



# Xtreme RC CARS

Performance Tests • News • How-To's • Race Coverage • Waterfalls

**HITTING  
THE ROCKS!**  
Axial Wraith

**DRIVEN:**  
**KYOSHO**  
ULTIMA SCR  
**TAMIYA**  
TA05 VDF  
**LOSI**  
TEN-SCTE

**LEARN:**

Get Sponsored  
Weathering Details  
Tune Short Course Diffs  
Protect Your Electronics



**RACE  
COVERAGE:**

2011 Baja Cross  
ROAR 1/8 Off-Road Nats

JULY 2011 / ISSUE 187



\$4.99US

WWW.RC411.COM



# ***Game Changer.***



[odonnellracingfuel.com/104w](http://odonnellracingfuel.com/104w)

© 2011 Hobbico®, Inc. All rights reserved. • 3075345 • Distributed by Great Planes Model Distributors®, Champaign, IL, 61826, U.S.A.

Find more issues at  
[magazinesdownload.com](http://magazinesdownload.com)



# MONSTER LOCKED<sup>™</sup>

Cost & Technology Controlled Racing Is Back, D3 Style!

*The New Trinity Monster Locked will be the hand-out motor at the 2011 Short Course Nationals In SCT & SCB Stock Classes! August 26-28*



## D3 PERFORMANCE AND CONSISTENCY IN THE FIRST ROAR LEGAL SPEC MOTOR

- ✓ Locked Sensor Board Prevents Twisting To Advance Timing
- ✓ Endbell Set To 30 Degrees Of Fixed Timing
- ✓ Rotor Features Easy To Tech Longer Shaft With Marked End
- ✓ Epoxied Windings & Collector To Prevent Rewinding
- ✓ D3 Based And Available in 13.5 , 17.5 & 21.5 Turns
- ✓ ROAR LEGAL
- ✓ Available For Handout And Spec Class Racing Programs

TEP1040, 13.5  
TEP1041, 17.5  
TEP1042, 21.5  
TEP1045, Sensor Board  
TEP1046, Rotor



"The Trinity Monster Lock motor is a tamper proof D3!! As you can see from the dyno sheet you get the same performance and reliability as the *D3 17.5 motor (left) that TQ'ed the SnowBirds* without the fear of getting out run by someone's rewind cheat motor. A great design, fast, reliable, and cheat proof. All this performance while saving you a few bucks too on your next motor purchase! Trinity has put the spec back into spec racing"

**Eric Anderson Team ReVtech Manager**



# SC10RS

SHORT COURSE-RACE SPEC



**R.O.A.R. Short Course National Champion!**



XP3-SS 2.4GHz 3-channel radio system



Water-Resistant enclosed receiver box



Blue anodized aluminum V2 coil-over shocks



Hex-drive wheels front and rear

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

After winning the 2010 R.O.A.R. National Championships the SC10RS has received some major upgrades including the water-resistant XP SC700 Brushless ESC, Reedy 3300 KV Brushless Motor, and an enclosed water-resistant receiver box. Suspension was also upgraded with the addition of adjustable blue anodized aluminum V2 coil-over shocks.

The 2.6:1 ratio gearbox now comes with a heavy duty sealed gear differential and the externally adjustable V2 slipper clutch. The new KMC® replica hex-drive wheels come standard on the SC10RS with high traction JConcepts racing compound rear tires and inserts for more grip.

- 2010 ROAR National Champion short course race truck
- XP3-SS 2.4GHz 3-channel radio system with XP S1903MG metal gear steering servo
- Water-Resistant High-Power XP SC700 Brushless Speed Control with Deans® Ultra Plug® battery connector
- Reedy 3300 KV Brushless Motor
- Water-Resistant enclosed receiver box
- Blue anodized aluminum V2 coil-over shocks
- 2.6:1 ratio gearbox with heavy duty sealed gear differential and externally adjustable V2 slipper clutch
- KMC® replica hex-drive wheels front and rear



TEAM ASSOCIATED

Spark Plug



WWW.RC10.COM

Official R/C Car of the



# BRUSHLESS Ready-To-Run

Rockstar Trademark is used under license from Rockstar Inc.



JConcepts rear tires and inserts on KMC® replica wheels



2.6:1 ratio gearbox with new heavy duty sealed gear differential



Water-Resistant XP SC700 with Deans® Ultra Plug® battery connector



Reedy 3300kV brushless motor

- JConcepts racing compound rear tires and inserts
- Championship short course racing truck body
- Composite battery hold-down strap fits NiMH and LiPo battery packs
- Realistic front and rear bumpers with AE logo rear mud flaps
- Molded composite low-CG chassis with increased strength

- 14 precision rubber sealed ball bearings
- Durable front and rear body mounts
- Rugged steel turnbuckles
- Fully adjustable suspension geometry
- Angled bellcrank "coplanar" steering with integral servo saver
- Vertical ball end roll-center adjustments front & rear

- Many Factory Team & Reedy option parts already available!

**ae**  
**TEAM ASSOCIATED**  
www.RC10.com • www.TeamAssociated.com



# TRAXXAS<sup>®</sup> IS

**60+**  
mph



**Included Power  
Cell Battery and  
Charger**

## Ready-To-Race

Traxxas models are Ready-To-Race with truly superior out of the box performance and value. Exclusive to Traxxas, the included high quality 7-cell battery pack delivers more punch, more speed, and more runtime. Brushless Slash models are powered by Traxxas' top-rated Velineon brushless system which delivers speeds of 65+ mph. The 2.4GHz radio system is simple, powerful, and reliable; and for advanced users, includes adjustments for rate, endpoints, sub trim and more.

**Traxxas models are sold exclusively in Hobby Stores, 4-Wheel Parts, and Pep Boys. Visit [Traxxas.com](http://Traxxas.com) to find a store near you.**



**1/16 SLASH VXL  
BRUSHLESS 4WD**

- Included Power Cell battery and charger
- Revo suspension technology
- Full-time 4WD
- Velineon<sup>®</sup> 380 brushless motor
- Waterproof electronics
- Torque-control<sup>™</sup> slipper clutch
- Sealed differentials



**SLASH VXL  
BRUSHLESS**

- Velineon Brushless Power System. 60+mph!
- Dual-bellcrank steering with integrated servo-saver
- TQ 2.4GHz radio system with Traxxas Link<sup>™</sup>
- Water-sealed receiver box and steering servo
- Heavy-duty driveshafts
- Also available with powerful Titan<sup>®</sup> 12-Turn 550 modified brushed motor (Slash - Model 5803)



**SLAYER  
PRO 4x4**

- TRX<sup>®</sup> 3.3 engine with EZ-Start<sup>®</sup> electric starting
- Polished Resonator dual-chamber tuned pipe
- Auto-shifting 2-speed transmission
- Hard-anodized, Teflon<sup>®</sup>-coated GTR shocks with titanium-nitride shafts
- High-Torque, Waterproof servos
- TQ 2.4GHz radio system with Traxxas Link

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



# SHORT-COURSE!

The Traxxas Slash was first on the scene and defined a whole segment of R/C short course racing. Today, Slash is still #1, outselling all the rest. It's for good reason too. The Slash nameplate leads in performance and innovation and has accumulated a trophy case full of awards. The experience gleaned from years behind the wheel of our full size Short Course trucks has been engineered into the Slash and Slash 4X4 to provide the most authentic handling R/C short course driving experience available. Slash's reputation for durability, speed, fun, and "everywhere" parts support is simply unmatched. Traxxas on-board electronics are fully waterproof which adds a whole new level of excitement with trouble-free driving in all kinds of wet conditions.

## SLASH 4x4

Speed at the track is more than just power at the wheels. Slash 4X4 was smartly designed for easy disassembly and access for service and cleaning. Modular front and rear sub assemblies can be removed in just seconds.

Shaft drive is simple and efficient with fewer gears, less drag, and maximum power handling. The lack of redundant gear reduction makes shaft drive the shortest power path between the motor and the tires.

The details matter and Slash 4X4 is the best looking ride in Short Course. The aggressive body defined the class and the detailed Kuhmo or BF Goodrich tires provide superior scale authenticity.

Additional features: Ultra rigid chassis, balanced weight distribution, and flexible battery compartment that is easy to access and allows a wide range of battery options.



**Modular Assembly with Shaft-Driven 4WD System**



**KUMHO TIRES**

**BFGoodrich**

**Licensed Replica Tires**

## SLASH 4x4 ULTIMATE

**INCLUDED SLASH 4X4 ULTIMATE ACCESSORIES**



**ALUMINUM C-HUBS AND STEERING BLOCKS**



**ALUMINUM WHEEL NUTS**



**ALUMINUM REAR HUB CARRIERS**



**BIG BORE ALUMINUM SHOCKS**



**CENTER DIFFERENTIAL**



**BFGoodrich REPLICA TIRES**



**FRONT AND REAR SWAYBARS**

### Slash 4X4 Ultimate Edition Available now!

Right out of the box the Slash 4X4 Ultimate is loaded with extra hop ups to show the world you're serious about your ride!



**TRAXXAS TORC**  
THE OFF-ROAD CHAMPIONSHIP SERIES  
PRESENTED BY **AMSOIL**

### Racing to Win: The Traxxas Off-Road Championship

Traxxas is the title sponsor of THE Off-Road Championship, the nation's premier short-course racing series and home to short-course racing's fastest, most experienced drivers. Traxxas fields the number 47 and 25 Pro 4X4s of Mike and Mark Jenkins, and the Pro 2WD of Jeff Kincaid. The stars of tomorrow are racing today in the Traxxas Pro Light class. 2010 Dirt Sports Driver of the Year Rick Huseman earned his title driving with Traxxas. We race to win, and Traxxas' full-size off-road racing effort allows the engineering for our radio-controlled race trucks and full-sized race trucks to converge for the advancement of both sports.

**TRAXXAS**  
THE FASTEST NAME IN RADIO CONTROL®

[Traxxas.com](http://Traxxas.com)



Mike Reedy Tributes ONE OF THE PIONEERS OF RC



# Xtreme RC CARS

**HITTING THE ROCKS!**  
Axial Wraith

**LEARN:**  
Get Sponsored  
Weathering Details  
Tune Short Course Diffs  
Protect Your Electronics

**DRIVEN:**  
KYOSHO  
ULTIMA SCR  
TAMIYA  
TA05 VDF  
LOSI  
TEN-SCTE

**RACE COVERAGE:**  
2011 Baja Cross  
1/8 Off-Road Nats



119



**ON THE COVER**  
4WD for the rocks or in the dirt?  
Take your pick with Axial's Wraith  
and Losi's TEN-SCTE.  
Photos by Jason Boulanger  
Illustration by J Fillipow

## VEHICLE TESTS

- 48 LOSI XXX SCTE**  
How Do You Spell That?
- 60 AXIAL WRAITH**  
Conquers Like Conan
- 70 KYOSHO ULTIMA SCR**  
Refining Short Course
- 88 TAMIYA TA05 VDF**  
Very Drift Fancy



## FEATURES

- 80 ROAR 1/8 OFF-ROAD NATIONALS**  
Winner Winner, Chicken Dinner
- 102 2011 BAJA CROSS**  
Dave Goes Big Buggy Racing
- 119 MIKE REEDY: ICON**  
We Lose One of the Great Ones

# Xtreme RC CARS

## EDITORIAL

Publisher: **MIKE VELEZ**  
Executive Editor: **DEREK BUONO**  
King of Drift Editor: **JAMES REVILLA**  
Editor-At-Large: **BRIAN SKINNER**  
Editor-At-Large: **JEFF EVELEIGH**

## ART & PHOTOGRAPHY

Found \$100 Art Director: **MIKE MCMAHON**  
Senior Graphic Artist: **DAVE PALACIOS**  
Staff Photographer: **JASON BOULANGER**  
Special Photographer: **CARL HYNDMAN**

## CONTRIBUTING WRITERS

**MATT OLSON, MIKE OGLE, TODD GREENWALD, MIKE BOYLAN, MARK CALANDRA, BRIAN KINNEY, JEFF HUNEYCUIT, EDWIN HARTMAN**

## PRODUCTION & ADVERTISING

Production Director: **BOB MACKEY**  
Circulation Manager: **TOM FERRUGGIA**  
Advertising Account Exec: **CHARLES CHARRON**  
Advertising Coordinator: **ZARY LAHOUI**

## SUBSCRIPTIONS & CHANGE OF ADDRESS

Phone: **1.800.406.4288**  
Phone (International): **1.706.291.1554**

## BACK ISSUES, XRC GEAR, SALES INFO

Phone: **1.888.200.8299 EX 227**  
Our Complete Web Site: **WWW.RC411.COM**

## HOBBY SHOP SALES

Phone: **1.800.381.1288**

## ADVERTISING RATES

AVAILABLE UPON REQUEST. CONTACT:

## ADVERTISING DEPARTMENT: XTREME RC CARS

13401 Yorba Avenue  
Chino, CA 91710  
PH: **909.517.3366** ex221  
FAX: **909.517.1601**

## NATIONAL/INTERNATIONAL NEWSSTAND DISTRIBUTION

## THE CURTIS CIRCULATION COMPANY

*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](mailto:mikev@rc411.com). Subscription rates are \$19.99 for 12 issues (one year), \$79.99 per year for foreign airmail, \$39.99 for Canada and Mexico. All rights reserved. The entire contents are copyright 2011 Think Omnimedia LLC, and may not be reproduced in any manner in whole or in part without written permission from the publisher. The views and opinions of the writers and advertisers are their own and do not necessarily reflect those of Think Omnimedia LLC, the publisher, or the editorial staff. The publisher assumes no responsibilities for advertising claims, errors, and omissions. *Xtreme RC Cars* is put together in the RC car capitol of the world, Southern California.

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

We occasionally use material that we believe has been placed in the public domain. Sometimes it is not possible to identify and contact the copyright holder. If you claim ownership of something we have published, we will be pleased to make the correct acknowledgement.

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





# XXX-PLATFORM SHORT COURSE TUNING KIT



## PREPARE YOUR VEHICLE FOR SERIOUS COMPETITION

Put your XXX-SCT/SCB in top-performing shape. The TLR0900 XXX-Platform Short Course Tuning Kit has everything you need to get your vehicle ready for competition. What's more, by purchasing this kit, you'll save nearly \$200 compared to buying each item individually.

LOSB2049	Front Suspension Arms, EA3	LOSA6951	Hardened Diff Balls 3/32
LOSB2052	Rear Suspension Arms, EA3	LOSA3039	Differential Drive Rings & Shims
TLR4147	Rear Pivot Block 4 Degree, Aluminum	LOSA3099	Full Thrust Bearing Set
LOSA4148	Front Pivot Block, Aluminum	LOSA2908	Diff Square Spring & Screw Set
LOSA5049	Aluminum Shock Adjuster Nuts with O-rings	LOSA3036	Diff Gear, 2.43:1
LOSA5055	Threaded Shock Body Set, .9"	LOSA6907	Ball Bearings 5x8mm
LOSA5056	Threaded Shock Body Set, 1.2"	LOSA3065	Diff Lube
LOSA5064	Shock Shaft, 1.0", Ti-Nitride	LOSA99203	High Pressure Black Grease
LOSA5062	Shock Shaft, 1.2", Ti-Nitride	LOSA3034	Transmission Screw Set
TLR2140	Rear Hubs, Aluminum	LOSA9930	Upper Gear & Shaft 2.43, Aluminum
LOSA6912	Steering Ball Bearings	LOSA3041	XXX-CR Motor Plate
LOSA3033	Transmission Case Set	TLR6060	Turnbuckle Set, Spring Steel
LOSA3038	Differential Half Outdrive Set		



46



80



114



How long is my... pipe?

60



## REGULARS

- 14 INSIDE LINE**  
Latest and Greatest
- 18 CALENDAR**  
Plan Your Month
- 29 QUICK TIPS**  
Fast Fixes
- 122 ASK THE PROFESSOR**  
Dangle Things
- 129 RACERS RIDES**  
Your Spotlight

## DEPARTMENTS

- 12 INSIGHT**  
Being an Icon
- 36 X-TOOLS**  
Fill Your Toolbox
- 41 FIRST TURN**  
Getting Caught Up In Setup
- 110 CUSTOM WORKS**  
Weathering
- 124 ONE FIFTH**  
Big Scale

122



## HOW-TO

- 98 GET SPONSORED**  
You Know You Want Free Stuff
- 114 TUNE AN SC GEAR DIFF**  
Short Course Traction

## STARTING BOX

- 30 PROTECT YOUR ELECTRONICS**  
Saving Power

## SCOPES

- 46 TLR TUNING KIT FOR XXX-SCT AND XXX-SCB**  
Enhance, Enhance
- WINGTOTE BUGGY PAK**  
Tagged and Bagged
- 126 GREX AIRBRUSH KIT**  
Psst... Psssst....Psst....





# WORLD CHAMPION BRUSHLESS TECHNOLOGY



## SXX Stock Spec VERSION 2

LRP80915  
SXX Stock Spec



**SOFTWARE  
UPDATABILITY**

Stock racers, watch out! Now you can also use the World Champion technology of the new SXX high-end speed control series. It can be the decisive advantage on the race track. The new SXX Stock Spec Version 2 is perfectly adjusted for use in combination with stock motors. In conjunction with the ADPC<sup>max</sup>2 software, makes this the top of the line speed control in its class and will boost stock racing into a new dimension.

### Specifications:

Part No.	Motorlimit <sup>2</sup>	Voltage Input	Brushless
LRP80915	Over 4.5T (7.4V)	3.7 - 7.4V	Forward/Brake

- **Improved, Tougher Specifications:** Improved soft and hardware for maximum reliability
- **USB Software Updatability:** Benefit from all the latest performance improvements and updates available at [www.LRP.cc](http://www.LRP.cc)!
- **Dual ADPC<sup>max</sup>2 Software:** Independent adjustment of "Feel" and "Boost" of maximum flexibility and highest power in all classes. For all types of battery cells and motors.
- **Twin BEC:** A true BEC revolution! Constant 6V/3A output with 3.7V to 7.4V batteries. No receiver battery with 1S LiPo needed.
- **Revolutionary Internal Temp Check System 3:** Allows you to read out the maximum internal temperature for each the speedo and motor.
- **AutoCell System 2 (3.7V to 7.4V input voltage):** Adjustable cut off system for all types of cells.
- **Extra Small Size:** 30.5mm x 33.0mm for easy installation in all cars.
- **C3 Technology:** Revolutionary Copper Core Cooling technology for lowest running temperature.

Perfect for 1:12 On-Road and 2WD Off-Road modified racing, the high-tech features and matched components make the new generation SXX Competition version 2 one of the highest-performing speed controls on the market today.

The all new SXX TC Spec version 2 is ready for the challenges of 1:10 On-Road TC Modified and 4WD Off-Road Modified. It is equipped with the most advanced technology of today's competition speed controls!

- **Dual ADPC<sup>max</sup> Software:** Independent adjustment of "Feel" and "Boost" for maximum flexibility.
- **USB Updatable Software\*:** Benefit from all the latest performance improvements and updates available online at: [www.LRP.cc](http://www.LRP.cc)
- **Twin BEC:** Constant 6V/3A output with 3.7V to 7.4V batteries. No receiver battery with 1S LiPo needed.
- **Revolutionary Internal Temp Check System 3:** Allows you to read out the max internal temperature for the ESC & motor.
- **AutoCell System 2 (3.7V to 7.4V input voltage):** Adjustable cutoff system for all types of cells.
- **C<sup>3</sup> Technology:** Revolutionary Copper Core Cooling technology for lowest running temperature

## SXX TC Spec VERSION 2

## SXX COMPETITION VERSION 2

LRP80905  
SXX TC Spec



LRP80905  
SXX Competition

### Specifications:

Part No.:	LRP80905	LRP80955
Motorlimit <sup>2</sup> 7.2V:	Over 4.5T	Over 3.0T
Voltage Input:	3.7 - 7.4V	3.7 - 7.4V
Brushless:	Forward/Brake	Forward/Brake



Backed and serviced in North America by  
**TEAM ASSOCIATED**  
26021 Commercentre Drive, Lake Forest, CA 92630  
[www.rc10.com](http://www.rc10.com) or [www.teamassociated.com](http://www.teamassociated.com)





# WE ALL CAN BE ICONS

**W**hen you hear the word "icon" or "iconic," what do you think about in RC?<sup>1</sup> Do you think of individuals, parts, or races? It could be you think about a little bit of all three. The recent passing of Mike Reedy, an RC icon, sort of made me think about what we all are in this hobby.<sup>2</sup>

I'm not vain enough to think I'm an icon,<sup>3</sup> although I can say I feel like I've made a difference in the industry. Are you an icon? What would it take for you to be one? Odds are, it's a dedication level that most of us can never achieve, or sometimes want to achieve. Mike Reedy dedicated his life to this hobby. It wasn't his hobby; it was his job, and few others are so dedicated to the industry. Many figures in this great hobby can teach us how to reach new levels, explore new technology, and in general just be better people.<sup>4</sup> The track is a hard life, and those who do it for a living don't have the best lives, but many do what they can to make it. Where are you in this hobby? Do you want to be more? It starts with tomorrow and looking at what you're doing today. You might be able to start by helping others. If somebody is at the track and needs help, you just go help him. If somebody needs a part, glue, or maybe even a hug, do it.<sup>5</sup> Legends are made at the track, and even icons had to start at the bottom. So if your day isn't going so well, maybe you can forget about trying to shave seconds off a lap and start to talk to the guy next to you. We're all in it for the love, but where you want to end up in RC history is up to you.

Thank you, Mike Reedy, for putting the time and the effort into this hobby and never giving up on making it better. You are an icon to us and will never be forgotten.

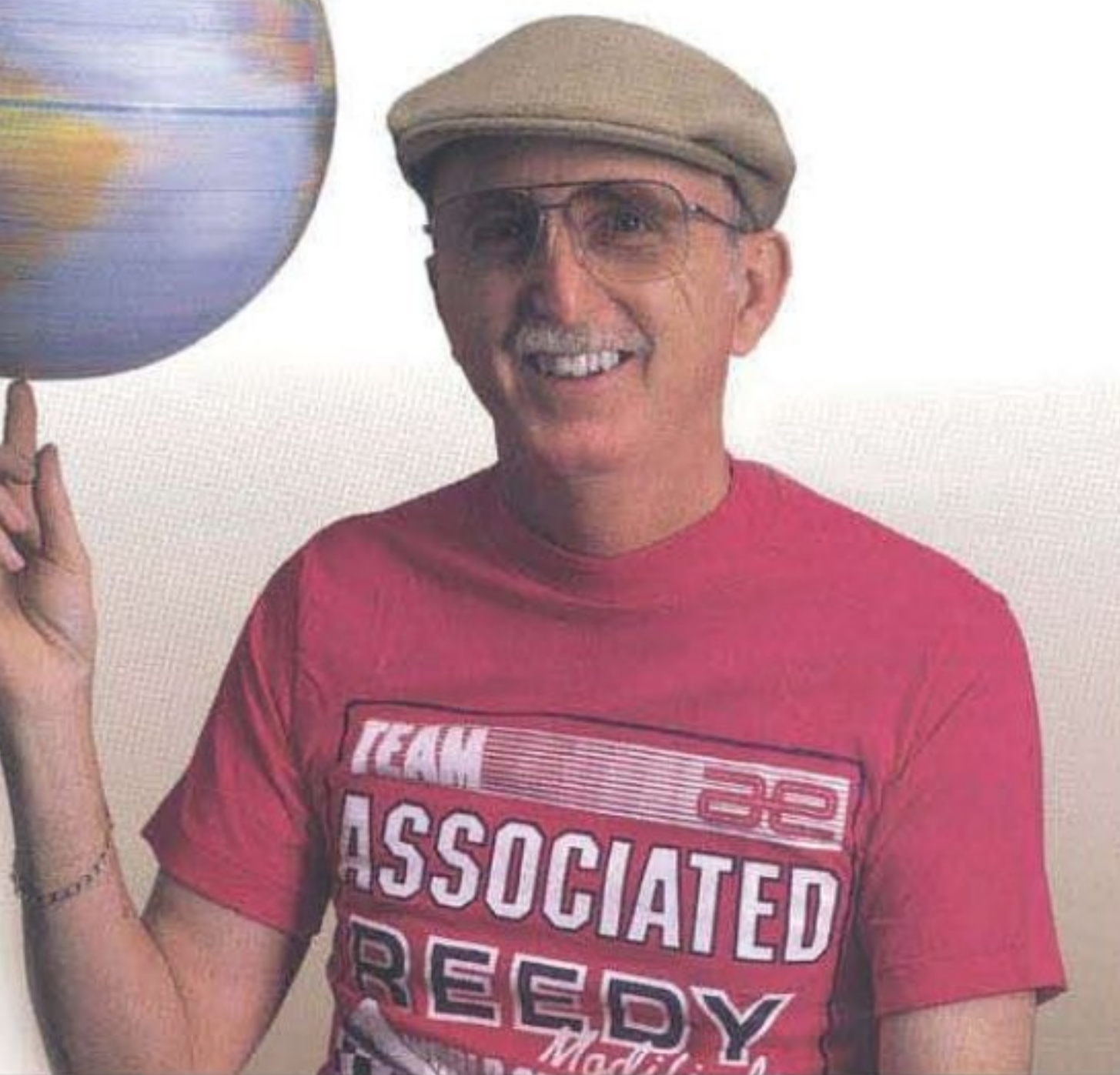


Godspeed,

**Derek Buono**

Executive Editor

derekb@rc411.com



1. Do you even think?
2. Even if you're just a casual RC'er, you matter.
3. I am freaking awesome though.
4. There are also examples on how to be a douche . . . maybe more of those, too.
5. Brothers don't shake; brothers hug.

**MIKE VELEZ** [I SAY POTATO, YOU SAY PO-TAH-TOE.]



MY FAVORITE THING TO BBQ IS... Pizza. Don't knock it until you've tried it.  
MY FAVORITE DEEP FRIED FOOD IS... Potato, yeah these crazy things called "Freedom Fries"  
THE STRANGEST THING THAT IS DEEP FRIED... Ice cream. Yeah, makes no sense huh.

**DEREK BUONO** [THAT GUY'S HAD A LOT OF FRIED STUFF HIMSELF.]



MY FAVORITE THING TO BBQ IS... Beer can chicken. Sodomy and juicy chicken!  
MY FAVORITE DEEP FRIED FOOD IS... Turkey! Who needs 8 hours to cook a bird!  
THE STRANGEST THING THAT IS DEEP FRIED... Deep fried Kool Aid? What's next deep fried air?

**JAMES REVILLA** [WITH A DULL KNIFE LIKE RAMBO WOULD DO IT.]



MY FAVORITE THING TO BBQ IS... Freshly hand-killed birthday party chickens, for my own birthday.  
MY FAVORITE DEEP FRIED FOOD IS... A bunch of stuff. It's like that by default if you're Asian.  
THE STRANGEST THING THAT IS DEEP FRIED... Bananas. Or any other fruit.

**MIKE MCMAHON** [THERE IS WORSE... CHICKEN BUTT AND BEER.]



MY FAVORITE THING TO BBQ IS... Rare rib eye steak is pretty tough to beat.  
MY FAVORITE DEEP FRIED FOOD IS... Deep fried pickles or deep fried zucchini.  
THE STRANGEST THING THAT IS DEEP FRIED... Twinkies sound pretty wierd but I am sure there is much worse.

**DAVE PALACIOS** [FRIED FOOD STOMACH? CHECK.]



MY FAVORITE THING TO BBQ IS... It's a toss up between pork spare ribs and thick cut rib eye steaks.  
MY FAVORITE DEEP FRIED FOOD IS... Probably some Asian type of food.  
THE STRANGEST THING THAT IS DEEP FRIED... Pickles and Snickers candy bars.

**CARL HYNDMAN** [MIGHT ACTUALLY LIKE FRIED FRUITS.]



MY FAVORITE THING TO BBQ IS... Hawaiian Suckling Pig. Juicy!  
MY FAVORITE DEEP FRIED FOOD IS... Deep fried pickles are pretty awesome.  
THE STRANGEST THING THAT IS DEEP FRIED... Butter. How do they keep it from melting all over the place? Those people at the fair are geniuses.

**BRIAN SKINNER** [SHOPED AT FRY'S ONCE LOOKING FOR FRIED FOOD.]



MY FAVORITE THING TO BBQ IS... Beef ribs, never can get enough!  
MY FAVORITE DEEP FRIED FOOD IS... Deep fried Snickers—that's the best taste in the world.  
THE STRANGEST THING THAT IS DEEP FRIED... Rooster testicles—steamed is much better—oh how I love China!

**JEFF EVELEIGH** [MUST HAVE FRIED HIS BRAINS A FEW TIMES.]



MY FAVORITE THING TO BBQ IS... MEAT!!!!  
MY FAVORITE DEEP FRIED FOOD IS... Wow, this is a tough one. I like almost anything deep fried. Has anyone done deep fried beer yet? Derek?? Could be a good article for that other rag!  
THE STRANGEST THING THAT IS DEEP FRIED... I think my vote has to go to ice cream.

**JASON BOULANGER** [BUT IT DIDN'T STOP HIM.]



MY FAVORITE THING TO BBQ IS... Chicken. Boring, but hey, it's tasty!  
MY FAVORITE DEEP FRIED FOOD IS... Those cinnamon-sugar covered mini donuts.  
THE STRANGEST THING THAT IS DEEP FRIED... Ice cream; it seems like it just shouldn't work.

**MIKE BOYLAN** [ONLY ONE GOOD THING AT HOOTERS, & NOT THE PICKLES.]



MY FAVORITE THING TO BBQ IS... Chicken. Yea I know that is the obvious answer, but I still do!  
MY FAVORITE DEEP FRIED FOOD IS... Pickles from Hooters. Yes it is true they sell them!  
THE STRANGEST THING THAT IS DEEP FRIED... I would have to say an Oreo cookie. After eating a million growing up I think I might throw up thinking about them deep fried.



# BIG TIME POWER!

When push comes to shove, the **HIGH VOLTAGE, DIGITAL HS-5765MH** can roll with the punches. With a colossal **347 oz-in** of torque pumping through a 10mm output shaft, this 2-cell LiPo capable servo has the **muscle** you need for the most demanding conditions. Rip through the corners with the **BIGGEST, BADDEST SERVO ON THE BLOCK!**



**MORE POWER,  
MORE CONTROL.  
HANDS DOWN!**

Model	6.0 Volts		7.4 Volts		Part#	Dimensions	Weight
	Speed	Torque	Speed	Torque			
HS-5765MH	0.16	278 oz-in	0.13	347 oz-in	35765S	2.32 x 1.14 x 2.04 in	6.07 oz



12115 Paine Street • Poway, CA 92064 • 858-748-6948 • [www.hitecrcd.com](http://www.hitecrcd.com)





# YOKOMO WITH THEIR OWN 2WD BUGGY?

Keen eyes recently spotted a surprise in the Yokomo booth at this year's Shizuoku Hobby Show in Japan. Currently just a prototype, the company looks to be offering a buggy with more traditional design concepts. Rumors speculate that it will not be ready in time for this year's IFMAR Worlds, but by the looks of the buggy, it could be in driver's hands fairly quick. This rear-motor buggy (no word yet if it will stay this way) may look like a lot of offerings already on the market, but as with anything in this class, it's all in the details. Maybe we'll get to see Masami?



## MARC RHEINARD WINS THE REEDY TOURING CAR RACE OF CHAMPIONS

Held at Nor-Cal Hobbies in Union City, California, the Reedy Race of Champions went off again on May 28-29, and drew the best drivers from all over the world. The event used its unique and always exciting format for the Invitational Class that consisted of twenty-seven drivers. For the rest of the attendees, there were three open-to-the-public touring car classes: 17.5T Ramping, 17.5T Non-Ramping, and Open/Modified. When the dust (and lots of rain) finally settled, it was Marc Rheinard who took the win with Victor Wilck in second and Atsushi Hara in third.



## GEAR DIFF REVOLUTION?

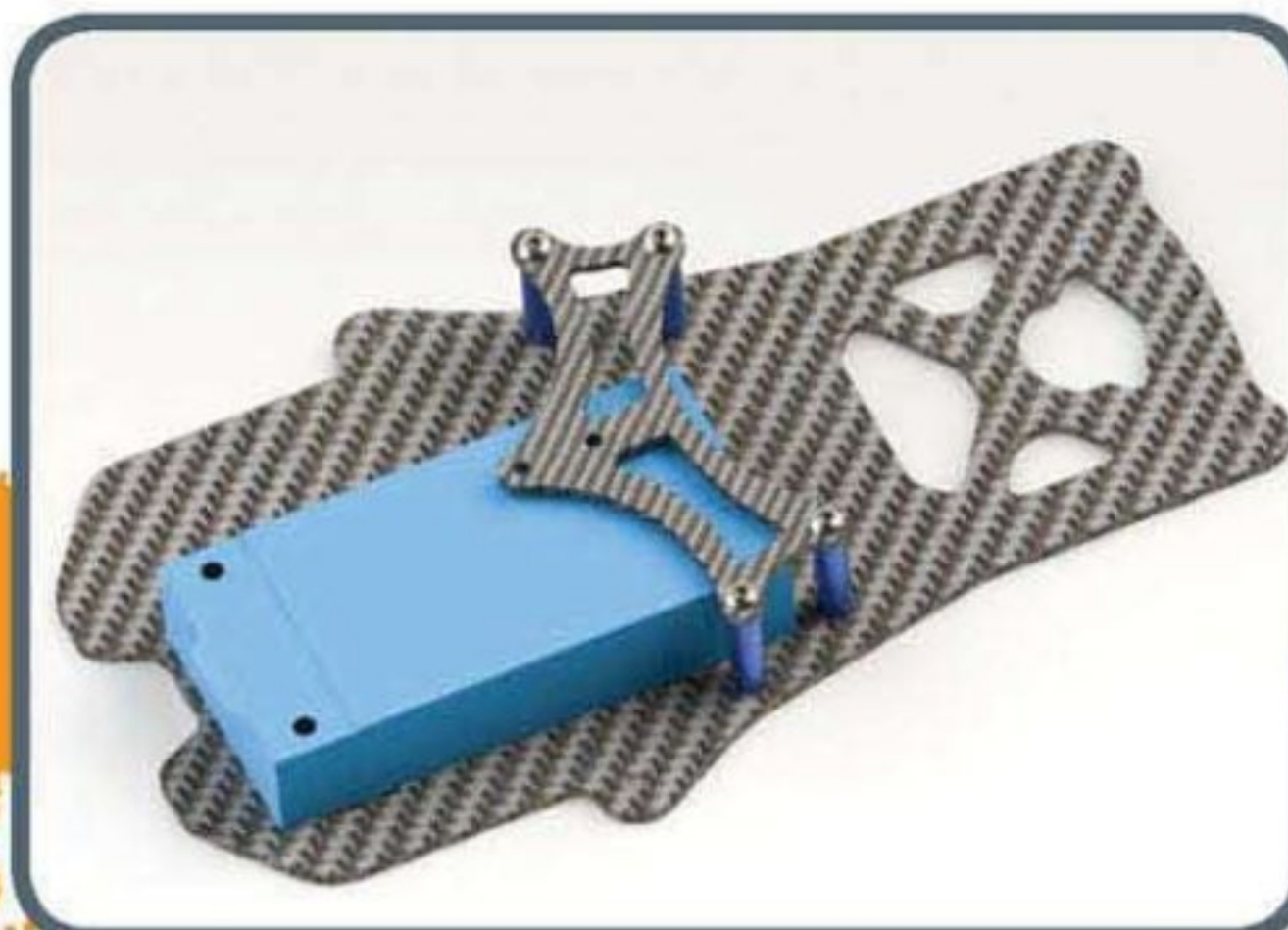
Gear diffs have been the choice on RTR vehicles, but lately more and more pros are giving them a try in their race machines. Some theorize that high levels of grip give the right characteristics for these units to perform at their best and the high torque associated with brushless motors causes too much wheel spin. Sure gear diffs can cut down on maintenance, but a winning advantage? Vehicles like the Schumacher Mi4, and Team Associated TC6 driven by Keven Hebert has shown great on-track performance, but will the other pros and manufacturers follow suit? Stay tuned.



## WHICH WAY DO I PUT MY BATTERY?

1/12-scale pan cars have gone through a pretty big change lately as companies have finally embraced single-cell LiPo technology. You'd think the engineers would be sipping margaritas by the pool, and all theories explored, but an old design is being put to the test by a few companies hoping to prove that

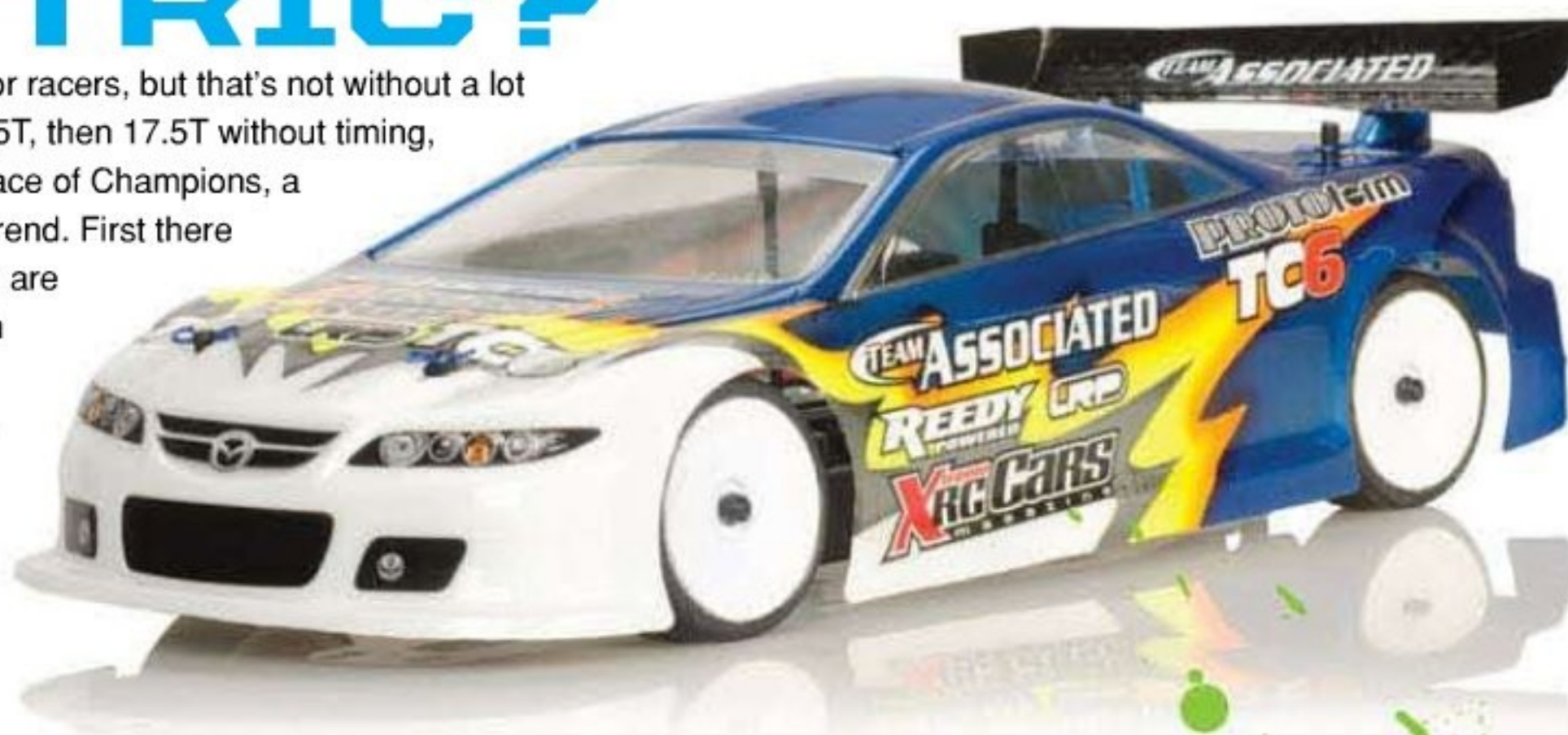
old theories have some validity. Putting the battery in the longitudinal position, instead of the width of the car has always had it's own characteristics, but at this year's European Championships, Ronald Volker piloted a car with this configuration as a conversion to his Team Associated 12R5.1. The theory is that this configuration helps the efficiency of the car in corners and reduces yaw when changing direction.





# MORE IDEAS FOR CLASSES IN ELECTRIC?

Stock racing is really struggling to find a standard for racers, but that's not without a lot of people trying. First it was 13.5T motors, then 17.5T, then 17.5T without timing, and so on. Well at this year's Reedy Touring Car Race of Champions, a pretty good list of classes seems to be following a trend. First there is Modified (no big news here), but the next classes are 17.5T with timing allowed "ramping," and 17.5T with timing not allowed. The speed difference seems to be appropriate, and lap times separated by relative time, but what about amateur and non-amateur? The rules are still in limbo here, and time will probably sort out the next step and hopefully a new definition that will stick.



## RUMORS, RANTS AND TIDBITS!

### 2WD BUGGY REINVENTION?

**Story Info:** If you race electric off-road, then you've seen 2wd buggies zipping around the track. They have been around for a long time and are some of the simplest vehicles we have. But, being simple (by-the-way, simple is relative) doesn't mean it's easy. Ask any seasoned veteran, and I bet almost all will agree that these rear-wheel drive buggies are among the hardest and most challenging of all the classes. Almost every factory pilot has developed their skills by driving these buggies over long and laborious hours. The characteristics don't seem very inviting; acceleration really tests your throttle finger, steering is twitchy, brakes are a handful, jumping is finicky, and dicing it up with others, means you'll be rubbin' with an open wheeled car. Now strap a mod motor in and you have a real challenge on your hands. Oh and by the way, you'll be chasing your set-up, a lot!

So why is it such a tradition, and why do companies invest in the class? Maybe it's the ultimate electric challenge, or the bragging rights in conquering the difficult, or the fact that it's almost impossible to master, and even at the highest level, a clean qualifier is still among the most coveted accomplishments in racing.

Whatever the reason, the class will always be here, and now the industry is responding. In the past, the class was pretty much a 2 or 3 company race, but in recent times that number has gone to quite an impressive number. And don't think the companies already offering buggies are resting. Traditional 2wd buggy companies like Team Losi Racing have just upped the ante with their new "22" buggy, and Team Associated has their new version B4.1. Other offerings include Kyosho with the Ultima RB5 SP2, Schumacher Cougar SV, Team Academy SBV2 "Pro," Tamiya TRF201, TQ Racing SX10 2w, and the X-Factory x-6 Squared along with developments from Yokomo, Team Durango and other smaller companies, and you have quite a lot of choices for racers looking to really "cut their teeth."



TLR 22



ASSOCIATED B4.1



KYOSHO ULTIMA RB5 SP2



SCHUMACHER COUGAR SV



TAMIYA TRF201



TEAM DURANGO



ACADEMY SBV2 PRO

If you get free stuff, you're not an amateur.





## There *IS* an App For That

RC4WD and iPhly are teaming up to bring out the first ever production radio control unit that allows you to fly a helicopter or drive a radio control car with your iPhone! Check out these screen shots taken from an iPhone. We're looking to get one of these for full review as soon as possible!

Part Number: V-IPHY0001

MSRP: \$107

[WWW.RC4WD.COM](http://WWW.RC4WD.COM)

### SPECIFICATIONS INCLUDE:

- ▲ Works with iPhone 1.0.6 (iOS 4.0 tested)
- ▲ Works with Spektrum, Futaba, HiTec, FrySky (Part # Z-E0036), Corona RF modules
- ▲ Require 4 AAA batteries
- ▲ Software available free on iTunes (6.2MB)
- ▲ Software has both airplane/heli and car mode
- ▲ Adjustable steering throw
- ▲ End point adjustment (EPA)
- ▲ Reversible channel
- ▲ Store thousands of models
- ▲ ABC plastic
- ▲ Hardware manufactured by RC4WD



Buggies will soon look like they belong in Megaforce.

**2009**

New for your TLR22 is Pro-Line Racing's Bulldog body. There are actually two different Bulldog bodies – one for the TLR22 rear motor configuration and one for the TLR22 mid-motor configuration. Both bodies feature functional cab-forward race styling, and come with window masking, rear wing and decal sheet.

Part Number: 3358 (rear config);  
3359 (mid config)

[WWW.PROLINERACING.COM](http://WWW.PROLINERACING.COM)



## VERY DRIFT SPECIAL

With the huge success of their TA-05 VDF belt-driven drift chassis, Tamiya now caters to the shaft-driven crowd with their new TB-03 VDS Drift Spec chassis kit. With the knowledge gained from the VDF, Tamiya has developed the TB-03 VDS top-spec drift chassis kit that offers the direct response of a shaft-driven 4WD system. Equipped with the TB-03's front and rear gearboxes, the "VDS" features a 2.5mm thick carbon fiber lower deck, aluminum center gearbox braces, a 2-piece propeller shaft along the center line of the chassis, 4-wheel double wishbone suspension equipped with Tamiya's short reversible suspension arms as seen on the TB-03, TA-05 Version 2 and TRF 416, and 417; TRF (Tamiya Racing Factory) Aluminum threaded shock body with Teflon piston dampers, parallel geometry steering system with left and right symmetrical steering, front ball diff, rear direct coupling (spool), aluminum turnbuckle shafts and wheel hex hubs, front and rear universal shafts, and more.

Part Number: 84205

MSRP: \$667

[WWW.TAMIYAUSA.COM](http://WWW.TAMIYAUSA.COM)





# PROVEN TO PERFORM...



2010 TQ & Winner @ 1:8 Buggy National Championship / 2010 TQ & Winner @ Truggy National Championship  
 2010/11 TQ & Winner @ 1:8 Buggy World Championship / 2011 TQ & Winner @ 1:8 Buggy National Championship 1st,  
 2nd, 3rd @ 2011 Western Australia Challenge Cup - 10 of top 12 in 1:8 Buggy run AKA Tires @ 2011 Western Australia  
 Challenge Cup - 1st 1:8 Truggy @ 2011 Western Australia Challenge Cup - 11 of top 12 run AKA tires @ 2011 Western  
 Australia Challenge Cup - 1st, 2nd, 3rd 1:8 Buggy @ 2011 Australian Nationals - 1st 1:8 Buggy @ 2011 Meakin Masters  
 Australia - 1st @ 2011 SCT Indoor Champs - TQ/1st 1:8 Buggy @ 2011 Psycho Nitro Blast - 1st 1:8 Truggy @ 2011  
 Psycho Nitro Blast - TQ/1st 1:8 Buggy 2011 Nitro Challenge - 1st/TQ 1:8 Truggy 2011 Nitro Challenge - 1st Pro4 Short  
 Course @ 2011 Cactus Classic - TQ/1st 2WD SC Truck @ 2011 European Off Road Series - TQ/1st 2WD SC Truck @  
 2011 April Fools Classic - 1st/2nd 2WD SC Truck @ 2011 Silver State Nitro Challenge - 1st/2nd 4WD SC @ 2011 Silver  
 State Nitro Challenge - TQ 1:8 Buggy 2011 Silver State Nitro Challenge - TQ/1st @ 2011 Neo11 Race, England  
 9 of top 15 drivers choose AKA tires @ Neo11

**AKA**  
 World Class Products by World Champions  
[www.raceaka.com](http://www.raceaka.com)



## 2.4 FOR LESS

The new Futaba 3PRKA 2.4GHz FHSS is the ideal system for new drivers – and for those who want to upgrade the radio in their ready-to-run model! For its low price, you get features like throttle End Point Adjustment (EPA), servo reversing, channel 3 switch, throttle fail safe, and 70/30 throttle mode. The 3PRKA comes with an R203GF 3-channel 2.4GHz FHSS High Voltage (4.8V-7.4V) receiver.

Part Number: FUTK3100

MSRP: \$70

[WWW.FUTABA-RC.COM](http://WWW.FUTABA-RC.COM)



## 2 WHEEL THUNDER

For our 2-wheeled fans, check out Thunder Tiger's new 1/5 SB-5 EP Motorcycle! Available as an RTR, you can hit the street within minutes of opening the box. In addition to a 2.4GHz radio system, the SB-5 RTR is available with either brushed 17T 540 motor and Velosci-RS ESC or brushless with IBL 36/39-540C motor and BLC-40C speed control. The chassis' design is inspired by the Pro version to give the bike sharp handling and exceptional cornering capability. A parallel link front suspension with adjustable rake features two oil-filled shocks that allow for more adjustability. Using belt drive and equipped with full bearings, there is no assembly required so you can get up and go fast!

Part Numbers:

TTRD9058 (brushed RTR, blue)

TTRD9059 (brushed RTR, green)

TTRD9060 (brushless RTR, blue)

TTRD9061 (brushless RTR, green)

MSRP: \$240 (brushed) / \$300 (brushless)

[WWW.TTAMERICA.COM](http://WWW.TTAMERICA.COM)



JULY 2011

### RACE GUIDE KEY

On-Road Race Off-Road Race

04: Independence Day



**08: Westside Challenge III Race 3**

Burlington, WA - Skagit River Raceway

[www.skagitriverraceways.com](http://www.skagitriverraceways.com)

**10: Hillbilly 100 Enduro**

Wilmington, OH - Clinton County RC Raceway

[www.cccrcr.net](http://www.cccrcr.net)

**10: 2011 Summerslam**

Round Lake Beach, IL - Round Lake RC Track

[www.realircracers.com](http://www.realircracers.com)

15: Sonya Velez' Birthday



**15: Bring the Heat**

Flowood, MS - Flowood RC Indoor Park

[www.trackseekers.com](http://www.trackseekers.com)

**15: 2011 Futaba/OS Engines Nitro Challenge**

St. Louis, MO - Dirtburners

[www.dirtburners.org](http://www.dirtburners.org)

**16: ROAR Mid-Atlantic Off-Road Series R4**

Boonsboro, MD - Full Throttle RC

[www.roarracing.com/?cat=12](http://www.roarracing.com/?cat=12)

**16: 1/18th Triple Crown R2**

Brunswick, OH - NORCAR at the Gate

[www.clevelandcarpetracing.com](http://www.clevelandcarpetracing.com)

**22: Timezone Gran Prix**

Battle Ground, WA - Timezone Raceway Park

[www.timezonetracing.com](http://www.timezonetracing.com)

**23: RC DriftClub 2011 Final Battle**

Aliso Viejo, CA - Tamiya R&D Raceway

[www.rcdriftclub.com](http://www.rcdriftclub.com)

**23: 2011 Great Lakes Region Mod Shootout**

Columbus, OH - EN Hobbies and More

[www.enhobbies.com](http://www.enhobbies.com)

**23: Minnreg RC Club**

Clearwater, FL

[www.rcthunder.net](http://www.rcthunder.net)

**28: On-Road Paved Electric Nationals**

Jackson, NJ - Jackson RC Racing

[www.jacksonrcracing.com](http://www.jacksonrcracing.com)

31: Mike Velez' Birthday



## HOLD THAT CHARGE

New from Trinity is this lightweight foam charger stand. The stand comes in 3 pieces so it can be taken apart and stored in your pit box, and holds chargers on an angle for easy reading of the screen. The stand also has holes on one end for holding wrenches and screwdrivers to keep your workbench nice and neat.

Part Number: TEP6064

MSRP: \$28

[WWW.TEAMEPICONLINE.COM](http://WWW.TEAMEPICONLINE.COM)





# The Products, Prices, & Service To Get You Back On Track



**A MAIN HOBBIES.com**  
*Leave Your Competition in the Dirt!*



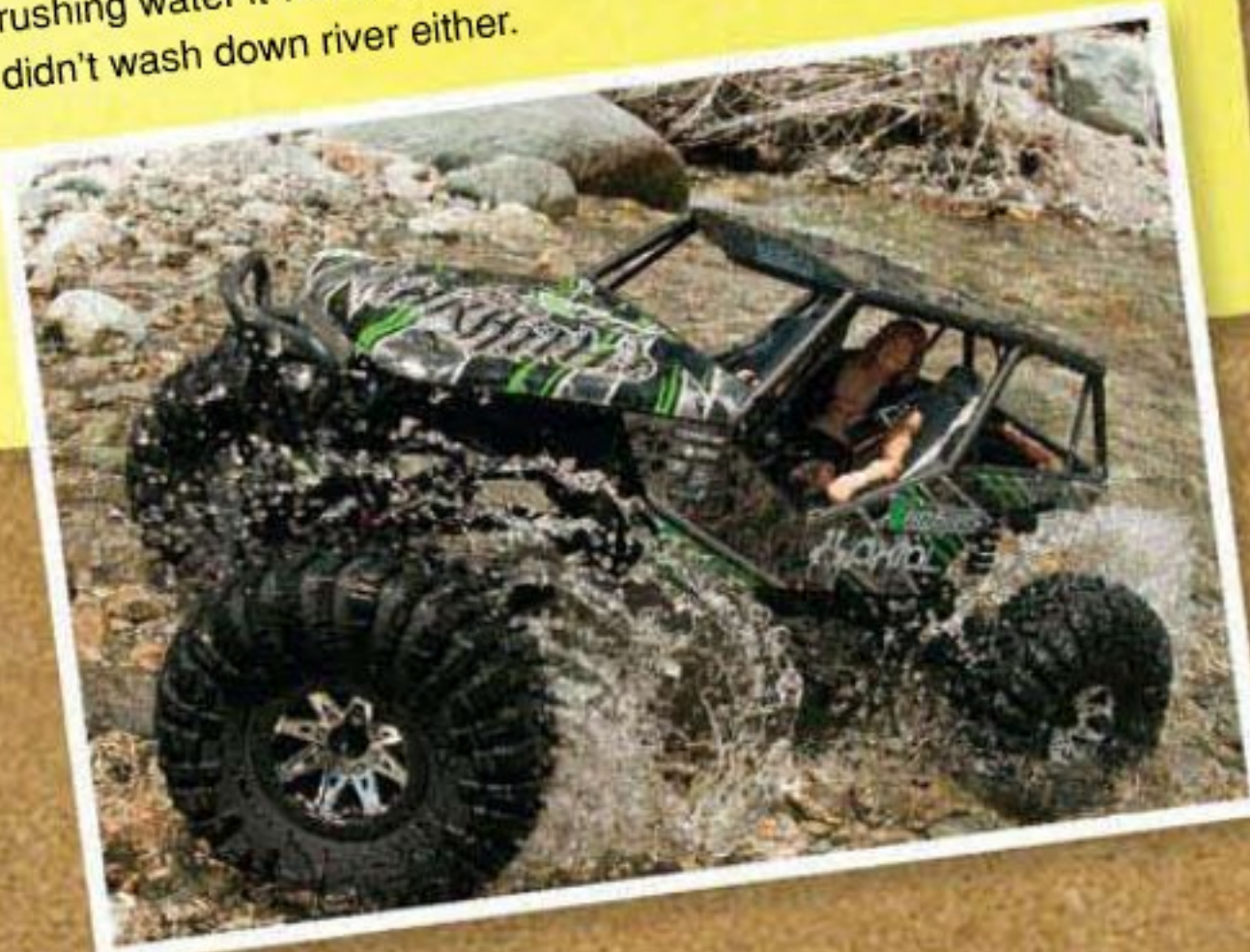
Get the free mobile app at  
<http://gettag.mobi>

**1.800.705.2215**



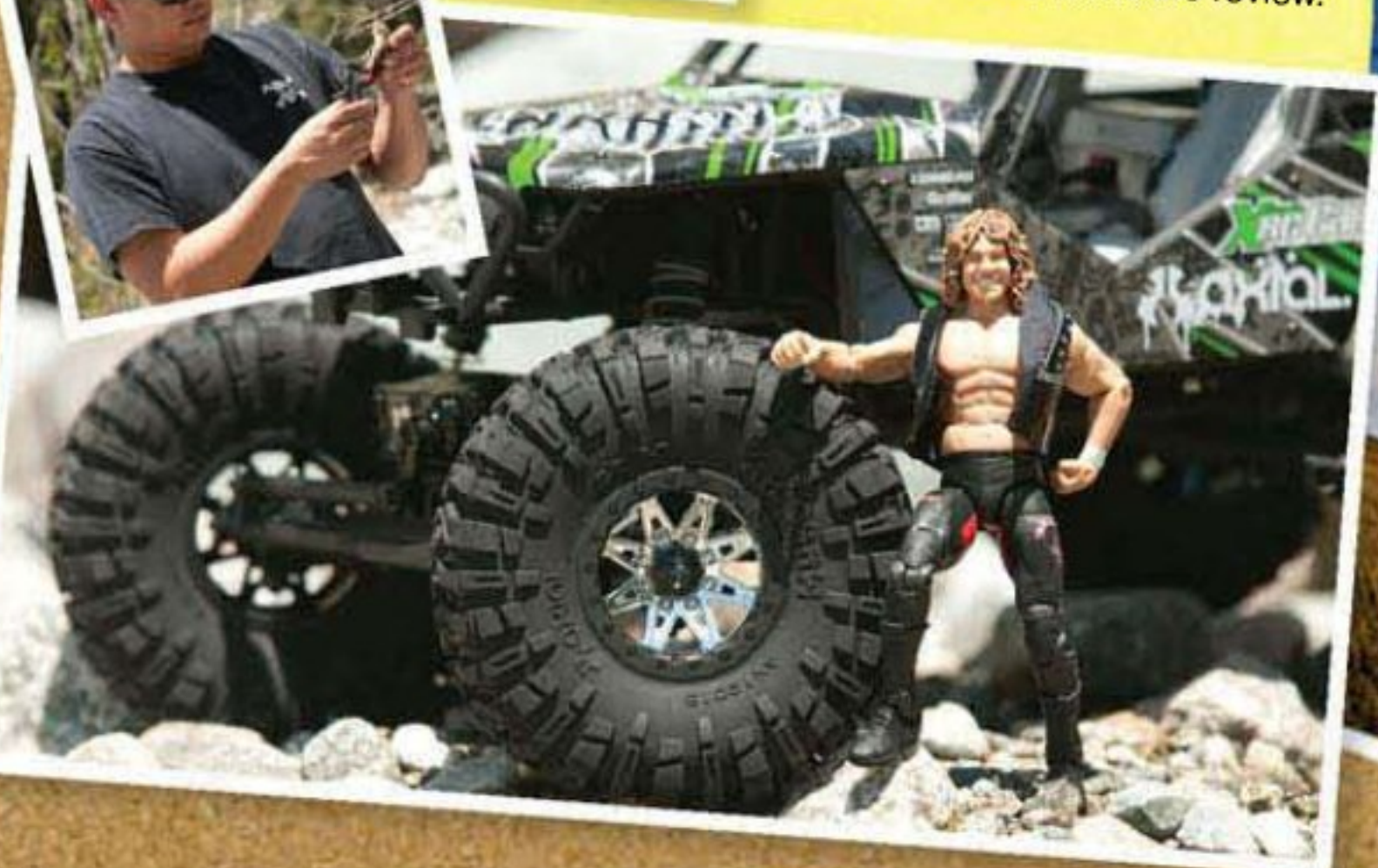
## ADVENTURES OF WHITE WATER

In this issue Dave reviewed the Axial Wraith. If you've been living under a rock or just haven't visited our new website then you probably haven't seen the white water adventure caught on video. It's true the Axial Wraith is extremely water resistant as the video proves. However Dave's shoes weren't so resistant to the life giving liquid. As you can see in the photo while trying to catch the Wraith as it washed down river Dave's foot slipped and into the rushing water it went. Thankfully Dave held on to a boulder and didn't wash down river either.



## IT'S NOT A DOLL; IT'S AN ACTION FIGURE!

When we first saw the Wraith and no driver was included, we immediately knew we had to have a driver, but who? After a trip to Toys R Us and Target we eventually found our man: WWE action figure Brian Pillman, renamed Gunner Smith, took the wheel during our photo shoot. Right away no one could resist posing Gunner in random positions for the camera. Here are just a few that didn't make it into the review.



## PODDED

With the release of RPM's front bumper for the HPI 5B, the boys at RPM follow up with light pod mounts to add visibility to your HPI 5B. They are sold in pairs to allow up to four HPI light pods (not included) to be mounted to the RPM Front Bumper (sold separately) with two pods affixed to each mount. Their modular design the pods can be adjusted individually for both left to right as well as up and down settings. Any combination of lights can be run, from two narrow or two wide light pods, with a number of possible alternative combinations or all four for the ultimate in visibility – that's a total of 48 – 5mm LEDs burning the night away! The RPM Light Pod Mounts are designed for use with RPM bumpers for the HPI Baja 5B but may be mounted anywhere sufficient room and a 4mm screw will allow.

Part Number: 81022

MSRP: \$13/pair

[WWW.RPMRCPRODUCTS.COM](http://WWW.RPMRCPRODUCTS.COM)

## READY TO GO PRO

The Blitz ESE Pro is now better equipped than ever! The ESE Pro now includes an authentic MIP Ball Diff, new and improved matte black Mk.8 V2 wheels, and high performance HB beams tires. The ESE Pro is also outfitted with a ton of premium upgrades, high grade materials and tuned performance parts. This HPI Racing Blitz ESE Pro is a build-it-yourself kit allowing you to customize your truck and top it off with your choice of electronics, batteries, accessories and more.

Part Number: 106626

MSRP: \$470

[WWW.HPIRACING.COM](http://WWW.HPIRACING.COM)





# Unleash Your Traxxas!



## JCONCEPTS

### RUSTLER & STAMPEDE



**TENSE 2.2"**  
3335 - 2WD Electric Rustler & Stampede Front  
3336 - 2WD Electric Rustler & Stampede Rear

**RULUX 2.8"**  
3340 - 2WD Electric Rustler & Stampede Front  
4x4 Stampede F/R  
3341 - 2WD Electric Rustler & Stampede Rear



**2.8" SUBCULTURES**  
3055-01 - Blue Compound  
(Pre-mounted available)

**FORD RAPTOR SVT SUPER CREW**  
0225 - 2WD Stampede & 4X4 Stampede



**2011 FORD F-250 SUPER DUTY**  
0214 - 2WD Stampede & 4X4 Stampede



Shown with 2.2" Goosetumps tires 3023

**FORD RAPTOR SVT**  
0210 - Rustler

### SLASH & SLASH 4X4



**MANTA**  
0064 - Slash, Slash 4x4 SC10 & Ultima



**FORD RAPTOR SVT**  
0090 - Slash, Slash 4x4 & SC10



**1979 FORD RANGER F-250**  
0208 - Slash, Slash 4x4 & SC10

### SHORT COURSE WHEELS - 3.0" x 2.2" SC Wheels



**Tense**  
3324 - TRX Slash 4x4 F/R  
3323 - TRX Slash 2WD Front

**RULUX**  
3321 - Slash Front Wheel  
3322 - Slash Rear Wheel & Slash 4x4 F/R

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



**GOOSEBUMPS**  
3041

**SUBCULTURES**  
3042

**DOUBLE DEES**  
3043

**BAR GOOSES**  
3044

**CARVERS**  
3050

WWW.JCONCEPTS.NET



FACEBOOK.COM/JCONCEPTS



JCONCEPTSRACING.NET



YOUTUBE.COM/JCONCEPTSLIVE  
YOUTUBE.COM/JCONCEPTSRACING

Ford Oval and nameplates are registered trademarks owned and licensed by Ford Motor Company. Manufactured by JConcepts, Inc. www.ford.com. Raptor, JATO, T-MAXX, SLASH, SLASH 4X4 etc. are trademarks and registered trademarks of Traxxas L.P. All bodies are sold clear and are shown painted for advertising purposes only. Tires, wheels and bodies are sold separately, unless otherwise specified. JConcepts reserves the right to update or make changes to product, packaging or contents.







## BRUSHLESS UP

DuraTrax has released a new line of sensored brushless motors to deliver the reliability bashers need and the performance that serious racers demand! With a selection of 4 different turns to choose from, drivers will find the perfect fit for their vehicle. The vented can helps reduce and maintain lower operating temperatures resulting in greater efficiency and longer life. The new motors are available in four winds to match your vehicle.

Part Numbers:

DTXC3425 8.5T

DTXC3435 10.5T

DTXC3440 13.5T

DTXC3445 17.5T

MSRP: \$70/ea.

[WWW.DURATRAX.COM](http://WWW.DURATRAX.COM)



## DESERT RUNNER

HPI Racing is proud to announce their new Desert Trophy Truck, made from the best of all worlds. It has the realism to drop jaws- from the extremely detailed and functioning trailing arm suspension to the full roll cage, down to a detailed interior set with driver and co-driver that is topped off with an officially licensed set of Yokohama Geolander tires and Yokohama liveried body. It packs a 4WD drivetrain that has no problem putting the blistering power of the 15T Firebolt motor to the ground, the ability to conquer virtually any surface you throw at it with ease, and the power to motor out of spots where four-wheel drive is mandatory. The truck features steel dogbones at all four corners, brushless ready metal gear differential, and aluminum front uprights and rear hubs just to name a few.

Part Number: 106546

MSRP: \$320

[WWW.HPIRACING.COM](http://WWW.HPIRACING.COM)





## BLOCKS AND STUFF

New for your 1/8-scale XB808 are these aluminum front & rear lower suspension holder set. CNC-machined from premium Swiss 7075 T6 aluminum, the holders are hard-coated for extra durability and long life. Includes all parts necessary for a complete front suspension holder system upgrade. New reinforced bushings (included) have 1° and 0.5° eccentricity which allows up to 17 different positions. Super-fine adjustments can be made by increments of 0.5°. The set also includes heavy-duty suspension pivot pins that have been heat treated for increased strength.

Part Number: 352304

[WWW.TEAMXRAY.COM](http://WWW.TEAMXRAY.COM)



## THE FORMULA

For you Formula 1 fans, Tamiya's new chassis (based on the F104 chassis) is designated "F104X1" – and is a limited edition release. To further improve traction and cornering performance, the new model features newly designed parts such as a roll damper (as seen in many 1/10 and 1/12 scale pan cars), a new X-shaped upper deck, special-colored aluminum damper mount, motor mount, diff housing set, servo saver, suspension mount, left rear wheel hub, and more. You also get full ball bearings, a link-type front kingpin coil spring independent suspension, ball differential, adjustable front camber, and adjustable front and rear ride height. Also, more option parts that fit the standard F104 chassis are included in the F104X1 box.

Part Number: 84203

MSRP: \$378

[WWW.TAMIYAUSA.COM](http://WWW.TAMIYAUSA.COM)



**5500mAh 14.8V 60C #626**

**5200mAh 7.4V 60C #627**

**5500mAh 7.4V 60C #628**

**5500mAh 3.7V 60C #629**

**Steven Hartson takes 1st place and Travis Amezcua 2nd in 1/8 Pro Electric Buggy at the 2011 "The Dirt Nitro Challenge" using the Reedy 5500mAh 14.8V 60C LiPo battery.**

[www.ReedyPower.com](http://www.ReedyPower.com)



# REEDY

26021 Commercentre Dr., Lake Forest, CA 92630





*Unique dual gearbox drive train coupled with a 5mm heavy duty belt system*



*Decoupled center slipper clutch allows for front and rear wheel drive to slip independently*



*CVAs with captured drive pins and heavy duty 6mm alloy axles*



*12mm hex drive KMC® replica wheels front and rear with short course racing tires*

## Starting with a clean sheet of paper, the SC10 4x4 is a

Team Associated, the only r/c car company with 24 World Championships is proud to present the SC10 4x4!

Starting with a clean sheet of paper, Team Associated's Area 51 design engineers have created the ultimate four-wheel drive short course racer, the SC10 4x4.

The composite modular chassis design with sealed receiver box and removable ESC tray combined with innovative features such as 13mm big bore shocks, a decoupled slipper clutch, and a hybrid belt/gear drive system makes the SC10 4x4 unlike any other short course truck on the planet. In addition to these unique

features a long list of competition proven components create an extremely high performance and durable state-of-the-art race truck.

It's not often a new platform is introduced that redefines a class. The engineers of Area 51 seized the opportunity to create the next legendary vehicle. Once you build and drive the SC10 4x4 for yourself, we think you will agree, that this is the 4x4 short course race truck that you have been waiting for! The SC10 4x4 kit is exactly what you have come to expect from Team Associated; one more Champion by Design.

- Unique dual gearbox drive train coupled together with a 5mm heavy duty belt system with external tension adjustment
- 32 pitch front and rear gearboxes with sealed fluid filled differentials
- Decoupled center slipper clutch allows for front and rear wheel drive to slip independently, resulting in more traction and stability on bumpy track conditions



# SC104x4

## SHORT COURSE

1:10 Scale Electric 4WD  
Off Road Race Truck Kit

Official R/C Car of the



WWW.RC10.COM



Enclosed water-resistant receiver box, and removable ESC tray for easy maintenance



13mm aluminum big-bore threaded shocks with low friction X-ring seals and rubber boots



All metric hardware and ball bearings throughout



Designed to use most 540 and 550 size brushless motors

### completely new design from the ground up.

- Enclosed water-resistant receiver box, and removable ESC tray for easy clean up and maintenance
- CVAs with captured drive pins and heavy duty 6mm alloy axles
- 12mm hex drive KMC® replica wheels front and rear with aggressive short course racing tires
- Championship short course racing body (clear), with Team Associated decal sheet

- 13mm blue aluminum big-bore threaded shocks with low friction X-ring seals
- Composite modular tub chassis with Low-CG and Low Polar Moment design
- Ball bearing steering system with adjustable steering stops
- All metric hardware and ball bearings throughout
- Uses most 540 and 550 brushless motors

# TEAM ASSOCIATED

www.RC10.com • www.TeamAssociated.com





## POWER RANGER

Looking for a heavy duty power supply that won't require a cart to bring to the track? Enter TrakPower's new 12v 25 amp unit. Rated at 300w, the power supply features two sets of banana output plugs, an output voltage adjustment dial, and a detachable terminal block. Best of all, at about 5.5" x 7.2" x 2.5" it's smaller than other power supplies on the market.

Part Number: TKPP5500

MSRP: \$89

[WWW.TRAPPOWERUSA.COM](http://WWW.TRAPPOWERUSA.COM)



## CONVERT YOUR STARTER BOX

Owners of the HUDY Starbox starter box now have a conversion that adjusts the starting wheel to the perfect position for their XRAY 1/8-scale RX8 chassis. The kit includes everything needed including hardware, and will make those quick bumps easier and even faster.

Part Number: 104400

[WWW.HUDY.NET](http://WWW.HUDY.NET)



## XTREME WANTS YOUR CUSTOM RIDES

WE KNOW A FEW OF YOU OUT THERE HAVE SOME CUSTOM BUILT PROJECTS YOU'VE BUILT OR ARE CURRENTLY WORKING ON; AND WE KNOW YOU WANT TO SHARE IT WITH OTHERS. Well, here's your chance. You could earn your very own feature in the pages of *Xtreme RC Cars* magazine. Simply send in at least 5 detailed photos and a brief description of your ride describing what you've done. Not just any vehicle will do. We don't want to see standard off-the-shelf cars; we want to see one-off projects. So get out the torch, fire up the mill and get building. If we like it we'll put it in the pages of a future issue.

Email photos to [davep@rc411.com](mailto:davep@rc411.com) and put Custom Built Project in the subject line. If you don't have email you can send photos and text the old fashioned way to:

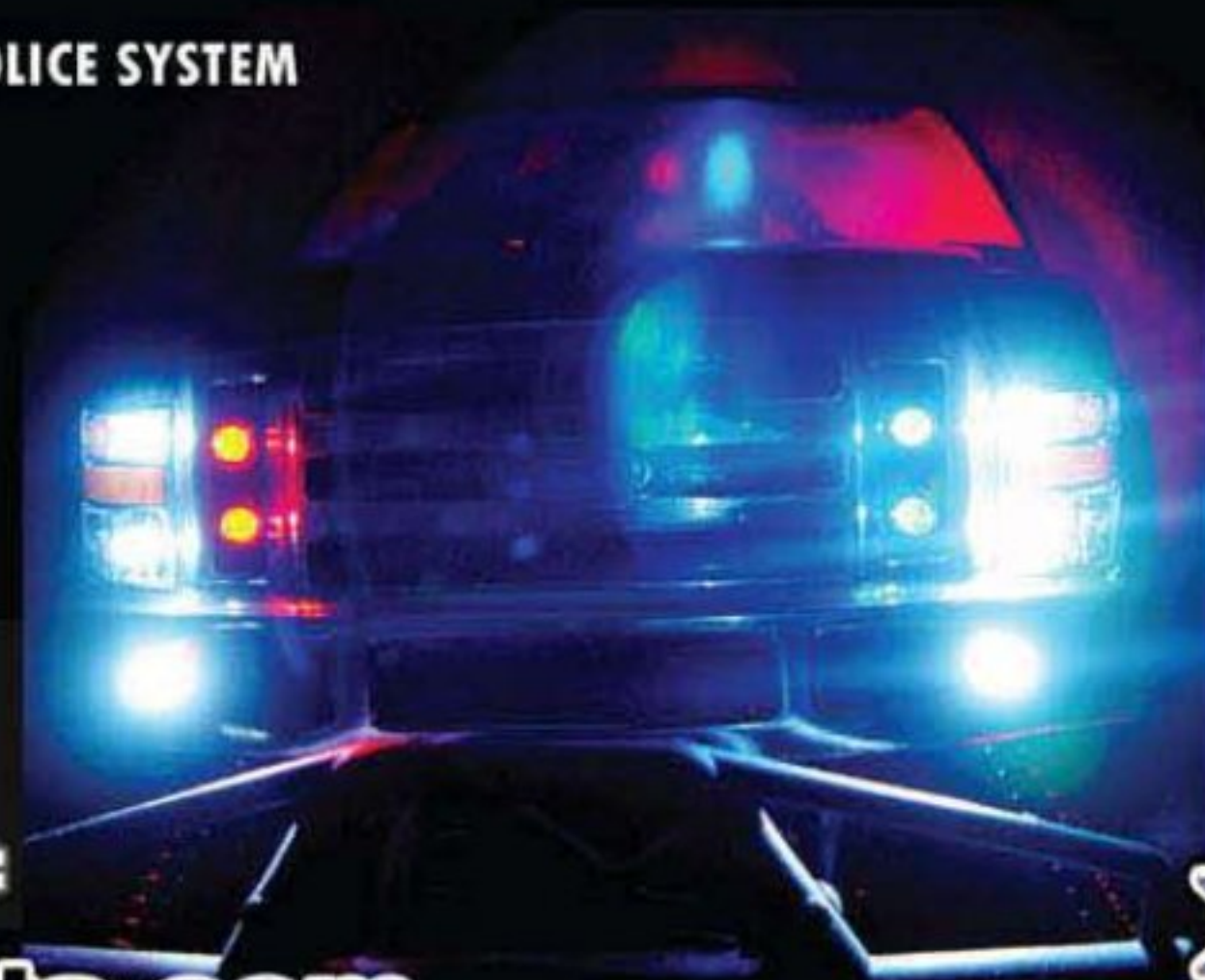
**Xtreme RC Cars**  
Custom Build Projects  
13401 Yorba Ave.  
Chino, CA 91710

### #5024 911STROBE™ 14 LED POLICE SYSTEM

- BRIGHTER
- FASTER
- BETTER
- GUARANTEED

Call Toll-Free  
1-877-360-7778  
or visit us online at:

[www.rc-lights.com](http://www.rc-lights.com)



### EXCLUSIVE RC-LIGHTS LED CONTROLLERS



microBRAKE TURNBRAKE 911STROBE  
6 LED 14 LED 14 LED

- CONSTANT DRIVE LED CHANNELS
- DUAL INTENSITY BRAKE LIGHT ACTION
- ADJUSTABLE HEADLIGHT STROBES
- ADJUSTABLE ROOF STROBES

5MM & 3MM REPLACEMENT LEDs AVAILABLE

**RC-LIGHTS**  
UNIVERSAL R/C LED LIGHTING SYSTEMS™



*GO SUPER FAST AND HAVE A BLAST!*



**SPECIFICATIONS:**

WHEELBASE: 10.9"

WIDTH: 9.75"

HEIGHT: 5.9"

WEIGHT: 3.7LBS

TRANSMISSION: CENTER SHAFT

BATTERY: 3S LiPo

DIFFERENTIALS: METAL GEARS

RADIO: 2 CHANNEL 2.4GHZ

ESC: 820W FORWARD/REV + BRAKE

MOTOR: 10T BRUSHLESS 3000KV

## **2.4GHz RTR i10B 4x4 BUGGY**

**1/10 Size Performance Off-Road Buggy**



Item #i10B-820W MSRP\$269.99

AVAILABLE AT YOUR LOCAL HOBBY DEALER



# THE WINNING COMBINATION

IF YOU RACE, YOU WANT TO WIN

If you want to win, you need the power, performance and reliability of Thunder Power RC on your side. With a list of wins from Snowbirds and ROAR Nationals to Tour Oval events, Z3R brushless motors are the perfect choice when deciding on a power system. Combine the benefits of a race-winning motor with the proven performance of Thunder Power's new G6 Pro Race 65C Series batteries and a dual port, high-power, multi-chemistry TP820CD charger to CLAIM YOUR SPOT ON THE PODIUM.

## TP820CD DUAL PORT CHARGER

- Powerful at 800W
- Charge 2 batteries at once
- Compact design for trackside use
- Ultra-Fast charging at rates up to 20 Amps
- Multi-chemistry supports LiPo, Lilon, LiFe, LiCd, NiMH, and Pb batteries

## Z3R 540 BRUSHLESS MOTORS

- Designed and developed from the ground up, tested rigorously and race proven at the hands of top racers world-wide
- Easy to maintain and fully rebuildable with a full line of replacement and option parts
- Full line of Stock-Spec and Modified motor winds available for nearly every vehicle application
- Optimize performance to track conditions and applications with the Red, Blue and Green Tuning Rotors

## G6 PRO RACE 65C SERIES

- The world's fastest LiPo batteries for surface vehicles
- Matched strictly by the lowest internal resistance, capacity and voltage for maximum power and cycle life delivery – up to 40% lower IR than similar class batteries
- Ultra-Fast charge at rates up to 12C\* – charge in as little as 5 minutes or less

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

## WINS

Thunder Power RC Team Driver, Paul Lemieux

2011 ROAR Carpet Nationals  
2011 XRay Challenge  
2010 Electric On-Road Paved Nationals  
Multi-time Snowbirds

Cleveland Indoor  
US Touring Car  
IIC Modified Touring Car  
ROAR National Championship Titles

# THUNDER POWER RC

#1 IN PERFORMANCE AND RELIABILITY

SEE YOUR LOCAL HOBBY RETAILER OR VISIT [WWW.THUNDERPOWERRC.COM](http://WWW.THUNDERPOWERRC.COM) FOR MORE INFORMATION.



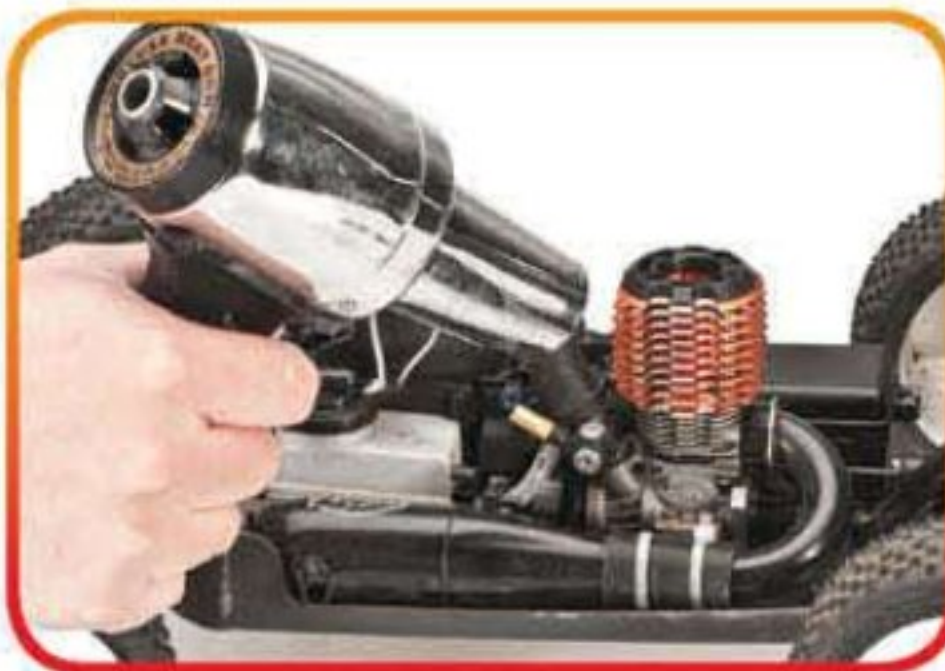


**Q**UICK TIPS is exactly what it says - tricks, tips, and techniques that expand your RC knowledge. Got a Quick Tip that you want to see here? Send your Quick Tips to [DerekB@rc411.com](mailto:DerekB@rc411.com).

**words:** Jeff Eveleigh

## PRE-HEAT YOUR ENGINE

**N**itro engines are designed to run within a certain range of operating temperature to ensure all of the different metal materials expand to the correct size when on the track. For this reason, engines are especially tight when they are cold. Once you fire that sucker up, it will get up to operating temp relatively quickly, but it never hurts to give your mill a head start in the expansion department. Use a heat gun on the low-heat setting, or even a hair dryer on the high-heat setting, to pre-warm your engine before you fire it up. This will help to expand the metal components to the size they are supposed to be, which can reduce the overall wear on your engine. Plus, it will allow you to tune quicker once you hit the track (you should never tune a cold engine). Point the heat source down the cylinder head and the rest of the engine will heat up as well; but always be very careful not to overdo it. Keep a temperature probe nearby as you can easily generate too much heat, which could damage your precious power-plant. Aim for just under 200-degrees Fahrenheit at the most when pre-heating.



## HUMID PAINT

**D**epending on the climate you live in, humidity can be a huge issue for some. This becomes especially true when painting up your polycarbonate body. Since many of the paints we use require ventilation, many people paint outdoors. If it is very humid out, you may find that the paint takes longer than normal to dry. The added moisture in the air could be the culprit, forcing you to leave extra time between coats and colors to fully allow the paint to cure. If you try to remove window or paint masks too early in humid weather, you may tear the paint or create dirty lines within your scheme. Unfortunately, if the humidity is high, it's going to take more time to complete your concourse-winning paint job. You may even want to leave your body overnight between colors to ensure fully-cured paint and crisp paint lines when the mask is removed. Remember that heat from a hair dryer can speed up the paint drying process, but that extra time is still needed in humid weather.



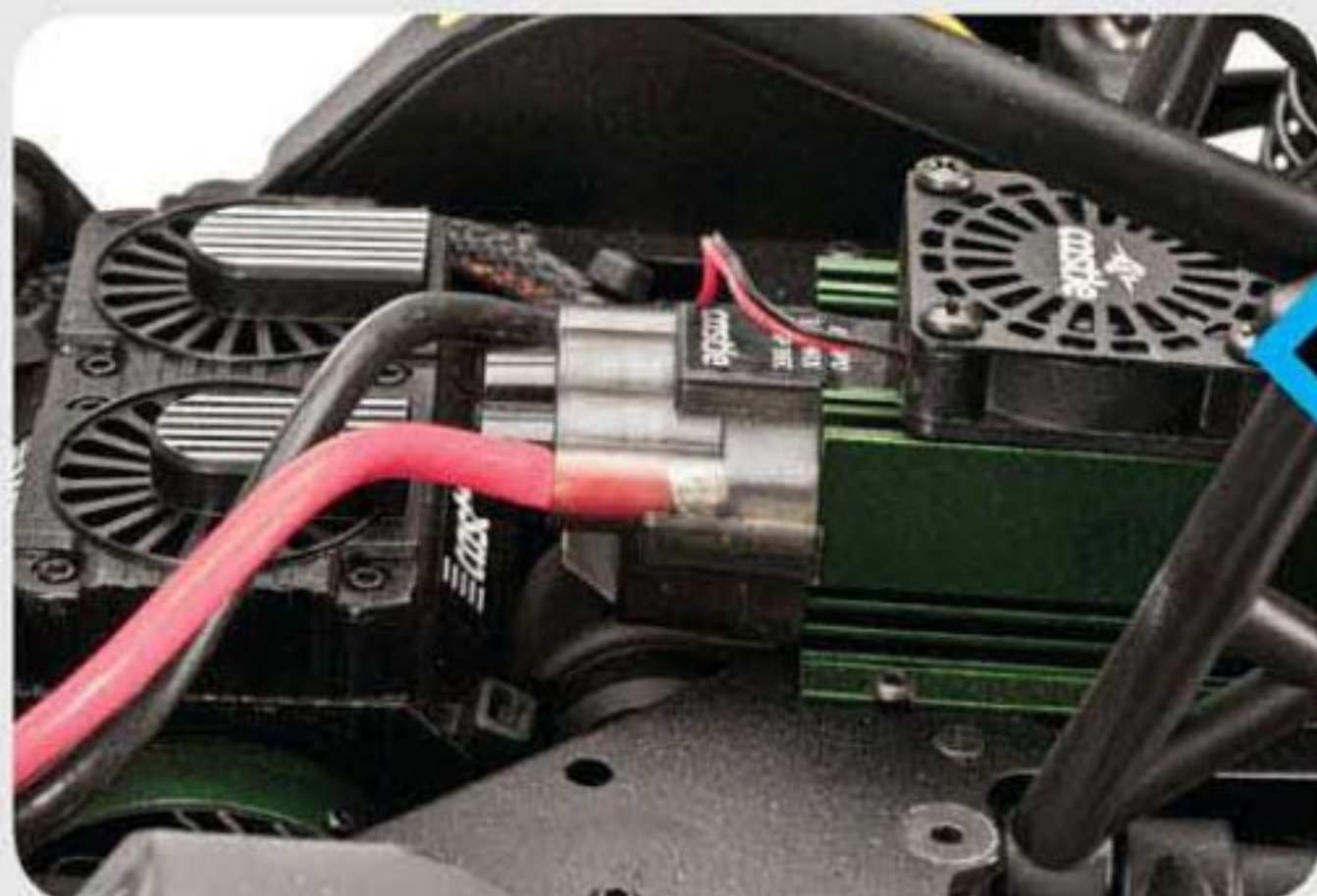
## Quick Droop

**D**roop is a very useful setup tool for controlling weight transfer on your race chassis, but many cars don't come with droop screws, preventing you from making quick adjustments. The other method of altering droop entails disassembling your shocks to add or remove limiters from below the piston, which makes this setup change very tedious—especially when you don't even know if this change will get you the desired result on the track. If you want to do some quick testing with droop without rebuilding your shocks, try threading in or out your lower ball link on your shock shaft to alter droop settings quickly. Threading the plastic ball link in a turn or two will remove droop, while threading it out will increase droop on that end of the car. This isn't a long-term setup change, as you can weaken the holding power your ball-end has since there could be fewer threads to hold it in place. Do your testing this way, and once you have found the perfect droop, then you can rebuild your shocks to add or remove any limiters necessary to mimic the droop setup you just discovered.



## KEEP IT COOL

**I**t's the middle of summer and it's hot! Really hot!! So, if you're an electric racer you'd better put some thought into cooling your electronics. As the power outputs increase, so do the operating temps, and heat is a killer of electronics—especially if you haven't hit your gear ratio just perfect. Be sure to utilize the help of cooling fans and air flow to keep your motor and speed control as cool as possible. A small fan over your motor and esc will draw negligible power from your battery but provide ample cooling where it is needed most. Many bodies also have air scoops designed into them, so a quick slot with your moto-tool will allow just the right amount of air flow without taking away from the look of your ride.





# PROTECT YOUR ELECTRONICS

## KEEP THEM SAFE

words: James Revilla

**R**C VEHICLES THESE DAYS ARE BUILT TOUGH. On any given platform, you may see tough components such as carbon fiber shock towers, CNC milled aluminum chassis, or even titanium turnbuckle rods. However, look at the other items—the electronics! With a few small exceptions, we still have electronics that are cased in... plastic. At the same time, electronic components also happen to be some of the more expensive items in our hobby, so why not take some extra steps to protect them? This is what we'll go over this month: how you can protect your electronics. Note that not all of these tips involve protecting the component; others involve installation tips.

**STARTED**

DIFFICULTY

**XRC Cars**

1-NOVICE 5-EXPERT



**2**

TIME TO COMPLETE

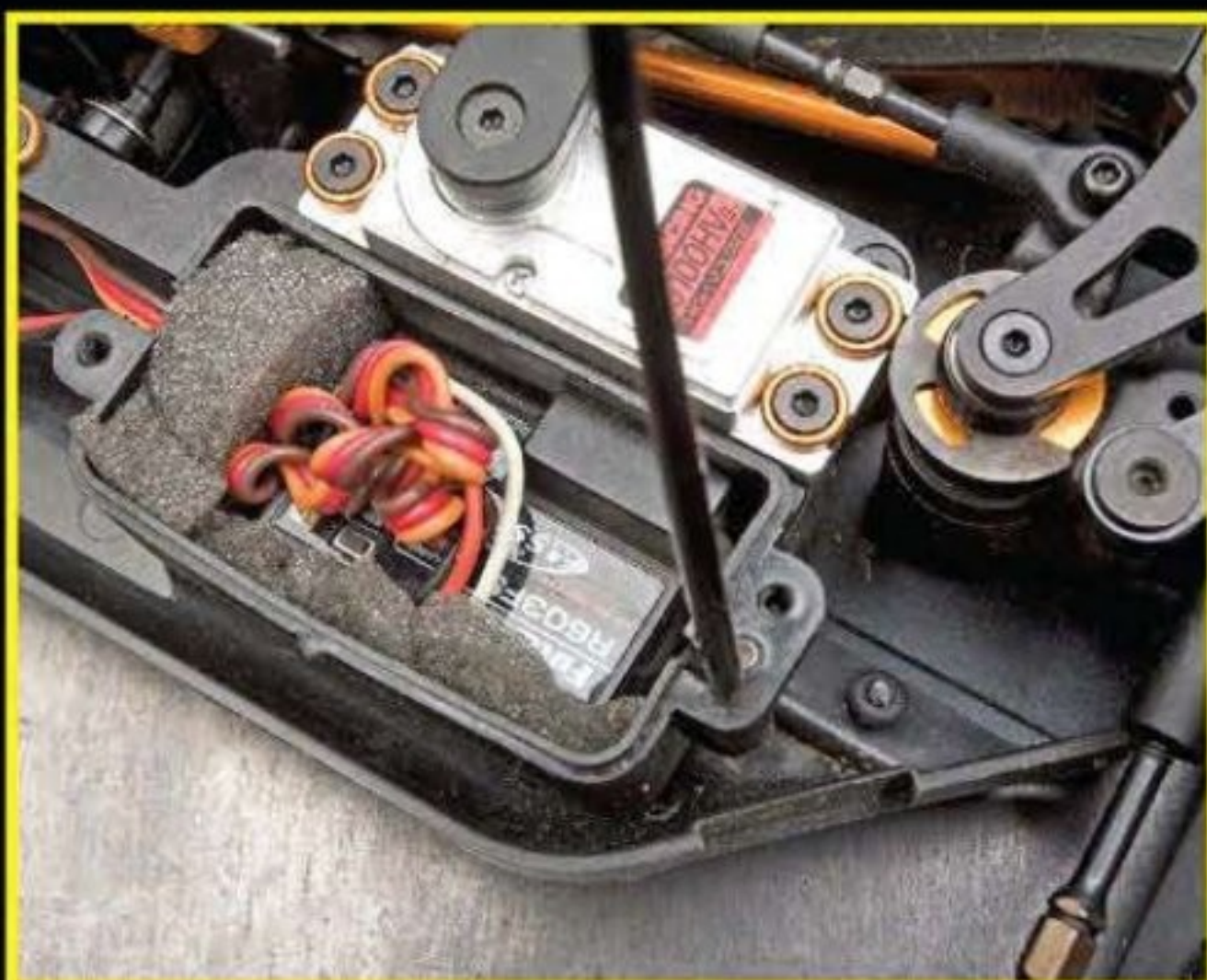


**30** Minutes

Save power... by not breaking it.

## 1. Receiver Wrap

If you're running a nitro car and your receiver sits inside a radio box, give it some cushion. Don't just servo tape it in place (or worse, just let it sit in there attached to nothing!); take some thin foam sheet and wrap the receiver. This foam layer will serve to cushion the receiver from vibration and shock, especially if you run off-road and jump a lot.



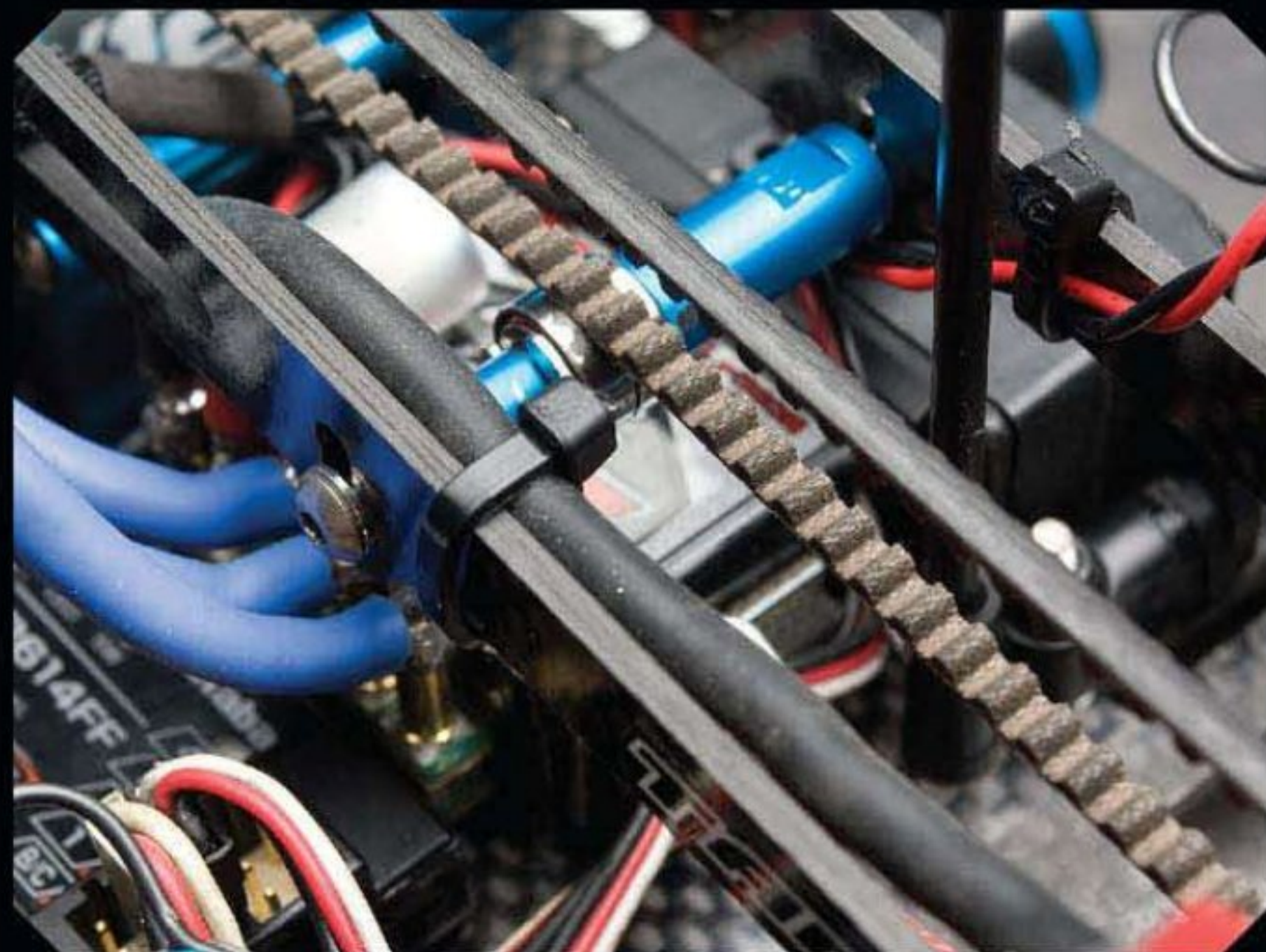
## 2. CELL CASE

**L**iPo batteries give out more power, more voltage, and longer run times compared to their old NiMH ancestors. They also cost a little more, so why not protect that investment? When toting your batteries around, give them a good home, such as a purpose-built battery case, or something that will isolate your packs from danger. Keep them away from unnecessary shock, high temperatures, or any tools that may puncture the battery casing.



### 3. WIRE CLEARANCE

**W**hen wiring up your electronics in your chassis, keep a note of where you run any wires. Make sure you stay as far as you can from rotating items such as driveshafts or belts. Use zip ties to secure loose wires so that they are protected. The point is to avoid having any of the wires sliced or cut open during normal driving.



### 4. SHRINK WRAPPING

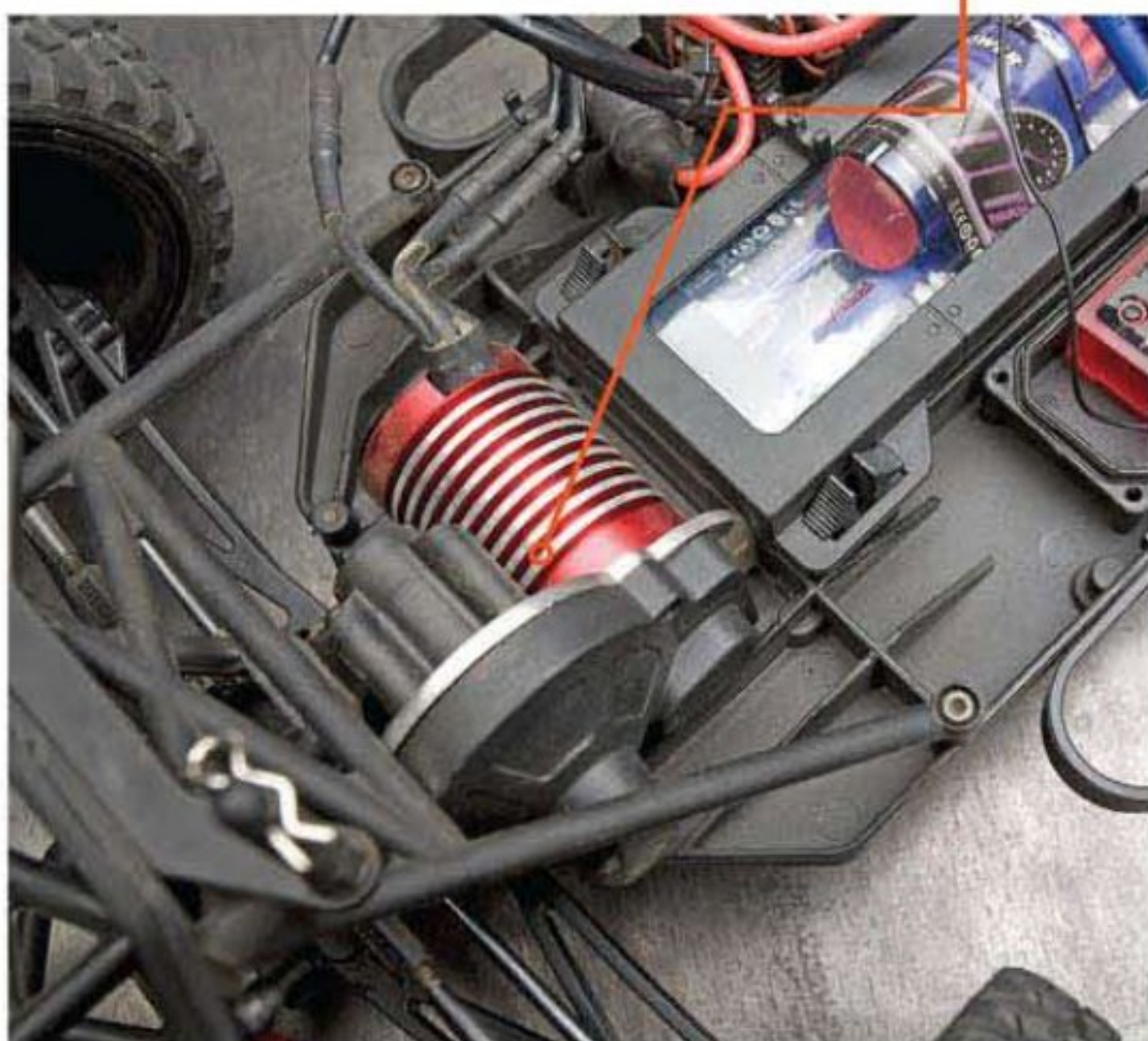
**W**hen it comes to electronics, the last thing you want is a short circuit. Yet we've seen batteries short, or ESC's burn to a crisp—all because the user failed to use a simple little item that could have saved them a lot of trouble: shrink wrap. Always use shrink wrap where you can—on battery plugs, ESC connections, etc.



Many of these are common sense... or un-common really.

### 5. FAR FROM HEAT

**M**ost electronics are not fond of heat. Keep this in mind when deciding where to mount your electronics. Some items like ESC's are designed to handle some heat, but receivers should be installed as far away from a heat source as possible.



### 6. Fuel Free

**And here's yet another receiver saving tip for you—on nitro vehicles, even if your receiver is inside a radio box, make sure that the box lid itself has some sort of seal. Some radio boxes use an o-ring around the lid; on others, you can use some silicone to seal the lid. This ensures that any fuel splash won't work its way into your expensive electronics.**



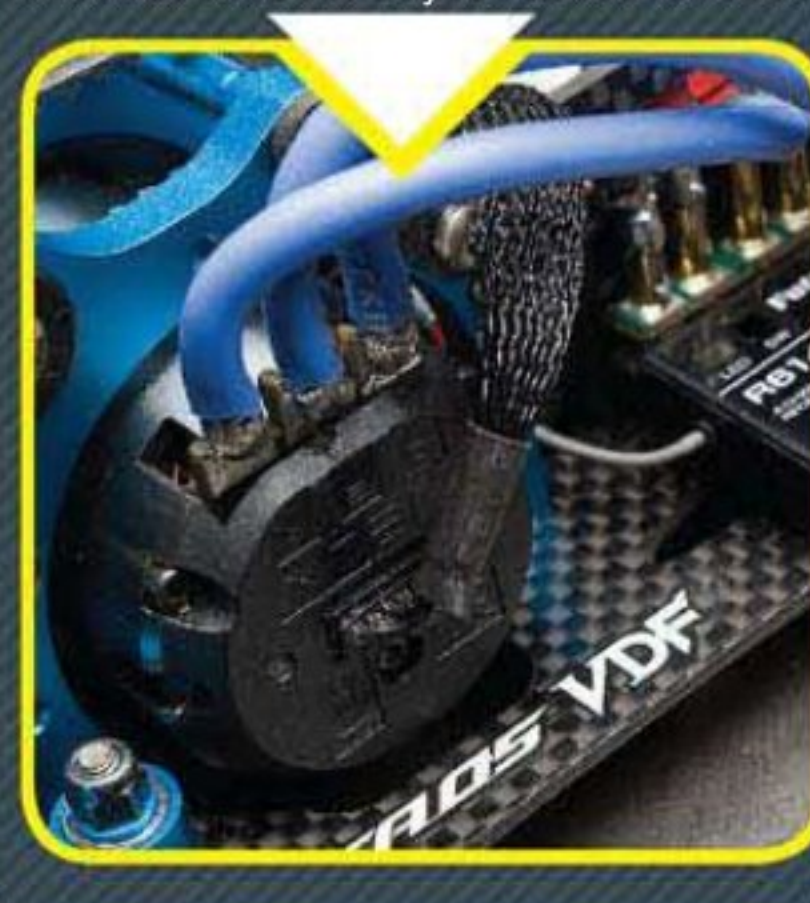
## 7. WORTH THE WEIGHT

If your ESC includes a heatsink inside the package, do yourself a favor and use it! The weight difference is very small, but the protection offered by having a heatsink can be the difference between a reliable electronic component and one you'll have to replace because it overheated.



## 8. SMOOTH SENSOR

The sensor wire of a brushless motor is an important thing; without it, your ESC won't know the position of the rotor, and you'll go nowhere. In order to avoid failure, be sure to run your sensor wire with a little slack. Those little wires can easily break, and that can result in a non-working ride, or worse—a ride that catches on fire! Run that sensor wire with no awkward bends or any unneeded tension.



# ONYX<sup>TM</sup> 235

ADVANCED BALANCING  
AC/DC CHARGER

## Perfectly Balanced

The Onyx 230 was an award-winner, but the Onyx 235? It's a world-beater. No matter what pack you run, the Onyx 235 can assure that it has the best possible charge. It has balancing for up to 4 LiPo, Lilon or LiFe cells. Peak charging for up to 10 NiCds or NiMHs. And adapters for the five most common battery connectors. It's all the charger you'll ever need, for power packs, radio packs and more.

The Onyx 235: amazingly versatile. Pit-box portable. And totally affordable.

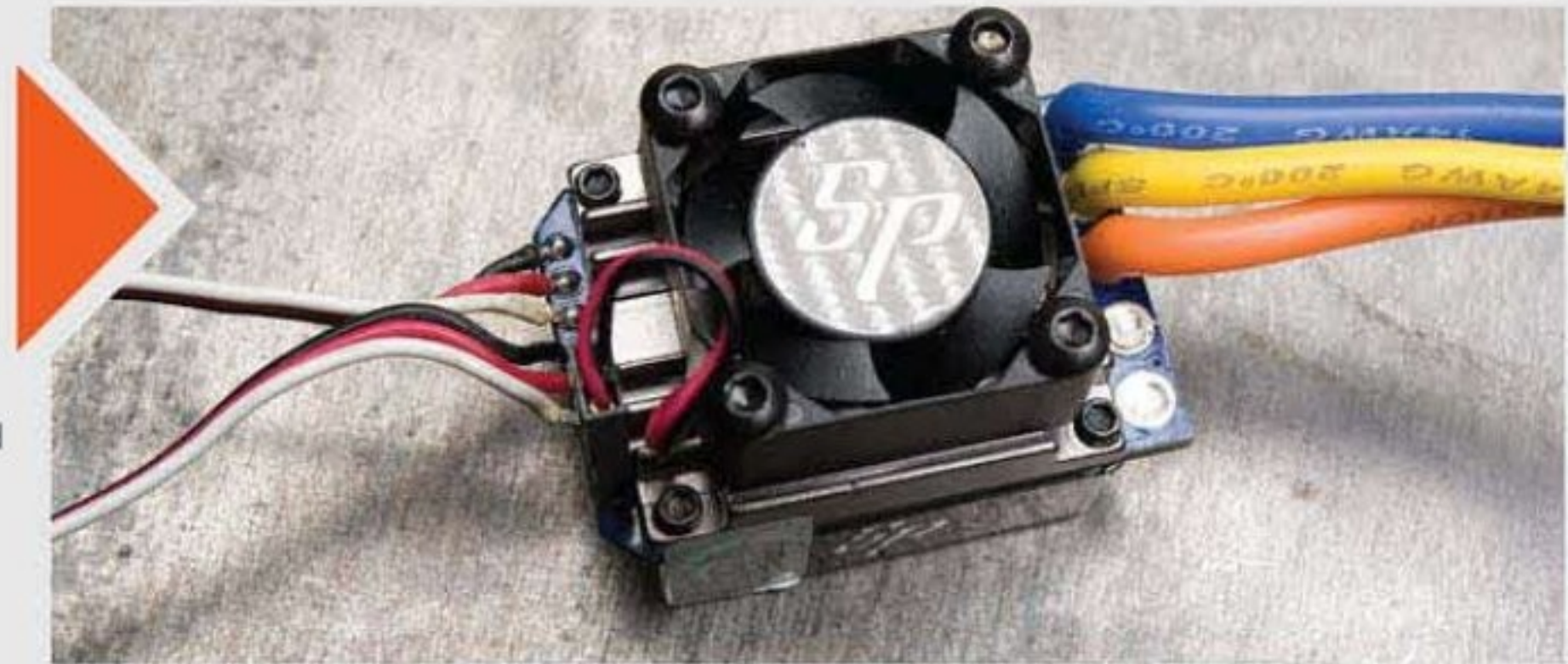
**DURATRAX**

[duratrax.com/101m](http://duratrax.com/101m)



## 9. NUMBER ONE FAN

What we mentioned with the heatsink in item #7—the same goes for the cooling fan. If your ESC is equipped with a cooling fan, use it! It's there for a purpose; otherwise, the manufacturer wouldn't have included it with the ESC. A good side effect of a cooling fan (as opposed to a heat sink) is that it'll get cooling air circulating not just onto the ESC, but any surrounding electronic components as well.



## 10. RADIO HOME

Your radio transmitter is your only link to your RC vehicle, so it would make sense to keep it protected and safe. There are many ways to store or transport your radio, but the most common way is with a radio soft bag or hard case. Radio cases cost anywhere from \$30 and up, and if you consider how much you paid for your radio system, protecting it with a decent case only makes sense.

## CONCLUSION

Electronics are a huge part of our hobby, and with the money invested in our radio systems, ESCs, batteries, chargers, and so forth why not put some extra effort in keeping these items protected? With these 10 tips, you will have electronics that will last a long, long time. 🤖



# Championship-caliber power!

The 21XZ-B represents how far engines have evolved since the 21VZ-B V-Spec, the most successful racing engine in O.S. history. The 21XZ-B delivers more power than its predecessor, while using less fuel. A lower center-of-gravity improves handling, and a 21J2 carb with 7 mm restrictor adds further fine-tuning.

Also available, the Speed Tuned 21XZ-B takes power to even greater extremes! The DLC-coated crankshaft, improves cooling, reduces weight and enhances fuel flow.

No matter which 21XZ-B you choose, you can expect exceptional O.S. quality and performance...and nothing less!

**O.S. ENGINE**

osengines.com/100w

Distributed Exclusively Through: GREAT PLANES MODEL DISTRIBUTORS® COMPANY, P.O. Box 9021, Champaign, IL 61826-9021 • Copyright 2011 Hobbico®, Inc. — 3071358. All rights reserved.







2 BODY COLOR CHOICES AVAILABLE!

#105832 HPI RACING BLITZ RTR 1:10 SCALE, ELECTRIC, 2WD SHORT-COURSE TRUCK

**RTR**  
Ready To Run!

**WATERPROOF!**

The HPI Racing Blitz RTR has been updated and is now better than ever! It comes equipped with a high quality HPI 2.4GHz radio system, WATERPROOF SC-15WP ESC and receiver box, a Plasma battery pack, charger and AA's, as well as two fresh new body graphics to choose from! It features a bulletproof, all metal gear transmission, officially licensed Maxxis Tires, impact absorbing and hinged bumpers, and most importantly, the HPI stamp of durability that has made it known as the toughest Short Course truck on the market!

**BONUS  
ACCESSORIES  
INCLUDED!**



**WATERPROOF ESC**



**WATERPROOF  
RECEIVER BOX**



**ALL METAL GEARS**



**2.4GHz  
RADIO SYSTEM**

The Blitz RTR is equipped with a high quality HPI 2.4GHz radio system. 2.4GHz technology provides you with the best possible vehicle operation and control, without the need of crystals, just turn on your radio and drive. Racing in large groups is possible without running into any frequency conflicts.

SCAN QR TO FIND A  
DEALER NEAR YOU!



WWW.HPIRACING.COM/WHERETOBUY



#61742 MEGABITE

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

PINK COMPOUND

#61754 MEGAGRID

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

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

#61757 BEAMS

For hard-packed clay and 'blue groove' high bite conditions.

PINK COMPOUND





HPI RACING  
CREATING FUN  
SINCE '86

1:10 SCALE ELECTRIC 2WD SHORT-COURSE TRUCK



#106626

HPI RACING BLITZ ESE PRO  
UNASSEMBLED, 1:10 SCALE, ELECTRIC  
2WD SHORT-COURSE TRUCK



NOW  
INCLUDES:



MIP BALL DIFF



MK.8 V2 WHEELS



HB BEAMS



**BUILD THE ULTIMATE  
SHORT-COURSE TRUCK.**

The Blitz ESE is now better equipped than ever! The "ESE Pro" features an authentic MIP ball differential for extra durability, longer life between rebuilds, and precise tuning to adjust the diff to track conditions. The original Blitz ESE came with no wheels and tires, with the ESE Pro you get a full set of our new Mk.8 V2 wheels and sticky HB beams tires. The matte black Mk.8 V2 short-course wheels feature a flat inner profile that uses a single inner foam insert. The Mk.8 V2 wheels look great and mount perfectly with the HB Beams tires. The Beams tires come in HB's race winning Pink compound for superior handling and traction on the track, helping your ESE Pro secure that winning spot on the podium. The ESE Pro is a build-it-yourself kit that allows you to customize your truck and top it off with your choice of electronics, batteries, accessories and more. The Blitz ESE Pro takes short-course R/C to the next level with an all out, no compromise chassis that's outfitted with premium upgrades, high grade materials and tuned performance parts.

**BUILD  
THE  
ESE  
PRO.**

TOLL FREE  
1.888.349.4474

©2011 Hobby Products International. All rights reserved.



**hpi-racing**



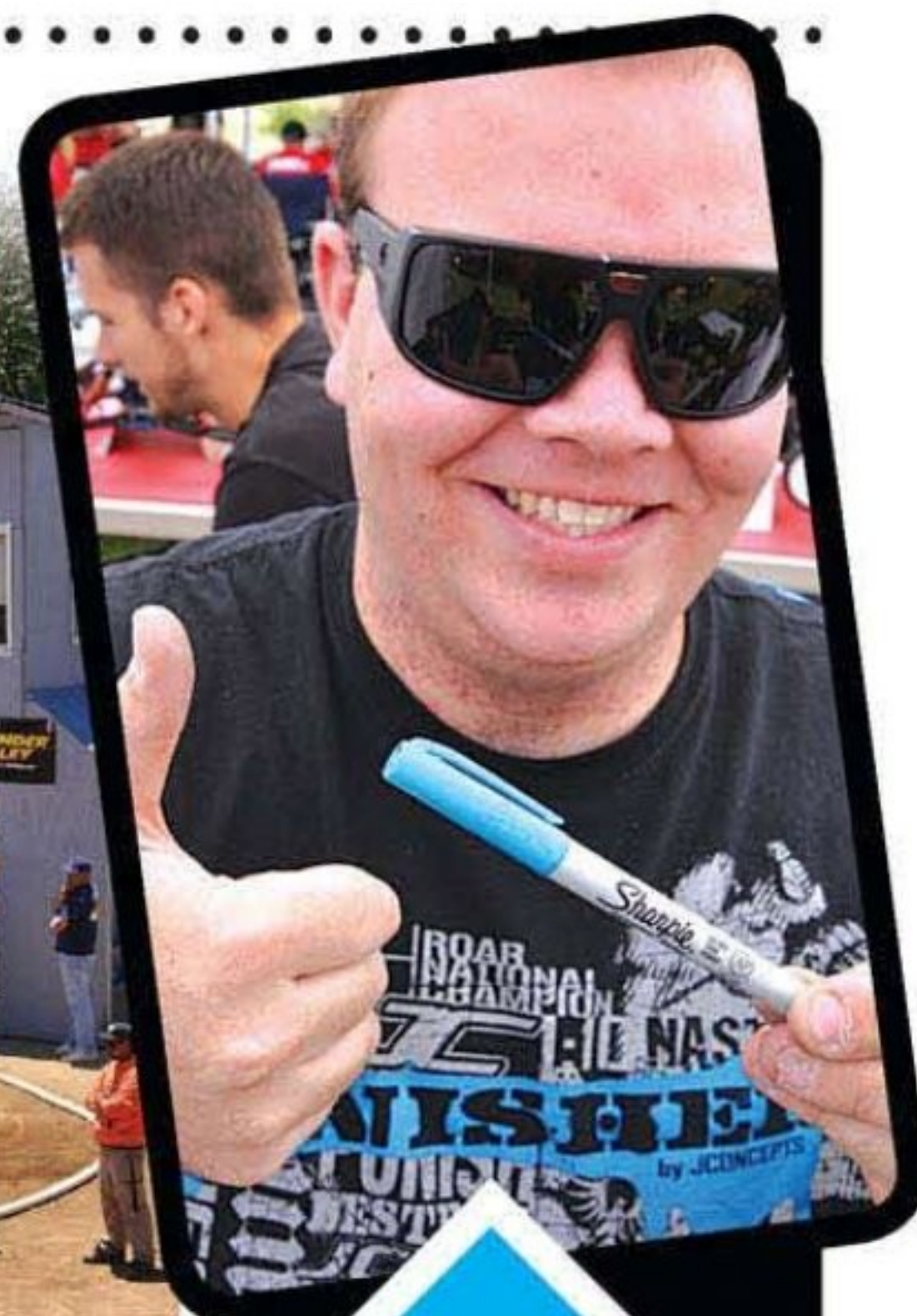


**X**treme Tools is anything and everything that can be used for wrenching on your RC or even closely related. We search the world over for tools that will be helpful in your wrenching sessions and may even help you around the house for the "honey-do" list. There's no limit to what Xtreme Tools may bring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

**words:** Brian Skinner

## WHAT THE PROS ARE USING FOR THE ROAR 1/8-SCALE NATS!

Skinny's shirt would say, "X-Tool."



### THE SETUP

**T**ire man Daniel from Pro-Line Racing likes his Upgrade setup board. I guess if you work for one of the biggest tire companies around, you need to have a good setup, eh?

**Price:** \$50.00 (custom version)  
**[www.upgrade-rc.com](http://www.upgrade-rc.com)**



### Baby BLUES

**B**illy Fisher is on a powder blue kick for his car graphics, so of course he has to have a Sharpie to color in all the nicks and scratches. Actually, this is a good tip for keeping your parts looking clean. We often use black Sharpies to cover nicks in aluminum or plastic during photo shoots. It's a little-known secret that will help keep your stuff looking sweet.

**Available at any store**



## IT'S A FOOT LONG!

**T**ravis Amezcua's favorite tool for the Nats is a foot-long sub from Subway. Before you say, "That's not a tool!" remember that it's essential to keep fuel in your body so you don't fade out during your race. Subway has semi-healthy food, so your body will be energized for the hour-long main coming up. As far as a pro-driver goes, this is a tool since Subway subs don't do any wrenching.

**Part Number:** Italian with Provolone

**Price:** \$5.00 Foot Long!

[www.subway.com](http://www.subway.com)



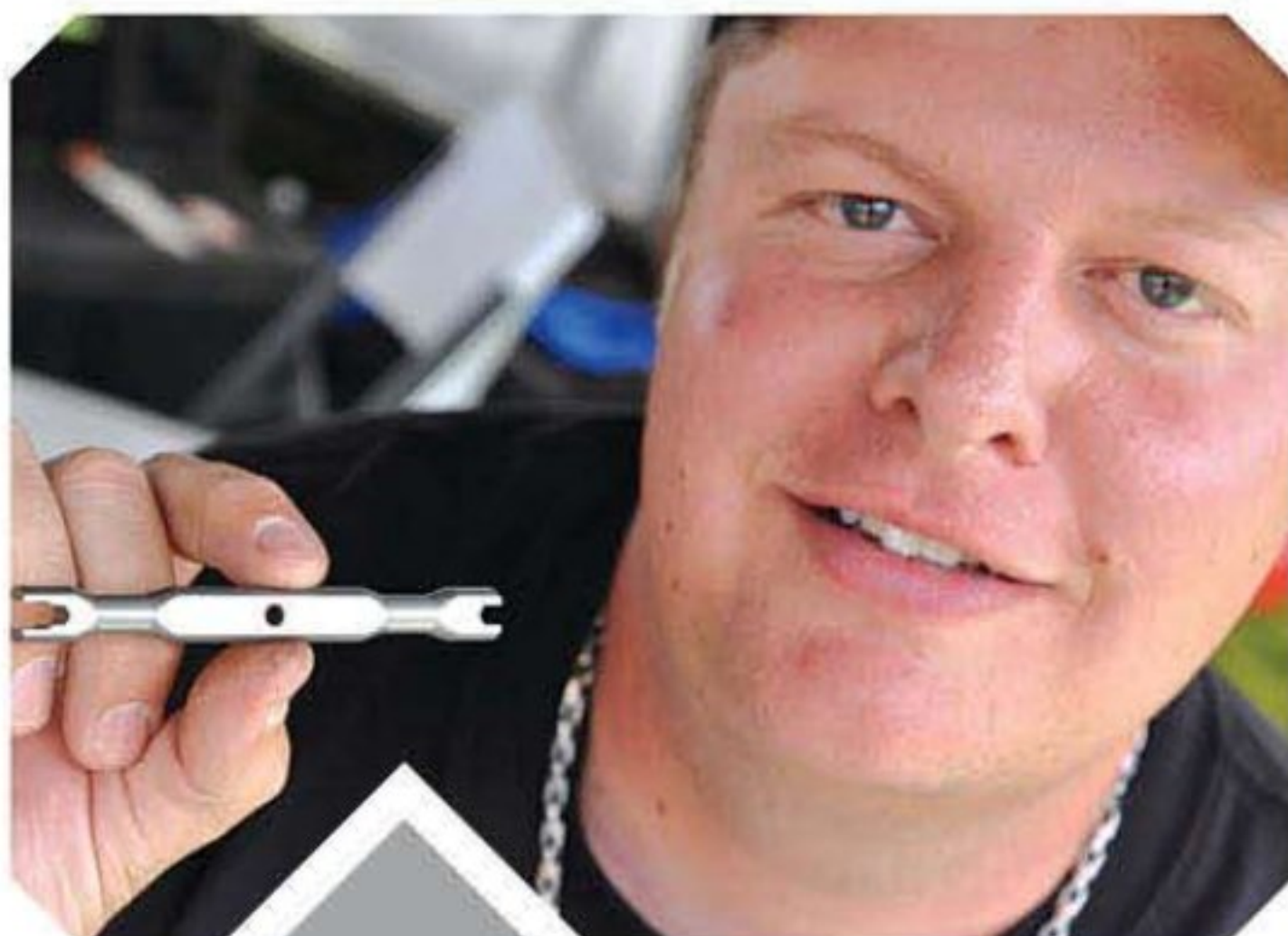
## I've Got VICES!

**P**aul King, the world's fastest pit pop, father to the world's fastest driver, loves his micro vice grips. Why?

Because they work on just about everything and are great for holding parts that need Dremel work. If you want to go fast, be like a King and invest in some vice grips!

**Price:** \$5.00

**Found at most hardware and auto stores**



## Buckle Up

**A**dam Drake tells me the LTR turn-buckle wrench is his favorite tool at the Nats. He says that it's a fast track, and he needs to do only a little tweaking to his cars for this track . . . I wish I was that lucky!

[www.losi.com](http://www.losi.com)

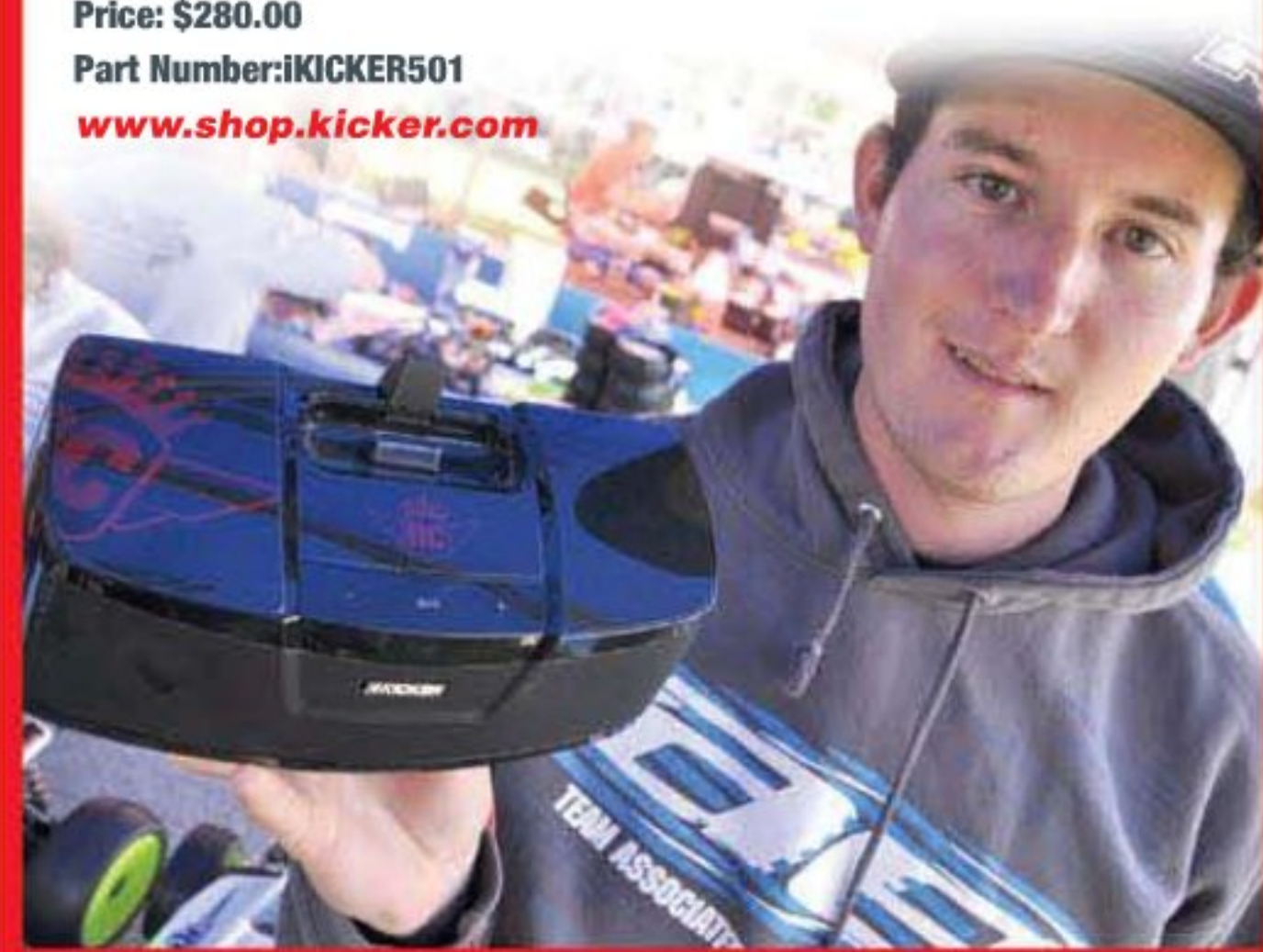
## IT'S GOT SOME KICK

**T**he iKICKER is Ryan Cavilari's favorite tool for the Nats. He says it's a tool he uses for relaxing before the big show. Actually, the whole Associated team was rockin' out when I took the photo, and they all looked pretty relaxed, so Ryan might be onto something?

**Price:** \$280.00

**Part Number:** iKICKER501

[www.shop.kicker.com](http://www.shop.kicker.com)



So these two pages means Skinny survived being "international."

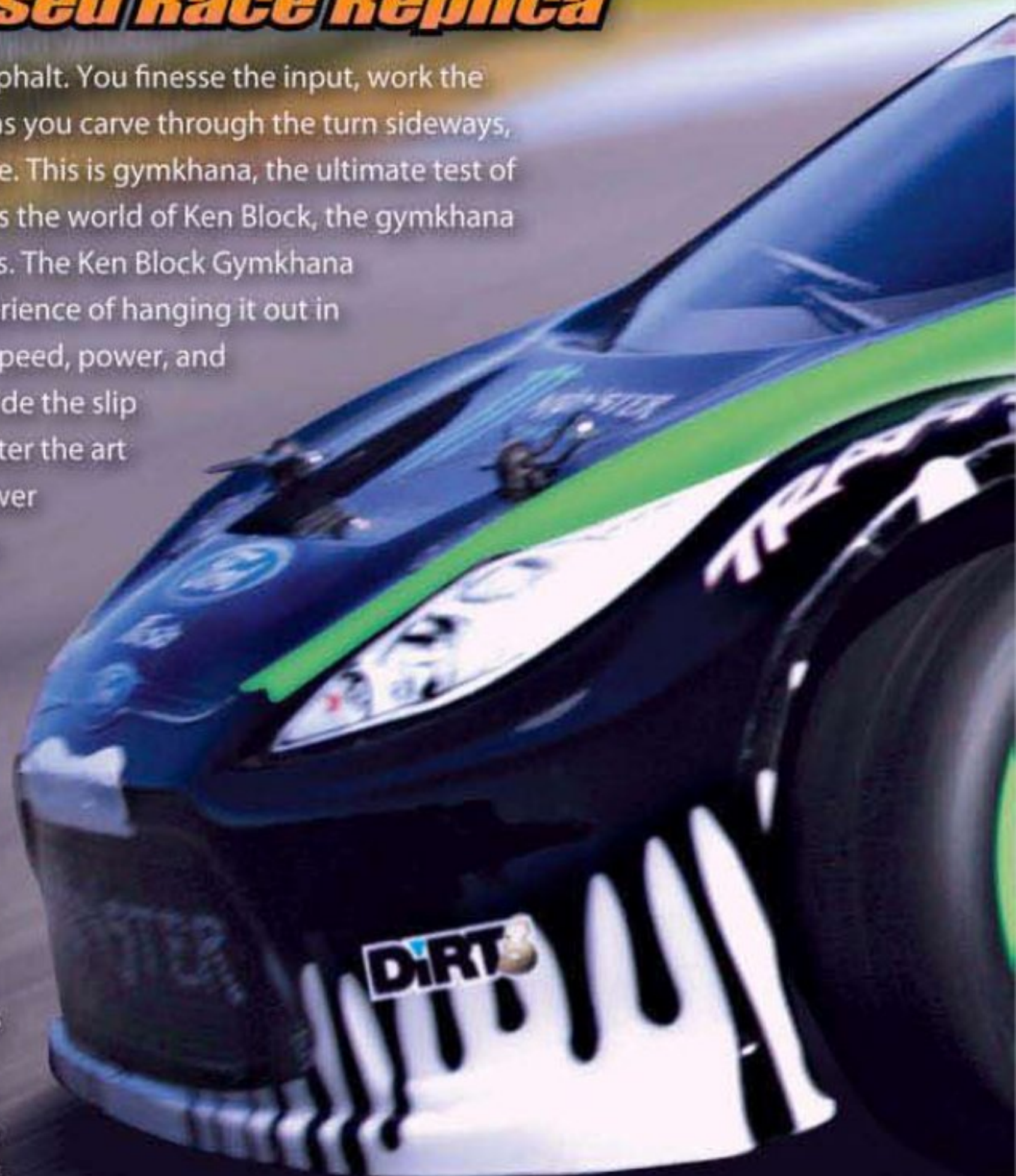


# KEN BLOCK

## GYMKHANA FIESTA

### 1/16 Scale Officially Licensed Race Replica

The throttle is wide open. All four tires howl as they slide across the asphalt. You finesse the input, work the steering wheel. Now you're perfectly balanced between slip and grip as you carve through the turn sideways, emerging from clouds of tire smoke to scream on to the next challenge. This is gymkhana, the ultimate test of driving precision at the ragged edge of traction and control. And this is the world of Ken Block, the gymkhana driver whose amazing exploits have been viewed over 85 million times. The Ken Block Gymkhana Fiesta by Traxxas is the only R/C vehicle designed to give you the experience of hanging it out in the turns and powering down the straights with the perfect blend of speed, power, and traction. The specially tuned suspension and tire compounds let you ride the slip angle with thrilling precision, putting your skills to the test as you master the art of gymkhana, right in your own driveway. The Velineon® brushless power system combines with 4-wheel drive to give the Ken Block Gymkhana Fiesta road-ripping muscle that rivals Block's full-size competition car. Get ready for a new kind of R/C driving excitement. **Only from Traxxas, The Fastest Name In Radio Control.**



#### Extreme Velineon Brushless Power



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





# 50+mph



## TQ 2.4GHz Radio System with Traxxas Link™

No crystals, no channels—just switch on and drive! The new TQ 2.4GHz High Output radio with Traxxas Link is fully adjustable to tune performance. You can set Steering and Throttle end points, Steering and Throttle Sensitivity (Expo), Steering and Braking Percentage (Dual Rate), and more!

**Battery and  
Charger included!**



## Officially Licensed Volk Racing TE37 Wheels

Ken Block's distinctive Volk Racing TE37 wheels are perfectly duplicated, right down to their green finish and single white spoke. Slick tires in a specially formulated compound deliver the perfect blend of slip and grip for authentic Gymkhana performance.



## Ball-Bearing Transmission with Slipper Clutch

High-efficiency, heavy-duty transmission is built for brushless power. An adjustable slipper clutch lets you tailor power delivery to suit the terrain and your driving style. Precision ball-bearings make certain every watt of Velineon power is turned into pure speed.



## Waterproof Electronics

Rally racers don't slow down for rain—and neither does the Ken Block Gymkhana Fiesta. Exclusive waterproof electronics open the door to all-weather R/C excitement, even in wet conditions.



## F1-Inspired Inboard Shocks

Innovative linkage-based suspension geometry increases spring and damping rates in proportion to cornering forces for perfectly balanced handling.



Ford Oval and nameplates are registered trademarks owned and licensed by Ford Motor Company.

# TRAXXAS

**The Fastest Name In Radio Control®**

Traxxas.com





ryan maifield  
and team **SIDEWINDER**  
owns the 2011 motorama race  
congrats to ryan for wins in both buggy and trucky classes

Motorama Expert Buggy				
Driver	Car	Engine	Type	Time
1 Ryan Maifield	3	<b>ae REEDY</b>	<b>JCONCEPTS</b>	71/3
2 Adam Drake	1	<b>TLR</b> NOVAROSS	<b>TLR</b>	
3 Billy Coston	76	NOVAROSS	<b>PL</b>	
4 JR Mitch	6	<b>ae REEDY</b>	<b>JCONCEPTS</b>	69/
5 Jesse Robbers	5	<b>HOT BODIES</b> <b>O.S.</b>	<b>HOT BODIES</b>	69/
6 Travis Amezcua	2	<b>mugen</b> <b>Ninja</b>	<b>AVA</b>	68/
7 Mark Pavidis	11	<b>kyosho</b> <b>O.S.</b>	<b>AVA</b>	67/
8 Renee Savoye	13	<b>SH</b> <b>SH</b>	<b>PL</b>	
9 Taylor Peterson	4	<b>SH</b> <b>SH</b>	<b>PL</b>	
10 Mike Battaglia	7	<b>SH</b> <b>SH</b>	<b>PL</b>	
11 Greg Degani	15	<b>SH</b> <b>SH</b>	<b>PL</b>	
12 Brandon Nelson	12	<b>SH</b> <b>SH</b>	<b>PL</b>	
13 Ryan Lutz	9	<b>SH</b> <b>SH</b>	<b>PL</b>	
14 Barry Pettit	14	<b>SH</b> <b>SH</b>	<b>PL</b>	
15 Dakota Pham	10	<b>TLR</b> NOVAROSS	<b>TLR</b>	







# GETTING CAUGHT UP IN SETUP

**SKILLS,  
NOT SPECS**

**words:** James Revilla

**O**NE FINE FRIDAY EVENING, YOU HOP ON THE INTERNET AND CHECK OUT THE

LATEST RACE RESULTS. Your favorite driver won again, and they've uploaded their chassis setup sheet onto the web, fresh for download. So, you decide to download their setup, make all the changes to your chassis, and then show up at the weekend race fest and... you suck. The car is all over the place, and you wonder just how in the world your favorite driver could have finished a lap with this horrible setup! Well, here's a news flash for you: it's not the setup—it's you, pal.

Do you see the buggy? We can't find it.



## I WANT TO GO PRO

**T**here's a saying that goes something like "a bad driver can't drive a good car fast, but a good driver can drive a bad car fast." In other words, the primary factor in competition lies within the skill of the driver, not necessarily the chassis settings. When you're competing at the highest level, chassis setup sheets are still used as a "starting point" and not the "be-all end-all this-is-the-setup-you-have-to-run-all-weekend" type of thing. Pro drivers know and understand that track conditions can always change, requiring changes to their setup in order to fine-tune the chassis to their liking. Note those last two words: "their liking." That means that it's theirs, it matches how they drive, and it complements their interpretation of a good-handling ride. And this is where sportsman and novice drivers make their first mistake. Here are a few misconceptions regarding chassis setups that happen a lot:





**MISCONCEPTION 1:** "I own the same chassis that the Pro racer won with at a big race. If I run their exact setup, I'll be as fast as they are."

**REALITY:** Chances are you won't even be able to control your car much, let alone drive it fast. Let's look at all of the variables in this situation: First of all, the chassis setup used by the pro driver has probably been initially tuned to suit the driver itself; in other words, the car is set up how that individual driver likes it. From there, the setup has been further fine-tuned to the conditions of the track itself, at the location where the racer is racing *on that specific day and time*. This includes surface type, surface condition, traction level, and ambient conditions, among other things. Finally, that setup just happened to be the perfect setting for that A-main race where the pro driver took the checkered flag.

**MISCONCEPTION 3:** "I should buy the exact same chassis, electronics, and equipment as the fast guy at my local track, so that I'll be just as fast as they are."

**REALITY:** Ok, so you eliminated as many variables as you can; you're running the exact same chassis. You're using the same radio and servos. You're running the same motor or engine, same body, same tires and inserts, and same fuel or batteries. So what's the only difference? The driver! You can run the same exact setup and equipment, but if you and the other guy drive differently, how can you expect to get the exact same results? What if the fast guy prefers a vehicle with a lot of steering, whereas you are more comfortable with a mild-understeer setup? What if they know how to drive a vehicle with punch down low, whereas you're better with a vehicle geared for top speed? The truth is, there are a lot of RC racers who get too caught up in setup. They go into the game with the mindset that

if their car has the settings that pros use, or that fast racers use, that these settings will automatically make them drive faster. They believe that if they have the same pinion and spur, or the same spring combination, or the same tires, that that will solve their problems and all of a sudden they'll be the fastest driver on the planet. And 99% of the time, this turns out to be false. You're better off learning your own setup, dialing in your ride to how you drive, because with this method, your setup is what it should be—personalized to *your* preferences.



**MISCONCEPTION 2:**

"The fast guy at my track is using X.XX final drive ratio on their Brand A chassis, so if I copy his gearing on my Brand B chassis, I should be running as fast as they are."

**REALITY:** While, in theory, having the same Final Drive Ratio (FDR) means that your wheels will be spinning at the same rate as the fast guy, it pretty much ends there, as one blatantly important detail makes it clear—you're not using the same chassis. Some chassis are more efficient than others. Different motors have different outputs, and even things like ESC setup or carburetor restrictor sizing changes the final speed of your vehicle—even if the FDR matches that of your opponent.



**CONCLUSION**

**W**E'RE NOT SAYING THAT SETUPS ARE USELESS; THEY ARE USEFUL IF YOU USE THEM THE RIGHT WAY. Whenever you come across a setup, you should use it more as a reference, not an instruction manual. Remember, the setup in question worked with one particular driver, at one particular location, in one particular set of circumstances. Change any one (or more) of these variables and the results might be different. Therefore, if you want to use a pro driver's setup, don't just copy the whole thing; instead, do small changes, one at a time, until you find a setup that you're comfortable with. Don't just automatically assume that the setup will make you fast; it won't, and the sooner you realize this, the sooner you can get to formulating your own setups. 🏁





WWW.VIPER-RC.COM

# EXPERIENCE

IS AN UNDERSTATEMENT



## VIPER VTX SERIES SENSORED BRUSHLESS ESC FEATURES & SPEC

	VTX10	VTX10R
ON RESISTANCE	0.00045Ω * 2	0.000225Ω * 2
MAX INPUT VOLTAGE	16V	16V
SUPPORT LI-PO CELL	2S-4S	2S-4S
MAX PEAK BEC VOLTAGE/AMP	7V / 5A	7V / 5A
MOTOR LIMIT	540 / 6.5T	550 / NO LIMIT
DIMENSIONS (WxLxH)	30x32.5x14.5MM	30x32.5x19.5MM

- VISUALIZED ADJUSTMENT WITH VIPER R/C PROGAUGE (SOLD SEPARATELY IN LITE VERSION) WITHOUT REMOVING RX CONNECTOR
- 8 DEFAULT PROFILES THAT ALLOW QUICK SET UP WITHOUT PROGAUGE FOR EASY BASHING ENJOYMENT
- HIGH RESOLUTION CONTROL ON ALL SETTINGS
- ULTRA LOW RESISTANCE POWER FET BOARD FOR MAXIMUM EFFICIENCY AND POWER
- LED RUNNING MODE INDICATOR FOR EASY STOCK RACING IDENTIFICATION
- ULTRA COMPACT FOOTPRINT DESIGN
- ALUMINUM CASE FOR SUPERIOR THERMAL PERFORMANCE
- WATERPROOF CASE AND SWITCH HOUSING FOR MAXIMUM DURABILITY
- PC LINK FOR FIRMWARE UPDATES AND ADVANCED FUNCTION SETTINGS (SOLD SEPARATELY)
- 365 DAY WARRANTY ON ESC AND PROGAUGE

For service and technical inquiries, please visit [WWW.VIPER-RC.COM](http://WWW.VIPER-RC.COM) or call toll free 1-866-206-8558. Viper R/C Solutions reserves the right to make specification changes without notice.



**TRF**  
TAMIYA RACING FACTORY

SCAN WITH YOUR  
MOBILE DEVICE  
FOR MORE  
INFORMATION



**2001**

TRF201 Chassis Kit  
ITEM 42167

2WD

ASSEMBLY KIT

# 2WD Racing Thoroughbred

The wait is over! The TRF team has used their world championship knowledge to create the TRF201 to challenge the very exciting R/C 2WD Buggy class. This dynamic vehicle features a uniquely shaped chassis which is distinctly different from those seen on other Tamiya 2WD buggies. The motor is mounted at the rear and the battery is placed longitudinally for an improved center of gravity to provide optimized chassis roll balance. The fully adjustable suspension system works along with the aeration dampers and the slipper clutch to enhance the buggy's race-spec performance.

## FEATURES:

- Drivetrain: Rear wheel 2WD drive
- Diff Gear: Rear ball diff
- Steering: 3-piece tie-rod
- Suspension: 4-wheel double wishbone
- Dampers: Aeration dampers

Parts Available at Your Local  
Hobby Shop and Online 24/7  
at [www.tamiyausa.com](http://www.tamiyausa.com)



[www.tamiyausa.com](http://www.tamiyausa.com)



Aeration dampers and the new coil springs achieve excellent handling performance.



The compact gearbox is equipped with inch-size diff balls and a newly designed thrust bearing.



The chassis underside shape features the best design for optimum center of gravity.

Check Out the TRF201  
& Other TRF Products  
at [www.teamtrf.com](http://www.teamtrf.com)

Don't Forget the Tamiya Paint



Body and Wing included in U.S. Version.



Zahhak DN-01 Kit  
ITEM 58477

2WD

ASSEMBLY KIT

New sportsman version DN01 buggy kit.

TAMIYA AMERICA, INC. 36 DISCOVERY, STE 200, IRVINE, CA 92618

©TAMIYA 2010



# GO FAST SIDEWAYS

## TAMIYA *driftlineup*



THE TT-01D TYPE-E CHASSIS IS THE IDEAL WAY TO START YOUR DRIFTING CAREER.



**TT-01D TYPE-E**  
CHASSIS

THE SHAFT DRIVEN 4WD TB-03 CHASSIS MACHINE OFFERS A UNIQUE DRIVING FEEL. THE CHASSIS SUCCESSFULLY ADOPTS THE DIRECT RESPONSE OF THE DRIVETRAIN WITH MANY DRIFT SPECIFICATIONS TO REALIZE EFFECTIVE WEIGHT SHIFTING FOR EXCITING DRIFT ACTION.



ITEM 58420

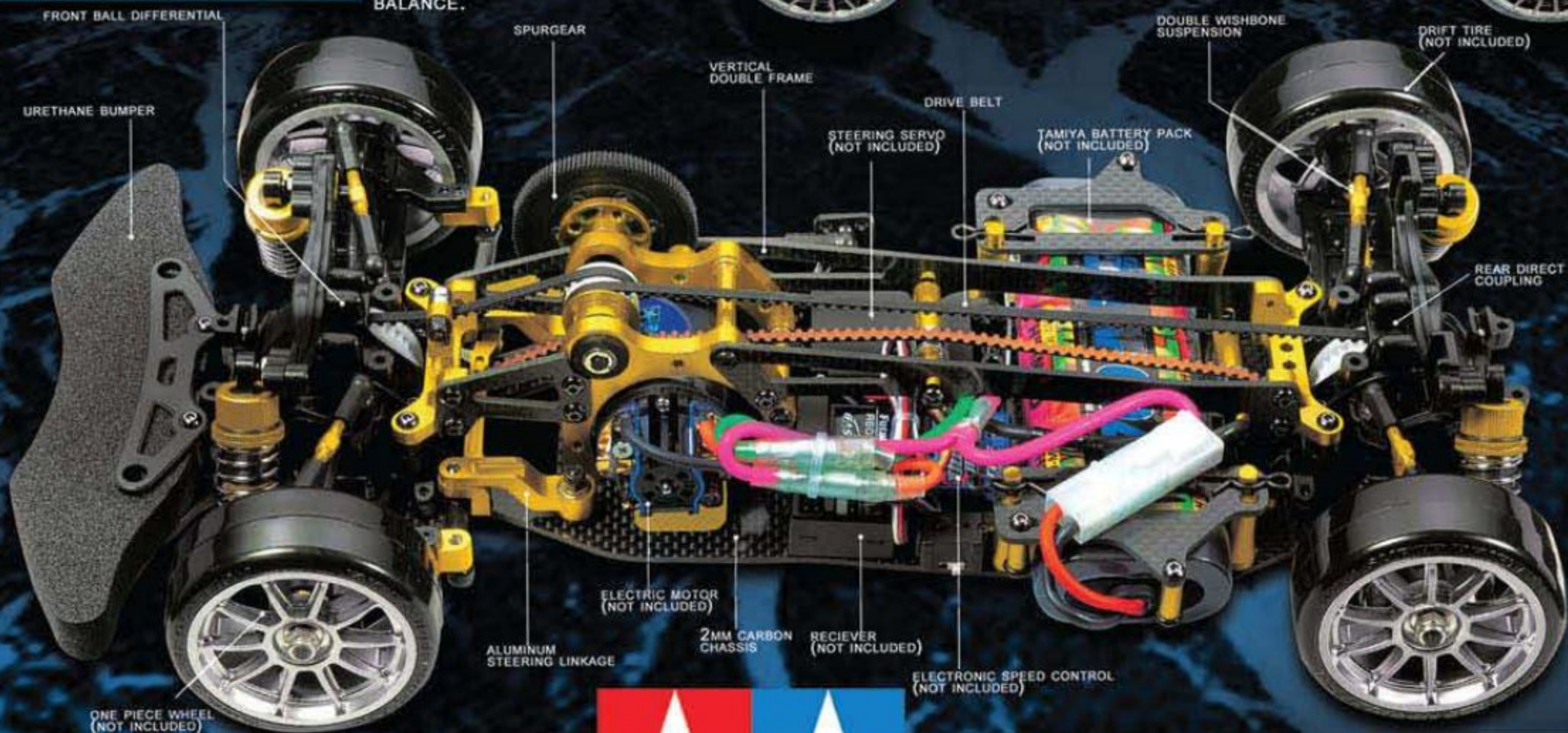
**TB-03D**

THIS SPECIAL VERSION TA05-VDF TOP-LEVEL DRIFT CHASSIS COMES WITH GOLD-COLORED ANODIZED ALUMINUM PARTS FOR A STUNNING VISUAL HIGHLIGHT. THE TA05-VDF FEATURES A UNIQUE CHASSIS LAYOUT, INCLUDING THE CARBON FIBER

1/10th SCALE R/C 4WD  
HIGH PERFORMANCE RACING CAR  
**TA05**  
DRIFT CHASSIS KIT  
ITEM 84188

**VDF**

VERTICAL DOUBLE FRAME, WHICH PROVIDES OPTIMUM WEIGHT DISTRIBUTION AND BALANCE.



SCAN QR CODE WITH  
YOUR MOBIL DEVICE  
FOR MORE PRODUCT  
INFO AND DRIFT  
ARTICLE.







## WINGTOTE BUGGY PAK

**W**ing Tote, a relatively well established bag company has just released their new "Buggy

Pak" bag to the masses. The Buggy Pak features a dual zipper design that's capable of zipping around from the right and left to meet in the middle where the buggys wing sticks up. This bag may just look like an ordinary bag, but it actually serves two purposes: it keeps your buggy safe from the elements and it keeps the dirt and dust from a full race day inside the bag and not on your upholstery on the way home. It can also be easily carried using the handle, and/or hung up for storage. Overall, this bag has a nice quality and does a good job of keeping your buggy and debris inside, but we're a little on the fence when it comes to the \$35 price.



### Scorecard:



8

### The Verdict:

For 30 bucks, this new buggy carrier is a great investment for keeping everything clean, including your full sized cars upholstery.

### Connect:

**WING TOTE**  
Part Number: WGT360  
Street Price: \$35  
[www.wing-tote.com](http://www.wing-tote.com)

## TLR TUNING KIT FOR XXX-SCT & XXX-SCB

**A**s more and more racers continue to hit the track with their short course vehicles, many are quickly finding the limitations of their RTR and "Rolling Chassis" parts. Team Losi Racing recognizes the needs of the racer and has assembled a nice upgrade kit to make things easier for those looking to take their box-stock XXX-SCT or XXX-SCB up to the needed level of competitive racing. Sure, the soft plastic and standard materials used on basher vehicles are perfect for the average person looking to jump off their curb outside or launch off the nearest dirt pile down the street, but when lap times come down to tenths of a second, things start to get critical.

Since Losi doesn't have a racing kit for their XXX-SCT or XXX-SCB, racers would be forced to dig deep in their wallet, or scramble to various hobby shops in order to upgrade their car to meet the demands of racing. Team Losi Racing looked at the more critical components on the car and put together a nice tuning kit. At first, some might be taken by surprise by the initial price—until they realize all that is included in the package.

The tuning kit includes a huge list of things that racers want to swap out and many they don't even think about. Soft plastic is swapped out on the suspension arms for the stiffer EA3 plastic, aluminum is used on the rear hubs, both pivot blocks, and threaded shocks to make things a bit more durable and add another level of tuning, an included ball diff ups the corner speed and acceleration, steering ball bearings are added, spring steel replaces the stock turnbuckles, and a big list of other parts makes racers realize how much of a real value this kit really is. In order to assemble this kit themselves, racers would

have to triple the list price.

When I installed the kit, I could really see and feel the improvement the kit made to my XXX-SCT on the track. The only issue I had was when installing the rear 4-degree pivot block, which didn't seem to align correctly into the small metal hinge pin bracket. This was a minor inconvenience, and with the included set screws, I found I could probably just run the truck without the end part. Also, the kit is great and does include quite a bit of stuff, but it will only get you to a limited number of set-ups. Any changes in rear toe, springs, etc., means you'll need to make a few more purchases. That may sound scary, but the included parts are all welcomed and would probably end up in your tuning arsenal anyways.

### Scorecard:



9

### The Verdict:

Losi XXX-SCT and XXX-SCB racers looking to get their truck up to race level should take a look at what this extensive tuning kit offers, for less than going "piece by piece."

### Connect:

**TEAM LOSI RACING**  
Part Number: TLR0900  
Street Price: \$130  
[www.tlrracing.com](http://www.tlrracing.com)



### INCLUDES:

- LOSB2049 EA3 Front Suspension Arms
- LOSA4148 Aluminum Front Pivot Block
- LOSA5055 .9" Threaded Shock Body Set
- LOSA5056 1.2" Threaded Shock Body Set
- LOSB2052 EA3 Rear Suspension Arms
- TLR4147 4° Aluminum Rear Pivot Block
- LOSA3033 Transmission Case Set & Spacers
- LOSA3038 Differential Half Outdrive Set
- LOSA5062 1.2" Ti-Nitride Shock Shaft
- LOSA5064 1.0" Ti-Nitride Shock Shaft
- LOSA6912 3/32x3/16" Steering Ball Bearings
- TLR2140 Rear Hubs
- LOSA2908 Monster Diff Square Spring/Screw Set
- LOSA3036 2.43:1 Differential Gear
- LOSA3039 Differential Drive Rings & Shims
- LOSA3099 Thrust Bearing Set
- LOSA6951 3/32 Hardened Differential Balls
- LOSA3034 Transmission Screw Set
- LOSA3041 CR Motor Plate
- LOSA3065 Losi Differential Lube
- LOSA6907 5x8mm Ball Bearings
- LOSA99203 8cc High Pressure Black Grease
- LOSA9930 Aluminum Upper Gear Shaft
- TLR6060 Spring Steel Turnbuckles





# The preeminent racing radio.

## 4PKS



It picks up where the 4PK leaves off, with much lower latency along with programming sophistication and advancements never before incorporated into a surface system. And don't forget: with the 4PKS you also have at your fingertips the precision and security of Futaba's acclaimed 2.4GHz FASST technology that is leading the way in radio control. Competitive drivers with their eyes on the prize have a new weapon for owning the winner's circle: the 4PKS!

- Up to 2 times faster than the 4PK
- New multi-functional switch makes programming even easier
- View up to 36 functions (including Crawler functions) on the LCD menu screen with adjustable contrast
- Wheel can be repositioned using the included adapter (not shown)
- A vibrator built into the grip can be used as a lap timer, up timer, navigation aid or low battery alert
- Extra protection features include High Voltage and Low Battery alarms, and automatic shut-down after ten minutes of non-use



*The 4PKS comes with the ultra-compact, high-voltage R614FF 2.4GHz receiver, which is also available separately.*

*Shown actual size.*

# Futaba



LOSI  
**TEN-SCTE ARR****RUBBIN' IS RACIN' ESPECIALLY WITH 4X4****1:10**  
scale**words:** Carl Hyndman | **photos:** Jason Boulanger

**S**hort course trucks have been redefining electric off-road for some time, but many racers still want the power, speed, and control of 4-wheel drive. Well now that wait is over, and Losi looks to be attacking the issue aggressively and hopes to leave the competition in the dust. Assembled as an ARR (almost ready-to-run), the new truck from Losi makes things easier to go racing, but leaves the critical electronics to the choice of the driver. Yep, it's a rolling chassis, so it's pre-assembled at the factory and comes with wheels, tires, and clear body, but leaves the power out. I like that equation, and the lazy man inside me can still have his cake and eat it too. But, will its easy convenience be on par with performance? I had to find out.

No XXX here, just big power, off-road-proven technology.







1/8-scale technology, but short course fun.





PART #: LOSB0127  
STREET PRICE: \$300  
PRICE AS TESTED: \$1,230

SETUP TIME: 4 hours  
EXPERIENCE LEVEL:  
Novice/Intermediate

1:10  
Scale



4WD  
drive

**KICK IT!** The truck includes Eclipse tires mounted to Beadlock-style wheels and should work in a fairly wide range of terrain.

**BUMP IT REAL GOOD:** The truck is protected on all sides by nice cushy plastic bumpers that help maintain the slogan "rubbin' is racin'."

**SHOCKING:** No clips here. The truck uses threaded aluminum, oil-filled dampers to help out the suspension.

**SECURE IT:** The radio box is almost completely sealed and helps keep debris out.

**1/8-SCALE?:** The truck is classified as 1/10-scale but borrows a lot of technology from off-road 1/8-scale drivetrain layouts.

03

02

01

**BUMP STOP:** A beefy rear bumper protects the rear end; and of course, no SC is complete without mud flaps!

**DRIVE:** The SCTE features gear diffs front and rear that are sealed to allow for fluid tuning.

I'm glad they still use mudflaps.



01

### Familiar Chassis

The Losi Ten-SCTE uses a familiar chassis that can be seen on their other vehicles like the Losi 810, but configures it to work with a short course platform and electric components. This seems to have a good proven track record and makes things easier for parts availability and cost.



**"The truck likes to be driven hard and it's a blast to push it to the limit without any signs of white-knuckle handling."**



02

### Mount that Power

Most drivers will opt to power the truck with a 550-sized motor and the unique mount makes things easy and secure. Things slide smoothly with the milled aluminum and gear mesh is easy to set.

03

### LiPo Power

The battery tray is pretty basic, but it's the details that make the difference. Using a Velcro strap keeps things from moving around and also adds a level of convenience and the tub can be adjusted to handle many different types of packs. This is especially nice since standardized dimensions have still been elusive. You can also set it to affect handling.



ONLINE VEHICLE



### CHASSIS

LAYOUT:	Milled aluminum with plastic sides
THICKNESS:	4mm
MATERIAL:	Aluminum



### SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Yes (steel)
STEERING:	Dual bell crank with built in servo saver
SWAYBARS (F/R)*:	Silver/silver



### SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R)*:	30-wt. / 30-wt.
PISTONS (F/R)*:	4-hole 1.07mm / 4-hole 1.07mm
SPRINGS (F/R)*:	Gold / Black



### DRIVE TRAIN

TYPE:	4WD
DIFFERENTIAL:	Gear (3)
AXLE TYPE:	CV-style
TRANSMISSION:	Single-gear
SPUR GEAR MATERIAL:	Metal
BEARINGS:	Metal-shielded



### GEARING

	1 <sup>st</sup>
PINION/SPUR*:	16/40, (Mod 1)
GEAR RATIOS:	
PRIMARY*:	2.5:1
INTERNAL:	3.89:1
FINAL*:	9.73:1



### BODY, TIRES & WHEELS

BODY:	Losi SCT
TIRES (F/R):	Eclipse Short Course
DIAMETER/WIDTH*:	4.33 in. x 1.73 in. (110mm x 44mm)
HEX SIZE:	12mm
WHEELS:	Beadlock-style SCT with rings



### DIMENSIONS

WEIGHT*:	5 lbs., 60 oz. (2,540g)
TRACK WIDTH (F/R)*:	11.65/11.65 in. (295.8mm/ 295.8mm)
WHEELBASE*:	13.15 in. (334mm)
RIDE HEIGHT*:	1.14 in. (29mm)

\*Specifications listed are as tested.

Thank you Losi for including tires that actually work.





## TESTING

For testing, I decided to have a go in the real-world conditions of an outdoor track and headed on over to Pegasus Hobbies in Southern California. Usually the track is frequented by locals just getting their bash on, but the track was in prime shape and must have been prepared for an event since every jump was smooth and very hardpacked. Traction was medium for the day (it's usually a struggle) and I was confronted with a mix of big jumps and sweeping turns. Dimensions for the track suited the truck perfectly and I used my extra build time to get in more driving time.

**Acceleration and Speed** • With my 550-sized motor installed, I grabbed some trigger and the truck responded with a nice launch out of the gates. The truck grabs at the ground with all four wheels, and even though the diffs are packed with grease from the factory, I never noticed too much unloading of the wheels. If I wanted a bit more, I could opt to repack with silicone oil in the diffs as per Losi's recommendation, but straight out of the box, it was pretty impressive.

**Rating: 9/9**

**Braking** • The truck uses the standard 3-diff set-up that nitro buggy users will be familiar with, and this gave the truck pretty good control. Unfortunately, you'll be limited to the strength of the motor, since there is no rear and front brake bias, but I honestly didn't miss it too much and was only greeted with a slight push that I'm sure could be rectified with some tuning. Even when driven hard, it stayed composed and never gave me any unexpected snaps or spinouts.

**Rating: 8**

**Low-speed Handling** • The truck goes in and out of the corners pretty well and the truck never encountered any excessive sway or roll-over. It's nice to see the truck with sway bars, and they certainly help out in this department. I was also pretty impressed with the stock tires and wheels. Usually this area is compromised for durability, but if I were blindfolded, I would swear someone had thrown on some race rubber. The truck is very predictable, and it stayed very neutral in the corners and gave me good feedback.

**Rating: 9**

**High-Speed Handling** • Even as the testing progressed and the track began to dry out, I was smiling ear to ear as the back end of the truck continued to generate loads of traction. I could grab gobs of throttle and it would only pull itself forward with authority. The truck likes to be driven hard and it's a blast to push it to the limit without any signs of white-knuckle handling. It did have a slight push, but it was actually welcomed and perfect for the conditions. No babying it around, this is what mod motors are designed to do. Oh yeah, it was hammer time!

**Rating: 10**

**Rough-Track Handling** • As I mentioned, the truck is really easy to drive, but tends to slap a bit when encountering rough terrain. It didn't seem to matter too much and with a bit more "pack" in the shocks, I'm sure some of that could be tuned away. Overall, the suspension works well and bouncing around is just part of running off-road. For outdoors, the box-stock set-up seems perfectly suited and I'm sure where more people will drive it.

**Rating: 9**

**Jumping** • The truck took to the air well and responded to inputs with predictable mannerisms, although it did tend to nose down a lot. It only took a little adjusting of my driving style since this meant a bit more throttle off the jumps as needed.

Losi  
TEN-SCTE 4X41:10  
scale4W  
drive

## TEST GEAR

**RADIO:** Spektrum DX3R Pro  
DSM2, #SPM3200, \$340



**RECEIVER:** Spektrum SR3100 DSM2  
3-channel, #SPMSR3100,  
\$100



**STEERING  
SERVO:** Spektrum S6040  
Digital Titanium Gear,  
SPMSS6040, \$80



**SPEED  
CONTROL:** Navok Havoc Pro SC,  
NOV1745, \$140



**MOTOR:** Team Epic 4x4 Short  
Course Monster 550 5.5T,  
TRITEP1034, \$140



**BATTERY:** Xcelorin 6000mAh 60C 2S  
LiPo, #LOS9877, \$130



## RTR GEAR

**TIRES:** Losi Eclipse Short Course



**BODY:** Losi SCT (clear)

## CONTACT

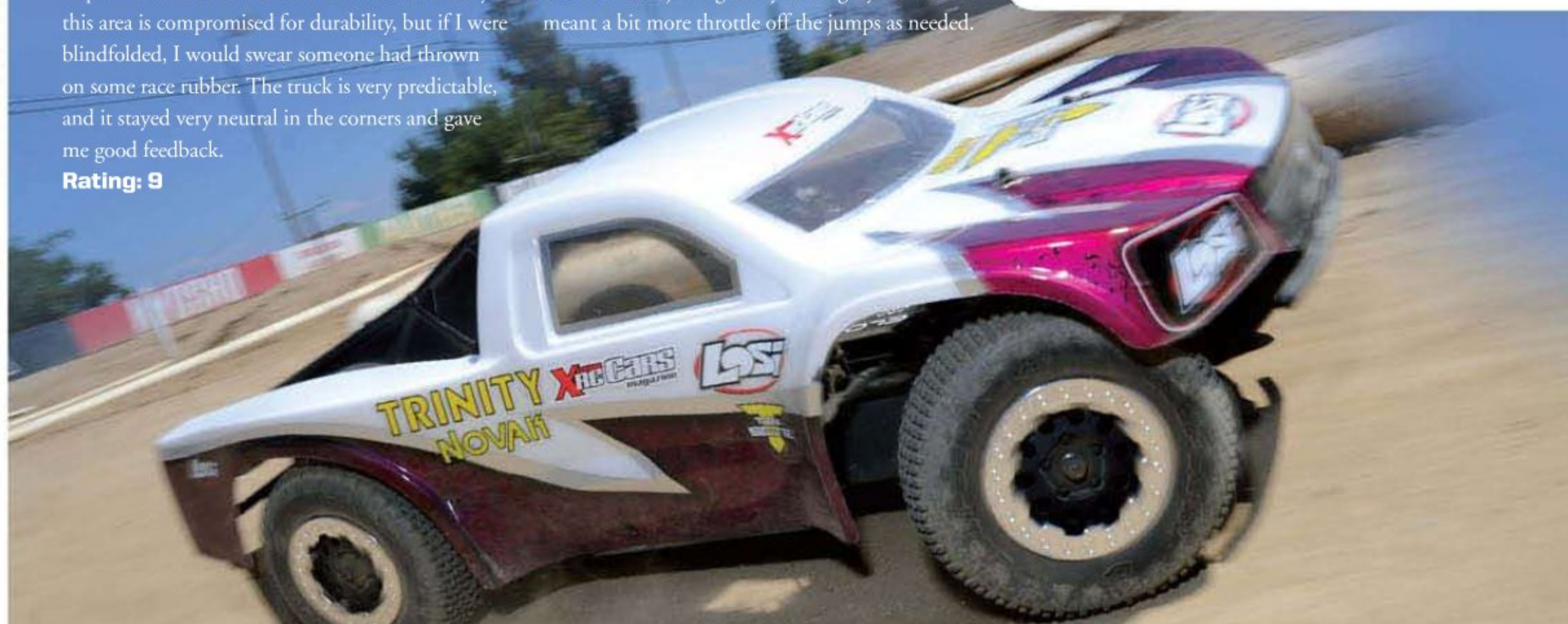
**LOSI:** [www.losi.com](http://www.losi.com)

**SPEKTRUM:** [www.spektrumrc.com](http://www.spektrumrc.com)

**XCELORIN:** [www.xcelorin.com](http://www.xcelorin.com)

**NOVAK:** [www.teamnovak.com](http://www.teamnovak.com)

**TEAM EPIC:** [www.teamepiconline.com](http://www.teamepiconline.com)





DO YOU  
**HAVE**  
ONE OF  
**THESE?**  
IF NOT, WE CAN HELP.



**RACE  
TO WIN!**

- + OVER 35 YEARS OF RACE FUEL EXCELLENCE
- + ONLY R/C FUEL MANUFACTURER WITH EXTENSIVE FULL-SCALE SUCCESS
- + ALL POPULAR RACE BLENDS AVAILABLE: 16%, 20%, 25%, 30%, 40%



Official Racing Fuel of  
World of Outlaws, American Lemans, and more...



PO BOX 33911 SAN ANTONIO, TX 78265 PH: 210-635-7755  
WWW.POWERMASTERFUELS.COM / WWW.UPRACINGFUELS.COM

**MIKE BATTAILLE**  
2010 PRO ARENA TRUCK NATIONAL CHAMPION -  
R/C PRO, POWERMASTER 30%





## Losi TEN-SCTE 4X4

If I decided to hit brake in the air, the nose would dive hard. Thankfully, it did this predictably and consistently and after a short time, became second-nature. I also like that the truck stayed flat and the nose down style would help the truck battle against the common "parachuting" short course trucks tend to have in the air.

**Rating: 9**

### WRENCHING

**Maintenance** • The truck uses the proven technology of its 1/8-scale brothers and this makes maintenance familiar and fairly easy. Most parts are accessed by just a few turns of the wrench and tuning the diffs is straightforward. However, as convenient as the motor mount was, fitting was an issue with my Team Epic short course motor, which has a ring close to the shaft. This meant that I had to do some Dremel work in order for the motor to sit flush. I'm not sure whose fault this is, since other 550 motors don't have this ring, but since non-standardization is common, I would have liked to see the mount be designed around it. Okay, this is very minor issue, and the rest of the truck is easy.

**Rating: 9**

**Wear and Tear** • I beat the crap out of the truck and it kept coming back for more. Outdoors, dust and small rocks fly and get in to everything; combine that with cinder blocks around the perimeter, stationary lane dividers, and every other vehicle under the sun sharing track time, and the truck took the abuse like a tank. This is where the proven layout of a 1/8-scale vehicle really helped out and the bumpers around the vehicle added another level of protection. It just kept ticking. Unfortunately, some of the screws weren't exactly liberal with Loctite and started backing out, but a couple of

turns of my wrench and I was good to go. I also was confronted with a problem that Losi was quick to address. The diff pins that were spec'd in the initial production wear out unusually fast, but Losi is aware of this and is eager to help out those who made the early investment with free replacement parts.

**Rating: 9**

**Tuning** • The truck is familiar to those used to nitro buggies, but even if you are not, tuning is right there and the truck responds. The Ten-SCTE also shares parts from other vehicles like the 810 buggy and Ten-T, so you'll be able to track down a lot of parts and ideas. There are also great posted set-ups online and theories explained in the manual. Even more, recreational drivers can give it a go and ease in to it as their familiarity with the truck grows. Run it the way it is out of the box, or make one change at a time since initially you'll only have to install electronics.

**Rating: 10**

### CONCLUSION

I like that the truck comes almost-ready-to-run and leaves out the junk of crummy electronics that is usually common in RTR vehicles. I have lost count of how many times I've had to rip out cheap electronics, and had to make another trip to the hobby shop to replace them. Yes, at times, I can forgo the build in place of track time and I'm glad Losi gave me that option. Since this probably won't be the first vehicle owned by many drivers, it's nice to personally spec the truck with exact electronics or items already owned. Even if it is your first vehicle, Losi does a good job of walking you through it and recommending items. And did I mention, it also had performance to stamp out the stigma that usually comes with the performance of vehicles that aren't in kit form? 🏆



### SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

### HITS

- ▲ Good box stock set-up
- ▲ ARR, makes things easy for racers who want to use their own electronics
- ▲ Parts availability and support is great

### MISSSES

- ▲ A little loud and heavy
- ▲ No build kit available
- ▲ Some cost-cutting visible

### MAIN COMPETITION

Team Associated SC104x4, Jammin' SCRT10

### WHO IT'S FOR

Short course racers looking for 4-wheel drive truck with convenience of ARR

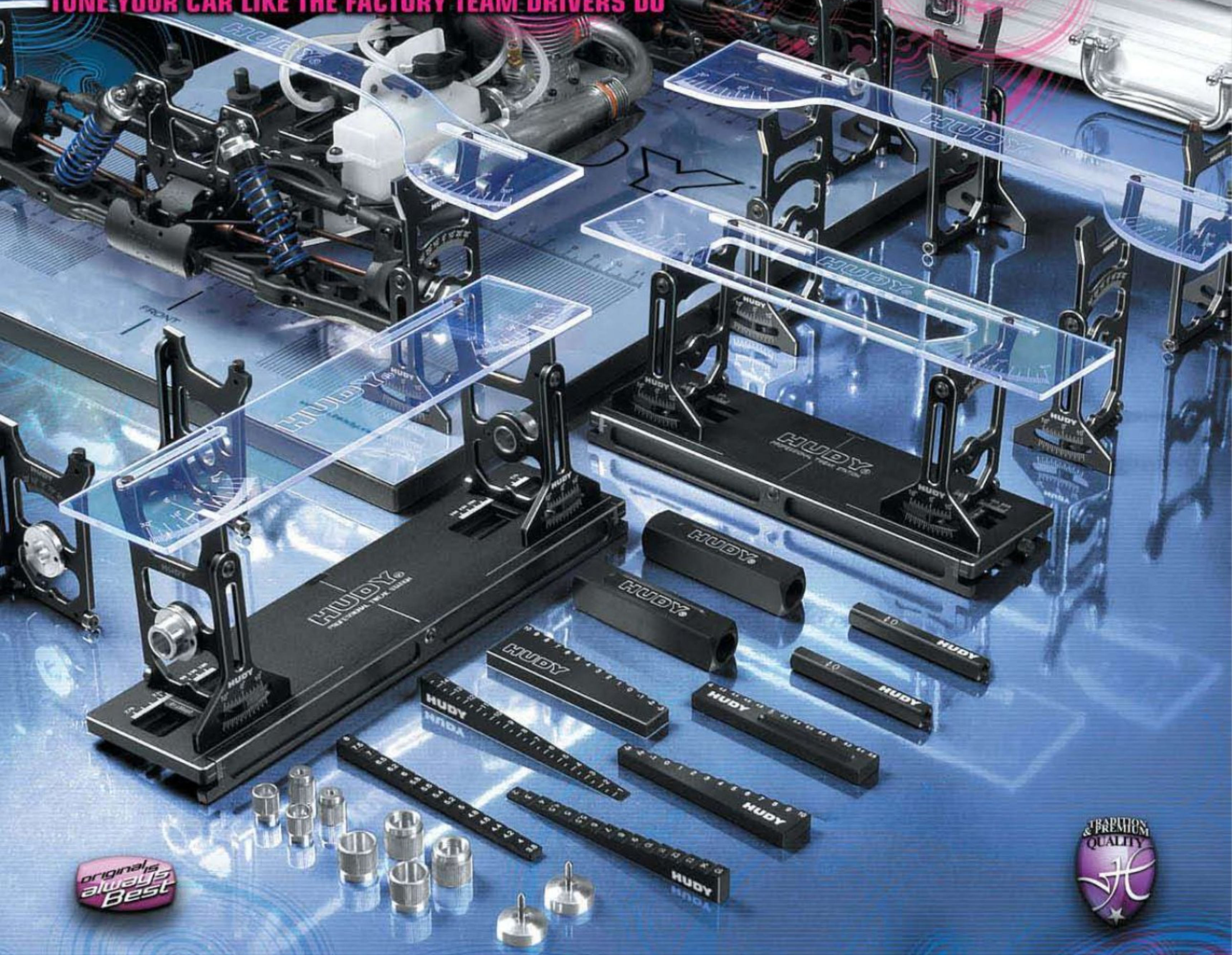


Nobody "parachuting" here.



# HUDY

**ULTIMATE PROFESSIONAL SET-UP EQUIPMENT FOR ALL RC CARS**  
**TUNE YOUR CAR LIKE THE FACTORY TEAM DRIVERS DO**



originals  
always  
Best



**HUDY ULTIMATE SET-UP TOOLS ARE AVAILABLE FOR COMPLETE RC CAR GEOMETRY SET-UP AND ADJUSTMENT: DOWNSTOP, DROOP, TRACK-WIDTH, CAMBER, CAMBER RISE, CASTER, TOE, STEERING THROW SYMMETRY, TWEAK**

**1/8 On-Road Cars > 10 8055 All-in-One Set-up Solution for 1/8 On-Road Cars** includes: • 10 8005 Universal Exclusive Set-up System for 1/8 On-road Cars • 10 7701 Chassis Droop Gauge Support Blocks for 1/8 • 10 7711 Chassis Droop Gauge -3 to 10mm for 1/8 • 10 7715 Ride Height Gauge 0 to 15mm (Beveled) • 10 8200 Flat Set-up Board for 1/8 • 10 8210 Plastic Set-up Board Decal for 1/8. **Also available:** • 10 7713 Chassis Ride Height Gauge 0 to 15mm (Stepped) • 10 7716 Ultra-fine Chassis Ride Height Gauge

**1/10 Nitro and Electric Touring Cars > 10 8255 All-in-One Set-up Solution for 1/10 Touring Cars** includes: • 10 9305 Universal Exclusive Set-up System for 1/10 Touring Cars • 10 7702 Chassis Droop Gauge Support Blocks for 1/10 • 10 7712 Chassis Droop Gauge -3 to 10mm for 1/10 • 10 7715 Ride Height Gauge 0 to 15mm (Beveled) • 10 8201 Flat Set-up Board for 1/10 • 10 8211 Plastic Set-up Board Decal for 1/10. **Also available:** • 10 7713 Chassis Ride Height Gauge 0 to 15mm (Stepped) • 10 7714 Ultra-fine Chassis Droop Gauge 4.0-6.6mm • 10 7716 Ultra-fine Chassis Ride Height Gauge • 10 7880 Chassis Balancing Simple Tool • 10 9360 Alu Nuts for Set-up System (4)

**1/8 Off-road and Truggy >** • 10 8805 Exclusive Alu Set-up System for 1/8 Off-road & Truggy • 10 8841 Upside Measure Plate for Truggy • 10 8202 Flat Set-up Board for Buggy and Truggy • 10 8860 Alu Nuts for 1/8 Off-road Set-up System (4)

Developed, designed & styled by Dipl. Eng. Juraj Hudy, Chief Designer, HUDY

*Juraj Hudy*

**RCAMERICA**

167 Turtle Creek Blvd. Suite C, Dallas, Texas 75207  
 Phone: 1-800-519-7221, Phone: 214-744-2400, Fax: 214-744-2401  
 E-mail: hudy@rcamerica.com

[www.rcamerica.com](http://www.rcamerica.com)

**[www.hudy.net](http://www.hudy.net)**



**NEW**

from **HAKKO**

**MORE POWERFUL** than the Hakko 936



**FREE  
DECAL**

SOLDERING STATION

**FX-888**

up to **30% INCREASE**  
in thermal performance!

For more information, visit **HakkoRC.com**



# DOUBLE DEUCE LI-PO FOR TEAM LOSI TLR22

The Battery Pack Designed  
To Out Handle  
All Others!

Fits Everything  
Designed For  
2 Cell!



Designed especially for the new Team Losi TLR 22 buggy.  
Short overall case length allows positioning of the battery  
front to rear to maximize the handling for any type of  
off-road track conditions.

4000mAh, 7.4v, 65C, 2s  
4mm bullet plugs with balancer.  
65C Continuous discharge rating.

Weight, 205 grams  
Length: 95mm  
Width: 46mm  
Height: 25mm

Maximum Continuous Current: 235A

**TRINITY**

290 Springview Commerce Dr., Suite #4  
DeBary, Florida 32713, 386.668.7771  
©2010, Team EPIC Inc.

For email orders: [info@teamtrinity.com](mailto:info@teamtrinity.com)

Fax: 386-668-7752

[www.teamtrinity.com](http://www.teamtrinity.com)

\*Team Losi is a trademark of Horizon Hobby Distributors, Champaign, IL, USA\*





## POWERPLANT INFO

Team Epic's Short Course 4x4 motors are specifically designed for racing and this motor fits the bill nicely. Unfortunately, fit was somewhat of an issue with Losi's motor mount, but that's not a knock on performance. Once firmly installed, the motor came to life with smooth power and strong but controllable brakes. The motor is sensed and the sensor wire input is put in a nice location for ease of use and durability. Soldering is either done by going in to the supplied holes or on top where the tabs still have enough room for placement. Sure, there is a stronger motor in this series (4.5T), but for the size of the track and jumps, the 5.5T was plenty and made the power a bit more usable for race conditions.



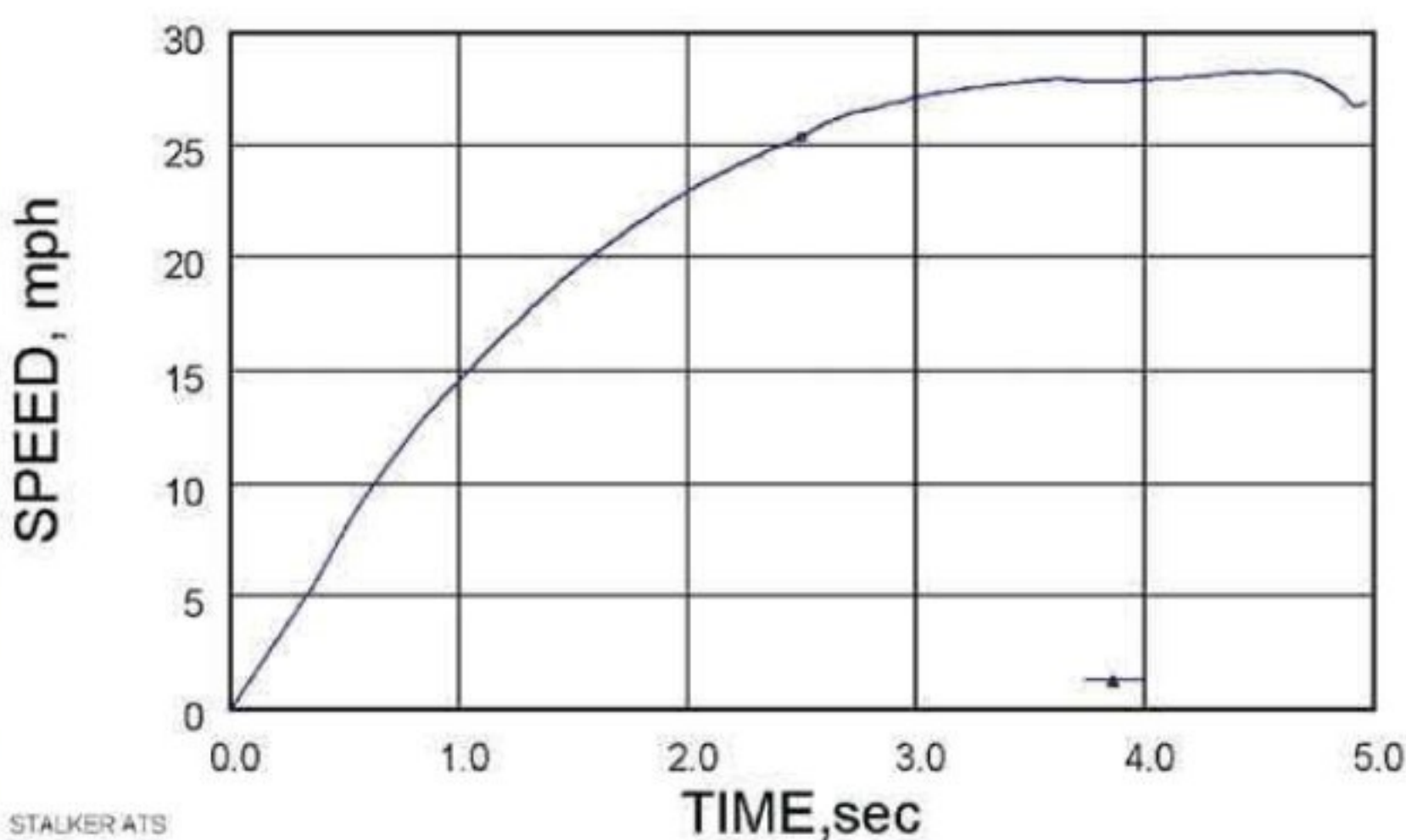
### MOTOR DATA

**MOTOR:** Team Epic  
**WIND:** 5.5T

**ROTOR TYPE:** Standard  
**SENSOR:** Yes  
**SOLDER TABS:** Yes

## PERFORMANCE INFO

### ACCELERATION CURVE



**1:10**  
Scale



**4W**  
drive

### TEST CONDITIONS

<b>WEATHER:</b>	Outdoors
<b>TEMP/HUMIDITY:</b>	71° F/32%
<b>BAROMETRIC PRESSURE:</b>	29.97 in.
<b>ALTITUDE:</b>	750 ft.
<b>TRACK TYPE:</b>	Outdoor hardpack

### HANDLING

<b>TURNING RADIUS:</b>	3 ft., 7 in.
<b>ON POWER:</b>	slight understeer
<b>OFF POWER:</b>	slight understeer

### BRAKING

<b>CONTROL:</b>	Poor Satisfactory Good Excellent
<b>FADE:</b>	Poor Slight None
<b>OVERALL:</b>	Poor Satisfactory Good Excellent



I never liked parachute pants, and like parachuting trucks even less.



# INDI 16X505 All-In-One Charger

50W\* All-In-One Unit for Ni-Cd, Ni-MH & Lithium Batteries



Item #E2076  
MSRP \$79.99

- LCD Display shows voltage, current capacity in mAh, status & time & more!
- include universal LiPo equalizer/balancer\*
- charge 1 to 6 cell lithium batteries
- charge 1 to 6 cell Lilo & LiFe batteries
- charge 1 to 15 cell Ni-Cd batteries
- charge 1 to 15 cell Ni-MH batteries
- AC Input: 100-240VAC
- DC Input: 11-18VDC
- 0.1A to 5.0A\* output current
- discharge batteries with auto cutoff
- up to 5W discharging power
- built-in cooling fan
- 1-year limited warranty



## ACCELERATE YOUR RC HOBBY SINCE 1993

WE GOT ALL KINDS OF ACCESSORIES YOU'RE LOOKING FOR!





Many metals are structurally weakened by the oxidation process, but not aluminum. Aluminum can actually be made stronger and more durable through a process called 'hard anodizing'. Anodizing involves placing the aluminum part into a chemical bath. The aluminum alloy surface becomes the positive anode and the liquid becomes the negative. An electric current passes through the solution, causing the surface of the aluminum to oxidize. The oxidized aluminum forms an ultra strong coating as it replaces the original aluminum on the outer surface. The result is an extremely hard substance called hard anodized aluminum.



Forging can produce a piece that is stronger and lighter than an equivalent standard cast or billet machined part. As the metal is shaped during the forging process, its internal grain deforms to follow the general shape of the part. As a result, the grain is continuous throughout the part, giving rise to a piece with improved strength characteristics. Forged Aluminum surfaces processed by hard anodizing is at least twice as hard as commercial grade stainless steel surfaces.



## AXIAL **WRAITH**

**YEE-HAA!**



**words:** Dave Palacios | **photos:** Jason Boulanger

**E**VERY ONCE IN A WHILE, A VEHICLE COMES THROUGH THE OFFICE THAT DOESN'T GIVE THE IMPRESSION OF BEING FUN BUT ENDS UP BEING A BLAST. That wasn't the case with the Axial Wraith. In this situation, the scale looks of the rig together with the idea of something a bit faster than your average rock crawler made the Wraith quite intriguing. Not only does the Wraith look cool, but it also gives the promise of being loads of fun. Will the scale looks, packaged together with a well-designed rock crawler and geared for higher speeds give us that fun? I'm sure it will; it definitely looks like a blast!

We found that a WWE action figure fits perfectly in the Corbeau seats.





We soon referred to the scale driver as "Gunner Smith."





PART #: AX90018  
STREET PRICE: \$360  
PRICE AS TESTED: \$460

SETUP TIME: 20 Minutes  
EXPERIENCE LEVEL:  
Novice-Advanced

1:10  
Scale



4WD  
drive

**ESC:** Axial teamed up with Castle Creations to come up with the AE-2 ESC. The ESC features a drag brake, a LiPo cutoff, and a Tamiya-style plug, and is programmable via Castle Link software.

**THREADED:** Threaded oil-filled plastic shocks help absorb bumps on the rocks.

01

**WATERPROOF:** The receiver and LED controller sits inside a waterproof box sealed with a rubber gasket for a tight seal against water.

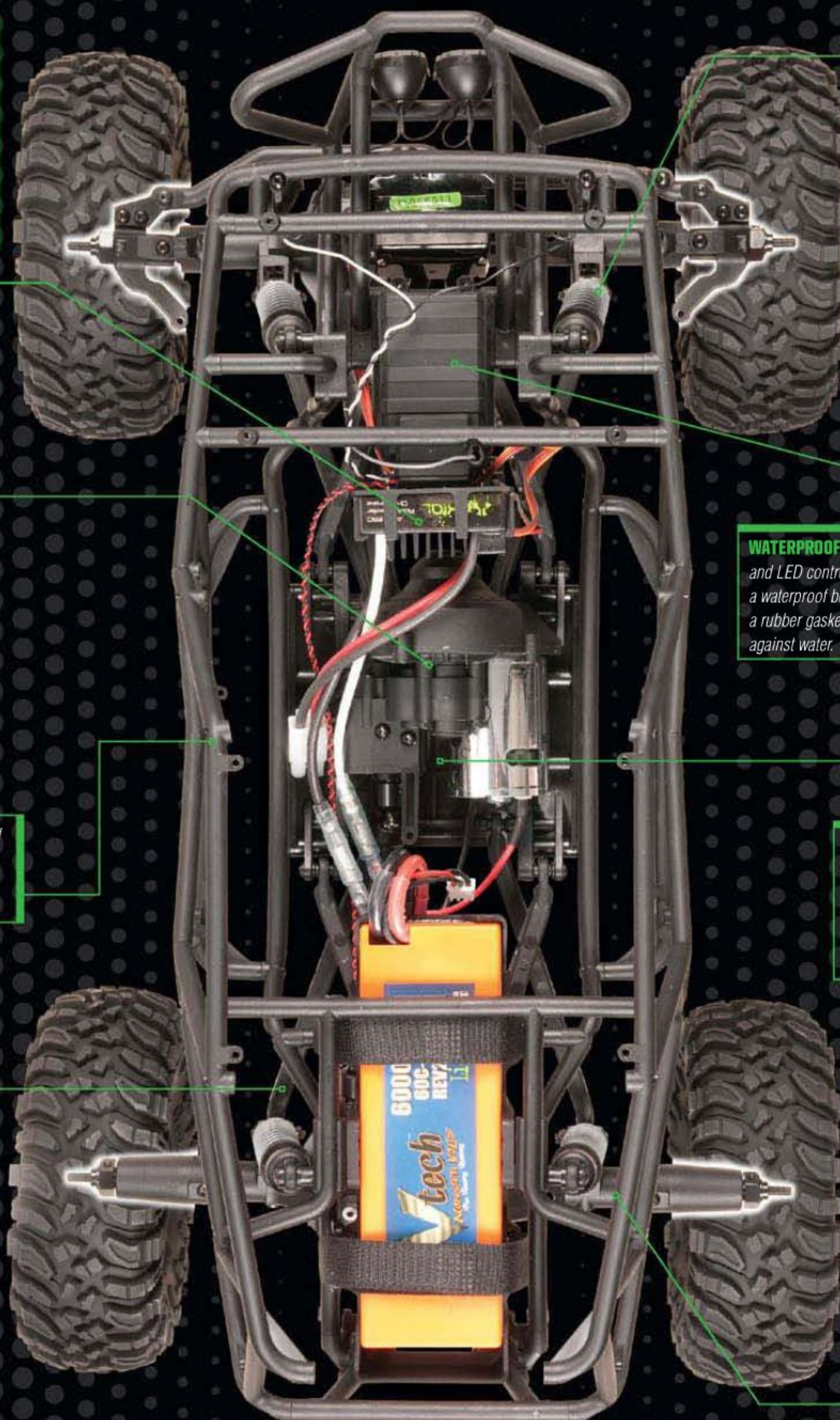
**CAGED:** A detailed full roll cage made from durable composite for scale looks and durability.

**RINGED:** Newly designed center drive shafts utilize heavy-duty joints with retaining rings for no popped shafts.

**4-LINK:** The Wraith features a four-link suspension with proper anti-squat and roll characteristics for maximum performance while reducing axle steer.

02

03





01

**TRANNNY** • The transmission is pretty standard at first glance and is basically the same transmission that came in the AX-10 chassis. However, Axial has made a few improvements. The tranny case has been redesigned to accept the optional dig upgrade. And because of the redesigned case, the rear output hub has also been redesigned to fit. To top it off, a newly added gear cover protects the spur and pinion gears from flying debris and features a removable plug to adjust the included slipper clutch.



**All you need to do is find a trail and charge up some batteries to have a good time.**



02

**IN THE DETAILS** • The Wraith not only performs well but also looks cool doing it. The scaled full interior features a molded steering wheel, shift knobs, and licensed Corbeau LG1 racing seats. The Wraith also has highly detailed decals with gauges, a CB radio, navigation, and speakers. All this is protected by the molded plastic roll cage and polycarbonate body panels. The only thing you'll need to add is the driver.



03

**OCP YEAH YOU KNOW ME** • The Wraith's axles are a new design and have some interesting features. The first thing you'll notice is the Off Center Pumpkin or OCP. This allows for more ground clearance and better driveshaft angle. You'll also notice the axles don't have lots of protruding bits to get caught up on the rocks. The sleek design not only looks more scale but also helps keep the Wraith moving over big rocks. Lastly, the diff covers are removable for easy maintenance and tuning accessibility.



VEHICLE



## CHASSIS

LAYOUT:	Molded Tube
THICKNESS:	5mm
MATERIAL:	Plastic



## SUSPENSION

TYPE:	Solid axle 4-link
TURNBUCKLES:	No
STEERING:	Drag link
SWAYBARS (F/R)*:	None



## SHOCKS

BODIES:	Plastic
DAMPING (F/R)*:	30-wt. / 30-wt.
PISTONS (F/R)*:	3-hole / 3-hole
SPRINGS (F/R)*:	Super Soft (Red - 2.07lbs)



## DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	None (locked)
AXLE TYPE:	Dogbone (F), solid (R)
TRANSMISSION:	Reduced 3-gear
SPUR GEAR MATERIAL:	Single friction pad
BEARINGS:	Rubber sealed bearings



## GEARING

PINION/SPUR*:	20T/80T
GEAR RATIOS:	
PRIMARY*:	4:1
INTERNAL:	7.59:1
FINAL*:	30.36:1



## BODY, TIRES & WHEELS

BODY:	Wraith
TIRES (F/R):	Ripsaw
DIAMETER/WIDTH*:	5.5 in. / 2 in. (139.7mm / 50.8mm)
HEX SIZE:	12mm
WHEELS:	Raceline Renegade



## DIMENSIONS

WEIGHT*:	7 lbs. 1.6 oz. (3,220g)
TRACK WIDTH (F/R)*:	11.6 in. (295.3mm)
WHEELBASE*:	13.5 in. (343mm)
GROUND CLEARANCE*:	3 in. (76.2mm)

\*Specifications listed are as tested.

Even after having been washed down river in his rig, Gunner still came out with a smile!





## TESTING

Since it was late spring, I knew some water would still be running from the remaining melting snow. So, I headed up to Mount Baldy for some rock racing and a little fun down by the river. There were plenty of granite rocks and boulders to do some crawling and racing around. Plus, the water was low enough to allow for some interesting but fun water crossings.

**Torque and Power** • Because the Wraith is geared a little higher for a bit more speed, it doesn't have quite as much torque as the SCX10 or AX-10 chassis. However, the Wraith does have enough to power through some of the tougher terrain while maintaining speed. When traction is good, the Wraith even had enough torque to lift the front wheels. Of course, if more torque is desired all that is needed is a quick change of the pinion and/or spur.

**Rating: 8**

**Brake Hold** • The AE-2 speed controller along with the Wraith's 20-turn motor provides enough brake hold for most mild situations. On an extreme incline, however, the Wraith does exhibit a bit of a tendency to roll. The good thing is that the drag brakes can be programmed if more brake hold is needed. But, honestly, the Wraith is marketed as a rock racer so if you want more of a crawler you may want to consider changing gearing and swapping motors for more torque and brake holding capabilities.

**Rating: 8**

**Agility** • The new four-link suspension Axial went with on the Wraith is a step up from the previous designs. Along with the off-center pumpkins, this rock racer handles running over the rocks with a fair amount of ease. The oil-filled shocks and large tires absorb many of the bumps, making the Wraith a blast to drive on nearly all terrain. I do have to admit, when I first opened up the box, I thought the suspension felt a little on the stiff side. After running the rig, however, I was soon proved wrong. The slightly stiffer-than-usual suspension keeps the chassis in check over rough terrain and prevents chassis roll in the turns.

**Rating: 9**

**Crawling Ability** • Don't let the "rock racer" marketing get you confused. True, the Wraith is made to run a little quicker than a standard "crawler," but the Wraith can crawl fairly well, too. The taller gearing and 20-turn motor do not provide the optimum torque for a hardcore crawler, but in general, it performs extremely well. Hardcore climbs and intense binds are a bit tough for the Wraith while more mild to advanced terrain suits it better. Overall, the average terrain we encountered was enough of a challenge to make crawling fun while at the same time allowing some open throttle in the wide-open spaces.

**Rating: 8**

**Competition Potential** • There aren't many rock racer competitions just yet, and the wheel base of the Wraith does put it out of regulation specs for 2.2 competition. However, if the rock racer trend catches on, I'm sure the Wraith will be one of, if not the top, competitor in its class.

**Rating: 7**

## AXIAL WRAITH

1:10  
scale



4W  
drive

### RTR GEAR

**RADIO:** Axial AX-3 2.4GHz  
2-channel



**RECEIVER:** Axial AR-3 2.4GHz  
3-channel



**STEERING  
SERVO:** Axial AS-2



**SPEED  
CONTROL:** Axial AE-2 Forward/reverse



**MOTOR:** Axial 20-turn 550



**TIRES:** Axial 2.2 Ripsaw



### TEST GEAR

**TIRES:** Trinity RevTech Monster  
Volts 6000mah 60C 7.4v  
LiPo \$100



### CONTACT

**AXIAL RACING:** [www.axialracing.com](http://www.axialracing.com)

**TRINITY:** [www.teamtrinity.com](http://www.teamtrinity.com)







The **Only** Power Supply  
To Power Its Own Ad



**ProttekRC**  
A higher level of performance  
[www.ProttekRC.com](http://www.ProttekRC.com)



AXIAL  
WRAITH

## WRENCHING

**Maintenance** • Having a full interior and tube chassis design makes working on the Wraith a little difficult in some respects. Accessing the center transmission to change gearing or make slipper clutch adjustments is a bit tricky. However, from personal experience most issues occur in the axles, which are easily accessible and easy to work on. The good thing is that Axial has made sure that the chance of something failing is kept to a minimum. The stronger drive shaft joint with a retainer ring, stronger internal axles, rubber sealed bearings, and heavy-duty lockers ensure more time having fun and less time repairing.

**Rating: 9**

**Wear and Tear** • The Wraith survived all the punishment I threw at it. I ran the rig full throttle over the rocks, bouncing and jumping without a single issue. Even during a few attempts at a water crossing and being washed down river, the Wraith came out unscathed. All the bearings were in excellent condition (no cracked or broken parts), and the driver still had a smile on his face. So far, I'm convinced the Wraith is indestructible.

**Rating: 10**

**Tuning** • There isn't much in the way of suspension tuning, which is probably a good

thing. As mentioned before, gearing is adjustable as are the upper shock mounting positions, but that's about it. Axial has already done the testing to find the optimal setup so all you need to do is go out and have fun. However, for those who don't like to leave your rides stock, Axial has a full lineup of option parts available. Things like a dig transmission, swaybar set, and aluminum driveshaft rings are specific to the Wraith. Likewise, a few parts are shared with Axial XR10, SCX10, and AX10 chassis so those option parts fit on the Wraith as well. XR10 aluminum C-hubs, knuckles, lockouts, and rims fit, along with AX10/SCX10 hardened ring and pinion, universal joint axles, and aluminum shocks.

**Rating: 9**

## CONCLUSION

The Wraith is a fun rig to have, especially if you're already into rock crawling. You get the fun of rock crawling, fast-paced bashing, and scale looks in one package. The added comfort knowing that the electronics are water resistant and the receiver is tucked in an O-ring sealed box makes driving in any condition possible. Sure, there aren't many competitions where you can run it, but who cares? All you need to do is find a trail and charge up some batteries to have a good time. Isn't that what this hobby is for? 🤖



## SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

## HITS

- ▲ Durable and fun to drive.
- ▲ Extremely water resistant.
- ▲ Scale looks to boot.

## MISSES

- ▲ Scale looks but no driver included.
- ▲ Center transmission is hard to access if adjustments or repairs are needed.

## MAIN COMPETITION

None at this time.

## WHO IT'S FOR

Off-road enthusiasts who want a vehicle to bash and have loads of fun.

Next time we'll have to bring SCUBA Steve along for the ride.







In  
Short Course Racing,  
**Power Is**

**EVERYTHING.**

**ProTek RC**

*A higher level of performance*

For More information Visit [www.ProTekRC.com](http://www.ProTekRC.com)



Get the free mobile app at  
<http://gettag.mobi>



## EASYWIRING 101

All Deans products are designed and manufactured to exacting tolerances, to give you unmatched quality and performance.

From the legendary Ultra Plug, to the innovative Speed Jig, and now the ProBar 3, each product was created with one goal in mind... TO BE THE BEST!

## PROBAR 2™



Plated to military specs., the ProBar 2.0 is designed for RC1700, RC2000, RC2400 and similar cells.

#1600.....	6pcs
#1601.....	25pcs
#1602.....	100pcs

## PROBAR 3™



Plated to military specifications. The ProBar 3.0 is designed for RC3000H cells.

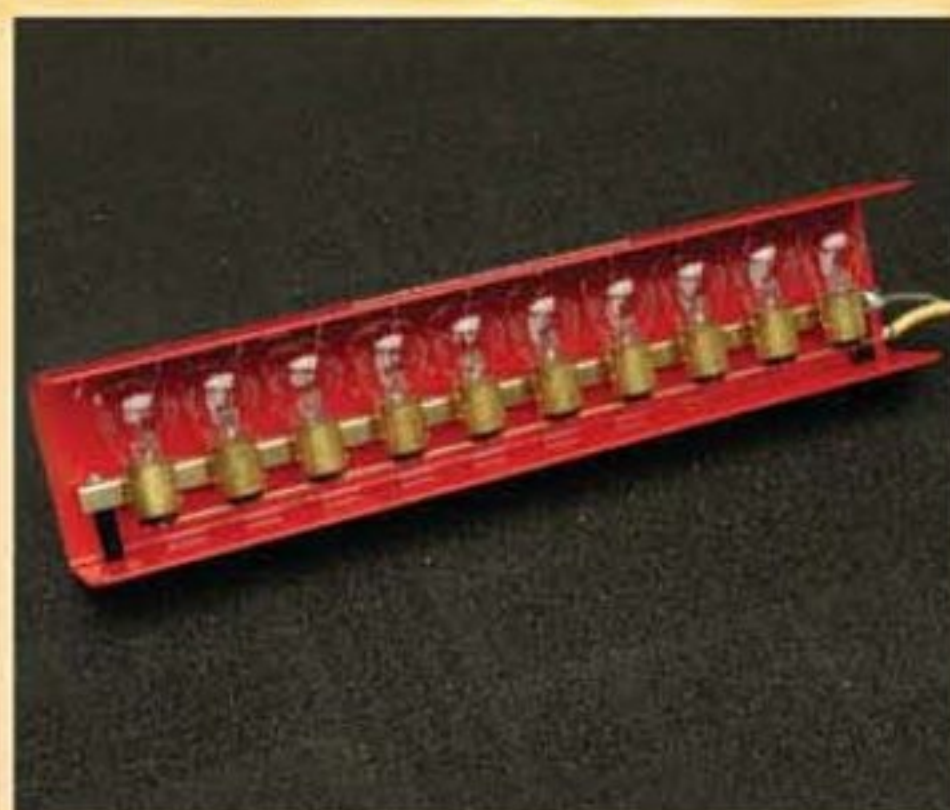
#1610.....	6pcs
#1611.....	25pcs
#1612.....	100pcs

## SPEED JIG™



"Ten Must Have Tools" - R/C Car Action  
"Rating: A+" - Xtreme R/C Cars  
"The best building jig on the market" - R/C Car  
#2040

## DISCHARGER



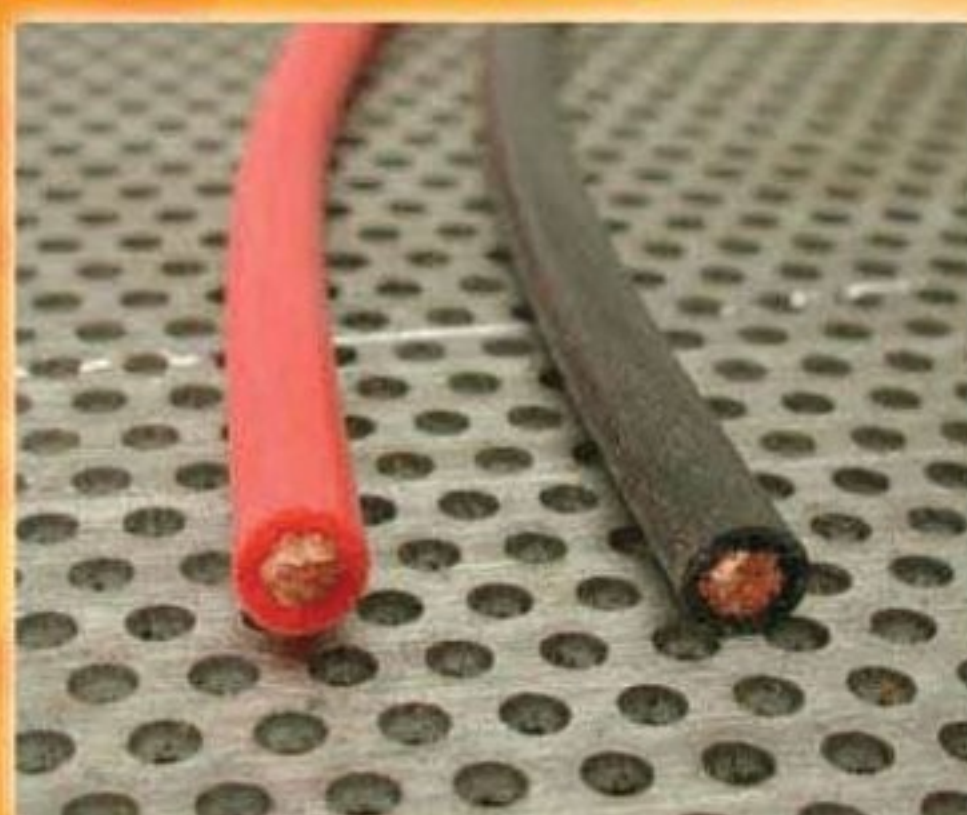
Car stand and discharger in one  
#2030 .....kit  
#2031 .....assembled

## RACING SOLDER



Silver alloy and ProFlux™ a Deans exclusive - the highest quality electronic solder available  
#2020 .....1oz

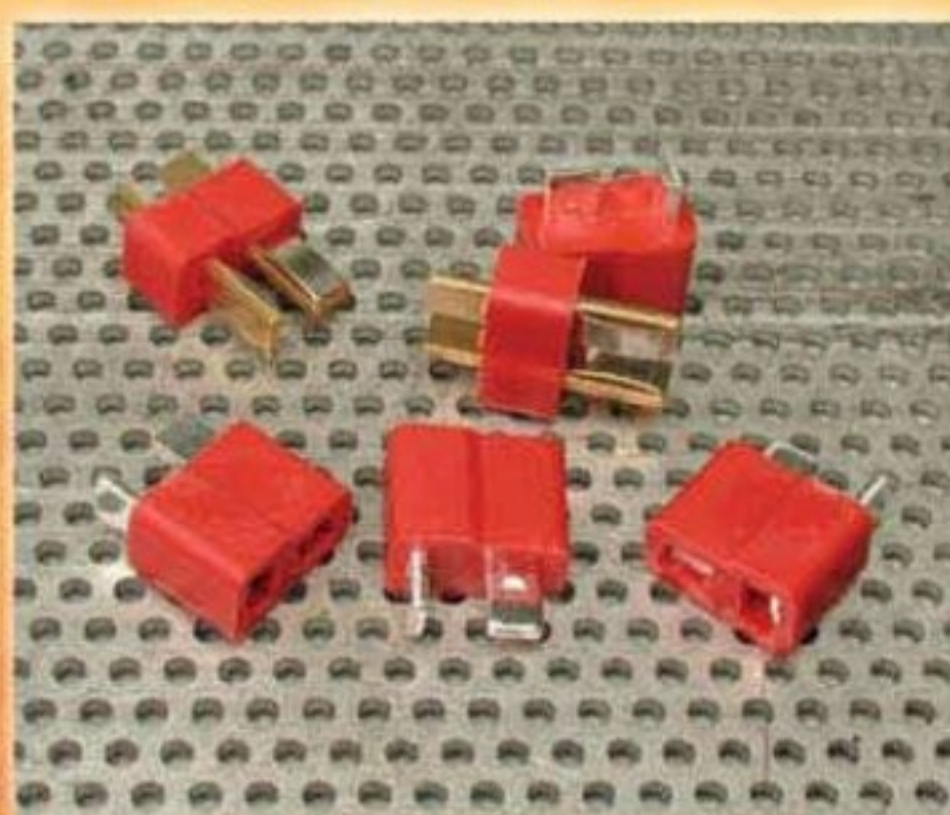
## WET NOODLE™



The most flexible 12 gauge wire available... 1660 strands of pure copper!

#1410.....	2ft ea. red/blk
#1430.....	25ft Red
#1431.....	25ft Blk
#1432.....	25ft Blue

## ULTRA PLUG™



Less resistance than the same length of 12 gauge wire... MAKES HARDWIRING OBSOLETE!

#1300.....	1pair
#1301.....	4 pack female



# deans®

...CAUSE HARDWIRING SUCKS!

W.S. Deans Co.  
10875 Portal Dr.  
Los Alamitos, CA 90720  
TEL 714-828-6494 FAX 714-828-6252  
www.wsdeans.com • deansco@earthlink.net





## POWERPLANT INFO

Powering the Wraith is an Axial 20-turn 550-sized motor. Though it's not blazing fast, it does provide plenty of punch to kick up some dirt and pull a few wheelies. The 550 can give the Wraith enough torque to get through some tight binds, but can be a bit overwhelmed in extreme situations. The fact that it's a brushed system means it can withstand getting a bit wet without much worrying.



### MOTOR DATA

**MOTOR:** Axial 550

**WIND:** 20-turn

## PERFORMANCE INFO

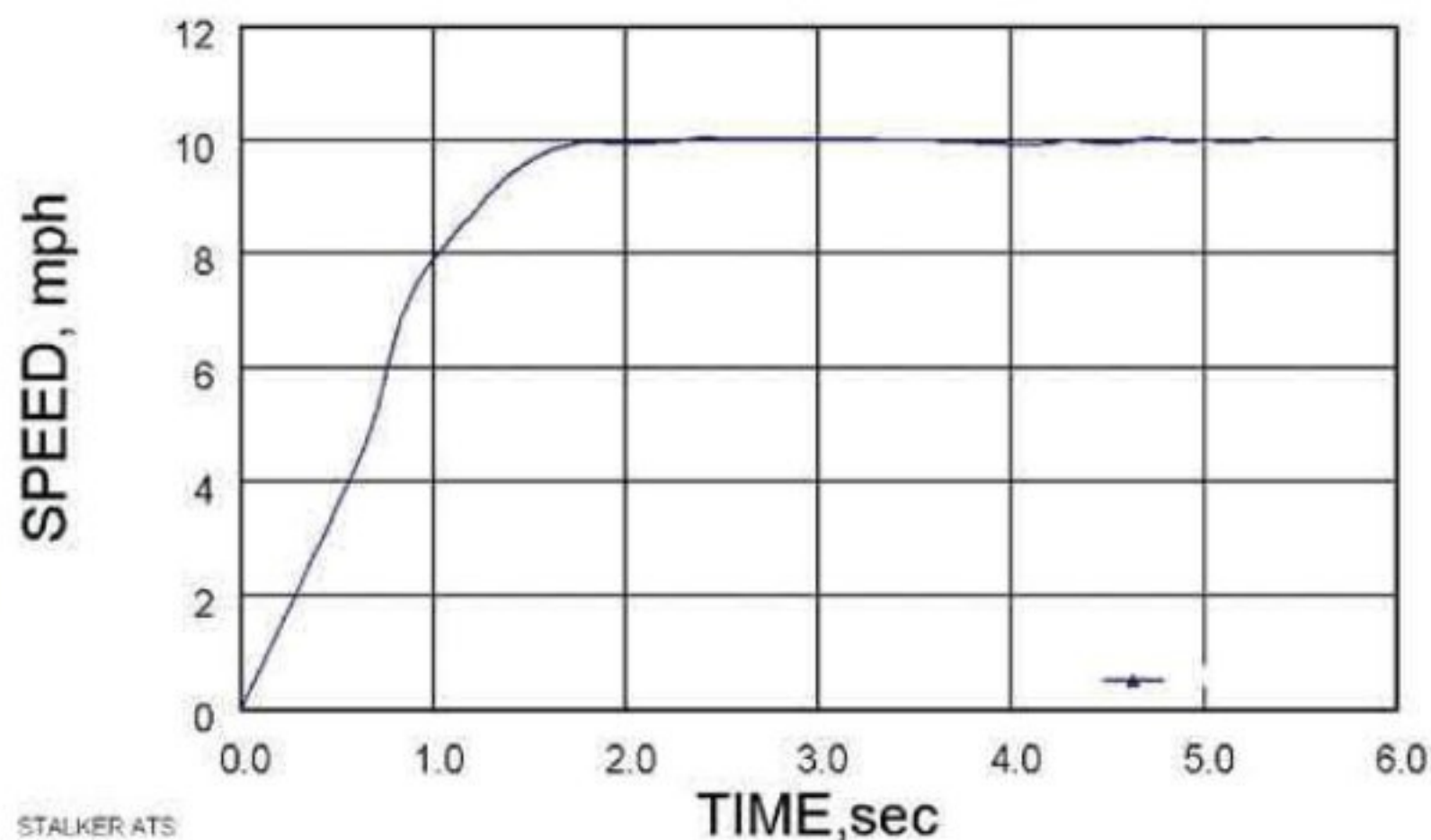
**1:10**  
scale



**4W**  
drive

### ACCELERATION CURVE

**0-6 FT:** 1.02 sec. @ 8.02 mph  
**TOP SPEED:** 9.97 mph @ 16 feet  
**AVERAGE RUN TIME:** 30 minutes



STALKER ATS

### TEST CONDITIONS

**WEATHER:** Sunny  
**TEMP/HUMIDITY:** 79° F/31%  
**BAROMETRIC PRESSURE:** 29.92 in.  
**ALTITUDE:** 2000 ft.  
**TRACK TYPE:** Granite rocks and boulders

### HANDLING

**TURNING RADIUS:** 5 ft. 7 in.  
**ON POWER:** Understeer  
**OFF POWER:** Understeer

### BRAKING

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

Why? Watch the video at [www.rc411.com](http://www.rc411.com)





## KYOSHO ULTIMA SCR

**ADD AN R FOR INSTANT RACE**



**words:** Derek Buono | **photos:** Jason Boulanger

**K**YOSHO IS WELL-KNOWN IN THE OFF-ROAD COMMUNITY FOR WINNING NITRO EVENTS, BUT RECENTLY THE ULTIMA SC-R HAS BEEN TEARING UP THE RACE CIRCUIT. UNTIL RECENTLY, IF YOU WANTED TO RACE THE KYOSHO SHORT COURSE YOU HAD TO BUY AN RTR, BUT NOW KYOSHO OFFERS AN SC-R VERSION. (Just in case you don't get the connection, "R" means Race, and also means the vehicle is a kit.) This isn't a stripped-down RTR but a slightly better spec kit ready to throw down some serious lap times at the track and win races. I spent a day at the track and put the Ultima SC-R to the test.





Ultimo Dragon was a semi-famous luchador.





PART #: 30850B  
STREET PRICE: \$299  
PRICE AS TESTED: \$1,450

SETUP TIME: 8 Hours  
EXPERIENCE LEVEL:  
Intermediate to advanced racer

1:10  
scale



2W  
drive

02

**AXLE FLOAT:** The front axles ride the bearing inside the hub so the weight isn't out on the wheel.

**HARD ROD:** The new rod ends are a stiffer material that resists bending and holds their position better. This is critical when tuning the suspension.

**CAPTURED PINS:** All the hinge pins are captured so there are no e-clips to lose or setscrews to fall out.

**SEEING DOUBLE:** The front and rear arms are symmetrical so you can replace either with one arm and not worry about left or right.

01

03

**MAN OF STEEL:** The suspension bushings are steel, which increases the durability and longer term performance.

**UNIVERSAL STUDIO:** No more dog bones—just a real set of universal axles. They are more efficient and square up better under power.

The Bacon Ultimate cheeseburger has 3 slices of bacon.



01

### THE "DIFF"ERENCE

• Gear diffs can be heavier, and therefore cause power loss. Despite their widespread use in nitro, they haven't caught on as much as they should. Inside the SC-R is a ball diff, which is a great balance in performance and weight. The ball diff allows for fast corner speed and straight-line stability but trades off maintenance.



**Kyosho calls its top-of-the-line dampers "velvet coated," but we couldn't find any actual velvet on the shocks. We'll go out on a limb and say they are called that because they are velvety smooth.**



02

### COIL OVER ME •

Plastic shocks work and are cheap to produce, but the racing world loves us some aluminum shocks. Kyosho calls its top-of-the-line dampers "velvet coated," but we couldn't find any actual velvet on the shocks. We'll go out on a limb and say they are called that because they are velvety smooth. The threaded bodies provide fine-tuning of ride height and are easy to adjust.

03

### GOING VERTICAL

• The rear hubs got a revision, eliminating the extra hinge-pin location, but on top you still get the vertical ball stud configuration that allows you to alter the camber link location and height independently of each other. This is a great fine-tuning race option that most hardcore track junkies will appreciate.



VEHICLE INFO



### CHASSIS

LAYOUT:	Molded composite tub
THICKNESS:	2mm
MATERIAL:	Molded plastic



### SUSPENSION

TYPE:	4-Wheel independent with adjustable upper link
TURNBUCKLES:	Steel
STEERING:	Dual bell crank with built in servo saver
SWAYBARS (F/R):	Not included



### SHOCKS

BODIES:	Aluminum
DAMPING (F/R):	30-wt. / 30-wt.
PISTONS (F/R):	3A / 3B
SPRINGS (F/R):	65 lbs. (black) / 65 lbs. (black)



### DRIVE TRAIN

TYPE:	RWD
DIFFERENTIAL:	Ball
AXLE TYPE:	Universal
TRANSMISSION:	3-gear, reduction
SPUR GEAR MATERIAL:	Plastic
CLUTCH TYPE:	Dual pad slipper
BEARINGS:	Teflon-shielded



### GEARING

PINION/SPUR:	1" 26/82, 48-pitch
GEAR RATIOS:	
PRIMARY:	3.15:1
INTERNAL:	2.60:1
FINAL:	8.2:1



### BODY, TIRES & WHEELS

BODY:	Not included
TIRES (F/R):	Not included
DIAMETER/WIDTH:	NA
HEX SIZE:	12mm
WHEELS:	Kyosho



### DIMENSIONS

WEIGHT:	4 lbs. 14.4 oz. (2,000g)
TRACK WIDTH (F/R):	11.6" / 11.6" (296mm / 296mm)
WHEELBASE:	12.9" (329.5mm)
RISE HEIGHT:	1.25 in. / 1.41 in. (36mm / 32mm)





## TESTING

After the truck got some setup tweaks and the electronics set up, I headed down to my favorite indoor electric track OC/RC Raceway in Huntington Beach, CA. The track is run on the wet side, creating a low- to mid-level traction surface, and the layout was the perfect place to test out how the SC-R would handle race duty. I practiced for a few hours before the club race and then dove right into 17.5t stock for race performance results.

**Acceleration and Speed** • Once the gearing was set and the Tekin speedo got some electronic tweaks, the Tekin motor launched the SC-R with the ferocity of a mod motor. What is almost the slowest motor we can race with is almost too fast for beginners, but it did provide some good speed and performance for me. The slipper being too tight did make it a little hard to hang on to, but once I set that right, the SC-R launched hard and felt really good.

**Rating: 10/10**

**Braking** • The brakes are there more for looks than practical use. Turn them up too much, and the back end was ready to swap duties with the front tires. I dialed the brakes out so it was more of a slow-down effect than stopping. If traction was higher, you could turn them back up, but the nature of 2WD and low-to-medium traction make a tricky braking threshold. It's no fault of the truck but more just how things are.

**Rating: 7**

**Low-Speed** • In the slower sections, the SC-R had decent turn in and ability. The setup I chose probably needed some tweaking because I felt the initial turn in was lacking, but there wasn't an issue navigating the track at any speed. The truck felt stable and quick to react, but some additional tuning will make the truck perform better at slower speeds. The low grip favored a little lazy reaction of center.

**Rating: 9**

**High-Speed Handling** • Turn up the heat and the SC-R started to shine more. It's one of the more stable trucks out there, and the rear end feel pretty planted. As the diff wore in and got more use, the stability dropped a bit, and required some slipper tuning. I think the stock springs might be too soft for the high-speed sweeper the layout provided and getting it to not want to kick the rear out at the high-speed off power end of the straight was a challenge. Since the SC-R carried so much speed, it was probably more of a too fast of an entry problem than ultimate stability. If the grip were higher, it would probably have been less noticeable.

**Rating: 9.5**

**Rough-Track Handling** • If there was a rougher section, the SC-R didn't seem to care. Watching the suspension showed that the truck seem to skip around the track and therefore didn't waste energy on suspension movement. The SC-R also tracked pretty straight through the rougher sections, making it easier to apply more throttle and be faster.

**Rating: 9.5**

## KYOSHO ULTIMA SCR



### TEST GEAR

<b>RADIO:</b>	Futaba 4PKS, FUTK4901, \$500	
<b>RECEIVER:</b>	Futaba R614FF Receiver included with radio	
<b>STEERING SERVO:</b>	Savox SC-1256, SAV-SC-1256TG, \$80	
<b>SPEED CONTROL:</b>	Tekin RS, TEKTT1152, \$170	
<b>MOTOR:</b>	Peak vantage 17.5, PEK00156, \$75	
<b>BATTERY:</b>	Peak Powerflow 4000 30C, PEK00544, \$75	
<b>CHARGER:</b>	Hitec X2 Multi Charger 44161, \$150	
<b>TIRES:</b>	AKA Grid Iron Super Soft, AKA13003SR, \$20/pair	
<b>BODY:</b>	Kyosho, KYOUMB651, \$35	

### CONTACT

<b>FUTABA:</b>	<a href="http://www.futaba-rc.com">www.futaba-rc.com</a>
<b>HITEC:</b>	<a href="http://www.hitec-rc.com">www.hitec-rc.com</a>
<b>KYOSHO:</b>	<a href="http://www.kyoshoamerica.com">www.kyoshoamerica.com</a>
<b>TEKIN:</b>	<a href="http://www.teamtekin.com">www.teamtekin.com</a>





# PUT YOUR COMPETITION ON THE SKIDS.



## SCT RACE PRO

The latest SCT combo pairs the 2 cell legal 1410-3800kv motor with the Mamba Max Pro SCT ESC for heavy duty 2S racing action even in the hottest environments. Includes Mamba Max Pro ESC, Neu-Castle 1410-3800 KV motor (with new 5mm shaft) and the CC Blower fan shroud.



## MAMBA XL

It's time for 1/5th scale buggies, trucks and on road cars to experience the incredible torque and speed of Castle electric drive. The new Mamba XL is the only controller on the market able to handle the loads required to power these surprisingly heavy vehicles to insane speeds.



## MAMBA MAX PRO SCT

Short Course Trucks are the hottest segment in RC surface these days, and who's best at making great upgrades that actually improve reliability and give insane speed? Castle, of course. Combo includes Mamba Max Pro SCT ESC, Neu-Castle 1415-2400kv motor, and CC Blower fan shroud.



## SIDEWINDER SCT

The all new Sidewinder SCT controller offers a 40% increase in power handling over the previous Sidewinder 1/10 but keeps the same great Sidewinder affordability. This combo includes Sidewinder SCT controller, Neu-Castle 1410-3800kv motor, and CC Blower fan shroud.



## SIDEWINDER SV2

The all new Sidewinder Sv2 is 40% more powerful than it's predecessor, and the perfect choice for upgrading 1/10+ 2wd and 4wd vehicles weighing 5 lbs or less to quality brushless power and speed. Available as ESC only or in a combo with our powerful 36mm motors.



[castlecreations.com](http://castlecreations.com)

**MAMBA**

EXTREME POWER SYSTEMS

**SIDEWINDER**

SPORT POWER SYSTEMS

**castle**



**Jumping** • There aren't too many SC trucks that I'd say jump really well, but the SC-R ranks among the best. I put the 2-degree anti-squat blocks on the truck to increase the distance on jumps, and with the right approach, the truck downsidelanded the landing without much thought. Get it wrong and the body does float the truck, but that's more because of the nature of the Short Course class than the SCR's issue. The softer braking performance also meant I couldn't bring the nose down too dramatically, either.

**Rating: 9**

## WRENCHING

**Maintenance** • If there was one thing that makes Short Course a pain to work on it's the bumpers. They often are added as an afterthought and require a bit more work to remove to work on the transmission or front bulkhead. The bumpers on the SC-R are fairly easy to work around, and since it has a ball diff, you are going to want to work on it more often than not.

**Rating: 8**

**Wear and Tear** • After a day of club racing, there wasn't really a scratch to be seen. The body

did get some "practice damage," but even when I got jumps wrong and lawn-darted the front or hit the pipes, there was no damage to be found. The diff loosened a bit, and you start to feel the gritty come into play after about four packs, but season racers won't mind so much.

**Rating: 8.5**

**Tuning** • There are the normal amount of tuning options, and even though the team information online isn't the best, the truck responds to the normal tuning dynamics like it should. You won't have a problem dialing this truck into any condition.

**Rating: 10**

## CONCLUSION

The Short Course craze is still in full swing, and as we start to see more "factory" races with Short Course trucks, the RTR versions tend to be put away in favor of race trucks. The SC-R will still be a good basher, even though I prefer gear diffs, but it's on the track where the SC-R will shine the most. It's fast, forgiving, and durable, which makes for a great race platform. The price is pretty steep for the kit's specs, but what's a few extra twenties if winning is the result?

# KYOSHO ULTIMA SCR

1:10  
scale

4  
gear

2W  
drive

## SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8.5

INSTRUCTIONS

9

PARTS QUALITY/FIT

8.5

DURABILITY

10

TUNABILITY

9

OVERALL PERFORMANCE

8

VALUE

## HITS

- ▲ Great handling out of the box
- ▲ Ball diff works well on the track
- ▲ Slipper works well and is simple
- ▲ Kyosho race heritage and commitment

## MISSSES

- ▲ Price of kit doesn't reflect spec level
- ▲ Ball diff requires more maintenance
- ▲ Parts support is spotty

## MAIN COMPETITION

Team Associated FT SC10, HPI Blitz ESE, Traxxas Slash

## WHO IT'S FOR

Hardcore SC racer looking for one of the best handling trucks on the market.





## POWERPLANT INFO

Tekin has changed the way we look at brushless. This company was one of the first to offer upgrades on the ESC, almost eliminating the need to buy a new ESC each year when a new version comes out. Tekin has quickly become the racers' choice because of quality, support, and performance. The Peak Vantage 17.5 provided good power and speed when combined with the Tekin controller.



### MOTOR DATA

**MOTOR:** Peak Racing  
**WIND:** 17.5

**ROTOR TYPE:** Sintered  
**SENSOR:** Yes  
**SOLDER TABS:** Yes

## PERFORMANCE INFO

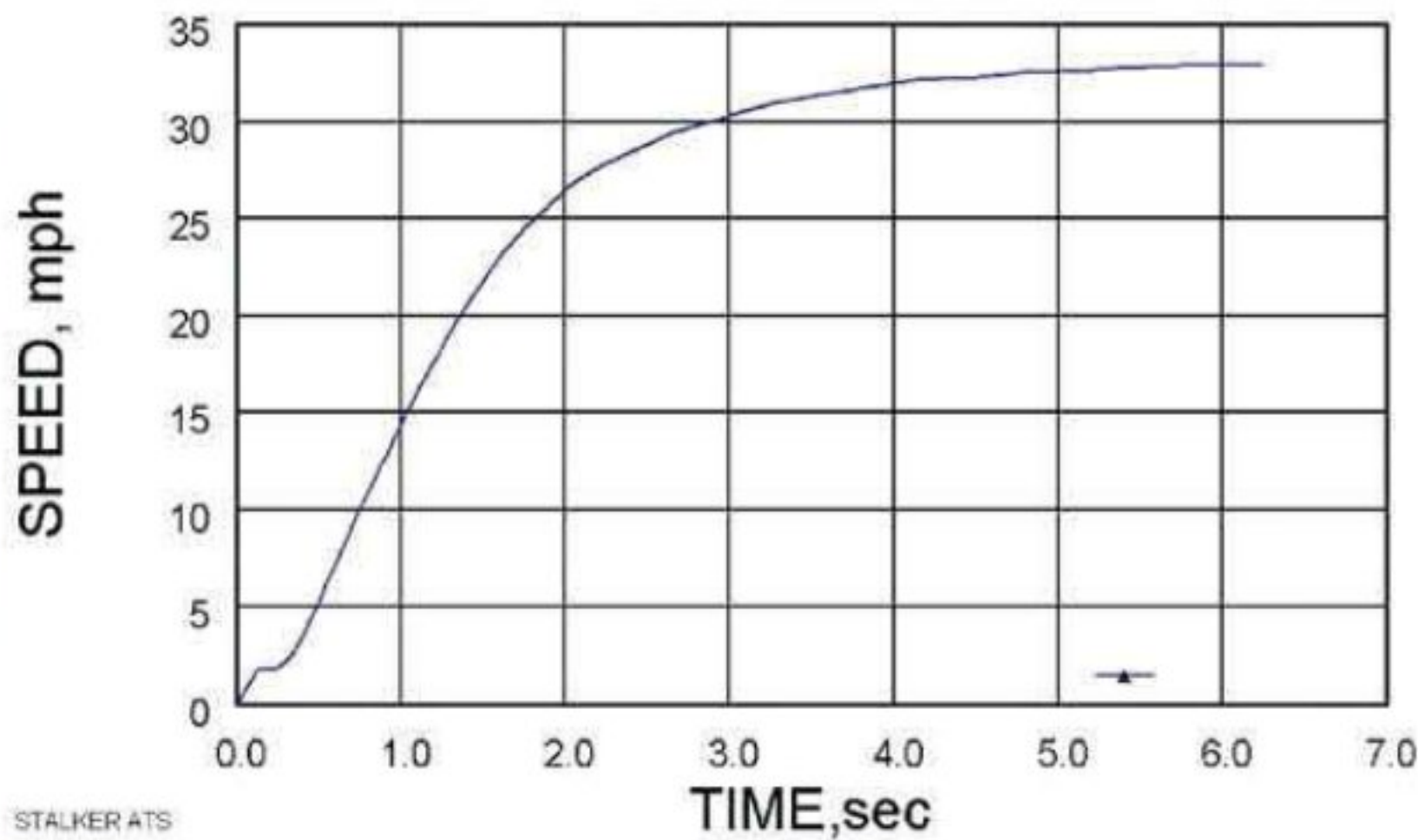
**1:10**  
scale



**2W**  
drive

### ACCELERATION CURVE

**0-60 FT:** 2.53 sec. @ 27.9 mph  
**TOP SPEED:** 32.14 mph @ 211 feet  
**AVERAGE RUN TIME:** 11 minutes



STALKER ATS

### TEST CONDITIONS

**WEATHER:** Indoor  
**TEMP/HUMIDITY:** 65° F/64%  
**BAROMETRIC PRESSURE:** 30.03 in.  
**ALTITUDE:** 652 ft.  
**TRACK TYPE:** Clay indoor, low-med. traction

### HANDLING

**TURNING RADIUS:** 3 feet 11 inches  
**ON POWER:** Slight oversteer  
**OFF POWER:** Slight oversteer

### BRAKING

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



Ultima Foods is one of Canada's leading yogurt and dairy product producers.



# PERFOR



GENERAL MOTORS®, CHEVY® SILVERADO™ TRADEMARKS  
USED UNDER LICENSE TO PRO-LINE.

## CHEVY® SILVERADO™ 1500 PRO-2

#3350-00 CLEAR BODY FOR SLASH® 2WD/4X4, SC10, XXX-SCT, TEN-SCTE, ULTIMA SC, BLITZ

## POWERSTROKE

PERFORMANCE SHOCKS

#6063-00 FRONT SHOCKS

#6063-01 REAR SHOCKS

#6063-03 FRONT SPRING ASSORTMENT

#6063-04 REAR SPRING ASSORTMENT



## ADJUSTABLE BATTERY STRAP

#6066-00 FOR SLASH® 2WD/4X4

## PERFORMANCE STEERING KIT

#6067-00 FOR SLASH® 2WD



## SLICER SC

#1168-01 M2 (MEDIUM) ●

#1168-02 M3 (SOFT) ●

## BOW-FIGHTER SC

#1164-01 M2 (MEDIUM) ●

#1164-02 M3 (SOFT) ●

#1164-03 M4 (SUPER SOFT) ●

## SNIPER SC

#1165-01 M2 (MEDIUM) ●

#1165-02 M3 (SOFT) ●

#1165-03 M4 (SUPER SOFT) ●



## RENEGADE 2.2"/3.0" WHEELS

#2725-02,-03,-04 FOR SLASH® 2WD REAR, SLASH® 4X4, SCRT10 AND BLITZ F/R

#2726-02,-03,-04 FOR SC10 FRONT

#2727-02,-03,-04 PROTRAC FOR SLASH® 2WD F/R WITH PROTRAC KIT,  
SC10 WITH ADAPTERS F/R (#6068-00, #6064-05)



ALL TIRES & BODIES ARE  
**MADE IN THE USA**





# MARSHEN



WATCH  
THE  
VIDEO



## FLOTEK

#3355-00 CLEAR BODY FOR SLASH® 2WD/4X4,  
SC10, XXX-SCT, TEN-SCTE, ULTIMA SC, BLITZ



### HOLE SHOT 2.0 SC

#1180-02 M3 (SOFT) ●  
#1180-03 M4 (SUPER SOFT) ●

### CALIBER 2.0 SC

#1176-01 M2 (MEDIUM) ●  
#1176-02 M3 (SOFT) ●  
#1176-03 M4 (SUPER SOFT) ●

### SUBURBS 2.0 SC

#1171-02 M3 (SOFT) ●  
#1171-03 M4 (SUPER SOFT) ●  
#1171-17 MC (CLAY) ●

# PRO-LINE

RACING TO BRING YOU THE BEST!



# 2010

BELONGS TO  
**BYRON FUELS**

**Cody King**  
**World Champion**  
**1/8 Buggy**

2010 Byron Fuel Victories Include:

**World Champion 1/10 Sedan**

**1/8 Buggy & Truggy NATS**

**1/10 Sedan NATS** 1st, 2nd & 3rd SWEEP

**1/8 4WD NATS** 1st & 3rd

**BYRON FUELS**  
**RACE**  
**GEN2**  
PREMIUM  
R/C CAR FUEL

Byron RACE Gen2 provides unequalled performance, easy tuning, greater mileage and protects your engine like no other fuel on the market—whether you're running in your back yard, at your local track, or in the spotlight of world competition!

**FUEL YOUR PASSION!**

AVAILABLE AT LEADING HOBBY SHOPS AROUND THE WORLD

BYRON ORIGINALS, INC. • P. O. BOX 279, IOWA GROVE, IA 51445  
712-364-3165 • WWW.BYRONFUELS.COM

**RC411.com**

# PROTECT YOUR JUNK

Introducing the newest  
for the **Losi** Roll Cage



**Mini SCT**

WITH  
THE  
**TOUGHEST  
ROLL CAGES!**

for

- 18T
- Baja B5T
- E-Maxx
- E-Maxx 16.8V
- E-Revo
- E-Zilla
- Genesis
- HPI Blitz (Now Available)
- Jammin X1
- Jato
- Jato 3.3
- LST/ LST2
- Losi Mini SCT (Now Available)
- Losi Strike (Now Available)
- Mammoth
- Mammoth ST
- Mini LST
- Mini T
- Mini Zilla
- Monster GT
- MT2
- Nitro Rustler
- Revo 2.5
- Revo 3.3
- Rustler XL-5/ VXL
- Savage 25
- Savage X
- Savage XL
- Scorpion
- Slash
- Slash 4x4 Roll Cage (Now Available)
- Slash 4x4 Extended Arms (Now Available)
- T-Maxx 2.5/ 3.3
- T-Maxx Extended Chassis
- Truckzilla
- TNX

Check Out  
Our  
Website  
at **RC SOLUTIONS**  
**480.609.7233**

**www.rc-solutions.com**

Distributed by **HORIZON**





# ROAR 1/8-SCALE NATIONALS

**FRESHNESS**  
Race Date:  
06.12.11  
**GUARANTEED**

**THE RYANS AND TEAM ASSOCIATED**  
SHOW WHO'S TOP DOG!

words & photos: Brian "Skinny" Skinner | special thanks: Matt "I'm an editor now" Olson

**A**fter three years, the ROAR 1/8-scale nationals came back to Thunder Alley, and I couldn't complain one bit. Thunder Alley is a premier track facility custom made for big events. The track had elevation changes and lush trees set in a park; it's just a great atmosphere to race in. Owner Rod Jackson once again stepped up to the plate and knocked it out of the park with a set-up worthy of a national motocross race; in fact, it almost felt like I was racing up in Mammoth Mountain with all the colors of the track, grass, trees, and the racing...the racing was grand! Classic battles in the Truggy class and a tooth and nail fight in the buggy class with a runaway victory. This is the stuff that Nationals are made of. If you missed it this year, I suggest you read on to see how our new 2011 champions did, and learn about an up-and-coming driver.

**SPONSORED BY:** A Main Hobbies • Sidewinder • TLR, Team Durango • Byron Fuel • AE • Pro-Line • Neobuggy • AKA • Agama USA • Dialed • Futaba • Kyosho • Alpha • Hitec • VP Fuel • Jconcepts • Mugen Seiki • Hot Bodies • Ko Propo • O.S. • VP Pro USA



**BEST QUOTE OF THE WEEKEND:**  
"DUDE, it's a RYAN SANDWICH!"  
- INNOCENT BYSTANDER

Daisy Duke country.





## THE TRACK!

Levi Jackson track builds are always spectacular. This year, however, Levi designed a racer's track. It was challenging, but geared more to showing off driver ability rather than a supercross track where only the brave survive. This track really showed who is consistent, and who could keep a steady pace for the long run. The track made for great action, great battles, and revealed who, at this point in time, is really a driver's driver.



Ninja's do seem to have power.

Not a problem, but very cool. Rob and Levi added a little Euro flare by adding corner bumps, which made getting in a tight corner pretty easy. They were bright yellow with TA painted on, and you could really judge the corner well. Sometimes the Euro guys come up with good ideas!

The "S" section was hard to take fast, and many lead changes went on here.

The brake jump is what it really was, as drivers floored it into the face to scrub off speed, before turning into the front jump section. A lot of crashes and passes happened here.

The uphill ledge jump was cool, but in the heat of battle, it proved to be a nemesis, making drivers crash or go too wide.

## NEW PRODUCTS AT THE NATS



In the market for a new portable pit bench? I got this new \$3500 Alpha model for you right here. It's got disc brakes, 4" of travel on Fox air shocks with lock-outs, and it collapses down to a mere twelve inches. Look for a review soon!

VP-Pro USA has a new racing engine now called the Bullet B-218. No reports on how it performs, but a little bird told me it's made by O.S., so it must be good, and at a good price. Of course, you didn't hear it from me.



Travis from Mugen was sporting the new JX21-BO2 engine, and early reports indicate it's another powerhouse from Ninja.



Meet the national champ buggy tire from Pro-Line. It's called the Blockade, and it dominated the buggy final. It made its first appearance there...need I say more?

This here is the new "servo-forward" set-up for the TLR 8's. It's reported to give better balance to the chassis, and gets the battery closer to the receiver box—one thing that's always bothered me about the 8's. Look for it in a store near you!







*Award-winning batteries that last.*



Award-winning batteries backed by an industry-leading 3-year guarantee. What's not to love? If you're looking for the ultimate performance for your RC vehicle, check out our 150C Race Edition LiPos; they fit all popular models and are 100% waterproof.

Scan for FREE  
shipping



888-654-4450 | [www.maxamps.com](http://www.maxamps.com)





# ROAR 1/8-SCALE NATIONALS

## LIFE IN THE PITS

**1.** Live RC needs to be commended on their next level of RC coverage. The staff all have outfits now; the coverage is up there with ABC's Wide World of Sports, and now they even have a viewers lounge for racers to see the action from the pits...sweet!

**2.** As most of us know by now, the icon of RC, Mike Reedy, passed away recently. Most of the drivers that were under his tutelage are what they are today because of him. To show gratitude and respect for the great one, most of the gang ran Reedy Memorial stickers to pay homage. I'm sure Mike's looking down on them now, saying, 'Good job boys...good job!'

**3.** Fashion in the pits, part one: You were not cool if you didn't have on the new Venom dog tag. Looking cool in the pits is important these days.

**4.** Fashion in the pits, part two: According to this guy, the 80's are back. Next thing you know, we'll be wearing fluorescent shirts...wait a sec, I just bought a fluorescent shirt...D-oh!

**5.** Next up, ROAR National MX Championships!

**6.** The Byron Fuel photo tower was the best spot for seeing the race action. Unfortunately, Bobbi and her friend hogged it during the mains. It's ok; they're prettier than me!

**7.** I like companies that give back to the racers. TLR and Pro-Line had open BBQs for drivers to come by and have some lunch. TLR was right out there, while Pro-Line had a driver's lounge set-up. Both were cool, and I was stuffed.

## THE PEOPLE BEHIND IT ALL

Live RC is THE best for live race coverage, and Brandon keeps upping his game at these events. If you don't subscribe to Live RC, then you're missing out!



Steve Pond is our new illustrious ROAR president, and is the first hands-on president in a long time for ROAR. He was there working in the trenches with the racers, and along with the ROAR RMT team, ROAR actually did a great job. Now I hope Steve gets all the rules worked out smoothly—we really need that in nitro racing.



Rob Jackson and the Thunder Alley crew once again did an outstanding job. His son Levi always builds spectacular tracks, and the facility is equal to the best of the best in the world!





*Race-winning batteries that deliver.*



126.5 mph. That's how Tim Smith rolls. He has multiple records in the ISC and year after year wins countless national drag racing events by pushing his vehicles to new limits. Tim Smith uses batteries from MaxAmps.com because they are the fastest in the world.

Scan for FREE  
shipping



888-654-4450 | [www.maxamps.com](http://www.maxamps.com)





## THE RACING

**TRUGGY:** Kyosho driver Jared Tebo had snatched three out of the four Truggy qualifying rounds of the 2011 Roar Off-road Nationals. With an overwhelming triumph over his competition, Tebo was sitting pretty for the illustrious 45-minute main event. The grid was set with arch rival AE drivers Ryan Mayfield, and Ryan Cavalieri nipping at his heels. The Final got under way on a sunny Sunday afternoon with a wet track that would surely dry out quickly as the race continued. With a National title up for grabs, the start tone sounded with Tebo taking the hole shot and both Ryans in hot pursuit. Ryan Mayfield didn't look to be on pace with both Cavalieri and Tebo, and soon fell back into third. With the ensuing two-man show, it was mano y mano as Tebo and Cavalieri broke away from the pack. The two drivers swapped positions lap by lap, but Tebo seemed to be on his game, and pulled away from Cavalieri around the 20-minute mark. The track, as anticipated, lost its wetness and started to dry out. The track, lap after lap, was becoming more and more abrasive, to the point where the softer compound tires started to bald. With 20 minutes left, Tebo was putting daylight between himself and the rest of the pack, putting his Kyosho truggy into cruise mode.

The battle wasn't over yet. Mayfield seemed to pick up the pace as the track came around, as Mayfield decided early on to use a harder compound J Concept tire. With 15 minutes to go, Mayfield's truck was starting to make up time on Tebo like no other. With 10 minutes to go, Mayfield made his move and pasted Tebo, and never looked back. Tebo pushed to regain his position, but the harder he pushed the further he fell back. Within the last few minutes, Ryan Mayfield had a comfortable 10 second lead and was able to cruise to his 2011 National Championship title. Congrats to Mayfield and Team Associated for a job well done.

**BUGGY:** After a long four days, it was all systems go for the 2011 National Buggy Championship. All weekend, Associated driver Ryan Cavalieri seemed to be in the shadow of Kyosho driver Jared Tebo and his remarkable four out of four TQ runs. This didn't stop Cavalieri, because in the semis he out-qualified Tebo for pole position by seven seconds. As the sun went down, the temperatures dropped and the track moisture came up, improving the chances for the tires making it through the hour main. Top qualifier Ryan Cavalieri took the hole-shot, with both Tebo and Ty Tessmann following for the first lap. After the first 10 minutes, it was an Associated sandwich, with Cavalieri in first,

Tebo in second, and Mayfield in third. All three started to break away from the pack around the fifth lap. This battle went on like this for another 10 minutes, but sadly, at the 20-minute mark, Tebo lost a servo horn screw, causing him to lose his shot at a national buggy title. Around the 30-minute mark, the battle still continued for the lead, but tragedy struck Mayfield with a flame out, and he dropped out of the battle for the title. With Cavalieri unchallenged, with a lap on the field he was able to cruise to victory.

Meanwhile, a battle for third began between TLR's prodigy Dakota Phend and World Champ Cody King. Both drivers were thirsting for the final podium spot, and ended up going toe to toe for an impressive 25 minutes. Cody King, IFMAR World Champ, looked as fast as ever, but due to his aggressive style, the harder he drove the further he fell back. TLR driver Dakota Phend was able to drive smooth with fewer mistakes, and despite the constant pressure of Cody King, Phend was able to keep his composure all the way to the end to claim third on the podium. After a long-fought battle, the third generation RC8B can now be called a national champ. Congrats to Ryan Cavalieri, Ryan Mayfield, and Associated for a double RC8 wins at the 2011 Off-road Nationals. Also, let's not forget the fantastic third place run by the 14-year-old rising star Dakota Phend—this kid is on fire!

McMoney would have made us look good on the track. Olsen however...



## TEAM XTREME

Team Xtreme, your premier race converge magazine, was in force at the Nats. I was doing my promotion thing, Chucky was hobnobbing with racers looking sexy, and Matt was trying to make us look good on the track since I was the fastest slowest person...yeah, team!



## CAPTAIN'S LOG

I said this about the Worlds in Thailand, and I'll say it about Thunder Alley. It would not hurt me one bit if the ROAR Nats were held here every year. Thunder Alley is a great place to race, and the Jackson family does a superb job of putting on a great event. The facilities are grand for the whole family, with enclosed bathrooms, Dog Park, grass, food, and hotels very close by; it's really a good place to hold a major event. Thank you, Rob and the crew! I should also mention that the ROAR officials did a bang up job directing things and keeping it going smoothly. Heck, most of the days, the racing was over by six o'clock! I also have to hand it to the racers, too. At this event, I have to say the caliber of driver was next level. The driving was very clean, and the turn marshals hardly had to work during all the heats and mains. I think I was the only one who made them work, and for that, I'm sorry. To Jared Tebo, you are the man—whatever you've done, keep doing it! You held off incredible attacks all weekend from numerous drivers, and have proven that you are a dominant force to be reckoned with. Finally, congratulations to the Ryans, and AE for their hard work at winning the titles. The cars and drivers have shown that AE is on top of the racing game, and all the hard work has paid off! 🏆





*Excellent support if you ever need it.*



We're here for you 24/7. MaxAmps.com has been operating since 2001 pushing battery technology to its absolute limits. As a proud US-based business, we offer you email support, live support on the website and phone support 7 days a week.

888-654-4450 | [www.maxamps.com](http://www.maxamps.com)

Find more issues at [magazinesdownload.com](http://magazinesdownload.com)

Scan for FREE  
shipping





# TAMIYA TA05-VDF GOLD EDITION

BLING DYNASTY

1:10  
scale

words: James Revilla | photos: Jason Boulanger

**E**VEN WITH THE DECLINE OF ON-ROAD POPULARITY IN THIS DAY AND AGE OF SHORT-COURSE TRUCKS AND 1/8-SCALE BRUSHLESS BUGGIES, RC drifting has carved its little niche in the hobby and caters to those who prefer realistic styling and street performance. Tamiya's been in the game with the entry-level TT-01D and mid-level TB-03D platforms but surprised the drifting community when the company introduced the original TA05 VDF in the summer of 2010. A limited edition model, the "blue" TA05 VDF sold fast—so fast that Tamiya depleted its production run within months. Surprised by the popularity of the platform, Tamiya decided to do a second production run, substituting gold anodized aluminum parts for the company's standard blue in order to differentiate the second run from the original. Dubbed "second edition," the VDF returns as you see here, in all its gold glory. Just how good is this platform? We throw it sideways to find out.

We made up "Very Drift Fancy" ...







... then some street drift kids decided to copy it...



# PERFORMANCE TEST

PART #: 84188  
STREET PRICE: \$440  
PRICE AS TESTED: \$1,478

SETUP TIME: 9 Hours  
EXPERIENCE LEVEL:  
Intermediate to Advanced

1:10  
Scale



4WD  
drive

**GOLD BARS:** The upper turnbuckles are anodized in special edition gold, just like every other aluminum part on the chassis.

01

**BLOCK PARTY:** Front and rear suspension blocks are the same design as Tamiya's racing platforms.

**ADJUSTABLE:** Carbon fiber battery stays feature adjustable aluminum posts to fit various battery sizes.

02

**TENSION:** The front belt gets one adjustable tensioner, while the rear belt gets two.

03

**SOLID:** The rear bulkhead contains a solid diff, or a spool, for drifting action. The front bulkhead features a standard ball differential.

...because they can't be OG.



01

**FLIPPED SCRIPT** • No, that's not backwards—the main highlight of the VDF is the front-mid motor position. As in racing, weight balance affects the vehicle's handling, and the VDF moves the weight bias forward toward the front axles, just behind the steering assembly, for smoother side-to-side drift transitions. Note the "vertical dual frame" carbon fiber upper deck—which happens to be where the name "VDF" came from.



...One trigger pull, and the VDF will tell you it lives for high-speed drifting....



02

**BRIGHT ANGLE**

• The VDF's special steering rack consists of two extended steering arms on the chassis and extensions on the steering knuckles. Anodized in gold, these aluminum parts give the VDF's steering system a unique geometry to provide parallel steering throughout its range of motion. You can also opt for Tamiya's Ackerman steering kit depending on your needs.



03

**THE BULK OF IT**

• The front and rear bulkheads and suspension are lifted from Tamiya's mid-level TA05 ver.II racing chassis, which in turn is based on Tamiya's top-of-the-line TRF417 competition machine. TRF shocks (albeit in gold), adjustable turnbuckles, universal axles, steel front and aluminum rear driveshafts, and short reversible lower arms all make the transition from race to drift.



VEHICLE INFO

**CHASSIS**

LAYOUT:	Double-deck, vertical upper plates
THICKNESS:	2mm
MATERIAL:	Carbon fiber

**SUSPENSION**

TYPE:	4-wheel independent
TURNBUCKLES:	Yes, anodized aluminum
STEERING:	Parallel geometry
SWAYBARS (F/R):	None

**SHOCKS**

BODIES:	Fluorine coated aluminum
DAMPING (F/R):	30-wt. / 30-wt.
PISTONS (F/R):	3-hole / 3-hole
SPRINGS (F/R):	Silver / silver

**DRIVE TRAIN**

TYPE:	4WD dual belt
DIFFERENTIAL:	Ball/solid spool
AXLE TYPE:	Universal (steel/aluminum)
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Molded plastic
BEARINGS:	Bearings, metal-shielded

**GEARING**

	1 <sup>st</sup>
PINION/SPUR:	39/120, 64-pitch
GEAR RATIOS:	
PRIMARY:	3.07:1
INTERNAL:	2:1
FINAL:	6.14:1

**BODY, TIRES & WHEELS**

BODY:	None
TIRES (F/R):	None
DIAMETER/WIDTH:	NA
HEX SIZE:	12mm
WHEELS:	None

**DIMENSIONS**

WEIGHT:	3 lbs., 2.8 oz. (1,440g)
TRACK WIDTH (F/R):	7.28/7.36 in. (185/187mm)
WHEELBASE:	10.11 in. (257mm)
RIDE HEIGHT	0.23 in. (6mm)





## TESTING

Since the second edition VDF is mechanically identical to the original blue version with the color of the aluminum the only difference, I already had months of driving time behind the wheel since I've run the blue version since its release. Testing was done at Speedtech RC in San Gabriel, CA; Speedtech hosts drift events at their parking lot track and they always get a good turnout. Although I had my personal setup down on paper, I initially ran the gold version in box stock form for testing.

**Acceleration and Braking** • For shoes, I used Tamiya's Super Driftech tires. Even with an 8.5-turn brushless, acceleration was straight, the rear end slightly wiggling left to right due to the rear spool. However, because it was belt drive, there was no torque steer; the only chassis movement upon acceleration was the nose of the body lifting up a good 5-7 mm, as if it had a big-block V8 under the hood. Braking was also straight as an arrow. Any seasoned drifter will tell you that and uneven weight balance is amplified on low-traction drift tires, yet the VDF showed that its weight distribution from side to side was excellent.

**Rating: 9/9**

**Low-Speed Drifting** • At lower speeds, the VDF had excellent maneuverability, thanks to the large steering angle that the parallel steering setup provided. In addition, with the rotation point closer to the front wheels in the VDF, I found that I had to give a little more throttle on corner entry to get the rear end to kick out when I initiated a drift. Out of the box, this chassis has a lot of traction (and I know that sounds weird when we're talking about a drift car with

low-traction tires), but when tuning for drift, you want to dial traction back in order to gain vehicle and angle control. The VDF was pretty grippy out of the box, and it took me a few laps to get used to having that much rear-end grab. It's a little surprising compared to regular rear-motor drift layouts, but a welcome surprise.

**Rating: 8**

**High-Speed Drifting** • One trigger pull, and the VDF will tell you it lives for high-speed drifting! The front-mid motor position combined with the parallel steering geometry not only let me pitch the chassis sideways with ease, but the VDF also kept its speed once you got sliding. In some cases, it felt like it was actually gaining speed while sideways—a good thing when you're chasing in twin battle. The forward weight bias made it easy to control just how much angle you had through long, wide, high-speed sweepers, without the rear-end "kick" common to rear-motor chassis. Seeing as speed is a big part of drifting to begin with, the VDF lets me carve the sweepers without feeling on the edge.

**Rating: 9**

## TAMIYA TA05-VDF

1:10  
scale



4W  
drive

### TEST GEAR

<b>RADIO:</b>	Futaba 4PKS 2.4GHz, FUTK4901, \$499	
<b>RECEIVER:</b>	Futaba R614FF 2.4GHz, included with radio	
<b>STEERING SERVO:</b>	KO Propo PDS2413ICS, \$108	
<b>SPEED CONTROL:</b>	Viper RC VTX10, 6VSVT10001, \$174	
<b>MOTOR:</b>	Viper RC VST 8.5, VST8.5, \$90	
<b>BATTERY:</b>	MaxAmps Super Sport 2S 5250mAh LiPo, \$90	
<b>WHEELS:</b>	Tamiya RC 5-spoke 2-piece, 50672, \$11/pair	
<b>TIRES:</b>	Tamiya Super Driftech, 54020, \$10/pair	
<b>BODY:</b>	Tamiya Endless 370z, 51428, \$35	

### CONTACT

<b>TAMIYA:</b>	<a href="http://www.tamiyausa.com">www.tamiyausa.com</a>
<b>FUTABA:</b>	<a href="http://www.futaba-rc.com">www.futaba-rc.com</a>
<b>KO PROPO:</b>	<a href="http://www.kopropo.com">www.kopropo.com</a>
<b>MAXAMPS:</b>	<a href="http://www.maxamps.com">www.maxamps.com</a>
<b>TEKIN RACING:</b>	<a href="http://www.teamtekin.com">www.teamtekin.com</a>
<b>VIPER RC:</b>	<a href="http://www.viper-rc.com">www.viper-rc.com</a>

OG paint job recalls my first touring car, the HKS Skyline GT-R R32.







Makes  
**SENSE!**



All RPM Molded Products are  
Proudly Made in the USA!

**HPI  
BAJA 5B/5T**

**ASSOCIATED  
1/10TH SCALE**



**FRONT BUMPER SKID  
PLATE (5B)**

**REAR BUMPER**

**REAR SKID  
PLATE**



**FRONT ARMS  
(SC10, T4, GT2)**

**REAR AXLE CARRIERS  
(SC10, T4, B4, B44)**

**REAR SHOCK  
TOWER (SC10, T4)**

**FRONT SHOCK  
TOWER (SC10,  
T4, GT2)**

**REAR ARMS  
(SC10, T4, GT2)**

**FRONT BUMPER &  
CHASSIS BRACE (SC10)**

**TRAXXAS  
1/16TH SCALE**



**AXLE CARRIERS**

**FRONT A-ARMS  
(E-REVO)**

**REAR A-ARMS  
(E-REVO)**

**FRONT BUMPER  
(E-REVO)**

**REAR BUMPER  
(E-REVO)**

**TRAXXAS  
SLASH 4X4**



**FRONT & REAR  
A-ARMS**

**FRONT & REAR  
SHOCK TOWERS**

**REAR BEARING  
CARRIERS**

**ADJUSTABLE BODY  
MOUNTS**

**FRONT BUMPER &  
SKID PLATE**

**REAR BUMPER / TAIL  
LIGHTS / MUD FLAPS**

**TRAXXAS  
SLASH 2WD**

**TRAXXAS  
SUMMIT & REVO**



**REAR BUMPER/  
WHEELIE BAR  
MOUNT**

**NERF BARS  
2WD & 4X4**

**FRONT BUMPER &  
SKID PLATE**

**FRONT & REAR  
BODY MOUNTS**

**FRONT & REAR  
BUMPER MOUNTS**

For part numbers, applications & MSRP visit us at:

Or send \$5 for our complete catalog and decals to:  
RPM R/C Products 14978 Sierra Bonita Lane, Chino, CA 91710

**WWW.RPMRCPRODUCTS.COM**

Find more issues at  
magazinesdownload.com





## WRENCHING

**Maintenance** • Touring car maintenance is pretty straightforward—four screws to pull the diffs, outboard shock positions for ease of removal, etc. If you've ever worked on a touring car chassis before, you'll have no problem here. The only item you have to keep an eye out for is the spur and pinion gear; with the steering at full lock to the right, the right-front wheel sends any dust, dirt, pebbles, and what have you directly toward the gear mesh. However, both gears are positioned high and are very easy to access or replace if necessary. In addition, if you want to adjust the rear-most belt tensioner, you'll have to have a ball-end hex driver, as the aluminum battery posts block a straight shot to the tensioner screws on either side.

**Rating: 8**

**Wear and Tear** • Contrary to the belief that drift cars take less wear and tear compared to race cars, drift cars do test durability—in different ways. Because drifting involves constant high-rpm running, less cooling air flow, and instantaneous braking, the drive train takes a good beating, but the VDF is up to the task. The only component that showed any signs of wear were the plastic front outdrives. They do feature aluminum rings to aid in durability, but after a few days of hard drifting, the dogbones started to chip away at the outdrive slots. I've since replaced the plastic units with aluminum ones, and this setup was more durable.

**Rating: 9**

**Tuning** • You'd be hard-pressed to argue that the VDF doesn't belong in Tamiya's TRF line-up, since the VDF is loaded with practically the same number of tuning adjustments. Because the VDF shares designs with the TA05 ver.II and Tamiya's 416/417 series, you get the same tuning options. On top of that, Tamiya's catalog is chock full of compatible upgrades and optional parts. However, there's one significant caveat to all this hop-up goodness—this VDF is all gold, while 99% of Tamiya's optional aluminum parts are in factory Tamiya blue. Sure, they do the same job, but in a niche class where function and fashion are the norm and looks are a big part of things, if you want to upgrade this version of the VDF, you can forget about color coordination.

**Rating: 9**

## CONCLUSION

First things first. Sure, you can get a complete entry-level drift setup for the price of the VDF chassis alone, but drifting isn't about being frugal. Anyone who's truly into full-sized drifting will tell you that the drift culture is all about going fast and getting sideways, and this is where the value of the VDF proves its point. From cornering speed to excellent control at full steering lock, the VDF can win in the hands of a skilled driver—and at the same time, it's also an eye-catcher thanks to all of the shiny gold aluminum goodness. That said, if you're just getting into RC drifting, look to Tamiya's more entry-friendly models; the VDF is best suited for the chosen few who know how to push the drift to the limit, and prefer to look good doing it. 🏆

## TAMIYA TA05-VDF

1:10  
scale



4W  
drive

### SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8

INSTRUCTIONS

9

PARTS QUALITY/FIT

9

DURABILITY

9

TUNABILITY

9

OVERALL PERFORMANCE

8

VALUE

### HITS

- ▲ Very balanced when sliding sideways
- ▲ Lots of steering (or, countersteering)
- ▲ Nothing screams "baller" like gold

### MISSSES

- ▲ Front plastic outdrives
- ▲ Requires spacers for taller LiPo packs
- ▲ All of Tamiya's aluminum option parts... are in Tamiya blue

### MAIN COMPETITION

HPI Pro-D Spec-R, Yokomo DRB

### WHO IT'S FOR

Top-level drifters looking for a top-level drift-specific platform

My "Hella Flush" cost only \$22 for 2-piece wheels.





# TEKIN

*"Smarter, Smaller, Faster"*



WWW.TEAMTEKIN.COM



ANY RC, ANY TIME, ANY WHERE!





Use coupon code  
**Xtremerc**  
For Free Shipping on  
USA Orders Over \$25

The MadBeast likes to feed on the new **Gens-Ace 7.4v 5000mAh 40C** battery. This rugged battery comes with a sleek hard case and is ROAR approved. Not only does the MadBeast like to feed on the Gens-Ace, but it also devours the **SkyLipo 7.4v 5000mAh 40C** battery, as well. These batteries will satisfy even the hungriest of systems.



**SkyLipo 14.8v 4400mAh 40C Battery.**  
This 14.8 volt 4400mAh battery will maintain consistent voltage under load. This battery boasts a 40C rating for your macho AMP HUNGRY setups!



The **Gens Ace 7.4V 6000mAh** saddle pack battery is the best choice for hardcore racers. Being a Gens Ace battery, you know that this battery has gone through long extensive research by dedicated Gens Ace's engineers to provide you one the best batteries in the market.



### The Thunder T6 Multi-Charger

A 4-port smart charger that will change the way you charge batteries forever. Each port can handle up to 15 NiCd/NiMH cells, or a 6S Lithium pack. **Simple, reliable, and powerful.** You'll never experience boring downtime again. This is the complete charging solution for all your batteries.

JOIN US   

**HOBBY PARTZ**.com

Got questions? We got the answers on [RCDiscuss.com](http://RCDiscuss.com)  
Order online at **HOBBYPARTZ.COM** or call (626) 968-9860 | Monday - Friday 9am - 7pm PST

magazinesdownload.com





## POWERPLANT INFO

Viper RC is a new player to the brushless game, but their initial offerings are pretty sweet - like their VST motor shown here. With a heatsink can and easy to solder wire tabs, this 8.5t wind gave me the torque and top-end rpm I needed. I also liked using Viper RC's ProGauge ESC programming unit (included with the ESC I used for testing) as it allowed me to play with settings to extract even more power from the motor. It may not be a household name yet, but from the looks and performance of their first BL combo, Viper RC is on the right track.



### MOTOR DATA

**MOTOR:** Viper RC VST

**WIND:** 8.5-turn

**ROTOR TYPE:** Standard

**SENSOR:** Yes

**SOLDER TABS:** Yes

## PERFORMANCE INFO

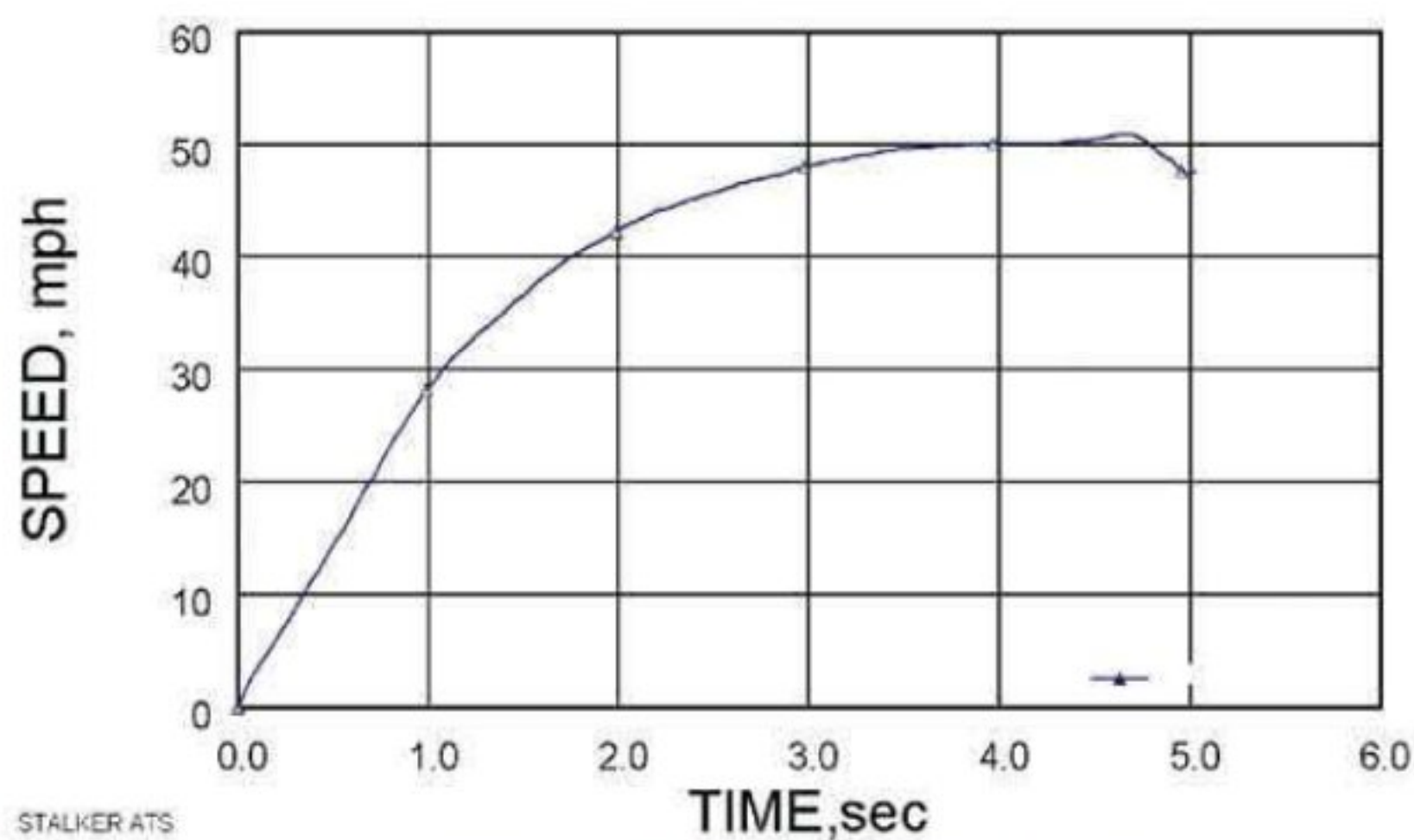
**1:10**  
scale



**4WD**  
drive

### ACCELERATION CURVE

**0-60 FT:** 1.73 sec. @ 39.78 mph  
**TOP SPEED:** 50.03 mph @ 208 feet  
**AVERAGE RUN TIME:** 20 Minutes



### TEST CONDITIONS

**WEATHER:** Cool and breezy

**TEMP/HUMIDITY:** 65° F/40%

**BAROMETRIC PRESSURE:** 29.97 in.

**ALTITUDE:** 652 ft.

**TRACK TYPE:** Semi-rough concrete

### HANDLING

**TURNING RADIUS:** Small, because it drifts

**ON POWER:** More drift oversteer

**OFF POWER:** Less drift oversteer

### BRAKING

**CONTROL:** Poor Satisfactory Good Excellent

**FADE:** Poor Slight None

**OVERALL:** Poor Satisfactory Good Excellent

Funny that 65° F is considered "cool" in California.







When hobbies go one step closer to being a job.

# GET SPONSORED BY A HOBBY SHOP

## GET SOME HOOK UPS

**words:** Jeff Eveleigh

**E**VERYONE WANTS TO GET SPONSORED! If you're good enough, the sponsors will find you, but what about the above-average racer at the local level? They could use some support too – especially given how expensive competitive RC racing is. Just a quick stroll through the pits and you'll see that many of the guys have already found support from one place or another with regards to sponsorship. Some are rocking stickers for the local plumber, while others are getting extra exposure for their own companies. The lucky and talented ones are even getting some form of factory support from one of the big RC manufacturers. But there is one facet of sponsorship that is often overlooked even though it offers some of the best benefits for all involved, and that is local hobby shop sponsorship. We'll show you how both the serious racer and the hobby store owner can mutually benefit from a simple local sponsorship program.



## WIN WIN

**T**here aren't many win-win situations in life, but hobby shop sponsorship seems to be one of them. A strong deal will benefit both the hobby shop and the racer — not to mention the RC racing community as a whole. As a racer, the benefits may include discounts on hobby stuff, help from a team, setup support, and added confidence, which is key to success on the racetrack. As a hobby store owner, local sponsorship is a huge addition to any marketing strategy in a number of ways. It allows you to showcase some of the brands you stock, increase name recognition, expand your employee knowledge base, and service more customers, increasing goodwill to the shop. All this with little or no net cost!





## Team EFFORT

EVERYTHING WORKS BETTER IN TEAMS, SO SLAP A SMALL RACE TEAM TOGETHER.

It doesn't have to be huge — two to four good racers is all you need to run a successful program. Choose people who are knowledgeable about the hobby, easy to talk to, and extremely willing to help others. Speed on the track and winning races is nice

but not necessary; all you need are consistent performers who can prove that they have the ability to give good advice about hobby related topics. It's a good idea to have a team manager to help the team work together, coordinate parts stock, schedule races, and track setups. Often an employee of the hobby shop will be on the team, and this is usually a good candidate for team manager. This manager could also handle team discounts on parts and, if the team is really lucky, the manager will even have a set of store keys, so you can get last minute parts for the race when the shop isn't open.



## HELP EVERYONE

THIS advice will apply to any racer but especially the hobby

shop sponsored racer. If someone is in need of help at the track, always be the first to offer it. If you and the team become the go-to guys for technical advice, it is basically the same as the hobby store being to go-to shop for help. This kind of PR goes a long way. Not only is it the responsibility of the sponsored racer to be friendly and help out, but it also feels good just to help a fellow hobbyist solve a problem or go a little faster on the track. An important thing to keep in mind when offering help at the track is that brand doesn't matter. Don't only help people that run the brand of car that you run or the brands that your represented hobby shop stocks. Help anyone with anything as they are all potential customers and all fellow racers who, in the end, just want to have a fun weekend of miniature car competition.



## HOW IT WORKS

THE team of drivers represents the company well at various race events, keeping a great word at the track about the owner's shop and what products they stock, and creating credibility with regards to employee knowledge of the hobby. Discounts provided to the team from the hobby shop help them to go faster and look more professional at the track by always having reliable equipment and being prepared. The team works together at the track for common goals: pitting for each other, helping with setup, sharing parts, etc. Everyone goes faster when they work together; so this will allow each individual member of the team to perform better, making the hobby store they represent look even more amazing.

## DON'T ...

THERE are certain things that should never be done at the racetrack, regardless of whether you are sponsored or not; however, when you are representing a company you have to be even more aware of your actions, as one bad day for the racer could hurt the image of the hobby store you have plastered all over yourself.

- **Don't yell, scream, or make a scene when things aren't going your way.**
- **Don't throw your equipment after a bad heat race.**
- **Don't miss your marshaling duties — EVER!!**
- **Don't hack people or drive overly aggressive on the track.**
- **Don't speak negatively about your represented shop or the equipment you are using.**
- **Don't yell at the marshals (they didn't crash your car).**







## THE NUMBERS

The numbers include things like discounts and what the hobby store is willing to offer to the team in exchange for quality marketing at the race track. Discounts are a must and, again, are win-win, since the hobby shop can setup a discount structure so that they don't lose money on products the team uses. It is wise to offer as much discount as possible to keep the team well stocked and ready for anything. The less they pay for stuff, the better their stuff will be, and they can show more new parts, engines, etc. The end discount will depend on a number of variables, but a good target is to sell everything to the team at dealer cost or a small percentage above to cover incidentals. If the shop owner is feeling turbo nice, they can throw the team some free tires for big races or cover some of the race entry fees. Each team and hobby shop can hash out the details of the program that works for everyone. If members of the team are also store employees, they would usually get discounts anyway and even selling stuff at cost for a small team won't cause any out of pocket expenses, but it will generate a whack load of free marketing and goodwill for the shop.

## MARKET IT RIGHT

T-shirts, banners, stickers, hats — do whatever you can to represent the hobby shop. When a bunch of people are all wearing the same color shirt, especially if they're all pitting together, it stands out and people notice. Put a TEAM section on the hobby store website showing pictures of the drivers with their cars, wearing their team shirts, and sitting under the team banner. Also try to post race results and pictures from various race events that the drivers have attended. All of this will engage and involve the customer, which will keep them coming back to the store or website to chat about team setup, that awesome pass, or the new turbo mill from the last race.

## NO TIES

ONE OF THE BEST PARTS ABOUT BEING SPONSORED BY A HOBBY SHOP IS THE FREEDOM TO CHOOSE YOUR EQUIPMENT. Picking up a 50% ride from a manufacturer is super cool, but it has many limitations over hobby shop sponsorship, as you have to run only cars and parts that your sponsor manufactures. Hobby shops usually carry multiple brands of vehicles, radios, and accessories. This means that the racer can choose exactly which equipment they want to run rather than being tied to a specific brand. It also allows the racer to run whatever is fast at the time. Most manufacturers don't make the full line of items needed to race anyway, so you'd have to have multiple manufacturer sponsorships to cover all of the equipment needed. A hobby shop sponsorship will offer discounts to the racer on all items needed to be competitive at the track. It's nice if the team all runs the same car to help with setup, but it's also a good idea for them to run different cars so the hobby shop can show the entire range of race vehicles that they carry. That decision should be discussed by the team manager and the shop owner to figure out what best suites both parties' needs.



## CLOSING

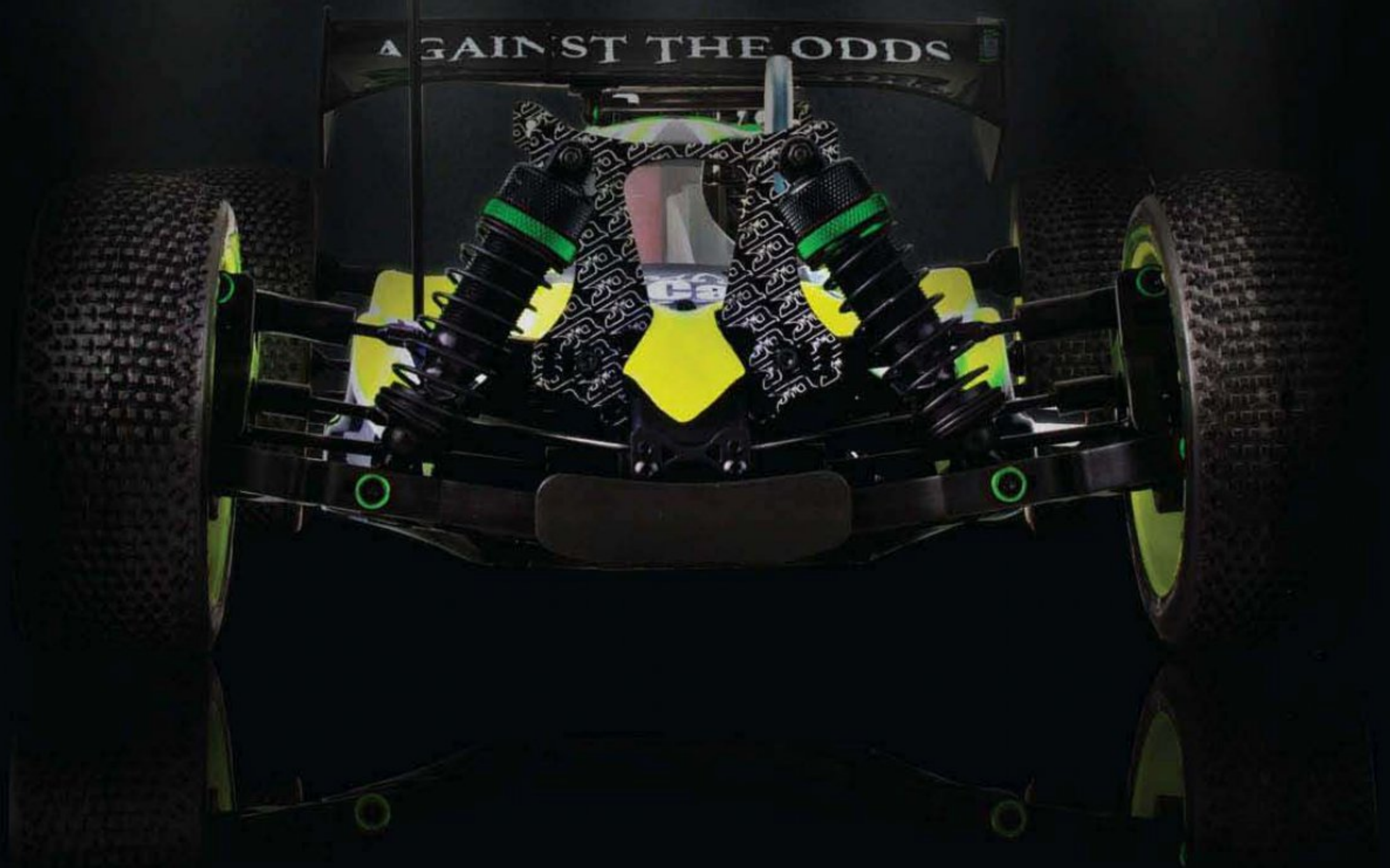
SPONSORSHIP, IN THE END, IS ABOUT BENEFITING BOTH PARTIES WHILE ALSO HELPING THE HOBBY POPULATION IN GENERAL. The racer saves a bunch of money on stuff they would have had to buy anyway to continue racing competitively. The hobby shop gets a strong team of friendly, helpful, and hopefully fast RC drivers to represent their company on race weekends. If the team represents itself well, then shop owners can expect to get a ton of people in every week asking the team drivers about setup and driving technique — and where do you think they'll purchase that new set of recommended tires?

RC wardrobe? Check.





MAKE THE  
COMPETITION GREEN  
WITH ENVY.



JQ-PRODUCTS.COM





SHREADHEAD'S

# 2ND ANNUAL BAJA CROSS

Presented By: **TURTLE RACING**

**FRESHNESS**  
Race Date:  
05.14.11  
**GUARANTEED**

## BAJA ADDICTS UNITE!

**Sponsored By:** Turtle Racing • O'Neill Brothers Racing • Hostile Racing Products • Baja Modifiers • Hot Bodies • HPI Racing • and Thunder Designs

words & photos: **Dave Palacios** | action photos: Jeff DeGraff

**S**PRINGTIME IS HERE, WHICH MEANS THAT BAJA SEASON IS OFFICIALLY OPEN; AND THIS YEAR MARKED THE SECOND YEAR OF THE ANNUAL BAJA CROSS EVENT. Held at the spacious Milestone RC Park in sunny Southern California, this event started out from the beginning to be better than the previous years. Returning title sponsor Turtle Racing was back, along with numerous other sponsors; event organizer Rodney Ketcham spent countless hours (days and even months) preparing for this day and all that hard work showed. Fifty racers and their Baja's showed up, but only the top drivers would be crowned the winners. Yes, parts were broken, as were a few spirits, but this year's Baja Cross was a tremendous success!

### THE TRACK

Large-scale cars require a large-scale track; and that's exactly what Milestone RC Park had to offer. This track was huge and featured plenty of jumps, turns, and fun. Of course, with cars this size, you can expect the track to take a lot of punishment. Thanks to track designers Dave Enstrom from DE Racing and race director Rodney Ketcham, together they were able to keep the track crew busy maintaining the racing surface throughout the day. However, even with the constant grooming, the track had plenty of punishment to dish out. With 10-minute qualifiers and hour-long mains, this winding dirt road took its toll on drivers and their vehicles alike.

**1.** The 25-foot wide straightaway allowed for plenty of room to open up the throttle without the worry of hitting any barriers. Unless, of course, you went too wide and ended up being eaten alive by the corrugated rubber barrier.

**2.** Once down the back straight, it was time to slow down and enter the hooking right-hander into the infield. Going wide here meant you were up on the berm and in danger of flying off the track. The

faster line was to take it low and hit the brakes at the end to set up for the next section.

**3.** The first section on the infield was the wagon wheel. Timing this section was crucial to get through it quick and maintain your momentum. A misjudged jump or two here could cost you a good second or more off your lap time.

**4.** This off-camber turn was a bit tricky. Enter too fast and tight, and you would soon find yourself

caught on the pipes on the outside or flipped over. The perfect line was to come in from the outside and cut in low on the hump. This set you up perfectly for the following jump, without getting caught on the pipes.

**5.** This 180-degree turn didn't require the use of the berm. As enticing as it was to some, going wide just meant you were wasting precious time. Instead, if you aimed for the inside, while quickly tapping the brakes, then a flick of the wheel would kick the rear of the

car around slightly. It was then just a matter of slight counter steer and blips of the throttle to maintain your speed through the turn.

**6.** Coming out of the 180-turn, it was full punch towards the big rollover. As soon as the car reached the peak, it was as easy as lifting off the throttle to let the car gently return to earth. Then you could let the momentum of the car carry you to the big double, where a quick blip of the throttle landed the car perfectly on the downside



## TRACK CONDITIONS

Before each main the track crew spent a good 5-10 minutes repairing and watering the track. Unfortunately when you run hour-long A-mains, conditions can change drastically. The 25lb Baja's really did a number on the track as you can see in these two photos. This example shows the same turn (callout #5 below) just before the main began and right after the last car crossed the finish line.

BEFORE

AFTER

To see more of Jeff's photos go to: [visionforrestudios.smugmug.com](http://visionforrestudios.smugmug.com)



of the jump. If done correctly, all that was needed was a quick turn of the steering wheel and tap of the brakes to get you around the next turn; if done wrong, you found yourself way out of the racing line and in pit return traffic.

**7.** This big double was the easiest of the three. Just punch it, jump, hit the brakes, and turn to get you around the corner.

**8.** The "S" turns were a tight section that required a lot of

low speed steering to get through quickly. Lots of time was lost here if momentum wasn't maintained. Lost speed also meant a difficult time for the following big double.

**9.** If you maintained decent speed through the "S" section, then clearing this jump wasn't an issue. Most of the time you were landing right on top of the landing hump, but if proper speed was maintained, you were landing on the downside and ready for the sharp turn ahead.

**10.** This jump posed lots of problems as the day went along. A big hole developed on the center face of the jump, creating what was being called a "kicker." If you found yourself in the hole, your car was soon doing a front flip and landing on its lid. Moderate speed and careful driving made it easier to get over this jump.

**11.** Because of the size of the track and distance, this turn was pretty difficult to judge. The bump made things even more

difficult by adding some airtime into the mix. The trick was to roll gently up the bump, while navigating the turn. If you felt you were too close to the inside pipe, you were on the correct racing line. What looked like the center of the lane from the drivers' stand was actually 20-feet out from the correct driving line and almost off the track. Once in the clear, it was just a matter of opening up the throttle and down the back straight for another lap.





## IN THE PITS

If you've ever been to a big event, you know there is always something new or interesting going on in the pits. Here's a look at what went down.

### 1. TURTLE RACING

Title sponsor Turtle Racing brought out their new aluminum pull start for both CY and Zenoah engines. This pull start features a heavy-duty rope, double sealed spool bearing for no more plastic to plastic contact, and finally, a modified Teflon plated and polished aluminum sprawl. This is all contained in a newly designed housing for better venting that doesn't allow harmful debris to enter.

[www.turtleracingproducts.com](http://www.turtleracingproducts.com)

### 2. FLOWSYSTEM RACING

On display from Flowsystem Racing were these cool looking tuned exhaust pipes for the Baja 5B and 5T's. Several Baja's were seen running these cool pipes and from the looks of it, they provided plenty of power and sounded cool. Made from stainless steel, these pipes feature a laser cut mounting flange, billet side bracket, copper gasket, and stainless steel hardware.

[www.flowsystemracing.com](http://www.flowsystemracing.com)

### 3. CONTROVERSY

There was a bit of questioning as to whether or not quick fills were allowed at the Baja Cross. After a brief discussion, it was concluded that unless proven to be a huge advantage, it wouldn't be a problem. Having raced other fuel classes in the past, it was a bit odd not to see quick filling widely used. So, most people just resorted to unscrewing the gas cap, filling the tank with a standard nitro fuel bottle, and then screwing the cap back on; simple, yet effective.

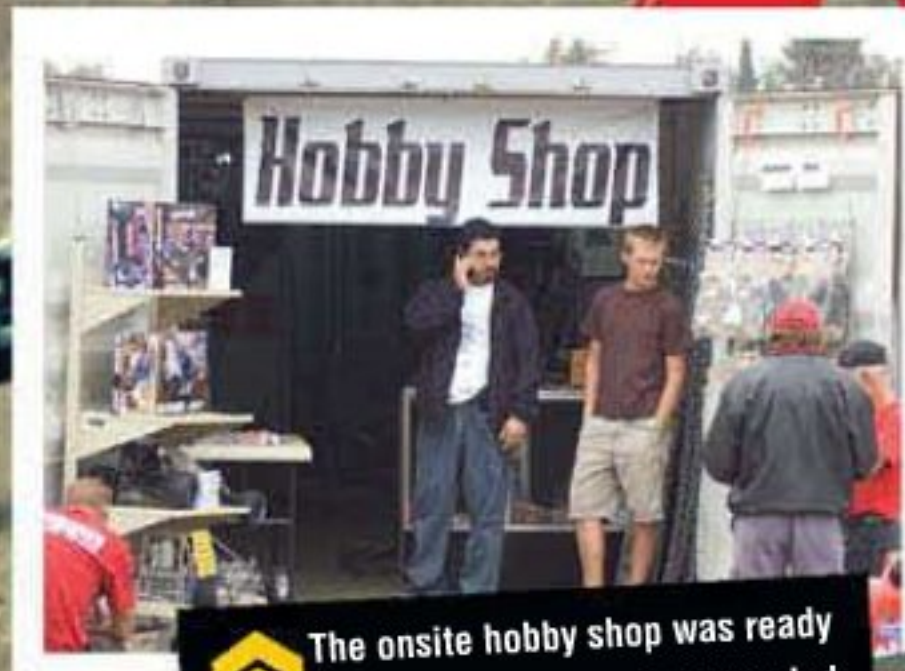
### 4. TRUCKER FLAPS

Wherever there are mud flaps, you will find mud flap girls. Yes, one racer actually had custom mud flap girls gracing his 5SC. They didn't add much in the way of performance, but they sure did look sexy glistening in the sun on the track.



## WINNER WINNER CHICKEN DINNER!

HPIBajaForum.com had a contest to commemorate reaching the 20,000-member mark. The prize: a brand new HPI Baja SS kit shipped anywhere worldwide. All members had to do was post "I want one" in the contest thread on the forum and the lucky winner would be chosen live at the Baja Cross. At the end of the day, Rob, owner of hpi Baja forum.com, proudly announced the winner of the "I want a Baja" contest. And after 622 posts, it was post number 206—rcnewbie from Manitoba, Canada—who won the brand new Baja SS kit. Congratulations!



The onsite hobby shop was ready for anyone who may have needed parts or tires throughout the event.





**NEW** **HIGH PERFORMANCE**  
**ADJUSTABLE TIMING**



# HOBBYKING X-CAR SENSORED BRUSHLESS MOTORS

**\$26.65**



**X-Car 8.5 Turn**  
Sensored Brushless Motor



**X-Car 13.5 Turn**  
Sensored Brushless Motor



**X-Car 5.5 Turn**  
Sensored Brushless Motor



**X-Car 10.5 Turn**  
Sensored Brushless Motor

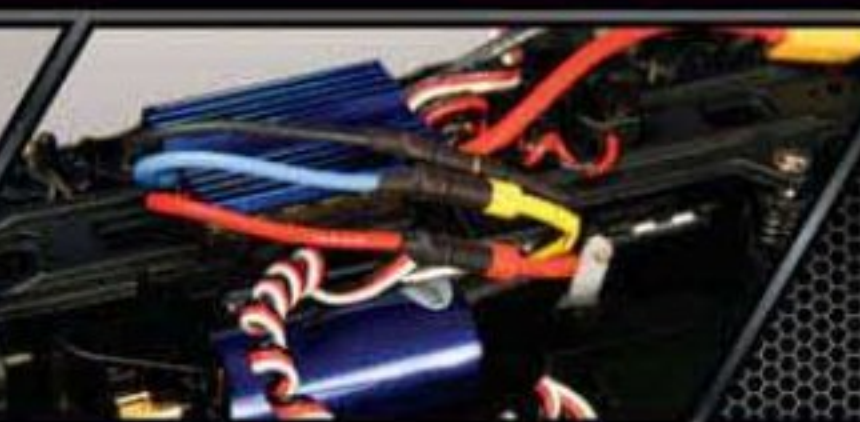
- Can Size: 540
- Turns: 8.5
- Shaft Size: 3.175mm
- Max Voltage: 7.4~11.1v (2S/3S)
- Max Current: 32A
- Resistance: 0.0142ohm
- No Load Current: 1.3Amp
- Sensored: Yes (Standard 6 pin harness)
- RPM/v: 4000kv
- Weight: 163g
- Pole: 2

- Can Size: 540
- Turns: 13.5
- Shaft Size: 3.175mm
- Max Voltage: 7.4~14.8v (2S/4S)
- Max Current: 19A
- Resistance: 0.0361ohm
- No Load Current: 0.6Amp
- Sensored: Yes (Standard 6 pin harness)
- RPM/v: 2600kv
- Weight: 167g
- Pole: 2

- Can Size: 540
- Turns: 5.5
- Shaft Size: 3.175mm
- Max Voltage: 7.4 (2S)
- Max Current: 48A
- Resistance: 0.0064ohm
- No Load Current: 3.5Amp
- Sensored: Yes (Standard 6 pin harness)
- RPM/v: 6000kv
- Weight: 160g
- Pole: 2

- Can Size: 540
- Turns: 10.5
- Shaft Size: 3.175mm
- Max Voltage: 7.4~11.1v (2S/3S)
- Max Current: 24A
- Resistance: 0.0213ohm
- No Load Current: 0.8Amp
- Sensored: Yes (Standard 6 pin harness)
- RPM/v: 3200kv
- Weight: 168g
- Pole: 2

The HobbyKing X-Car Sensored Brushless Motors offer outstanding performance at an incredible price. Featuring a quality anodized CNC finish these motors look as good as they go! The adjustable timing allows for fine tuning the performance of your ride while the sensor ensures smooth star tups and acceleration. The HobbyKing X-Car Brushless motors make a great upgrade for 1/10th Short Course Trucks, Buggies or Touring cars or anything else that uses 540 size motors.



**1/18 Brushless 4WD Stadium Truck w/ 18Amp System**

**\$69.50**



TO FIND THIS AND MORE FANTASTIC BARGAINS,  
LOG INTO **HOBBYKING.COM** TODAY!





## THE RACING

Racing began at 10:30 with the first of two rounds of qualifying, with each qualifier being 10 minutes. Racers were called to the track and allowed to warm up. Once all drivers had checked in on the timing loop, everyone kept going and the loop went live. This allowed for all drivers to get in their rhythm and off to a very clean start.

Once all qualifying was done, drivers were sorted and the mains began. First up were the B-mains. B-mains were 30 minutes long, with the winner bumping up to the last spot in the A in their respective class. Drivers skilled enough to make the A had to endure an hours worth of driving with one mandatory pit stop. With cars getting between 30 and 45 minutes of run time on one tank, one pit stop was all that was needed.

As the mains progressed, it was obvious that the track conditions and the long time on the stand were taking its toll on everyone. Halfway through each main, cars began experiencing engine problems, parts failure, or driver fatigue, resulting in a thinned out field. The track also experienced its fair share of punishment as potholes developed and the dirt began to dry out. In the end, it was those drivers that were able to cope with the changing conditions and stayed focused that came out on top.



« Dave Bowman (right) owner and title sponsor Turtle Racing along side event organizer Rodney Ketcham (left). Thanks to these two guys for the awesome event.



Sean Garcia from Egyptsean Productions spent the entire day filming every aspect of the event. He was able to record gigabytes of footage and will be putting together a video of the whole event. By the way Sean... that's « an awfully big tripod for such a small camera.



» Nicholas Rangel did a great job announcing and keeping the program running smooth.



» Josh Alton from Hot Bodies came well prepared for turn marshalling the hour long Sportsman 5T A-main.

## RACE RESULTS

### 5B SPORTSMAN

F	Driver	Laps	Time	Qual.
1	Mark Barden	81	60:40.92	2
2	Ryan Roberts	75	60:21.30	3
3	Tom Strong	75	60:26.40	4

### 5B EXPERT

F	Driver	Laps	Time	Qual.
1	Mike Gonzales	81	60:01.23	1
2	David Groon	81	60:33.30	5
3	John Quintero	79	60:03.80	7

### 5T SPORTSMAN

F	Driver	Laps	Time	Qual.
1	Camren Millhollan	77	60:38.94	2
2	Eric Koski	74	60:07.58	5
3	Barry Bates	73	60:33.92	4

### 5T EXPERT

F	Driver	Laps	Time	Qual.
1	Dave Enstrom	83	60:42.35	5
2	David Groon	80	60:26.33	8
3	Bob Fricker	79	60:00.72	6



### 5B SPORTSMAN



### 5B EXPERT



### 5T SPORTSMAN



### 5T EXPERT



## CONCLUSION

This year's Baja Cross was a blast and I'm sure next year's will be even better. If you've never experience a Baja race, it's a sight to be seen. Ten Baja's on the track at once, roaring around; it sounded like a full-size motocross race. Rodney and his crew did an amazing job at putting on one of the best Baja events on the west coast. And thanks to Dave Bowman at Turtle Racing for the title sponsorship, along with all the other sponsors, there were plenty of prizes to give away. So, as the sun went down and drivers packed up to go home, plans for the next event were already underway. Until next year... see you at the track! 🏁



## OPTIONS



1 - 61624 Clipless shafts w/stock width hubs\*\* (Compatible with front brakes) \$34.95

2 - 61622 Clipless shafts w/8mm extended hubs\*\* (Compatible with front brakes) \$40.00

3 - 61623 Clipless shafts w/9mm extended hubs\*\* \$40.00

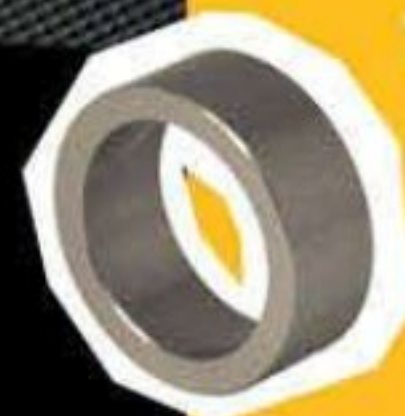
\*\*Shafts compatible with all Baja stock or extended hubs

Adjust front end width in under 1 minute depending on the hub you choose. Perfect for tuning to track conditions. Direct replacement for Vertigo clipped front shafts. For more information visit us at [www.vertigoperformance.com](http://www.vertigoperformance.com)

Shimming your pinion gear can add side load on the clutch bell bearings causing premature failure & excessive drag. Spacer reduces side load on bearing saving you dollars in the end.



61627  
Clipless front  
axle shafts  
MSRP \$15.95



VPP1653PT  
Clutch Bell  
Bearing Spacer  
MRSP \$3.50



61667  
Boltless clutch  
bell/17t pinion  
Vented Clutch cover  
w/Ceramic bearings  
MSRP \$149.95

**VERTIGO**  
PERFORMANCE PRODUCTS

Worldwide Distributor  
Vertigo Performance Products  
[www.VertigoPerformance.com](http://www.VertigoPerformance.com)  
[info@vertigoperformance.com](mailto:info@vertigoperformance.com)

There is nothing better than no pinion bolt and a clutch kept cool. We did it first and we do it best!  
Combo price \$149.95 includes FREE CERAMIC BEARINGS

We don't make the Baja...  
We make it Better!!!

All Vertigo Performance  
aftermarket parts compatible  
with the HPI Baja 5B, 5T & 5SC





This technique can be used to recycle an old body as well.



SPONSORED BY:



# WEATHERED AND AGED

## SOMETIMES CLEAN ISN'T GOOD

**words:** Dave Palacios

**S**OMETIMES A CLEAN OFF-THE-SHOWROOM-FLOOR PAINT JOB JUST DOESN'T LOOK RIGHT. Or sometimes you want a body to look like it's been well used and abused. That's where the weathered and aged paint job comes in. A weathered and aged paint job can actually make a scale body appear more realistic. All it takes is a few simple techniques and some patience to get the right look and make that body pop.

## REFERENCES

Before you begin, it's a good idea to do a little research first. Try to find some reference photos of a full-sized car, similar to the body you'll be painting. Finding photos of the same look you are going for will be very helpful for picking out the colors to use and how to apply them.

For this article, I decided to paint a Tamiya Ford Bronco body for my scale trail rig. This body is highly detailed for a Lexan body and because it's going to be used a lot, I wanted something that will survive the punishment I plan to put this rig through. Hard plastic bodies can also be used with these same techniques with a few very minor adjustments. Personally, I like the idea of using a Lexan body, for reasons you'll see later in this article.



GETTING  
**STARTED**

DIFFICULTY

**XRC Cars**  
1=NOVICE 5=EXPERT



**4**

TIME TO COMPLETE

**1-2** hours

TOOLS NEEDED

- Tamiya PS-14 (copper)
- Tamiya PS-55 (flat clear)
- Various Tamiya acrylics
- 1500-2000 grit sand paper
- Paint brushes (art brushes)
- Masking tape
- Paint colors of your choice
- Plastic 6-well paint palette or plastic spoon



## BASE COLORS

**1.** After washing the body and applying any masking for the areas to remain clear, we need to spray the base rust color. If using a hard plastic body, simply sand and prime the body just like any other paint job (see issue 176). If you decide to use a hard plastic body, then move onto the next step.

On our Lexan Bronco, I painted the inside of the body copper. Simply spray a solid coat of Tamiya copper (PS-14); you want it to cover the body, but not be heavy. The reason I paint the inside is so when I run the body and get scratches on the trails the new scratches will be rust color as well, instead of clear. This is the reason I like to use Lexan bodies; hard plastic bodies will scratch down to the plastic, revealing the color the body was molded in.



**2.** Once the inside of the Lexan body is painted with the copper paint, the same is needed on the outside. First carefully cut the protective film around the areas to remain clear and carefully pull the protective film from the area to be painted. Now spray the entire outside of the body with the copper paint, also with a solid coat. If you are using a hard plastic body, you can use the same paint for Lexan bodies. This is a weathered and aged look we're going for, so a shiny finish isn't necessary. Set the body aside and let it fully dry before moving on.



## COLOR COATS

Depending on the scheme and colors you will be using for your paint scheme, this section may differ slightly. Also, this whole effect is now done on the outside of the body, so that it will chip, fade and scratch like a real car. For our Bronco, I'll be doing a two-tone scheme of a light blue with white trim and roof. This step is nothing fancy and is done the same way whether you are painting a Lexan or hard plastic body. First, I masked off the area I wanted to be blue and painted the rest white. After letting the paint dry completely, I then masked off the white and painted the remaining part of the body blue. Once you have all the colors painted, you can set the body aside to dry completely.



"That body looks like crap!" Thanks!

## WEATHERING THE PAINT

**N**ow comes the fun part. Before you begin the weathering process, take a look at your reference photos. Where does the rust form and how does it take shape on the body? You'll want to mimic these characteristics as much as possible.

**1.** Using the 1500-2000 grit sandpapers, sand through the top coat of paint to the copper, to simulate rust spots. To prevent the paper from clogging, you can use a little bit of soap and water—like you would if you were wet sanding. Take your time and work the spots out until you get the right size and number of rust spots desired. Once you are happy with the results, use a paper towel to wipe down the body and dry it.



**2.** Now to add the finishing touches. Take your acrylic paints and select a dark rusty brown. Take a pipette (or straw) and put a few drops in one well of your plastic paint palette and add some water. You want to make it so the paint is very watered down but still opaque. With a paintbrush, take the wash and apply it in the crevices of the body, such as along door seams, hinges, and drip rails. Don't worry about applying too much or having hard edges, we'll take care of that later. When you're done, set the body aside and allow it to dry completely.





SPONSORED BY:



## MORE DETAILS

If you have a grill or mirrors that are going on the body, like the ones on our Bronco, you can weather those as well. Using the Tamiya flat clear, spray the chrome bits to give them a slightly dull look. You can spray areas of the chrome pieces a bit heavier to get a more pitted appearance. Then, using the same wash as on the rest of the body, rust the chrome out as well. After they've dried, spray another coat of the flat clear and paint in between the grill cutouts with flat black to give it some depth.

Don't forget the rest of the chassis. Having a weathered body on a clean chassis with new looking wheels will only make it look odd. The idea is to have everything tie in together for a complete scale and convincing look.



**3.** With a clean damp brush, you'll want to go over the rust wash you applied and move it around in the crevices. You can also lightly brush the hard edges in a vertical motion to make them appear softer. Brushing them vertically will make the rust look more like stains that have run down the sides, rather than going across, and it will look a bit odd. Again, let the body dry completely and remove the remaining protective film from the windows, headlights, and other clear areas. Then use Tamiya flat clear (PS-55) for polycarbonate to spray the entire body and set the rust wash in.



**DAVE'S TIP:** Apply all the stickers and window trim before spraying the flat clear coat. This will help blend the stickers in much better and help prevent them from peeling a bit more.



from JAPAN

# OVER SEA MAIL ORDER



Tamiya, Team Yokomo, Aircraft, Helicopter and more

**SUPER**  
RAJIKON

**WWW.SUPER-RC.COM**

The world's supplier of Japanese Radio Control models



## CONCLUSION

Now that your newly painted body has a beautifully weathered look, you can proudly mount it up. And if you're like me and used a Lexan body, it will only look better the more you use it. Any scratches, scrapes, and cracks will only enhance the weathered look we've achieved. Hopefully this article has inspired you to give something new an old look. The best part of a weathered paint job is that you don't necessarily have to do this on a new body. If you have a body with a little bit of life left in it, mask off the windows on the outside, remove any stickers, and paint away. ☺



**WING TOTE**  
performance. engineered. protection.®

We have a bag to carry  
your monster truck,  
short course truck or buggy!



WGT401  
Truck Tote



WGT411  
Deluxe Truck Tote



WGT416  
Pro Roller Truck Tote



WGT418  
Pro Roller Buggy Tote

\*Keep away from slow drivers, angry cats and jealous girlfriends.

**www.wingtote.com**



# Stormer Hobbies

1-800-255-7223 • stormerhobbies.com

## TEAM LOSI

### XXX-SCB



LOSB0107  
1/10th Stronghold XXX-SCB RTR  
Race Buggy

**\$Call**

## TRAXXAS

### 1/16 E-Revo VXL



TRX7107  
1/16 E-Revo VXL 4WD Electric  
RTR Truck with 2.4Ghz

**\$259<sup>95</sup>**



MUGE0070  
MBX6E ECO 1/8th Electric 4wd  
Buggy Kit

**\$449<sup>99</sup>**

## TEAM ASSOCIATED

### SC10 4x4

SHORT COURSE



ASC90004  
SC10 4x4 4WD Short Course  
Truck Kit

**\$269<sup>95</sup>**

## HPI RACING

### Hara



HOT68175  
D8 Atsushi Hara Edition 1/8 Nitro  
Buggy Kit

**\$379<sup>95</sup>**

## HPI RACING

### VE8



HOT67535  
Hot Bodies Ve8 1/8th Electric  
Buggy Kit

**\$269<sup>95</sup>**

## TEAM LOSI

### Ten-SCTE



LOSB0127  
Ten-SCTE 4WD Short Course  
Truck Roller Kit

**\$Call**



TRX6807  
Traxxas Slash 4x4 Ultimate  
RTR Short Course Truck w/  
Brushless Motor

**\$449<sup>95</sup>**

TRX5803  
Slash Short Course RTR Truck,  
2.4GHz

**\$229<sup>95</sup>**

## AKA



Wishbone

**35%  
off SALE**

Enduro  
AKA13001S Wishbone Short Course Tires, soft (2)..... 16.24  
AKA13001V Wishbone Short Course Tires, super soft (2)..... 16.89  
AKA13002S Enduro Short Course Tires, soft (2)..... 16.24  
AKA13002V Enduro Short Course Tires, super soft (2)..... 16.89



# Stormer Hobbies

Ground UPS shipping anywhere in the continental USA is only \$7.95. If you order more than one car kit add \$14.95 for shipping per kit. Oversize items may require additional shipping and handling charges. We specialize in overseas destinations. See website for details. Not responsible for typographical errors. Prices subject to change without notice. All warranties and guarantees are handled by the original product manufacturer. A 15% re-stocking fee may be charged on all returned items. We security check all credit cards. Items cannot be returned opened. Shipping charges are non-refundable.

PO Box 126 | Glasgow, MT 59230

DISCOVER  
NETWORK

AMERICAN  
EXPRESS

MasterCard

VISA



TRX7207  
1/16 Summit VXL 4WD Electric  
RTR Truck with 2.4Ghz  
**\$289<sup>95</sup>**



TLR0022  
22 (Twenty Two) 1/10 Electric 2wd  
Racing Buggy Kit  
**\$269<sup>99</sup>**



AX90018  
Wraith RTR Rock Racer 1/10  
Rock Crawler Truck  
**\$229<sup>95</sup>**

## 550 SC Motors



FAN28244	Fusion2 Pro, 4.5T	119.95
FAN28245	Fusion2 Pro, 5.5T	119.95
FAN28246	Fusion2 Pro, 6.5T	119.95
LRP50940	Vector X-12L, 5.5T	119.95
LRP50950	Vector X-12L, 4.5T	119.95
TEKTT2242	Redline SC4X, 5.5T	119.95
TEKTT2243	Redline SC4X, 4.5T	119.95
TEKTT2244	Redline SC4X, 6.5T	119.95
TEKTT2245	Redline SC4X, 7.5T	119.95
TEP1033	Monster Horsepower, 4.5T	119.95
TEP1034	Monster Horsepower, 5.5T	119.95
TEP1035	Monster Horsepower, 6.5T	119.95



TEKTT2310	RX8 1/8 ESC with 2D Buggy Motor (2650kv)	279.95
TEKTT2311	RX8 1/8 ESC with 2.5D Buggy Motor (2050kv)	279.95
TEKTT2312	RX8 1/8 ESC with 1.5Y Buggy Motor (1900kv)	279.95
TEKTT2313	RX8 1/8 ESC with 3D Buggy Motor (1700kv)	279.95
TEKTT2314	RX8 1/8 ESC with 2Y Buggy Motor (1400kv)	279.95
TEKTT2320	RX8 1/8 ESC with 1Y Truggy Motor (2250kv)	279.95
TEKTT2321	RX8 1/8 ESC with 2D Truggy Motor (2000kv)	279.95
TEKTT2322	RX8 1/8 ESC with 2.5D Truggy Motor (1700kv)	279.95
TEKTT2323	RX8 1/8 ESC with 1.5Y Truggy Motor (1550kv)	279.95
TEKTT2324	RX8 1/8 ESC with 3D Truggy Motor (1350kv)	279.95

## SPEKTRUM



SPM3200  
DX3R Pro 3CH DSM2 Racing  
Radio System  
**\$CALL**

## Model Racing Transponder



MRT1000  
PTX-20CT Tab Case Tran-  
sponder  
**\$79<sup>95</sup>**



LRP80915  
SXX Stock Spec V2 Brush-  
less Speed Controller  
**\$199<sup>95</sup>**



AIR90481  
MT-4 Pistol Grip Radio 2.4G  
with telemetry  
**\$249<sup>95</sup>**





## TUNE A GEAR DIFF FOR SHORT COURSE

### TAKE CARE OF YOUR POWER!

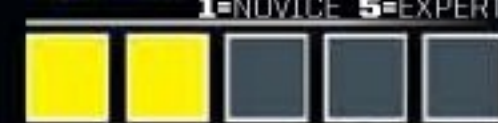
**words:** Carl Hyndman

**A**S SHORT COURSE RACING CONTINUES TO EVOLVE, RACERS ARE FINDING THEIR SET-UP ISN'T ALWAYS THE BEST FOR EVERY SITUATION. Luckily, these trucks have a lot of tuning options that racers can utilize, but one of the most overlooked is the gear diff. A gear differential has long been a staple in nitro cars, but today's short course trucks often have the torque, weight and power to really put a strain on parts. Standard on many ready-to-run short course trucks, these units are often overlooked and neglected. A gear diff often uses grease or silicone oil to control the diff action and isn't prone to the slippage and maintenance that ball diffs are notorious for. We'll show you what to use and how to do it right, so you can do your own experimenting.

GETTING  
**STARTED**

DIFFICULTY

**XRC Cars**  
1=NOVICE 5=EXPERT



**2**

TIME TO COMPLETE



**20** MINUTES

TOOLS NEEDED



Hex Wrenches



Motor Spray



Rag



Various Silicone Oils



Grease



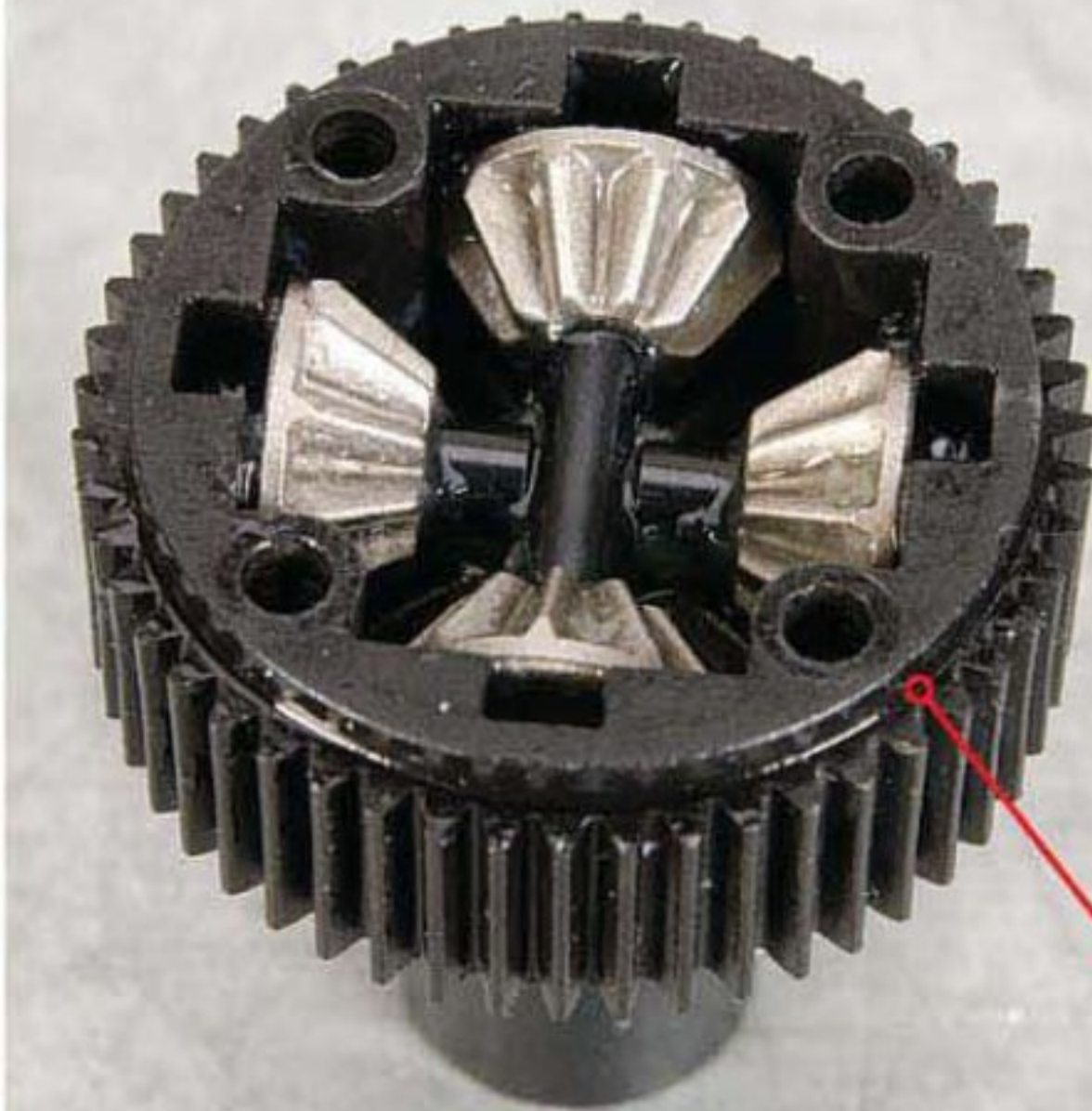
## 1. PREPARATION

**W**hen deciding what to do with your gear diff, it's always better to start with a clean slate. The gear diff responds to the thickness and characteristics of the silicone oil or grease you use, so you don't want any residue left over that could contaminate your new fluid. Completely disassemble the gear diff out of the vehicle and clean everything thoroughly. Place all the parts on a rag and keep track of where they go and how they went together. Use motor spray to remove all the deposits left over and set everything aside.



## 2. ASSEMBLE THE GEARS

**S**tart assembling all the parts back together in basically the reverse order you used to disassemble it. Take special care with any o-rings since these rubbery parts can tear or rip. If they look worn or swollen, now is a good time to replace them. You'll want to make sure everything seats properly and has the appropriate amount of gear mesh. Leave the top off and prepare to add your fluid.



## 3. FILL 'ER UP.

**N**ow it's time to fill the case up with your chosen oil or grease. Pour the fluid in until it partially covers the gears (in most cases), but leave enough room for the cover and upper bevel gear. Make sure to rotate the gears to remove any trapped air bubbles and to ensure that oil finds its way in to every small corner of the diff case. Keep an eye on the cross gears and make sure they stay in place.



## WHAT SHOULD I USE TO FILL IT?

**T**he great thing about gear diffs is that they can be tuned by using various thicknesses of fluid. In most RTR vehicles, grease is often used and works descent, but to help with consistency, it is often better to use thick silicone oil. By varying the thickness or "viscosity" of the oil, it is possible to tune the amount of difference in wheel spin from side to side. This has a huge impact on performance and should be kept track of.

In general, the more loose or blown out the track is, the lighter you want to go with your oil. It is common to see 15,000 to 30,000 diff oil used, but also just as common to see 3,000 or 5,000. Also, the thicker you go, the more load you could be putting on your motor since it is rare that each of the rear wheels will be spinning at the same rate. This is most apparent when running stock motors.

You'll have to do your own experimenting, and maybe lean on the advice of the local hot shoe since every model car and gear assembly is slightly different and responds in unique ways. Also, mod motors will have a greater affect on the differences in wheel spin, so it is also suggested to go with lighter oils for stock trucks. Lastly, once you start using silicone oil, stick with the same brand since consistency in ratings from each manufacturer varies and can lead to misinterpreted results.



Just make sure your truck is in tip top shape.





## 4. SCREW IT ALL TOGETHER

Now screw everything back together. If you filled the case up too much, it may leak. Also, some of the diff cases designed for short course trucks aren't airtight and may leak. With the Traxxas Slash, the diff case was designed to work with grease, so if you choose to use oil you will have to seal it. After it's put back together, rotate one of the outdrives and make sure your gear mesh is set properly. You will feel some resistance depending on the thickness of the oil, but it should rotate smooth and consistent.



## 5. TESTING

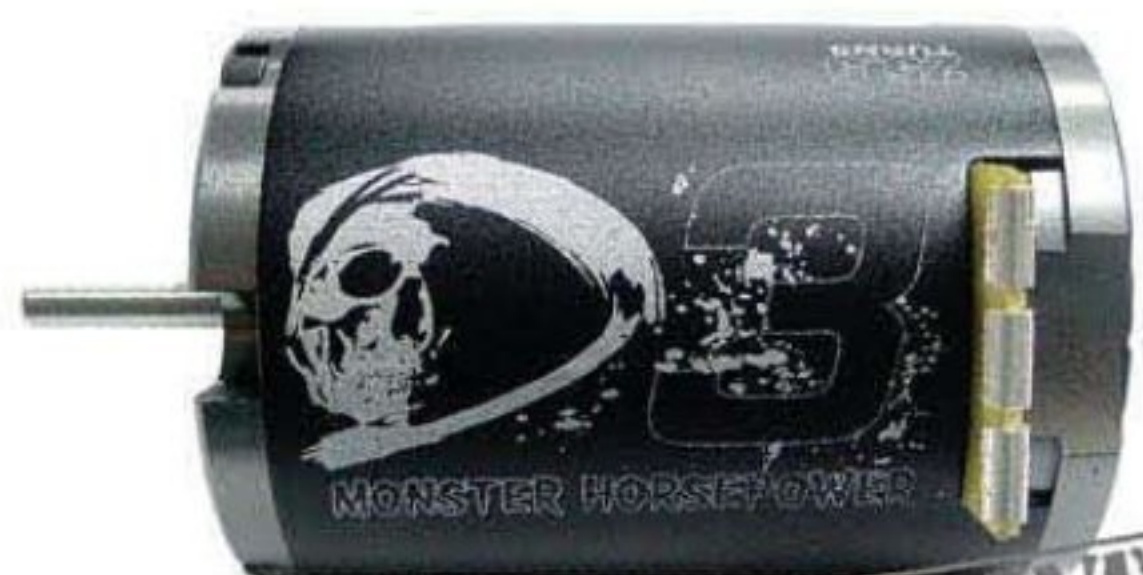
With everything reassembled, it is time to hit the track. When doing this test, try to limit your variables by sticking with the same tires and set up. Start by making big changes in thickness to your oil, and slowly refine the oil as the results come in. Use a transponder and check your lap times, but don't get hung up on your times. Tracks often change over time and the traction level could affect your laps, so only use your times as a gauge. Make sure you get a good feel for the changes and take in to account how consistent the truck is and how easy it is to drive. A quicker car that is inconsistent won't give you a good qualifier or race, and the fractions of a second gained could be negated with just one crash.

## CONCLUSION

So, there you go – a gear diff ready for the track. Don't discount this tuning advantage, and don't assume it will solve all your problems. A truck equipped with a bad set-up or the wrong tires won't work well with a good gear diff, either. This advice is to help refine your truck and take your kit or RTR vehicle to the next level, but testing is far from complete and you may just find that magical combination that will elevate your truck and find you a winning advantage. You'll also still have to drive with throttle control, but it should help you cut down on "diff'ing" out or avoid the extra wrenching needed to keep a ball diff working in top shape. Now, go have some fun and experiment. 🏁



# 2011 ROAR CARPET NATIONAL CHAMPS



**CARPET NATS DOMINATION!**

ONCE AGAIN THE D3 WAS THE DOMINATE MOTOR CHOICE!

Touring Car 17.5, the choice of 70% of the "A" Main drivers

Touring Car 21.5, the choice of 60% of the "A" Main drivers

1/12th 17.5, the choice of 70% of the "A" Main drivers

1/12th 13.5, the choice of 60% of the "A" Main drivers

World GT 13.5, the Choice of 80% of the "A" Main drivers



**WORLD GT 13.5!**

1st Josh Cyrul, D3/Revtech Battery

**1/12TH MODIFIED!**

1st Josh Cyrul, D3/ Revtech Battery

2nd & TQ Mike Blackstock D3

**1/12TH 17.5!**

1st Andrew Knapp D3



**REVTECH BATTERIES TQ & WIN 2 ROAR NATIONAL CHAMPIONSHIPS IN THEIR FIRST OUTING AT THE HANDS OF CEFX's JOSH CYRUL!**

AVAILABLE ON LINE AT  
[www.teamepiconline.com](http://www.teamepiconline.com)

<http://stores.ebay.com/Trinity-by-Team-Epic-R-C>

**Revtech**

Team Epic Inc.  
290 Springview Commerce Drive # 4  
DeBary, Florida 32713

386-668-7771  
[www.teamepiconline.com](http://www.teamepiconline.com)  
For email orders: [info@teamtrinity.com](mailto:info@teamtrinity.com)  
Fax: 386-668-7752



# HR HOT RACING

## OPTION PARTS FOR AXIAL XR10



AXR2101  
alum ht steering knuckle



AXR18X01  
qc motor plate with  
heat sink



AXR12X01  
f/r gear box with  
clear gear cover



SAXR36FG  
11 wt cnc steel  
final gear

AXR49H  
hard anodized alum.  
steering plate



SAXR1000T  
11 wt cnc steel gear set



AXR15601 black alum.  
shock upgrade kit



AXR24M01  
alum. steering servo mount set xr10



AXR14G01  
graphite vertical  
plate chassis



AXR2201  
alum rear axle  
lock-out



AXR22GC01  
geaphite wheel whight  
lock plat xr10

AXR24GC01  
graphite servo  
clamp plate



AXR1901  
black alum. c-hub



AXR20101  
black alum. body  
mount kit



AXR55H01  
cnc alum. ladder  
bar xr10

[www.hot-racing.com](http://www.hot-racing.com)

Find more issues at  
[magazinesdownload.com](http://magazinesdownload.com)





*A Tribute to*  
**Mike Reedy**



Illustration by: J Fillipow





# A Tribute to Mike Reedy



The sad part of the passing of Mike Reedy is there is a generation of RC racers who use products with his name on them, but will never get to meet the man behind them, or understand the countless hours he dedicated to the hobby we all love. Mike Reedy was never yelling at the track, or seeking the spotlight, but his dedication to racing, development, and the racers at the track were second to none. Since XRC has traveled the world and attended hundreds of races over the years, we had the privilege of getting to know the man who usually could be found by the start/finish line with a stopwatch, or sitting in the pits with a soldering iron next to him and a trail of smoke snaking up into the air.

Few can ever say they put the time and energy into the hobby as did Mike and those who need an inspiration can look at what the man did for racing and the hobby itself. Mike pushed the limits of brushed motors, and he also was an early supporter of brushless and had lots of input into that.

All of us at *Xtreme RC Cars* are deeply saddened at the loss, but we feel it's better to share some of the memories from those in the industry who knew and worked with him. Thank you Mike Reedy for everything you've done and the great memories you provided.

- Mike Velez, Derek Buono, and the staff at XRC



Many people aspire to be like this man.







**M**ichael Rae Reedy; mentor, sponsor, and good friend. I was introduced to Mike Reedy in 1985 by Jim and Jay Halsey, while I was working in the pro motocross industry. My first impression was, "Who is this strange guy with the funky hat and crooked nose?" I guess this didn't really matter because whoever he helped was blazing fast on the track, so I really needed to know this guy. As time went on, I grew to know Mike as an extremely generous person who helped make Associated and the Reedy what it is today. His influence on the team of drivers and their ability to win at the highest level of competition was second to none.

Mike was the main person who helped me get my job at Associated. He introduced me to Roger Curtis and Gene Husting in 1987, and during a Christmas luncheon at Associated, brought up the idea of me going to work for Roger as his design apprentice. Twenty-three years later, here I am at the helm of the company and I have no one more to thank than Mike for helping me get here.

~~I could go on and on with the many~~ stories of traveling around the world to races with Mike, and I will never forget those trips and experiences. I will always appreciate Mike's selfless devotion to our team, company, and our friendship.

Rest in peace, Mike. You are truly a legend in my eyes, and will never be forgotten because legends never die.

*Cliff Lett*

*Team Associated*

Mike Reedy was an amazing man, generous, innovative, and a hard-working leader in the R/C industry. I think we all met Mike at the track, a place he spent countless hours scouting talent, working on motors, and racing. Mike Reedy's impact on the RC industry will never be forgotten. He invested deeply in relationships and R/C and that will be his legacy.

*Pro-Line Racing  
Todd Mattson*

When I first came to Pro-Line and started attending major race events, Mike Reedy took me under his wing, as he did with most. He showed me how to travel, eat well, and make good friends, which was second nature for him. It was during this time that I experienced Mike's passion for the hobby, its community, and RC car racing firsthand. I observed Mike working on his business and with his race team in a manner that made it clear that it was not about the money. Mike was fueled by the love he had for the hobby and wanting to help and befriend others who had a similar passion for it. I will always be thankful to Mike for the kindness and friendship that he showed me and others alike and will forever miss his approach to competition that promoted camaraderie, honesty, and sportsmanship amongst young gifted drivers whom he called family. Thank you for the memories.

*Tim Clark*

I was so lucky to spend tons of time with Mike when I was the team manager for Team Losi. Even though we were on opposite sides of the track, Mike was always great to hang with, share life stories, and just flat out talk racing. He will be missed. Rest in Peace Mike

*Rich Trujillo  
Losi Category Manager*

Mike loved working with all of his racers or kids, as most of us were referred to, and everyone wanted to be a part of that, including me. In 1991 I had the opportunity to work be a part of the AE/Reedy team. At the time, I had no idea how much Mike would shape my life.

We traveled around the US together hitting every major event. After some early success such as getting 2nd just a few tenths behind Briand Kinwald at the Region 12 Championships, TQ'ing and winning both Reedy Race of Champions non invite class, and TQ'ing and finishing 2nd at the Florida Winter Championships, my road was being paved and Mike was right there encouraging me and working with me to be everything that I could be both on and off the track.

Mike always had a gentle way about him. He was encouraging through the more difficult times and, at the same time, he celebrated the triumphant times. I'll never forget the moments we had together at the track, traveling abroad to such places as Japan, Finland and England and the times we shared when I worked for Mike winding motors, balancing armatures and zapping batteries.

Mike - you inspired me for so many years. Thank you for all your unconditional love and support and for shaping me into the person I am today.

*Scott Hughes*

It's a very sad day in the world of R/C. A legend and an icon has passed! Mike Reedy passed away at 1:08am with several of his closest friends at his side. He was my competitor, my friend, my nemesis, my mentor. I will always respect him and think of him with the fondest memories. R.I.P my old friend!

*Ernest Provetti*



Since I first met Mike in the early 90s, he always impressed me – not only with his motor expertise but by the dignified way that he carried himself. I had nothing but respect for this man. He has already been missed in the last few years, and will continue to be missed.

A true gentleman.

My condolences to his close friends and family, and all those at Reedy/Associated.

*Dale Epp  
Protoform/Pro-Line*

I first met Mike Reedy in 1978 and even then, he was a legend on the R/C scene with his modified motors. But Mike was a lot more than just the most successful motor builder ever. He was instrumental in growing R/C into an international sport by being constantly involved as a forward-thinking leader during his term as IFMAR President.

Behind the scenes, Mike was a key to Team Associated's long run as one of the top racing teams. Mike was always on the lookout for talented upcoming racers to sponsor, many of whom went on to be World Champions. And while it was a rare sight due to his heavy workload helping team drivers, Mike would occasionally pick up a transmitter and enter the race as a driver. And let me tell you, a crowd would always line the track to see if he could handle the fastest motor you've ever seen.

Mike had the nicest and friendliest personality you'll ever meet. Always there for you if you needed help. Always looking for ways to make a faster motor. Always looking forward to the next event and chatting with all of the drivers. And he was a pillar of integrity, proving that a nice guy can finish first.

So RIP Mike, you had a great life, a successful career, and you left an everlasting impression on the R/C industry and the lives of countless R/C drivers.

*Kent Clausen  
Reedy Modifieds Driver*





# Feet DANGLE

**I** started racing and noticed everybody keeps their car on a car stand. Is this really necessary, or can I do without?

**A:** We also noticed that everybody ties their shoes at the track, but the answer for that is probably a few things. If you let the car rest on the ground (and this is probably more of a long-term storage issue) the soft compounds we use can actually "flat spot" and cause your tires to be out of balance. This isn't good for performance or the car. Keeping the car above the ground also takes the load off the springs; springs do wear and do have a memory so if they are constantly under load the rating can change. Therefore, taking a load off helps lengthen spring life. So there is technically a reason why you see all the tires dangling, but if people are doing it for the right reasons, we'll never know. It does also help when doing some maintenance.

## KUNG-FU GRIP

**I** snapped off my hex driver in my pinion gear. How do I get it off the motor and is the pinion gear garbage?

**A:** Hey, Mr. Kung-Fu Grip! Everybody has either stripped a setscrew or snapped off a tip in there. The super-small set-screw sizes make those tips prone to breaking, especially since you have to crank down on them (nobody likes to hear a pinion slip). The good news is they are pretty easy to get out. If the tip is jammed in there, just try tapping it with something hard and see if you can get the tip to move out. If that doesn't work, try using wire cutters and grabbing the nub sticking out. If all else fails, you will have to break out a drill or rotary tool and cut the screw out. You will ruin the pinion, but that's way cheaper than a motor, right?



## I Like'em LONG

**I** read in some other magazine that a long pipe makes more top-end power. Another friend said that was wrong. Which is it? Short or Long?

**A:** Seems like some others have big pipe envy. The right answer is that it really depends on many things like header length, size, and pipe design, but in general, a longer pipe is a low-end pipe. If you think about the engine having exhaust "pulses," the longer pipe is a longer pulse, and that length gives you more low-end power because the pulse can match the pipe length. Slower engine speed is a part of this, too. As the engine starts to climb over 35,000 rpm, the wavelength is shorter, and a shorter pipe will suit that top-end power more. Most people always seem to like low-end power since you spend more time at lower rpms than higher. So if you're looking for a pipe, odds are you'll want to find one that's more on that side of the scale.

## GOT A QUESTION FOR THE PROFESSOR?

**T**HE 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](http://www.rc411.com) to look, learn and help.

Neon sometimes is a good thing.

## SHOE MAINTENANCE

**H**ow do I tell when my clutch needs some maintenance?

**A:** Well, by the time you ask that question the answer is always yes. Nitro clutches require frequent maintenance to work at their prime and not cause you any problems. Aluminum clutches are really good these days, but require the most frequent maintenance. They develop flashing on the edges and can cause the clutch to hang up and overheat. This excessive heat causes bearing failure and can ruin your engine if you're not careful. After every race, take the clutch off and clean the shoes, clutchbell, and bearings. All that dust from worn shoes goes right in the gears and can ruin them quick. Take off the flashing and inspect for any signs of overheating (discoloration) or even excessive wear. Clutches are fairly cheap but are one of the most important parts on the car. A little extra love goes a long way.



# HPI BAJA FORUM

words: Scott G. | photos: Jesse Degraph

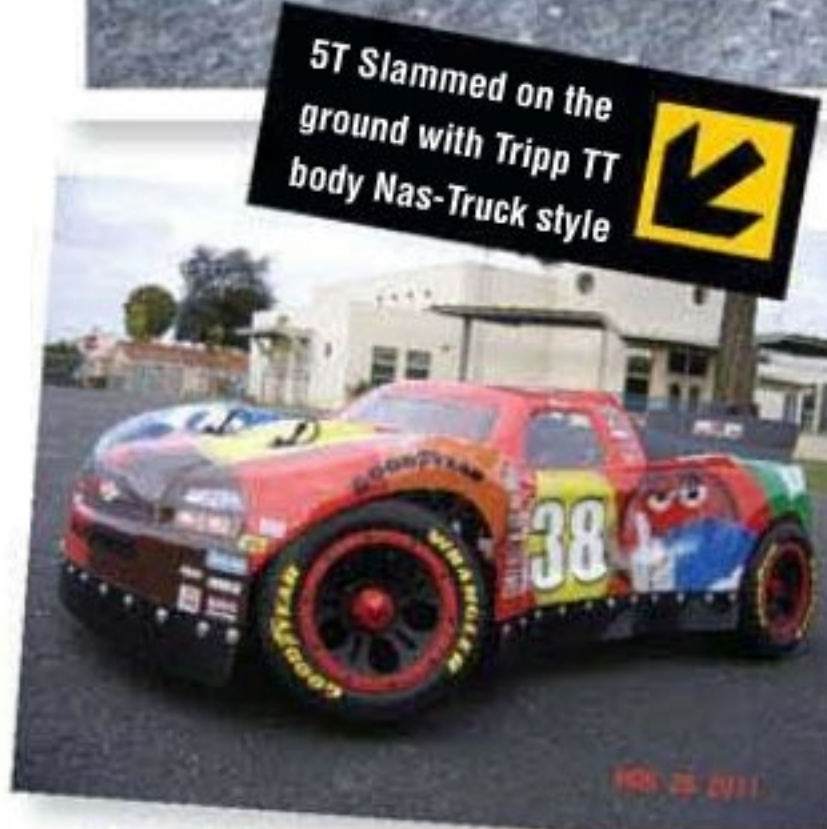
**T**HE HPI BAJA HAS BEEN OUT FOR A LITTLE MORE THAN 5 YEARS NOW. In that time, we have seen tons of new RC cars released, used up, and forgotten about. I am surprised that no other big company in the States has seen the value in making a 1/5 scale RC. I imagine the expense of development has to be astronomical, though with a shelf life like the Baja, doesn't it make sense to get in the game? The shelf life of the Baja is the most amazing part. Sure, HPI has released a total of 5 versions, the OG Baja 5B, 5BSS, 5T, 5B2.0, and most recently the 5SC. All of these versions have had improvements over the previous ones, but there certainly has to be more to the story as the popularity seems to keep growing and growing. I set out to investigate what has made this platform a mainstay in the hobby, and am rather surprised at what I found.

**F**irst and foremost, HPI did an amazing job creating a vehicle this large that is as strong as it is. I can remember conversations with Akira Kogawa (Baja designer) in late 2005. He expressed to me that this would be a fun vehicle for families to take to the local park. Of course, I asked him straight away about its jumping ability, as this thing—relatively speaking—weighed a ton! His eyes got really big, and he said, “the Baja should be able to get about 1 foot of air without having any issues.” I thought to myself, oh boy... these guys don't know what they are getting themselves into. Well, as I suspected, when the Bajas started hitting the street, people were floored at its speed and reliability, though the suspension just wasn't quite what the public demanded. The adjustable shocks and thin shock shafts just wouldn't stand up to the abuse of the end user. Akira was exactly right with his theory, and assuming you had a ton of respect for the Baja, it was more than up to the task. The only critical area HPI forgot to consider was what the customer wanted to do, and that was go bananas ripping up the local BMX track launching this thing to the moon! Thankfully, the Baja did its job, bringing smiles to the masses. Sure, it suffered parts failures, but that was at the hands of people who were demanding more than it was designed to handle.

Enter the next stage of the Baja evolution; this is the period when HPI had believers, people that were willing to deal with the failures and repair them and keep going versus just throwing it in the rafters of the garage and forgetting about it. That is the true testament to what HPI had created—a following. This following spent a lot of time on the HPI Baja Forum discussing experiences and their own fixes for what they considered shortcomings. Many of these guys are still die-hard Baja fans to this day, and have created and maintained full-time businesses around the Baja. What started as an open source style of helping one another



5B Custom Jake Hot Rod on slick tires



5T Slammed on the ground with Tripp TT body Nas-Truck style



5T Sand truck with Team Chase cage



5B Late Model pavement version



5T Hand fabricated Class 1 cage by 2Strokers





has turned into a competitive thriving segment within the RC industry. The main purpose of this segment was to develop parts that could withstand the abuse the customer wanted to dish out. This abuse was extremely unreasonable, but the aftermarket guys just kept their noses to the grindstone, building stronger and stronger parts. HPI wasn't sleeping through this process either, as they were constantly making running changes to kit components. If you take a few minutes to browse one of the many Baja parts retailers selling hop-ups, you will find it is almost possible to build an entire Baja using very few OEM HPI components—which is very eye opening!

Still, to this day I have many people ask, what is so special about this particular RC vehicle? The reality is, I can't fully explain what it is like to drive one; it is a rush, it just feels so real to be behind the wheel of one. I have spent my fair share of time in full-sized off-road race cars and Trophy Trucks, and I can easily identify with the Baja while driving it, what it is doing, what it is going to do when I give it input—that realism is what has me hooked. That and the endless possibilities to personalize the vehicle for whatever motorsport discipline you happen to be into. If you can dream it up, chances are there has been a Baja made into it. I spent some time over on the HPI Baja Forum recently and found a ton of different directions people have gone with this HPI Baja. Have a look at some of these creations, and imagine 20 or 30 of them racing on a Saturday night... what's not to love? 🤖

5T Poison RC Nascar Body with ton of scale detail



5SC Hand-built SS kit ready for battle.



5T's Scott G. built fully custom tube chassis desert race package complete with trailer and tow vehicle



5T In standard form with custom bits from Craftwerks RC



5B The RoofChopper tube chassis sand car



5B 33 Ford Hot Rod by Francois



5B Rat Rod by Francois



5B On-road car with Carbon fiber everything



5B On-road warrior with trimmed truck body and rear wing



5T Traditional Baja Bug body Pro-Line



5B East Coast Dirt Modified (EDM)

5B Late Model dirt oval version.



5B Gasser drag car Toys "R" Us hard body



5T Sand rail chassis by 2Stokers



5B Baja Modifiers Sprint Car kit



5B Super Modified pavement oval racer.







## GREX AIRBRUSH KIT

**G**rex isn't a new company; as a matter of fact, they've been around for quite a few years now. With the introduction of their new Tritium.TS Airbrush Combo Kit, they've only just recently begun marketing to the RC industry. This kit is geared toward the general hobbyist looking for a complete ready-to-paint setup all in one box. But what makes this kit ideal for the RC hobby, how does it stack up to the other brands, and how does it compare to the traditional style airbrush? We're going to take a look and find out.



### AIRBRUSH FEATURES

The star of the combo kit is the Tritium.TS airbrush, which is a double-action, pistol-style airbrush with a side mount gravity-fed cup.

**SIDE MOUNTED** • The advantage of having a side-mounted cup is that the cup can be adjusted 360-degrees depending on the angle the airbrush is held. This means if for some reason you wanted to paint while lying on your back, you could do so without spilling any paint whatsoever. Because the paint cup mounts on the side, Grex decided to make a mount on both the left and right sides to accommodate both left and right-handed users.

**QUICK FIT** • Grex's focus is on versatility and ease of use with all their airbrushes. Included is a pair of Quick-Fit™ Needle Caps. These caps are magnetic so they can be changed as needed fast and easy. For general-purpose use is the standard tip and for close-up detail work is the crown style tip. The crown tip allows the airbrush to be close to the work surface while still allowing air to flow out the sides for proper paint delivery. The crown design still provides adequate protection of the needle if the airbrush tip gets too close and bumps the work surface.

Another quick design from Grex is the Grex Micro Air Control (GMAC) Quick Connect Valve. This allows the user to quickly fine tune the air pressure right at the airbrush. The quick connect also allows the user to quickly change between airbrushes without having to unthread the air hoses. A bonus is that the GMAC quick connect and adapters are compatible with various other brands of airbrushes and are available separately. Perfect for those who already have airbrushing equipment.



**INTERCHANGEABLE PAINT CUPS:** Included in the kit are three different types and sizes of paint reservoirs. Two different size gravity-fed cups and one glass siphon-fed jar.

**PRESET ADJUSTMENT KNOB:** Preset knob can be adjusted to set the stop position of the airbrush needle.

**GRIP:** Ergonomic and textured grip for comfortable long-term use.

**FINISH:** Heavy-duty nickel chrome plating for a durable and easy to clean finish.

**SEALS:** Replaceable solvent proof seals compatible with most media.

**TRIGGER:** Rubber coated trigger for a comfortable non-slip grip.

**TIP:** Includes a TS3 (0.3mm) nozzle that is a good general-purpose nozzle for both coverage and details. Also available are TS2 (0.2mm) and TS5 (0.5mm) nozzles.





## COMPRESSOR FEATURES

Included in the combo kit is a compact 1/8-horsepower single piston oil-less compressor (model AC1810-A). The unique feature of this compressor is that it has an automatic shut-off. What this means is that while the airbrush is not in use, the compressor remains off. Only when the trigger on the airbrush is pulled back will the compressor turn on to maintain the proper pressure set.

**REGULATOR VALVE:** The regulator valve can be locked to prevent changing from the compressor vibrations.

**PRESSURE GAUGE:** The integrated pressure gauge is large and easy to read.

**MOISTURE TRAP:** Prevents water from entering the airbrush, which can cause contamination of the paints. An integrated petcock valve provides quick and easy purging of excess moisture when needed.

**RUBBER FEET:** Rubber suction cups keep the compressor in place and minimize vibration.

**AIRBRUSH HOLDER:** Integrated airbrush holder for convenient airbrush access.

**HANDLE:** The retractable handle provides a comfortable grip when carrying the compressor and stows away when not in use.



## BONUS

Additional "bonus" materials are also included in the combo kit to help get started. The included DVD contains helpful tips on setting up, cleaning, and maintaining the airbrush and compressor. It also contains several easy-to-follow exercises



for learning how to control and use the airbrush. Also in the box is a 1fl oz. bottle of Private Stock Grev acrylic paint. This paint is especially formulated for airbrushing and is perfect for learning how to use the Tritium.TS airbrush and compressor combo kit.

## PERFORMANCE

GreX's Tritium.TS airbrush is very comfortable to use and fits nicely in your hand. The dual-action trigger operates smoothly and is very responsive, delivering an even flow of paint with a nicely diffused edge. The air-first-air-last design of the trigger movement prevents any type of paint splatter when starting or stopping a new stroke. This is something that usually takes a little bit of practice to get the hang of when using a standard-style airbrush design, but with the GreX Tritium.TS, it is virtually idiot-proof. The only issue I found was when trying to get into a smaller body or tight areas to paint details. Getting the Tritium.TS in those tight areas with the larger grip and side mount cup makes it a bit difficult, but under most circumstances, the GreX airbrush works extremely

well. The pistol style handle also means a more relaxed grip resulting in less cramping, something most novice artist experience when first learning while using a traditional-style airbrush.

The operation of the AC1810-A compressor is quiet enough to be used indoors without being obnoxious. Airflow is very consistent with no signs of pulsating at all, providing a smooth even spray pattern. The easy-to-use air regulator and easy-to-read gauge makes adjusting the air pressure accurate and simple. When the airbrush isn't being used or in between paint strokes, the automatic shut-off feature kicks in, resulting in minimal noise.

According to Grex, the AC1810-A compressor is capable of a maximum output pressure of 60psi. While this is technically true, it's not completely

accurate. Yes, the regulator gauge does read 60psi when the airbrush isn't being used, but that drops as soon as the airbrush is used. After the trigger is pulled, the automatic shut-off doesn't come back on instantly; instead, the pressure drops down to about 40psi, at which point the compressor kicks on. The pressure will continue to drop a bit until the compressor stabilizes to maintain a constant pressure of around 32psi. According to Grex, this is the normal operating pressure and can vary depending on the nozzle size and airbrush being used. A larger size nozzle requires more airflow and therefore will result in lower constant pressures. A smaller airbrush or nozzle will allow higher operating pressures.

## CONCLUSION

Overall, the Grex airbrush combo kit is an excellent choice for the general hobbyist or novice-to-intermediate airbrush artist. For RC cars, it can be a bit cumbersome on the smaller bodies, but nothing that can't be dealt with. The fact that Grex has taken measures to make sure that their equipment is compatible with most other brands is a huge bonus. If you decide to purchase other brands, or if you have other brands already, you can feel comfortable that the Grex system will work with them. The quality of the Tritium.TS is top notch along with Grex's other airbrushes. Yes, Grex also makes traditional-style airbrushes to suit anyone's needs. But we'll leave those for another review.

## Scorecard:



## 9.5

### The Verdict:

An excellent airbrush for the general hobbyist at a decent price. However, hardcore airbrush artist may find the large handle a bit cumbersome when attempting to do detail work in tight areas.

### Connect:

**GREX**  
Part Number: GCK02  
Street Price: \$450  
[www.grexusa.com](http://www.grexusa.com)



# main main

Check us out online~



[www.xxxmain.com](http://www.xxxmain.com)

## Pre-cut Number-Kits

Die-cut for quick installation~ Includes custom number plates~ Completely universal~ Five full sets of #'s from 0-9



Paint Like a Pro~ Even When You Are Not

Over 20 Designs Available

Internal Graphics are super easy to apply~ Simply PEEL~ STICK~ and PAINT to make awesome custom paint jobs with YOUR colors~ YOUR layout~ and YOUR imagination~ Rid this hobby of one-color-wonders and hook up with xxx main for your rc graphic needs~

## Internal Graphics



UNIVERSAL FIT  
DIE CUT

FUEL PROOF



PEEL

STICK

PAINT





## Smuggling MOONSHINE

I live in the Tennessee Great Smoky Mountains and wanted a truck with a little "heritage." Here is my custom semi-scale crawler, "MoonShine." The body was a 1950 Chevy. I removed the bed and removed 1.5" from the centerline. It's powered by a 55T Axial motor, 2S LiPo, Novak LVC, and a dig unit. It also has Axial tires and wheels, with 2.5-oz. in the front, Venom Creeper differentials and trans, and STRC and Creeper links. I custom-made the front and rear bumpers, roll bar, bed, and bed supports. I carved all the accessories in the bed from basswood. I can honestly say that now when I go crawlin', I work up a thirst!

Thanks,  
**Keith "Bear" Weston**  
111 Hinkle Hill Way  
Newport, TN 37821

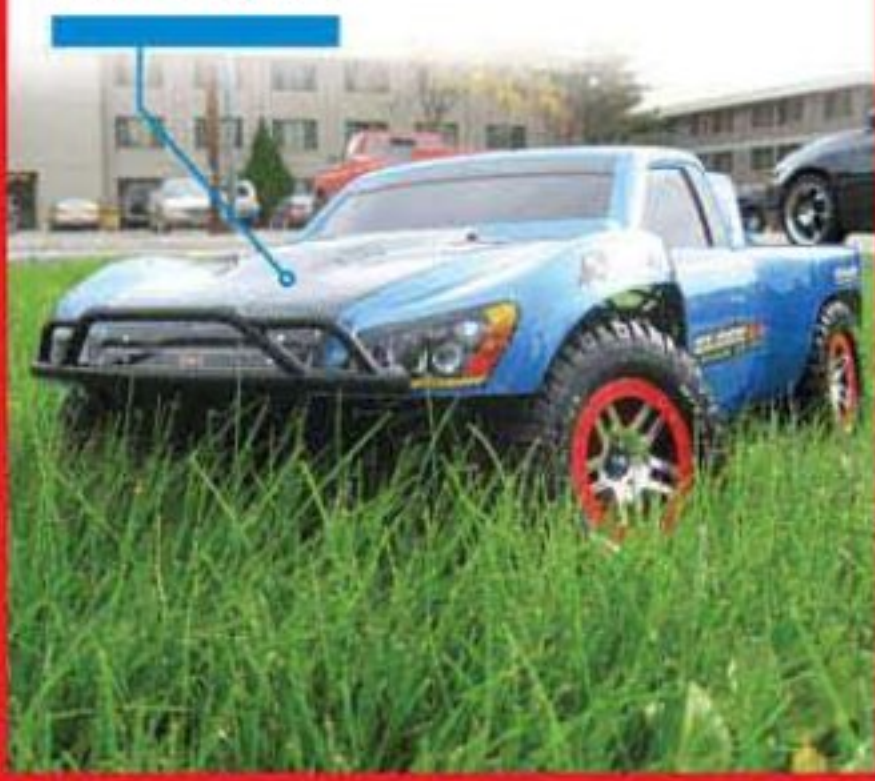


Them Duke boys are crawlers now?

## RIPPIN' & A' TEARIN'

Just wanted to share some pics of my 2010 Platinum Edition Slash 4x4. It's stock other than the 2650kv Mamba Monster Brushless System. I'm running an 18T pinion gear and a 3S 3700mAh Common Sense RC battery. Every time I run it, I rip a tire off the rim! Some black Pro-Line Split Six V2 wheels with some Knuckles tires are next on my list. Thanks for making such a great magazine, and keep up the great work.

**Mike Snyder**



## ARMY STRONG

Howdy, my name is Ryan Stauffer. Today, I'm sending in a couple of shots of my Traxxas Slash 4x4. I bought this truck used for \$50 when it was less than a month old in brand-new condition. The kid I bought it from said he got bored one day and completely disassembled the entire truck to see how it worked but then couldn't figure out how to put it back together. So I took home the box of parts, and in a couple of hours, I had the truck back together and running. After bashing with it for six months or so, I decided I wanted to try my hand at the local indoor off-road track. So I picked up a new Pro-Line Silverado body and had some vinyl cut with the Army theme to commemorate my time in the Army, my two tours to Iraq, and my fellow brothers and sisters who continue to serve. The truck is running the stock Velineon brushless system powered by a 5000mAh 30C 2S LiPo. The truck has also

been fitted with Integy piggyback shocks and RPM arms all the way around, along with an RPM rear bumper and mudflap kit. I would greatly appreciate it if y'all would show my truck in your magazine. It means a lot to me to go out and represent the Army at the race track each week.

Thank you for your time,  
**Ryan Stauffer**  
Carbondale, KS







## Po-Dunk

Here is my AX-10 with its new Pro-Line VW Baja Crawler body. I got this thing three years ago, and I tell you, I have never had so much fun going slow. This is the second body I have done. I decided to let the stickers be the graphics 'cause my hobby shop didn't have much of a choice of colors. I'm a budget crawler so my gear mostly consists of stock RTR gear: Integy 60T brushed power plant, Losi Rock Claws, and Axial aluminum links. Thanks for a great magazine. The only bad thing is I think the only store in the po-dunk town I live in has quit carrying it, so I will have to get a subscription for sure if I don't win one. Your mag is the only one I like to read.

Thank you

**Jeremy Christensen**  
Rock Springs, WY

## I Do?

First would like to say, great magazine. I love reading all the tips and reviews of the new stuff. I would like to share some pictures of my Slash that I painted and had my best man drive in my wedding as the ring-bearer. I hope you like them as much as we do and put them in the magazine. My Slash is basically all stock other than the buggy body. The rear tires are IMEX Clawdogs, and it has an RPM front bumper.

**Kevin Julian**



## FTW!

Sup, everyone, I'm Joseph Fleckenstein from Fort Campbell, KY. First and foremost, let me tell you that you guys rock. Here I have my two Team Associated vehicles, RC8B and FT SC10. Right after I got my first RC car (Traxxas Nitro Sport), I got really hooked on the hobby. Anyway, here are some of my hop ups for each vehicle. Once again, thank you!

I hope everyone enjoy my pics, from a huge fan FRP (Fleckenstein Racing Power)

**Joseph Fleckenstein**  
Fort Campbell, KY

### RC8B HOP UPS

- Reedy 121 VR Motor
- Reedy Exhaust System
- Integy Hop Ups (chassis brace, F/R towers, front bumper, etc.)
- Servos: Steering Hitec HS-5645 MG, Throttle Hitec HS-985 MG
- Pro-Line M3 Crime Fighters
- Futaba 3PM w/3ch Receiver

### FT SC10 HOP UPS

- Novak SS Pro 17.5
- Havoc 3S ESC
- Rear Sway Bar (med)
- Pro-Line M2 Bow-Fighter Tires
- LiPo battery 7.4V 30C 5000MAH
- Integy Front Bumper
- Servo Hitec HS-5645 MG
- Futaba 3ch Receiver



### 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!

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

Digital files should be sent to:  
**derekb@rc411.com**  
Please put  
"Racers' Rides"  
in the subject line.

Sorry we no longer accept print photos at this time. If you still use film save up money by not printing the photos out and get a digital camera. It's 2010! We'll have flying cars soon.



DX3R PRO  
SPEKTRUM



Drive like an expert.

With all it has to offer, the DX3R PRO will take your driving to the next level.

# go faster.

## ADVANCED ERGONOMICS

Everything about the DX3R PRO is made to fit the way you drive, from the easy-to-read backlit screen to the large grip. Right- and left-hand settings are also included, as well as an optional dropdown steering wheel.

**HORIZON**  
H O B B Y

horizonhobby.com

©2011 Horizon Hobby, Inc. The Spektrum trademark is used with permission of Bachmann Industries, Inc. US patent 7,391,320. Other patents pending. The Spektrum logo is a registered trademark of Horizon Hobby, Inc. 32490

  
**SPEKTRUM**  
The Leader in Spread Spectrum Technology



# MONSTER TO THE CORE

**REVO 3.3**

**45+ mph**  
Model 5309

**EIGHT-TIME NATIONAL CHAMPION**  
**UNDEFEATED!**  
**BEST NITRO TRUCK**  
**2005-2011**  
RC Car Action Readers' Choice Awards

**TRX 3.3**  
RACING ENGINE

**2.4GHz**  
With Traxxas Link

**OptiDRIVE**  
Nitro With Reverse

**Over \$100 of Premium Running Accessories INCLUDED!**

**Monster innovation, monster versatility, and supreme size** come together in the one truck that could only come from Traxxas. Now more than ever, the new Revo 3.3 defines what it means to be the **pinnacle of monster truck performance**, the standard bearer for cutting-edge innovation and boundless capability that all others are measured against. The inboard suspension system delivers more **bump-eating travel** than any other monster, while protecting the shocks from debris and damage. The TRX® 3.3 engine pumps extreme power to scream past 45mph, with **electric starting** for instant action. The new Revo 3.3 is pure monster to its core with its massive presence, meaner gaze, and feature-rich capability. More importantly, Revo's **advanced engineering** equips it for fun, and the new Revo 3.3 delivers even more of it!

Learn more and download action videos now at  
**Traxxas.com**

**TRAXXAS**  
THE **FASTEST** NAME IN RADIO CONTROL®

© Copyright Traxxas 2011. 1P-5309-Monster-Core-XT-110527

Find more issues at  
[magazinesdownload.com](http://magazinesdownload.com)