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DEC 2011 / ISSUE 191

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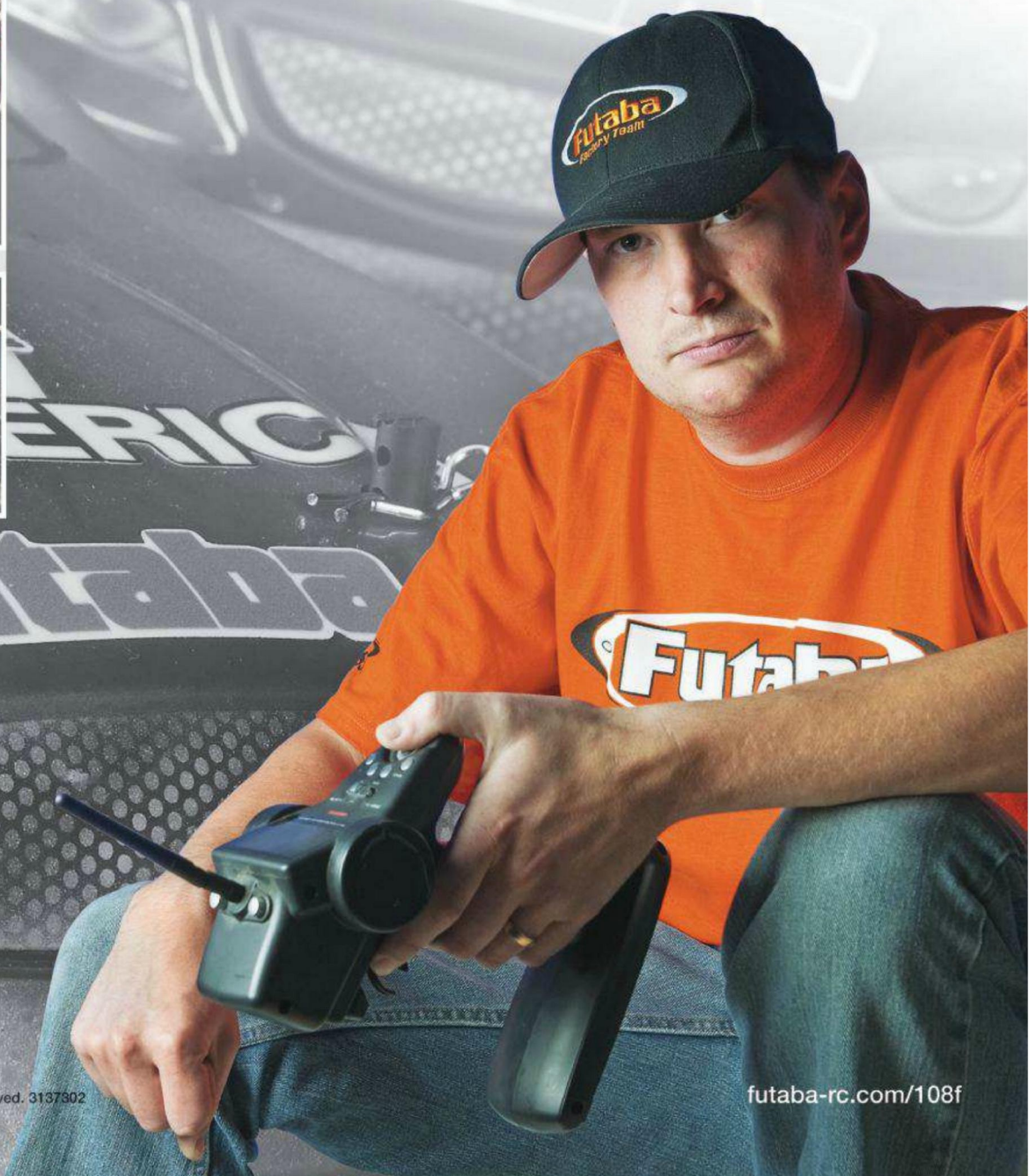


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It's All About Trust...

Paul Lemieux wasn't yet a teenager when he began winning races with Futaba radios. Now at 27, he's one of the world's BEST on-road drivers — free to use any equipment he wants.

What radio is he using now? Still Futaba. The one that helped put him on the winning track is the only one he trusts to keep him there.



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PURE ADRENALINE
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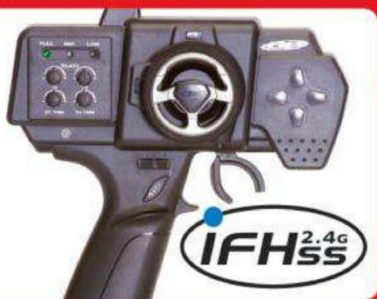
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SC10 4x4 Lucas Oil/RC10.COM RTR: Part #90005



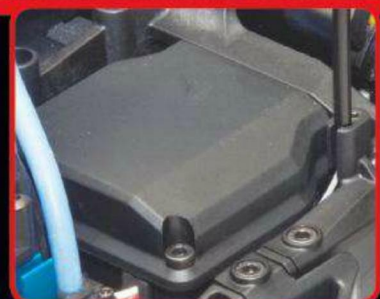
XP3-SS 2.4GHz 3-channel radio system



Water-Resistant XP SC1200-BL ESC with Deans® Ultra Plug® battery connector



Reedy 3500kV 550 4-pole brushless motor with 5mm output shaft



Enclosed water-resistant receiver box with removable ESC tray for easy clean up

SC10 4x4 Short Course Performance in a Ready-To-Run!

Team Associated, the only r/c car company with 26 I.F.M.A.R. World Championships is proud to present the SC10 4x4 Ready-To-Run! Starting with a clean sheet of paper, the engineers of Area 51 set out to design the ultimate four-wheel drive short course racer, the SC10 4x4. Now Team Associated's SC10 4x4 is available as a Ready-To-Run!

The SC10 4x4 RTRs are R/C replicas of the short course race trucks driven by Carl Renezeder, Travis Coyne, Kyle and Todd LeDuc in the Lucas Oil Off Road Racing Series.

The SC10 4x4 RTR has a unique composite modular

chassis design with sealed receiver box and removable ESC tray for easy maintenance. Other innovative features such as 13mm big bore shocks, a decoupled slipper clutch, and a hybrid belt/gear drive system make 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.

Also included is a 2.4GHz radio system, metal gear steering servo and a LiPo-ready ESC rounding out the SC10 4x4 RTR as a potent short course race machine!

- 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 Ready-To-Run Electric
4WD Off Road Race Truck

Official R/C Car of the



BRUSHLESS

Ready-To-Run

Rockstar Trademark is used under license from Rockstar Inc.



SC10 4x4 Pro Comp/Team Associated RTR: Part #90006



SC10 4x4 Rockstar/Makita RTR: Part #90007

- XP3-SS 2.4GHz 3-channel radio system with S2008MG metal gear steering servo
- Water-Resistant High-Power, LiPo-ready XP SC1200 Brushless Speed Control with Deans® Ultra Plug® battery connector
- Reedy 550-SL 3500kV 4-pole brushless motor
- 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
- Factory painted and decaled Championship short course racing body
- 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

ae

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SLAYER PRO 4X4

50+
mph



Slayer Pro 4X4's hard-anodized, Teflon®-coated aluminum GTR shocks represent the pinnacle of off-road performance, offering silky smooth damping and a serious factory-works look. Thanks to the extra tough hard-anodized finish, shock performance stays true and consistent for less maintenance and better handling, run after run.



**MARK JENKINS
EDITION**



**GREG ADLER
EDITION**



**MIKE JENKINS
EDITION**

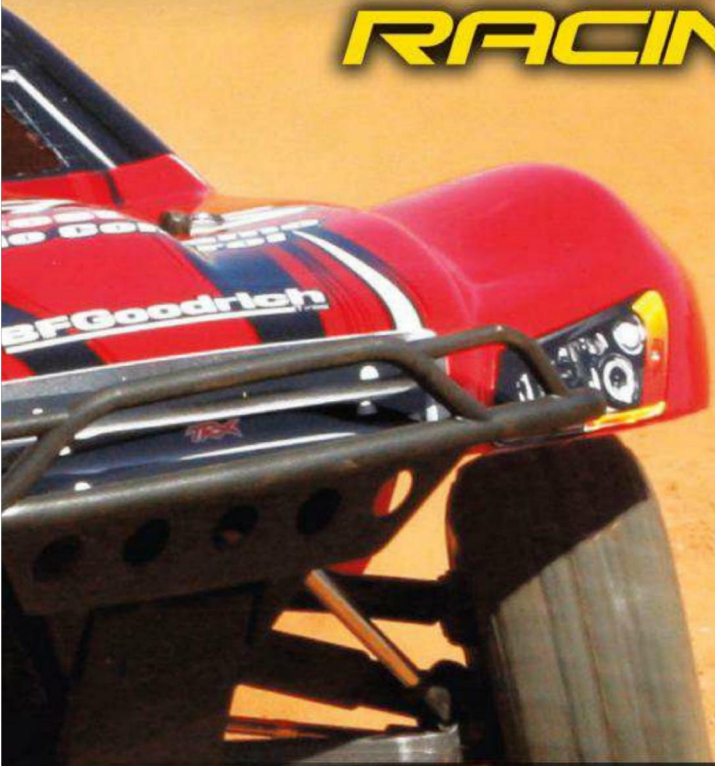


**DOUGLAS/OBERG
EDITION**

*With optional gearing, sold separately.

Douglas/Oberg Edition includes Kumho Replica Tires. All other body styles include BF Goodrich Replica Tires. BF Goodrich® Mud Terrain™ T/A® tires are trademarks of BF Goodrich® Tires. Road Venture MT tires are trademarks of Kumho Tires.

MAXX-SIZE YOUR NITRO SHORT COURSE RACING ACTION!



Bigger. Faster. Louder. The new Slayer Pro 4X4 delivers the screaming sound and ballistic thrust that every nitro driver craves. Now with a 10% larger footprint, Slayer Pro 4X4's new longer wheelbase chassis and wider-track stance deliver enhanced stability in rough conditions and radically improved high speed cornering for incredible side-by-side, fender-banging racing action. Extreme TRX® 3.3 power punches hard and revs fast to rip past the competition. The amazing Revo®-Spec linkage-based suspension and hard-anodized GTR shocks deliver seemingly bottomless suspension travel that simulates the handling and jumping ability of full-size Pro 4X4 trucks. Slayer Pro 4X4's new bodywork and officially licensed BFGoodrich® or Kumho tires bring together scale looks and 50+mph performance for all-day fun, excitement, and competition. It's the nitro short-course truck that could only come from **Traxxas, The Fastest Name In Radio Control.**

Extended Chassis and Wide-Track Suspension



30mm Longer!

26mm Wider!



New, longer suspension arms increase track width by more than one inch for planted cornering and high-speed stability.



High-Torque Waterproof Steering and Throttle Servos

A race truck needs powerful servos for responsive performance, and Traxxas delivers with high-torque waterproof units. The 2056 throttle servo provides 80 oz-in of muscle, and the digital 2075 steering servo swings the tires with 125 oz-in of precision power.



Realistic looks, realistic performance. Slayer Pro 4X4's officially licensed tires have excellent grip in the dirt and just the right amount of slide on pavement. The tires are mounted and pre-glued on impressive 2.2" split-spoke wheels.



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!

TRAXXAS

THE FASTEST NAME IN RADIO CONTROL®

COVERAGE: ROAR ON-ROAD FUEL NATS & PRO-LINE SURF CITY

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ON THE COVER

Team Associated's revamped RC8.2 rips it up better than before! Photo by Jason Boulanger.

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Xtreme RC Cars

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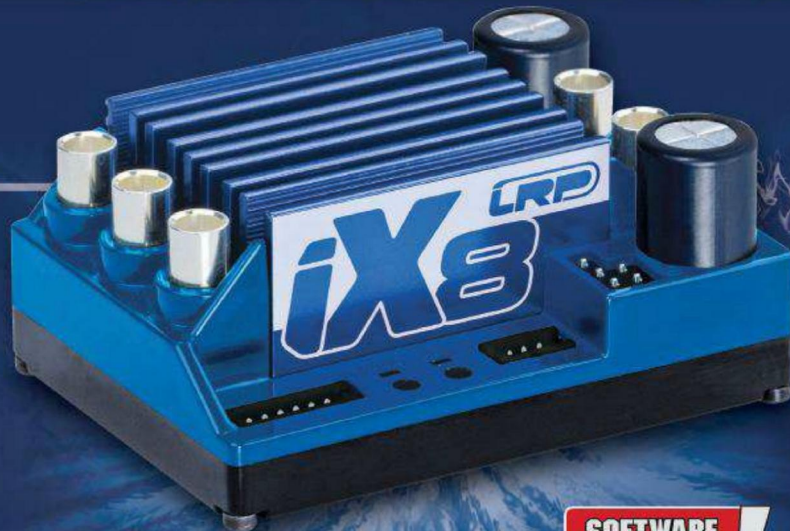
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WORLD CHAMPION BRUSHLESS TECHNOLOGY



iX8

iX8 - HIGH-TECH SPEED CONTROL

LRP's first, full-blooded 1/8 Brushless speed control designed from the ground up. Specifically developed for the higher voltage needs in 1/8 scale, LRP presents the all new iX8 as the ideal bash and race speed control. The best in brushless racing technology comes together in this speed control protected by its hard case to deal with the rough and tough race and bash conditions. The power connectors as well as the cooling fan connectors are pluggable. The LRP iX8 is also suited for the usage of 2S-6S LiPo batteries.

**SOFTWARE
UPDATABILITY**

- **2S-6S LiPo operation:** Wide input voltage range (7.2V-22.2V) for versatile use, with a powerful 6A switching BEC.
- **Sensored Design:** Sensored technology for high precision & intelligent motor management which will achieve the best drive & brake feel.
- **USB Software Updatability:** Benefit from all the latest performance improvements and updates available at www.LRP.cc!
- **Special 1/8 power profiles:** Special 1/8th power profiles for the finest adjustments in all conditions, includes all team profiles.
- **Forward/Brake + Forward/Brake/Reverse:** Fully adjustable drive-modes with different brake/reverse adjustments
- **Revolutionary Internal Temp Check System 3:** Allows you to read out the maximum internal temperature for the speed control & motor
- **100% pluggable connections:** No solder design - maximum convenience. Includes ready-to-use wires for all connections
- **Cut-off voltage / LVC adjustable**

**UNCOMPROMISING & OUTSTANDING PERFORMANCE
AT THE HIGHEST LEVEL HAS A NAME - iX8!**

Specifications:

Part No.	Motorlimit ²	Voltage Input	Brushless	BEC
LRP80880	None	7.2V - 22.2V	Forward/Brake/Rev	6.0V/6.0A

DYNAMIC

THE NEXT GENERATION IN 1/8 BRUSHLESS POWER!

The all new Dynamic 8 motor was designed specially for the needs of 1/8 scale electric drivers:

- High torque
- High efficiency for low temperatures
- Robust/universal construction

The new multi-slot winding creates the same torque as a bullet. At the same time we were able to improve the efficiency over the full rpm range; less power is lost into heat which means more power to the wheels! A decisive advantage at your next 1/8 scale event!

- **Heavy-duty XTEC B8 housing:** Machined from solid 7075-T6 aluminum and fully re-buildable
- **High torque design:** Special design with 4 pole magnet and 12 slots for high torque
- **CoolTemp motor design:** Highly efficient design with optimized cooling for low running temperatures
- **Precision balanced rotor:** For ultimate reliability and maximum RPM
- **Oversized ball bearings:** Oversized ball bearings for high performance and durability
- **Universal fit:** Fits all 1/8 Brushless cars
 - Multi-mounting system for M3 or M4 screws
 - For diameter, length and shaft see technical data
- **LRP-Sensored Technology:** LRP's World's winning sensor system for the best power, throttle/brake-feel and efficiency.



Specifications:

Part No.:	LRP53230	LRP53240	LRP53270
RPM Per Volt:	1800KV	2200KV	2600KV
Weight:	10.23 oz	10.23 oz	10.23 oz
Magnet Material:	All Sintered 4 Pole		



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Make the Most of What You've Got

Sponge bath? We'll take it!

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DAKOTAH PHEND - TEAM LOSI RACING
2011 NATIONALS 4WD
SCT CHAMPION

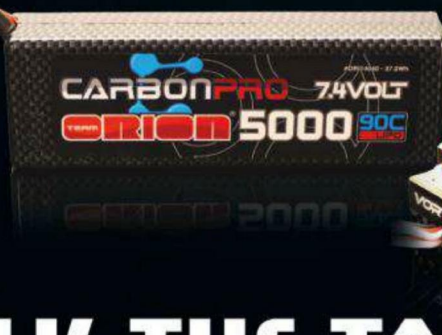
JARED TEBO - TEAM ORION
2011 NATIONALS 2WD MODIFIED
TRUCK/ 4WD MODIFIED BUGGY

DUSTIN EVANS - TEAM LOSI RACING
2011 NATIONALS 2WD MODIFIED
BUGGY CHAMPION

RYAN CAVALIERI - TEAM ORION
2011 WORLDS OFF-ROAD
WORLD CHAMPION



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CHAMPIONS



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R10 PRO**
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TALK THE TALK. WALK THE WALK.

**TEAM ORION® ELECTRONICS:
BUILT BY CHAMPIONS FOR CHAMPIONS.**

What do the drivers above have in common? They all trust Team Orion to power their vehicles to victory. Team Orion Carbon Pro batteries, Vortex brushless motors and the four-time national champion R10 Pro ESC deliver the performance needed to dominate the track and smoke the competition. When you're ready to step up your game, choose Team Orion and experience a whole new level of performance.

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TEAM ORION®

ENGINEERED PERFORMANCE. RACE PROVEN



POPULAR, HARDCORE & OBSCURE

**WHERE'D
NOVEMBER GO?**
Due to manufacturing issues beyond our control we had to forgo the production of our November issue. Subscribers will get credited an issue to their subscriptions. We apologize for this. Look for the January issue on-sale December 27th.

Over the years certain parts of the RC hobby go through a cycle. All of the classes seem to have it happen. Some repeat the cycle faster than others, and others stay at one end of the spectrum indefinitely. That cycle, or time line is "popular, hardcore, and obscure."¹

Right now Short Course is what's popular and one can make a case for electric being the bigger part of that. Nitro 1/8-scale is still in the popular category, but it is leaning toward the "hardcore" part of the cycle.² The hardcore segment is where the class isn't the hot new segment that's getting people into the hobby, it's the part where the people really into the hobby are racing or bashing.

The next step in the cycle is being obscure. There are lots of micro segments that really are the obscure part of the hobby. These people are really hardcore and the most passionate. So much so, they tend to get very sensitive that they're in that part of the hobby. In fact, most of the hobby is in obscurity. Rock crawling, drifting, oval, touring car, carpet racing, truck pulling, drag racing, and whatever else you probably like is really the obscure part of the hobby.³

Don't get me wrong, I love these parts of the industry. The people are the most passionate, the cars have lots of time and love spent on them, and because they're not mainstream, these people also usually have to make parts themselves. That passion is inspiring.⁴

I wanted to call out the obscure RC'ers because we here at the magazine appreciate you and are a part of that crowd, too. I recently attended the Nitro Fuel Nationals. Watching the obscure part of the hobby reminded me that it's not always about what's popular. But the popular side does feed our strange cyclic hobby.⁵



Godspeed,

Derek Buono

Executive Editor

derekb@rc411.com

TEAM RANTS

MIKE VELEZ (BECAUSE SCANDINAVIAN JIU JITSU ISN'T AS APPEALING)



MY FAVORITE FOOTBALL TEAM:
Lions! Bandwagon Baby!
THE SPORT I PLAYED AS A KID:
Soccer. I kick the ball.
MY FAVORITE SPORT:
Brazilian Jiu-Jitsu.

DEREK BUONO (IF COLLEGE ROCKS, WHY DO THEY LEAVE FOR THE NBA?)



MY FAVORITE FOOTBALL TEAM:
The Jets. When I was a kid it was the logo. Now it's because a friend is a coach.
THE SPORT I PLAYED AS A KID:
All of them except football.
MY FAVORITE SPORT: College Basketball. Stay on strike NBA - college rocks!

JAMES REVILLA (NOT REAL CATS, FIGURE IT OUT.)



MY FAVORITE FOOTBALL TEAM:
The Oakland Raiders for life.
THE SPORT I PLAYED AS A KID:
Skateboarding, basketball and soccer.
MY FAVORITE SPORT: Kitten wrangling. Not sure if it's really a sport, but it sometimes feels like it is.

MIKE MCMAHON (WOULD SHACK UP WITH MADDEN)



MY FAVORITE FOOTBALL TEAM:
STEELERS STEELERS STEELERS!
THE SPORT I PLAYED AS A KID:
Baseball. Fun to play but BORING to watch.
MY FAVORITE SPORT: NFL football is my drug. Da da da dahhhh, da da...da da.

DAVE PALACIOS (SEVERAL YEARS - FROM AGE 26-33, TO BE ACCURATE)



MY FAVORITE FOOTBALL TEAM:
In my country we call it soccer. Viva Mexico!
THE SPORT I PLAYED AS A KID:
I played little league baseball for several years.
MY FAVORITE SPORT: I don't watch a lot of sports, but when I do... I prefer basketball.

CARL HYNDMAN (CARL LIKES GETTING BARRELED.)



MY FAVORITE FOOTBALL TEAM:
San Diego Chargers. Go Bolts.
THE SPORT I PLAYED AS A KID:
Swimming, Skateboarding, Surfing.
MY FAVORITE SPORT: Surfing. Nothing like getting barreled. Although riding a bike is pretty good too.

BRIAN SKINNER (YOU CAN TELL BY HIS SIZE: IT WASN'T GYMNASTICS)



MY FAVORITE FOOTBALL TEAM:
RAMS when they were in L.A....now GREEN BAY!
THE SPORT I PLAYED AS A KID:
You can tell by my size: FOOTBALL.
MY FAVORITE SPORT:
Motocross.

JASON BOULANGER (YOU MEAN YOU'RE ONLY 8?)



MY FAVORITE FOOTBALL TEAM: The Raiders, because seeing their fans usually make me feel better about myself.
THE SPORT I PLAYED AS A KID:
I think I played basketball when I was 6 or 7.
MY FAVORITE SPORT: Bowling: it's the only sport with an ash-tray built into the equipment.

MATT OLSON (STILL HITS FROM A TEE)



MY FAVORITE FOOTBALL TEAM:
Cowboys! Gotta love those cheerleaders!
THE SPORT I PLAYED AS A KID: Little league baseball. (so yeah like 3 months ago.)
MY FAVORITE SPORT:
Competitive girlfriend carrying.

1. Almost sounds like it's an adult film rating system.

2. Sorry 1/8th scale you are on notice.

3. Cue the angry emails about how I am wrong.

4. There are some amazing skills out there.

5. Obscure doesn't mean it's not bad-ass. We are obscure as a magazine.

BIG TIME POWER!

When push comes to shove, the **HIGH VOLTAGE, DIGITAL HS-5765MH** can roll with the punches. With heavy-duty, metal gears and 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



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REEDY *International Offroad Race of Champions* *returns*

January 26th-29th, 2012

REEDY OFF-ROAD RACE OF CHAMPIONS IS COMING!

THE 2012 REEDY INTERNATIONAL OFF-ROAD RACE OF CHAMPIONS IS RIGHT AROUND THE CORNER. This event has had great success and is now a permanent fixture on the racing schedule. This race in its second year at West Coast R/C Raceway in La Mirada, CA will be held from January 26th-29th 2012. Entries are limited to 200 spots for the open classes and 30 Invitational drivers. The event will continue with its format with 2wd Open and 4wd Open classes along with the Invitational 2wd/4wd. Contact: Inquires regarding the event should be directed to reedyrace@rc10.com.

What happened to Hot Rod?

BUILD-A-WRAITH

Axial is now offering their latest Wraith 4WD Rock Racer in an unassembled "Builder's Kit" for those of us who like our own specs. The Wraith kit shares many features with the RTR, including hardened steel universal joint axles, 7mm threaded aluminum lower links, WB8 Wild Boar driveshafts, AR60 OCP-Axle (off center pumpkin design), locked differentials, 4-link suspension geometry, full tube frame composite chassis, 2.2 Raceline Renegade Wheels (black) and Ripsaw Tires (R35 compound), high performance competition shocks and soft springs. Electronics are not included, and the clear body panels allow you to paint yours however which way you wish.

Part Number: AX90020

MSRP: \$299

www.axialracing.com



1/8 THUNDER POWER

Thunder Power RC is proud to introduce the all-new Z3R-8 Sensored Brushless Motors for the RC surface market. Designed, developed and tested at the hands of top racers world-wide, Z3R-8 Sensored Brushless Motors are built to deliver maximum performance and reliability. Thunder Power RC's Z3R-8 Sensored Brushless motor series is designed for use in 1/8th scale, off-road vehicle applications. Z3R-8 motors are high-powered for pro-level performance and are available in 1400Kv, 1900Kv, 2100Kv and 2400Kv for any buggy. Each motor is constructed from high-quality materials including a balanced, high-strength 4-pole neodymium rotor, high-temperature coated copper wire and plated copper solder tabs, while features including easy-to-set adjustable timing from 0—25 degrees and fast-switching, high-temp sensors make it easy to maximize performance. The Z3R-8 motors are compatible with brushless sensored and sensorless electronic speed controls for flexibility in power system optimization. All Z3R motors are designed and developed from the ground-up, tested rigorously and race-proven in the hands of top racers world-wide including Paul Lemieux and others, Z3R brushless motors are built to deliver maximum performance and reliability.

Part Number: Varies by wind

MSRP: \$210

www.thunderpowerrc.com



A LITTLE 8IGHT FOR YOU

Derived from the 8IGHT platform, the 1/14-scale 4WD Mini 8IGHT is great for the aspiring electric buggy racer looking for an affordable electric buggy. Equipped with a 4500Kv brushless system, Losi 2.4GHz radio system, Spektrum SR300 receiver, all-metal gear transmission and full ball bearings; the Mini 8IGHT is only slightly smaller than 1/10-scale buggies, but is loaded with performance. Key features include a shaft-driven drivetrain, heavy duty, 2.5mm anodized aluminum chassis and shock towers, Spektrum SR300 receiver with 2.4GHz DSM® technology, 7.2V 1100mAh NiMH battery pack with EC2 connectors, front and rear metal gear differentials, aluminum threaded and oil-filled coil-over shocks, an aluminum motor mount and heavy-duty adjustable turnbuckles.

Part #: LOSB0224

www.losi.com



HOT DATES DECEMBER 2011

RACE GUIDE KEY

■ On-Road Race ■ Off-Road Race

02: **Spektrum Offroad Championships**
Milwaukee, WI - SGN's Trakside Hobbies
www.trackside.com

03: **UF1 Winter Series**
Chino, CA - TQ Raceway
www.uf1series.com

03: **ROAR Region 12**
La Mirada, CA - West Coast RC
www.westcoastraceway.com

11: **13th Annual Toys 4 Tots Race**
Huntington Beach, CA - Surf City
social.rcracing.com

17: **UF1 Winter Series**
Chino, CA - TQ Raceway
www.uf1series.com

19: **Zoo City Raceway 2011 Invitational**
Asheboro, NC - Zoo City Raceway
www.zoocityraceway.com

25: Christmas
31: New Years Eve

2012 IIC LAS VEGAS GOES OFF!

Ah Sin City. What could be better than to go to one of the craziest cities in the world and race our cars? Well for those fortunate enough to attend this year's 2011 IIC (International Indoor Championships), that dream was a reality. With over 400 participants (record entry), this event took place at the Riviera Hotel on the famous CRC Ozite carpet. This event has many classes for every level of racing, but it was Yokomo Factory Driver Naoto Matsukura who would dominate the mod classes. The young Japanese driver took the modified 1/12-scale class and modified TC class to show that experience on the carpet isn't as important as raw talent and determination. The driver started off each of the mains by sitting up front in TQ position and went on to clinch both classes in impressive fashion over a very impressive field.



How many of you have a bear?

+8 FOR THE WIN

Team Associated debuted the new +8mm chassis in prototype form at the 2011 I.F.M.A.R. World Championships with stunning results, taking the World Championship title, TQ honors, and the top two steps on the podium! Now, racers world-wide can upgrade their B4 or B4.1 to the latest specs with the new B4 +8mm Conversion Kit. The additional 8mm of added wheelbase helps make the B4 easier to drive and more stable without sacrificing the critical traction needed for lower-grip tracks. The conversion kit fits B4 FT, B4.1 FT, and B4 RS RTR (a new body required.)

Part Numbers and MSRP:

9636 B4 +8mm Conversion Kit, \$50

9637 B4 +8mm Chassis only, \$35

9638 B4 +8mm Battery Strap \$18

www.rc10.com



SHORT COURSE, OF COURSE

The All-New ECX 1/10-scale Torment Short Course Truck combines scale looks with features typically found in higher priced vehicles. The Torment takes the ECX vehicle lineup to the next level and includes a Spektrum DX2E radio system with SR200 receiver. It also comes standard with ball bearings, oil filled shocks, custom battery strap, Dynamite power system, Dynamite SpeedTreads Shootout tires and wheels and a 2WD transmission with gear differential. The Torment is ROAR-legal. Part Numbers: ECX4000 (Red/Grey), ECX4100 (Blk/Org) MSRP: \$220

www.electrixrc.com



RUMORS, RANTS AND TIDBITS!

WHEN IS MOD TOO FAST FOR A FACTORY DRIVER?

TOP FACTORY PROS REPRESENT THE ELITE IN RC RACING. THEY HAVE THE SKILLS AND FACTORY SUPPORT TO RUN AT THE HIGHEST LEVEL WITH THE MOST ADVANCED EQUIPMENT. Chances are you'll never have the skill to hang with these guys at the big events and their lap times will always be a dream for you. Us mere mortals are usually relegated to the slower classes like stock, or sportsman, where the thrill of the podium might be a possibility and designed to make racing enjoyable and practical for racers of similar experience and technique. Organizers have even gone a step further and introduced "Amateur" divisions where racers are restricted from any help and advertising and marketing by the racer is either illegal or frowned upon. After all, for on-road there is plenty for the pros to sink their teeth in to with Mod Sedan, Mod 1/12-Scale, etc., right?

Well it seems like the mod classes just aren't enough, and the manufacturers have turned to their elite team to post some results in the slower classes to market their products. We've seen some of this in the past, with classes like the 19-turn brushed motor division bridging the gap between the mod drivers and the stock drivers, but it was unheard of to see an IFMAR World Champ throw a "soft" motor in his car in order grab another win.

This year at the 2011 IIC (International Indoor Championships) in Las Vegas, the lower classes saw the same list of drivers in the a-main



who usually dominate the podium of major mod events. In 1/12-scale 13.5 class, it was pan car legend Mike Blackstock who grabbed the win, but what was even more surprising, was the win in Superstock Sedan by multi-IFMAR Champ Atsushi Hara. That's right, Hara won the class with a 17.5-turn motor. Think about that one, and let's hear what you have to say. Write us here at Xtreme Magazine.



JCONCEPTS



PERFECT 10

- 1 - Advanced Formulated Tire Glue
- 2 - Tire Rubber Bands
- 3 - Hazard 12mm hex +3mm offset wheels
- 4 - Bar Codes SCT Tires
- 5 - Aluminum 4mm serrated locking wheel nut
- 6 - Illuzion - Matte vehicle stand
- 7 - Manta V2 OSFM Body
- 8 - Rulux 12mm hex wheels
- 9 - Silent Speed Spur Gears for Associated vehicles
- 10 - Profiled SCT inserts

WWW.JCONCEPTS.NET



FACEBOOK.COM/JCONCEPTS



YOUTUBE.COM/JCONCEPTSLIVE
YOUTUBE.COM/JCONCEPTSRACING



JCONCEPTSRACING.NET

SCAN FOR MORE
PRODUCT INFO
AND THE VIDEO





KYOSHO FANS GET A NEW PAN CAR

Kyosho has just released some information on their new Plasma Ra 1/12-scale pan car. Tis new car is scheduled to be released at the end of this year, and the car includes a standard-style 1S LiPo battery configuration with rear link suspension, side damper tubes and will be compatible with US-type wheels. Yes the class is competitive and with a long list of cars to battle with, Kyosho is still confident the car has what it takes to get to the winner's circle. We will wait to get word on whether Kyosho USA has plans to import this car, but with the many other companies going toward the trend of moving the battery longitudinally, our guess is as good as anyone else's.

Part Number: 30422

MSRP: \$TBD

www.kyosho.com



HIGH VOLTAGE

Here are a couple of new Futaba High Voltage Servos designed to handle the increased power load of LiPo cells! The S9352HV and S9353HV are superb all-around, multi-application servos that can be used in 1/8-scale Truggies and buggies. Both are protected against water and come equipped with dual bearings and super-tough titanium gears. The S9352HV has a metal center case while the S9353HV features a full metal case for added durability.

Part Numbers and MSRP:

FUTM0720 (S9352HV), \$200

FUTM0721 (S9353HV), \$300

www.futaba-rc.com



STRC WRAITH STEERING UPGRADE

Team STRC's new CNC Machined Aluminum Steering link for the Axial Wraith features 7mm thick aluminum tubes for lower and upper steering links. The upper link features a slight bend that allows for all the power and torque from the servo to be transferred in a perpendicular angle to the arm of the knuckle to ensure no power is loss in the transfer. The links are available in Gun Metal, Black, Green and Silver. Part Number: STA80073**)

MSRP: \$13/set

www.teamstrc.com



Pan car sticks around, and we have no idea why.

TRAKPOWER PIT STUFF

TrakPower's new Gear Grease gives superior lubrication to reduce friction and wear for gears, universals, thrust bearings and other applications. It's waterproof with specially formulated "non-sling" properties. Meanwhile, TrakPower Rosin Core Silver Solder provides strong solder joints with low resistance and high conductivity. Environmentally safe, it contains no lead and has 3% silver content. Restock your pit with both and have a nice day.

Part Numbers and MSRP:

TKPC8008 Waterproof Gear Grease (2-oz.), \$4

TKPR0975 Rosin Core Silver Solder (15g), \$12

www.trakpowerusa.com



RTR CHAMPION

The new HPI Racing D8S combines World Championship-winning heritage behind the HB D8 combined with the ready to run flexibility of HPI radio gear and the bulletproof Nitro Star F3.5 engine. Because the D8S chassis and suspension parts are exactly the same as the HB D8, the D8S is ready to upgrade with Atsushi Hara Edition parts from HB! Features include the HPI TF-40 2.4GHz radio system, Nitro Star F3.5 engine, TF-40/RF-40 2.4GHz 3-channel radio system with failsafe and drop-down steering wheel, SB-5 steering servo, SF-10W waterproof throttle/brake servo, 4mm 7075 aluminium chassis, composite chassis braces, oil-filled gear differentials with spiral-cut diff gears, dual fiber disk brakes, HB solid suspension arms, oil-filled HB Big Bore shocks with threaded aluminium bodies, steel turnbuckles, HB racing wheels and tires, a full set of rubber-sealed ball bearings, and more.

Part Number: 106116

MSRP: \$830

www.hpiracing.com





TOO MUCH POWER

...is never a bad thing.

Protek RC

A higher level of performance

BATTERIES • CHARGERS • POWER SUPPLIES • BEARINGS • SCREWS & NUTS



PUNISH THEM ALL

The Punisher body by JConcepts for the Associated RC8.2 FT is the meanest, nastiest thing out for 1/8-scale buggy racing. Throw everything you know out the window, the Punisher separates itself from the rest of the bodies on the market with its distinctive styling. The slight cab-forward treatment is amongst the most aggressive in class giving the Punisher top notch performance. The RC8.2 features a slightly longer chassis and the Punisher body is a drop-fit for this updated version of the championship winning buggy. Blended wing / body design gives additional down-force to the side-pods and windshield which increases drivability, corner speed and jump control. The rear base of the cab area represents the latest offering for 1/8-scale buggy racing featuring a super low profile design for increased engine cooling, air flow and escape. Includes protective film, window masks and decal sheet.

Part Number: 0218

MSRP: \$29

www.jconcepts.net



SADDLE PACK A PUNCH

New from TrakPower is this 2S 7.4V 5400mAh 60C LiPo saddle pack that's ROAR legal for competition. Its hard case offers protection from the elements and crash damage, and the saddle pack is equipped with female bullet connectors.

Part Number: TKPC0420

MSRP: \$120

www.trakpowerusa.com



IT'S 50-DEGREES

With 50° of steering and a 60% increase over the stock Wraith dogbone setup, these new OCP Universal Joint Axle Set provides smooth action for a higher performing, efficient drivetrain. The Oversized 1/8-scale design is made of hardened steel to handle extreme power.

Part Number: AX30780

MSRP: \$45

www.axialracing.com

BUG OUT

The new DuraTrax 1/10 scale VW Baja Bug gives drivers a blast from the past! Features like "MagnaFlex" components and Stress-Tech protection let drivers take over tough turf with confidence and because the Bug is ready-to-run with a 2.4GHz radio, motor and ESC, they can "drop the hammer" and go anywhere! Scale detail includes light bars, bumpers, roof racks, modified fenders and an exposed engine, complete with dual exhaust. Features include a 2.4Ghz radio system that is fully compatible with Futaba FHSS (Frequency Hopping Spread Spectrum), rugged all-terrain tires mounted on bead-lock style wheels, Photon Speed 2 19T Motor, waterproof Sprint 2 Plus waterproof ESC with LiPo cutoff, oil-filled shocks, waterproof radio box, waterproof servo, gear differential, adjustable slipper clutch, a full set of ball bearings, and fully adjustable suspension. You can get the VW Baja Bug in one of four different colors

Part Number: varies by color

MSRP: \$299

www.duratrax.com



Decisions... Decisions.



NEW!

Impact

13107 (1:10 Rear) 13307 (1:10 4WD Front)

The IMPACT tire features a dense small square lug pattern with offset lug rows in the center of the tire to deliver maximum forward traction and good wear characteristics. The two outer rows of lugs are parallel to create a circumferential groove at the edge of the tire to give the tire very predictable side bite. This allows the car to rotate in the center of the turn while still feeling very stable and predictable entering and exiting the turn.

NEW!

VEKTOR

13209 (1:10 2WD Front) 13309 (1:10 4WD Front)

The VEKTOR tire features a low profile tread design which is ideal for hard packed indoor and outdoor tracks. The directional tire design allows you to choose between mild or aggressive handling characteristics depending on which way you run the tire.

The staggered center bars on the 4WD front provide extra forward bite regardless of the direction of the lugs. Last but not least the carcass design, lug size and lug spacing have been designed to balance tire wear vs. traction to deliver a great value to the racer.





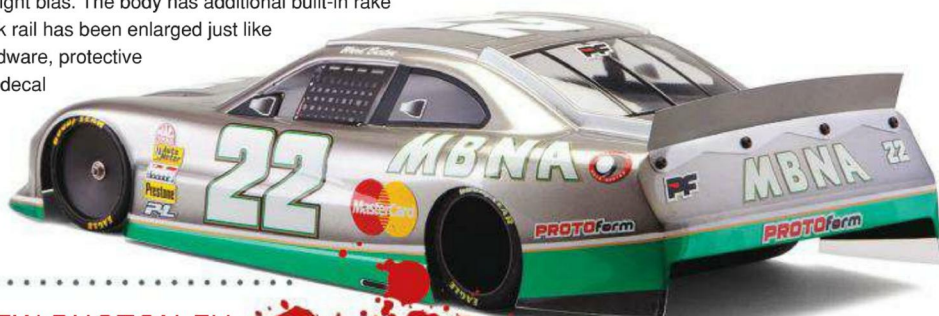
ROUND AND ROUND

Check out PROTOform's new oval race body, the "Gen 2" TCC (Today's Cup Car) - the second iteration of the ever-changing look of the modern NASCAR series Sprint Cup racer. It now features an add-on blade spoiler and a double step splitter/spoiler on the front valance. The left side now features a bumped out area for added battery clearance and left side weight bias. The body has additional built-in rake for great stability and handling. The rear window/truck rail has been enlarged just like the 1:1 racer. It's equipped with spoiler mounting hardware, protective overspray film, window masks and a comprehensive decal sheet that allows you to detail your car just like your favorite NASCAR star. This body will also fit most popular 200mm sedan chassis

Part Number: 1232-21

MSRP: \$24

www.prolinerracing.com



TOP RACING DEVELOPING NEW PHOTON EX

Touring Car racers have a lot to choose from, but TOP Racing has a new Photon in the works called the Photon EX that they hope will continue their winning ways.

Keen eyes will spot some changes on this prototype version, but don't hold your breath since the company is expected to make more changes as they approach the expected release date of early 2012. Changes include a more centralized battery placement, dual bellcrank style of steering, and other lap-time-lowering changes.

www.top-racing.jp



65x65

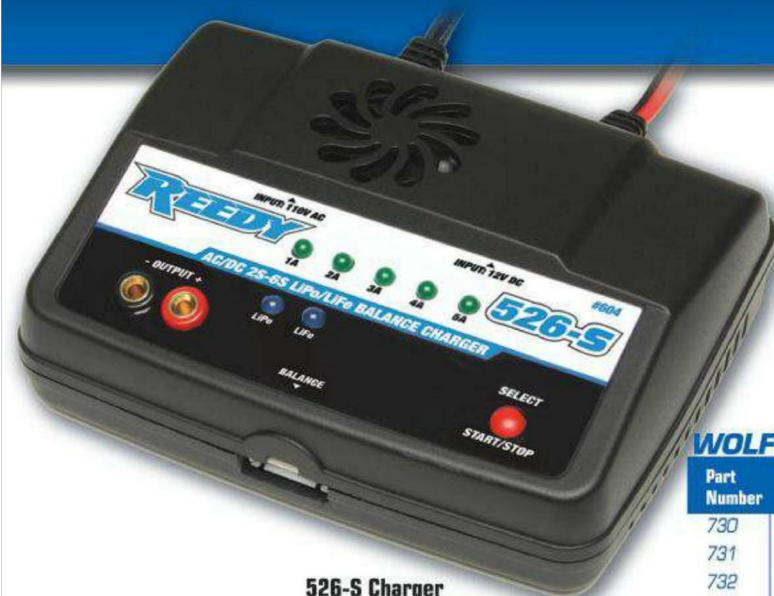
If you've got a need for power, check out Revtech's new "65x65" LiPo packs. Featuring 6500mAh capacity and a 65C

rating, these 2S 7.4v LiPo packs feature a hard case and are available with Deans Ultra

or bullet plugs.
Part Number: REV2013
(Deans), REV2014 (bullet)

MSRP: \$200/ea.

www.teamepiconline.com



526-S Charger
#604

526-S CHARGER

Great features at an economical price make the Reedy 526-S AC/DC 2S-6S LiPo/LiFe Balance Charger the perfect choice for all LiPo and LiFe battery charging requirements. Simple to use in a compact package, all functions are controlled with a single button. The charging process is as simple as connecting your battery and pressing the start button.

- AC/DC power input
- Selectable charge rate of 1 to 5 amps
- LiPo and LiFe compatible
- Balance charges 2S-6S batteries
- Simple one-button operation
- 12-bit microchip CPU controller
- Deans® Ultra Plug® connector
- JST-XH balance harness

WOLFPACK LIPO BATTERIES

Part Number	Capacity (mAh)	Nominal Voltage	Max. Charge Current (A)	Continuous Current	Burst Current	Dimensions (mm)	Weight (g)
730	3000	7.4 (2S)	6.0	25C (74A)	50C (147.5A)	24.5 x 47 x 139	201.0
731	3300	7.4 (2S)	6.6	35C (116A)	70C (231.0A)	24.5 x 47 x 139	215.8
732	3400	7.4 (2S)	6.8	35C (119A)	70C (238.0A)	25.1 x 47 x 139	225.0
733	3700	14.8 (4S)	7.4	35C (130A)	70C (259.0A)	35.0 x 47 x 139	432.0
734	6500	7.4 (2S)	13.0	25C (163A)	50C (325.0A)	25.1 x 47 x 139	334.0
735	3900	11.1 (3S)	7.8	35C (137A)	70C (273.0A)	25.1 x 47 x 139	345.0



SERPENT FOLLOWS AND PUSHES THE TREND

Serpent has some pretty interesting stuff, and they just announced that they have a new car which follows the latest in pan car design and technology. Labeled the Serpent S120 Link-Tube, this car is the newest in their line of successful pan cars. After a full season of testing and racing, the design uses a layout that is said to focus on optimal weight distribution by balancing the LiPo battery, motor and ESC. The chassis is said to be symmetrical for even flex, while the new top deck and alu poles maintain stiffness where it is needed. The front end looks to carry on the design of the previous version and the rear end is now fitted with 7075 T6 anodized aluminum parts and a new layout to accommodate the new battery placement. The company will also offer an upgrade option to owners of the older S120-L kit.

Part Number: #TBD

MSRP: \$TBD

www.serpent.com


MINI ZERO FIVE

Tamiya's TA05 chassis has been a perennial favorite of the 4WD R/C touring car scene. Tamiya's designers have now incorporated its proven components into a new, unique 1/12-scale R/C chassis design. This chassis combines the TA05's 2-belt driven 4WD drivetrain with a 210mm wheelbase (overall chassis length: 292mm) and has a carbon-fiber double deck layout. It also features an aluminum motor mount which holds the front midship motor and spur gear. The TA05 gearboxes are equipped with gear differential units (37T) and the suspension uses M-chassis components such as suspension arms, universal shafts, and aluminum dampers. Separate suspension mounts are used to enable easy suspension toe-angle adjustments. The steering setup features durable aluminum components for precise control. This chassis is designed for use with Item 55105 Tamiya LF Battery LF1100-6.6V Racing Pack (M-Size) and it will be compatible with new 1/12 scale R/C car bodies that are under development (existing M-Chassis bodies are also compatible).

Part Number: 84255

www.tamiyausa.com


Sonic 13.5 Stock
#942

Sonic 4.5 Modified
#950

Sonic 17.5 Stock
#941

Sonic 8.5 Modified
#945

- Lightweight design
- Optimized air flow
- Dual precision ball bearings
- High-strength balanced sintered rotor
- Adjustable timing
- Completely rebuildable
- Competition proven
- 200mm sensor wire
- Sensorless or sensorless operation
- Built to ROAR/EFRA/IFMAR specs

Sonic Motors also available in:

#940 Sonic 21.5 Stock
#943 Sonic 10.5 Modified
#944 Sonic 9.5 Modified
#946 Sonic 7.5 Modified
#947 Sonic 6.5 Modified

#948 Sonic 5.5 Modified
#949 Sonic 5.0 Modified
#951 Sonic 4.0 Modified
#952 Sonic 3.5 Modified

SONIC 540 BRUSHLESS MOTORS

Designed strictly for competition and already proven at the highest level, Reedy Sonic brushless motors feature a lightweight case design with extra-large, strategically placed vent holes to reduce operating temperatures. Lower temperatures result in less fade over the course of a race, longer run times, and increased motor life. A precision balanced high-strength sintered rotor is supported by dual ball bearings for maximum RPM and reliability. Adjustable timing and a variety of optional rotors allows for fine tuning for particular applications and tracks.

www.ReedyPower.com


REEDY

26021 Commercentre Dr., Lake Forest, CA 92630

SC10RS

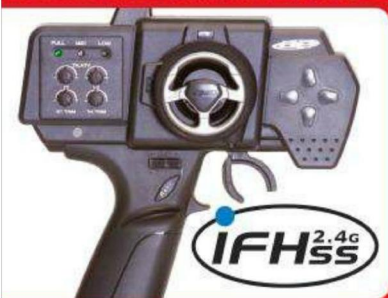
SHORT COURSE-RACE SPEC



CASEY CURRIE EDITION



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



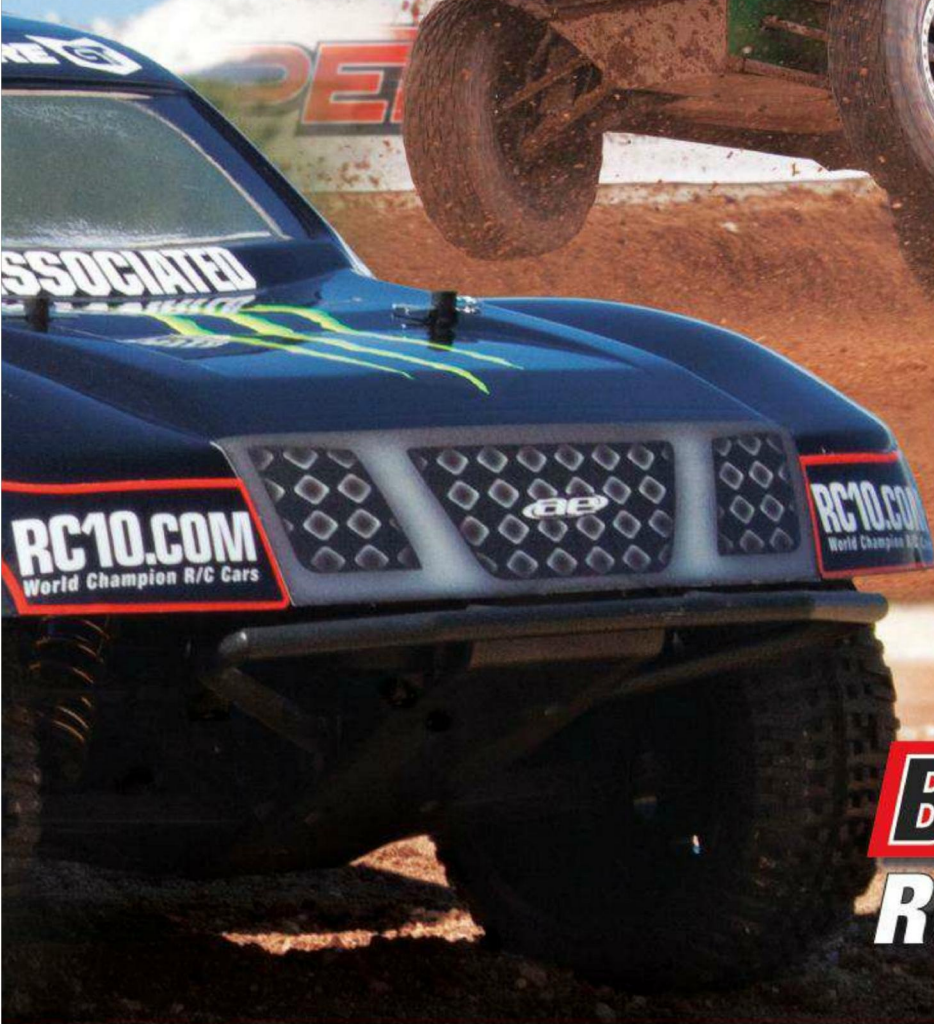
Hex-drive wheels front and rear

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



Official R/C Car of the



BRUSHLESS Ready-To-Run

Official Monster Energy Licensed Product



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

THE OFFICE

BACK IN THE DAY...

As James was assembling the Tamiya Fast Attack reviewed in this issue, it got us all talking; reminiscing really. We all started talking about the first RC cars we wanted as kids (or in Jason and Matt's case, a couple of years ago), but had to settle for what we actually got because of our limited budget. So we decided to summarize our first venture into the RC hobby with what we originally wanted, what we ended up with, and what vintage RC car we'd like to own today.

CARL HYNDMAN

I got into RC's around 2001 when I saw parking lot racing going on; I was amazed. So naturally I wanted a touring car and ended up with a Yokomo MR4TC Worlds Edition. Today, I'd probably get a gold tub RC10. I think having a vintage racing class would be lots of fun.



MIKE VELEZ

I started out my RC career with a Tamiya Hornet back in 1985. I wanted a Fast Attack, but had to settle thanks to my budget. Now, I think a Tamiya Super Champ with the mono-shock oil reservoir would be sweet.



DAVE PALACIOS

I started in 1987 with a Tamiya Blackfoot. Originally I wanted a Bruiser, but it was well over budget. I actually ended up buying an original Bruiser a couple of years ago for cheap, but recently sold it (for a profit) because I never drove it. I still have a Traxxas TRX-1 though with original running gear and a Tamiya Dyna Storm.



HOTSHOT

JAMES REVILLA

I got into RC about the same time Madonna's "Lucky Star" was on the radio. Back then I wanted either the Tamiya Hotshot or the original rear-motor Kyosho Optima 4WD. Both were out of my price range, so I went with the Tamiya Hornet... "Anytime, Baby!" As for vintage, "I'm the Juggernaut!" I miss that truck (cough).

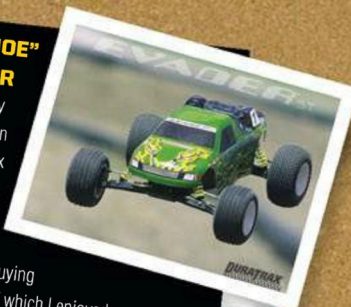


MIKE "CHUCK" MCMAHON

In 1989 (was Matt even born yet?) I originally wanted a Tamiya Avante, but ended up with a Blackfoot instead. Like Carl, I'd wouldn't mind having the original gold tub RC10 sitting on my shelf.

JASON "SHOE" BOULANGER

I got into RC fairly recent (2002) when the Traxxas T-Maxx was all the rage. Unfortunately it cost too much, but I did ended up buying a Duratrax Evader ST which I enjoyed very much. After seeing James build the re-released Fast Attack, I wouldn't mind owning one of the originals.



MATT OLSON

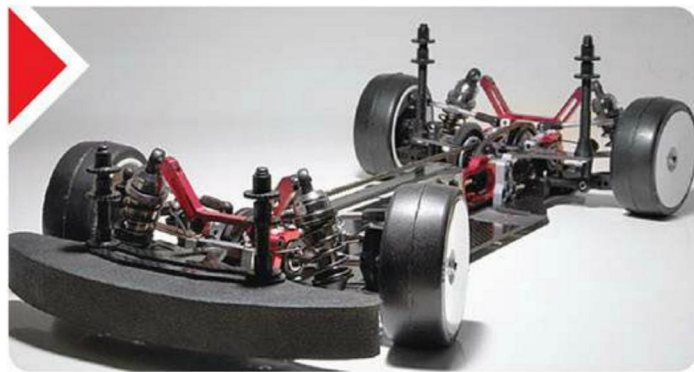
I bought my first RC car in 2001. I really didn't care what I got as long as it was an Associated RC10 or Losi XX. I ended up buying my brothers fully loaded XXT for 250 bucks. Since my memory only goes back to the XX days, I'd really like to own a Losi XX4.



CORALLY HAS A NEW CAR IN THE WORKS!

Corally has a new car dubbed the "HMX," which is scheduled to be released in the near future. Details are on the down low, but by looking closely you can see some pretty interesting features. The most striking feature is the aluminum shock towers that incorporate a design to change angles by use of shims attached to ball ends. This is the first time many of us have seen this design and those who claim innovation is dead, might want to start rethinking. The Dutch company also claims that some of the features shown in the prototype car could change as the car makes its debut, so until we receive more info, you'll just have to let your imagination do its thing.

www.corally.com



REAR EXHAUST TIME

Those of you Baja 5SC owners who want to rock rear pipes can now do so without custom mods, thanks to RPM's new Rear Bumper Mount for the HPI Baja 5SC.

It uses RPM's 5B / 5T rear skid plate, coupled with an all new bumper mounting system that perfectly mates with stock components while keeping the rear bumper in the stock location. The RPM Rear Bumper Mount for the HPI Baja 5SC is a five-piece design that eliminates the two stock components that would normally interfere with a rear-mounted exhaust pipe. Designed for strength, durability and exhaust pipe protection, the new parts weigh more than 5 grams lighter than the stock components they replace. RPM Rear Bumper Mounts are molded in black in their trademark blend of extremely tough nylons and are backed by RPM's world-renowned limited lifetime breakage warranty.

Part Number: 82312

MSRP: \$28

www.rpmrcproducts.com



Modified Parts for the HPI Baja 5B & 5T

YOUR #1 SOURCE FOR PERFORMANCE AFTERMARKET PARTS



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
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*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

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QUICK 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.

words: Jeff Eveleigh

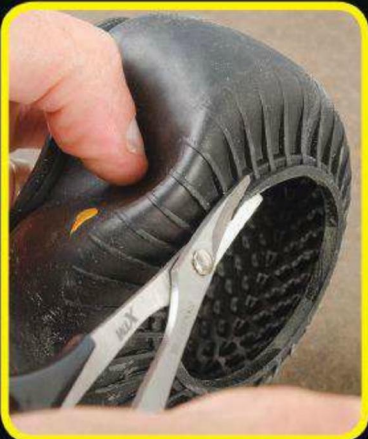
PRE-HEAT YOUR SLIPPER

Your slipper clutch is what allows you to drive like a lunatic with your throttle finger while keeping available traction in check. One of the biggest obstacles a manufacturer has when designing a slipper clutch is getting it to stay consistent throughout the race so you can feel confident in grabbing a handful of throttle anywhere on the track without spinning or looping out. How much a slipper slips can vary as it heats up. This causes a cold slipper at the beginning of the race to function differently than it will after a few laps. To help keep your slipper consistent all race be sure to pre-heat it during your warm-up or practice laps. You don't have to do much here other than drive at least a few turns hard to get that slipper slipping. You can even just hammer out a few practice starts or push your car down and tag the throttle a few times to warm up the vital slipper parts. Cold slipper clutches tend to be a little "grabby" making it hard to snag that holeshot without tire spin so warm her up and be the first to dive into turn one after the tone.



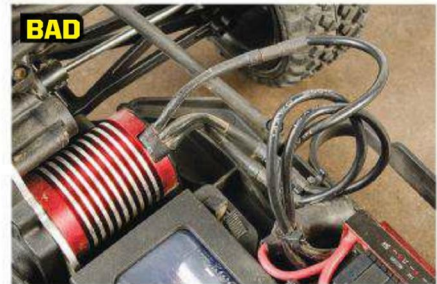
BEAD FIT

When mounting up a fresh set of rubber tires it is important that they are round and true. This can only be accomplished if the tire bead drops easily within the grooves in the rim. Sometimes this fit is a little snug making it difficult to push the bead all the way in and once glue is added to the mix it is easy to glue the tire that isn't round. To help prevent this flip your brand new tires inside out and trim a small strip of rubber away from each of the beads. Remove only a tiny bit of material, say 0.50mm or so. Flip your tires back the right way and put them on your rims (don't forget your tire inserts). The bead should drop easily into place and now you're ready for glue.



PROTECT YOUR WIRE

Brushless motors are the greatest technology to hit this hobby providing huge power with next to no maintenance. However, there is one area of a brushless motor that is somewhat delicate and that is the sensor wire that connects from your motor to ESC. If this sucker gets damaged in any way your race is over so put a little thought into how you can protect it. Most sensor wires come with a strong shielding but this still leaves some of the wires exposed close to the plug. Your best bet for protection is smart routing. Use tape or zip ties to hold your sensor wire close to your chassis in a place where it isn't sticking out allowing it to get hooked and torn out or cut during those unavoidable get-togethers with other cars.



CHECK YOUR AXLE BEARINGS

It is common for your axle bearings to become damaged without you even knowing so be sure to check them often. General wear or even a crash that side-loads a hub bearing can cause it to become damaged, gritty, or even completely fail. The problem with not tending to a damaged bearing in your hub is that it will cause excessive wear to your axle grinding away good material which will cause a sloppy fit even when a fresh bearing is put in place. Pull your wheel off and pop out your axle bearings often for inspection (especially the outside one). It only takes a few seconds and costs a couple bucks to replace a damaged bearing but it will keep performance maximized while preventing unnecessary wear to your universal drives.



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2.4 GHz
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MOTOR, FLUX RAGE SPEED CONTROLLER, 2.4GHZ RADIO SYSTEM
AND PAINTED BODY



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TROPHY FLUX TRUGGY

#107018 RTR TROPHY TRUGGY FLUX W/ 2.4GHZ 1/8TH SCALE
4WD ELECTRIC TRUGGY WITH FLUX SCREAM BRUSHLESS MOTOR,
FLUX RAGE SPEED CONTROLLER, 2.4GHZ RADIO SYSTEM AND
PAINTED BODY



✓ 2.4 GHz RADIO



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SWITCHING BETWEEN NITRO & ELECTRIC

BE A DUALLY

words: James Revilla

SO YOU'VE HAD YOUR FILL OF ELECTRIC POWERED RC, AND YOU WERE THINKING OF TRYING OUT NITRO; or maybe you're a nitro head who wants to take a break from carbs and needles and want to try a plug-and-play electric vehicle for a bit. The question then is, how would you make the transition to either? What other equipment do you need? What important details should you know? If you're thinking of switching over from voltage to fuel or vice-versa, we've got you covered. This month we'll go over what you need to know when going from electric to nitro or nitro to electric.



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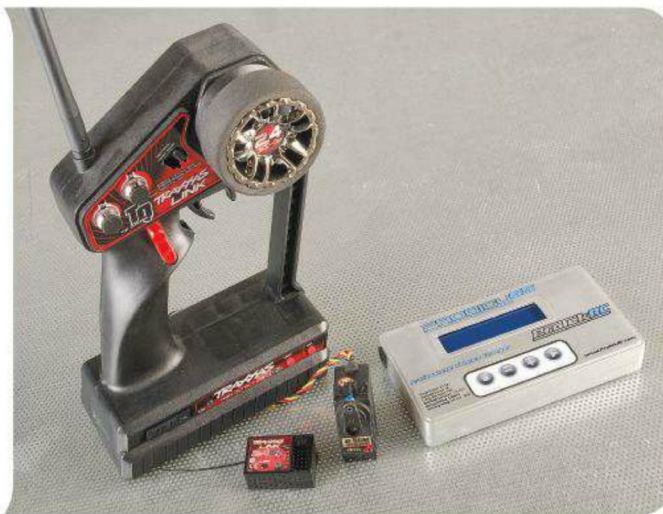


2

ELECTRIC TO NITRO

1. STUFF YOU ALREADY HAVE

If you start with a new nitro kit, there are a few items you can use from your current electric vehicle that work with the nitro kit. Generally, your radio and receiver can be transferred over, as well as your steering servo. An exception would be if you're moving from say a 1/10-scale electric to a 1/8-scale nitro – in this scenario you might want to consider upgrading to a more powerful servo that can handle 1/8-scale duty. You will also still be able to use your battery charger if it has adjustable charge amperage – meaning if you have a simple wall plug charger that is designed to charge one type of battery (common in RTR electric kits), you'll have to get yourself a decent DC or AC/DC charger that can handle different batteries.





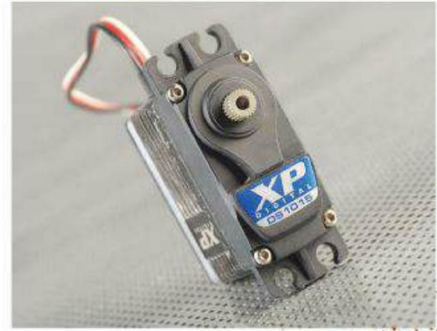
2. STUFF YOU WILL NEED

A. ENGINE

Obviously, you'll need a nitro engine if you're switching to nitro-powered machines. Depending on what nitro kit you buy, some may include a nitro engine in the box, while higher-end machines or race-level kits usually are engine free, meaning you'll need to purchase an engine on your own. Engines can cost anywhere from \$50 and up, and vary based on quality, features, overall performance, and application. So have a chat with your local hobby shop staff or ask other RC people (your friends, racers at the track, or those on internet forums) for advice.

B. THROTTLE SERVO

Because a nitro-powered engine uses a mechanical throttle, you will need to pick up another servo for throttle duty. You might want to consider getting a servo with some decent torque, as the throttle servo is not only in charge of controlling throttle, but it also handles braking duty. Stronger servos will give you stronger brakes and can handle the extra stress of braking, especially if you're going to run a heavy nitro-powered monster truck or a 1/8-scale racer. Servos can cost anywhere from \$15-up.



C. NITRO FUEL

Unless you're getting a 1/5-scale Baja or something similar, most RC engines run on "nitro fuel" which is a mix of methanol and nitromethane. Nitro fuel is available in quarts or gallons, and in different ranges (i.e. 10%, 20%, etc.) that specify how much nitromethane content is mixed with methanol. Obviously, you can't power an engine without fuel, so you're going to have to pick up the correct fuel for your engine; check the instruction manual for a recommended fuel percentage. Fuel runs around \$8/quart or around \$30/gallon.

D. RECEIVER PACK

Just because you're switching to nitro power doesn't mean you'll be battery free. Don't forget that there are still electronics on a nitro vehicle that need voltage to power them (receiver, servos). On an electric vehicle, these electronics are powered by the main battery pack that also powers the electric motor. For nitro vehicles, you can run a much smaller receiver pack to power your electronics. The most basic is a 4-cell AA pack, but there are longer lasting, more reliable NiMH and LiPo receiver packs available in different shapes and sizes to fit your particular vehicle, and cost around \$15-up.



E. GLOW IGNITER

Finally, what literally will "start it all" is a glow igniter. A glow igniter is used to heat up the glow plug to initially start a nitro engine. Once the engine starts running, the glow igniter is no longer needed, as the glow plug will continue to

"glow" during the combustion cycle. Glow igniters start at around \$20, and you won't get anywhere with your nitro vehicle without one.

NITRO TO ELECTRIC

1. STUFF YOU ALREADY HAVE

If you start with an electric kit, there are a few items you can use from your nitro vehicle that work with the electric kit. Just like the other way around, you can use your current radio, receiver, and servo from your nitro machine in the new electric one. And again, you will also still be able to use your battery charger if it has adjustable charge amperage; if not you'll have to get yourself a decent DC or AC/DC charger that can handle larger battery packs designed to be the main power source for electric cars and trucks.





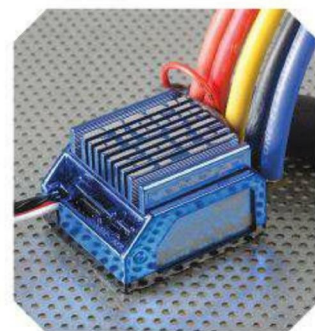
2. STUFF YOU WILL NEED

A. MOTOR

Most electric kits do not come with electronics, so the first thing on your list, after radio equipment, would be an electric motor. There are many different motors on the market, but the first consideration is if you want to start with brushed or brushless motors. Brushed motors are inexpensive, offer good power, but require periodic maintenance and replacement brushes and springs over time. Brushless motors are more expensive, involve much less maintenance, but do require a brushless-compatible Electronic Speed Controller for you to use it. If you start with brushed motors, there are some decent cans available for around \$20; on the other hand, if you want to start with a brushless motor, you'll be spending around \$60 and up for one.

B. ELECTRONIC SPEED CONTROLLER (ESC)

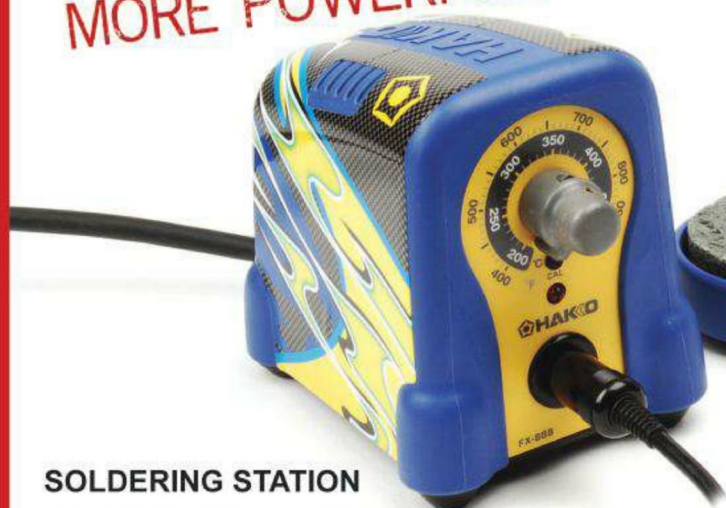
To go along with the motor, you'll need an Electronic Speed Controller, or ESC. The ESC is the "brain" of your power system. It not only gives you precise control over how much voltage reaches the electric motor powering your ride, but it also does other things such as regulate voltage to power your receiver and servo, protects your electronics from over-voltage or reversed polarity, and some models have many tuning options to tailor the ESCs function to your particular vehicle or driving style. ESCs also serve as electronic brakes for your vehicle, since electric-powered RCs don't use mechanical brakes. ESCs start at around \$50, but can go up in price significantly depending on what features you want/can afford. Just make sure you select a brushless-compatible ESC if you decided to start with a brushless motor. FYI: even if you start with a brushed motor, but plan on upgrading later to a brushless, most brushless-compatible ESCs can also do brushed motors, so you may want to consider starting with a brushless ESC to go along with that brushed motor.



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C. MAIN BATTERY PACK

To power everything (ESC, motor, receiver, servo), an electric powered RC uses a main battery pack instead of nitro fuel. This battery pack is generally larger than the small receiver pack that powered your electronics in your nitro rig, with more voltage and more capacity. Main battery packs are mainly available with Nickel-Metal Hydride (Ni-MH) or Lithium Polymer (LiPo) cells, with the most common "size" being a 6-cell Ni-MH or 2S LiPo. Ni-MH packs are heavier than LiPo packs, do not provide as much voltage as LiPo packs, but they are generally very inexpensive compared to LiPo packs (starting as low as \$10 for a NiMH pack), making the start with electric much cheaper up front. LiPo packs, on the other hand, offer more voltage, more capacity (which means longer run time), and less weight, but they cost more than NiMH's. Decent LiPo packs will realistically cost you around \$50-up per pack. Your local hobby shop should be able to help you select a battery pack type and size to match your electric vehicle.

CONCLUSION

So... the starting cost to switch from electric to nitro comes out to about \$120 for all the bare-minimum stuff, but to be realistic, plan on spending around \$200-\$250 on top of your new nitro kit for decent, reliable stuff. On the opposite side, the starting cost to switch from nitro to electric can also cost you about... \$120, with a more realistic scenario of around \$250. So, it doesn't matter where you start or where you end up, the costs actually amount to about the same either way.

Of course, the pros and cons to nitro or electric may actually be the reason why you might want to try the opposite of what you already have; the pros to jumping into nitro is what nitro powered vehicles bring to the table: the smell of fuel, the sounds of an actual engine cranking out power, and practically unlimited run time. As long as you keep the tank full and your receiver pack has enough voltage, you can drive for a very long time. The cons for nitro include the fact that you will most likely have to learn how to tune engine needles (that control the proper air/fuel ratio to keep the engine going), nitro vehicles emit more noise, and generally require more cleaning.

The pros to switching to electric include: Plug-and-play simplicity, no engine needles to tune each time you want to drive, little noise and less mess compared to its nitro counterpart. The cons to electric mainly lie with run time. If you only have one main battery pack, once that pack has been used and discharged, you'll have to wait before it's recharged for you to drive again. You can always get more than one battery pack to extend your driving time, but that means spending more.

Regardless of whether you're switching from nitro to electric or vice-versa, it's not that complicated at all and costs can be kept down if you decide to reuse some of your current equipment on the new ride. Now that you know what you'll need to make the switch, the transition from one to another should be much, much easier! 🏁

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11.1V 3-CELL 25C LIPO BATTERIES

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- #2849 4000mAh - Rustler VXL, Bandit VXL, Stampede VXL, Stampede 4X4 VXL
- #2872 5000mAh - E-Revo Brushless, Slash VXL, Slash 4X4, E-Maxx Brushless
- #2857 6400mAh - Rustler VXL, Bandit VXL, Stampede VXL, Stampede 4X4 VXL with expansion kit
- #2878 8400mAh - Slash VXL, Slash 4X4 with expansion kit

7.4V 2-CELL 25C LIPO BATTERIES

- #2820 2200mAh - All Brushless 1/16 Models
- #2840 3300mAh - All Rustler, Bandit, Stampede and Monster Jam
- #2866 3800mAh - E-Revo Brushless, Slash series, E-Maxx Brushless
- #2841 4000mAh - All Rustler, Bandit, Stampede and Monster Jam
- #2843 5800mAh - All Rustler, Bandit, Stampede and Monster Jam
- #2869 7600mAh - E-Revo Brushless, Slash series, E-Maxx Brushless
- #2854 10000mAh - All Rustler, Bandit, Stampede and Monster Jam with expansion kit
- #2875 12800mAh - Slash, Slash 4X4 with expansion kit



TRAXXAS BATTERY EXPANSION KITS

- 3725X Rustler/Bandit/Stampede Battery Expansion Kit
- 5827X Slash Series Traxxas Expansion Kit
- 6727X Stampede 4X4 VXL Battery Expansion Kit



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Oversized Discharge Tabs

Semi-Rigid Wrap

Stacked Cell Construction

Hard-Wired Leads

JST/XH Balance Plug

12-Gauge Maxx Cable

MAXX® Cable



This super-flexible, high-current, low-resistance 12-gauge, wire acts like a series of giant pipes, flowing energy in and out of the electronic speed control. The Traxxas Connector combined with Maxx cable is a better engineered solution for extracting all the power your battery has to give.

Oversized Tabs



Power Cell LiPos are constructed of premium cells with extra-wide discharge tabs. The discharge tabs are the actual contact points between the cells, so maximizing their surface area is critical to maximize pack performance. Power Cell LiPos' extra-wide tabs ensure minimum resistance so more power and capacity is delivered on every run.

Semi-Rigid Design



Traxxas Power Cell LiPo packs use a unique construction method that results in a firm, rugged, and compact pack that does not require a hard case. This allows them to offer greater capacity in a given size, and unlike a hard-cased pack, if a Power Cell LiPo "puffs" or softens due to damage or abuse, the user can easily see and feel the change in the pack.

Hard Wired

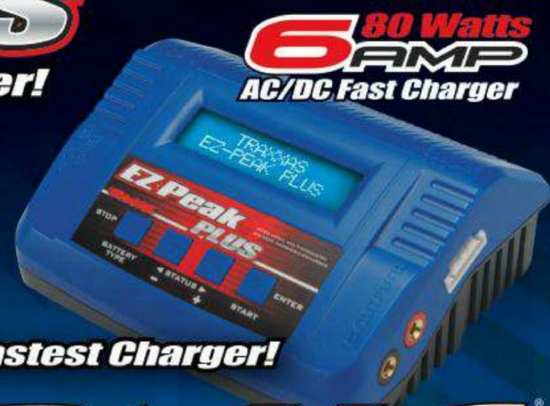


Power Cell LiPo packs feature High Current Connectors with 12-gauge Maxx Cable wire, soldered directly to the LiPo cells. Bullet connectors found on other packs introduce additional connections, increase resistance, and allow accidental reversed-polarity connections. This type of rugged connection minimizes resistance to make sure all the power from your battery is used for greater speed and longer runtimes.

EZ-Peak PLUS

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TUNING BY ADDING WEIGHT

GAIN SOME

words: James Revilla

WITH EACH MODEL YEAR, SEEMS LIKE THINGS REVOLVE AROUND GETTING FASTER, STRONGER, AND LIGHTER. Let's take a look at the last one - losing weight. Because of constant advances in technology, design, and materials, today's high performance RC vehicles usually weigh a fraction of the machines of yesterday. Yet, take a stroll down pit lane and chances are you'll see chassis with added weight in seemingly random locations. Why? Why would you go out and invest in a high performance, lightweight racer only to bring it home, build it, then add extra weight to it? The answer lies in the concept of weight distribution; more specifically, controlling weight distribution. This month we'll go over the concepts of how you can use added weight as a means of tuning for better handling.

Rocks aren't going to cut it, dude.

WHY BUY LIGHT?

Chances are if you buy a performance car, buggy, or truck to race, it will most likely be under the weight limit that's stated in the rules that your local track may adhere to. You may be asking yourself, "why should I spend more money to buy a lighter vehicle if I have to add weight to it already?" The truth of the matter is it isn't about having the extra weight added on, it's more about where you put the added weight that will determine how you can use that weight to further improve the performance and handling of your vehicle.



WHAT DO I USE?

The most common items to use when adding weight come in the form of balancing tape or strips, similar to those used when balancing full-sized car or truck wheels. These weights have double-sided tape on one side for easy mounting, and have incremental notches in them so you can cut the strip down to the size and/or weight you require. Some high-end RC manufacturers offer custom chassis-specific weight blocks designed to bolt directly onto your chassis to existing mounting locations. Some people choose to just use a stack of quarters, some tape, and silicone adhesive.



Meeting **Weight**

If you're in organized competition and you just want to meet race legal weight specifications, make sure that when you add weight to your chassis you balance the placement front/rear and side/side. This way you can bring your chassis up to legal weight limits without altering the car or truck's existing handling characteristics. For example, if you were 2 ounces underweight, try to distribute the add-on weights – say, 0.5 ounces up front, 0.5 in the rear, and 0.5 on both chassis sides. This keeps the overall chassis balance intact, so it should drive just the same as before, only now it meets the race weight limit.

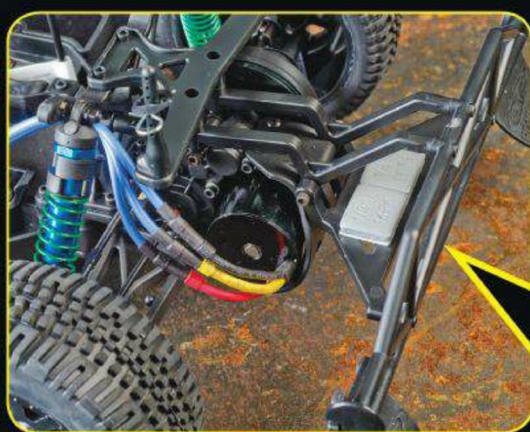


MORE **STEERING**

Given the same vehicle example above, let's say that your car or truck has a slight under-steer. You've adjusted springs, oil, and shock position, you've played with camber, and you still need just a little more front bite to get the steering to feel and perform how you want it to. Instead of spreading the weight around the chassis evenly, load up the front end; you can put the weight in the front bulkhead, on the lower chassis plate, or at the bottom of the front shock tower. By doing so, you add more weight above the front tires to gain front-end traction.

JUMP LEVELING

Weight positioning is even more crucial when you're dealing with vehicles that jump, i.e. Short Course or buggy. Most racers use throttle input to correct a vehicle's position while in mid-air, but it doesn't work on all vehicles. What does work on all vehicles is gravity. Once the vehicle's tires lose contact with the ground and you're in mid-air, gravity takes over. The heavier end of your vehicle will want to come back down to Earth much faster than the lighter end. By adding weight toward the lighter end of your chassis, you can adjust how fast or how slow your vehicle "levels out" while in mid air.



PLANTED **REAR END**

Likewise, if the rear end of your vehicle is a little loose, you can instead try adding weight to the back of the chassis, in spots such as the rear bulkhead, the lower chassis plate, or the rear-most area of the battery compartment. More weight in the rear will help the rear tires grab more traction and keep your vehicle connected to the racing surface.

Side **Bite**

The term "side bite" refers to the amount of traction you have on one side of the vehicle (left or right) while turning. Some vehicles have most of their weight centered down the middle of the chassis, which gives the vehicle good balance at the expense of some side bite – since there isn't that much weight on the far left/right sides to push down on the tires while turning. By adding some weight along the side edges of your chassis, you can spread out the weight distribution to put some push down on the outside wheels when turning.



CONCLUSION

Race cars, buggies and trucks always strive to be strong, fast, and light by design. Some companies actually design their chassis underweight just so you can take advantage of adding weight where you want it, to get your machine to perform the way you like it. So, if you want to experiment with weight distribution and how it affects your vehicle's handling, at least now you know exactly how to go about tuning using add-on weight. 🏁

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The new Viper Copperhead VX4 Sensorless Brushless System. The VX4 Brushless motors are available in 540 and 540L 4 pole motor configurations for maximum power and torque! With the substantial weight of 4x4 SC trucks the Viper VX4R.52 and VXR.45 with its 5mm shafts and beefy rotors are designed and tested for all 4wd Pro Short Course trucks. All these features are complimented with a 180 day warranty on all Viper R/C motors and 365 day warranty on all Viper R/C Speed Controls.

The Copperhead Speed Control comes with pre installed high capacity bullet connectors for easy installation or removal for cleaning and maintenance. The Copperhead ESC also comes pre loaded with 5 set profiles. Easily select the profile for your driving conditions, from high speed to just learning. Plus ProGauge programmability for easy editing of the speed controls features.



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VX4 COPPERHEAD

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Racing is not the time to be experimenting.



PREP YOUR CAR FOR "REAL" RACING

IFMAR WORLD CHAMP
MARK PAVIDIS SHOWS YOU HOW

words: Carl Hyndman

FACTORY DRIVERS LIVE THE LIFE MANY OF US ONLY DREAM ABOUT. THEY GET TO TRAVEL THE WORLD AND DRIVE THEIR RC CARS FOR A LIVING. They get unmatched support and usually help develop the most innovative and cutting-edge technology our industry has. Often, they make it look easy, and consistently turn lap times that are superhuman. But, behind the scenes is a world of hard work, tricks, experience, and preparation that makes things much easier come race day. We're here to show you and explain to you what it takes to race at the highest level. Hopefully you can take away a few of these helpful steps, shown here by Mark Pavidis, who just happens to be one of the best drivers this industry has ever seen. Yeah, it's much more than just having good hand/eye coordination, and if you do things right, maybe you could be running with the big boys.

GETTING STARTED

DIFFICULTY

XRC Cars
1=NOVICE 5=EXPERT



3

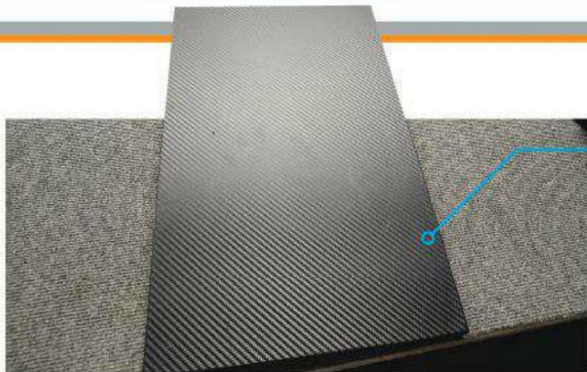
TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED

	Permanent marker
	Set-up board
	Silicone oils
	Various tires
	Standard pit tools
	Straight edge for setting camber
	Ride height gauge
	Black grease
	Glow igniter



1 PIT AREA

Assuming you have all the right tools, set up your pit orderly and neatly. Use a pit mat and for setting up the car; Mark always keeps a nice, flat set-up board around (Mark uses a trick carbon fiber board).



ABOUT

MARK PAVIDIS

MARK'S SPONSORS:

AKA, Team Losi Racing, Sidewinder, Cannondale, Futaba, ProTek, UpGrade RC, TD Paints

ABOUT MARK:

Mark Pavidis is one of those guys who represents RC Racing. He's won just about every major event since he came on the scene in 1986, including the 2003 ROAR Nationals and the 1995 (4wd electric off-road) and 2006 (1/8 scale Nitro Buggy) IFMAR World Championships. He's an easygoing guy, who's really great to be around and has recently made the switch from his long time sponsor Kyosho, to his new factory ride, Team Losi Racing. He's a threat at any race he attends, and his focus will continue to be off-road racing, including 1/8-scale buggy, and 1/10-scale electric. Mark is also deeply involved with AKA racing and can be found working there during most days.

Have you seen Mark's macho, mountain bike? Yep, it's a Cannondale.

2 START WITH A CLEAN SLATE

In order to work on your car and get it ready for racing, it is always easier to work on if it is clean and as much dirt and debris is removed. Dirt can hide things and build up over time and interfere with suspension parts. As he puts it, "It's always easier to work on a car when it's clean." After practice, depending on how long you've been on the track, and how dusty the track was, will dictate how much deep cleaning will be done.

To clean the car after a practice session, he walks over to the air compressor without tires on and takes a small brush and gets to work cleaning. After cleaning, he likes to put it in his pit without the tires and set it on a car stand to relax the suspension. His tires are usually cleaned with water or simple green. He doesn't like to use chemicals since they could affect the way the rubber works.



3 Start with Tires

After the car is clean, the first thing Mark addresses is tires. The right choice in tires is critical. A good choice in tires can help a bad set-up, but a bad choice in tires will never work. For example, if he's at Thunder Alley Raceway, he usually starts out by testing with an AKA Impact tire. This tire works in most conditions, he's familiar with it, and they work in a variety of conditions. The next practice session, he might try an AKA Grid Iron. He stresses that it is important to just change tires and leave the car set-up the same, so you can isolate the feeling of how the tire is working from one tread to the next. Don't complicate these steps by changing multiple items or you might misinterpret the results.



CHARGE UP THE BATTERIES

Mark now addresses his batteries. That means anything that has a battery needs to be thought of, including starter box, igniter, receiver pack, and radio battery. Sometimes these can take a while to charge, and as time ticks away and you get closer to going back out on the track, things can get a bit anxious and you might forget to charge things. Fortunately, with today's LiPos, battery charging isn't as critical and most of the time it just means a quick top off. Sure, the batteries might have the capacity to run all day, but any issues could be avoided by going through this step each time. Mark doesn't use Life packs and has embraced LiPo technology.



Prep Before YOU GET TO THE RACE

Mark likes to show up to a race with a good baseline set-up. Races aren't a good place to do wrenching that you've neglected. Be prepared and have a standard set-up you are comfortable with and one that works fairly well in most conditions. Then you can just make fine adjustments that work for the specific conditions. On Mark's first few runs on the track during practice, he leaves his car alone and just tries to get used to the track and learn the lines and critical jumps while getting a feel for how his car is reacting. After a few runs, if there are no tire rules, he'll start to experiment with tire choice since that is the major handling component.

Usually, Mark won't have to make any major changes since the set-up he starts with is pretty neutral. So, he's only left with a few small changes like shock oil. If you aren't at least this far before you get to the track, you'll be behind and will always be chasing the faster guys who have done their work and are already doing fast laps. Mark says, "If you aren't prepared, you aren't ready to race. That's why we all go to the track during the week for practice and get a basic set-up. We'll find out what camber links we like, shock positions, maybe the hubs in a certain position. If I'm short on practice with a car, then I lean on someone who I trust for a good starting set-up and start with it there. Then when I'm practicing, I can focus on specific things. When I first got the TLR 8LGT 2.0, I listened a lot to Adam Drake and trusted his judgment until I was more familiar with the buggy and started to find things that I liked. A lot of time we get to big races, and we are very limited on practice time and we go straight in to qualifying, so it's very important to have a good, neutral car before we even show up."



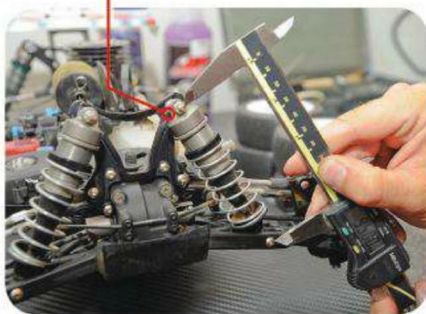
5 LET IT BREATHE

In order for your engine to perform correctly, it needs to breathe cleanly and efficiently. Your air filter removes the damaging dust and dirt that could easily foul up an engine. Mark checks his air filter frequently and replaces it when necessary. Obviously, if you are running on indoor, low-dust situations, then this routine will be needed less frequently. Check the foam and make sure debris isn't getting through. Some filters can look pretty nasty on the outside, so check by removing the filter and inspecting the inner parts.

To help seal the inner workings, Mark likes to perform a little trick by putting some black grease on the ends to help form a tight seal. This step is especially crucial when running on tracks with a lot of dust in the air. He stresses that many people underestimate the value of their air filter and points out that this inexpensive piece of foam can do a lot to protect your \$300-\$400 race engine. To be even safer, he feels it's better just to use a new one when the time comes, and he doesn't bother trying to mess with cleaning or reusing an old filter. The filters are cheap enough and provide a good level of insurance.

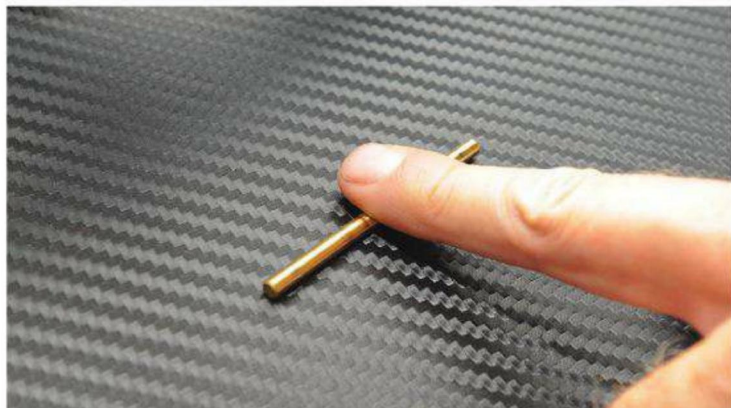
6 RACE WITH CORRECT DROOP

The next step before hitting the track is to check the car's suspension droop. Mark uses calipers and checks the droop by measuring from center to center on the shock eyelets. It is always checked on a car stand with the suspension fully extended. Droop is an important tuning item and can change over time due to parts' wear and slop, so check it often. There are a few different ways to measure droop, but the important thing is to do it the same way each time for consistent results.



7 Keep Track of YOUR SETTINGS

With so many items to tune on the car, it is easy to lose track of what you've done, so organize the ongoing changes by writing them down in an obvious place. Mark likes to write down the settings on his toolbox with a sharpie. This way he always knows what oil he is running, gearing, or the ride height, diff oil, etc. Some drivers will do this on the pit boards or cell phones, but wherever you decide, just stay organized.



CRASHES

Crashes are inevitable and part of racing, so when things go wrong what do you do? Mark usually addresses the area that took the brunt of the hit. He'll check all the related parts that were impacted. For example, if the front took a hit, he'll bring it in and place it on his car stand. First, he removes the shocks and checks to make sure the suspension is working free. If he suspects something might be bent, he'll disassemble the parts and place the hinge pins on the set-up board. He'll roll the hinge pin on the board and check for any irregularities. This is an easy test and any imperfections will show up by doing this. Hinge pins are notorious for bending and he checks these often.



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1/14-SCALE 4WD
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It may be small in size, but the Mini 8IGHT™ RTR is big on power. Its 4500Kv brushless system and 4WD drivetrain take no prisoners. Better still, the Mini 8IGHT comes with everything you need right in the box, including transmitter, rechargeable battery pack and charger. When you want outrageous power, speed and performance, get out there and go with the Mini 8IGHT.



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9 Shock MAINTENANCE



A. The shocks on the vehicle are one of the most important items in keeping your suspension working at its best. To do a complete rebuild, start by taking apart the entire shock and organize the parts in an orderly manner. One of the key components to watch out for are the o-rings. Mark likes to change these out before every big race. Even with shock boots, fine dust will find its way in to the o-rings. Once again, use your judgment based on track conditions. A good way to check if they are old and swollen, is to see how they fit in the shock body. If they don't slide in easily, it's time to replace them.

B. When installing new o-rings, Mark likes to use a little black grease to help lubricate them. He's had good luck with this grease and prefers to use it to other types of grease or green slime. He'll install each o-ring with a drop of grease between each item. It's similar to "building a cake." When the o-ring assembly is complete, he uses a drop of the oil for the shock bodies to help with the installation of the shock shaft and starts the process of coating the o-rings.



C. When pushing the shock shaft through the shock bottom, Mark warns to take your time and pay special attention so the threads don't tear the new o-rings.

D. When the shock shaft is through, Mark checks to make sure everything works smoothly and friction-free.



E. After attaching the bottom eyelet, install the boot and fill up the shock body with the appropriate oil. Fill the shock body up to right below the top with the shaft extended. Work the piston up and down to release all the air bubbles.

F. Set the filled shock body aside to let all the bubbles escape. There are many stands for holding shocks, but Mark sometimes improvises and uses a wheel. Once the oil is clear, top it off so that it is flush with the top. This way every shock is filled exactly the same and when the cap is put on, all the shocks will be the same.



G. When putting on the bladder and cap, Mark prefers the standard bladder over the other ones TLR makes. He also doesn't use any sort of rebound foam. He places the bladder in the cap and seats it. He also checks to make sure the bladder isn't torn, dirty, or damaged.

H. Next, he threads the cap on about a third of the way. He'll slowly push the shock shaft up and the oil will start to bleed the excess out. With the shaft up, he'll tighten the cap down all the way. Mark notes that he builds his shocks this way every time and this produces a bit of rebound. Since Mark prefers to run his shocks with no rebound, he'll loosen the cap a second time and repeat the process and he usually will get a little more bleed and a shock with little to no rebound. Mark notes, "all shocks will have a little bit of rebound because of the bladder, but it's so small that you won't ever feel it."



KEEPING TRACK PT 2

Mark will also take a sharpie and write on the top cap representing the weight of the oil used. This is just one more way to keep track of his settings. He also recommends using the same brand oil every time to help eliminate any variations between manufacturers.



GRAB ONE NOW

..better to race with one, than against one.

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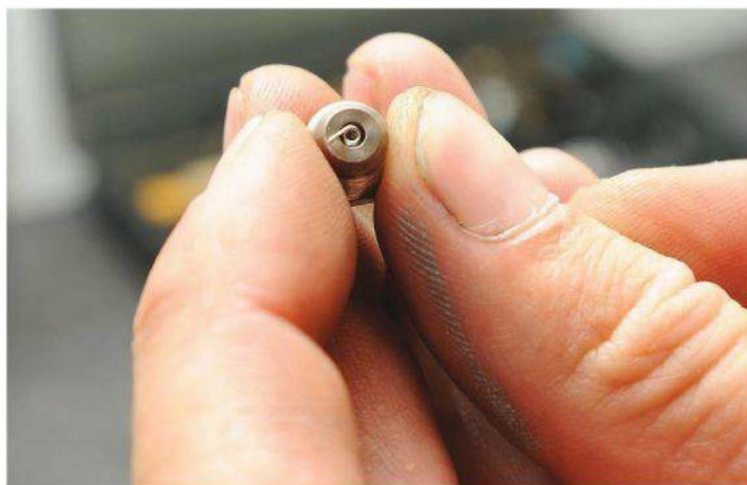
11 SHOCK OIL & WEATHER

Besides the standard maintenance done to the shocks, the oil in the shocks is another critical part of the suspension that needs to be addressed independently. When traveling to different tracks, big differences in temperature and humidity can affect the oil. Mark feels you could probably run the same springs, but you'll want to adjust the oil. With big differences in conditions, a change of about 5w in oil is significant. However, every buggy is different, and he's quick to point out that +/- 5w on his buggy is quite a change, while other buggies may need more. This is another reason to get to know the characteristics of your specific vehicle.



12 STORAGE FOR SPRINGS & INSERTS

Many drivers feel that springs lose their tension over time, but Mark feels that when at home, you should always put the car on a car stand and the tension should last a long time. This is also important when dealing with your inserts. Since most inserts these days are closed cell foam, you need to get the car off the wheels.



14 Glow Plugs

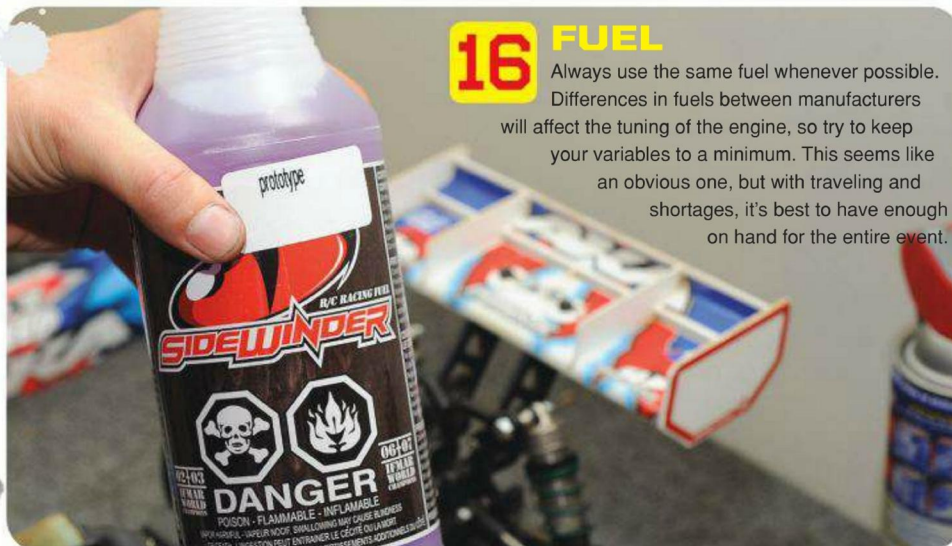
Another important item is the engine's glow plug. Make sure the wire is nice and straight, and not crushed and bent to the side. Check it with your igniter so that it glows brightly and strongly. This is really simple to do before each run, but critical. It can ruin your whole weekend and even though it will still run, you might be chasing the tuning of the engine and its run time. "It's pretty important."

Gear Diffs

This is one of those instances where Mark leaves a good thing alone. Long hours of testing have resulted in a combination of gear diff settings that work. Races are not really the place to be experimenting with this stuff. Testing days are for that. The only time he changes those settings is based on the layout. If the track is a little more flowing and high speed, he'll make a change to lock in the car a bit more and slightly "free." That way you are getting the most drive out of the car. So, in general be prepared to go lighter in the diffs so the car rotates more when the track is looser or has slower turns. However, even in these situations, he'll more often than not leave the diffs alone. He feels there are so many other things that can be done to the car to tune it. His standard settings are: front 5k/ center 7k/ rear 3k. As far as just general maintenance, Mark changes the diff oil before every major race. This is also dependant on the car and the frequency is specific to each model.

15 Screwing AROUND

Remember, your car vibrates a lot and even with lock-tite, the screws will work their way loose. Periodically check them to make sure everything is tight and secure.



16 FUEL

Always use the same fuel whenever possible. Differences in fuels between manufacturers will affect the tuning of the engine, so try to keep your variables to a minimum. This seems like an obvious one, but with traveling and shortages, it's best to have enough on hand for the entire event.

CLUTCH & BEARINGS

Make sure to do your routine maintenance on your clutch. Your clutch is really important in transferring the power of your engine to all four wheels and it needs to work consistently. Make sure the shoes are in good shape and the springs seated correctly. Also, your bearings are under a lot of stress and need to be smooth. If they feel a bit gritty or knotty, replace them. Once again, every car is different and depending on which clutch you are running, will dictate the frequency of maintenance. Bearings that are smaller and closer to the heat of the clutch will need more servicing.



18 Camber

Mark doesn't carry a camber gauge, but instead uses something straight and vertical like a can of motor spray. Years of experience have made it easy to recognize a degree or two. Plus, as Mark points out, "it's off-road." Minute variations aren't important when considering what the car is doing over jumps and rough terrain. Sure, you want to be close, but that's the beauty of off-road. If you aren't as comfortable with using a straight edge like this and "eyeballing" it, then use a gauge.

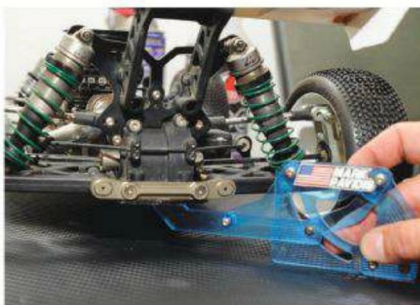


19 Ride HEIGHT

As you prepare to hit the track, mount your tires and fill the tank half way up (this way the car's weight is neutral). Pump the suspension a few times and lift it up a few inches off the pit board and drop it.



Once the car has settled, measure the front from the side toward the middle. The front will wear out quickly over time and the constant scraping will make the front of the chassis thinner. You'll also want to avoid the front kick-up section. In the back, just measure it toward the center and rear. The rear will wear too, but it wears evenly and there isn't much you can do to prevent it.



CONCLUSION

There you have it - tips from one of the masters, Mark Pavidis. Sure, there are more, but if you follow this guide, you should be well on your way to being prepared for racing. Take your time, learn your vehicle, and leave your neglected maintenance to your home or local practice day. Now go have fun and we'll see you in the winner's circle. 🏁

TA06

A NEW TRADITION OF LEGENDARY PERFORMANCE

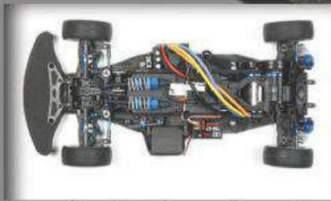
The latest addition to Tamiya's on-road R/C touring car product line is the TA06 PRO, which was created with input from the world champion winning TRF (Tamiya Racing Factory) team. Tamiya started the modern touring car standard with the TA-01, which was first released in 1992. This is the 6th generation 4WD chassis, which features a total new layout that offers excellent balance.



Optional stand up front shock set up with the kit supplied parts.



Chassis battery compartment compatible with NiCd, NiMh, LiFe and Lipo battery technologies.



Longitudinally and centered battery position (provides minimal chassis roll)



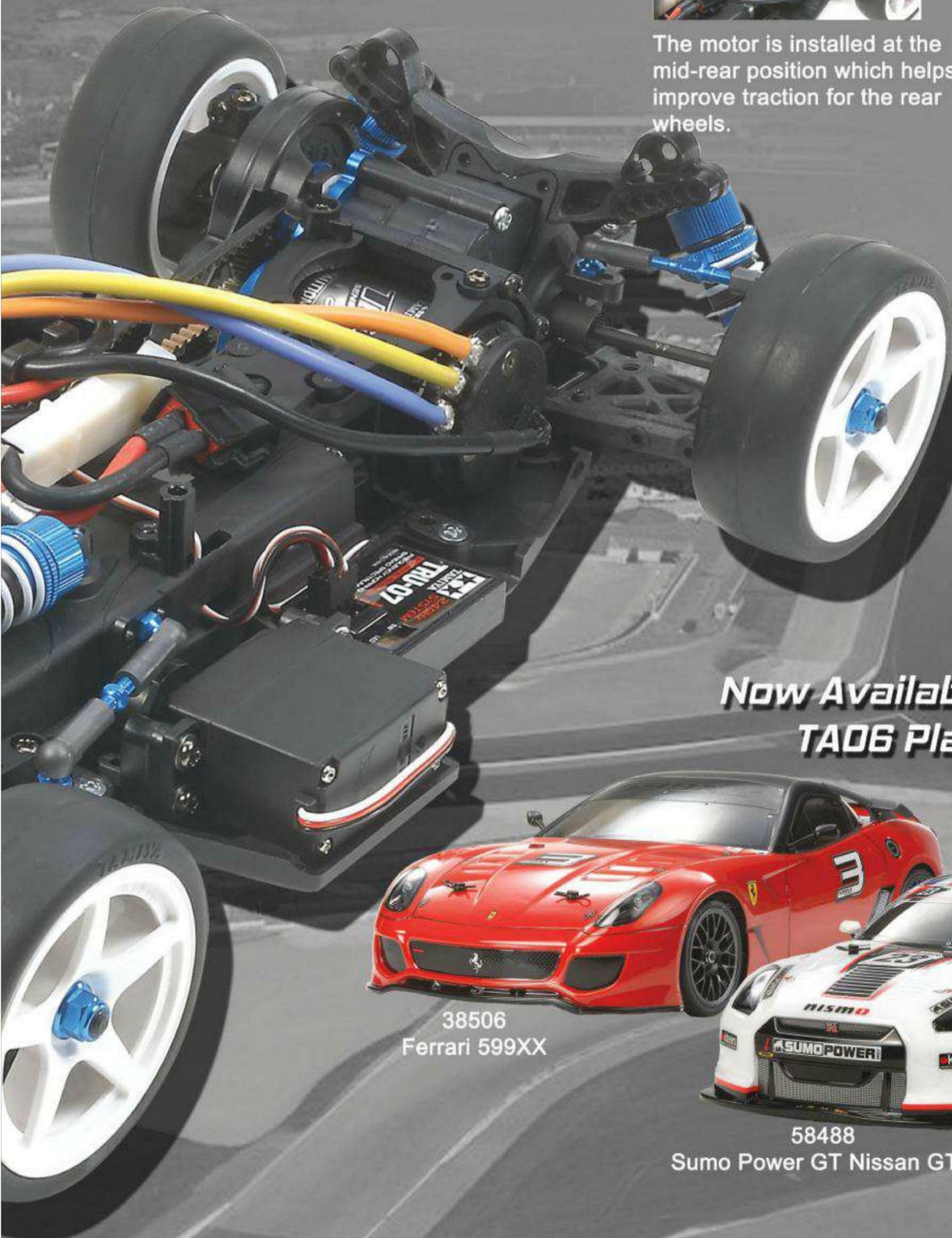
The motor is installed at the mid-rear position which helps improve traction for the rear wheels.



Oil filled TRF special and Longitudinally positioned front shock position using the IFS(Inboard Front Suspension) design.



Re-buildable Universal Drive Shafts using new captured ring clip system.



**Now Available on the
TA06 Platform**

38506
Ferrari 599XX

58488
Sumo Power GT Nissan GTR

Dont forget the Tamiya paint!



FOLLOW US ON





TEAM ASSOCIATED RC8.2

THIRD TIME'S THE CHARM

1:8
scale

words: Matt Olson | photos: Jason Boulanger

TEAM ASSOCIATED, A LEADER AMONG THE MASSES, IS KNOWN FOR HAVING SOME OF THE GREATEST RACECARS OF ALL TIME. As of late, the RC8 platform has been getting some major R&D including a longer chassis, new shock towers, new suspension arms, and new swaybars to name a few. Factory AE drivers all over have been testing these new parts, slowly improving on the RC8B and finely grooming it to what you see here, the RC8.2. As a matter of fact, the 8.2 is being released shortly after factory driver Ryan Cavillieri smashed the competition with it at the 2011 Gas Nationals. So, with a national championship under its belt, can we be assured Team Associated obtained the perfect RC8 formula? Is the third generation RC8 the key to putting you up on the podium? Let's find out!



Who knew droop was so key?



PART #: 80906
STREET PRICE: \$500
PRICE AS TESTED: \$1,684

SETUP TIME: 11 hours
EXPERIENCE LEVEL:
Intermediate/Advanced



02

BLING FACTOR: Factory Team aluminum steering knuckles: AE spared no expense to lighten up the car.

LONGER IS BETTER: 3mm longer chassis equals increased stability.

03

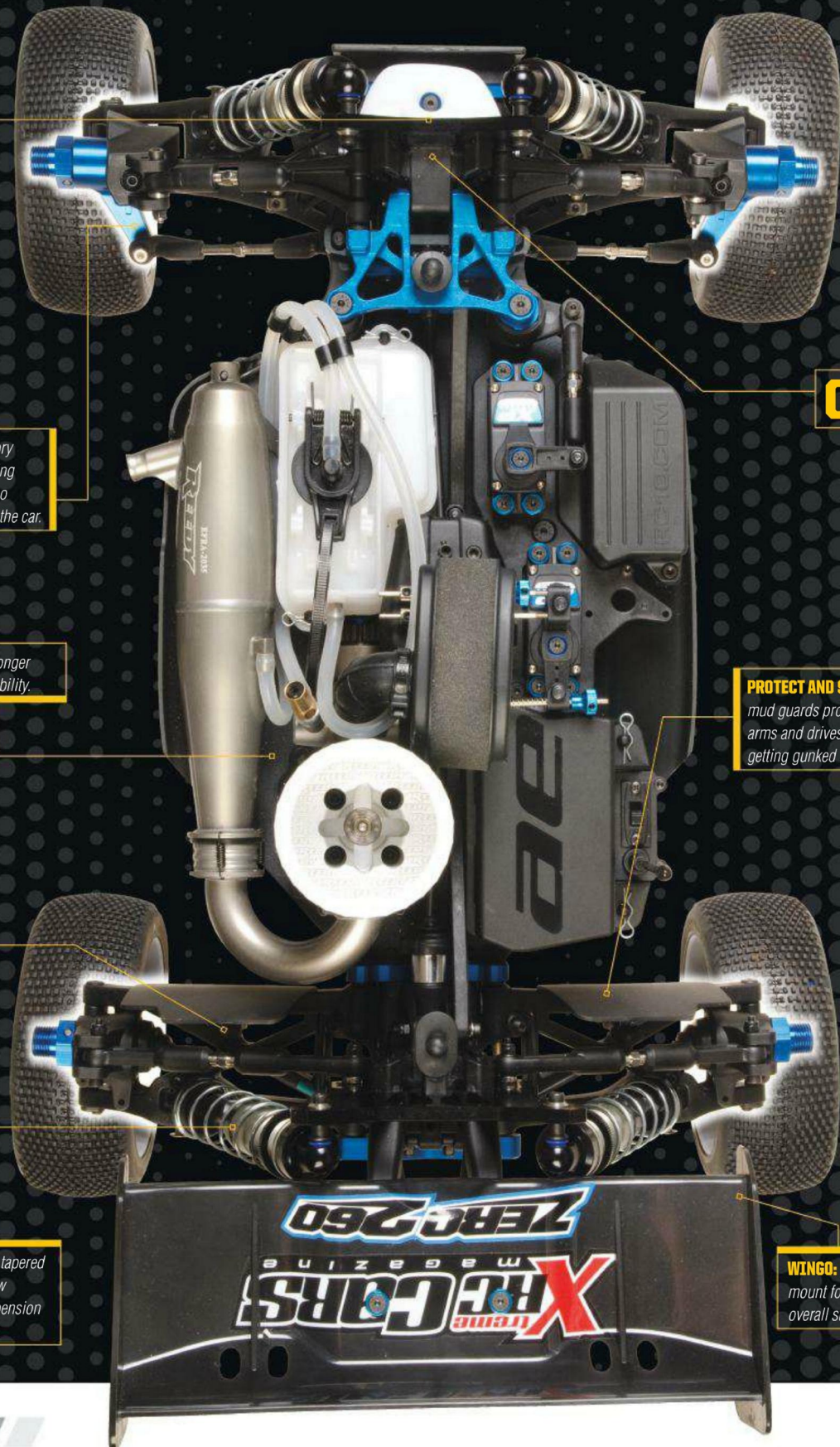
PROTECT AND SERVE: Cool mud guards protect the rear arms and driveshafts from getting gunked up with dirt.

01

TAPPED OUT: 10-hole tapered pistons, along with new springs improves suspension efficiency dramatically.

WINGO: Shorter wing mount for increased overall stability.

11 hours? Matt builds slow!



01
RE-INVENTED •

Suspension arms along with sway bars are all new and greatly improve the durability and handling of the 8.2. The suspension arms are redesigned to accommodate the new suspension design, while the old arms had a tendency of binding. The all new sway bars go to a traditional flowing ball design and greatly improve the stability of the car in and out of corners.



RC8.2 buggy is a must have; its far superior geometry, lightweight parts, and overall natural feeling gives this buggy an edge over the rest.


02
RIDING LOW •

Like the RC8B the 8.2 is designed around all new shock towers. These new "National" shock towers lower the suspension and increase the overall droop of the car. The increased droop improves handling on rougher tracks and makes the car feel natural and less edgy.


03
LIGHT AS A FEATHER •

Team Associated spared no expense with the 8.2 and included all the Factory team parts (except rear hubs). The F&R differentials are all redesigned with new light weight rig gears, along with light weight drive cups. Along with the diffs, AE includes their full line of Aluminum drive cups, and axles. All these lightweight upgrades make the 8.2 a whopping 13 grams (almost a pound) lighter than the RC8B!


VEHICLE INFO

CHASSIS

LAYOUT:	Flat pan with composite bracing
THICKNESS:	3.0 mm
MATERIAL:	7075 aluminum
TANK CAPACITY:	125cc


SUSPENSION

TYPE:	4-Wheel independent with adjustable upper link
TURNBUCKLES:	Titanium
STEERING:	Dual bellcrank with built in servo saver
SWAYBARS (F/R)*:	White / green


SHOCKS

BODIES:	Threaded Aluminum
DAMPING (F/R)*:	30-wt. / 30-wt.
PISTONS (F/R)*:	16mm 5x1.1 + 5x1.2
SPRINGS (F/R)*:	Silver/Silver


DRIVE TRAIN

TYPE:	4WD with center diff
DIFFERENTIAL:	3-Gear (fluid damped)
AXLE TYPE:	Universal
DIFF FLUID(F/C/R):	5,000-wt. / 5,000-wt. / 5,000-wt.
TRANSMISSION:	Center Differential
SPUR GEAR MATERIAL:	Steel
CLUTCH TYPE:	3-shoe aluminum
BEARINGS:	Rubber-sealed


GEARING

CLUTCH BELL/SPUR*:	1" / 16/44
GEAR RATIOS:	
PRIMARY*:	2.75:1
INTERNAL:	4.30:1
FINAL*:	11.82:1


BODY, TIRES & WHEELS

BODY:	Jconcepts Punisher body
TIRES (F/R):	Not included
DIAMETER/WIDTH*:	N/A
HEX SIZE:	17mm
WHEELS:	Team Associated


DIMENSIONS

WEIGHT*:	7 lbs., 7 oz. (3,493g)
TRACK WIDTH (F/R)*:	11.6 in. (297.5mm) / 11.6 in. (297.5mm)
WHEELBASE*:	12.9 in. (328mm)
RIDE HEIGHT*:	3 in. (76mm)

*Specifications listed are as tested.

Most racer's diets don't lose weight.



Team Associated **RC8.2**

TESTING

In order to bust a move with the new RC8.2, I headed over to one of the gnarliest tracks I know, Revelation Raceway in Ontario, CA. The layout was freshly groomed and primed for testing due to some rain two days prior. Traction at Revelation ranged from medium when wet to low when dusty. To check out the 8.2 stomping grounds and current layout at Rev, please check out their web site: www.revrace.com.

Acceleration and Speed • The new Reedy power plant seems to be the perfect amount of power for the RC8.2. Off the line the car had plenty of bottom end, and when coupled with the AE-2035 pipe, the power band was very linear and controllable. The three shoe aluminum clutch, along with 1.0 springs, gave the car a mild felling (is it feeling or is felling a word?) and it didn't make the car lunge/jerk when throttle was given. As for speed, the car had a decent amount down the straight away, but I was running the engine a bit rich on top, to not hurt it with it only having a couple tanks run through it. So, overall she could have sped up a bit with a couple hours on top.

Rating: 9/9

Braking • Since there is a bias for braking, either front, neutral, or rear, the RC8.2 is fully adjustable to your liking. All three versions of the RC8's have used the same brake design, over and over again because it simply works. Both brake discs are 'heat sink discs' meaning there's not only the brake material itself, but a core metal disc that dissipates heat rapidly. The brakes on RC8.2 felt awesome under braking and once released, let the car spin freely without resistance.

Rating: 9

Low-Speed Handling • At low speeds going into and out of corners the 8.2 felt quite neutral. The buggy didn't have a massive amount of

corner speed, but made up for it by carving corners with precision. The new JConcepts Hybrid tire made the 8.2 very predictable and consistent with its characteristics. The Rear end of the buggy was always hooked in and when you wanted to snap it loose, the Reedy engine provided more than enough power to do so.

Rating: 9

High-Speed Handling • When pulling the trigger you want that rear end to lock in like it has posy traction, and the 8.2 did just that. With the new and improved differentials, along with the JConcepts hybrid tires, the buggy tracked well coming out of corners on higher speed parts of the track. Also, the new sway bars and suspension geometry kept the 8.2 from leaning over too much in high speed corners. The car at low speeds felt neutral and didn't make you feel like it was on the ragged edge.

Rating: 9.5

Rough-Track Handling • This category is why the whole 8.2 geometry came about in the first place. Rougher tracks absolutely killed handling for the RC8B, but the new 8.2 geometry completely cures the problem by mainly adding droop/more travel to the car. The 8.2 felt awesome through all the rough sections



TEST GEAR

RADIO:	Futaba 4PK, #FUTK4900, \$500	
RECEIVER:	Futaba R604FS (included with radio)	
STEERING SERVO:	Associated XP Digital, #DS1015, \$100	
THROTTLE SERVO:	Associated XP Digital, #DS1313, \$75	
ENGINE:	Reedy 121VR-ST .21, #ASC801, \$320	
RECEIVER PACK:	Reedy LiFe 1700mAh 6.6v, #ASC638, \$30	
FUEL:	Sidewinder 30%, #COOSWC30, \$30	
EXHAUST PIPE:	Reedy 3-Chamber Tuned Pipe, #28045, \$75	
TIRES:	JConcepts Hybrids Soft, #3048-02, \$27 (pair)	

RTR GEAR

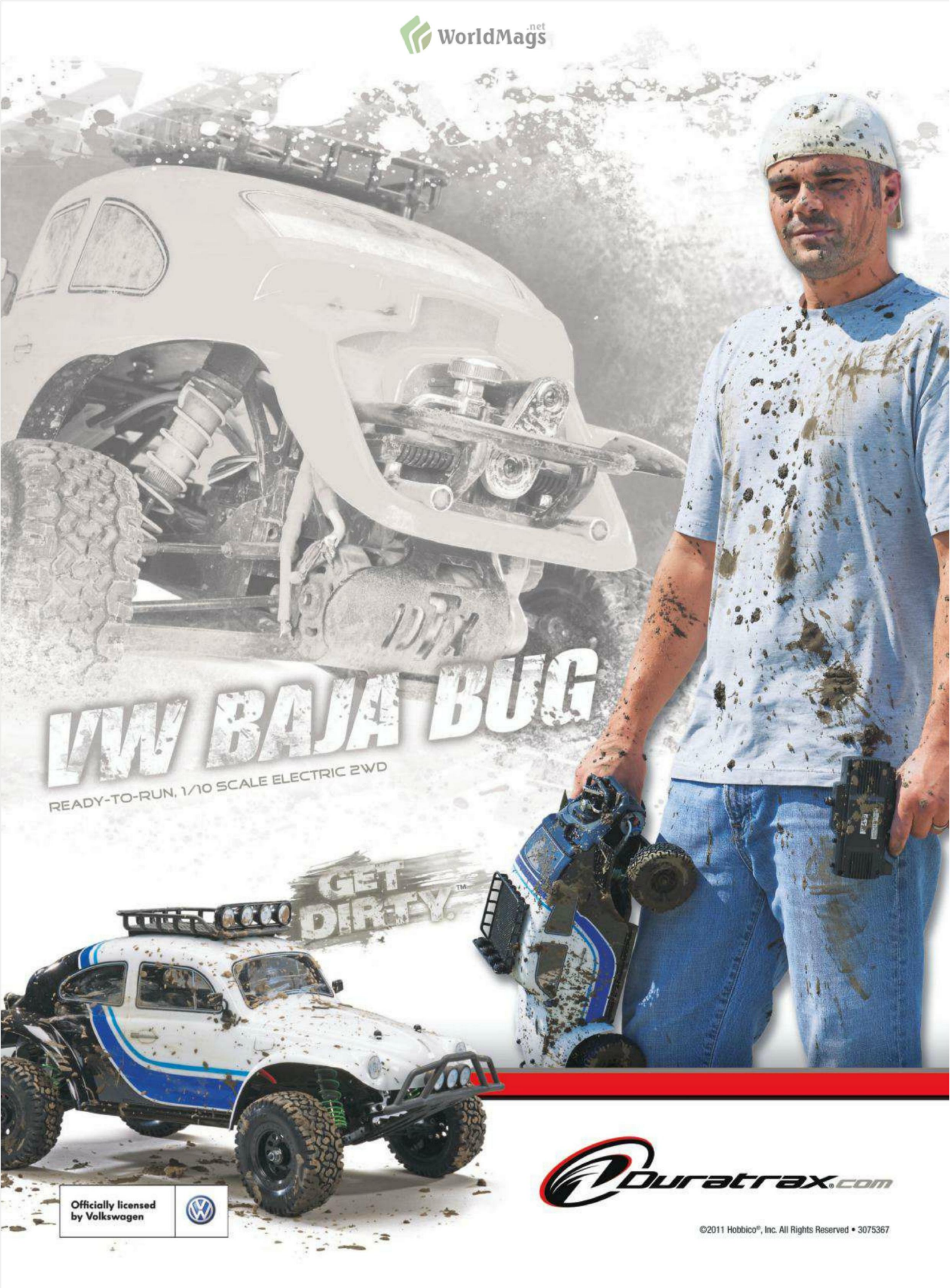
BODY:	Jconcepts Punisher body
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CONTACT

TEAM ASSOCIATED:	www.rc10.com
FUTABA:	www.futaba-rc.com
JCONCEPTS:	www.jconcepts.net
REEDY:	www.rc10.com
SIDEWINDER:	www.amainhobbies.com

3-foot fuel strap? CHECK.





VW BAJA BUG

READY-TO-RUN, 1/10 SCALE ELECTRIC 2WD

GET DIRTY™



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Team Associated **RC8.2**

1:10
scale

NITRO

4WD
drive

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

9

INSTRUCTIONS

9

PARTS QUALITY/FIT

10

DURABILITY

10

TUNABILITY

9.5

OVERALL PERFORMANCE

10

VALUE

HITS

- ▲ Bunch of lightweight aluminum parts included.
- ▲ Bang for the buck buggy.
- ▲ Major handling improvement over the RC8B.

MISSSES

- ▲ Radio box hangs off chassis.
- ▲ All Factory Team parts included except aluminum rear hubs.
- ▲ Needs to incorporate at least one fuel filter.

MAIN COMPETITION

TLR 2.0, Kyosho MP9, Mugen MBX6

WHO IT'S FOR

Perfect for any racer looking for a fully upgraded nitro buggy.

at Revelation and the suspension combination was perfect for absorbing all the bumps. The 8.2 almost looked like a dune buggy going through rough sections just keeping the chassis flat as the suspension did all the work. This major improvement gives the 8.2 a nice natural feeling, and doesn't have the twitchy uneasy feeling the older car had.

Rating: 10

Jumping • Beastin! This buggy absolutely sails through the air when it takes off. With the 8.2 taking a diet and shedding 13 grams (almost a pound less than RC8B), it was highly controllable through the air. With a pull of the trigger/death rev you could pull the buggy up, and with a tap of the brakes, the nose down came down. With the suspension improvement the new RC8 has never taken off and landed so sweetly. The car took off from the jump flat neutral and upon landing the chassis barely slapped on huge jumps, thus saving wear and tear on the internals.

Rating: 10

WRENCHING

Maintenance • Team Associated cars are usually designed with the hobbyist in mind, and with 10 billion screws holding a car together, everybody loves it when it only takes a couple of screws to take something apart. The front and rear differentials can be taken out with a total of six screws along with the servo tray and motor. But even this type of wrenching can give you premature carpal tunnel, so before working on any 8th scale, do yourself a favor and buy an electric portable drill like a Makita. Make sure to set the drill on a low speed setting though because you can melt the threads in the plastic and significantly decrease the life of your plastics.

Rating: 9

Wear and Tear • Again, Associated is known for having the utmost quality plastics and hardware so you really don't have to worry about that. Of course, you have to maintain your clutch/clutch bearings every couple tanks, but other than that just keep an eye on your differential oil levels. I didn't have a leaking problem with the differentials, but I heard they leak sometimes, so if this problem occurs just add a gasket to your existing one. In general, make sure to keep your car clean and fix one thing at a time because if you don't maintain the car, one problem leads to another and just wears out your car faster than usual.

Rating: 9.5

Tuning • I have to give props to Team Associated because they gave us all the Factory Team upgrades that used to cost an arm and a leg to buy. All these additives make the 8.2 the best handling, bang for your buck, 8th scale buggy. The only thing I'd recommend is the blue aluminum 7075 rear blocks, the plastic ones don't break, but they tend to bend the outside hinge pins (Did it on the RC8B).

Rating: 10

CONCLUSION

With Team Associated grabbing its first buggy national championship, the 8.2 is most definitely a formula for success, and though we don't have Cavalieri's skills, we can still pull the trigger and leave the competition in the dust. Therefore, without a doubt the all-new RC8.2 buggy is a must have; its far superior geometry, lightweight parts, and overall natural feeling gives this buggy an edge over the rest. 🏆

"Eight-point-two" doesn't roll off the tongue.



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MUGENSEIKI

1/8TH
GAS RUGGY
SCALE



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E0080

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**REAR BEARING
CARRIERS**

**ADJUSTABLE BODY
MOUNTS**

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2WD & 4X4**

**FRONT BUMPER &
SKID PLATE**

**FRONT & REAR
BODY MOUNTS**

**REAR BUMPER/
WHEELIE BAR
MOUNT**

**FRONT & REAR
BUMPER MOUNTS**

TRAXXAS 1/16TH SCALE



AXLE CARRIERS

**FRONT A-ARMS
[E-REVO]**

**REAR A-ARMS
[E-REVO]**

**FRONT BUMPER
[E-REVO]**

**REAR BUMPER
[E-REVO]**

ASSOCIATED 1/10 SCALE



**FRONT ARMS
[SC10, T4, GT2]**

**FRONT SHOCK
TOWER [SC10,
T4, GT2]**

**REAR SHOCK
TOWER [SC10, T4]**

**REAR AXLE CARRIERS
[SC10, T4, B4, B44]**

**FRONT BUMPER &
CHASSIS BRACE [SC10]**

**REAR ARMS
[SC10, T4, GT2]**

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POWERPLANT INFO

This all new Reedy 121VR-ST .21 engine is much like the old one and doesn't have gobs of power, but it does have more than enough power for us human folks to handle. This engine temps much cooler than the old engine, and never seems to reach anywhere over 230 degrees on its race tune. Not only is this engine reliable, but it's packed with features not seen in its predecessor. This new Reedy .21 sports an all-new ADLC Nano-Technology crankshaft; along with a silicon CNC machined lightweight piston, and an ultra-lightweight machined aluminum head. Overall, the new .21 performed flawlessly and would be a great mill for any buggy or truggy.

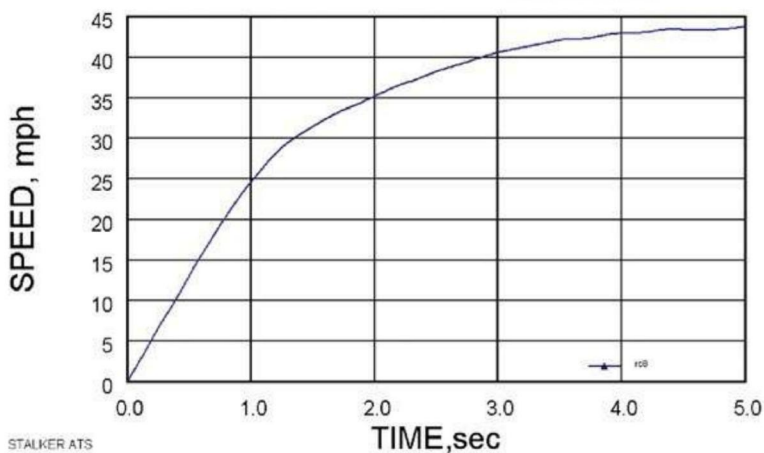


PERFORMANCE INFO



ACCELERATION CURVE

0-60 FT: 1.92 sec. @ 34.6 mph
TOP SPEED: 43.5 mph @ 200 ft.
AVERAGE RUN TIME: 10 minutes



TEST CONDITIONS

WEATHER:	Mild
TEMP/HUMIDITY:	75° F / 30.05%
BAROMETRIC PRESSURE:	30.15 in.
ALTITUDE:	1,500 ft.
TRACK TYPE:	Outdoor dirt

HANDLING

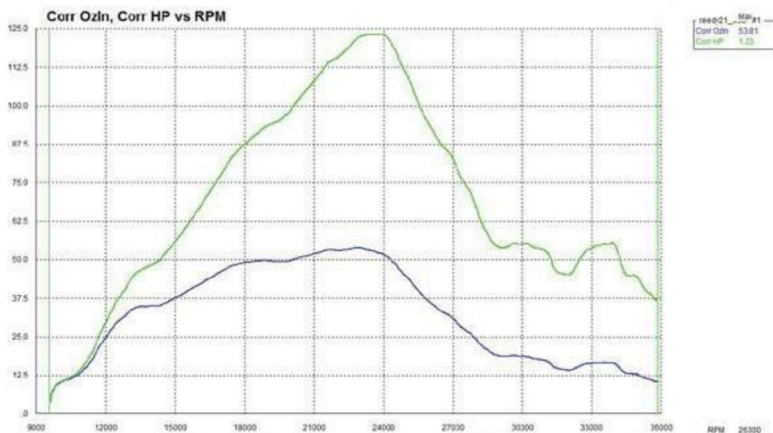
TURNING RADIUS:	2 ft., 4 in.
ON POWER:	Slight oversteer
OFF POWER:	Neutral

BRAKING

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

X-DYNO GRAPH

PEAK X-DYNO HP: 1.23 hp @ 23,350 rpm
PEAK X-DYNO TQ: 53.74 oz.-in. @ 22,750 rpm
PEAK X-DYNO RPM: 35,750
AVERAGE HP: 0.69
AVERAGE TQ: 32.62 oz.-in.



ENGINE DATA

ENGINE:	Reedy 121VR-ST .21
BORE X STROKE:	.65 in. x .63 in. (16.6 mm x 16 mm)
DISPLACEMENT:	.21 in. ³ (3.46cc)
FUEL:	Slidewinder 30%
PIPE:	Reedy 3-chamber tuned pipe
PLUG:	Reedy

NEEDLE SETTINGS

HIGH:	2-3/4 turns out
LOW:	3/4 turns out from flush
MID:	NA
OPERATING TEMP:	260-280-degrees F

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



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



ACCELERATE YOUR RC HOBBY SINCE 1993

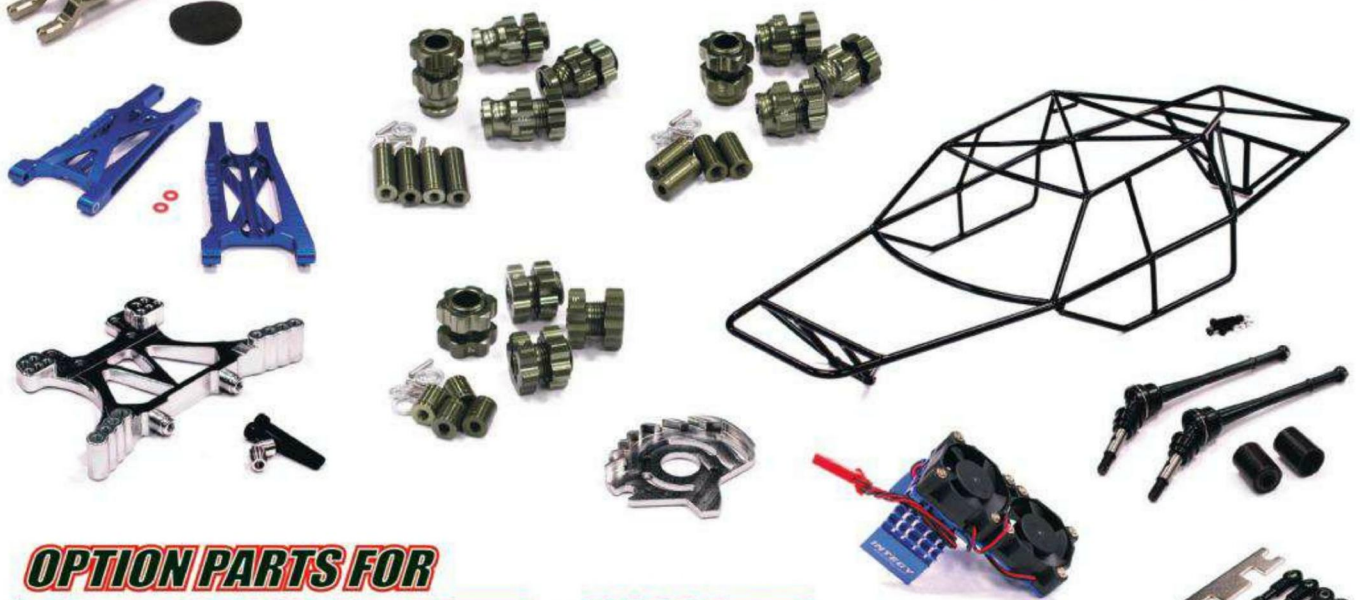
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HPI Mini Trophy Hop-Ups



5488 - 24T Servo Horn 5452 - Uprights

Associated SC10 Hop-Ups



4249 - Top Plate 4219 - Steering Block 4259 - Chassis Plate

Tools / Accessories



1127 - Body Reamer 1364 - 1 Way Hex Wrench 1536 - Metric Mini Wrenches 1535 - Std Mini Wrenches

Rims



4092 - Jigsaw 1.9 Rims

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ELECTRIX RC **BOOST**

**BEGINNER'S
BARGAIN**

1:10
scale



words: Jason Castonguay | **photos:** Jason Boulanger



It says 'boost', but it doesn't have a turbo.

TRENDS RISE AND FALL IN THE RC COMMUNITY AND WITH THE ADVENT OF THE SHORT COURSE TRUCKS, TRUGGIES, NITRO, AND OTHER CLASSES IT SEEMS THAT 1/10-SCALE 2WD BUGGIES FELL BY THE WAY SIDE.

Some say that the nostalgic 2WD buggies are making a come back and with a whole new generation of eager drivers, one could say that the Electrix RC Boost has great timing. With an entry-level performance and a price to match the Boost is sure to catch the eyes of the budget conscious novice. The Boost is incredibly easy to set up and lots of fun right out of the box. The Electrix RC Brand was created/developed by Horizon Hobby and with that kind of backing it's no wonder this car is designed so well.



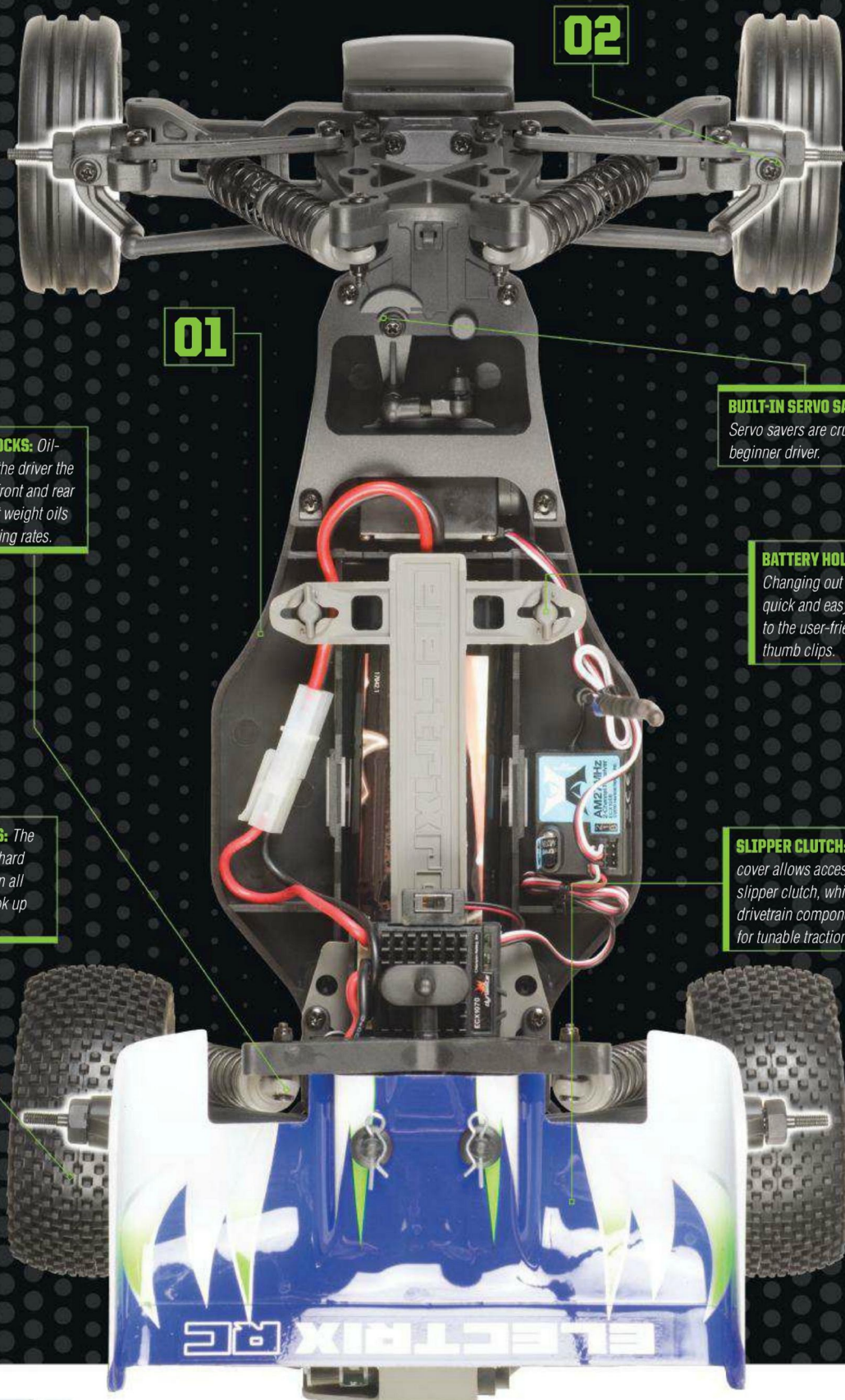
PART #: ECX 3000 (Orange) / ECX 3100 (Blue)
STREET PRICE: \$119
PRICE AS TESTED: \$119

SETUP TIME: 3.5 hours
EXPERIENCE LEVEL:
Novice

1:10
scale



2W
drive



OILED FILLED SHOCKS: Oil-filled shocks give the driver the ability to tune the front and rear by adding different weight oils to change dampening rates.

BUILT-IN SERVO SAVER: Servo savers are crucial for the beginner driver.

BATTERY HOLD DOWN: Changing out battery is quick and easy thanks to the user-friendly thumb clips.

SQUARE PINNED TIRES: The rear tires are made of a hard material that last long on all forms of terrain and hook up surprisingly well.

SLIPPER CLUTCH: The removable cover allows access to the slipper clutch, which protects the drivetrain components and allows for tunable traction control.

01 ROLLED TUB CHASSIS •

The Boost's molded tub-style chassis is made of a tough nylon composite. It's narrow and rolled which not only adds strength, but helps prevent hang-ups over obstacles.



I was pleasantly surprised to see it bulldoze its way through the small piles of mulch and manage to stay on track.



02 THIS CAR'S GOT BALLS •

I was surprised to find that the Boost came equipped with ball bearings on all four wheels and in the transmission. Bearings keep the car running tight even after years of abuse. Bearings increase run time and mean one less upgrade you have to do when considering other upgrades like a quicker motor.



POWERPLANT INFO

The 20T Dynamite makes for a perfect starter motor in the Boost. The motor has plenty of low-end torque to get it to top speed in less than 3 seconds. Yet, it's not too fast, for the beginner driver, to cause damage or control issues.

ACCELERATION

ACCELERATION (0-60FT): 3.52 sec. @ 16.2 mph
TOP SPEED: 16.8 mph @ 89.3 ft.
AVERAGE RUNTIME: 14 minutes

VEHICLE INFO



CHASSIS

LAYOUT: Molded tub
THICKNESS: .090" (2.3mm)
MATERIAL: Nylon composite



SUSPENSION

TYPE: 4-Wheel independent
TURNBUCKLES: Non-adjustable plastic
STEERING: Dual bell crank with built-in servo saver
SWAYBARS (F/R)*: None



SHOCKS

BODIES: Plastic
DAMPING (F/R)*: 30-wt. / 30-wt.
PISTONS (F/R)*: 3-hole / 3-hole
SPRINGS (F/R)*: Glossy black / flat black



DRIVE TRAIN

TYPE: Rear wheel drive
DIFFERENTIAL: Sealed gear differential
AXLE TYPE: Plastic slider style universal axles
TRANSMISSION: Sealed 3-gear with slipper clutch
SPUR GEAR MATERIAL: Plastic
BEARINGS: Metal-shielded bearings



GEARING

1st
PINION/SPUR*: 20/87 (48-pitch)
GEAR RATIOS:
PRIMARY*: 4.35:1
INTERNAL: 2.60:1
FINAL*: 11.31:1



BODY, TIRES & WHEELS

BODY: Electrix RC painted Lexan with matching removable wing
TIRES (F/R): Electrix RC
DIAMETER/ WIDTH*: 1.09" (27.8mm) / 3.55" (89.8mm)
HEX SIZE: 12mm
WHEELS: Electrix RC



DIMENSIONS

WEIGHT*: 3 lbs., 7 oz. (1,560g)
TRACK WIDTH (F/R)*: 9.75 / 9.50 in. (248mm / 241mm)
WHEELBASE*: 11.2 in. (284mm)
RIDE HEIGHT*: 1.00 in. (25.4mm)

*Specifications listed are as tested.



Many an RC enthusiast entered the game in a 2WD buggy.



TESTING

With the potential consumer in mind, I chose to test the Boost on several types of terrain, including long stretches of mulch for rough track handling and a clay type baseball field to simulate track conditions.

Acceleration and Speed • With the first pull of the throttle I could tell the Boost had plenty of peppy torque. It quickly accelerated to its top speed and the slipper clutch allowed for great, accelerated control. Top speed seems spot on, allowing for decent maneuverability that won't cause rolling or damage during loss of control.

Rating: 8/8

Handling • On the dirt and street the Boost seemed to push hard through the turns with a slight under steer however, this kind of handling is a perfect fit for the younger inexperienced driver. I noticed a significant wheel shake in the front tires when accelerating hard from the light servo saver. Also, the stock 30-wt. oil in the shocks might have been a little light for this kind of abuse. I was however amazed at how well the Boost managed to land on all four tires every time.

Rating: 8

WRENCHING

Maintenance • Because the Boost is an RTR, the directions are basic and lacking in blown up schematics, but the full versions are available online. I am personally not a fan of the Phillips head screws in the kit as they were easy to strip when trying to take it apart.

Rating: 8

Wear and Tear • During testing I managed to pop out one of the universal joints, but beyond that the Boost is tough, and passed several "curb" tests. However, the servo had some centering issues that need to be addressed with a stronger servo saver.

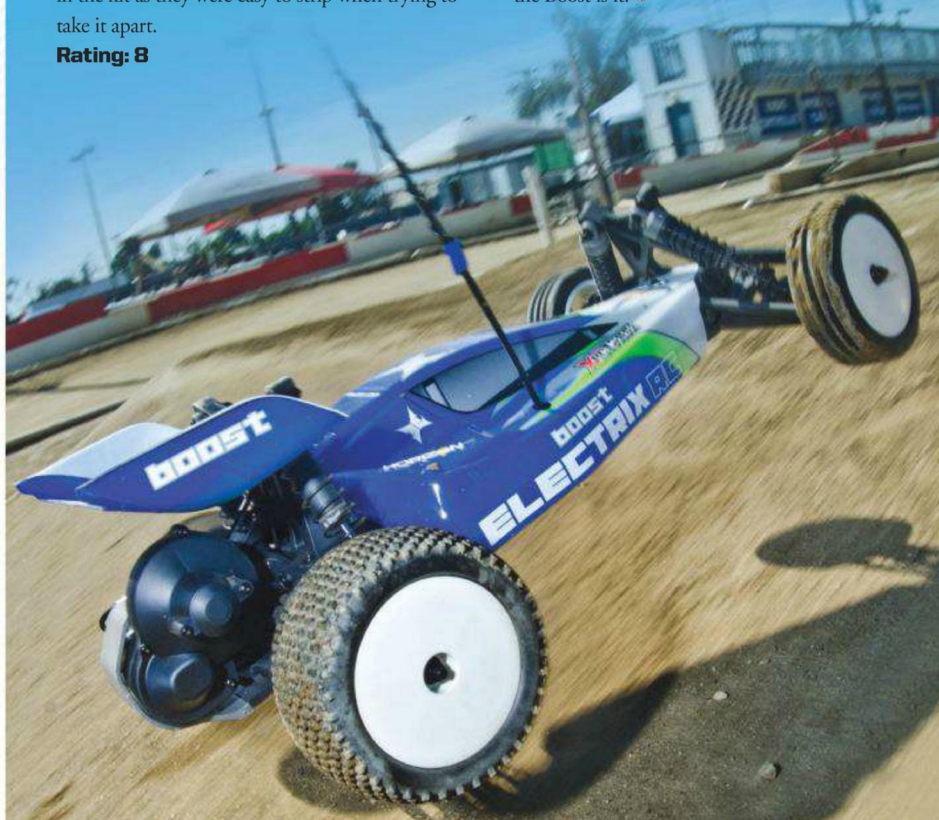
Rating: 8

Tuning • There is not a lot of tunability in this beginner's ride and that keeps it simple and worry free for the novice driver. The slipper clutch can be adjusted through a removable cover. The upper link arms and tie rods are solid, preventing any form of adjustment. Personally, I like to be able to make little adjustments to see how it affects the performance, but that would defeat the purpose of this car.

Rating: 7

CONCLUSION

Overall, the Electrix RC Boost is a beginner's bargain. It's ready to run and simple to use and most importantly, the car is a blast to drive. The design and durability of the Boost will give the beginner driver hours of fun with the option to upgrade when experience permits. If one car can bring back a new generation of 1/10-scale buggy enthusiasts, the Boost is it. 🚀



Electrix RC BOOST

1:10
scale



2WD
drive

RTR GEAR

RADIO:	27MHz AM 2-channel, ECX1066	
RECEIVER:	27 MHz AM 2-channel, ECX1068	
STEERING SERVO:	Electrix RC, ECX1069	
STEERING CONTROL:	Dynamite SPC w/reverse, ECX1070	
MOTOR:	Dynamite 20T, ECX1071	
BATTERY:	Dynamite Speedpack 1800mAh NiMH, DYN1050	
TIRES:	Electrix RC Ribbed / square pin	

CONTACT

HORIZON HOBBY	www.horizon.com
ELECTRIX RC	www.electrixrc.com
DYNAMITE RC	www.dynamiterc.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- ▲ Ready to run in minutes (With an aftermarket charger)
- ▲ Extremely durable for the beginner driver
- ▲ Full bearings
- ▲ Long run times

MISSSES

- ▲ The included plug-in charger takes too long to charge
- ▲ AM Radio and Receiver limits distance to 100-ft.
- ▲ The steering servo had centering issues right out of the box

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TAMIYA **FAST ATTACK** 2011

YES, IT HAS A MACHINE GUN!

1:10
scale



2W
drive

words: James Revilla | **photos:** Jason Bounlanger

The long and storied history of Tamiya includes memorable scale models of full-sized vehicles, and one of the most recognized of the bunch was the 1984 Fast Attack. Based on old-school military buggies, the Fast Attack stood out on the hobby shop shelf with its G.I. Joe paint scheme, realistic driver, and shotgun-mounted M60 machine gun. The hard styrene body accurately reproduced the details of the full-sized machine, down to the molded roll cage and cockpit. The mechanical layout was just as scale, with the rear-wheel drive and trailing arm suspension. Now in 2011, Tamiya decided to re-release this classic ride for those on a retro trip.

The M60 machine gun is cool.





In 1984, the first Apple Macintosh was introduced.



PART #: 58496
STREET PRICE: \$155
PRICE AS TESTED: \$283

SETUP TIME: 5 hours
EXPERIENCE LEVEL:
Novice to Advanced

1:10
scale



2W
drive

02

FRONT SHOCK: Okay, it's not really a "shock," but more like a "sprung screw."

AMPLE ROOM: There's more than enough room to mount today's smaller electronics into the Fast Attack's tub chassis.

CAGED: A molded, multi-piece roll cage protects the driver figure.

01

03

BUGGYISH: The rear transmission can be removed with just four screws. Some of today's vehicles aren't as simple.

FRICTION: Rear shocks are friction-type units. Tamiya offers trick aluminum shocks as an upgrade, just like back in the day.

3-piece wheels used to be normal.

01

DROP HATCH •

The main battery of the Fast Attack goes in from the bottom, above a large locking hatch. The hatch itself is held shut by a rotating latch augmented by two standard body pins. There is ample room in there to use today's larger NiMH or even square LiPo battery packs.



...finally enjoying that childhood dream is worth more than any performance points...



02

SLIDING SERVOS •

The Fast Attack uses a standard servo to control steering duty, mounted up front on the molded chassis. Another detail reflective of old-school tech is how you center the steering. Before, there were sub trims and adjustable turnbuckles, you literally had to slide the servo left or right until it was centered.



03

TRAILER PARK •

Back when trailing arm suspension was "in," the Fast Attack used this style on all four wheels. Friction shocks handle damping, and a rubber CV boot protects the steel dogbones. Note the old school oil hatch for lubricating the transmission gears.



VEHICLE INFO



CHASSIS

LAYOUT:	Molded tub
THICKNESS:	NA
MATERIAL:	Molded plastic



SUSPENSION

TYPE:	4-Wheel independent, trailing arm
TURNBUCKLES:	None
STEERING:	Center servo direct
SWAYBARS (F/R)*:	None



SHOCKS

BODIES:	Molded plastic
DAMPING (F/R)*:	None
PISTONS (F/R)*:	NA
SPRINGS (F/R)*:	Standard / standard



DRIVE TRAIN

TYPE:	RWD
DIFFERENTIAL:	1, conical gear
AXLE TYPE:	Steel dogbones
TRANSMISSION:	3-gear single-speed
SPUR GEAR MATERIAL:	Molded plastic
BEARINGS:	Ball bearings*, metal-shielded (*included with limited edition)



GEARING

1"	
PINION/SPUR*:	18/52
GEAR RATIOS:	
PRIMARY*:	2.88:1
INTERNAL:	2.61:1
FINAL*:	7.51:1



BODY, TIRES & WHEELS

BODY:	Tamiya Fast Attack
TIRES (F/R):	Tamiya Buggy Champ
DIAMETER/ WIDTH*:	2.8 x 0.78 in. / 3.1 x 1.37 in. (72 x 20 mm / 80 x 35 mm)
HEX SIZE:	NA
WHEELS:	Tamiya 3-piece



DIMENSIONS

WEIGHT*:	2 lbs., 14 oz. (1,305g)
TRACK WIDTH (F/R)*:	8.46 / 8.54 in. (215 / 217mm)
WHEELBASE*:	10 in. (254mm)
RIDE HEIGHT*:	1.18 in. (30mm)

*Specifications listed are as tested.

In 1984, Duran Duran began their "Sing Blue Silver" world tour.



TESTING

Due to the nature of the Fast Attack, we passed on track testing (it's not a race car!) and headed for a local park near the office for the photo shoot and some real world driving. Outdoor temperatures were nice and cool, and I drove the Fast Attack on a random mixture of dirt, grass, gravel, drainage stone, and asphalt.

Acceleration and Speed • Back in the 80's the Mabuchi motor included with the kit would have probably felt pretty fast, but in the age where brushless is becoming the norm (even in RTR), I would have liked to see even a small upgrade to something a little faster. Granted, this isn't a racing machine, but even with the larger pinion option, the Fast Attack isn't as "fast" as you'd expect. It does get the job done though, and if you wanted to recreate Tamiya's old school commercials, the silver can does just fine.

Rating: 7/7

Braking • An inherent trait of any rear-wheel drive vehicle is this: if you hit the brakes hard, it's like using the parking brake, as the front wheels keep rolling. However, the large rear tires do a respectable job of slowing the buggy down and staying straight. There's also enough brake grab to kick the rear end out during turning if you need to tighten up your driving line.

Rating: 7

Low-Speed • At low speeds the Fast Attack felt very easy to drive – not because of the suspension tuning (um, there is none), but because its rear weight bias kept the front end in check and made it easy to maneuver. The simple steering system gave the buggy a lot of steering; not to the point that it's a fishtail monster, but enough to carve tight lines or make 180

turns within a small space. On occasion, I would end up turning so tight it would 3-wheel, thanks to the springy front end.

Rating: 7

High-Speed Handling • Dual trailing arms and spring friction shocks may seem prehistoric, but guess what? The Fast Attack was holding its own the faster it went. High-speed traction was consistent and confident, and the 30-year old tire design actually had a nice grip-to-slip ratio for kicking the buggy sideways for some rooster action without losing control.

Rating: 7

Rough-Track Handling • Once I drove onto rough surfaces, the lack of rear oil-filled shocks was apparent. With most of the vehicle's weight toward the rear, the sprung front end would bob and dance over any large obstacle, and yet the buggy would keep on truckin', thanks to the independent suspension. If you keep the Fast Attack within its intended terrain – meaning you don't go rock crawling or to your local 1/8-scale off-road track – it was actually quite capable of handling rougher surfaces.

Rating: 7

Tamiya FAST ATTACK

1:10
scale



2W
drive

TEST GEAR

RADIO:	Spektrum DX3C, SPM3300, \$129	
RECEIVER:	Spektrum SR300, included with radio	
STEERING SERVO:	Hitec HS-625MG, 32625S, \$29	
SPEED CONTROL:	Tamiya TEU-104BK, included with kit	
MOTOR:	Tamiya Johnson 540-J type, included with kit	
BATTERY:	Dynamite Speedpack 7.4v 1800mah NiMH, DYN1050, \$10	
TIRES:	Tamiya Buggy Champ front/rear	
BODY:	Tamiya Fast Attack	

CONTACT

TAMIYA USA:	www.tamiyausa.com
DYNAMITE:	www.dynamiterc.com
HITEC RCD:	www.hitecrnd.com
SPEKTRUM:	www.spektrumrc.com



COBBLE

1/8 SCALE ELECTRIC BUGGY
#600004

NEW



COBBLE

1/8 SCALE GAS POWERED
BUGGY #600001



COBBLE

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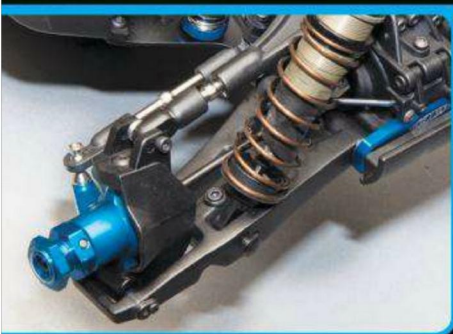
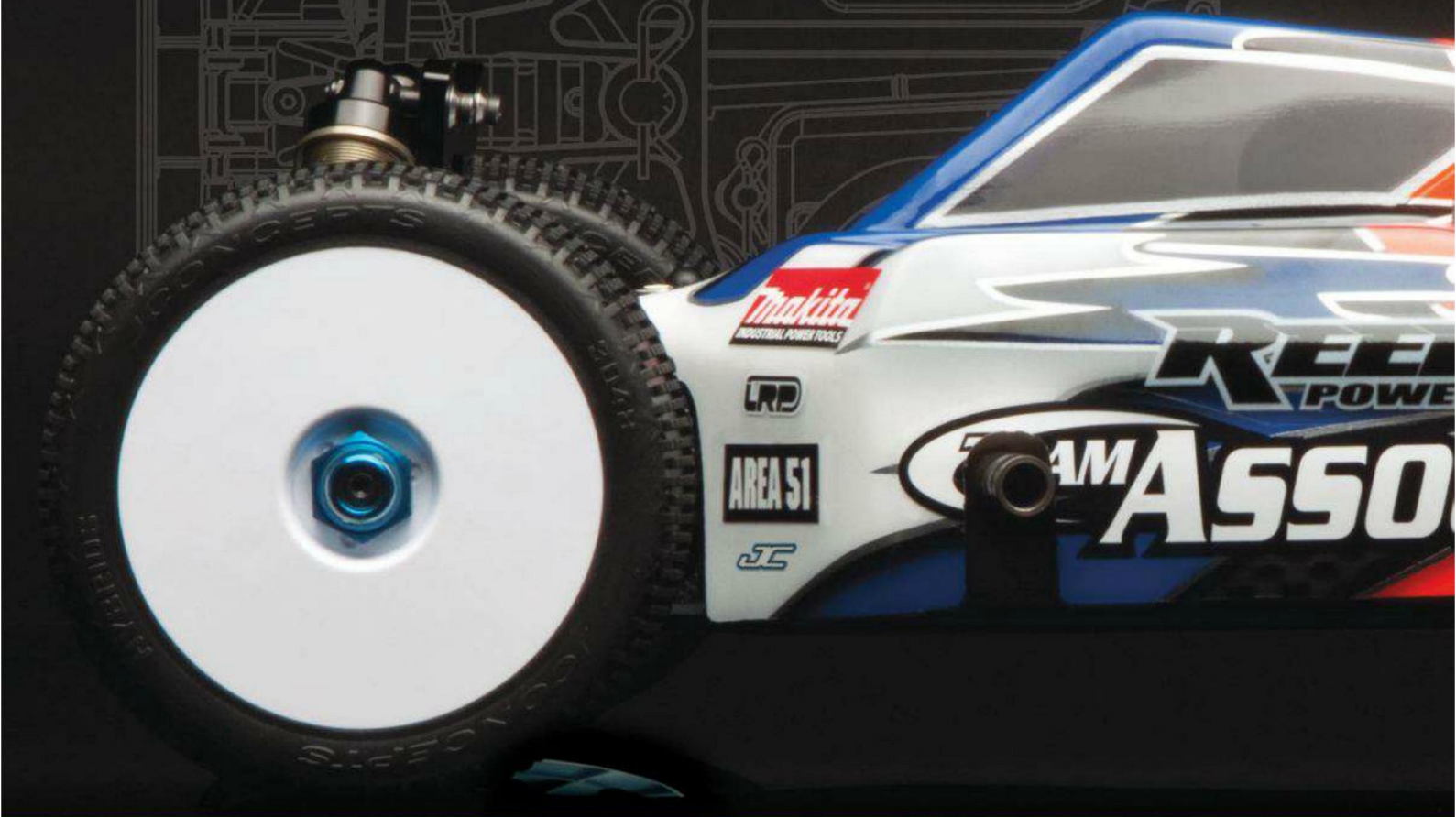
SERPENT

THE RACING EXPERIENCE

News Flash: Serpent wins ROAR On-road
Nationals with 966TE for the 2nd year in a row!

RC8.2 Factory Team

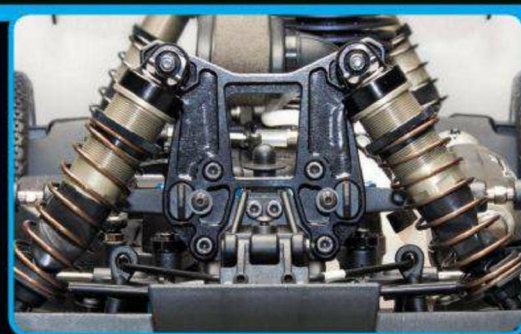
1:8 Scale Nitro 4WD Off Road Competition Buggy Kit



Factory Team 7075 blue aluminum steering knuckles with Factory Team aluminum axles, front and rear



Factory Team 16mm 'Big Bore' hard anodized threaded shocks with 4mm titanium nitride coated shafts



Factory Team 5mm 7075 aluminum low-center of gravity shock towers with optimized geometry

2011 R.O.A.R. Nitro 1:8 Scale Off Road National Champion!

Team Associated's RC8.2 has been refined through years of research and development to achieve its ultimate racing potential, which has been proven by winning the 2011 1:8 scale off road R.O.A.R. National Championship with a 1-2 finish by Ryan Cavaleri and Ryan Maifield.

The RC8.2 Factory Team kit has a long list of new performance parts making for the best and lightest Associated 1:8 scale buggy to date. The RC8.2 starts with the new Factory Team +3mm 7075 hard anodized chassis. The new chassis and

side-guards shed over 1/2 an ounce along with adding 3mm of length to optimize weight distribution and overall handling.

To further improve handling the RC8.2 received newly designed suspension arms featuring centerline shock mounts and an optimized anti-roll bar position. The new suspension arms were designed to work with the Factory Team 5mm 7075 aluminum low-center of gravity shock towers to improve and optimize the suspension geometry, making the RC8.2 more plush and forgiving in rougher terrain.

The RC8.2 Factory Team kit includes the 16mm 'Big Bore' hard anodized threaded shocks with 4mm titanium nitride coated shafts and revised shock boots, to help increase traction and keep the rubber on the ground. The RC8.2 Factory Team kit also proves to be an exceptional value including many Factory Team parts that were previously only available as separately purchased upgrades.

Take your 1:8 scale buggy game to the next level with the new RC8.2 Factory Team kit and drive what the winners drive!



WWW.RC10.COM



RC8.2 Part # 80907

RC8.2 shown equipped with items NOT included in kit: Reedy engine, exhaust system, receiver battery, XP servos and tires. Body comes clear. Assembly and painting required.



Newly designed suspension arms feature centerline shock mounts and optimized anti-roll bar position



Factory Team 7075 blue aluminum lower suspension mounts for optimized geometry, light weight and durability



JConcepts Punisher body and Illusion wing included

RC8.2 Factory Team Kit Features:

- 3mm lengthened 7075 hard anodized chassis
- Newly designed suspension arms feature centerline shock mounts and optimized anti-roll bar position
- Factory Team 16mm 'Big Bore' hard anodized threaded shocks with 4mm titanium nitride coated shafts
- Factory Team 5mm 7075 aluminum low-center of gravity shock towers with optimized geometry
- Factory Team 7075 blue aluminum lower suspension mounts for optimized geometry, light weight and durability
- Factory Team 7075 blue aluminum steering knuckles
- Factory Team 7075 aluminum axles and center drives
- Factory Team 7075 blue aluminum one piece top plate
- Factory Team lightweight spur and ring gears
- Factory Team lightweight diff outdrives
- Factory Team aluminum steering posts
- CVA Boots on center and rear drive joints
- Heat-sink brake rotors front and rear
- New low-center of gravity wing mount

ae
TEAM ASSOCIATED

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Tamiya FAST ATTACK



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- ▲ Very nostalgic
- ▲ Handling is better than expected
- ▲ MACHINE GUN!

MISSSES

- ▲ Suspension is a little bouncy
- ▲ Needs a lot of paint to finish

MAIN COMPETITION

Probably something else in Tamiya's classic re-release line-up

WHO IT'S FOR

Scale and retro fans, or Mike Velez (who always wanted one when he was a kid)

Jumping • Keeping within the intended element, the Fast Attack jumps fine. Not awesome, not bad – just fine. The nose end of the buggy likes to stay higher than the rear while in the air, keeping it from doing its version of a lawn dart upon landing. Let's be honest, scale vehicles like this generally aren't expected to be awesome at what we call "jumps," but they are expected to be realistic in how they take them. The Fast Attack may have an almost 30-year old suspension design, but at least they picked something that works.

Rating: 7

WRENCHING

Maintenance • Maintenance is easy; the simple 2WD layout, lack of oil-filled shocks or differentials, covered chassis, and sealed gearbox keep maintenance to a minimum. The tires are low-wear, and if anything, any maintenance required between driving would probably just consist of a quick dusting with compressed air, or some paint touch ups on the main body or driver figure if you want to keep the realistic detail.

Rating: 8

Wear and Tear • Our test kit was one of the first production runs (of the re-releases) and Tamiya offered a free ball bearing set for anyone who is lucky enough to get one of the first boxes. Back in 1984 when the original Fast Attack was released, upgrading to ball bearings was a premium thing, and those alone cut down on a lot of the possible wear and tear. Having rubber CV boots on the rear drive shafts (most RC vehicles these days don't even have these) protects the drive system from debris. Electronics are protected from the elements as well,

so all you have to worry about is scratching up the molded body.

Rating: 7

Tuning • Tuning the Fast Attack is, well, pretty much non-existent. You can probably retrofit some current, oil-filled rear shocks (or opt for Tamiya's limited edition old school reps), but the fronts will require some fabrication for the upper mount. The trailing arm suspension has no adjustment whatsoever, save for the minute ability to dial in some front toe. You can't adjust ride height, and you only have one of two pinion gear choices. But when we're talking about a retro-mobile like the Fast Attack, who really cares? Don't let the low "tuning" score fool you. In truth there is nothing to tune, but it doesn't really need it, as this machine was meant to drive as is, for fun.

Rating: 2

CONCLUSION

If you skipped straight to the score sheet first and saw that the Fast Attack got a value of 9, let me explain why: The Fast Attack isn't meant to chase checkered flags. Tamiya's decision to bring back the 27-year old vintage machine was not only to celebrate its status as an early RC icon, but to bring back memories of seeing it on the shelf at the hobby shop, when you were a kid, with its cool machine gun and its army feeling. Some of us (like Xtreme RC head honcho Mike Velez) would buy the Fast Attack now as one of those "I've always wanted one" kind of things, and although it's an old design, it still turned out to be a blast to drive. For some RC enthusiasts, finally enjoying that childhood dream is worth more than any performance points. 🍷





POWERPLANT INFO

The tried and true Johnson/Mabuchi 540-J motor is standard in the Fast Attack box. Being the usual go-to motor for most kits, the 540-J isn't the most powerful nor is it the fastest. It has a closed endbell with no user-serviceable parts, runs bushings instead of bearings, and doesn't even have a motor label. However, for vehicles like the Fast Attack, why would you need more? It's got enough power to enjoy driving the buggy without overpowering it and making it a handful. Plus, at around \$15 for a replacement, it's easy on the wallet too.



MOTOR DATA

MOTOR: Johnson-Mabuchi 540-J
WIND: 27-turn Single

BRUSH TYPE: Internal
SPRING TYPE: Internal
ADJUSTABLE TIMING: None

PERFORMANCE INFO

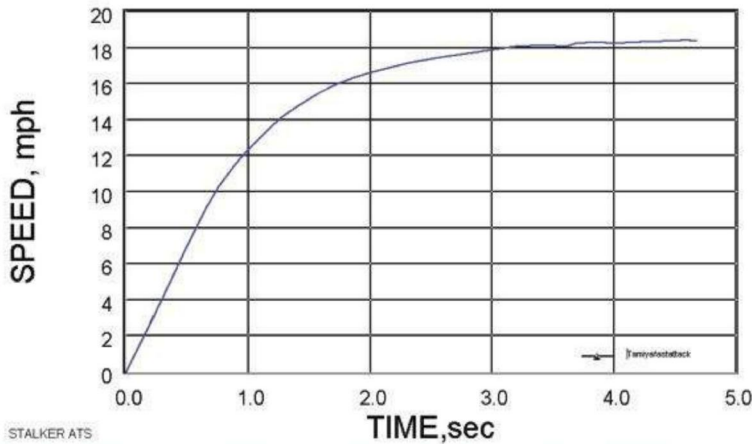
1:10
scale



2W
drive

ACCELERATION CURVE

0-60 FT: 3.11 sec. @ 17.9 mph
TOP SPEED: 18.4 mph @ 98.2 ft.
AVERAGE RUN TIME: 16 minutes



TEST CONDITIONS

WEATHER: Sunny and breezy
TEMP/HUMIDITY: 79° F/36%
BAROMETRIC PRESSURE: 29.90 in.
ALTITUDE: 652 ft.
TRACK TYPE: Various terrain

HANDLING

TURNING RADIUS: 1 ft. 5 in.
ON POWER: understeer
OFF POWER: slight oversteer

BRAKING

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

There's a spot for a AA receiver pack on an electric car!



SHORT COURSE HAS



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SVT**

#3346-00 CLEAR BODY FOR SCRT10, HYPER 10SC
#3344-00 CLEAR BODY FOR SLASH® 2WD/4X4,
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FLO-TEK

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

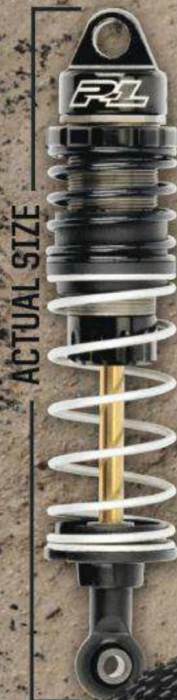
FRONT INBOARD HUB

#6068-00 FOR SC10 FRONT
#6069-00 FOR XXX-SCT / XXX-SCB FRONT
(SHOWN)



POWERSTROKE
PERFORMANCE SHOCKS

#6063-00 FRONT SHOCKS (SHOWN)
#6063-01 REAR SHOCKS
#6063-03 FRONT SPRING ASSORTMENT
#6063-04 REAR SPRING ASSORTMENT



ACTUAL SIZE



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 4X4 & 2WD WITH ADAPTERS F/R (#6068-00, #6064-05)



CALIBER 2.0 SC

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

HOLE SHOT 2.0 SC

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

BLOCKADE SC

#1183-01 M2 (MEDIUM) ●
#1183-02 M3 (SOFT) ●
#1183-03 M4 (SUPER SOFT) ●

NEW

BADLANDS SC

#1182-01 M2 (MEDIUM) ●

NEW

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PROBAR 3™



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

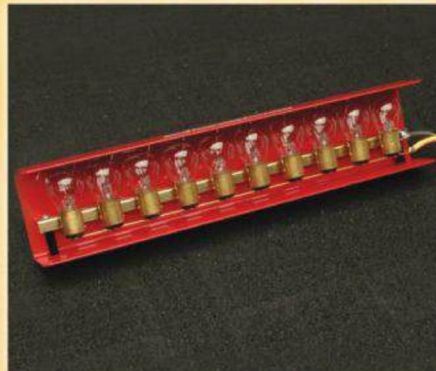
#16106pcs
#161125pcs
#1612100pcs

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"Rating: A+" - Xtreme R/C Cars
"The best building jig on the market" - R/C Car
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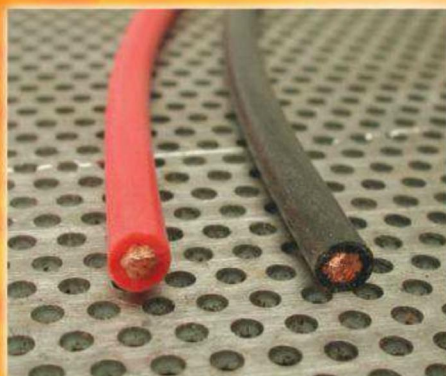
Car stand and discharger in one
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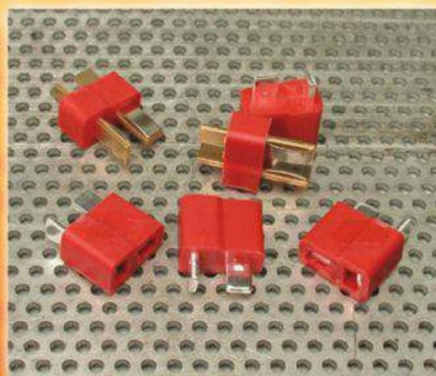
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TEAM ASSOCIATED **SC10 RS RTR**

**READY TO RACE...
ARE YOU?**

1:10
scale



2W
drive

words: Derek Buono | **photos:** Carl Hyndman

SHORT COURSE IS STILL ON FIRE AND EVEN THOUGH ELECTRIC RACING IS ON AN UPSWING, IT'S STILL AN RTR WORLD OUT THERE. Most of the time if you buy an RTR, you're really not a hardcore racer, but in some cases the RTR version is really a racecar with some gear strapped in. The Associated SC10 RS RTR fits into that latter thought, and actually surprised us on the track. Some good tires, a more than capable speedo and motor and the RS was ready for track duty.



Viva la Rockstar!



PART #: 7049
STREET PRICE: \$340
PRICE AS TESTED: \$440

SETUP TIME: 40 minutes (charge time)
EXPERIENCE LEVEL:
Novice to Advanced

1:10
SCALE



2W
DRIVE

WOODBOO HEX: The RS is the first SC10 variety to get the hex drives on both the front and rear of the truck.

V2 SHOCKS: The RS also gets a current set of dampers with the V2 configuration bolted right on.

NO AGUA: The new receiver box won't work at the bottom of a pool, but it is water resistant and should withstand normal use in damp, or slightly wet conditions.

JCONCEPTS RUBBER:
The rear tires are real JConcepts tires with a racing compound that proved to work very well. The inserts are a little soft, but way better than most RTR spec tires.

01

02

V2 SLIPPER: The newest version of AE's slipper clutch gives you amazing adjustment for traction conditions.

RTR is so convenient.

01

Different Diff • Most racers think a ball diff is the only way to go. While it does work very well, gear diffs are better. They are more durable, and with some tuning will provide similar performance. The RS gets a new gear diff that is more consistent than the gen 1 diffs that were found in older kits. With the amount of power in most brushless systems the durability and added mass will actually make it easier to drive.



"The new receiver box won't work at the bottom of a pool, but it is water resistant and should withstand normal use in damp, or slightly wet conditions."



02

Mama, I'm Going Fast

• The Reedy motor and XP700 speed control comes pre-wired with real connectors and provides lots of power and control. To be perfectly honest, it was more power than we were expecting. With a few changes in the speed controls, setting the power of the two made for some quick lap times and will be more than entertaining during a good bash session.

POWERPLANT INFO

The electronics in the truck look "normal," but when we plugged the battery in and set the speed control to race specs it was surprisingly potent on the track. The speed was above our expectations. Menu manipulation is a little complicated as it took three of us to figure out how to change the settings, but overall this can be race ready. The brakes, in typical sensorless style, were a little vague and inconsistent, but overall had very good control in throttle feel and braking.

ACCELERATION

ACCELERATION (0-60FT): 2.27 sec. @ 26.28 mph
TOP SPEED: 27.7 mph @ 183 ft.
AVERAGE RUNTIME: 18 minutes

VEHICLE INFO



CHASSIS

LAYOUT: Molded tub
THICKNESS: 2mm
MATERIAL: Plastic



SUSPENSION

TYPE: 4-Wheel independent
TURNBUCKLES: Steel
Angled bellcrank "coplanar" steering with integral servo saver
STEERING: integral servo saver
SWAYBARS (F/R)*: Not included



SHOCKS

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



DRIVE TRAIN

TYPE: 2WD gear reduction
DIFFERENTIAL: Gear diff, fluid damped (optional)
AXLE TYPE: Steel dog bone
TRANSMISSION: 3-gear
SPUR GEAR MATERIAL: Plastic
BEARINGS: Rubber-shielded



GEARING

1"
PINION/SPUR*: 18/87, 48-pitch
GEAR RATIOS:
PRIMARY*: 4.83:1
INTERNAL: 2.61:1
FINAL*: 12.61:1



BODY, TIRES & WHEELS

BODY: Team Associated SC10 Rockstar / Makita
TIRES (F/R): Team Associated / J-Concept Subculture
DIAMETER/WIDTH*: 4.25" x 1.75" (107.9 mm x 44.5 mm)
HEX SIZE: 12mm
WHEELS: Team Associated KMC Replica (hex-style)



DIMENSIONS

WEIGHT*: 73.3 oz. (2,080g)
TRACK WIDTH (F/R)*: 11.50 in. (293mm)
WHEELBASE*: 12.9 in. (327mm)
RIDE HEIGHT*: 1.18 in. (30 mm)

*Specifications listed are as tested.

You got a legend on your motor there, buddy.





TESTING

I was able to do a lot of testing with the SC10 RS as part of our RTR versus Factory article. I did all the testing at my favorite SoCal spot for indoor racing: OC/ Raceway. The track was the same as the Surf City Classic, but not blue groove. So traction ranged from low to medium, which is a more normal surface for the track.

Acceleration and Speed • The stock RTR power plant was surprisingly fast, and with a few setting changes on the speedo, it was down right impressive. There was still some squirm out of corners, but overall, speed and acceleration were closer to a race electronics package than we expected.

Rating: 10/10

Handling • The SC10 is a very capable car, and some lesser skilled drivers will get caught out by the rear end breaking loose if they're too aggressive with the throttle. This setup was really good for the track and the rear tires providing more than ample grip. You still could get the rear end to get "twitchy" if you tried, but the overly soft servo saver and milder stock speedo settings make it hard to do. The stock truck does have a very safe push, but it's quick to change directions. The real hampering part of the entire truck's handling is in the servo saver. With some glue, or an upgraded spring you will gain serious performance and lap times will drop like a rock in water. Aside from that slightly lazy characteristic the truck was very fast stock. That's with stock tires, stock foam and setup. We were very impressed with the RS's out-of-the-box skills. Just a few tweaks and this thing is spot on.

Rating: 9.5

WRENCHING

Maintenance • For the most part, the truck is easy to work on. The bumpers do add some time to get the tranny apart, but with the gear diff you

shouldn't need to access it once you get your fluid set. Aside from that little downer, the layout is very easy and straight forward.

Rating: 10

Wear and Tear • The plastic is softer than a FT spec, but overall the truck has made big improvements in durability. Nothing even came close to breaking, even when we glued the servo saver, which effectively meant there wasn't one, there wasn't a single issue. We even ramped up the speed to factory modified and still nothing seemed to complain at all. You have to love gear diffs and softer plastic.

Rating: 10

Tuning • Part of the testing did involve a lot of setup changes to match Maifield's winning setup and each step yielded an improvement and could be felt. The SC10 borrows everything from years of development and winning so it's very adjustable and very tunable.

Rating: 10

CONCLUSION

I'm a lazy racer and this SC10 RS RTR is perfect if you're just into having some fun, but don't want to compromise. It comes with a good setup, good tires (for most tracks) and gear that actually provides a competitive race speed. Associated has delivered one of the best RTR packages in the category and even if it never hits the track, it's a winner. 🏆

Team Associated **SC10 RS RTR**



RTR GEAR

RADIO:	XP3-SS 2.4GHz 3-channel radio	
RECEIVER:	XP TRS401-SS 4 Channel 2.4GHz Receiver	
STEERING SERVO:	XP S1903	
SPEED CONTROL:	XP SC700 Brushless Speed Control	
MOTOR:	Reedy 3300 KV Brushless Motor	
TIRES:	Team Associated / J-Concepts Subculture	

TEST GEAR

BATTERY:	Reedy Wolf Pack 35C 2S, 731, \$50	
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CONTACT

TEAM ASSOCIATED / REEDY	www.rc10.com
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SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- ▲ Rock solid performance out of the box
- ▲ Speed control and motor provide surprising track speed
- ▲ Updated gear diff should respond better to oil
- ▲ New hex drives for front and rear rims

MISSES

- ▲ Dogbones
- ▲ Rear foams are too soft for indoor racing

RTR is not a term for "cheap" when it comes to the SC10.





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SERPENT **811 COBRA-T**

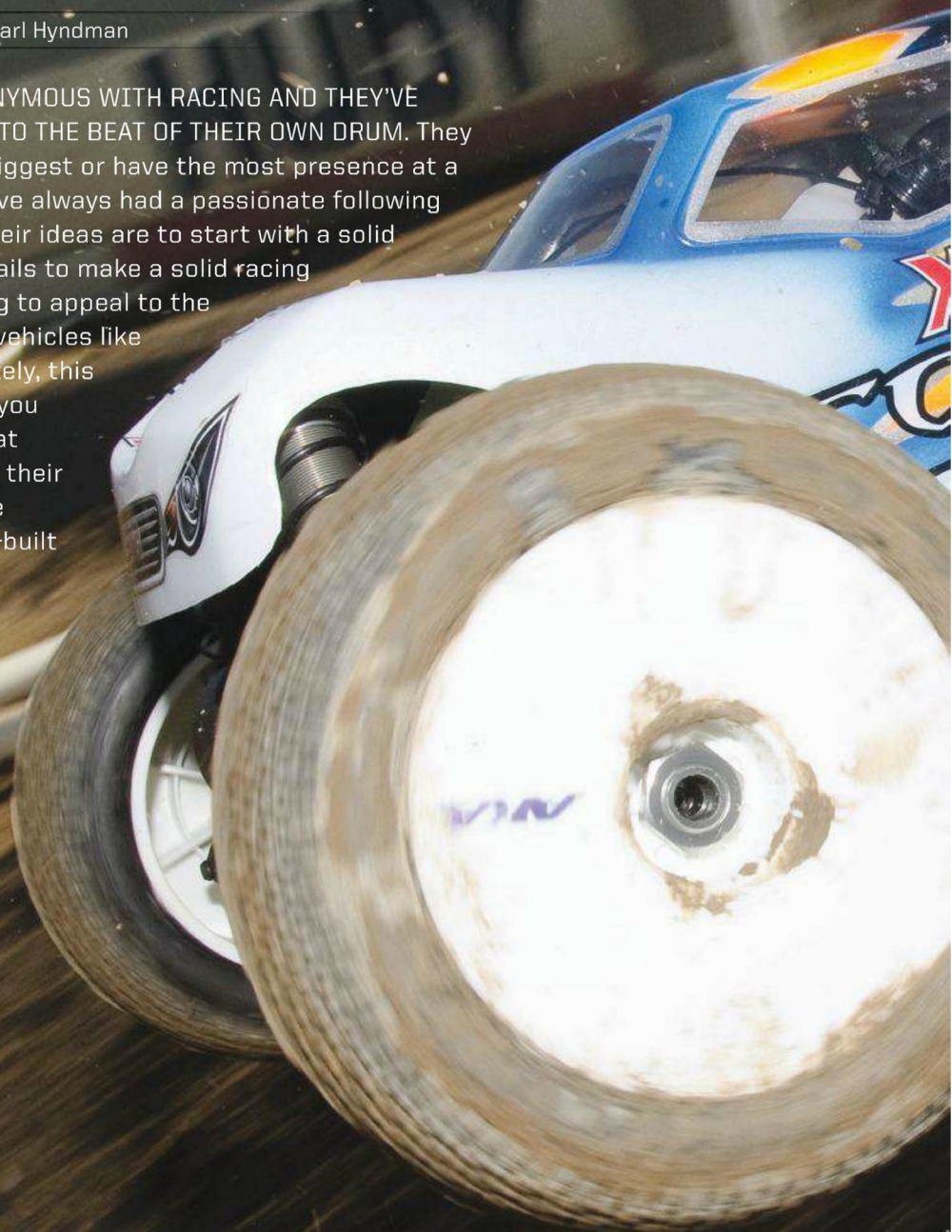
THE SNAKE BITES HARD

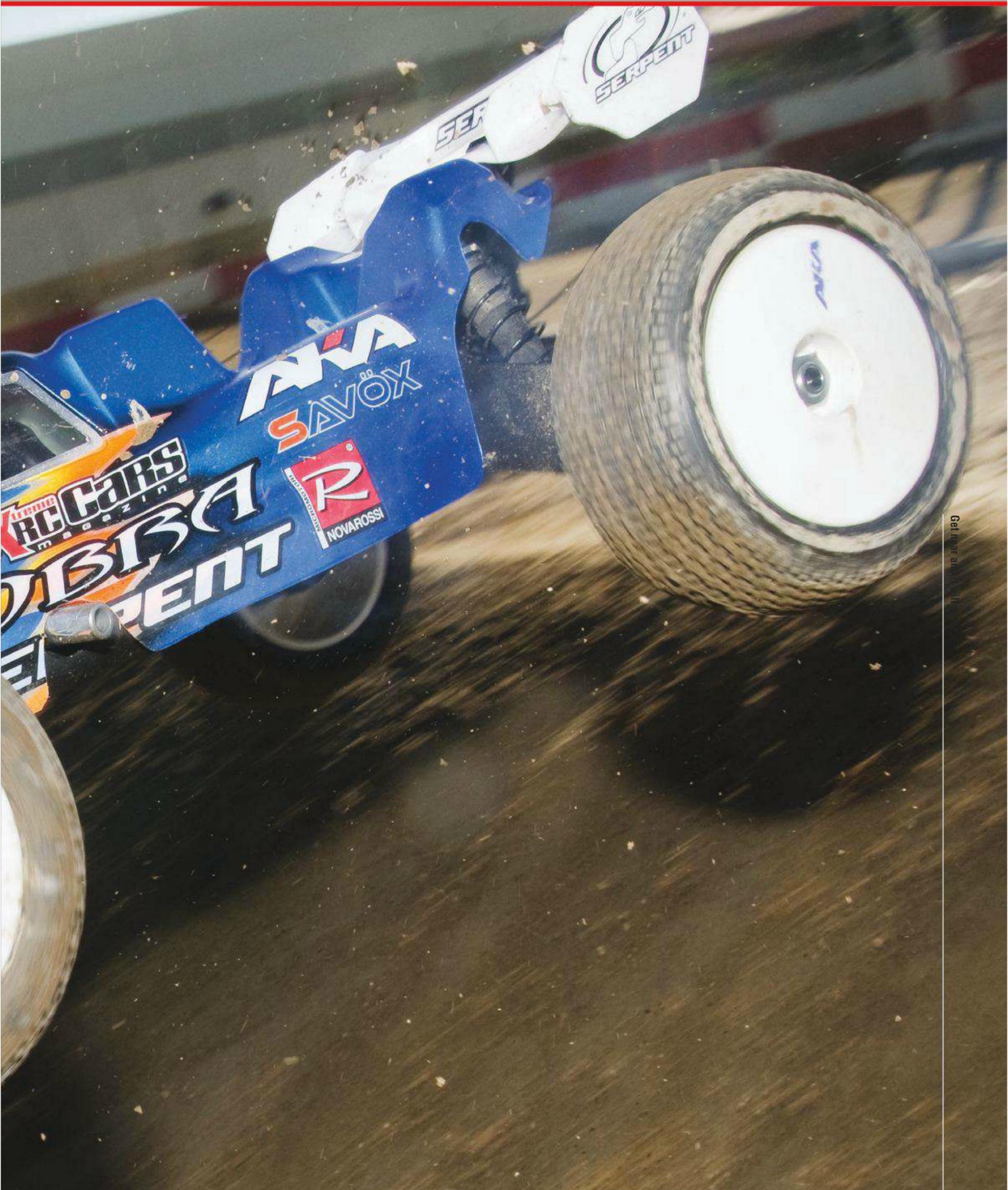


words: Carl Hyndman | **photos:** Carl Hyndman

SERPENT IS SYNONYMOUS WITH RACING AND THEY'VE ALWAYS WALKED TO THE BEAT OF THEIR OWN DRUM. They may not be the biggest or have the most presence at a race, but they have always had a passionate following among racers. Their ideas are to start with a solid foundation and add small details to make a solid racing machine. No, they aren't trying to appeal to the casual backyard basher with vehicles like this, but if you race passionately, this new truggy may be just what you are looking for. Let's see if that reputation holds up here with their new 811 Cobra Truggy and see what a very specific, purpose-built machine can do.

Pythons aren't venomous, but they sure pack a punch.





Get more action at www.rc-cars.com



PART #: 600030
STREET PRICE: \$620
PRICE AS TESTED: \$2,109

SETUP TIME: 10 hours
EXPERIENCE LEVEL:
Intermediate and Advanced



01

STEER IT CORRECT: The steering is on the same plane as the kick-up and this should help with bump steer, Ackermann, etc.

02

03

SPRING STEEL: The Truggy is equipped with strong spring steel and this really helps in the high stress areas.

TOWERING: Shock towers are carbon fiber and are beveled up to help with durability.

STOPPING POWER: Fiberglass disc brakes provide stopping duties and the front ones are bigger to handle the extra work they encounter.

SWAY IT: The sway bars move on bearings and are integrated into the arms by use of a pillow ball-style system.

This snake won't fit in your pants.

01
Big Pig

- These shocks

are 16mm big guys and they are all pro level. Nothing too unusual, but well built and include the proven design that racers have come to expect.



“The Cobra was like a Chameleon and flew more like an eagle hunting its prey, than a snake that only wanted to stay on the ground.”


02
Easy Kicks

- Each clutch shoe and

spring is fitted by screwing in a post and this makes any use of a special tool unnecessary. The included four shoes are a composite material and should apply pressure evenly and smoothly.

03
Narrow Platform

The truggy uses a proven geometry with a slightly longer length in the chassis for stability. This follows most of the current trends and moves the heavier components forward for a more aggressive style of driving. This chassis is also very narrow and milled out in strategic locations on the high quality 3mm 7075T6 aluminum.


VEHICLE INFO

CHASSIS

LAYOUT:	Single deck with bracing
THICKNESS:	3mm
MATERIAL:	CNC 7075T6 aluminum
TANK CAPACITY:	150cc


SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Spring-steel
STEERING:	Dual bell-crank
SWAYBARS (F/R)*:	2.3mm / 2.5mm


SHOCKS

BODIES:	Hard anodized threaded aluminum
DAMPING (F/R)*:	300-CST / 300-CST
PISTONS (F/R)*:	6-hole 1.2mm / 6-hole 1.2mm
SPRINGS (F/R)*:	Pink 4.8 / White 4.0


DRIVE TRAIN

TYPE:	4WD dual-shaft
DIFFERENTIAL:	3 (front / center / rear gear)
AXLE TYPE:	Universal
DIFF FLUID(F/C/R):	5,000-CST / 5,000-CST / 3,000-CST
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Metal
CLUTCH TYPE:	4-shoe centrifugal
BEARINGS:	Metal-shielded


GEARING

CLUTCH BELL/ SPUR*:	1st / 13/50
GEAR RATIOS:	
PRIMARY*:	3.85:1
INTERNAL:	4.3:1
FINAL*:	16.54:1


BODY, TIRES & WHEELS

BODY:	Serpent S811 Truggy
TIRES (F/R):	Not included
DIAMETER/ WIDTH*:	NA
HEX SIZE:	17mm
WHEELS:	Not included


DIMENSIONS

WEIGHT*:	7 lbs., 15.68 oz. (3,620g)
TRACK WIDTH (F/R)*:	16.12 in. (409mm)
WHEELBASE*:	14.9 in. (378.4mm)
RIDE HEIGHT*:	1.54 in. (39mm)

*Specifications listed are as tested.

This hungry snake hunts prey.



TESTING

It was October, and for some reason Mother Nature decided it wasn't time to give up on hot days and threw triple digits at us for our test day. It was hot and dry with Revelation Raceway doing what it could to keep the dusty dirt wet and provide us with traction. Sure, the sections were critical, and there are always white-knuckle areas on the track to really test the limits, but the overall dimensions are always large and perfectly suited for a competition level truggy. It was time to see what this venomous animal was capable of.

Acceleration and Speed • The Cobra generates a lot of traction and combined with the AKA tires, wheels and inserts, was able to lay down a lot of the Italian power. Most Truggies sway and move lazily as they shift their weight to each corner, but this buggy stays flat and still manages to find the grip without much wheel spin. This is all done with a .21 engine that seems to be the new trend in truggy racing. This adds up to some heady benchmarks, and Serpent is proud to take that reputation.

Rating: 10/10

Braking • Braking is performed by a surprisingly simple design. Up front, duties are handled by a larger fiberglass pad, with a smaller one for the rear. This balance seems to be about right and the brakes grab linear and are predictable. Adjustments aren't quite as easy, and even a small turn of the wrench reflects in big changes to mannerisms. That's a small knock (or gain), depending on your point of view and with the stock settings, the truggy only produced a slight push going in to corners, making the Cobra easy to drive and fast.

Rating: 9

Low-Speed Handling • Truggies are the biggest vehicles on the track and tend to be big and laborious in the corners due to their large tires and mass, but this one does an impressive

job of getting in and out with as few clicks of the stopwatch as possible. The kit tends to err on the side of caution and includes a slight push to make the average driver a bit more relaxed behind the wheel, but I'm sure with a few basic changes the truggy could turn on a dime.

Rating: 9

High-Speed Handling • Stability wasn't a word I was expecting when I first hit the track, since the Cobra tends to stay flat, and sway is relatively minor for a race truggy, but that's exactly how I felt behind the wheel. I could drive hard and tight to the pipes without feeling like I was playing with catastrophe. Again, there was only a slight push, but nothing that would affect lap times at speed, and this characteristic produced consistent results that a racer looks for when qualifying and going into long mains. I want my competitors shaking, not my vehicle.

Rating: 10

Rough-Track Handling • This is where the Cobra showed its hand with bottomless suspension and flat handling traits. Big holes, ruts and chop were easily soaked up and I always felt like it was going to stay composed and in control. Sure, this is the area Truggies are known for, but this one, once again, rises to the top with racing deep in its blood. Hammer time!

Rating: 10

Serpent 811 COBRA-T

1:8
scale

NITRO

4WD
drive

TEST GEAR

RADIO:	Futaba 4PK, FUTK4900 \$500	
RECEIVER:	Futaba R604FS Receiver (included with radio)	
STEERING SERVO:	Savox SB-2270SG Monster Torque BL steel gear digital SB-2270SG, \$150	
THROTTLE SERVO:	Savox SB-2271SG High Speed BL steel gear digital SB-2271SG, \$150	
ENGINE:	Novarossi Bonito 21-7XLS .21, NOVBONITO217XLS \$500	
RECEIVER BATTERY:	Reedy 1600 6.0V hump pack, 612 \$25	
FUEL:	O'Donnell 30% Speed Blend (quart), ODOP4530 \$11	
EXHAUST:	Novarossi 9901, NOV51016, \$84	
TIRES:	AKA City Block (soft), 14102S, \$26/pair	
INSERTS:	AKA Truggy Grooved Inserts (medium), 34101MG (included with tires)	
WHEELS:	AKA Truggy wheels (white), 24101W (4-pieces) \$17	
BODY:	Serpent S811, 600401 (included with kit)	

CONTACT

SERPENT:	www.serpentamerica.com
NOVAROSS:	www.novarossi.us
O'DONNELL RACING:	www.odonnellracing.com
AKA RACING:	www.raceaka.com
FUTABA:	www.futaba-rc.com
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SPECIFICATIONS:

Length: 770mm
Width: 470mm
Height: 290mm
Wheelbase: 478mm
Tyres: 158*62.5mm
Motor : KV 1620
Motor : length : 80mm , diameter: 40mm
ESC: EZRUN-150A
Battery : Two 7.4V 5200Mah 25C Lipo battery
Chassis : 4MM 6061T6
Radio: 2.4G



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Serpent 811 COBRA-T



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- ▲ Stable and well mannered at speed and in the air
- ▲ Great suspension design
- ▲ Nimble and responsive

MISSSES

- ▲ Manual is a little short on info in some critical areas
- ▲ Fit of some items requires a bit more attention from the person building the kit
- ▲ Some things usually found in kits are absent from kit, especially at this price

MAIN COMPETITION

Team Associated RC8T Championship Edition, Hot Bodies D8T, Kyosho Inferno ST-RR Evo Comp, Team Losi Racing 8IGHT-T 2.0

WHO IT'S FOR

Seasoned racers looking for something a bit unique

Jumping • No one gets super excited to jump a truggy compared to the other more nimble vehicles on the track, but the Cobra was like a Chameleon and flew more like an eagle hunting its prey, than a snake that only wanted to stay on the ground. It responds well to throttle and brake inputs with the nose and tail snapping to attention when needed, and easily charged the biggest and most off-camber jumps on the track. I wasn't expecting this, and before I knew it I was smiling ear to ear as I tried to reel in some of the race buggies on the track.

Rating: 10

WRENCHING

Maintenance • Overall, the truggy is fairly simple to work on with just a few areas that I needed to pay a little more attention to. The center diff didn't want to seal evenly and formed a light drip when driving, but a few turns of the wrench solved that. There were also a couple of other areas that needed a bit more attention (special clutch shoe design, sway bar design, etc.), but just the typical things that people with an eye for details would do anyway. The real area was the links. The manual is really light on help here and small CAD pictures are your only advice when setting up the small metal rods and ball cups. Was that fuel tubing I was supposed to be using? And the length of the rods seemed to be way off when I did my caliper readings, and what length should I cut the fuel tubing? Hmmm...I guess this truggy is really meant for racers who have experience and not geared to those just one step beyond a newbie. If numerous nitro builds fits your description, then you'll know what to do and you can improvise like any seasoned driver does when building a race kit. Once it is set up correctly, wrenching is pretty similar to other designs.

Rating: 8

Wear and Tear • After a hard flogging, everything seemed to check out OK, and that meant just a routine cleaning and inspection and I was ready for more. I didn't see anything that would lend itself to an overly critical area (maybe swap the plastic servo arm for metal), and I was happy to see covers for the rear shocks, a cover for the spur gear, etc. Yeah, like I mentioned, it is still a nitro racing machine, so there is the typical stuff, but nothing that goes beyond the call of duty.

Rating: 9

Tuning • Tuning is right at your fingertips with lots to adjust and a few more that you may not of thought of. The design is intuitive and overall straightforward, and the truggy responded well to the few changes I did make. Fortunately, the Cobra strikes hard right away and is a nice starting point for most tracks with only minor adjustments needed to suit the style of the driver and track. The kit does lack a few things like wheels or springs, and sure, I could have at least used a small bit of supplied Loctite, but the meat of the kit is all right there and on par with most other racing kits.

Rating: 9

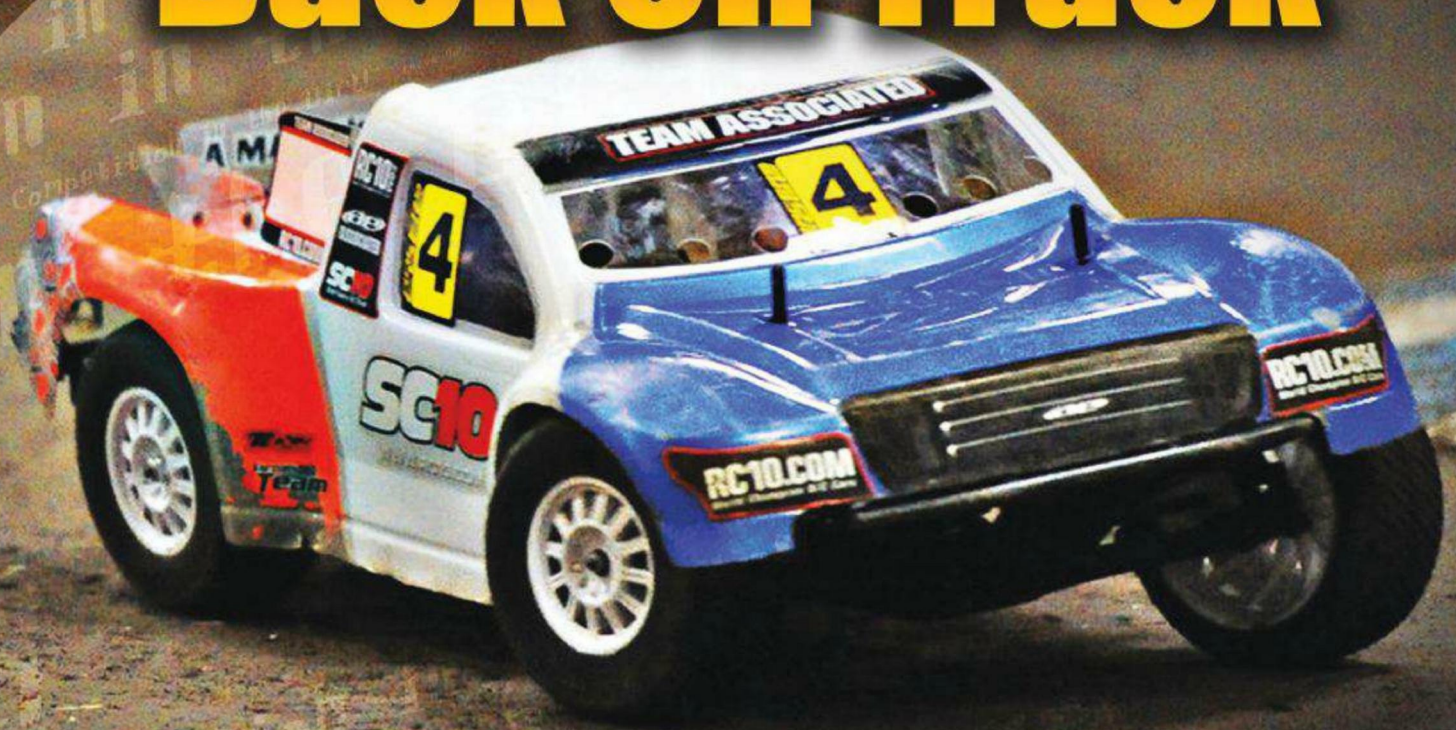
CONCLUSION

Serpent has a long reputation of being a race company and the bloodline really shows in this kit. Yep, it is meant for experienced racers who have nitro building in their past, but nothing out of the ordinary or some crazy experiment. This truggy is at home on the track and the time spent on a good baseline stock set-up out of the box was nice. I like that it walks to its own beat, and takes a slightly different approach without reinventing the wheel, and I'm sure those looking for these traits won't be disappointed.

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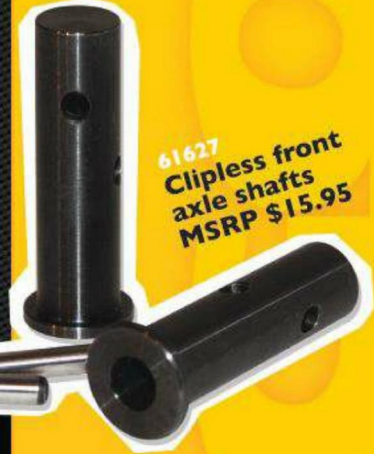
OPTIONS



- 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



61627 Clipless front axle shafts MSRP \$15.95

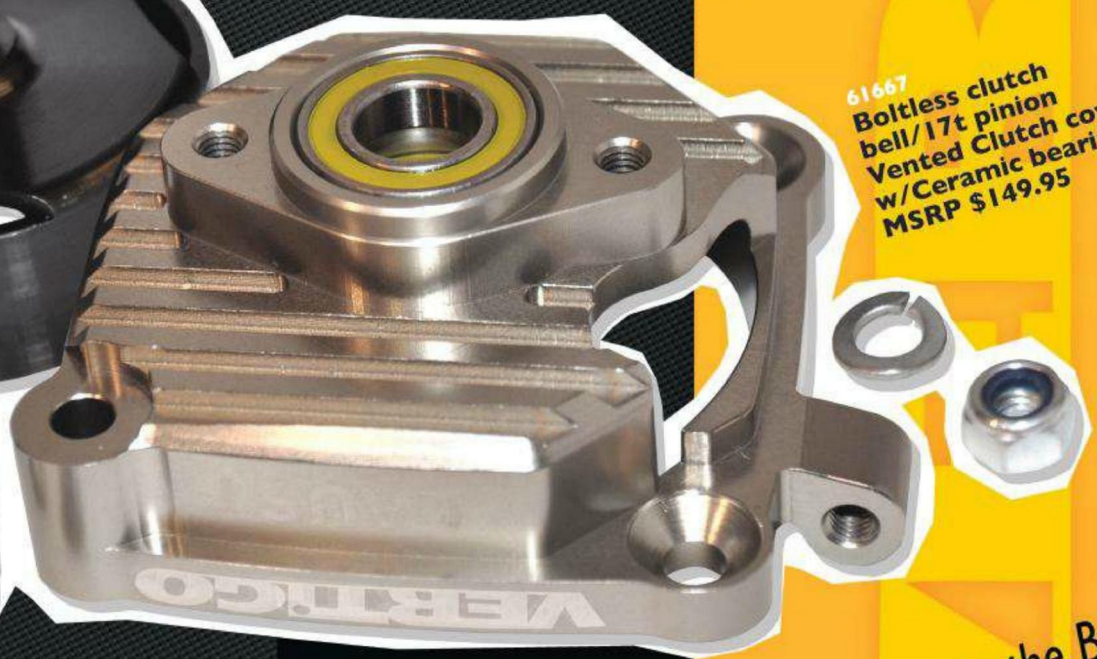
Shimming your pinion gear can add side load on the clutch bell bearings causing premature failure & excessive drag. Spacer reduces side load on bearing saving you dollars in the end.



VPP1653PT Clutch Bell Bearing Spacer MSRP \$3.50



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POWERPLANT INFO

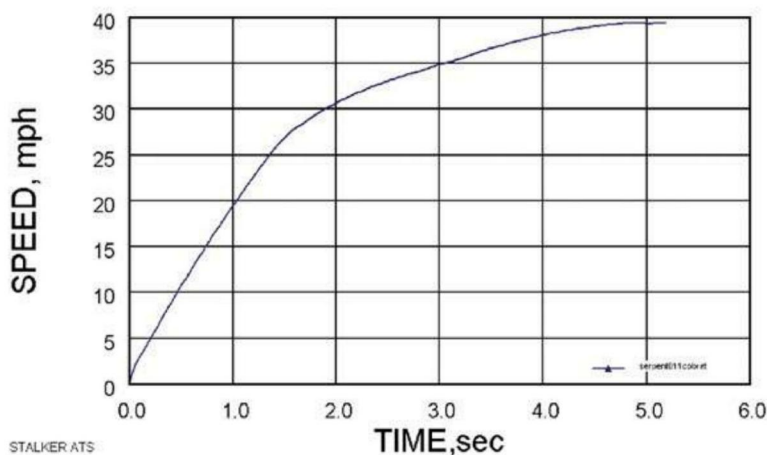
Italian engines are the benchmark for racing and this Novarossi is at the pinnacle of racing technology. Ceramic is used where it is needed and even in places where it may not be. Yeah, it's only a .21 engine and needed to be pushed in order to race and move a truggy, but it responded well and kept delivering the power to all four wheels consistently and with the linear power band I was looking for. I also like that it came pre-broken in, so only a few tanks were needed to fine-tune the settings and get it up to racing speed. I never found any lack of power or performance and isn't that what we look for when we are ready to shell out money for the best of the best?



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.11 sec. @ 31.3 mph
TOP SPEED: 39.4 mph @ 200 ft.
AVERAGE RUN TIME: 10 minutes



STALKER ATS

TEST CONDITIONS

WEATHER: Sunny and very hot and dry
TEMP/HUMIDITY: 101° F / 20%
BAROMETRIC PRESSURE: 27.97 in.
ALTITUDE: 542 ft.
TRACK TYPE: Dusty dirt with periodic watering

HANDLING

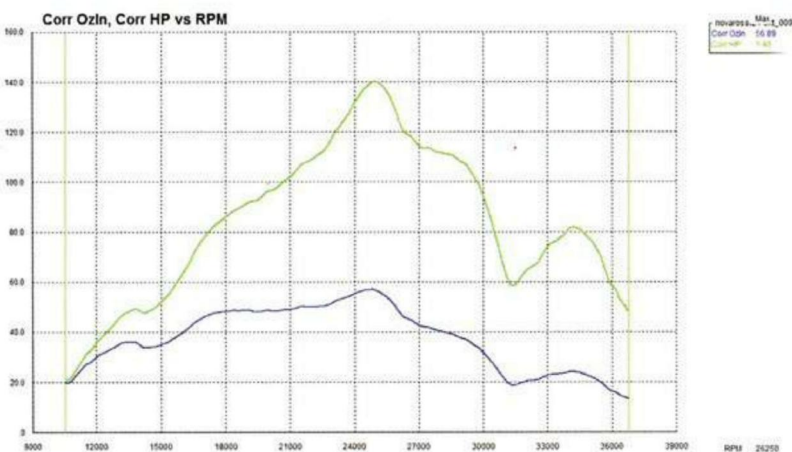
TURNING RADIUS: 4 ft., 1 in.
ON POWER: slight understeer
OFF POWER: neutral

BRAKING

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

X-DYNO GRAPH

PEAK X-DYNO HP: 1.40 @ 25,500 rpm
PEAK X-DYNO TQ: 56.89 oz.-in. @ 24,750 rpm
PEAK X-DYNO RPM: 36,750
AVERAGE HP: 0.98
AVERAGE TQ: 51.41 oz.-in.



ENGINE DATA

ENGINE: Novarossi Bonito21-7XLBS
.21 7 Port Turbo Full Ceramic
BORE X STROKE: .625 in. x .693 in.
(15.88mm x 17.60mm)
DISPLACEMENT: 21 in.3 (3.49cc)
FUEL: O'Donnell 30% Speed Blend
PIPE: Novarossi 9901
PLUG: Turbo- C6TGC

NEEDLE SETTINGS

HIGH: 3 turns out from flush
LOW: 1/2 turn in from flush
MID: NA
OPERATING TEMP: 227-degrees F

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

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REV2002	5500mAh	7.4v	28C	Traxxas	59.95
REV2003	6000mAh	7.4v	28C	Bullet	59.95
REV2004	5600mAh	3.7v	60C	Bullet	54.95
REV2005	6000mAh	7.4v	60C	Deans	109.95
REV2006	6000mAh	7.4v	60C	Bullet	109.95
REV2007	6000mAh	3.7v	28C	Bullet	49.95
REV2008	6000mAh	7.4v	60C	Traxxas	114.95
REV2009	4000mAh	7.4v	65C	Bullet	89.95
REV2011	6000mAh	7.4v	28C	Deans	54.95
REV2012	6350mAh	3.7v	65C	Bullet	59.95
REV2013	6500mAh	7.4v	65C	Deans	99.95
REV2014	6500mAh	7.4v	65C	Bullet	99.95

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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



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words: Derek Buono photos: Jason Boulanger

2011 Pro-Line SURF CITY CLASSIC

Surf's Up!

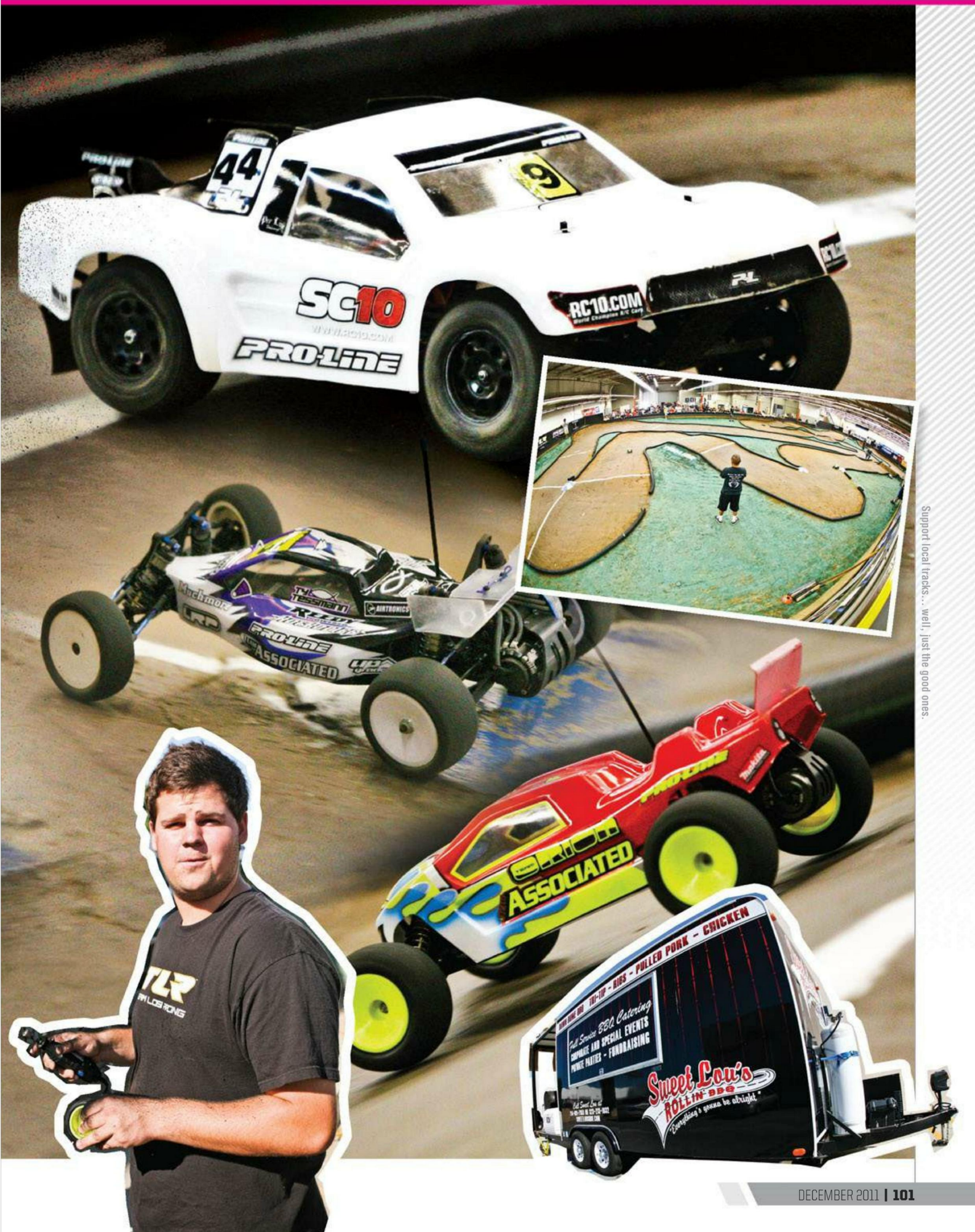


If you live in the Southern California area and haven't raced at OC/RC Raceway, well to be honest, you need to check yourself. If you had to pick just one race to attend it should be the Pro-Line Surf City Classic. This race has gone from big, to big time in just a few short years. Not only is it just some great racing on the area's best track, it's now a full-on factory racer showcase that features drivers like Tebo, Cavalieri, Tessman, Evans, Truhe, and even Kinwald. That's right! Big names of today, yesterday, and tomorrow all filled the house to create some amazing racing just off the always sunny shores of Huntington Beach, CA.

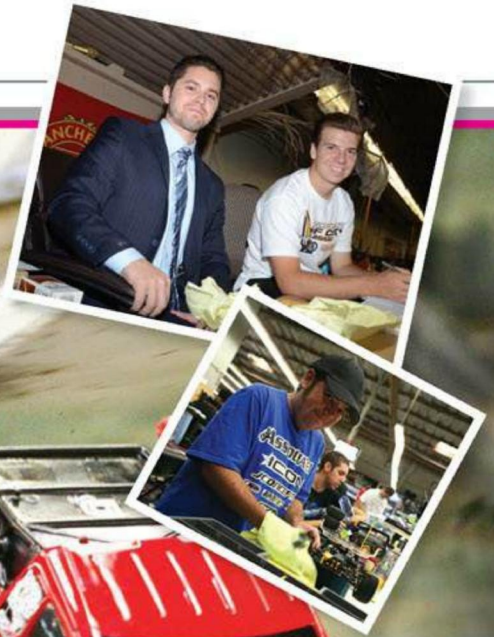
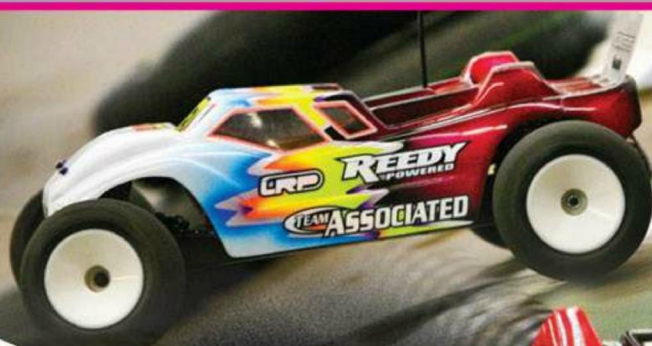


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Racing

Electric racing is amazing, but the sheer number of classes is starting to remind us of on-road. The fourteen classes ranged from buggy, Pro4 Short Course, and finally to the big invitational classes where the Pro Drivers battled out in single A-Mains for cash prizes. It was all done in a speedy fashion and the regulars walked away with some nice prizes and hardware, while the pros walked away with their share of some bennies.



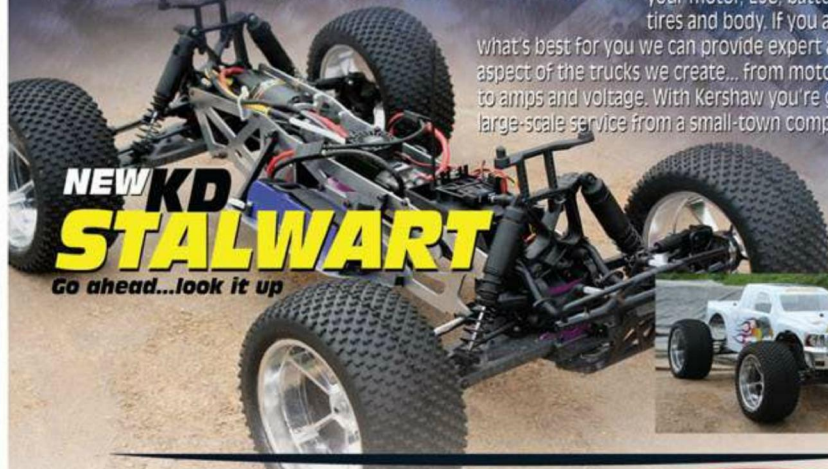
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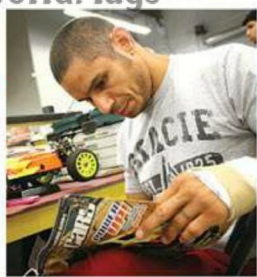
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Stock Buggy

F	Q	
1	1	Dillon Davies
2	3	Marcus Conway
3	2	Dan Brown
4	4	Rodney Angellito
5	10	Fred Mackey
6	8	Nelson B
7	5	Nick Vivas
8	9	Nick Lasley Jr
9	7	Matt Skipple
10	6	Theo Captanis

Stock Truck

F	Q	
1	2	Cory Pane
2	4	Rodney Angellito
3	3	Wayne Wyrick
4	5	Brian Halverson
5	8	Theo Captanis
6	6	Dan Brown
7	7	Michael Borack
8	1	Lee Gravelle
9	10	Ray Folland
10	9	Nelson B

Mod Buggy

F	Q	
1	9	Trevar Adomo
2	3	Casper
3	2	Nick Lasley
4	7	Brian McDuffie
5	4	Jimmy Barnett
6	6	Wallnuts
7	10	Jake Thayer
8	8	Ryan Matosa
9	1	Carson Wernimont
10	5	Kevin Gahan

Stock SC

F	Q	
1	1	Matt Chapman
2	2	Matt Gilbert
3	4	Chris Champin
4	3	Lee Gravelle
5	6	Broc Champin
6	10	Theo Captanis
7	5	Ryan Carroll
8	8	P Lo
9	9	Mike Beaver
10	7	Michael Borack

Pro 2

F	Q	
1	1	Casper
2	1	Chris Champin
3	3	Matt Gilbert
4	6	Lee Gravelle
5	4	Cory Pane
6	7	Steve Butts
7	8	Travis Brock
8	10	Mike Beaver
9	9	David Jensen
10	5	Matt Chapman

Sportsman 8th Scale

F	Q	
1	1	RB
2	4	Mitch Stratford
3	3	JD Mora
4	2	Patrick Smith
5	7	Robbie Collins
6	9	Mike Barone
7	6	Dane Davies
8	10	Javier Vasquez
9	5	Nick Vivas
10	8	Eric Evans

Pro 4

F	Q	
1	2	Feliz Law
2	6	Casper
3	9	Chris Jaroz
4	3	Mike Lubanko
5	1	Carson Wernimont
6	5	David Jensen
7	8	Ronda Drake
8	4	Travis Brock
9	7	Fred Mackey
10	10	Matt Wallace

Mod 4WD

F	Q	
1	1	Jake Thayer
2	9	Felix Law
3	3	Jimmy Barnett
4	10	Wallnuts
5	5	Dyno Dan
6	8	Mike Barone
7	7	Marcus Conway
8	6	Josh Mitchell
9	2	Oskar Painter
10	4	Daniel Adams

Mod Track

F	Q	
1	4	Brian McDuffie
2	1	Wallnuts
3	2	Kevin Gahan
4	3	Nick Lasley
5	7	RB
6	8	Matt Chapman
7	5	Josh Mitchell
8	6	Wayne Wyrick
9	9	Riley Lawlor

Rookie

F	Q	
1	1	Tanner Matosa
2	2	Dylan Halverson
3	4	Denny 'O'
4	5	Aaron Estrada
5	2	Jason Dale
6	7	Tuckay Checchia
7	8	Rick Wyrick
8	10	James Pham
9	9	Ethan White
10	6	Travis Mummert

Team Associated Invite 4WD

F	Q	
1	1	Ty Tessman
2	2	Dustin Evans
3	4	Ryan Cavallieri
4	5	Brent Thielke
5	3	Steven Hartson
6	10	Chris Jaroz
7	6	Josh Numan
8	7	Zack Rogers
9	8	Carson Wernimont
10	9	Mike Truhe

TLR Invite 2WD

F	Q	
1	1	Dustin Evans
2	5	Ty Tessman
3	3	Steven Hartson
4	4	Mike Truhe
5	6	Josh Numan
6	7	Matt Castellano
7	10	Cody Turner
8	8	Brian Kinwald
9	9	Brent Thielke
10	2	Ryan Cavallieri

Tekin Invite 2WD Truck

F	Q	
1	2	Dustin Evans
2	1	Ryan Cavallieri
3	7	Josh Numan
4	3	Mike Truhe
5	4	Steven Hartson
6	5	Brent Thielke
7	6	Brian Kinwald
8	8	Frank Root

Mugen Soliki Invite 4th Scale

F	Q	
1	1	Ty Tessman
2	2	Ryan Cavallieri
3	4	Barry Baker
4	5	Oskar Painter
5	7	Sean C
6	6	Ronda Drake
7	3	Richard Sexton

Energizer Bunnies

Electric racing is sort of like a pink bunny with a drum - it keeps going and going. OC/RC Raceway has led the electric rebirth in the Southern California area and we are proud to be a part of the biggest electric race in the area. If you want to be smart you'll plan on being at the race next year. Congrats to all the winners and sponsors. And if you ever need a man in a suit to water your track Nick is for hire.



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ROAR

ON-ROAD FUEL NATIONALS

NITRO ON-ROAD ELITE

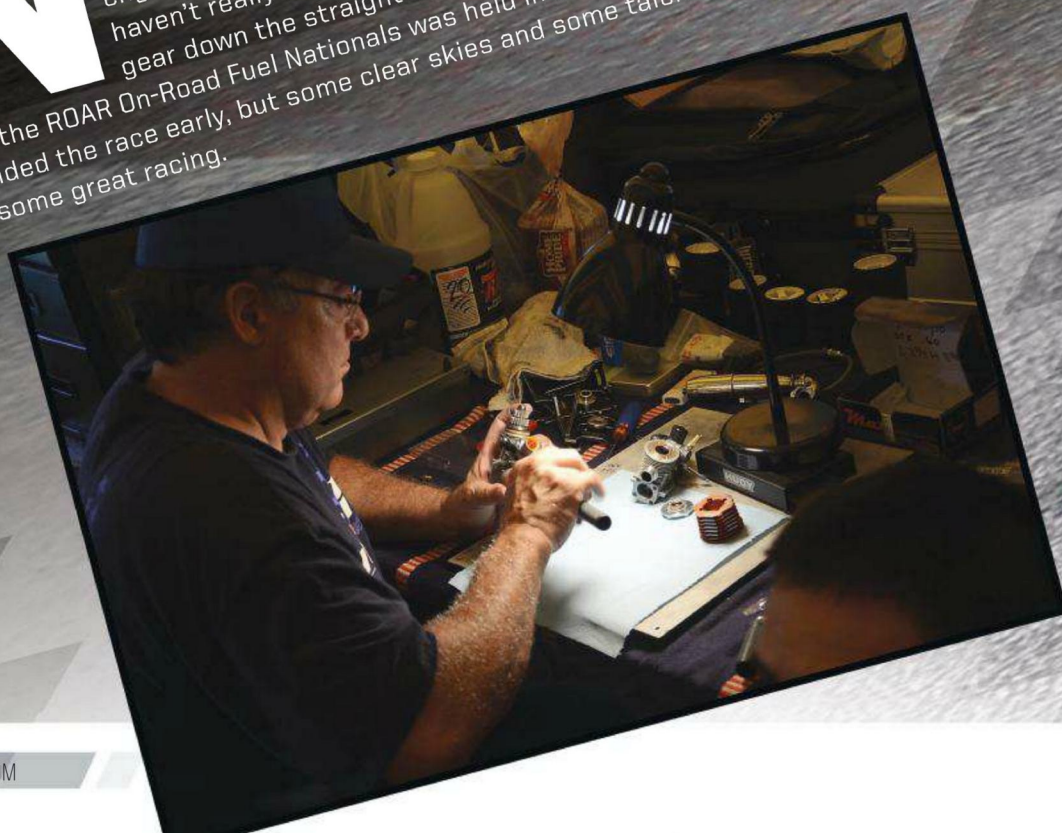
Bees turn fast.

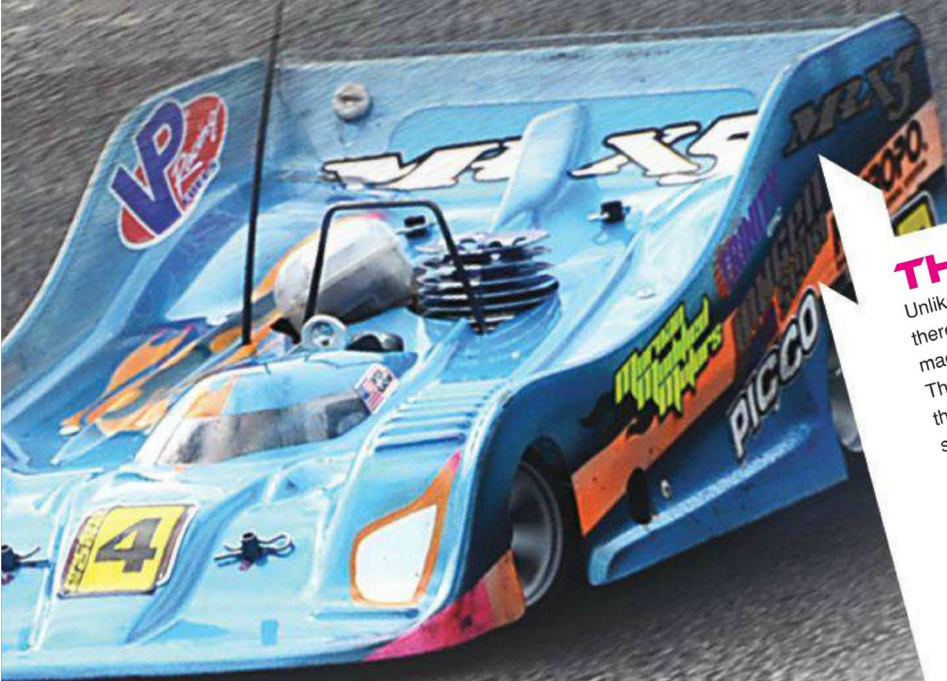
words & photos: Derek Buono

N

ITRO ON-ROAD IS ONE OF THE MOST FUN, EXCITING, AND AMAZING CLASSES YOU COULD EVER GET INTO. You have the technical side of setup and design, and the thrill of nitro engines and speeds that are almost unbelievable. You haven't really lived RC until you hear a 1/8-scale grab second gear down the straight and change direction like a bee.

This year the ROAR On-Road Fuel Nationals was held in Chaplin, CT where rain almost ended the race early, but some clear skies and some talented drivers made for some great racing.





THE RACING

Unlike electric, the beauty of nitro is that there are not 15 classes, so just 16 heats made qualifying a much faster pace. Thankfully, because of the shorter rounds, the weather wasn't as much of a problem, since three rounds of qualifying could easily be done even in the shorter amount of daylight at this time of year.

PREPARE TO QUALIFY

Qualifying is always interesting in nitro on-road because the heat length is just about the same as the runtime of 1/10-scale, and it was a challenge to cross the line without pitting. You risk running out of fuel and killing your time, or if you pit you add about 10 seconds to your qualifying time. So, there was a delicate balance of making it, or breaking it.

Say cheese! Well, half of you.



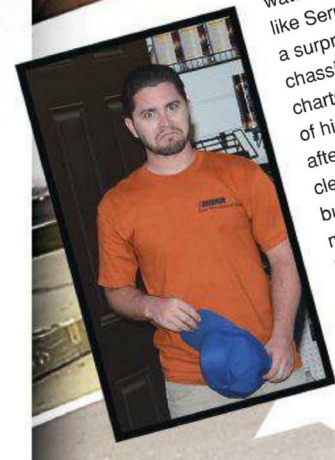
THE MAINS

SEDAN

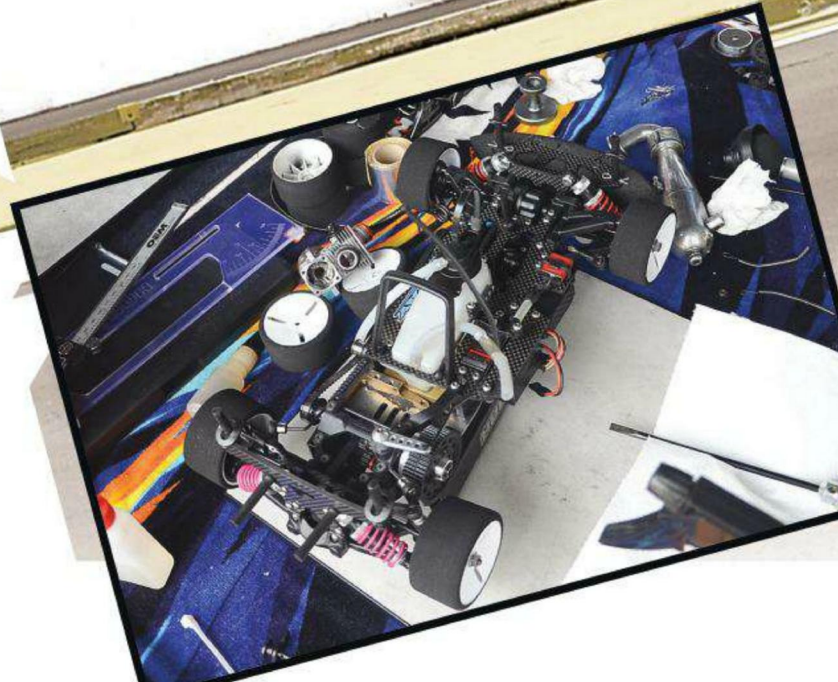
The race was pretty exciting to watch with some big names topping the qualifying charts. Barry Baker was running a Mugen MTX-5 and looking very racy going into the main, but a tire strategy failure knocked him out of the lead early. After the running order shuffled, it was TQ Paul Lemieux with his XRAY and D.J. Apolaro with his Capricorn, the only two on the lead lap and dicing for the win. In the end, it was D.J. running his Capricorn over the line just 6 seconds ahead of Paul for the win.

1/8-SCALE

The big boy class is really one of the greatest classes to race and watch. Some of the old names like Serpent were in the mix, but a surprising amount of the newer chassis names in the U.S. made it out charts. Chris Tosolini made it out of hiding to attend the event, and after some qualifying "teething" was clearly the fastest car on the track, but a miscommunication with his pit men ran him out of fuel just an arm's length after the pit exit, removing him from the equation. So, Paulo Morganti and his Novarossi power Serpent ride took home the trophy.



Why so serious?





Like those rowing machines at the gym.

BUZZ



MUGEN MTX-5

One of the cars making a full Nats debut was the Mugen MTX-5. The MTX-5 has some really cool features and none are more interesting than the moveable weight bias. You can see underneath the car that you can move a fixed amount of weight toward the front or rear of the car and alter its handling characteristics. Another interesting feature was the carbon wheel disks that were just inside the rims. Mugen explained this helps in cornering on some of the higher speed tracks. Even if they didn't do anything, they still look cool.

NO KYOSHO?

If you took a quick look at the winner's chart you might notice that one big name was noticeably missing. Kyosho didn't send anybody to the race and maybe only a car or two of theirs was seen on the track. We don't know if that's really a good sign for the class or not, since Kyosho has been very dominant in this form of racing for years.

NEW NAMES

What we did notice is that the door was open for new manufacturers to make their names. Capricorn was in from Italy to support their race team and looking

at the winner charts it was a good move. Shepherd was another newer name to the U.S. circuit that made some headlines racing.

CLASSIC CAR ALERT

Think 1/8-scale hasn't seen the same growth? Dave broke out his vintage 2WD 1/8-scale cars and let Ralph Burch and Mike Swauger take some laps. The 2WD car had vintage tires and a ball diff (that eventually ended the session). It was almost frightening to see the improved difference in performance from a current generation 4WD 1/8-scale and this slightly larger 2WD chassis.



RESULTS



1-8 MASTERS

F	Q	DRIVER	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	5	Joaquin Desoto SR.	Serpent	Novarossi	Kosmic	Capricorn	Protoform	KO Propo
2	1	Carl M. Smart	Serpent	Novarossi	Kosmic	Matrix	Protoform	Spektrum
3	8	Dan Louis	RX8	Novarossi	Byrons	Contact	Protoform	Airtronics
4	7	David Larry	XRAY	IDM	Byrons	SRC	Protoform	Futaba
5	2	Rick St.Cyn	Mugen Seiki	Novarossi	Power Master	...	Lola	Airtronics
6	9	Joseph Szabewi	Serpent	Novarossi	...	GRP	Protoform	KO Propo
7	3	Ralph Morella	Mugen Seiki	Sirio	Novarossi	Capricorn	Protoform	Airtronics
8	4	Mark Sweeney	Capricorn	Novarossi	Power Master	Capricorn	Protoform	KO Propo
9	6	Greg Esser	Mugen Seiki	IDM	Byrons	Contact	Blitz	KO Propo
10	10	Jim Rice	XRAY					

1-8 OPEN

F	Q	DRIVER	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	1	Paolo Morganti	Serpent	Novarossi	Byrons	Capricorn	Blitz	KO Propo
2	3	Chris Tosolini	Capricorn	Novarossi	Kosmic	Capricorn	Protoform	Airtronics
3	6	Joaquin De Soto JR	Capricorn	Novarossi	Kosmic	Matrix	Protoform	KO Propo
4	2	Jari Taskila	XRAY	Picco	Power Master	SRC	Protoform	KO Propo
5	8	Jeff Zuccarelli	Capricorn	Novarossi	Byrons	Ennett	Protoform	Spektrum
6	9	Ted Hammer	Serpent	Novarossi	Tornado	Contact	Protoform	Airtronics
7	10	Scott Kimbrow	Mugen Seiki	Picco	Kosmic	Contact	Protoform	...
8	7	Rafael Angulo	XRAY	Max Power	Power Master	Contact	Protoform	Airtronics
9	5	Paul Lemieux	Capricorn	Novarossi	Kosmic	Contact	Protoform	Airtronics
10	4	DJ Apolano						

1-10 SEDAN

F	Q	DRIVER	CHASSIS	ENGINE	FUEL	TIRES	BODY	RADIO
1	2	D.J. Apolano	Capricorn	Novarossi	Kosmic	Contact	SRC	Airtronics
2	1	Paul Lemieux	XRAY	Max Power	Power Master	Contact	Protoform	Futaba
3	10	Scott Gray	Shepherd	IDM	Power Master	...	Cruzer	KO Propo
4	4	Craig Xavier	Mugen Seiki	Novarossi	Mugen Seiki	Ennett	...	Airtronics
5	6	Barry Baker	XRAY	Novarossi	Byrons	SRC	Protoform	KO Propo
6	9	Mike Swauger	Serpent	Novarossi	Tornado	Xceed	Xceed	Spektrum
7	7	Scott Kimbrow	Serpent	Novarossi	Byrons	Capricorn	Titan	KO Propo
8	3	Paolo Morganti	Capricorn	Novarossi	Power Master	Capricorn	Protoform	Spektrum
9	8	Gael Lambre						
10	5	Robbie Dodge						

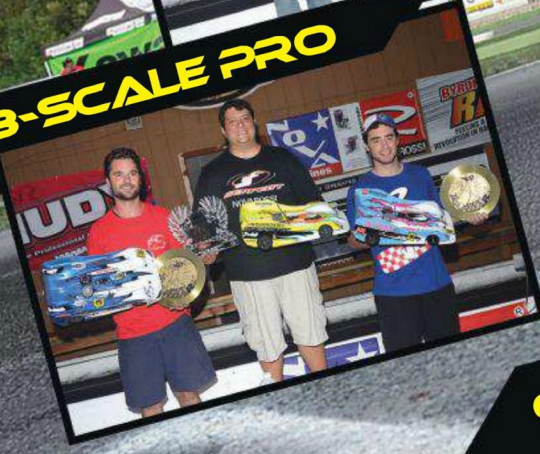
1/8-SCALE



TOURING CAR



1/8-SCALE PRO



CHECKERED FLAG

The tire dust has settled and the 2011 National Champs are crowned. For a class that has struggled to expand in recent years, the level of competition and the sheer kick-ass of the racing have never been better. Congrats to the sponsors, the winners, and to the locals who came out to a great track and tested their skills. 🏆



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10 WAYS TO STORE YOUR STUFF RIGHT

LIKE A VAULT

words: James Revilla

ONE THING YOU CAN SAY, ONCE YOU'VE BEEN IN OUR HOBBY FOR A WHILE, IS THAT YOU HAVE STUFF. LOTS OF STUFF. Just like clothes, storing your RC stuff isn't and shouldn't be approached with the "toss everything in a bag" mentality. Your RC equipment costs money and some items cost a lot of money, like high-end transmitters. So, why would you just chuck everything in a pile on the floor? The funny thing is, we've seen a lot of people showing up at a bashing spot or at the track with all their RC stuff – batteries, tools, parts, etc. – all in a giant duffle bag. That, my friends, is no way to

treat your RC equipment! Like all things valuable, there are certain ways to store certain RC items; not only will they stay protected and safe, but they will also last a lot longer and be more reliable. So, leave the duffle bags for weekend trips and sports equipment, and let's take a look at the proper way to store your RC stuff.



1. RADIO TRANSMITTER

Your radio is your one connection to your RC vehicle. It contains many precise electronics that can be knocked out of whack if you

let it bounce around in a bag along with batteries and tools and what not. Luckily, there are many aftermarket manufacturers who sell radio bags

specifically designed to hold transmitters safely. Usually these are made of a durable cloth with internal padding. If you own one of the higher-end radios, chances are that the radio manufacturer may have a model-specific aluminum hard case with foam inserts shaped to cradle your radio and protect it from impact. Either one of these will do, or you can find a small padded backpack to carry/store your transmitter while protecting it from harm.



2. BATTERIES

A lot of people use the original box that the battery came in to store their packs, and there are also aftermarket "battery cases" that protect your cells within foam-padded enclosures. You can also use universal aluminum camera cases; these come in all shapes and sizes, and you'll want to pick one up with the "pick and pluck" foam so that you can make your own custom battery case with ease.



3. CHARGERS, POWER SUPPLIES, SOLDERING IRON, ETC.

For your other "pit table" electronics, most of the time you can get away with just storing them in their original box. That way the charger, battery wires, and any other related accessories are stored all together. For more protection during storage you can do the same as with batteries: find yourself a universal camera case with enough room for your charger and related items.

4. GLOW IGNITER

You can keep your igniter with your tools, but here's one detail you'll want to take note of: if it came with a rubber cap for the tip, use it! The cap simply keeps things from getting inside the igniter where the igniter contacts are, preventing any unwanted short circuits and fire danger. You can also pick up the rubber caps at your local hobby store.



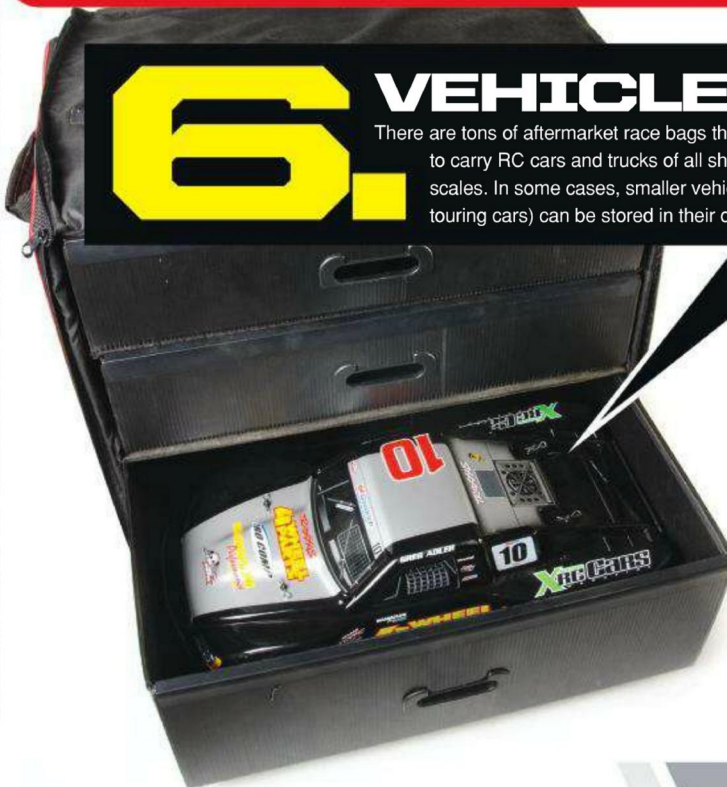
5. FUEL

Fuel usually comes in sturdy molded jugs or metal containers, so they're pretty safe as long as the cap is on tight. However, you'll want to store your fuel in a dry, non-humid place that isn't exposed to sunlight or heat. This is the safest way to store fuel, not to mention it'll keep it fresh longer.



6. VEHICLES

There are tons of aftermarket race bags that are designed to carry RC cars and trucks of all shapes, sizes, and scales. In some cases, smaller vehicles (1/12-scale, touring cars) can be stored in their original boxes.



7. TOOLS & PARTS

Where do tools usually get stored?

In toolboxes, of course.

Some RC tool manufacturers have padded "soft case" tool

holders that zip up for storage and keep your tools separated and organized. Also, many RC people head to their local sporting goods store and pick up a fishing tackle box. These tend to have more compartments that allow you to organize your tools as you please. Storing parts can be dealt with the same as tools – any good, closeable container with divided compartments works well. Sporting goods stores will also have multi-compartment "drawers" made to carry fishing hooks, flies, bait, etc., and you can easily adapt them to hold all of your spare parts.



8. WHEELS & TIRES

It's never fun looking through a bag of tires trying to find a set of four matching ones, or finding only three and wondering where the fourth one went. If you have more than one set of tires (racers have tons!), keeping them organized inside a tire box (or a pit bag box) and storing them away from heat will not only make it ten times easier to find a set, but they will also be nice and ready to go, not dry and cracked. Some manufacturers sell their tires inside resealable plastic bags so you can keep pairs of tires together whenever you swap to new treads.



9. CHEMICALS

Chemicals, such as CA glue, shock oil, thread locker, and tire sauce usually have caps to seal them for storage. However, they're also usually meant to stand upright, which means that you'll have to store them upright to avoid spillage. If you have a lot of chemicals, you can easily find plastic resealable containers at a department store that are tall enough to hold all your fluid bottles. The other option would be to store them in a box or in your tool storage, but do yourself a favor and place each bottle individually inside a resealable plastic sandwich bag. This keeps air from drying up glue or thinning out oil, and in case of a spill, you won't have shock oil all over the place.



10. BODIES

Need to store a body that you just spent hours painting and detailing to perfection? Use the bag it came in! Most RC bodies are too big for a freezer bag, but when purchased, they're usually packaged in thick plastic bags or boxes. Instead of throwing these away, keep them around so you can easily store or carry your extra RC bodies wherever you need to be.

CONCLUSION

When you keep your RC stuff stored the right way, you prevent any accidents or disasters, and at the same time, make it easier to find equipment when you need it. Proper storage of your RC equipment will make all that stuff last for a long time when done right. Now get packing! 🛠️

SCT

1/16 SCALE 4WD

R/C ELECTRIC POWERED SHORT COURSE RACING TRUCK



\$57.95



SPECIFICATION

Length: 345mm	Width: 186mm	Height: 125mm
Motor Size: B370 Brushless inrunner (Included)		Motor KV: 4800KV
ESC: 25A with Reverse (Included) Servo: High-Torque Steering Servo)		
Battery: 2~3s 1700mAh LiPo (Required)	Traction: Full Time 4WD, Twin Diff	
Battery compartment: (100x31x20mm MAX SIZE)		
Traction: Full Time 4WD, Twin Diff		
Ground Clearance: 25mm Adjustable		



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\$139.99



BASIC LED LIGHTS FOR **UNDER \$10**

YOU LIGHT UP MY LIFE

words: Dave Palacios

LED'S ARE A REGULAR PART OF THE RC HOBBY. EVERYTHING FROM SPEED CONTROLLERS AND RECEIVERS TO CHARGERS AND RADIOS USE LED'S AS STATUS INDICATORS. With the popularity of RC drifting and scale crawlers, LED's are being used as lighting systems more often. Manufacturers are offering elaborate systems with a wide variety of programmed effects. However, these systems can fetch up to \$100 or more. With today's economy, people are trying to find less expensive ways to enjoy the RC hobby. That's why in this *Custom Works* I'm going to show you how to build a basic receiver powered headlight/taillight LED system for under \$10. The only other added cost will be your time and patience, something most of us can afford.

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GETTING **STARTED**

DIFFICULTY



4

TIME TO COMPLETE



30+ minutes

TOOLS NEEDED



▲ Solder and soldering iron



▲ Helping hands (optional)



▲ Shrink tubing



▲ 22awg stranded wire



▲ Receiver plug



▲ LED's



▲ Resistors



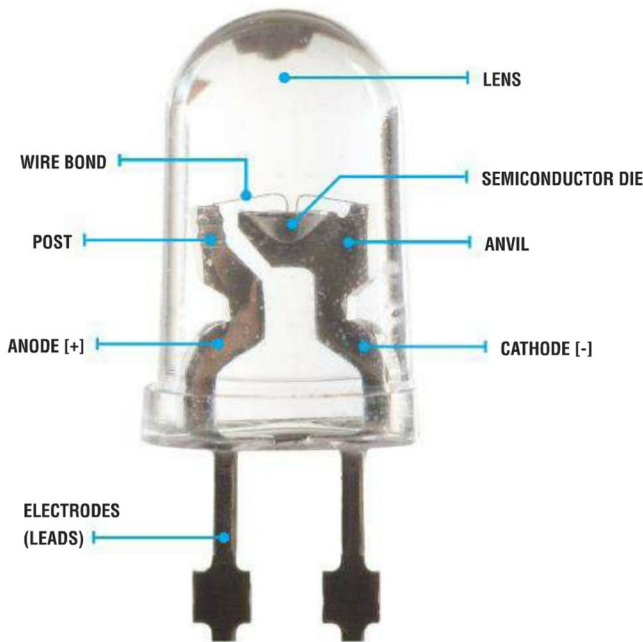
▲ Wire cutters/strippers

BEFORE YOU BEGIN

Before you start soldering up some LED's, you'll need to be familiar with the basic functions of LED's, and how they'll be integrated into your circuit. We're not going to go into details on how they work, but I will fill you in on some basic knowledge. In general, LED's, or light-emitting diodes, are polar; meaning they have a positive and negative side. When electricity flows through the LED, electrons flow in one direction only, from anode (positive) to cathode (negative). The reason you need to know this is simple. If you wire the LED's incorrectly they will either not work, or will burn out as soon as power is supplied.

There are two ways that you can tell which electrode (the wires coming out of the LED) is positive and which is negative. The easiest way is by the length of the electrodes; the longer electrode will almost always be the positive side of the LED. However, if you are using a recycled LED and/or the electrodes have been cut, you can look inside the LED to determine which side is which. The anode will be the smaller of the two components and is often referred to as the "post." The cathode is larger, referred to as the "anvil," and contains the semiconductor die on the large flat area on top. This is the area where the light is actually emitted.

Now that you are familiar with the basic structure and workings of an LED, you are ready to design and build your lighting circuit.



PUTTING IT ALL TOGETHER

For this article I'm going to be putting together a basic headlight/taillight system that is plugged into the receiver for power. This means our system will be using approximately 5.5-6-volts to run.



You can use a multimeter or an RC specific monitoring system such as the Viper Pro Gauge.

We could run it directly off the car's 7.4v LiPo by tapping into the ESC input battery leads, but then the lights would constantly be on as long as the battery is plugged in and the body is tethered to the car via wires. Wiring it into the receiver means the lights will only come on when the ESC switch is flipped. If we need to work on the car, the lights can be unplugged from the receiver easily.



Getting the Right COMPONENTS

When shopping for your components you'll see there are lots of choices. What you want to accomplish with your project and your power sources' voltage will determine what types of LED's and resistors you will need.

LED'S: When picking out LED's there are a few things you'll need to look for. First, you'll need to look for which colors you'll need and how many. Depending on the color of the LED, the voltage required to light it will differ. Red color LED's usually require a lower voltage (about 1.2v), while super whites require much more (around 3.5v). Another thing to look at is the continuous forward current (mA - milliamps); this is the amount of electrical current the LED draws when lit. Lastly, you'll want to look at the viewing angle. This is the angle at which the light emitted can be viewed. For headlights you'll want no less than 90°, but no more than 120°. The wider angle will spread the light out more, while the lower angle will make it more like a spot light. For taillights you can go as low as 30° since they aren't really meant to light the road.

RESISTORS: Unless the voltage requirements of your LED(s) are equal to the power supply, you're going to need to use resistors to bring the voltage down. Too much voltage from the power supply will burn out the LED as soon as it's turned on. Not enough voltage, and the LED's won't light as brightly as they should, if at all. So, you'll need to determine the value of the resistor for each color and/or circuit of your LED string. Normally you'd have to use some math to figure this out, luckily there are a few online calculators that can help determine the resistor ratings you'll need for your circuit. Here's one that I found that is extremely useful (www.tinyurl.com/xrcled). It will even output a wiring diagram for you to use.

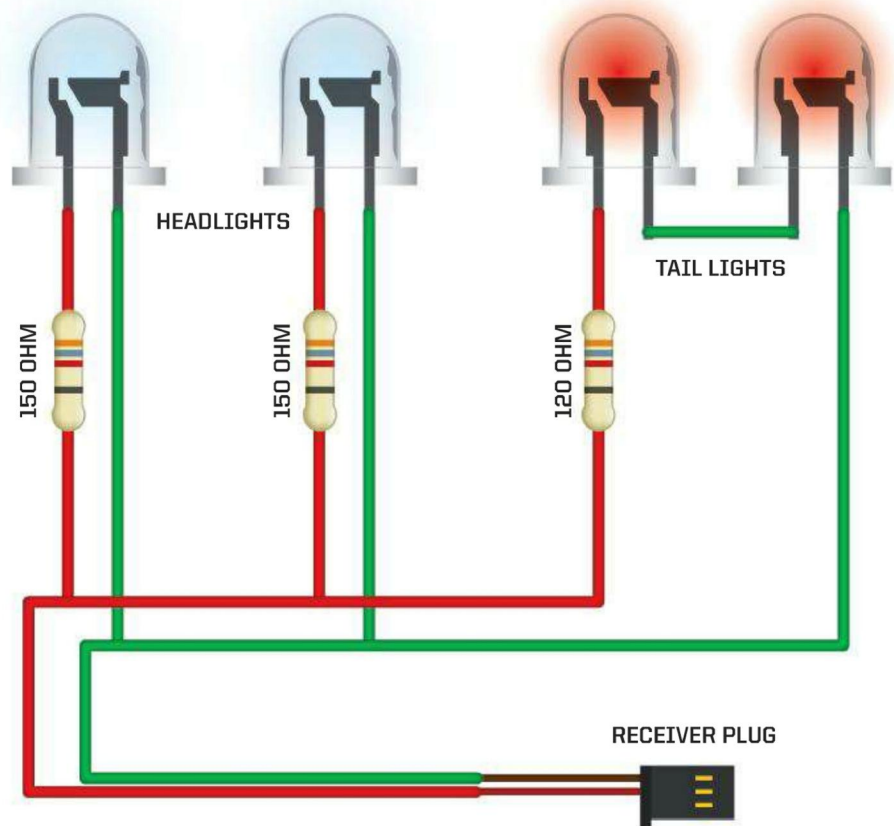
"I'll be a diode, cathode, electrode, overload, generator, oscillator... make a circuit with me."



DESIGN

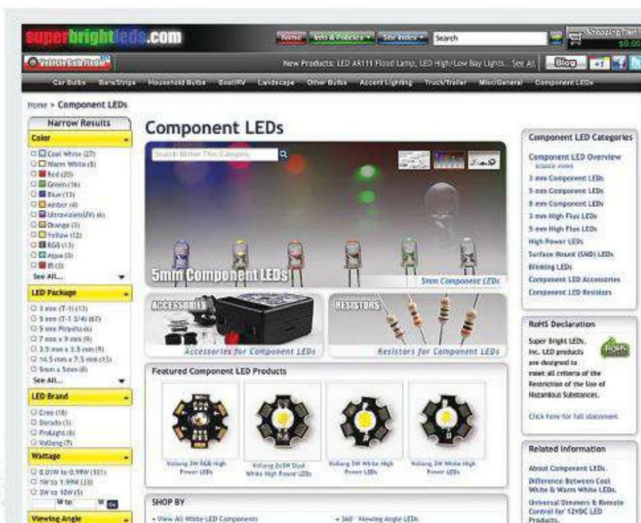
Our system is going to consist of two headlight LED's (super white – 3.2v) and two taillight LED's (red – 1.7v) that will be plugged into the receiver for power. Since they require different voltages to operate, and the white LED's require 3.2v each, I'm going to need to make three separate circuits, one for both tails and one for each headlight. The reason for this is because my power source only puts out 5.7v. If I put the two headlights on one circuit, it will exceed the power sources output, resulting in not enough voltage to light the LED's.

So now that we know how many LED's I'll be using, the voltage required to light them, the power source voltage output, and how the circuits need to be organized, I can figure out what resistors I need. Using the link previously mentioned, I'm going to need two 1/4W 150ohm resistors for the headlights (one for each LED) and one 1/4W 120ohm resistor for both taillights. If you can't find a resistor of the exact rating you need, try to find one fairly close without going below the recommended rating. The only thing you'll have to worry about is that the LED's may not be as bright as they should be.



If you want to design your own circuit, but don't know exactly what resistors you need and how to set them up, visit: led.linear1.org/led.wiz. All you'll need to do is input the information needed and the wizard will do the rest for you... aside from soldering that is.

Dave is master of tinkering on the cheap.

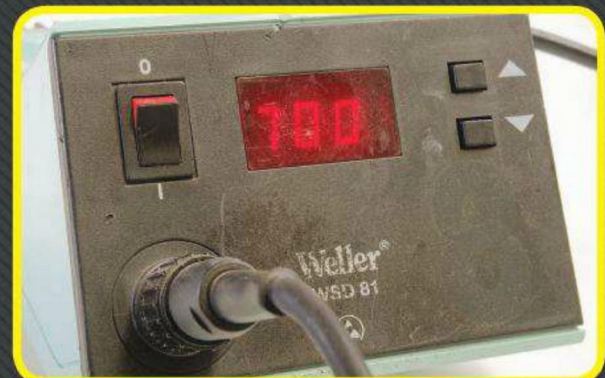


Resources

There are a wide variety of places you can purchase the materials you'll need. Some are less expensive than others, and some are more convenient. Hitting up your local electronics store first is probably your best bet. If you have a Radio Shack near by, they'll have most of the stuff you need, but they can be a bit pricey. Websites such as superbrightleds.com and mcmeelectronics.com are excellent sources to buy component parts at a very low cost.

CAUTION!

When assembling and handling the LED's, extreme caution should be taken to avoid damage. First and foremost, a high-quality soldering iron and solder should be used. Ideally, a soldering iron that reaches 700° F (370° C) is desired, that way you can melt the solder quickly before heat can travel up to the LED. Leaving the tip of the soldering iron on the electrode too long can allow heat to travel up to the sensitive LED components. This can cause damage, rendering the LED useless. You'll also want to make sure you don't bend the electrodes too much or too closely to the base. Again, this can damage the LED and/or weaken the electrode.



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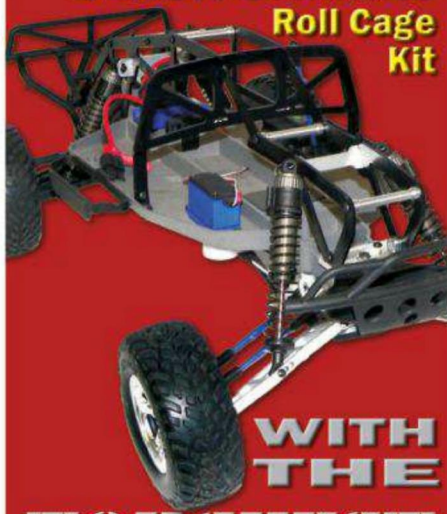


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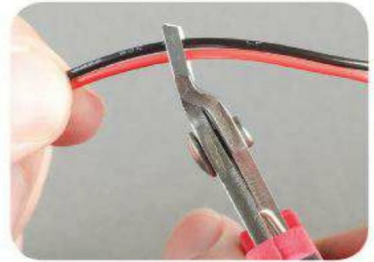
ASSEMBLY

1. Now we can begin assembling our lighting system. If you'd like to trim the LED electrodes and resistor leads, now is the time. Just remember not to trim them too short or you could cause damage to the components when soldering. Leaving at least 3/8-inch (or 10mm) of distance from the component should be fine. If you do trim the LED electrodes, make a note of which side is positive and/or negative. Personally, I like to use a permanent marker to put a line on the negative electrode for a quick and easy ID. Now we can tin the electrodes of the LED's and resistors, then set them aside to cool.

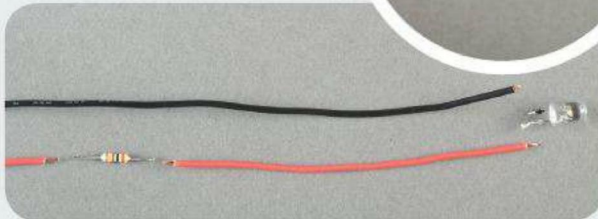
TIP: Completely assemble each circuit separately so you don't mix up LED's and resistors.



2. The second step is to measure and cut the length of both the negative and positive wires. Remember we'll be soldering the resistor inline so we'll need to allow for that when measuring the wire. **Note: It doesn't matter if the resistor is on the positive or negative lead. I prefer to put it on the positive wire myself. Whatever you decide to do, just be consistent.**



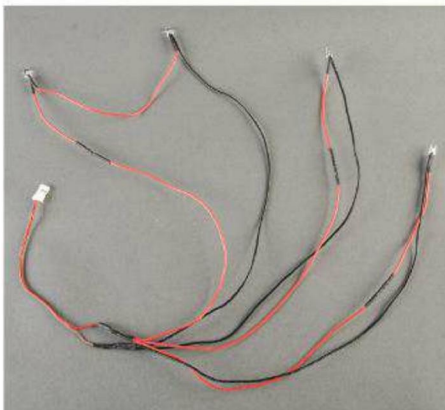
3. I find it best to lay out all the wires and components before soldering just to double check everything. Taking the time to do this helps prevent costly mistakes down the road. Once everything is confirmed, the wire ends can be stripped (about 1/8-inch or 3mm) and everything soldered together. It's easier to start by soldering the leads to both ends of the resistor and covering it with a length of shrink tubing.



4. Now, solder the positive and negative leads to the corresponding electrode on the LED's. The positive wire should be on the positive electrode and the negative wire on the negative electrode. **Note: Slide the shrink tube over the wire with the resistor before soldering it to the LED electrode. Then slide it and shrink over the solder joint.**

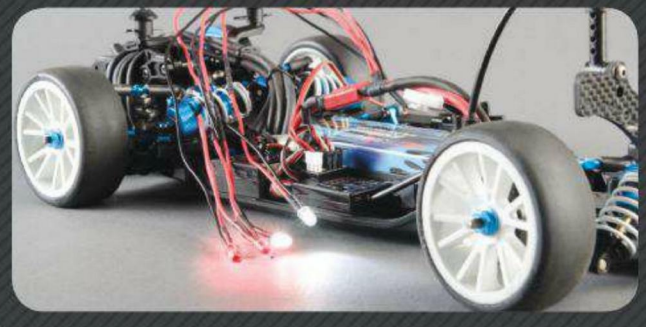
5. Once all the circuits are soldered we can wire them together with a plug. The three circuits, two headlight circuits, and one taillight circuit, will be wired in parallel to one plug. Since the receiver voltage will power our circuit, I'm going to be using a spare servo lead I had lying around. If

you don't have a spare lying around, you can also buy receiver plugs at the local hobby shop. To wire the circuits, we'll need to solder all the positive leads to the positive side on the plug, and the negative leads to the negative side. All that's left to do is shrink the tubing over the solder joints and we're done.



CONCLUSION

Now that we've completed the LED lighting system it's time to plug it in and see if it works. If the calculations were accurate, everything soldered correctly, and care of all the components was taken it should all shine brightly. Now, I know we've covered a lot of information in this article, but hopefully you've learned more than just how to make the simple LED system we assembled here. This information can be used to make a wide range of LED light systems for anything you may need. Just take some time to think it through, draw your wiring diagram, and get your components. ☺



WINNER

MORGAN FUELS

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

Driver	Car	Car	Engine	Type	Time
1 Ryan Maifield	3	ae REEDY	JCONCEPTS	71/3	
2 Adam Drake	1	TLR NOVAROSS	TLR		
3 Billy Carlson	10	NOVAROSS NOVAROSS	TLR		
4 JR Mitch	6	ae REEDY	JCONCEPTS	69/	
5 Jesse Robbers	5	HOTBODIES O.S.	HOTBODIES	69/	
6 Travis Amezcua	2	mugen Ninja	AVA	68/	
7 Mark Pavidis	11	kyosho O.S.	AVA	67/	
8 Rami Samra	13	TLR TLR	TLR		
9 Taylor Pedersen	4	TLR TLR	TLR		
10 Mike Kutzler	7	TLR TLR	TLR		
11 Greg Degani	15	TLR SH	AVA	67/	
12 Brandon Mathis	12	TLR TLR	JCONCEPTS		
13 Ryan Lutz	9	TLR TLR	JCONCEPTS		
14 Barry Pettit	14	TLR TLR	TLR		
15 Dakota Phord	10	TLR NOVAROSS	TLR		





Angel Wings

Do rear wings on RC cars really make a difference?

A: This is an easy one: Yes! And in a big way. You'd think they wouldn't because our cars are so small and really don't go at break neck speeds like real racing cars, but the truth is aerodynamics works on all scales and even in RC. Rear wings add down force while moving and keep the rear end planted. They also work in the front. Years ago lots of 2WD Mod buggy drivers were seen using a front wing to help with steering. If you don't believe it, try running a few laps and taking off the wing on your 1/8-scale and you'll feel a huge difference in rear traction. That's why there are several styles of rear wings available.

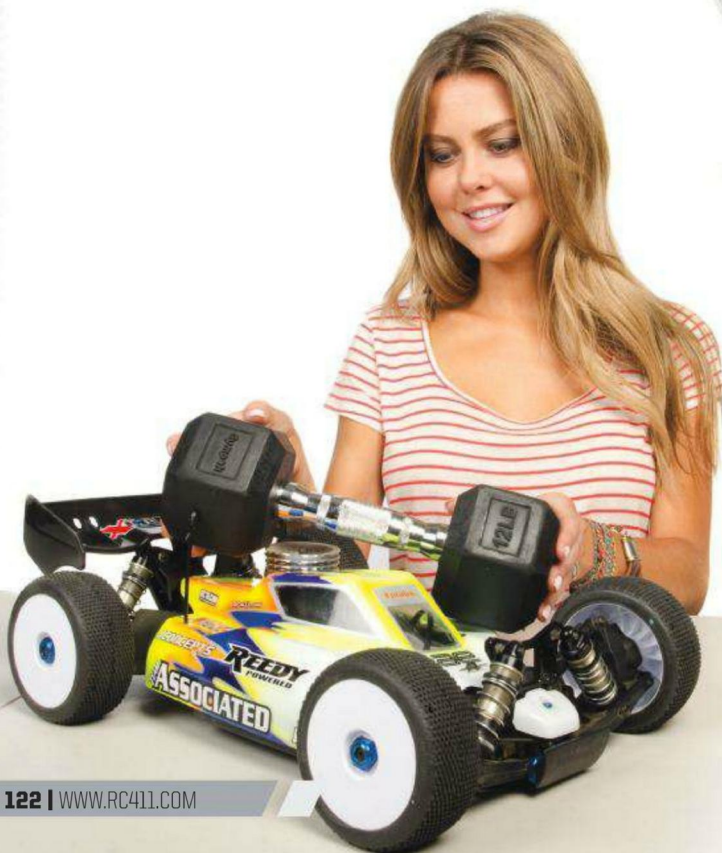
Our bell is ringing - she got her wings.



GAINING WEIGHT

Why do we add weight to racing cars when every form of motorsport seems to want to be as light as possible?

A: Several pros always make the comment that the car handles better heavier, but in reality they are right and wrong. What we do when we place weight is balance the chassis or alter the weight bias or center-of-gravity of the car. Most times it's to make the car legal weight, but many times it also helps with the feel of the car. Even though our RC cars are sometimes more advanced than F1 cars the center of gravity is higher than we'd like. That big body you put on top is pretty heavy and at the highest point in the chassis. So, adding weight to the chassis will help counter that negative feel of the weight of the body. Other times it helps with steering or stability, too. Truthfully, lighter is better in terms of speed and performance, but sometimes we have to put on a little weight to counter another force in the car. Check out "Tuning With Weight" in this issue for more info.





Trucker FLAPS

Do the mud flaps on the back of my Short Course truck affect the handling?

A: Listen boss, if you're haulin' rocket fuel and running the back roads you need mud flaps... wait, what the heck are we talking about? In the real short course racing mud flaps are required. They keep rocks from flying up and hitting the truck behind them and the spectators. In RC, we're not flinging 5-lb. balls of mud around, but those flaps do look pretty badass. If they're causing you some ill handling the one thing to do is to push down on the rear and see if you can feel them touch the ground. If you can there is a good chance it's enough to cause some strange things to happen. Most companies now offer very thin rubber flaps, or you could even cut them or bend them so they don't hit square. Even though they can mess you up, we think you should keep on truckin' with them on there.

Scrubbed IN

Why is it that sometimes I feel when I put brand

new tires on my Associated B4 the handling gets worse, and then seems to get better? Are new tires not good to use?

A: New tires are usually a little bit inconsistent for a couple of reasons. First, there may still be some mold release, or cleaner on the rubber and that has to wear off or be wiped off. The other reason is a two part answer: The first is that the tires you just replaced have a different grip level. Putting new ones on may just unsettle your setup a bit. The second more important reason is that new tires still have sharp edges. Those edges or larger lugs can roll more, or catch edges causing them to feel "squirmy" or a little bit unstable. If you've ever watched F1 they often talk about drivers using scrubbed-in tires. This takes that new "edgy" feel off and makes for more consistent handling. So yes, your new tires are better and you should see this in lap times, but they might require a few laps before they are broken in and feel right.



GOT A QUESTION FOR THE PROFESSOR?

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

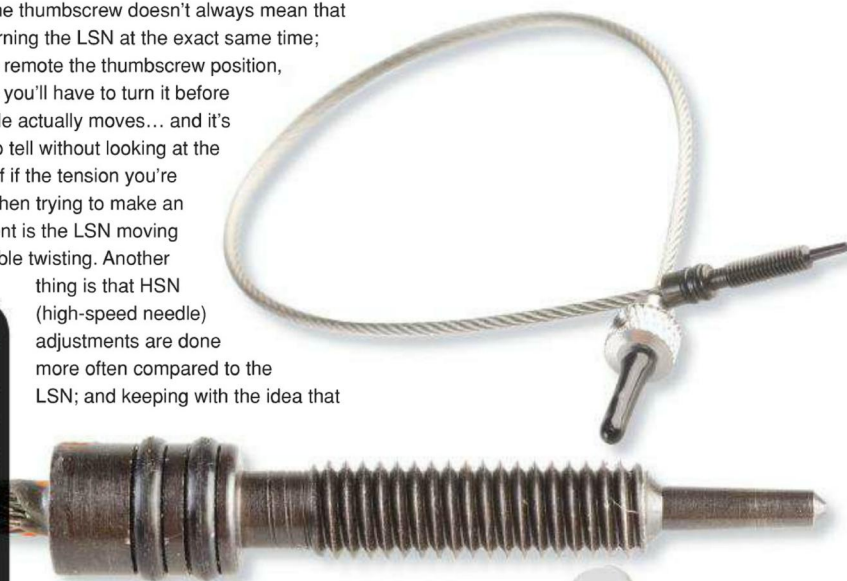
Is that the heavy flow sponge?

SHIFTRC TUNERZ

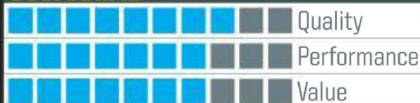
The basic idea of the Tunerz needle is to allow you to adjust the low-speed needle (LSN) of your Traxxas 2.5R or 3.3R engine remotely by way of a "cable extension" and thumb screw. A steel braided cable features a replacement needle on one end, and then you can remove your stock Traxxas engine LSN and replace it with the ShiftRC one. The cable can then be trimmed to whatever length you need (they give you 10 inches of cable out of the package), depending on where you decide to locate the thumbscrew. You can have it hang out of the windshield; you can have it stick out from the engine head opening, or wherever you choose to put it because it doesn't have its own dedicated mounting facility. In theory, it sounds

like a nice way of adjusting the LSN without removing the body or snaking a screwdriver to reach the LSN, but during testing we noticed a few things. First, the location of the thumbscrew should have as little curves/bends as possible from the LSN; even with the steel braided line, turning the thumbscrew doesn't always mean that you're turning the LSN at the exact same time; the more remote the thumbscrew position, the more you'll have to turn it before the needle actually moves... and it's difficult to tell without looking at the LSN itself if the tension you're feeling when trying to make an adjustment is the LSN moving or the cable twisting. Another

you won't have to remove the body to make LSN adjustments, you'll still need a tuning screwdriver for the HSN. Finally, at \$20 it's kind of pricey for what it does. It is a nice quality product and a good idea on paper, but in real-world usage it has room for improvement.



Scorecard:



7

The Verdict:

Nice idea, but has room for improvement (and a lower price)

Connect:

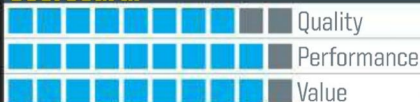
SHIFTRC
Part Number: N/A
Street Price: \$20
www.shiftrc.com

D.I.R.T. RC PRODUCTS ULTIMATE TIRE GLUER

"Too cool for school," is what was said around the office when our very own D.I.R.T RC's Ultimate Tire Gluer showed up. The tire gluer is made out of hard plastic that can be easily cleaned if any debris or glue comes about. Also, the low pressure plate (pushes on bead) can be adjusted, depending on the amount of pressure you want to put on the bead. Once assembled, the tire gluer's operation is fairly self explanatory. First, you put the tire in, then you center it between the two plates, and lastly, press down on both tabs to reveal the bead of the tire. Once that's completed all that needs to be done is to run some glue between the rim and tire. After depressing the tabs and seating the bead, make sure to put a



Scorecard:



9

The Verdict:

It's a good investment to make because it saves your skin, clothes, and bad glue jobs. Moreover, the pain, new clothes, and new tires will cost you more than 40 bucks.

Connect:

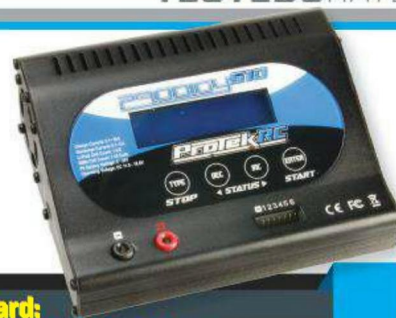
D.I.R.T. R/C PRODUCTS
Part Number: N/A
Street Price: \$40
www.dirtc.com

tire band around the tire and wipe off any excess glue that may be present. It's as easy as that! I did this for a full set of eight scale tires and it took me less than 10 minutes to finish! To be frank, I absolutely loathed gluing eight scale buggy tires before this Tire Gluer, because it's usually messy and difficult, and the frequent glue on your hands and clothes gets old quick. This tire gluer fixed all of my troubles in a snap. I didn't get a single drop of glue on my hands or clothes, I had a perfect bead, and most importantly, my glue job held up throughout the life of the tires. While this design is quite simple, it does the job perfectly, and is a great tool for any hobbyist who's had enough with botched glue jobs and glued together fingers. So overall, the Ultimate Tire Gluer gets an A on the XRC scale, and for only 40 bucks you can't go wrong.

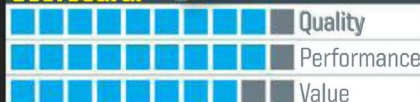
PROTEK RC PRODIGY 610

Protek RC's Prodigy 610 professional balance charger is a 200-watt unit that can charge 1-6 LiPo/LiFe, 1-18 NiMH/NiCd, and 2-24v lead-acid batteries, covering everything from main packs to radio packs to even starter box batteries, with a maximum charge of 10-amps. This DC-only charger includes a balance adaptor, temperature probe, two sets of output plugs, input battery clamps, USB cable, and software. Like other chargers in the Protek line-up, the two-line LCD screen and four control buttons allow for fast and easy charging, but it's the added extras that warrant a closer look. For example, the included software lets you visually see charge curves, capacity, and other battery details on your home PC or laptop through the USB cable. A

built-in balancer keeps tabs on your LiPo's while charging or discharging, and on the right there's a 5-volt 1-amp USB port to power your other electronic goodies at the track, such as pit lights or even to charge your cell phone. The 610's footprint is comparable to other chargers, not taking up much space, but doing a great job at what it's supposed to do. Yes, it is only DC which means you'll need an external power supply for use at home, but with a street price of around \$70, there isn't much else you can complain about. The 610 packs some good stuff in an affordable package.



Scorecard:



8.5

The Verdict:

The Prodigy 610 gives you solid, versatile charging at a good price, and the USB port is a nice bonus.

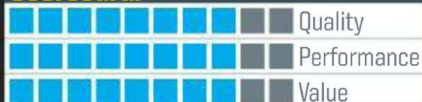
Connect:

PROTEK RC
Part Number: PTK-8502
Street Price: \$70
www.amainhobbies.com

JCONCEPTS MATTE-STAND

The official name is the JConcepts "Matte Black Shock, iPad, iPhone Stand" and in a nutshell, that's what it does. The stand features a larger center area for a soda can or water bottle (to dump used shock oil), and a two-level design for use with both 1/8 and 1/10-scale shocks.

Scorecard:



8

The Verdict:

Nice, simple shock tool for those who wrench a lot in the pits. Don't get shock oil on your phone, though.

Connect:

JCONCEPTS
Part Number: 2092M
Street Price: \$15
www.jconcepts.net

stand, although we couldn't really imagine why you'd want your phone near grimy used shock oil. Having two tiers also doesn't make for a good car stand (though JConcepts does make a matching car stand in similar form), but that's not its main purpose, which is helping you when you're working on shocks. I prefer this over foam-style shock holders, as there's no chance of your shocks hanging up in the holder, and the Kydex-like material is easy to clean. If you've ever had to work on shocks on a regular basis, the \$15 asking price is agreeable.

Stand and deliver.

TEKIN PRO4 4X4 SHORT COURSE MOTOR

Since the beginning, Tekin Racing has had the reputation of providing superior and dependable electronics to hobbyists' around the world. This motor lives up to Tekins' highly regarded reputation, and rightly so since it was designed after the race-proven T8 1:8th scale motor. The new Pro4 4x4 shortcourse motor features a four pole design for more torque, along with a black and red billet aluminum heatsink can. This

shortcourse motor comes in three different Kv versions, 4600, 4000, and 3300, so depending on your power needs, Tekin has you covered.

So, since Tekin and Xtreme are such good friends, they knew well enough to go ahead and send us over the big boy, the 4600. For the test car, the office agreed that the Team Associated SC10 4x4 was perfect, because in the past the AE 4x4 has been exempt from all 550 sized motors except the LRP X12L, due to the small footprint the motor can occupy. Once installed in the truck, I headed over to OCRC

raceway in Huntington Beach for a fun night of club racing. For the first qualifier I threw the truck down without practice and immediately was impressed with the sheer torque and power the motor had. The motor was so good I ended up taking the top qualifier and winning my

A-main event. The Tekin Pro4 has smooth on and off power, plus it never reached above 150 degrees! With this motor the truck felt agile, and I was able to make every jump on the track without having to go wide. Overall, I was blown away with the performance of the Tekin motor, but not just the power and torque sets this motor apart from the rest, the small size (2.1") of the Pro4 motor rivals that of a 540 sized motor. So, no matter how little space you have to install a 4x4 motor, the Tekin Pro4 has it covered.



Scorecard:



10

The Verdict:

So much power packed in such a little motor, can't get much better!

Connect:

TEKIN
Part Number: TT2500 (4600kv)
Street Price: \$150
www.teamtekin.com

HOT RACING OPTION PARTS FOR AXIAL XR10





HE CONVERTED

I WANT TO SHOW EVERYBODY MY CAR "THE ALIEN". It's a big block Axial 28 Green Head Slash with an Xtreme Racing Slash electric chassis convert to nitro. I've got double top & bottom plates with an aluminum motor plate combined with a Rustler front & rear clip. I have a J-Concepts Truth body, OFNA wheels & tires, and a SC8 fuel tank. The top deck had to be shortened and paint is by me.

Leonard Bostick
Arverne, NY



The Incredible Hulk would be proud.

REAL MEN RACE PINK CAR

Hey guys just wanted to show off my oval rides. The 2 in the front are Losi Mini Late Models. The Nastruck is mostly stock. It has Losi threaded shocks, a BRP brace, McCallister body and an aluminum front bulkhead. The EDM has a Dynamite Fuze 8300 combo, Threaded shocks, Duratrax 1800mah LiPo and the body is from Kipps Hobbies. This thing flies! The 1/10 EDM is a CDK Chassis with an LRP ESC, Novak SS 17.5 motor, TC3 shocks, RC4less foams and the body is also from Kipps. It's set up to run the WDRA series. I painted them pink because nobody else had pink and I could see them (old eyes suck). They all laughed at first but now everyone wants a pink car. Thanks for looking hope to see them in *Racers Rides* and thanks for a great magazine. Keep up the great work!

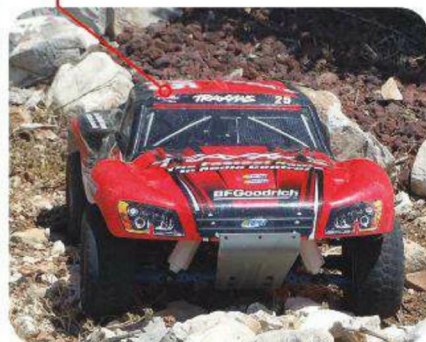
Mike Kachina
Maryland NY



Bashers Rides

Check out a picture of my Slash 4x4. From the outside you won't notice much, but if you look closely you'll see that a few things were upgraded. I've had it for 3 months, and I put RPM A-arms, nerf bars, bearing carriers, shock shaft guards, chrome bumpers, and Traxxas rear Big Bore shocks with Losi blue springs on it, and the front is next. More from Traxxas - Aluminum steering block and caster block. The tires are so worn out, so I'm going to replace them. I love my truck, and love your mag! Hope you'll put my pic in *Racers Rides*, even if it's more of a basher because I don't have racing tracks in my area.

Ariel Gil, Israel



THREE CHOICES

Derek, I know you get a lot of pics to choose from, but I hope mine stands out from the others.



W-56-SLASH-F

This is a picture of my 4x4 Slash with a '56 Ford Body and Trencher tires w/ beadlock rims.



EMAXX-6WD

This is a picture of my EMAXX which I have turned into a 6WD monster.



EMAXX 6WD-SEMI LOAD

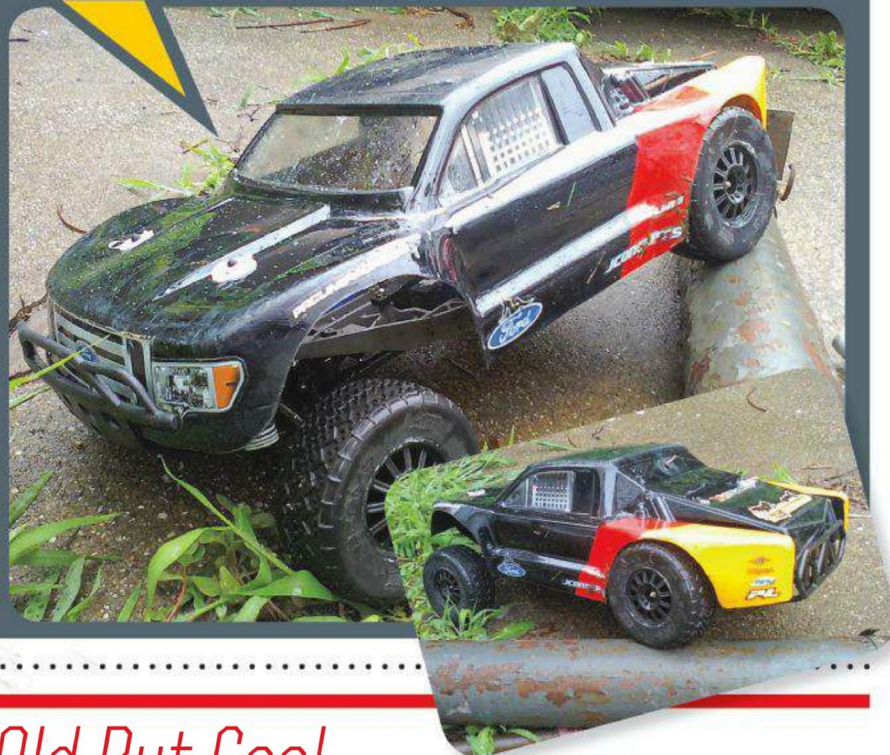
This is a picture of my 6WD EMAXX pulling a trailer loaded with a stock 4x4 Stampede, my 1956 Ford-Slash and my wife's 1967 Camaro-Rustler.

Brian Skalla

LEGALITIES

Here is a Slash 4X4 built to run laps at Medina RC Raceway in Medina, Ohio. I run any combo of Pro-Line and J-Concepts tires, wheels and inserts. The truck is powered by a NeuCastle 3800kv motor, MMP SCT ESC, 40C 2s LiPo (ROAR legalities), and a large number of other upgrades, by brands such as RPM, Pro-Line, Venom and King Headz.

Shaun Woods



Old But Cool

I bought this RC10T new in 1991 and this spring converted it to shortcourse. The original stealth transmission is switched to midmotor. The nose plate, upper deck, front and rear towers were all handmade by me. It has RPM front arms and bulkhead for an SC10, Associated titanium hingepins and turnbuckles, 10T/T2 rear arms, Slash Protrac rear hub carriers among other things. Its powered by a Viper 17.5 with a Novak Havok pro sc and a gens ace 4800 saddlepack. I'm still fine-tuning the setup but it does handle very well.

**Nick Cautrell
Hoskins NE**



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* 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.

Man, Brian doesn't like trucks at all.

WELCOME TO THE 4WD BIG LEAGUES

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- 5MM ALUMINUM CHASSIS WITH CNC LIGHTENING BASED ON THE SUCCESSFUL 8IGHT™ PLATFORM
- TWO-STAGE AIR AND FUEL FILTER SYSTEMS
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- 1/4-SCALE HEAVY-DUTY THROTTLE SERVO FOR SUPERIOR BRAKING
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4WD

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SIVE-T™

1/5-SCALE 4WD OFF-ROAD RACING TRUCK

Bigger. Faster. Stronger. The 1/5-scale Losi® 4WD Off-Road Racing Truck is the closest thing to a full size vehicle in realism, performance and experience. It features a 4WD drivetrain, Spektrum™ telemetry receiver, installed sensors, and 1/4-scale servos. And since it's a Bind-N-Drive™ vehicle, you complete it with the DSM® transmitter of your choice. There's really nothing like driving an RC truck as big as this. Come take it for a spin in all its 4WD glory.



TECH SPECS

LENGTH: 38 in (965.2mm)

WIDTH: 20.75 in (527mm)

WHEELBASE: 24 in (609.6mm)

HEIGHT: 12.25 in (311.1mm)

WEIGHT: 30+ lb

CHASSIS: T6 aluminum, 5mm

ENGINE: Losi 26CC 2-cycle



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TRAXXAS

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BRUSHLESS EDITION

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