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MONEY HEIST

A WIN-WIN FOR ALL THE RACERS AT THE DASH 4 CASH

INSIDE AND OUT

WHY THE NEW EAZY RC 1:18-SCALE PATRIOT IS A GREAT ALL-ROUNDER



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TAMIYA ANNOUNCEMENTS

47390 1/10 R/C AVANTE (2011) BLACK SPECIAL RE-ISSUE

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AVANTE
4 WHEEL DRIVE



47372 1/10 R/C SUBARU IMPREZA MEXICO 2004 (TT-01 TYPE E)

LIMITED AVAILABILITY



46706 X-SA LUNCHBOX MINI GOLD EDITION (SW-01)



58705 1/10 R/C FORD BRONCO 2021 (CC-02)



58704 1/12 R/C TOYOTA LAND CRUISER 40 PICK-UP QUADTRACK (GF-01F)



LIMITED AVAILABILITY

47486 1/10 R/C TYRRELL P34 SIX-WHEELER 1977 ARGENTINE GP



47482 ASTUTE 2022 PAINTED (TD2) NO ESC/MOTOR



AWESOME

LIMITED AVAILABILITY

58708 1/10 R/C ALPINE A110 JÄGERMEISTER 1973 (M-06)



58701 1/10 R/C OPEL CALIBRA V6 CLIFF (TT-01 TYPE-E)



58706 1/10 R/C THUNDER SHOT 2022



56368 1/14 R/C SCANIA 770 S 6X4



42382 1/10 R/C TRF420X CHASSIS KIT



47484 1/10 R/C 1990 MERCEDES-BENZ C 11



LIMITED AVAILABILITY

47478 1/10 R/C 1990 LAND ROVER DEFENDER 90 (LIGHT BLUE PAINTED BODY) (CC-02)



LIMITED AVAILABILITY

For more information from Tamiya visit <https://tamiyaannouncements.com> or twitter.com/TamiyaUK

Tamiya, Inc. 3-7, Ondawara, Shizuoka-City, Japan
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TAMIYA R/C MODELS





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CML Distribution is the agent for the Eazy RC in the UK and as a result, we are getting our hands increasingly on more of their product. The Patriot is the latest 1:18-scale crawler from the company for us to feature that comes with a detailed body and great scale looks, wrapped up in a ready-to-run format for just over £100.

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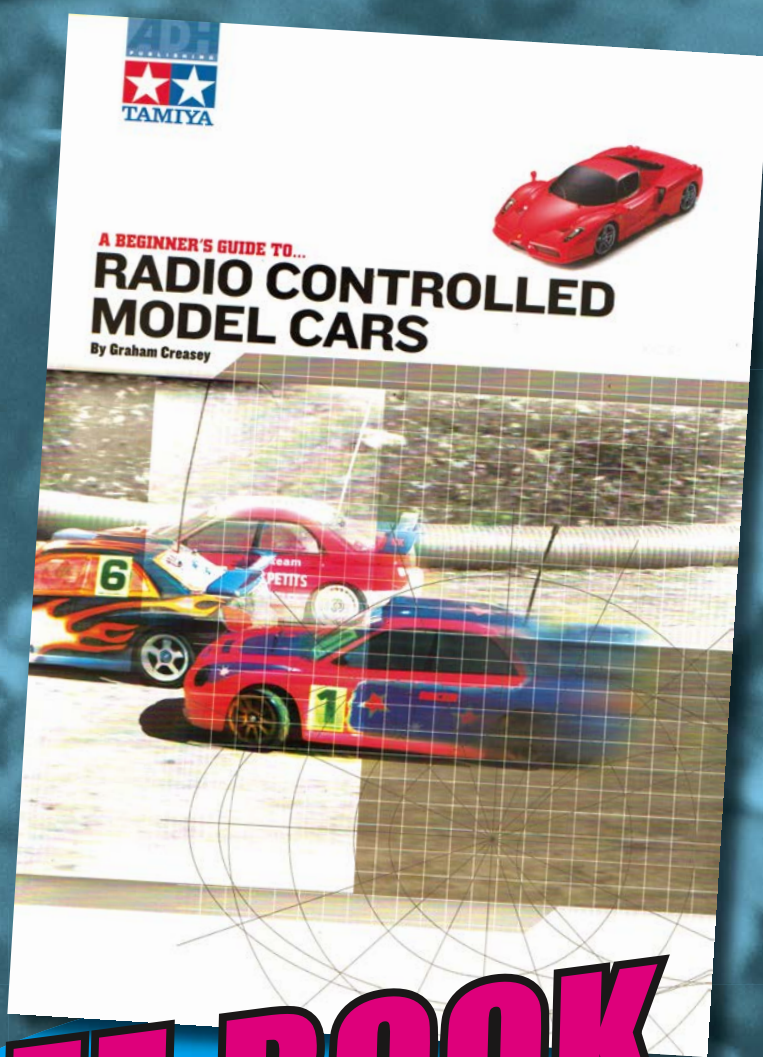


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WIDMAIER DAUNS A NEW ERA

Widmaier and Orlowski win at Daun as the 2020-21 Euro Offroad Series ends in 2022

The first major 1:10 off-road European race in the new year took place in Daun, Germany as the Euro Offroad Series returned, as the organisers tried to complete a season that began back in 2020! The event would be run over three days, catering for stock and modified 2WD and 4WD, as well as stock and modified stadium truck.

As usual, a strong line-up of off-road racers headed to the event keen to get back racing and some normality. The entry was stacked with top names headed by the likes of Michal Orlowski, Jörn Neumann, Elliott Boots, Riccardo Berton, Joon Haatanen and Lee Martin to name just a few.

2WD

Qualifying for 2WD saw German racer Micha Widmaier take the pole position for Sworkz, pushed all the way by Poland's Michal Orlowski and Lee Martin from the UK, as Jörn Neumann placed his Schumacher fourth.

The A final result saw a win for Sworkz racer Micha Widmaier from the Schumacher of Michal Orlowski and Lee Martin wrapping up the podium for Yokomo. Michal won leg one from Micha with Lee third, then the top two positions were reversed at the end of leg two with Lee holding third again. The final leg saw the top four finish in

qualifying order and as a result, Micha would take the overall win and his first at the EOS, as Michal would have to settle for second.

4WD

In 4WD, Michal Orlowski was the class of the field with his Schumacher CAT L1 Evo, taking three of the four qualifying round wins, with Joon Haatanen, looking back to his best taking the other TQ spot in the fourth and final qualifier.

Leg one and although Michal won it, he put himself under pressure at times. That said, as the only driver to set sub-18 second lap times, Michal had the speed to pull a gap on all the chasers. Joon was the best of the rest for Team Associated, as Michal's Schumacher teammate, Jörn Neumann, took third.

The second leg started cleanly but then got messy. Michal led, then fellow Pole Bartosz Zalewski took over before the positions were reversed. There were incidents aplenty but eventually Michal would get into the lead again, and was chased home by Joon, who would end up second in L2 and with Pekko Iivonen third. Another leg win for Michal though was enough to secure the overall win.

Naturally Michal so he would sit out leg three,

leaving Bartosz at the front of the nine-car grid. Despite being just 13-years of age, the Xray driver put on a great drive despite pressure from Joon as they battled for the leg win. The last minute might not have seen the Pole drive at his best, but he did enough to win leg three. Sadly earlier results in the two earlier final would see him finish down in fourth. Joon's second place in the last leg saw him take the runner-up spot with Pekko completing the podium.



RESULT - 2WD

POS	QUAL	DRIVER	NATIONALITY	CHASSIS
1	1	Micha Widmaier	Germany	Sworkz
2	2	Michal Orlowski	Poland	Schumacher
3	3	Lee Martin	GB	Yokomo
4	6	Pekko Iivonen	Finland	Schumacher
5	4	Jörn Neumann	Germany	Schumacher
6	5	Jesper Rasmussen	Denmark	Team Associated
7	7	Clement Boda	France	Sworkz
8	10	Elias Johansson	Sweden	Serpent
9	8	Wesley van Helmond	Netherlands	Schumacher
10	9	Florian Schmid	Switzerland	Xray

RESULT - 4WD

POS	QUAL	DRIVER	NATIONALITY	CHASSIS
1	1	Michal Orlowski	Poland	Schumacher
2	3	Joon Haatanen	Finland	Team Associated
3	4	Pekko Iivonen	Finland	Schumacher
4	2	Bartosz Zalewski	Poland	Xray
5	5	Jörn Neumann	Germany	Schumacher
6	7	Lee Martin	GB	Yokomo
7	6	Micha Widmaier	Germany	Sworkz
8	8	Paul Crompton	GB	Team Associated
9	9	Jamiel Gabriëlsson	Finland	Schumacher
10	10	Noha Ben Mohamed	France	Xray



Photography courtesy of racewayone.com

TAMIYA TEASES WITH TRF420X

At a time when we are usually in Germany and attending the annual Nuremberg Toy Fair, Tamiya has begun to share the details of their new releases for 2022 and they started out big. The TRF420X is their brand new 1:10-scale touring car, and all we know at this moment is what can be gleaned from the teaser video. It shows lots

of carbon fibre, a mid-motor setup around the belt-drive 4WD, an interesting arrangement at the rear for chassis tuning, and of course lots of alloy finished in Tamiya's trademark TRF blue colour. Sadly, we will have to wait a bit longer for full details when they are released - so watch this space!



NATIONAL CHAMP JOINS XRAY



The 2021 BRCA 1:8 Off-Road Champion leaves Mugen for Xray and will be joined at the team with his brother

Xray has announced the signings of Joni and Will Skidmore to their factory race team, where both will use the XB2, XB4, and XB8 buggies, competing both in electric and nitro off-road. Joni, the 2021 BRCA National Champion in 1:8 off-road had his best year to date, and hopes to continue his form in 2022 behind the latest Xray machinery. Shortly after Joni was announced, his brother Will was also confirmed at the team. Will was keen to continue working together with brother, forming a formidable partnership not only on track but in the pits where shared knowledge allows the brothers to excel as seen over the last couple of seasons at the BRCA Nationals. At his debut with the Xray



XB8, Will set TQ in every round of qualifying and took the win so he clearly feels at home with his new chassis.

Both Will and Joni will be attending the IFMAR World Championship, EFRA European Championship, BRCA National Championship and XRS Series.

JONI MADE THE FOLLOWING STATEMENT:

"I am super excited to be joining the Xray factory team, it is known that they work very hard pushing each of their platforms and I feel good to have been given the chance to represent them in UK and Europe. I will give my all to win each race I go to and to help all Xray customers the best I can. Thank you to all the Hudy family for this opportunity."

WILL WENT ON TO SAY:

"I am very excited to be joining the Xray team for this season and beyond. It's clear to see the effort Xray puts into the cars and products so I am happy to be a part of this journey. Thank you to everyone at Xray for the opportunity."

OBITUARY - STEVE BRACE

Steve Brace was one of the first sponsored racers at Helger Racing, running for Parma when their motors and batteries were the hot items to have, before the company became Horizon Hobby UK and took on brands such as TLR, Trinity, LRP and other top lines. With a jovial demeanour and the ever-present smile, Steve was very approachable and always able to help or offer advice, making him the perfect team driver. His wife Julie worked at Helger Racing too, then when it became Horizon Hobby UK, their son Garry joined her. Garry is still employed in the industry at Al's Hobbies, so RC really does run in the family.

All the team at Doolittle Media were sad to hear of Steve's passing at the beginning of the year, and we would like to pass on our condolences to Julie, Garry and family.



VENUE CHANGE FOR BRCA 1:8 OFF-ROAD NATIONAL

The BRCA wanted to draw attention to all competitors entered for the 1:8 Off-Road Nationals in 2022 that these is a venue change for round four. Due to circumstances beyond anyone's control, round four that was scheduled to be held at Slough cannot go ahead at their venue. This round will still take place on the same weekend of 23-24 July, but now at Westmill Farm, Herts (HNMC).



BRCA 1:8 CIRCUIT NATIONAL 2022 DATES

The BRCA 1:8 Circuit National Championships will take place over seven rounds, with both electric and nitro classes taking place over the weekend. The best five results from seven will count towards the National Championships.

Date	Venue
16-17 April 2022	Brookland
14-15 May 2022	Halifax
11-12 June 2022	Cotswold
16-17 July 2022	Adur
20-21 August 2022	Halifax
10-11 September 2022	Cotswold
8-9 October 2022	Brookland

The series aims to give racers as much track time as possible/value for money, and are keen to welcome new racers who wish to try one of fastest forms of RC with both electric and nitro classes being raced. Similar to previous years, each round will have open practise followed by timed practise on the Saturday. Sunday will be race day following last season's format. As with all events at this time, things are subject to any restrictions and guidance from the government and the BRCA regarding Covid. Entries will open soon at on the BRCA website at www.brca.org/8c-events

KOBBEVIK HEADS TO SCHUMACHER

Norwegian off-road racer, Daniel Kobbevik, has been confirmed as a Schumacher Racing team driver, adding further strength to the British manufacturer's line-up of European talent. He has already secured some great results including TQ and second place at the 2019 European Championships in 4WD, fourth place at the 2019 IFMAR World Championships again in 4WD, as well as being a 14-time Norwegian National Champion.



Daniel had the following to say:

"2022 will for sure be different and when I got the chance to join the already strong Schumacher team together with Jörn and Michal it was easy

to jump on board. Will be exciting to see what we can do together with this new chapter in my career and will also be cool to work close with Tris and the rest of the team. Thank you to Robin, Muz and Tris for this opportunity."

XRAY ADD ELDRIDGE FOR 1:10 ELECTRIC

Xray has announce that top 1:10 electric racer, Harley Eldridge, is joining their factory team where she will race X4 touring car, as well as the XB2, and XB4 buggies. Harley is without doubt one of the fastest female RC racers on the planet, and Xray were extremely pleased to welcome her to the team along with support from RC Disco, Xray's K distributor.

Over the last few years, Harley has not only pushed for BRCA National wins and podiums in the modified TC class, but has been progressively pushing through the ranks in 1:10 off-road and will be racing both classes in 2022.

Harley says:

"Firstly I would like to say a massive thank you to MB Models, Mibosport and Team Yokomo for all their support throughout the years. I'm really excited to be joining the factory Xray team and cannot wait to get back on track with the X4, XB2 and XB4. Also a thank you to the Hudy family for their support and believing in me and I hope I can do them proud."



RHR CLASSIC 2022

The RHR Classic returns in 2022 and will take place on the weekend of 2-3 April with practise on the Saturday and racing Sunday. This is a race for rear-motored 2WD buggies only, with two classes, Pre99 and Post99. The former is for all cars manufactured before 1999 which is everything 'iconic'. Post99 is for all the rear motor cars after that such as the Team Associated B4, Losi XXX, Tamiya TRF201 and Schumacher KR, to name a few. All cars will run on the control tyre of yellow compound Schumacher Honeycombs in the dry, and they can be new or used. Once again the event will be supported by Rusti Design, so all entrants will get some cool stickers.



LAKELAND CLASSIC 2022

The weekend of 2-3 July sees the Lakeland Classic take place at the South Lakes Model Car Club. The event is for vintage off-road buggies, with the racing take place on a grass track, just like the car's used to

compete upon.

The event should be a fun one with music playing all day, and all proceeds going to charity and the North West Air Ambulance. There will be classes for 2WD, 4WD and trucks.



INTERNATIONAL MODEL BOAT SHOW 2022

The event takes place over the weekend of 5-6 November 2022 at the Warwickshire Event Centre, and despite the name, has more to offer the RC community than just boats...

Meridienne Exhibitions has confirmed their intention to deliver the International Model Boat Show on Saturday 5 and Sunday 6 November, with tickets expected to go on sale next month.

As usual the show will be packed with over 600 fantastic models from over 25 club and society displays. The excellent and varied display of models from early warships to modern power boats and ships will be complemented by action on the large indoor boating pool. Organisers expect many specialist

suppliers to be present offering visitors everything they could need for their boat builds and other modelling needs.

In addition to all the boating action, the Tamiya Truckin team will be demonstrating and driving their 1:14-scale RC models on a roadway system over 80 metres square. This fantastic arena will feature trucks, plant and machinery.

Head to www.modelboatshow.co.uk for all the latest information.

OBITUARY - CHRIS YARDY

We received the sad news in late November that Tom Yardy's dad, Chris, had passed away at home. Chris was by Tom's side throughout his racing career as his mechanic, and would be ever-present trackside at clubs in the West Midlands. It was nice to hear about the Grid Talk RC podcast who held an auction to raise money in Chris's memory. The proceeds will go towards memorial benches at Kidderminster and Telford, with the remainder being passed on to charity, and The Guide Dogs for the Blind Association. Naturally our thoughts are with Tom, Laura and family at this time.



WEST BRIDGFORD DATES

Here is the full 2022 racing calendar for West Bridgford Model Car Club off-road section. The venues are as follows:

Bingham Off-road Summer Series (BOSS)
 Buggy Blitz - Bingham Leisure Centre (indoors on EOS carpet)
 Mid-East WBMCC rounds - Bingham Rugby club (outdoors on grass)
 All other events are at Bingham Model Raceway on the purpose built AstroTurf track. The BOSS is a five round championship with the best three scores counting towards the end of season trophies. This is open to 1:10 off-rad buggies including 2WD, 4WD and rear motor classes. If there is enough demand, vintage buggies will be catered for. Qualifying will take place over four rounds with mass starts and five-minute qualifying races - the best three qualifying results count towards finals. The finals last six minutes with the top two bumping up to the next final. Entry fees are £10 for adults, and £5 for juniors or second entries. pre-booking for this is at www.wbmcc.co.uk/bingham-model-raceway

Also worthy of note is that from 8 April to 26 August BMR will be running their Friday Club Nights subject to weather conditions

Date	Event
19 March 2022	Buggy Blitz Round 6
3 April 2022	BOSS Round 1 (BMR)
24 April 2022	BOSS Round 2 (BMR)
30 April 2022	BRCA 1:10 Off-Road 2WD Mid-East Regional (BMR)
1 May 2022	BRCA 1:10 Off-Road 4WD Mid-East Regional (BMR)
15 May 2022	BRCA 1:10 Off-Road 4WD Mid-East Regional (BMR)
18 June 2022	BRCA 1:10 Off-Road 4WD Mid-East Regional (West Bridgford)
19 June 2022	BRCA 1:10 Off-Road 2WD Mid-East Regional (West Bridgford)
3 July 2022	BOSS Round 3 (BMR)
29-31 July 2022	Iconic RC Revival (BMR)
21 August 2022	BOSS Round 4 (BMR)
18 September 2022	BOSS Round 5 (BMR)



RC CORNWALL FLYERS - FOR ALL YOUR RC NEEDS

You haven't read this wrong as RC Cornwall Flyers has secured a new flying site that will also cater for other aspects of the RC hobby. The new site is further up the lane and is located at the old motocross track near Nancegollan, Helston. Members and users will benefit from a venue that will boast charging facilities, toilet, clubhouse,

club aircraft, car track, rock crawling area and camping/car park area.

The club is keen to appeal to all types of RC including planes, helis, camera-equipped drones and FPV racing drones, cars, trucks, plant machinery and even boats.

As a forward-thinking club and bearing in

mind that RCCF is located in an area with stunning countryside, they will be installing a solar array to keep a battery bank charged and ready for on-site charging meaning visitors will never be stuck for power.

For more information, go to <https://rcflyers.webs.com/>

SCHUMACHER GT12 GP 2022

This event takes place at Tamworth Model Car Club on 12 March from 14:00 through to 21:30. The format is for a single controlled practise followed by four qualifiers and two-leg finals. Entry fees are £10 with Schumacher supplying the raffle prizes.



IRIS BRAND ANNOUNCEMENT

Sven Rudig from Ruddog, has announced that IRIS will be a completely new innovative touring car designed by Andreas Myrberg will be released in autumn of 2022. All updates and information will be available on the dedicated IRIS Facebook page at <https://www.facebook.com/RaceIRIS/> Look out for more news as we get it...



HEAZLE SUMMER SERIES 2022

Tiverton Radio Controlled Car Club will be hosting their Heazle Summer Series in 2022, that takes place over 12 rounds. Located close to the town of Tiverton at Clayhidon near Wellington, the venue benefits from being just inside the county of Devon and very close to the border with Somerset. The club has previously hosted events of the highest standards including BRCA and EFRA meetings, so you can be sure of a quality series. The 1:10 off-road races take place

outdoors on the club's AstroTurf track at Heazle Riding Stables. More details can be found on the club by heading to Facebook and searching for Tiverton Radio Controlled Car Club or gong to www.trccc.co.uk

Date

10 April 2022
24 April 2022
8 May 2022
22 May 2022
12 June 2022
26 June 2022
10 July 2022
24 July 2022
14 August 2022
28 August 2022
11 September 2022
25 September 2022



BRCA EAST OF ENGLAND REGIONAL DATES 2022

After two years away, the BRCA East of England Regionals return in 2022 for 1:10 off-road racer. There are five rounds in total with three to count. 2WD and 4WD classes race on the same day. The Schumacher Mezzo is the control tyre for the rear axle only whilst it's a fee choice for the front tyre. Entries cost £12 per class but under 13s are free.

Date	Venue
10 April 2022	Coastal
8 May 2022	Herts
29 May 2022	Boughton
3 July 2022	Southend
14 August 2022	Stotfold

Booking in is via the website at www.brcaeoe.co.uk

APOLOGY

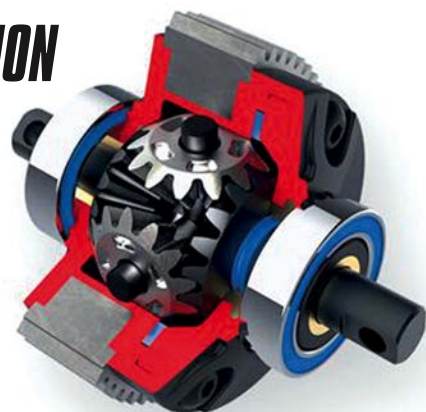
We wish to apologise to Sergio Leung as we mistakenly used a personal image from Instagram of his Kyosho Optima Mid in the March 2022 issue, incorrectly assuming it was an official one from the Japanese brand. For the record, Sergio's Instagram channel can be found at www.instagram.com/snapshot_rccars which is where the image we used originates from. Thanks Sergio for your understanding...



TRAXXAS PRO SERIES MAGNUM 272R TRANSMISSION

Traxxas's new Pro Series Magnum 272R Transmission is what they call their "Ultimate driveline upgrade" as although it was originally developed specifically for their Drag Slash, it is an easy bolt-on upgrade for models such as the Bandit and Bandit VXL, Rustler and Rustler VXL, Stampede and Stampede VXL, and the Slash and Slash VXL. The Pro Series Magnum 272R transmission upgrades key features of the standard Magnum 272 for maximum durability and performance. A new low-profile design, 3.2mm aluminium motor plate and hardened steel top shaft feature as well as a fully tuneable sealed differential, new reinforced casing, heavy-duty gears and the proven Torque-Control slipper clutch.

Traxxas makes it easy to upgrade by offering the Magnum 272R transmission fully assembled and ready to install, complete with 76, 83, 86, and 90-tooth spur gears. They claim that it takes about 20 minutes to make the swap.



SCHUMACHER Mi8 ANNOUNCED

The Mi8 is Schumacher's newest TC platform and was the chassis used to win the 2021 BRCA 1:10 TC Stock National Championship in the hands of Andy Murray. Compared to the Mi7, it offers a lower centre of gravity and lighter overall weight, with attention to detail to ensure the build and driving characteristics are the best possible. It comes with a choice of chassis to suit carpet (alloy) or asphalt (carbon fibre), and contains all the features and adjustments required from a high-end touring car.

Features:

- New motor position with central layshaft position, offering improved weight distribution, drivetrain efficiency and flexibility. Provides an easier and more consistent handling car with improved steering
- New twin upper suspension link design with improved flexibility characteristics and tuning of caster. Mi7 single upper wishbone option included for simplified build
- New front body height limit control included in the kit with a lightweight and simple layout
- New carbon fibre wishbones with pivot ball mounting inside and out. Improved flexibility, geometry, droop stability and chassis overhang at the rear
- New top deck design. Highly developed flexibility with multiple integration options to the motor mount
- New motor mount provides increased fore/aft stiffness of the chassis, while maintaining the desired torsional stiffness for stable handling

- Shortened shock absorber design and new mounting layout allowing for super low centre of gravity
- New ultra-lightweight and low centre of gravity one-piece servo mount
- New horizontal rear body mounting option included
- Easier access front spool and rear differential
- New transmission housing design with many improvements such as lowering centre of gravity, durability, ease of assembly and narrower mounting pitch for improvements to geometry and flexibility
- New anti-roll bar design further lowers the centre of gravity
- New ultra-fine adjustment eccentrics for optimum belt tension
- New lower bumper mount moulding prevents the bumper touching the track
- Black alloy turnbuckles for weight reduction
- New Ackermann steering arms for refined steering feel
- New optional mass damping compatibility within each wishbone
- New rear black anodised driveshaft bones

Look out for our review in a future issue, although more details can be found on the Schumacher website at www.racing-cars.com



KYOSHO CONFIRM OPTIMA MID FOR 2022

After many weeks of waiting, we can now confirm that an updated Kyosho Optima Mid will be available in 2022. First introduced in 1987, it got its name from its mid-motor location, and featured an upper chassis and those distinctive gold alloy shock bodies. It debuted at the 1987 IFMAR 1:10 Off-Road World Championships, where the prototype occupied five places in the A final and finished in second place. The re-release will have the initial appearance of the original, but with a number of updates to make it more suitable for the 21st century, like an adjustable slipper clutch and belt tensioner. The RRP will be £419.99 although its likely some retailers will offer it a slightly lower price.

Features:

- Belt-type 4WD system
- 48-pitch pinion and 82T spur gear
- Optional 78T and 80T spur gears available
- Adjustable slipper clutch
- Battery holder is compatible with various battery types
- New wheels recreate the original Optima Mid design
- Uses the same tyres as found on the Turbo Optima
- Reinforced nylon rear wing
- Choice of three wing angles
- Blister packaging replicates the internal details of the original model's box
- Wide range of optional parts are available for tuning and upgrades.

The Optima Mid is the tenth Legendary Series release from Kyosho and follows others like the Optima, Turbo Scorpion, Javelin and Turbo Optima. First introduced in 1987, it got its name from its mid-motor location, and featured an upper chassis and those distinctive gold alloy shock bodies.

Demand, as expected, is very high and its unsure how many will be able to get their hands on one of these valued models...

THRASH TEST - TAMIYA WILD ONE BLOCKHEAD MOTORS

■ spec: 2wd moulded chassis ■ class: 1:10 off-road ■ cost: £275



Tamiya's evergreen Wild One buggy needs little introduction. This classically Baja-inspired 2WD rear-motored 1:10 off-road buggy first made an appearance back in 1985 before being re-released back in 2012. Now it's back (again) but this time with an added twist and sparkle thanks to a collaboration with the creative mind of Japanese graphic designer Junya 'Jun' Watanabe.

Much sought after by retro enthusiasts and bashers alike, the Tamiya Wild One has warmed our hearts with an evocative concoction of good looks and balanced driving dynamics since its inception, which combine to make this a regular running favourite for collectors and hobbyists around the globe. Ask any collector if there's one model in their collection that they enjoy running more than any other and chances are, they'll list the Wild One amongst their top three. Though it might seem basic by modern standards, the

handling and sheer good looks of the Wild One never ceases to put a grin on your face when you want a healthy dose of a simple feel-good factor.

BASIC INGREDIENTS

The rear-motored 2WD transmission is bolted to the back of a moulded plastic bath-tub chassis that houses the electronics and which is adorned by a combination of a functional plastic roll cage and a lightweight polycarbonate body shell and driver figure. Independent trailing-arm suspension feature both at the front and the rear to help the Wild One cope with the bumps and jumps associated with off-road running and their movement is ably controlled courtesy of oil-filled dampers coupled with coil springs. Whilst all of this is simply the 'normal' ingredients >

WILD JUN

What do you get if you take one iconic Tamiya buggy and add the creative genius of a renowned Japanese graphic designer who has a passion for RC cars? Our 'vintage' contributor gets all misty eyed as he reconnects with his long lost youth and builds the latest reincarnation of one of Tamiya's most perennial favourite vintage RC buggies



THRASH TEST - TAMIYA WILD ONE BLOCKHEAD MOTORS

■ spec: 2wd moulded chassis ■ class: 1:10 off-road ■ cost: £275



Our sample included a Carson Dragster Brushed 70A Waterproof speed controller



In the box are some of Tamiya's classic tyres including the narrow ribbed front and a block-type rear



The panels in the Blockhead Motors edition come pre-painted from the factory



Tamiya moulded the gearbox casing in an aluminium-coloured plastic that is very realistic



The whip aerial complete with a tortoise on the flag



The driver complete with painted crash helmet and seat belts

◀ of the classic established RC buggy formula, few models have ever delivered it with such an emotional panache quite like the Wild One and the new Blockhead Motors edition manages to tug even further at our emotional heart strings and deliver a yearning that has had the internet in virtual meltdown since its announcement a few months ago.

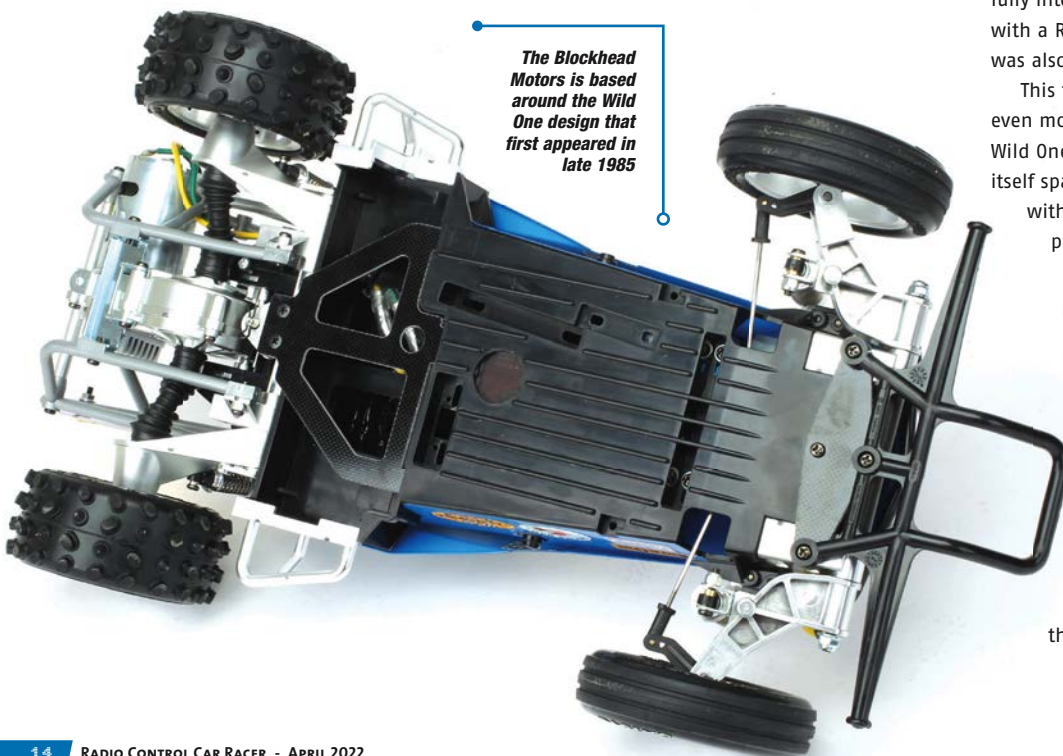
JUN WATANABE

Jun Watanabe is a Tokyo-based graphic designer whose fashion work has included collaborating with global sports brands such as Reebok and Asics amongst others. As a self-confessed RC addict, Jun has admitted to being a childhood Tamiya fan and previously collaborated with them to help fuse the worlds of fashion and

RC together. Initial work between the two resulted with some fashion T-shirts featuring simple Tamiya branding, but in 2012, he was commissioned and produced the now legendary Jun Watanabe Hornet with its lurid neon pink and purple highlights framing a blank and white Dalmatian-spotted livery. It was a one-of-a-kind collaboration that propelled the Tamiya brand fully into the fashion world, matching perfectly with a Reebok Pump shoe collaboration that Jun was also working on and creating at the time.

This time round, Jun has served up something even more intoxicating for us RC fans with this Wild One courtesy of his Blockhead Motors brand, itself spawned in 2016 with further collaboration with Tamiya to create a retro-inspired RC parts and accessories line. With design cues seemingly inspired by the original Southern California custom car and Baja desert racing scenes of the 1970s and 80s, the Blockhead Motors branding features decals and a livery that instantly suits the vintage nature of the original Wild One and its desert racing roots. Even Jun's colour choice reminds us of the original Baja Bug itself; the vintage Sand Scorcher and it all talks to us in a subliminal manner to convey its design language and heighten the emotional pull of this timeless icon.

The Blockhead Motors is based around the Wild One design that first appeared in late 1985



“Famed designer Jun Watanabe once again sprinkles his magic to serve up this evocatively styled retro-themed incarnation of Tamiya’s evergreen Wild One”



EMOTIONAL BLACKMAIL

The whole concept works so well together that it’s unsurprising that the Blockhead Motors edition of the Wild One has been an Internet sensation since its initial announcement and it’s testament to Jun’s design genius that it can connect with its target audience with such emotion.

Emotional design is something that many

product designers and companies aspire to when creating new products. It’s the “Je ne sais quoi” that makes the difference between a product that you want versus one that you simply must have because you ‘need it’. Not need in the way that you need a bottle of milk or a loaf of bread, but in the way that a product becomes so totally desirable that it makes you feel that your life

won’t be complete without it.

It’s the combination of everything that evokes those feelings – from the box art and packaging, to the livery and decals and even the small details like the 1980s whip aerial that’s included. Nothing encompasses it more than the product video that Watanabe has also created for the Blockhead Motors Wild One that is shot and staged to



Replicating a full-size buggy means lots of spot lights



It took a lot of time but picking out the lettering on the tyres was well worth it



Optional bearings replaced the stock bushings in the front wheels



Rubber boots cover the whole of the rear driveshaft



A body clip secures the battery strap in position for easy and quick access



The ball ends and linkages are very thin compared to modern setups, but they are a period design

THRASH TEST - TAMIYA WILD ONE BLOCKHEAD MOTORS

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The front shocks are oil filled and locate on the rear of the front suspension arm



At the rear of the Wild One the design uses a trailing arm setup



The polished alloy shock bodies look great



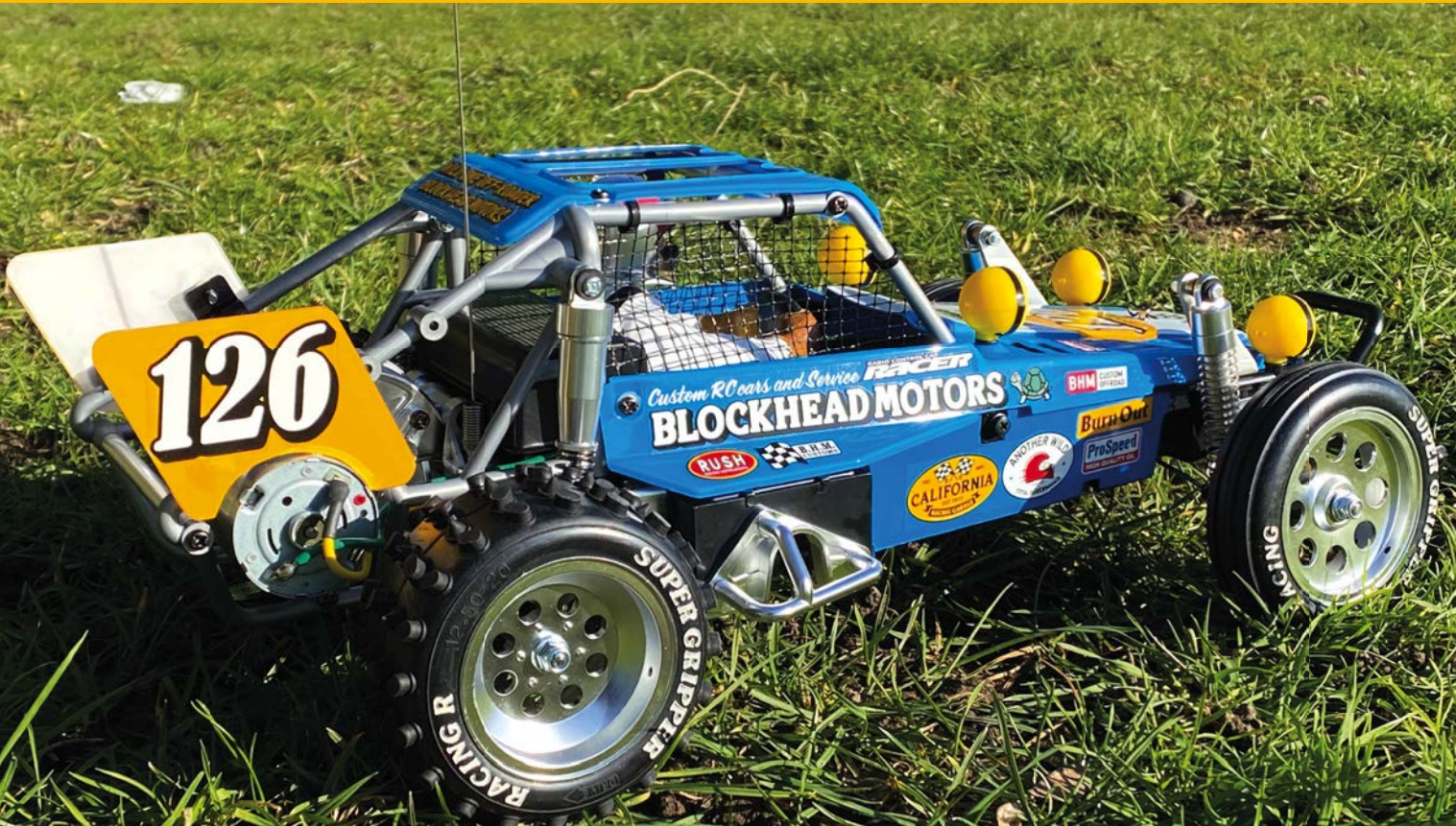
The wide plastic bumper offers protection across the whole of the front suspension



The front springs are full length and are supplied without any spacers to alter the ride height



The rear number board is shaped to go around the brushed motor



replicate the famed Tamiya USA videos from the early 80s. Scenes of the Wild One crashing over the sand dunes with the classic American drawl talk-over commentary calling out key highlights of its capabilities and features instantly transports the viewer back in time to when many would have first stood, starry eyed in wonderment in their local RC model shop watching for the very first time what these incredible RC cars were capable of and what adventures could be had with them.

DETAIL MATTERS

Though the changes that Jun has incorporated are little more than skin deep, they work well. The aforementioned livery is absolutely in keeping with the full-scale heritage of the Baja-theme and the Blockhead Motors Wild One swaps out many of the black moulded plastic parts for satin chrome plated versions. The front and rear trailing arms are now satin chrome plated along with the plastic gearbox housing and it all works to enhance the scale appeal. The roll cage, once a red moulded version is also now finished in a neutral grey colour that matches the satin chrome nicely.

The pepper pot style 8-hole rims from the original Wild One also receive the satin chrome plating treatment to complement the rest of the parts whilst the blue and white livery is accentuated by yellow highlights that include four

LED compatible spot lights – LEDs are optional – and large side number plate boards that are bolted to the rear cage and mimic those often seen on this style of desert racer.

The comprehensive decal sheet includes the vintage-themed Blockhead Motors logos along with faux sponsor decals that are printed as an integral part of the blue side decals that are applied during the early stages of assembly to the black moulded bathtub chassis and which perfectly match the blue pre-cut and pre-painted body shell roof panels. The whole ensemble is finished off with a 1980s-style vintage sprung-base whip antenna to which a Blockhead Motors tortoise icon decal flag can be applied to accentuate that Glamis Dunes feel and look.

PUTTING IT ALL TOGETHER

Building a Tamiya kit is a passage of rites for any RC fan and if you've never put a Tamiya kit together before then the Blockhead Motors edition Wild One is the perfect excuse for you to mark that off your bucket list.

Like any Tamiya, the instruction booklet is a work of art in itself with beautifully depicted illustrations perfectly describing every component and how they need to be assembled together with a clarity and simplicity that has always been their trademark and which is rarely matched by others even today.

A few basic hand tools are all that's needed

to assemble the kit. A good quality pair of side cutters and a sharp modelling or craft knife will help remove the plastic parts from their mould spurs whilst a decent cross-headed screwdriver will be needed for the various self-tapping screws that are used to hold everything together. Tamiya actually uses a Japanese standard-type of screw in their kits and although they look just like a Phillips head, they are best tightened using a JIS (Japanese Industry Standard) screwdriver such as the #1 Medium and #2 Large headed ones that Tamiya offers as accessory parts. You'll have no trouble with a standard Phillips-head screwdriver, but the JIS head versions ultimately fit the Tamiya cross-head screws perfectly and for anyone who is likely to build multiple Tamiya kits, they're well worth the additional investment.

Other basic tools such as a box wrench and allen keys are included in the kit as is the suspension damper oil and gearbox grease as we've come to expect from Tamiya over the years.

Assembly starts around the bathtub chassis with the application of the Blockhead Motors blue decal sheets (which we'll revisit later – ahem!) and the assembly of the front pair of spot lights which, as mentioned earlier, can be equipped with optional 5mm LED bulbs for added realism should you so wish. The front trailing-arm suspension pivots on a plated steel rod that's attached at the front of the chassis tub with the bumper plate and the plated plastic arms



A Carson servo was installed to match the rest of the electrical components



With the body removed it is easier to see how the suspension mounts to the chassis



The window netting shows great attention to detail



The cut-out in this moulding is to allow for the battery wire and connector



A single shaft passes through both front arms to allow them to pivot



The Blockhead Motors branding and tortoise features throughout the model

WHAT IS AVAXHOME?

AVAXHOME-

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THRASH TEST - TAMIYA WILD ONE BLOCKHEAD MOTORS

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◀ swing freely through their travel which is further controlled via the nicely made aluminium-bodied coil-over damper units.

The rear cage and side nerf bars are assembled to the chassis next, before the build turns to the transmission. A bevel-gear differential featuring metal bevel and sun gears and output drive cups sits at the bottom of the transmission and rotates with a central idler gear that in turn meshes with the motor pinion. A worthwhile upgrade from the outset is the addition of metal ball race bearings for both the transmission and the wheels and it makes most sense to equip the Wild One with these from the outset as it will save you from having to disassemble the gearbox later on.

The assembled transmission nestles between the rear cage mouldings and is located to the rear of the bathtub chassis. Drive to the rear wheels is transmitted via a pair of dogbone driveshafts that are covered by rubber gaiters to help alleviate dust

and dirt build up and any unwanted associated wear. The trailing-arm rear suspension setup securely houses the rear wheel bearings and outboard drive cups and pivots through their travel on greased metal pivots that are assembled to the underside of the bathtub chassis just ahead of the transmission mounts.

A pair of aluminium-bodied rear oil-filled dampers with short and stiff springs are assembled next and these are then affixed to the trailing arms and the rear roll cage to control and limit the rear suspension articulation.

The whole setup is incredibly simple yet effective with a minimalistic approach to its design whose simplicity belies the impressiveness of its engineering solution. It's a design that is nearly 40 years old and yet every component has been critically designed to fulfil a function without any unnecessary parts or fixings. As an engineer myself, the simplistic elegance of these early

Tamiya designs still impresses me even after all these years.

CARSON CALLS

With the build resembling a rolling chassis and taking shape nicely, it's time to turn our attention to the electronics. There's been much talk on the Internet regarding the supplied electronic speed controller with some regions across the globe seemingly bundling the ubiquitous Hobbywing 1060 brushed unit in lieu of any normally included Tamiya item. Whether that's down to the global microchip supply shortages or not is unknown but, for the record, ours came equipped from Tamiya's UK distributor with a Carson-branded 70A speed controller pre-fitted with a Deans-type connector along with an adapter lead to suit the traditional Tamiya-style battery connectors. As is the norm with all kits, the remaining radio control equipment needs to be procured separately





The body panels have been designed to look like they are bolted onto the roll cage assembly



The bullet connectors for the motor are tucked away and out of sight



and we opted for a Carson-branded standard size 3kg servo along with one of their 2.4Ghz 5-channel receivers as you'd normally expect with any 'bundle' type of deal. The bathtub chassis is not short of space having been designed to accommodate two full-sized servos and a 4-cell receiver battery back in the 1980s. The steering servo is sited up front and utilises a servo saver to protect its gears from any impacts from the directly linked track rods. In truth, the steering linkage is the one area where the Wild One is showing its age. The use of unequal length track rods means that the car will exhibit slightly different left to right steering lock angles but in reality, this goes unnoticed once out on the trail. What is a little more limiting is the continued use of the tiny ball ends and track rods which feel lightweight

by modern standards, and which surely could have been beefed up without losing the vintage appeal of the original. Back in the 1980s these were fine and normal fare for this type of model but we can't help but think that a small re-design in this area wouldn't go amiss. It's really the only gripe we have and even then, its one that is soon forgotten in normal running although we do cringe a little expecting the worst when the Wild One goes tumbling after a misjudged jump landing or a heavy bump.

With the ready equipment all installed, it's time to finish the body shell. Unlike most Tamiya kits, the Blockhead Motors edition body shell comes pre-cut and pre-painted, which really reduces the amount of work needed here. We love the roof panel cut-outs that give the model a

Summary

The Tamiya Wild One Blockhead Motors edition forges an emotional connection with us and if it's tugging at your heartstrings then you'll know what we mean. It's an intoxicating concoction of yesteryear's retro charm mixed with a heady-dose of a stylistic makeover - and it all works and blends together well. From the satin chrome plating finish of its trailing arms and wheels to the 80s whip antenna and the faux sponsor logos and the Baja-inspired livery with its window netting, it reminds us of just how cool RC was at the start of its halcyon days. If you don't remember the Wild One then much of the retro charm will probably be lost - but it's still a fun to drive, grin inducing off-road buggy that is simplistic yet addictive. It might not win any speed trials out of the box these days and the dampers are woefully tuned in terms of their complete bump absorption performance but it looks fantastic, is dynamically well behaved and balanced and won't fail to put a grin on your face whether it's out on the trail or up on the shelf. Jun Watanabe's makeover is well suited to the original ethos of the Wild One and complements it's design perfectly. It might be a luxury purchase for most, if not all buyers, but even that adds to its appeal as it simply makes you feel good.

SPECIFICATION

Model:	Tamiya Wild One Blockhead Motors
Scale:	1:10
Class:	Off Road
Application:	Fun/Competition
Format:	Kit
Power:	Electric
Chassis:	Plastic
Drivetrain:	Gear
Differential:	Geared
Shocks:	Alloy bodies/oil-filled
Bearings/Bushes:	Bushes

TECHNICAL DATA

length	425mm
width	225mm
height	140mm
wheelbase	255mm

WHAT WE USED

Electric Kit
 Transmitter: Carson Pro 2.4GHz steering wheel
 Receiver: Carson Reflex Pro 3 2.4GHz 5-channel
 Steering Servo: Carson CS-3 3kg standard
 Speed Controller: Carson Dragster 70A brushed (kit)
 Motor: Mabuchi RS540J brushed (kit)
 Battery: Carson X-Pack 2100mAh 7.2V NiMH

VERDICT



Evocative good looks
 Balanced and fun handling dynamics
 Retro charm



Vintage steering ball rod ends and track rods

RACER RATING: ★★★★★

CONTACT

The Hobby Company Ltd
 Garforth Place
 Knowlhill
 Milton Keynes
 Bucks
 MK5 8PG

Tel: 01908 605686
 Website: www.hobbyco.net
www.tamiya.com

Targa-top feel and which is another subtle design cue that Jun has woven into the new model. A pre-painted cockpit moulding with driver figure works with the body shell to provide an adequate dust protection cover for the otherwise open bathtub chassis design and side window netting is provided to enhance the Baja scale appeal of the cockpit and driver figure. ■



EDITORIAL

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

A BUSY YEAR AWAITS



As I write this, it might only be early February but it's clear things are getting back to normal when it comes to RC racing. As you will see from our Date-A-Base on page 55, the calendar is bursting with club, regional and national series, as well as those standout events such as the Revival, and then there is a whole raft of international events that our industry has sadly been bereft of for a couple of years now. Here at Racer, we are very much looking forward to the UK hosting the EFRA 1:10 Off-Road European Championships. This event has been on hold since 2020, and finally in 2022 the RHR team, with James Helliwell at the helm, will be able to show Europe's best what they have to offer. One thing I know is the enthusiasm and

pride James has for running any kind of event, and alongside the hard work in the background with the organisational duties, the track and venue will be prepared to the highest standards too. His forward-thinking has also seen the installation of solar panels on top of the large building that is often used for pitting at big events. These panels will provide enough power for the site, and anything unused can be put back into the National Grid. The official warm-up for the Euros takes place on 6-8 May and then the main event is from 27 June to 2 July, with both races taking place on RHR's large Astroturf track. We can't wait for this ourselves, and I am pretty sure James and his team will be do a great job.

And whilst on the subject of big events, first of

all I can only apologise for the time it has taken for me to get the Dash 4 Cash 2021 race report into the magazine. RudeBits and TORCH put together a great weekend of action, catering for all levels of racer, with some £900 of cash awarded to the top three in the finals, and nearly £2000-worth of raffle prizes. To find out who won what and how the organisers spiced up the racing, don't miss our full race report starting on page 30.

Here at Racer we support all types and levels of racing, so if you want your club or event promoted in the magazine, drop me an email to matt@doolittlemedia.com and we can help. I look forward to hearing from you.

*Matt Benfield
Editor*

“The event saw nearly £2000-worth of raffle prizes on offer”

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



Basil Airbrush

This image was shared by George Munns (right), aka Basil Airbrush, at the recent Essex Winter Series event who is seen here with British Touring Car Championship star, Jake Hill (left). Jake is no stranger to the RC hobby and George supplies the Kent-based driver with painted bodies for his Mugen. 2022 sees the MB Motorsport driver at the wheel of a West Surrey Racing-supported BMW in the prestigious BTCC.



Tamiya Inc

Tamiya Inc released a video that shows a new TRF model, albeit carefully disguised for the time being... That said, we know this is the TRF420X and it is a mid-motor, belt-driven touring car that as like all TRF models, is heavily laden with carbon fibre and blue alloy! You can see the video in full at <https://tinyurl.com/tamiyatrf420x>



poultry_palace

In a perfectly timed tweet, poultry_palace uploaded some photos of a Tamiya Mini 4WD model with a customised design based on the Wild One Blockhead Motors buggy, of which we have the 1:10-scale version for review in this issue. Whilst scanning the feed, we also saw Mini 4WD versions of the Hot Shot and



Astute, as well as the Pizza Planet truck from Toy Story. Mini 4WD is big in Japan, and this interest is clear from this Twitter user's timeline.

1 YEAR AGO – APRIL 2021

This time last year it was all about the new releases with Tamiya announcing their plans for 2021 with 15 models listed including the Top-Force Evo 2021 TT-02FT Landfreeder Quadtrack and TT-02 1998 Ford Escort Custom to name just a few. In 2020 Schumacher took a clean sweep at the IFMAR LMP12 World Championships with Marc Rheinard and Andy Murray taking the wins in the modified and stock classes respectively. The following year the Eclipse 4 was launched featuring an alloy chassis, lightweight rear spool, big bore damper tubes and a single-nut rear wheel fixing. In the magazine we caught up with two of the youngest stars of off-road, Jamie and Tommy Hall, and got to really know them from how they started through to their future goals. We also reviewed the stunning Tamiya TC-01 Formula E Gen2 car and tested a new frontie TC, the WRC Racing ST2.1



5 YEARS AGO – APRIL 2017

As the 2017 season started to get going, it was the time for some of the most well-known manufacturers to announce new models starting with Team Associated RC10F6 FT designed for the formula car class. Meanwhile on the track their team driver Ryan Cavalieri would be racking up his fourth Reedy Race of Champions title racing the new B64 buggy. Like Team Associated, Schumacher had been busy too with a pair of on-road cars. Their TC platform would be updated with the Mi6evo whilst the Atom CC would replace the Pro in their GT12 line-up. After much gossip, Ryan Maifield would confirm his departure from Team Losi Racing to join Adam Drake at Mugen, the person who was mainly responsible for his move from Team Associated to TLR in the first place. Ryan would race for Yokomo in 1:10 off-road. And last but by no means least, Spektrum showed off their latest servo that incorporated a 2.4GHz receiver inside. With Team Orion's combined speed controller/motor, we were looking forward to some super-clean installs in the future...



10 YEARS AGO – APRIL 2012

Hobbico, the highly-acquisitive hobby product manufacturer and distributor acquired Axial, Arrma and Team Durango. Axial and Durango continued to operate from their US and UK bases respectively. The BRCA's annual TC Winter National was held at the Ardent Raceway indoor track with a Reedy Race format for the top 32. After a very close contest, Andy Moore won from Olly Jefferies. The DHI Cup was still going strong and this year's title was taken by Ronald Völker – his third title in a row. The 1:8 off-road buggy category continues to be one of the most popular classes worldwide, with both Thunder Tiger (EB4 S2 Pro RTR) and HPI (Pulse 4.6 RTR) bringing ready-to-run cars to this market.



NORTHAMPTON'S BEST HEADS WEST

Schumacher Race Engineer, Tristram Neal, headed off to the 2021 Florida Carpet Championships to support his factory team drivers, who would be doing battle against some of the top racers in the US. In this feature, Tris gives his own feedback from the trip and race event

As a Race Engineer for Schumacher Racing, a lot of the meetings I've been to had been UK-based for 2021 due to coronavirus. With summer coming to a close and the impact of the virus diminishing, trips to Europe were commencing so opportunities to develop the cars and race at events with the European team made it feel like life was getting back to normal. So with US borders opening up it became a possibility for the team to head to the Florida Carpet Champs in Orlando on the East coast of the country.

BEST LAID PLANS

Heading to the States, I aimed to get a direct flight from Heathrow to Orlando, and so giving

myself plenty of time I headed down to the airport to the West of London, but things started to go wrong... With heavy traffic on the M1 motorway – a standard thing in the UK – I lost quite a lot of time in the journey. Finally arriving at Heathrow, I had an hour and 40 minutes until the flight, so still a good amount of time. This was not the case though. You need to fill out an app called Verify by British Airways to fly to some of their destinations during coronavirus. The idea was that this should speed things up, but it was quite the contrary as this so-called faster system meant that all the American flights would be in one long slow queue. Verify naturally became 'Verislow'... I spoke with the staff after an hour had passed,

and fortunately he took me to the front of the line so I could check in, even though there were about 20 people in front of me. But it turns out I had missed my chance to board the plane with my luggage – I couldn't believe it. Therefore, a flight to Miami which would then connect to Orlando was organised. This took off a few hours later and luckily I was inside the plane this time! I landed in Miami and because there was little time between exiting security and rechecking my bag in – not something you normally have to do on a connecting flight – I managed to miss this flight too! I would like to say I have never missed a flight before and in one day I had managed to miss two. So eventually after what was a total



The track layout for the Florida Carpet Championships

of four flights which I had only flown on two, I reached Orlando just after 01:00 and greeted by Jörn Neumann, Ana his partner, Michal Orłowski and Jurgen Lautenbach who all looked sleepy. We got to the hotel around 02:30 and finally rested after what was a 25-hour day.

US HOSPITALITY

When you travel anywhere, the reception you get as visitor abroad can vary, but I have to say this was one of the best meetings for how well myself and the team were taken care of. Beachline RC hosted the Florida Carpet Champs, with track owner Robbie Michael being part of the organising team. The venue is situated in Cocoa, and on the drive from the hotel to the track we would see lots of palm trees and a lot of water. It felt like the ocean really was all around us and on the way you could spot NASA at Cape Canaveral where the shuttle would take off which for me was cool to spot from a distance.

As a whole, the organising team of Daniel Chavez and TJ Bradley really made sure we had everything we need and more. The track was built by Daniel, David Ramos and Brian Christian, and they did a great job!

The track was very impressive with a number of large jumps, some of which were very tricky even for the very best drivers. In particular there was a long ski jump before leading onto the straight, which the drivers were struggling to hit the down slope. I think because it was at an angle to the drivers' view, it was harder judge, though if it was wider it would have been easier to land. The



Jurgen Lautenbach talks to team driver, Broc Champlin from the USA



Schumacher team driver from Germany, Jörn Neumann

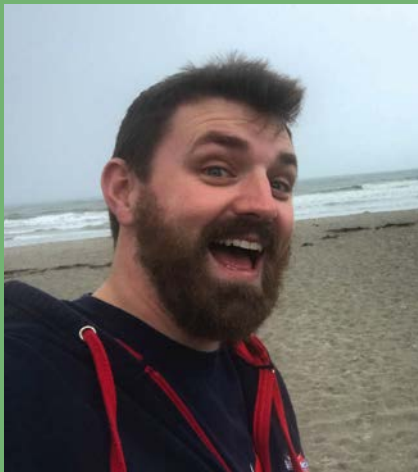


RACER INSIGHT

What: Florida Carpet Championships



Finally on his way. The pandemic causing challenges on the outbound trip



Tris did find some time to check out the beach!



A little golf on the Sunday evening to relax after the pressures of many long days at the track



Beachline Raceway would be hosting the Florida Carpet Championships



The drivers watching on as they get ready to practise



Beachline Raceway is a great facility and prepared their venue to a very high standard

infield had quite a few technical tight sections where you would roll some slower jump/humps into some switchbacks, which made the racers work hard to get those lap times down. There was a double jump which proved troublesome for those racing 17.5T stock as it wasn't always easy to clear. In modified the guys even had trouble trying to land in the perfect spot, and then immediately turn so you would catch a lot of drivers in practise flipping the cars over trying to make that perfect landing. On to the straight and the first right turn wasn't always the easiest as the cars were going in full pelt and as the brand new CRC carpet was glued to the floor, there was no give which made it hard for some. After that a straight that was the depth of the track lead to a berm, which was used by the racers to slingshot the cars back into the infield. It was enjoyable watching the cars hooking up hot laps round there so I was looking forward to seeing how it all turned out.

THURSDAY

Practise was very busy on the Thursday and ran until 22:00 that night. Huge queues of people meant that the drivers had to stand in line so they couldn't always work on their cars, so I had

to run round after Broc Champlin, Michal and Jörn. It would have been nice to have heat-based practise instead to resolve the issue. We spent some time learning what setup we would get to, and as I mentioned before, the carpet was brand new CRC, which was glued down to the surface so the track was more edgy from this and the steering feel on all the cars was very direct. For us on our Schumacher Cat L1 Evo in 4WD we used the Cactus on the rear and Fusion 1 up front as these were the safest option. In 2WD on the Cougar LD2, we tested the Cut Stagger front versus a new tyre which I had to handmake. They are like the Stagger Rib, but with the addition of centre pins which gave a lot more mid-to-exit steering. It was interesting watching some of the other teams as they were trying their sponsors' new designs and also trying other brands to find what the best choice was. It was flattering to see a number of them switch to our Schumacher tyres as they had good grip and weren't so 'flippy', which is an American term for grip roll or edginess.

FRIDAY

The day's schedule was five hours of open practise, but really in modified we had runs every

30 minutes and so we would get a few sessions in. It was clear it was going to be tough to figure out where we were with our pace compared with others as ultimately, fast individual laps if not put together for five minutes do not get results as we all know. We had good pace in 2WD but Dakotah Phend with his TLR was rocking round kicking out times faster than what he could manage with his 4WD which was nuts. With 4WD we felt more competitive and had the confidence to do the job ahead of us.

It was then onto seeded practise where the racers had to put three laps together to help reseed qualifying. This allows the organised heats to be fair, but if you broke the car you would be seeded in the bottom even if you're a World Champ.

We got through this quite well getting up to Michal third and in seventh was Broc. Jörn didn't manage to hook up the laps he would have liked, but even in a lower heat for this class he was with great drivers. TLR's Dakotah was very strong in 2WD and was showing why he was the guy to beat. In 4WD it was a better story for us with Jörn hanging in eighth with what I felt weren't his best laps so we had some promise there. At the front, Broc and Michal were very strong and with Michal seeding first and Broc second, as we made a better start to understand our speed.

Friday only had one qualifier in it so we wanted to see if we can get something done on the first day. With 2WD practise we knew what the others could achieve and we headed out with Jörn in the early heat whose first two minutes

were looking tidy and he was hitting up a great set of laps, but unfortunately he had a tumble which cost him a lot. We would have more runs so were looking forward to see what Q2 would bring. Michal and Broc were in the same heat of 2WD, which I never like as it's nice to focus on one car at a time for five minutes so I can study the attitude of the car so we can make small changes to perfect the setup as conditions change. This was not available for me to and I had to try and watch both cars. Michal and Broc had decent runs with the former managing to put a pretty decent run in, but there were lots of tiny mistakes which you can think 'That's 0.2 of a second there and here' so a second was possible for the run in total. Broc was fast but had too many errors and the three incidents cost him too much time. So at the end of the run, Dakotah was seven seconds up the road and we were left searching for more speed.

4WD was a better story having top seeded with Michal starting the heat first, Broc second and Jörn eighth, although it was even worse for me being able to watch one car but I did the best I could. I stood on the edge of the rostrum upslope so I had a great view and watched as their names were called. I must say Lance, the race commentator, was great at his job and off he went calling their names. The guys went off and the run started. Jörn had an early error but carried on putting in a good pace but Michal's first two laps were 17 seconds which wasn't good and he was running down in ninth. Broc was stronger and was closing on Michal initially. As Michal wasn't hearing his name at the top of the call out after the first

minute, he went and did what I have seen a lot in the past. He put his foot down and got his game on. Honestly this is one of the best runs I think I have seen him make in a long time, and he was just dialled with the way he was hooking his corners and flowing the track. I was buzzing from it as he pulled away from Broc a little each lap, and went on to take the round very convincingly. Broc did a great job, but didn't quite do all his best laps and lost a couple of seconds so ended up sitting behind Xray's Martin Bayer, who did a great job at getting second which was very impressive.

Not a bad day but after finishing 4WD, there was one more hour of practise and so we finished running at 21:30 and a long but very productive day.

SATURDAY

The Saturday started with some two-minute wake-up heats so we could get up to speed before the qualifying runs. This is always an opportunity to try things that you never want to risk in qualifying.

Qualifying was to be wrapped up today. With the last rounds of 2WD, Broc and Michal with their LD2s managed to find a little more place and got closer to Dakotah, but that target wasn't reachable. Broc managed to get second overall and Michal third. Jörn only managed to make the C final after many runs which always involved a crash. In 4WD it was a different story as Michal took the final TQ spot, which showed his dominance through practise and qualifying. Unfortunately, Broc only managed seventh



REMEMBERING CHRIS

During the Carpet Champs, I learnt that my dear friend, Chris Yardy, had passed away. He was a brilliant, clever and kind person who always had time for those who needed him. I shared his interest in engineering and talked most days about work hobbies and life, and even went on steam train rides when we found time. Chris has contributed a huge amount to the RC community and he will be dearly missed by so many.



Fortunately the racers could watch the action on the track as they waited to go up to the rostrum for open practice

which was not the best he could do but the hand he was dealt. Jörn didn't manage to put the runs together either by qualifying in the B final, but there was an opportunity to 'bump up' to the next final if he managed to make the top two at the end of the race.

Qualifying Superbowl was not over for the drivers if you were second to fifth in the A finals, as they now had to be real showmen and were given five laps to produce their single fastest lap. This would then re-order places two to five. This is great for the guy who qualified fifth as if he can throw down a hot lap good enough then he could jump up to second for the finals. You can imagine Broc, currently in the two and Michal in the three spot, didn't really like this and potentially drop down the grid. The shootout started with the driver in fifth place, then fourth and so on. With laps completed by the first two, Michal then went out and beat them to secure third, or maybe second

depending on what Broc could do. However, Broc went out with a lot of confidence and threw the car at the track and with his first timed lap he took the #2 spot without needing to take any more other laps – very impressive indeed.

For 4WD Michal was TQ so his spot was protected, but the guys behind him traded laps to take their line up for the finals. It was much less nerve-racking this way round, which I was grateful for and could enjoy watching these fantastic racers try their best!

Now the finals could start and it was time for the lower finals and bump ups to commence. With 17.5T 2WD, over 40s in both classes and 13.5T 4WD there were a lot of finals to get through. For Jörn, my eyes were solely on him to look at bumping up into the B final. He managed this in 2WD and cemented his place by confidently getting into the top two. For the B final I'm afraid he didn't manage to put it together, with a lot of fast

guys in this race he had the pace but also a few crashes. We spoke after the race and both agreed he could have done it, but with the technical nature of the track and his small mistakes he didn't manage to secure an A final spot. In 4WD however, Jörn was a complete star and had a great battle to get to into a top two spot and showed the guys he was racing with that he should have been in the final above.

SUNDAY

On the final day there were a lot of A finals to go through and it was a super day. In 2WD, after the first two finals we didn't do as well as we wished. Dakotah was on form and took the first two leg wins, but Broc and Michal didn't manage to finish second or third in each, which didn't help their results. In the last final, Michal dropped back after grip rolling at the end of the straight and sunk into the pack, but Broc was a star and took



Broc Champlin took second in 2WD behind a mega-fast Dakotah Phend



Michal Orlowski on the top step of the 4WD podium



The Schumacher team drivers and Tris at the Florida Carpet Championships



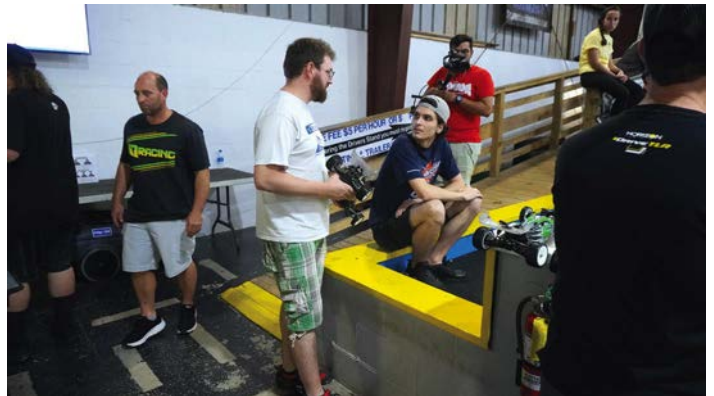
Broc and Jörn in the Schumacher pits



Factory team driver Michal, with his Schumacher Cougar LD2



Jurgen was on hand to look after all the LRP drivers at the event



Tris making sure Michal is happy with his buggy

the win. With that this gave him second overall which was excellent and really made us all at Schumacher proud.

The 4WD class was exciting as Michal showed his qualifying speed could turn into race mode and his pace and was able to hold off Dakotah in second and took both of the first two legs. Broc's finals didn't go to plan with too many incidents and crashes and finished further down the order.

A big highlight for me was Jörn, who in each of the first two races he managed to get up fourth during the five minutes, but ended up coming back down the order a bit. His driving was

stunning and fun for anyone watching to see how he was carrying speed through the corners and making up places on the other drivers.

In the last 4WD final, Michal was not racing so there were only nine cars just as in 2WD. With this I hoped Broc and Jörn could do something special. Unfortunately Broc didn't manage to put a run together, but Jörn was excellent starting at the back and then hunted each car down and worked his way to the front with unstoppable pace. He worked his L1 Evo all the way to the front and took the #2 spot. The shame of it all was he didn't have a high enough second score to grab

a podium spot, which would have been splendid after traveling all that way.

STAYING ON

I had a lot of enjoyment from going to the meeting and as this was my first time in Florida, I stayed one more day and spent some time with David Ramos who went through a number of things that the guys are doing in stock so I learnt a few things while with him.

I'm already looking forward to going back next year and I would like to say I managed to get my one flight home with no drama this time... ■



A win and a second for Schumacher was great reward for the team



The race organisers and track builders



Tris was very proud of the Schumacher team and their results

JConcepts DR10/SR10/RB10 Aluminium Steering Rack

JConcepts has the steering system on the DR10, SR10, and RB10 covered with an all new light-weight, aluminium steering rack. The rack is CNC-machined and replaces the stock plastic piece, and comes in a blue or black anodised finish and sports machined chamfered silver edges and engraved logo. The aluminium, light-weight assembly provides a more rigid steering system with increased steering feel and response. The rack includes two thin crush tubes (black) which should be placed in between the bearings in the rack.

- 2352-1 JConcepts DR10/SR10/RB10 Aluminium Steering Rack - blue
- 2352-2 JConcepts DR10/SR10/RB10 Aluminium Steering Rack - black

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



JConcepts DR10/SR10/RB10 Aluminium Steering Bellcranks

JConcepts has the steering system for the DR10, SR10, and RB10 covered with an all new light-weight, aluminium steering bellcrank assembly. A servo saver-less aluminium steering system is CNC-machined and replaces the stock plastic bellcranks, the steering bell cranks by JConcepts come in a blue or black anodised finish and sport machined chamfered silver edges and engraved JC logos. The aluminium, light weight assembly provides a more rigid steering system with increased steering feel and response. The fit of the new bellcranks has been improved by the positioning of the bearings to help eliminate binding when assembled. The light-weight construction, designed with additional clearance below the drive arm to allow additional space for personal transponder or add-on weight considerations. The steering bellcranks include two thin crush tubes (black) which should be placed in between the bearings on the stock plastic or aftermarket aluminium steering rack.

- 2354-1 JConcepts DR10/SR10/RB10 Aluminium Steering Bellcranks - blue
- 2354-2 JConcepts DR10/SR10/RB10 Aluminium Steering Bellcranks - black

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



RPM Shock Towers for the Traxxas Rustler 4x4/Hoss 4x4

If you're looking to improve the strength and durability of your Rustler 4x4 or Hoss 4x4, then consider these front and rear shock towers from RPM. They are based on RPM's proven Slash 4x4 shock tower, but with a revamped design to accommodate the clipless body mounting system that the Rustler 4x4 & Hoss 4x4 utilise. These shock towers are moulded in RPM's "bulletproof blend of engineering grade nylons and come with our limited lifetime warranty against breakage".

- 70242 RPM Front Shock Tower for the Traxxas Rustler 4x4/Hoss 4x4
- 70772 RPM Rear Shock Tower for the Traxxas Rustler 4x4/Hoss 4x4

AVAILABLE FROM: CML Distribution
WEBSITE: www.cmldistribution.co.uk
CONTACT: 01527 575349



Factory Team RC10B6.1 Carbon Fibre Standup Motor Plate

New from the Factory Team brand is this carbon fibre standup motor mount. This 3mm thick motor mount is lightweight and replaces the blue aluminium kit version. This item fits the RC10B6.1 series, RC10SC6.1 and RC10T6.1, when used with the 91788 gearbox.

- 91787 Factory Team RC10B6.1 Carbon Fibre Standup Motor Plate

AVAILABLE FROM: CML Distribution
WEBSITE: www.cmldistribution.co.uk
CONTACT: 01527 575349



BEA

HOONIGAN (HŌON'·Î·GEN) n.

A person who operates a motor vehicle in an aggressive and unorthodox manner, consisting of, but not limited to, drifting, burnouts, doughnuts as well as acts of automotive aeronautics.
One who hoons.



Team Associated is excited to partner with Hoonigan® to bring you their world-famous Hoonitruck in radio-control form. Built on an all new Apex2 chassis, the Team Associated Hoonigan® Hoonitruck is a tire-slaying beast!

The Apex2 chassis has been updated from our previous version with the latest features in on road racing. A front and rear independent suspension with threaded oil-filled shocks and active rear toe give the Apex2 the ultimate



Licensed Hoonitruck body



Active rear suspension allows the amount of toe change to be adjusted through the suspension cycle, increasing or decreasing rear grip



Threaded oil-filled shocks smooth out the bumps when ripping down the tarmac and shredding tires



A sealed center driveline keeps dirt and debris out—along with bits of tire rubber—for smooth and reliable power delivery



The Apex2 chassis is equipped with metal ring and pinion gears for long-lasting durability that can handle tire-slaying burn-outs



Reedy Sport 550 15-turn 3-slot brushed motor



For better handling, A-arm front and rear independent suspension keeps the Hoonitruck under control during the wildest of driving conditions



Apex2 Hoonitruck RTR 30123
Apex2 Hoonitruck RTR LiPo Combo 30123C



Reedy SC500X programmable brushed ESC (program card sold separately)



APEX2
1/10 SCALE 4WD ON ROAD READY-TO-RUN
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WWW.CMLDISTRIBUTION.CO.UK



MONEY HALL

The two favourites did not disappoint at the inaugural RudeBits Dash 4 Cash hosted by the TORCH club, with Tommy and Jamie Hall sharing the spoils of victory that saw them take home not just a haul of trophies, but some decent prize money too



In a year hugely impacted by coronavirus, the RudeBits Dash 4 Cash was one of the highlights for 1:10 off-road racing in 2021. Without a BRCA 1:10 Off-Road National Championship and only a few regions willing to run a proper series, events like the D4C ensured that racers from around the UK could get together and do battle on the track, just like normal...

TRAVERSING THE ATLANTIC

The type of event is very popular in the United States and normally just for the elite of the sport, but this time it was tweaked somewhat to suit every level of driver. The brain-child of this is the UK Serpent off-road importer, Tony Evdoka, and was headline-sponsored by his accessories brand, RudeBits.

Other key sponsors included CML Distribution, Schumacher, Racer Magazine, Screws4RC, TORCH, SMCS, RW Racing, TMG Speed, ArrowMax, RDT Products and many others that as a whole, ensured an absolutely fantastic range of prizes for the raffle.

The team at TORCH, led by Steve Brown, was once again in full support and they provided an

immaculately-presented racetrack and venue for the weekend-long festivities. The weather gods were thankfully on board and with great food trackside, even those not racing were well looked after.

CONTENDERS

The favourites going into the D4C were Jamie and Tommy Hall. The two Team Associated drivers travelled to



Warm weather and lots of grip meant the Astro track took a beating!



Harry Mears and Charlie Saunders put on a masterclass in the Buddy Race



The Buddy Race saw more drivers than cars and a very busy rostrum



The cash prizes in gold, silver and bronze envelopes for the top three in the finals



The Concours prize was won by Stu Cartwright



The install on Stu's Concours-winning Yokomo was super-clean



An overhead shot of the track for the D4C courtesy of a drone

the south coast from their home in the West Midlands where they were expected to head the 2WD and 4WD classes. Looking to challenge the Halls were Yokomo's Yasir Mughal, who races in the region as well as Team Associated drivers Charlie Saunders and Will Venables amongst others. Drivers from all over the UK attended this event from as far away as the North East and even Scotland, which was incredibly rewarding for the organisers to witness.

FORMAT

The event was run very differently to a round of the established format of say a BRCA National Championship round where it is 2WD one day (Saturday) and 4WD the next (Sunday). The Dash 4 Cash was run with the two classes running alongside each other throughout the whole the weekend. After practise, the racers went into qualifying that would see their best two results from five rounds count towards their

overall position. The opportunity to improve upon their result though was greatly increased come the single-leg final. Whilst it might come as a surprise to see that the finals were decided over just the one race, there was a big reason. All racers would have the chance to bump-up to the next final by finishing in first place (only the winner would move up). And with each final lasting seven minutes, a bad first lap could potentially be overcome due to the

increased duration of the race.

Saturday saw open practise for all, although this was limited to four runs per person. This was followed by two five-minute timed practise runs in heat order, which would seed everyone via their three consecutive fastest laps. Saturday would then be wrapped up with three qualifiers to conclude the day.

Sunday would see the racers hit the ground cold as the schedule didn't allow for any practise, so they

would go straight into their final two qualifying runs. After qualifying were done and dusted, RudeBits's Tony Evdoka announced the format for the finals, which had been kept secret up until that point. The announcement of Joker Laps – of which a maximum of two were allowed in the seven-minute final – saw the track shortened by around six or seven seconds via a shortcut inserted in the layout. This could be taken on any lap apart from the



The drivers waiting for the briefing to be delivered by the organising team

RACE REPORT

what: rudebits dash 4 cash ■ where: torch ■ class: 1:10 off-road



A massive amount to give away to the winners from the racing



Katie Smith gets her Wags Race winner's award from RudeBits-own, Tony Evdoka



Team Serpent were out in force, led as always by Tony Evdoka, the UK's off-road distributor

first one. This turned out to be a real winner for every single racer and there wasn't one single complaint! In addition, the winner of every final could bump-up to take the 11th spot in the proceeding final, again something that went down very well with everyone.

MORE RACING AND AN OFF-TRACK COMP

Ahead of the finals, first there were some fun times for everyone. Cue the Buddy Race, and Wags Race, or any lady driver as it turned out with regard to the latter. The winner of the Wags Race was Katie Smith driving with a steerwheel transmitter

instead of her usual stick that she was using in the main event. The winners of the Buddy Race were Charlie Saunders on the steering with Harry Mears controlling the throttle and brake. These two lads were simply an amazing combination in the Buddy Race and wonderful to watch. The final addition to spice things up was the Concours competition. No "shelf queens" were allowed to be entered so the body had to be off their race buggy. Stuart Cartwright won the top prize with his Yokomo; his buggy also featured a super-clean install under the shell and he was ecstatic with the result. He then went on to remind everyone

all over social media for many days after!

CASH INCENTIVES

Cash prizes with plaques were awarded to the top three in all finals, as well as TQ for the relevant 2WD and 4WD classes. The money on offer was huge, even if you compared it to the US events seen in the past. Some £900 cash was given away on the day, along with the near £2000-worth of raffle prizes.

TRACK AND TYRES

The track layout was totally fresh and was specifically designed to flow well as well as have demanding

aspects, which was fast with plenty of jumps, but somehow easy enough for everyone to navigate and have a great weekend racing. The new TORCH venue has been said to be bumpy compared to their old one, but this is off-road after all. In fact Steve Brown and Tony Evdoka, both historically very quick at the TORCH club, didn't race, but instead devoted their time to the running of the event.

When it came to rubber, there weren't any rules on tyres and this meant there was a mix of brands in use. In 2WD the Schumacher Cut Stagger was the tyre to use up front and whilst the newly introduced Mezzo tyres by Schumacher were





Darren Lewis with his Serpent SRX-4 Gen3 in the 4WD class



Tommy Hall on his way to TQ in 4WD



Jamie Hall went one better in the 4WD A final to take the overall win



Local TORCH racer Chris Francis leads JJ Juttla in 2WD

popular on the rear, Pro-Line actually had more drivers in the A finals using their Pyramid tyres, and this trend carried over into 4WD with the US brand enjoying the majority, although the Mezzos and Mini Darts

were also used by the A finalists on the rear axle.

QUALIFYING

2WD qualifying was very interesting at the top and a lot closer than

everyone thought. Round one saw a gap of around a second between the Halls with Tommy just getting the edge, although Charlie Saunders and Yasir Mugal were not far behind. Round two was a near repeat with

Tommy and Jamie split by just half a second over the run, followed by Charlie and William Venables in fourth. The third round was more or less the same with the familiar name of Martin Owen making the












On his way to victory in 2WD, Team Associated/Reedy driver, Tommy Hall














RACE REPORT

what: rubebits dash 4 cash ■ where: torch ■ class: 1:10 off-road

Result - 2WD A Final

Photo	Pos	Qual	Driver	Age	Chassis	Motor	Speed Control	LPo	Servo	Radio	Rear Tyres	Front Tyres	Insert	Sponsors
	1	1	Tommy Hall	16	Team Associated	Reedy	Reedy	Reedy	Reedy	Sanwa	Pro-Line Pyramid Z3	Schumacher Cut Stagers	Schumacher Tubby	Reedy, CML, Factory Team, Industry RC, FF Racing, Alpha, Ruddog
	2	2	Jamie Hall	18	Team Associated	Reedy 6.5T	Reedy	Reedy	Reedy	Sanwa	Pro-Line Pyramid Z3	Schumacher Cut Stagers	Schumacher Tubby	Reedy, CML, Factory Team, Industry RC, FF Racing, Alpha, Ruddog
	3	4	Yasir Mughal	19	Yokomo	Hobbywing 6.0T	Hobbywing	Intellect	Sanwa	Sanwa	Pro-Line Pyramid Z3	Schumacher Cut Stagers	Schumacher Medium	SEMCS, PuppyPaint, TMG Speed, ToniSport, Industry RC, LMR, Nemo Racing
	4	5	William Venables	23	Team Associated	Reedy 6.5T	Reedy	Reedy	Savox	Sanwa	Pro-Line Pyramid Z3	Schumacher Cut Stagers	Schumacher Medium	CML/Associated, Rure RC, RC Octane, RudeBits, TMG Speed, Industry RC, Mitzipaint, Ruddog, Screws4RC
	5	3	Charlie Saunders	12	Team Associated	Reedy 6.5T	Reedy	Reedy	Reedy	Sanwa	Pro-Line Pyramid Z3	Schumacher Cut Stagers	Schumacher Medium	CML/Associated, RDT
	6	6	Lewis Hopkins	11	Xray	Hobbywing 6.5T	Hobbywing	Intellect	Sanwa	Sanwa	Pro-Line Pyramid Z3	Schumacher Cut Stagers	Schumacher Medium	RC Disco, Logo Magic
	7	7	Martin Owen	45	Schumacher	LRP 7.0T	LRP Flow	LRP	KO	KO	Schumacher Mezzo	Schumacher Cut Stagers	Schumacher Medium	Schumacher, RC Octane, Screws4RC, RDT
	8	8	Stuart Cartwright	45	Yokomo	Hobbywing 6.5T	Hobbywing	Performa	Sanwa	Sanwa	Pro-Line Pyramid Z4	Schumacher Cut Stagers	Schumacher Medium	
	9	9	Scott Follington	34	Schumacher	LRP 7.0T	LRP Flow	Intellect	KO	Sanwa	Schumacher Mezzo	Schumacher Cut Stagers	Schumacher Tubby	Schumacher
	10	11	Roger Mills	45	Team Associated	Hobbywing	Hobbywing	Centro	Etronix	Futaba	Pro-Line Pyramid Z3	Schumacher Cut Stagers	RB Cheaters	CML, RC Octane, Dudez Paint
	11	10	Harry Mears	13	Schumacher	LRP 6.5	LRP Flow	Intellect	KO	Sanwa	Schumacher Mezzo	Schumacher Cut Stagers	Schum Medium	Schumacher, RC Octane

Result - 4WD A Final

Photo	Pos	Qual	Driver	Age	Chassis	Motor	Speed Control	LPo	Servo	Radio	Rear Tyres	Front Tyres	Insert	Sponsors
	1	2	Jamie Hall	18	Team Associated	Reedy 5.5T	Reedy	Reedy	Reedy	Sanwa	Pro-Line Pyramid Z3	Pro-Line Pyramid Z3	Schumacher Tubby	Reedy, CML, Factory Team, Industry RC, FF Racing, Alpha, Ruddog
	2	3	Charlie Saunders	12	Team Associated	Reedy 6.0T	Reedy	Reedy	Reedy	Sanwa	Pro-Line Pyramid Z3	Pro-Line Pyramid Z3	Schumacher Medium	CML/Associated, RDT
	3	1	Tommy Hall	16	Team Associated	Reedy	Reedy	Reedy	Reedy	Sanwa	Pro-Line Pyramid Z3	Pro-Line Pyramid Z3	Schumacher Tubby	Reedy, CML, Factory Team, Industry RC, FF Racing, Alpha, Ruddog
	4	4	Lewis Hopkins	11	Xray	Hobbywing 5.5T	Hobbywing	Intellect	Sanwa	Sanwa	Pro-Line Pyramid Z3	Schumacher Fusion 2	Schumacher Medium	RC Disco, Logo Magic
	5	6	Keith Halsey	41	Xray	Reedy 6.5T	Orca	Centro	Savox	Sanwa	Schumacher Mezzo	Schumacher Fusion 2	Schumacher Tubby	RC Octane
	6	9	David Gardner	41	Serpent	Dash 5.5T	Dash	ArrowMax	Dash	Sanwa	Schum Darts	Schumacher Fusion 2	Schumacher Medium	Serpent UK, Dash
	7	8	Mark Grainger	40	Schumacher	Hobbywing 6.5T	Hobbywing	Intellect	KO	Sanwa	Pro-Line Pyramid Z4	Pro-Line Pyramid Z4	Schumacher Medium	Schumacher
	8	10	Chris Boden	35	Team Associated	Reedy 6.0T	Reedy	Reedy	Reedy	Sanwa	Pro-Line Pyramid Z3	Pro-Line Pyramid Z3	RB Cheaters	CML Distribution
	9	5	Scott Follington	34	Schumacher	LRP 6.5T	LRP	Intellect	KO	Sanwa	Schumacher Mezzo	Schumacher Fusion 2	Schumacher Tubby	Schumacher
	10	7	Daniel Smith	13	Xray	Surpass	Hobbywing	Intellect	Savox	Futaba	Pro-Line Pyramid Z3	Schumacher Fusion 2	RB Cheaters	Mum and Dad
	11	11	Jonathan Baker	39	Sworkz	Maclan 7.0T	Maclan	Proforma	Xpert	Sanwa	Schumacher Mezzo	Schumacher Fusion 2	Schumacher Medium	AnswerRC/Sworkz

top ten. The sharp end of the field in round four again saw familiar names, although all eyes were on the three Team Associated drivers as this would determine pole position for Tommy Hall, whilst a second in round for Charlie threatened Jamie's front row spot. A great run by young Lewis Hopkins saw him in the top five

in the round for the first time and the event was starting to look good for the youngster. The last round went the way of Jamie to secure that second spot on the grid, just in front of Charlie, who is proving to be another great young prospect. Further down it was tight between many as the TORCH layout turned out

to balance the masses.

Unsurprisingly it was the same lads who were at the sharp end of all the 4WD qualification rounds with Tommy and Jamie again battling it out for the TQ spot. It actually went down to the last round with both having zero as their total after four rounds, highlighting the excitement

of having two scores count from five. Tommy took the last round and again placed his car on pole for the A final. Other notable good results from the other youngsters included Charlie and Lewis, as well as Daniel Smith. Scott Follington and David Gardner also made the 4WD A final.

FINALS

It was certainly great racing that was very much equalised in every final with the seven-minute duration allowing time for the drivers to make up for an odd error or two. The Joker Lap was a huge success with some drivers taking the shortened lap early and trying to hang on up front, with others taking it when the track ahead

was clear and benefitting that way. Then there was Roger Mills, who took his on the last corner of the last lap to take the win in the 2WD B final and progress to the main A final! A well-thought out idea that certainly was popular, and added another exciting twist to all the finals.

As predicted, the "Hall Show" continued in the finals as Tommy

and Jamie Hall pushed each other to showcase their talents, or was it the money on offer that made this race so exciting? Their dad, Graham, stated that the boys would definitely have to buy the Chinese food that evening if they won – but it is yet to be discovered whether this actually took place!

At the end of the two A finals,

the spoils were shared as Tommy won 2WD and Jamie 4WD. Jamie also took second overall in 2WD whilst Yasir Mughal completed the podium. Charlie Saunders impressed with his speed in 4WD as he took a fine runner-up spot ahead of Tommy, and this ensured the podium had a very youthful look when it came to the presentations. ■

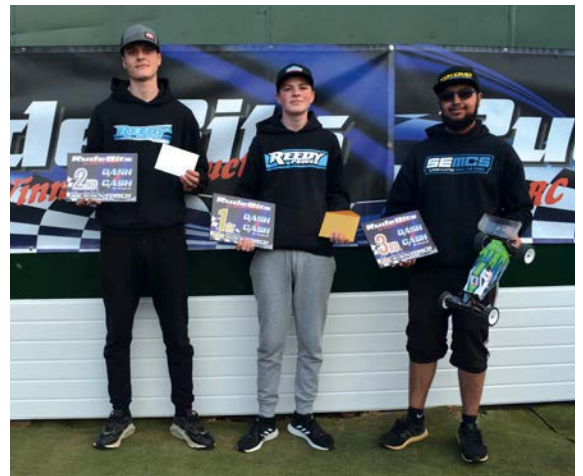
SUMMARY

There was no doubt the inaugural Dash 4 Cash was a huge success. The timetable and format also catered for overnight camping, which turned out to be very popular in a world of turmoil, and the drivers and families travelling out of their region for the first time. Old and young, and everyone in between were attracted to race, and everyone from established off-road drivers at the top of their game, down to club racers racing at this venue for the first time. One massive highlight has to be that the A finals were packed with drivers as young as 11- and 12-years-of-age, and with teenagers locking out both podiums, they really showed the older hands the way to do it.

The raffle took place on Sunday just before the presentation of race plaques and other awards like Marshal of the Day, a Booby Prize, the Concours award along with the Wags Race and Buddy Race plaques. This would clearly take some time bearing in mind the amazing line-up of prizes on offer, but such a huge spread also meant the opportunities to win would be very high! The event was timed to perfection allowing everyone travelling far to be on their way home just after 4pm on the Sunday. To sum up, this event could not have taken place without the support of the drivers who came to race, the main sponsor RudeBits who stumped up the prize money, and of course all the industry sponsors that gave away such an array of raffle prizes and trophies. And then of course there are the organisers who were tireless in all their hard work before the race, during it, and after the dust had settled. Tony informs us that there won't be a Dash 4 Cash event in 2022 because of the highly-congested calendar that includes the European Championships held at RHR in the UK. So we now look forward to the 2023 D4C, which is sure to be bigger and better, if that is even possible! The question is, where will it be held? Has your club applied to host this event that turned out to be very popular amongst the drivers? If not please contact Tony Evdoka via email at tony@rudebits.net as soon as possible with the subject 2023 D4C.



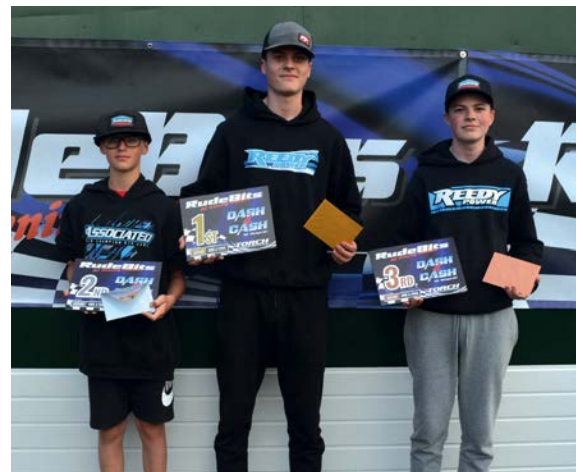
All 11 of the 2WD A finalists



Tommy Hall won 2WD from brother Jamie and Yasir Mughal



The A final line-up in 4WD



The 4WD win went to Jamie Hall from Charlie Saunders and Tommy Hall



an international incident

The Incident was RCL International's first and last 4WD off-road buggy so understandably they are very rare. Fortunately, Paul Lomas has one of these exclusive machines so who better to tell all about the Japanese off-roader as he takes over this month's column

■ We had a Revival first in 2021 when Paul Lomas raced his Incident from RCL International in the 4WD 1977-86 class at Broxtowe Model Car Club in September. This super-rare and distinctive machine quite rightly earned Paul the prestigious Icon of the Day award at the event. Paul is the authority on RCL Incidents and has gone to impressive lengths to keep his one running by producing in-keeping parts himself. Back in the day, Paul received his Incident for Christmas 1986 having had a Tamiya Rough Rider as his first RC, three years earlier. I've turned this edition's column over to Paul so he can provide the lowdown on this classic rarity which turned out to be the only venture into 1:10 off-road RC for the Japanese company.

IN PAUL'S WORDS

The Incident was a 1980s offering by RCL

International and they produced three versions. The standard kit came with ball races for the diffs and a mechanical speed controller. The Pro version introduced full ball races, UJs front and rear, alloy uprights front and rear, and grey metallic plastic for the gearcases and chassis. There was also a basic budget version that was distributed in Germany, of which not much is known regarding the spec.

Elite Models in Mansfield was the sole UK Incident distributor and brought the standard car in to the country in the latter half of 1986. Only 11 were brought in, one of which was the shop demonstrator. Another went to Radio Race Car for John Varley to review (December 1986 issue) and the remaining nine were for sale. Due to the slow sale rate, after these cars had gone, Elite Models did not bring any further cars into the country. I was lucky enough to obtain both an original kit

and then the shop demonstrator for spares as there was no spares backup in the UK for the cars.

The car itself had a very high specification for the time and actually provides the footprint for most current 4WD buggy offerings regarding the motor and drivetrain layout:

The transmission (32dp) is shaft-driven with front and rear ball differentials. The motor is mid-mounted in a longitudinal orientation and drives another ball diff. This centre diff was a novel design as on the rear drive side it was like a conventional ball diff and the drive ring sits flat on the diff balls. On the front drive side, the drive ring is chamfered/coned so it sits inside the diff balls with the contact patch a smaller diameter than towards the rear. This allows a 60:40 power split or when locked an even 50:50. The change is noticeable when driving as you can power oversteer the car with the rear power bias. The



Paul's RC International Incident in action at last year's Revival



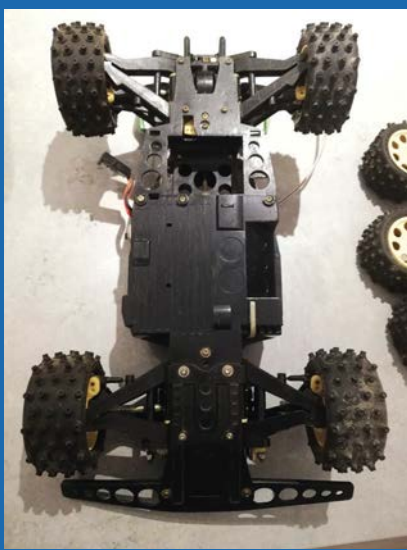
Paul receiving the 4WD Icon of the Day award at Revival 2022



Spare parts from the original two cars from Elite Models



The current car as it arrived from Taiwan



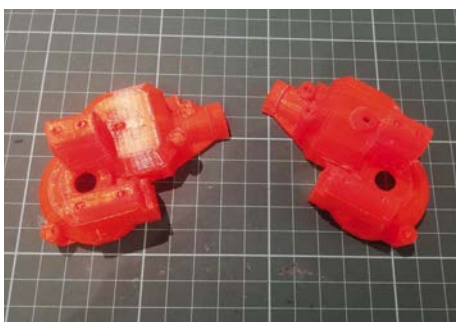
The underside view. Note the lack of countersunk screws!



Inside the car as it had arrived, complete with Kyosho LeMans motor and Sanwa speed controller (not shown)



Stripped and plastics cleaned for rebuild



Prototype 3D-printed gearbox cases from Mark Bruton



The trial installation of the gearbox casing to confirm fit

diffs are adjustable without the need to remove them from the car

The cells (stick pack) sit behind the motor

The steering servo sits in front of the motor and the speed controller (variable resistor-type as standard) sits next to the motor to offset the weight

Suspension is front and rear unequal wishbone with adjustable camber and toe front and rear.

The camber is adjusted by rotating a cam inside the upper wishbone rather than a turnbuckle

The front and rear gearbox/suspension was identical so could be swapped to either end

Steering is by a rack, eliminating bump steer. The car could be set up with 4-wheel steering if desired (but I have never tried this)

Front and rear anti-roll bars were included, although these aren't actually very effective due to the amount of play

Front and rear mono-shocks which were in vogue in the early- to mid-80s, but not very effective when combined with the anti-roll bars as the car has excessive body roll

Driveshafts are hollow steel with replaceable drive pins

Chassis is a plastic monocoque and provides an extremely rigid buggy chassis. It is the most rigid buggy chassis I have come across in 38 years of the sport. The lower half of the chassis drops out containing the radio equipment (a bit like Thunderbird 2!)

THE BUILD FROM BACK IN THE DAY

Assembly of the car was pretty easy with very simple instructions. For the time the manual was just short of Tamiya standards and much better than Kyosho. My original car I built up with a full set of ball races but that was about it for upgrades. I'd not started racing properly yet, with my only competition being at my friend's house where four of us used to make a track and race over a number of laps; a step-up from bashing but not real competition.

TRACK TEST

It was over a year later before I entered my

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.

ICONIC EVENTS

Event	Venue	Date
9-10 April 2022	Iconic Cup Round 1	Mendip
7-8 May 2022	Iconic Cup Round 2	West London
21-22 May 2022	Iconic Cup Round 3	Broxtowe
4-5 June 2022	Iconic Cup Round 4	Carlisle
25-26 June 2022	Iconic Cup Round 5	Stafford
29-31 July 2022	Revival 2022	Bingham
9-11 September 2022	Revival 2022	Broxtowe

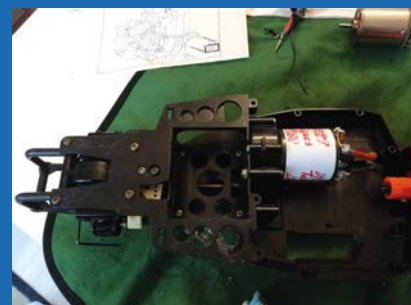
first real meeting at Tatton Park, run by the Southport Club. In readiness I purchased a Rocket Techniques 17x2 brushed motor and a Nosram speed controller, but stuck with my 1200mAh SCRs and timed charger (with a thermometer stuck in the end of the pack to manually switch off at 40 degrees!) Unfortunately, the speed controller let the smoke out days before the event so I had to fit the mechanical unit back in. This left me stationary on the track at 4m 30 seconds every run, but until the cells dumped it was right on the pace of the cars around it. It did have a tendency to grip roll on one corner due to the monoshock/anti-roll bar design, but if I judged the speed right, it would roll back onto its wheels and carry on with barely any time lost. I remember winning my lowly final as I'd lapped the field a few times before the cells dumped and the car stopped so had to listen to Wayne Davies commentating on my ever-decreasing lead until I was eventually declared the winner. For me, it was effectively the end of racing that car as Ian Oddie and a very young Craig Drescher debuted the Yokomo YZ-870c at the meeting taking a one-two finish and my order was in.

INDOOR ACTION

I raced the Incident one more time at my first club event in Urmston, Manchester, and this was

indoors on a polished wooden floor. I was totally unprepared as everyone raced silicone-coated foam tyres and I was on hard rubber-spiked tyres. I managed a best of nine laps whereas the club 'superstar' set a new record of 19 laps at the meeting. I returned with the Yokomo for the next meeting along with the right tyres and managed 19 laps every run. The following meeting I pushed the lap record up to 24 laps which remained the record until the club stopped racing buggies!

For me, I started racing at Macclesfield and Crewe, and did two years of the Borderounties League. I helped set up the outdoor buggy club in Macclesfield which is now the Cheshire Cat Car Club in Congleton. I got my first job working Saturdays at Cheshire Models in Macclesfield building and repairing cars (this was for Iris Whalley who later supported the Tamiya Eurocup), then moved down south with work to race at WLRC (old and new track) and Sandown. I also started 1:12-scale racing (LMP12) so went to Luton, run by the Parma team (Keith Helmke, Pat Hodge and Andy Benson). I then stopped racing in 1993 for the first time before a stop-start relationship with the sport. Last time round I came back to 1:12 in 2006 to 2014 (including racing at the EFRA European Championships in Hinckley), then added buggies in 2008/2009 (third in 4WD at the BRCA North West Regionals in 2009) and then stopped



The car going back together with Rocket Techniques brushed motor as used in original cars



The rear view showing locked out steering rack (in white) for optional 4-wheel steering



MJF-printed gearbox moulding going together for actual running



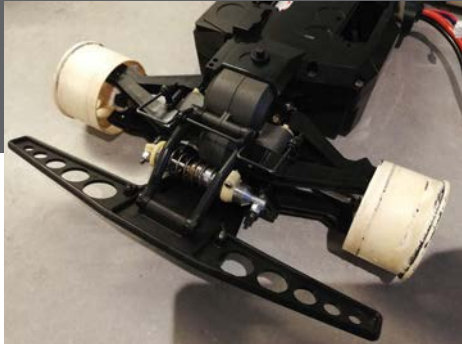
The assembled gearbox casing



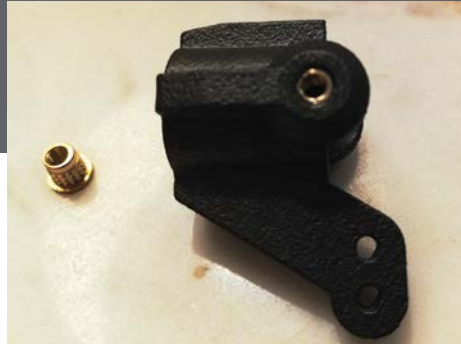
The gearbox assembled onto the car. The white cam adjuster is for altering the camber at the wheel



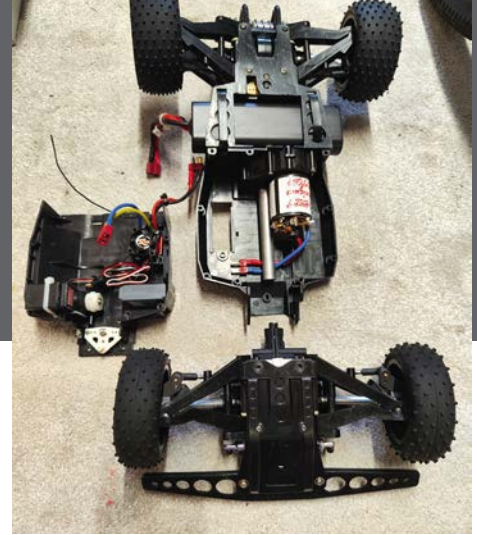
The fully rebuilt RC International Incident looks absolutely stunning



One of the notable features is the mono-shock front suspension. How wide is that front bumper!



Knurled inserts are used in the moulded steering arms



The Incident adopts a neat, modular design

in 2014. By then I was Eligibility Officer for the 1:12 Section of the BRCA during the introduction of the GT12 class and covered the role for a further year whilst handing over to David Gale. I then stopped racing until a one-off in 2020 at South Lakes Classic with a Yokomo 870c I'd been lucky enough to buy as a kit a couple of years earlier.

GOING FULL CIRCLE

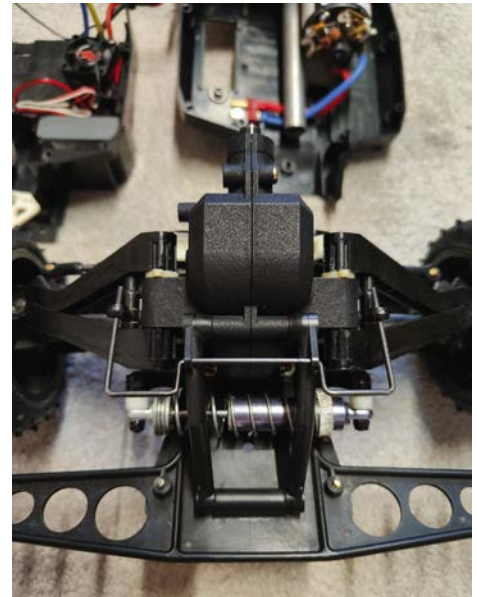
Around four years ago, I rescued the remainder of my RC collection from my parents, including the Incident box and manual, two bodysells, a bunch of spares from the stripped demonstrator car and some broken parts. The original car's weak spots were the suspension mounts, which were part of the gearcase and these would crack in a medium-force impact. Also, the ball joints would pull out of the steering knuckles. The other problem was that the front driveshafts would regularly pop out under hard cornering if the inside wheel caught and over-rotated. I couldn't find the actual cars anywhere so I have the very bad feeling they went to the tip. I was lucky enough to locate a used Incident in Taiwan (from Kumo.L on Facebook) so purchased that and started prepping it to race again.

The replacement car had the usual crack in one gearbox and I found the steering rack and uprights were a very brittle cream-coloured plastic rather than the softer white plastic of UK models. This indicated to me that there was an earlier run of the car before they came to the UK in 1986 and a number of adverts and articles in Asian RC Car magazines supports this theory. I spoke to Mark Bruton of OGP Vintage RC and went down the route of 3D-printing replacement gearcases, uprights (with metal-threaded inserts for the ball joints) and steering racks. These were much less brittle than the original parts and made the car

much more reliable, apart from popping the front driveshafts which is still an issue. For the Revival in September 2021, I built the car up with these parts and a new shell from Team Blue Groove, along with stickers from MCI. This was painted up in the colours of the demonstrator from Elite Models which is the shell I raced at Tatton Park. For electrics, I ran a period KO Propo servo with a Twister 20x3 motor. I ended up with a modern Hobbywing speed controller after smoke issues again with my older Nosrams. With using a modern LiPo, I also found the electrics ran a lot hotter so ended up with a couple of cooling fans inside the chassis. The only changes from the original design were to swap the shocks with the ones from a Yokomo 870c as the originals now leaked too badly and the seals are unobtainable. I also simplified the anti-roll bar design which made it work, 3mm turnbuckles for the steering links and fitted 2.2-inch wheels for modern tyres, and that was it. At the Revival I lost a front driveshaft on three of my runs. I actually set my FTD on my last run after losing the driveshaft on the practise lap but had no choice but to drive as I had only completed a single run so far. Apart from that I didn't suffer a single breakage. For next year I need to source some 60mm long UJs for the front or ask very nicely if I can run the 60mm long Yokomo CVDs I've managed to source but aren't period correct.

3D PRINTING

The work on drawing up the parts for the Incident led me to looking at what I could do for other cars with 3D printing. The Multi Jet Fusion printers from Hewlett Packard produce nylon parts of equivalent strength to late 80s/early 90s injection-moulded parts so are ideal for making replacements for running the cars when spares are either



The anti-roll bar has to be shaped in this way for clearance around the front suspension

unaffordable or unobtainable. I gave my 870c a work-over with printed arms, uprights, steering blocks (including the threaded metal inserts) and bulkheads and ran it again at the 2021 South Lakes to take a class win. Nothing broke and it proved the parts were robust. I have since worked on drawing up replacement running spares for other cars including truggies and have an ever-growing range of parts which I've sent as far afield as the USA, Singapore and New Zealand, along with much close to home. The idea is to keep the old cars running with affordable and robust spare parts that are in keeping with the original designs. My 3D RC Car Vintage Running Spares Facebook page can be found at <https://tinyurl.com/3DRCCarVintageRunningSpares> ■

Summary

Well what fascinating information this has been from Paul. Very nostalgic! It's incredible that only 11 Incidents were brought into the UK at a time when Tamiya, Kyosho and others were flooding shops with their models and so many folk were buying RC buggies. Looking at availability now, even in Asia, I wonder how many Incidents RCL International manufactured in total. I don't think it could have been many. It was clearly a well thought-out design for the time and we should be so thankful that gentlemen like Paul champion and preserve these obscure pieces of our RC history. I'd like to thank Paul for his time and his photographs and I look forward to seeing his Incident in action again ASAP.

Reds Racing 721 Scuderia Pro Limited Edition

Reds Racing has released the new 721 Scuderia Pro off-road engine and a limited edition with just 300 being made. Reds stated that their main objective was to develop a fast and reliable engine able to guarantee great fuel economy (over 9 minutes) and incredible power at the same time.

Features:

- All-new 3-needle carburettor for great reliability and tuning stability. The new carburettor guarantees better and easier tuning in all conditions. Furthermore, the new mid-range needle guarantees more linear power delivery and greater power
- The new Airboost backplate has been designed for increased mid to high RPM power, increased fuel efficiency and faster return to idle
- The total matt black cooling head with fluorescent yellow surface is part of the 721 Scuderia design

Specifications:

- Category: 1:8 buggy and truggy
- Displacement: 3.5cc
- Bore: 16.24mm
- Stroke: 16.8mm
- Inlet Ports: 7
- Outlet Ports: 1
- Crankshaft: Balanced with low friction DLC Coating
- Backplate: Aluminium with low friction DLC Coating, Airboost
- Front Bearing: 7x19x6 low friction double rubber seal 2RS
- Rear Bearing: 14x25,4x6 Swiss-made ceramic
- Carburettor Diameter: 8mm stock (6, 6.5, 7 and 7.5mm optional)
- Carburettor: VCX3-A V2 aluminium, 3 needles
- Weight: 345g
- Fuel Consumption: 9 minutes plus
- Engine Temperature: 110 to 130-degrees Celsius (depending on air temperature)
- Recommended Glow Plug: Reds TS3
- Recommended Pipe: Reds 2143 X-One Torque
- Recommended Fuel: 25 to 30 percent nitro, 8 to 10 per cent oil
- Break-In Fuel: 12 per cent oil

ENBU0028

Reds Racing 721 S Scuderia Gen2 Pro Ltd

AVAILABLE FROM: Kyosho UK

WEBSITE: www.kyoshoeurope.com

CONTACT: 01992 893339



JConcepts F2 Truck Body Mount Adapters and Body Nose Piece

JConcepts has released F2 truck body mount adapters and a nose piece intended for the use with popular 1:8 truggies such as the HB Racing D8T Evo 3, Tekno RC NT48 2.0, Team Associated RC8T3.2, Mugen Seiki MBX8T, and TLR 8ight-XT. To mount the F2 1:8 truck body, a carbon fibre adapter is needed along with the dedicated mounts to place the front of the body in correct position. Each truck has a specific adapter produced in carbon fibre which bolts directly to the stock tower, followed by the correct body mount (not included). There are several adapters available for vehicles including RC8T3.2, MBX8T, 8ight-XT, HB D8T Evo and Tekno NT48 2.0 that are CNC precision machined and come with 3mm hardware included.

As well as the F2 body mount adapters, JConcepts has a replaceable front nosepiece for the F2 truck body for racers wanting to re-build or freshen up. The polycarbonate piece is identical to the F2 item included with the original body and mounts in the same manner. One piece is included in each package and protective film on the part will need to be peeled off after paint and detail performed by the user.

- 2954 JConcepts F2 Truggy Body Mount Adapter, Carbon Fibre - HB D8T Evo 3
- 2955 JConcepts F2 Truggy Body mount Adapter, Carbon Fibre - Tekno NT48 2.0
- 0463-1 JConcepts F2 1:8 truck body, replacement nosepiece

AVAILABLE FROM: Schumacher Racing

WEBSITE: www.racing-cars.com

CONTACT: 01604 790770

OUTBACK 3

Treka

As an affordable, entry level scale crawler the FTX Outback 3 Treka has been hugely popular, introducing lots of new enthusiasts into the world of scale r/c. Moving forward we have updated the chassis with some subtle design changes and updates to further enhance the performance: Outback 3 Treka.



- INTELLIGENT LED HEADLIGHTS
- 390 BRUSHED 25 TURN MOTOR
- TELESCOPIC UNIVERSAL DRIVESHAFTS
- 7.2V 1500MAH NiMH BATTERY & USB CHARGER
- ETRONIX SYSTEM3 WATERPROOF ESC/RX/LED SMART CONTROLLER
- 6MM STEEL MULTI-LINK SUSPENSION FOR SMOOTH ARTICULATION



FTX OUTBACK® Treka 4X4 RTR 1:10 TRAIL VEHICLE - Blue - Part No: FTX5594B
 FTX OUTBACK® Treka 4X4 RTR 1:10 TRAIL VEHICLE - Orange - Part No: FTX5594D

£199.99 RRP

FTX
www.ftx-rc.com



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

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E&OE.

THRASH TEST - EAZY RC 1:18 PATRIOT RTR

■ spec: 4wd plastic chassis ■ class: off-road scaler/crawler ■ cost: £109.99

PATRIOT GAMES



Eazy RC is back with a super cute and very accurate scale crawler in micro 1:18-scale.

We take a look to see what makes it tick...



Whilst the spot lights are replicas, the Patriot comes with a full set of working indicators, headlights and tail lights



The snorkel fitted to the injection-moulded hard body adds to the scale looks. You can also see the detailed interior



Bolted to the rear door is a useable M/T tyre mounted to a 1-inch internal beadlock wheel



The Patriot comes with a link-type front suspension and shaft-drive transmission



Facing down is the chassis-mounted servo from Eazy RC



Pop the bonnet to see the electrical components that are neatly hidden away and protected

■ We like nothing more in Racer Magazine than reviewing RC cars that are just a bit of fun. Of course, we started out covering the competition and racing scene, but even the most ardent RC car racer sometimes just needs a little downtime, maybe a slower pace of life and just some good old-fashioned fun. Here is exactly the kind of RC model that is really just that – it's not designed for competition (although it is surprisingly capable), but it looks great, is super simple to use, and when it came through the doors of our office, we just knew we needed to get out with it and see what it could do!

ON PATROL

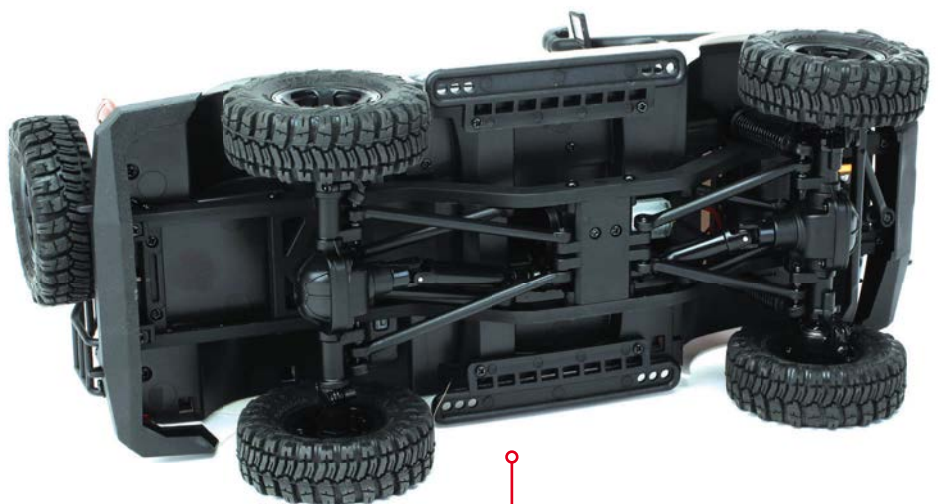
This kind of 1:18-scale crawler/scaler is big business at the moment – they are capable enough for outside use (unlike 1:18 on-road vehicles), yet small enough to be used around the home on a course made from everyday objects, so therefore usable in all seasons. Because of this versatility and low price, they have been selling really well, and manufacturers from the established names, to Far Eastern start-ups have all jumped on the bandwagon. One such vehicle that we looked at recently was the Element RC Sendero trail truck. The Sendero was more of a crawler, being unbelievably tough and capable even outdoors in the woods and on the rockery and was definitely one of our favourites of 2021.

The Eazy RC on the other hand follows the same type of formula, but is much more of a scale offering. This Patriot platform is used on other products such as the Arizona and Triton however, here it comes with a hard ABS moulded body which isn't officially licensed however, looks an awful lot like a Nissan Patrol from the 1990s to us.

THAT BODY

As we pulled the Patriot out of the box, what really blew us away was that realistic scale body.

Not only is it beautifully moulded, featuring an interior and tinted glass (in a cool 90s brown shade too), but it also has working lights (including indicators). On top of this (physically and metaphorically), you have things like a full roof rack, snorkel air intake, spare wheel on the back, bull bars and even little door mirrors. We've not had many micro scale vehicles recently with such scale details, and especially not at this price point and ready to run too. Not only the body, but the wheels and tyres are both



From the underside there is little to see apart from the suspension links and driveshafts

THRASH TEST - EAZY RC 1:18 PATRIOT RTR

■ spec: 4wd plastic chassis ■ class: off-road scaler/crawler ■ cost: £109.99



The Eazy RC LiPo battery sits behind the combined speed controller/receiver unit



The manufacturer has come up with a great design to ensure the Patriot is well protected during transport



Buttons on the 2.4GHz steering wheel transmitter alter the trim settings



The futuristic design of the transmitter matches the Patriot's colour scheme



Charging duties are taken care of by a basic USB lead



The included 7.4V LiPo battery is rated at 380mAh, and offers around 30 minutes of runtime

effective at providing tons of grip, but also looking realistic too. Compared to something like the aforementioned Element RC trail truck with its Lexan body, when you're out and about with the Eazy RC Patriot, it definitely looks far more realistic. Of course, these hard ABS bodies are more fragile, so this is something to bear in mind if you're thinking of buying something more realistic looking (like this), compared to one that isn't. That said, Eazy RC does provide all the body parts as spares, so if you broke something, you can replace it at least. These types of vehicles tend to gain a following that modifies them too, so we'd interested to see what owners do to make theirs unique.

WHAT MAKES IT TICK

Being hard-bodied means that you're not supposed to take the body on and off often, and it doesn't have body clips as such. Therefore, when looking at how it works, it's more a case of looking underneath. If you're wondering how the battery goes in the car and where the on/off switch is, you lift the bonnet up to access both! It's a really cute little idea and is also very quick for battery changes. One thing it does mean though, is that it's not really waterproof in any way, so be aware of this when using the truck in puddles or the rain. The battery itself is a LiPo 2S unit with a nominal voltage of 7.4V – a USB-style charger comes with it, but if you prefer, you can

charge this battery on a standard LiPo bench charger which will be quicker, and possibly more accurate in terms of end capacity.

Other than that, this little scale machine follows the usual construction method for these kind of vehicles. A ladder frame chassis is combined with solid axles (in true 1990s Japanese full-size off-roader style!) and a central transmission powers the axles via Universal joints with a final drive ratio of 84:1 giving plenty of torque for crawling from the 050 brushed motor. The electronics for this machine are bespoke to it (in terms of using a combined receiver and speed controller and 5-wire servo with bespoke plug), which does mean that the upgrade path to other electronics is tricky, but it actually all works pretty well out of the box. If you do break anything, then all spares are available from UK importer CML Distribution, but in our experience it was a tough little machine that stood up to our testing very well.

IS IT ANY GOOD?

We kind of alluded to the fact we liked the Eazy RC Patriot at the beginning of this review, and the truth is we do. It is one of those RC models that combines looking good (and realistic) and actually being quite capable too. The combination



of oversized sticky tyres and a huge amount of axle articulation mean that for a little vehicle, it's pretty unstoppable. Being small does mean it is quite slow, so if you're looking for a speedy RC vehicle then this is probably not what you want, but it can keep up with a decent walking pace, so if you're looking to go out and about in your local woods or pebbly beach, then it's ideal. One thing that we really like about it also, is that the battery lasts a really long time – run times of half an hour of constant use are easily possible which is great.

Take two batteries like we did and it will last an hour which is more than enough time to take with you on a decent walk! Around the house it lasted nearly an hour of just slow mucking about crawling over obstacles we setup. As for the transmitter, this also lasts for hours and hours on simple AA batteries and is comfortable and "eazy" to use. So all in all, for a fun little package, you really can't go far wrong!

"A ladder-frame chassis is combined with solid axles, in true 90s Japanese full-size off-roader style!"



THRASH TEST - EAZY RC 1:18 PATRIOT RTR

■ spec: 4wd plastic chassis ■ class: off-road scaler/crawler ■ cost: £109.99

On Test

Testing for this little beastie took the form of some indoor fun with our youngest RC fan in the family (your reviewer's son!) who loved to make obstacles from Lego, Duplo and other toys and household objects. We were amazed by quite how much traction it had when climbing up stuff – we really found no difference between the Patriot and other more competition-focussed micro crawlers which is impressive for something who's target is more on having a realistic scale appearance. One thing we did notice was that due to the bull bars on the front, the angle of attack wasn't perhaps as good as some micro crawlers, but again, that scale appearance is really what this model is about, so you can understand it.

Second part of our test was outside, and here the Patriot really impresses. 1:18-scale models are usually a bit useless outside as even a pebble is enough to stop one. The added ride height of the Patriot and lack of differentials in the gearboxes means that if the obstacle isn't physically bigger than the truck, then it really won't stop it! It really was lots and lots of fun to take out on a walk and myself and aforementioned willing helper walked all around where we live, swapping the controller and seeing how stuck we could get it! The battery gives very impressive run times, and with two packs were we out for over an hour having fun in our local area. Again, every RC has some negatives, and the one with the Patriot outside was that it's not terribly fast – basically its top speed is walking pace. It's OK if you want to walk about with it, but it's not something to take to a wide-open park for instance. This is not a problem that is unique to the Patriot, all these micro crawlers are the same, but it's something you should be aware of if you want an all-rounder.





Summary

Small, realistic, fun and very affordable. If you're looking for something that isn't too complex or hard to own, then the Eazy RC 1:18 Patriot RTR little crawler/scaler is just what you need. Amazing run times and a great quality build mean this is something we'd definitely recommend, especially for indoors fun.

SPECIFICATION

Model:	Eazy RC Patriot
Scale:	1:18
Class:	Off-Road
Application:	Fun
Format:	Kit
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Locked
Shocks:	Friction
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length	297mm
Width	117mm
Height	135mm
Wheelbase	190mm
Front track	109mm
Rear track	109mm
Weight	500g

WHAT WE USED

Electric Kit
 Transmitter: Eazy RC 2.4GHz steerwheel (kit)
 Speed controller/Receiver: Eazy RC 2-in-1 2.4GHz (kit)
 Servo: Eazy RC 9G 5-wire (kit)
 Motor: Eazy RC 050 Brushed (kit)
 Battery: Eazy RC 380mAh 2S LiPo (kit)

VERDICT



Incredible scale looks for the price
 Very capable off-road
 Comes with everything in one box



Hard bodies need more care

RACER RATING: ★★★★★


CONTACT

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

Tel: 01527 575349
 E-mail: info@cmldistribution.co.uk
 Website: www.cmldistribution.co.uk

SPASHETT AND PAYNE BATTLE FOR F1 HONOURS

Daniel Robins proved to be the driver to beat in GT12, as was Finley Williams in F2 LMP12 at the first and second round of the BRCA Nationals, whilst in F1 LMP12, local drivers David Spashett and Ollie Payne had to share the wins

 Rounds one and two of the BRCA 1:12 Circuit Section National Championships were held at Eastbourne. This was the first national competition for the section since before the pandemic, so it was well anticipated. There has been a change to the format of the series with the LMP12 and GT Circuit sections combining forces, and offering a GT12

class and a 13.5T stock LMP12 class. The championship is being held over six rounds with four to count.

WORLDS STANDARD

The Eastbourne club laid out a large track at their Robertsbridge facility using the excellent carpet used at the 2020 World Championships. On first impressions, the track layout looked

quite intimidating but was actually a fast and flowing one that would test the skills of all the drivers. There was a capacity entry of 30 GT12 drivers and 56 LMP12 drivers.

GT12

On Saturday and for round one of the series it was the GT12 class that was first to take to the track. This

class provides an excellent way for novice to experienced drivers to enjoy pan car racing. The slower speed, compared to LMP12, and more-forgiving body shells means that close wheel-to-wheel racing is almost guaranteed when these cars take to the track.

GT12 would be a battle between Nathan Goodban and Dan Robins for



Ready for qualifying at the first BRCA National of the year for LMP12 at Eastbourne



The Eastbourne club has become a regular haunt for the BRCA 1:12 Circuit Section National Championship

pole position. The two drivers were on equal pace with Nathan taking an early lead before Dan drove a clean and fast run in round four to secure pole position from Nathan and James Varah in third.

The GT12 final unfortunately didn't offer the battle at the front between Dan and Nathan we expected as an early incident dropped the latter to the back of the field before retiring the car mid-race. Dan drove superbly and was untroubled to the tone taking the overall round win. The race for second and third was more intense with James Varah, Matt Hunter and Stephen Rogers battling over the six minutes. Matt would take second place with James and Stephen racing to the line, with James taking third to complete the podium.

LMP12

In LMP12 the championship was split into formula finals with F1 and F2 classes competing. In F2, junior driver Finley Williams would top the time sheets ahead of Gavin Clinch

and Mark Barford. In F1 it would be David Spashett on pole position after putting together a superb run to put him almost half a lap up on Ollie Payne in second, with Matt Varah completing the top three as the only other driver on the same lap.

The F2 A final would get off to a clean start and Finley would drive a fast and smooth race to take the win, finishing a lap up on the field. Gavin would take second with Mark Barford close behind in third, with these drivers being separated by a single second.

The F1 A final would see David come under a lot of pressure from

Ollie for the first two minutes. Ollie would be glued to the back of David's car, but was unable to make a pass before David settled into a rhythm and pulled a small gap that he then maintained to take the win ahead of Ollie in second. Third place would see Matt come under pressure from Adam Mackman and Mark Stiles who qualified fourth and fifth respectively. A small mistake from Matt and Mark would see them drop back with Adam driving a clean fast race to complete the podium.

Sunday would follow the same format as the day before and count as round two of the championship.

Although the track layout remained the same, the grip levels continued to build leading to faster times through the day and an added challenge for the drivers to master with their car setup.

GT12

This class would see Daniel Robins top the time sheets in all four rounds of qualifying with Nathan Goodban close behind. Both drivers were very similar on one-lap-pace, but Dan was able to edge a couple of seconds gap over the six-minute qualifying run. Third on the grid would be taken by James Taylor closely



The club uses the exact same carpet raced on at the 2020 World Championships

RACE REPORT

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

BRCA GT Nationals BRCA GT Circuit Nationals RD1 Eastbourne GT12 A Final Tech Sheet

No	Name	Team	Chassis	Driver	Co-Driver	Class	Age	Sex	Weight	Power	Motor	ESC	Beam	Chassis	Body	Wheels	Tires	Notes					
1	Dan Robins	Moody Foots, Sully Coast, Schumacher, Puggy paint, Axxor, Zen	Schumacher Atom 2	T35	T35	4143	EXT 3.0	Male	42	85	LRP 8000	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3 LW	Hobbywing G3R	Spider Blue	42x44	42	67	LRP 8000	Hobbywing XR10 1s Pro G2 HD	Sanwa	Sanwa
2	Nathan Goodban	Contact Core RC, Montech, Schumacher	Schumacher Atom 2	T35	T35	4143	Spider Blue	Male	42	67	LRP 8000	Hobbywing XR10 1s Pro G2 HD	Trinity X Factor	Montech GT3 LW	Hobbywing G3R	Spider Blue	42x44	42	67	LRP 8000	Hobbywing XR10 1s Pro	Sanwa	Sanwa
3	James Varah	Salt spray, Body shells	Zen RK0712	Jft	Jft		Spider Blue	Male	43	68	LRP 8000	Hobbywing XR10 1s Pro G2	Trinity X Factor	Protiform PM12 LW	Hobbywing G3R	Spider Blue	42x44	43	68	LRP 8000	Hobbywing XR10 1s Pro	Sanwa	Sanwa
4	James Taylor	Schumacher	Schumacher Atom 2	T35	T35	40.542.5	Spider Blue	Male	43	68	LRP 8000	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3 LW	Hobbywing G3R	Spider Blue	42x44	43	68	LRP 8000	Hobbywing XR10 1s Pro	KO	Sanwa
5	Stephen Rogers	Schumacher	Schumacher Atom Pro	T foam 40sh	T foam 40sh	42/44	Spider Blue	Male	50	77	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	SupaBox GT12 Body - Type F	Hobbywing G3R	Spider Blue	42/44	50	77	Trinity White Carbon	Traxstar 1s 120amp	Savox	Spektrum
6	Matt Hunter	Schumacher	Schumacher Atom 2	T35	T35	42.0 F / 42.5 R	Spider Blue	Male	45	67	Intellect 8200	Hobbywing 3.1	Trinity X Factor	Phat Bodies GTM	Hobbywing G3R	Spider Blue	42x44	45	67	Intellect 8200	Hobbywing XR10 1s Pro	KO	Sanwa
7	Ewan Thompson	Schumacher, Dad	Schumacher Atom 2	T35	T35	43.541.5	Spider Blue	Male	47v	69.1	Intellect 8200	Hobbywing XR10 1s Pro	Core rc	Phat Bodies GTM	Hobbywing G3R	Spider Blue	42x44	47v	69.1	Intellect 8200	Hobbywing XR10 1s Pro	Core rc	Futaba
8	Oscar Keen	Schumacher	Schumacher Atom 2	T35	T35	42/43	Spider Blue	Male	40	68	Intellect 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3	Hobbywing G3R	Spider Blue	42x44	40	68	Intellect 8200	Hobbywing XR10 1s Pro	KO	Sanwa
9	Joseph Moore	Schumacher, RAMPaint RC SKINZ	Schumacher Atom 2	T35	T35	41/43	Spider Blue	Male	42	69	Intellect 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3	Hobbywing G3R	Spider Blue	42x44	42	69	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Sanwa
10	Chris Hammer	Schumacher	Schumacher Atom 2	Contact 35	Contact 35	42/43	Spider Blue	Male	44	69.6	Intellect 8200	Hobbywing v3.1	Trinity X Factor	Montech GT3	Hobbywing v3.1	Spider Blue	42x44	44	69.6	Intellect 8200	Hobbywing v3.1	Savox	Sanwa

BRCA GT Nationals BRCA GT Circuit Nationals RD2 Eastbourne GT12 A Final Tech Sheet

No	Name	Team	Chassis	Driver	Co-Driver	Class	Age	Sex	Weight	Power	Motor	ESC	Beam	Chassis	Body	Wheels	Tires	Notes					
1	Dan Robins	Moody Foots, Sully Coast, Schumacher, Puggy paint, Axxor, Zen	Schumacher Atom 2	T35	T35	4143	EXT 3.0	Male	42	85	LRP 8000	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3 LW	Hobbywing G3R	Spider Blue	42x44	42	85	LRP 8000	Hobbywing XR10 1s Pro	Sanwa	Sanwa
2	Nathan Goodban	Contact Core RC, Montech, Schumacher	Schumacher Atom 2	T35	T35	4143	Spider Blue	Male	42	67	LRP 8000	Hobbywing XR10 1s Pro G2 HD	Trinity X Factor	Montech GT3 LW	Hobbywing G3R	Spider Blue	42x44	42	67	LRP 8000	Hobbywing XR10 1s Pro	Sanwa	Sanwa
3	James Taylor	Schumacher	Schumacher Atom 2	T35	T40	41.543.5	Spider Blue	Male	43	70	LRP 8000	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3 LW	Hobbywing G3R	Spider Blue	42x44	43	70	LRP 8000	Hobbywing XR10 1s Pro	KO	Sanwa
4	Stephen Rogers	Schumacher	Schumacher Atom Pro	T foam 40sh	T foam 40sh	42/44	Spider Blue	Male	50	77	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	SupaBox GT12 Body - Type F	Hobbywing G3R	Spider Blue	42/44	50	77	Trinity White Carbon	Traxstar 1s 120amp	Savox	Spektrum
5	Matt Hunter	Schumacher	Schumacher Atom 2	T35	T35	40.3 F / 42.3 R	Spider Blue	Male	45	68	Intellect 8200	Hobbywing 3.1	Trinity X Factor	Phat Bodies GTM	Hobbywing G3R	Spider Blue	42x44	45	68	Intellect 8200	Hobbywing XR10 1s Pro	KO	Sanwa
6	Ewan Thompson	Schumacher	Schumacher Atom 2	T35	T35	43/43	Spider Blue	Male	47v	69.1	Intellect 8200	Hobbywing XR10 1s Pro	Core rc	Phat Bodies GTM	Hobbywing G3R	Spider Blue	42x44	47v	69.1	Intellect 8200	Hobbywing XR10 1s Pro	Core rc	Futaba
7	Oscar Keen	Schumacher	Schumacher Atom 2	T35	T35	41/43	Spider Blue	Male	40	68	Intellect 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3	Hobbywing G3R	Spider Blue	42x44	40	68	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Sanwa
8	Joseph Moore	Schumacher, RAMPaint RC SKINZ	Schumacher Atom 2	T35	T35	41/43	Spider Blue	Male	42	69	Intellect 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3	Hobbywing G3R	Spider Blue	42x44	42	69	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Sanwa
9	Michael Hall	Schumacher	Schumacher Atom 2	Contact 35	Contact 35	41.5 / 42.3 R	Spider Blue	Male	41	68.33	LRP 8000	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3	Hobbywing G3R	Spider Blue	42x44	41	68.33	LRP 8000	Hobbywing XR10 1s Pro	Futaba	Sanwa
10	Mark Keen	Schumacher	Schumacher Atom 2	T35	T35	41.542.5	Spider Blue	Male	40	68	Intellect 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Montech GT3	Hobbywing G3R	Spider Blue	42x44	40	68	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Sanwa

BRCA LMP12 Nationals RD1 Eastbourne F1 A Final Tech Sheet

No	Name	Team	Chassis	Driver	Co-Driver	Class	Age	Sex	Weight	Power	Motor	ESC	Beam	Chassis	Body	Wheels	Tires	Notes					
1	David Spashett	Hot Race, Zen Racing, Zen	Zen RXLMP	Hot Race	Hot Race	41.5-41.5	Spider Blue	Male	45	70	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	Black Art BAO10	Hobbywing G3R	Spider Blue	42x44	45	70	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	KO
2	Ollie Payne	Roche P12 Evo 2	ULTI JM	ULTI XM	40.5-41.5	Spider Blue	Male	42	70	Sunpower 8000	Hobbywing XR10 1s Pro	Trinity X Factor	Black Art BAO10	Hobbywing G3R	Spider Blue	42x44	42	70	Sunpower 8000	Hobbywing XR10 1s Pro	Sanwa	Sanwa	
3	Matt Varah	CML, Roche, Zen Racing	Roche P12 Evo 2	Hot Race	Hot Race	41/42	Spider Blue	Male	40	70	Trinity White Carbon	Hobbywing XR10 1s Pro G2 HD	Trinity X Factor	Protiform AMR Profile	Hobbywing G3R	Spider Blue	42x44	40	70	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa
4	Adam Mackman	Contact, Schumacher	Schumacher Eclipse 4	Contact 05	Contact 05	40.541.5	Spider Blue	Male	35	69	Intellect 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Montech M21	Hobbywing G3R	Spider Blue	42x44	35	69	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Sanwa
5	Mark Stiles	Hot Race, Zen Racing	Roche P12 Evo 2	Hot Race	Hot Race	42/42	Spider Blue	Male	40	68	Centre 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Protiform AMR Profile	Hobbywing G3R	Spider Blue	42x44	40	68	Centre 8200	Hobbywing XR10 1s Pro	Sanwa	KO
6	Ben Vincent	Roche, Zen Racing	Roche P12 Evo 2	535	535	41/42	Spider Blue	Male	30	66	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	Black art ba010	Hobbywing G3R	Spider Blue	42x44	30	66	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa
7	Morgan Williams	Hot Race, Zen Racing	Roche P12 Evo 2	JRS	JRS		Spider Blue	Male	45	71	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	Black art ba010	Hobbywing G3R	Spider Blue	42x44	45	71	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa
8	Andrew Smith	CRC, Zen Racing	CRC OX2AR	T beam	T beam	42/42	Spider Blue	Male	47.8	58.8	Trinity White Carbon	Tekin 15 Pro	Trinity X Factor	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	47.8	58.8	Trinity White Carbon	Tekin 15 Pro	Sanwa	Sanwa
9	Stuart Cartwright	Contact, Roche, Zen Racing	X-ray X12-02	Contact T35	Contact T35	41.5mm/41.5mm	Spider Blue	Male	40	68.5	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	40	68.5	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa
10	Neil Diver	Hot Race, Zen Racing	Zen Racing LMP12	Hot Race	Hot Race	42	Spider Blue	Male	40	68.5	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	40	68.5	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa

BRCA LMP12 Nationals RD1 Eastbourne F2 A Final Tech Sheet

No	Name	Team	Chassis	Driver	Co-Driver	Class	Age	Sex	Weight	Power	Motor	ESC	Beam	Chassis	Body	Wheels	Tires	Notes					
1	Finley Williams	Roche, Zen Racing	Roche P12 Evo 2	T beam	T beam	40.5 / 41.5	Spider Blue	Male	68		Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	Protiform AMR Profile	Hobbywing G3R	Spider Blue	42x44	68		Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa
2	Gavin Clinch	CarvCraft, Zen Racing	Zen Imp12	Hot race	Hot race	40.541	Spider Blue	Male	69	LRP 8000	Ono	PowerHD MP	Trinity X Factor	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	69	LRP 8000	Ono	PowerHD MP	Sanwa	Sanwa
3	Mark Barford	Zen	JRS	JRS	41.542.5	Spider Blue	Male	50	68	Trinity White Carbon	Hobbywing XR10 1s Pro	Futaba	Trinity X Factor	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	50	68	Trinity White Carbon	Hobbywing XR10 1s Pro	Futaba	Sanwa
4	Nigel Bowen	None	Assomattix A12	Hagberg	Hagberg	41.5mm/41.5mm	Spider Blue	Male	45	71.5	Intellect 8200	Tekin 1s pro	KO	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	45	71.5	Intellect 8200	Tekin 1s pro	KO	Sanwa
5	Andy Cotton	Schumacher	Schumacher Eclipse 4	Contact T35	Contact T35	40.5 / 41.5	Spider Blue	Male	40	71.7	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	40	71.7	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Sanwa
6	Geraint Williams	SG	Xray X12-21	Contact T Foam	Contact T Foam	42/42	Spider Blue	Male	34	72	Sunpower 8000	ORCA	Sanwa	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	34	72	Sunpower 8000	ORCA	Sanwa	Sanwa
7	Nigel Hale	CML, Zen Racing, SG	Assomattix A12	Hot Race	Hot Race	41.5 / 42	Spider Blue	Male	45	71.5	Intellect 8200	Hobbywing XR10 1s Pro	Futaba	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	45	71.5	Intellect 8200	Hobbywing XR10 1s Pro	Futaba	Sanwa
8	Stu Colby	Zen Racing, GRS	Zen Imp	Hagberg	Hagberg	42mm/42mm	Spider Blue	Male	40	68	Trinity White Carbon	Hobbywing XR10 1s Pro	KO	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	40	68	Trinity White Carbon	Hobbywing XR10 1s Pro	KO	KO
9	Mark Rogers	MB Models	Assomattix A12	T 35	T 35	41 / 42	Spider Blue	Male	50		Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	50		Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa
10	James Eaves	MB Models	Schumacher Eclipse 4	T35	T35	40/41	Spider Blue	Male	46	68	LRP 8000	Hobbywing XR10 1s Pro	Sanwa	Protiform AMR Profile	Hobbywing G3R	Spider Blue	42x44	46	68	LRP 8000	Hobbywing XR10 1s Pro	Sanwa	Sanwa

BRCA LMP12 Nationals RD2 Eastbourne F1 A Final Tech Sheet

No	Name	Team	Chassis	Driver	Co-Driver	Class	Age	Sex	Weight	Power	Motor	ESC	Beam	Chassis	Body	Wheels	Tires	Notes					
1	David Spashett	Hot Race, Zen Racing, Zen	Zen RXLMP	Hot Race	Hot Race	41/41	Spider Blue	Male	44	70	Trinity White Carbon	Hobbywing XR10 1s Pro	Trinity X Factor	Black Art BAO10	Hobbywing G3R	Spider Blue	42x44	44	70	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	KO
2	Ollie Payne	Roche P12 Evo 2	ULTI JM	ULTI XM	40.5-40.5	Spider Blue	Male	42	70	Sunpower 8000	Hobbywing XR10 1s Pro	Trinity X Factor	Black Art BAO10	Hobbywing G3R	Spider Blue	42x44	42	70	Sunpower 8000	Hobbywing XR10 1s Pro	Sanwa	Sanwa	
3	Matt Varah	CML, Roche, Zen Racing	Roche P12 Evo 2	Hot Race	Hot Race	41/42	Spider Blue	Male	40	70	Trinity White Carbon	Hobbywing XR10 1s Pro G2 HD	Trinity X Factor	Protiform AMR Profile	Hobbywing G3R	Spider Blue	42x44	40	70	Trinity White Carbon	Hobbywing XR10 1s Pro	Sanwa	Sanwa
4	Mark Stiles	Hot Race, Zen Racing	Roche P12 Evo 2	Hot Race	Hot Race	41.441.6	Spider Blue	Male	40	70	Centre 8200	Hobbywing XR10 1s Pro	Trinity X Factor	Protiform AMR Profile	Hobbywing G3R	Spider Blue	42x44	40	70	Centre 8200	Hobbywing XR10 1s Pro	Sanwa	KO
5	Adam Mackman	Contact, Schumacher	Schumacher Eclipse 4	Contact 05	Contact 05	40.541.2	Spider Blue	Male	35	69	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Protiform AMR	Hobbywing G3R	Spider Blue	42x44	35	69	Intellect 8200	Hobbywing XR10 1s Pro	Sanwa	Sanwa
6	Ben Vincent	Roche, Zen Racing	Roche P12 Evo 2	535	535	40/41	Spider Blue	Male	30	66	Trinity White Carbon	Hobbywing XR10 1s Pro											



On Saturday, David Spashett topped the F1 LMP12 A final podium



Round two of the series and it was Ollie Payne winning the F1 LMP12 A final



Finley won the F2 LMP12 A final on Saturday from Gavin and Mark



Round two and another F2 LMP12 A final win for Finley Williams



Dan Robins won the GT12 A final at R1 from Matt Hunter



GT12 R2 saw a podium of Dan Robins, Nathan Goodban and James Taylor

would complete the front two rows of the grid.

Finley would lead away cleanly from the grid with Stuart in pursuit, but Stuart was unable to match Finley's pace and he would take his second win of the weekend. Stuart would take second place ahead of Geraint who completed the F2 podium.

In the F1 category of LMP12, it would be much closer than the day before with David Spashett and Ollie Payne racing hard to get pole position. David would come out on top for his second pole position of the weekend, but with Ollie close behind in second we were on track for a close final. Matt Varah would

again line up third with Mark Stiles in fourth.

The final would provide some fantastic close racing with Ollie as close to the back of David's car as possible from the first corner. Ollie would then make a brilliant clean pass just before the entrance to the straight and opened a small gap over David. There would be a close race behind in the first half of the race for third between Matt, Mark and Adam Mackman, with Mark driving well to secure third. However, the main action was at the front where with around two minutes to go, David had worked his way back to Ollie and was putting him under a lot of pressure.

Despite a very close attempt on the last lap, David was unable to find a way past and would have to settle for second on this occasion. It was a fantastic example of some of the best LMP12 driving and a brilliant way to finish the weekend.

It was great to be back racing again after such a long break, and the Eastbourne club did us proud with a great circuit, smooth running and a canteen run by the club members that kept us all fed and watered throughout the weekend.

The championship now moves to Tamworth in February, and we look forward to another weekend of enjoyable fun 1:12 circuit racing. ■

RESULT - GT12 A FINAL

POS	DRIVER	CHASSIS
1	Daniel Robins	Schumacher
2	Matt Hunter	Schumacher
3	James Varah	Zen Racing
4	Stephen Rogers	Schumacher
5	Ewan Thompson	Schumacher
6	Oscar Keen	Schumacher
7	Joseph Moore	Schumacher
8	James Taylor	Schumacher
9	Christopher Hammer	Schumacher
10	Nathanael Goodban	Schumacher

RESULT - LMP12 F2 A FINAL

POS	DRIVER	CHASSIS
1	Finley Williams	Roche
2	Gavin Clinch	Zen Racing
3	Mark Barford	Zen Racing
4	Nigel Hale	Awesomatix
5	Geraint Williams	Xray
6	Andy Cottom	Schumacher
7	Nigel Bowen	Awesomatix
8	James Eaves	Schumacher
9	Mark Rogers	Awesomatix
10	Stuart Colby	Zen Racing

RESULT - LMP12 F1 A FINAL

POS	DRIVER	CHASSIS
1	David Spashett	Zen Racing
2	Ollie Payne	Roche
3	Adam Mackman	Schumacher
4	Matthew Varah	Roche
5	Mark Stiles	Roche
6	Ben Vincent	Roche
7	Andrew Smith	CRC
8	Morgan Williams	Roche
9	Stuart Cartwright	Xray
10	Neil Diver	Zen Racing

RESULT - GT12 A FINAL

POS	DRIVER	CHASSIS
1	Daniel Robins	Schumacher
2	Nathanael Goodban	Schumacher
3	James Taylor	Schumacher
4	Ewan Thompson	Schumacher
5	Matt Hunter	Schumacher
6	Stephen Rogers	Schumacher
7	Oscar Keen	Schumacher
8	Michael Hull	Schumacher
9	Joseph Moore	Schumacher
10	Mark Kean	Schumacher

RESULT - LMP12 F2 A FINAL

POS	DRIVER	CHASSIS
1	Finley Williams	Roche
2	Stuart Rand	Roche
3	Geraint Williams	Xray
4	Stuart Colby	Zen Racing
5	Nigel Hale	Awesomatix
6	Gavin Clinch	Zen Racing
7	Mark Rogers	Awesomatix
8	James Eaves	Schumacher
9	Mark Payne	Awesomatix
10	Mark Barford	Zen Racing

RESULT - LMP12 F1 A FINAL

POS	DRIVER	CHASSIS
1	Ollie Payne	Roche
2	David Spashett	Zen Racing
3	Mark Stiles	Roche
4	Matthew Varah	Roche
5	Ben Vincent	Roche
6	Aaron Morley	AM
7	Morgan Williams	Roche
8	Andrew Smith	CRC
9	Mark Jewitt	Schumacher
10	Adam Mackman	Schumacher



Club Racer

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SCHUMACHER INDOOR MASTERS

Workshop/9 January 2022/1:10 Off-Road/0pen

This past weekend was the fourth round of the Workshop series, entries were reduced slightly for this round to help try and keep everyone distanced and safe. The race format was round by round qualifying, with the best 2 results from four rounds of qualifying counting towards the final position. The Workshop team once again didn't disappoint providing a fantastic track

layout for this event. Schumacher's new signing Daniel Kobbevik had flown over from Norway, he did great the day before at the Silverstone series on carpet and also attended this race to learn his new rides.

In 2WD qualifying, it was Neil Cragg who dominated proceedings by taking TQ in all four rounds, therefore he would line up on pole. Ben Smith would take second and

Daniel Kobbevik would line up an impressive third.

In 4WD qualifying, it was Ben Smith and Neil Cragg battling it out for pole position. Neil took TQ in three of the rounds in the end so would line up on pole. Ben Smith would therefore be second on the grid and Daniel Kobbevik third.

As usual it was a brilliant event and lots of great racing. As always a

A FINAL

POS	DRIVER	CHASSIS
1	Neil Cragg	Team Associated
2	Daniel Kobbevik	Schumacher
3	Joni Skidmore	Xray
4	Matthew Thompson	Schumacher
5	Ben Smith	Schumacher
6	Charlie Saunders	Team Associated
7	Karl Marsden	Kyosho
8	William Skidmore	Xray
9	Edward Callan	Schumacher
10	Mitchell Fiddling	Schumacher

4WD A FINAL

POS	DRIVER	CHASSIS
1	Neil Cragg	Team Associated
2	Daniel Kobbevik	Schumacher
3	Ben Smith	Schumacher
4	Josh Holdsworth	Schumacher
5	Matthew Thompson	Schumacher
6	Joni Skidmore	Xray
7	Edward Callan	Schumacher
8	Allan O'Brian	Schumacher
9	William Skidmore	Xray
10	Mitchell Fiddling	Schumacher

really big thank you to the Workshop team for all of their hard work. The next round of this series is on Sunday 30 January 2022.



Neil Cragg won 2WD from Daniel Kobbevik and Joni Skidmore



Neil Cragg, Daniel Kobbevik and Ben Smith were the top three in 4WD



SCHUMACHER WINTER SERIES

Louth/23 January 2022/1:10 on-road/Open

Christmas and the New Year have flown by since the last championship race meeting. Not many drivers took the opportunity to test at the club day, so would things say as status quo.

17.5T QUALIFYING

After four rounds of qualifying it was Andrew Twigger and his Xray X4 at the top of standings. Nobody had a stellar perfect four runs, but Andrew was the most consistent in and around the top places. Lisa Keen had to settle for second, and it was looking good for her Serpent but the last round was the nail in the coffin for qualifying. Dan Burks gave himself work to do after his first round, but his Capricorn showed pace in 17.5T with two second in rounds to line him up third. Paul Sleight was consistent and in and around the top four but just lacked a little of speed needed. Oliver Pearce with his Xray T4'21 showed great speed to line up fifth in the A main. Oli would be joint on points with Paul Heyhoe. Anthony Adcock with his Awesomatix would add another chassis to the final proceedings.

17.5T FINAL

Things looked settled for the first

few laps of the final, until Andrew Twigger made the crucial mistake. Lisa Keen took the lead and looked in cruise control with the Serpent and on for a dominant win, but issues with the car sadly she had to retire from the race. Paul Sleight kept his nose clean and drove well to take the eventual win of the 17.5T A final, Andrew would rue the mistakes but would bring home second on the podium. Paul Heyhoe would have a superb final from the lower end of the field to bring home third ahead of Anthony Adcock with his Awesomatix, both making moves from the rear of the field. Oli Pearce had a strong a final just behind Anthony, with Lisa in sixth having to retire from the race and Dan Burks not starting the final.

13.5T QUALIFYING

The 13.5T is building a strong field just like the 17.5T class. Alex Brocklebank was the standout performer locking out P1 with the first three runs of the day. Chris Lovely would debut the new Xray X4, and have to get it done in the third and fourth qualifying runs with a second and a TQ. Callum Chapman seeded in the B heat, crept under the radar but his new Capricorn

working well, his stand out P2 in round and P3 in the final Q4. Jason Lovely had a return of speed this weekend, his Xray T4'21 consistently putting in fast times to line up fourth ahead of Joseph Cocking and his Capricorn. Gabes Henson would round out the top spots for the final with his Xray X4, going a different route to most with the aluminium chassis proving his driving is making up for any differences the chassis makes.

13.5T FINAL

The A final for 13.5T was the last race of the day, and it looked to be a close one. Alex Brocklebank would lead them away but making the mistake on the second corner as the field all made their way through. Chris Lovely would lead brother Jason round and all looked in cruise control. Jason would make a mistake and drop back allowing Gabes Henson the chance to move on forward. Chris had a roll allowing Gabes through until the latter ultimately did the same allowing Chris back through. Jason showed the pace but a mistake would end his race. Alex though was back up to the speed he had all day slicing back through the field, making it



Alex Brocklebank took TQ in the Contact 13.5T class



The Core RC 17.5T class TQ went to Andrew Twigger and his Xray X4



The top three in 13.5T. From left to right: Alex Brocklebank (second), Chris Lovely (first) and third Gabes Henson



From left to right: Andrew Twigger was second, Paul Sleight won and Paul Heyhoe took third in 17.5T

Absima ASB1

The ASB1 is Absima's sand buggy that comes equipped with a 40A waterproof speed controller, 15T brushed motor, 2.4GHz CR2SV2 transmitter, as well as a battery and charger. The all-wheel drive buggy comes fully built with a fully enclosed main drivetrain that prevents ingress of stones or other foreign objects. The vehicle uses bearings throughout, with geared diffs to optimally transmit the torque. An aluminium propshaft links the drive between the front and rear. The ride height on the oil-filled shock absorbers can be perfectly adjusted using threaded adjusters. Other features include:

- Aluminium motor mount
- Steel CVD shafts on front axle
- Dirt cover for electronic components (speed controller/receiver/battery)
- 3mm aluminium shock towers front and rear
- Prepared for brushless and LiPo operation
- Extremely durable body

AVAILABLE FROM: Absima
WEBSITE: www.absima.com
CONTACT: uk@absima.com



JConcepts S2 Schumacher Cougar LD2 Body

The JConcepts S2 body is now available for the Schumacher Cougar LD2 that offers some familiar features rolled together with a low-profile stance. The S2 is a performer straight out of the package and includes the Carpet/Turf rear wing to help deliver results on any racing circuit. Slammed overall height allows the S2 to whisk through the turns with a low centre of mass while the progressive cab design provides plenty of front-end force for balance and steering. A channelled roof directs the flow through the centre of the body while also increasing the rigidity of cockpit. The dual side-window design that has become famous on the JConcepts bodies remains to bring a traditional feel to the layout. The upper side-pods feature distinct vents used to help relieve hot air build-up inside the body for those high-powered runs or hot days at the track. Carved and detailed side-pods edge the body giving the highly aero unit a stylish look with a tight fit and finish.

- 0462 JConcepts S2 Schumacher Cougar LD2 body with Carpet/Turf Wing
- 0462L JConcepts S2 Schumacher Cougar LD2 body with Carpet/Turf Wing - light-weight

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



Speedzone Evolution LiPo Packs

Speedzone has released their latest 2S shorty pack and 1S pack to the Evolution brand of LiPo packs. The 5600mAh 7.4V 130C shorty pack measures 96x47x25mm and weighs 230g. The 8500mAh 3.7V 130C 1S pack measures 93x47x18.5mm and weighs 164g. All packs were designed to produce high voltage with low internal resistance and utilise 5mm bullet connectors.

AVAILABLE FROM: Speedzone
WEBSITE: www.speedzoneusa.com
CONTACT: sales@speedzoneusa.com



MARCH

5	I:IO indoor on-road	Hertford
5	I:IO off-road winter series	Slough
5	I:IO indoor on-road	Hinckley
6	I:IO off-road winter series	Eden Park
6	I:IO off-road winter series	Bury Metro
6	Indoor on-road series	Grampian
6	I:IO off-road series	Surrey and Hants
6	BRCA I:IO Off-Road Mid-South Regional	Slough
6	I:IO off-road series	Surrey and Hants
12	I:IO off-road winter series	Silverstone
12	I:IO indoor on-road	Hinckley
12	Schumacher GT12 GP 2022	Tamworth
13	Essex Carpet Clash	Brentwood
13	I:IO off-road	IO66 Racing
13	Essex Winter Series	Benfleet
13	Nitro X Cross	NWN
13	Winter on-road championship	Colchester*
13	Brass Monkey Winter Series	South Hants
17	Astro Masters	Navan
19-20	BRCA LMP12/GT12 National Championships	Chesterfield
19	I:IO indoor on-road	Hinckley
19	Buggy Blitz	West Bridgford
19	I:IO off-road winter series	Slough
19	I:IO indoor on-road	Hertford
20	I:IO off-road winter series	Stofford
20	Indoor on-road series	Grampian
26	I:IO indoor on-road	Hinckley
27	I:IO off-road	IO66 Racing
27	I:8 off-road series	Slough

APRIL

2-3	RHR Classic 2022	RHR
2	I:IO indoor on-road	Hertford
2	Practise Day (for BRCA Truggy and E-Buggy only)	NWN
2	I:IO indoor on-road	Hinckley
3	BRCA Truggy and E-Buggy National Championship	NWN
3	I:IO off-road series	Surrey and Hants
3	Nitro X Cross	East Shrewsbury
3	GRCC Endurance Challenge	Grampian
24	I:IO off-road	Bingham
9-10	Iconic Cup	Mendip
9	I:IO indoor on-road	Hinckley
10	I:IO off-road	Tiverton
10	BRCA I:IO Off-Road East of England Regional	Coastal
10	BRCA I:IO Off-Road Mid-South Regional	Herts
10	Winter Whip	IO66 Racing
15-18	DirT Grand Prix 2022	Nemo Raceway
16-17	BRCA I:IO Off-Road National Championships	Kidderminster
16-17	BRCA I:8 Circuit National Championships	Brookland
16	I:IO indoor on-road	Hertford
17	BRCA FI/FWD National Championships	Cotswold
23-24	BRCA I:8 Off-Road National Championship	North West Nitro
24	I:IO off-road	IO66 Racing
24	UK Truck Nationals	Mendip
24	MTC Nationals	Aldershot
24	I:IO off-road	Bingham
24	I:IO off-road	Tiverton
30-2 May	EFRA I:8 Off-Road European Championships Warm-Up	Barcellos, Portugal
30	Practise Day (for BRCA Truggy and E-Buggy only)	Herts
30	I:IO indoor on-road	Hertford
30	BRCA I:IO Off-Road 2WD Mid-East Regional	Bingham
30-1 May	Oople Series	Durham

MAY

1	BRCA I:IO Off-Road 4WD Mid-East Regional	Bingham
1	BRCA Truggy and E-Buggy National Championship	Herts
1	BRCA I:IO TC National Championships	Bedworth
1	I:IO off-road series	Surrey and Hants
1	BRCA I:IO Off-Road Mid-South Regional	Adur
6-8	EFRA I:IO Off-Road European Championships Warm-Up	Robin Hood Raceway
7-8	Iconic Cup	West London
7	Nitro X Cross Summer Series	Brookthorpe
8	Nitro X Cross Summer Series	Brookthorpe
8	BRCA I:IO Off-Road East of England Regional	Herts
8	I:IO off-road	Tiverton
14-15	BRCA I:8 Circuit National Championships	Halifax
14-15	BRCA I:8 Off-Road National Championship	East Shrewsbury
14	I:IO indoor on-road	Hertford
15	BRCA I:IO Off-Road Mid-South Regional	TORCH
15	UK Truck Nationals	Durham
15	MTC Nationals	Adur
15	BRCA I:IO Off-Road 4WD Mid-East Regional	Bingham
20-22	EFRA E-Buggy European Championships	Hudy Racing Arena, Slovakia
21-22	BRCA I:IO Off-Road National Championships	Southport
21-22	Iconic Cup	Broxtove
22	I:IO off-road	Tiverton
22	BRCA FI/FWD National Championships	Stafford
28	Practise Day (for BRCA Truggy and E-Buggy only)	Brookthorpe
29	BRCA Truggy and E-Buggy National Championship	Brookthorpe
28	I:IO indoor on-road	Hertford
29	BRCA I:IO TC National Championships	Cotswold
29	BRCA I:IO Off-Road East of England Regional	Boughton

*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.

Arrma TLR Tuned Typhon 1:8 Race Buggy 4WD Roller

Loaded with high-end parts for improved strength, handling, and long-term durability, the 1:8-scale Arrma TLR Tuned Typhon 4WD Race Buggy Roller provides the perfect platform for entering competitive racing. The large number of TLR Tuned parts and factory-finished body with bold racing colour scheme immediately set this model apart from its ready-to-run brother. The TLR Tuned Typhon 4WD Race Buggy Roller is the ultimate Arrma 1:8-scale buggy straight out of the box, primed and ready to hit the racetrack - just add your choice of 4S or 6S brushless power system. The durable TLR Tuned aluminium upgrades include the chassis plate, steering rack, adjustable upper and lower suspension hangers, shock bodies, and front and rear shock towers. All are laser-etched with the TLR Tuned logo. The chassis also features strong composite side pods and front and rear braces. The oil-filled, adjustable shocks have machined tapered pistons and Extreme Bash (EXB) stand-offs.

The TLR Tuned Typhon also features a heavy-duty drivetrain with all-metal diff outdrives and gearbox internals plus durable steel driveshafts throughout. Its extra-strong wheel hubs support low-drag wheels on which Arrma engineers have mounted multi-terrain, race compound dBoots Exabyte tyres. A race-spec tuneable rear wing helps to keep the tyres and buggy grounded.

TLR Tuned Parts Included:

TLR Tuned 7075-T6 Laser-Etched Aluminium Chassis Plate
TLR Tuned 7075-T6 Laser-Etched Aluminium Front and Rear Shock Towers
TLR Tuned 7075-T6 Laser-Etched Aluminium Steering Rack
TLR Tuned Laser-Etched Aluminium Lower Adjustable Suspension Hangers
TLR Tuned Laser-Etched Aluminium Upper Adjustable Suspension Hangers
TLR Tuned Laser-Etched Aluminium Shock Bodies

AVAILABLE FROM: Logic RC

WEBSITE: www.logicrc.com

CONTACT: 01992 558226



Spektrum Firma Rebuildable Brushed Motors

The new Spektrum Firma Rebuildable Brushed Motors offer an impressive low-cost upgrade for brushed speed controller-equipped 1:10-scale crawlers and scalers. Featuring fully rebuildable design, impressive low-end torque and control, and excellent efficiency.

Features:

- Adjustable timing for clockwise and counter-clockwise motor rotation
- 54.0 can size - an ideal upgrade for most 1:10-scales
- Pre-shaped curved face brushes - no break-in period required
- Wires and 3.5mm bullets installed - no soldering required
- Dual rubber sealed bearings
- Fully rebuildable with an easily accessible commutator and replaceable brushes, springs, and bearings
- 2S LiPo/6S NiMH recommended battery

SPMXSM5165

SPMXSM5353

SPMXSM5553

SPMXSM5803

Spektrum Firma 16T Rebuildable 5-Pole Brushed Crawler Motor

Spektrum Firma 20T Rebuildable 5-Pole Brushed Crawler Motor

Spektrum Firma 55T Rebuildable 3-Pole Brushed Crawler Motor

Spektrum Firma 80T Rebuildable 3-Pole Brushed Crawler Motor

AVAILABLE FROM: Logic RC

WEBSITE: www.logicrc.com

CONTACT: 01992 558226



Tekno RC NB48 2.0 Air Filters

Tekno RC has announced the release of a new air filter for their NB48 2.0 nitro buggy. Keep your engine clean and lasting longer with these new filters as they feature new oil with improved adherence, helping to keep more dirt out. TKR9363B is a direct replacement for TKR9363 and can be used with TKR9343B or TKR9343.

TKR9343B Tekno RC Air Filter Set (red oil, hose, filter, housing, NB/NT48 2.0)

TKR9363B Tekno RC Air Filter Foams (red oil, inner, outer, 3 pcs each, NB/NT48 2.0)

AVAILABLE FROM: RPRC Distribution

WEBSITE: www.rprcdistribution.com

CONTACT: 07948 080253



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, Oily Jefferies, Justin Noble, Jerry Ibbotson, Donut and She Who Must Be Obeyed...

**EDITORIAL,
ADVERTISEMENT AND
CIRCULATION:**

Racer Magazine, The Granary, Doolittle Lane,
Totterhoe, Bedfordshire, LU6 1QX
Tel: **01525 222573**
E-mail: web@rcracer.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

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BACK ISSUES:

Racer Magazine, The Granary, Doolittle Lane,
Totterhoe, Bedfordshire, LU6 1QX
Tel: **01525 222573**
Website: www.rcracer.com

HOW TO CONTACT US:

Tel: **01525 222573**

E-mail:

enquiries@doolittlemedia.com

Racer Magazine, The Granary,
Doolittle Lane, Totterhoe,
Bedfordshire, LU6 1QX, England

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COMING UP

IN THE MAY 2022 ISSUE ON SALE 7 APRIL 2021



TAMIYA TT-02FT LANDFREEDER QUADTRACK – the new Landfreeder Quadtrack is all about the tracks that replace the usual wheels and tyres making it perfect for the winter, and muddy, or snowy and icy conditions. The kit is based upon the TT-02 shaft-driven 4WD chassis, with a 80s pick-up truck-style polycarbonate body on top, complete with fog lamps, grille guard and roof-mounted roll bar recreated using separate metal-plated parts. With the cold weather still lingering, there was no better time for us to get our track-equipped truck out for some testing.



HOBAO HYPER VS2 – in next month's issue, we have the latest Hyper model to grace the pages of the magazine in the form of the 1:8 nitro-powered buggy that comes 80 per cent pre-assembled.



BRCA 1:8 CIRCUIT NATIONAL CHAMPIONSHIPS PREVIEW – the hugely experienced racer, Michael Walton, offers a thorough rundown of the 1:8 circuit series ahead of the 2022 National Championships. This will include looking at the nitro- and electric-powered classes in detail, the venues as well as the top drivers who will be looking to challenge for honours at the seven-round series that takes place from April to October.

Also in the May 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.

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CHAPMAN RULES AT MTC FINALE

Michael Chapman was Mr MTC in 2021 dominating the series and with it the Championships in both the Rubber and Foam classes, ending the season in style at MB Raceway with another double victory



The final round of the 2021 MTC Nationals was held over a weekend in late September at the amazing MB Raceway, which is part of the MB Models site. Not only do you have probably the best-stocked model shop in the UK with a top-notch online service, but also one of the best purpose-built indoor venues the country has. Yes, it's like RC heaven!

Saturday started at 09:00 with Mr MB himself, Michael Ball, opening up the doors to the track. Tables, chairs and power points already set out for the eager MTC racers to get set up for the weekend. Three practise runs followed by four qualifying rounds was the format for the day so plenty

of time to tune your chassis to the track. Sunday would see one practise run followed by one last qualifying round before the three-leg finals.

Going into this last round of the Championships, Michael Chapman had already wrapped up the Rubber class taking maximum points all the way up to this round, but could he do it again over the long weekend? There was still second and third places also to be decided which would be between Mark Young and Jack Anderson, with it still being possible for Jack to jump up to second if it all went wrong for Mark.

In the Foam class, Mark Young was leading the Championship but by only one point from Michael

Chapman. The latter's form had really improved over the last two rounds to move him into contention, so it was going to be a nail biter to the finish line. Third place would also be decided this weekend between Richard Sodeau and Mark Barford, and would go down to the wire in the points war.

PRACTISE

With three rounds of controlled practise to kick the weekend off we had a very busy pits. Drivers were checking their cars over and having tyres marked at scrutineering ready for the five rounds of qualifying over the weekend. With the practise sessions over, we headed

into qualifying with four rounds scheduled for Saturday and the fifth round on the Sunday morning.

QUALIFYING

Saturday's Rubber class qualifying saw Michael Chapman carry on with his mega-quick pace that he had shown at all the previous rounds, which had already secured him the MTC Nationals Rubber Class 2021 Championship. He topped the time sheets in every round on Saturday to hold the overnight FTQ and looked unstoppable for the following days last qualifying round and finals.

Mark Young was in second place, but six seconds adrift and Jack Anderson a lap off of the fastest time but still





The MTC Nationals organisers pit area, if not on track they are always busy



The distinctive design on Richard Sodeau's Serpent



Kelly Yarranton proving ladies can park



There was lots of practise over the weekend on the excellent MB Raceway track

in third place.

In the Foam class, Michael Chapman was at it again, but only one second separated him and Mark Barford overnight with Mark Young six seconds adrift and Richard Sodeau chomping on his heels. We would see some great racing not only in the qualifying all day, but the following day there would be some of the closest MTC racing seen to date; more of that later.

Sunday came all too soon after taking in some of the local delights. The racers were eager to resume where they left off the previous day. After another round of controlled practise we went straight into the last round of qualifying.

We had a new entry in the Rubber class for the day in the form of Darren Russell. He could not make

the previous day, but as it was FTQ qualifying he had one round to post a decent time. And this he did, posting a time fast enough to take third place on the A final grid behind Mark Young and Michael Chapman who had held onto his FTQ spot.

In the hotly contested Foam class, there was no change with the top three place, but Richard Sodeau must have had an early night as he found even more pace to move closer to the 26-lap club that the top three were in, with all four now setting 11-second laps it was certainly going to be anyone's final to win or lose. So now it was onto the three leg finals.

RUBBER CLASS A FINALS

In the first leg, Michael Chapman led

the A final away and on the opening lap pulled a lead on Mark Young and Darren Russell. Darren snuck past Mark as he seemed to lack grip on the first lap. Michael's car looked totally hooked up as he pounded in the laps, and the gap increased from the chasing duo in second and third, who were matching lap times with nothing between them. Eventually Michael took the win and also took the extra lap from Darren and Mark who were separated by one second.

Leg two and Darren shot up the inside of Mark again who was still suffering from cold tyres, while Michael led away again pulling a gap on his chasers. Mark had got into a groove now he had some grip and was all over the back of Darren. Michael clipped a corner just past the halfway point letting Darren through

and Mark was closing the gap also. Michael had now caught Darren, but rolled it on the straight handing Darren the lead and Mark second place, and this also promoted Jack Anderson to third.

The pressure must have been getting to Michael going into the final leg as he uncharacteristically hit the first corner at the start which let Mark then Darren through, with Darren then taking Mark on the following corner. Jack then got past Michael when he made another small error, so all was still to play for. With the top three now pulling away and very evenly matched, Michael was fighting his way back up from last. Darren and Mark had pulled a gap on Jack, with Mark looking much faster on the straight that helped him close right up on Darren. Two

RACE REPORT

what: mtc national where: mb raceway class: 1:10 on-road



The Concours competition was fiercely contested as always

< minutes in and a tap on a corner for Darren let Mark through into the lead. Darren was now chasing Mark again, but there nothing between them until Darren rolled after hitting a corner which let Michael through who had been busy working his way up through the field. Mark now had a very nice gap and bought it home in first place five seconds clear of Michael and Darren picked up third.

The top three were all joint on three points after the three legs, which showed how close this class

was, but Michael took the overall win with his fastest leg one win.

FOAM A FINALS

The first of the foam A finals saw a procession on the first lap with Mark Young getting a love tap from Mark Barford which let Richard Sodeau through into third place. Michael and Mark B now pulled a small gap and Mark Y applying the pressure on Richard. Lap after lap, Michael was gradually pulling away from Mark B and the chasing duo of Mark

Y and Richard were now closing up to Mark B. As the duo came up to lap Liam Fenn, Mark Y clipped the rear of Richard's car so pulled over and waited for him to recover, but this moved the leaders far into the distance so we would see a battle for first and third split by half a lap. A roll from Mark Y gave Richard some breathing space and now Michael had caught up too. As the battle for first had hotted up with Mark B catching Michael, we had a change in front as Richard caught a

backmarker letting Mark Y through. The results were everyone finishing in their starting order after a back and forth epic battle and this was only leg one.

Leg two and this time we the perfect start with the top three pulling away from the chasing pack. Two minutes in and Mark Y went around the outside of Mark B on the sweeper and made it stick going into turn one. Michael had pulled a slight lead whilst this was happening, but the chasing pair soon caught him back up. It was Mark B's turn now and he got past Mark Y in the infield and Michael was now in cruise control out in the lead. A crashed car on the straight slowed Michael's progress and gave the rest a chance to close the gap. Then at the four minute point disaster for Michael as his car slowed handing the lead to Mark Y. On the last lap Mark B threw it up the inside of Mark Y and made it stick and they crossed the line in that order with Richard taking third place.

With all to play for going into the last final of the day and the series in the balance, the tension was mounting. All the racers had gathered to watch this last race and the atmosphere was electric as anyone could win. Lap one saw Mark Y clip the corner onto the straight sweeper letting Richard through. Mark Y regained composure and cruised up to the bumper of Richard who had caught up top Mark B who then made a mistake. With the three of them side-by-side coming onto the straight, something had to give. Mark Y got tremendous drive onto the straight which sent him into the rear of Mark B, and Richard moved into second place. Mark Y waited and let Mark B pass and they both proceed to chase Richard down. At the halfway point Michael had capitalised on the others misfortune and now had half a lap lead. With Richard now setting the pace in second, the chasers were looking for a way past. It seemed like an eternity that these three were locked in battle all three nose-to-tail. Then



The Junior Champion for 2021 was Bryce Little



The runner-up in the Juniors was Liam Fenn



Daniel Renton took third place in the Junior Championship



The top three in the Foam A final with Michael Chapman taking the win



The podium from the Foam class B final saw Bryce win from Kev and Darryl



Ethan won the Foam class C final podium from Iain and Colin



In Rubber, Michael Chapman won again at MB Raceway



Michael took the Foam title from Mark Young and Mark Barford



Rubber Championship was won by Michael from Mark and Jack

with ten seconds to go, Richard got a slide on and had to retire and both the Mark's drove past and crossed the line separated by a few tenths. Michael took an outstanding tone-to-tone win.

So, after 12 rounds of practise, qualifying and finals at the last round - phew that was a busy weekend - the series drew to an end. What an epic third year for

the series and always great to end it at MB Raceway with some of the most intense MTC racing ever seen. A big thank you to all the racers who attended all the rounds this year

A huge thank you to all of the series sponsors for giving something back to the racers once again this year. All the proceeds of the raffles help the series and the clubs out tremendously so thank you to 3

Racing, Xpress, Serpent, Schumacher, MB Models, Racer, Spark RC, Rich Paint, Tizz, Moody Fools, RDT, All Things M-Chassis and RC Empire.

A big shout out to all the clubs this year for putting down some killer track layouts this year, top job everyone at Southend, West Brigford, EARCC, Eastbourne and MB Raceway.

To all my fellow MTC Nationals organisers, well done and thanks

A FINAL RESULT - RUBBER	
POS	DRIVER
1	Michael Chapman
2	Mark Young
3	Darren Russell

A FINAL RESULT - FOAM	
POS	DRIVER
1	Michael Chapman
2	Mark Barford
3	Mark Young

FINAL CHAMPIONSHIP POSITIONS - RUBBER CLASS	
POS	DRIVER
1	Michael Chapman
2	Mark Young
3	Jack Anderson
4	John Renton
5	Luke Jury
6	Kev Fenn
7	Liam Fenn
8	Daniel Renton
9	Darren Russell
10	Lance Walker

FINAL CHAMPIONSHIP POSITIONS - FOAM CLASS	
POS	DRIVER
1	Michael Chapman
2	Mark Young
3	Mark Barford
4	Richard Sodeau
5	Dave Taylor
6	Ben Webb
7	Bryce Little
8	Liam Fenn
9	Kev Fenn
10	Darryl Osborne

FINAL CHAMPIONSHIP POSITIONS - JUNIORS	
POS	DRIVER
1	Bryce Little
2	Liam Fenn
3	Daniel Renton
4	Ethan Webb
5	Jacob Gemner

for all of your hard work: Kelly, Iain, Darryl, Dave and Nathan. All of them help both at the meetings and behind the scenes, more than you'll ever know. ■



JConcepts Mono TLR 22X-4/Team Associated B74.1/Xray XB4 Front Wheel

With the recent compatibility of 4WD off-road buggies, JConcepts stepped up and created a purpose designed wheel for a popular selection of vehicles. JConcepts Mono 2.2" wheels are designed in the popular dish-style and available in bright white and fluorescent yellow. The new Mono wheel is a direct fit for TLR 22X-4, B74.1, and Xray XB4 vehicles making the stock of a certain wheel a little more convenient. The new Mono wheels are the maximum size allowed under ROAR rules and make a statement with their large appearance, slight convex dish shaped design and superior inner rib design. The wheels incorporate an outer glue catch that resists excess glue from running down the wheel face during the gluing process.

3353W JConcepts Mono TLR 22X-4/Team Associated B74.1/Xray XB4 Front Wheel - white (4)
 3353Y JConcepts Mono TLR 22X-4/Team Associated B74.1/Xray XB4 Front Wheel - yellow (4)

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



Ruddog 35mm Aluminium HV High Speed Cooling Fan

Ruddog's 35mm aluminium cooling fan closes the gap between traditional 30mm and 40mm fans. Providing a good compromise between air flow and a low centre of gravity, it is the perfect choice for applications with a focus on overall performance with only a small space available, for example 1:10-scale touring cars and 4WD buggies. The aluminium housing shares the rounded and countersunk design with the 30mm (RP-254) and 40mm (RP-255) for a long lifetime and small installation dimensions.

Features:

- Unique aluminium fan case
- Designed in Germany
- Ultra-high speed
- Dual ball bearing
- Including M3x14mm mounting screws

Specifications:

- Voltage: 6.0 to 8.7V
- Dimensions: 36x36x11mm
- Mounting holes: 29mm distance for the two mounting holes
- Weight: 14.9g
- Connector: JR plug
- Bearings: Dual ball bearings
- RPM: 21,000 at 8.4V

RP-0258 Ruddog 35mm Aluminium HV High Speed Cooling Fan

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



Ruddog Cup 23T 3-Slot Brushed Motor

Ruddog Product's 23 turn 3-slot Cup Motor is an ideal low-budget choice for endurance or club racing. The Cup Motor is a perfect match for the speed controllers included in entry-level on- and off-road kits, and a ball bearing in the front endbell increases the efficiency and lifetime. Ruddog claims that this is "A perfect motor for your first racing experience!"

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



Reedy Glow Igniter

Reedy's Pro Glow Igniter is now available and has a user-friendly twist-lock design that is lightweight, durable, and race-proven with a high-quality 3000mAh NiMH cell that provides reliable starting power time after time.

Features:

- 3000mAh NiMH cell
- Durable lightweight design
- Twist-lock connector
- Protective storage cap

27377 Reedy Glow Igniter - 3000mAh

AVAILABLE FROM: CML Distribution
WEBSITE: www.cmldistribution.co.uk
CONTACT: 01527 575349



Reds Racing Line of Tools

Reds Racing has begun to offer their own line of tools. The range includes hex sets, a flywheel puller, glow plug wrench, exhaust holder and much more.

ENAC0001	Reds Racing Carburettor Throttle Return Spring
ENAC0002	Reds Racing Exhaust Pipe Holder Spring (2)
ENAC0003	Reds Racing Manifold Support 7mm Height
ENAC0004	Reds Racing Manifold Support 10.5mm Height
ENAC0005	Reds Racing Silicone Tube grey (1m)
ENAC0006	Reds Racing Solder Wire RC Professional 1mm 15g
ENAC0007	Reds Racing Pipe Clamps (2)
ENAC0008	Reds Racing Multi-Function Hex Tool Kit 1.5, 2.0, 2.5, 3.0mm (can be used with an electric screwdriver)
ENAC0009	Reds Racing Engine Tuning Screwdriver 3x150mm
ENAC0010	Reds Racing Glow Plug and Clutch Wrench Tool
ENAC0011	Reds Racing Flywheel Puller

AVAILABLE FROM: Kyosho UK
WEBSITE: www.kyoshoeurope.com
CONTACT: 01992 893339



Spektrum Firma Brushless Sensored 2-in-1 System

The new Spektrum Firma Sensored 2-in-1 System is specifically engineered to be used with 1:10-scale crawlers and scalars. Featuring advanced Field-Orientated Control (FOC) and professional drag brake Performance and torque control, all while being fully waterproof. The compact 2-in-1 design grants builders the ability to reduce clutter and components, giving you the most room for scale accessories and customization. The integrated design makes the size similar to a 550-size motor, making it a easy drop-in option for most 1:10-scale crawler, scalar and trailer models. Available in a low-speed 1400kV option for extreme slow speed and high angle of attack performance as well as high-speed 2300kV for excellent control for trailers and rock bouncers.

Features:

- Pro-level drag brake performance and adjustability
- RPM/Throttle Matching enabled
- FOC (Field-Oriented Control) equipped
- Integrated 40A speed controller (160A burst)
- 2-3S LiPo/6-9 Cell NiMH input voltage range
- IP-67-rated waterproof system
- Fully programmable with optional Spektrum SC Programmer Box (not included)
- Multi-point protection; over-current protection, automatic LiPo low-voltage cut-off, thermal protection, failsafe protection
- Developed and designed by Spektrum engineers, in partnership with an industry-leading speed controller and brushless motor manufacturer
- Compact for easy installation in most applications
- Ready to install - no soldering required
- Adjustable high-power BEC (6V or 7.4V)
- Firmware updatable through the Spektrum SC Programming Box
- High heat resistant IC3 connectors, backwards compatible with EC3 connectors

SPMXSEM1040A	Spektrum Firma 2-in-1 Brushless Crawler Motor/Speed Controller: 1400kV
SPMXSEM1040B	Spektrum Firma 2-in-1 Brushless Crawler Motor/Speed Controller: 2300kV

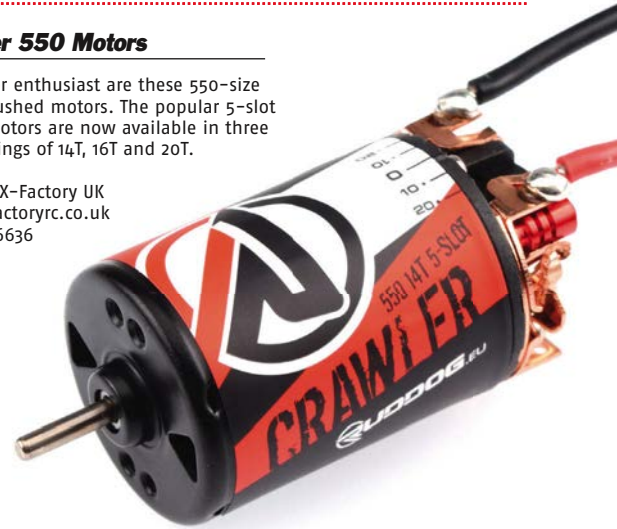
AVAILABLE FROM: Logic RC
WEBSITE: www.logicrc.com
CONTACT: 01992 558226



Ruddog Crawler 550 Motors

Made for all crawler enthusiast are these 550-size Ruddog Crawler brushed motors. The popular 5-slot 550-size crawler motors are now available in three additional turn ratings of 14T, 16T and 20T.

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



JConcepts Finish Line Quick Access Nitro Pit Bag

This Finish Line Quick Access Nitro Pit Bag is a highly accessible and multi-purpose model that has your needs and wants covered with a multitude of compartments, closures, and a foam-wrapped metal handle. The bag features two locations where a drawstring compartment can store a typical fuel bottle and cinch into position. Each bag has a heavy covering of woven technical appearing fabric sewn over to create the glamorous geometry. The inner floor operates with composite flaps allowing the bag to drop and pop between storage and use configurations.

2230 JConcepts Finish Line Quick Access Nitro Pit Bag

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



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

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www.sundonmodelshop.com

Derbyshire

HOBBIES & MOOR

Mastin Moor Aquatics, 38 Worksoop Road
 Mastin Moor, Chesterfield

WWW.MOORHOBBIES.CO.UK

Call **01246 470 555**

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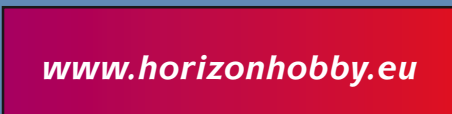
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Call 01525 222573 or fax your web details to 01525 222574 for your business to appear here



They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

GO BIG OR GO HOME!

LITHIUM BATTERIES, 2.4GHZ RADIOS AND BRUSHLESS SYSTEMS WERE ALL MASSIVE FORWARD STEPS IN RC THAT WE NOW TAKE FOR GRANTED. WHILST IT LOOKS LIKE THE INDUSTRY IS PLAYING IT SAFE IN THE MEANTIME, THERE ARE JUST A FEW MANUFACTURERS WHO ARE BEING BOLD AND DIFFERENT WITH THEIR PRODUCT DESIGNS

The Editor and I rarely get the chance to just chat about RC however, some time back on a rare visit to Doolittle Towers, we were looking at the new Futaba 7XC transmitter and started to ask whether this was a bold step forward, or just another incremental improvement – in other words, what happened to 'go big or go home'?

Perhaps we were lucky, coming through RC at a time that saw some radical changes – the first ball differentials, electronic speed controllers, 4WD in off-road and on-road, 2.4GHz and digital signals in radio control, carbon fibre and titanium in chassis construction, brushless motors and Lithium batteries to name but a few. People

were talking about these things. They got other people thinking, and in many cases copying, ideas that challenged the notion that all we can expect next year is a slightly better mouse trap.

BABY STEPS

With a couple of debatable exceptions, this year's crop of new items for 2022 are in the utterly predictable areas of more battery capacity and less internal resistance, better tyres for more grip, slightly tweaked suspensions and motors, new body styles and a chassis layout with a motor 10mm from where it was last year... and so on!

All of this stuff is guaranteed to sell well – except maybe some of

the body shells! We are all amenable to flexing the credit card or flashing the cash for our new-and-improved products that are that bit better than what we have now, but have we all become too hesitant to try something unfamiliar and untested... like an Awesomatix? It's like we all want to go abroad and see new things, but then end up in the local McDonalds!

Bigger companies seem more risk-averse in this respect – smaller companies like Roche, Shepherd and Awesomatix show that whilst they might have little to lose, they have lots to gain – they 'go large or go home'.

SIZE MATTERS

It's as if the larger companies, who

have the resources to absorb a marketing mistake, are least likely to take a chance. Some of those larger companies were founded by off-the-wall ideas changing the shape of RC, but today seem to have lost that sense of the innovative, the game changer.

Matt and I concluded that, in the end, business is the business of making money, and for large companies that means growth. For smaller companies still in the throes of the owner's passion for RC, survival may mean being different, having innovative products.

The 7XC – incremental improvements in our view. The Awesomatix 1:12-scale car? Innovation that has, like their touring car, gone large. Good luck guys. For those wanting next year's product to be bigger, faster, cheaper, the large companies will deliver that in spades. Smaller companies seem much more likely to find the next step change in our RC world. Watch this space...

It is Now!



1



2



3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. Around 2004, the mini racing truck scene was buoyed by Losi's release of the Mini-T platform, the Trinity Spyder and Team Associated with their RC18T. These were effectively scaled down race trucks so naturally there were a ton of hop-ups made available for tuning, and lots of indoor clubs adopted them for some fun. The scene grew to the point that the club run by DMS Racing would run the Mini-T Mayhem Finals in Watford with support for a monster truck class too for models like Tamiya's TL1-1. The popularity of the event saw the likes of Chris Doughty Ellis Stafford, Malc Hall and Rich Cree all attracted to have some fun on the carpet off-road track.

2. So much has changed since this photo was taken back in 2010 that shows Elliott Harper on the top step of the modified class podium with his Speed Passion-powered Tamiya car when the BRCA TC National series headed to Cotswold. At this time, Chris Grainger was running for Schumacher and his is still competing, now representing the Awesomatix brand. Elliott retired a few years ago, and whilst Ollly took a step back after another National title win in 2021, he remains active with his son Harry's racing.

3. They say a picture says a thousand words, and this one of the HPI Savage XS Flux RTR is very true to that. HPI made bold claims that this was the "World's fastest mini monster truck" and as you can see it certainly has some power with an 11.1V 3S LiPo and 4000KV brushless motor, making it capable of speeds of up to 65mph! We certainly had some fun with the 4WD truck back in 2013 that put a lot more expensive and elaborate vehicles to shame for maximum speed and off-road performance.

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TRX-4



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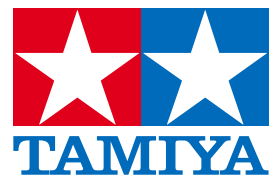
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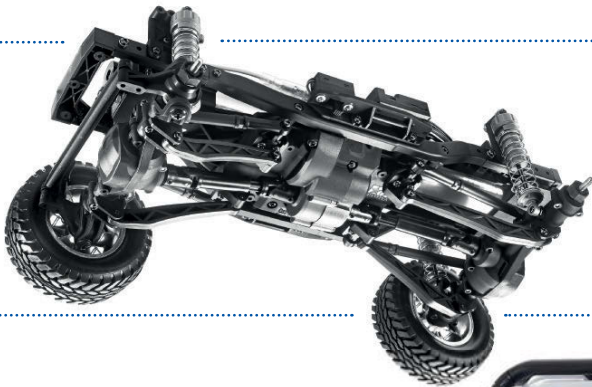
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LAND ROVER DEFENDER 90**



LAND ROVER DEFENDER 90

THE 1990 LAND ROVER DEFENDER 90 MAKES ITS WAY TO THE CC-02 CHASSIS!

THE DEFENDER 90 IS A LEGENDARY LAND ROVER OFF-ROAD CAR, AND ITS ROOTS GO BACK TO 1948. BASED ON DIFFERENCES IN WHEELBASES, THIS CAR HAS THREE TYPES – THE DEFENDER 90/110/130. THIS R/C MODEL DEPICTS A 3-DOOR MODEL WITH 93-INCH WHEELBASE.



CC-02 Chassis - Off Road, Evolved

Designed for a wide range of off-road scenes including rocky terrain, the CC-02 chassis' ladder frame is inspired by full-size vehicles and is the base for its superior durability. A 4WD setup employs the motor longitudinally behind the front axle with separated gearbox and transfer case, and propeller shafts transmitting power to the differential gears front and rear. Four-link rigid suspension is employed front and rear, with CVA oil dampers for all-encompassing control, even on tricky rock sections. This model comes with black wheels and grippy block pattern tires.



SPECS:

- 1/10 scale R/C model assembly kit. Length: 429mm, width: 200mm, height: 215mm, wheelbase (short): 242mm (CC-01S chassis).
- Polycarbonate body.
- Compatible with 5mm-diameter LEDs x2 for headlights and 5mm-diameter LEDs x6 for the rear.
- Includes separately molded parts for grille, side mirrors, light cases and outer roll gages.
- Black ABS resin wheels are paired with semi-pneumatic all-terrain rubber tires.
- The ladder frame CC-02 chassis features superior durability and employs front/rear coil spring suspension which is great for off-road surfaces including rocky terrain.
- Includes 540 Type brushed motor, ESC and LED lights
- A wide range of Hop-Up Option Parts is available to customize the CC-02 chassis.
- Requires: Carson 2-channel radio, steering servo, Carson 7.2-7.4volt battery & Ansmann charger, and Tamiya PS paint.

For more information from Tamiya visit www.hobbyco.net or twitter.com/TamiyaUK



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