OPEN ELECTRIC (A MAIN)

F	Q	Driver	Chassis	Motor	Battery	Body	Radio	Tires
1	1	Jason Kung	OFNA	***	***	***	***	***
2	2	Ryan Hughes	Losi	Tekno	***	JConcepts	Spektrum	AKA
3	5	Thomas Jones	Tekno	Tekno	***	Pro-Line	***	Pro-Line
4	9	Mason Elliott	Losi	Losi	Losi	Losi	Spektrum	AKA
5	4	***	Losi	Castle	Poly	Losi	Spektrum	Pro-Line

PRO 2 SHORT COURSE (A MAIN)

F	Q	Driver	Chassis	Motor	Battery	Body	Radio	Tires
1	1	Chris Jarosz	Associated	LRP	Reedy	***	Airtronics	Pro-Line
2	11	Gerrardo Gonzales	Pro-Line	Novak	Reedy	Pro-Line	Futaba	Pro-Line
3	4	Adrian Redding	Associated	LRP	Reedy	AE	Futaba	Pro-Line
4	3	Shane Lyon	Associated	LRP	SMC	***	Spektrum	JConcepts
5	9	Keff Kulp	Associated	Orion	Icon	***	Spektrum	Pro-Line

STOCK SHORT COURSE (A MAIN)

F	Q	Driver	Chassis	Motor	Battery	Body	Radio	Tires
1	1	Bill Koch	Associated	Novak	Pro-Motor	Associated	Airtronics	Panther
2	2	Richard Jenkins	HPI	Novak	True RC	HPI	Spektrum	Panther
3	4	Brandon Pitt	Associated	Novak	Reedy	Associated	Futaba	Pro-Line
4	5	Cary Wright	HPI	Novak	Thunder Power	Blitz	Futaba	Pro-Line
5	7	Frank Lagomarsino	Traxxas	Tekin	Thunder Power	Pro-Line	KO Propo	Pro-Line












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short course SHOOTOUT

Trophy Truck Rumble

PART 1

words: James Revilla | photos: Carl Hyndman

This was more fun than we thought it would be...

Who knew that trophy trucks would be huge? We had a feeling when the first Slash came out, and here we are, roughly 18 months later, and the trophy truck class has blown up to the point that there's even "Nationals" held for these machines. The premise is simple – make a racing truck that looks realistic (both in appearance and how they handle on the track), keep the mechanics down to simple RWD, and put it in an RTR package so that anyone can open the box and get rolling. The Slash hit the market first, with a marketing attack that included tie-ins with full-sized trophy truck racing and big-name motorsports sponsors, and now we find four other players joining the game to try to get a bite of the pie. Team Associated, HPI Racing, Team Losi, and Kyosho – all big RC names by themselves – decided to each make their own version of the trophy truck, and by all accounts there are more similarities than differences once you see all five battling it out on the dirt.

In part one of this shootout we're keeping the trucks as is, out of the box, using all included electronics and radio equipment, with no changes to setup. Let's take a look at the Traxxas Slash, Team Associated's SC10, HPI Racing's Blitz, Team Losi's Strike SCT and Kyosho's Ultima SC a little closer before we put them head-to-head.





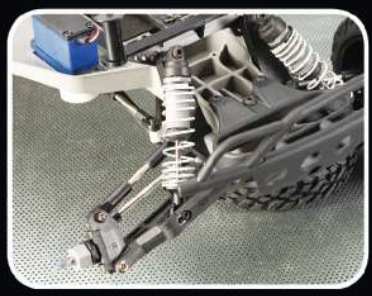
HITS
- Very durable
- Radio system is 2.4 GHz
- Includes battery and charger

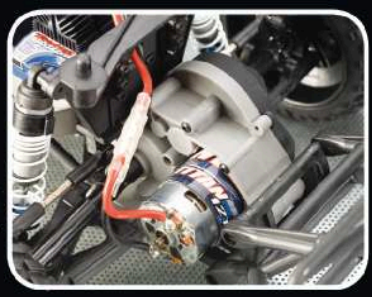
MISSES
- Radio design needs an upgrade
- Kit motor needs a bump in top speed

TRAXXAS SLASH

This guy started it all. If you've paid attention to our pages ever since the Slash was released, you'll know that it brought off-road fun and realistic (as in actually looking like a truck) joy for the entire office. It isn't the most advanced machine on the dirt—heck, some of its design elements have been around for years now. It isn't equipped with four-wheel drive or brushless power or loads of carbon fiber and aluminum. What it has is loads of fun and durability to take what you dish. Having spawned a class of its own until other manufacturers followed suit, part of the Slash's appeal was its scale looks and simplicity.

Not that it's no frills, though: The current iteration of the Slash features Traxxas' proven Magnum 272 transmission with slipper clutch, oil-filled shocks and a welcome 2.4 GHz radio system for conflict-free driving. Power is provided by a 550-sized Titan 12-turn brushed motor and an XL-5 waterproof ESC. The Slash uses an open gear diff, sending power to the TRX tires via slider axles. The 2.4 GHz setup also includes a 7-cell NiMH stick pack and AC wall charger in the box, so you will only need 8 AA batteries to get going.

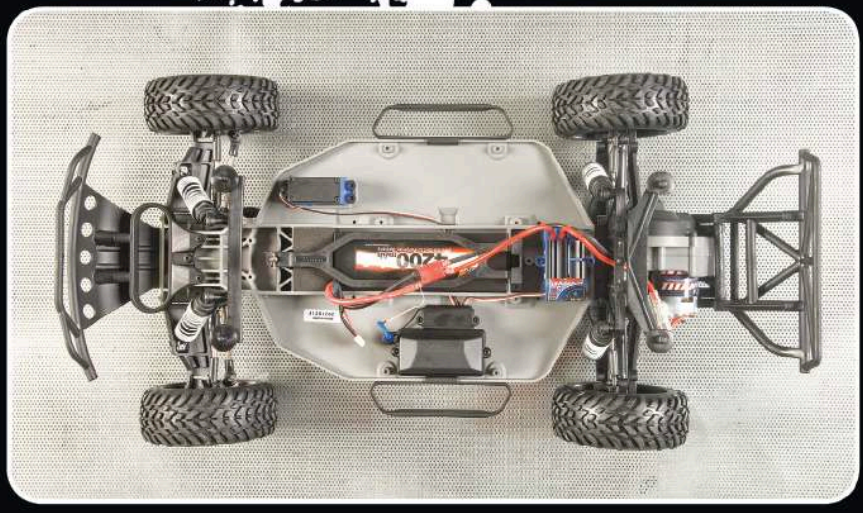




FINAL WORDS

The Slash is the most complete RTR of them all, and its fun factor, durability, and driving feel is still on par.

TRAXXAS SLASH	
Length	568mm
Width	296mm
Wheelbase	335mm
Weight (loaded)	2,760g
Internal Ratio	2.72:1
Stock Pinion/Spur	18/86, 48-pitch
Stock Final Drive	12.58:1
Radio Type	TQ 2.4 GHz
Receiver	TQ 2.4 GHz
Servo	2075
ESC	XL-5
Motor	Titan 12T (550)
Battery Plug	Traxxas
Battery Included	Yes, 7-cell NiMH
Charger Included	Yes, AC
Part # Tested	5803
Street Price	$240



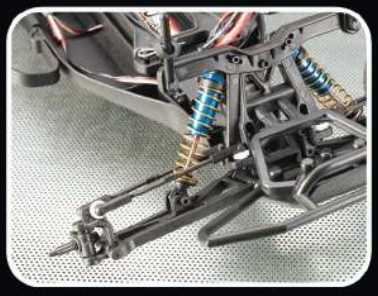
short course SHOOTOUT PART 1



HITS
- Best-looking of the bunch
- Radio system is 2.4 GHz
- Based on race-winning T4

MISSES
- Aggressive handling
- Could use better tires

Juggling five trucks makes you pay attention fast.





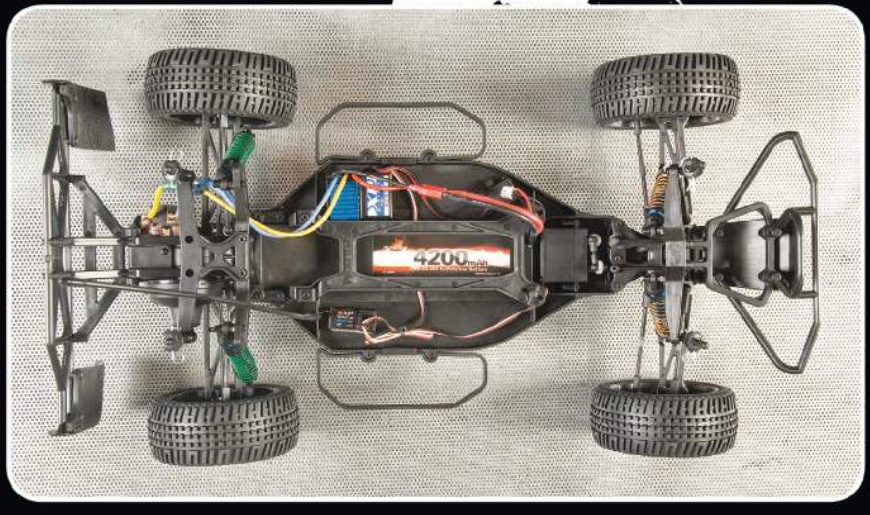
TEAM ASSOCIATED SC10

Team Associated tested the trophy truck waters with its 1/8-scale nitro-powered SC8 before coming out with the 1/10-scale electric-powered SC10. Heavily based on Team Associated's multi-championship winning T4 platform, the T4's dimensions were massaged into trophy truck proportions while keeping a lot of the racing features intact. On the scale side, they took the popular mud flaps from the SC8 and included them in the SC10 for more realism. On the outside the SC10 may look like another Slash competitor, but underneath the slick body you'll really see the big differences in execution.

As mentioned earlier, the T4 is the basis for the SC10's chassis. Team Associated's famous 3-gear transmission with slipper clutch is here, as are aluminum-bodied oil-filled shocks. Looking at the suspension you'll know it's related to the T4, with threaded adjustable camber rods, hubs, knuckles and even the same steering system from the T4. A Reedy Radon 17-turn brushed motor wired to an XP SC200 ESC provides power. The SC10 uses an open gear diff, sending power to the SC10 tires via standard dogbones. Associated also equipped the latest version with their own 2.4 GHz radio system. You will need a 6- to 8-cell battery pack, battery charger and 8 AA batteries to get going.

FINAL WORDS

The SC10 was fast on the track but took a lot of attention to drive it quick. Latest updates should improve early durability issues.



TEAM ASSOCIATED SC10	
Length	550mm
Width	293mm
Wheelbase	327mm
Weight (loaded)	2,295g
Internal Ratio	2.6:1
Stock Pinion/Spur	20/87, 48-pitch
Stock Final Drive	11.35:1
Radio Type	XP3-SS 2.4 GHz
Receiver	XP TRS401-ss 2.4 GHz
Servo	XP SHV1504
ESC	XP SC200
Motor	Radon 17T (540)
Battery Plug	Tamiya-style
Battery Included	No
Charger Included	No
Part # Tested	7026
Street Price	$220



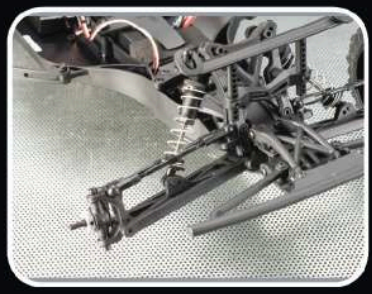
HITS
- Easy handling
- Sealed diff gives you tuning
- Based on their Firestorm racing platform

MISSES
- Motor could be faster
- Steering response was slow

HPI RACING BLITZ

HPI Racing isn't new to starting up classes—the Baja 5 series is proof of that—but in this case it had to come up with a machine that can take on the others. HPI Racing is no stranger to scale appearance either, so for this class the Blitz was the answer, featuring a lot of scale replica items such as mudflaps and even Maxxis tire treads to boost its looks. As for the chassis itself, HPI Racing turned to the E-Firestorm 2WD racing truck for a starting point.

The 3-gear transmission borrowed from the E-Firestorm features a gear diff, but the big plus is the fact that HPI Racing gave the Blitz a sealed, pre-filled and fully tunable unit. By varying oil viscosities you can tune the Blitz's diff just like 1/8-scale racers can. Taking a trip around the chassis, you'll find oil-filled shocks with plastic threaded shock bodies on all four corners. The available suspension adjustments mirror that of the SC10 in terms of racing level, with thoughtful touches such as captured hinge pins. A slipper clutch is standard, sending power from the Firebolt 15-turn motor to the wheels via dogbones. You will need a 6- to 8-cell battery pack, battery charger and 8 AA batteries to get going.



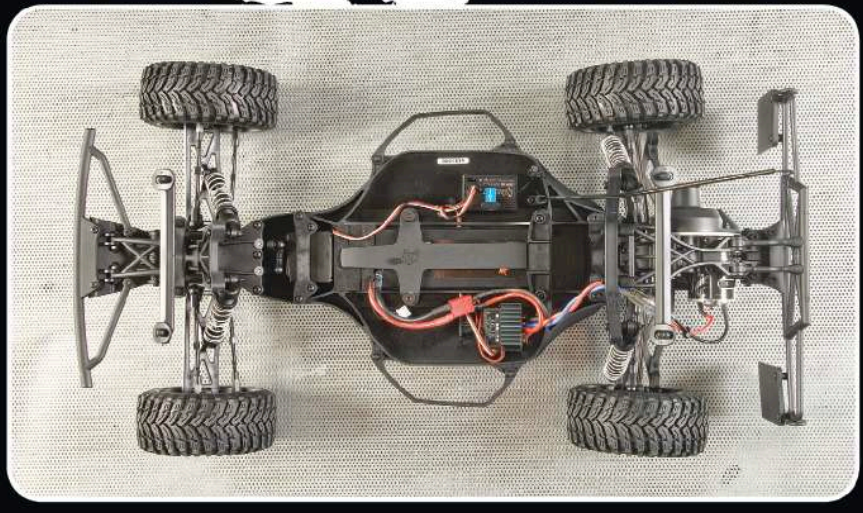


We had so much fun we almost forgot the lap results.

FINAL WORDS

HPI's Blitz looks good and is easy to drive, and could be even better with a hotter motor and servo.

HPI RACING BLITZ	
Length	548mm
Width	296mm
Wheelbase	329mm
Weight (loaded)	2,758g
Internal Ratio	2.6:1
Stock Pinion/Spur	18/88, 48-pitch
Stock Final Drive	12.71:1
Radio Type	TF-1 AM
Receiver	RF-6 AM
Servo	SF-1
ESC	SC-15
Motor	Firebolt 15T (540)
Battery Plug	Tamiya-style
Battery Included	No
Charger Included	No
Part # Tested	103742
Street Price	$220





Final damage to the group of trucks: one broken axle (Ultima SC) and a snapped ball end mount (HPI Racing Blitz).

HITS
- Long wheelbase gives stability
- Geared for top-end
- Radio system by Spektrum

MISSES
- Needs more low-end to jump
- Tends to jump nose-heavy





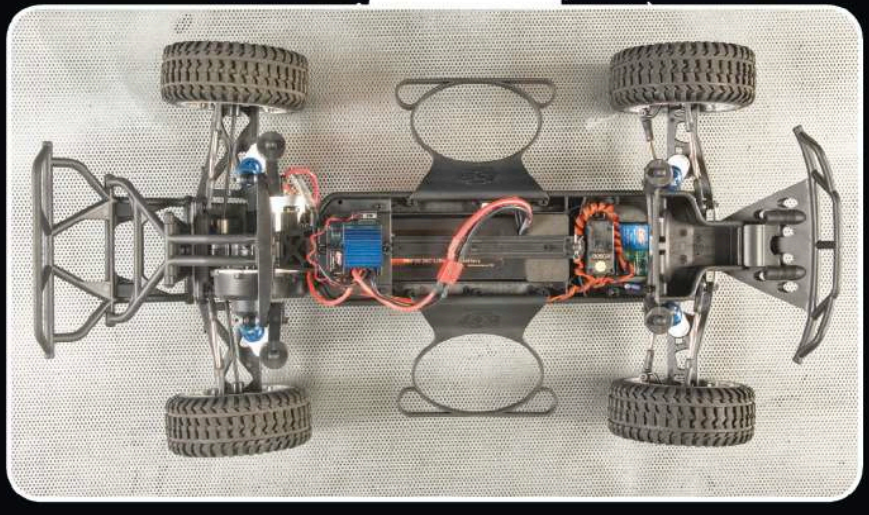
LOSI STRIKE SCT

It's usually a given that if its domestic rival, AE, puts out a vehicle, Losi will have its own, and vice-versa. And the Strike SCT represents Losi's interpretation of a trophy truck. Of the five trucks in this shootout, the Losi Strike SCT would be the "weird" kid on the block, mainly due to the fact that the Strike's dimensions are a bit longer and a tad wider compared to the rest of the class. Another detail that makes the Losi Strike SCT different from the competition is the motor placement, which moves the can in front of the rear bulkhead as opposed to behind it, giving the Strike SCT a longer wheelbase. Also, it's not so much related to Losi's stadium racing truck, but more related in design features to the High Roller monster truck.

Speaking of features, the Strike SCT has the sweetest shocks of the bunch: oil-filled units with threaded and aluminum anodized shock bodies. A 3-gear transmission using full metal gears and a dual-pad slipper clutch sends power from the Losi 12T 550-sized motor to the wheels through standard dogbones. The chassis itself is very narrow compared to the other three, and, as mentioned before, a bulk of its weight is centered due to the mid-mounted motor configuration. And although we had yet to put the Strike through a full review, this was the perfect time to run it against its peers. You will need a 6- to 8-cell battery pack, battery charger, and 8 AA batteries to get going.

FINAL WORDS

Although a little different in design execution, the Strike SCT held its ground and turned out to be a nice and stable handling truck.



LOSI STRIKE SCT	
Length	578mm
Width	296mm
Wheelbase	348mm
Weight (loaded)	2,165g
Internal Ratio	2.55:1
Stock Pinion/Spur	20/90, 48-pitch
Stock Final Drive	11.47:1
Radio Type	LSR-3000 2.4 GHz
Receiver	MRX-3000 2.4 GHz
Servo	MSX Digital
ESC	MSC 12L 12T
Motor	Losi 12T (550)
Battery Plug	Tamiya-style
Battery Included	No
Charger Included	No
Part # Tested	LOSB0105
Street Price	$230

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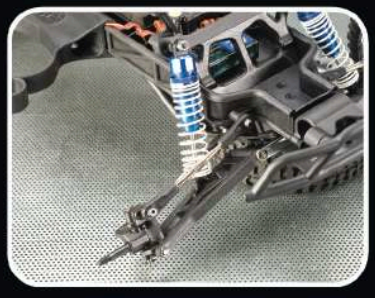
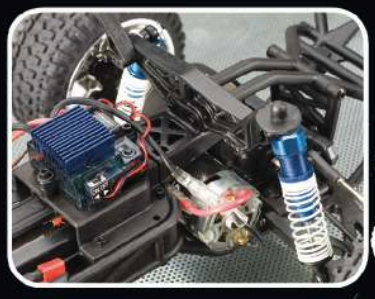
HITS
- Kit setup handles great
- Good balance of speed and low-end
- Based on their Ultima RT5 racer

MISSES
- Parts availability
- Diff changed feel over time





Oh, and ony badly scuffed up body.

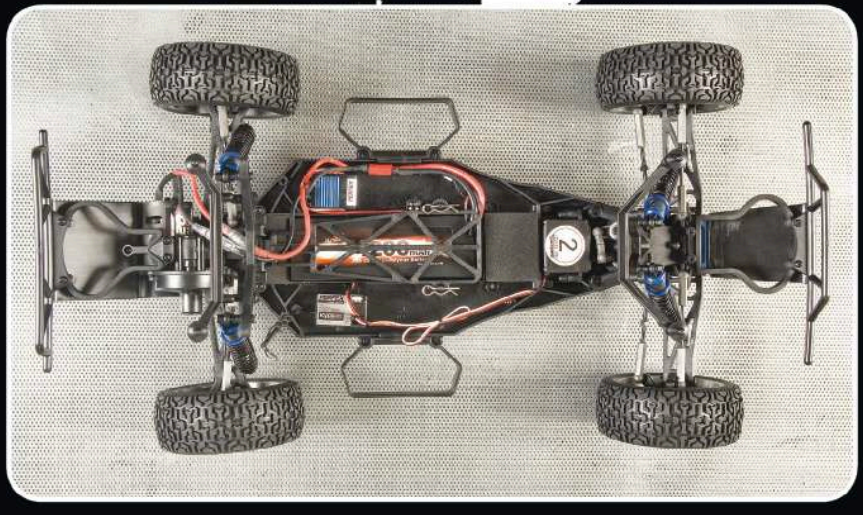
KYOSHO ULTIMA SC

Last but not least, we have the newest of the bunch, Kyosho's Ultima SC ReadySet. As the name directly implies, the Ultima SC is based off of Kyosho's current racing machine, the Ultima RT5, with dimensions shaped around ROAR class rules (along with the other trucks, with exception to the Losi Strike SCT). We received our Ultima SC test rig the day before we went to the track, so as with the Losi truck, we had yet to put it through a full review, but it was interesting to see if the Kyosho team improved on any of the others.

Underneath the trophy truck body, the Ultima SC features a carbon-composite molded chassis. A 3-gear transmission in the rear features a sealed gear differential and heavy duty SP idler gear. A dual-pad slipper clutch sends power from Kyosho's 20T G20 motor to the wheels through standard dogbones. Threaded-body composite shocks are oil-filled, and both front and rear suspension arms feature a symmetrical design, sharing many parts with the race-bred Ultima RT5 truck. The "ReadySet" is Kyosho's RTR label, meaning you will need a 6- to 8-cell battery pack, battery charger and 8 AA batteries to get going.

FINAL WORDS

Refreshing from the get go, the Ultima SC was the most balanced of the group, and it gave the others notice with its out-of-the-box on-track capability.



KYOSHO ULTIMA SC	
Length	550mm
Width	296mm
Wheelbase	329.5mm
Weight (loaded)	2,215g
Internal Ratio	2.6:1
Stock Pinion/Spur	19/82, 48-pitch
Stock Final Drive	11.26:1
Radio Type	Kyosho Perfex KT6 AM
Receiver	Kyosho Perfex AM
Servo	Kyosho KS-101BK
ESC	Kyosho KA 15L
Motor	Kyosho G20 20T
Battery Plug	Tamiya-style
Battery Included	No
Charger Included	No
Part # Tested	30855B
Street Price	$209

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RCP3372	Rock Crawler Low CG Saddle Pack 7.2V	28.88	SCP49L06	Blue Steering and Drag Link set	6.88	SCP20105	Hollow Li wt Alum.Green Body post(4)	13.88
RCP3484	Rock Crawler Low CG Saddle Pack 8.4V	32.88	SCP655L01	Black Alum Suspension Link 55mm	6.88	RTD120	Replacment Shock Shafts kit TD120	8.88
STD120DS08	Dual Spring for TD120 shock silver	6.88	SCP698L01	Black Alum Suspension Link 98mm	6.88	SCP2401	Black Alum. Servo Mount Ax10	10.88
BLW207N01	Alum. 2.2 narrow truck wheel (4)	88.88	STD0818RC04	Rock Crawler Low CG Spring Gold (2)	3.75	SCP2405	Green Alum. Servo Mount AX10	10.88
BLW207N02	Red Ring Alum. 2.2 narrow wheel (4)	88.88	STD1118RC01	Rock Crawler Low CG Spring Black (2)	3.75	SCP55HL01	Ax10 CNC high lift Ladder Bars	19.88
BLW207N07	Purp Ring Alum. 2.2 narrow wheel (4)	88.88	STD120MR128	120 Rock Crawler dual rate spring	13.88	SCP55S01	CNC Alum. ladder Bar Ax10	24.88
BLW217N05	Dark Crystal 2.2 narrow truck wheel	108.88	STD120S08	100 mm RC Spring chrome soft (pair)	3.75	SCP1901	Black Alum. C-Hub Scorpion	23.88
BLW217N08	Dark Knight 2.2 narrow truck wheel	108.80	HAG817	17T 48P Hard Anodizing Alum. Gear	4.88	SCP2101	Black Alum Steering Knuckle Scorpion	23.88
BLW207R01	2.2 wide HD Bead Lock Ring Black (4)	18.88	HAG830	30 tooth 48 pitch Hard pinion gear	4.88	WK1008	Alum. 12mm hex wheel hub WK AX10	13.88
BLW208W01	Alum. CR01 Beadlock wheel Black 4	88.88	PG414	48 pitch 14 teeth	8.88	CB248F01	Front Clod axle Tube steering system	38.88
SCP126M01	Black Alum AX10 Battery Plate Mount	13.88	RCG809L	Long Steel 48P 9T pinion Gear	7.88	RCM31P08	M3 Step Type Mount 2mm Offset (2)	9.88
SCP126M05	Green Alum AX10 Battery Plate Mount	13.99	RCG810L	Long Steel 48P 10T pinion Gear	7.88	RCM31T08	Rock Crawler Link M3 T Type Mount	8.88
SCP14CM01	Alum. CM Vertical Plate Chassis AX10	38.88	RCG811L	Long Steel 48P 11T pinion Gear	7.88	SCP0801	Black Alum. Upper Link Mount AX10	18.88
SCP14MM01	Alum. MM Vertical Plate Chassis AX10	33.88	RCG812L	Long Steel 48P 12T pinion Gear	7.88	RUN37H	Replacment Alum. universal for 37H	8.88
SCP14XM01	Alum. XM Vertical Plate Chassis AX10	33.88	RCG89012L	Long 48P 9 10 11 12T pinion G set	28.88	SCP288R05	Green Driveshaft Rings retainers (2)	4.88
SCP48R01	Front/Rear steering set ScorpionAX10	34.88	SB126M3	Thumb Screws to secure battery strap	4.88	SCP37H05	Alum. universal center shaft AX10	28.88
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RCL61301	Black Alum. 6x13mm Link (4)	4.88	SCP888H	Hard Anodized 88T Alum. spur gear	18.88	SCP13301	EA Center Botom skid plate ax10	18.88
RCL61801	Black Alum. 6x18mm Link (4)	4.88	SCP889H	Hard Anodized 89T Alum. spur gear	18.88	SCP133WH01	Black Adj. chariot Skid Plater wheel	5.88
RCL62301	Black Alum. 6x23mm Link (4	4.88	SCB20EL	Long Steel axle set for CB20EL (2)	23.33	SCP133WH05	Green Adj. chariot Skid Plater wheel	5.88
RCL62801	Black Alum. 6x28mm Link (4)	4.88	SCP56L01	Alum. Re. AXLE LOCKOUT kit AX10	33.88	SCP133X01	LC Center round Bottom skid plate	23.88
RCL63301	Black Alum. 6X33mm Link (2)	4.88	SCP1000T	Hard Anodizing Alum. Center Gear set	28.88	SCP33101	Skid plate Stock AX10 axle case	16.88
RCL63801	Black Alum. 6x38mm Link (2)	4.88	SCP1201	Scale 6061 Aluninum axle case AX10	88.88	SCP331H01	Skid plate SCP1201 Alum. axle case	17.88
RCL64301	Black Alum. 6X43mm Link (2)	4.88	SCP12LC01	Black On board power axle kit ax10	108.88	SCP1801	Black Heat sink Motor plate AX10	13.88
RCL64801	Black Alum. 6x48mm Link (2)	4.88	SCP12LC08	Silver Onboard power axle AX10	108.88	SCP1805	Green Heat sink Motor plate Ax10	13.88
RCL65301	Black Alum. 6X53mm Link (2)	4.88	SCP3801	6061 Alum. center gear box AX10	33.88	SCP1505	Alum. Gear Adaptor green cap plate	16.88
RCL65801	Black Alum. 6x58mm Link (2)	4.88	SCP38X01	6061 Alum Low CG gear box AX10	68.88	SCP50H01	Alum. 87t Spur w/Double wave Slipper	33.88
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SCP08M01	CNC Alum 3 LINK CONNECTOR AX10	8.88	RCP4496	Rock Crawler Low CG Saddle Pack 9.6V	38.88	BLW207C01	Black wheel cap with screw	10.88
SCP160301	HB Alum. Pipe 6x101mm 30deg (2)	16.88	TD12001	Threaded Alum. Shock Set 120mm	28.88	SCP1006	Alum. 12mm hex wheel hub WK Ax10	14.88
SCP160B05	Green Anodized Alum Balls (20) Ax10	9.88	TD12005	Green Threaded Shock Set 120mm	28.88	SCP10MW01	Alum Multi width HEX HUB 30 to 60mm	28.88
SCP160B07	Purple Alum. Balls (20) Ax10	9.88	TD120DR01	HA Black 123mm Double spring shock	33.88	WK10W01	ALUM. WIDE HEX HUB 30 to 50mm	28.88
SCP160HBE05	Green Alum. Pipe Ball End (2)	6.88	TD120DR02	HA Red 123mm Double spring shock	33.88	SCP126X01	Black Lower CG 2/3A pack mount	20.88
SCP49L01	Black Steering and Drag Link set	6.88	TD120DR06	HA Blue 123mm Double spring shock	33.88	SCP126X08	Silver Lower CG 2/3A pack mount	20.88
SCP49L02	Red Steering and Drag Link set	6.88	SCP20101	Hollow Li wt black Body post(4)	13.88	RCL60801	Black Alum. 6x8mm Link (4)	4.88

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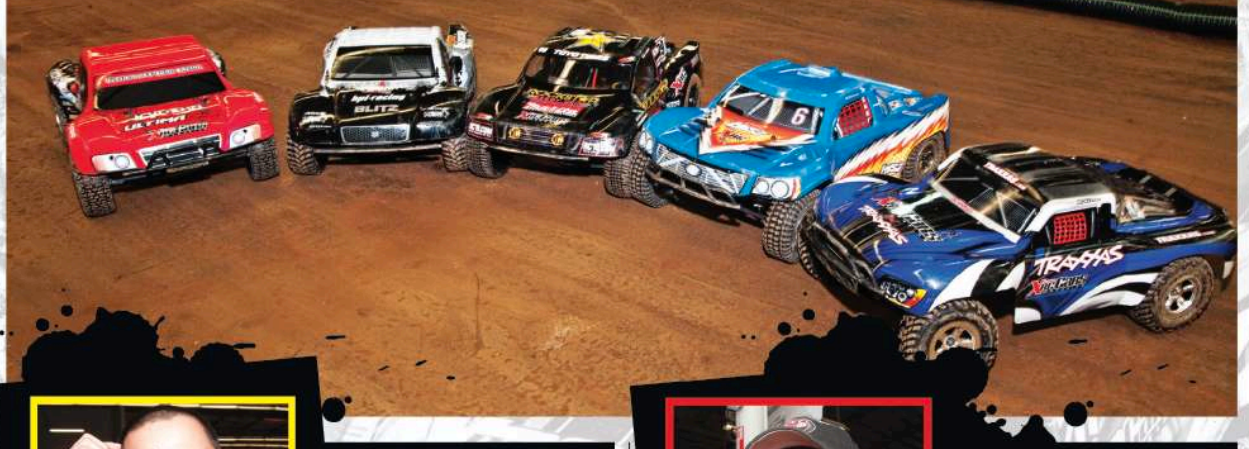
SHAKEDOWN FUN

The preliminary "shakedown" run was done at OC/RC Raceway in Huntington Beach, CA with the help of track owner Robert Black. Although the Slash was the only truck that came with a battery, we elected to use identical Dynamite 7.4 volt 4200 mAh 2S 25C hard-cased LiPos (#DYN5253D) for all five trucks instead. Each driver drove each of the trucks "as is" on the track and out in the parking lot, with the focus on the basher side, as opposed to just racing and watching lap times. Here's what we thought of each truck, and which we liked the most during part 1.





James's odd/funny face is a smile.

JAMES R.

Kyosho Ultima SC– Within two laps, the Ultima SC didn't feel like a box-stock RTR, but it was, and that caught my attention quick. The kit setup felt nimble and responsive, yet I didn't feel like I had to fight it around the track. It took jumps like a natural and was a blast to drive at the limit. It felt like the most out-of-the-box balanced truck of the group.

HPI Blitz– The Blitz felt really easy to drive, took to jumps well, and although the steering servo was a little slow and had some low-speed understeer, the Blitz looked good wherever it was driving. It might compete for top performer later in part two with a faster servo and the right shoes.

Losi Strike SCT– I was skeptical at first about the Strike SCT because it didn't fit "the SC mold." It had a tendency to jump nose-down a lot, but everywhere else on the track I was surprised at how stable it felt. The long wheelbase helped it hold on to the ground, and I felt that the Strike SCT was right there in the mix with the others.

Traxxas Slash– The latest version is the most complete out of the box with its included 2.4GHz radio system and a battery pack to get you going. The Slash does drive easy and should be just right for any skill level, and we've proven that the Slash can take a beating.

Team Associated SC10– The SC10's replica looks topped all in the beauty contest. Behind the wheel the SC10 felt fast, and throttle felt almost a little too responsive, as it was the only truck that I had to be careful with when laying down the power. A lot of times it felt on the edge, but I could tell that this truck was meant to be home at the track.

Devil's Pick: I'd have to say that I had the most fun with the truck that I felt drove the best, and that was the Kyosho Ultima SC. On both dirt and asphalt, the rear end had some voodoo that made it feel like a full-on oil-filled diff (it's just black grease) and this kept the rear end planted, making driving a blast. It ran side-by-side against the other tuned trucks that were on the track. I'm excited to see how much better the Ultima SC will do once we swap out to better electronics and tires in part two.



DEREK B.

Kyosho Ultima SC– Great setup out of the box that was easy to drive and fast around the track. Parts are going to be rare, but as it sits RTR this one has some impressive moves and retains a high fun factor.

HPI Blitz– The Blitz has become a track favorite and for good reason. It's super easy to drive but it was missing some of the low-end grunt that makes it feel more fun. We had another strange part break on this, but it was a quick fix.

Losi Strike SCT– This was the surprise of the group because we've heard so many negatives, but on the track it was fast, light and responsive. The electronics also felt like they were good enough to race with and held up to our abuse (but we installed the new updated parts that were prone to break before).

Traxxas Slash– Who doesn't have a soft spot for this truck? It's the most complete now that it comes with a battery, and on low traction it seemed to have the most grip. Speed was on par too, but the durability of the Slash is really its strong point.

Team Associated SC10– The SC10 was the best looking and had some great handling. The strange part is that it required a little more concentration than the others, so it could be edgier than its intended end user might be able to handle, but it cruised through corners and jumped perfect. Our new kit had some redesigned parts for more durability and a new base setup.

Dreamcrusher Selection: Part one of our testing is really just about fun, and for me it was the Kyosho Ultima SC that seemed to have a great blend of speed and performance. We did break an axle on the truck, but our truck was actually one of the first in the country, so we can't say whether that will be a durability issue or if it was one of those freak breaks. It was surprisingly fast out of the box and even with the open diff ripped off fast, easy laps. Speed and handling are fun, and the out of the box this one stood out a little more.



CARL H.

Kyosho Ultima SC- The most comfortable of all the trucks on a track. It did everything pretty well; jumping, motor speed, steering, handling—it's all there. It has an overall balanced feel that is easy to drive. The radio gear isn't that great, and parts availability might not be the best, but straight out of the box the truck just performs.

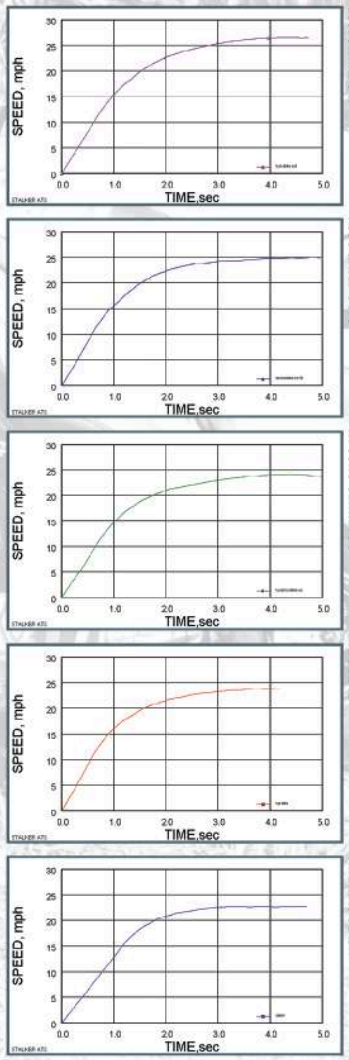
HPI Blitz- The radio and servo kind of held this back a little, but the truck is pretty good on the track. It handles everything with only a slight bit of twitchiness. It had the slowest motor of the group, but it was more than adequate for new racers. Oh, and it looks nice with its scale detail and licensed tires.

Losi Strike- This truck was a pleasant surprise. Its unique design seemed to work pretty well and it cornered impressively on the track. It tended to jump a little strangely, and it was a struggle to keep the nose up in the air, but it literally ate up the fast sections. The motor had great top-end, but needed a bit more grunt out of the corners. I'm sure dropping a few teeth on the pinion could easily solve this.

Traxxas Slash- Ah, the old standby. Probably the best value RTR straight out of the box with a battery, 2.4 GHz radio and charger. It did everything pretty well, and nothing badly, so for most people it will be a good truck to start out with. The durability is legendary and it feels right at home on an indoor track or bashing spot.

Team Associated SC10- The SC10 was the most aggressive of the lot, with obvious racing traits. For the racer just starting out, it may take more finesse and work to get it around the track, but skilled driving will reward with some fast lap times. I'm sure that with all of its tuning options, it could be brought under control and mellowed out—but straight out of the box it was a bit of a handful.

Edseb's Choice: Since I like to race and love going to the track, my pick is the Kyosho Ultima SC. Its on-track handling is a notch above the others' right out of the box, and will be very competitive as-is. Speed is very respectable and the overall design thorough. But don't let its racing blood fool you; it's still a hoot to drive on grass, sidewalks or any of your other instant-fun spots.



BOX STOCK RADAR

We took each truck as-is using stock electronics and tires to our radar test area for some speed runs. All five trucks were powered by identical 4200 mAh LiPo packs for consistency.

1. Losi Strike SCT:
0-60 feet: 2.59 sec. @ 24.3 mph, top speed: 26.4 mph @ 119 ft.

2. Associated SC10:
0-60 feet: 2.53 sec. @ 23.7 mph, top speed: 25.1 mph @ 150 ft.

3. Kyosho Ultima SC
0-60 feet: 2.56 sec. @ 22.4 mph, top speed: 23.8 mph @ 114 ft.

5. HPI Blitz:
0-60 feet: 2.56 sec. @ 22.8 mph, top speed: 23.6 mph @ 103 ft.

5. Traxxas Slash:
0-60 feet: 2.78 sec. @ 22.3 mph, top speed: 22.6 mph @ 102 ft.

In the end we ended up with the same running order!

PART 1 RESULTS

So which truck was the most fun of the group and offered a good value? Well the good news is that they are all pretty good in both departments and if you're just going out to have a good time, pick the brand you like and enjoy. But we're never about vague circular answers, so we each pick a truck we'd shell out our hard earned money for. After tallying up our thoughts and scores, it was easy to see that the Kyosho Ultima SC won this round convincingly. The other four trucks could easily be bunched together in a race as they all had hits and misses that made them pretty even in terms of fun factor, but in the end Kyosho's Ultima SC raised the bar of what to expect out of the box in the overall handling department.



But we're not done yet! Stay tuned for part two of the Short Course Shootout next month, where we swap kit electronics for a more powerful brushless setup, replace all of the kit tires with sticky goods, and add in some factory-suggested suspension tuning to even out the field and see which truck takes the racing trophy!

AVERAGE "FUN LAP"* TIMES

Don't take these too seriously, we put transponders in but we weren't driving in "full-race" mode either, just having fun and trying to out-drive each other during an extended track session. There were crashes, there was some waiting, and there was some cutting; the real lap times come in part two.

1. **Kyosho Ultima SC**: 28.249 seconds
2. **Associated SC10:** 29.793 seconds
3. **Traxxas Slash:** 29.846 seconds
4. **HPI Racing Blitz:** 29.911 seconds
5. **Team Losi Strike SCT:** 29.934 seconds

CONTACTS

HPI RACING	www.hpiracing.com
KYOSHO AMERICA	www.kyoshoamerica.com
TEAM ASSOCIATED	www.rc10.com
TEAM LOSI	www.losi.com
TRAXXAS	www.traxxas.com
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EPIC/TRINITY'S TWO THOUSAND T SNOWBIR NATIONA

WORD & PHOTOS: Derek Buono

CARPET RACING'S LAST STAND

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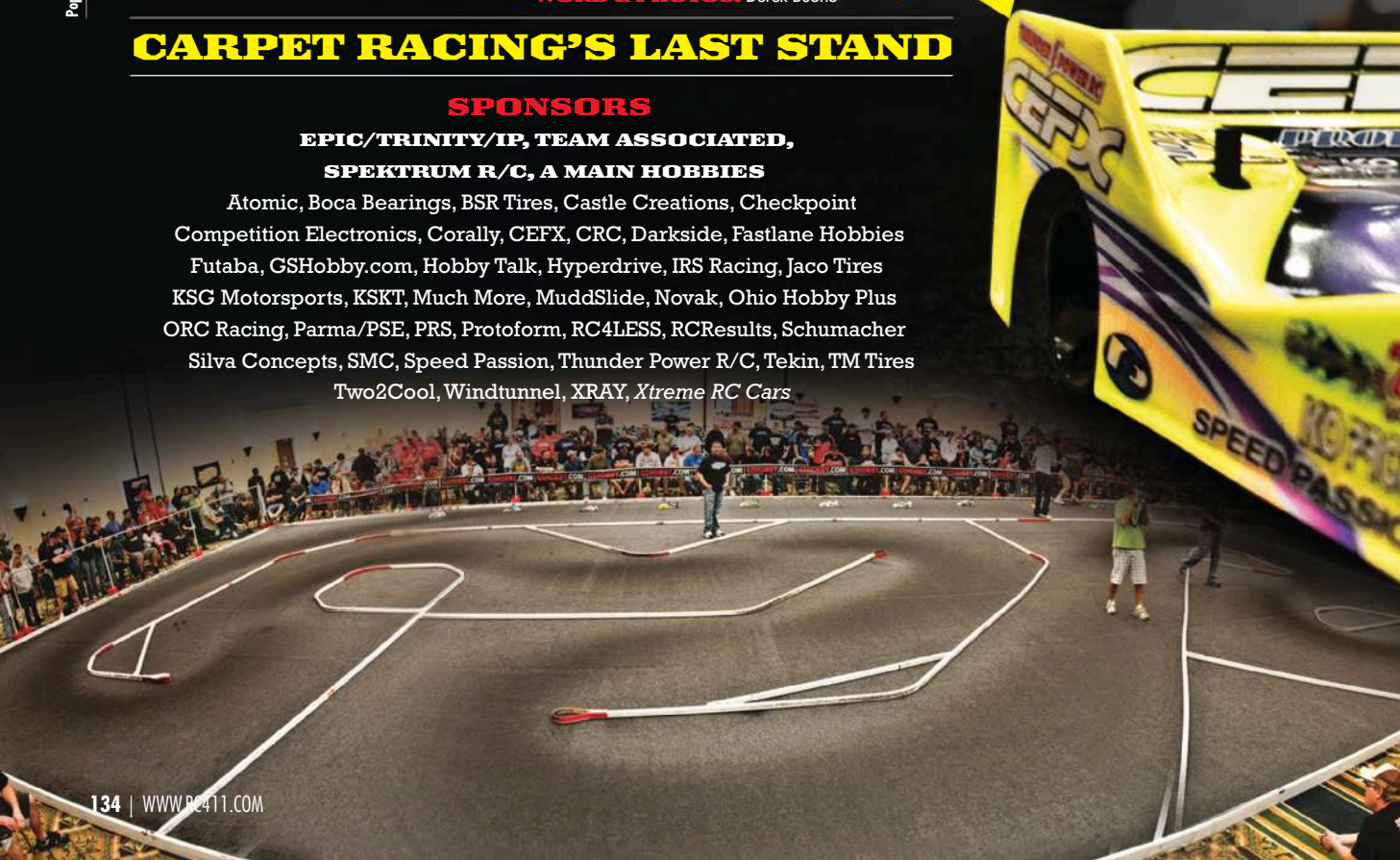




There's a saying that goes, "if you don't know your history your doomed to repeat it." I'd say that holds true for the Snowbirds as the world's best—and even the world's not so good—drivers have been flocking to the event for over 10 years now and seem to forget the sleepless nights, the hours of prep, the heartbreak of crashing, the insane speed and the fun that goes with this race. The Snowbirds is one of maybe three carpet racing events in the country that matter and this year it was still one of the biggest events in the world, with racers coming from all corners of this country and beyond to hit up the wickedly fast flat oval track or test their cars' handling on the road course. Times are changing, but the Snowbirds still shows off the elite talent in the hobby and *Xtreme RC Cars Magazine* was the only one there to cover it!

1/12 pan cars are still the fastest thing on the track.

TWO THOUSAND TEN SNOWBIRD NATIONALS

PROGRAMMING WARS

Not since the WOPR took control of all the nuclear weapons while playing chess have electronics made such a difference. Or have they? I seem to remember speedos giving lots of advantages in power and this seems to have taken off in brushless too. The last big race, it was CRC that showed up with a speedo that made their cars 0.5 seconds faster a lap than everybody and created ridiculous speed from 17.5-turn motors.

Since that release, ALL of the major manufacturers took a hard look at their software and tried to come up with the answer. Most made great strides, but at this race it was Tekin and Castle Creations having the speedos that had more speed and thus was used by almost all of the racers at the event. Tekin and Castle Creations both offer updatable ESC firmware that doesn't make the ESC obsolete when a new version comes out. Both were hot ticket items, but Tekin's smaller physical size made it the choice in road course. By the way, the advantage of timing boost, or "turbo," is almost non-existent in modified classes.









TEKIN PROFILE

THE HOT TEKIN NEWS of the event was their latest software update that made the speed control one, if not the, fastest setups at the race. The "timing boost" features are still being worked out and those who bought a Tekin can be happy about not having to buy new controllers when newer, better software is out.



RUN FREAKIN MOD

If I hear one more person who has been running stock or limited motor classes bitch about an advantage one brand has again I swear I'm just going to mushroom stomp every car on the track and collect my green 1-Up mushrooms. I am probably the only one who sees this current trend of insane speeds in the classes that were meant to slow down the speed as a blessing. We've got way too many classes and the previous jump from stock or 13.5 was too big to run mod. Open modified solves every complaint you could have. Too much power makes it equal power for all. The ESC timing advance doesn't matter with that performance, and now that the slower classes are close to the same speed as mod (except down the straight) we can drop all these redundant classes and just return to stock, 13.5, and open. And if you want to make things simple and cheap, how about we just go back to the silver cans for stock racing? They are cheap and slow enough.



THE BUZZ

An d you thought brushless and LiPo were the answer.

1. TRINITY CHARGER
Like a razor with four blades, this IMAX Quattro had four charging ports to allow you to simultaneously charge up to four packs at once and with their own displays! That's one sick charger!

2. SPEEDMERCHANT REV6 & MICRO REV6
Wicked awesome was how factory driver Donnie Lia described the new Rev6, which TQ'ed 1/12 10.5 (mod light?). Its revised chassis and rear suspension seemed to have made it even better. And since the micro nationals were just around the corner, Speedmerchant had a mini Rev on display that will be run at RC Madness.

3. PRO-TOP-TYPE
Josh Cyrul has been running The T.O.P. Racing Photon and doing what he does best, altering it to look cooler and work better. This Cyrul edition has some crazy bulkheads that are free standing and a motor mount that keeps everything low. Josh says this is the most tweak-resistant car he's driven. Just when we thought they couldn't get any lower!

4. ADVANCED MOTOR
The Speedo company that changed the market by giving CRC such a huge advantage at the IIC has now released a line of motors to complete the set. They should be available through CRC.

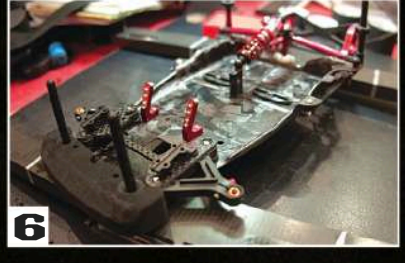
5. SERPENT
Paul Ciccarello has left Parma/PSE to lead the sales team at the new Serpent USA, and while sitting in his new clothes, he showed off their 1/12-scale car and their small mini car. Good luck with the new job, and we should be seeing a boatload of new stuff from Serpent soon!

6. CRC TUB CHASSIS
The CRC Carpet Knife is awesome and always evolving. Frank brought out this cool prototype chassis for the car that is made from pressed carbon fiber. No word on if or when this might come to market … because Frank just laughed when asked how much it would cost.









TWO THOUSAND TEN SNOWBIRD NATIONALS

GO FOAM YOURSELF

Out of the classes to disappear, it was modified foam tire racing that seemed to fade off and out of the hotel. Gone was the most impressive display of speed and handling. The mod rubber tire class took over and provided the excitement, and if you want to watch the main just check out our YouTube page for both Mod Rubber Tire and 10.5 oval. Both offer insane displays of speed and power.

THE RACING

If you wanted to see a play-by-play you could have watched the racing online. As a racing recap, there were tons of classes and even tighter racing. Despite all the pit drama of speedos and other BS about cheater cells, the racing was by far some of the best I've seen in years. At least two of the road course finals were won in the last corner! It was also cool to note that despite going even faster, it seems like there was less breakage than in years prior. Maybe the track was more forgiving, or the cars got stronger but for the most part it wasn't a race of survival, but more of who was the best driver. This year the event was very Euro with Jilles Groskamp and Hupo Honigl running the show in the road course "factory" classes. It was also cool to see that this year some of the Euros were actually running some oval classes too... which none did well at.

Put a ring on their finger?

SHOW'EM THE RINGS

The "rings" were something new this year and were awarded in the fastest most insane classes in both road and oval. The highest finisher in mod and 7.5 oval, Monti Panzica and mod touring and Mod 1/10 Jilles Groskamp each got a custom ring to commemorate their wins.



RUBBER TOURING MOD

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Jilles Groskamp	Tamiya	Team Orion	KO Propo	Team Orion	Protoform	Nosram	Handout - Jaco
2	5	Keven Hebert	Associated	LRP	KO Propo	Reedy	Protoform	LRP	Handout - Jaco
3	4	Josh Cyrul	T.O.P.	Speed Passion	KO Propo	Thunder Power	Protoform	Speed Passion	Handout - Jaco
4	3	Paul Lemieux	XRAY	***	Futaba	Thunder Power	Protoform	LRP	Handout - Jaco
5	2	Barry Baker	Hot Bodies	Team Checkpoint	Airtronics	Team Checkpoint	Protoform	LRP	Handout - Jaco
6	7	Jason Schreffler	T.O.P.	Speed Passion	Spektrum	Thunder Power	Protoform	Tekin	Handout - Jaco
7	8	Martin Crisp	Tamiya	LRP	***	Reedy	Protoform	LRP	Handout - Jaco
8	9	Mike Haynes	Schumacher	Speed Passion	Spektrum	Thunder Power	Protoform	Speed Passion	Handout - Jaco
9	10	Francesco Martini	XRAY	Speed Passion	KO Propo	SMC	Protoform	LRP	Handout - Jaco
10	6	Chris Tosolini	Corally	Fantom	Airtronics	Fantom	Protoform	Tekin	Handout - Jaco





1/12TH MOD

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Josh Cyrul	CEFX	Speed Passion	KO Propo	Thunder Power	Protoform	KO Propo	Parma
2	2	Jilles Groskamp	CRC	Team Orion	KO Propo	CRC	Black Art	Nosram	CRC
3	3	Mike Blackstock	Associated	LRP	Spektrum	SMC	Protoform	LRP	Jaco
4	9	Donny Lia	Speedmerchant	LRP	Spektrum	SMC	Protoform	Tekin	Jaco
5	4	Markus Mobers	Serpent	LRP	Sanwa	SMC	Parma	LRP	Jaco
6	5	Keven Hebert	Associated	LRP	KO Propo	Reedy	Protoform	LRP	Parma
7	6	Hupo Honigl	CRC	LRP	Sanwa	CRC	Black Art	LRP	CRC
8	10	Walter Henderson	Associated	LRP	Spektrum	Reedy	Protoform	LRP	Jaco
9	8	Paul Ciccarello	Serpent	LRP	Futaba	Power Push	Protoform	LRP	Parma
10	7	Paul Lemieux	XRAY	***	Futaba	Thunder Power	Protoform	***	Twister

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TWO THOUSAND TEN SNOWBIRD NATIONALS

ON-ROAD RESULTS

WGT

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Hupo Honigl	CRC	LRP	Sanwa	CRC	Protoform	LRP	Handout-BSR
2	3	Mike Blackstock	Associated	LRP	Spektrum	SMC	Protoform	LRP	Handout-BSR
3	2	Brian Wynn	CRC	Putnam	Spektrum	Power Push	Protoform	AE	Handout-BSR
4	6	Michael "Butter" Abraira	BMI	Epic	KO Propo	Epic	Protoform	Tekin	Handout-BSR
5	4	Joe Trandell	Associated	LRP	KO Propo	SMC	Protoform	LRP	Handout-BSR
6	10	Bob Stellflue	Associated	LRP	KO Propo	Reedy	Protoform	LRP	Handout-BSR
7	7	Brian Bodine	CRC-Mckune	Novak	KO Propo	Thunder Power	Protoform	AE	Handout-BSR
8	9	Dave Ehrlich	CRC	Epic	Futaba	Power Push	Protoform	AE	Handout-BSR
9	5	Walter Henderson	Associated	LRP	Spektrum	Reedy	Protoform	LRP	Handout-BSR
10	8	Randy Grosse	CRC	Putnam	KO Propo	Spec Point Concepts	Protoform	AE	Handout-BSR

FOAM TOURING 13.5

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	3	Steve McNichols	XRAY	Epic	KO Propo	SMC	Parma	Tekin	Jaco
2	1	Francesco Martini	XRAY	Novak	KO Propo	SMC	Parma	LRP	***
3	5	Robert Dirla	XRAY	Carol Motorsports	Sanwa	SMC	Farina	Associated	Jaco
4	2	Wes Lion	XRAY	Epic	KO Propo	Epic	Protoform	Tekin	Jaco
5	8	Brad Krans	XRAY	Epic	Futaba	Epic	Protoform	Tekin	BSR
6	7	Chad Sharp	XRAY	Epic	JR	Thunder Power	Protoform	Tekin	Jaco
7	4	Mark Day	T.O.P.	Novak	Futaba	SMC	Protoform	Tekin	BSR
8	9	Byron Weston	XRAY	Novak	Futaba	SMC	Parma	Tekin	Jaco
9	10	Tim Moore	XRAY	Epic	Futaba	Thunder Power	***	KO Propo	Jaco
10	6	David Cousins	Corally	Epic	***	***	***	***	***

RUBBER TOURING 13.5

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Jason Schreffler	TOP	Express	Spektrum	Thunder Power	Protoform	Tekin	Handout-Jaco
2	2	Keven Hebert	Associated	LRP	KO Propo	Reedy	Protoform	LRP	Handout-Jaco
3	4	Martin Crisp	Tamiya	LRP		Reedy	Protoform	LRP	Handout-Jaco
4	5	Francesco Martini	XRAY	Novak	KO Propo	SMC	Protoform	LRP	Handout-Jaco
5	8	Austin Harrison	XRAY	Epic	Futaba	Epic	Protoform	Tekin	Handout-Jaco
6	10	Drew Ellis	XRAY	LRP	KO Propo	SMC	Protoform	LRP	Handout-Jaco
7	9	Brad Johnson	Corally	Hurricane	Futaba	IP	Protoform	Associated	Handout-Jaco
8	6	Barry Baker	Hot Bodies	Team Checkpoint	Airtronics	Team Checkpoint	Protoform	Tekin	Handout-Jaco
9	3	Larry Fairtrace	T.O.P.	Express	Spektrum	Thunder Power	Protoform	Tekin	Handout-Jaco
10	7	Jeff Cuffs	Corally	Putnam	Futaba	SMC	Protoform	Tekin	Handout-Jaco

1/12TH 17.5

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	5	Steve McNichols	CRC	Epic	KO Propo	SMC	CRC	Tekin	CRC
2	9	Joe Trandell	Associated	LRP	KO Propo	SMC	Protoform	LRP	Jaco
3	2	Mark Smyka	Speed Merchant	Putnam	Spektrum	Thunder Power	Protoform	Tekin	BSR
4	8	Brian Wynn	CRC	Putnam	Spektrum	Power Push	Black Art	Associated	CRC
5	3	Eric Anderson	XRAY	EA Motorsports	Futaba	SMC	Parma	Tekin	Jaco
6	10	Frank Ulbrik	CRC	Novak	Spektrum	Thunder Power	Protoform	Associated	CRC
7	6	Randy Grosse	CRC	Putnam	KO Propo	Power Push	Black Art	Associated	CRC
8	4	Frank Calandra Jr.	CRC	Putnam	Spektrum	Power Push	Black Art	Associated	CRC
9	7	Kenny Lambert	Speed Merchant	Epic	Spektrum	Thunder Power	Black Art	Tekin	Jaco
10	1	Jeff Cuffs	Corally	Putnam	Futaba	SMC	Protoform	Tekin	Jaco

M CHASSIS

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Mike Haynes	Atomic	Speed Passion	Spektrum	Thunder Power	***	Speed Passion	RP30
2	3	Shane Williams	Atomic	***	***	***	***	***	***
3	2	Mike Hanulec	Atomic	Express	Spektrum	Thunder Power	***	Tekin	***
4	4	Jeff Maturo	Atomic	***	***	***	***	***	***

1/12TH 10.5

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	2	Hupo Honigl	CRC	LRP	Sanwa	CRC	Black Art	LRP	CRC
2	3	Jason Schreffler	CEFX	Express	Spektrum	Thunder Power	Protoform	Tekin	Parma
3	8	Jilles Groskamp	CRC	Team Orion	KO Propo	CRC	Black Art	Nosram	CRC
4	5	Mike Blackstock	Associated	LRP	Spektrum	SMC	Protoform	LRP	Jaco
5	6	Markus Mobers	Serpent	LRP/Orion	Sanwa	SMC	Black Art	LRP	Jaco
6	1	Donny Lia	Speed Merchant	Epic	Spektrum	SMC	Protoform	Tekin	Jaco
7	9	Mike Haynes	Speed Merchant	Speed Passion	Spektrum	Thunder Power	Parma	Speed Passion	
8	4	Paul Ciccarello	Serpent	LRP	Futaba	Power Push	Protoform	LRP	Parma
9	7	Drew Ellis	XRAY	LRP	KO Propo	SMC	Parma	LRP	Jaco
10	10	Walter Henderson	Associated	LRP	Spektrum	Reedy	Protoform	LRP	Jaco

RUBBER TOURING 17.5

Finish	Qual	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	3	Brad Johnson	Corally	Hurricane	Futaba	IP	Protoform	Associated	Handout-Jaco
2	1	Jeff Cuffs	Corally	Putnam	Futaba	SMC	Protoform	Tekin	Handout-Jaco
3	6	JB Catricala	Associated	LRP	Futaba	Reedy	Protoform	LRP	Handout-Jaco
4	2	Austin Harrison	XRAY	Epic	Futaba	Epic	Protoform	Tekin	Handout-Jaco
5	5	Mark Burt	XRAY	Trinity	Spektrum	Thunder Power	Protoform	Castle Creations	Handout-Jaco
6	4	Chris Adams	XRAY	Trinity	KO Propo	Thunder Power	Protoform	Tekin	Handout-Jaco
7	7	Michael Hanulec	XRAY	Express	Spektrum	Thunder Power	Protoform	Tekin	Handout-Jaco
8	9	Ron Goetter	T.O.P.	Express	Spektrum	Thunder Power	Protoform	Tekin	Handout-Jaco
9	10	TJ Bradley	Corally	Hurricane	Futaba	SMC	Protoform	Tekin	Handout-Jaco
10	8	Kyle Eden	XRAY	Express	Futaba	Epic	Protoform	Tekin	Handout-Jaco















Same people in stock: sandbagging.

OVAL RESULTS



12TH SCALE 10.5 OVAL

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Joel Winnicki	CRC	Trinity	JR	CRC	CRC	Castle	CRC
2	3	Mike Bean	Trinity	Trinity	***	Thunder Power	Bandit	Castle	RC4Less
3	5	Steve Pemberton	CRC	Novak	Futaba	CRC	CRC	Castle	CRC
4	6	Brian Wynn	CRC	Putnam	Spektrum	Power Push	CRC	Advanced	CRC
5	8	Mario Ficco	CRC	Trinity	Spektrum	Power Push	CRC	Advanced	CRC
6	10	Mike DeMallie	Hyperdrive	Epic	Futaba	Epic	Aero 1	Tekin	BSR
7	7	George Moreira	KSG	Novak	Futaba	SMC	Aero 1	Tekin	Jaco
8	2	Phil Marabella	IRS	Novak	Futaba	Thunder Power	Bandit	Tekin	BSR
9	9	Jim Fuller	KSG	Trinity	Futaba	Thunder Power	Protoform	Castle	Jaco
10	4	Billy Kimpton	KSG	Trinity	Futaba	Trinity	Putnam	***	Jaco

13.5 COT

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	6	Brian Deel	CEFX	Novak	Futaba	Power Push	Protoform	Tekin	BSR
2	2	Brian Rippons	KSG	***	Futaba	***	Protoform	Tekin	BSR
3	5	Tommy Peters	KSG	Novak	Futaba	SMC	Protoform	Castle	Jaco
4	7	Randy Burke	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
5	9	Dennis Simerly	Associated	Novak	Spektrum	Thunder Power	COT	Castle	BSR
6	10	Laurie Willis JR	Associated	Novak	Spektrum	Thunder Power	Protoform	Castle	BSR
7	4	Roman Pembeiton	Associated	***	***	Reedy	Protoform	LRP	BSR
8	1	Caleb Mullins	KSG	***	Futaba	SMC	Protoform	Tekin	BSR
9	3	Jimmy Flack	CEFX	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
10	8	Drew Ellis	Associated	Novak	KO Propo	SMC	Protoform	LRP	Jaco

17.5 TOURING TRUCK

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
3	1	George Ryals	Associated	Novak	Spektrum	SMC	Protoform	LRP	BSR
1	5	Brett McGee	Hyper drive	Novak	Futaba	SMC	Protoform	Tekin	BSR
2	2	Bill Maye	Associated	Novak	Futaba	Thunder Power	***	Castle	***
4	4	Philip Hanwood	Hyperdrive	***	Futaba	***	***	***	***
5	3	William Turner	Associated	Novak	Futaba	SMC	***	LRP	Jaco
6	8	Chuck Frazier	KSG	Novak	Spektrum	SMC	Protoform	LRP	BSR
7	9	John Fisher	CRC	Trinity	Spektrum	SMC	Protoform	Tekin	BSR
8	6	Robert Trask	***	***	***	***	***	***	***
9	10	BUMP	***	***	***	***	***	***	***
10	7	Chuck Kleinhagen	KSG	Novak	Spektrum	SMC	Protoform	B Diamond	***

21.5 STOCK CAR

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	4	Steve Miller	KSG	Novak	Futaba	Thunder Power	Protoform	Castle	Jaco
2	5	Phil Marabella	Customworks	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
3	3	Erik Steenhoven	KSG	Novak	Airtronics	Thunder Power	Protoform	Tekin	Jaco
4	9	Arturo Hernandez	KSG	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
5	8	Michael Rutherford	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
6	10	Ken Collins	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
7	7	Eric Brust	Hyperdrive	Novak	Airtronics	Thunder Power	Protoform	Castle	BSR
8	1	Jeff Helms	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	***	BSR
9	2	Gary Warren	KSG	Novak	Futaba	SMC	Protoform	Tekin	Jaco
10	6	Jason Hastings	KSG	Novak	Airtronics	Thunder Power	Protoform	Tekin	BSR

NASTRUCK 21.5

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Ken Collins	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
2	3	Eric Brust	Hyperdrive	Novak	Airtronics	Thunder Power	Protoform	Tekin	BSR
3	4	Mel McCoy	Associated	Novak	Futaba	Power Push	Protoform	Tekin	RC4Less
3	10	Mike Rutherford	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	Castle	BSR
4	5	Michael Rutherford	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	Castle	BSR
5	7	Dave Vanthoff	KSG	Novak	Airtronics	Thunder Power	***	Tekin	***
6	9	David Butts	Maverick	Novak	Futaba	IP	Protoform	Castle	RC4Less
7	8	Gene Crane	Darkside Enemy	Novak	Futaba	***	ORT	Tekin	RC4Less
9	6	Darrell Taylor	KSG	Novak	Airtronics	SMC	Protoform	***	BSR
10	2	Barry Hill	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	***	BSR

SK 13.5

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	4	Brian Wyan	KSKT	***	Spektrum	Power Push	KSKT	Nosram	BSR
2	2	Mark Smyka	DRC	***	***	Thunder Power	***	LRP	***
3	7	Darrell Taylor	KSKT	Novak	Airtronics	Epic	Windtunnel	***	***
4	5	Dave Whitesec	Leading edge	Novak	Futaba	BHP	***	LRP	TM
5	10	Brian MacDonald	KSKT	Epic	Airtronics	Epic	KSKT	Novak	Jaco
6	9	Brian Roebuck	KSKT	Epic	Futaba	Epic	KSKT	Tekin	RC4Less
7	1	Nick Bell	KSKT	Novak	Futaba	Thunder Power	KSKT	LRP	Murdock
8	8	Tim Koivu	***	***	***	***	***	***	***
9	3	Brent Lane	Leading edge	Novak	***	Thunder Power	Matrix	LRP	TM
10	6	Steve Downs	Hyperdrive	Epic	Futaba	Epic	***	Tekin	TM

10.5 OVAL

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Rick Talbot	KSG	Novak	Futaba	SMC	Protoform	Castle	BSR
2	5	Corey Heft	CEFX	Novak	Futaba	Thunder Power	Protoform	Castle	BSR
3	3	Gary Warren	KSG	Novak	Futaba	SMC	Protoform	Castle	Jaco
4	2	Johnny Broyles	Associated	Novak	Futaba	SMC	Protoform	Castle	BSR
5	4	Adam Liehr	CEFX	***	KO Propo	Thunder Power	Protoform	Castle	BSR
6	10	Steve Salvas	Custom Works	***	Spektrum	SMC	Protoform	Tekin	BSR
7	9	Mike Bush	Hyperdrive	Novak	Futaba	Thunder Power	Protoform	Tekin	BSR
8	7	Tommy Peters	KSG	Novak	Futaba	SMC	Protoform	Castle	Jaco
9	6	Brian Deel	CEFX	Novak	Futaba	Power Push	Protoform	Castle	BSR
10	8	Dusty Dean	CEFX	Novak	Futaba	OHP	Protoform	Castle	BSR

7.5 EXPERT

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Peter D'Agnolo	KSG	Nemesis		Epic	Protoform	***	Jaco
2	2	Rick Talbot	KSG	Novak	Futaba	SMC	Protoform	Castle	BSR
3	5	Josh Cyeul	CEFX	Novak	Spektrum	Thunder Power	Protoform	Castle	BSR
4	8	Monti Panzica	KSG	***	***	SMC	Protoform	Castle	BSR
5	3	Andy McClellan	KSG	Novak	Futaba	SMC	Protoform	Castle	Jaco
6	4	Eric Anderson	KSG	Novak	Futaba	SMC	Protoform	Castle	Jaco
7	7	Danny Bartholomew	KSG	Novak	Futaba	SMC	Protoform	Castle	BSR
8	9	Erick Steenhoven	KSG	Novak	Airtronics	Thunder Power	Protoform	Tekin	Jaco
9	6	Johnny Broyles	KSG	Novak	Futaba	SMC	Protoform	Castle	BSR
10	10	Sean Cochran	Associated	LRP	Spektrum	SMC		LRP	Jaco

OPEN MOD OVAL

F	Q	Name	Chassis	Motor	Radio	Batteries	Body	ESC	Tires
1	1	Monfi Panzica	KSG	***	***	SMC	Protoform	Castle	BSR
2	5	Sean Cochran	Associated	LRP	Spektrum	SMC	Protoform	LRP	Jaco
3	3	Andy McClellan	KSG	Novak	Futaba	SMC	Protoform	Castle	Jaco
4	4	Josh Cyrul	CEFX	S Passion	KO Propo	Thunder Power	Protoform	Castle	***
5	7	Frank Ulbrik	Hyperdrive	Novak	***	Thunder Power	Protoform	Novak	BSR
6	10	Billy Bruce	KSG	Nemesis	Futaba	Epic	Protoform	Castle	Jaco
7	8		***	***	***	***	***	***	***
8	2	Peter D'Agnolo	KSG	Nemesis	***	Epic	Protoform	***	Jaco
9	9	Marty Hillman	KSG	Novak	Futaba	SMC	Protoform	Castle	BSR
10	6	Frank Calandra	CRC	***	Spektrum	CRC	***	B Diamond	BSR



CONCLUSION

2010 is a strange year for carpet racing, or even on-road in general. As popularity hits an all-time low and the complications of brushless systems figuring out how to make power getting people to join this crazy cult is going to be tough. It's time to learn something from our past and apply it to the future or we'll be seeing numbers drop farther down. Despite all the drama and the economy-of-poop the racing, the racers and the fun of the Snowbirds race is worth the trip from anywhere and we'll be there every year! Long live the Snowbirds and those who torture themselves every year attending!

More classes please- sarcasm.

ASK THE PROFESSOR

Stretched OUT

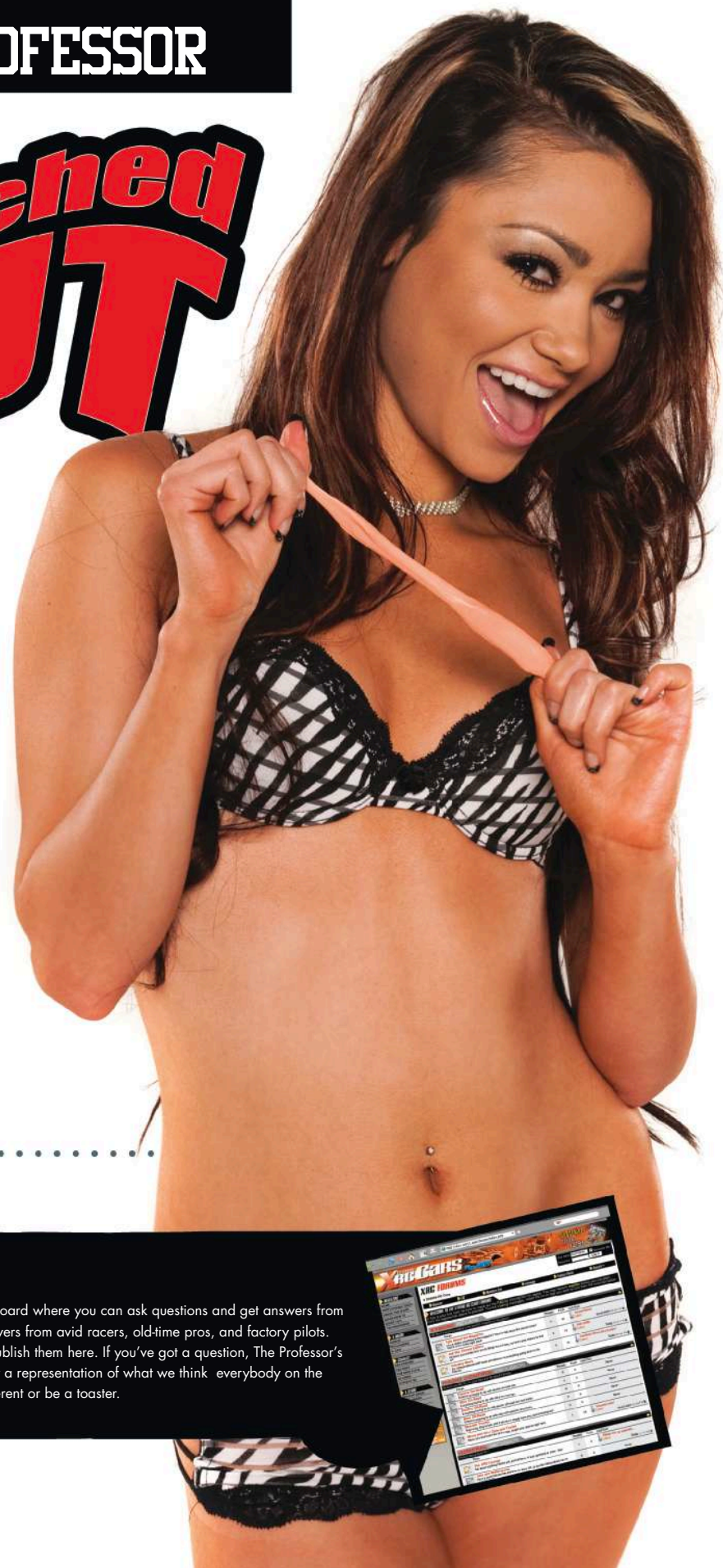
I have an HPI Blitz and after some research I installed the 4-degree rear toe blocks. After running it like that for a bit I went back to the 2-degree blocks and noticed some slop in the pins. Is that normal?

MrBlitzed

A: This is a common issue with vehicles that only change the rear pivot block. That change in geometry will create an oval hole on both parts since the pin mounts aren't angled really for that. So when you change pivot blocks and want to go a different, (usually) lower degree that will give you slop, you should change both sides of the mounts. This will keep things tight and not allow for changes in toe due to worn parts.

DerekB

Pull it, girl!



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.

METALURGY

I have the Duratrax DX450 and I have the same problem you had with the plastic stabilizers breaking when I crash. Is there anything I can do to help stop that?

RCmotoX

A: We had that problem and the garage of el Skinardo had already been working on fixing that issue. The great thing about plastic is that it does break. Breaking a $3 part is much better than breaking something important, but we feel that metal skid plate would be much better. Hobby shops sell some music wire, which will provide flex and protect the bike and not break every run. You might have to install a set-screw where they attach to the chassis but it shouldn't take more than 15 minutes to do the swap.

DerekB



CHOP THOSE TREES

I still run touring cars and I seem to have the hardest time mounting a body right. I start with fresh body posts, and when I drill the first set and mark the second it never lines up. What am I doing wrong?

Detaildrifter

A: One of the common mistakes when installing a new body with fresh mounts is that they are often so far off in height that it puts the body on an extreme angle. The rookie thing to do is just mark your holes when they are like that, but the proper thing to do is cut the body mounts before you mark the holes. The body should sit level on the mounts before you mark your mounting holes. Remember the body doesn't have to be installed on the car, but sitting on the posts it should be level to the ground.

DerekB



GAINING WEIGHT RIGHT

I'm starting to race more and it's come to my attention that my RC12R5.1 is underweight and needs to have some weight added. Is there one place I should put the weight that is better than another?

dantheman

A: Weight is often used to balance a car from left to right and front and back. So when a car is underweight this allows you to put it in the right places. If your car is balanced, the best place to mount weight is as close to the centerline as possible. This keeps the moment of inertia low and won't affect the handling as much. If you feel you need more rear grip, you can mount it farther back and if you want a little more steering, move it toward the front. Unless you are running oval, you want to avoid putting any weight toward the outer parts of the chassis. Sometimes that's all the space you got.

DerekB



Amazingly, people point nice bodies then run telephone pole mounts. It's ugly.



Spin to Win!

BALANCE TIRES

WOBBLY TIRES AREN'T THAT RAD

words: Carl Hyndman

Ask any seasoned pro, and they will tell you that the single most important item in your car's handling is your tires. One of the most common tricks they do is to balance their tires. Doing this simple task will help in your tire's ability to lay down a solid contact patch with the dirt. No one likes to show off horsepower and have their car shake all over the place. Now imagine what that same shake is doing to your car on the track. Get rid of it now!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

XRC Cars

1 2 3 4 5

TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED



- Tire Balance Tool



- Modeling Clay



- Marker



- Hobby Knife (if you prefer to use)



NOTE: Make sure your tires are clean, or things like dirt clumps could give false readings.

01 Place the tire in the wheel balancer and give it a spin. You don't need to spin-to-win like "Wheel of Fortune," but enough of a spin to have the wheel rotate freely. The tire will spin and settle with the heavy part of the wheel stopping at the bottom. If you are lucky, the tire won't have a wobble and will already be balanced without a noticeable heavy section to throw it out of wack. If that's the case, just move on to the next tire.



02 Once the tire stops spinning, mark the top of the wheel with your pen. The heavy part of the wheel should be resting at the bottom. The wheel could rock back and forth until it comes to a natural stop; this is normal.

03 Grab a pinch of your modeling clay (you can cut a piece off with an X-Acto knife if it's easier for you) and stick it in the wheel where you marked it with your pen. Since its clay, you can just add more or less. Use your finger to get the clay to flatten. Once you've added enough, the tire should spin pretty well without wobbling. It only takes a few seconds to do this step and should only take a small amount of clay. If it still wobbles, it might be an indication that something else **is wrong.**



SPINNING **MASS**

When considering balancing wheels, you must consider the weight added. It is commonly recognized that eliminating weight from a vehicle will aid acceleration. Rotational weight that is added at your wheels will have an even more significant affect. Unfortunately, there is no set rule on performance gain as it relates to this trade off in performance. A balanced wheel will help in the handling of a vehicle, but using some judgment is suggested.



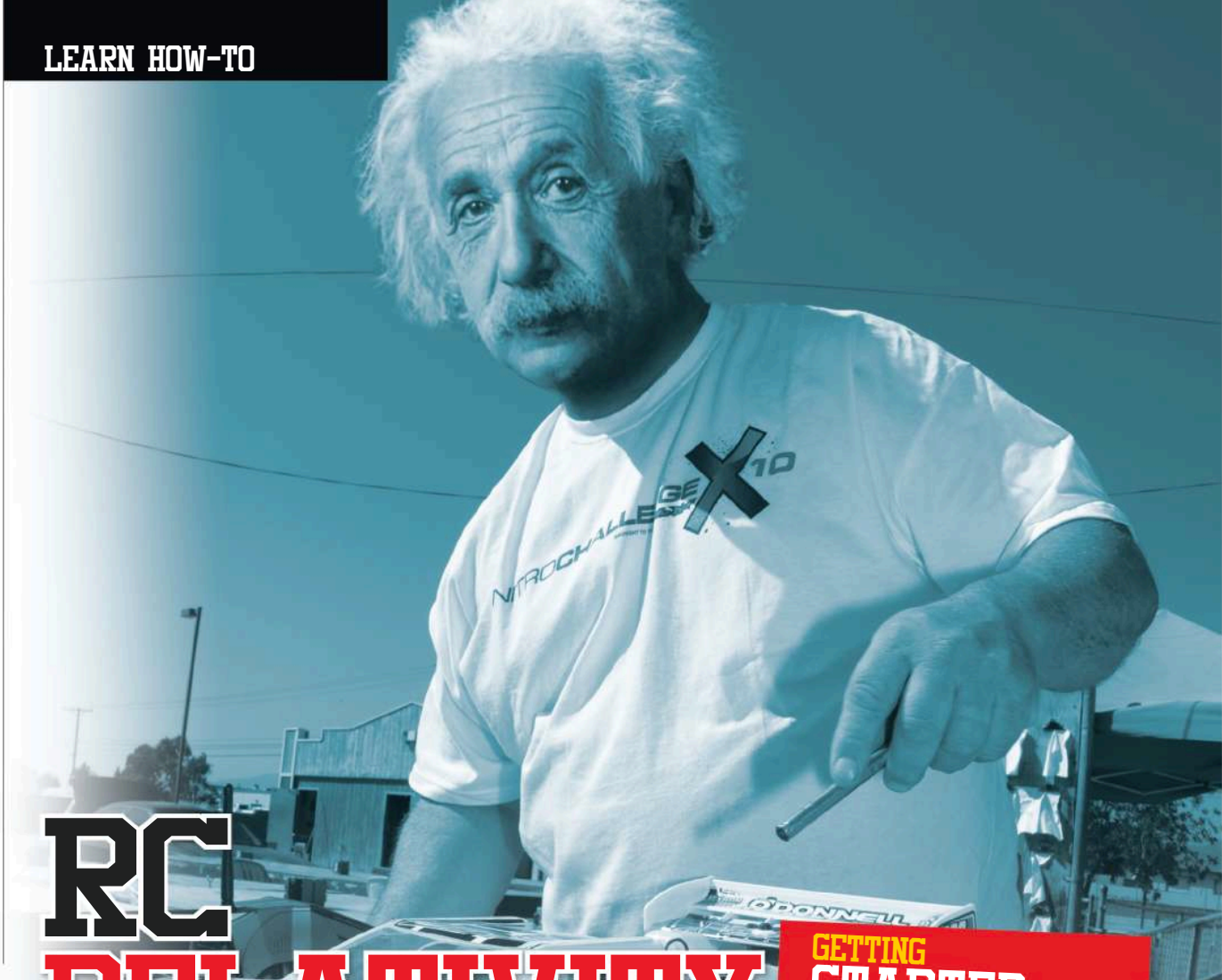
You can really feel spinning mass with this old physics class experiment.

Balancing a tire will give the macho advantage!

CONCLUSION

Well there you have it, a balanced wheel that is ready for the track. A balanced wheel will react better, reduce vibration on your car and put down a bigger contact patch without skipping. Don't forget, your tires are the only things that actually make contact with the race surface, so make sure your tires are performing at their best. It only takes a little time and clay is very inexpensive. Now go race!





Hmm... Skinny = Einstein?

RC RELATIVITY

FIGURE IT OUT EINSTEIN!

words: Jeff Eveleigh

When Einstein was e=mc^2-ing it, I doubt he had an RC car setup in mind. Still, his ideas and many other facets of physics play a huge roll in how our cars work on the racetrack. Einstein found that "there is no absolute and well-defined state of rest." This sounds awesome for the Universe, but in model car racing we need to create a state of rest, or a starting point—a point from which to make relative changes from. This means that you can't say that if you want more traction, just go with a softer tire. Softer than what? What is this defined durometer rating that we're supposed to go softer from? This question brings us to a different kind of relativity: RC Relativity. Almost all aspects of chassis setup need to have an established starting point from which to reference and make relative changes from. I'm basically saying that you need a starting chassis and suspension setup and you need to know what it is.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0 XRC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED

- Setup Sheet
- Brain

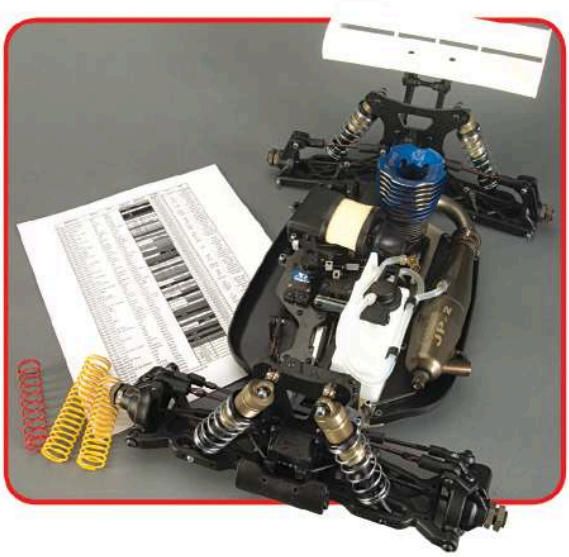
STARTING **SETUP**

What is a "starting setup?" It is a full list of all settings on your race car from suspension to clutch, weight distribution to brake-bias, and diff oil to tire choice. Your starting setup should include all settings that will alter how your chassis handles on the racetrack and you should know at all times what setup you are currently running. You can find starting setups in many places; your best bet would be to visit your chassis manufacturer website and download one of the fast-guy sheets. Pretty much every major race team has pro driver setup sheets available and these pilots have done their homework. Remember that big team drivers drive toy cars for a living; they've tried every setup imaginable and have the skills to know what works and what doesn't. I'm not saying that their setups will always work for you, but that's usually a very strong starting point. Get your chassis specifics from wherever you get them, just make sure you show up to the race track with a definite chassis setting so you can drive, asses your chassis needs and make educated changes from a base point to obtain a specific result.



THE SOFT SPRING ALWAYS WINS

By now you should understand that you can't make the statement that "softer springs offer greater traction," because this statement simply isn't true in every instance. However, you can say that "generally, softer springs offer greater traction," because softer springs allow your chassis to transfer more weight to that end of the car and this often offers increased grip. Notice that I used the word "often." Sometimes a softer spring will transfer too much weight to a specific end of your chassis and create something referred to as "washout" or "dumping." This occurs when a spring allows a large amount of weight to transfer to a certain tire but the spring just doesn't have enough force to drive that tire into the racing surface to increase grip. This is just one example of an extremity that creates the opposite expected effect.



What I'm trying to hammer home is that there is no simple answer as to whether you should go softer or stiffer on your front spring unless you know where you are at now and can make an assessment about what the vehicle needs. This is where the relativity part comes into play again. You need to know the rate of spring that you are running now. Make a change softer or harder and assess the results on the track. All setup changes need to come as a comparison to how the car worked relative to the previous setup.



Jeff isn't relatively macho.

DIRECTION & **MAGNITUDE**

This is where things can get a little squirrely. This isn't a specific chassis tuning article so we aren't going to get into what actual changes to make to your settings. You just need to understand that based on where you are with your chassis setup now, you have to find a setup need and then decide on a direction and magnitude for change at that specific area of your chassis. For example, let's say you need more rear grip. You have a few options such as more rear toe-in, increased negative camber, different tire or insert, altered anti-squat, or a rocket-powered banana. Let's look at rear toe-in since it's first on the list. How much more rear toe-in do you want? Well, if you're running 2 degrees of toe now then you could go to 3 degrees. But if you're already running 3.5-degrees of rear toe you're already maxed out, so you can't increase it any further relative to your current position. This means that you'll have to find another setup change that will yield similar results. The main point is that you will make differing decisions with regard to setup based on where you are with a specific area of setup now. You will also make differing decisions based on how setup changes will affect other aspects of vehicle handling, but that is an entirely different article in itself.

CLOSING

Remember that almost all setup changes are relative to where your setup is now so keep a setup sheet and KNOW your setup at any given time. You'll only be able to make smart setup changes when you know what you want and what changes to make relative to your starting point. Now where is my Nobel Prize for being first to publish on the theory of RC-Relativity?

OVAL NATION

Can't get enough circle track racing? Want the lowdown on the newest parts and news in the world of oval? Got a picture of your buddy dancing on a stool at Hooters? Check in every month to get the inside line on all things oval. This is Oval Nation!

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

words: Mike Boylan

McPAPPY HITS THE BULL'S EYE

The new McPappy Racing 1/10-scale Dart 2.0 Team Kit has been designed with more new innovations specifically catering to single cell racing. A brand new flex control design offers flex options for any class, race track size or track conditions. For this new car, McPappy lowered the center of gravity and lightened the vehicle even more, while providing more tuning options. McPappy claims it has the left-most weight, lowest rear roll center, lowest center of gravity, roomiest rear motor pod and lightest floating T-plate kit available today. The floating T-plate design not only offers centerline position, but also offers an offset position. ***www.mcpappyracing.com***.



That's one McCool car.









R/C OVAL MARCHES INTO DAYTONA SPEEDWAY

A great oval racing tradition returns March 26-28 to Daytona Speedway, Florida. The 14th annual Speedway Spectacular runs alongside the Spring Classic Car show, in front of thousands of spectators. Asphalt oval racing takes place inside the famous Nascar track with pitting inside the actual Sprint Cup garages! Featuring classes for everyone, and a good time for all, don't miss this year's event hosted by MB Racing and crew. Always a great racing crowd with 100-plus entered!

The New 1-cell MAMBA Roars



Practically non-existent a year ago in the racing world, **Castle Creations has jumped feet-first into** competition racing and turned heads with Mamba speed controls. Specifically designed for 1-cell racing, the new Mamba Max Pro 1-cell is a huge hit. The new 1-cell features solder terminals for custom wiring, the removal of the fan for more room, and the removal of the switch for easier operation and mounting. The Mamba has become a racer favorite and was found in dozens of racecars this past Snowbirds, and even won some main events! See more at ***www.castlecreations.com***.

» RUMOR MILL

Speed controls and mono-ball cars are today's hot topics. All the motor talk from a year ago has settled and the focus seems to be on speedos now. Timing profiles have been discovered to **make or break your car's speed** and companies are quickly learning ways to maximize this to give you the best performance possible. Some want to ban this new technology, as others are embracing it. The truth is it is here and there is no going back. Teching speedos is a great debate, and how to do it fairly comes up often at weekly club events.

Netbooks are the hottest new gadgets in the pits, as racers are hooking up laptops to their speedos to make changes, and also using them for roll-out calculations. Tekin's new #203 software is proving to be very fast on the track! Everyone is still waiting to see the new Novak speedo due out very soon.

CEFX was spotted at the Snowbirds with an **all new mono-ball car** and it was fast, featuring some new geometry in the rear end. Silva Concepts is said to be working on a new spring steel T-plate that will allow rear-steer options for a wider range of cars, something the company was famous for years ago. **KSG Motorsports' new racecar** was fast at the 'Birds, and its new custom-machined front end is something many racers were impressed with.

Muddslide Motorsports has forever changed the way wings are mounted with its new Lexan wing mounts, which are simple yet very innovative. They actually help create a smaller dam from the wing to the deck-lid. And PRS is strong as ever, with Jeff Helms representing them well at the 'Birds. Rumors were they were not making gears anymore, but this was proven very untrue. CYA at the races ...

You only need mono-ball to go fast?

STADIUM KARTS

SO YOU WANT TO BE A SUPERSTAR?



All they need now is mud.

YOU'VE GONE OUT, BOUGHT A SLASH, BLITZ, SC10, OR OTHER SHORT COURSE TRUCK AND YOU'VE BEEN BITTEN BY THE BUG, HARD! If you have set the TiVo for ABC or ESPN2 to watch the Traxxas TORC series, watching SPEED, CBS, Versus, and Mav TV to catch the Lucas Oil Series; you know the difference between a Pro Lite Unlimited, Super Lite, and Pro 2 Unlimited; and you can tell me who Steve Barlow and Rick Huseman are then I'd say you've got the bug. So now what if the economic down turn hasn't hit you too hard and you've got some extra money burning a hole in your bank account, what are you to do? Check out Stadium Karts.

Stadium Karts are the first step for youngsters from Age 8 to 15 to get into Short Course racing. The Lucas Oil Off-Road Series runs a full series of Stadium Karts with three different classes that even get TV airtime on major cable and broadcast networks! How cool is that?

The Karts are custom-built single seat mini race trucks. The junior class is broken down into two categories, ages 8-11 and 12-15. They run Subaru 266CC spec engines in their trucks. In the Modified cart class you can run either a 250CC or 450CC motor cycle/quad engine and must be between 10-15 years old. There are weight and dimension maximums for each category. All the karts are required to run full bodywork and mud flaps. The bodywork ads to the safety and also gives the karts a full-size look—albeit in a Japanese anime sort of way.

Stadium karts aren't quite as easy to get into as road karts are; however you could get into the racing scene for about $6500 (the cost of a Kart with engine; remember I said you had to have money in the bank, not just your wallet!) And, just like any form of racing, you can start off at any level that your budget will allow. We have the benefit of being friends with Neil and Mike Grabowski; these guys run Grabowski Brothers Racing. These guys are HARDCORE! The brothers have been involved in off-road racing since 1985. Neil has three boys—Dusty, Jack, and Troy Grabowski—running in three different classes. Dusty and Jack finished on the podium in 63% of the races they ran in '09! Troy's a rookie this season. We at *Xtreme RC Cars* magazine wish all three brothers good luck this year. If you decide to jump into Stadium Karts, give them a wave in the pits!



If you want to look into Stadium Karts check out the links below for more information.

www.lucasoiloffroad.com
www.stadiumkart.com
www.torcseries.com
neal@gbracing.info

Play on, playa. Play on!

Yankee DOODLE

XTREME RC CARS WINNER of the month RACERS RIDES



I was inspired by the recent photo of the Yankee number 24 Ferrari recently shown in the Racers' Rides section. This is a Yankee 911 that is custom-painted to match a Porsche Club of America club racer, which a friend of mine owned and raced. It is a great kit and a lot of fun to drive. It has to be 15 years old by now and still works perfectly.

Thanks,
John Quinn
Slingerlands, NY

Snail with a beanie?



PAINT MONSTER

My name is David Trzcinski and I am from Willoughy, Ohio. I am sending you a picture of my Team Losi XXX-T MF2. I've had it for a couple of years now and race at most of my local tracks in the modified class. For electronics it is equipped with a Castle Creations Mamba Max ESC, Castle 5700 motor, Futaba servo, MaxAmps 6000 7.4v LiPo. I have put Lunsford quick-change shock mounts and Lunsford Punisher Ti turnbuckles on it. I can't take credit for the body; my brother at Paint Monster Airbrushing did it for me. It really stands out at the track.

David Trzcinski

STICKER? I HARDLY KNOW HER

Here is the first of a few pics of my TC5. The car has an LRP SPX speed controller, Orion 17.5 brushless motor, KO Propo high speed steering servo, and a SMC 5000 LiPo. This car is raced twice a month and is partially sponsored by HobbyTown in Concord, CA. This is a real paint job, no stickers on this car at all.

Mike Ramsey







THEME MUSIC

This is my Traxxas Slash running 1/8-scale buggy wheels and Crime Fighter tires. I have the Traxxas VXL brushless motor and ESC with a 7 cell NiMH, and the Pro-line VW Baja body with the Monster Energy Drink theme.

Herbert Vasquez
Norwich, NY







ONE UNSTOPPABLE PAIR

This is my LST2 and Ofna 9.5. Both are fully upgraded with RPM arms, both have Picco engines. The LST has a .28 and the buggy has a .21. Both of them have Pro-Line bodies with Bow Tie tires on Pro-Line wheels. They also have custom pipes. They both have too many mods to name—hopefully I'll see them in your mag. I read your mag every month and it gives me a lot of info on car setup. The "learn how-to" section of the magazine is a really big help to me.

Thanks

Alex Douglas
Girard, Ohio



WANT TO SEE YOUR RIDE IN RACERS' RIDES?

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

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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

BBFF

Here are a couple pictures of me and a bashing buddy's Savage X SS. Both trucks rock energy drink body themes that were custom painted by Bloodline Customs. Hope you dig 'em! Keep up the good work on the mag. Love it!

Andy Petterson/Cory Shields
Minnesota



OMG ORLY 143 RC BBFF 4E.

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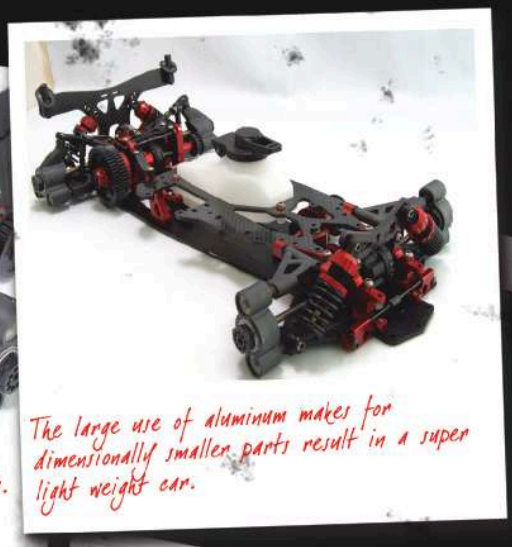

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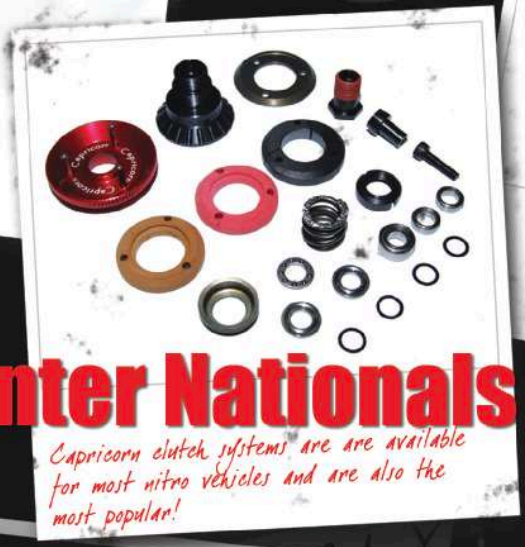

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