

**22**  
PAGES OF REVIEWS

THE BIGGEST AND BEST UK RC MAGAZINE

RADIO CONTROL CAR

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

December 2021 / £5.00

# RACER

OLLY SHOWS  
X4 PAGE AT  
COTSWOLD



## TIME FOR A NEW RIVAL

WE GO BIG WITH THE NEW FUN-PACKED MT10 FROM TEAM ASSOCIATED

### HOW THE TITLE WAS WON

A WIN AT BROOKTHORPE SAW JONI SKIDMORE TAKE HIS FIRST BRCA 1:8  
OFF-ROAD NATIONAL CHAMPIONSHIP



**LD2 LOWDOWN**

WE BUILD THE LATEST COUGAR  
FROM BRITISH MANUFACTURER,  
SCHUMACHER

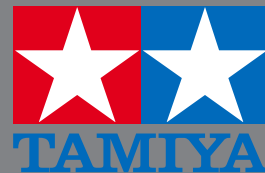
**14** PAGES  
OF RACE  
ACTION

DOOLITTLE  
MEDIA





58699:  
1992 AUDI V8 TOURING



# 123 QUATTRO

THIS TAMIYA R/C KIT RECREATES THE CLASSIC 1992 AUDI V8 TOURING FROM 1992. WE HAVE FAITHFULLY RECREATED THIS CLASSIC RACING CAR WITH A DETAILED POLYCARBONATE BODY AND MATED IT WITH OUR ENTRY-LEVEL AND USER-FRIENDLY TT-02 CHASSIS.



### TT-02: ADAPTABLE, BALANCED SHAFT DRIVEN 4WD

The shaft-driven 4WD TT-02 chassis has the lengthwise layout with the battery on the left and the motor on the right, which provides excellent stability. In addition, it features identical left and right suspension arms and uprights for ease of assembly, plus easy-to-maintain gearboxes. It is a highly adaptable chassis, as it offers 2 different wheelbases, 2 ground clearance settings and 2 tread set-ups in addition to a range of 10 possible gear ratios. It is not short on looks either, with brake disc-shaped wheel hubs and stylish front bumper supports.

## SPECS:

- 1/10 R/C model assembly kit. Length: 463mm, width: 188mm, height: 138mm. Wheelbase: 257mm.
- Polycarbonate (clear) body.
- Stickers are included to recreate the markings for the 1992 Audi V8 Touring. Window masking stickers included to aid in the paint job process.
- Two-piece mesh wheels have silver color rims and spokes. They are paired with racing slick tires.
- Separate parts are included to depict side mirrors.
- A wealth of Hop-Up Option parts is available to tune the TT-02 chassis to your performance needs.
- Requires: Carson 2-channel radio, steering servo, Carson 7.2 volt battery with Ansmann charger, and Tamiya PS paint.



For more information from Tamiya visit [www.hobbyco.net](http://www.hobbyco.net) or [twitter.com/TamiyaUK](https://twitter.com/TamiyaUK)

Tamiya, Inc. 3-7, Ondawara, Shizuoka-City, Japan  
Distributed in the UK by The Hobby Company Ltd. Garforth Place, Knowlhill, Milton Keynes, MK5 8PG





# CONTENTS

DECEMBER 2021 - VOL 25 NO2

## FEATURES

**YOUR INSIGHT INTO THE BEST OF RC CARS, PEOPLE AND TECHNIQUES.**

### 16 GRAINGER SHOWS HIS CLASS

After a season of being on the back foot and chasing the Modified class benchmark of Olly Jefferies, TC stalwart Chris Grainger turned back the clocks and took a deserved win at West London with his Reedy-powered Awesomatix.

### 30 X4 ON TOP AT ROUND FOUR

The fourth round of the BRCA 1:10 TC Nationals headed to Cotswold and the home of the favourite for the championship in Modified class, Olly Jefferies. Despite his strong performances earlier in the year, it was the Capricorn chassis of Kyle Branson who would take the round win but an A final victory for the Xray driver was enough to secure the title with the new X4 car.

### 34 THE ICONIC 2WDS

In this month's column, John Weston looks at the most prevalent class of 2WD and the period between 1989-1993. Part one sees the focus on the eligible chassis from Kyosho, Mardave, Schumacher and TOP Models.

46



### 42 SKIDMORE WINS TITLE IN STYLE

Joni Skidmore and his Mugen had been in stunning form since the beginning of the 2021 BRCA 1:8 Off-Road National Championship and when he took another round win at Brookthorpe, he wrapped up the title with a round to spare.

### 54 TRAVIS TAKES GT TC TITLE

Taking his third win from three rounds of the Iconic Cup in the GT Touring Car class, Stafford saw Andy Travis achieve a maximum score of 300 points and with it the class championship.

## REVIEWS

### THE LATEST THRASH TESTS.

#### 22 SCHUMACHER COUGAR LD2

The Cougar 2WD buggy has always been popular ever since its release. The latest evolution is the LD2 that continues on the development of the original Laydown. With a lower centre of gravity for improved cornering speed, Schumacher claim that their versatile platform "has been designed to be easy to drive and user friendly for the most enjoyable racing experience." Andy Carter assesses the latest 2WD competition platform...

#### 46 TEAM ASSOCIATED RIVAL MT10

The ready-to-run 1:10-scale monster truck class is a popular one and sees many manufacturers battling for customers money. The latest RTR to grace the pages of the magazine is this impressive brushless, 3S-capable machine from Team Associated that immediately grabbed our attention with its performance and strength during testing, assisted by its attractive retail price.

#### 58 TAMIYA CC-02 MERCEDES-BENZ UNIMOG 406 SERIES U900

Tom Stacey gets his hands on the latest edition of the Unimog and a kit that recreates the 406 Series model from 1963. Based on the proven CC-02 ladder frame chassis, the truck features a durable polycarbonate body with separate parts included for the side mirrors and fuel tank for a truly scale look.

## REGULARS

**NEWS, LETTERS, DATES, NEW PRODUCTS AND OUR VIEWS.**

### 6 NEWS

Olly Jefferies and Andy Murray take the 2021 BRCA 1:10 TC National titles, Michal Orłowski's wins both days at the final SOOM event, Agama shows off their new buggy concept, Darren Bloomfield returns to winning ways, the JConcepts brand chooses Schumacher as their UK distributor, an IFMAR World Championship date and venue is confirmed for 2022 whilst there are race dates announced for the Nitro X Cross, Stotfold and Slough winter series.

### 12 INSIDE LINES

All the latest stuff including RTRs, kits, accessories, option parts, tools and much more.

### 20 EDITORIAL

A former contributor makes a welcome return.

### 20 WHO, WHAT, WHEN AND WHERE?

Three pictures from the past but who are they?

### 21 TIME WARP

What was happening one, five and ten years ago.

### 55 DATES

Plan your schedule for the next few months with our racing calendar.

### 57 COMING UP

What you can expect to see in the next month's issue of Racer.

### 64 BUYERS GUIDE

Where to shop in your area with Racer's comprehensive store guide.

### 66 ALL OVER

Slowing down in order to build the hobby.

**SUBSCRIBE TODAY SEE PAGE P4 FOR A GREAT SUBSCRIPTION OFFER!**

Doolittle Media Ltd, The Granary, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, Great Britain

E. enquiries@doolittlemedia.com

T. +44 (0) 1525 222573

# ON YOUR MARKS, GET SUBSCRIBE GET RACER DELIVERED THROUGH



GET 12 ISSUES (1 YEAR) FOR  
**£42 UK, £56 EUROPE, £69 REST OF WORLD**  
& GET THE BEGINNERS GUIDE TO RC CARS **FREE**  
**WWW.DOOLITTLEMEDIA.COM • 01525 222573**



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



01525 222573



[enquiries@doolittlemedia.com](mailto:enquiries@doolittlemedia.com)



## JOIN THE ELECTRONIC REVOLUTION

Enjoy RC Racer on your iPhone, iPad, Android phone or tablet PC.

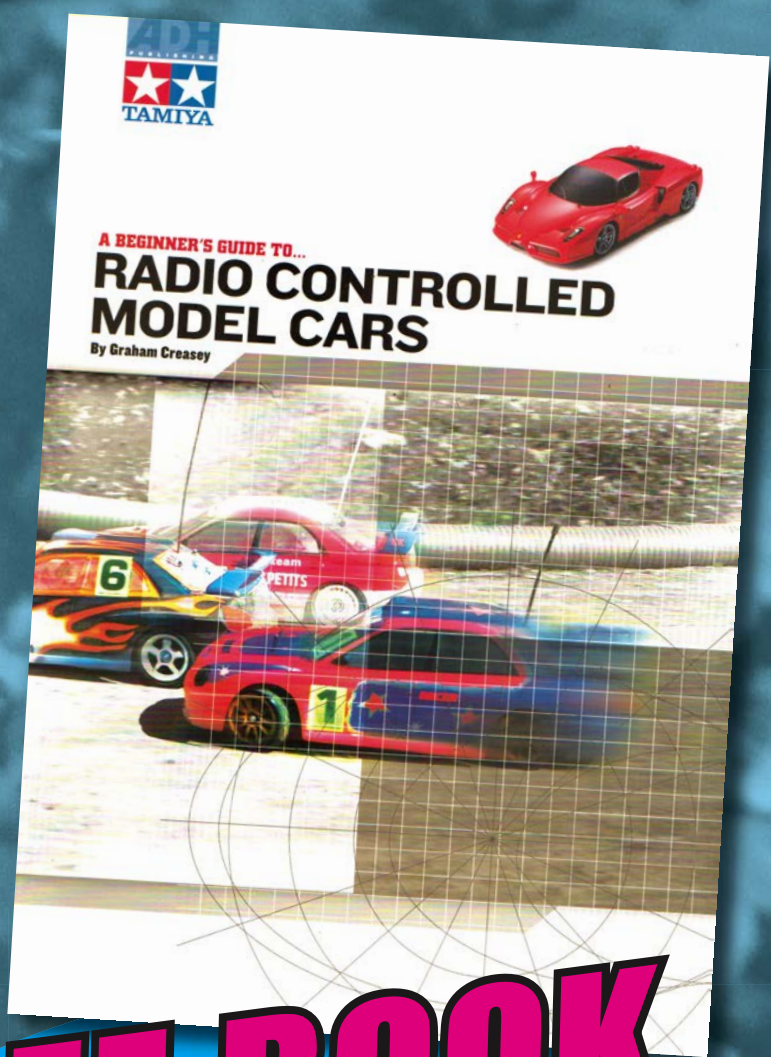


Visit the App Store or Google Play and search for "rcracer" or visit PocketMags.com to purchase single issues and subscriptions to read on your device or PC. The above offer is not available on the digital version of the magazine



# ET FRIBCE!

AT YOUR DOOR AND SAVE **£18** (on UK cover price)



- NEWS
- NEW PRODUCTS
- THRASH TESTS
- RACE REPORTS
- TEST SESSIONS
- RACER INSIGHTS
- RACER GUIDES
- COMPETITIONS
- AND MUCH MORE!

**FREE BOOK**  
**Worth £11.95**  
**with subscriptions**  
(while stocks last)



# ORLOWSKI'S DOUBLE AT SOOM FINAL ROUND

Polish RC superstar dominates the final round of the inaugural Schumacher Outdoor Offroad Masters at Robin Hood Raceway taking TQ and the win in both 2WD and 4WD with his LRP-powered Schumacher buggies

The final round of the 2021 Schumacher Outdoor Offroad Masters took place at RHR and the racers enjoyed great weather despite the autumn calendar date. It was the biggest entry of the series, with 108 drivers in 2WD and 9 in 4WD, that once again included an international flavour with Michal Orłowski from Poland, Germany's Jörn Neumann and Riccardo Berton from Italy who would compete against a number of the home nation's best drivers including Lee Martin, Tom Yardy, the Hall and Holdsworth brothers to name just a few.

Michal Orłowski (Schumacher) took TQ on Saturday in 2WD by winning two rounds, with Lee Martin (Yokomo) and Paul Crompton (Team

Associated) also topping the times on one occasion, and they would line up second and third respectively with Tommy Hall (Team Associated) fourth. Come the finals and it was Michal who dominated taking all three legs. Two second places ensured Lee finished second with Tommy taking second in leg three to grab the final podium spot.

In 4WD, Michal continued where he left off by winning all four rounds of qualifying with his Schumacher CAT L1 Evo. Lee Martin took second place with Michel's teammate Jörn Neumann third and another Schumacher of Ben Smith in fourth. Michal then went on to win the first two legs of the A finals to wrap up the victory. With the pole man choosing to sit out leg three, Lee took

## RESULT - 2WD

POS	DRIVER	CHASSIS
1	Michal Orłowski	Schumacher
2	Lee Martin	Yokomo
3	Tommy Hall	Team Associated
4	Jörn Neumann	Schumacher
5	Luke Holdsworth	Schumacher
6	Paul Crompton	Team Associated
7	Ben Smith	Schumacher
8	Josh Holdsworth	Schumacher
9	Jamie Hall	Team Associated
10	Joni Skidmore	Schumacher

## RESULT - 4WD

POS	DRIVER	CHASSIS
1	Michal Orłowski	Schumacher
2	Lee Martin	Yokomo
3	Joni Skidmore	Schumacher
4	Jörn Neumann	Schumacher
5	Paul Crompton	Team Associated
6	Josh Holdsworth	Schumacher
7	Tommy Hall	Team Associated
8	Ben Smith	Schumacher
9	Luke Holdsworth	Schumacher
10	Kev Lee	Schumacher

## 2WD CHAMPIONSHIP

POS	DRIVER	PTS
1	Tommy Hall	299
2	Lee Martin	295
3	Paul Crompton	294
4	Ben Smith	292
5	Luke Holdsworth	289
6	Josh Holdsworth	285
7	Tom Yardy	283
8	Jamie Hall	283
9	Ben Jemison	282
10	Matt Thompson	276

## 4WD CHAMPIONSHIP

POS	DRIVER	PTS
1	Josh Holdsworth	294
2	Ben Smith	292
3	Tommy Hall	291
4	Paul Crompton	291
5	Lee Martin	289
6	Jamie Hall	285
7	Phil Sleigh	283
8	Tom Yardy	282
9	Tyler Liddle	277
10	Charlie Saunders	276

the race win to guarantee the runners-up spot. Rounding out the podium was newly-crowned BRCA 1:8 Off-Road National Champion, Joni Skidmore, who was also running a Schumacher buggy at his first main outdoor 1:10 event since joining the team.

The championships would be decided with the driver's best three scores counting. There were 213 individual entries in the 2WD class and 158 entries in 4WD.



## JEFFERIES WINS NATIONAL TITLE

Xray driver wins the TC Modified class title for Xray and Hobbywing whilst teammate Marcus Askeil has to settle for second in 13.5T Stock

Factory Xray driver, Olly Jefferies, has been crowned the 2021 BRCA National Champion touring car champion at the penultimate round hosted by Cotswold. Olly was able to successfully defend his 2021 championship with a perfect score with one round still left to go. He finished ahead of Zak Smith and Kyle Branson, as the final positions were confirmed at the last race weekend of the year at Bedworth.

In the 13.5T Stock class, the battle went on all season and down to the final round. Marcus Askeil ended up in second place overall, narrowly missing out on the overall win by one point, behind Andy Murray with James Hart third.

### RESULT - BRCA 1:10 TC MODIFIED CHAMPIONSHIP 2021

POS	DRIVER	CHASSIS
1	Olly Jefferies	Xray
2	Zak Smith	Schumacher
3	Kyle Branson	Capricorn

### RESULT - BRCA 1:10 TC 13.5T STOCK CHAMPIONSHIP 2021

POS	DRIVER	CHASSIS
1	Andy Murray	Schumacher
2	Marcus Askeil	Xray
3	James Hart	Schumacher



## NEW CONCEPT FOR AGAMA 1:8 BUGGY

Nemo Racing has unveiled a teaser photo of the new Agama 1:8-scale nitro buggy. Although based on the current A319 model, there are major changes with regard to the suspension that sees what appears to be a radical shock setup as there aren't any towers to be seen. More pictures and information will be available soon so watch this space.



## JCONCEPTS HEADS TO SCHUMACHER

Schumacher Racing has been confirmed as the new distributor for the JConcepts brand in the UK. JConcepts is renowned for its World Championship-winning products and innovation, and their range of bodies, tyres, tools and accessories have been sold and distributed around the world and scored victories at events in Europe, Asia, and at home in the USA.

Their first order was on its way when this new article was written and should be available now. You can see the full press release at <https://tinyurl.com/jconceptstoschumacher>





## NITRO X CROSS WINTER DATES

Six rounds and six different venues make up the 2021/22 Nitro X Cross series that kicks off

in December at Nene Valley. At present the plan is for four of the six rounds to count towards the series, but this might change if events have to be cancelled due to bad weather.

More information can be found at [www.nitroxcross.co.uk](http://www.nitroxcross.co.uk) or by visiting their social

Round	Date	Venue
Round 1	12 December 2021	Nene Valley
Round 2	2 January 2022	Deerdale
Round 3	16 January 2022	NDOR
Round 4	13 February 2022	Ledbury
Round 5	13 March 2022	NWN
Round 6	3 April 2022	East Shrewsbury

## YOKOMO GOES FWD

New BD10F is Yokomo's first competition front-wheel drive touring car chassis

Yokomo has introduced their new BD10F competition front-wheel drive touring car based on their 4WD platform, the BD10. Using many components from their BD10, the new FWD model sees the weight distribution optimised. Carried over from the BD10LC are the bulkhead and wishbones,

but the main chassis and motor mount are all new. There are dedicated weights at the front and the forward-position of the motor ensures great traction under acceleration. The Yokomo designees have tweaked the Ackerman ratio with the long bell crank in response to the greater weight up front whilst at

the rear there is a mass damper that offers a simple effective solution to cancel vibration as well as "rear grip is increased to prevent stall when cornering." Using the BD10 as a platform also means that there are many optional parts already available.



## SCHUMACHER'S MURRAY WINS BRCA TITLE WITH PROTOTYPE

The final BRCA Touring Car National took place at Bedworth in the Midlands that saw Andy Murray, racing a new prototype car win the 13.5T Stock Championship

In the Modified class, Schumacher and LRP driver, Zak Smith, cruised to an easy TQ, before maintaining his position fairly comfortably in the finals with the hard-chasing Kyle Branson (Capricorn) not giving him an easy ride at times. Zak was joined on the podium by Kyle and Ben Cosgrove (Awesomatix). TQ and the win was enough to secure Zak second in the Championship behind Olly Jefferies. At Bedworth, Schumacher's Dan Robins and Jordan Norwood also made the A final. In the 13.5T Stock class, Schumacher and LRP driver James Hart took a fine TQ with design Engineer Andy Murray not far behind lining up second. James and Andy cruised away from the field to finish one-two in a dominant display, with second place ensuring Andy was crowned BRCA Touring Stock Champion for 2021. It was a dominant display by the team in both classes, running the new Schumacher prototype chassis.





## BLOOMFIELD RETURNS TO WINNING WAYS

Former European Champion Darren Bloomfield took the final BRCA 1:8 Off-Road National of the year at Nemo Raceway driving for Team Associated

The fifth and final National for the 1:8 off-road (nitro) section in 2021 took place at Nemo Raceway, with the racers enduring unpredictable weather, and some rain in the latter rounds that really mixed up the results. It was Neil Cragg (Team Associated) who took TQ with two round wins and a second place from Lee Martin (Agama), with Neil's teammate Darren Bloomfield third.

After the lower finals had been run, Joni Skidmore (Mugen) would start on pole for the main event and initially made a good start being

chased by Neil Cragg. Around the halfway point though Neil was forced to retire as Darren took up the chase of the leader. Shortly after, Joni too was out leaving Darren out in front. Elliott Boots (Sworkz) was now in second chasing Darren but at the end of race the Team Associated took the win. Elliott was second with Sworkz teammate James Le Pavoux third.

The main National Championship had already been decided in favour of Joni Skidmore, but after this result Elliott Boots (Sworkz) was confirmed as the runner-up with Darren Bloomfield third.

RESULT					
POS	QUAL	DRIVER	CHASSIS	ENGINE	RESULT
1	3	Darren Bloomfield	Team Associated	Blok	69 laps 45m 5.67
2	7	Elliott Boots	Sworkz	Reds	68 laps 45m 14.85
3	13	James Le Pavoux	Sworkz	Reds	67 laps 45m 2.51
4	8	Graham Alsop	HB Racing	—	67 laps 4m 12.02
5	10	Jamie Hall	Team Associated	Alpha	67 laps 45m 21.69
6	4	Lee Martin	Agama	Bullitt	67 laps 45m 25.36
7	5	Tommy Hall	Team Associated	Alpha	66 laps 45m 16.58
8	9	Kevin Brunsten	Agama	Bullitt	66 laps 45m 20.58
9	11	Simon Willetts	—	—	48 laps 33m 30.78
10	1	Jonathan Skidmore	Mugen	Blok	47 laps 30m 47.80
11	6	William Skidmore	Mugen	Blok	44 laps 29m 3.78
12	12	Jamie Clancy	Team Associated	LRP	40 laps 27m 9.99
13	14	Callum Niblett	Sworkz	—	36 laps 34m 15.34
14	2	Neil Cragg	Team Associated	Alpha	33 laps 21m 31.53



## SEMCS WINTER SERIES

### INDOOR WINTER SERIES

DITTON PARK ACADEMY  
BL3 7UX

**DATES**

16 OCT '21  
6 NOV '21  
4 DEC '21  
5 FEB '22  
5 MAR '22  
19 MAR '22

**CLASSES:**

2WD BUGGY  
4WD BUGGY  
TRUCKS

4 OF 6 ROUNDS TO COUNT  
MORE INFO ON SEMCC.CO.UK  
NO CONTROL TYRE


As we went to press, the first round of the 2021/22 Slough Electric Model Car Club Winter Series had started with five more scheduled to take place on a Saturday at Ditton Park Academy, Slough, SL3 7UX, catering for 2WD buggy, 4WD buggy and trucks.

There is no control tyre and with four out of six to count towards the championships there is plenty of time to get involved. You can find out more information at [semcc.co.uk](http://semcc.co.uk)

6 November 2021  
4 December 2021  
5 February 2022  
5 March 2022  
19 March 2022




## STOTFOLD WINTER SERIES

 This year's winter series dates at the popular Stotfold club have been confirmed. Three out of the five rounds will count towards the overall series. You can find out more information on the club's website at [www.stotfoldmcc.com](http://www.stotfoldmcc.com)

- 21 November 2021
- 19 December 2021
- 23 January 2022
- 20 February 2022
- 20 March 2022



## IFMAR WORLD CHAMPIONSHIP CONFIRMED

 After a change around in the order of host blocs, IFMAR has confirmed that the 2022 IFMAR 1:8 Off-Road World Championship will take place in Redovan, Spain. This came around after the FIMAR bloc allowed EFRA to swap positions in the rotation list in order to host

this important race in Europe. This news came after a post on social media from IFMAR highlighting the on-going challenges that they face in organising international races:

"Although a lot of countries are still under COVID restrictions and travel is not up to the level as before 2020 there is some light to be seen. Vaccination level for a lot of countries if over 70 per cent and before the end of 2021 more countries will have reached

that percentage. IFMAR (board and blocs) will try to prepare a calendar for 2022 within the next weeks for three or four classes, starting somewhere in September 2022 till the end of November. That will still give us almost one year to see if this pandemic will ease. A final "go" or "not go" decision will be given about three months prior to an event, so that competitors can make bookings for travel and hotels."



# Airbrushes.com

With over 70 Years experience in the Airbrush Industry

# iwata

For any RC airbrush project, we have you covered!



HUGE range of  
Airbrush Equipment, Paints & Accessories!



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

01903 767800

[sales@airbrushes.com](mailto:sales@airbrushes.com)

## Pro-Line Strikeforce Body

Pro-Line now offers this combat-ready body for scale crawlers, based on full-size light combat vehicles used by the armed forces. The body provides a blank canvas for completing your mission directive, whether it requires a general-purpose military vehicle, a utility vehicle, or even a weapons carrier. The Strikeforce features a detailed front grille, bonnet and roof shapes that mimic the real thing, and the body even includes add-on blast-proof windows and air filter cap to complete the military look. The bed is separate from the cab, which allows so many scale options for you to custom-build your ideal vehicle. The decal sheet includes extra details to make the Strikeforce come to life like window bolts and door hinges. The Strikeforce is moulded in durable .060" polycarbonate and comes with window masks, paint-then-peel overspray film, and decals.

3576-00 Pro-Line Strikeforce Clear Body for 12.3" (313mm) Wheelbase Scale Crawlers

**AVAILABLE FROM:** CML Distribution  
**WEBSITE:** [www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
**CONTACT:** 01527 575349



## Pro-Line Axis ST Body for TLR 22T 4.0/Team Associated T6.2



The Axis ST is a series of race bodies for 1:10 stadium trucks, featuring a low-slung design with sharp lines throughout. The Axis is a cab-forward design that provides an enhanced steering response, whilst at rear of the Axis body there is the right amount of clearance for running the rear shocks either in the front or the back of the shock tower. Pro-Line includes two rear wings per body in case you need a replacement. The Axis ST is made from lightweight yet durable polycarbonate material that will give you an edge over the competition. The body comes clear giving you the option to paint the body however you desire. Paint-then-peel overspray film, window masks, and Pro-Line decals are included with the body.

3581-00 Pro-Line Axis ST Clear Body for TLR 22T 4.0 and Team Associated T6.2

**AVAILABLE FROM:** CML Distribution  
**WEBSITE:** [www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
**CONTACT:** 01527 575349

## Team Associated RC10B6 Builders Support Kit

The RC10B6 Builders Support Kit brings Team Associated race-winning technology to builders assembling dirt oval sprint cars, late models, and custom drag cars. The applications are endless as the Builders Support Kit has the major sub-assemblies builders need in a value-packed kit, without having to pay for excess 2WD off-road buggy parts.

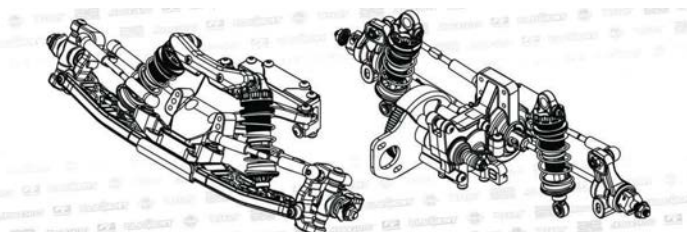
At the heart of the RC10B6 Builders Support Kit is the laydown and layback transmissions with a ball differential; both gearboxes are included. Putting the power down is the next-generation Octalock slipper clutch with Factory Team LCF slipper pads. Along with the easy-access rear differential, the rear end includes standard pivot rear blue aluminium arm mounts, 67mm CVA bones and B6.1 rear hubs. The kit also includes a set of four 12mm big bore shocks, all four with 24mm length bodies for custom build applications. Builders need only select an appropriate application, and they can bolt on the suspension, shocks, hubs, drivetrain, and gearbox from the builder's kit. The opportunities are endless to customise your dirt oval or drag car from any of the B6-based third-party specialty manufacturers in the industry.

### Features:

- Ball differential included
- Laydown and layback transmission assemblies included for tuning mass balance to different track surfaces
- Adjustable differential height to allow drive shaft alignment through all ride height and axle height configurations
- V2 12mm big bore threaded aluminium shocks (four 24mm bodies and four 21mm shafts) with X-rings for low friction assembly
- V2 12mm shock springs (red front, yellow rear) for most dirt oval and on-road type applications
- RC10B6 front end assembly (steering, top plate, and suspension) with gull-wing front arms and blue aluminium front axles
- Factory Team ball bearing set with 24 precision oiled ball bearings
- Set of six 48mm turnbuckles, ball cups, and HD metric ball studs
- Standard pivot rear aluminium arm mounts for use with 67mm CVA bones and

- RC10B6.1 rear hubs
- Aluminium rear ball stud mount with three link positions for maximum adjustability and added strength
- Lightweight aluminium one-piece top shaft
- New RC10B6.3 servo mounting system with direct-to-chassis aluminium chassis mounts and moulded brace with transponder mounting location
- Octalock spur gears and 19mm Octalock LCF pads
- 2.5 mm thick machined shock pistons
- Blue aluminium shock bushings
- Moulded wire clips included for motor and speed controller wire organisation
- +1 carbon fibre steering arms
- Black steel LP serrated wheel nuts
- 3mm ID moulded plastic spacers included for ball stud and shim needs
- 7mm aluminium clamping wheel hexes
- Fasteners and metric hardware

**AVAILABLE FROM:** CML Distribution  
**WEBSITE:** [www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
**CONTACT:** 01527 575349



## RC10B6 Builder's Support Kit

# F450SD

1/10 4WD SOLID AXLE

## CUSTOM TRUCK



### FEATURES

#### ESC

- 40A WP-1040-Brushed Electronic Speed Control (By HobbyWing)
- Water-Proof and Dust-Proof for All Weather.
- Built-In Capacitor Module
- Automatic Throttle Range Calibration.
- Low Voltage Cut-Off Protection for Li-Po and NiMH Battery
- Over-Heat Protection and Throttle Signal Loss Protection

#### Servo

- 12Kg Metal Gear Servo (By Savox)
- 4.8V - 0.26 sec/60° 10.0 kg-cm
- 6.0V - 0.23 sec/60° 12.0 kg-cm
- 25T Horn Gear Spline

#### Radio System

- Pistol-Grip AMP30 3 Channel Transmitter
- Digital Trimming
- Steering Dual-Rate (ST D/R) Adjustment
- End Point Adjustment (EPA)

#### Motor

- RS-550 High Torque Brushed Motor (By Mabuchi Motor)



GREY TITANIUM



BLUE GALAXY



POWERED BY

HOBBYWING

SAVÖX

FURY  
TIRES



## Axial RBX10 Ryft Kit

Axial's new 1:10-scale RBX10 Ryft 4WD is a kit that targets the intermediate level of RC drivers with a class of model that the manufacturer refers to as a rock bouncer. They state "Full-size rock bouncers refuse to stop – or even back down on the throttle – when facing steep climbs and massive rocks. So does the RBX10 Ryft 4WD." The RBX10 Ryft features a robust, custom tube chassis, engineered from a high-strength composite plastic to withstand hard knocks, with front and rear axles that boast a durable one-piece, moulded plastic, solid axle design and realistic metal differential covers. Officially licensed Intero TSL Super Swamper Bogger tyres on Raceline Monster ensure lots of traction, aided by a 4-link suspension and adjustable, long travel front and rear oil shocks, plus full-time 4WD transmission. The Ryft kit comes with a clear body, as well as many option parts such as a spool/locker, rear aluminium link plates, rear anti-roll bar, and parts for a 2-speed or single-speed transmission setup (servo not included). Owners will need to choose their own radio system, motor, speed controller and battery.

### Features:

- Strong tube chassis design
- Full-time 4WD transmission
- Solid front and rear axles with realistic metal differential covers

- Hardened steel universal axle set
- Tough, large diameter WB11 Wildboar driveshafts
- 4-link suspension system
- Long travel front and rear oil-filled shocks
- Officially licensed Raceline Monster wheels
- Simulated disc brakes for extra realism
- Intero Super Swamper TSL (Three Stage Lug) Bogger tyres
- Kit also includes option parts

### What's In The Box:

- Axial RBX10 Ryft 1:10 4WD Kit
- Optional 2-Speed Set
- Optional Sway Bar Set
- Optional Differential Spool
- Optional Lower Link Plate Rear
- Product Manual

**AVAILABLE FROM:** Logic RC

**WEBSITE:** [www.LogicRC.com](http://www.LogicRC.com)

**CONTACT:** 01992 558226



### **Hudy Aluminium Ultra-Light Pinion Gears**

These high-strength pinion gears are made from tough 7075 T6 aluminium and then specially hard coated for strength, light weight, and durability. They have also been machined to make for the lowest possible rotating weight yet to retain

the necessary strength. The pinion gears are available in both 48DP and 64DP.

**AVAILABLE FROM:** RC Disco  
**WEBSITE:** www.rcdisco.com  
**CONTACT:** sales@rcdisco.com



### **Core RC Mini Electric Screwdriver**

The Core RC Mini Electric Screwdriver is for those who are always working on their vehicles and would benefit from some help with repetitive tasks. Core RC's Mini Electric Screwdriver is ideal as it is powered by a 3.6V Lithium-Ion battery and can be charged via USB. It has a swivel handle, magnetic bit holder, adjustable torque control, forward and reverse switch, an LED work light whilst a torch is included as part of the handle.

**Specifications;**  
Voltage: 3.6V  
Chuck Size: 6.35mm Magnetic  
No Load Speed: 180/min  
Torque Settings: 9  
Max Torque: 3.5Nm  
Battery: 1.5Ah Li-Ion  
Charge Time: 3-5 hours  
Weight: 400g



**AVAILABLE FROM:** Schumacher Racing  
**WEBSITE:** www.racing-cars.com  
**CONTACT:** 01604 790770

### **Contact RC A34 Pre-Glued Rubber Tyre**

The new A34 pre-glued rubber tyre from Contact RC has been specially designed for outdoor 1:10 touring car racing to offer performance at a sensible price. The A34 was developed and tested by Schumacher's highly experienced staff to provide excellent traction and wear rates for competition touring car racing. It comes built on a Schumacher Revlite 24mm wheel combined with a medium yellow insert - a well-proven combination over many years. The tyre has a wide working temperature from 10 to 30 -degrees Celsius air temperature, and has been glued using Schumacher's in-house automated gluing process which accurately controls the glue flow rate and quantity to ensure perfectly glued tyres every time.

JR-34RY Contact Pre-Glued A34 Outdoor Spec - pk4

**AVAILABLE FROM:** Schumacher Racing  
**WEBSITE:** www.racing-cars.com  
**CONTACT:** 01604 790770



### **JConcepts Hex Driver Wrench Set With Base**

Multi-use tools are very important and are great for your pocket when trackside or for travel. JConcepts has released a new wrench set contained in a slim unit with a 7-piece assortment of magnetic tip attachments complete with a blue anodised handle with grippy sliver highlighting and an injection-moulded endcap. The design of the tips is unique, featuring spring steel adapters on the hex wrenches and steel machined tips with titanium nitrate coating. The hex wrenches come in the popular sizes such as 1.5, 2.0 and 2.5mm and feature a ball-end version of the 2.0 and 2.5mm for those tough to reach locations or tricky angle applications. The nut driver tips are entirely 1-piece spring steel units in the useful 5.5 and 7.0mm sizes to fit a huge variety of applications.

Also included is an injection-moulded storage base for vertical pit bench storage to keep each size handy and available when needed. A simple pull of the required tool off the holder can be performed in seconds and placed into the handle where the magnet takes a hold of the steel and snaps into place. The entire assembly fits into a translucent storage case with pre-cut hard density foam to protect handle and tool caddy.

#2457 JConcepts 1/4" Hex Driver Wrench Set with Storage Base (7pc)

**AVAILABLE FROM:** Schumacher Racing  
**WEBSITE:** www.racing-cars.com  
**CONTACT:** 01604 790770



### **Revolution Design RC8B3.2 Aluminium Chassis Brace Mount Rear**

Updating a previous product, RDRP's RC8B3.2 Aluminium Chassis Brace Mount for the rear combines proven functionality with today's looks. As a direct replacement for the standard composite plastic part, the chassis brace mount connects the rear chassis brace to the rear gearbox. The latest revision is made from black-anodised high-quality aluminium, has chamfered edges and a laser-etched RDRP logo for a modern factory looks, and improved durability. It improves durability and ensures balanced flex characteristics, thus increasing the overall performance of your vehicle. The brace mount is compatible with all third generation RC8 kits including the RC8B3.2, RC8B3.2e, RC8T3.2, and RC8T3.2e.

#RDRP0520 Revolution Design RC8B3.2 Aluminium Chassis Brace Mount Rear

**AVAILABLE FROM:** X-Factory UK  
**WEBSITE:** www.xfactoryrc.co.uk  
**CONTACT:** 01923 816636



# GRAINGER SHOWS HIS CLASS

*After a season of being on the back foot and chasing the Modified class benchmark of Olly Jefferies, TC stalwart Chris Grainger turned back the clocks and took a deserved win at West London with his Reedy-powered Awesomatix*

Without being derogatory, West London is an old school RC track that has been around a long time, and over the years has hosted some classic races and title deciding meetings. It also has the nickname of "Wet London" that refers to its unlucky connection with the British weather, as a lot of those meetings were decided on wet weather tyres. Any negativity though was soon swept aside when the drivers assembled for round four of the King of Clubs series as under blazing hot

summer skies this popular series got underway...

Aiming to add a King Of Clubs title to his already long list of championship wins over the years was Olly Jefferies. Despite what some may have seen as a glitch at the last round where he finished second to Kyle Branson. Olly could wrap up the Modified title here with a good result, but in his way would be on-form Yokomo pilot Harley Eldridge and Awesomatix driver Chris Grainger, both of whom were

looking for a strong result to boost their overall finishing spot. If Chris or Harley had any chance of the title, they would need to win here and at the final round at Adur.

## 13.5T STOCK

In the 13.5T Stock class the battle looked to be between Marcus Askell and Billy Fletcher, both drivers showing great form at the last BRCA National. Without James Hart or Zak Finlay present at this round, it opened up an opportunity for other

drivers to grab some good points and possibly take the challenge to Billy and Marcus.

## 17.5T STOCK

Forty drivers lined up for the 17.5T Stock class and it was very hard to pick a winner here. Matt Quinlisk led the category overall, but that was as much about consistency and if Matt wanted to leave West London top of the pile, he would possibly need a win here. In his way were the Westwoods; Glenn and Jay are a



Archie Mathews gets his Tamiya up onto two wheels!





*The Awesomatix of Chris Grainger on his way to the winner's circle*



*A Brawn colour scheme for this Formula 1 car*



*The Yokomo of Harley Eldridge took the final podium spot*



*Olly Jefferies took pole for Xray, but the win eluded him*

formidable pair on a track they both know well.

The way the UK racing calendar panned out for the drivers competing at BRCA Nationals it meant most arrived with no pre-race West London testing. The weekend previously the top drivers were engaged at the Colchester round of the National series so they would arrive cold – not a bad thing maybe – so it would be interesting to see what they could do without any intense testing and just a single practise run on Sunday morning. For local drivers this meant they would possibly have a greater advantage and that would be good for West London in the interclub challenge.

### QUALIFYING ROUND ONE

Round one of Modified qualification and Olly Jefferies took the fastest time comfortably from Chris Grainger. These two drivers had enjoyed some good on track battles in previous years at West London, but given

the advantage he had in round one that looked unlikely to be the case today as Olly was six seconds down the road after five minutes of qualifying. It was closer in 17.5T Blinky where Jay Westwood set the quickest time, but only just over two seconds ahead of class Championship leader Matt Quinlisk, a driver who has really come to the fore in the KOC series this year. Ashley Wiffen got off to a great start on a day when he would really shine, Ash took the 13.5T round ahead of Ricky Copsey and Marcus Askill. Michael Lee was back in F1 and no surprise to see him top of the times in this class. Paul Ellis was second and these two were the only drivers to make into the 16-lap bracket. In Tamiya Junior-E, Finley Lanaway got the better of his season-long nemesis Archie Mathews who for once did not look in command of this class in round one. A few errors from Archie and he would now have to work his way back up the order. Martin Reeder took the first round of Tamiya

GT-E, the long-time Tamiya stalwart beating Tim Harrop in round one.

Tamiya has always been a big force in the UK, but often only seen as a starter car, then drivers would move on rarely looking back at the brand as they moved to more established racing brands. Through KOC though, the company was looking to increase its UK racing profile and were there in force including supplying two cars for motoring journalists to introduce their offspring to RC racing – well done Tamiya UK for this incentive and foresight.

### QUALIFYING ROUND TWO

Back on track and the temperature was rising and it was no surprise to anyone that today was confirmed as one of the hottest days of the year. Many drivers who had little, or no real experience used their round of practise in the morning and round one of qualifying to get their eye in and now the times were possibly

more representative. Jay Westwood in 17.5T Stock, Olly Jefferies in Modified and Martin Reeder in Tamiya GT-E repeated their round one wins taking success victories in the second round of qualifying. It was two out of two for these drivers who looked in control of their respective classes, and then add to that list Michael Lee who also won the first two rounds. Billy Fletcher popped up in 13.5T to take that class in round two as Ash Wiffen had to settle for second on this occasion. Normal service was resumed in the Tamiya Junior-E class as Archie topped the round two-time sheets. Harry Standing was showing some consistency in the Rookie class taking two rounds out of two.

### QUALIFYING ROUND THREE

At this point you start to get a feel for what's likely to be the overall qualifying result as drivers notched up their third score. Olly Jefferies made it three out of three in Modified, his Xray looking good as

# RACE REPORT

what: king of clubs where: west london class: 1:10 on-road



*A picture of focus - Olly Jefferies on his way to pole position in Modified*



*The RC Racing TV crew were in attendance with James Stewart and Nick Daman*



*Just two of the many juniors taking part in the King of Club series*

once again he drove away from Chris Grainger and Harley Eldridge. Jay Westwood made it a clean sweep so far in 17.5T, but now it was brother Glenn sitting in second spot. Matt Quinlisk was third on a similar pace to Glenn and this battle was heating up nicely at this point. Ash Wiffen was back on top in round three of 13.5T qualifying while behind Ricky Copsey and Marcus Askeff fought over second and third. Andy Murray was close at this point and adding to an exciting mix and what looked like an exciting close fought final. Finley Lanaway bounced back in round three of Tamiya Junior-E and once again pushed Archie Mathews down into second place. Kenny Hyde took second in the round ahead of what looked to be at this point a slightly struggling Archie Mathews. Harry Standing was once again top Rookie in round three. This round also saw

three out of three wins for Michael Lee which was no real shock as he continued to dominate F1.

## QUALIFYING ROUND FOUR

Four out of four in qualifying for Olly Jefferies would see him start the A final on pole ahead of Chris Grainger, the Awesomatix driver feeling happy with his car and looking to close the gap to the pole sitter in the finals. Another clean sweep of four rounds and four wins meant Jay Westwood would lead the 17.5T A final away ahead of Matt Quinlisk. The latter was in a Westwood sandwich with Glenn lining up in fourth. Ashley Wiffen, Billy Fletcher and Marcus Askeff was how round four would finish in 13.5T Stock and that would be the overall starting order for the A final. Ricky Copsey and Andy Murray were next up and these two had enough pace

to mix it with the three up front. Michael Lee has made F1 his own at King Of Clubs and another win in round four was a massive step forward to taking the victory on the day. Finley Lanaway, so often the bridesmaid to Archie Mathews this season, he took round four of Tamiya Junior-E qualifying and with it top spot for the final. In the Rookies it was Harry Standing who once more took the round. Despite a fifth in round four Martin Reeder did enough early on to ensure he would start on pole in Tamiya GT-E, whilst Martin Harrop and Morgan Banks would be there to apply the pressure in the final.

## TAMIYA JUNIOR-E A FINALS

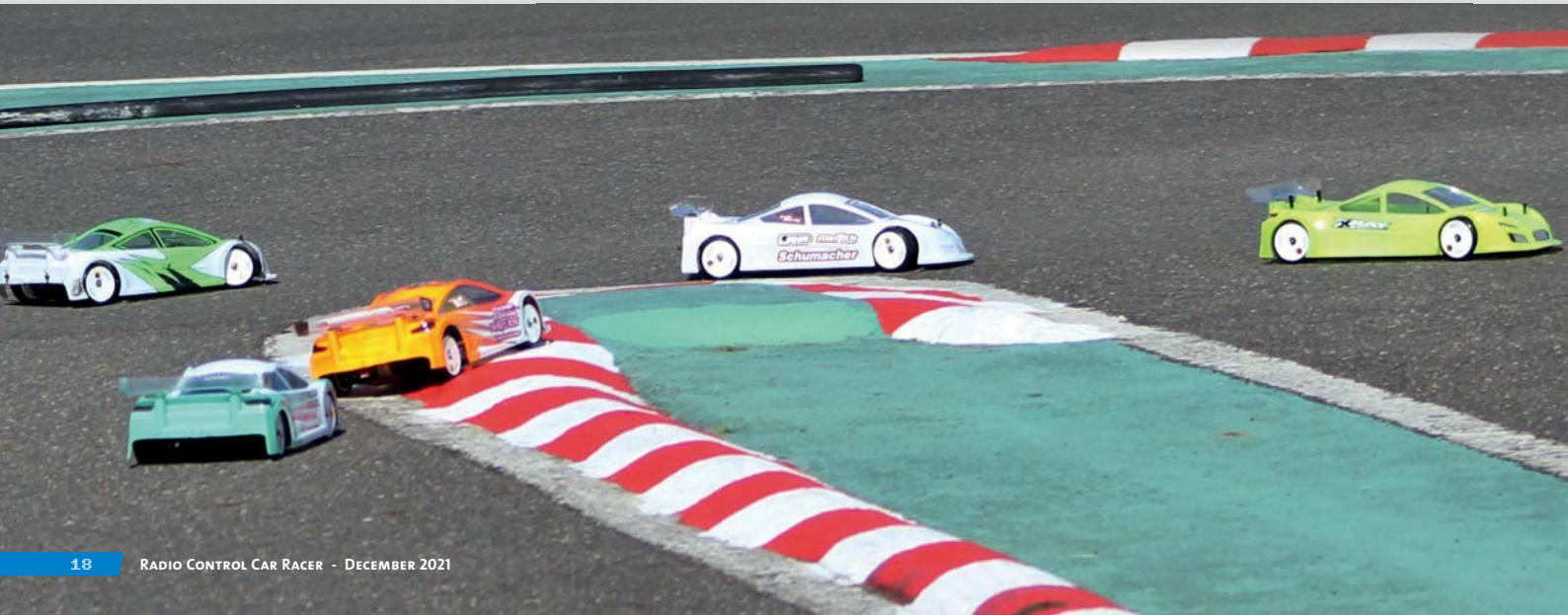
Well done Finley Lanaway who took two A final wins and TQ, a top job for a young man who has got better

through the series. Along with Archie Mathews, these two have been the class of the Tamiya Juniors this year and have underlined what this section of King Of Clubs is all about. It wasn't great finals for Harry Standing so step up Tyler Standing to take both legs of the Tamiya Junior-E Rookie class.

## 13.5T STOCK A FINALS

The first of the finals and a clean start as up front Ash Wiffen and Billy Fletcher battled. Billy put a good pass on Ash to take the lead and one that he would hold onto until the end - first blood to Billy and his Capricorn. There was a good battle behind the front two with Ricky Copsey, Marcus Askeff and Andy Murray all fighting for the last place on the podium. A small mistake from Ricky saw Andy make a move and put the pressure on Marcus, but that's the way it finished

*Action from the 13.5T A final*





Olly Jefferies leads Chris Grainger, but this wasn't to be for long

with Marcus taking the final podium spot in leg one.

Leg two was almost a copy and paste scenario as the top five finished in the same positions as leg one – you can't say these guys are not consistent. A win for Billy from Ash and Marcus means a result that sets up a good final round battle for the stock title at Adur.

## 17.5T BLINKY A FINALS

Compared to qualifying, the A final result had a very different look to it with none of the top three qualifiers making it on to the podium. There was disappointment for Matt Quinlisk and both the Westwood brothers who would leave West London without improving their championship scores. Some cars arrived at scrutineering with over-charged LiPos and this not only caused some disruption, but cast a bit of a shadow over the 17.5T Blinky A final. It also delayed the second final, but coming through to take the win was Ben Cane taking both legs ahead local man Malc Hall and Soteris Liasi.

## MODIFIED A FINALS

Watching around the track and online most people were predicting a boring two-leg set of Modified A finals. The pole man, Olly Jefferies, was certainly hoping for that as he led away leg one. As in qualifying, he built a small but comfortable lead and looked to have the first leg in the bag, but then as the first final drew to a close it was noticeable Chris Grainger had closed the gap. Entering the last series of corners, the Xray seemed to lose grip and a good run through the final D and Chris was through to Olly on the sprint to the finish line. This last gasp win by Chris in leg one set up an anticipated final leg and the anticipation was well founded. Olly lost the lead early on then took it back. It was then a slog to the end with the lead swapping between the Xray and Awesomatix cars as the laps ticked down. It was a great watch for the people sat at home watching on RC Racing TV and a great advert for our sport as these two contested the final laps. A second leg win for Chris saw him return to the winner's circle, the first in a long

time and much-deserved result for a driver who by his own standards has struggled the last few seasons. It was a great result following a lot of hard work and determination from Chris. Harley Eldridge closed in on the front two towards the end of the second leg, but this was one of those rare days for Harley this season when she was a little off the pace of the front runners...

## TAMIYA GT-E A FINALS

Despite losing out in leg one to Tim Harrop, Martin Reeder took the overall win ahead of Tim in the Tamiya GT-E final.

## F1 A FINALS

It was a perfect day for Michael Lee taking both legs of the A final in the F1 class, as the over top three finished in the same order as qualifying.

There is one more round of King Of Clubs to go and a trip to the south coast and the Adur club. There are titles still to be decided and always some good close racing.... See you there. ■

### RESULT - TAMIYA JUNIOR-E A FINAL

POS	QUAL	DRIVER	PTS	RI	R2
1	1	Finley Lanaway	2	1	1
2	2	Archie Mathews	4	2	2
3	3	Kenny Hyde	6	3	3
4	4	Ethan Webb	8	4	4

### RESULT - TAMIYA JUNIOR-E ROOKIE A FINAL

POS	QUAL	DRIVER	PTS	RI	R2
1	3	Tyler Standing	2	1	1
2	2	Maverick Adams	5	3	2
3	4	Emilia Adams	6	2	4
4	5	Poppy Hyde	9	6	3
5	1	Harry Standing	9	4	5
6	6	Frankie Fletcher	11	5	6
7	7	James Binnie	14	7	7
8	8	Elliott Smith	16	8	8

### RESULT - 13.5T BLINKY TOURING A FINAL

POS	QUAL	DRIVER	PTS	RI	R2
1	2	Billy Fletcher	2	1	1
2	1	Ash Wiffen	4	2	2
3	3	Marcus Askell	6	3	3
4	5	Andy Murray	8	4	4
5	4	Ricky Copsey	10	5	5
6	6	Charlie Colby	12	6	6
7	7	Bailey Graves	15	7	8
8	9	Nathanael Goodban	15	8	7
9	10	Michael Penfold	18	9	9
10	8	Tim Tims	20	10	10

### RESULT - 17.5T BLINKY TOURING A FINAL

POS	QUAL	DRIVER	PTS	RI	R2
1	4	Ben Cane	2	1	1
2	5	Malc Hall	6	3	3
3	6	Soteris Liasi	7	2	5
4	7	Dan Moorey	9	5	4
5	3	Glenn Westwood	11	9	2
6	8	Dave Ringsell	13	7	6
7	9	Michael Chapman	13	6	7
8	2	Matt Quinlisk	14	4	10
9	10	Billy Kavanagh	16	8	8
10	1	Jay Westwood	20	10	10

### RESULT - MODIFIED TOURING A FINAL

POS	QUAL	DRIVER	PTS	RI	R2
1	2	Chris Grainger	2	1	1
2	1	Olly Jefferies	4	2	2
3	3	Harley Eldridge	6	3	3
4	4	Damian Giddins	9	5	4
5	5	Liam Brooks	9	4	5

### RESULT - TAMIYA GT-E A FINAL

POS	QUAL	DRIVER	PTS	RI	R2
1	1	Martin Reeder	3	2	1
2	2	Tim Harrop	4	1	3
3	4	Steve Adams	5	3	2
4	5	Karl Mathews	9	4	5
5	3	Morgan Banks	10	6	4
6	6	Gavin Lanaway	1	5	6

### RESULT - MONITEX F1 A FINAL

POS	QUAL	DRIVER	PTS	RI	R2
1	1	Michael Lee	2	1	1
2	2	Paul Ellis	4	2	2
3	3	Andy Murray	6	3	3
4	7	Darren Gale	8	4	4
5	5	Jonathan Ellis	13	8	5
6	6	Andrew Thorpe	13	7	6
7	4	Daniel Robins	14	5	9
8	9	Aidan Gale	15	6	9
9	8	Jason McEconomy	16	9	7





## EDITORIAL

www.rcracer.com / E-mail: web@rcracer.com

# LEE MARTIN BACK ON BOARD



It has been a while since Lee Martin has graced the pages of this magazine with his input; in fact it was back in 2011 when he first started contributing to Racer and after eight years away I am pleased to announce that the factory RC racer is returning to the fold. We are very fortunate to have such successful and experienced racers available to us and over the years, we have enjoyed the likes of Craig Drescher, Ellis Stafford, Kevin Moore and David Spashett to name just a few in the early days of the title, helping us put features together. Now as we are into our 25th year Olly Jefferies and Lee Martin are ensuring our content is as up to date as possible. Both Olly and Lee are at the sharp-end of RC, both winning multiple National rounds in 2021,

as well as securing more British titles for Xray and Agama respectively. Olly is an on-road racer competing in 1:12 but mainly 1:10 touring cars, whilst Lee's speciality is in the off-road classes. Now an integral part of the Nemo Racing setup, Lee continues to race for Yokomo in 1:10 off-road, but with a lack of a National series for the class in recent years, he has been spending more time running the 1:8-scale Agama models, turning laps at Nemo Raceway and having an important role with their new off-road nitro buggy that you can see a teaser of in the News section of the magazine (see page 7).

With such an incredible CV and a full-time role in the industry as a pro racer, I can't wait to read what Lee will be getting up to and doing now that

he is back working with us. I also hope to find out more about some of the

other interesting projects he is involved in. If you follow him on social media, you will know that he has been called upon for his driving skills to help with McDonalds and Centre Parcs TV advertising campaigns, as well as a Ford project that saw him race an RC vehicle up against one of the UK's top female rally drivers, Louise Cook. He has teamed up with Heycar and is currently working with Duracell, as well as carrying working on tracking vehicles for film and TV.

So you can see along with his national and international racing commitments for Yokomo and Agama, product development at Nemo Racing with their many brands, as well as his other RC work, Lee will bring something very different to the pages of Racer and I cannot wait.

*Matt Benfield  
Editor*



When a plug broke, an LED doesn't light up



## TIP OF THE MONTH

Yuichi Kanai highlighted this neat glow starter from Auto Model Racing. The Japanese company has developed this so that when a glow plug breaks or the battery is dead, the LED won't light up immediately highlighting a problem.

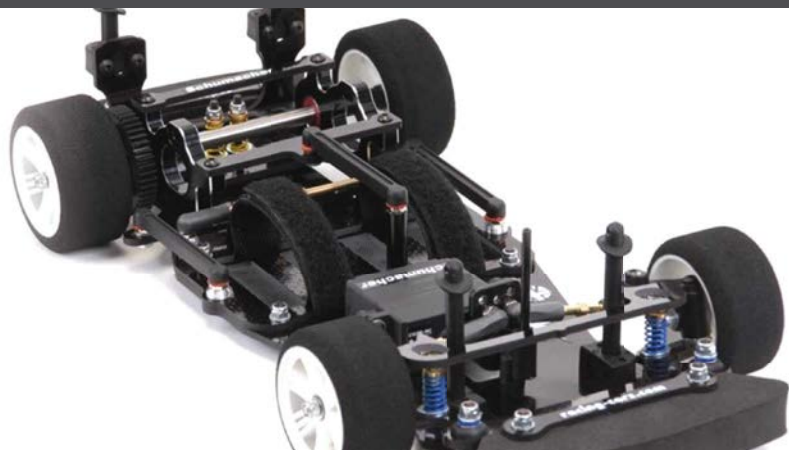
It's a simple but very useful tool to have if you run a nitro-powered model and comes endorsed by a World Champion too. For more details head to AMR's website at [automodel.shop-pro.jp/](http://automodel.shop-pro.jp/)

## WHO, WHAT, WHERE & WHEN?

Three pictures from the past:

Do you know who, what, when and where they are now?

Answers on page 66.



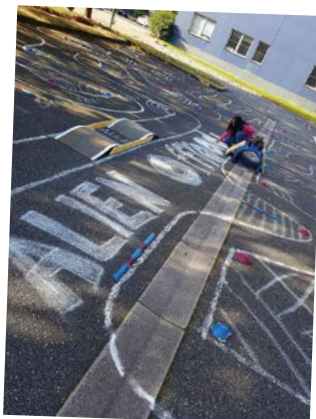
# TIME WARP

## THE BEST OF - SOCIAL MEDIA



**Philippe Buysens**

The hard work that goes into a rally track is highlighted by this photo from Philippe Buysens of Alien Racing RC. It shows the



latest 457m-long stage laid out mainly using chalk, but with some physical markings too. Pretty impressive for a unique layout for a one-off event...



## 1 YEAR AGO – DECEMBER 2020

Schumacher returned to the stadium truck class with their Storm ST, based on their successful Cougar Laydown buggy, and with a strong team of drivers it wouldn't be long before it topped the podiums. X-Factor UK announced that they had become the new distributor for the range of products from Phat Bodies. The products are made in the UK and focus on the niche on- and off-road categories, as well as GT12, LMP12 and 1:10 touring car. Team Associated, never a brand to sit still released the new RC10B74.1 line-up that came in specific high- and low-bite offerings to suit tracks around the world. Staying Stateside, Horizon Hobby announced the acquisition of Pro-Line Racing, as the hobby giant added the tyre and body specialist to its extensive line-up of brands. The YZ-4SF2 was Yokomo's new 1:10-scale 4WD buggy kit from that built on the World Championship-winning YZ-4 platform, albeit with some 80 per cent of new or redesigned parts! Finally it was time for a re-release as this time Kyosho would be selling their famous Fantom 4WD 1:12-scale kit again.



## 5 YEARS AGO – DECEMBER 2016



**Philip Ciccari**

Instead of adopting a traditional scheme for his Tamiya TT-02 Ford Mustang, Philip Ciccari was inspired by the Shell colours found on the DJR Team Penske Ford Mustang GTs from the V8 Supercars series in Australia. This is a

really cool design that works well on the scale Tamiya shell. Philip's posted that he thought the box art was "plain boring" and this was as close he could get to the real livery.



EFRA is not on the electric 1:8 off-road fence any more – David Ronnefalk took TQ and the win at the 2016 European Championship driving his new HB E817 car. At the other end of the electric scales is micro and Phil Sleigh joined the Schumacher team to race their LC Racing chassis, as well as their established 1:10 off-road line-up. Elliott Harper (Schumacher) cleaned up in the last BRCA Touring Car National of the year and that handed the championship to Chris Grainger (Team Associated) eliminating Olly Jefferies (Xray) from the title race. Ever wondered what a half-scale RC kart would look like?



Wonder no more, just save up for the Magnetik Penguin Oskart. Spectacular undersells it a little, and it makes a terrific platform for those wanting to race using FPV and the excitement that generates.



## TIP OF THE MONTH

If you are a regular body painter and like using liquid mask, then why not consider investing in an airbrush just for the job. Our own Andy Carter bought a cheap Badger 250 external

mix airbrush specifically for the task as he "Didn't fancy shooting latex down my nice shiny Iwata airbrush!" The only issue is that you still need to spray it at quite a high PSI with a lot of oomph so it's not cheap if you have to invest in a powerful compressor.



## 10 YEARS AGO – DECEMBER 2011

"Neil Cragg wins" is not exactly a line that goes unused in Time Warp. "Matt White wins" on the other hand... Neil (or, in these Olympic times, should that be "Craggo") stood atop the podium at the Noeux Les Mines GP in deepest France driving his Team Associated RC8.2 buggy. Matt White was the class of a top BRCA Touring Car field at Mendip when he managed to read the changeable conditions better than anyone else to take pole. The finals weren't so simple, but a first and a second was better than anyone else giving the long-time Schumacher driver a stellar and very much-deserved victory for the RC stalwart.



# THRASH TEST - SCHUMACHER COUGAR LD2

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: 6344.99

# HOW LOW



It's often said that the devil is to be found in the detail of things and if that's true, then somewhere underneath its new rakish looking Penguin body, you might just find a trident-wielding, horn-headed, little red guy with a forked tongue loitering somewhere inside the new Schumacher Cougar LD2, such is the attention that the team have applied to this latest incarnation of their Cougar 2WD lineage.

The LD2 is the second iteration of the company's Laydown model and in many ways, it's the equivalent of a "two point zero" or a "point two" evolution in other OEM parlance. The changes are subtle to the untrained eye, but have been extensively tested and developed with one aim in mind; to make what was already a devastatingly fast and capable 2WD buggy

# CAN YOU BUILD IT?

Schumacher's Cougar LD2 is the latest evolution of their successful 2WD off-road buggy platform, and features several detail changes that have been developed and tested by their global team to make the car even faster and more consistent than its predecessor

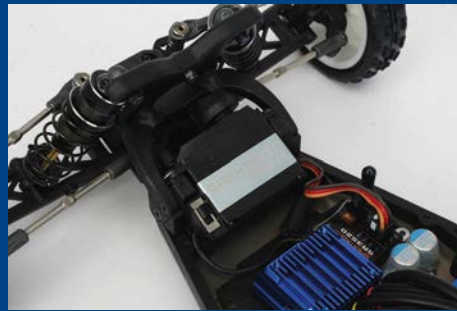


# THRASH TEST - SCHUMACHER COUGAR LD2

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: €344.99



The chassis setup in short wheelbase configuration



Underneath the steering assembly is the all-new front end



We chose a proven package of Spektrum servo and receiver, with LRP power

€ even faster and even more consistent to drive. In the hands of drivers like Michal Orlowski, Jörn Neumann and Broc Champlin, the Schumacher Laydown has often set the benchmark, especially on high-grip surfaces such as indoor carpet or Astroturf surfaces and with such a high standard already set, it's almost incredulous to demand or expect even more performance but that's exactly what the design team at Schumacher believe they have done, achieving it by gaining feedback from their race team and examining areas of the car that they felt could yield even the minutest of improvements in lap times.

## STARTING AT THE BACK

At the rear, the geometry looks to be largely un-changed from the earlier Laydown except for

detail changes such as the phased rear driveshafts that might go initially unnoticed, but by phasing the inboard and outboard pins at 90-degrees to each other, they've been found to produce more consistent on-power steering without binding and promoting understeer at that crucial moment when you want to hold that line through a long turn, but also need to get onto the power early. The CNC-machined idler gear is a welcome inclusion to the largely carry-over laydown transmission, but there's also some very subtle changes to the geared differential cross pin and diff cover. Again the rear wishbones and hubs look to be largely carry-over until you look carefully and see that the outer rear hub bearings have been upsized to 5x11mm to help with durability. They're still not as large as some of their

competitors' offerings, but presumably it was an increase that was worth making without having to completely redesign the rear hub moulding. The Variable Length rear wishbones are carried over from the earlier car which enables the rear grip to be tuned relatively easily and quickly which can be a bonus especially when racing outdoors in changeable weather conditions whereby a short rain shower might necessitate the need for a bit more rear-end grip and a straight-forward swap of outer pivot location from outer to inner might just give you the added forward traction and drive in tricky conditions.

## RETAINING INTEREST

Moving forward and a new LiPo retention mechanism is included that is both clean-looking and minimalist, and offers eight different fore/aft positions for the LiPo in 4.5mm increments to allow fine-tuning of the overall weight distribution. Also new is the revised 2.5mm thick alloy chassis – it's carbon fibre on the Stock Spec model – which now features an ingenious shim feature at the front that extends the wheelbase by 5mm, which is the equivalent of the old Laydown standard length. We critiqued Schumacher in our original Laydown review for the fact that the team drivers almost all ubiquitously used the optional shorter chassis whilst they continued to include the longer 'standard' chassis in the kit, and so it's nice to see the development in this area as it reduces the need for option parts straight out of the box. New composite side mouldings add rigidity to the chassis and it's nice to see the simple yet effective, GRP radio plate be retained with its ability to be moved forwards or backwards relative to the Steering servo and the LiPo position.

## LEADING FROM THE FRONT - OUT WITH THE OLD, IN WITH THE NEW

Most of the detail changes though have undoubtedly focussed around the front of the car and specifically, the front bulkhead area

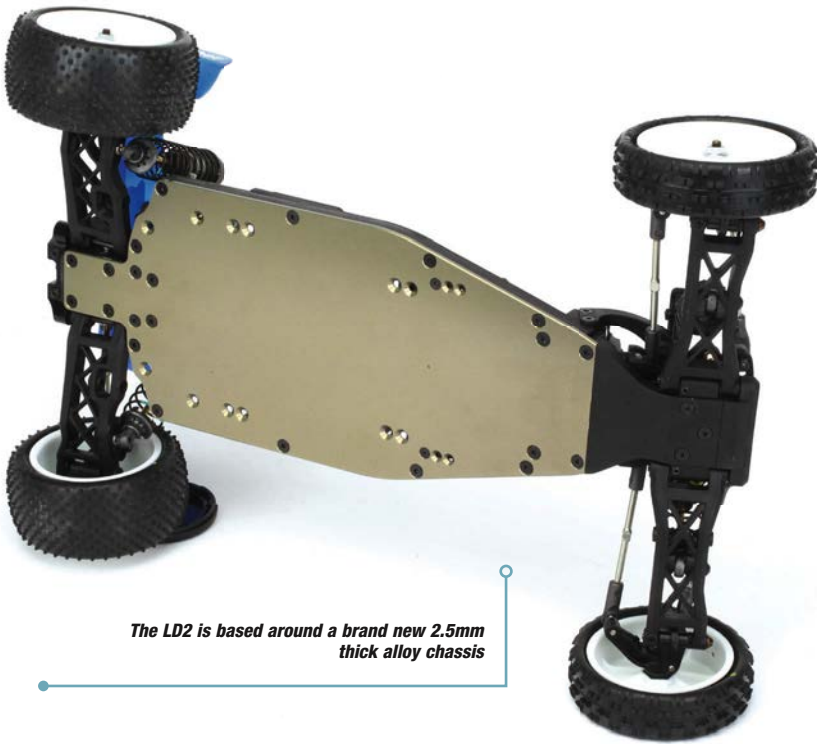
## RDT Products

Custom decals and vinyl chassis skins can really finish off your car and give it that pro-driver look whilst also giving some protection to the underside of your car from the everyday scrapes that jump landings or off-line excursions can inflict. To complement our favoured racing colours, we reached out to Rich Thorpe at RDT Products ([www.rdt-products.com](http://www.rdt-products.com)) and ordered a chassis skin along with his LD2 standard decal sheet along and a 5-logo sponsor sheet to set off our review car and add those little finishing touches that have got to be worth half second a lap at least!





**“Competition beware - the changes in the LD2 make this now even more capable and faster than the old Laydown which in itself was no slouch!”**

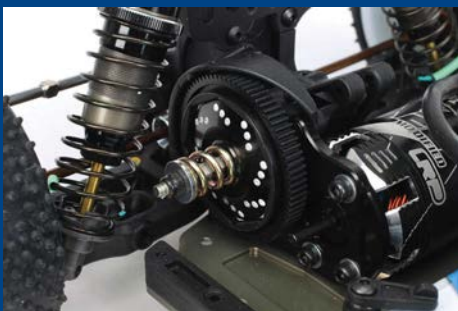


*The LD2 is based around a brand new 2.5mm thick alloy chassis*

Including the steering system and the upper and lower inboard roll centre pivot positions as almost everything inboard of the front wishbones themselves has changed for the LD2. A quick glance through the Schumacher archives reveals that the Laydown's front bulkhead moulding

itself was first introduced in 2014 on the Cougar KF and was, even back then, an update to the original one piece moulding that has its roots all the way back to the original (modern day) 2011 Cougar SV model! A lot has changed in the past decade and the team clearly felt that a

re-design was needed in order to bring the front-end concept up to date and provide the level of adjustment and tuneability that other manufacturers have incorporated. Thus for the LD2, whilst the composite bulkhead still features the moulded-in kick up angle for the front chassis rake and the angled steering servo mounts as before, it now features a separate inner lower pivot mount block for the front wishbone hinge pins which, crucially, now enables the wishbone hinge pin height to be adjusted via the clever use of shims. This idea itself isn't new as such - in fact it's become a well-proven concept for other OEMs but directionally, this gives us a clue as to where Schumacher felt the main performance gains could be had for the new LD2 over their ageing existing design. Everything screams about the need to tune the front-end and affect it's roll behaviour and it's no surprise considering that in the last decade, the sport has seen



*A twin-pad slipper clutch with the adjustment on the same side as the 80T spur gear*



*The speed controller and receiver are mounted to a removable GRP radio plate*



*The new LiPo-retaining mouldings can be seen here as well as the adjustment for the battery position*



*The LD2 comes with "S2" material 4mm thick shock tower mounts*



*The kit setup uses lots of washers under the inner pivot*



*Machined grooves in the chassis keeps the sensor lead out of harm's way*

# THRASH TEST - SCHUMACHER COUGAR LD2

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: 6344.99



◀ a universal shift away from the traditional rear-wheel driven 2WD chassis layouts and the natural low-traction race surfaces to the much higher grip artificial surfaces and the benefits of the mid-motor chassis designs. This change in design also allows Schumacher to now provide the lower pivot block in different materials as optional parts enable racers to swap from the kit standard composite block to either a sturdier alloy version (U8211), with a minimal mass increase, or a heavyweight brass option (U8212) that will no doubt prove to be a popular option especially with indoor racers or for tracks and surfaces that, in Formula 1 speak, would be termed 'front limited' for grip and traction.

To accompany the adjustable lower hinge pin pivot block, the inner camber link plate for the upper links has also been revised with the new

car now yielding a higher overall link position than the outgoing Laydown. Of course this remains adjustable, both in terms of camber link length and inner pivot ball height and the net result of all these inner pivot changes is a higher overall roll centre, which will make the car stiffer in roll and thus more resistant to weight transfer which, if left unchecked, could otherwise result in grip roll especially on the more modern high-bite racing surfaces that dominate today's tracks.

A new front shock tower is also thrown into the mix that features revised shock absorber mounting locations to help ensure that the spring and damping rates are optimal for the revised roll centres and the bulkhead top plate is now much cleaner looking and open in style which facilitates easier servo access. The top plate fastens directly to the chassis side rails to form a really stiff and

resilient front structure that will withstand the rigours of high speed off-road racing with its inevitable off-track excursion potential. The dampers themselves are exactly the same excellent big-bore units from the Laydown and other Schumacher models. The plastic shock caps need to be drilled if they are to be built as aeration dampers as recommended, but this is easily done with a small drill bit and a lightweight rotary tool like a Dremel. Even the spring rates and front/rear piston choices have been carried over from the Laydown with Green 2.2lb rate rear springs and Black 4.0lb rate front springs include and when built with the included 450 and 550CST oils, they are smooth in operation and feel well matched to the needs of the car.

Nesting within the front bulkhead assembly is the final set of detail changes that are designed



The Schumacher branding on the lightweight driveshafts



Inner and outer pivot positions on the rear hub and wishbone



The new 90-degree phased steel CVD driveshaft design



*A bit of paint and heatshrink indicates the green spring rate*



*The design of the caster block and steering arm is incredibly compact*



*It is interesting to see that the LD2 now comes with a servo saver in the box*



*One area that might be a weakness are the turnbuckles as there is only a small amount of thread in the ball cup*



*An O-ring ensures the pin stays in place through the front axle*



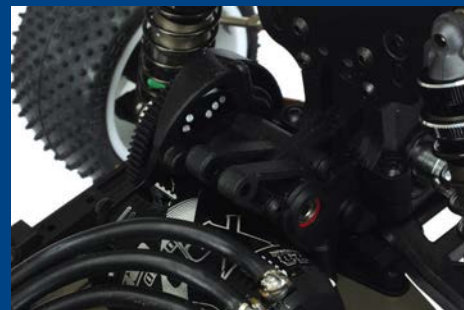
*The rear hex width is clearly marked*



*A 7.0T motor is a popular choice in 2WD and we went with an LRP X22 example*



*The mounts are very narrow and the wing sits low off the rear tower*



*The older gearbox moulding is highlighted by the ability to fit a turnbuckle brace*

to address optimising the steering geometry to now work in conjunction with the rest of the front end changes. New steering radius arms and a centre bell crank are included and the inside steering track rod pivot balls are now horizontal facing which allows for shimming behind the pivot ball to adjust the steering track rod angle and the resultant Ackermann angle on the outer wheel. Adding washers will move the ball further forward and create a smoother, less aggressive outer wheel angle whilst removing them has the opposite effect. Two mounting positions are also now offered for the actual radius arm positions which again will affect the steering feel and Ackermann angles. The kit suggested 'standard' #2 position yields a parallel relationship between the two radius arms whilst the 'optional' inner (#1) position will result in non-parallel arms with a

reduction in outer wheel angle that will have the effect of reducing the steering aggression to make the LD2 smoother during any cornering event.

The revised steering geometry coupled with the new front upper and lower bulkheads also allows LD2 owners to utilise a servo saver for the first time if they so wish and in fact, the kit comes with a plastic moulded one included. Racers do often demand the most direct and connected steering feel that they can achieve and so optional alloy straight servo arms can also be chosen and if the #1 inner radius arm position is used, owners will need to fit one of the Aerox optional alloy arms in order to achieve the correct clearances.

The wishbones, front hubs and steering arms are all carried over from the earlier model, and this means that the existing option alloy parts will fit and the range of fine-tuning adjustments of

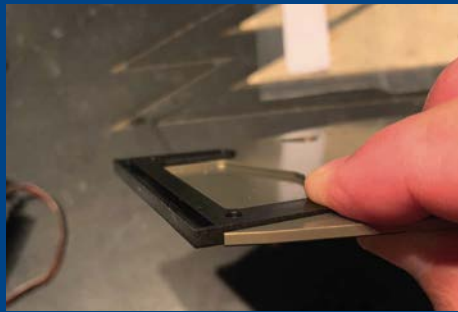
the front axle height and position is still available. Axle height in particular can have a significant effect on the steering feel and aggression and although comparisons between different buggies isn't easy, it can be noted that the axle height of the Cougar (both Laydown and LD2) in relation to the outer wishbone pivot is significantly lower than some of their competitors. This makes for quite an aggressive feel which lends the car to excel on high-grip surfaces although it could feel very reactive and twitchy for some drivers. The Cougar lineage of 2WD buggies has often been cited as having a lot of front-end grip and we suspect that much of this is because of its initial reaction and feel and whilst the front roll centre changes will help with the ability to tune the front-end more than before, we'd still expect and anticipate the LD2 to remain very positive on

# THRASH TEST - SCHUMACHER COUGAR LD2

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £344.99



We even put the LD2 on to the corner weight scales



A 5mm shim is included to increase the wheelbase without the need for any option parts



The bulkhead height can be increased using the shim that also alters the pivot position of the front wishbones



The brand new front-end module



The machined idler gear, which used to be an option, is stronger and quieter, and now comes as standard



There is choice of an inner and outer hole for the steering arm posts to secure to that alters the Ackermann

initial turn in, whilst the increased roll stiffness will perhaps enable the car to be 'leant' on with more vigour with improved mid to corner-exit grip without it rolling too far onto the outer wheel and invoking possible grip roll.

As a kit, the LD2 comes without any electronics, leaving the choice to the buyer. We equipped our LD2 with a trusty Spektrum S6040 servo and our long-term test LRP Flow X and Vector X22 7.0T

brushless motor. It's understood that the very top drivers are now exploiting the additional grip and poise of today's modern 2WD cars like the LD2 with far more powerful motors with Schumacher and LRP driver Michal Orłowski opting for a much more powerful 5.5T Vector X22 with his LRP Flow X. For our ageing thumbs, we'll settle for a slightly less powerful motor, but with much focus on the ability to program all of the operating parameters

within modern day speed controls, including the ability to add timing to the motor to increase RPM and top speed, it's very much a case of spending time at the track to learn exactly how your electronics package works and just what each of the adjustable parameters gives you in terms of feel, performance and crucially, operating temperatures.

Topping it all off is the new Penguin LD2

## Final Thoughts

The detail changes incorporated into the LD2 design bring the Schumacher Cougar bang upto date in terms of its tuning potential and adjustability. There is, quite frankly, very little not to like about the new car and it's on-track performance in the right hands confirms that it is as quick as anything else and, in certain instances, possibly even quicker. But it won't be for everyone. Owners of the original Laydown may feel that the differences don't justify the expense of a new car just yet and racers who align with their favourite brands won't necessarily feel the need to swap allegiances, but it is an incredibly well finished and accomplished 2WD competition buggy and one that is sure to continue the brand's popularity at race tracks around the globe.

The detail and the finish of the car is so good that, to find any fault with it is harsh. In fact, the only two things our tester didn't like were the numerous polythene packaging bags and the aesthetics of the chassis and body shell shape at the rear of the car just in front of the rear wishbones (looks a little 'boxy' were his words). Neither will impact or affect the purpose or function of this competition car and, for the sake of being balanced, he also commented that the spares support for the car is often better than his current favoured brand as he lamented the fact that a damaged spur gear had currently left his car off the track for six weeks recently!

Current Schumacher owners will revel in the new front-end geometry additions whilst newcomers to the brand may find the Schumacher way of geometry adjustments (especially at the rear) slightly different to get their heads around than their old brands might be.

Schumacher cars always score highly in terms of trackside support and setup assistance. Their team drivers are plentiful and so advice should be available at almost any track cross any weekend anywhere. That type of support can't be quantified, and nor does it come in the box, but it certainly helps anyone get to grips with a new car to have others who you can bounce ideas off of.

Having spoken to some of the team drivers, the new LD2 does appear to have given the team what they wanted in terms of a front-end that grips harder without making the car become unstable. So much so that already, adjustments are being made at the opposite end of the car in order to retain the overall balance and poise needed to win at the highest level. But crucially for any racer, the LD2 has already demonstrated that it is capable of winning at any level and so the evolution continues and the LD2 is sure to be amongst the very front runners. So if you fancy a change in brand, or an update from a worn, older chassis, the Schumacher Cougar LD2 should be very high on your shopping list.

bodyshell that is made from 0.75mm thick polycarbonate (0.50mm thick on the Stock Spec LD2 variant) and features high sides with plenty of electronics headroom and a heavily raked front cab-forward design with angular channels and a short shark fin extending behind the cab. It's a very modern and good looking shell that manages to be both low slung, but high-sided enough to accommodate full-height LiPos with ease. Body shell colours and liveries are almost tribal and so whilst the box art features quite a modern style, we opted for a clean and relatively simple retro-styled paint job in our tester's favourite race colours and finished it off with a set of custom LD2 colour matched decals from RDT Products.

### THE BUILD

We've purposely focussed this review and tried to go into detail of the key changes and explain the rationale for them as opposed to providing a simple step-by-step explanation of how the LD2 goes together. Suffice to say that it all went

together as expected but the build is worthy of mention in so much that it was flawless with everything fitting as you'd want and hope to expect. The LD2 isn't unique in this regard - most modern cars go together very easily these days and the type of customer that will be buying the LD2 is most likely to be quite an experienced builder anyway, but even assembling the turnbuckle linkages was also satisfying (if you know, you know...) and there wasn't a hint of slop or bind in any of the moving parts.

Slightly less satisfying though was the sheer number of polythene bags we encountered. Again, not unique to Schumacher to the LD2 as all kit manufacturers have a propensity to use them, but we lost count at over 65 in the LD2 kit, all coupled with staples and all with neatly printed individual labels. Some even had bags within bags which, in all honesty, didn't feel great or sit well for someone who is consciously trying to reduce their single-use plastic impact. ■

## Summary

Whilst the name hints at evolution, the new Schumacher Cougar LD2 has lots more to offer and our review highlights the many new details and tweaks, repackaged under that Penguin body. It's clear that lots has been learnt and improved upon from the original Laydown model, and this has necessitated the use of a new chassis making an upgrade to the LD2 a pricey one. Whilst racers with a bigger budget won't hesitate to invest in the latest model, we know that some will hold on onto their Laydowns and purchase the LD2 parts as required over time. For sure whatever way the racers go about it, the LD2 looks to be a very capable piece of kit!

### SPECIFICATION

Model:	Schumacher Cougar LD2
Scale:	1:10
Class:	Off-road
Application:	Competition
Format:	Kit
Power:	Electric
Chassis:	Aluminium
Drivetrain:	2WD
Transmission:	Gear
Differential:	Geared
Suspension:	Oil-filled/threaded bodies
	Bearings/Bushes: Bearings

### TECHNICAL DATA

length	395mm
width	245mm
wheelbase	275-285mm
weight	1464g

### WHAT WE USED

Electric Kit	Spektrum DX4R Pro 2.4GHz
Transmitter:	steerwheel
Receiver:	Spektrum SR3520 DSM2
	2.4GHz
Servo:	Spektrum S6040
Speed Controller:	LRP Flow X
Motor:	LRP Vector X22 7.0T
Battery:	LRP 2900mAh 7.4V LCG shorty

### VERDICT



Front-end tuning potential  
Proven race-winning capability  
Spares support



Single-use plastic bags

**RACER RATING: ★★★★★**

### CONTACT

Schumacher Racing Products Ltd  
71-73 Tenter Road  
Moulton Park  
Northampton  
NN3 6AX

Tel: 01604 790770  
E-mail: schumacher@racing-cars.com  
Website: www.racing-cars.com



# OLLY GIVES X4 NATIONAL STATUS

*Whilst Ollly Jefferies may not have won the overall at his home track, a win in the second A final leg was enough for the defending Modified National Champion to retain the title at the wheel of the brand new Xray X4 chassis*

Round four of the 2021 BRCA touring car series headed to Cotswold and one of the most popular venues on the calendar. This track has a mix of fast and slow corners with some gradient and good grip. In the Modified class it was all about stopping Ollly Jefferies taking the one A final win he needed to retain his national title. The Xray driver had won all three rounds of

the series but dropped an A final to Chris Grainger at Halifax whilst leading so five out of six for the local driver and therefore the sixth win was all he needed. This looked well within his grasp given his recent testing form. Standing in Ollly's way would be Chris Grainger, Kyle Branson and Zak Smith, and all three drivers were capable of spoiling the defending champ's party by taking

the overall win here should Ollly not bring his A game to the meeting.

In 13.5T Stock all eyes were on Marcus Askill and Zak Finlay. Whilst the Xray driver led the series coming into this round, Zak has always been traditionally quick here at Cotswold. James Hart, Andy Murray, Billy Fletcher, and Chris Gunter were also expected to be right up in there in the mix and this looked a tough one

to call, with most observers thinking that the title would not be decided at this round, and any result here setting up a last round showdown at Bedworth.

This season, the early nationals were poorly supported, Covid was still hanging around in the wings and geographically the events were at the furthest points north and south. It was no surprise numbers

*Winning the second A final leg saw Ollly retain his BRCA National title in Modified*





*Marcus Askeff was all smiles before the two Stock A finals*



*One of the Modified class heats in progress*



*The Xray of Marcus Askeff on pole position in Stock*



*On his home track, Olly Jefferies was favourite to take the overall win...*

were a bit thin on the ground but now we were at tracks more centrally located, a larger entry was good to see... Cotswold has seen close well fought nationals over the years, and it's a great track to watch the action. The speed of the cars in both classes is impressive and because of the high speed, if you make a mistake it can be costly. By the time you have recovered from a spin or the need to be marshalled, the pack will be long gone and from that point you are making up the numbers, so bravery and focus would be the main requirements if you want to come away with a good result.

It never looked like the wet weather tyres would be coming out of the pit bag as the forecast was good. Saturday practise was well supported as always and the track was bathed in September sunshine. If you needed to know what that

did for the times, Olly Jefferies set a new track record during Saturday practise including the first ever sub-15-second lap!

### QUALIFYING

A clean sweep of four straight wins for Olly Jefferies in Modified possibly indicated and he was totally focused on the job in hand. The pace of the new Xray X4 was relentless and at this point it looked like the rest of the field was just playing a supporting role in the "Olly Jefferies Show." Zak Smith was another driver looking quick in practise and two seconds and a third place for the Schumacher driver meant a tie-break was needed to separate second and third. Chris Grainger also had two second places and a third, but it was the speed of Zak in round one and a faster time ensured he took clinched second on the grid. Chris was Olly's

closest rival in the championship and third in qualifying was not what he needed, Chris needed to be on the boot of the Championship leader, but Zak had earned that right and in doing so just made the Awesomatix driver's job a little harder... Fourth and fifth in qualifying also had to be decided by a tie-break with Kyle Branson (Capricorn) getting the verdict this time over Ben Cosgrove (Awesomatix). Kyle was another driver who had shown a lot of pace in pre-race testing whereas for Ben this was an excellent qualifying given his total lack of recent running at the track. Ben has traditionally gone well at Cotswold and out qualified an on-form Harley Eldridge (Yokomo). There was also great qualifying results for Dan Robbins and Shaun Ogden who would line up ninth and tenth.

Marcus Askeff got his weekend off

to a great start taking fastest time in round one of Stock qualifying and with Zak Finlay second in the opening foray, these two easily looked the class of the field. Then in round two an early spin saw Marcus pull off and save tyres, which was something he hoped would pay dividends later, and this left Zak clear and out front. The ARC driver took the round ahead of James Hart, as the Schumacher driver looked a little more comfortable here at Cotswold than he had at previous rounds. Making it two Schumacher drivers in the top three was Andy Murray, who was leaving his championship challenge late and also had to make up for a non-score at Eastbourne where he entered the Modified class, but his challenge was gaining momentum and a good result here would put him right in the frame for the title. Round three and those

# RACE REPORT

what: brca national where: cotswold class: 1:10 on-road



Chris Grainger on P3 but issues during the first final put paid to his challenge



Zak Finlay literally places his ARC on the apex

tyres that had only done a few laps on Marcus's Xray in round two came good, setting the fastest time for the Xray driver ahead of Zak and Andy. Another fastest time in the last round and with regards TQ it was job done for Marcus who would sit on pole for the A final with Zak behind him. James had one of his best runs of the year and he would steal third on the grid from Schumacher teammate Andy when the cars lined up for the two leg A final. Chris Gunter completed the top half of the grid, but beyond these five it was hard to see anyone else challenging

for the win. The pace of the top five was notably quicker in nearly all the qualifying rounds and the chasing pack seemed to lack consistency over their runs. Up front it was very different and qualifying had been tight and hard to call, so everyone was expecting close finals.

## FINALS

Most on lookers were expecting Ollly Jefferies to just drive off and take the first leg of the Modified A final, everyone except Zak Smith. Making the most of his second place on the grid, Zak not only held on to

the bumper of the Xray, but was challenging for first place. Ollly was defending hard and just past the halfway mark Zak got a little to close and the pole sitter was spun around. Whilst Zak waited, frustratingly for Ollly the chasing pack all shot past. Leading that chasing pack was Kyle Branson, and all misfortunes of past rounds were forgotten now as for once a bit of good luck fell the way of the Capricorn driver and Kyle went on to take the first leg ahead of Ben Cosgrove and Harley Eldridge as Ollly and Zak completed the top five. Missing from the fray was Chris

Grainger, his challenge for the title was effectively over when battery issues ended his challenge in leg one.

There were some minor tweaks made to the Xray and leg two went the way of Ollly with a dominating drive that showed the full potential of the new X4 chassis. As we alluded to earlier, the win gave him the 2021 BRCA Touring Car Modified title with a round in hand. Zak was second and coming homing third in leg two was Kyle and the overall winner on the day. It was a popular win for a driver who has been on the pace all

Andy Murray went on to win in Stock with the championship momentum well and truly behind the Schumacher driver







Marcus Askill (Xray) is chased by the ARC of Zak Finlay



Zak Smith placed his LRP-powered Schumacher second on the Modified grid

year. Ollly would take second overall, but by his standards it was not the way he wanted to take the title. It was also a great result for Ben taking third with his Awesomatix, fourth for Zak and fifth for Harley.

Leg one of the Stock final and Marcus Askill led away with Zak Finlay nailed to his boot lid – this was going to be a five minute test of nerve for the pole sitter who had the pace that he had shown that in

qualifying, but now he needed to keep his cool. Zak knew this track well and it looked like every other corner he was looking for a way past. Despite his best efforts, Zak had to concede to Marcus who put in one of his best drives of the year and secured him the first leg win over his title challengers.

Leg two and this had a very similar look to the first leg of the Modified A final. The pole man



Zak Finlay qualified and finished second to keep himself in the fight for the Stock title



Kyle Branson won overall but second for Ollly Jefferies and an A final leg win secured the Modified championship



Marcus's demeanour says it all as Andy took the win from Zak with the pole sitter ending up third

QUALIFYING - MODIFIED

POS	DRIVER	PTS	R1	R2	R3	R4
1	Ollly Jefferies	2	1	1	1	1
2	Zak Smith	4	2	20	3	2
3	Chris Grainger	4	4	2	2	3
4	Kyle Branson	7	3	4	4	9
5	Ben Cosgrove	7	6	3	6	4
6	Harley Eldridge	10	5	5	23	5
7	Chris Ashton	13	7	6	7	14
8	Peter Eagles	14	9	8	17	6
9	Daniel Robins	15	8	7	26	8
10	Shaun Ogden	16	11	9	26	7

QUALIFYING - I3.5T STOCK

POS	DRIVER	BEST TIME	PTS	R1	R2	R3	R4
1	Marcus Askill	18 laps 302.57	2	1	36	1	1
2	Zak Finlay	18 laps 303.14	3	2	1	2	2
3	James Hart	18 laps 303.94	5	3	2	3	8
4	Andy Murray	18 laps 306.53	6	36	3	5	3
5	Chris Gunter	18 laps 306.86	8	38	4	4	37
6	Colin Jackson	18 laps 309.08	10	37	35	6	4
7	Sam Nicholls	18 laps 310.54	10	5	5	11	6
8	Glenn Westwood	18 laps 308.44	11	4	37	7	9
9	Tony Broad	18 laps 310.51	11	6	38	8	5
10	Billy Fletcher	18 laps 311.70	13	7	6	10	7

RESULT - MODIFIED A FINAL

POS	QUAL	NAME	POINTS	L1	L2
1	4	Kyle Branson	4	1	3
2	1	Ollly Jefferies	5	4	1
3	5	Ben Cosgrove	6	2	4
4	2	Zak Smith	7	5	2
5	6	Harley Eldridge	8	3	5
6	9	Daniel Robins	14	6	8
7	8	Peter Eagles	14	8	6
8	7	Chris Ashton	16	7	9
9	10	Shaun Ogden	16	9	7
10	3	Chris Grainger	20	10	10

RESULT - I3.5T STOCK A FINAL

POS	QUAL	NAME	POINTS	L1	L2
1	4	Andy Murray	5	3	2
2	2	Zak Finlay	6	2	4
3	1	Marcus Askill	7	1	6
4	5	Chris Gunter	7	4	3
5	3	James Hart	8	7	1
6	7	Sam Nicholls	10	5	5
7	6	Colin Jackson	13	6	7
8	9	Tony Broad	17	9	8
9	8	Glenn Westwood	18	8	10
10	10	Billy Fletcher	19	10	9

(Marcus) leading with second place (Zak) giving chase. An ambitious move from the ARC driver saw the pair make contact and whilst Marcus was on the grass, Zak was marshalled first and sped off leaving the Xray car tumbling down the order and losing any chance of an overall win. In the confusion behind the front two, James Hart saw an opportunity and shot through to take the win with his best showing of the season so far. A second place for Andy Murray gave him the overall win and lifted him clearly up to the realms of championship contender, whilst third place in the second leg went to Chris Gunter.

The disappointment was obvious on Marcus's face as he came down off the rostrum as a second leg win

to add to his leg one win would have put him in prime position for the final round showdown. As it is he still leads, but it now looks like a three-way fight between Marcus, Andy and Zak, and with the Modified title now decided, this one is going to be the one to watch at the final round at Bedworth, hard to pick a winner on pace and on the tight layout of Bedworth you can expect a fair bit of door handle handling given what's on the line

It's going to be a nerve-jangling meeting for stock championship contender with the ultimate price on offer, the national stock title, all eyes on the front runners as the championship goes down to the wire and the technical Bedworth layout. ■



# talking two-wheel drive

The popularity of the Revival continues to grow and this year saw the organisers make the decision for two events to take place. Twenty-twenty-two will be no different. In this month's column, John Weston looks at the most prevalent class of 2WD 1989-1993. In part one of three, the eligible models from Kyosho, Mardave, Schumacher and TOP Models are analysed

Of all of the 1:10 Iconic off-road classes, the most popularly entered across the years has been the 2WD 1989-1993 category. Each Iconic class spans a set of years up to 1998 and this particular four-year window is very popular with vintage racers. In a multi-part column, I take a deep dive

into the class to ascertain why it is so popular and to look at the standout buggies from a list of 34 across eight manufacturers that were released right at the end of the most influential decade for 1:10 off-road racing and into the early 1990s. The list isn't exhaustive and one or two of the much

more lesser known buggies of the time would be more than welcome in this class if their release date can be proven.

## KYOSHO

The most interesting of Kyosho's seven offerings



Mark Tootell's Kyosho Ultima Pro XL in action

## 2WD 1989-1993

Tamiya	Kyosho	Schumacher	Team Associated	Team Losi	Mardave	Traxxas	TOP Models
Astute	Maxxum FF	Cougar	TQ10 Graphite	JRX-Pro	Cobra*/**	Radicator	Hybrid
Madcap	Turbo Raider	Cougar 2 Sport	RC10 Graphite	Junior 2		TRX-1	
Saint Dragon	Raider Pro	Cougar 2 Racing	RC10 Championship Edition	JRX-Pro SE		Radicator 2	
Bear Hawk	Ultima Pro XL	Cougar 2 Team	RC10 Team Car			TRX-3	
Super Astute*	Ultima 2	Club 10 Cougar					
Dyna Storm*	Turbo Ultima 2	Cougar 2 Works					
Super Hornet	Triumph	Cougar 2000 '93 Spec					

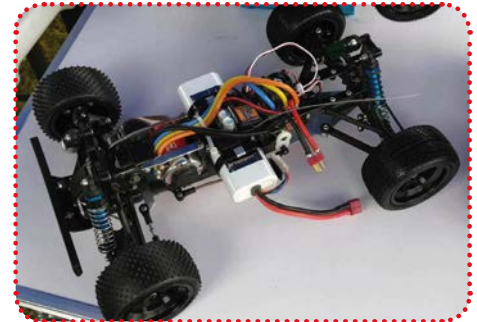
\*Re-release eligible \*\*Original configuration



Mike Richardson's Raider Pro



The Ultima Pro XL belonging to Paul Morrissey



This is a Maxxum and is owned by Richard Colvert

in this class has to be the front-wheel-drive Maxxum FF. We've seen a couple entered over the years yet sadly they're a bit of a handful and didn't really set the world on fire in 2WD racing classes, but it was worth a shot from the Japanese manufacturer and it's a seriously cool buggy nonetheless. There were also a couple of Raider iterations (the Pro and the Turbo) but to date, we've not seen one entered at Iconic events as they were more budget recreational buggies than for the track. The notable Kyoshos in this class are the Ultimas. Across the four years, we had the updated Ultima Pro (the XL), the Ultima 2, which was actually aimed at newcomers and then the Turbo Ultima 2 that featured some hop-ups. We've never seen the Ultima 2 models racing at vintage events in the UK, but we have seen the final buggy released from Kyosho during this period; the Triumph. Piloted by Ross Bartlett, it's a fine sight at the Revival and another that is rarely seen these days with the Ultima Pro XL being the most popular Kyosho in this class.

### MARDAVE

Mardave is a classic UK brand still going strong to this day. Based in Leicester and with a firmly established on-road presence through the 1970s, Mardave ventured into off-road during the 1980s. In 1:10 electric off-road, the Cobra followed on from the Apache and the Meteor and was the budget option for racers during this period but it was (and still is) an extremely capable racing buggy. Today, Mardave is under the ownership of Chris Wilkinson in Norfolk, and they recently



A Maxxum FF at Revival 2017. This is Dan Ferguson's example



The distinctive Triumph as raced by Ross Bartlett



Mark Tootell's Ultima Pro XL



Ross Bartlett's Kyosho Triumph minus the body

# About Iconic RC

Established for ten years, Iconic RC run racing events throughout the year and have a popular YouTube channel along with a busy social media group on Facebook. We believe any radio controlled car is iconic if the owner thinks it is but we've found that the main focus for our community has been vintage RC from the 70s, 80s, 90s and early 00s.



Andrew Walters's Cobra at Revival 2021



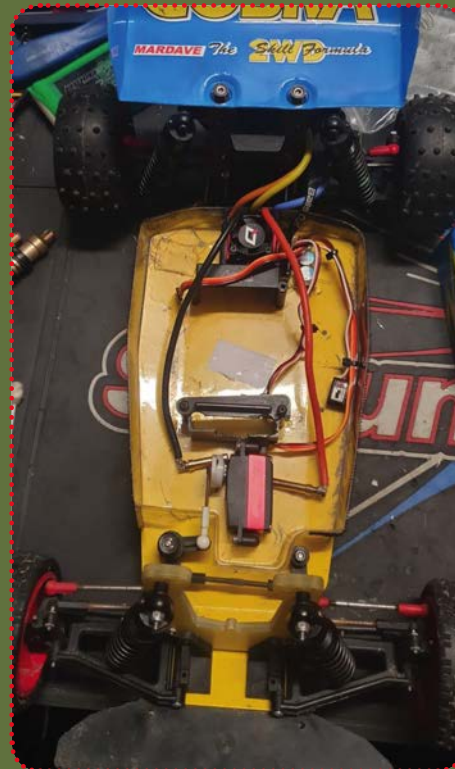
Mardave's own Chris Wilkinson in action



Danny Conway chose to race a Mardave at this year's Revival



Dave Dodd racing at Revival 2021 with a Cobra



The yellow chassis made the Cobra stand out from its competition and this is Stephen Fraser's example

released an 'Evo' version of the buggy for modern-day racing, but this kit can very easily be converted into the classic vintage version by flipping the gearbox around to change the motor orientation from mid to rear. With this new lease of life there has been a resurgence of

Cobras entered into the Revival. With parts readily available it's a very good option for vintage racers.

## SCHUMACHER RACING

Schumacher's signature Cougar line began in this era with the original model released in 1990 and

immediately being a contender at the top end of the big race events. It was a notable improvement on the 1988 Top Cat model and that saw many owners bolt-on a Cougar front-end to keep them running, and we still see this happening today. The Top Cat was re-released by Schumacher



Toby Gains jumping his Mardave Cobra at the 2021 Revival



Chris Wilkinson's own Mardave Cobra buggy



A polished look for Dave Dodd



Mike Penfold's colours on a Cobra



Mike Richardson's Cobra

## ICONIC EVENTS

Event	Venue	Date
Iconic Cup Round 1	Mendip	9-10 April 2021
Iconic Cup Round 2	West London	TBC
Iconic Cup Round 3	Broxtowe	21-22 May 2022
Iconic Cup Round 4	Carlisle	4-5 June 2022
Iconic Cup Round 5	Stafford	25-26 June 2022
Revival 2022	Bingham	29-31 July 2022
Revival 2022	Broxtowe	9-11 September 2022



This Cobra has some distinctive upgrades fitted to it



The Mardave of Mike Penfold



Gary Phelps's Cougar in action at this year's Revival



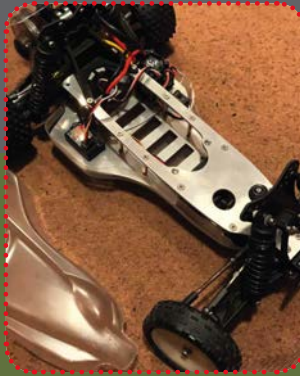
The Cougar 2 of Adrian Prince



Andrew Crute's Cougar 2 Works at Revival 2021



*This Cougar 2 belongs to James Hodgson*



*Jed McGuffie's Cougar 2000*



*Lee Chorley's Top Cat features some Cougar upgrades*



*Andrew Crute's Cougar 2 Works with carbon fibre chassis*



*This Cougar belongs to Revival regular, Daniel Wooster*



*Dirk Simons's Cougar*



*The components that make up Iain Groom's Cougar 2 Works, highlighted by the purple anodising*



*A comparison of the Cougar 2 Works and Cougar courtesy of Iain Groom*



*Bruce Hayward's Cougar 2000*



*Nick Stokes's Cougar 2 Works at the 2020 Revival*



*This is Craig Mawson's Cougar*



Molly Smith's Cougar



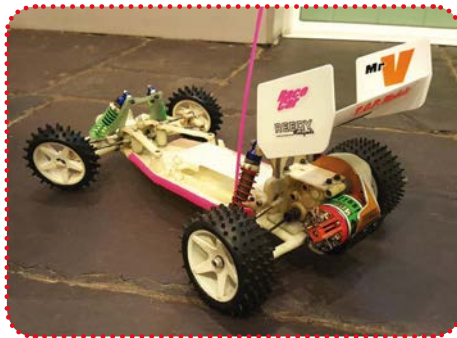
The Cougar 2 Team of Neil Ralph



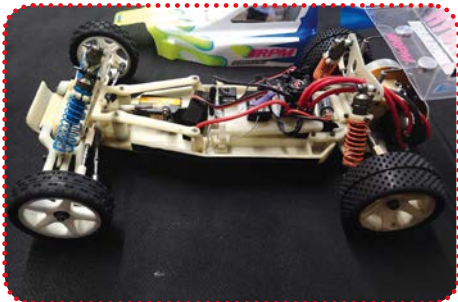
Peter Rhodes's Cougar 2000



Martin Dingle's Top Models Hybrid



It's great to see the period-correct decals, wheels and tyres



Stuart Ball's Top Models Hybrid



This Hybrid by Top Models belongs to Adrian Prince



Stuart Ball in action at Revival 2021...



...with his Top Models Hybrid

in 2018 and I wouldn't be at all surprised if a re-released flavour of the original Cougar is on their roadmap. Speaking of flavours, back in the day Schumacher pumped out several Cougars during 1990 to 1993. In 1991, they followed up the original with a Cougar 2 Sport, Racing and Team with each iteration offering a greater specification and in 1992 they released a budget version of the original cougar named the Club 10 Cougar. The Cougar 2000 was released in 1993 and the original version of that buggy just about squeezes itself into this class too.

## TOP MODELS

In 1993, Brian Stacey of TOP Models in Wales did something really rather special by introducing the Hybrid. Allegedly only 20 of these extra-special kits were released, but I've seen one or two at least over the years so I personally believe more may have been put together... Brian had used parts from manufacturers such as Team Associated, Traxxas, MIP and HPI to come up with an awesome buggy taking the best concepts from other successful models lovingly married together around a RPM white nylon chassis and bulkhead. 'Topping' it off was an all-new Lexan body. Of all 34 buggies in this class, the Hybrid may just be the most iconic. ■



the "HYBRID"  
Specification includes:  
Associated STEALTH Transmission  
Traxxas HARD Anodised Shocks  
Ultra Stiff Nylon Moulded Chassis  
Fully Ball Raced  
MIP Constant Velocity Driveshaft  
Titanium Turnbuckles  
Ball Raced Steering System  
Sleek Aerodynamic Bodyshell  
Extra Narrow Front/Rear Geometry  
Stainless Steel Wheel Bearings  
HPI 5 Spoke 2.2" Wheels  
25 Degree Front Caster  
Natural Rubber 2.2" Tyres  
The "Hybrid" is exclusively available from  
T.O.P. Models with the first kits available in  
January 1993. Price £197.95

The magazine advert for the Hybrid from back in the day

## Summary

In the next issue I'll take a look at the buggies from Team Associated, Tamiya, Team Losi and Traxxas, then in the final part I'll conclude on what makes this the most popular of all of the Iconic vintage classes. From what has been gathered in part one, it's very clear that the huge majority of offerings are track contenders with good used examples of a few of them readily available to buy today along with a decent parts supply. I'd like to acknowledge the Iconic RC members for their help with this column and for those that provided photos of their buggies, along with some excellent research material at reedyrace.com, rcscrapyard.net and rc10talk.com.

# WHAT IS AVAXHOME?



# AVAXHOME-

the biggest Internet portal,  
providing you various content:  
brand new books, trending movies,  
fresh magazines, hot games,  
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



**AVXLIVE** **ICU**

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

## Team Associated RB10 RTR

The RB10 RTR electric off-road buggy was engineered using Team Associated's vast knowledge and success in the 1:10-scale 2WD racing category. It includes a water-resistant, high-power Reedy brushless speed control, 3300kV brushless motor, a 2.4GHz 2-channel radio system, as well as a DVC (Dynamic Vehicle Control) receiver unit with built-in adjustable digital gyro. Add to that a Reedy metal-gear, digital high-torque servo, and a water-resistant enclosed receiver box, packaged together with a factory-finished off-road buggy body with wing. Grip comes the included aggressive off-road treaded tyres mounted on lightweight 12mm hex wheels.

### Features:

- 2.4GHz 2-channel radio with a DVC (Dynamic Vehicle Control) receiver featuring a built-in adjustable gyro
- High-torque, metal-gear Reedy servo with spring-style servo saver
- Powerful Reedy 3300kV brushless motor
- Water-resistant, high-power Reedy brushless speed control with T-plug connector and LiPo low voltage cut-off
- Water-resistant, enclosed receiver box
- Factory-finished off-road buggy body and wing, with two colour schemes to choose from (blue and red)
- Off-road buggy race car-inspired dish wheels
- High-grip, off-road tires with aggressive tread pattern
- Aluminium 12mm big bore coil-over shock absorbers
- Durable and lightweight aluminium top shaft
- Low centre-of-gravity moulded composite chassis with hook-and-loop battery straps that accommodate both NiMH and 2S and 3S LiPo battery packs
- Rear CVA driveshafts for more durability
- 2.6:1 ratio gearbox with heavy-duty sealed gear differential and extremely adjustable slipper clutch
- Rugged steel turnbuckles for adjustable camber and front toe-in
- Adjustable suspension geometry
- Vertical ball ends for roll centre adjustments, front and rear
- Metric hardware throughout
- 22 precision rubber-sealed ball bearings

**AVAILABLE FROM:** CML Distribution  
**WEBSITE:** [www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
**CONTACT:** 01527 575349



## Revolution Design Team Associated B6.3/T6.2/SC6.2 Aluminium Battery Mount Set

The Aluminium Battery Mount Set from RDRP increases ease of maintenance and operation, and allows for more balanced chassis flex to support the design concept behind the Team Associated B6.3's all-new servo mount assembly. In addition, the combination of aluminium and carbon fibre parts adds to the looks of the sixth generation Team Associated cars and trucks, accommodating shorty batteries of all capacities and sizes.

### Specifications:

- High-grade black-anodised aluminium
- Machined silver edge details
- Laser-engraved for cool factory looks
- Battery retainer tabs made from lightweight carbon fibre material
- Compatible with the full Team Associated B6.X, T6.X and SC6.X series
- Direct replacement for the plastic battery mount

#RDRP0558 Revolution Design Team Associated B6.3/T6.2/SC6.2 Aluminium Battery Mount Set

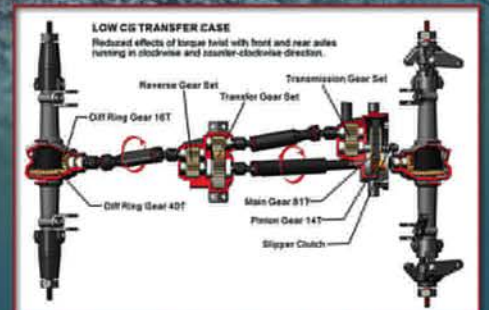
**AVAILABLE FROM:** X-Factory UK  
**WEBSITE:** [www.xfactoryrc.co.uk](http://www.xfactoryrc.co.uk)  
**CONTACT:** 01923 816636

# GROUND-LEVEL

Our latest addition to the Outback scale line builds on the popular platform used on the Hi-Rock and Texan to bring you our most capable ground-hugging crawler to date, the GEO.



**99% READY-TO-RUN 4X4  
1:10 SCALE TRAIL CRAWLER**



FTX OUTBACK GEO 4X4 RTR 1:10 TRAIL CRAWLER - BLUE Part No: FTX5501BL  
FTX OUTBACK GEO 4X4 RTR 1:10 TRAIL CRAWLER - GREY Part No: FTX5501GY  
FTX OUTBACK GEO 4X4 RTR 1:10 TRAIL CRAWLER - RED Part No: FTX5501R

**FTX  
OUTBACK  
GEO**

- 99% READY-TO-RUN
- 4CH 2.4GHZ RADIO SYSTEM
- TRANSMISSION SLIPPER CLUTCH
- RAISED MOUNTED STEERING SERVO & PANHARD BAR
- SCALESTYLED FRONT & REAR BUMPERS WITH SHACKLES & FACTORY FITTED LED LIGHTS
- RECEIVER BOX WITH EXTERNAL THIRD & FORTH CHANNEL PORTS FOR ADDITIONAL ELECTRONIC DEVICES - LED, SOUND MODULE OR WINCH
- SPLIT TRANSMISSION SYSTEM FOR BETTER TORQUE
- FORWARD MOUNTED MOTOR/BATTERY FOR WEIGHT BIAS
- ROADLOCK SCALE STYLED WHEELS
- LOWER CG TRANSFER CASE
- FASTRAX MATADOR SUPERSOFT ALL TERRAIN TYRES
- HOBBYING WP-1060 WATERPROOF ESC
- ETRONIX 15KG METAL GEARED WATERPROOF SERVO
- 550 BRUSHED 17 TURN MOTOR
- 7.2V 2000MAH NiMH BATTERY & USB CHARGER
- BALL BEARINGS
- TWIN RAIL METAL FRAME CHASSIS
- 6MM STEEL MULTI-LINK SUSPENSION
- TELESCOPIC CENTRE UNIVERSAL DRIVESHAFTS
- STEEL CVA FRONT UNIVERSAL DRIVESHAFTS
- ALUMINIUM OIL FILLED SHOCK ABSORBERS
- METAL AXLE & TRANSMISSION GEARS
- FRONT AND REAR HIGH CLEARANCE LOCKED AXLES
- SIDE CHASSIS AND FENDER PLATES

**FTX**  
www.ftx-rc.com



E&OE


NB: Please be aware that due to ongoing development the kit contents may change from those pictured.

**CML** CML PRODUCTS ARE AVAILABLE IN ALL GOOD MODEL & HOBBY SHOPS. CHECK OUR WEBSITE FOR FULL DETAILS  
[www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)



# SKIDMORE WINS AND TAKES TITLE

*Brookthorpe saw Joni Skidmore take his first BRCA National Championship in the 1:8 off-road class as he continuing a very consistent campaign with his Blok-powered Mugen with a round to spare*

 The fourth round of the 2021 BRCA 1:8 Off-Road National Championship would take us to a new venue, Brookthorpe Model Car Club just outside of Gloucester. This super smooth and undulating track looked stunning, and it didn't disappoint any of the 120 plus racers.

Straight out of the blocks Joni Skidmore and his Blok-powered

Mugen looked the one to beat in qualifying, taking the first three rounds. But the reigning champion, Elliott Boots, and his Reds-powered Sworkz came back to take the TQ in the last two qualifiers to secure second behind Joni, as the latter's brother Will Skidmore ended up third, with Lee Martin fourth and Neil Cragg fifth.

The weather looked unpredictable, but stayed dry for the majority of the weekend, although it could well be a factor in the finals with the track being very slippery when wet!

The lower finals of the weekend kicked off early Sunday after the final round of qualifying was complete under overcast skies but with the

track still in fantastic condition. The bump-up drivers from the lower finals were as follows...

## QUARTER-FINALS

Onto the quarter-finals and the B side saw Kieran Cox and his WRC buggy on pole. After a tricky start, he was back at the front of the pack battling with the HB car of



*The Mugen of Joni Skidmore took his third round win of the year at Brookthorpe*



Neil Cragg raced well in the A final to finish second, just three seconds in arrears of the winner

Josh Graham, the pair swapping positions on a few occasions but it was Kieran who managed to get ahead in the final few laps and take the win. A brilliant race by the TLR of Dominic Nunn saw him predictably go from the back to the podium after a difficult qualifying saw him

out of position in the lower finals. Dom's Maxima-powered machine eventually ended up crossing the line in second, with Josh Graham less than two seconds behind in third. A steady drive by Charles Godwin and his Mugen got him the final bump spot into the semis.

The A side saw a great race between three drivers, the Agama of Jon Hazlewood and the Team Associated buggies of Freddie Thompson and Bradley Baird with all three having held the lead at some point during the 20 minutes. It was the young pole sitter Freddie, that

RESULT - B 1/64 FINAL	
POS	DRIVER
1	Jack Ritchie
2	Darren Moon
3	Allan Ward
4	Adam Reavey
RESULT - A 1/64 FINAL	
POS	DRIVER
1	Nathan McLoughlin
2	Camden Stenhouse
3	Jamie Bowen
4	Zak Edwards
RESULT - B 1/32 FINAL	
POS	DRIVER
1	Jack Ritchie
2	Lewis Millman
3	Andrew Rennick
4	Allan Ward
RESULT - A 1/32 FINAL	
POS	DRIVER
1	Chris Smith
2	Gavin Powell
3	Cayden Stenhouse
4	Colin Davies
RESULT - B 1/16 FINAL	
POS	DRIVER
1	Dominic Nunn
2	Robson White
3	Max McDonnell
4	Allan Ward
RESULT - A 1/16 FINAL	
POS	DRIVER
1	Erik Lykke
2	Dennis Holding
3	Chris Smith
4	Mark Everett
RESULT - B 1/8 FINAL	
POS	DRIVER
1	Jack Willetts
2	Dominic Nunn
3	Maxim Cook
4	Westley Jolly
RESULT - A 1/8 FINAL	
POS	DRIVER
1	Reuben Shakespeare
2	Matt Bridge
3	Ricky Cooper
4	Joshua Marshall

managed to get the result in the end, managing to cross the line just over half a second ahead of the great looking Bullitt-powered machine of Jon. With The WRC of David Gibson now looking good in third and a great drive by Ben Billing putting him in the mix, the battle was



Time to focus as the racers head up the rostrum steps



The track was great and the club put on an excellent event



The smooth, undulating track at Brookthorpe

# RACE REPORT

what: brca national where: herts class: 1:8 off-road

## KIERAN COX'S SETUP

WRC Racing driver Kieran Cox placed his SBX buggy into the A final at Brookthorpe. The brand has previously graced the pages of Racer, but their 1:8 off-road buggy is a new one for us to feature. WRC Racing is now represented in the UK by RC Pit Box, and if you are interested in the offerings from the Italian brand, then get in contact with RC Pit Box at rcpitbox.myshopify.com or by calling 01938 871180. Here are some photos of Kieran's buggy as well as the setup that he used...



SBX		Driver: Kieran Cox	Track: Brookthorpe
		Date: 15/9/21	Event: Brca nats
<b>Front Suspension</b>			
Ride Height: 22	Caster Shim: 0	Wheelbase Shim: 0mm	
Camber: -2	Upper Ball Type: KIT	Lower Ball Type:	
Toe: -2	Caster Shim:	Wheelbase Shim: 2mm	
Anti-Roll Bar Size: 2.4	Upper Ball Shim: KIT silver from 1	Lower Arm Position:	
Gap:	Washer Kit:	Upper Arm Position:	
Ackermann:	Lower Ball Shim: Black		
<b>Rear Suspension</b>			
Ride Height: 25	Hub Shim: 2mm	Shim: 2mm	
Camber: -2	Wheelbase Shim: 0	Lower Arm Position:	
Anti-Roll Bar Size: 2.7		Upper Arm Position:	
Gap: 4mm			
Drive Shaft: KIT			
Chassis Brace: KIT			
Hsv: KIT			
<b>Shocks</b>			
Piston: 8x1.3	Oil: 50	Spring: 4 dot	Membrane: Orange
Rebound: Orange	Free Length: KIT		
<b>Engine</b>			
Type: RetoTuned dusty r	Muffler: 20/20cc besman	Manifold: 90 s. s.	Plug: P1
<b>Differential</b>			
Case Mat: Std	Oil: 15k	Crown Gear: 44	Clutch Belt: 13
Case Mat: Std	Oil: 10k	Crown Gear: 46	Clutch Belt: 13
Case Mat: Std	Oil: 5k	Crown Gear: 44	Clutch Belt: 13
<b>Track Conditions</b>			
Size: DSmall	Layout: DTechnical	Traction: DLow	Composition: DHigh
Size: DMedium	Layout: DMedium	Traction: DMedium	Composition: DHigh
Size: DLarge	Layout: DOpen	Traction: DHigh	Composition: DHigh

now on for the final bump spot to the semi-finals. A great last lap by Bradley saw him pass Ben and take fourth and a great series of fast and close last few laps by the pair.

### SEMI-FINALS

The first of the semi-finals saw Elliott Boots on pole who made P1 stick and managed to have the lead for the majority of the race. But he wasn't allowed to get away by the pack, with

the Agama of Lee Martin and Jamie Clancy and his Team Associated buggy chasing him down. In the final three laps Jamie managed to get past Elliott and went on to cross the line just three-quarters of a second. Lee finished third as the top three managed to put a lap into the rest of the field. In fourth was the Alpha-powered Team Associated of Tommy Hall, and fifth was Lewis Jones and his

end for Dom Nunn saw him return to the pits near the end of the race so it was Kieran Cox and his WRC sixth and the last transfer spot was taken by Tekno driver Mitchell Booth.

The second semi-final saw both Skidmore brothers hot out of the traps, although an early penalty for Joni saw him drop back down the field to sixth and leave brother Will in control at the front. Will then went on

to dominate the remainder of the race, taking the win and getting the lap on the rest of the racers. It was a great battle for the places behind him with Neil Cragg and Darren Bloomfield. In the end it was Darren who got the second place with his Team Associated, whilst Joni managed to get through the field to join in on the action and passed Neil in the final pit stop window to take third. Jamie Hall and Mike Lewis, also driving Team Associated buggies crossed the line close with Jamie taking fifth and Mike sixth leaving Sworkz man Callum Niblett to cross the line in seventh, taking the last place in the main.

### A FINAL

In the A final, Will Skidmore's impressive drive in the semi saw him on pole with Darren Bloomfield in second and Jamie Clancy third. As always, the 45-minute A final would see some thrills and spills. The first spell saw Will in the lead, but at the first pit stop window he dropped back leaving Darren out front. Joni, starting from

Elliott Boots makes an error in pit lane



fifth, then took the lead just before halfway. Will got his car back into the mix and again took the lead from his brother after some amazing moves, until lap 50 when his chances ended. After an outstanding drive he would return to the pits and not finish. Unfortunately this was also the end of Jamie Hall's race too as Will and Jamie joined another earlier casualty, Lee Martin, who had stopped at the 17-minute-mark. The remaining drivers went the distance, a race that saw Joni and Neil drive amazingly. Joni led most of the laps, but Neil was ahead during the pit stops showing how close it was! Joni managed to take the win at the buzzer keeping ahead of the chasing Team Associated driver to record his third round win of the year. Neil was second and Darren third, as Elliott Boots came home in fourth with Jamie fifth and Mike Lewis sixth. Joni's latest win saw him take the National title with a round to spare, although the runner-up places behind are not decided. We go to Nemo Raceway in September for the championship's last round where we will officially see a new champion crowned, but who will join him on



*The Blok-powered Team Associated RC8B3.2 of Darren Bloomfield in action*

the podium?

In the other championships, it looks like the Junior title is wrapped up with Tommy Hall the winner, and in 40+ Graham Alsop cannot be caught. Again the other positions on the podiums and the Clubman championship are wide open. We won't know until it's all over at Nemo Racing who else will be celebrating.

### WELL DONE BROOKTHORPE

In summary, we have to say a

massive well done to Brookthorpe Model Car Club on their first national and for prepping us an amazing track and great venue – we hope to see them in the future. Well done to all

the racers and the BRCA/DXR team for another fantastic race weekend.

Lastly congratulations to Joni Skidmore on a fantastic win and on his first national championship. ■

RESULT - A FINAL						
POS	QUAL	DRIVER	RESULT	CHASSIS	ENGINE	
1	5	Jonathan Skidmore	Mugen	Blok	76 laps 46m 12.86	
2	6	Neil Cragg	Team Associated	Alpha	76 laps 46m 16.90	
3	2	Darren Bloomfield	Team Associated	Blok	76 laps 46m 18.96	
4	4	Elliott Boots	Sworzk	Reids	75 laps 46m 2.47	
5	3	Jamie Clancy	Team Associated	LRP	75 laps 46m 20.70	
6	9	Michael Lewis	Team Associated	DS	75 laps 46m 31.66	
7	10	Tommy Hall	Team Associated	Alpha	74 laps 45m 17.68	
8	14	Mitchell Booth	Tekno	Blok	72 laps 45m 16.74	
9	11	Callum Niblett	Sworzk	Ielasi Tuned	69 laps 45m 1.79	
10	12	Lewis Jones	Agama	Bullitt	69 laps 45m 28.08	
11	13	Kieran Cox	WRC Racing	Ielasi Tuned	67 laps 45m 23.39	
12	1	William Skidmore	Mugen	Blok	50 laps 29m 42.34	
13	8	Jamie Hall	Team Associated	Alpha	48 laps 29m 35.94	
14	7	Lee Martin	Agama	Bullitt	29 laps 17m 41.78	



*The Hall brothers watch on from the sidelines*



*The Cradock family working hard in the pit lane*



*Lee Martin (left) and Elliott Boots catch up*



*Joni Skidmore fully-deserved his first BRCA National Championship*



*The picture says it all. Joni wins and takes the title too*



*The top three from the weekend and another win for Joni from Neil Cragg and Darren Bloomfield*

# THRASH TEST - TEAM ASSOCIATED RIVAL MT10 RTR

spec: 4wd moulded chassis class: 1:10 off-road fun cost: £299.99

Team Associated needs no introduction when it comes to their off-road RC racing pedigree and successes, in which they easily transfer over to their ready-to-run products for the recreational RC enthusiast to enjoy. Although generally priced slightly higher than the entry-level RTR competition, this truck from Team Associated is actually considerably cheaper than its main 3S LiPo-powered rivals from the likes of Arrma and Traxxas. And like with all Team Associated products, you are guaranteed top-spec quality components, outright 'out of the box' performance and durability.

We have seen the Rival name before from the US brand with their impressive 1:8-scale LiPo-powered monster truck back in 2013, which is sadly now discontinued. With this new 1:10 Rival now available at much lower cost than the original 1:8 version, Team Associated hopes to attract more consumers in the ever-popular ready-to-run/ basher market.

## WHAT'S IN THE BOX?

The Team Associated Rival MT10 is promoted as a RTR truck, but it does not come with a battery or charger so please keep this in mind. You are supplied a fully factory-built truck with all electronics installed all ready for action as expected including the pre-bound 2.4GHz



# STAYING AHEAD OF YOUR RIVAL

Racer gets their hands on this impressive brushless and 3S-capable RTR 1:10 monster truck from Team Associated, and gives it a thoroughly good thrash test! Shaun Taylor gives you his thoughts





# THRASH TEST - TEAM ASSOCIATED RIVAL MT10 RTR

spec: 4wd moulded chassis class: 1:10 off-road fun cost: £299.99



The wheelie bar is tucked neatly out of the way when it is not required



Caps over the wheel nuts make for a super-clean and smart look



The net over the chassis is a great idea but it can be a little fiddly in use



Here you can see the rear anti-roll bar that helps when the truck corners at speed



The wheelie bar is adjustable and comes out of the box in its lowest position



LEDs up front for when it starts to get dark

radio. First impressions are good and we were already looking forward to getting out for our thrash test.

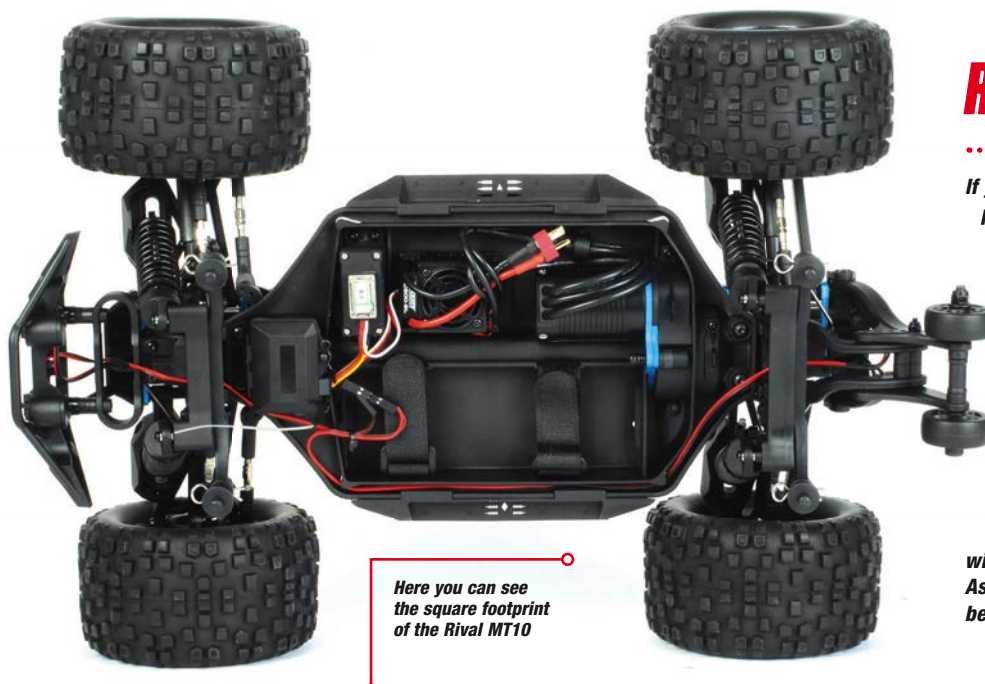
Once out of the large and highly descriptive box it comes in, the Rival MT10 is a very cool looking truck indeed, helped by the colourful blue/red/white scheme. It looks ever so slightly smaller than its competitors in terms of height

and wheelbase, but the overall proportions of this 1:10-scale monster truck are good.

With the body off we get a close up look of the 4WD plastic moulded chassis and come across a first for us which is an elasticated fabric cover. This will prevent dirt and debris from entering the chassis, although it was a bit fiddly to refit over the cut outs in the bathtub-style chassis when

we added our LiPo. All the electronics are neatly installed and the transmission feels nice and smooth giving the Rival a quality feel about it.

Additional items included are front and rear LEDs and an adjustable wheelie bar at the back giving us a hint of what to expect during our test. There is also a small selection of tools and a comprehensive instruction manual complete



Here you can see the square footprint of the Rival MT10

## Racer Tips

If you do not already own a 2S or 3S LiPo to power the truck or a charger, then there are a number of retailers offering the Rival MT10 as a complete ready-to-run package with LiPo and charger included, along with the AA batteries for the transmitter in some cases. A quick internet search comes up with many different options for you to choose from via a number of respectable UK retailers.

Have a shop around and see what is available in your budget, but if it stretches to a 3S LiPo option then we highly recommend going for the bigger voltage as this will give the truck the power to match its potential. As always take some time to do a little research before clicking 'Buy.'



*The motor is a Reedy 3300kV brushless model and offered plenty of power*



*To match the Reedy motor is a brushless speed controller in the form of the SC600-BL*



*Hidden and well protected by the box is a Team Associated XP-R4 2.4GHz 4-channel receiver*



*All the wires for the LEDs and from the speed controller are neatly inserted into the receiver box*



*A pair of Velcro straps are used to retain the LiPo in the battery compartment*



*Even the switch on the Reedy SC600-BL is waterproof*

# THRASH TEST - TEAM ASSOCIATED RIVAL MT10 RTR

spec: 4wd moulded chassis class: 1:10 off-road fun cost: £299.99



A Deans connector is an ideal choice for its popularity and simplicity



The steering linkage is shielded as the servo sits up high in the chassis



Heavy-duty turnbuckles are included front and rear



A dummy exhaust pipe is moulded into the chassis side



Rear wishbone detail including those over guards and chunky hubs



Guards in front of the shock absorber lower mounting

with full assembly and exploded diagrams, as well as a list of part numbers.

## CHASSIS

The Rival MT10 sports a thick and chunky looking shaft-driven 4WD chassis, Plastic is the material

of choice but it certainly looks like it will hold up well to any abuse. The same can be said for the fully ball raced transmission with operates through a sealed, three-gear steel differential system that is rare for a 1:10 truck. Power is sent to the four wheels via plastic sliding driveshafts to help optimise performance.

Long-travel independent suspension will help the Rival over any terrain and the softly sprung, plastic

oil-filled coil-over shocks feature threaded bodies for easy ride height adjustment. There are 4mm heavy-duty turnbuckles front and rear, and these offer further adjustment opportunities if required as well as added strength. Helping out in the handling department are front and rear anti-roll bars attached to the chunky lower wishbones, and at the back of the chassis sits the adjustable wheelie bar.

Up front a double impact absorbing bumper should prevent any unwanted damage whilst thick plastic shock towers front and rear keep in line with the overall quality and toughness of the chassis.

## ELECTRICS

As you might expect, Reedy, who is Associated Electric's in-house brand when it comes to all things electrical are the choice to power and control the MT10 along. A 3300kV-rated



Reedy brushless 4-pole motor is the key to the outright performance which works in collaboration with the high-power Reedy brushless speed controller. As mentioned, the speed controller can run off a 3S LiPo giving the Rival a performance advantage over many of its competitors and has many features like low voltage cut-off, LiPo cell auto detect, fully proportional brakes and an aluminium heat sink.

At the front a 15kg-rated waterproof servo should provide ample power to turn the big front tyres, although we were slightly sceptical of its location which looks rather vulnerable and exposed on the underside of the chassis. The high-torque digital servo operates through a sprung-loaded servo saver to help prevent any damage to the internals.

The 2.4GHz steerwheel transmitter has been seen and used for the majority of Team Associated RTRs over the years but does the job it is intended to do well. The 4-channel receiver (the extra channels are used for the LED lights) sits in a protective case again aiding in potential all-weather bashing adventures.

## BODY/WHEELS

The monster truck-inspired polycarbonate body is digitally screen printed with the blue/red and white design with the manufacturer's decals applied for the finishing touches. As

Team Associated's proven XP120 2.4GHz 2-channel steerwheel transmitter



Telescopic-style mouted driveshafts feature front and rear



Chunky off-road tyres offer lots of grip in loose conditions



For durability and strength, the rear hubs are secured using a nut on the end of the pivot pin



The chassis sits up higher than the front and rear gearboxes to maximise clearance



An angled moulding ensures the rear of the chassis glides over obstacles rather than getting hung up



Threaded collars on the shock absorbers are used to set the ride height

# THRASH TEST - TEAM ASSOCIATED RIVAL MT10 RTR

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £299.99

## On Test

With the intention of running both 2S and 3S LiPos in the MT10, we headed for a large open area to test the top seed, which just so happened to have a BMX pump track nearby for some fun on the gravel laden jumps. With a mid-spec 2S Reedy LiPo installed first, we had a quick function check which was all okay so onto the grassed area first so see how fast the MT10 could go. We were impressed but not overwhelmed to begin with, though the Rival was still fun to drive and handled well, with performance ideally suited for beginners. The four rubber tyres meant there was loads of traction and stability on offer, whilst the soft suspension setup also absorbed the lumps and bumps without any dramas.

Onto the gravel jumps next and straight away the Rival was much more of a handful on the loose surface. Stones and dust went flying everywhere as the 4WD chassis did its best to cope with the loss of traction. The MT10 was an absolute hoot to thrash around and managed the jumps very well indeed. The steering was not as quick or responsive as we would have liked due to the large front tyres, but despite this you were always in full control and could drift and slide the truck about with ease.

Next it was time to fit the more powerful Voltz 4000mAh 11.1V 3S LiPo and the performance increase was greatly improved so much so that it was much harder to keep on the narrow gravel track. In the middle of the BMX track there was some long, unkept grass that we played on as well. The extra power from the battery and torque from the motor helped the truck power through it with no issues, it really is a tough truck for sure and can't think of any terrain it wouldn't tackle.

We headed back onto the short-grassed area and the wheelie bar was an essential item when running on the 3S. Without it the truck will simply flip over under acceleration and on power. Our near vertical wheelies were due to the fact we did not adjust the wheelie bar from its factory setting so bear this in mind if you plan on doing longer, more controlled wheelies.

With the extra power from the 3S LiPo, the MT10 is a very fast truck indeed. Digital reviewers online have recorded the Rival at 40mph plus when running a 3S and just over 26mph on 2S - it is certainly quick enough! It also stops rather well thanks to the brake settings on the speed controller so expect a few front flips as well if stopping aggressively from high speeds.

We did manage to scratch the body during our many unplanned roll-overs, but the truck survived some serious punishment during our testing. Only issue to report was the steering servo started to click when full lock was applied due to a number of small bits of gavel trapped, restricting the servo horn from functioning correctly.



mentioned earlier, this truck really does look good when moving and also when sat on the shelf. The body does feel rather thin and flexible, but despite this, held up well during our thrash test with no splits or cracks to report.

The factory-fitted LEDs at the front and rear not only help out in the looks department but are

actually bright enough to continue playtime when natural light begins to fade. The four big heavily-treaded rubber tyres will help give the Rival traction on most if not all surfaces they are faced with. They come supplied pre-glued onto 12mm hex Method Race-inspired wheels. ■

## WATCH IT IN ACTION!

You can check out a video of us testing the Team Associated Rival MT10 by heading to YouTube or by typing <https://tinyurl.com/teamassociatedrivalmt10> into your browser



A pair of powerful LEDs up front give off a decent amount of light...



...whilst there is a second pair of red LEDs at the rear

## Summary

The Team Associated Rival MT10 is a superb RTR monster truck which is great fun to thrash around on any surface and sports some impressive top speed when running on a 3S LiPo. Although the initial outlay will be higher than other lower specification 1:10 RTR trucks available, the MT10 will certainly outperform all of them and last longer thanks to the top spec parts included and the tough, durable design. As always, there is plenty of support from the team at CML Distribution and have the Rival MT10 on offer below the RRP along with neat combo packages which include LiPo and charger. Highly recommended!

### SPECIFICATION

Model:	Team Associated Rival MT10 RTR
Scale:	1:10
Class:	Off-road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear-type
Shocks:	Oil-filled
Bearings/Bushes:	Bearings

### TECHNICAL DATA

Length	507mm
Width	325mm
Height	195mm
Wheelbase	285mm
Front track	260mm
Rear track	260mm
Weight	2850g

### WHAT WE USED

Electric Kit	
Transmitter:	Team Associated XP120 2.4GHz 2-Channel (kit)
Receiver:	Team Associated XP-R4 2.4GHz 4-Channel (kit)
Servo:	Reedy High Torque 1514MG 15kg Digital (kit)
Speed Controller:	Reedy SC600-BL Brushless (kit)
Motor:	Reedy 3300kV Brushless (kit)
Battery:	Voltz 4000mAh 11.1V 3S LiPo

### OPTIONAL PARTS

25845	MT10 FT Aluminium Front Shock Kit
25846	MT10 FT Aluminium Rear Shock Kit
25847	MT10 FT Steel Front CVA Kit
25848	MT10 FT Steel Front CVA Kit

### VERDICT



Top speed  
Durable design  
Spec



No battery or charger included

**RACER RATING: ★★★★★**

### CONTACT

CML Distribution Ltd  
Saxon House  
Saxon Business Park  
Hanbury Hill  
Bromsgrove  
Worcestershire  
B60 4AD

Email: [info@cmldistribution.co.uk](mailto:info@cmldistribution.co.uk)  
Website: [www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
[www.teamassociated.com](http://www.teamassociated.com)

# TRAVIS'S HAT-TRICK SECURES GT TC TITLE

*Taking his third win from three rounds ensured Andy Travis secured a maximum 300 points after the Stafford event and with it the GT Touring Car Championship*

The Iconic Cup is based upon the classic Tamiya Eurocup series and features on-road Tamiya chassis that were released up to and including 2004. Under the care of John Robson and Mike Dennison, the Iconic racers arrived at Stafford Radio Controlled Model Car Club on a dry mid-July weekend for a few hours of timed practise on the Saturday ahead of race day on Sunday. The huge new rostrum, complete with a stair lift, looked magnificent as it overlooked the wonderful Staffordshire racetrack. With distancing still in place, the drivers briefing had been electronically supplied so it was straight down to business on

the Sunday with a practise round followed by four rounds of qualifying to count for the championship and one final for the kudos and the trophy. Next year, when all clubs are able to hold ten-car heats, it'll be back to the finals counting for the championship.

## GT TOURING CAR

In the 13.5T Blinky GT TC class, reigning champion Andy Travis had the very realistic chance to tie things up again, early doors, with maximum points having been scored at rounds one and two. Right behind Andy in the championship was Adam Burgess who really needed to

get himself in front for this round, but it wasn't to be as Andy kept an impressive gap all day and topped every round to become the 2021 GT Champion – well done Andy! Adam kept a solid second place with Phillip Barlow looking to be sealing third place as he awaits his third outing to move him up the table. Consistently there or thereabouts just behind the three guys have been Brendan McNulty, David Milford and Peter Ockenden.

## F1

This Championship has been very open this year with different winners at the first two meetings and a

few having off-rounds too in this notoriously difficult to perfect class. This time around we had a new winner with former champion, Jason Petch, topping the qualifying and taking the points. This put Jason on top of the table, but he'll need to maintain good form in the final two outings. In with a good shout of catching him are Michael Friebel, Nicky Taylor and David Carr if they can hold it all together in the closing rounds.

## STOCK TC

The Stock Touring Car class, featuring the TT-01 and TL-01 Tamiya chassis, really is developing into a great fight



Action from Stock TC



# DATE-A-BASE

E-MAIL: [WEB@RCRACER.COM](mailto:WEB@RCRACER.COM) WEBSITE: [WWW.RCRACER.COM](http://WWW.RCRACER.COM)



**Darren Russell chases down Paul McKeag**



**Matt Holloway and John Penneyston**



**Matt Howard in Super Stock TC**



**The M-Chassis of Tom Avis**



**The Honda NSX of Peter Ockenden**



**Brendan McNulty in GT TC action**

and entering the fray at Stafford to race the final three rounds was Stephen Lander who was mixing it with the leaders, Darren Russell and Jonathan Simblet, throughout qualifying. Stephen topped round four after swapping out his body shell, but the other guys had done enough in the previous rounds to hold him to third place. Stephen maintained his late qualifying form and took the A final win. It's very likely that Darren, Jonathan and Stephen will take the championship to the wire with Darren the slight favourite having topped proceedings at two rounds in a row now.

## SUPER STOCK TC

In the Super Stock Touring Car class there were two heats battling it out for the qualifying plaudits with the current champion, Matt Howard, having an extremely rare off-day with mysterious gremlins affecting the speed of his TB-02 that saw him down in fifth place. Matt's main rival, Mike Vale, didn't have it all his own way and was pushed all day by Michael Friebel, but held on to take the win. Mike just needs one more win from round four or five to finally take the Championship after a few very close attempts.



### SPECIFICATIONS - GT TOURING CAR A-FINALISTS

DRIVER	POS	CHASSIS	BODY	SPEED CONTROLLER	MOTOR	SERVO	TYRES
Andy Travis	A1	TRF-415MSXX MRE	Bittydesign 720s	Hobbywing XR10 Stock	Surpass V4	SRT BH8015	Volante V5
Adam Burgess	A2	TRF-415MS	Bittydesign 720s	Nosram Comet HD	Fantom	Savox 1251	Sweep 34 BRCA
Philip Barlow	A3	TRF-415MSXX MRE	Tamiya Rakiri	Hobbywing XR10 Pro G2	Surpass V5R	SRT 8015	Sweep 34 BRCA
David Millford	A4	TRF-415MSXX	L6L McLaren P1	Hobbywing XR10 Stock	Surpass V4S	Tekin T-120	Rush 32 BTCC
Brendan McNulty	A5	TRF-415MSXX	Tamiya NSX	Fleta V2 Pro	R1 V21	Ko Propo RS-one10	Rush 32s
David Tunnell	A8	TB Evo III Surikarn	Tamiya Rakiri	Hobbywing Dierun 120BL	Trackstar	JX	Rush 32

### SPECIFICATIONS - FI A-FINALISTS

DRIVER	POS	CHASSIS	BODY	SPEED CONTROLLER	MOTOR	SERVO	TYRES
Nicky Taylor	A2	F-103	Chevron March 901	Keyence A-01	Team Powers V3	Savox	GP Speed
Sarah Davis	A7	F-103	Protoform	LRP Stock	Team Powers V3	Ko Propo Helios	Contact

### SPECIFICATIONS - M-CHASSIS A-FINALISTS

DRIVER	POS	CHASSIS	BODY	SPEED CONTROLLER	MOTOR	SERVO	TYRES
James Millbank	A1	M-03 M	Rcon RS200	LRP Quantum 3	Team Powers V3	Savox 1251	Sweep 28/24
Ian Willacy	A2	M-03 L	Tamiya Mini Cooper JCV	MRT Vtrac	Team Powers V3	Sanwa	Sweep 28/24
Adam Burgess	A3	M-03 M	Rcon RS200	MRT MX	Team Powers V3	Core RC 5008	Shimizu 36/30

### SPECIFICATIONS - STOCK TOURING CAR A-FINALISTS

DRIVER	POS	CHASSIS	BODY	SPEED CONTROLLER	MOTOR	SERVO	TYRES
David Millford	A5	TT-01E	L6L Mondeo	L6L GTB	Team Powers V3	Savox 1252MG	Sorex 32
Andrew Bird	A6	TT-01E	L6L Mondeo	Hobbywing 1080	Team Powers V3	Team Powers	Team Powers SU34

### SPECIFICATIONS - FF TOURING CAR A-FINALISTS

DRIVER	POS	CHASSIS	BODY	SPEED CONTROLLER	MOTOR	SERVO	TYRES
Neil Simpson	A1	FF-02	HPI Civic Coupe	VFS-1	Team Powers V3	Savox 1251	Sorex 32/28
James McLean	A3	FF-02	3racing Civic MK9	Hobbywing 1080	Team Powers V3	Trackstar D98x	Sorex 32/24

## NOVEMBER

6	I:IO indoor on-road	Hinckley
7	I:IO off-road winter series	Eden Park
7	I:IO off-road	1066 Racing
7	I:IO off-road winter series	Bury Metro
7	MICC 2.1	Telford
13	I:IO off-road winter series	Silverstone
13	I:IO indoor on-road	Hinckley
14	I:8 off-road winter series	Navan
20-21	BRCA LMP12/GT12 British Grand Prix	Eastbourne
20	Buggy Blitz	West Bridgford
20	I:IO indoor on-road	Hinckley
21	I:IO off-road	1066 Racing
21	Essex Winter Series	Benfleet
21	I:IO off-road winter series	Stotfold
27	I:IO indoor on-road	Hinckley
28	CWIC	Chippenham
28	Essex Carpet Clash	Brentwood
28	I:8 off-road winter series	Navan

## DECEMBER

3-5	Essex Winter Series International	Benfleet
4	I:IO indoor on-road	Hinckley
5	I:IO off-road winter series	Eden Park
5	Winter Whip	1066 Racing
5	I:IO off-road winter series	Bury Metro
11	I:IO off-road winter series	Silverstone
11	I:IO indoor on-road	Hinckley
12	Nitro X Cross	Nene Valley
12	CWIC	Chippenham
12	I:8 off-road winter series	Navan
18	I:IO indoor on-road	Hinckley
18	Buggy Blitz	West Bridgford
19	Essex Carpet Clash	Brentwood
19	I:IO off-road	1066 Racing
19	I:IO off-road winter series	Stotfold

## 2022 JANUARY

2	I:8 off-road winter series	Navan
2	Nitro X Cross	Deerdale
8	I:IO off-road winter series	Silverstone
8	I:IO indoor on-road	Hinckley
9	MICC 2.1	Telford
9	I:IO off-road winter series	Eden Park
9	I:IO off-road winter series	Bury Metro
15	I:IO indoor on-road	Hinckley
15	Buggy Blitz	West Bridgford
16	I:IO off-road	1066 Racing
16	Essex Winter Series	Benfleet
16	I:8 off-road winter series	Navan
16	CWIC	Chippenham
16	Nitro X Cross	NDOR
22-23	BRCA LMP12/GT12 National Championships	Eastbourne
22	I:IO indoor on-road	Hinckley
23	Essex Carpet Clash	Brentwood
23	I:IO off-road winter series	Stotfold
29	I:IO indoor on-road	Hinckley
30	I:IO off-road	1066 Racing
30	I:8 off-road winter series	Navan

## FEBRUARY

5	I:IO indoor on-road	Hinckley
6	I:IO off-road winter series	Eden Park
6	MICC 2.1	Telford
6	I:IO off-road winter series	Bury Metro
12	I:IO off-road winter series	Silverstone
12	I:IO indoor on-road	Hinckley
13	Winter Whip	1066 Racing
13	Essex Winter Series	Benfleet
13	I:8 off-road winter series	Navan
13	Nitro X Cross	Ledbury
19-20	BRCA LMP12/GT12 National Championships	Tamworth
19	I:IO indoor on-road	Hinckley
19	Buggy Blitz	West Bridgford
20	I:IO off-road winter series	Stotfold
20	CWIC	Chippenham
20	Essex Carpet Clash	Brentwood
20	I:8 off-road winter series	Navan
26	I:IO indoor on-road	Hinckley
27	I:IO off-road	1066 Racing

\*TBC

Due to publication deadlines, the on-going impact of the coronavirus and the potential restrictions, we would suggest making sure these events are still taking place before committing to travelling.

## AFFORDABLE RC TRANSPONDERS

available to order online @ [www.mrtwebshop.com](http://www.mrtwebshop.com)

# Ready for the RTX?

\*\* RTX Battery Transponder - RTX 'ACS' Charger \*\*

\* compact size - long life battery \* 'club friendly' run ALL day \*

mPTX & mPTX PRO + NEW RTX rechargeable (soon!)

MRT - WORLD BEATING ADVANCED ELECTRONIC PRODUCTS

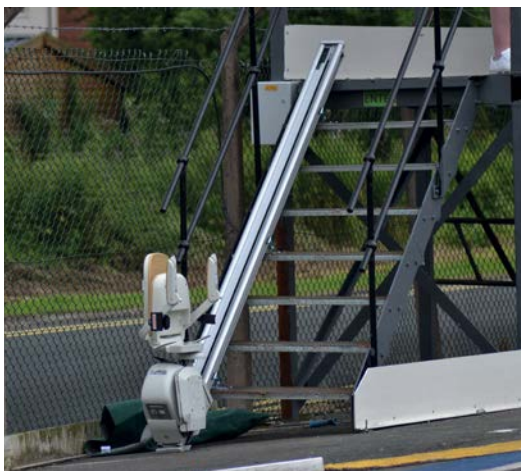
Tel: UK 0870 1624955 Email [support@team-mrt.com](mailto:support@team-mrt.com) [bit.ly/mrt-help](http://bit.ly/mrt-help)

MODEL RACING TECHNOLOGY @ [www.rclaps.com](http://www.rclaps.com)

# RACE REPORT

what: iconic cup where: stafford class: 1:10 on-road

# CHAMPIONSHIP STANDINGS



The Stafford club has invested in a new stair lift to be as inclusive as possible



A heat of M-Chassis and a wide variety of body designs

## FF TOURING CAR

POS	DRIVER	PTS
1	Simon Smith	296
2	Graham Bridgett	294
3	Neil Simpson	293
4	Kevin Dent	288
5	John Penneyton	281
6	Tom Berry	192
7	Matt Holloway	190
8	James McLean	188

## F1

POS	DRIVER	PTS
1	Jason Petch	297
2	Norman Britton	293
3	David Carr	288
4	Sarah Davis	277
5	Michael Friebel	197
6	Christopher Mitchell	196
7	Nicky Taylor	193
8	Ian Harris	191

## GT TOURING CAR

POS	DRIVER	PTS
1	Andy Travis	300 (Champion)
2	Adam Burgess	297
3	Brendan McNulty	290
4	Peter Ockenden	288
5	Philip Barlow	196
6	David Millford	193
7	David Tunnell	188
8	Peter Millard	188

## M-CHASSIS

POS	DRIVER	PTS
1	Ian Willacy	297
2	Paul McKeag	294
3	Adam Burgess	293
4	Andy Sawyer	286
5	Chris Hudson	284
6	Hugh Sawyer	281
7	Tom Avis	275
8	Darren Stancer	265

## STOCK TOURING CAR

POS	DRIVER	PTS
1	Jonathan Simblet	288
2	Darren Russell	296
3	Paul McKeag	293
4	Adrian Parkes	286
5	Mark Lingwood	279
6	Paul Green	275
7	Matthew Coverley	273
8	Paul Goldsmith	270

## SUPER STOCK TOURING CAR

POS	DRIVER	PTS
1	Mike Vale	299
2	Matt Howard	295
3	Lee Chorley	291
4	Simon Smith	279
5	John Penneyton	277
6	Carson Green	272
7	Michael Friebel	196
8	John Ridding	190

### FF

The Front-Wheel Drive FF class is another closely fought affair with no clear contender this year. Dominating Stafford was Neil Simpson who seems to favour the larger, speedier tracks. Sixteen-lapper Neil topped three of the four qualifying rounds having had issues in the other. Behind him on 15 laps were Kevin Dent and Simon Smith. Performing consistently all year with one second and two

third places Simon Smith tops the table with nothing in it between him, Neil and Graham Bridgett.

### M-CHASSIS

James Millbank bossed the packed M-Chassis class, topping a field of 24. This was two wins on the bounce for James who is mid-table having only raced two rounds, but he will most likely rise to the top after West London. Doing their best to hold off

James are the usual suspects of Ian Willacy and Adam Burgess.

### THANKS

Once again John Robson and team had been the perfect hosts and focus was now on a trip to West London in mid-August. The full results for round three along with the Championship standings, can be found on RC-Results.com



The F1 podium from left to right: Second Nicky Taylor, first Jason Petch and third Norman Britton



The FF TC podium from left to right: Second Graham Bridgett, first Neil Simpson and third James McLean



The GT TC podium from left to right: Second Adam Burgess, first Andy Travis and third Philip Barlow



The M-Chassis podium from left to right: Second Ian Willacy, first James Millbank and third Adam Burgess



The Stock TC A podium from left to right: Second Darren Russell, first Stephen Lander and third Jonathan Simblet



The Super Stock TC podium from left to right: Second Michael Friebel, first Mike Vale and third Lee Chorley

**EDITORIAL:**

Publisher: **Alan Harman**  
Editor: **Matt Benfield**  
Editor-At-Large: **Tom Stacey**  
Deputy Editor: **Marcus Nicholls**  
Administration Manager: **Gordon Angus**  
Contributing Editor: **Joe Brown**  
On-Road Technical Editor: **Stephen Coyle**  
Features Editor: **Peter Winton**  
Advertising Manager: **Alan Harman**  
On-Line Editor: **Matt Benfield**  
Photography: **Ian Peckett**

**ART:**

Design: **Peter Hutchinson**  
Website Design: **Justin Noble**

**ADDITIONAL CONSTRUCTION AND CONTRIBUTIONS:**

Matt Ellis, Alex Hagberg, Chris Dolves, Juliet Exall, Stef and Mandy Godfree, Ade Pitman, Luke Burley, Simon Reeves, Adrian Jefferies, Ellis Stafford, Keith Robertson, Scott Smart, Phil Morstedt, Andy Carter, Shaun and Hayden Taylor, Alex Brayshaw, Old Time Racer, Marcus Askell, Ken Block, Mark Stiles, Steven Brooke, Andy North, Ian Peckett, John Weston, Kane Wood, Terry Atkinson, Ollie Jefferies, Justin Noble, Jerry Ibbotson, Donut and She Who Must Be Obeyed...

**EDITORIAL, ADVERTISEMENT AND CIRCULATION:**

Racer Magazine, The Granary, Doolittle Lane,  
Totterhoe, Bedfordshire, LUG 1QX  
Tel: **01525 222573**  
E-mail: [web@rccracer.com](mailto:web@rccracer.com)

**CIRCULATION TRADE ENQUIRIES:**

DISTRIBUTOR:  
Seymour Distribution  
2 East Poultry Avenue, London, EC1A 9PT  
Tel: 020 7429 4000

**NEWSTRADE:**

Select Publisher Services  
3 East Avenue, Bournemouth BH3 7BW  
Tel: 01202 586848  
E-mail: [tim@selectps.com](mailto:tim@selectps.com)

**SUBSCRIPTIONS:**

Racer Magazine, The Granary, Doolittle Lane,  
Totterhoe, Bedfordshire, LUG 1QX  
Tel: **01525 222573**  
Rates: UK £42, Eire and Europe £56, Worldwide £69

**BACK ISSUES:**

Racer Magazine, The Granary, Doolittle Lane,  
Totterhoe, Bedfordshire, LUG 1QX  
Tel: **01525 222573**  
Website: [www.rccracer.com](http://www.rccracer.com)

**HOW TO CONTACT US:**

Tel: **01525 222573**

E-mail:

[enquiries@doolittlemedia.com](mailto:enquiries@doolittlemedia.com)

Racer Magazine, The Granary,  
Doolittle Lane, Totterhoe,  
Bedfordshire, LUG 1QX, England

THE NEXT ISSUE OF  
RC CAR RACER IS ON SALE  
2 DECEMBER 2021  
ISSN 1366-6916

**DOOLITTLE  
MEDIA**

Radio Control Car Racer is published monthly by Doolittle Media, The Granary, Doolittle Lane, Totterhoe, Bedfordshire, LUG 1QX. Entire contents © 2021 Doolittle Media. Reproduction in part or whole of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of RC Car Racer is accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Racer only upon Doolittle Media's standard terms of acceptance of advertising, copies of which are available from the advertising sales department.

# COMING UP

## ON SALE 2 DECEMBER 2021



**TEAM ASSOCIATED MT10 RTR**

- this ready-to-run monster truck has already proven to be very popular and now we have managed to get our hands on one for one of our classic thrash tests that will really push the chassis to the limit. With 3S LiPo capability powering a brushless motor and a light weight platform, its fast and fun, whilst remaining agile and responsive with its four-wheel drive transmission and long travel oil-filled suspension.



**XRAY X4**

- the eagerly-awaited new X4 platform from Xray will grace the pages of Racer next month as we get to see the car that Ollie Jefferies has been racing in recent months to win the 2021 BRCA 1:10 TC National Championship. Not only will we have an overview of the new chassis running through the key features of the X4, but with Ollie's knowledge, understanding and experience, our readers will get a better insight into Xray's exciting new project.



**EAZY RC ARIZONA**

- the Arizona's is a 1:18-scale crawler complete with hard body and high levels of detail. Retailing for under £90, the package includes 4-wheel drive transmission and independent suspension for performance on all types of terrain, aided by the all-season rubber tyres. Added realism comes from the full-function LED lights, Rhino bumper kit and functional bonnet, whilst the 7.4V LiPo battery claims to offer up to 30-minutes of run time. You can read all about our thoughts on the Arizona in the January 2022 issue.



**TAKE TWO**

- with a huge take-up during the 48-hour entry window earlier in the year, John Weston decided to run two Revivals in 2021 with the second event being hosted by the Broxtowe Model Car Club in Nottinghamshire in September. As usual we will have a huge report from Broxtowe in next month's magazine.



Also in the January 2022 issue, we bring you the latest RC news from around the world, the most up to date kits, hop-ups and spares available, as well as reports from around the country of club and regional action from race series and local competitions.

Although we try hard to ensure that these articles will appear in the next issue, there are instances where this is beyond our control.

# NEWSAGENT COUPON

Please order Radio Control Car Racer Magazine for me and reserve/deliver a regular copy starting with issue:

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

**NEWSAGENT PLEASE NOTE:**

Racer Magazine is available to your wholesaler through Odyssey Publisher Services - 0870 240 2058. Hobby shops please call Doolittle Media on 01525 222573.

# THRASH TEST - TAMIYA CC-02 MERCEDES-BENZ UNIMOG 406 SERIES U900

■ spec: 4wd moulded chassis ■ class: 1:10 off-road scale fun ■ cost: £289

Tamiya's original CC-01 'Cross Country' chassis was an important one as they go. First debuting in 1993 underneath a hard body of the Mitsubishi Pajero (known as the Shogun in the UK), it brought us some amazing scaler-type vehicles and arguably invented the class. A realistic solid axle at the rear, double wishbones at the front and proper moulded wheel arch liners made this incredibly true to life for an RC vehicle. As times move on though, Tamiya evidently felt that whilst their chassis was realistic and capable, the layout wasn't as good off-road as the competition.

When you think about it, it's odd that the CC-01 chassis is based on a 'modern' 1990s-style real vehicle, yet the scalers from RC4WD and Traxxas that are so popular are really based more on a 1970s Land Rover – chassis rails and twin solid axles with coil springs. The reason for this is that the 1990s-style design is better for on-road refinement, but the old solid axles are arguably better off-road. As you don't sit in your RC model, you'd be better with off-road ability, hence the double solid axle being better for modellers like us. This brings us round to the Tamiya CC-02 which is of said design, and whilst it may seem

like a retrograde step, in many ways, it's a huge leap forward for Tamiya's scaler vehicles.

## DOUBLE AXLE, DOUBLE THE FUN

The CC-02 has two solid axles, and instead of the old UJ propshaft of the CC-01, features proper sliding driveshafts which are the correct design to use. The axles themselves are new, having not been used on the CR-01 or CC-01 off-roaders before. They're a great design too and very substantial once built. What is really great about the new axles are the metal diffs and gears and even better, lockable diffs too! The old rear axle on the CC-01 wasn't bad, but the new one is up there with the best before you go to all metal designs.

## THE BUILD

With arguably the headline feature out of the way, what about the rest of it? Well, your tester has built almost every Tamiya chassis over the years (at least the common ones) and to be honest, this wasn't the best. It builds up into exactly what it should be, but in the name of adaptability, it makes a number of compromises in

# Universal appeal

Another hotly anticipated release from Tamiya as their excellent CC-02 cross country chassis now features a completely iconic body shell, the unmistakable Mercedes-Benz Unimog

***“Tamiya has engineered out any weak spots by using stiff plastic where needed, and softer compounds where best utilised”***



# THRASH TEST - TAMIYA GC-02 MERCEDES-BENZ UNIMOG 406 SERIES U900

■ spec: 4wd moulded chassis ■ class: 1:10 off-road scale fun ■ cost: £289



Like many of its other kits, Tamiya has chosen to equip this Unimog with a Mabuchi 540-size silver can brushed motor



A Tamiya connector for the battery whilst only two of the three motor bullet connections are used



The included speed controller, a Tamiya TBLE-04S, can be used with both brushed and brushless motors



Inside the protective box sits a Spektrum SR-3001 2.4GHz receiver to match our DX-4 transmitter



The battery compartment is plentiful so we would add a little foam to fill the space and add some protection



We opted for a more powerful Savox servo for steering duties in the form of an SA-1258TG Digital example

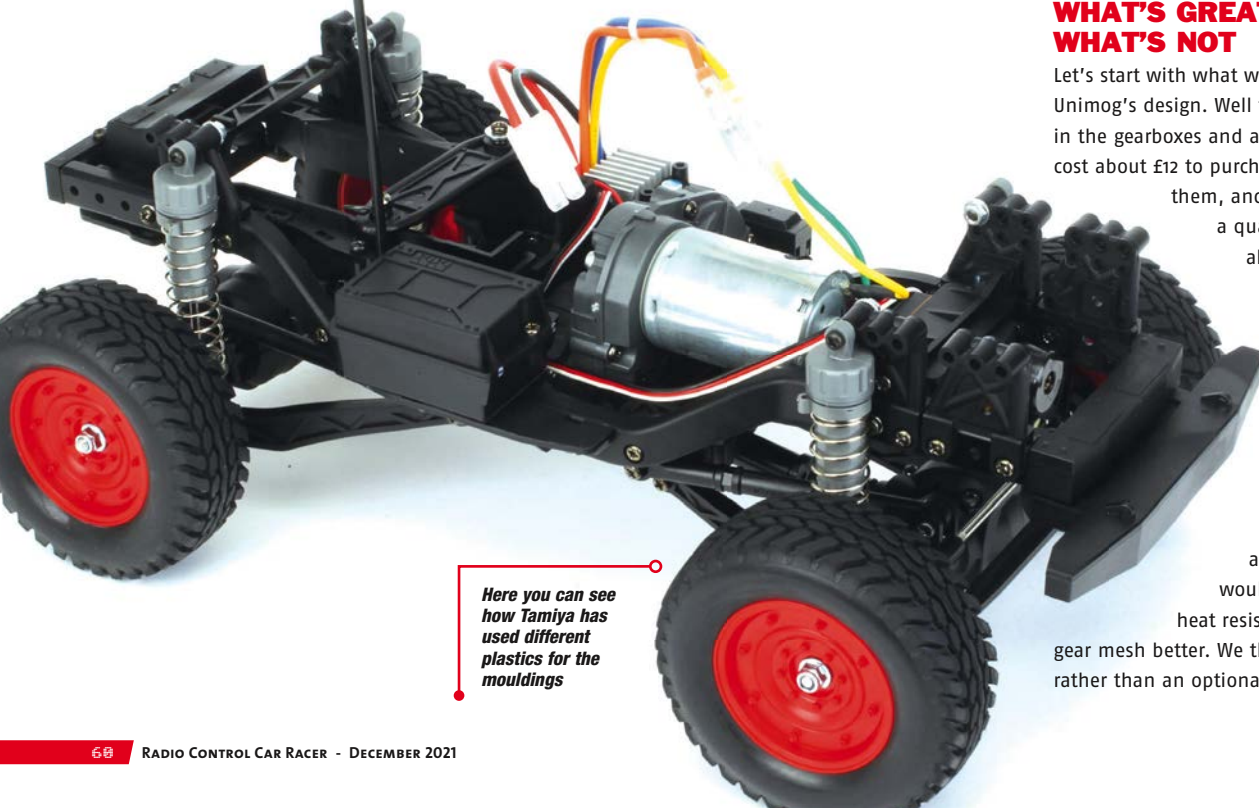
the way it is built. For instance, the number of M3 plain nuts you have to glue into various parts of the chassis is both inconvenient and time consuming. As for the 'rubber cement' you have to use as an adhesive, you'll not likely have any in your domestic glue drawer – it is closest to Shoe Goo or similar – but in reality, thick superglue will work fine. The fact that the chassis rails are plastic

(albeit very realistic looking), the aluminium ends on them just increases build time and part count. You can see why Tamiya has done it, to allow for different overall chassis lengths, but the design from the CR-01 is much neater and also more rigid. What Tamiya has done though, and it reflects what they are very very good at, is use numerous different types of plastic in the car's

construction. This means that they can engineer out weak spots by using stiff plastic where needed, and softer compounds where they'd best suit. They even have more heat-resistant plastics used in the gearbox – it's all very clever, and as you'd expect, fits together without a hitch. We just wish you didn't have to glue in nuts and plastic stays everywhere!

## WHAT'S GREAT AND WHAT'S NOT

Let's start with what we didn't like about the Unimog's design. Well firstly, the lack of ball races in the gearboxes and axles is frustrating – they cost about £12 to purchase at retail prices to add them, and cost price is probably a quarter of that. Tamiya has always done this and will no doubt continue to, but it seems mean to not include them especially on a vehicle like this that has lots of moving parts. Also, the aforementioned plastic for the gearbox may be more heat resistant, but an aluminium motor mount would be stiffer, and even more heat resistant, as well as holding the gear mesh better. We think it should be included rather than an optional upgrade. Beyond that,

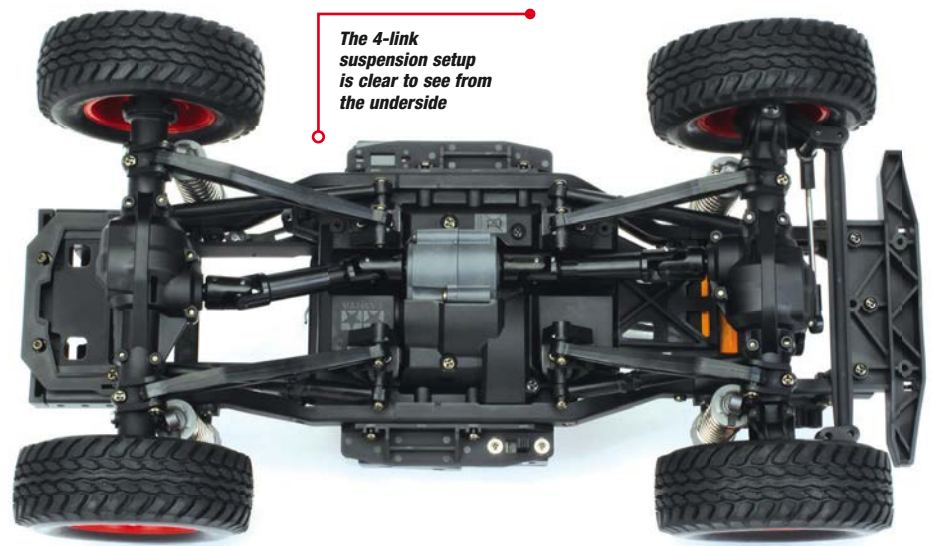


Here you can see how Tamiya has used different plastics for the mouldings

other hop-ups would be nice to have such as aluminium dampers, and CV driveshafts that will improve performance, but it is good out of the box to be honest.

Which brings us on to what is good about the CC-02, and to be fair, the answer is a lot. The axles and diffs are as good as anything else out there (once ball raced), the centre gearbox is a great design too, and can be built as high or low ratio as you prefer. The plastic CVA dampers are as good as ever, and there is plenty of space for large or small radio gear. You can fit the steering servo upright or in a laydown position as per your choice, and when built up, the chassis is stiff and well balanced. We did find a bit more slop than we'd hoped on the suspension links, but will possibly try and rebuild these to check everything is as it should be. We are tempted to do a full upgrade on the Unimog in a future issue so keep your eyes peeled – aluminium links will be on our shopping list if we do!

Being Tamiya, you do get some nice goodies in the box to justify the price. First of these is a motor, albeit a silver can 540-type, but this is fine for scale and trail work, and if you like, Tamiya does offer a higher-torque bolt-in CR tuned motor, or you can go for something like a Hobbywing Axe brushless setup. You also get an electronic speed controller that supports brushless motors which is a nice bonus. Tamiya also includes their LED light controller, which we have covered extensively in



the past, and a set of LED lights for the front and rear of the truck. We didn't fit this to our review car as it is not waterproof, but if you're doing more gentle off-roading and especially night time driving, it will be a great addition to your body shell.

## THE UNIMOG!

What is perhaps of most interest to those reading this review however is the body. This is not the

first time we've seen a Unimog from Tamiya, and in fact it was also available on the older CC-01 chassis as well as the CR-01 2.2 Rock Crawler. They also do a more modern Unimog body, but this here is the classic version known as the 406 series U900. In the 1960s, Mercedes-Benz debuted the Unimog 406 Series. These multi-purpose trucks were known for being 4WD and having exceptional off-road performance. The Unimog can be used in environments such as deserts, >



The steering arrangement uses a long moulding to connect the left and right arms



The CC-02 comes with plain bushes as standard, but an upgrade to bearings is cheap to do



On each corner is a moulded oil-filled shock absorber



The rear axle setup features a diff in the centre. This is better in general use compared to a locked arrangement



The silver-coloured linkage from the servo connects to the right steering arm with a longer moulding to the left side



Due to its use, the plastic used for the gearbox is of a grey colour and a different spec compared to the chassis

# THRASH TEST - TAMIYA GC-02 MERCEDES-BENZ UNIMOG 406 SERIES U900

■ spec: 4wd moulded chassis ■ class: 1:10 off-road scale fun ■ cost: £289



Telescopic moulded driveshafts ensure permanent 4WD is retained even during extreme chassis articulation



A switch on the underside is easily accessible



The gearbox moulded uses a different spec of plastic compared to the chassis



Due to its off-road capabilities, there are some notable angles on both the suspension and drivetrain components



Powering our Unimog was a Carson X-Pack 2100mAh 7.2V NiMH battery



The wheels are designed to look like the real thing and come moulded in this bright red colour





📌 jungles and mountains. Unimog is an acronym for UNIversal-Motor-Gerat with Gerat translating to mean machine or device. The vehicles featured an inline 6-cylinder diesel engine, 8-speed transmission, and front/rear lockable differentials. The detail here on the 1:10-scale body is amazing, and just goes to show Tamiya are still the absolute masters at scale polycarbonate reproductions of real vehicles. The wheels that come in the box are red, and whilst box art suggests a baby blue paint job, we went with a match for the body and wheels, which hopefully you'll agree looks great.

## FINAL THOUGHTS

We really liked our time with the CC-02 chassis with the Mercedes-Benz Unimog 406 Series U900 body shell. It is clearly a step forward in capability from a CC-01, and whilst it's maybe not as scale as the older car (without any arch liners et cetera) it is realistic still which is great. We love the Unimog look, but could be tempted by a G500 body shell in future with its slightly lower centre of gravity and amazing looks. ■



## Summary

Let's be honest, the CC-02 chassis is a huge leap forward from the CC-01 which has been around for nearly 30 years. Whilst it mimics really old school solid axle vehicles, when it comes to the trail, there really isn't anything better. It looks great with the Unimog body shell and performs even better. Next step for our Tamiya CC-02 Mercedes-Benz Unimog 406 Series U900 are some subtle upgrades and this will be unbeatable we think!

## SPECIFICATION

Model:	Tamiya CC-02 Mercedes-Benz Unimog 406 Series U900
Scale:	1:10
Class:	Off-road
Application:	Fun
Format:	Kit
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Geared
Shocks:	Plastic/oil-filled
Bearings/Bushes:	Bushes

## TECHNICAL DATA

Length	380mm
Width	184mm
Height	225mm
Wheelbase	242mm
Front track	190mm
Rear track	196mm
Weight	1640g

## WHAT WE USED

Electric Kit	
Transmitter:	Spektrum DX-4 2.4GHz steerwheel
Receiver:	Spektrum SR-3001 2.4GHz
Servo:	Savox SA-1258TG Digital
Speed Controller:	Tamiya TBLE-04S (kit)
Motor:	Mabuchi 540 Silver Can Torque Tuned (kit)
Battery:	Carson X-Pack 2100mAh NiMH

## OPTIONAL PARTS

54910	RC CC-02 Full Bearing Set
54112	RC CR-01 85Mm Steel Prop Shaft
54944	RC CC-02 Alum Arm Pivots
54970	RC CC02 Alum Spur Gear Mount
54971	RC Motor Mount Bridge Spacer
54984	RC Front Assembly Universal Shafts
54991	RC CC-02 Aluminum Dampers

## VERDICT



Easy to build  
Great scale looks



If you want to run it, add ball races  
Those captive glued-in nuts...

**RACER RATING: ★★★★★**

## CONTACT

The Hobby Company  
Garforth Place  
Knowhill  
Milton Keynes  
Bucks  
MK5 8PG

Tel: 01908 605686  
E-mail: [enquiries@hobbyco.net](mailto:enquiries@hobbyco.net)  
Website: [www.hobbyco.net](http://www.hobbyco.net)  
[www.tamiya.com](http://www.tamiya.com)

# RACER BUYERS GUIDE

Here's a list of the best shops in the UK for advice, good stocks of the latest products and convenience for you.

Bedfordshire

## SUNDON MODEL SHOP

**Tel. 01582 539969**

30 Sundon Park Parade, Luton, Beds, LU3 3BJ

Open Mon - Fri 9.00am - 6.00pm. Sat 9am - 6pm

**R/C CARS, PLANES AND HELICOPTERS, BOTH NITRO AND ELECTRIC**

We accept all major credit cards and also accept Paypal  
[www.sundonmodelshop.com](http://www.sundonmodelshop.com)

Derbyshire

## HOBBIES & MOOR

Mastin Moor Aquatics, 38 Worksoop Road  
 Mastin Moor, Chesterfield

**WWW.MOORHOBBIES.CO.UK**

Call **01246 470 555**

The Hobbies & Moor team are ready to take your call and find you your perfect remote controlled vehicle.

Hertfordshire

**PLEASE MENTION RACER MAGAZINE  
 WHEN REPLYING TO THESE ADVERTS**

YOUR MODEL SHOP COULD BE HERE, CONTACT  
**richard@doolittlemedia.com**

**FOR FULL DETAILS**

## HERTS RC MODELS

Westmill Farm, Ware, Hertfordshire SG12 0ES

**TWO OFF ROAD TRACKS ON SITE  
 AVAILABLE FOR PRACTICE**

Radio Controlled Model Specialists

Web: [www.hertsrmodels.co.uk](http://www.hertsrmodels.co.uk)

Email: [Sales@hertsrmodels.co.uk](mailto:Sales@hertsrmodels.co.uk)

Tel: 01920 466 995

**Fully Trained Staff**

Open Mon - Sat 10am to 6pm

West Midlands

## EURO AND ASIA MODELS

**Tel. 01628 770433 Fax. 01628 770433**

23 Treesmill Drive, Cox Green, Maidenhead, Berkshire, SL6 3HR.

Open Mon - Sat 11.00am - 6.00pm

**1/8 BUGGY SPECIALIST**

Remote World 1:8  
 I.C. Car Club

**ALL CARDS ACCEPTED**

OS Engines, Sirio and RB engines.  
 Kyosho major stockist.

## MIKE'S MODELS

**Tel/Fax. 0121 360 4521/0121 360 7350**

3/5 Brockwell Road, Kingstanding, Birmingham, B44 9PE

Open Mon/Tues/Thurs/Sat 9.30am - 5.30pm

Note: Closed Wednesday & Sunday

**ON AND OFF ROAD, AIRCRAFT, HELICOPTERS, JETS**

Support BRCA and all  
 local race meetings

**ALL CREDIT CARDS**

Proprietors race model cars  
 & fly aircraft & helicopters

W. Yorkshire

## MODELSPORT UK

**Tel: 01943 466535 Fax: 01943 850810**

Cross Green, Otley, W.Yorks, LS21 1HD

Mon - Sat 9.00 - 5.00 Closed Sun

**1:10 OFF ROAD & 1:10 IC RC CAR SPECIALS,  
 LOSI, TAMIYA, SCHUMACHER**

Mail Order Specialists

**MASTERCARD/VISA/SWITCH**

Call for our latest prices

**PLEASE MENTION RACER MAGAZINE  
 WHEN REPLYING TO THESE ADVERTS**

YOUR MODEL SHOP COULD BE HERE, CONTACT  
**richard@doolittlemedia.com**

**FOR FULL DETAILS**

Devon

## ACTION MODEL CENTRE

**Tel.01803 211007 Fax.01803 292029**

34 Lucius Street, Torquay, Devon, TQ2 5UN

Open: Monday-Saturday 9.30-5.30 late night Thursday 7.00 p.m

**THUNDER TIGER - TAMIYA - CALANDRA - ASSOCIATED - YOKOMO  
 TRAXXAS - SCHUMACHER - HPI - MARDAVE - CORALLY - LRP  
 TRINITY - HOT BODIES - CEN - KO - PROPO - MUGEN**

Torrs Tuesday nights

Paignton 7.45 - 10.00pm

**MAIL ORDER / ALL MAJOR CREDIT CARDS**

email: [sales@actionmodelcentre.co.uk](mailto:sales@actionmodelcentre.co.uk)

**PLEASE MENTION RACER MAGAZINE  
 WHEN REPLYING TO THESE ADVERTS**

YOUR MODEL SHOP COULD BE HERE, CONTACT  
**richard@doolittlemedia.com**

**FOR FULL DETAILS**



RADIO CONTROL CAR

# RACER

ENJOY YOUR FAVOURITE MAGAZINE ON YOUR IPHONE, IPAD, ANDROID PHONE OR TABLET PC.

VISIT THE APP STORE OR GOOGLE PLAY AND SEARCH FOR "RC RACER" OR VISIT [POCKETMAGS.COM](http://POCKETMAGS.COM) TO PURCHASE SINGLE ISSUES AND SUBSCRIPTIONS TO READ ON YOUR DEVICE OR PC.



Call 01525 222573 or fax your web details to 01525 222574 for your business to appear here

[www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
**HoBao RL FTX CML**  
 fastrax GP NOVAH YOKOMO

See the full range of all Tamiya Products  
**TAMIYA** **TAMIYA**  
[www.tamiya.com](http://www.tamiya.com)

**RadshapeRC.com**

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

**PRO-LINE**  
[www.prolineracing.com](http://www.prolineracing.com)

If you can see this so can 1000's of customers  
 Contact [richard@doolittlemedia.com](mailto:richard@doolittlemedia.com)

[www.horizonhobby.eu](http://www.horizonhobby.eu)

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

Distributors for  
**SMD** ASHIMA LRP SANWA Hasegawa  
 DUALSKY / TARGUS  
[www.smdirect.co.uk](http://www.smdirect.co.uk)

Team Magic F4RS II  
 and more... FLETA 4  
**BEST PRICE**  
**X200 HOT!** iMaxRC Charger  
[www.rcracingpro.com](http://www.rcracingpro.com)

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

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

**Modelsport UK**  
[www.modelsport.co.uk](http://www.modelsport.co.uk)

If you can see this so can 1000's of customers  
 Contact [richard@doolittlemedia.com](mailto:richard@doolittlemedia.com)

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

[www.rc10.com](http://www.rc10.com)

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

Follow us on Twitter - [@racermagazine](https://twitter.com/racermagazine)  
 Find us on Facebook, search [racermagazine](https://www.facebook.com/racermagazine)

# They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

## WHEN SLOWER IS BETTER

WHILST EXPERIENCED RACERS ALWAYS WANT TO HAVE MORE SPEED, WE NEED TO AWARE THAT SLOWER IS BETTER IF WE WANT TO GROW THE HOBBY. AND OF COURSE THIS USUALLY OFFERS BETTER RACING TOO

Power, they say, is nothing without control. That said, you'll never meet a model motorsport driver who doesn't want more power. To control that power we racers need more of the only thing that keeps the car on the track – grip.

### SPEED CONTROLS

At the same time more discussions have surfaced recently about how to slow down some of our classes because they are becoming too complex for beginners to master. Touring cars and LMP12 are a couple of classes that spring to mind. Why are they having a conversation that the off-road classes are not having? Could it be that they have more grip than power?

Using foam tyres with additive, and weighing 730g, an LMP12 car is

at the pinnacle of RC classes in terms of direction change and cornering speed. On an average lap time of around 13 seconds at most tracks, LMP12 cars will go through 14 to 16 corners. Each one is over in less than a second. No wonder this is the hardest class to master in RC, and it has a lot more grip than power in its stock class of 13.5T powered by a 1S battery.

Touring cars have benefitted most from the move to LiPo batteries and brushless motors. Even a 17.5T-powered car is as fast as a brushed modified car of ten years ago. That has been achieved by incremental design changes to tyres and chassis' that ensure that these cars have more grip than power.

### GRIP LIMITED

Off-road classes all have more power

than grip. They have none of the multiplicity of engine classes used by the on-road classes – 1:10 electric have 2WD and 4WD, 1:8 nitro have just one class. Both have had their major meetings over-subscribed for many years. Every driver knows that if they do not have the skill to drive a car with a 4.5T motor, they simply use a lower power one. Getting the car round without incident within the grip available and their skill level is the way to a fast race time.

Many ideas have been put forward to slow the cars down and attract beginners. Smaller battery capacity, slower motors, harder tyres, simpler chassis. All suffer the same problem – when there's more grip available people want to go faster, so more classes are needed to provide the ladder up to each driver's own level of skill and enjoyment.

### CAN TECHNOLOGY HELP?

One major race series mandates the use of speed controller that has an RPM limit. That means that any motor that can reach that RPM is as good as any other, and the battery is

also not such a big player in getting results. Control tyres have never worked well for any extended period of time and have major impact on the trade by limiting tyre sales and excluding other manufacturers.

There's one area that might slow things down – body shells. In search of ever more downforce, with touring car and LMP12 shells have become less and less like their full-size counterparts. What if we returned to higher, boxier, more realistic bodies that would take some downforce away and reduce speeds within the existing classes?

One thing is for sure, for a beginner to find a simple, drivable, affordable car to start racing at club level, something has to be done to make it easier to control the power that is on offer. Our full-size counterparts do this all the time – rules change regularly to slow the cars down. This is not only for safety but also to improve the spectacle. Whilst safety isn't an issue for RC, we can copy them for our reason – to get more people racing RC.

*It is Now!*



1 2 3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. Darren Houghton is a former member of the Racer team reporting on the popular 1:12 series from Nationals all around the country. This picture though was taken over 26 years ago when he achieved his personal ambition for the season and made it to F1 driver status. This was his first season in with the top boys and rose to the challenge by becoming a familiar sight in the A finals.

2. One of the stalwarts of the 1:8 off-road racing scene in the early 00s was Mike Powell – a regular A finalist at Nationals and who finished on the podium in the 2005 Indoor Holland international meeting. Mike took a sabbatical in 2006 and in doing so, has lost a very helpful guy along with his partner Donna, who was the section's First Aider. Mike is seen here back in mid-1990 collecting a trophy from Steve Talbot in 1:8 stock cars – another class that he was incredibly successful in.

3. Schumacher entered a new sector of the hobby when they launched the SupaStox model for the mini stock class. Mardave had controlled this area for many years and Schumacher wanted in and in doing so, raised the bar of what was currently available. The SupaStox still adhered to all the rules of the well-established mini stock category with its solid rear axle and basic suspension, but it meant some competition in an area that for some 30 years had been a one-make class. The end result of this development is GT12 that now – rightly or wrongly – boasts a National and European Championship that attracts some of the best racers in Europe...

**INTEGY**  
www.integy.com

FOR TRAXXAS  
**X-MAXX**



SPEED TUNED  
SPRING SET

#C28042



RUBBER SEALED  
BEARING SET

FOR REDCAT  
**EVEREST**

BILLET MACHINED  
STEEL SPUR GEARS



#C28329-C28330

FOR TRAXXAS  
**TRX-4**



AD-RC02 SMD LED  
LIGHT SET

#C28256



BILLET MACHINED 1.9  
BEADLOCK WHEEL SET

#C28093



ALLOY MACHINED  
SUSPENSION LINK SET

#C28336

FOR AXIAL RACING  
**SCX10 II**

FOR TRAXXAS  
**TRUCKS**



BILLET ALLOY  
REAR GEARBOX  
HOUSING

#C28196



ALLOY MACHINED  
DRIVE SHAFTS

#OBM-1345



#C27799

MACHINED ALLOY  
SIDE RAIL SKID PLATES



ALLOY REAR  
DIFFERENTIAL CASE

#C28187



T7 HIGH TORQUE  
REMOTE WINCH SET

#C25589



ADJUSTABLE  
REBOUND SHOCKS

#C28071

FOR CUSTOM 1/10

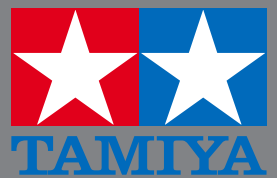
**CRAWLERS**

www.integy.com

alloy upgrades • tool sets • led lighting • scale accessories



**58698:  
LOTUS EUROPA SPECIAL**



# HANDLING & PERFORMANCE IN THE DNA

**TAMIYA IS PROUD TO PRESENT THE LOTUS EUROPA SPECIAL IN A 1/10 RC VERSION BASED ON THE M-06 CHASSIS. THE LOTUS EUROPA DEBUTED IN 1966, FEATURING WHAT WAS THEN A REVOLUTIONARY CENTRAL LAYOUT, WITH A LIGHTWEIGHT FRP BODY THAT WAS AN INSTANT WORLDWIDE HIT. IN 1972 THE LOTUS EUROPA SPECIAL WAS LAUNCHED, PERHAPS THE MOST BEAUTIFUL MODEL OF THE SERIES WITH A 1.6 LITER INLINE 4 CYLINDER ENGINE (LARGE VALVE TWIN CAM ENGINE) CAPABLE OF 126 HP WHICH WAS THE MOST POWERFUL ENGINE IN THE LOTUS EUROPA SERIES. IN ADDITION, THE CAR HAD TWO TRANSMISSION OPTIONS, WITH THE CHOICE OF A 4-SPEED AND A 5-SPEED TRANSMISSION.**



- This is a 1/10 scale RC model assembly kit. Length: 390mm, Width: 176mm, Height: 114mm.
- The car's sharp, low shape is accurately reproduced in lightweight, durable polycarbonate.
- Separate parts depict side mirrors, light housings and rear wing.
- The model is based on the rear-wheel drive M-06 chassis which enables stable performance.
- The M-06 chassis features a rear mounted motor and longitudinally mounted battery pack with the RC components positioned on both sides for optimal balance and a low center of gravity.
- The M-06 frame configuration of this model is "M", 225mm wheelbase.
- Also included are dedicated stickers to recreate the gold stripes of the bodywork inspired by the Lotus Formula One team.
- Includes marking stickers and masking stickers for use during the paint job.
- A variety of optional parts are available for model customization.

**M06 CHASSIS**  
RR REAR-MOUNTED MOTOR  
REAR-WHEEL DRIVE



For more information from Tamiya visit [www.hobbyco.net](http://www.hobbyco.net) or [twitter.com/TamiyaUK](https://twitter.com/TamiyaUK)

Sign Up to our Newsletter on [www.hobbyco.net](http://www.hobbyco.net)

Find us on facebook search Tamiya UK

Tamiya is distributed in the UK by:  
**The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG**  
SEE YOUR UK TAMIYA DEALER FOR FURTHER INFORMATION



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