



Hot

STUFF

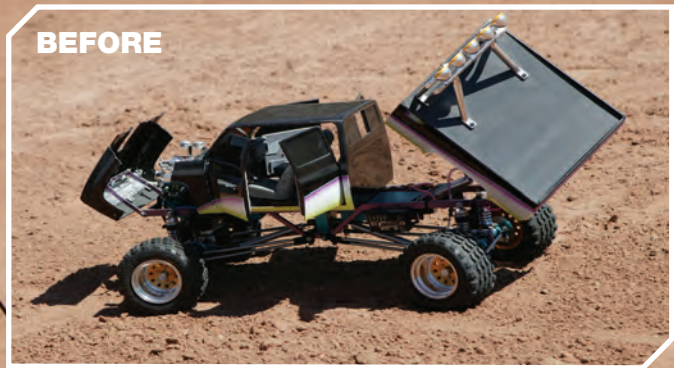
by Kevin Hetmanski

PHOTOS BY PETE HALL & DERON NEBLETT

Every now and then, our readers blow our minds with some of the crazy creations they have built in their workshops. One such reader is Scott Branche, who built one of the sickest trucks we've ever seen. This is no ordinary Traxxas E-Maxx with cool tires and a Hummer body. This thing shoots a 5-foot stream of fire! We called Scott in Maryland and made him drive his butt up here so we could get a closer look at his creation.

E2 » Maxx Firepower!

Scott and his incredible machine.



**TRAXXAS EMAXX
BASE TRUCK**

The base of this flame-throwing monster is a modified Traxxas E-Maxx. It features MIP CVDs, Dynamite front and rear bumpers, Megatech aluminum body mounts, skidplates, bulkhead braces and battery straps, Traxxas Big Bore shocks, DuraTrax aluminum-servo skidplate, Imex Jumbo

Maxx Claw Dawg tires and Jumbo Maxx Diamond wheels and Pro-Line Performance suspension.

HUMMER H2 BODY

Scott chose a Pro-Line Hummer H2 to cover the gear in his truck. Instead of sending the body off to be painted, he did it himself using Pactra paints and a Badger airbrush. He blacked

Don't Try This!

Do you want to build your own flame-throwing truck? Don't! Scott is a professional, and he constructed this truck with safety in mind. All photography and testing were done under the supervision of the Ridgefield Fire Department. Never play with fire, especially with your RC gear.

Since Scott's truck shoots fire, we wanted to see it destroy something. After looking around a bit, I came across a truck I had built seven years ago and figured it wouldn't be missed. We took it out to the baseball field and let Scott and his rig go to town on it. It took me more than a year to build the truck and less than 30 seconds to see it melt away. And yes, it was totally worth it.

HOT STUFF2 IS CAPABLE OF BLAZING PERFORMANCE – LITERALLY



out the windows for that trick street look.

BODY LIFT

Scott's truck is equipped with a body lift to make it easy to access the gear inside. To make that happen, Scott created a frame out of aluminum angle and smoked Lexan that raises the body up with a servo. The frame pivots

at the rear on two mounts that are attached to a plastic plate. A servo mounted on the pivot plate pushes the assembly up and down with a tie rod. A spring at the bottom of the pivot helps the servo lift the weight of the body. The body movement is very smooth; it's hard to believe that a servo is working the lift. The body lift/flamethrower mount is

attached to the E-Maxx using the stock E-Maxx body mounts.

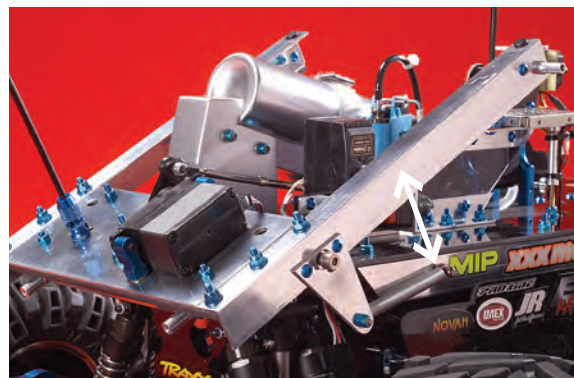
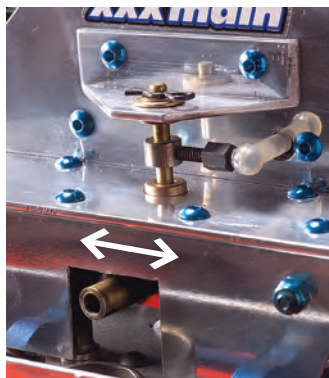
FLAMETHROWER

Scott hooked up the flamethrower so that he can ignite it from his radio. A push of a button on the transmitter opens a valve and butane shoots over a small pilot light to create the 5-foot flame you see in the

photos. Another cool feature is that the nozzle for the flame is steerable from left to right. When the steering servo turns the tires, another servo moves the flamethrower's tip.

WIRELESS CAMERA

Look closely, and you'll see a small wireless camera under the body. Scott rigged it to pan left and right from the



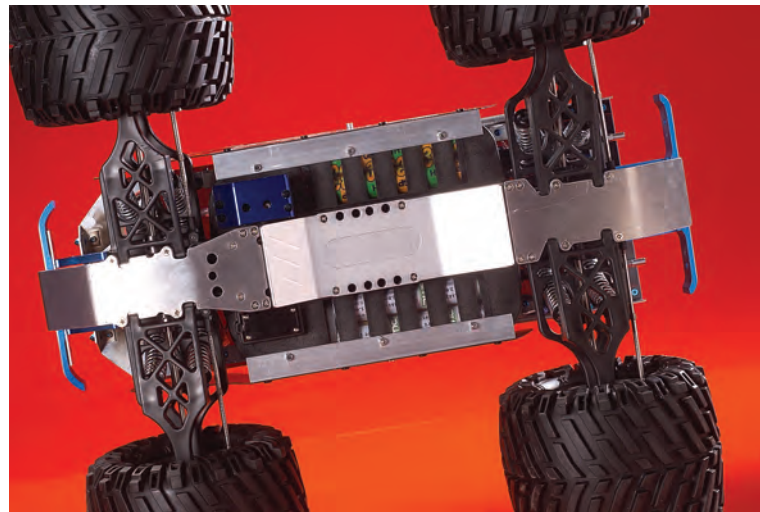
Above: a single bottle of butane is enough for about 30 minutes of torch time. **Center:** here you see the nozzle for the flames. It can be moved from side to side with the help of a servo. **Right:** the body is mounted on an aluminum assembly, and a servo moves it up and down. Its movement is silky smooth.



You can use any radio to control this truck's actions. Scott uses a JR 6-channel radio for the job at hand. It controls 10 functions!



Adding the lights was actually the most difficult part of this project. Boy, do those lights bring this truck to life!



A look at the bottom of the E-Maxx base truck. Its list of hop-up options is almost as impressive as the flamethrower.



radio. The video it sends can be seen through a pair of video glasses. They allow Scott to drive and see the "virtual reality experience" even while the truck is out of sight. A small microphone mounted under the main deck picks up the sound of the carnage caused by the flamethrower.

LET THERE BE LIGHT

As if flames and a cool camera weren't enough, Scott added working lights to the Hummer body. He said that wiring and installing the light system was the most difficult building

task. Scott constructed 22 plastic holders for the LEDs that light up the night on his truck; chrome paint helps reflect the light.

ELECTRONICS

A Novak Super Rooster ESC controls the power coming from a pair of SMC 3300mAh battery packs, and a Futaba S9303 servo points the front tires in the right direction. All the truck's functions are controlled by a JR XP652 6-channel radio system. Two switches on top of the transmitter control the body lift (left) and shift the

transmission (right). The left stick turns the lights and camera on and off, and it also pans the camera when moved up and down. Scott changes the functions by moving the trim tab to different positions. When the left stick is moved left and right, Scott can control the on/off function of the flamethrower and the intensity of the flame. The right stick steers and moves the flamethrower left and right. The up-and-down movement of the stick controls forward and reverse.

Scott Branche thanks Alethea Bageant of Competition Products Inc. and Kevin Brey of Hobby Works, both of Laurel, MD, for help with this project as well as the Ridgefield Fire Department in Ridgefield, CT.

SOURCES

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