TAMIYA'S NEW 201X- Is 2WD Electric Ready for a Comeback?

pg. 18



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If you're looking to build the ultimate short course race truck that will give you the competitive edge to win, look no further. Team Associated's SC10 Factory Team kit is the truck you have been waiting for!

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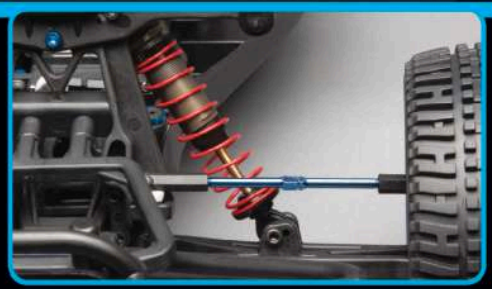
1:10 Scale Electric 2WD Off Road Short Course Race Truck Kit

IFMAR WORLD CHAMPIONS 24 TIME

SC10 Factory Team Kit shown equipped with items NOT included in kit; Reedy battery, XP servo, pinion gear, LRP ESC, motor and receiver. Body comes clear. Assembly and painting required. Tires require gluing.



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Carbon fiber battery strap

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tires: **Caliber SC M4** *(#1156-03)*
other: **ProTrac™ Suspension Kit** *(#6062-00)*
PowerStroke Shocks *(#6063-00/#6063-01)*
Front Bumper *(#6061-00)*

"We knew for wet and dusty conditions M4 would be the ticket when combined with our SC Closed Cell insert technology."
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SC TIRES in M4 (Super Soft) Compound

Fit: 2.2"x3.0" wheels for Slash®, Slash® 4x4, Blitz & SC10 - Also available in M2 & M3 compound

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tires: **Recoil M4** *(#9034-03)*

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- Square-lug technology throughout tread
- Reusable Closed Cell Inserts included

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- Reusable Closed Cell Inserts included

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- Super true and balanced finish
- Reusable Closed Cell Inserts included

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#61742 Megabite
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- COMPOSITE MAIN CHASSIS
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- ALUMINUM FRONT ARM MOUNT
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Publisher: **MIKE VELEZ**
Executive Editor: **DEREK BUONO**
Awesome Editor: **JAMES REVILLA**
Editor-At-Large: **BRIAN SKINNER**
Editor-At-Large: **JEFF EVELEIGH**

ART & PHOTOGRAPHY
Awesome Art Director: **MIKE McMAHON**
Art Department Manager: **JOANNA WINN**
Señor Graphic Artist: **DAVE PALACIOS**
Senior Staff Photographer: **CARL HYNDMAN**
Junior Photographer: **JASON BOULANGER**

CONTRIBUTING WRITERS
MIKE OGLE, TODD GREENWALD, MIKE BOYLAN, MARK CALANDRA, DEREK'S MOM BRIAN KINNEY, JEFF HUNEYCUTT, EDWIN HARTMAN

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

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ADVERTISING DEPARTMENT:
XTREME RC CARS
13401 Yorba Avenue
Chino, CA 91710
PH: **909.517.3366** FAX: **909.517.1601**

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Xtreme RC Cars (ISSN 1535-9646) is a publication of Think Omnimedia LLC, 13401 Yorba Avenue, Chino, CA 91710; Phone: 909.517.3366; Fax: 909.517.1601; E-mail: mikev@rc411.com. Subscription rates are $19.99 for 12 issues (one year), $79.99 per year for foreign airmail, $39.99 for Canada and Mexico.

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

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- Powerful .28-sized performance engine
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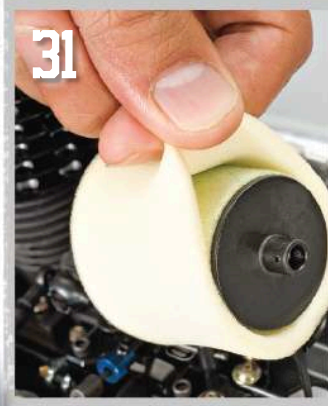



ON THE COVER
Short Course galore...

LRP PERFORMANCE FOR 1:8 SCALE IS HERE!

1/8 SCALE BRUSHLESS POWER



World Champion Brushless Technology meets 1/8 scale off road power. With the new LRP 1/8 Brushless System, the today's industry-leading top-level Brushless System is finally available for 1/8 scale off road brushless racing. The SPX8 speed control and Vector8 motors offer the same performance advantages and features to the ambitious 1/8 scale off road racers, the IFMAR World Championship winning 1/10 scale brushless technology from LRP.

LRP 1/8 Brushless System – the next step in 1/8 Off Road electric racing

Features

- 13mm Magnet
- PreciSensor™ System
- Rebuildable
- Universal Fit
- IFMAR World Champion Technology
- Air Flow and cooling optimised housing
- Special 1/8 scale winding style

LRP VECTOR8 BRUSHLESS MODIFIED

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VECTOR8 BRUSHLESS MODIFIED		
Order No.	50910	50920
Specific rpm per volt, kV	2500	2600
Power*	1.230W	1.360W
Weight	275g	
Diameter	41mm	
Length	66mm	
Output Shaft	5mm	

* at 14.8V



Includes high-performance fan and specific mounting hardware for a very clean installation.



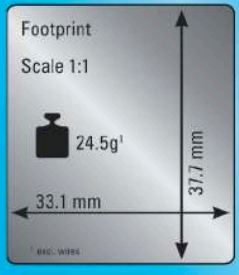
LRP SPX8 COMPETITION BRUSHLESS

Only the best of the best in today's brushless racing was good enough to be used as a base for the development of the new SPX8. The SPX8 for this reason is based on one of the best and most successful competition speed controls ever – the SPHERE Competition TC-Spec, to control the new power of the VECTOR8.

It now features a special 1/8 scale software and has especially been optimised for the use with 2S-4S LiPo batteries. The result is a high-end speed control that will energize the 1/8 scale electric R/C car scene.

SPX8 COMPETITION BRUSHLESS	
Order No.	80780
Type	Forward/Brake Forward/Brake/Reverse
Motorlimit*	None
Voltage Input	7.2-14.8V (2S-4S LiPo)

* LRP motors / an recommended motor setting



Features

- 1/10th scale size = revolutionary small for 1/8th scale models!
- Special 1/8th scale Power Profiles
- Optimised for 2S-4S LiPo battery operation
- Large power capacitor optimised for 1/8 scale applications
- Internal-Temp-Check-System 2
- Low-profile heat sink with integrated high-performance fan
- Fully adjustable drive modes with different adjustment possibilities
- Sensored Design



BIG WIN THE FIRST TIME OUT!

The new LRP 1/8 Brushless System VECTOR8 Brushless Modified and SPX8 Competition dominated the international competition already at the Neo09 race with taking TQ and winning the triple A-Main in style by Team Associated/LRP driver Ryan Maifield.

neo 09

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LRP BLUE IS BETTER

KIT-TASTROPHY UNAVOIDABLE

WHAT SEEMS LIKE YESTERDAY IS NOW ALMOST FIVE YEARS AGO. WHAT DAY IS THAT? IT'S THE DAY THAT WE TURNED THE CORNER TO THE DEMISE OF RADIO CONTROL CAR KITS. That's right, it seems like the days when all "quality" RC cars you really wanted were kit only. There are several factors that made this movement inevitable, but for the most part it's cost and convenience.

I will say I do miss the days I couldn't wait to build a new kit.[1] I'd preorder the latest 2WD kit and patiently wait until the hobby shop got the shipment. It wasn't uncommon for me to call in sick the next day to make sure I got it built so I could race on the weekend.[2] There's something you'll never get from buying a pre-assembled kit.[3] It's probably similar to building your own street rod, or the deck out back. Sure, it's a pain in the ass and you can screw things up, but in the end you can say, "I built that" and there's something to that.[4] Never mind that building it trains your brain to remember how to fix it when it breaks—sort of like an RC car driver's muscle memory.

I'd say almost 98-percent of the market doesn't build kits anymore. While that has skyrocketed the people coming into RC, it also cheapens it a bit. It's too easy to get in, and therefore even easier to get out. Now, when something breaks, if you don't want to pay somebody to fix it, you will probably just put it in the basement or garage. Kit building forms a bond between you and the machine; it gives you an emotional attachment you don't get from opening a box and hitting the road in fifteen minutes.[5] Taking the day or two it takes to build a kit is something very enjoyable and leads to a better overall experience.

The sad part of the story is that it's becoming cheaper for manufacturers have a pre-built chassis made than a kit, and the choices you have to actually build a kit are decreasing by the day. Go build a kit before it's too late.

Godspeed,



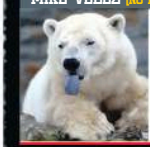
Derek Buono
Executive Editor
derekb@rc411.com

Do it kit, learn it. Do it RTR, learn... later.

1. They tried to use a new "Kit" in Knight Rider but he was never the same.
2. Get the kit Thursday and build it to race Friday night.
3. Some may say frustration, less fun, dropping small parts in the carpet…
4. In the office here I have somebody build kits and my comment is something usually different after something fails: "Good job Matt!"
5. This is for RCing—this is for fun!

» TEAM RANTS

MIKE VELEZ [NO ROOM IN THE PORSCHE FOR A 12-GAUGE]



I REMEMBER WHEN... We would peak our battery packs, on the starting line with a 12V motorcycle battery.
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... remember when the U.S. was a capitalist democracy.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... go polar bear hunting with an assault rifle in a Hummer.

DEREK BUONO ["WE MISSED IT." "WHEN?" "JUST NOW."]



I REMEMBER WHEN... a year didn't go by in what feels like a long month.
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... we actually used to have to eat food through our mouths.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... have an intelligent conversation based on facts. The Internet will obsolete that in 3 years.

JAMES REVILLA [WOULD HUNT PEOPLE DOWN AND CUFF 'EM]



I REMEMBER WHEN... hand-soldered battery bars, super-narrow tires and comm sticks were "high performance."
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... used to use hand-held transmitters... because they'll probably have mind-control RC by then.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... take a picture with Baby Lyssa, Beth, Leland, Youngblood, Duane Lee, and Dog.

MIKE McMAHON [CAN GROW THE MULLET IN 48 HOURS]



I REMEMBER WHEN... I could be entertained for hours playing inside a giant cardboard box. Box City!
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... made a living working with toy cars and beer.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... grow back my sweet mullet from my younger years.

DAVE PALACIOS [TAPE? LIKE DUCT TAPE?]



I REMEMBER WHEN... video games consisted of characters made with 6-7 pixels.
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... used to have to flip a tape over to listen to the other half of an album.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... I would really like to build a custom 1931 Ford pickup hot-rod.

CARL HYNDMAN [LAID OUT THE 10 COMMANDMENTS]



I REMEMBER WHEN... we did page layout with no computers; yep I'm old.
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... used to shoot photos with film.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... I've done it all suckas!

BRIAN SKINNER [DISLIKES "THE MAN"]



I REMEMBER WHEN... about one hundred pounds ago I raced mountain bikes professionally.
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... bought gasoline at only $3.50 a gallon.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... actually ride my bikes in the mountains and desert–the government is shutting down land like there's no tomorrow!

JEFF EVELEIGH [AND IT NEVER WILL, JEFF. IT NEVER WILL.]



I REMEMBER WHEN... there was only one tire for 1/10 buggy and it worked at EVERY TRACK!!!
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... lived on this planet before the Internet was invented.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... visit the USA!!! (Ha-ha, just kidding – Canada isn't taking over just yet)

JASON BOULANGER [DAVE'S OSH KOSH BGOSH PRINT MODEL]



I REMEMBER WHEN... video games were played with only 2 buttons and a D-pad.
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... used to only watch movies and television in 2 dimensions.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... shoot more film.

MIKE BOYLAN [AND THE WORST PART OF ROLLERBLADING IS?]



I REMEMBER WHEN... we didn't have the Internet and had to wait until next race day to get our fix of RC.
IN THE FUTURE WE'LL TELL OUR GRANDKIDS WE... used to watch Wheel of Fortune and Pat and Vanna were on it back then.
I NEED TO DO THIS BEFORE IT'S NOT AROUND ANYMORE... a drive-in theatre and a roller rink with my wife and kids one weekend.

If you want more...



UPGRADE!

Whether you're putting around your backyard or tearing it up at the track, Hitec has a servo that'll improve the performance of any RTR.



MODEL	DESCRIPTION	GEAR TRAIN	TORQUE @ 6V	SPEED @ 6V	WEIGHT	DIMENSIONS	APPLICATION
HS-625MG	Standard High Torque	Metal	94 in/oz	0.15	1.94	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-645MG	Super High Torque	Metal	133 in/oz	0.20	1.94	1.6 x 0.8 x 1.5	Electric Monster and Stadium truck Steering, Nitro Truck Throttle
HS-965MG	Coreless High Speed	Metal	132 in/oz	0.10	2.18	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-985MG	Coreless Ultra Torque	Metal	172 in/oz	0.13	2.18	1.6 x 0.8 x 1.5	Electric Monster and Stadium truck Steering, Nitro Truck Throttle
HS-5625MG	Digital High Torque	Metal	131 in/oz	0.14	2.11	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-5645MG	Standard Digital High Torque	Metal	168 in/oz	0.18	2.11	1.6 x 0.8 x 1.5	Electric Monster and Stadium truck Steering
HS-7965MG	High Speed G2 Digital Coreless	Metal	139 in/oz	0.10	2.18	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-7985MG	Ultra Torque G2 Digital Coreless	Metal	172 in/oz	0.13	2.18	1.6 x 0.8 x 1.5	Nitro Monster and Stadium Truck Steering 1/8th Scale Buggy/Truggy
HS-7955TG	Mega Torque G2 Digital Coreless	Titanium	333 in/oz	0.15	2.29	1.6 x 0.8 x 1.5	Nitro Monster and Stadium Truck Steering 1/8th Scale Buggy/Truggy

For more information on our products, call or visit our website today!

HITEC

Contact your local hobby shop to purchase Hitec products.
12115 Paine Street, Poway, CA 92064
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SLASH 4X4 ULTIMATE

NEW RELEASE!



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



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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TAMIYA'S LATEST TRF MACHINE: THE 201



After joining the competitive off-road racing scene with their 801 and 501 platforms, Tamiya hits the 1/10-scale 2WD class with the new TRF201 competition buggy. The 201 is an all-new design, featuring everything you'd expect in a racing platform, including:

- **Gearbox with inch-sized diff balls**
- **Aeration dampers**
- **Front metric axles (optional standard axles)**
- **Rear universal shafts**
- **FRP main chassis tub**
- **Tamiya IFMAR-legal front dish wheels**
- **Separately available body/wing with 2 wing styles**

So what would a 301 be? SHORT COURSE. Maybe. Hint.



Tamiya USA also tells us that they will include the body set with the chassis in a bundle for the U.S. market. Of course, in conjunction with the release of the buggy, Tamiya will also have a long list of replacement and aftermarket hop-ups available for you.

Part Number: 242167
MSRP: TBA
www.tamiyausa.com



Race Proven Shoes

Give your 1/16-scale E-Revo VXL competition style and track-ready performance with the new Response Pro tires and dish wheels from Traxxas. Patterned after the Revo 3.3 Platinum Edition's race-winning tire design, the new 2.2" Response Pro tires are molded in soft S1-compound for maximum grip and feature a versatile micro-block tread that offers superior handling. Foam inserts are included, and the Response Pro tires are available either unmounted in pairs, or factory-mounted and glued to new 2.2 dish wheels. The dish wheels also increase the E-Revo's overall width by 14mm for more straight-line stability and cornering agility.

Part Numbers and Prices:
7173 Response Pro (S1 compound, tires only), $15/pair
7175 Response Pro (pre-mounted on white dished 2.2" wheels), $25/pair

www.traxxas.com

LOW COST GO

For the budget basher, Racer's Edge has a pair of 1800mAh Ni-CD packs that will work with practically any 6-cell RTR. You can get the pack with either a Tamiya or Traxxas connector pre-installed, and the kicker is the price: a mere $13 per pack!

Part Number: RCESP1800 (Tamiya plug) / RCESP1800HC (Traxxas plug)
MSRP: $13 ea.

www.racers-edge.com

You can move for $13.

CHECK CHECK CHECK

Team Epic has a new Brushless Motor Checker for you tuning freaks out there. The BMC-01 is a 7.4v-powered device that allows you to test brushless motors without the need of an ESC. The checker will tell you motor KV, RPM, and amp draw at a user-set voltage. You can also test the sensor for proper functionality.

Part Number: BMC-01
MSRP: $140

www.teamepiconline.com



TRANS AM POWER COMBOS

With the growth of the Trans-Am: U.S. Vintage R/C Racing Association racing, Novak has put together three ESC/motor combos tailored for this class. Speed control choices include their Havok SS and Havok Pro; meanwhile, you get your pick between Novak's SS Pro 25.5-turn can or their top of the line Ballistic 22.5-turn motor. All three combos meet the Trans-Am Association's guidelines, and each motor is equipped with a unique blue, anodized sleeve to differentiate it as a Vintage Trans-Am specific product.





Part Numbers and Prices:
Havoc 2S / SS Pro Brushless System—25.5T VTA (3037V), $130/combo
Havoc 2S / Ballistic Brushless System—25.5T VTA (3045V), $155/combo
Havoc Pro / Ballistic Brushless System—25.5T VTA (3137V) $195/combo
www.teamnovak.com

They should have put a firebird sticker on the ring.



Blitz Turn

ST Racing Concepts brings a new complete steering bell crank set for the HPI Blitz. Their aluminum steering bell crank system adds great precision to the steering and takes away any flex present in the stock molded parts. Four ball bearings are also included to make sure the bell crank system operates smoothly. The complete steering systems are available in orange, gunmetal, silver, and limited edition red.

Part Number: STH103325GM/O/R/S
MSRP: $28/set
www.teamstrc.com

BEEFY HUBS

Our friends at RPM have some new rear axle carriers for the HPI Blitz, Blitz ESE, Firestorm 10T, E-Firestorm, and E-Firestorm Flux. These new carriers are designed to use a 5x11mm bearing (stock is 5x10) and they live up to the standard RPM criteria for strength and durability. RPM rear bearing carriers are made from their bulletproof blend of super strong nylons and are factory backed with their industry renowned breakage warranty. Price is for rear hub carriers only, no bearings included.



Part Number: 80792
MSRP: $11/pair
www.rpmrcproducts.com

Blue Oval Short Course

Ford fans—here comes your off-road Short Course body with 2010 styling! The new Pro-Line Ford F-150 race body for your Traxxas Slash, Slash 4x4, or Associated SC10 and features bold off-road Short Course styling with extremely pronounced fenders for an attack-like stance. The Ford F-150 body comes with window masks, "paint then peel" over-spray film, and a decal sheet.

Part Number: 3314-00
MSRP: $30
www.prolineracing.com



FROM PARKING LOT TO PODIUM

RACETRACK, BACKYARD OR BOTH, THUNDER POWER HAS THE PERFECT LIPO TO POWER YOUR RC PASSION.

Whether you drive in the backyard or between the pipes, race for trophies or bragging rights, success comes easier with batteries that provide up to 40% MORE POWER and as much as SIX TIMES MORE CYCLE LIFE. The G4 Series from Thunder Power RC is the next generation of LiPo technology that allows ULTRA-FAST CHARGING up to 6C.

For the perfect performance combination use a Thunder Power RC Charger/Balancer to achieve maximum power and run time.



Jason Schreffler wins Touring 13.5 Rubber Class at the 2010 Snowbirds Nationals with TPRC Pro Race 40C.

*When using approved balancer and charger combinations. For a complete list of charger and balancer combinations please contact Thunder Power RC.

TP-610C CHARGER

25 Programmable Memory Settings
1-6 Cell LiPo, LiIon, LiFe (A123)
1-14 Cells NiCd, NiMH
6-24V Lead Acid
Backlit Display
Discharges & Cycles
Built-in Balancer
80 Watt Output
10A Max Charging



G4 SPORT RACE 25C SERIES

Ideal for Spec and Stock racing classes
Capacities from 2700 to 8000mAh
Configurations from 2S 7.4V to 4S 14.8V
Charge in 15 minutes or less at rates up to 4C*



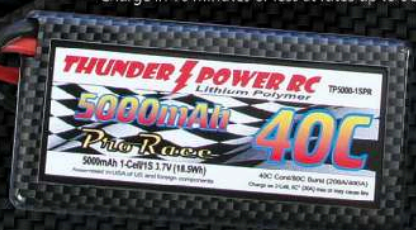
PRO RACE 50C SERIES

Made for pro- and competition-level racing in the hottest Mod Motor classes.
Capacities from 5000 to 5200mAh
Configurations from 1S 3.7V to 4S 14.8V
Charge in 10 minutes or less at rates up to 6C*



G4 PRO RACE 40C SERIES

Perfect for sport and race vehicles using 10.5T to 17.5T and other "stock" motors.
Capacities from 3200 to 5400mAh
Configurations from 2S 7.4V to 4S 14.8V



THUNDER POWER RC

#1 IN PERFORMANCE AND RELIABILITY

www.ThunderPowerRC.com

© 2010 Thunder Power RC



STICKY STYLE

You can now get JConcepts decal sheets by themselves in three different styles. The "Truth / Dare," "Cluster," and "Manta" decal sheets are specific to each body line, and all decals are vividly printed, including all the JConcepts brand identities associated with their popular body styles.

Part Numbers:
2059 Truth / Dare
2060 Cluster
2051 Manta
MSRP: $5 ea.

www.jconcepts.net

Stick this on your stuff.

One Step LiPo Upgrade



Dynamite gives sport vehicle enthusiasts and bashers an inexpensive, all-in-one way to upgrade to the growing Li-Po battery technologies. Dynamite's Li-Po starter combo includes a Dynamite Passport AC/DC Li-Po 6S Charger (DYN4066), a Dynamite 7.4V 2600mAh 2S 15C Li-Po hard case battery with a Traxxas High-Current Connector (DYN5350), a Dynamite Li-Po Charge Bag (DYN1400) and a small Tamiya-to-Traxxas charge adapter (DYN5015). This setup includes everything needed to upgrade to Li-Po power.

Part Number: DYN4025
MSRP: $110/set

www.dynamiterc.com

CYCLE TREADS



Owners of the Duratrax DX450 motorcycle can now equip their bikes with tires designed for specific racing conditions. The new Duratrax slicks work best for on-road surfaces like asphalt, pavement, and concrete, while the Dirt/Oval tires, with their "chocolate" square tread pattern, provide exceptional traction for off-road track conditions. Tires sold individually.

Part Numbers and Prices:
DTXC4645 Front Slick, $13 ea.
DTXC4646 Rear Slick, $17 ea.
DTXC4647 Front Dirt/Oval, $13 ea.
DTXC4648 Rear Dirt/Oval, $17 ea.

www.duratrax.com

Give Your Tx LiFe



AMain Hobbies has a few new ProTek R/C brand LiFePO4 2-cell transmitter battery packs. Available in three different shapes/capacities, the packs are designed for your Airtronics M11, Futaba 3PK or 4PK, Spektrum, or KO Propo transmitters. These LiFe packs will require a LiFePO4-compatible charger.

Part Number: varies by style
MSRP: $39-53 ea.

www.amainhobbies.com

UNSTOPPABLE SHORT COURSE PERFORMANCE

JConcepts
IFMAR World Champions

ILLUZION SC BODIES



TRUTH
0076 - TRX Slash
0081 - Associated SC10
0097 - HPI Blitz

MANTA
0064 - TRX Slash, Slash 4x4, AE SC10 & Kyosho Ultima SC
0064 -1 - HPI Blitz

DARE
0082 - Associated SC10
0086 - TRX Slash, Slash 4x4 & Kyosho Ultima SC

When it comes to Short Course racing JConcepts is your high performance headquarters. Scale meets performance with JConcepts, the edge you have been looking for. All JConcepts products are designed with style, passion and IFMAR World Championship racing experience.

ILLUZION OVER-TRAYS

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



2052 TRX Slash
2053 AE SC10
2057 HPI Blitz
2058 TRX Slash 4x4

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

SHORT COURSE TIRES
Fit any 3.0" x 2.2" SC Wheels

2 NEW SC TIRES



GOOSEBUMPS 3041
SUBCULTURES 3042
DOUBLE DEES 3043

SHORT COURSE WHEELS
For 3.0" x 2.2" SC Wheels

NEW SC WHEEL



TENSE
3324 - TRAXXAS Slash 4x4 F/R

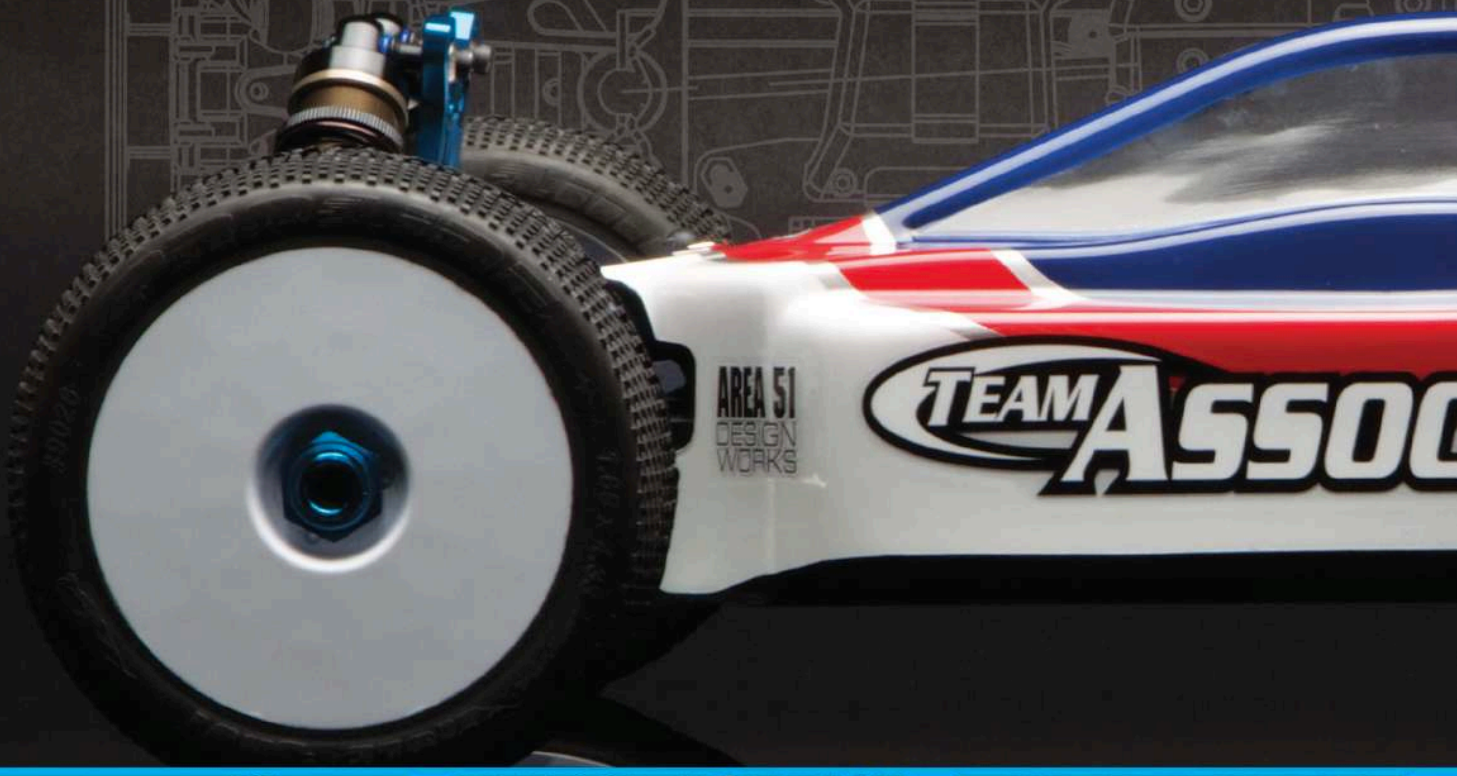


RULUX
3317 - SC10 Front Wheel
3318 - SC10 Rear Wheel
3321 - Slash Front Wheel
3322 - Slash Rear Wheel
3330 - HPI BLITZ F/R

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

RC8Be FACTORY Team

1:8 Scale Electric 4WD Off Road Competition Buggy Kit





Pre-assembled Factory Team 16mm 'Big-Bore' threaded, hard-anodized shocks



Factory Team 5mm 7075 blue aluminum shock towers and optimized upper camber link bushings



Factory Team 7075 blue aluminum one-piece top plate included for ultimate durability

The new Factory Team 1:8 scale EP buggy kit from Associated

The RC8Be Factory Team kit picks up where the RC8e left off by adding many performance and durability enhancing features that were pioneered by our Area 51 engineers and world class pro team drivers, making a great buggy even better!

The new RC8Be features include Factory Team 16mm Big Bore threaded hard-anodized shocks, RC8B 5mm 7075 blue aluminum shock towers, 7075 blue aluminum suspension mounts, Factory Team 7075 blue aluminum one-piece top plate, and Proline M3 Holeshot tires with molded inserts. The RC8Be gets you on the track fast, coming with pre-assembled shocks, differentials and turnbuckles, and also includes Factory Team shock and diff fluids. All of these refinements are what make the Factory Team RC8B, a potent buggy ready to take your racing to the next level, that is pure Associated!

- Pre-assembled shocks, diffs and turnbuckles with Factory Team shock and diff fluids included
- Factory Team 16mm 'Big Bore' threaded hard-anodized shocks feature heavy-duty 4mm TiN coated stainless steel shock shafts for maximum smoothness
- RC8B 5mm 7075 blue aluminum shock towers allow the driver to stand the shock angle up for a more aggressive suspension
- Optimized front upper camber link bushings allow for easier tuning and maintenance
- 7075 blue aluminum suspension mounts front and rear
- Molded bushings allow for easy and quick adjustment of rear toe-in, rear anti-squat, and front kick-up
- Optimized steering geometry for more consistency and reduced bump-steer
- Updated wing mount with additional clearance for 16mm shocks
- Factory Team 7075 blue aluminum one-piece top plate

WWW.RC10.COM

RC10.COM
World Champion R/C Cars

RC8Be

TEAM ASSOCIATED

IFMAR WORLD CHAMPIONS 24 TIME

KIT
ASSEMBLY REQUIRED

RC8Be shown equipped with items NOT included in kit; LRP motor, LRP ESC, Reedy battery, and XP servo. Body comes clear. Assembly and painting required. Tires require gluing.



Light weight blue aluminum motor mount



Optimized steering geometry with reduced bump-steer for more consistency in the rough



Factory Team 7075 blue aluminum suspension mounts for light weight durability, front and rear

- Molded battery tray supports two R.O.A.R. approved 1:10 scale size 7.4v LiPo battery packs with room for foam pads
- Molded composite front and rear chassis braces
- Factory Team 83mm wheels, Proline M3 Holeshots with molded inserts included
- Light weight blue aluminum motor mount
- Light weight 3mm hard-anodized chassis
- 4.30:1 ratio gearboxes for maximum punch
- Two-piece split-center diff mount allows quick and easy access to the center diff
- Caster blocks adjust 14, 16, or 18 degrees with molded inserts
- 3.5mm CVA drivetrain with full ball bearings
- Rear molded CVA boots to keep dirt and mud out of rear joints
- Blue aluminum hexes and nylon locking wheel nuts
- Tough steel-alloy shock stand-offs
- Team Associated RC8e body included

TEAM ASSOCIATED

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



WHEELS OF STEEL

Okay, not really steel—but CNC machined aluminum, the material that these new Outlaw 2.2/3.0 racing wheels are made of. Designed for the Slash 4x4 truck, the Outlaw wheels are the same offset as the stock Slash 4x4 and feature a 12mm hex mount. Each wheel weighs a little less than 6 ounces, and they are sold in sets of four.

Part Number: Z-W0044
MSRP: $130/set of 4
www.rc4wd.com

SIRIO USA

FAMILIAR BRAND. NEW SONG.

Sirio has been a top engine manufacturer for years and now they've decided to relaunch their brand as Sirio USA. What's that mean? Well it means they have recommitted themselves to the US market with improved customer service. In a recent interview with Sirio they actually contemplated re-badging their engines and bring back the BMT name, but in what we feel was a wiser move decided to stick with what people know. Sirio has launched with a new line of race engines that come broken in and tracked tuned. You'll pay more for that treatment, but knowing your new top of the line engine was treated will from the start might worth the extra coin. Sirio USA distributed in the US through Team Epic.

www.teamepiconline.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



XXX Number Plates

Number plates are used in every form of racing and express lots of things. They can tell other racers you're the #1 driver, or that you like the number 11 or what position you want (ironically told to other guys). They can be utilitarian but who wants a calculator digit on that sick paint scheme you spent weeks designing? XXX-Main thought the same thing so they came out with a line of numbers with a little more style to them. There are 4 full color, die-cut vinyl number decal designs to choose from, precut and ready to stick. Each kit contains five full sets of numbers from 0-9, three custom number plates and xxx main logos are included. These number kits are fully universal and completely fuel proof.

Part Numbers:
N001—Skull Numbers in Red
N002—Race Numbers in White
N003—Star Numbers in Carbon
N004—Moto Numbers in Black
MSRP: $12/each
www.xxxmain.com








Lots of action in the first half.

JUNE 2010
RC EVENTS CALENDAR

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

1: Donut Day
3: Egg Day

4 Ronald McDonald House Charity Event
Altoona, PA – Altoona Raceway
www.altoonaraceway.net

4 O'Donnell Racing East-Coast Off-Road Champs
Fitchburg, MA – R/C Excitement
www.rcexcitement.com

5 ROAR Region 2 Off-Road Series R3
New Castle, DE – Blue Diamond
www.bluediamondpark.com

5 Factory Tracks Midwest Series R2
Holly, MI – Pheasant Runn
www.factorytracks.com

6 Tamiya TCS Race Series #154
Memphis, TN – Hobbytown USA
www.msra-racing.com

9 ROAR Fuel On-Road Nationals
Lincoln, NE – Midwest Racer's Organization
www.mrorc.com

10: Gina Gershon's Birthday

11 Northeast R/C Pro Series R1
Rome, NY – CRC Raceway and Hobby
www.crcraceway.com

12: Magic Day
13: Flag Day
15: Fly a Kite Day
16: National Fudge Day
17: Eat Your Vegetables Day



19 RC Pro State Series Virginia R1
Hayes, VA – RC Pro Racing
www.rcproracing.com

19 No Limit R/C/ of Maryland 2nd Year Anniversary
Dundalk, MD – No Limit R/C
www.nolimitrcofmaryland.com

20: Father's Day
22: National Pink Day

24 ROAR Fuel Off-Road Nationals
Security, CO – Colorado Fast Track
www.cftracing.com

26: Adrianna Costa's Birthday

27 IFMAR ISTC World Championships
Burgdorf, Germany
www.ifmar.org

29: Camera Day
30: Superman's Birthday



INDI 16X910 All-In-One Charger

180W All-In-One Unit for Ni-Cd, Ni-MH & Lithium Batteries

- LCD Display shows voltage, current capacity in mAh, status & time & more!
- include univeral LiPo equalizer/balancer*
- charge 1 to 8 cell lithium batteries
- charge 1 to 8 cell Lilo & LiFe batteries
- charge 1 to 24 cell Ni-Cd batteries
- charge 1 to 24 cell Ni-MH batteries
- AC Input: 110-120VAC
- DC Input: 11-15VDC
- 0.1A to 10.0A* output current
- discharge batteries with auto cutoff
- up to 50W discharging power
- built-in cooling fan
- 1-year limited warranty

*with built-in 1S to 8S LiPo balancer/equalizer
Item #E2075
MSRP $119.99



* up to 180W output in DC mode & 100W in AC/DC mode

HIGH POWER RACING ELECTRONICS







30A Power Supply



INTEGY PRECISION TOOLS

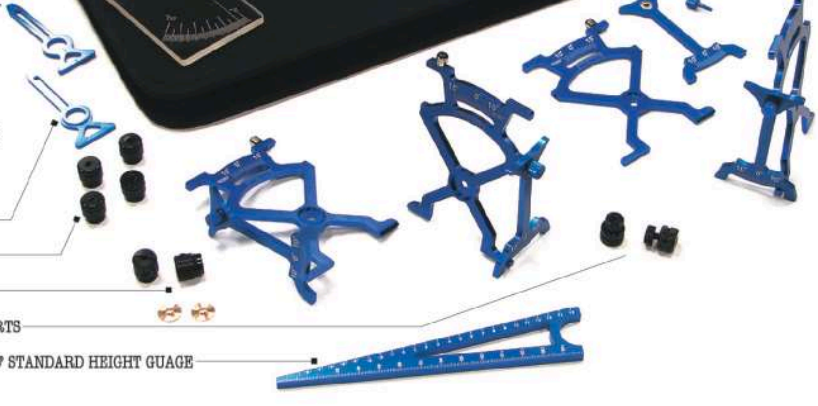
TC, 1/12 & 1/10 ON-ROAD SETUP STATION





MAIN FUNCTIONS:
CHECK & ADJUST FRONT CAMBER, REAR CAMBER, FRONT & REAR TOE, CHECK & VERIFY CASTOR ANGLE

ADVANTAGES:
INCREASE OVERALL TRACTION
INCREASE CORNERING POWER
IMPROVE STRAIGHT LINE TRACKING
IMPROVE STABILITY & HANDLING
DRASTICALLY REDUCE TIRE WEAR



FEATURES:
ALUMINUM ALLOY CONSTRUCTION
CNC BILLET MACHINED PARTS
PLASTIC TOE RULER
4 SUPPORT BALL BEARINGS
LASER ETCHED MARKINGS
PROFESSIONAL CARRYING CASE
METRIC 4mm WHEEL NUTS
1/8" AXLE ADAPTERS & LOCK
ADJUSTABLE CHASSIS SUPPORTS
DROOP GUAGE, RIDE HEIGHT & STANDARD HEIGHT GUAGE INCLUDED
QUICK & EASY SETUP PROCEDURES

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2010

www.integy.com

3 year-5 year Guarantee 300-1000 cycles

All our lipo packs now include a 3 year 300 cycle warranty **FREE OF CHARGE**. You can rest assured knowing that we will be here 7 days a week to help you with any technical support or warranty needs. No other battery manufacturer even comes close.

In addition, the MaxAmps Green Series packs include a 5 year 1000 cycle warranty **FREE OF CHARGE**.



See the warranty section at MaxAmps.com for more details.

MaxAmps.com
High Performance RC

ORDER ONLINE NOW!

www.maxamps.com

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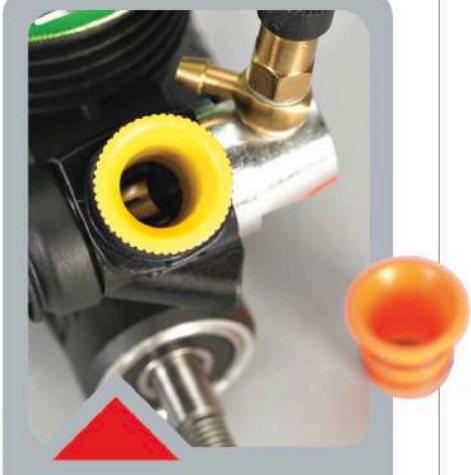
1-888-654-4450

Directional

Nothing beats a fresh set of rubber when it comes to the conversation of tires. Gluing up a new set of shoes for your car is the best way to step it up in the traction department. Before you break out the CA glue and goggles make sure you check to see if your new tires are directional. Some tread designs are developed to produce traction in a given direction of rotation. If your tires are directional then the manufacturer will have molded in an arrow or some other indication telling you which way to mount and glue them up. Always check the sidewall of your tires before you actually apply glue to ensure you don't ruin an entire set of traction-makers by mounting one tire for the wrong direction of rotation.





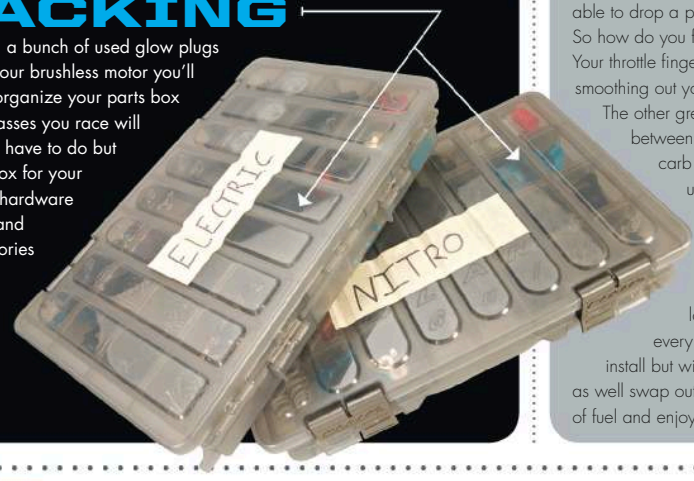
CARB RESTRICTORS

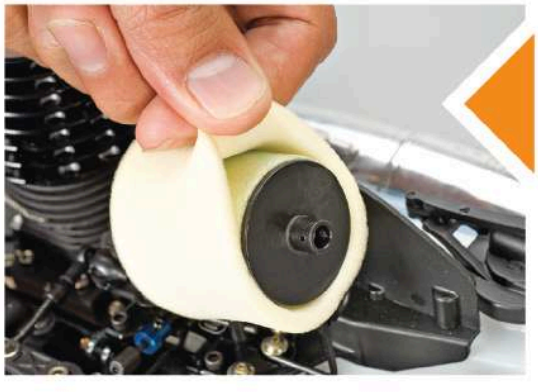
Nitro mills have so many horses' pulsing through them these days that the conversation of power output seems to have shifted more towards fuel economy. If you can last 10-minutes before each pit stop instead of topping up your go-go juice every 7-minutes than you'll easily be able to drop a pit stop or two during the race. So how do you find this extra fuel efficiency? Your throttle finger is a good place to start. Try smoothing out your inputs as to not waste fuel. The other great way to lengthen the time between stops is to install a smaller carb restrictor (various sizes are usually included with your engine). The smaller the venturi opening the better your fuel economy will be. Keep in mind that you will lose a slight bit of power for every size smaller of restrictor you install but with so much excess you might as well swap out some power for a smaller sip of fuel and enjoy the longer run times.

We hate CA glue on our fingertips.

CLASS PACKING

If you've even had to sort through a bunch of used glow plugs to find the right pinion gear for your brushless motor you'll appreciate this tip. It's time to reorganize your parts box by class of racing. How many classes you race will alter how much re-shuffling you'll have to do but at least start by packing a separate box for your nitro and electric needs. Hit the local hardware store and pick up some storage bins and organize your extra parts and accessories by power source and class. This way when you pack for a race you can bring just the things that actually pertain to the type of racing you'll be doing that day without all of the extra crap that you don't need.





DRY PRE-FILTER

With the nitro season in full swing it's time for a refresher course in awesome air filter ideas. Foam air filters are pre-treated with a thick foam filter oil to trap tiny debris from entering your mill and creating excessive wear or even failure. This oil is your mill's only defense against microscopic bits of crap. The problem with foam filter oil is that it traps all of the fine dirt on the outside of the filter greatly restricting the much needed flow of air into your intake. To help prevent this yet still offer full protection of your engine I always like to run a dry pre-filter over the oiled element. This dry filter will keep the larger chunks of dirt out of your engine while also preventing debris from adhering to its surface. Any bits that make it through the dry foam will be trapped by the oiled element below. This dual layer of protection keeps the small stuff out but still keeps the entire unit breathing easy all race long. Many air filters follow this basic design now but if your car uses a single stage oiled element alone it's time to hit the shop and install a dry pre-filter over top.

Power Supplies



Pro 10 Power Supply (10A)

Pro 20 Power Supply w/USB (20A)

Pro 40 Power Supply w/USB (40A)

Chargers



PTK-106B+ (6S/10A/250W)



PTK-1010B+ (10S/10A/300W)

PTK-208B+ (8S/20A/350W)



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CHOOSE YOUR FIRST RC CAR



START WITH WHAT YOU LIKE

words: Jeff Eveleigh

I've been fully engulfed in this great hobby for over 26 years. In that time I've worked at a local hobby store for 20+ years and had my say in many thousands of first-time hobby car purchasers' decisions. A lot has changed over that time and most for the better—but one question always comes up over and over again, especially while working for "The Man" at the toy store: "What should I get for my first RC car?" That is the topic of this article. With all of the different classes and energy sources available, which is the best for you?

When faced with the question of which vehicle to start with, it's a good idea to take a systematic approach to answer some vital questions on what your needs or wants are. The first major questions you have to ask yourself is what is your preferred energy source for your new toy, and do you want a low-slung on-road chassis or a dirt squirt'n off-road machine? The answer to these two questions will usually position you comfortably to continue the discussion with more specifics on vehicle choice, and these two initial questions aren't always easily answered so before we get into more details, let's talk basics.

Apparently Matt shops for cars that are upside-down.

Nitro or Electric

This used to be a cut-and-dry question—if you want to go fast you get nitro power, but if you want fewer setup steps with power on demand you get electric. With the explosion of brushless motors and LiPo batteries, this old way of thinking has been turned upside down. In fact, electric power now has a much greater potential for speed and performance than nitro does. With that being said, I would like to point out that the brushless and LiPo movement does usually come at a cost—that cost being a higher initial investment to fully appreciate what these newer technologies have to offer.

The differences between nitro and electric power are vast and should be seriously considered before finalizing your energy decision. Nitro vehicles will usually be faster and more powerful out of the box as compared to electric vehicles (since most beginner type electric vehicles use the older technologies that are still much less expensive than brushless systems). The other major bonus to nitro is the super long run time potential. Even though a fuel tank will only last seven to 12 minutes on average, nitro vehicles have the added feature of on-the-fly fueling, allowing you to top up the tank without shutting off your engine for extra long play sessions. You could easily run a nitro car for over an hour straight while throwing in a few three-second pit stops in between. The downside of nitro power is the noise. It isn't much worse than a high-pitched lawn mower, but you try to explain that to the 80-year old granny down the street. The final shortcoming of a nitro starter car is the learning curve associated with alcohol-fueled toys—areas of setup such as clutch, air/fuel mixture, exhaust and air filters require a relatively strong technical knowledge to fully appreciate.



Electric is almost dummy proof. Plug-N-play is a term commonly used. Nitro requires a little more thought to just go out and run.

Electric vehicles offer a few advantages over nitro, but as it pertains to the beginner the most notable benefit comes in the form of consistent and reliable running. When you charge your battery pack up and slap it into your electric ride, you know it's going to work when you tag the throttle trigger. This kind of confidence isn't forwarded to a beginner nitro user every time, as they have to deal with starting, tuning and maintaining a nitro mill. Other bonuses include quiet operation, good speed, and a battery that can be recharged over and over, providing a renewable power source as opposed to purchasing fuel for each outing. The negative side of electric power is the shorter run time as compared to nitro and the extreme costs associated with generating turbo speed out of an electric power plant. (The initial investment necessary to setup a brushless system, lithium polymer battery, and charger setup can get pretty steep.)

On-Road or Off-Road

The two major classes within the hobby are on-road or off-road vehicles. The names describe most of what you need to know about their characteristics, but let's dive a little deeper into the details of these chassis layouts. On-road cars tend to be a little faster, more agile and carry more corner speed (most nitro on-road cars come equipped with a two-speed transmission). Off-road vehicles are very robust with regards to where you can drive them. They can handle dirt, gravel, mud, and sandy terrain allowing you to jump, climb or flip over obstacles on command. Off-road classes tend to be more durable as well. This isn't an attack at the quality of on-road car parts as compared to off-road but more a differentiation toward how and where the competing vehicles perform. Off-road cars are usually slightly slower and run on soft dirt as compared to super fast on-road machines that hit hard cement or asphalt when they crash. As a beginner it is important to remember that you can take your off-road car on the road, but you can't take your on-road car into the dirt to play. Another interesting note is that on-road cars are often more realistic looking as compared to their dirt-riding counterparts, but this has changed a bit with the popularity of Rock Crawling and Short Course off-road classes.



Two or Four Wheel Drive

The number of powered wheels on your vehicle is another important decision to be made when choosing a starter ride. 4WD cars usually cost a bit more money and require more maintenance, but you gain the benefit of higher corner speed, increased traction, and the potential for more power. 2WD are less expensive, offer reduced maintenance, less mass, and a shorter learning curve since there are fewer parts to deal with. The opposing argument is that you'll experience reduced traction and a vehicle that is a little harder to drive—especially when huge power is installed.





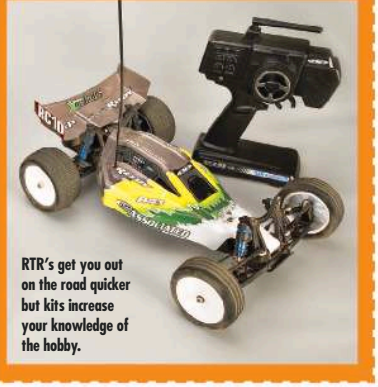
Scale

The scale or size of vehicle you choose is also a big question. The hobby industry has never been more diversified with regards to chassis scale than it is today. With classes ranging from the very small (1/36-scale) to very large (1/5-scale) and any imaginable size in between, there is definitely something for everyone. The most popular sizes are still 1/10 and 1/8-scale—so if you want the highest number of options, then one of those suckers is where you want to be. Scale really comes down to what you plan to do with your car. If you want to race, then get the scale that fits into what your local track offers. Other than that, simply choose a size based on where you want to run the thing. A tiny car sucks in rutted-up dirt and a huge car is sure to put holes in your basement when your kid front-sides the freshly painted walls, so put some thought into the environment your chassis will spend the most time in before you finalize this end of the decision-making process.



RTR or KIT

This is a question that has an answer that is more likely to be thrust upon you rather than asked of you. I say this because our hobby doesn't offer much in the way of kits anymore, at least not at the entry level. An RTR (or Ready to Run for those opposed to acronyms) is an all-encompassing box of radio control goodness that is ready to play with moments after cracking the manufacturer's seal. This form of hobby entry is very appealing to most newcomers since the vehicle is already built with the radio installed. Simply charge your batteries or fire up your engine and you're good to go! The RTR movement has been a huge advantage to our industry as it's brought more people in allowing manufacturers to take advantage of economies-of-scale, thus bringing costs down and passing the savings on to the end user. Even though an RTR setup will get you running that much quicker, it is always a wise idea to build your own car if possible since this will teach you more about the workings of your chassis–allowing you to maintain and upgrade your car with ease. But–even with that being said–RTR vehicles tend to offer more "stuff" for less money when compared to the individual components bought separately in a kit setup. Also remember that you can take your RTR vehicle apart and learn how it works at a later date all while reaping the benefits of lower costs and quicker hobby entry.



RTR's get you out on the road quicker but kits increase your knowledge of the hobby.

Do not go for the "3-wheel-drive" option.

Features

Now that you've got a good idea of the power source, class and size of your new toy, you can get into more specifics. Suspension is a good place to start when you're getting pickier. This used to be a discussion between independent or straight axle suspension, but pretty much everything is independent now so the conversation has transitioned to the quality of the components and the features they contain. Adjustable turnbuckles, oil-dampened shocks, threaded shock bodies and toe/camber/caster adjustments are all good features to look for. Some of these bonuses are only available on more advanced chassis, but as this hobby matures, lots of entry-level cars come with some very race-bred components already installed.



Ball bearings are another feature that used to be an upgrade, but most manufacturers have included with their vehicles right off the bat. If you are looking at two cars and one has bearings while the other one doesn't, you should almost always get the one with the ball bearings. (Note to manufacturers: INCLUDE BALL BEARINGS WITH YOUR CARS!) Bearings will increase the speed and run time of your vehicle while keeping driveline component wear to a minimum. Other features to keep in mind are things like extra heat sinks to keep your motor cool, included tuned pipe, two-speed transmission, and any other cool extras that are worthy of being printed on the side of the box. Talk to your hobby store professional or do your own research to see what one manufacturer offers you over and above the other guys.

BEWARE OF CHEAP IMITATIONS

Some would argue that our hobby is under attack, with a bunch of knockoff RC crap made overseas without any post-sale support—and this argument does hold true in a number of areas. However, there is a key point to be made within this statement. Here's the deal: It's 2010—most manufacturing is done overseas with less expensive labor than some North American or European counterparts, but it isn't the actual manufacturing that necessarily determines a vehicle's place in our sport but rather the after-sales support. Without naming names, it is pretty obvious that most manufacturers have their cars made by one of the overseas manufacturing giants, but all of these items are distributed and supported by large U.S. companies. This is where the line has to be drawn; don't worry so much about where your car is made but worry more about who and where your support system is located. Do your research on the company you're buying from just as much as you'd research the actual chassis you are purchasing and you should be fine with your decision. Always try to support the industry manufacturers that both innovate and support the items they make—regardless of where they are actually made.





Branding

The manufacturer you choose for your first vehicle is also very important, for a couple of reasons. Many people tend to stick with a given manufacturer once they've had success with them, so you may be developing a form of brand loyalty with your first purchase. It really all comes down to support. The company you choose to design and make your vehicle should be of excellent quality, but even more important they should offer amazing manufacturer support. This support comes in ways such as helpful websites, downloadable manuals, great warranty, instructional DVDs, and lots of upgrades or aftermarket support. Always choose a strong brand that many hobby stores or online outlets carry. Your car is going to break at some point in this game, so ensure that you have a strong network to make parts available to you and offer the advice needed to get you back up running again.

CONCLUSION

Now that you've worked your way through all of this babble about choosing the perfect first car, you can feel confident that you know what you need to know to make an educated decision. The smarter you buy your first radio control vehicle, the better your chance of success within this great hobby. I'll finish by saying, "Welcome to the hobby—you're going to love it."



GENUINE FACTORY OPTIONS

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#1151 FLUX BRUSHLESS SYSTEM



#104219 HEATSINK MOTOR PLATE



#86831 ALUMINUM FRONT SUSPENSION ARM MOUNT



#104137 TITANIUM TOP SHAFT 5x48mm



#86832 ALUMINUM FRONT ARM BRACE



#104136 LIGHT WEIGHT ALUMINUM SLIPPER CARRIER SET



#104138 TITANIUM IDLER GEAR SHAFT 5x16mm



#103165 UNIVERSAL DRIVE SHAFT SET (BLITZ/ 2pcs)



#103410 ALUMINUM THREADED SHOCK SET (70-103mm/ 2pcs) REAR

#103395 ALUMINUM THREADED SHOCK SET (67-87mm/ 2pcs) FRONT

HB By: hpi racing

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PINK COMPOUND

#61748 Rodeoo

Spec tire appearance but boast HB's exclusive Pink compound that is far superior to any spec tire available.

PINK COMPOUND

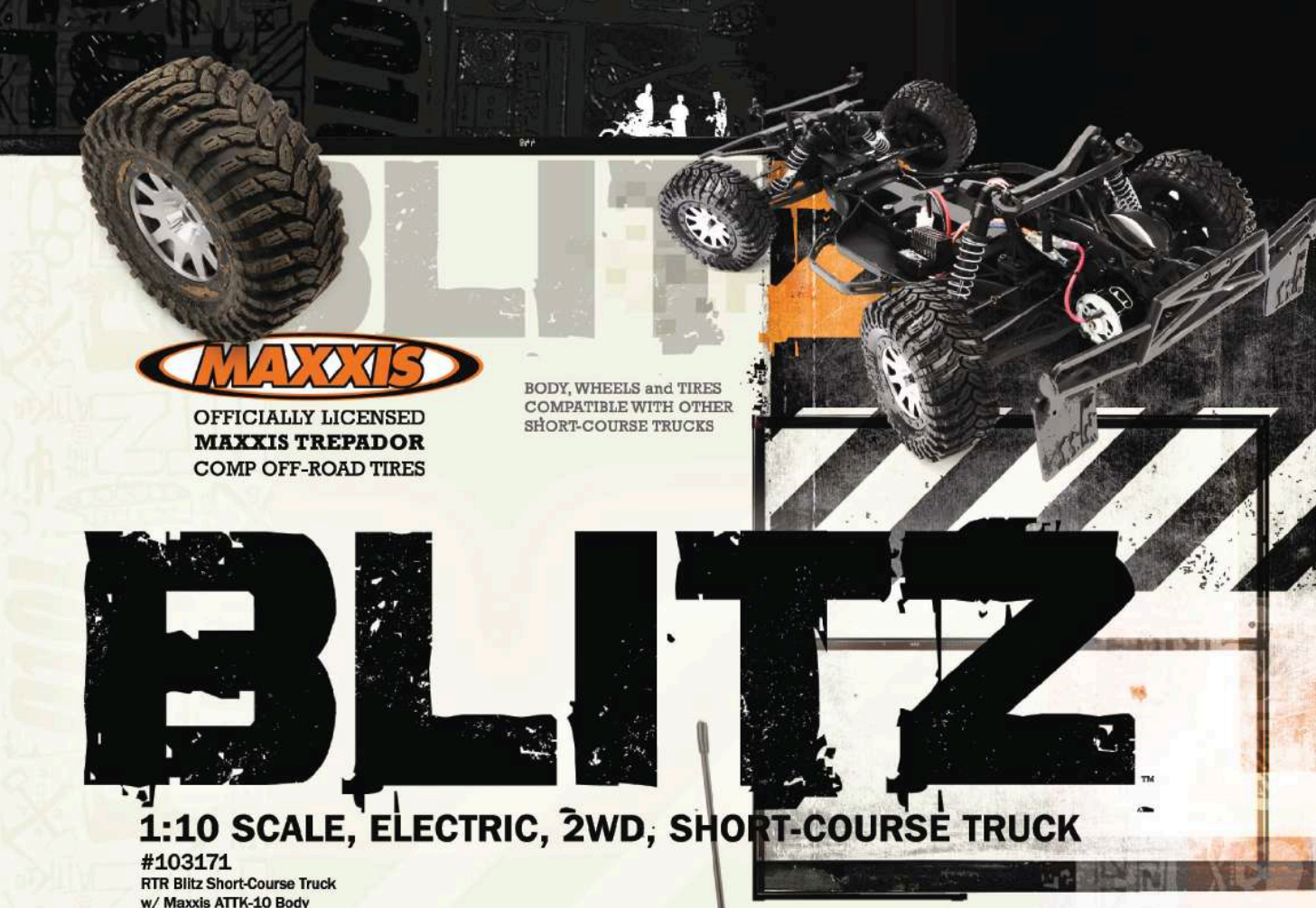
#61754 Megagrid

Loose topsoil right on down to hard-pack - our most versatile tire.

PINK COMPOUND

#61742 Megabite

Suitable for hard & dry off-road surfaces such as hard-packed clay (including 'blue groove'), light dust conditions, and regular clay. These tires work awesome indoors!



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THE SKINNY



FORTUNE COOKIE SAYS:

"THE GOVERNMENT SOLUTION TO A PROBLEM IS USUALLY AS BAD AS THE PROBLEM." —*Milton Friedman*



words: Brian "Skinny" Skinner

ROAR RIGHT?

Rawr is right.

I'M BESIDE MYSELF, I JUST DON'T KNOW WHAT TO SAY ABOUT THIS, BUT HERE GOES…

This story starts back when Losi introduced the Cab-Forward body design for the 8T 2.0. It was a much different truck body than anything else on the market, and some loved it while others hated it. The fact is, the big companies (Losi, Pro-Line, and Jconcepts) all have them now, and it is currently the hot body style for truggies and buggies. Back then, I heard that ROAR did not like the Losi body (I think it was their personal opinion), but nothing came of it.

There are no real rules currently from ROAR about off-road bodies, other than to have defined windshields, detail of lights, and be in the "spirit" of real off-road racing. This is the basic understanding I get from these rules, and I feel that what manufacturers are doing now is in the spirit of off-road racing—off-road has always pushed the envelope in terms of thought and design. Now, as of 4/6/10, ROAR has decided to bring the hammer down on off-road bodies, and it seems that Pro-Line is taking the brunt for introducing their new Bulldog buggy body (I think this is what triggered these sanctions). The thing is, buggies, truggies, and even 1/10-scale trucks are not really based on the real world. Take a 1/8-scale buggy for example; where in the real world have you ever seen something that looks even remotely close to a 1/8-scale buggy? I guess if some billionaire were to take an F-1 and put off-road tires on it, it might be close, but really our RC off-road cars look nothing like what's in the real world. They are conceptual ideas—an abbreviation of the real world for the most part. I will point out that the recent Short Course RC trucks are the only off-road RC that copy the "real deal." However, 1/8-scale buggies and truggies are mainstream for off-road RC racing, and the weapon of choice, so what's going on here? It seems ROAR has decided to regulate off-road bodies for RC vehicles that have no equal in the real world, but want the RC cars to look like the real world even though Formula-1 cars do not race off-road, and desert trucks never have tires twice the size of their bodies. The ironic part of this ruling (aside from it going into effect in 2011), is that Losi (the company that started this trend), and I guess JConcepts, will be allowed to run their bodies this year at the 2010 off-road championships while Pro-Line (which has similar bodies) will be banned. I don't know what PL did to ROAR, if anything, but it seems like ROAR has painted a target on their back. It makes no sense to me, and the major companies will now have to spend thousands of dollars to make bodies that ROAR wants and not what we consumers want. I thought you would want to know what our sanctioning body is doing: instead of focusing their attention on more noble things, like creating a classification system for racers, or a chain of events that lead drivers to a national event that leads to the world championship. Wait a sec; I think I get it now…ROAR is actually trying to be a scale version of our government making useless rules that hinder the growth and health of our sport. You know, like keeping in the "spirit" of the real world of politics!

—The world is your sandbox—ROOST it! Skinny



VIVA LA VELCRO

Velcro is the equivalent of duct-tape for us RC people. It can be used to hold things in place, used as padding, and keeps parts from rubbing against each other. A good friend of mine (who happens to be the Guru of Velcro) showed me this line of Hygloss products that fits perfectly with RC. It comes in dots, stripes, and colors that work well with what we need, and at a good price. You can find it just about everywhere, from hardware stores to drugstores.

Price: $5

www.hygloss.com



SEE THE UNSEEN

A new company called TapRC is making transparent shock towers from polycarbonate for the Associated B44. They will soon be making more models available. It's clear these are cool looking, and polycarbonate is strong stuff so they should take a beating. If you're looking for something that clearly makes you different, then TapRC has the goods, and they're made in the USA!

Part Number: B44STF003 / B44STR003

www.taprc.com



MY PRECIOUS

Whipz RC is the new kid on the block and they have a plastic detailer that works well. Whipz gloss detailer is a blend of polymers, waxes, and cleaners specially formulated for lexan, ABS, and other plastics for RC. If you want that shiny look for your precious, then try out Whipz—they're produced in the USA don't-cha know!

Price: $5
(4oz. spray bottle)

www.rcgloss.com



RC IN COMMERCIALS

Nissan has broken the rules in commercials using a mock-up RC to represent their new Sentra SE-R. This is a great commercial, and the YouTube "making of" video has reached 85,124 hits at just a week old. This is great for us RC geeks, because it really is cool to watch, but just think of all the people that will see this and think: "Gee, RC is pretty neat—I think I'll get one!" It looks like a Hot Bodies drifter was used, but I would love to hear from y'all on this.

www.youtube.com/user/nissancanada



4WD Sentra.



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.

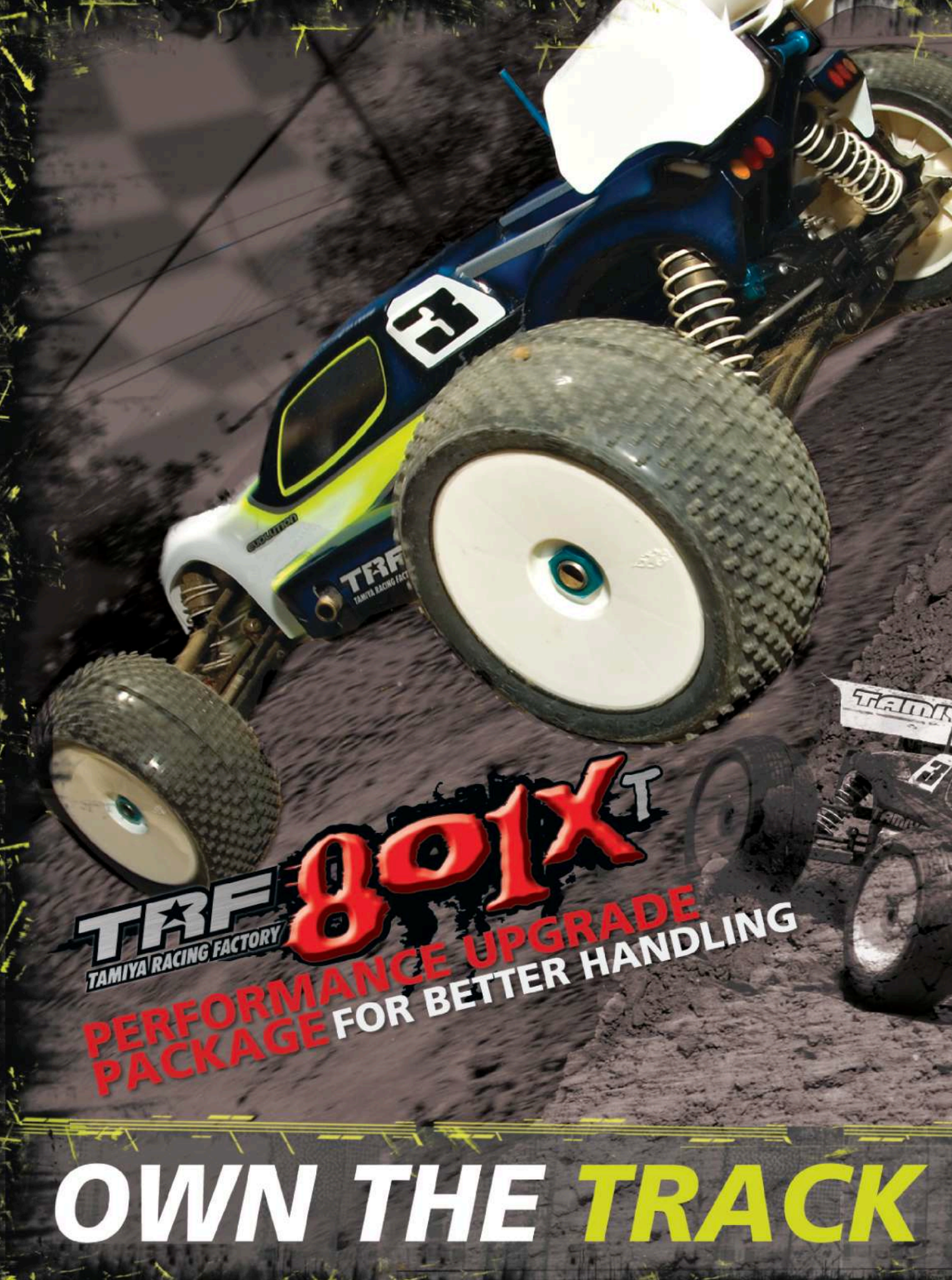
This month's Magic 8-Ball question:
"Is ROAR doing it's best to represent racers?"

Magic 8-Ball's answer...
"Ask Again Later"



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.**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The 801XT **Performance Update Package** is now included in all 801XT truggy kits. The shorter reinforced suspension arms and driveshafts improve overall stability and narrow the width from 428mm to 422mm. The newly designed heavy duty upper shock mounts further enhance the precision of the vehicle, by making shock angle adjustment quicker and easier. The TRF 801xt 1/8 scale nitro Truggy kit was designed and tested in Southern California. The chassis has plenty of adjustability to fine tune it for the most demanding race tracks. So stare down the competition and get noticed on the track. With the TRF801xt Performance Update Package, you can own the track.

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1012, 1013, 1014

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Also Check Out the 801x buggy.

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XTREME TOOLS

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

words: Brian "Skinny" Skinner

Has been tried.



WELL I'M HOT BLOODED... CHECK IT & SEE

Micro-Temp Has a new temp gun called the MT-250, and this bad boy will do it all for the serious pitman. The MT-250 will give you a temp reading on your engine in less than one second, and ranges up to 485-degrees. What really puts this puppy on my "gotta have it" list is the built-in stopwatch and clock. That's three features in one, and less stuff I have to carry around! From bashing to racing, you've got to have a temp gun, and the MT-250 has what you want—**fast!**

Price: $44
Part Number: MT-250

www.microtempusa.com





HUDYRRIFIC

Ever feel like you're operating on your RC car? Hudy must think that too, because their new body scissors will make you feel like you're playing doctor. These scissors are surgical stainless steel and look like the real thing. These puppies will last a long time, hold their edge, and will make a nice addition to your wrenching arsenal.

Price: $30
www.hudy.net



SQUEEZE IT GOOD

Integy has some intriguing products, and this month I found these multipurpose pliers. The construction is first rate, with one-piece machined aluminum and a steel locking mechanism to ensure zero failure. The jaws are made for holding flywheels, shock-shafts, and turn buckles, but can be useful for many applications. This is positively a set of pliers you need for your toolbox!

Price: $30
Part Number: C23077
www.integy.com



PRETTY IN PINK

I'm thinking Hudy must have Ronda Drake as a fashion consultant because all their tools come in pink lately! That said, what we have here is a quality group of pliers that are durable and targeted at working perfectly with RC wrenching. Each pliers is tailored to do different tasks in RC wrenching, and with hardened steel and cushy handles, the $21 price tag seems like a deal. If you want to save money; buy the kit. You'll save around 20 bucks, plus you get a tool pouch to hold them.

Price: $21 each/ $62 Complete Kit
www.hudy.net

MY FAVORITE THING THIS MONTH

Losi Nitrotec spray cleaner! This spray is the bomb-diggity for cleaning grimy parts. It has a hard blast of spray that cleans off dirt and oil, plus it leaves no residue. It works great for cleaning surfaces for applying stickers, cleans, and preps bearings for lubing; there's just no end to what Nitrotec can do for cleaning you RC parts. The best part is that you don't have to worry about wrecking parts or electrical items—it works on everything!

Price: $8 for 16.5 oz. aerosol
Part Number: LOSA99217
www.losi.com



Skinny = intrigued easily.

We Scaled Down Everything







Extreme power! It's just what you would expect from Traxxas. Screaming 50+ mph* performance packed into a pair of incredible 1/16 scale brushless-powered machines. The all new 1/16 E-Revo VXL and Slash VXL 4WD completely blow away the "mini" status quo with Extreme Velineon® speed, exacting precision, and performance that sets the standard for a whole new category of stunningly fast, affordable fun. 30+mph right out of the box with the included NiMH battery. Add a second battery and series connector and install the included speed pinion, and you've got 50+mph under your trigger finger — no mods required, all with reliable and inexpensive NiMH power. Exclusive Traxxas waterproof electronics reliably keep the fun going in rain, mud, and snow.

Award-winning Revo Innovation

50+ mph performance is only possible with the precision fit and world-class engineering that comes from Traxxas. E-Revo VXL and Slash VXL 4WD deliver on all counts with Revo's exclusive rocker-actuated, long-travel inboard suspension; full ball bearings; 2mm hex hardware; oil-filled shocks; and sealed, silicone-filled differentials. It's big-truck performance in 1/16 scale. The 1-to-1 translation of every Traxxas performance detail into 1/16 scale will simply amaze you.

Extreme Velineon Brushless Power

The high-power Velineon® 380 brushless motor is the largest in its class and uses high-strength Neodymium magnets, a sintered rotor, and high-rpm ball bearings for lasting performance. The VXL-3m speed control features the latest low-resistance/high-current FETs and Traxxas' exclusive High-Current Connector for ultra-efficient power flow. Built-in Low Voltage Detection makes the Velineon VXL-3m ready for 2S and 3S LiPo packs.

Except the Power!



1/16 E-REVO VXL BRUSHLESS

PREMIUM TRAXXAS ACCESSORIES

1/16 SLASH VXL BRUSHLESS 4WD



#2925 - Series 1 Power Cell Battery Pack

#3063 - Traxxas Speed Connector
Use with two battery packs in 1/16 VXL models for 50+mph!

#7014 - Center Differential

#7151X - E-Revo, #7051X - Slash Steel Constant-Velocity Driveshafts

#7118X - E-Revo, #7018X - Slash Anodized Aluminum Push Rods



#7061X - GTR Shocks Assembled

#7066X - GTR Hard-Anodized Teflon-Coated Aluminum Shock Bodies

#7063T - Titanium Nitride Shock Shafts

#7140–7148 - GTR Springs

#7138X - E-Revo, #7038X - Slash Anodized Aluminum Toe-Links



#7122-Black
#7122G-Exo-Carbon
#7123-White
High-Downforce Wing (1/16 E-Revo)

#7154X - Blue-Anodized Aluminum Hex Hubs

#1747X - Aluminum Flanged Wheel Nuts

#7111X - ProGraphix Painted Body (1/16 E-Revo)

#7012X - ProGraphix Painted Body (1/16 Slash)



#7175 - Response Pro S1 Compound Tires and Dish Wheels for 1/16 E-Revo VXL

#7184 - Wheelie Bar for 1/16 E-Revo VXL

#7084 - Mark Jenkins Traxxas Body

#7017 - AMSOIL Team Body

#7016 - Rick Huseman Fabtech Body

#7083 - Jerry Whelchel Body

These accessories are just a sampling of all the great customization and performance accessories available from Traxxas. Since they're engineered by the same team that made your model you can count on Traxxas factory quality and fit along with the support you trust.

See the full selection online

Traxxas.com

TRAXXAS®
THE FASTEST NAME IN RADIO CONTROL®

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

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

words: Carl Hyndman

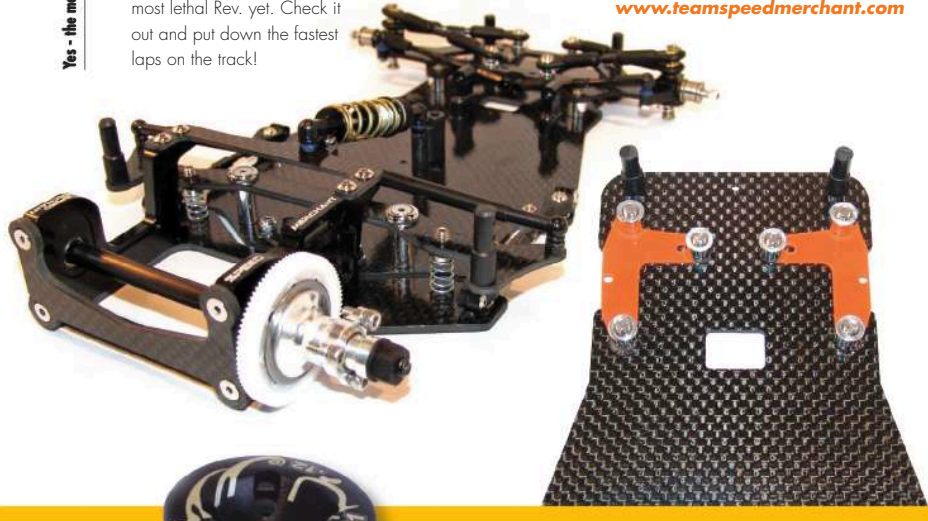
SpeedMerchant Announces Rev. 6 for Land Missile Lovers

SpeedMerchant is bringing us the new Rev. 6. Debuted at the recent Asian On-Road Champs at Yatabe Arena, this new car sports a huge list of innovative features. The new Formula 2 front suspension is 2.37mm wider, has carbon fiber O-ring retainers, and mounts with 6 screws for added consistency and durability. The rear pod has been widened and the motor has been moved to the diff side by 2.6mm. This centers the current brushless motors, and lets them just "drop" in and out for easy installs. There is also more room for the motor tabs for better/cleaner wiring. These, plus a load of other new features, should make his the most lethal Rev. yet. Check it out and put down the fastest laps on the track!

Yes - the merchant of speed, he is.



www.teamspeedmerchant.com





CAPRICORN NITRO POWER FOR SEDANS

Capricorn is making some big waves lately, and part of the reason why is due to their engines. This is the new LAB-E01 .12 engine which is a Novarossi based power plant. Chris Tosolini TQ'd the recent World's warm-up race using the engine, and now the company has pushed forward production in order to make this engine available to all of us. It will feature a new, innovative under head design and the standard version will be followed up by a hard tuned version for maximum performance. Brap.

www.teamepiconline.com

» RUMOR MILL

Brushless **ESC technology is spiraling out of control** and many organizations are scratching their heads wondering what to do. As we all know, attendance is down and participation at events is struggling. At this year's ROAR Carpet Nationals, attendance was way down from years past, and many are tired of the promises made by the industry that brushless technology would even out the field and bring down costs. Recently, **ROAR** decided to curve this problem by creating an official sportsman touring class that will use a named list of ESCs and 17.5 brushless motors to provide a fair and even playing field. Of course, you will also have to run without any current or past help from manufacturers and no company stickers on your car. What this means is that racers will be competing in an amateur class with the idea of keeping the nature of a stock class that should appeal to racers that are tired of the **"career" sandbagging drivers**. The traditional stock division has been replaced by the expert division, while the modified division has been replaced by the open division. This will hopefully give everyone a good place to show off their skills. We'll see if it works.

In other parts of the world, the **Euro Touring Series** in Europe, which is organized by Scotty Ernst and partners, has also taken steps to curve the problem. Starting at Round 5 in Heemstede (5/21-23/2010) the series will introduce a spec speedo for the Pro-Stock class. The SpeedPassion **Citrix Stock Club Race** will, thanks to the support of SpeedPassion, be available for purchase at a special ETS price of just €49 or a rental fee of only €5 per event for those only racing in selected rounds. The **rental idea** is a strong one, and should eliminate the high cost factor, which is usually the biggest problem for organizations trying to implement these control rules. We'll see how this approach is received. Stay tuned!

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FOR ON-ROAD CARS
1/10 & 1/8



- CNC-MACHINED ALUMINUM SUPPORT PLATE
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MADE IN EUROPE

FOR OFF-ROAD CARS
1/8 & TRUGGY

1/8 TRUGGY



1/8 OFF-ROAD



1/8 ON-ROAD



1/10 ON-ROAD



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2.4GHz Radio System



PN# SPR01

Carrera 2 2.4GHz Specs:

Transmitter:
* 2 channel, surface use
* GFSK Modulation
* Digital signal code
* 1024 sensitivity
* 12 input power
* 3.5mm charger port

Receiver:
* 3 channel, surface use
* -100db RF sensitivity
* 4.5-6v input power
* Only 5g
* 159x99x31.5mm

www.speedpassion.net
Buy Direct Now !!

3 Channel Receiver



LED Flashlight



Flod - Flat Antenna



www.speedpassion.net



HUDY Weighs it Down

These days, things get pretty technical in our cars, and HUDY products stay one step ahead of us with trick items like these lead weights to help with the handling of your car and get it up to legal weight minimums. The back has super-strong 3M adhesive and includes four 5g weights and four 10g weights which can be placed strategically.

www.hudy.net

NEW TOURING CAR FROM 3-RACING!

Many racers looking for something different have looked to the Far East for new and innovative stuff that is often overlooked in our domestic market. 3-Racing has long been known to provide racers with aftermarket support for popular cars, but with the release of the new Sakura Zero, this new sedan brings another option to drivers searching for an exotic roller. The layout looks pretty similar to what's currently out there, and with a list of pretty cool design elements, you may just see one at your local club soon. Pretty.

www.3racing.com.hk



REEDY 2010
TOURING CAR RACE OF CHAMPIONS

REEDY TOURING CAR RACE OF CHAMPIONS ANNOUNCEMENT

The Reedy Touring Car Race of Champions has a great history and unique format that racers love. Unfortunately, finding a proper location to hold this prestigious event has been hard—until now. Nor-Cal Hobbies, located in Union City, California, is proud to be the new home of this race that will take place May 26-30, 2010. Its experienced owners Eric Vasutin and Kevin Jelich and hand-selected staff are very pleased with this announcement. The facility also has four different types of Radio Control tracks, ranging from 1/12 to 1/5-scale cars, both nitro and electric powered, on-road and off, making the place a racer's dream to visit. Get on it.

www.norcal-hobbies.com



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BILLET MACHINED 6061-T6 PERFORMANCE AFTERMARKET PARTS



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MAIN FUNCTIONS:
CHECK & ADJUST FRONT CAMBER,
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CHECK & VERIFY CASTOR ANGLE

ADVANTAGES:
INCREASE OVERALL TRACTION
INCREASE CORNERING POWER
IMPROVE STRAIGHT LINE TRACKING
IMPROVE STABILITY & HANDLING
REDUCE TIRE WEAR

OPTIONAL TYPE C, D & E ADAPTERS:
for Stampede
for Rustler
for Slash
for Jato
for Firestrom
for 1/10 TC
for RC18B/T
for Mini-T, Mini-LST
for B4, T4 & SC10 ... etc.



INCLUDES ADAPTERS TYPE A & TYPE B:
for 1/8 Buggy
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



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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

OCRC GOES CRAWLING

In a previous issue, we mentioned that Orange County RC Raceway in Huntington Beach, California was in the process of building a rock crawling course next to their off-road track. Well, the wait is over—the rock wall is now complete and ready to be conquered. The course boasts some interesting and unique features along with the standard river and lava rock terrain, railroad ties, logs, and a wooden post pile. Unique features such as a faux mine dubbed "the OCRC Mining Company" with a railroad teeter-totter, a wood and rope suspension bridge, a set of steel cables and an active volcano (not really, but it does spew smoke) make this course fun to drive—and it looks really cool. So if you're in the area and into crawling, be sure to check it out.

www.ocrcraceway.com

Dave just found his heaven, and it's in Orange County.



BUDGET FRIENDLY

TEAM NOVAK Rooster Crawler/Terra Claw Combo

Knowing how the economy has been lately, Novak serves up a killer combo under $100 for those on a tight budget. Novak's well-known Rooster Crawler ESC is now coupled with their new Terra Claw Crawling Brushed Motor (also available separately—#3556) for a budget-friendly price. The Terra Claw is an extremely durable, maintenance-free 55-turn brushed motor that will ensure many smooth and long crawling sessions. If you're into scale rigs, this combo would be the perfect fit for your next build.

Part Number: 1844
MSRP: TBA
www.teamnovak.com



MORE POWER FOR YOUR **TRAXXAS E-REVO** AND **SUMMIT**

TEAM ORION®

For 1/10 scale E-Revo and Summit:
- ORI14140 Carbon LiPo 6400 35C 2S 7.4V
- ORI14141 Carbon LiPo 7000 35C 2S 7.4V
- ORI14142 Carbon LiPo 5200 40C 2S 7.4V
- ORI14143 Carbon LiPo 4000 45C 2S 11.1V
- ORI14144 Carbon LiPo 4700 45C 3S 11.1V

For 1/16 scale E-Revo and Slash:
- ORI14145 Carbon LiPo 1600 35C 2S 7.4V
- ORI14146 Carbon LiPo 1750 30C 2S 7.4V
- ORI14147 Carbon LiPo 1950 20C 2S 7.4V
- ORI14148 Carbon LiPo 1300 25C 3S 11.1V
- ORI14149 Carbon LiPo 1100 35C 3S 11.1V

HIGH POWER LIPO BATTERIES
FOR E-REVO™ AND SUMMIT™

Fits perfectly into battery compartment with no foam insert needed



- **Made for Traxxas® E-Revo™ 1/10, 1/16 and Summit™**
- **Unique, registered hardcase design**
- **Up to 14000mAh and up to 22.2V***
- **Traxxas High Current Connectors**
- **Delivered with 3 different skins for a custom look**
- **Best results with 2 batteries per vehicle**

Team Orion. **Race Proven.**

To see Team Orion's complete product line and to find a retailer near you, visit **www.horizonhobby.com.**

Traxxas®TRX® High Current Connectors US Patent Nos. 7,374,460, 7,530,855, D573,536 and D576,557 | Traxxas®, TRX®, E-Revo™, Summit™ and Slash™ are trademarks or registered trademarks of Traxxas, L.P.
Team Orion® is a registered trademark of Team Orion Europe SA. | *22.2V with two batteries serial, 14'000mAh with two batteries parallel

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SCALE-RAMA!! RC 4WD



VOID SCALE 1.55 Beadlock Wheels

Looking for the ultimate in scale wheels? RC4WD has you covered. Their newly released, and truer scale, 1.55 rims are the perfect match for your 1/10-scale rig. CNC'd from billet aluminum, with a total width of 0.84 inches (21.24mm) and a negative offset of 0.28 inches (7.16mm). These rims feature a standard 12mm hex, true working aluminum rings with stainless steel cap head screws (50 percent of which are cosmetic), and fit 1.55 tires only.

Part Number: Z-W0045
MSRP: $99

DESERT KING 1.55 Tires

A perfect match for RC4WD's new Void 1.55 rims are their new Desert King scale tires. These tires feature aggressive tread blocks for off-road traction, a 3.66-inch (93mm) outer diameter, 1.29-inch (33mm) width, and are available in X3 (soft) compound for improved traction.



Part Number: Z-T0025
MSRP: $20 per pair

TWO FACE 1.9 Off-Road Tires

1.55 rims aren't your thing? Don't worry, RC4WD has your 1.9 tire selection covered as well. New to their lineup are the Two Face 1.9 tires, featuring an advanced tread pattern and sidewall for better performance and scaleism. The tires are 4.48 inches (114mm) in diameter, 1.77 inches (45mm) wide and come in the super soft X3 compound.



Part Number: Z-T0024
MSRP: $25 per pair

www.rc4wd.com

Check Inside Line for RC4WD's other style.







Congratulations to Ryan Maifield.
TQ and Win @ the ROAR Nats in the Truggy Class and a 2nd in Buggy. Ryan used a new Prototype 30% blend that is currently being tested by the SIDEWINDER Team. Available Jan. 1 2010

Congrats should also go out to both Ryan Cavalieri and Ryan Maifield for their wins at the The Dirt 2009. Maifield Won Expert Buggy and finished 2nd in Truggy. Cavalieri Won Expert Truggy.

RYAN

ROAR NATIONAL CHAMPION

MAIFIELD

words: James Revilla

DUST BUSTER

Looking to protect your Slash from flying rocks, dust, and dirt? Then check out Pro-Line's undertray for the Traxxas Slash 2WD and 4x4. Made from .060 Lexan, both undertrays are fit directly onto your Slash 2WD or 4x4. Their tall sides protect against dirt and debris entering the chassis and electronics, and the undertray mounts using existing hardware.

Part Number: 3311-60 (2WD) / 3325-00 (4x4)
MSRP: $25 each
www.prolineracing.com

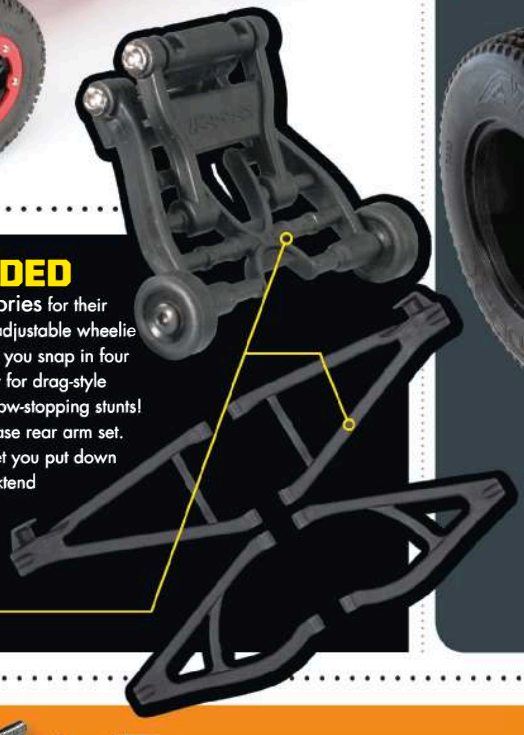


Wheelie and dealie.

LITTLE REVO UPGRADED

Traxxas has two exciting new accessories for their popular 1/16-scale E-Revo. First up is the new adjustable wheelie bar. With quick installation, the wheelie bar lets you snap in four height settings for wheelies your way—set it low for drag-style launches, or let the front wheels ride high for show-stopping stunts! Second, Traxxas offers a new extended-wheelbase rear arm set. These arms increase stability in the rough and let you put down even more power through the turns. The arms extend the 1/16-scale E-Revo's wheelbase by 10mm.

Part Numbers and Prices:
7184 Wheelie Bar, $15
7132R Suspension Arm Set (Rear), $8/set
www.traxxas.com



AKA SC GRIP

AKA is proud to announce their new "Enduro" and "Wishbone" tires designed specifically for the 1/10-scale short course trucks. These tires are made to fit the stock wheels from all the popular short course trucks. Gil Losi, Jr. and Mark Pavidis designed these tires, which feature a 2.2"/3" bead design and an inner carcass design made to perfectly fit the industry standard AKA closed cell foams. The Enduro tread pattern is an all-around tire for just about any surface condition, while the Wishbone is suited to high-bite blue grooved clay tracks or indoor clay tracks. Each comes in pairs with foam inserts.

Part Numbers and Prices:
13001S Wishbone SC (soft), $25/pair
13001V Wishbone SC (super soft), $26/pair
13002S Enduro SC (soft), $25/pair
13002V Enduro SC (super soft), $26/pair
www.raceaka.com





TITANIUM 8IGHTS

These new titanium turnbuckle sets from Losi upgrade your 8IGHT buggy or truggy (2.0) with strength! The titanium turnbuckles offer a weight savings of 61 grams (1 1/8 oz.) over the stock steel components. By using all of the following titanium parts, the 8IGHT-T 2.0 can have a weight savings of 43% (8B saves 42%) over the steel components.

Part Numbers and Prices:
LOSA6530 (8B 2.0), $54/set
LOSA6531 (8T 2.0), $69/set
www.losi.com

Stick it to the competition...we just did!

Now the best handling, longest lasting tires are available for your short course truck. Designed to fit all standard short course wheels, the AKA WISHBONE SC and the ENDURO SC give you a tire choice for just about every condition. The WISHBONE SC is great for indoor clay or outdoor hard pack. The ENDURO SC is great for medium to hard pack surfaces indoors or out. Our unique internal sidewall design makes the tall outside sidewall act like a much shorter "buggy like" sidewall. This improves side bite for more corner speed.
Go long on performance and pick up a set of WISHBONE SC or ENDURO SC for you short course ride!



WISHBONE

13001S - WISHBONE SC Soft
13001V - WISHBONE SC Super Soft

WINNER
2010 CACTUS CLASSIC
(MARK PAVIDIS VICTORY)

2010 SHORT COURSE SHOWDOWN
(JARED TEBO TQ & VICTORY)
(50% OF MAIN USED AKA TIRES)



ENDURO

13002S - ENDURO SC Soft
13002V - ENDURO SC Super Soft

Available NOW!

AKA®
World Class Products by **World Champions**
www.raceaka.com for more info.



Pocket rocket.

TEAM ASSOCIATED SC18

A LITTLE SC

1:18 | 4WD

words: James Revilla | photos: Carl Hyndman

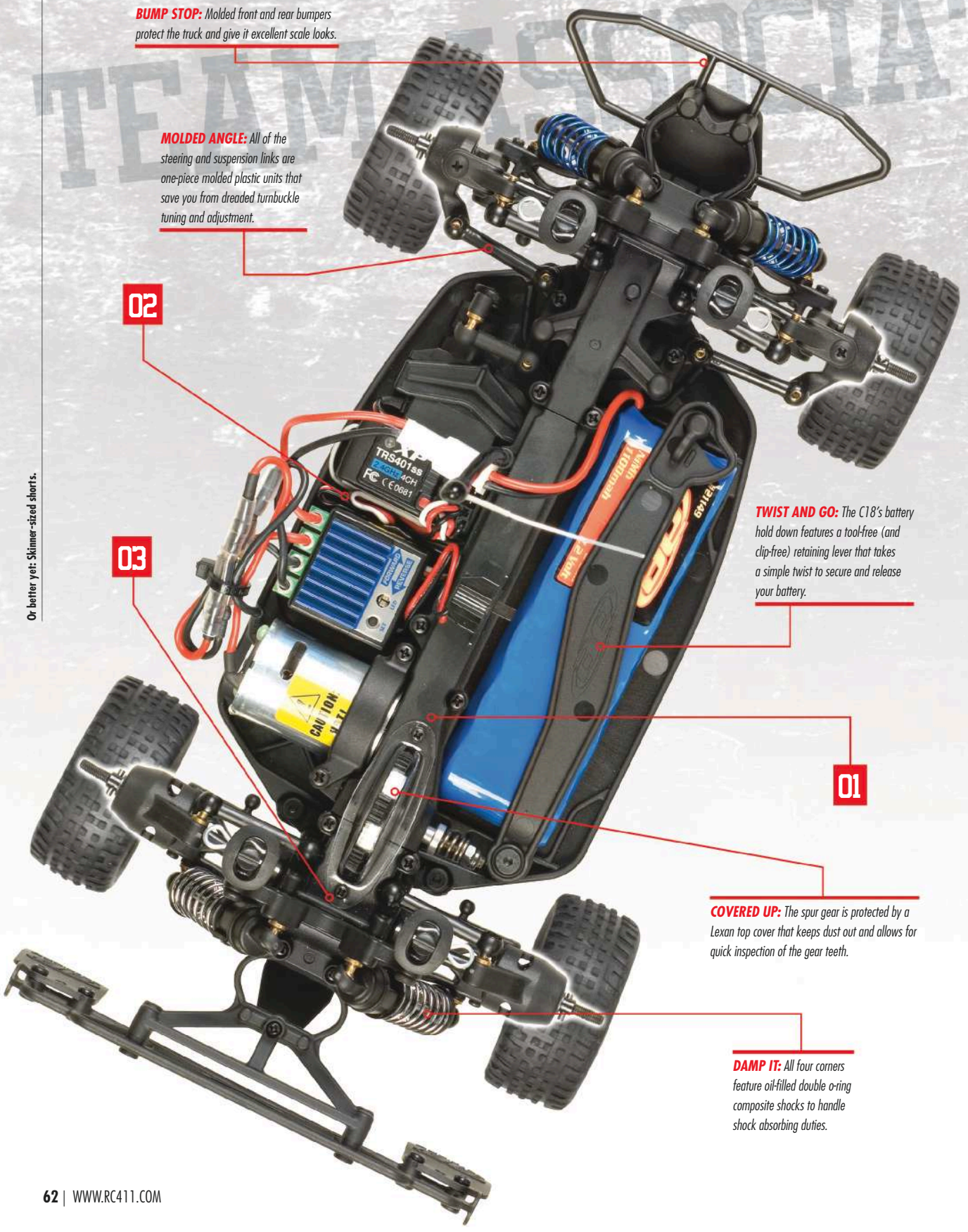
Team Associated seems to be on a short course tear. We applauded their SC8 (and the equally awesome SC8e), their SC10 just picked up top dog honors in our Short Course Showdown, and now they drop a third truck into our hands—the 1/18-scale SC18. At first I thought it was just another RC18 conversion with a truck body, but a look underneath revealed much more. The SC18 features an enclosed 4WD belt-drive system, Associated's 2.4Ghz radio gear, and everything that made their bigger trucks popular (including the mud flaps!) The question then is, can this smaller version give me the same amount of fun and performance that I've already experienced with the SC8 and SC10?

Only if you wear jean shorts.

TEAM ASSOCIATED
SC18

PART #: 20120
STREET PRICE: $160
PRICE AS TESTED: $160
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Advanced

SCALE	POWER	TYPE	DRIVE
1:18			4WD



BUMP STOP: *Molded front and rear bumpers protect the truck and give it excellent scale looks.*

MOLDED ANGLE: *All of the steering and suspension links are one-piece molded plastic units that save you from dreaded turnbuckle tuning and adjustment.*

TWIST AND GO: *The C18's battery hold down features a tool-free (and clip-free) retaining lever that takes a simple twist to secure and release your battery.*

COVERED UP: *The spur gear is protected by a Lexan top cover that keeps dust out and allows for quick inspection of the gear teeth.*

DAMP IT: *All four corners feature oil-filled double o-ring composite shocks to handle shock absorbing duties.*

Or better yet: Skinner-sized shorts.

01 PANT HOLDERS

• Unlike the majority of mini-class vehicles, which are shaft-driven, the SC18 features a dual-belt 4WD system with integrated slipper clutch. The belt channel that runs the length of the chassis is sealed for durability, and an adjustable internal belt tensioner—something I didn't expect in a chassis this small—is a nice touch.



> "...Performance was always AE's calling card, and it shows in their latest mini-short course ride..."



02 MICRO VOLTS •

The SC18 comes in RTR form, with an AE-branded micro servo, ESC, and motor. The receiver runs on 2.4GHz for interference-free operation. Associated also throws in a 7.2v 6-cell 1100mah mini battery pack and AC wall charger in the box, so all you'll need is eight AA-size batteries for the transmitter and you're ready to go.

03 BABY GEARS •

For its diminutive size, the SC18 has some relatively beefy front and rear gear differentials. The diffs feature metal internal gears, and the **entire drive train rides on ball bearings for less drag and more speed.**





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
THICKNESS:	N/A
MATERIAL:	Plastic

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Molded
STEERING:	Dual bellcrank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Composite
DAMPING (F/R):	AE 30-wt. / AE 30-wt.
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Silver / Blue

DRIVE TRAIN

TYPE:	4WD Dual belt
DIFFERENTIAL:	2 (gear)
AXLE TYPE:	Spring-loaded dogbones
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Plastic
CLUTCH TYPE:	Adjustable slipper
BEARINGS:	Metal-shielded

GEARING

	1st
PINION/SPUR:	60 / 13
GEAR RATIOS:	
PRIMARY:	4.61:1
INTERNAL:	2.3:1
FINAL:	10.6:1

BODY, TIRES & WHEELS

BODY:	Associated SC18
TIRES (F/R):	Associated SC18
DIAMETER/ WIDTH:	1.9 in. x 0.85 in. (49mm x 22mm)
HEX SIZE:	None (pin drive)
WHEELS:	Associated AMT replica

DIMENSIONS

WEIGHT:	1 lbs., 2 oz. (516g)
TRACK WIDTH (F/R):	5.6/5.6 in. (143/143mm)
WHEELBASE:	6.53 in. (166mm)
RIDE HEIGHT	0.40 in. (10.2mm)

Have you seen the size of Skinny's shorts?

TESTING

The SC18 was meant to be bashed, and that's part of the fun of it—finding your own makeshift course to have fun on. For both the photo shoot and actual drive testing we went to a nearby deserted lot that had a lot of jumps and obstacles to drive around. The weather was nice and sunny—and, just because we can, we also headed out to Pegasus Hobbies in Montclair, CA to see if the little machine could handle some bigger obstacles.

ACCELERATION AND SPEED • Given that the SC18 barely tipped the scale above the one-pound mark, there wasn't a lot of weight to get moving. Though no powerhouse by itself, the kit-included motor got the SC18 going from a standstill to good top speed. The 4WD allowed the truck to launch straight, even if the surface had uneven traction. Top speed was more than satisfactory; however if you are looking for "holy crap-level" speeds, you'll need to go brushless.
Rating: 9/8.5

BRAKING • The same 4WD that made acceleration good on this truck also gave it solid stopping power. The dual-belt drive had some resistance to it, which also helped bring the tiny truck back to zero within a few inches of real estate. However, on loose dirt the rear end of the SC18 would break loose if I tried slowing down mid-corner. I think this was more a response to the tires than the brakes themselves.
Rating: 9

LOW-SPEED SPEED HANDLING• Maneuvering the SC18 at low speeds was easy due to its short wheelbase. The kit-included servo wasn't fast, but it moved the front wheels fast enough to keep up with my inputs. It was fun indoors, dodging office table legs and employee pets. It was equally capable outdoors, but the slow servo was more noticeable on slick surfaces where I'd find myself trying to turn early to counter the low-traction only to see the truck turn in later than planned.
Rating: 9

HIGH-SPEED HANDLING • There wasn't a lot of body sway like you'd see in 1/10-scale and 1/8-scale short course trucks due to the fact that the SC18's molded chassis sits pretty low, with all of the electronics situated below the tops of the tires. This gave the SC18 a nice, stable ride at higher speeds on both smooth and rough surfaces, though the use of the word "stable" is relative, since the SC18 still has a short-wheelbase, and anything small that's going fast is always going to have a little twitchiness to it.
Rating: 8

TEAM ASSOCIATED SC18

1:18 | 4WD

RTR GEAR

RADIO:	Associated XP3SS 2.4GHz
RECEIVER:	Associated TRS401ss
STEERING SERVO:	Associated XP1016
SPEED CONTROL:	Associated XPS Micro
MOTOR:	Generic closed-can
BATTERY:	Associated RC18T Sport Pack
TIRES:	Associated SC18
BODY:	Associated SC18

CONTACT

TEAM ASSOCIATED: www.rc10.com

You could fit 10 Matt Olsen's in those shorts.



DRIVE DIFFERENT!



Ascari 3.5 Liquid Cooled Off-Road Retail Price: ~~529€~~ Special price: 459€* until July 30th 2010

3.5 OFF-ROAD LIQUID COOLED ENGINE



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- Cylindrical (not conical) piston-cylinder coupling;
- High resistance connecting rod bushings;
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- Completely overhaulable carburetor, adjustable in every single part, with frontal idle adjusting;

Ascari 3.5 Liquid Cooled Off-Road engine grants high power and high torque constantly distributed on a wide operative range.
The liquid cooling system maintains a constantly low temperature regardless of the environmental conditions. The compact size allows to keep engine and radiator within a closed car body with no need of additional holes.
Engines have 24months warranty.

Technical Specifications		
	Off-Road Liquid Cooled	Off-Road Air Cooled
Capacity	3,49cc	3,49cc
Power	2,9 HP	2,9 HP
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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ROUGH-TRACK HANDLING • On rougher areas, the tiny truck held its ground. For the most part, it took whatever I drove over, but the suspension didn't have enough travel for the larger dips and ruts. The SC18 might have been a bird in a previous life, as it wanted to go airborne whenever it had a chance. Again, remember—it weighs barely more than 1 pound, so there wasn't much weight holding it down. Regardless, the SC18 could still motor along the rough stuff better than other mini-sized vehicles that were sharing my test area.
Rating: 10

JUMPING • Because of the low ride height and how the bottom of the chassis only had about 20mm of ground clearance (at full suspension extension) I was worried that it wouldn't be able to jump. However, I was mistaken. The SC18 jumped just fine—as long as I didn't try to leap stuff meant for larger-scale vehicles. Out of the box, the SC18's shocks felt a tad on the stiff side—which helped control jump landings like a pro. Every so often, the chassis smacked the ground upon landing, but the smooth underside kept the truck from hanging up on obstacles. The thicker oil actually gave the SC18 a softer launch and landing, as it wouldn't lose any stability after taking flights.
Rating: 10

WRENCHING

MAINTENANCE • Other than dusting (which with a vehicle this small can probably be done with a can of compressed air) there's nothing you'll need to do to maintain this truck in between drives, with the exception of servicing the slipper clutch. All suspension links are fixed, the two-belt drive train is enclosed in a center molded channel on the chassis, and the diffs are slip-free. The tub chassis will collect dirt and rocks during driving, but the solution to this is simple—just turn the truck over after a run.
Rating: 9

WEAR AND TEAR • The front and rear bumpers came into play in protecting the truck from premature damage—especially when I took the larger 1/10-scale sized jumps just to see if it could handle it. A post-drive inspection showed no signs of premature wear, other than the tires (after driving a battery pack's worth on asphalt.) The four oil-filled shocks showed no leakage, and there didn't seem to be any unusual suspension slop. The only "wear" I made a note of was the motor temperature, which was on the hot side after running a full battery pack.
Rating: 9

TUNING • With its fixed suspension and steering links, the out-of-the-box tuning consisted of shock positioning, spring preload, and slipper tightness. However, true to all things AE, a full list of Factory Team upgrades are available, from aluminum shocks to ball differentials, anti-roll bars to adjustable titanium links for camber and toe adjustment. Suggested electronics upgrades fall under the Reedy or LRP brand.
Rating: 7

CONCLUSION

With the short course category being one of the more popular classes these days, it's cool that Associated has an "SC" truck to fit all locations, from their 1/8-scale SC8 all the way down to the machine I tested here, the 1/16-scale SC18. Performance has always been AE's calling card, and it shows in their latest mini-short course ride. This truck's small size allows for running in tight confines, while the chassis setup and included electronics do well in providing the truck with good handling and power. If you dig the short course scene but don't have a lot of space, the SC18 is a good choice for your needs!

Just kidding, Skinny's shorts aren't that big.

TEAM ASSOCIATED SC18

1:18 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- 4WD handling easy to control
- 2.4GHz lets you run anywhere, anytime
- Includes a battery pack and charger

MISSES

- Steering servo could be faster
- Tight drivetrain
- I didn't get a licensed replica body

MAIN COMPETITION

Traxxas 1/16 Slash VXL, Duratrax Vendetta SC

WHO IT'S FOR

Short course fans who want the same fun in smaller scale



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"Rating: A+" -Xtreme R/C Cars
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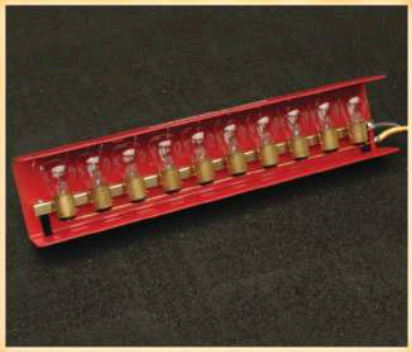

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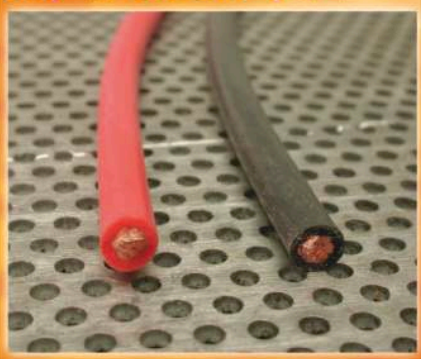

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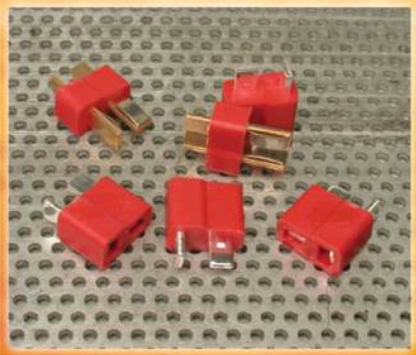

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TEAM ASSOCIATED SC18

SCALE 1:18 | POWER | TYPE | DRIVE 4WD

POWERPLANT INFO

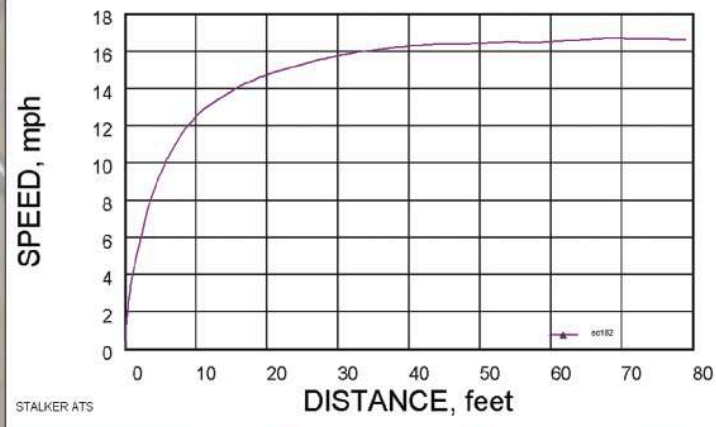
The Associated Super-370 motor is a closed endbell, fixed-timing can that looks as generic as can be. However, looks don't make a motor fast—and this motor, when bolted into the SC18, was a good match. It wasn't overpowering on the low end, and it was quick enough on the top end to enjoy driving. After some hard driving in between battery packs, I did notice that the motor got hot to the touch, but it didn't seem to lose any power output throughout the day. Sure, the SC18 might be begging for some brushless power, but until you have enough bones to upgrade, the Super-30 should do just fine in the meantime.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.27 sec. @ 16.5 mph
TOP SPEED: 16.7 mph @ 67.5 ft.
AVERAGE RUN TIME: 10 minutes



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	74° F/15%
BAROMETRIC PRESSURE:	30.13 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Dirt track, asphalt, and loose dust

HANDLING

TURNING RADIUS:	1 ft., 9 in.
ON POWER:	Slight understeer
OFF POWER:	Slight oversteer

BRAKING

CONTROL:	Poor Good
FADE:	None
OVERALL:	Good Excellent

But he'll be angry when he comes into the office after reading this!

Welcome to

Question: Who has the largest selection of remote control short course trucks, tires, batteries and accessories?



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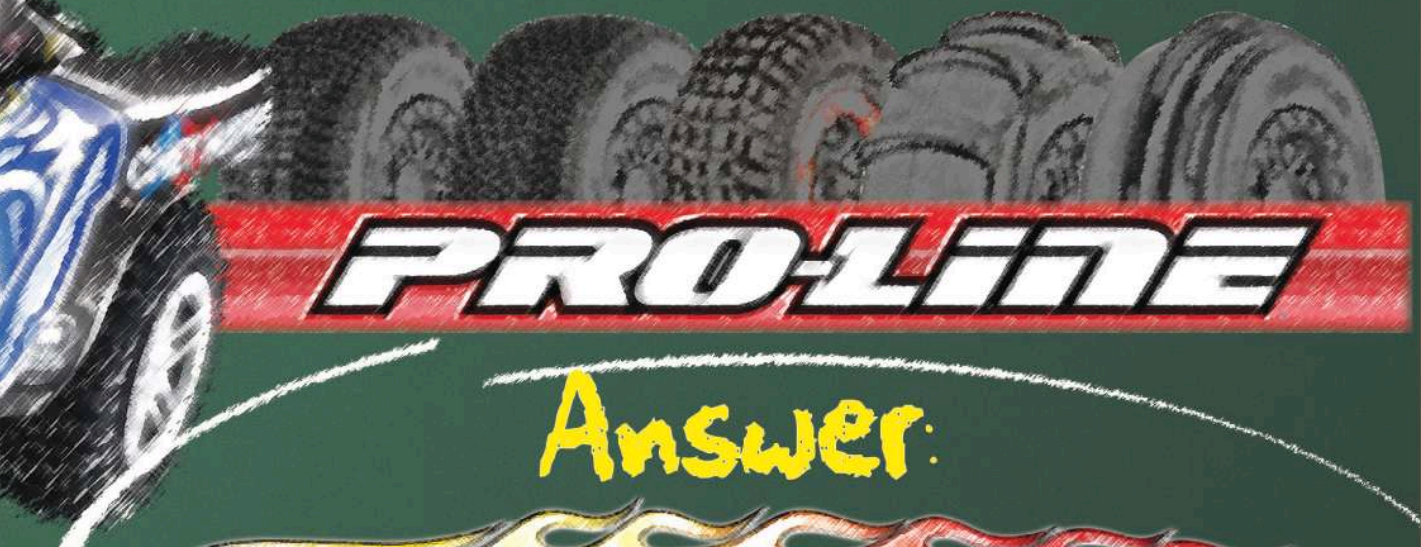
Short Course 101

PROTEK RC





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EXCEED-RC MADWARRIOR

FUN STARTS HERE WITH MONEY TO SPARE

1:8 | NITRO | 4WD

words: Carl Hyndman | photos: Carl Hyndman

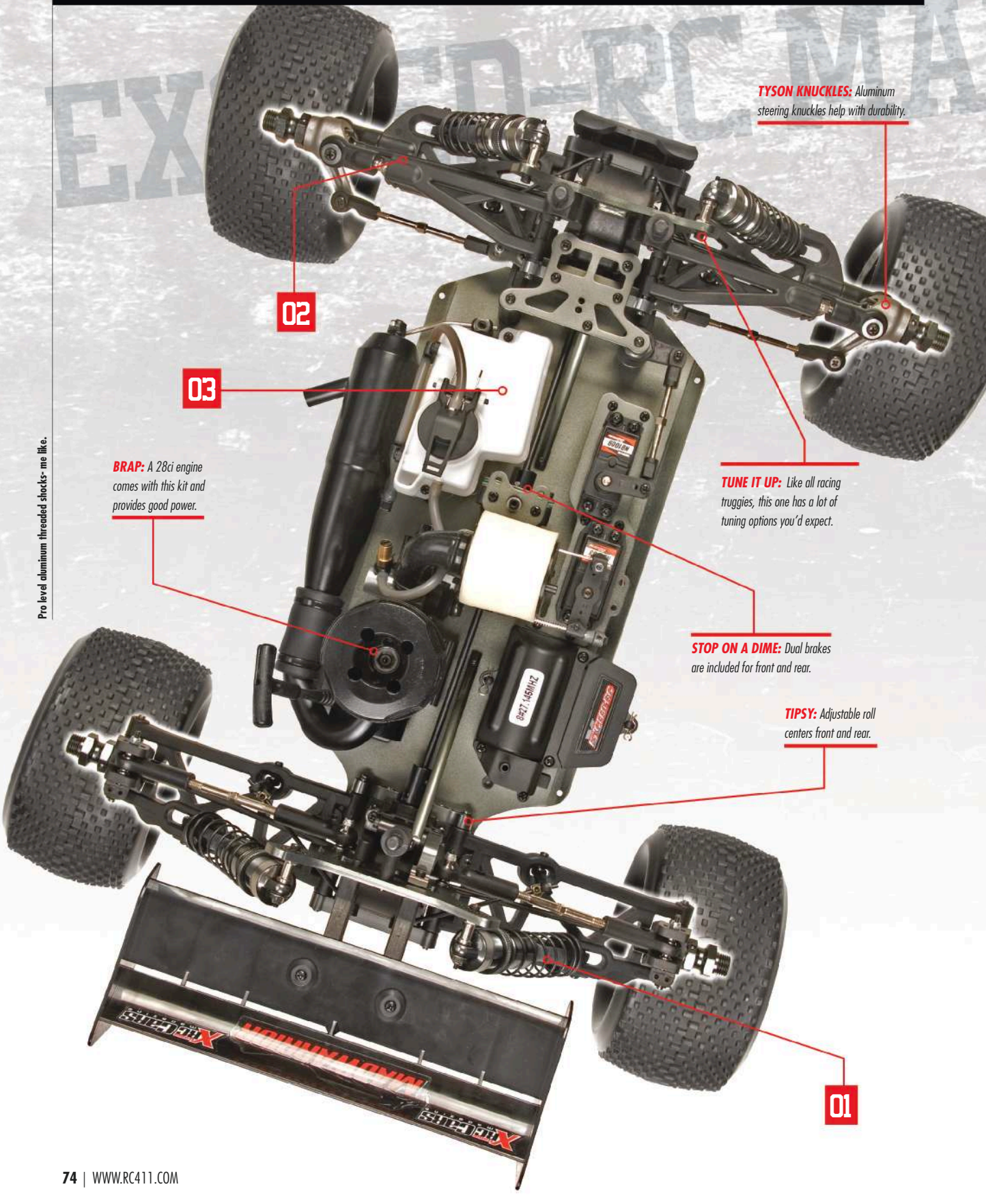
These days, money is tight—and that often means fun can take a beating. As budgets go on a diet, often RC lovers find themselves having to choose between making a purchase or staying inside and watching the latest reruns. Well, I don't know about you, but I'm pretty tired of watching old *Brady Bunch* episodes, or last year's sixth-place American Idol take a beating by Simon. Luckily, there are some inexpensive racing options available, and this new truggy from Exceed-RC looks pretty trick. I love to race and this latest truggy is claiming track dirt in its blood. This RTR "Racing Edition" kit looks to have a lot of the bells and whistles that we all look for, and with such a low price I was eagerly anticipating what I would get for my moolah. Christmas has been over for months, but not in this household. Let the fun begin.

Your MP3 player probably costs more.

EXCEED-RC MADWARRIOR

PART #: 52C65
STREET PRICE: $290
PRICE AS TESTED: $349
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



TYSON KNUCKLES: *Aluminum steering knuckles help with durability.*

TUNE IT UP: *Like all racing truggies, this one has a lot of tuning options you'd expect.*

BRAP: *A 28ci engine comes with this kit and provides good power.*

STOP ON A DIME: *Dual brakes are included for front and rear.*

TIPSY: *Adjustable roll centers front and rear.*

Pro level aluminum threaded shocks- me like.

01 **THREADED** • These dampers are built for racers – no preload clips here, only aluminum threaded, oversize shocks with bladders, pistons, bleeder cap, and rubber boot. Wow, this wasn't expected on a kit at this price, but I'll take 'em.



> "These dampers are built for racers."



02 **NO DOGS** • Although the back end is driven by dogbones, the front gets an upgrade with CV-style axles. These should work smoother and aid in handling—plus you won't have to worry about popping one out and losing it.

03 **FILL IT UP** • The included tank is shaped to be low for a better center of gravity, which should help handling. The 150cc capacity also helps to standardize things and it will work for most rules if you decide to race.





VEHICLE INFO

CHASSIS

LAYOUT:	Stamped aluminum with braces
THICKNESS:	3mm
MATERIAL:	6061 aluminum
TANK CAPACITY:	150cc

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bell crank
SWAYBARS (F/R):	Black 2.2mm/Black 2.5mm

SHOCKS

BODIES:	Threaded Aluminum
DAMPING (F/R):	Info not supplied
PISTONS (F/R):	6-hole/6-hole
SPRINGS (F/R):	Black / black

DRIVE TRAIN

TYPE:	4WD dual shaft
DIFFERENTIAL:	3-gear, fluid damped
DIFF FLUID (F/C/R):	3,000 wt. /3,000 wt. / 3,000 wt.
AXLE TYPE:	CV-style/dogbone
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Metal
CLUTCH TYPE:	3-shoe
BEARINGS:	Metal and rubber shielded

GEARING

CLUTCHBELL/ SPUR:	13/62
GEAR RATIOS:	
PRIMARY:	4.77:1
INTERNAL:	3.31:1
FINAL:	15.8:1

BODY, TIRES & WHEELS

BODY:	Exceed-RC MadWarrior Alpha Blue
TIRES (F/R):	Exceed-RC Alpha Blue preglued
DIAMETER/ WIDTH:	5.5 in. x 3.31 in. (140mm x 84mm)
HEX SIZE:	17mm
WHEELS:	N/A

DIMENSIONS

WEIGHT:	10 lbs., 0 oz. (4,535g)
TRACK WIDTH (F/R):	16.92/16.92 in. (430/430mm)
WHEELBASE:	14.88 in. (360mm)
RIDE HEIGHT	1.77 in. (45mm)

I guess a MadWarrior looks a little like a dragon?

EXCEED-RC MADWARRIOR

1:8 | NITRO | 4WD

TESTING

There are two different levels of the MadWarrior available, and since this one is marked specifically "Racing Edition," I decided to take it to our local track, Revelation Raceway in Ontario, CA for some hot laps. The layout is typical for "Rev" and consists of big and flowing lines with some very technical sections that always give drivers and cars a real test. The included pull-start engine fired up right away, and I grinned from ear to ear as I walked toward the driver's stand and braced for a few laps.

ACCELERATION AND SPEED • The kit comes with a pull-start .28ci engine, and although it may not scream like an expensive Italian nitro mill, it still had enough power to get it going around the track at a pretty quick pace. The diffs are packed with pretty light oil and the tires aren't perfectly suited for the dirt, but out of the box it is respectable.
Rating: 8/8

BRAKING • The truggy includes disc brakes for front and rear, and this helps greatly on the track. The problem is the "feel"; although it stops strong, adjusting the feel is very limited due to the included radio that has limited features. Beginner drivers may not notice this too much, but as you grow with the truggy, you may decide to upgrade this drawback. Fortunately, the MadWarrior brakes straight and smooth, and fade was almost non-existent.
Rating: 8.5

LOW-SPEED HANDLING • The kit tires held it back here, but overall it cornered well. I did notice the rear hubs had a lot of play in them straight out of the box and this might contribute to a bit of inconsistency, but I still had enough control to negotiate the slow sections with confidence. The steering servo was also a bit slow, so some extra timing was needed in those technical sections.
Rating: 8

HIGH-SPEED HANDLING • Again, the tires are probably not the best choice for a lot of tracks, but at least you have something to get you from visiting the hobby shop again. It tended to push a bit and the rear would come around on you if you didn't drive smoothly, but overall it wasn't too bad.
Rating: 8.5

ROUGH-TRACK HANDLING • The suspension really soaked up a lot of the rough stuff on the track and the race quality dampers seemed to be a good match. I was also glad to see that the hingepin couplers were milled from aluminum and worked decently. I did notice a bit of binding in the rear suspension, but this should work itself out with a little wrenching and probably just by driving it more. It was great to be able to pull the trigger and hammer it through some pretty blown-out sections.
Rating: 8

Pull start engines in 2010?

RTR GEAR

RADIO:	FX-2 Sport AM Radio
RECEIVER:	Exceed-RC AM 3-channel
STEERING SERVO:	Exceed-RC ND1009 metal gear
THROTTLE SERVO:	Exceed-RC ND1003
ENGINE:	Exceed-RC .28 pull-start
PIPE:	Exceed-RC kit black pipe
TIRES:	Exceed-RC Kit Alpha Blue
BODY:	Exceed-RC MadWarrior Alpha Blue

TEST GEAR

RECEIVER PACK:	Trinity EP 1500 mAh, 5 Cell Hump, #TRI20507 **$26**
FUEL:	O'Donnell 30%, #ODOP3330, **$25/gallon**

CONTACT

EXCEED-RC:	www.exceedrc.com
O'DONNELL	www.odonnellracing.com
TEAM EPIC:	www.teamepiconline.com



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PREMIUM R/C CAR FUEL

EXCEED-RC MADWARRIOR

1:8 | NITRO | 4WD

JUMPING • Jumping was pretty straightforward and it did it pretty good without any weird twists or traits. It landed well with its racy dampers and didn't get upset. This meant more throttle time without having to wait for it to gather its composure, and that translated to faster lap times.
Rating: 9.5

WRENCHING

MAINTENANCE • Pretty basic here, I just wish the screws weren't Phillips head. I guess that's a minor gripe, since there are a lot of other cars on the market spec'd with this type of hardware and those cost a lot more. Just take your time and use the correct size driver and you should be fine. Otherwise, this truggy is fairly typical and laid out intuitively.
Rating: 8.5

WEAR AND TEAR •The engineers of this truggy did their homework, because it seemed that the overall design was a good balance of durability and performance. The aluminum was machined where it needed to be and the thickness of the critical areas was right for the job. The truggy did have a bit more slop out of the box than other truggies, but it never really gave up in the way of failure. The plastic however, is on the brittle side and a low-speed tap on the track netted a broken arm. Closer inspection showed the material used in the plastic to be hard and not as soft as you might expect. You might want to get a few sets of arms or other things that are prone to breakage when you order the kit online. For the price we can forgive a few things, and cheap parts make up for what could be brittle plastic.
Rating: 6

TUNING • I was happy to see many of the race-proven tuning options on the truggy; caster, camber, roll-center, shock angle, Ackermann, droop, etc., are all there, and at this price I was pleasantly surprised. It may not have any groundshaking design theories incorporated, and high-end details are pretty basic, but if ain't broke don't… well you know how that saying goes. Just a proven design that a racer will feel comfortable with.
Rating: 8.5

CONCLUSION

We all get into RC to have fun, and if we save a little money in the process, that's great. The problem is, as we get better at driving, it's just a matter of time before things get serious. Are you the type that always needs the newest and greatest TV, or are you just as happy watching your favorite show on that ol' standby? If you fall into the latter category, then this truggy may be for you. There is the old saying, "You get what you pay for," and we did break an arm rather quickly, but the repair was easy and the parts are cheap. So for the price you get a lot of truck, but you also don't get the "best" out there. It may not be the fastest thing on the track and not be equipped with the most advanced technology, but will you care when you are screaming down the straightaway or jumping that big 40-footer in the middle of the track?

They should call it Macho Warrior.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8	INSTRUCTIONS
7.5	PARTS QUALITY/FIT
6	DURABILITY
8.5	TUNABILITY
7.5	OVERALL PERFORMANCE
9.5	VALUE

HITS

- Good, low price for kit and parts
- Pro-level shocks
- Good amount of tuning options

MISSES

- Although price for kit and parts is great, availability is limited
- Where's the roto-start?
- AM radio

MAIN COMPETITION

Cen Matrix TR Arena RTR, Robitronic Mantis TXS RTR, Kyosho Inferno ST-US Sports 2 Ready Set

WHO IT'S FOR

New racers on a budget looking for a basic truggy they can also race.



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- Two-Stage Shock Pistons
- Shock Spring Cups
- Shock Spring Clips







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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

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EXCEED-RC MADWARRIOR

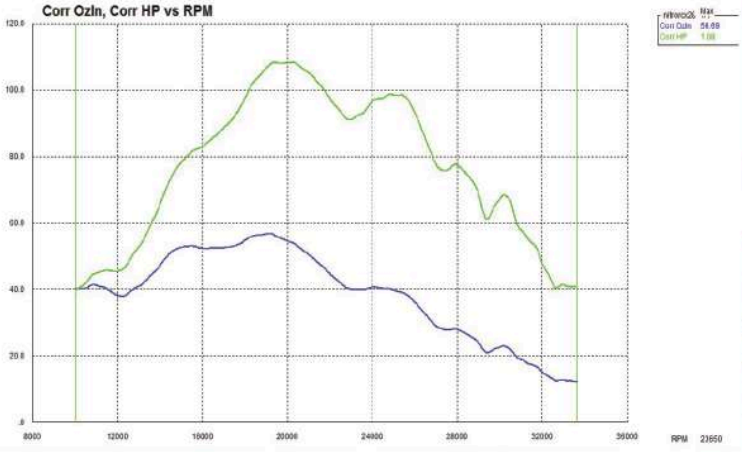
POWERPLANT INFO

The Exceed-RC .28 pull-start engine is a bigger engine than what comes with their normal truggy, but its spec'd here since this truggy is the company's "Race Edition." This gives the MadWarrior a bit more power—and although it may not be as strong as an expensive racing power plant, in reality those engines are too much for new racers to handle and often just mean more mistakes and wheel spin. This mill is reliable, fairly easy to use (considering it starts with a cord), and smooth on the track with average fuel economy. I also like that it runs in a broad range, keeping the finicky chore of tuning to a minimum.



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:	Exceed-RC .28 #ED100110
BORE AND STROKE:	0.73 in. x 0.661 in. (18.5mm x 16.8mm)
DISPLACEMENT:	0.28 in.^{3} (4.5cc)
FUEL:	O'Donnell 30%
PIPE:	Exceed-RC kit black pipe #BC1001A080
PLUG:	Kit supplied
PEAK X-DYNO HP*:	1.08 @ 19,250 rpm
PEAK X-DYNO TQ*:	56.63 oz.-in. @ 19,00 rpm
PEAK X-DYNO RPM:	33,500
AVERAGE HP:	0.78
AVERAGE TQ:	39.38 oz.-in.
POWER FACTOR	
LOW END (TQ/HP):	48.16 / 0.80
TOP END (TQ/HP):	27.99 / 0.75
CORRECTION FACTOR:	1.070

*All numbers are SAE corrected

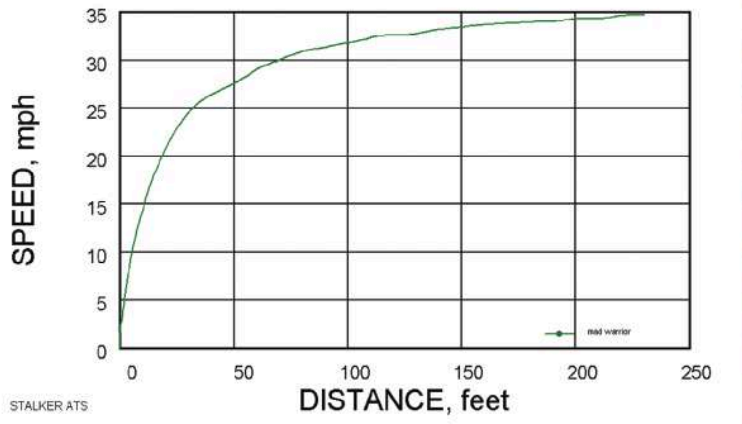
NEEDLE SETTINGS

HIGH:	3 and 1/6 turn out
LOW:	1 and 1/2 turn in from flush
MID:	NA
OPERATING TEMP:	220-240°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.41 sec. @ 28.9 mph
TOP SPEED: 34.67 mph @ 221 ft.
AVERAGE RUN TIME: 7 minutes



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	81° F/22%
BAROMETRIC PRESSURE:	33.97 in.
ALTITUDE:	764 ft.
TRACK TYPE:	Prepared dirt with dusty sections

HANDLING

TURNING RADIUS:	5 ft. 10 in.
ON POWER:	Moderate Understeer
OFF POWER:	Slight Oversteer

BRAKING

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

MadWarrior beyond Thunderdome.

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

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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

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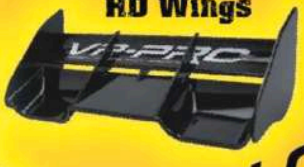



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INTEGY 4WS IROCK

FOUR-WHEEL STEERIN' FOUR-WHEELIN'

1:8 | 4WD

words: Dave Palacios | photos: Carl Hyndman

BACK IN ISSUE 160 WE DID A REVIEW ON AN INTEGY SUPER CLASS CRAWLER—the iRock 4x4. Well, today Integy has taken that crawler and took it a step forward. It still comes ready to run, but with a few added bonuses. Things such as a 2.4 Ghz radio system and four-wheel steering, just to mention a few. These may sound like no big deal, but trust me—they make a big difference in the performance department.



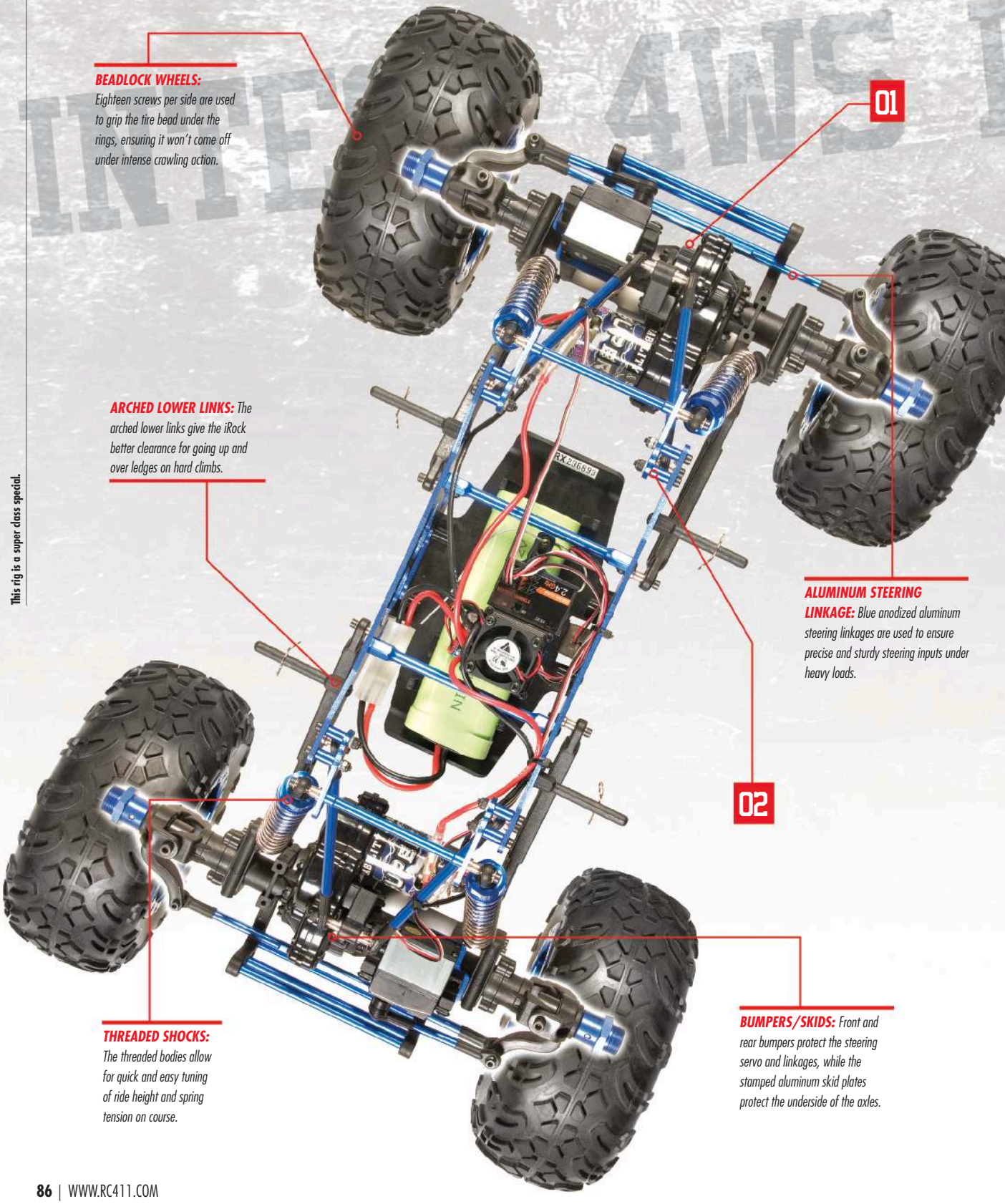
OCR's completed rock course – check *Monster Pit* for more info.

INTEGY 4WS IROCK

PART #: AFA01S4WS
STREET PRICE: $329
PRICE AS TESTED: $329
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice

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

This rig is a super class special.



BEADLOCK WHEELS: *Eighteen screws per side are used to grip the tire bead under the rings, ensuring it won't come off under intense crawling action.*

ARCHED LOWER LINKS: *The arched lower links give the iRock better clearance for going up and over ledges on hard climbs.*

ALUMINUM STEERING LINKAGE: *Blue anodized aluminum steering linkages are used to ensure precise and sturdy steering inputs under heavy loads.*

THREADED SHOCKS: *The threaded bodies allow for quick and easy tuning of ride height and spring tension on course.*

BUMPERS/SKIDS: *Front and rear bumpers protect the steering servo and linkages, while the stamped aluminum skid plates protect the underside of the axles.*

01 **MOA** • To eliminate the induction of torque twist, the 4WS iRock uses a motor on axle setup. Each axle is powered with its own 540-sized thirty-turn closed endbell motor, and has front/rear solid spools for full-time all wheel drive and maximum traction on the rocks.



> "Sure, this rig may not be competition ready out of the box, but it will get you going quickly and you'll have fun doing it."

02 **SWINGIN' IT** • Swinging upper shock mounts allow the suspension to drop, or droop, when the terrain drops out under a tire. The tension on the mounts can be slightly adjusted to tune how rapid or easily they will droop. This setup allows for the droop to be independent from the shocks and vehicle ride height.



POWERPLANT INFO

The RockCrawler comes equipped with off-the-shelf, reliable twin 540 motors front and rear. The Mabuchi 540 motor is the standard issue motor for many things, and has been for so many years, that it's a no-brainer for long-use applications.



VEHICLE INFO

CHASSIS

LAYOUT:	Dual vertical plate

SUSPENSION

TYPE:	4-link solid axle
TURNBUCKLES:	No
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Threaded Aluminum
DAMPING (F/R):	20-wt. / 20-wt.

DRIVE TRAIN

TYPE:	MOA gearbox
DIFFERENTIAL:	1, gear
AXLE TYPE:	Straight axle
TRANSMISSION:	4-gear (gear reduction)
SPUR GEAR:	Plastic
BEARINGS:	Rubber Shielded

GEARING

PINION GEAR/ SPUR:	1st 15/50 32-pitch
GEAR RATIOS:	
PRIMARY:	3.33:1
INTERNAL:	3.46:1
FINAL:	11.52:1

DIMENSIONS

WEIGHT:	9 lbs., 4 oz. (4,195g)
TRACK WIDTH (F/R):	15.25 in. (387.35mm)
WHEELBASE:	17.5 in. (444.51mm)
RIDE HEIGHT	2.25in. (57.15mm)

ACCELERATION

0-60FT:	0-6 feet: 1.15 sec. @ 3.05 mph
TOP SPEED:	Top Speed: 4.17 mph @ 8 ft.
AVERAGE RUN TIME:	35 minutes

BODY, TIRES, WHEELS

TIRES:	Integy iRock

MAIN COMPETITION

Redcat Rockslide, XTM X-Crawler

WHO IT'S FOR

This rig is perfect for a novice looking to get into a Super Class ready to run crawler without the hassle of building one.

There's a lot of shine on this rig.

TESTING

For testing I decided to head over to Orange County RC Raceway (OCRC) to run on their newly completed rock wall crawling course.

TORQUE AND POWER • For competition use, there is definitely a lack of torque and power. However, for the beginner there is enough to get you out on the rocks for some decent fun. Sure, you won't be tacking 45-degree inclines due to rear axle stall, but you can climb the rock pile out in the backyard and have some fun.
Rating: 7

BRAKE HOLD • The 4WS iRock's speed controller has a fair amount of brake hold, with most of the hold being done in gearbox's gear reduction. On extremely steep descends, however, the weight of the rig can easily overpower the gear reduction and cause it careen out of control if you're not careful.
Rating: 8

AGILITY • This rig is definitely agile, perhaps a bit too agile. Typically you want about 30-40 degrees of movement in the axles—which doesn't sound like much, but trust me, it's plenty. The 4WS iRock has nearly 90 degrees of movement, which could cause the rig to wrap around under heavy loads or in tight crawls—some of which I experienced during testing.
Rating: 7

CRAWLING ABILITY • For light crawling duties, the iRock performs really well. It's the tough climbs and extremely tight areas that show the iRock's weak points. The tires were inconsistant and did a "slip then grip dance" on the rocks.
Rating: 7

COMPETITION POTENTIAL • The 4WS iRock, right out of the box, definitely isn't a competition rig. It has the potential to be converted to one with some performance changes and by limiting the articulation. But for the novice who wants a super class rig with everything needed to get on the rocks, this is a good start.
Rating: 7

WRENCHING

MAINTENANCE • Wrenching on the 4WS iRock is pretty easy. Most everything is right out in the open and easily accessible—the exception being the gears. Like most solid axle vehicles, accessing the gears requires the axles, wheels and linkages to be removed. The same holds true with the 4WS iRock.
Rating: 9

WEAR AND TEAR • Occasionally you take a tumble when crawling and hope you come out unscathed, but once in a while you break something—which of course is what happened to me. My theory is that the 4WS iRock's extreme articulation movement exceeded the abilities of the upper link mount (on the axle), weakening it and causing it eventually to fail.
Rating: 7

TUNING • The 4WS iRock doesn't have all the tuning options competition rigs have; which makes this rig is an ideal starting point for those new to crawling; keeping them focused on driving the correct lines rather than messing with setups. On the list is, upper shock position, gearing, spring tension, ride height, and droop.
Rating: 8

CONCLUSION

So there you have it. For those looking to get into crawling and want to start off big in the Super Class, the 4WS iRock is a pretty good entry rig. The included 2.4 GHz radio system ensures glitch-free running and an easy-to-use steering menu provides easy steering tuning on the fly. Sure, this rig may not be competition ready out of the box, but it will get you going quickly and you'll have fun doing it.



Big crawler on course for smaller vehicles is interesting.

INTEGY 4WS IROCK

1:8 | 4WD

RTR GEAR

RADIO:	Integy 2.4Ghz 3-channel digital proportional system
RECEIVER:	Integy 2.4Ghz 3-channel receiver
STEERING SERVO:	MG high-torque servo, C23998
SPEED CONTROL:	Dual Motor ESC
MOTOR:	Super Motor RC-540
BATTERY:	2000mah NiMH
TIRES (F/R):	40-series crawler tire
BODY:	Integy Jeep style body

CONTACT

INTEGY:	www.integy.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Ready to rock in less than an hour of prep, charging and checking.
- Four Wheel Steering right out of the box.
- 2.4GHz radio included in the box.

MISSES

- Front and rear steering aren't independent from each other.
- More articulation than you actually need.

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You can tell by the colors who did the review.

TAMIYA M-05 PRO

LITTLE HUSTLER

1:10 | 2WD

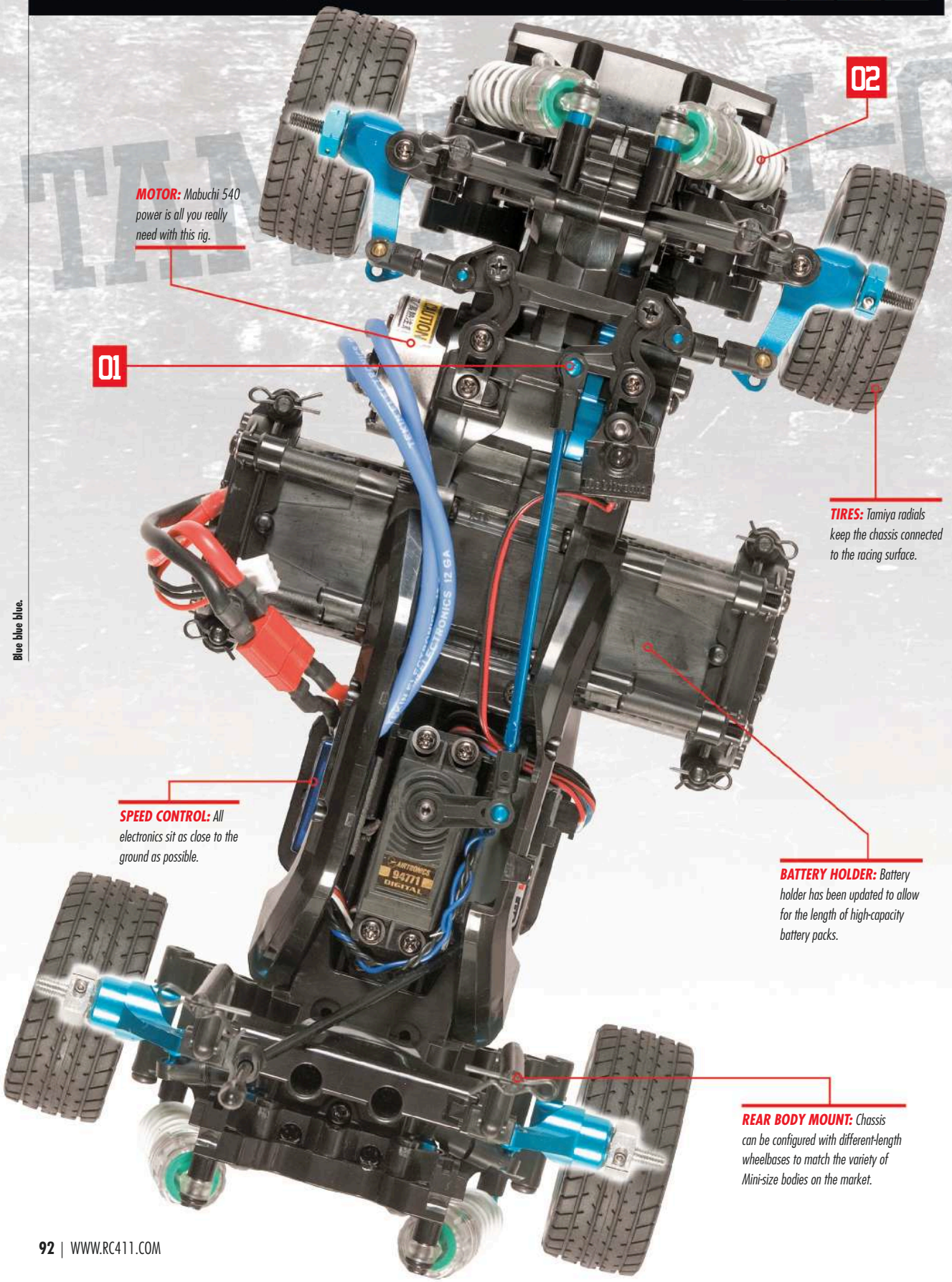
words: James Revilla | photos: Carl Hyndman

Ah, the Mini class. With its big-brother touring car leading the way, Tamiya's Mini chassis family spawned its own popular class, to the point that the class itself was named after Tamiya's original Mini platform, 1995's M-01. With the 5th-generation sitting in front of me, a lot has changed. The dimensions are still the same, but the M-05 Pro has had some TRF treatment done to it in preparation for the racing circuit. Mini class was one of the fun segments in onroad racing and still has a following, and I was excited to get back on the asphalt with this little guy to get in some Mini-racing going.

TAMIYA
M-05 PRO

PART #: 58443
STREET PRICE: $155
PRICE AS TESTED: $890
SETUP TIME: 5 hours
EXPERIENCE LEVEL: Novice to Intermediate

SCALE: 1:10 | POWER | TYPE | DRIVE: 2WD



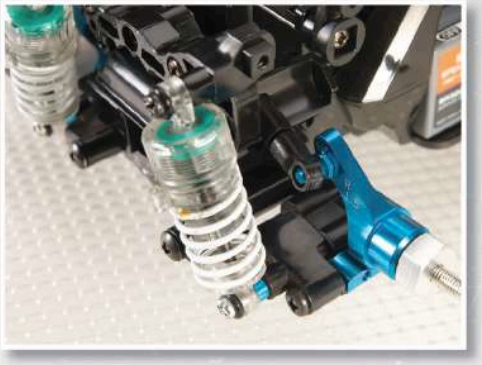
Blue blue blue.

01 **LEFT AND RIGHT** • One of the M-05 Pro's updated features includes a dual bellcrank steering system. Sitting on top of the chassis, the steering features a stiff molded center plate and adjustable rods for toe setup. Tamiya offers a ball bearing-supported replacement as an upgrade.



> "...Tamiya's latest M-05 Pro continues the tradition of keeping the 'fun' in driving..."

02 **TRF JUNIOR** • Oil-filled coilover shocks with transparent bodies are found on all four corners of the M-05 Pro. Anodized aluminum rear-hub carriers and ball ends add some blue TRF flair to the mini-sized racing machine. The rear end also comes with adjustable upper links for camber setup.



POWERPLANT INFO

The little motor that could: the Mabuchi/Johnson 540 motor has been everywhere as the "default" kit-included motor for most of Tamiya's line of vehicles, and its versatility allows it to power everything from monster trucks to the M-05 Pro here. It's not the fastest thing on the block, but it does have some pep and it hits speeds that, for most non-racing hobbyists, would be just fine. Even in spec class, it has enough power to bring some decent excitement when you're running fender-to-fender.



VEHICLE INFO

CHASSIS

LAYOUT:	Molded frame, front/mid motor position

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Yes (rear only)
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Molded plastic
DAMPING (F/R):	Tamiya #400/#400

DRIVE TRAIN

TYPE:	Front-wheel drive
DIFFERENTIAL:	1, gear
AXLE TYPE:	Dogbone
TRANSMISSION:	Single speed
SPUR GEAR:	Molded plastic
BEARINGS:	metal-shielded

GEARING

	1st
PINION GEAR/ SPUR:	20/39, 0.6 (metric) pitch
GEAR RATIOS:	
PRIMARY:	1.95:1
INTERNAL:	2.97:1
FINAL:	5.80:1

DIMENSIONS

WEIGHT:	2 lbs., 15 oz. (1,357g)
TRACK WIDTH (F/R):	6.5/6.5 in. (165/165mm)
WHEELBASE:	Adjustable 8.2-9.4 in. (210-239mm)
RIDE HEIGHT	0.29 in. (7.4mm)

ACCELERATION

0-60FT:	0-60 feet: 2.50 sec. @ 21.3 mph
TOP SPEED:	Top Speed: 22.2 mph @ 117 ft.
AVERAGE RUN TIME:	20 minutes

BODY, TIRES, WHEELS

TIRES:	Tamiya Mini Radial

MAIN COMPETITION

HPI Racing Switch

WHO IT'S FOR

Mini-class fans who want an upgraded chassis out of the box.

The trick here is momentum.

TESTING

Although the M-05 Pro would feel comfortable on a track or on the driveway, I'm going to guess that the higher percentage leans towards heading out to the street and having some fun times. For testing we went to a local park near the office, which had a mixture of smooth and rough asphalt, concrete sidewalks, and lots of open area to set up a small "driving course" so that I could test the M-05 Pro's handling.

ACCELERATION AND SPEED • Granted, anyone who has been in the hobby knows that a Mabuchi/Johnson 540 motor isn't a speed demon, but at least the kit comes with something in the box to get you going, and with a chassis this small the motor gave the M-05 acceleration and a top speed higher than you'd expect. If you're looking to break a land speed record, you'll need to upgrade; but get a group of M-05s on the track side-by-side and you'll have so much fun that you'll feel like you're going way faster.
Rating: 7/8

HANDLING • From previous experience, driving a front-wheel drive means that you have to drive it with a slightly different approach. With the kit setup, the chassis felt stable at low and high speeds, even if only two drive wheels were moving the vehicle. There was no front-end push that you'd feel with most FWD chassis, as the M-05 would be able to carve tight-radius corners while keeping the rear end planted. This version of the M-chassis sits lower than any previous models, and its neutral handling shows it. The kit tires held their ground, giving me the opportunity to do some evasive maneuvering without worrying if the car would lose its footing and spin. My only rant was that the car sometimes wouldn't seem to track perfectly straight; this was later traced to some slop in the factory steering rack, which was easily remedied with a few shims. It wasn't bad to the point that you'd throw a fit, but at times it would catch your attention.
Rating: 8.5

They look like a bunch of turtles on the track.

WRENCHING

MAINTENANCE • With a simple enclosed gearbox and FWD, the M-05 Pro is pretty easy to maintain. The four shocks are easy to remove and inspect due to the transparent shock bodies, and the suspension arms do not use e-clips. The front diff is a gear-type, so little maintenance is required here, although if you wanted to physically inspect it, you'd need to do a little work to take half of the chassis apart for access.
Rating: 8

WEAR AND TEAR • All parts are basically molded plastic, and Tamiya's pretty good when it comes to making chassis that can be driven over and over in stock form for a long time. The steel axles, dogbones, and outdrives showed no signs of wear, and the kit shocks held up well on their own. As long as you keep the Mabuchi as your power source, there shouldn't be any premature wear on the drivetrain. The only thing I noticed was related to the steering rack, as mentioned above, during testing.
Rating: 8

TUNING • The Mini class was popular amongst both bashing and racing folks, and the M-05 Pro has the word "Pro" in it to allude to the fact that it can be tuned and upgraded to race. In kit form you get toe, rear camber, gear ratio and wheelbase tuning. If you want to go further, Tamiya offers a host of hop-ups to turn the M-05 into a race-ready machine if you choose that route.
Rating: 8.5

CONCLUSION

It doesn't matter how scaled and sweet-looking the body is, if the chassis underneath doesn't perform then it's pointless. With the 5th-generation M-chassis, Tamiya refined the design for performance while keeping the fun factor intact. The M-05 is less complicated than a 1/10 touring car, needs less space to drive, and yet it still brings the same amount of smiles from the driver as it did back in the mid 90s. The Mini lives on, and Tamiya's latest M-05 Pro continues the tradition of keeping the "fun" in driving, and is home on both the driveway course and the racetrack.

TAMIYA M-05 PRO

1:10 | 2WD

RTR GEAR

MOTOR:	Mabuchi/Johnson 540
TIRES (F/R):	Tamiya Mini Radials

TEST GEAR

RADIO:	Airtronics M11 DSS, 751572, $300
RECEIVER:	Spektrum SR3000, SPM1200, $80
STEERING SERVO:	Airtronics 94771, $100
SPEED CONTROL:	LRP QC3, ASCLRP80830, $160
BATTERIES:	Team Orion Rocket Pack 3500 LiPo, ORI14106, $65
BODY:	Tamiya Suzuki Swift, 49420, $30

CONTACT

TAMIYA AMERICA:	www.tamiyausa.com
AIRTRONICS:	www.airtronics.net
LRP:	www.rc10.com
SPEKTRUM:	www.spektrumrc.com
TEAM ORION:	www.teamorion.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Still leading its class in popularity
- Realistic-looking fun
- Nimble yet neutral balance

MISSES

- Steering rack has some slop
- Accepts stick packs only
- Only 3 pinion choices

bladehelis.com

BREAK AWAY

WITH THE BLADE mCX2

LENGTH:	7.9 in (200mm)
HEIGHT:	4.7 in (120mm)
FLYING WEIGHT:	1.0 oz (28 g)
ROTOR DIAMETER:	7.5 in (190mm)

RTF EFLH2400 BNF EFLH2480

There are lots of ready-to-fly helis you can start with, but none come close to the fun and performance of the ultra micro Blade® mCX2. Besides being a cinch to fly, it comes out of the box with a sleek body and built-in LED lights. It also gives you all kinds of tuning options like adjustable control sensitivity and option parts that let you adjust the CG for faster forward flight. And like all Blade helis, the Blade mCX2 comes equipped with Spektrum™ 2.4GHz DSM® control so you can really push it without getting burned by frequency conflicts or interference.

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SPEKTRUM
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RTF comes with everything you need in one box.

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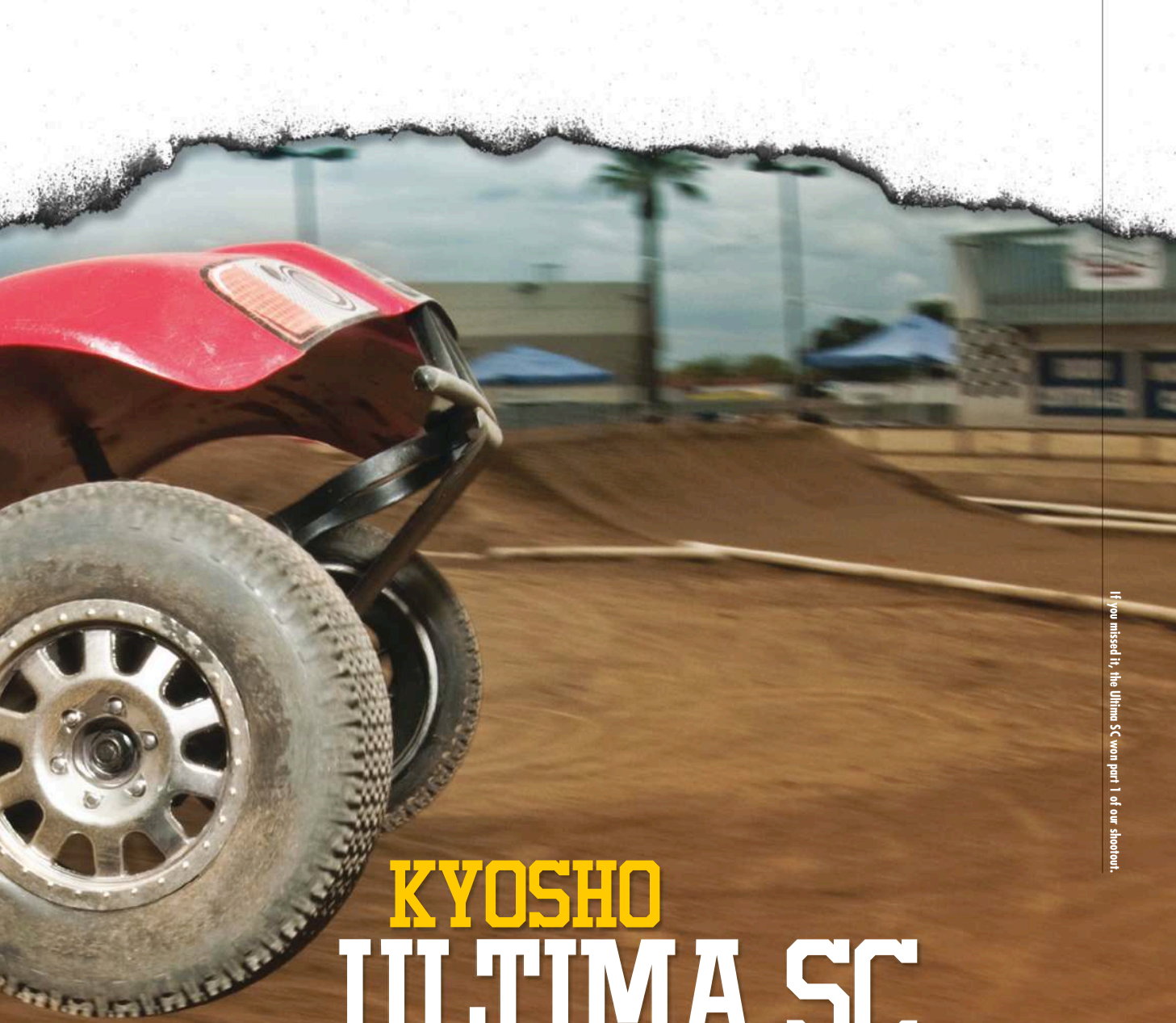
18023



Pro-Line tires show in the action pics because Carl decided to use the stock rims to race!



If you missed it, the Ultima SC won part 1 of our shootout.

KYOSHO ULTIMA SC

ULTIMATE FIGHTER

1:10 | 2WD

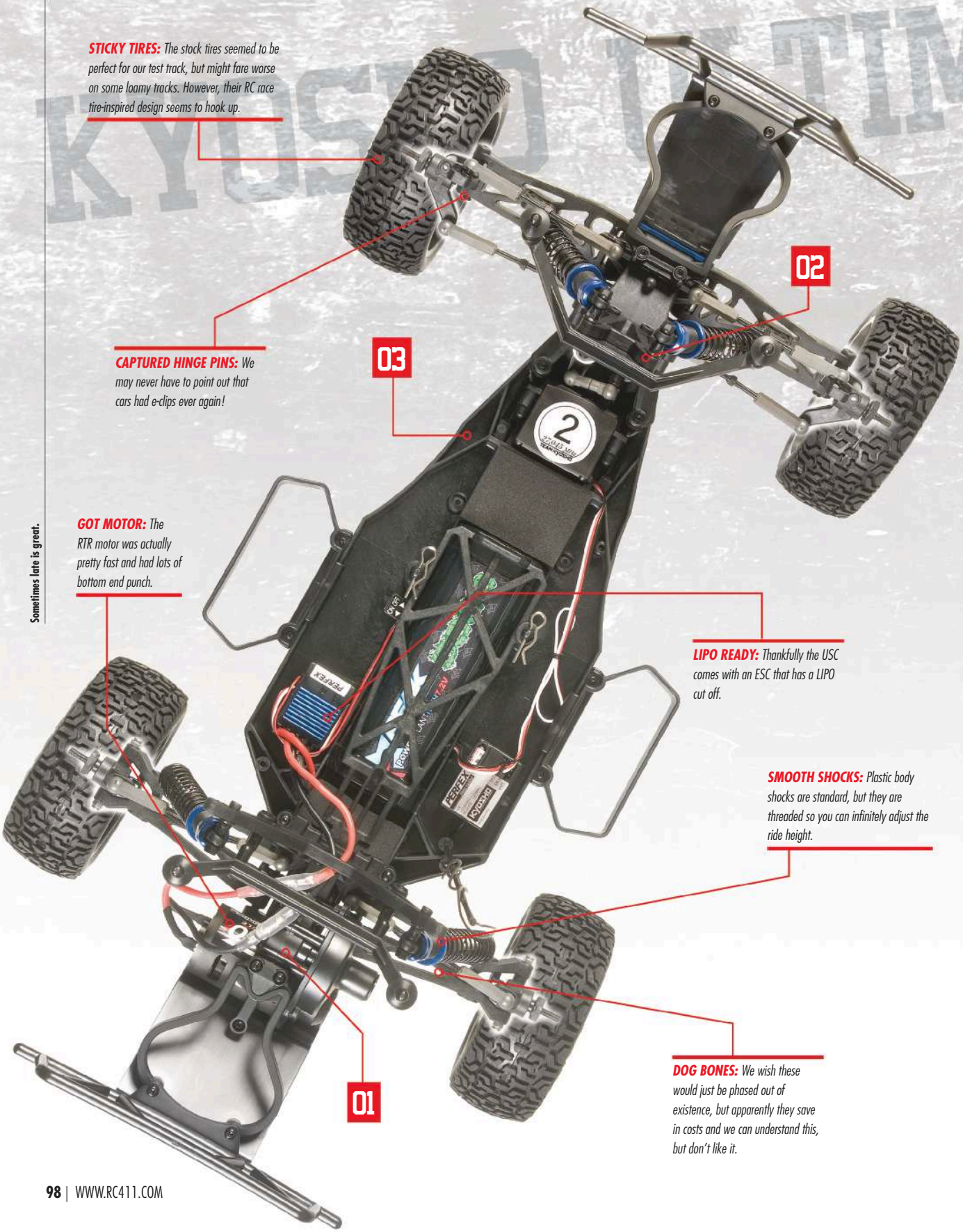
words: Derek Buono | photos: Carl Hyndman

IF YOU'RE OLD ENOUGH TO REMEMBER WHEN ELECTRIC BUGGIES AND TRUCKS WERE ALL EVERYBODY TALKED ABOUT, you are old. But during that time we saw some great racing, great innovation, and an on-track rivalry that was really just between two manufacturers. Skip ahead about 15 years, and today you see this amazing battle has returned, but this time with a more realistic Short Course class and with more than just two companies. Kyosho showed up pretty late to the party with the Ultima SC, but sometimes later is better. You can see what works, and actually use the R&D that others did to make sure you have the right stuff. If you read our Short Course Challenge, you'll know that the USC dominated our RTR part of the competition, even though we literally got the car only days before. Now that we've had time to get used to it, do we still think it's the best RTR you can buy? Or was it just that "strange" or "new" is always more appealing?

KYOSHO ULTIMA SC

PART #: KYO30855B
STREET PRICE: $220
PRICE AS TESTED: $325
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Advanced

SCALE 1:10 | POWER | TYPE | DRIVE 2WD



STICKY TIRES: *The stock tires seemed to be perfect for our test track, but might fare worse on some loamy tracks. However, their RC race tire-inspired design seems to hook up.*

CAPTURED HINGE PINS: *We may never have to point out that cars had e-clips ever again!*

GOT MOTOR: *The RTR motor was actually pretty fast and had lots of bottom end punch.*

LIPO READY: *Thankfully the USC comes with an ESC that has a LIPO cut off.*

SMOOTH SHOCKS: *Plastic body shocks are standard, but they are threaded so you can infinitely adjust the ride height.*

DOG BONES: *We wish these would just be phased out of existence, but apparently they save in costs and we can understand this, but don't like it.*

Sometimes late is great.

01 IT'S A TRANNY

• The Ultima SC sticks with the trend of a revised 3-gear transmission and skips out on the ball diff for a more durable gear diff. The RTR diff comes packed with black grease, but you can seal it and use fluid to tune it. A racer approved slipper clutch on the outside helps deal with low traction conditions.



> "The Ultima SC is ready for the track right out of the box. It dominated the recent XRC RTR Short Course challenge..."



02 RACEY RTR

• While some companies chose to try to match the Traxxas Slash in design, Kyosho followed suit with the other philosophy and used their current racing buggy as a base. This is almost a first for Kyosho, as typically their RTRs are previous generation kits and are slightly outdated. Kyosho finally based their RTR on a current design (the RB/RT5) and won't suffer from being outdated with design or parts.

03 GROWTH SPURT

• To get the USC to the right length, Kyosho stretched the chassis to 40mm. The stretch allows the Ultima to fit into any current racing rules and makes for a good handling SC truck!





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
LAYOUT:	3.5mm
MATERIAL:	Composite

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Yes (steel)
STEERING:	Dual bell crank with built in servo saver
SWAYBARS (F/R):	Not Included

SHOCKS

BODIES:	Threaded plastic
DAMPING (F/R):	#500 / #350
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Black #65 / #60

DRIVE TRAIN

TYPE:	RWD
DIFFERENTIAL:	4-gear
AXLE TYPE:	Dogbone
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Metal-shielded

GEARING

	1st
PINION/SPUR:	19/82, 48-pitch
GEAR RATIOS:	
PRIMARY:	4.32:1
INTERNAL:	2.60:1
FINAL:	11.22:1

BODY, TIRES & WHEELS

BODY:	Kyosho SC
TIRES (F/R):	Kyosho SC
DIAMETER/ WIDTH:	4.1 in. x 1.7 in. (104mm Xx43mm)
HEX SIZE:	12mm
WHEELS:	Kyosho spoked

DIMENSIONS

WEIGHT:	4.88 lbs (2,216g)
TRACK WIDTH (F/R):	10.79 in. (274mm)
WHEELBASE:	12.97 in. (329.5mm)
RIDE HEIGHT	1.38 in. (35mm)

He means "transmission."

KYOSHO ULTIMA SC

1:10 | 2WD

TESTING

We have been running at OC/RC Raceway since it opened and consider it our home track. We're comfortable with the traction and the track layouts, and it's generally considered one of the best indoor tracks around. Our testing was over the entire SC challenge, but for this review we are basing everything on our time with the USC as an RTR as you would buy it.

ACCELERATION AND SPEED • Generally we're never really impressed with RTR speed, but the USC provided some better than average power from RTR gear. We aren't sure if it was gearing, the battery, or the motor, but the USC had lots of power to rip off the line and the stickier, race pattern tires provided nice grip both on the track and out in the street where we just bashed around. The top speed isn't something that is going to make you scream, but it is fast enough to entertain you.
Rating: 10/9.5

BRAKING • As with any 2WD truck with low traction tires, braking can be a little tricky if you're ham fisted on inputs. Feathering the brakes will give you more control and keep the rear end in line. We know that racing features in an RTR aren't always there, but we would have liked to have a reverse lockout on the speed control. Traxxas has it and that means every other truck should too!
Rating: 7

LOW-SPEED • The Ultima SC is light and very nimble. Even with hobbling RTR electronics, the truck was very controllable and fast through the slower sections. I found that the truck had a great bottom end grunt that was just enough to feel fast, but not enough to really get you in trouble if you're not smooth on the throttle.
Rating: 9.5

HIGH-SPEED HANDLING • On our test track, the handling was even more impressive when hitting top speed. It was comfortable and controllable. The high-speed sweeper at the end of the track didn't even make you feel scared, it would just track and go where you wanted it to. As the diff wore in, I could feel the stability start to fall off, but overall the box setup was really good.
Rating: 9.5

ROUGH-TRACK HANDLING • There aren't what I'd call "outdoor ruts" on the smooth surface of the OC/RC, but the rough sections of the track were no problem at all. The truck is pretty light and the setup was almost like they tested here. It skipped over bumps that needed to be skipped without being too bouncy.
Rating: 9.5

JUMPING • If you are used to buggies or trucks, you might expect hard braking to snap the front down, but the longer wheelbase and stiffer tires don't make that as abrupt, so jumping is even more critical. The Ultima SC jumped like a champ and landed just as well. When you need to get the nose down you did have some control, but not what some may expect. Overall she's a jumper, and with some more power will behave a little more in the air.
Rating: 9

Are you ham-fisted?

RTR GEAR

RADIO:	Perfex KT6 2ch AM
RECEIVER:	Kyosho Perfex AM
STEERING SERVO:	Kyosho Perfex KS-101BK
SPEED CONTROL:	Kyosho KA15L
MOTOR:	Kyosho G20 (20-turn)
TIRES:	Kyosho
BODY:	Kyosho SC

TEST GEAR

BATTERY:	Peak Power Plant 5000 NIMH, PEK00503, $45

CONTACT

KYOSHO:	www.kyoshoamerica.com
PEAK:	www.kyoshoamerica.com



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KYOSHO ULTIMA SC

1:10 | 2WD

WRENCHING

MAINTENANCE • Compared to lots of 1/8-scale 4WD wrenching, the Ultima is a snap to work on. Its 2WD layout is simple and working on the transmission doesn't take much effort. As with most SC trucks, the bumpers mean there is little more than a few screws needed to take the rear end off, but in the end it doesn't get much simpler.
Rating: 8

WEAR AND TEAR • During our testing we had one issue with a rear axle that snapped off, but we will note that this was an early, pre-production test sample. With this in mind, we can't say that you will have this same problem. The good news about that issue is that, if it does pop up, it allows you to ditch the cheapster dog bones and get the CV-axles that we used for later testing and with which saw no problems at all.
Rating: 8

TUNING • Normally with RTR's we have to tune out the "dumb" factor that some companies put in the kit setups. They are usually overly soft and lazy. This is one time when we didn't have to make many changes to make the truck feel right. We did make some tuning options in Part 2 of our challenge, which included different shocks, but for now I suggest working with the stock ones because the option shocks had different everything and still needed to be fine-tuned.
Rating: 9.5

CONCLUSION

Straight out of the box, the Ultima SC is fast and will entertain you on the streets. It joins the race without any "branding," which to some may be a plus, but for me I think the body needs to look more realistic. Aside from some cosmetic changes, the Ultima SC is the best racer we've seen out of the box. This isn't to say that others aren't as good, but the total setup and performance is almost perfect. This should come as no surprise to regular readers who will recall reading a few months ago about the truck dominating RTR performance and a close 2nd in the race prepped version. Times are good for the Short Course class, which, in my opinion, is still the best thing you can race.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Near perfect setup for our track conditions out of the box
- Great low-end punch
- Based on the RB/RT5

MISSES

- Dog bones? Really?
- Others come with 2.4Ghz radios, and we bet will have brushless soon
- Faster than the competition out of the box

MAIN COMPETITION

Traxxas Slash, Associated SC10, HPI Blitz, Losi Strike

WHO IT'S FOR

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TEP4001, 1 Degree Rear Hub Carrier For XRay, $49.99
TEP4002, 2 Degree Rear Hub Carrier For XRay, $49.99
TEP4003, 0 Degree Rear Hub Carrier For XRay, $49.99
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1/24th Slot Cars!







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TEP7001, Foam Tire Holder Car Stand, $9.99
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TEP4132, 32 Tooth TEP4148, 48 Tooth
TEP4133, 33 Tooth TEP4149, 49 Tooth
TEP4134, 34 Tooth TEP4150, 50 Tooth
TEP4135, 35 Tooth TEP4151, 51 Tooth
TEP4136, 36 Tooth TEP4152, 52 Tooth
TEP4137, 37 Tooth TEP4153, 53 Tooth
TEP4138, 38 Tooth TEP4154, 54 Tooth
TEP4139, 39 Tooth TEP4155, 55 Tooth
TEP4140, 40 Tooth TEP4156, 56 Tooth
TEP4141, 41 Tooth TEP4157, 57 Tooth
TEP4142, 42 Tooth TEP4158, 58 Tooth
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TRAXXAS FROM START TO FINISH

KYOSHO

ULTIMA SC

SCALE	POWER	TYPE	DRIVE
1:10			2WD

POWERPLANT INFO

The motor is what they call a G20 closed endbell brushed motor, which might get dated quick after most RTRs switch to brushless, but for now it provides about the same performance with a top speed of about 23mph and about the same acceleration. On the track it felt stronger than the radar data alone showed.



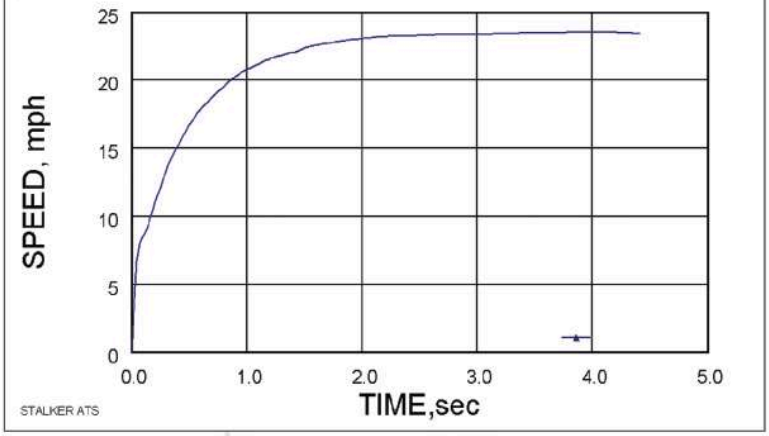
MOTOR DATA

MOTOR:	Kyosho
WIND:	20-turn

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.56 sec. @ 22.4 mph
TOP SPEED: 23.8 mph @ 114 ft.
AVERAGE RUN TIME: 15 minutes



TEST CONDITIONS

WEATHER:	Indoor
TEMP/HUMIDITY:	72° F/54%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Medium grip clay / Parking lot

HANDLING

TURNING RADIUS:	4 ft. 6 in.
ON POWER:	Slight Understeer
OFF POWER:	Neutral

BRAKING

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

A roost that Mr. Skinner would be proud of.

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KYOSHO

Ultima SC



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TEAM ASSOCIATED B4.1 RTR

CLASSY BUGGY GETS AN UPDATE

1:10 | 2WD

words and photos: Carl Hyndman

2WD ELECTRIC OFF-ROAD BUGGIES HAVE BEEN AROUND FOR A LONG TIME NOW, and unless you've been sleeping under a rock, you know that AE's dominance in the class is unmatched by anyone's standards. First launched in 2003, the B4 is legendary and has stood the test of time with only small modifications. This newest version, the B4.1 RTR 2.4 Brushless, builds on that reputation and adds some key features to increase performance, durability, and ease of use. I was eager to see what this little missile could do and opened the box with some much anticipated tail-whip thoughts.

With dogbones, this dog will hunt - woof, woof!

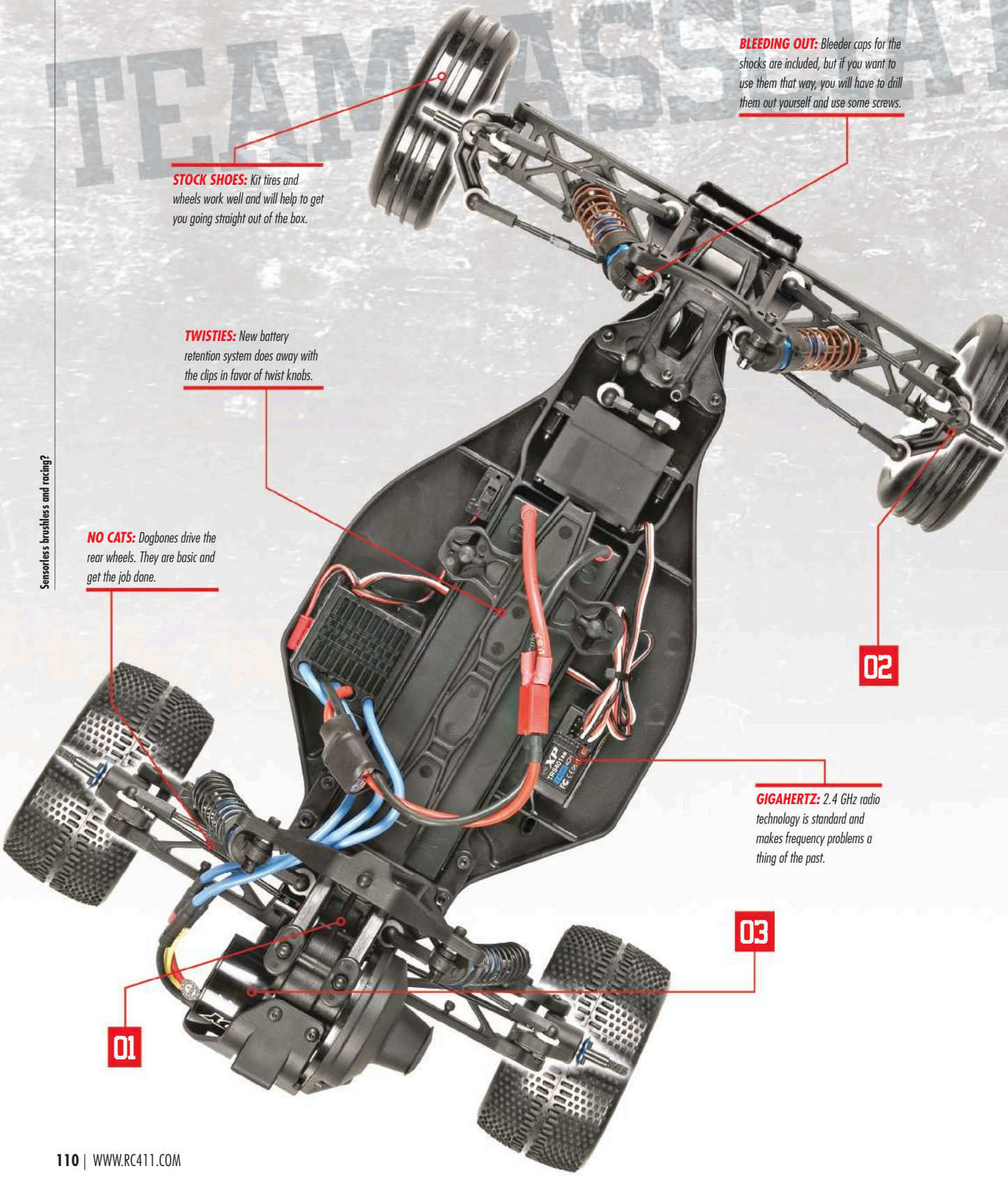


Classic buggy in a classic class.

TEAM ASSOCIATED
B4.1 RTR

PART #: 9038
STREET PRICE: $230
PRICE AS TESTED: $315
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Novice to Intermediate

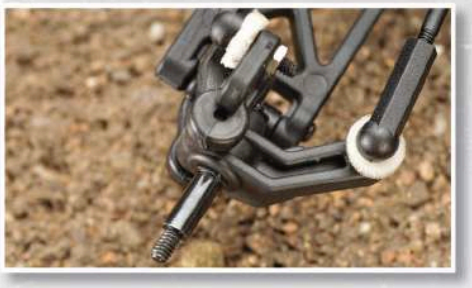
SCALE 1:10 | POWER | TYPE | DRIVE 2WD



01 **SPINNING GEARS** • The new B4.1 comes with a gear diff filled with black grease instead of the normally spec'd ball diff. While this may strike some people as a bit unusual, new drivers will appreciate the low maintenance and consistency. Also, with brushless power, this diff should hold up better and allow a few more tuning options.



> "While the sensorless system is not legal for most kinds of racing, it should be good to get you going around the track reliably and with good speed."



02 **BEEFY** • The geometry is pretty much the same as previous editions with only slight position changes in some areas. More plastic has been added to reinforce some of the more critical areas, increasing durability.

03 **BRUSHLESS POWER** • One of the biggest changes to the RTR equipment is the addition of a brushless system. While the sensorless system is not legal for most kinds of racing, it should be good to get you going around the track reliably **and with good speed.**





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
MATERIAL:	Molded plastic

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Yes (steel)
STEERING:	Angled bellcrank
SWAYBARS (F/R):	none

SHOCKS

BODIES:	Aluminum
DAMPING (F/R):	30-wt. / 30-wt.
PISTONS (F/R):	#1 / #1
SPRINGS (F/R):	Brown / Black

DRIVE TRAIN

TYPE:	Three-gear reduction
DIFFERENTIAL:	Gear
AXLE TYPE:	Dogbones
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Rubber and metal-shielded bearings

GEARING

	1st
PINION/SPUR:	21/81, 48-pitch
GEAR RATIOS:	
PRIMARY:	3.85:1
INTERNAL:	2.6:1
FINAL:	10.03:1

BODY, TIRES & WHEELS

BODY:	Team Associated Interceptor 2.0 Prepainted
TIRES (F/R):	Team Associated Kit Premounts
DIAMETER/ WIDTH (F/R):	3.3 in x 1.1 in. / 3.3 in. x 1.6 in. (84mm x 28mm /84mm x 42mm)
HEX SIZE:	N/A
WHEELS:	Team Associated white dish

DIMENSIONS

WEIGHT:	3 lbs., 6 oz. (1,530g)
TRACK WIDTH (F/R):	9.84/ 9.84 in. (250/250mm)
WHEELBASE:	10.74 in. (273mm)
RIDE HEIGHT	0.98 in. (25mm)

Most winnings of any chassis?

TESTING

It was time to go back to one of my local stomping grounds: Pegasus Hobbies. The track sees a lot of electric buggies and all sorts of drivers with all kinds of off-road vehicles hitting the outdoor track. The layout is average size and flowing for an electric track, with some good low- and high-speed sections to test just about every part of the buggy. The dirt is medium to low traction and smooth, with some spots that get a little rough. After setting everything up according to the instructions, I charged up everything and hit the track.

ACCELERATION AND SPEED • Acceleration was decent, but the bottom end felt a bit knotchy. I attributed this to the sensorless ESC and motor combo and, to be honest, it was pretty subtle. I'm sure most new drivers wouldn't even notice it. The overall speed felt pretty strong, and on a typical electric track it should be more than enough.
Rating: 9/9

BRAKING • Braking was pretty decent for an RWD buggy, but the nature of the class means you'd better be light with your finger, especially since the radio has limited adjustments to handle this department. The speeds of the included motor tend to be on the stock racing level, so most would probably be better to just let off early and roll the corner, the way real "pro stock" racers do it. If you do decide to grab the brakes, the buggy handles it pretty well, and using brakes for flight gave the dramatic effects that racers need.
Rating: 8

LOW-SPEED HANDLING • The buggy really shines here, with great corner speed and lots of steering. I used a LiPo battery, so the weight was on the lower end, but it didn't seem to affect the handling. If you follow the setup in the back of the manual, you will find the buggy reacting favorably. The addition of more track-specific tires could have helped a little, since the kit ones weren't exactly suited to the surface I drove on, but overall it was very impressive. The only thing that really stood out was the sensorless brushless system. At low speeds it seemed to lack the touch and linear response of higher end sensored systems, and this, combined with the slow servo, made "feeling" the low-speed sections harder than I would have liked, but these were separate issues from how the buggy itself handled.
Rating: 9.5

HIGH-SPEED HANDLING • This buggy will see some high speeds so it's important for it to hold its composure, and it does this very well. In fact, one of the upgrades to the new rear tower includes the addition of an inner shock location that helps to increase side bite. This location was only once seen on buggies by tuners who had to do the modification themselves, but now it's standard, helping to plant the buggy in the rear even more.
Rating: 10

2wd buggy; do you have the skills?

TEAM ASSOCIATED B4.1 RTR

1:10 | 2WD

RTR GEAR

RADIO:	XP3-SS 2.4 GHz
RECEIVER:	TRTRS401ss
STEERING SERVO:	SHV1504 MG
SPEED CONTROL:	XP SC450-BL
MOTOR:	Reedy 3300kV
TIRES:	AE B4.1 premounts
BODY:	Team Associated Interceptor 2.0 Prepainted

TEST GEAR

BATTERY:	Reedy 4900 35C LiPo part# ASC0711, **$85**

CONTACT

TEAM ASSOCIATED:	www.rc10.com
REEDY:	www.rc10.com

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SC
System

TEAM ASSOCIATED B4.1 RTR

1:10 | 2WD

ROUGH-TRACK HANDLING • The electric 1/10-scale buggy class has pretty much evolved in to cars that are most at home on very prepared tracks, and the B4.1 is most comfortable there. When it does encounter rougher stuff, it tends to get a bit thrown around and can swap in the rear a bit. The soft set up helps with this, but its true home is on a manicured landscape. With only small amounts of uptravel and its inherent nimble traits, negotiating the rough stuff isn't exactly its forte.
Rating: 8.5

JUMPING • For most of us, flight time is why we drive off-road, and this buggy is at home on an off-road track. It feels every nook and cranny and reacts to every input, so drivers with some skill can really take advantage of this and use it to flick the buggy any which way they choose. This trait can be a handful for drivers not ready for it, but with progression comes fast lap times.
Rating: 9.5

WRENCHING

MAINTENANCE • With the included gear diff, the need for maintenance has been reduced even more. The buggy developed some slop all over quickly, but on the track it just kept on ticking with no effect on performance. The shocks could have been a little easier to build when the time comes, but the shock caps were molded and ready for a bleeder screw after drilling. Other than these things, the simplicity of 2wd comes through and keeps your wrenching low.
Rating: 10

WEAR AND TEAR • The gear diff held up well and the shock towers have been beefed up to take some more aggressive hits. Also, steering arms, wing mounts, the gear cover, chassis, motor cover, and some other areas have been strengthened. Yes, things will break when going a gazillion mph, but that is to be expected and, in reality, it will respond most often with just a nice brush off. The tradeoff in performance versus durability is good, and racers just starting out will find their numbers of broken parts lower than average. The buggy is made with updated molded plastic parts instead of stiffer graphite, so it flexes a little more and dampens some of the chatter.
Rating: 9.5

TUNING • The B4.1 has almost all the tuning options as the factory kit with the included addition of the gear diff, as well a few more camber link locations in the front and rear that have only been seen recently. Shocks work great, although you will have to use shims to adjust the preload and downtravel - a minor inconvenience. Also, Team Associated has an amazing team worldwide with setups online that can get you to the highest levels of racing.
Rating: 10

CONCLUSION

The buggy is truly built for the track, so I was a bit confused about why it was spec'd with a brushless system that isn't track legal, but it does do the job and gets new drivers going easily and quickly. I'm glad they also decided to beef up some critical areas and make this buggy as strong as it is fast. However, the Associated B4 still sets the benchmark for all other buggies to chase, and with this B4.1 2.4 GHz Brushless Edition, people looking for a winning buggy can get it all in one package.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Proven performance
- Good starting setup
- Parts availability and pricing is awesome

MISSES

- Brushless, but sensorless
- Dogbones instead of CVDs or Universals
- Slow servo

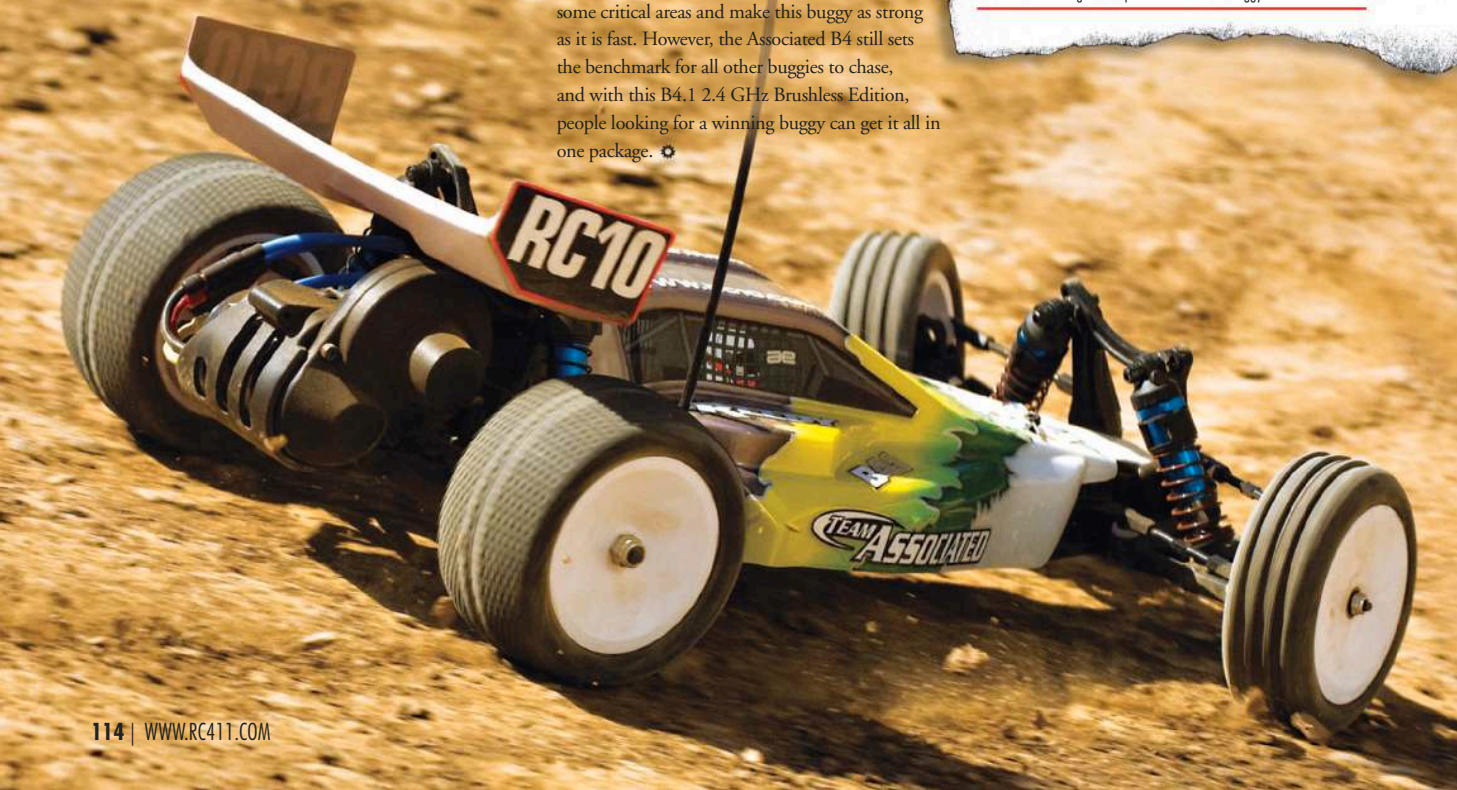
MAIN COMPETITION

Team Academy GV2 RTR.

WHO IT'S FOR

New racers looking for competition level electric buggy in RTR form.

No need to mess with a good thing; well a little could help.



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CNC Alum Threaded Racing Shocks - Steel Main Spur Gear,
Hard Anodized CNC Chassis, CNC Shock Towers,
Clear Unpainted Body w/ Window Mask and Decals,
CNC Aluminum Center Drive Shaft,
Flex Tech Front & Rear Bunper,

Wheel Base: 12.75 inch
Length: 21 inch
Width: 11 inch

New!!! Hyper 10 SC Pro 4x4



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7 Vanderbilt
Irvine CA 92618
800-928-0304

TEAM ASSOCIATED
B4.1 RTR

SCALE 1:10 | POWER | TYPE | DRIVE 2WD

POWERPLANT INFO

The Reedy 3300kV is a good match in power for most buyers of this kit. It is fast on a track and still can pack enough punch for those who choose to drive it elsewhere. More experienced drivers will complain about the "feel" of the sensorless design, and you will be restricted in classes you can enter when racing, but for practice it works well. It never showed signs of excessive heat build up and the power seemed very consistent.



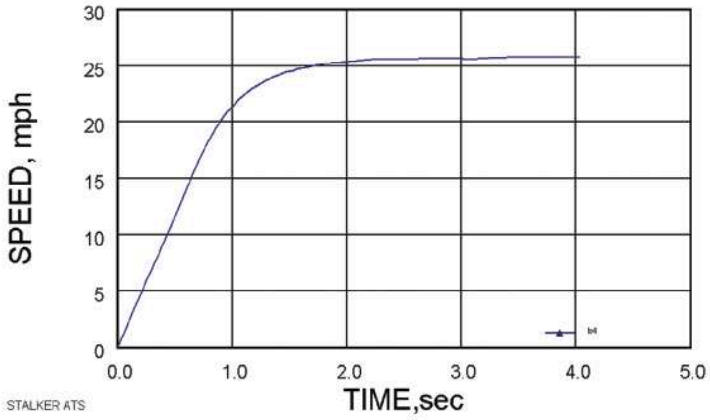
MOTOR DATA

MOTOR:	Reedy 3300 kV sensorless
WIND:	3300 kV
ROTOR TYPE:	N/A
SENSOR:	No
SOLDER TABS:	No

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.18 sec. @ 25.5 mph
TOP SPEED: 25.7 mph @ 105 ft.
AVERAGE RUN TIME: 8 minutes



TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	62°F / 30%
BAROMETRIC PRESSURE:	30.13 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Low to medium bite hard packed dirt/clay

HANDLING

TURNING RADIUS:	2 ft., 9.8 in.
ON POWER:	slight oversteer
OFF POWER:	neutral

BRAKING

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

An old class that keeps bringing back smiles.

RC BODIES EXPLAINED

MORE THAN JUST LOOKS

words: Carl Hyndman



Fashion follows function.

We all love our RC cars, but two misunderstood items are the body and wing. While these items look cool, it's often a mystery how they came to be. For most of us, this mystery is something that is reserved for some college post-graduate class, not the average club racer. We are attracted to cool, colorful cars that we imagine in our dreams.

DURABILITY

Bodies on your car can really enhance the style and personality, but they also play an important role in protection. If you think about the speeds our cars can achieve, it's not hard to understand that a body must be strong and flexible enough to absorb hits. To clarify, polycarbonate is the actual term with Lexan being a proprietary name. Lexan, however, does come in different thicknesses, and it is chosen based on protection versus performance. Since the weight of the material can be an important factor in affecting center of gravity, careful consideration is given to its thickness and its resulting overall weight.

For off-road 1/8-scale buggies, a much thicker body is needed, since it's common for these nitro-breathing cars to take some pretty heavy hits. In this case, Lexan as thick as .040 in is used for its durability, while 1/12-scale pan cars often use Lexan that is only .020 in thick to take advantage of lower weight, which keeps the center of gravity low. Also, with nitro buggies and their need for air vents, exhaust holes, and ports for needle adjustments, we need to add some structural reducing holes that can weaken the body.

By vacuum-forming Lexan over a mold, unique shapes can be achieved. It's not easy to manufacture, and there are limits, but we are lucky to have them. For wings, a compromise must be made between durability, weight, and function. For this reason, we see different types of materials. While smaller Lexan wings are the choice for many electric cars, molded plastic is used when the weight and speed of nitro off-road is too much to counteract these forces.



STYLE

For a lot of people, this is where the fun really gets going. While some bodies come pre-painted or partially pre-painted from the manufacturer, most people prefer to stand out in the crowd and do a custom job. Lexan clear bodies have the advantage over other bodies because they can be painted on the inside. This has a good benefit, since impacts with hard objects and other cars are inevitable and the paint won't chip off. It also provides a nice, smooth finish.



Companies like xxx main and Upgrade make external and internal decals that work with paint to make things easier and still give that professional look.

But, what about those of us that aren't exactly the next Michelangelo? Well, there's help for us, too. Some manufacturers of Lexan bodies will give you decals that complement the body they came with, while others offer interior and exterior patterns you can purchase that work with simple painting to achieve a very cool look. If you do decide to do the painting yourself, you'll need to purchase a special polycarbonate paint to use with your Lexan body. This special type of paint won't chip or peel as easily and won't damage the Lexan, as long as it's done according to the directions. These types of paints can be purchased for use in an airbrush or used straight out of a spray can.

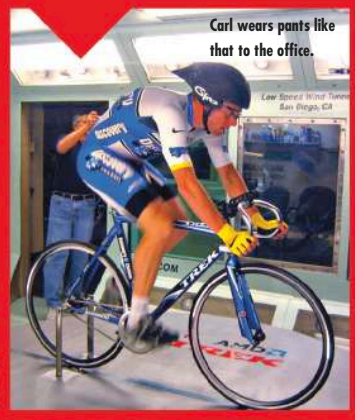
When painting a body, chose something that is personal to you. Although beauty is in the eye of the beholder, there are distinct styles that have been developed by designers at companies that are just plain "right." Yep, aesthetics are vain, and trends come and go, but who cares—it's fun.



Companies like Parma, Pactra, and Tamiya make paint specifically designed to use with Lexan.

SPEED AND AERODYNAMICS

A common thought of many racers is that our cars don't go fast enough to take advantage of aerodynamics. While this isn't really a thought for 1/8-scale on-road or other obvious fast-moving classes, the truth is that, even at lower speeds, aerodynamics still plays a big role. If you compare speeds of something like a bicycle, which usually only average around 20 mph, to our cars, which in general can see higher numbers consistently, this becomes obvious. For example, we recently used our trusty radar gun and measured the speed of a Kyosho RT5 stadium 2WD truck equipped with a 2-cell LiPo pack and a Team Epic Nemesis 10.5 brushless motor. Top speed for the truck was 39.1 mph @ 199 ft. So, the next time you're at the track, try taking off the wing on your buggy and see what it feels like – you'll be surprised how it affects the handling.



Carl wears pants like that to the office.

Time to get creative; flames and checkerboards?

AERODYNAMICS AND THE BERNOULLI EFFECT

The "Bernoulli Effect" describes the fact that the pressure of a gas or liquid decreases as the gas or liquid flows more quickly. This means that if air flows above and below a flat object at different speeds, the slow-moving air will exert more pressure than the faster-moving air so that the object will be pushed toward the fast-moving air. Airplane wings are shaped so that air moves faster across the top of the wing than under the bottom.

In race cars, the goal is to have the car create an upside-down wing so that the air passes more rapidly under the car than on top, forcing the car down onto the track. Modern bodies and wings are designed and adjusted to allow the car to have good downforce while maintaining a good trade-off in drag. Too steep an angle of attack tends to slow the car down. As the body and wing pushes on air, the air pushes back; thus, careful consideration must be given to obtain maximum performance that is balanced and has the desired characteristics in handling. Front windshield, nose of the car, roof shape, etc. all contribute to the handling of the car.

Streamlining is also a key factor in aerodynamics. While many complain that our race car bodies all tend to look similar and boring, with not enough attention to realism, there is a reason for this. A streamlined body is designed so that the curved shape allows air to flow smoothly around it. A flat shape fights air flow and causes more drag or resistance. To produce less resistance, the front of the object should be well rounded and the body should gradually curve back from the midsection to a tapered rear section.



RULES



Before you go out and create some crazy Frankencar, it's a good idea to look at the rules. Organizations know that our bodies and wings play a big part in performance and try to limit how far you can push that advantage. It's common to see rules that include height of body, thickness of body, length of wing, height of wing, and even ban the use of diffusers and undercarriage designs used to create downforce. The fact is ground effects are more effective than wings or spoilers for the same amount of drag. That's why rules concerning ride height and ground effects are severely restricted in F1 racing.

However, there are some tricks that fall within the rules. On touring car bodies, you can cut out the lower part of the body below the rear bumper and leave the rear side area behind the wheels, thus creating a form of ground effect. The bigger the gap at the rear (there are rules on how big you can go), the more air will be sucked out when your car is traveling at speed. The air has to be sucked in from somewhere, and if your body is low and your wheel arcs tight, the air will be sucked in from underneath. In simple terms, your car will get sucked to the track.

Most big races have a tech area that racers must pass through before each qualifier and main. This ensures everyone is sticking to the rules.

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THE EFFECTS OF A WING

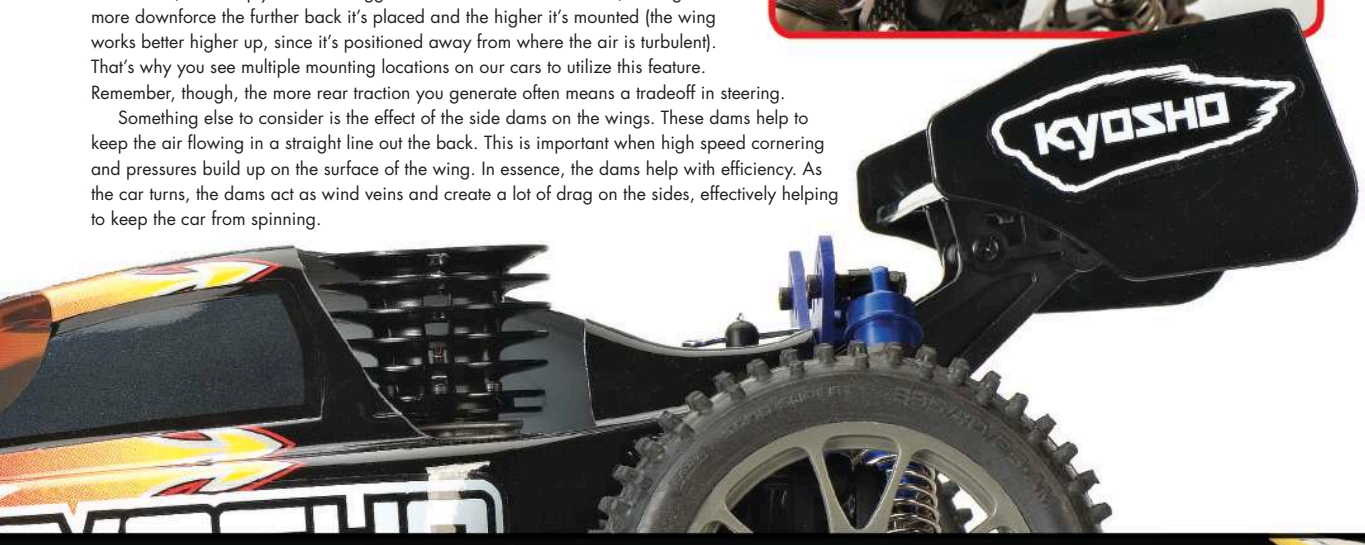


1/8-scale buggies have adjustable wing mounts for adjustable downforce.

First, some clarification is needed to explain the difference between a wing and a spoiler; a spoiler is attached to the body (think rear lip) and is molded into it. A wing is a separate piece that is attached to the body and has side air dams.

The goal of the wing is to produce downforce that will compliment the handling characteristics of the vehicle. We won't overcomplicate things here, so we'll only briefly discuss "Center of Pressure" (CP), which is related to downforce distribution, and simply state that bigger is better. In cheat-sheet form, a wing has more downforce the further back it's placed and the higher it's mounted (the wing works better higher up, since it's positioned away from where the air is turbulent). That's why you see multiple mounting locations on our cars to utilize this feature. Remember, though, the more rear traction you generate often means a tradeoff in steering.

Something else to consider is the effect of the side dams on the wings. These dams help to keep the air flowing in a straight line out the back. This is important when high speed cornering and pressures build up on the surface of the wing. In essence, the dams help with efficiency. As the car turns, the dams act as wind veins and create a lot of drag on the sides, effectively helping to keep the car from spinning.



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INTERVIEW WITH JASON RUONA FROM J-CONCEPTS



I had a chance to pick Jason Ruona's brain about what it is like to work with RC car bodies. J-Concepts has been making a big splash in the industry and their bodies are respected world-wide and have a distinct style of their own. Driver's like Ryan Maifield, Scott Brown, Brian "the Dirt" Kinwald, Frank Root, Jared Tebo, and Paul "P-Dub" Wynn, are just some of the team who race and test some or all of J-Concepts products. Check their products out at www.jconcepts.net.

XRC: HOW LONG HAVE YOU BEEN DESIGNING BODIES?

JASON: I've been working on body designs in RC for about 12 years. We have a great team now at JConcepts that is responsible for our body line and it's a day-to-day function for everyone to work on the next big or small thing.

XRC: HOW DO YOU DECIDE ON THE NEXT BODY AND WING TO BE DESIGNED?

JASON: A lot of this is determined by demand. If a popular vehicle is on the market than more than likely you'll see a JC body coming soon. Occasionally we do passion or trend projects without knowing what the response will be. I consider our first B4 body, Hi-flow T4 body, Punisher line and Manta body to be trend-setting designs.

XRC: WHAT INFLUENCES YOU IN YOUR DESIGNS?

JASON: Wow, this really could be anything at any given moment. These projects all kind of take on their own personality but #1 is performance, #2 is looks and #3 is necessity. I have heard people describe our bodies by saying they are sexy and I'll take that as the 4th most important factor and a huge compliment.

XRC: WHAT ARE THE MAIN DIFFERENCES BETWEEN RACE AND DISPLAY BODIES?

JASON: Big difference here. I would consider a licensed full size replica to be more of a display body and not really a race body. Race bodies tend to have distorted features which either aid our purpose or function but tend to take away from the scale look. I like the idea of having both in the market as there are definitely 2 crowds of interest.

XRC: WHAT ARE THE MAIN DIFFERENCES BETWEEN ON AND OFF-ROAD BODIES?

JASON: I would say that on-road drivers lean on the performance side of their bodies more than off-road drivers. Slower speeds and chassis obstructions in off-road play a huge factor in the actual performance edge. Recently we have had a push in nitro off-road for more performance based bodies which has produced some interesting designs. These designs are kind of a love/hate for most consumers, but is an opportunity to be creative.

XRC: WHAT ARE THE MAIN DIFFERENCES BETWEEN FULL SIZE AND RC BODIES?

JASON: I'm not a 1:1 expert, but in my opinion the main differences are the obvious ones such as size and speed. They are dealing with a much larger surface area, which has more room for manipulation, drag, downforce...etc. As I eluded to earlier we have a lot of chassis obstructions and flexibility in our body materials which heavily influence the performance before the shape becomes an actual factor.

XRC: WHAT ARE THE DIFFERENCES BETWEEN DESIGNING A WING AND A BODY?

JASON: They are somewhat the same to me with respect to performance and durability. Nobody wants a poor performing wing or body, but on the other hand nobody is willing to accept a 1/8 buggy wing that is not durable either. It's a balance of purpose for us as a designer and a consumer. The wings in RC have as much to do with their positioning and weight as they do with the actual design. Where the wings are positioned on the vehicle in relation to the rear wheels and height above or below the body/obstructions can make all the difference in the world. Even the simple aspects of the vehicle looking shorter or longer can change the driver's impression.

XRC: ARE THERE ANYTHING THAT RACERS SHOULD KNOW WHEN PICKING A BODY?

JASON: There are several things. Don't underestimate the performance, style or durability aspect. Choose based on those factors. The body is almost always how other drivers perceive your status level. Good drivers typically have good looking vehicles. I like to think of it as an extension of yourself. Bodies are not indestructible, they are normally the first point of contact and the way they are mounted/finished plays a huge role in how they hold up. Many bodies actually should have slotted mount holes because without them, they are chassis braces. This is common in 1/8 off-road and while jumping a 30'-40' jump; your body is taking serious abuse. Trimming and mounting is another art form in RC. Curved scissors, straight scissors and a Dremel are top priorities. Lastly, there is a misconception that RC bodies are inexpensive to produce. We use expensive and delicate molds that require high-end materials for production. Detail oriented packaging combined with bulky sizes contribute to tricky or inefficient logistics.

XRC: WHAT KEY ELEMENTS ON BODIES AND WINGS MAKE THE BIGGEST IMPACT ON HANDLING?

JASON: I eluded to this earlier but the positioning of the important elements and how they are presented to the main structure are the most important. The positioning of the cab starts the product into motion and dictates the visual and functional balance of body. From there we create surfaces that adjoin that vary in concentration. Some bodies are front bias while others are rear. A lot is determined by the chassis layout, but a particular model might lend itself better to one or the other or have a need. It's not acceptable to throw a bunch of functional vertical or horizontal surfaces on a cab and call it a performer. It requires a blend of where performance meets style.

XRC: HOW ARE JCONCEPTS BODIES AND WINGS DIFFERENT FROM WHAT ELSE IS OUT THERE?

JASON: I believe we have a unique style that is identifiable. Just like all great designs, our style has been sampled quite a bit by now but we like to make high performing bodies that set style trends. I also believe we relate to our customers with our experience and passion which sets us apart. We are very approachable via, phone, internet, on-site and try and take care of our customers needs and suggestions correctly. If someone is having a good or bad experience we take it personal. They are also sexy!

Do you have the confidence to pull off Hot Pink?

CLOSING

Ok, now that you've gotten your head out of the wind, hopefully you've taken away some understanding of bodies and wings. Sure, things would be much easier if all we needed for them to do was track in a straight line, but they do a lot more than just cover our chassis with bright, fun colors. They need to perform multiple tasks and still hold up well enough to last through some big abuse. Every body and wing on the market has their own unique traits and finding one that works for you can be a key advantage and a lot of fun. Just make sure you check the rules if you plan on racing. Ok, now go put a lap on your buddies and look good doing it!

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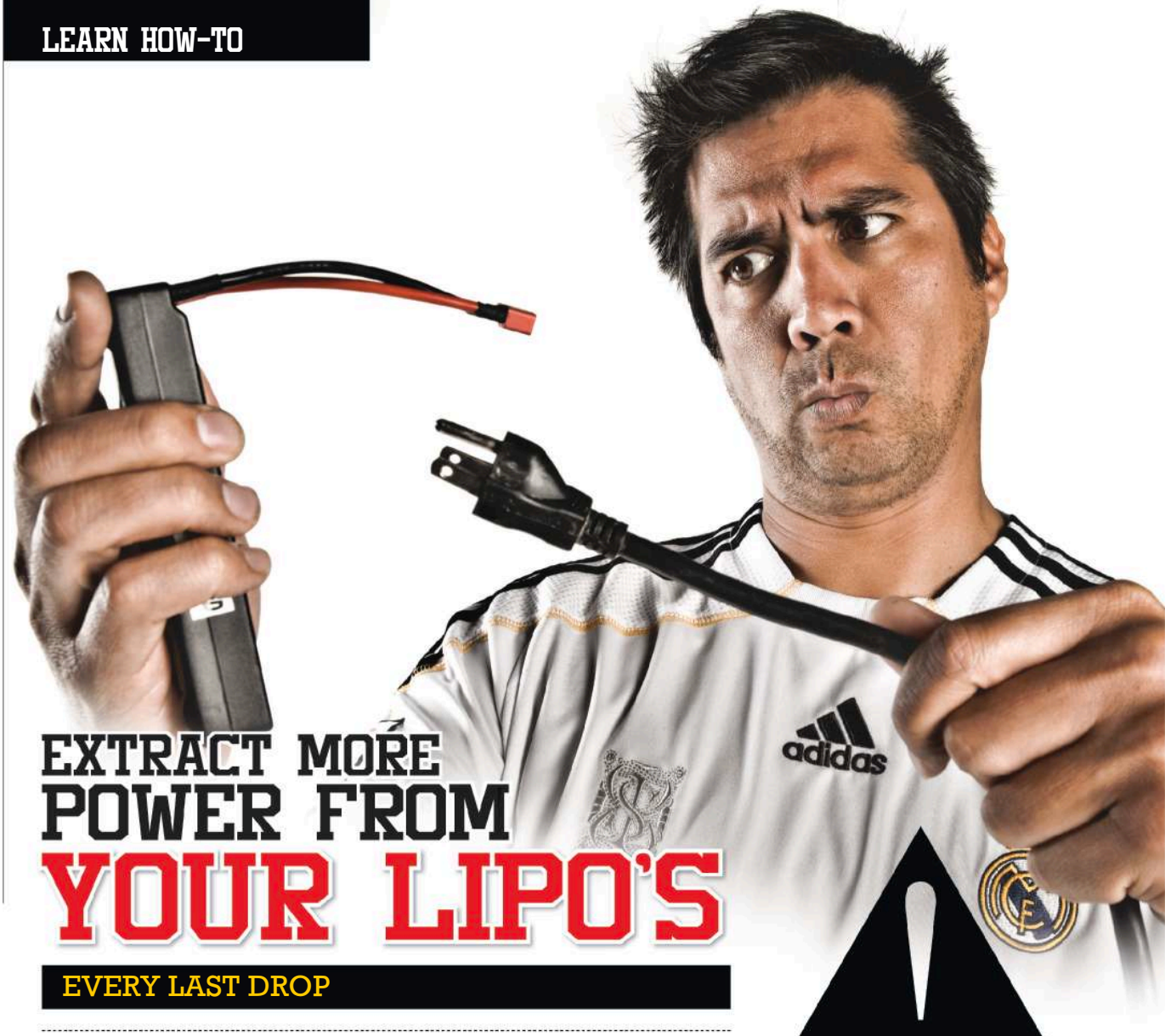


Carl has been known to "extract" a little too much from his batteries.

EXTRACT MORE POWER FROM YOUR LIPO'S

EVERY LAST DROP

words: James Revilla

The competitive spirit lies in every man, yet there are those who like to push the limit on everything when it comes to trying to get that edge, that advantage, that one leg up on the competition. In RC racing, one of the big things that has changed racing is LiPo technology, and just like Ni-Cd and Ni-MH before it, racers have found many "unwritten tricks" and unusual techniques to try to persuade LiPo batteries to perform beyond normal expectations. If you didn't notice the big red box above, we'll go over it one more time: A lot of these tips may go against what battery manufacturers recommend. A lot of these tips have the potential for danger and/or damage to you or your RC equipment. And yet, the truth is, a lot of serious racers are doing exactly what we're going to cover in this How-To. So read on and learn these tricks and techniques for the sake of knowledge. But if you try these things on your own, understand the risks involved. We at Xtreme RC Cars magazine do not condone or recommend that you stray away from the proper safety methods that the RC manufacturers provide to you with their products.

WARNING

The tricks and techniques listed in this article are not to be taken lightly.

Many of these tips have the potential to become a dangerous situation and may cause irreparable damage to your equipment and/or your person. If you decide do try these tips, you do so

AT YOUR OWN RISK

and you acknowledge that you understand and accept the dangers involved. Anyone who decides to try the tips outlined in this article do so at their own risk, and will not hold *Xtreme RC Cars* liable for any loss or damage to their property or person.

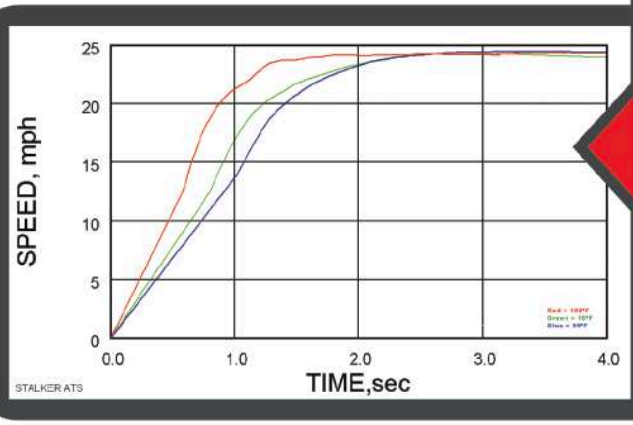
HOT START

WARMING UP A LIPO BATTERY BEFORE / WHILE CHARGING OR RACING

One of the most popular LiPo "tricks" we're seeing at the races is battery warming. The idea behind this is loosely based on scientific principles. LiPo battery cells contain chemicals, and it is a chemical reaction that creates the electricity and voltage you use to power your RC vehicle. In general science, one way to "speed up" a chemical reaction is by heat. So in theory if you can speed up the chemical reaction inside a LiPo pack, then your LiPo pack will produce more power—so to get that extra power, you should warm up the battery while it's charging, and keep it warm right before you start your first lap.

HOW IT'S DONE

Some use tire warmers wrapped around their LiPos, some use heating pads, and sure enough—there's even a few RC manufacturers that actually sell a battery warmer for LiPos, such as Trinity's "banned by ROAR" Pro LiPo Battery Warmer. As far as how warm to go, the most common figure you'll see floating around is 100º F. A lot of people suggest warming up your packs to 100º F while charging and right before racing; using 100º as a reference point gives you a good 30–40º "safety zone" before the pack gets to dangerous temperature levels.



DOES IT REALLY WORK?

YES, more so if you live in colder areas.

A lot of people swear by this technique, and it's not just us—a lot of enthusiasts from our sister-publication "RC Heli" tell us that they've been doing LiPo warming for a while now. 100º F is the common practice, and some hardcore racers dare push it higher; although many big LiPo companies state that if you're LiPo battery goes north of 130–140º, you're in dangerous waters. We tried it ourselves, using a simple radar run to see if the heat method gave us any advantage. A cold LiPo pack (fully charged inside a refrigerator) gave us our baseline (blue line). We then allowed the pack to get up to room temperature (green line), and finally we heated up the pack to 110-degrees (red line). Note that although top speeds were the same, the hot pack gave a significant amount of low-end punch, and reached top speed faster. This is something RC people in colder climates might want to try. Just remember that the key detail in warming up LiPo cells is that the cells—not just the outer hard case—are what should be warmed up. Use a LiPo sack, never try this unattended, and keep safety first.

AMPERAGE BOOST

CHARGE LIPOS AT A HIGHER AMP RATE

It's always recommended to charge a LiPo pack at no higher than 1C. For example, a LiPo rated at 5000 mAh should be charged at no higher than 5 amps. However, many racers charge at higher than 1C (some claim 5C!), and not just because it takes less time to fully charge a pack; many claim that by charging at higher than 1C, it "makes sure the pack gets fully charged" by "forcing" the voltage back in at a higher rate than at 1C. Thus, a fully charged pack would give you the most performance, right?

HOW IT'S DONE

Okay, you don't really charge one battery pack with two chargers like the photo shows. To bump up the charge amps, you simple charge your LiPo above 1C. We've seen many racers charge at 2C—so in our example above, you would charge your 5000 mAh LiPo at 10 amps, as opposed to the 1C rating of 5 amps. Your LiPo charger would have to have a feature where you can set both pack capacity and charge amperage in order to be able to charge at higher than 1C.



DOES IT REALLY WORK?

YESSIR. Works like a champ

Unless the manufacturer states specifically not to charge at higher than 1C, you probably can get away with charging the LiPo at higher than 1C. We've seen people charge LiPos at 5 amps, regardless of capacity (or 1C rating). Plus, since technology always advances, we're starting to see newer packs coming out with higher charge ratings. True—there are ramifications to doing this: First of all, if you don't charge with a balancer you could easily end up overcharging a cell, because LiPo chargers check the voltage of the pack, not each individual cell. If your pack is unbalanced, then one cell will be overcharged and the pack might swell, overheat, or even catch fire—which obviously is not a good thing! Second, you cut the amount of pack cycles down (number of cycles = number of times you can use the battery pack before it can no longer be recharged), which means you'll be shopping for new LiPos sooner than later. But you do get a noticeable boost, just as long as you understand that battery cycle/cell life will be cut down if you constantly give it a boost.

And he usually does it in Las Vegas.

TOP OF THE PEAK

OVERCHARGE A LIPO SLIGHTLY FOR MORE POWER

Back in the heyday of NiCd and NiMH batteries, racers would charge their batteries like normal, then "re-peak" them right before a race by charging them again to make sure that the battery pack was really fully charged, and to try to get a little "boost" off the starting line by having their battery voltage slightly higher than normal. In order to keep packs from overheating during the re-peak, racers would have some sort of cooling device to keep the battery temperature down while doing this.



HOW IT'S DONE

To tell you the truth, if you're using your charger in LiPo mode, it can't be done. A LiPo charge uses a process called "CC/CV," which stands for Constant Current/Constant Voltage. The charger will watch the battery voltage, and when it gets close to full (4.2v per cell) it will back down the charge amperage while continuing to charge until the battery capacity is full. In order to attempt to re-peak a LiPo, you'd have to charge the battery using a non-LiPo charge method, such as setting your charger to NiCd or NiMH mode in order to bypass the CC/CV parameters.

DOES IT REALLY WORK?

NO SIR, it does not work.

This is just an explosion waiting to happen (and we've seen it, it's dangerous!). One thing is for sure—if you have a LiPo, charge it with LiPo mode ONLY. Charging a LiPo with a NiCd/NiMH charge is a recipe for disaster, as NiCd/NiMH does not use the same CC/CV charge method that a LiPo program does. So once your battery is charged to 100 percent, that's it—you're done. Don't be stupid and try to "re-peak" a LiPo by using a non-LiPo charge method—unless you want to damage your battery pack and cause a fire or an explosion. And that's not a good thing, so don't do this.

And Carl was doing this before LiPos were around.

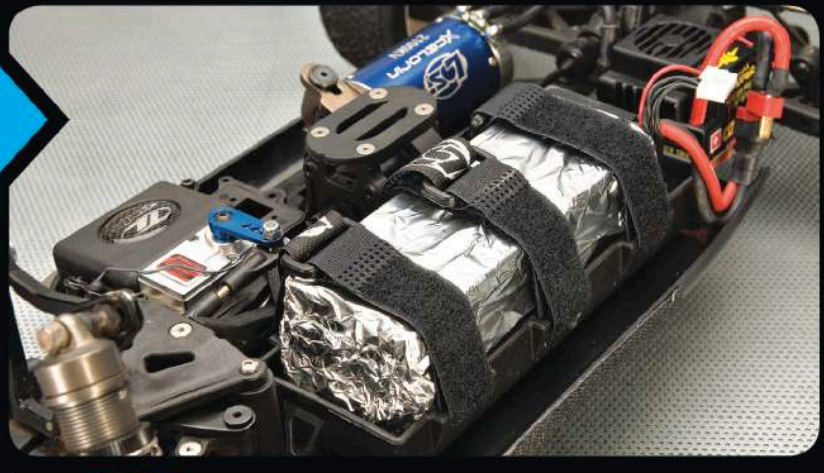
SWEAT IT OUT

KEEPING A PACK WARM DURING USE

This one is related to #1, except it involves keeping the LiPo battery warm while you're using it, not while charging it. The idea behind this is similar too: By making sure the battery stays warm while using it, you can make sure that your vehicle is receiving maximum output from the LiPo pack, compared to the supposed lower output of a cold battery pack.

HOW IT'S DONE

Battery mounting room on RC vehicles are at a premium as is—with most chassis providing enough space to accommodate the dimensions of a standard LiPo pack that it's meant to use, without interfering with driveshafts, drive belts, steering racks, etc. The obvious way to keep a battery pack warm in the vehicle is to wrap it with some sort of heating element or blanket—but if you have no room to begin with, it won't work! Some people use heat-reflective tape, with the reflective side facing the battery case, to keep heat in, instead of trying to keep heat out.



DOES IT REALLY WORK?

SORT OF, but it's not worth the trouble.

Regardless of pack capacity or cell count, a LiPo starts warming up the instant you leave the starting line. That's because when you're actually driving you're subjecting the LiPo pack to a load, which generates heat, which in turn heats the pack up. Now if you wrapped the pack to be warm without a load, then naturally once under load the pack will get hotter than normal—maybe even too hot. If the pack temperature reaches or exceeds 140º F you've crossed the dangerous level, and the chances are high that you'll damage the LiPo cells, or they might catch on fire, or even explode.

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CALIBRATION RECIPE

SETTING YOUR CHARGER PARAMETERS

Some of the more feature-packed battery chargers on the market give the user the means to adjust everything—from charge amperage to pack voltage and capacity thresholds. Thus you would obviously want to make sure that the charger is set to charge a 2S pack up to 8.4 volts, a 3S up to 12.6 volts, and a 4S up to 16.8 volts—and no less, otherwise you won't have a fully charged LiPo pack. However there are chargers out there that allow you to set maximum charge volts, and when you're dealing with LiPos that don't "peak," making sure that you fill it up to 100 percent is important. For example, if your charger is a little off and is only charging your packs up to 8.2 volts (when it should be charging up to 8.4), then you're not getting a "full tank," so to speak.

HOW IT'S DONE

A few chargers allow for setting/re-calibrating the charger's internal circuitry so that it's reading the right voltage. For example, LRP's Pulsar 3 has a "voltage calibration mode" where you use an external voltmeter on the charger output leads to read the output voltage. Then you compare this to the charger display, and if the numbers don't match you can adjust the charger to the correct reading (8.4 volts) and even bump it up slightly (8.45 volts, maximum) to squeeze in as much voltage as possible. This isn't a well-known tip, and though most chargers can't do it there are some chargers that can; determining if your charger has this feature and what numbers you should set it at will take some research and some forum help. You're on your own on this one.

DOES IT REALLY WORK?

YES IT WORKS, if your charger has the feature.

It only works if your charger isn't sensing the correct voltage, if the meter is incorrect, and if your charger allows for user recalibration. Of all the tricks listed in this article, this one is actually not so much "crossing the safety line," but making sure you're getting what you think you're getting – by making sure the charger is actually delivering what it says it is—and it's pretty easy to do with a compatible charger (such as the LRP's Pulsar 3, mentioned above).

CONCLUSION

So that's that—these are the tricks that we've heard or seen racers use to extract every last drop of performance out of their LiPos. Some of them work, some of them don't, but one thing is certain: There are a lot of dangers and sacrifices involved, like shorter pack life, possible battery damage, and of course possible fire and explosions (no, it's not a joke!), so remember—we're not telling you to do this at all. In fact don't do any of it. We're just letting you know what's going on out there, what we've seen racers do, what you might benefit from, and what can possibly put you in danger. You should ALWAYS follow the charging methods and safety tips of the battery manufacturers. Use common sense, and when in doubt, just ask yourself if the chances of gaining a small (if even noticeable) amount of performance boost is really worth the trouble and the risks. Be safe, people.

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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
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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
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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
SCP55M01	Black Alum Suspension Link Mount	4.88	SCP886H	Hard Anodized 86T Alum. spur gear	18.88	SCP0301	Alum. mini Bumper w/Mnt AX10	18.88
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
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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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Budget 2.4GHz Guide

CLEAR RECEPTION



"Radio? Who needs a radio?"

words: James Revilla

"Gentlemen (and ladies)—The days of frequency conflicts, fragile crystals, and telescoping antennas are over! We are now in the 2.4GHz era, where frequency clips and yelling on the driver's stand are a thing of the past!"

Okay, we're not quite there yet, but close as 2.4GHz technology has finally made its way to the budget scene, virtually guaranteeing that frequency conflicts will be a thing of the past. What was once reserved as more of a luxury than a mainstream item, 2.4GHz technology can now be found in a lot of budget radio systems, some combos priced under $100. With the 2.4GHz technology filtering into the mainstream, you can easily upgrade your AM or FM radio system without blowing your wallet out. Let's take a look at what the industry offers:



AIRTRONICS MX-SPORT

www.airtronics.net

RUNDOWN: Airtronics' entry-level MX-Sport has many features common to higher-end radio systems that make its $80 street price very attractive. A built-in LCD screen on the wheel side displays adjustments in large, easy-to-read digits. Four buttons in an intuitive cross pattern are below the screen for quick setting adjustments. The MX-Sport has a 10-model memory, adjustable endpoints, exponential, brake ABS, and a third-channel switch you can set to four different modes.

FEEL: The MX-Sport felt great in our hands, and featurewise it was one of the loaded entries in the group. Some of us liked the rubber grip on the steering wheel, others didn't—but that's all personal choice. The secondary switches and buttons had a quality feel to them, and overall the radio had good weight and balance.

SPECS

Transmitter Channels	3
Receiver Channels	3
Steering Trim Type	Digital toggle
Steering EPA Type	Digital toggle
Steering Dual Rate	Digital toggle
Throttle Trim Type	Digital toggle
Throttle EPA Type	Digital
Model Memory	10
Fail-Safe	Yes (throttle only)
Wheel Type	Rubber
Wheel Tension	Fixed
Trigger Throw	70/30
Extra Features	Exponential, brake ABS, 4-position 3rd channel, model naming, external receiver switch
Transmitter Weight (Battery count)	1 lb. 5.6 oz. (592g) / 8x AA
Receiver Weight	0.3 oz. (7g)
Receiver Dimensions	1.18" x 1.02" x 0.55" (30 x 26 x 14mm)
Part Number	751548
Street Price (Tx + Rx)	$80

"Hit it Harry!"

"Mockingbird, have you heard the word..."

ASSOCIATED XP3-SS
www.rc10.com

RUNDOWN: Team Associated's XP3-SS is a three-channel radio with a dual-rate thumbwheel, LED battery voltage indicators, and servo reversing via small mechanical switches. Steering trim, throttle trim, and throttle high/low end points are set using rotary knobs on the side of the case. The XP3-SS is a single-model unit that includes their XP-TRS401ss four-channel receiver, which is small enough to practically fit anywhere. You can adjust steering tension by turning a screw underneath the steering wheel, and you can program both steering and throttle fail-safes—ideal for nitro drivers.

FEEL: In our hands the trigger and wheel position/spacing felt typical and comfortable, and the adjustable steering wheel tension is a definite plus, but the steering itself felt kind of sticky. The radio had a good weight to it, but note that the trigger/brake opening might be a little small for larger fingers—and we're not too stoked about the tiny analog dials for trim.





SPECS

Transmitter Channels	3
Receiver Channels	4
Steering Trim Type	Analog dial
Steering EPA Type	Analog dial
Steering Dual Rate	Thumbwheel
Throttle Trim Type	Analog dial
Throttle EPA Type	Analog dial
Model Memory	1
Fail-Safe	Yes
Wheel Type	Foam
Wheel Tension	Adjustable
Trigger Throw	70/30
Extra Features	None
Transmitter Weight (Battery count)	1 lb. 2.5 oz. (522g) / 8x AA
Receiver Weight	0.3 oz. (8g)
Receiver Dimensions	1.4 x 0.7 x 0.55" (35.6 x 17.8 x 14mm)
Part Number	29221
Street Price (Tx + Rx)	$100

FUTABA 2PL-2.4G
www.futaba-rc.com

RUNDOWN: Futaba's 2PL-2.4G radio system is the only one in this roundup that passes the $100 mark, but it is Futaba's most economical system that features 2.4GHz. The T2PL-2.4G radio is a conventional design, with digital toggles for precise dual rate and trim adjustment. Although only a two-channel unit (the included R603GF receiver is three-channel capable), the radio features Futaba's Digital Brake A.B.S., throttle fail-safe, and 3-digit model naming so you don't have to remember which of your RC vehicles is #1, #2, etc. All settings are done through the LCD screen.

FEEL: In our hands Futaba's 2PL-2.4G feels similar to their higher-end models—which is a good thing. Although the other radio systems here have short 2.4GHz antennas, this radio one-ups them all by featuring an internal antenna with just a small nub sticking out from the top. Adjustments are easy with digital toggles, and wheel and trigger tension are medium. The dual-rate control is a toggle that sits vertical; some might like "one-click" precision here, while others might prefer a horizontal wheel for faster dual-rate adjustments on the fly.



Transmitter Channels	2
Receiver Channels	3
Steering Trim Type	Digital toggle
Steering EPA Type	Digital toggle
Steering Dual Rate	Digital toggle
Throttle Trim Type	Digital toggle
Throttle EPA Type	Digital toggle
Model Memory	10
Fail-Safe	Yes (throttle only)
Wheel Type	Foam
Wheel Tension	Fixed
Trigger Throw	70/30
Extra Features	Brake ABS, model naming, external receiver switch
Transmitter Weight (Battery count)	15.4 oz. (436g) / 4x AA
Receiver Weight	0.3 oz. (8g)
Receiver Dimensions	1.4 x 0.7 x 0.55" (35.6 x 17.8 x 14mm)
Part Number	FUTK1200
Street Price (Tx + Rx)	$110

HITEC AGGRESSOR 3DS
www.hitecrcd.com

RUNDOWN: Hitec is known for making some macho servos, but they also have a radio lineup, and the 3DS is their 2.4GHz entry. The Aggressor is a three-channel system that comes with a tiny Atom 3 receiver that will probably fit in any ride you've got. On the contrary, the Aggressor 3DS transmitter also happens to be the largest of the bunch, weighing in at over a pound and three ounces. A protective sliding cover keeps your EPA settings in place, safe from an accidental nudge.

FEEL: The Hitec Aggressor feels like a standard radio in the hand, with decent weight and balance. Its rubber grip feels good, and it is suitable for larger-handed individuals. The steering wheel feels good but doesn't have adjustable tension. There aren't any extra features available, and the secondary controls don't have a middle detent on them. However, it fits the bill as a no frills transmitter.





SPECS

Transmitter Channels	3
Receiver Channels	3
Steering Trim Type	Analog dial
Steering EPA Type	Potentiometer
Steering Dual Rate	Thumbwheel
Throttle Trim Type	Analog wheel
Throttle EPA Type	Potentiometer
Model Memory	1
Fail-Safe	No
Wheel Type	Foam
Wheel Tension	Fixed
Trigger Throw	80/20
Extra Features	Interchangeable rubber grip pads
Transmitter Weight (Battery count)	1 lb. 3 oz. (537g) / 8x AA
Receiver Weight	0.2 oz. (5g)
Receiver Dimensions	1.3 x 0.79 x .047" (32 x 20 x 12mm)
Part Number	126242
Street Price (Tx + Rx)	$90

LOSI LSR-3000/MTX-PRO DSM

www.losi.com

RUNDOWN: Losi's LSR-3000/MTX-Pro DSM both feature Spektrum technology for 2.4GHz operation. External adjustments consist of just steering trim, throttle trim, and dual-rate (the MTX Pro DSM adds in steering and throttle end point adjustments). Two servo-reversing switches are at the top of the radio, just underneath the hinged antenna (when folded down). Steering away from the boxy, upright design and styling of most radios on the market, the LSR-3000/MTX-Pro DSM radios look like something futuristic that you'd find on the hip of a Star Trek captain. Both are matched up with a Losi MRX-3000 three-channel receiver.

FEEL: Compared to the other radios here, the LSR-3000/MTX-Pro DSM is in a tie for smallest of the bunch (next to the Tactic TTX240). The trigger feels a little too forward, but you can't fault the price point. The handle has a curve to it too, pushing the circuitry weight forward and making both the LSR-3000 and the MTX-Pro DSM radios surprisingly balanced forward to back.





SPECS

Transmitter Channels	2
Receiver Channels	3
Steering Trim Type	Analog dial
Steering EPA Type	Analog dial (MTX Pro only)
Steering Dual Rate	Analog dial
Throttle Trim Type	Analog dial
Throttle EPA Type	Analog dial (MTX Pro only)
Model Memory	1
Fail-Safe	Yes
Wheel Type	Foam
Wheel Tension	Fixed
Trigger Throw	50/50
Extra Features	None
Transmitter Weight (Battery count)	13.1 oz. (370g) / 4x AA
Receiver Weight	0.3 oz. (8g)
Receiver Dimensions	1.6 x 1.1 x 0.59" (42 x 29 x 15mm)
Part Number	LOSB0805 (LSR-3000) / LOSB0807 (MTX Pro DSM)
Street Price (Tx + Rx)	$63/each



SPEKTRUM DX3E

www.spektrumrc.com

RUNDOWN: As the first to bring 2.4GHz technology to the mainstream, Spektrum's line-up includes their entry-level DX3E three-channel 2.4GHz radio system. Up top you'll find potentiometers for end-points and servo-reversing switches for all three channels. Trim and dual-rate knobs flank the foam steering wheel. At the back of the case you'll find a third-channel toggle switch that can be set for 2-position, 3-position, or linear modes. Although it doesn't have individual model memory, the DX3E can be bound to multiple receivers (the system includes one SR300 three-channel receiver). Four-cell operation keeps the radio lightweight. The DX3E is compatible with both DSM and DSM2 receivers.

FEEL: The DX3E feels comfortable in hand, despite its futuristic-looking styling that matches the rest of their radio lineup. The third-channel toggle requires you to reach back with your thumb to activate—a tad awkward, but not impossible. The steering wheel foam is nice and firm, and rubber grip inserts keep the radio from slipping out of your hands.

SPECS

Transmitter Channels	3
Receiver Channels	3
Steering Trim Type	Analog dial
Steering EPA Type	Potentiometer
Steering Dual Rate	Analog dial
Throttle Trim Type	Analog dial
Throttle EPA Type	Potentiometer
Model Memory	Multiple binding (no memory settings)
Fail Safe	Yes
Wheel Type	Foam
Wheel Tension	Fixed
Trigger Throw	70/30
Extra Features	Includes one S200 servo, interchangeable grip pads, three-mode 3rd channel, compatible with Spektrum telemetery
Transmitter Weight (Battery count)	14.4 oz. ((408g) / 4x AA
Receiver Weight	
Receiver Dimensions	
Part Number	SPM3160
Street Price (Tx + Rx)	$100

You can't go "Dumb" or "Dumber" when upgrading to 2.4Ghz.

TACTIC TTX240
www.tacticrc.com

RUNDOWN: Tactic may not be a familiar name, but their TTX240 radio system gives you 2.4GHz technology for just 60 bucks. The radio features the basic adjustments (trim, reversing, and dual rate) and has a carry handle up top. The included TR324 receiver features "Secure Link Technology" and is the only receiver here that doesn't have an external antenna.

FEEL: You can definitely feel the diminutive size of the TTX240, as it's easily the smallest radio of the group. Wheel and trigger tension are non-adjustable, and unlike the other radios the TTX240 doesn't have a foam wheel cover; instead, the wheel is molded from a rubber-like plastic. It doesn't feel top-shelf, and even the trigger/grip area size feels more for smaller hands.



SPECS	
Transmitter Channels	2
Receiver Channels	2
Steering Trim Type	Analog dial
Steering EPA Type	None
Steering Dual Rate	Analog dial
Throttle Trim Type	Analog dial
Throttle EPA Type	None
Model Memory	1
Fail-Safe	Yes
Wheel Type	Plastic
Wheel Tension	Fixed
Trigger Throw	60/40
Extra Features	External receiver switch, 4-cell receiver battery holder
Transmitter Weight (Battery count)	12.1 oz. (342g) / 4x AA
Receiver Weight	0.3 oz. (7g)
Receiver Dimensions	(44 x 25 x 14mm)
Part Number	TACJ0245
Street Price (Tx + Rx)	$60

TRAXXAS TQ 2-CHANNEL/4-CHANNEL 2.4GHZ
www.traxxas.com

RUNDOWN: It seems like the Traxxas radio design has been around for ages (ok, it has), but over the years they've constantly updated it; in its current form the TQ now features 2.4GHz technology and a trick new model-memory system called "Traxxas Link," which automatically stores the settings for up to 20 models, automatically loading the settings for that model by just turning the radio on. A multi-function knob on the side controls endpoints, exponential, dual-rates and more. The TQ also features built-in failsafe protection, hinged antenna, and adjustable neutral point (50/50 or 70/30 trigger movement) so you can tailor the trigger for forward/reverse or forward/brake modes.

FEEL: The original radio to get the "Phasers on stun!" nickname; if you've seen a Traxxas radio before, you've seen this one—which also means you get the somewhat weird "fly fishing" layout, where the steering wheel is farther forward in relation to the trigger compared to the other radios here. The TQ is one of the most feature-packed systems in this guide, but you'll be counting LEDs to make adjustments.





SPECS	
Transmitter Channels	2/4
Receiver Channels	5 (dual ch-1 sockets for two steering servos)
Steering Trim Type	Analog dial
Steering EPA Type	Analog dial (Multi-Function knob)
Steering Dual Rate	Analog dial (Multi-Function knob)
Throttle Trim Type	Analog dial (Multi-Function knob)
Throttle EPA Type	Digital (internal)
Model Memory	20
Fail-Safe	Yes
Wheel Type	Foam
Wheel Tension	Fixed
Trigger Throw	Adjustable 50/50 or 70/30
Extra Features	Traxxas Link, digital steering and throttle exponential
Transmitter Weight (Battery count)	1 lb. 1.1 oz. (484g) / 4x AA
Receiver Weight	0.4 oz. (9g)
Receiver Dimensions	1.6 x 0.9 x 0.59" (40 x 25 x 15mm)
Part Number	2209 (2-channel) / 2208 (4-channel)
Street Price (Tx + Rx)	$90 (2-channel) / $110 (4-channel)

10-4 good buddy.



VENOM VR2T 2.4GHZ

www.venom-group.com

RUNDOWN: The Venom VR2T takes the award for the lowest price of the bunch—a mere $50 street. As far as extra features are concerned, it's as basic as its price—although a unique touch it has over the rest of the field is a USB link cable, allowing you to play PC RC racing games. The VR2T comes with a nice and low-profile three-channel receiver.

FEEL: $50 doesn't always feel like $50, as we found that the VR2T's steering wheel and grip felt better than the street price suggests. But it does the job—although you'll be second-guessing yourself because Venom's other radio entry in this guide (the VR3T World) gives you a host of adjustments for only $20 more.

SPECS

Transmitter Channels	2
Receiver Channels	3
Steering Trim Type	Analog dial
Steering EPA Type	None
Steering Dual Rate	Analog dial
Throttle Trim Type	Analog dial
Throttle EPA Type	Analog dial
Model Memory	1
Fail-Safe	None
Wheel Type	Rubber
Wheel Tension	Fixed
Trigger Throw	80/20
Extra Features	USB cable for use with PC RC games
Transmitter Weight (Battery count)	1 lb. 1.2 oz. (486g) / 8x AA
Receiver Weight	0.3 oz. (6g)
Receiver Dimensions	1.3 x 0.8 x 0.39" (35 x 22 x 10mm)
Part Number	VEN-8184
Street Price (Tx + Rx)	$50



VENOM VR3T 2.4 WORLD

www.venom-group.com

RUNDOWN: Venom's top-dog VR3T World radio system takes their FM version to a new level with the addition of 2.4GHz technology. This three-channel radio is loaded with features that you'd more likely find on high end (and higher-priced) radios, such as an LCD screen, sub-trim and curves, brake ABS, internal timer, and more. The VR3T comes with their three-channel VEN-8183 receiver.

FEEL: Feeling like a non-budget radio, the VR3T's trigger and wheel felt easy to use, and not unlike our personal radios we race with. Secondary switches don't feel cheap, and the LCD display (with bitchin' Cobra start-up graphic!) shows a lot of info at a glance. The kicker was that the VR3T's feature set vs. its street price made it the best for the money.

SPECS

Transmitter Channels	3
Receiver Channels	3
Steering Trim Type	Digital toggle
Steering EPA Type	Digital toggle
Steering Dual Rate	Digital toggle
Throttle Trim Type	Digital toggle
Throttle EPA Type	Digital toggle
Model Memory	10
Fail-Safe	Yes
Wheel Type	Foam
Wheel Tension	Adjustable
Trigger Throw	60/40
Extra Features	End points, steering/throttle curve, ABS, sub-trim, brake mixing, timer
Transmitter Weight (Battery count)	1 lb. 1.2 oz. (477g) / 8x AA
Receiver Weight	0.3 oz. (6g)
Receiver Dimensions	1.5 x 0.98 x 0.59" (40 x 25 x 15mm)
Part Number	VEN-8182
Street Price (Tx + Rx)	$70

CONCLUSION

Even if you're on a budget, upgrading to 2.4GHz isn't going to require a mortgage. All of the radios listed here are all around $100 street, making the switch from your old-tech AM/FM RTR radio to 2.4GHz, easy on the wallet. Not to mention the more quality feel and added features you get, it's a win-win situation.



Groovy baby, groovy.

Feeling Funny

I recently bought a Traxxas Slash 4x4 and I love it. The one thing I noticed is that the throttle feels a little "funny" sometimes. A friend said it was the radio lag. Is that right?

- brpno24

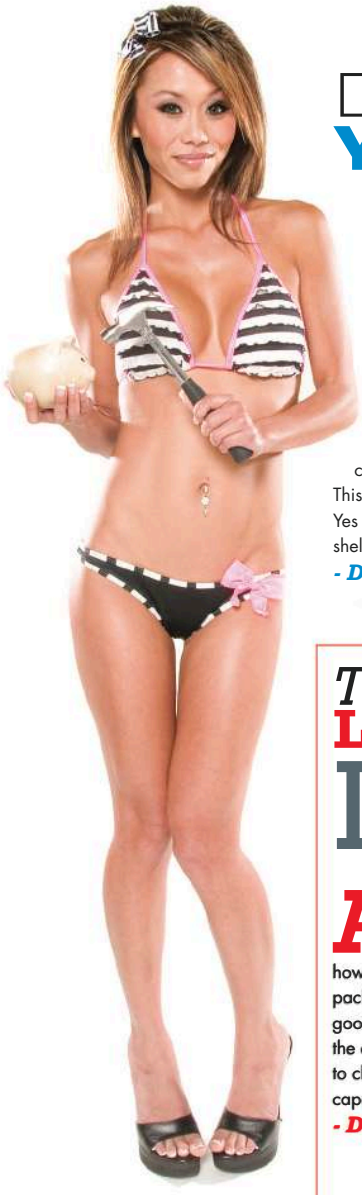
A: **What you probably feel is the slight delay in throttle from a non-sensor-based system. A sensored brushless system allows the controller to know the position of the stator at any time, moving or not. When you remove that, the controller needs to have the motor moving to know the position. These seem small, but a good driver can feel it instantly. For the most part you won't really care or need that low-end control, but for rock crawling and racing having that control and feel means timing a double right or getting the right wheel speed.**

- DerekB

GOT A QUESTION FOR **THE PROFESSOR?**

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





Don't Break YOUR BANK

I enjoyed your review of the Associated SC8e last month. I've had a converted SC8 running for month. I noticed that with mine the body seems to get stuck on the bumper all the time. It looks like it has buck teeth. Is there something I can do to stop that?

- SCracerz

A: Actually, yes. When we did our photoshoot with AE, Richard Saxton pointed that out to us and the cure is simple and quick. You just cut the body where the grill would be to be straight across. This takes away the tooth and the ability to grab the bumper. Yes it looks dumb, but the real danger is if you crack that body shell your wallet is going to be upset. That isn't a cheap body!

- DerekB

TEACHER LEARN ME

I want to race 1/8-scale electric but I can't get myself to buy one big 4S pack. Is there something I can do? I already have all these 2s packs lying around.

- LChap46

A: The great thing about LiPos is that they are easily configured into either parallel or series, which will either double voltage or double capacity. Just look up how to wire packs in parallel and you can usually stick two stick packs in the spot where a big 4S would normally fit. This is also good for you if you don't have the charger or power supply to charge the higher capacity/voltage cells.

- DerekB





Don't cut yourself.

PROFESSOR SCISSOR HANDS

I'm one who still loves touring cars and drifting. I used the same body every time, but I can't seem to mount it the same every time. Is there a trick?

- W.B.

A: Honestly, I suck at mounting bodies. I seem to always have it wrong. But one thing that did work is getting somebody to mount a good one, and then when it was getting worn out I cut out the top part to create a pattern. This way, every body I used (as long as it's the same body) mounted back in the same spot. I don't race TC much anymore, but the template for a Protoform Stratus that I used at the Reedy Race is still hanging on my wall.

- DerekB



Body parts are Skinny's new friends.

AVOID TOXIC BUILD UP!

YOUR LIVER AND KIDNEYS WILL THANK YOU

words: Brian "Skinny" Skinner technical adviser: Mr. Left Kidney

I feel it's my duty to educate my fellow RC brethren about the dangers of the chemicals we use to clean and maintain our vehicles. This not only pertains to RC, but to all things we do: working on cars, bikes, cleaning and painting at home, anything we do that involves chemicals. I used to ignore the possible problems from using chemicals, but a recent run-in with the doctor has prompted me to do this how-to on keeping you safe. This how-to is a little different; it's more about protecting you, and believe it or not I actually care for all you readers out there so please read this information and take it to heart—the body parts you save may be your own.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

5 MINUTES

TOOLS NEEDED



- Gloves
- Eye protection
- Face mask

HOW TO PROTECT YOURSELF

The human body is an amazing piece of machinery, but the protective coating (the epidermis) is not designed for major chemical exposure. Cells in the epidermis contain a structural matrix of keratin, which makes this outermost layer of the skin almost waterproof and protects the body from some naturally accruing chemicals—but it is no match against the onslaught of manmade chemicals. Here are some tips to help you keep the nasty stuff out of your body.

GLOVES: This is your best defense, since you use your hands to work with stuff. Rubber gloves, latex gloves, even mechanics' gloves protect your skin from absorbing harmful chemicals. If you are using watery type sprays, rubber or latex style gloves are best. If you're just wrenching, and parts are dirty with oil, then mechanics' gloves will do the trick; remember that they are a fabric and porous, so contact cleaners and such will pass through easily. It's not a bad idea to wash your hands after you're done to get any residue off—over time it can absorb into the body.

EYE PROTECTION: Splash back and airborne particles can fly into your eyes, so some safety goggles or some sweet Oakleys will keep stuff out.

RESPIRATORS: This may be over the top, but if you're doing major spray cleaning with chemicals or spray painting your car bodies, it might be a good idea to use one. They are available at most hardware stores. Realistically, the best thing to do is not inhale fumes so much and work upwind of the spray and in an open area so fumes dissipate quickly.





HERE'S THE BOTTOM LINE

The modern world we work and play in is packed with chemical warfare, and we need to be aware of it. Like me, I bet most of you take for granted what we expose ourselves to, but in the long run it is harmful if we are not aware and watchful. Not to scare you, but I lost a kidney to cancer, and one of the leading causes of cancer is chemical exposure. I'm a '60s kid, and back then there was no education about this stuff—we just merrily played away in gasoline, cleaning parts and stuff, not knowing that down the road it would bite us in the butt. Today there's more awareness, but I still think we don't consider it much. Since I always bring new tools and products to you, I felt it is my duty to help educate our readers that the products we use, not only for RC, but for almost everything we touch these days has potential hazards if not treated with respect. Think of it this way: If we use a chainsaw, we treat it with respect because we know it can harm us. It's the same with chemicals: Read the label on the back, and if you see the skull and crossbones, you know to be careful; if you see words you can't pronounce, you know it has some potent stuff in it. We all need and use these products, and as long as you use them wisely, there won't be issues down the road!

MR. KIDNEY SPEAKS

Most cleaners and oils we use not only for RC, but even household products contain chemicals that are potentially bad for us in large amounts and/or used over time. Here are just two examples out of many that you would think are fairly safe, but are potentially hazardous if you have long-term contact.

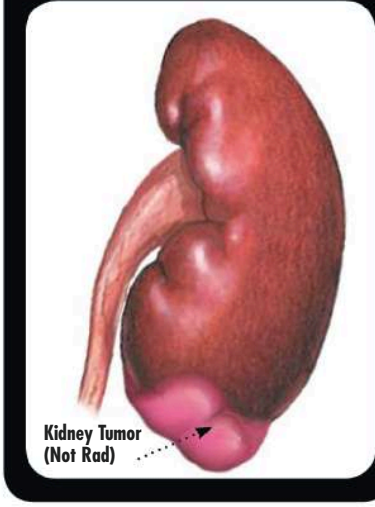


MOTOR OIL: Exposure to the hydrocarbons in motor oil can cause cancer. Many people are unaware that motor oil contains heavy metals, which can damage the nervous system and other organ systems.

SCENTS: These are fragrances used for air fresheners and as a cover for foul-smelling cleaners and oils. They interfere with your ability to smell by releasing nerve-deadening agents or coating nasal passages with an oil film, usually methoxychlor, a pesticide that accumulates in fat cells. Formaldehyde is also used sometimes, and it's a highly toxic carcinogen. Another ingredient used is phenol; when it touches your skin it can cause it to swell, burn, peel and break out in hives.



As you can see, almost anything we use has side effects we need to be aware of. Did you know that since World War II, more than 80,000 synthetic chemicals have been invented? Amazingly, hardly any of these substances have been tested for safety, but have been added to our food, water and cleaning products.



Kidney Tumor (Not Rad)

Skinny's actual left kidney not shown.

PRODUCT SCOPES

LiFeSOURCE LIFE 6.6V RECEIVER PACK



In certain situations, you need a receiver pack, but often this has meant either a NiMH pack or LiPo pack, and each has its own set of problems. With a LiFe (Lithium Iron Phosphate) battery as your power source, safety and consistency should be better. The pack does have to be handled differently and care should be given to use the right equipment with it. This LiFe pack is rated at 200mAh and has a total nominal voltage of 6.6 volts, making it perfectly suited for use in 1/10 and 1/12-scale racing. Oh, and it's small, at 1.2" x .090" x .47".

Scorecard:

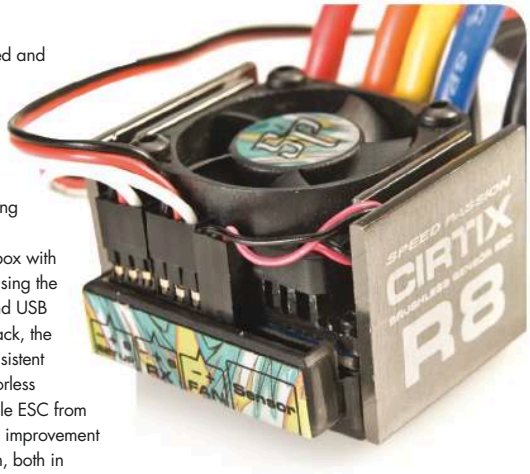
Quality	
Performance	
Value	
	10

The Verdict:
Single cell racers should take note, this is a good option for your racing needs.

Connect:
LiFe SOURCE
Street price: $20
Part #: HCAM6402
www.hobbico.com

SPEED PASSION CIRTIX R8

Speed Passion's re-entry into the 1/8-scale electric market comes with the Cirtix R8. This high-end ESC has a more refined programming structure and comes in a much smaller package. The R8 features both sensored and sensorless compatibility and can be run with 4-cell LiPos. This all comes wrapped up nicely in a gunmetal anodized aluminum alloy heatsink case. Dialing in your race setting is easily done using the included programming box with slide-out cheat sheet or using the included PC interface and USB connector. Out on the track, the R8 feels smooth and consistent even when used in sensorless mode. This new 1/8-scale ESC from Speed Passion is a huge improvement over the previous version, both in looks and performance.



Scorecard:

Quality	
Performance	
Value	
	9

The Verdict:
Small footprint with big performance; the handheld pocket programmer is easy and quick to use for simple trackside setup.

Connect:
SPEED PASSION
Part Number: EXA93301C8X
Street Price: $183
www.speedpassion.net

Almost like Tupperware.



JCONCEPTS VEHICLE STAND / CONTAINER

As short course trucks find their way over to more and more tracks, it's important to have an organized pit area to work on your vehicle. The container is made with clear, heavy-duty polycarbonate with a protective film so you can get your customization on. It also includes foam pads for the top and bottom. Velcro is used to keep the container closed, and there is even a detailed sticker sheet. Fits Short Course, 1/10 off-road and on-road and 1/8 off-road. You may not be the fastest guy at the track, but you will look good. Just add a mustache and your factory look will be complete.

Scorecard:

Quality	
Performance	
Value	
	9.5

The Verdict:
For those looking to get organized, have a useful car stand, and look macho.

Connect:
JCONCEPTS
Street price: $19
Part #: 2069
www.jconcepts.net



ELITE RC MOTOR MOUNT

Electric 1/8-scale off-road buggies are making a big impact in the world of electric racing. As electric technology continues to improve, it is becoming more and more common to see some nitro buggies with no conversions available to racers trying to get their electric racing fix. Fortunately, Elite RC is around and they make some pretty trick stuff. This motor mount is specifically designed for XRAY 808 buggies and it's obvious that the quality and craftsmanship is on another level. Machined from aircraft grade 7075 T7 aluminum and 10mm thick, but still weighing in at less than 2 oz., it is one stout unit. The mount uses the company's own "Slide and Lock" design which keeps the motor from moving around. Another unique feature is the 5x10mm bearing (Avid Racing bearing of course) in the motor block for extra shaft support and that means less flex and better mesh—which in turn puts less stress on the front motor bearing. Yeah, the price is a little steep, but you get what you pay for.

Scorecard:

Quality
Performance
Value

9.5

The Verdict:

Those looking for a high quality motor mount for their electric buggy.

Connect:

ELITE RC
Street price: $70
Part #: ERC-808
www.elitercd.com

HUDY 1/10-1/12 SET-UP SYSTEM

Compared to fully independent suspension-equipped vehicles, when it comes to 1/10 and 1/12-scale pan cars, angles are critical. HUDY's latest addition to their set-up series is the 1/10-1/12 Set-Up System. Like all of their products, this stuff bleeds primo: CNC-machined and hard-coated plates, full ball bearings, aluminum adapters are all high quality. I like the inclusion of thumbscrews for the camber stands, making assembly literally tool-free. If you've never used a set-up system before, HUDY includes their well-received guide to help you become a set-up pro. Inside the foam-filled carrying box you only get a pair of adjustment plates for the front end—and although you can get a full 4-wheel set-up system from other manufacturers for less than the HUDY's $105 street price, you won't get the prestige, high-precision, superb fit and finish that only the HUDY Set-Up Station comes with by default. If you want the proverbial "best", the HUDY Set-Up Station has got to be a no-brainer.

Scorecard:

Quality
Performance
Value

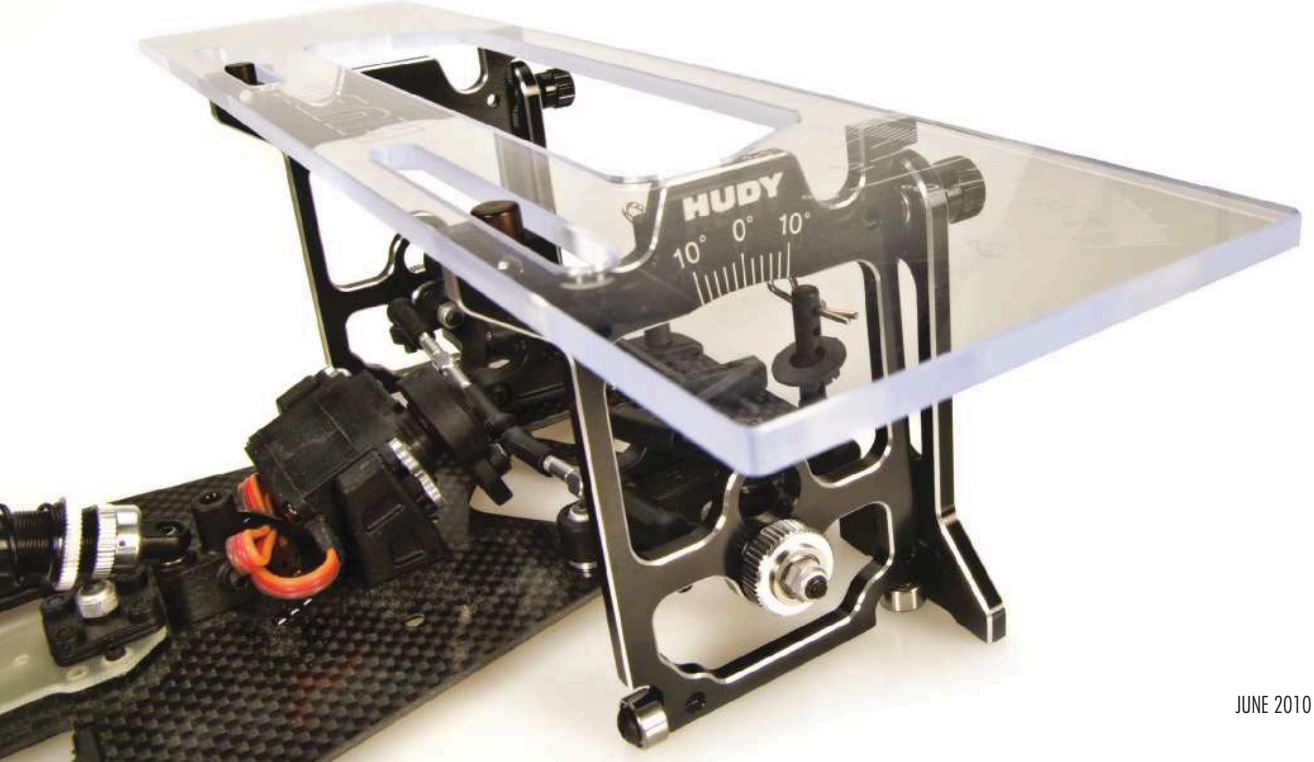
9

The Verdict:

Precision isn't cheap, but man it does look good and work great.

Connect:

HUDY
Part Number: 109405
Street Price: $105
www.hudy.net



Don't put a setup station on the back of your pan car.

RACER'S EDGE SURE CHARGE 1500

The SC1500 charger from Racer's Edge checks in at $60—a decent price point for people who are looking for a low-cost LiPo-capable charger, or those who are making the transition from RTR sport packs to LiPo power. It can handle up to 3S LiPo's as well as LiFePO4 packs as well, charging at up to 5 amps. Two buttons and a bank of LED indicators keep things simple on the control front, and they include two charge harnesses: one featuring a Tamiya-style connector and the other with a Traxxas HC connector. It's AC-powered only—so you'll be doing all your charging at home (or through a generator) Also, the SC1500 only charges LiPo's (not Ni-Cd or Ni-MH), so if you've got your RTR Ni-Cd or Ni-MH packs with you, you'll still need to bring your other charger to be able to service your batteries. They do throw in built-in balance ports though, which is a plus.



Scorecard:

Quality	
Performance	
Value	
	7.5

The Verdict:

Decent LiPo-only charger that is simple to use and does the job – as long as you have AC power available.

Connect:

RACER'S EDGE
Part Number: RCESC1500
Street Price: $60
www.racers-edge.com

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PLOW ME

HPI Wheely King has a HPI 20-turn motor, Traxxas TQ3 radio, Traxxas micro receiver, GP Racing 3300mAh NIMH pack, HPI scorch wheels with stock tires, and diff lockers. The plow does go up and down and is basically finished, but could use some paint.

Adam Salafia
Derry, New Hampshire

XTREME RC CARS WINNER of the month RACERS RIDES





Slash Me

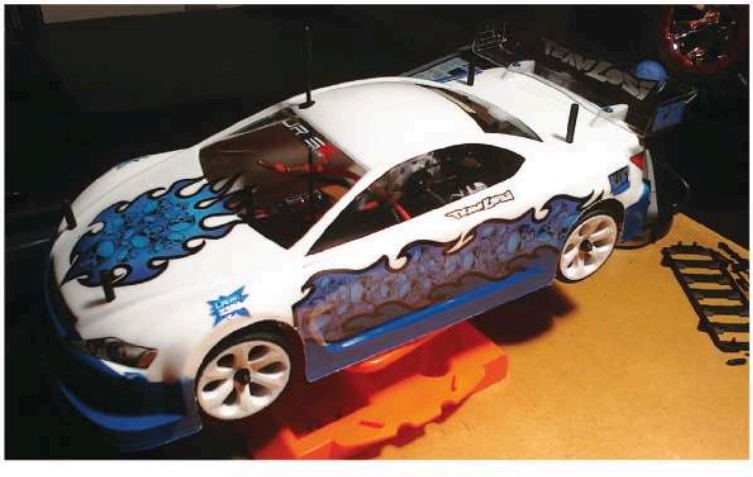
This is a picture if my Slash with a Parma body. It has a Thunder Tech chassis and a Tekin RS ESC with a 10.5 Trinity motor. The truck rides on Pro-Line beadlock rims with J-concepts Goosebump tires. I would love to see more pics of Slashes in your magazine. Hope to see mine.

Thank you for your time.
Bryan Boucher
Newport, Michigan

VINTAGE?

Hello, my name is Peter Criscuolo and I reside and race in New Castle, Delaware at Blue Diamond R/C in New Castle, www.bluediamondpark.com. I am submitting a photo of my Losi JRX-S Type R. It just got this new body for our upcoming ROAR Region 2 electric on road regional race in September. As I stated, it is a Losi JRX-S Type R with a JR 9100S steering servo and Flying Fox R/C top lay shaft, which allows me to use just about any spur gear I like, not just Losi gears, LPR SXX TC Spec speed control wired to a Fantom Duo 10.5 brushless motor. The car is controlled by a Spektrum DX3S radio and all is powered by a Team Checkpoint 4900 mAh hard case lipo. The body is a Protoform superlite LTC body with XXX Main internal blue skull flame decals, and painted with Pactra brilliant blue and sprint white paint. Great magazine! I look forward to every issue. Thank you in advance for taking a look at my ride, hopefully it can make it to an issue of your awesome publication.

Peter Criscuolo
New Castle, Delaware





HIT ME

This is my FG Baja 4WD Competitions 1/6 scale car. That's a mouthful, huh? This car is not as widely driven in the USA as the HPI, but it's a bad mofo. Full alloy everything, just about, and runs like a top. It has a 26cc Zenoah engine and weighs about 28 lbs. You do NOT want to get hit by this thing.

Darren Mason



Z Me (Zed Me)

Check out my HPI 240z. It is painted AutoAir Rockstar red! I love this car. We got it back in April, fresh off the production line. I wanted it to match my 1:1 240Z. My five-year-old son loves this car (better than the 1:1 because it is too loud).

So far it is stock, but I plan to fully option it.

ELECTRONICS ARE:

- Futaba 230 ESC and Futaba S400 servo
- Tamiya black can motor
- Traxxas heatsink
- Tamiya mini rims and HPI radial tires
- Dx 2.0 radio/receiver





I am a avid reader of your magazine. I love the writeups and the paint/body section.

Thanks.

D. Jones



We Love You

I just wanted to share my pride and joys with you guys. This is my Traxxas Slash or Sluggy that I turned into a buggy. I have Integy Frame and RPM all around powered by Mamba Max ESC and a Medusa 5900kv brushless. I just wanted to let you know your mag and RC are one of the main reasons I haven't lost my mind. I got laid off about three months ago and your mag is one of the few things I can afford to go buy these days. So thanks. Keep up the great work and hope you like the trucks my 1/16 E-Revo is missing. Hope to someday see them in your mag.

Thanks
Mike Allsion
Romeoville, Illinois





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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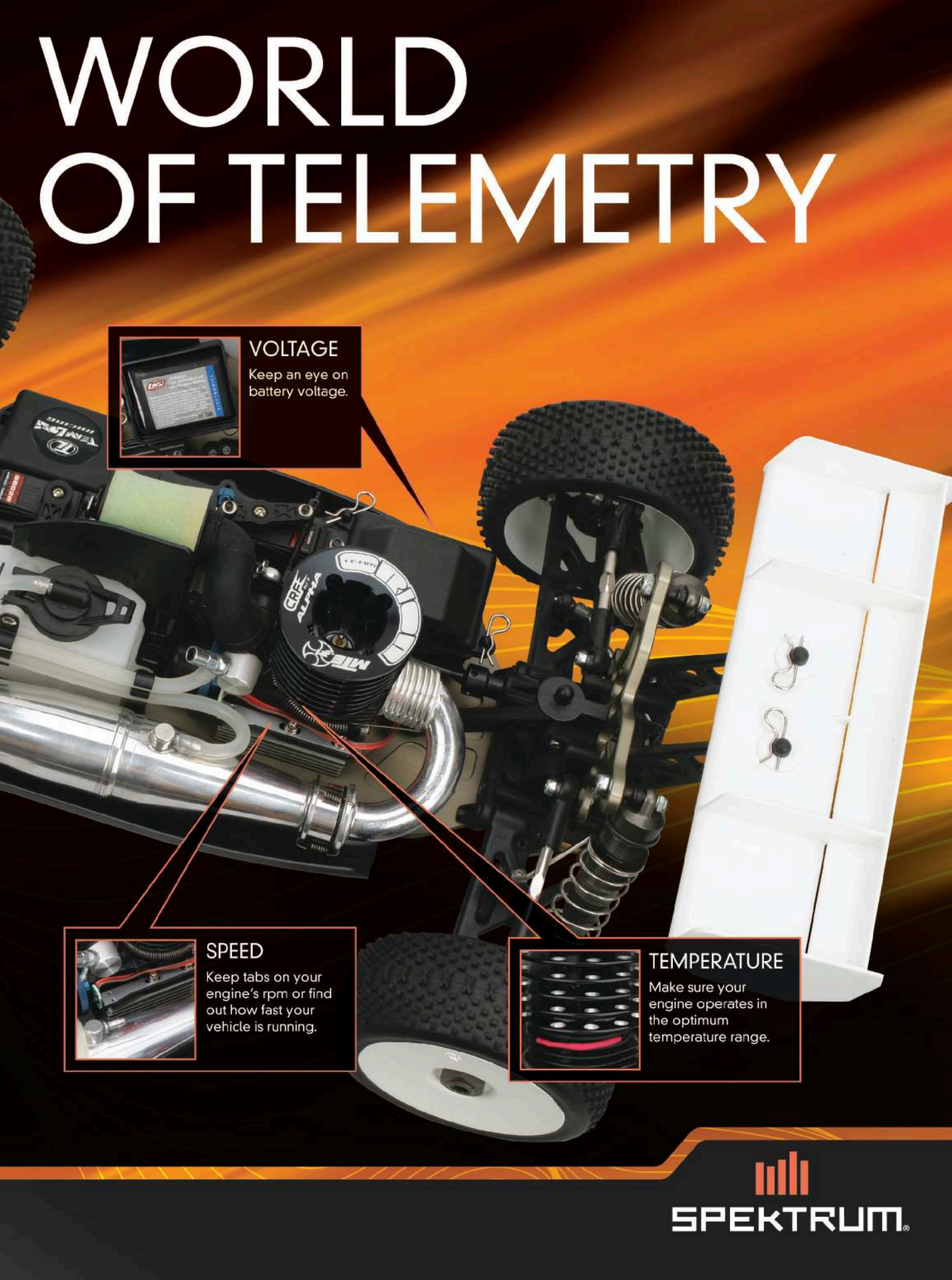

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