

11
PAGES OF REVIEWS

THE BIGGEST AND BEST UK RC MAGAZINE

RADIO CONTROL CAR

www.rcracer.com

February 2022 / £5.00

RACER



YOUNG AT HEART

WHY CARSON'S NIGHT RACER IS THE PERFECT ENTRY-LEVEL RC VEHICLE FOR YOUNG CHILDREN

TO THE MAX

PUTTING THE SPARMAX GP-850 AIRBRUSH TO THE TEST

THE SCALED DOWN TF2

RC4WD SHRINKS THEIR TRAIL FINDER 2 WITH A NEW 1:24 MOJAVE II RTR MODEL



BRING ON THE WATER

SPLASHING AROUND WITH FTX'S MORAY SPEEDBOAT

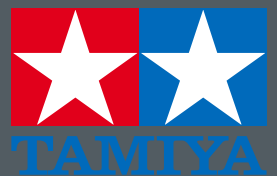
11 PAGES OF RACE ACTION

DOOLITTLE MEDIA





**58696:
SUPER AVANTE TD4**



FULL STEAM AHEAD

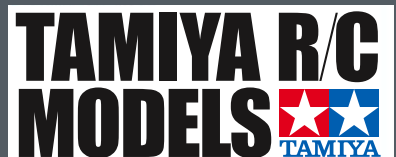
TAMIYA IS DELIGHTED TO ANNOUNCE A BRAND NEW 1/10 R/C 4WD OFF-ROAD BUGGY MODEL. IT EMPLOYS THE NEWLY DESIGNED TD4 CHASSIS AND A STYLISH BODY PRODUCED BY KOTA NEZU, WHO HAS CONTRIBUTED TO A NUMBER OF POPULAR TAMIYA PRODUCTS

- This is a 1/10 R/C assembly kit. • Length: 338mm, height: 124mm, width: 246mm. Wheelbase: 283mm. • The eye-catching polycarbonate body (inspired by Tamiya classic, Avante) is designed by Japanese designer Kota Nezu of znuq design. • Newly designed shaft-driven 4WD chassis based on the one-piece monocoque frame features the same ball differentials for front and rear, and features a longitudinal battery pack position in the center and a midship transverse motor for optimum balance and improved performance. • The TD4 chassis also employs a front inboard suspension layout which eliminates the need for a front damper stay and offers slim, low-profile form. • The four wheel double wishbone suspension system uses CVA oil dampers for superlative performance. • Features full ball bearings. • Two link rods and crank arm transmit movement of the left-side servo to the three-piece steering arm setup. • Turnbuckle shafts for use with upper arms facilitate camber angle adjustment. • Star dish wheels are paired with square spike tires which offer superlative grip off-road. • Choose between high and low type wing stays to adjust the downforce depending on the road surface. • Comes with a driver figure for extra realism, and high-torque servo saver. • No Motor or Speed Controller included



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

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



CONTENTS

FEBRUARY 2022 - VOL 25 NO4

FEATURES

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

12 WATER-BASED FTX FUN

The FTX Moray 35 is a mini-sized electric race boat and a great RC model to have if you have easy access to a suitable pond or lake. As well as the usual features of a water-cooled motor and Li-Ion battery, the Moray 35 also has a self-righting function, an "out of range" indicator and low-battery voltage warning for trouble-free fun out on the water. Priced at under £45, this is a ideal for those impulse moments as we found out during testing.

16 SCHUMACHER SNATCH STOCK AT BEDWORTH

The fifth and final round of the BRCA 1:10 TC Nationals saw the Stock class go down to the wire and it was Schumacher's own Andy Murray who claimed the title ahead of Marcus Askell and Xray.

28 MID-RANGE AND DUAL-ACTION

Targeting the newcomer to the airbrush scene, Sparmax's GP-850 is a dual-action model with a mid-price point and lots of potential for anyone who is looking to get into this aspect of the hobby as Andy Carter explains.



22

32 MURRAY IS MINT AT STAFFORD

Racing two classes is always a challenge, and if you are a leading driver the expectation is even greater. Andy Murray though,, showed great resilience to TQ and win both 17.5T Blinky and F1 classes at the fifth round of the BRCA TC Clubmans series at Stafford as Craig Nutting wrapped up the Frontie Championship.

36 WALKER WINS WITH A TECHNICALITY

Round four of the Iconic Cup saw Technical Officer, Lance Walker, take the win in Super Stock TC, but it was Mike Vale who wrapped up the series title as Neil Simpson took the FWD Championship and Jason Petch claimed F1 honours with a round to spare.

46 POPULAR TWO-WHEEL TALK

The most popular race category at the Revival is the 2WD class for vehicles produced between 1989 and 1993. After the first instalment focused on Kyosho, Mardave, Schumacher and Top Models, this month we concentrate on machinery from Team Associated, Tamiya, Team Losi and Traxxas.

50 TOOLS TAKE TWO

In this issue we have the second part of our RC tools feature and focus on some more RC tools such as cordless power drivers, knives and reamers, as well as rotary tools like the famous Dremel.

REVIEWS

THE LATEST THRASH TESTS.

22 RC4WD 1:24 TF2 MOJAVE II RTR

The new 1:24-scale aims to offer all the fun of RC4WD's popular 1:10-scale Trail Finder 2 but in a smaller package. With its R6 Mini Transmission, 4WD drivetrain, and 1:24 D44 Scale Axles, the 1:24 TF2 offers performance inside or out as Joe Brown found out when he put the Mojave II-equipped truck to the test.

40 CARSON NIGHT RACER

It might be priced at the entry-level sector of the market, but the Carson Night Racer brand is ably supported by The Hobby Company and therefore stands out for all the right reasons with its bright paint scheme, fully ready-to-run package and 2.4GHz radio. Future racers and young children will be drawn to the 1:10-scale Night Racer so we handed our sample over to someone at the very bottom of the target age range for them to bash and crash in a local park.

REGULARS

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

6 NEWS

Olly Jefferies announces his retirement, Yokomo's two new 2WD buggies, National dates and venues confirmed for the 1:8 classes including buggies, truggies, E-buggy and circuit, Tamiya's limited edition TD4 Super Avante goes yellow, one-off race news with the GRP Tyres UK Grand Prix and Dirt Grand Prix 2022 whilst Traxxas releases details of their 4-Tec 3.0 AWD Toyota GR Supra GT4.

10 INSIDE LINES

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

20 EDITORIAL

Guy Martin gets RC some TV exposure with the X-Rider Flamingo.

20 WHO, WHAT, WHEN AND WHERE?

Three pictures from the past but who are they?

21 TIME WARP

What was happening one, five and ten years ago.

55 DATES

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

57 COMING UP

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

64 BUYERS GUIDE

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

60 CLUB RACER

The Schumacher Winter Series from Louth, Dumfries hosts the Scottish Inter Club Champs and the popular Schumacher Indoor Masters from Worksop inside.

66 ALL OVER

It is time for us to socialise more.

SUBSCRIBE TODAY SEE PAGE P4 FOR A GREAT SUBSCRIPTION OFFER!

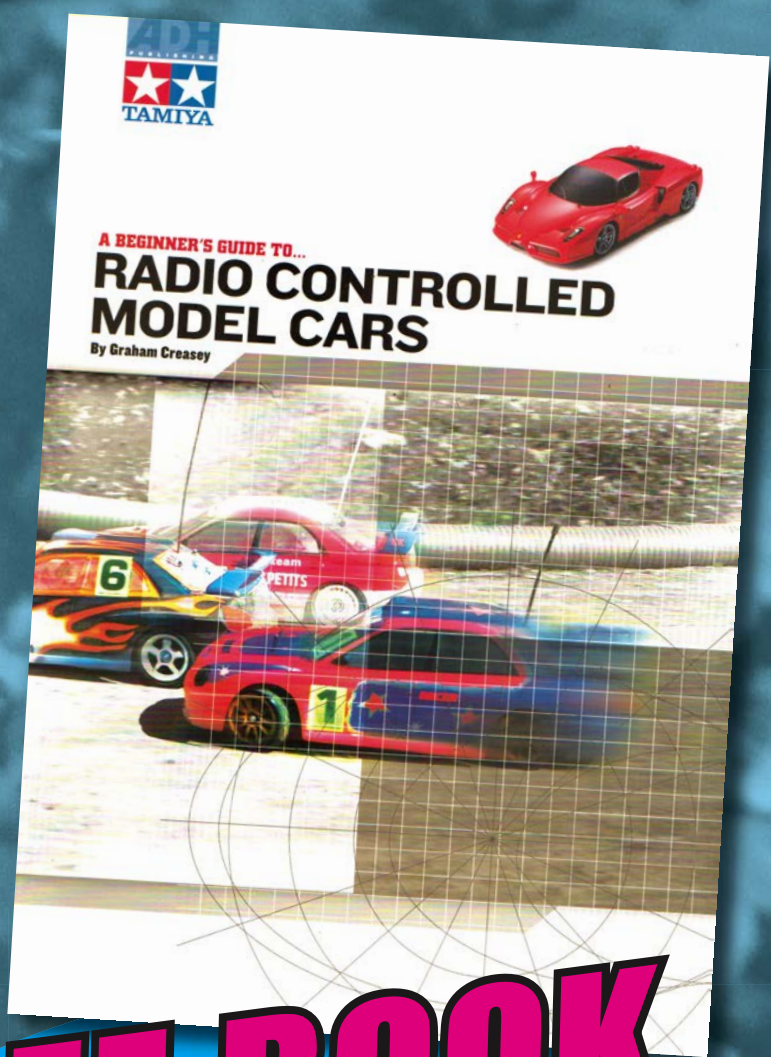
Doolittle Media Ltd, The Granary, Doolittle Lane, Totterhoe, Bedfordshire, LU6 1QX, Great Britain

E. enquiries@doolittlemedia.com

T. +44 (0) 1525 222573

ET FRIBCE!

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



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

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

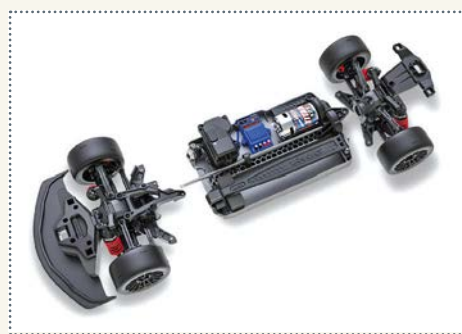
Please be aware that all credit/debit cards are processed through PayPal and this may appear on your bank statement

TRAXXAS 4-TEC 3.0 AWD TOYOTA GR SUPRA GT4

The Toyota GR Supra GT4 is Traxxas's latest fully-licensed release and captures the muscular curves and fine details of the full-size racer and places it upon their proven 4-Tec 3.0 platform. The Toyota GR Supra GT4 marks the return of a legendary name to the racing circuit and now there's a new way to bring the action home. The replica GR Supra benefits from 4WD and can achieve over 30mph. Ultra-wide racing slicks ensure the chassis has plenty of grip whilst the double-link suspension combined with oil-filled shocks soak up the bumps.

Traxxas's new version of the 4-Tec platform comes with a longer wheelbase and wider track developed specifically for the Supra 4-Tec 3.0.

The longer, wider footprint improves stability and refines handling to deliver the steering precision and balanced feel of a GT4 race car. Traxxas faithfully captures the essence of the GR Supra GT4's racing pedigree down to the smallest detail with replica aero trim, moulded scale parts, and wide racing slicks. To make for the best in realism, Traxxas has employed their exclusive clipless body mounting system to maintain uninterrupted clean lines whilst the integrated quick release latch system secures the body invisibly. The hidden mechanism delivers a firm and incredibly rugged hold and releases in seconds to provide chassis access.



TAMIYA TD4 SUPER AVANTE PRE-PAINTED OPTION

Yellow colour option and limited edition pre-painted body announced for the new Tamiya TD4 Super Avante

With the announcement of the Tamiya TD4 Super Avante, Tamiya has also confirmed that they are releasing a limited edition pre-painted body that comes with a yellow chassis tub and matching shock springs, and is part number 47481. This is great for those that want to just build the chassis up but don't have the time to cut out and paint the body. Tamiya is also slowly releasing some hop-ups for the TD4 chassis and it seems you can also mount the battery in the side to as the kit comes with the parts, although they don't advertise this. With the kits in the UK already oversold will we have to wait to well into 2022 to see the pre-painted version. As the pre-painted body set has already got a part number, we are confident that the yellow chassis tub and springs will be available too so you can buy the stock kit and create your own.

In the past, Tamiya has created specials with blue, white and red chassis tubs (TT-02/TT-02B) so we're sure the all-new TD4 chassis will be a hit with any hardcore Tamiya fan.



GRP TYRES UK GRAND PRIX

The 2022 GRP Tyres UK Grand Prix will take place over the weekend of 9-10 July at the Brookthorpe Model Car Club venue. Catering for nitro and E-buggy, this is a controlled tyre event limiting the racers to just a single tread pattern and compound to ensure a level playing field. All entrants will receive a set of four GRP pre-mounted tyres, with more sets available from the trackside shop, Evolution Models. Other notable features of the event will be on-site camping, toilets, hot and cold food, entertainment, live results, an on-site shop, prizes trophies and much more. The event is being sponsored by Answer-RC, GRP Tyres, T-Works and Evo Racing Products. Entry is on a first come, first served basis and your entry is only confirmed when the fee is paid. The entry fee of £50 and you can sign up at www.rctracks.co.uk/brookthorpe-grp-bookingin



BRCA 1:8 CIRCUIT NATIONALS 2022

The dates and venues for the 2022 BRCA 1:8 Circuit National Championship have now been confirmed, and this will see the series attend some of the finest tarmac circuits and facilities in the UK. There are seven rounds in total with five to count towards the overall title. The weekend will see both nitro and electric classes on track making for a great two days of racing. Similar to previous years, each round will have open practise and timed practice on the Saturday, with Sunday set aside for racing 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. The National Championship awards F1 to F4 formulas using the proven ranking system alongside the Open Championships for nitro and electric classes plus a Junior award. Entries will open soon at www.brca.org/8c-events and you can also find more information on Facebook group at www.facebook.com/groups/176570689027166. After every round, we will be publishing race reports from all the 1:8 Circuit National events in 2022.

Date	Event	Venue
16-17 April 2022	BRCA 1:8 Circuit National Championship	Brookland
14-15 May 2022	BRCA 1:8 Circuit National Championship	Halifax
11-12 June 2022	BRCA 1:8 Circuit National Championship	Cotswold
16-17 July 2022	BRCA 1:8 Circuit National Championship	Adur
20-21 August 2022	BRCA 1:8 Circuit National Championship	Halifax
10-11 September 2022	BRCA 1:8 Circuit National Championship	Cotswold
8-9 October 2022	BRCA 1:8 Circuit National Championship	Brookland

TC SECTION CHANGES AT THE AGM

After the recent BRCA AGM, here is a quick summary of the changes after the proposals from the 1:10 touring car section:

- Qualifying will now be three rounds with two scores to count and finals will be three rounds with two scores to count
- Tracks to be closed to all entrants from the Monday before a meeting
- Committee to investigate re-introducing

Formula system into classes

- Control additive to be used (details to be investigated)
- Wing rule modified to stop 3D printed or carbon wings being officially used. Polycarbonate wings only
- Committee given the mandate to look into Frontie and modify the rules to grow the class based on speaking to clubs/drivers

JEFFERIES ANNOUNCES HIS RETIREMENT

In a surprise post on social media, this year's BRCA 1:10 TC Modified National Champion, Olly Jefferies, has announced that he will stop racing. He will continue to be seen trackside though as his young son Harry continues to develop his skills and racecraft so the Jefferies family, including Olly's Dad, Adrian, will continue to have a presence:

"So after 20 plus years of racing I'd like to take this opportunity to announce I am retiring from this amazing sport. It has been such a huge part of my life and has given me some incredible highs over the years. I have met some great people and been able to compete at the highest level against the very best in the world.

I have learnt so much about sport in general and also myself while competing. I have enjoyed every challenge and loved trying to be better than I was last week.

I'd like to thank all my sponsors over the years who have given me support with equipment and also knowledge. People see free stuff as being the reason to be sponsored but what's far more important is the knowledge they have that you can absorb.

I'd like to thank Marcus Askill too for being my wingman and helping at the track, we have won races that perhaps we shouldn't of just through hard work and never giving up.

I'd like to thank my family too for supporting me through the highs and lows as they also live it with you. My dad for funding my racing at the start - which he says he is still paying for - and for the support after all these years.

I'd like to especially thank my wife Alice who has been 100 per cent behind me all these years, without this support I couldn't have achieved what I did.

I won't be completely gone from the track as Harry will still race and I will support him from now on, but I will be at the track a lot less.

I hope when I am at the track I will have more relaxed time to speak to you guys and always happy to help out.

I have had some great achievements and although I just missed out on being world champion in 2020 which was my ultimate goal I can be proud of what I have achieved and what is left behind:

- 14x BRCA champion
- Multiple IFMAR A finalist
- Multiple European A finalist
- Multiple ETS A finalist

It's impossible to list everyone but I'd like to finally thank anyone who has helped me over the years."



RONNEFALK LEAVES HB RACING AND TEAM ORION

HB Racing has announced that Adrien Bertin and David Ronnefalk have decided to end their contract with HB Racing and Neidhart SA. Owner Philippe Neidhart and the entire team wanted to thank them for 14 years of collaboration, winning Worlds, European and National Championships, and wished them the best of luck in the future. HB Racing continues under the leadership of Philippe Neidhart and product development/design under Torrance Deguzman and his genius designs. The Racing Team management will now be led by Chad Phillips who is stepping up from his role as USA Team Manager.

On social media, David posted: "It's been a long run of seven years with HB Racing and 12 years with Team Orion for me. Together we have created memories and magic that I will always cherish and be forever thankful for. I would like to thank each and every one of you supporting us on the ride! The time has now come to move on and start a new chapter of my racing career. I'm excited for the new challenge ahead and I'm ready to give it my all. See you all soon."



DIRT GRAND PRIX 2022

The second annual Dirt GP will once again take place at Nemo Raceway, but this time, with Covid restrictions hopefully easing, it will be an international event. Taking place over three days from 15-18 April 2022, the event caters for nitro buggy and truck, as well as E-buggy. Look out for more news as it comes through including details of the event and booking in.



YOKOMO ANNOUNCES NEW 2WD BUGGIES

New YZ-2 DTM3.1 and CAL3.1 models will come with significantly improved specifications

The Yokomo YZ-2, which has become a very popular choice around the world with its choice of two formats has evolved with the new DTM3.1 and CAL3.1 models. There were a number of goals set by the manufacturer, including the most important which was to improve stability, especially with the increase in power sources that intensify year by year. Yokomo has chosen to lengthen the chassis, changing the wheelbase in the steering hub carrier, and changing the rigidity balance by reviewing the front and rear parts configuration.

The dirt specification (DTM) and carpet specification (CAL), both have greater stability and improved cornering speed by making it a long wheelbase.

The suspension has also been changed to the latest configuration including an upgrade to a 3mm shock shaft, and it has been upgraded to a responsive suspension.

The steering hub carrier has been newly designed, and the kingpin position of the steering block has been moved forward by 1mm. The wheelbase and alignment have been changed to

further enhance the sense of stability.

For the front lower suspension mount, DTM3.1 is made of aluminium and CAL3.1 is made of steel, and these can be flipped for a 1mm roll centre option. The bulkhead mount and side plate, which were previously separate, are now integrated, whilst at the rear, the mount base and upper arm mount, which were integrated, are now separate to promote the flexibility of the rear and enhance traction. Maintenance is also improved by making the upper arm mount a separate part and you can access the differential simply by removing the shock and the four screws

The battery holder has also been newly designed, and the mounting method has been reviewed to increase rigidity. By turning the holder over, you can easily adjust the height to suit a range of LiPo battery designs. The rear shock tower has been changed to the latest specifications that allow you to select from five mounting positions on the upper side of the damper. The DTM3.1 comes with two types of gearboxes – LC and LD – which can be used according to the road surface conditions, as well as a high-clearance 7-inch

wing made by JConcepts. Front and rear anti-roll bars are now standard equipment on the CAL3.1.

DTM3.1 Features:

- Long specification for dirt main chassis
- Inheriting the chassis spec from dirt specification
- Same wheelbase as CAL3
- Z2-DTM2B F2 body
- JConcepts Astro High-Clearance 7-inch wing

CAL3.1 Features:

- Long specification main chassis for carpet
- Long wheelbase enables higher speeds
- Steel front suspension mount
- Z2-DTMBL S2 Lightweight body
- Z2-CAL2W LMR Wing

"It is already a model change in anticipation of the 2022 race season, and from the main chassis to the suspension parts, we have achieved a significant evolution that cannot fit in the frame of version upgrade."



NEW DIAMOND GLUE RANGE FROM RUDEBITS

The latest addition to the RudeBits product range is a line of glues under the Diamond name, that come in various sizes and viscosities. It comes in two sizes – 20g Trackside and 50g Workshop – as well as Thin Viscosity (very fast curing) and Medium Viscosity, which

is naturally slightly slower to cure. They both work in cold conditions for the ultimate polymerisation and bond, and come with three different tip sizes, with a needle-tipped lid to make sure the bottle lasts. More information can be found at www.rudebits.net



RONNEFALK JOINS AWESOMATIX



After leaving HB Racing, Awesomatix has now announced that Swedish RC ace and World Champion, David Ronnefalk, has signed for their factory on-road team. David is well known all around the world for his amazing driving, and not only in off-road classes. He brings a lot of experience and great spirit with him to further

extend their team line-up, who are looking forward to seeing him at the Euro Touring Series as well as the World Championships.

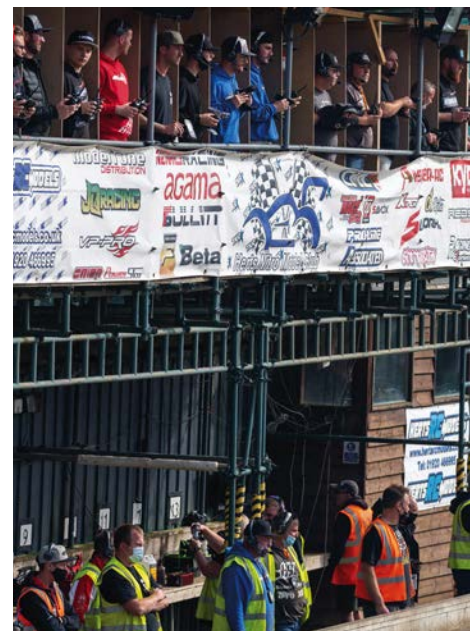
"I have big things going on in my racing program for 2022 and beyond. My passion for RC in general is big and I've always liked to drive touring cars and now with my indoor facility I've had the

chance to drive more on-road than ever before. It's with lots of excitement I hereby announce that I will now be a part of the Awesomatix Factory Team. I'm looking forward to attend as many races possible including the World Championships. The ETS in December will be my first race with the car and I'll be ready to battle!"

1:8 OFF-ROAD CALENDAR 2022

On 1 December 2021, the calendar for the BRCA 1:8 Off-Road National Championships were published, with more details to be posted in due course, As always, booking in will open as you read this (early January) and priority will be as per in previous years/handbook. This calendar is accurate at the time of publishing, and everything is obviously dependent upon any Covid regulations, and if and when anything changes updates will be issued.**

Date	Event	Venue
23-24 April 2022	BRCA 1:8 Off-Road National Championship	North West Nitro
30 April-2 May 2022	EFRA 1:8 Off-Road European Championships Warm-Up	Barcellos, Portugal
14-15 May 2022	BRCA 1:8 Off-Road National Championship	East Shrewsbury
3-5 June 2022	IFMAR 1:8 Off-Road World Championships Warm-Up	Redovan, Spain
10-12 June 2022	EFRA 1:8 Off-Road European B Championships	Fehring, Austria
18-19 June 2022	BRCA 1:8 Off-Road National Championship	Brookthorpe
5-10 July 2022	EFRA 1:8 Off-Road European Championships	Barcellos, Portugal
23-24 July 2022	BRCA 1:8 Off-Road National Championship	Slough
20-21 August 2022	BRCA 1:8 Off-Road National Championship	Nemo Raceway
4-10 September 2022	IFMAR 1:8 Off-Road World Championships	Redovan, Spain
16-18 September 2022	EFRA 1:8 Off-Road European 40+ Championships	Reding, France



2022 BRCA TRUGGY AND E-BUGGY CALENDAR

This year's truggy and E-Buggy nationals will follow the same format as last year with Saturday practise and racing on Sunday. Practise is allowed on the Saturday as long as you are running truggy or E-buggy on the following day. There is also the potential for there to be an E-truggy class too - more on that to follow...



Date	Event	Venue
2 April 2022	Practise Day(for BRCA Truggy and E-Buggy only)	NWN
3 April 2022	BRCA Truggy and E-Buggy National Championship	NWN
30 April 2022	Practise Day(for BRCA Truggy and E-Buggy only)	Herts
1 May 2022	BRCA Truggy and E-Buggy National Championship	Herts
20-22 May 2022	EFRA E-Buggy European Championships	Hudy Racing Arena, Slovakia
28 May 2022	Practise Day(for BRCA Truggy and E-Buggy only)	Brookthorpe
29 May 2022	BRCA Truggy and E-Buggy National Championship	Brookthorpe
30 July 2022	Practise Day(for BRCA Truggy and E-Buggy only)	Nemo Raceway
31 July 2022	BRCA Truggy and E-Buggy National Championship	Nemo Raceway
24 September 2022	Practise Day(for BRCA Truggy and E-Buggy only)	Slough
25 September 2022	BRCA Truggy and E-Buggy National Championship	Slough

OUTBACK 3

Paso



**1/10TH SCALE
99% READY-TO-RUN
4WD TRAIL VEHICLE**



- 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



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

FTX OUTBACK3 Paso 4X4 RTR 1:10 TRAIL VEHICLE - Blue - Part No: FTX5593B
FTX OUTBACK3 Paso 4X4 RTR 1:10 TRAIL VEHICLE - Yellow - Part No: FTX5593Y

£199.99 RRP



E&OE.

CML CML PRODUCTS ARE AVAILABLE IN ALL GOOD MODEL & HOBBY SHOPS. CHECK OUR WEBSITE FOR FULL DETAILS
WWW.CMLDISTRIBUTION.CO.UK



JUST ADD WATER

Shaun Taylor heads to the coastal seaside town of Littlehampton to put the new FTX Moray 35 Mini speedboat to the test in their boating pond

The FTX brand has already conquered the RTR market by land with their impressive portfolio of off-road trucks and buggies, as well as air thanks to their entry-level Skyflash drone. Now they complete the set, in terms of water by adding a small yet nippy RC speedboat to their line-up as Racer takes a closer look at the FTX Moray 35 Mini. As like all their other RC offerings, the FTX Moray comes complete and ready-to-run with only batteries for the transmitter being the extra purchase required for operation – three AA-sized in this case.

For the initial low purchase price of £44.99, you are gifted with a fully assembled, full-function RC boat with electronic speed

controller/receiver, motor, with a propeller shaft and rudder servo neatly installed. As the full title of the Moray suggests, the hull is approximately 30cm in length with rudder assembly adding the other five giving 35cm total – small but perfectly formed!

Also included is an 800mAh 7.4V Li-Ion battery that takes approximately two hours to fully charge with the included mains USB charger. A gaming-style 2.4GHz transmitter is also included as you would expect, along with a stand to store the boat on when not in use. A rubber cover to protect the nose of the boat is a nice addition as well as a spare plastic prop and small spanner to change it if required. The included instruction

manual is pretty basic, but does give you all the information you need to get up and running.

PACKED WITH FEATURES

Despite its small size, the Moray is packed with a number of features that will help you enjoy the excitement of RC boating no matter what age or experience. First impressions are good despite not much detail to the main body. The plastic grey windscreen looks rather toy-grade, but this is the only negative thing we would note. However, the shape and low-profile design of the stern makes the Moray look the part when on the water.

There are two separate covers that help prevent water entering the internals. The top is a

Hit the throttle and the nose of the boat immediately rises out of the water





The FTX Moray in our photography studio awaiting testing



Plugs are added to fill the screw holes and potentially improve performance



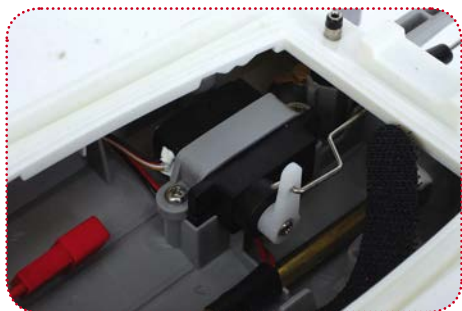
The prop can be easily changed if damaged as its held in place by a nut



The chunky rudder is a moulded item



The magnetic top cover hides a more substantial lower one that has a seal to prevent water ingress



The steering servo is clamped into position



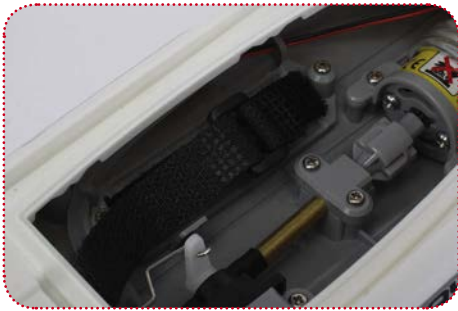
As there isn't too much load, the battery connector is fairly light weight



Water is passed around the outside of the motor to aid cooling as there is no airflow inside the hull

TEST SESSION

■ What: FTX Moray 35 Mini



The battery can be easily accessed as its held in place with a strip of Velcro



The combined speed controller/receiver unit is located at the very front of the hull



The brass-coloured propshaft is kept clear of cables and other parts that could rub



Four of these latches ensure the cover sits tight against the seal to the hull



A simple stand is included for when the boat is not in use



The gaming-style multi-function transmitter which includes the self-righting feature



The main components of the FTX Moray 35

"The Moray is fantastic, hugely entertaining and easy way to get into this sector of RC"

FEATURES:

- Water-cooled brushed motor
- Electric speed control
- USB charger and Li-Ion battery
- Moulded hard ABS hull assembly
- Multi-function transmitter
- Self-righting 180-degree feature

CONTACT:

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

Tel: 01527 575349
Email: info@cmldistribution.co.uk
Website: www.cmldistribution.co.uk
www.ftx-rc.com

decorative cover, held in place by a magnet whilst the second and more important one is secured via four plastic locks, aided by a rubber seal for added water proofing. Once inside the hull, we were impressed to see a layout that mimics much more larger and expensive speed boats available. The water-cooled brushed motor sits proudly in the middle of the hull to aide in overall balance and weight distribution whilst the combined 10A speed controller/receiver unit is tucked up out of the way near the bow. The small rudder servo is mounted at the rear with the Li-Ion battery located on the opposite side.

The transmitter also has a number of features that help the overall experience. First off is the ability to change the throttle modes to either left- or right-hand stick depending on what you are used to or are most comfortable with. There is also a dual rate to control the amount of turn angle the rudder has. One function we really like is the self-righting feature which is activated when the throttle stick is repeatedly moved up and down. This turns the boat back upright if like us, you manage to flip it over whilst in use. The transmitter also shows the capacity of the battery in the boat, and it also sets off an alarm when it gets low so you know when to bring the boat back to shore.

ON TEST

With the included battery charged and secured in the hull, we headed off to our local boating lake for a full test session. With no switch, the Moray

will only turn on and function when placed in the water – a nice safety measure. The LED at the rear of the boat will flash and then turn solid when bound to the transmitter signalling you are ready to go. With a quick check of the rudder function, we soon nailed the throttle and were immediately impressed with the rapid acceleration and top speed that was reached in no time at all. At full speed, the Moray simply skims over the surface of the water nicely.

Despite its smaller size and brushed motor, the Moray is a really fast boat indeed and is also very responsive. Thanks to the large rudder and well-placed fins, you can turn the boat at high speed and on the odd occasion we managed to complete an instant 180-degree turn to fire off back through our own wake. Although not overly loud, the Moray sounds as fast as it goes and sports a nice amount of spray and prop wash out the back when at speed.

After some really aggressive driving, we did eventually manage to flip the boat over. A little bit worrying at first, but moving the throttle stick up and down in a fast motion will self-right the boat in a few seconds – a very handy feature indeed! We would recommend bringing the boat back to shore if this occurs as we had a little water ingress in the hull. The Moray does have a reverse function, which just about works as boats in general are not designed to go backwards. The reverse does act as a brake as well and stops the boat well from high speeds.

When in use, the transmitter offers useful

information like boat battery usage (in percentage), transmitter battery status and if the boat goes out of range. The main LCD display in the middle is for the boat battery and drops down every 25 per cent from 100 per cent. This is accompanied with a beep when it's time to bring the boat back. We managed around 15 minutes of play time which is good considering the relatively low capacity of the included battery.

We managed to find some suitable spare 7.4V Li-Ion packs from other review models which fitted in the hull and shared the same connector so we could continue the fun. The little Moray received a lot of attention from passers-by during our test and was huge fun to thrash about. It's nice to have a play with something different to our usual land-based activities and it will be used many times over again we are certain. ■



Summary

The FTX Moray 35 Mini electric boat is a fantastic, hugely entertaining and easy way to get into RC boating. Simply charge up and head off to your nearest boating lake or pond and enjoy. We were really impressed with its outright performance and not just its speed across the lake, but also how responsive it is when its skimming over the surface. The self-righting feature is a great addition as well. We would recommend an extra purchase of a spare battery if funds allow, and we have already seen this model offered at a lower price of the RRP by a number of UK retailers. You will not be disappointed if you decided to get one!

STOCK TITLE HEADS TO SCHUMACHER

Schumacher's Andy Murray chased down the Xray of Marcus Askeil throughout the 2021 season and would snatch the series at the final round to take the trophy home to Northampton

■ We started the BRCA 1:10 Touring Car National Championship back in May still in a state of Covid restrictions. We were without one of the top modified drivers with the announcement of Elliott Harper's retirement and the first two nationals were poorly supported. But by the time we gathered for the final round at

Bedworth, there was a degree of normality back and the event saw a strong competitive entry, good weather and at least one championship still to be decided.

After four rounds, the big interest was in the Stock class as three drivers arrived at round five with a chance of the title. Marcus Askeil led from the ARC of Zak Finlay, and

the in-form stock man Andy Murray. In testing prior to the event, the Schumacher team were looking good. James Hart had smashed the track record and Bedworth was quickly becoming a happy hunting ground for the Schumacher team, and a track where they regularly test and practise. On paper, it was James and Andy who looked like the

pre-event favourites, but there was a host of quick stock drivers hoping to spoil the Schumacher party, headed by Marcus, who after one of his best national seasons, needed just one A final leg win to take the title. Billy Fletcher, Chris Gunter and Colin Jackson were also present and they were well capable of mixing it with the championship contenders.

Olly was not at his best with the new Xray X4 at Bedworth





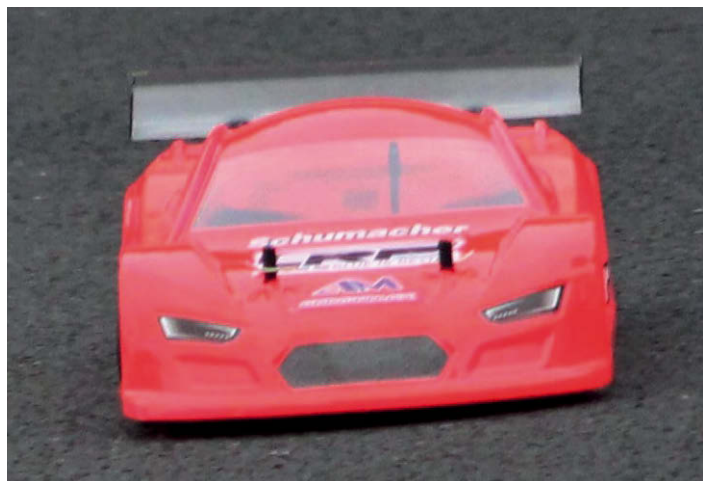
The Schumacher pits was a happy place at Bedworth



Chris Grainger has a loyal team of sponsors on board his Awesomatix



Schumacher's own Chris Ashton in action



Zak Smith was the man to beat in qualifying and the A finals

In Modified the title had already been decided in favour of Olly Jefferies, so the Xray driver could have spent the weekend at home with his feet up, but he was here and hoping to take another round victory. There were a few drivers looking to grab a race win should the newly crowned champion take his foot off the gas now he had the title in his pocket, and heading that challenge was Zak Smith, another Schumacher driver enjoying the Bedworth tarmac. After winning the Cotswold round, Kyle Branson was also looking quick in testing and the modified class looked like a straight fight between these three drivers...

QUALIFYING

Modified qualifying was a strange affair, as Olly Jefferies led the first round of qualifying away without Chris Grainger (Awesomatix) and

Kyle Branson (Capricorn). These two decided not to start, electing to save tyres for the second round. Out on track Olly may have been thinking that weekend at home might have been a good idea as the new Xray struggled for grip, allowing Zak Smith to take the round comfortably. Back in the pits Olly's tyres looked shot with graining and ridges, the likes of which we have not seen on the Sweep tyre at any part during the series. This issue would basically ruin the champion's day and he would qualify down in sixth. Zak went on to dominate the class qualifying taking TQ ahead of Kyle. Despite losing a round of qualifying when her Yokomo was underweight, Harley Eldridge qualified third but had to use her second set of tyres and in winning the final round, she edged out the Awesomatix of Ben

Cosgrove on a tie-break.

Modified qualifying was the strangest of the year as most of the time there was no more than five cars on track at any one time as drivers constantly played the tyre strategy game. Well done to Jordan Norwood on his first Modified A final appearance, and reward for some perseverance. Welcome back to the A final Ben Moorey whilst Dan Robbins and Peter Eagles were once again all in the top ten.

Qualifying in Stock needed a tie-break to decide TQ. James Hart, who has had a frustrating season so far finished 2021 with a flurry taking the top spot in the class. Behind James was Schumacher teammate Andy Murray so at this point everyone was thinking team orders would be brought in to make sure the class title headed back to Northampton and the Schumacher

factory. The ARC teammates of Colin Jackson and Zak Finlay were next up, and again tactics could come into play here if Colin played the team game to help Zak. Once again a tie-break was needed to decide the order for third and fourth as Billy Fletcher wrapped up the top five for Capricorn. You had to go a lot further down the order to find the third championship contender as Marcus Askeff was having a miserable day. The Xray driver, like teammate Olly Jefferies seemed to be struggling with grip and handling. Marcus would start mid-pack and on paper it looked like his challenge was effectively over at this point. He would need a little mayhem up front in the finals but history shows mayhem usually happens lower down the grid, just where Marcus was positioned! It was a good day for Sam Law

RACE REPORT

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



The top three in the BRCA Modified Championship for 2021

making the Stock A final in seventh after two strong runs in legs one and two.

FINALS

It was strange watching the first Stock A final, given the championship was on the line. Everyone thought this would be either a team orders affair or at the very least some careful calculated driving, but it was far from it! James Hart left the start line and from the first corner to the very last Andy Murray attacked. He didn't need to win, but boy did he give it go. Fair play to the Schumacher

team who potentially could have robbed us of a competitive A final, but they allowed the drivers to race and what a race it was. Well done James Hart on the win and to Andy Murray whose second place would be enough for the championship

The first leg of the Modified A final and this was Zak Smith best chance to take a win, and a chance he grabbed with both hands. Despite pressure all the way from Kyle Branson, Zak took a tone-to-tone victory in leg one.

Leg two of the Stock A final was a repeat of leg one; the same close

racing and same outcome. It was a great result for James Hart who at times this season had looked to struggle with the Mi7.

The second leg of the Modified A final was another demonstration run for Zak Smith. The Schumacher team use Bedworth a lot for testing, but that's not taking anything away from a great performance in both classes. The win for Zak was overdue

and popular, with Olly Jefferies and Chris Grainger still struggling with tyre issues, it was a chance for the new guard in the form of Zak and Kyle to hog the spotlight, and they took their opportunity with a couple of great performances and delivered on the day. Ben Cosgrove seems to enjoy Bedworth and once again was on the podium.

Bedworth provided a great end

QUALIFYING - MODIFIED

POS	DRIVER	TIE-BREAK	PTS	R1	R2	R3	R4
1	Zak Smith	24 laps 306.86	2	1	27	1	4
2	Kyle Branson	24 laps 311.67	3	24	1	3	2
3	Harley Eldridge	24 laps 310.83	5	4	23	27	1
4	Ben Cosgrove	23 laps 300.85	5	27	3	2	3
5	Olly Jefferies	24 laps 308.43	6	2	27	4	5
6	Chris Grainger	24 laps 313.03	7	27	2	5	6
7	Ben Moorey	24 laps 309.07	7	3	4	11	8
8	Daniel Robins	23 laps 306.67	12	23	5	26	7
9	Jordan Norwood	23 laps 306.27	13	6	8	7	11
10	Peter Eagles	23 laps 307.05	13	7	6	12	13

QUALIFYING - 13.5T STOCK

POS	DRIVER	TIE-BREAK	PTS	R1	R2	R3	R4
1	James Hart	23 laps 300.25	2	1	2	2	1
2	Andy Murray	23 laps 301.69	2	35	1	1	36
3	Colin Jackson	23 laps 306.48	6	37	4	22	2
4	Zak Finlay	23 laps 304.12	6	3	33	3	3
5	Billy Fletcher	23 laps 305.87	7	36	3	5	4
6	Marcus Askell	23 laps 302.05	8	2	37	6	37
7	Sam Law	23 laps 308.84	9	4	5	13	17
8	Chris Gunter	23 laps 310.05	10	6	6	4	6
9	Tony Broad	23 laps 310.58	12	7	7	7	5
10	Ricky Copsey	23 laps 310.12	14	5	9	37	19

RESULT - 13.5T STOCK A FINAL

POS	QUAL	DRIVER	TIE-BREAK	POINTS	R1	R2
1	1	James Hart	—	2	1	1
2	2	Andy Murray	—	4	2	2
3	4	Zak Finlay	—	6	3	3
4	3	Colin Jackson	—	8	4	4
5	8	Chris Gunter	—	11	5	6
6	7	Sam Law	—	12	7	5
7	6	Marcus Askell	—	13	6	7
8	10	Ricky Copsey	22 laps 312.97	17	9	8
9	9	Tony Broad	21 laps 301.67	17	8	9
10	5	Billy Fletcher	—	20	10	10

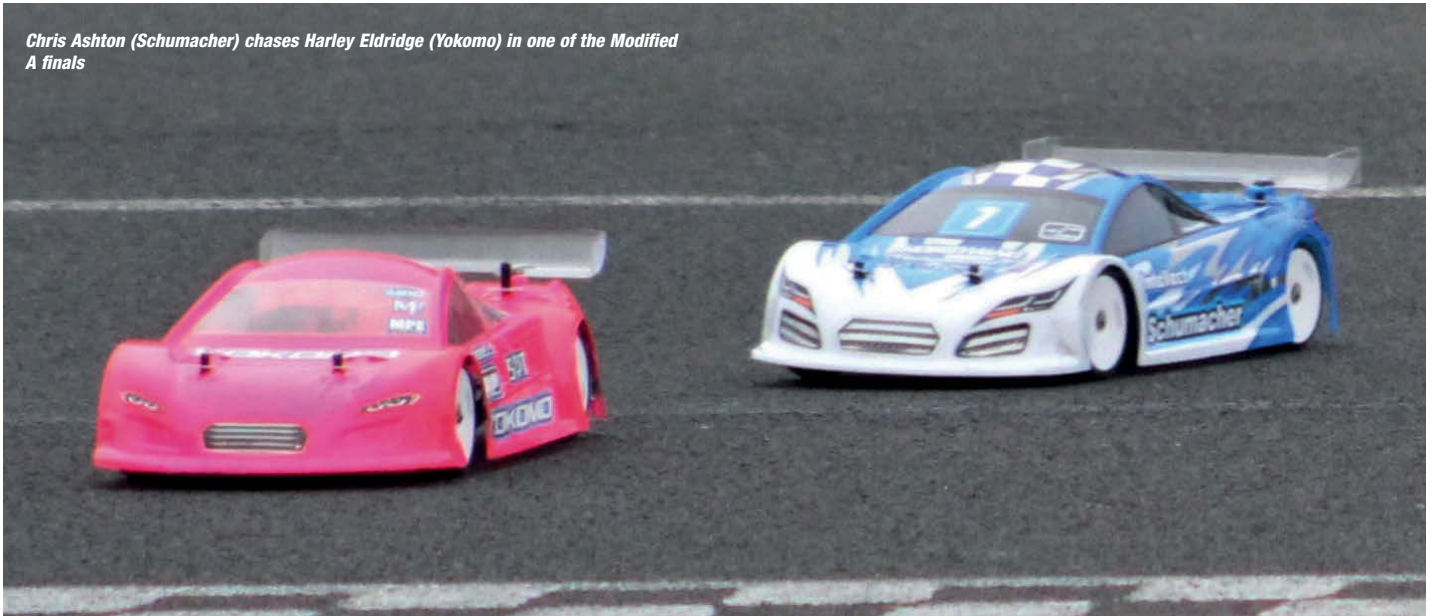
RESULT - MODIFIED A FINAL

POS	QUAL	DRIVER	TIE-BREAK	POINTS	R1	R2
1	1	Zak Smith	—	2	1	1
2	2	Kyle Branson	—	5	2	3
3	4	Ben Cosgrove	—	9	7	2
4	6	Chris Grainger	—	9	4	5
5	3	Harley Eldridge	—	12	3	9
6	7	Ben Moorey	—	12	5	7
7	8	Daniel Robins	—	12	6	6
8	5	Olly Jefferies	—	14	10	4
9	9	Jordan Norwood	—	16	8	8
10	10	Peter Eagles	—	19	9	10

Schumacher's Zak Smith has had a great year, culminating in winning the final round at Bedworth and second in the Modified Championship



Chris Ashton (Schumacher) chases Harley Eldridge (Yokomo) in one of the Modified A finals



of season finale, top racing and some well-deserved results that had been a long time in the making. The 2021 season has been a strange one, as some things went the way of the form book and we also had some surprises, but most of all along the way we saw some outstanding racing and new drivers coming to the fore. Not many people would have bet against Olly Jefferies retaining the Modified title, and although he won, it was not in a way he was happy with – dropped scores along the way and a nightmare last round will stick with the Xray driver, but he will aim to put that right next season. Zak Smith and Kyle Branson seemed to come of age in 2021 and these two along with Harley Eldridge will have their eyes on a serious championship

challenge in 2022. Chris Grainger took fourth and this will be disappointing for him in a year where his speed didn't transfer into outright wins. On track, Chris looked like the main contender to Olly, but costly errors at crucial times will haunt the Awesomatix driver when he looks back on his season, but it was good to see Chris back with a competitive package. It was a great season for the popular Peter Eagles, who made the long trips down from Scotland worthwhile with a brilliant top ten championship finish, and well done to Daniel Robbins with the top junior award in the class.

The Stock championship was a very competitive affair all season, and at no point was there an obvious champion emerging from

the pack. The momentum swayed between Markus Askeil and Zak Finlay early on, but in the background, Andy Murray was beaver away to put himself in with a shout at the last round. It was a good reward for a lot of hard work by Andy and the Schumacher team. For Marcus it was one of his best seasons at national level and he will curse a few costly errors, but overall a good season for the Xray driver. James Hart was defending his Stock title, but couldn't find consistency through the year. Zak Finlay won't be happy with third in the series and expect him to bounce back next year. In fact going into 2022 the Stock class looks like a battle royale once you add into the equation the likes of Billy Fletcher and Chris Gunter...

Covid restrictions and other factors contributed to not making 2021 a classic year by any means, but we needed to get back out there, back to the track and racing. Despite the challenges of wearing masks, limited numbers and a degree of social distancing, whatever the issues the championship went ahead, and it was as competitive as always with high stakes. The winners enjoyed the spoils of their efforts and lots of new drivers can count 2021 as productive development season. It remains to be seen what next year's National Championship will look like, but thing we do know is it will be back, and contesting it will be the best drivers the UK has to offer...

If you want to look at the full results, head to www.brca.org ■



Zak Smith (Schumacher) won Modified on the day from Kyle Branson (Capricorn) and Ben Cosgrove (Awesomatix)



Schumacher's James Hart won Stock from teammate Andy Murray and ARC's Zak Finlay

MODIFIED CHAMPIONSHIP

POS	DRIVER	PTS
1	Olly Jefferies	600
2	Zak Smith	594
3	Kyle Branson	592
4	Chris Grainger	588
5	Harley Eldridge	588
6	Ben Cosgrove	568
7	Daniel Robbins	567
8	Peter Eagles	564
9	Chris Ashton	561
10	Colin Jackson	560

STOCK CHAMPIONSHIP

POS	DRIVER	PTS
1	Andy Murray	597
2	Markus Askeil	586
3	James Hart	582
4	Zak Finlay	582
5	Billy Fletcher	577
6	Chris Gunter	575
7	Ricky Copsey	567
8	Sam Law	561
9	Sam Nicholls	561
10	Tony Broad	560



EDITORIAL

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



3-WHEELED RC



Guy Martin has a huge following, whether you were a fan of his motorcycle racing skills on British circuits and at the Isle of Man TT races, or from his recent TV series such as Speed with Guy Martin, The Boat That Guy Built and Our Guy in Japan, the very likeable Grimsby-based ex-racer has become an instantly recognisable figure on screen.

Currently, Guy has another TV series on air called Guy's Garage, which goes out on a Monday night on Channel

4. In the second episode, Guy races a souped-up Italian 3-wheeler Piaggio Ape 50, but to help the viewers get a better idea of what they want to do, he and friend, Cameron "Camy" Whitworth, demonstrate using RC versions from X-Rider called the Flamingo, highlighting the speed, strength and agility on the garage floor. It's clear that Guy and his team had great fun with the 1:8-scale ready-to-run trike that can be purchased for under £120. And what is even better is that this kind of prime time TV exposure is sure to benefit the hobby. Watching the

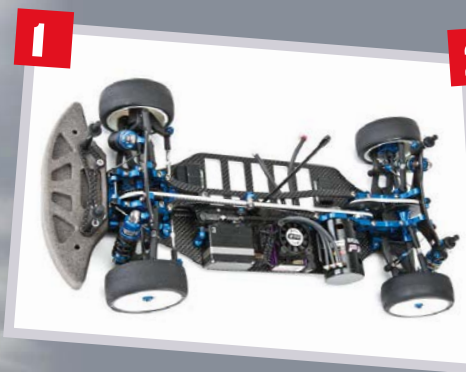
Flamingo in action is sure to raise awareness of RC on the whole to the TV-watching millions, as well as showing off the X-Rider model that maybe isn't so well known to those already in the hobby. For sure here at Racer, we will be sending CML Distribution an email and requesting a sample for our team to feature in the magazine! Fortunately, Guy's Garage is available to watch anytime on the All 4 catch up channel if you missed it...

Matt Benfield
Editor

"Although he offers just a quick glimpse of RC in a TV documentary, Guy Martin will help raise awareness of the hobby to the masses"

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



Supercar Blondie/Fivo Nine

A video was shared on Facebook and is of a Traxxas X-Maxx equipped with razor blade wheels that are able to cut through the ice of a frozen lake. Although we are not too sure on the practicalities of this though using sharp cutting discs for wheels, the video goes on to show some custom-made snow tyres as the X-Maxx impressively pulls the driver across a snow-covered lake. The video can be found at <https://tinyurl.com/rcrazorwheels>



Carwow

In this video, Chris Doughty from Arrma goes head-to-head with a 2021 Honda NSX and a 2011 Red Bull F1 car against his Limitless which costs a fraction of the NSX and the RB7, the latter which was being driven by David Coulthard! Watch the video in full at <https://tinyurl.com/youtubecarwow>



Supercar Blondie

In this video shared by YouTube megastar Supercar Blondie, you get to see someone fitting a scale, custom-made V4 engine to an RC car. Using a lathe to machine the parts, it appears that the engine is bolted onto a Schumacher chassis complete with 3-speed transmission. You can watch the whole video at <https://tinyurl.com/v4engineinrc>



Traxxas

We saw this link to a video on Twitter from Traxxas of their X-Maxx enjoying a big air session. Courtesy of the 8S LiPo, it really shows off the high capabilities of the X-Maxx on jumps and in the rough. If you have a few minutes spare, check out the video at <https://tinyurl.com/traxxasmaxx>



1 YEAR AGO – FEBRUARY 2021

Racer put the Tamiya G6-01 Volvo A60H through its paces with the dump truck showing off its performance with 6-wheel drive and aided by those massive tyres, and then at the other end of the speed scale, we sent the Rudis Motorsports Promod drag racer down the road where it blew our mind with the lightning acceleration and top speed. In the news, Shaun Collins announced that his new model shop would be opening in Stevenage. Shaun has been around the hobby in both retail and distribution for many years and with SC Models he would not only have a shop but look to setup a club in the area too. Schumacher announced their Icon F1 chassis that they claimed to be, "An innovative new approach to RC Formula" whilst LRP announced that former team driver, Jamie Clancy, has re-signed to the brand, seeing the 2020 vice champion in 1:8 nitro buggy and BRCA 1:8 Truggy National Champion return to the German manufacturer.



5 YEARS AGO – FEBRUARY 2017

Lee Martin departed the Mugen fold and went across to the Infinity team to race their 1:8 off-road car. Thanking his previous team, Lee looked forward to working with Mugen in the future. Serpent took touring car suspension to a new level with their clever and compact system fitted to the new Project 4X car. It's clever, but will it work? Ollie Payne and Matt Baker won their classes at the annual Masters of Foam event in Racing Limberg Arena, Sittard, Holland. Ollie was the class of the field in the 10.5T stock class taking TQ and two leg wins that were a measure of his dominance, something Matt didn't achieve in 17.5T stock. Matt gave a great display of driving under pressure and achieved two leg wins to take home the spoils – well done!



10 YEARS AGO – FEBRUARY 2012

We lost a great friend of RC in 2011; Dez Chand. Coventry Model Car Club held the Dez Chand Memorial race in honour of one of RC's great characters. Mark Stiles and Olly Jefferies continued their strong starts to the BRCA 1:12 National Championships by winning the Stock and Modified classes respectively at the Hereford round. Team Associated, never ones to let the grass grow under their feet, released the latest version of their electric touring car, the TC6.1 that was further tuned for brushless motors and LiPo batteries, the chassis also features stronger suspension arms and updated geometry.



WHAT IS AVAXHOME?

AVAXHOME-

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

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE **ICU**

AvaxHome - Your End Place

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

THRASH TEST - RC4WD 1:24 TF2 MOJAVE II RTR

■ spec: 4wd alloy chassis ■ class: 1:24 off-road fun ■ cost: \$169.99

RC4WD has been a staple supplier of some of the best scale equipment for over two decades, and in recent years they have taken a step into smaller scale vehicles. This latest creation is the smallest yet in 1:24-scale and is a mini version of our favourite RTR rig, the Trail Finder 2 or TF2.

Just like its 1:10 RTR counterpart, the new model comes neatly packaged in a box that has everything you need to get up and running. This time around the body is available in three different colours – yellow, blue and red. Our original TF2 RTR came with a red body shell so it felt like getting acquainted with an old friend, just a lot smaller! The Mojave II body set has been perfectly shrunk down too, but we will circle back around to that.

Shaking out the contents of the box we find the diminutive model and the XR2 transmitter which is slightly bigger than the model itself. A USB charger is included to recharge the 320mAh 7.4V LiPo. The output of the charger is stated as 800mAh so that should mean the battery



FINDING A SMALLER WAY

US brand, RC4WD, takes a swing at miniaturising a classic from their 1:10-scale range with a new mini-sized Trail Finder 2



THRASH TEST - RC4WD 1:24 TF2 MOJAVE II RTR

■ spec: 4wd alloy chassis ■ class: 1:24 off-road fun ■ cost: \$169.99



The steering servo sits above the front axle to add weight and therefore traction



The 1:24-scale model uses a combined speed controller and receiver unit



The RC4WD N30 Micro-sized motor



The chassis rails are machined from aluminium and have the usual RC4WD attention to detail



The beadlock wheels are shod with Mickey Thompson Baja Claw TTC scale tyres



A horn connects the RC4WD Micro Twister servo to the front wheels

can fully recharge in around 30 minutes. A set of decals is included that allow you to choose from three different designs as well as some tiny RC4WD logos so you can customise your model the way you want. Finally an owner's manual is included in the box that covers the basics of getting your model up and running.

II BODY SET

So let's take a look at the model itself. The Mojave II body shell has been cast as a single piece rather than two pieces like the larger model. Small touches add to the realistic look of the body with

side marker lights, door handles, wing mirrors and a full interior. The front grille is separately moulded along with the front bumper. RC4WD has also made sure that those that like to add more extras to their rigs have not been left out. The front and rear lights are capable of adding LED lights to and we are certain that a whole host of extra add-ons will not be too far behind.

Removing the body from the chassis is easy as it is held on each end by a strip of Velcro (hook and loop tape) and this reveals the chassis hidden underneath. The chassis rails are CNC aluminium, which is great to see on a small scale model as

these would usually be substituted for plastic to keep the costs down. Looking along the rails we find that the wheelbase is changeable to three different lengths. The chassis is supplied in

Despite its small size, there is lots of detail to be found in the Mojave II body shell



Racer Tips

Consider swapping out the Velcro that holds the body on for magnets

120mm which is the middle setting with 115mm and 125mm options so you can change this to suit what body you choose to run.

LINK SUSPENSION

As we write this the Mojave II is the only body that RC4WD offer in 1:24-scale, but there are a plethora of plastic kits that could easily be converted. Flipping the chassis over we find the axles which are held in place by a 4-link system on each end. The axles are scaled down versions of the popular D44 axles with fully locked differentials. Both axles and four links are moulded in plastic to keep the weight down. The tiny Punisher driveshafts are also moulded in plastic and have a square sliding cross section. Unlike the full-size version, there aren't any grub screw bolts holding the drive shafts in place. A miniscule 1mm steel pin acts as the bolt and an O-ring retains it in place. You will certainly need some small tools and tweezers to work on this model!

The tiny conversion hits keep on coming,

The 1:24-scale TF2 features a 4-link suspension arrangement

The R6 Mini Transmission is situated in the centre of the chassis



with the R6 Mini Transmission which takes centre stage and has internals used on RC4WD range of Warn Winches whilst the N30 micro-sized motor that powers the model. Keeping the axles connected to the rough stuff is a set of tiny 0.7-inch beadlock wheels and those are shod in Mickey Thompson Baja Claw TTC scale tyres. A set of spring dampers keep the axles in check with the front axles connected to small shock hoops, whilst the rear is bolted straight onto the chassis.

ELECTRICAL MATTERS

The steering is taken care of by the RC4WD Micro Twister 5g servo which is mounted between the chassis rails at the front. Sat behind



Moulded telescopic driveshafts are used for the centre drivetrain



The front and rear axles feature locked differentials for the best traction



The suspension movement is controlled by a simple spring setup



With little load on the components a traditional receiver-type connector is used on the battery



The RC4WD XR2 Ultimate speed controller and receiver combo



The tiny 7.4V LiPo battery is rated at 320mAh and is held in place by O-rings

THRASH TEST - RC4WD 1:24 TF2 MOJAVE II RTR

■ spec: 4wd alloy chassis ■ class: 1:24 off-road fun ■ cost: \$169.99

On Test

Before taking the model out, we first added some of the decals from the sheet that was included. After this we decided that it was still looking a little too shiny. So some Vallejo Dark Wash was applied to the panels lines, usually this would be applied to a matt paint so it took a little longer to dry off. We also added a quick brushing of the wash into the bed to dirty that up a bit. What is a scale vehicle without a figure? Digging into a drawer an 80s MASK figure was pressed into action although some slight modification was required to allow the figure to sit into interior. Whilst this happened the battery was charged via a USB socket. With the battery installed you need to switch the radio and model on before refitting the body into position. With all the controls checked out, the workshop floor was the first trial space. The Mickey Thompson tyres easily grip on the surface and it was soon slaloming around chair and table legs. The mini-sized TF2 has a surprising amount of speed for such a small model, but in a large area you will find you are on full throttle a lot then at low speeds it's just as happy picking over the trickier obstacles. So out onto some rougher surfaces of the back garden starting on the patio. With all sorts of obstacles to clamber over there isn't much that the TF2 can't get over. Even the legs of the bird table are easily scaled. A small section of drainage pipe allowed us to pay homage to the Italian Job getaway scene. Sections of old fence panelling didn't deter but the next stage of testing is always a hard one for a lot of small models. Grass can be a weak point, but on a cold day in autumn the TF2 merely galloped across the top of the grass, merely slowing very slightly. Now we wouldn't recommend you spend a lot of time out on wet grass as it can cause all sorts of issues, but if you do it's always wise to dry your model off afterwards. One thing we did find was the steering needed a lot of trim input to correct it, even with the 4-link suspension there is a bit of play so it's not as precise as its larger cousin. The other side of the coin is the capability of using the TF2 indoors, this means that all sort of courses can be constructed from sofa cushions, table, chairs, desktops and anything else you are happy to crawl across. Perfect for those days where the weather has no plans for you to venture outside or you want to get a little practise in between scale events. The battery life is fairly reasonable for such a small model, but this will always differ depending on the terrain it is used on. If you want more than one run an hour a second battery will be a wise option to purchase. This scale seems to be really growing in popularity at the moment and we cannot wait to see how it will progress.





◀ the servo is the RC4WD XR2 Ultimate speed controller and receiver combo, and this is powered from the 2S LiPo held in place by a large rubber O-ring on the battery tray between chassis rails. At the very back of the chassis we find a cross brace that mirrors the larger counterpart. Usually this is where the bumpers are attached, but due to the placement of the servo at the front of the chassis, this doesn't appear to be an option. Knowing RC4WD though, it won't be long before a bunch of different options become available to offer more

protection to your body shell.

The XR2 transmitter is also RC4WD branded and is a simple 2-channel design that runs on four AA batteries (included) located in the handle. The steering wheel is small, but not uncomfortable, thanks to the wheel being taller than usual which helps to give a nice grip. The transmitter features reversible trim switches as well as Adjustable Travel Volume (ATV) so you can limit the steering throw if required. ■

The steerwheel transmitter, like the model, is small and compact



SPECIFICATION

Model:	RC4WD 1:24 TF2 Mojave II RTR
Scale:	1:24
Class:	Off-road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Aluminium
Drivetrain:	4WD
Transmission:	Shaft
Differential:	Locked
Shocks:	Springs
Bearings/Bushes:	Bushes

TECHNICAL DATA

length	203mm
width	92mm
wheelbase	120mm
height	89mm
weight	200g

WHAT WE USED

Electric Kit	
Transmitter:	RC4WD XR2 2.4GHz
Speed Controller/	
Receiver:	RC4WD XR2 combo
Servo:	RC4WD Micro Twister 5g
Motor:	RC4WD N30 Micro
Battery:	RC4WD 320mah 7.4v LiPo

VERDICT



Hard body for great scale realism
Fully complete RTR package

Limited manual details

RACER RATING: ★★★★★

CONTACT

RC4WD
618 Blossom Hill Road
Suite 201
San Jose
CA 95123
USA

E-mail: support@rc4wd.com
Website: <http://store.rc4wd.com>

RC Bitz
Tel: 01295 271182
E-mail: rcbitz@gmail.com
Website: www.rcbitz.com

Summary

Overall the RC4WD 1:24 TF2 Mojave II RTR is a great homage to the original version. These small-scale vehicles are a great introduction into the world of RC scale modelling if you want to have a go on a budget. And you can turn any home into an off road course without dragging mud through the house!

FAN CLUB

The Sparmax GP-850 Pistol Trigger airbrush is a mid-price model that has serious potential for anyone who is looking to get into airbrushing for the first time or expand their airbrushing horizons beyond just the traditional RC car body type of applications

At first glance, the Sparmax GP-850 looks more like a traditional spray gun than an airbrush, but that's due to the large 125ml removable gravity-fed fluid cup that sits atop of the body and it's pistol-grip and trigger handle design. But whilst it may look like a HVLP (High Volume Low Pressure) spray gun, it is very much a dual-action internal mix airbrush and despite its large paint cup size, internally, it features a 0.5mm needle that makes it ideal for a variety of RC applications as well as being handy for many other DIY jobs around the house or garage should your creative juices really start to flow.

TRIGGER HAPPY

Whilst most airbrushes are designed to be held like a pencil, the GP-850's ergonomics are different and actually lend themselves more to a novice painter, or for someone with larger fingers or restricted articulation who might otherwise find the traditional lever control of a dual-action

airbrush too finicky, painful or difficult to master.

The pistol/trigger-grip handle makes the GP-850 very comfortable to hold and use. The primary rule when using a dual-action airbrush is to activate the air flow first, momentarily just before the paint flow, and to release it last, after the paint flow has been stopped. With a traditional top-lever airbrush, this can be quite tricky to master at first, which is one of the reasons why the GP-850's trigger ergonomics lend it to being very user-friendly. Squeezing the trigger lightly starts the air flow ahead of the paint, but squeeze it a bit harder and the needle begins to retract enabling the paint to become atomised into the airstream. Releasing the trigger has the opposite effect with the paint flow stopping momentarily before the air flow ceases.

The trigger is quite chunky but, importantly, is reasonably slop-free and the pivot mechanism is smooth and well-constructed. In use, The transition from air to air/paint flow is very smooth

with only a slight noticeable change in trigger resistance signifying the activation the paint flow which makes the GP-850 very smooth to use.

The pre-set handle enables the user to adjust the extent of the needle retraction and thus the amount of paint flow simply by turning the backstop either clockwise (in) or counter-clockwise (out). This is another feature that lends itself to the less-experienced user as it helps to achieve consistent lines and repeatable paint flow, which is sometimes quite tricky to initially master with dual-action airbrushes without a pre-set handle. The rear half of the airbrush body also unscrews to reveal the needle for when you need to thoroughly clean the needle as part of your normal airbrush maintenance routine.

The air supply is fed into the airbrush body via the base of the pistol-grip handle courtesy of the industry-standard 1/8BSP threaded connection, which if coupled with a quality braided air hose from the likes of Sparmax or Iwata, will seal



The GP-850 features a substantial handle and trigger compared to the normal airbrushes we feature in the magazine



There is a choice of spray caps to alter the way the paint leaves the gun



without the need for any PTFE tape to ensure an airtight seal.

One feature that we were really interested in with the GP-850 is the inclusion of a second spray cap that allows the user to change the spray pattern from a normal 'round' shape to an 'oval' or 'fan' shape. This makes the GP-850 ideally suited for applications that involve the need for a blended wet-on-wet type of finish, such as applying a clear coat or when spraying on hard-body plastics. The fan pattern is achieved because of the additional holes and geometry of the fan cap that helps to disperse the atomised paint into a broader oval-shaped pattern, [▶](#)

Here you can see how big the paint cup is on the GP-850

TEST SESSION

■ What: Sparmax GP-850 Dual-Action Airbrush



The plastic paint cup screws onto the body and is sealed by an O-ring



Here you can see the additional holes that are angled in on the sides of the spray nozzle which direct the atomised paint into a fan pattern for improved paint dispersion



The quality of the Sparmax unit is of the highest standard even on this mid-range model



The 125ml paint cup dwarves the rest of the GP-850 but it can obstruct the painters vision. A smaller 30ml cup would be ideal

but the only drawback of the fan cap is that it requires a powerful air compressor that is capable of delivering in excess of 1.2CFM air flow. Owners of less powerful compressors can still use the GP-850 with its round cap, but it really begins to come into its own when coupled with a suitably-sized compressor that will help unleash the full potential of this airbrush, and open up a myriad of potential use-cases that could even include full-size automotive body repairs or even spray tanning!

IN USE

We were keen to try the GP-850 with its fan cap

by applying a clear coat to a hard styrene scaler body shell that is part of another review. Out of the box, the body came in a moulded colour that didn't do the product enough justice and so we felt it was worth attempting a wet-on-wet type of application using the Createx UVLS Clear Satin and Clear Matte finishes.

Much of any painting success is down to preparation and understanding of the materials involved, which is where the Createx range of paints are unrivalled with their online technical backup. From data sheets to YouTube tutorials, there is always some helpful guidance to help you get started.

Cheaper Options

The GP-850 isn't the only trigger-style dual-action airbrush available from Sparmax so if the ergonomics of the handle design are more important to you than the fan-cap spray pattern, then either the GP-35 or the GP-50 could well suit your needs. Both are a little bit cheaper than the GP-850 but they share many of the GP-850's other features aside from the fan-cap spray pattern capability and would be worth a look - the difference between the two being that the GP-35 comes with a 0.35mm needle and head assembly whilst the GP-50 comes with a slightly larger 0.5mm needle and head.



The amount of paint flow is controlled by adjusting the backstop

For the record, we mixed our clear coat using 10 per cent 4011 reducer as recommended and allowing for a few minutes for the paint and reducer to mix/react appropriately together.

We hooked up the GP-850 to our tester's Iwata Power Jet Pro HT compressor and set the pressure to the recommended 24PSI, donned our breathing mask and set forth. The UVLS clears sprayed impeccably, flowing through the GP-850 with ease whilst we (almost) expertly stroked the airbrush over the body panels as we'd seen in the Createx video tutorials. Without getting too technical, the trick is to achieve a good overlap of paint application whilst the previous stroke is still wet (hence wet-on-wet) so that as it dries, it leaves no streaks or lines. The Matte Clear was easier to manipulate than the Satin, but both sprayed faultlessly through the GP-850 whose handle ergonomics certainly lend it to this type of application work and it was far easier to achieve a decent paint finish than we've previously experienced with aerosol cans.

However, we weren't prepared for the sheer amount of overspray vapour which we attribute to the fan pattern. Having never used this type of airbrush before, we didn't know what to expect and whilst we'd taken several precautions to mock up a spray 'booth' area and obviously wore a face mask, we don't have any extraction facilities and the amount of overspray was something that caught us out.

We also found it difficult to judge just how much paint to mix up and whilst 7ml of paint would normally completely fill our Iwata Revolution cup, the 20ml we mixed up was completely lost in the GP-850's enormous 125ml paint cup. It is actually possible to remove the



Paint cup and lid

large paint cup and use the neck of the paint cup attachment of the airbrush body as a small (uncovered) paint reservoir although a smaller screw-on paint cup would be an ideal option to allow for smaller models and some of our more detail RC paint requirements.

That said, given that it was our first attempt and once connected to an appropriately-powered compressor, we were very impressed with the ease of use with the trigger handle and the overall ergonomics of the GP-850 make it a very easy and comfortable airbrush to use. ■



The ergonomics make it really easy to work with and a joy to use for both experienced or novice users

SPECIFICATION:

Model: Sparmax GP-850 Pistol Trigger Airbrush
Type: Dual-Action Internal Mix with Pistol Trigger Pre-Set Handle
Needle Size: 0.5mm
Spray Pattern - Round Pattern Air Cap: 3-50mm
Spray Pattern - Fan Pattern Air Cap: 25-63mm
RRP: £120

Likes

- Ergonomics and ease of handling/use
- Balanced weight
- Fan cap spray pattern (for clear-coat or hard plastic body spraying)

Dislikes

- No option for a smaller screw-on paint cup
- Needs quite a powerful studio compressor to take full advantage of all its features

CONTACT:

The Airbrush Company
 79 Marlborough Road (East)
 Lancing Business Park
 Lancing
 West Sussex
 BN15 8UF

Tel: 01903 767800
 Website: www.airbrushes.com
www.sparmax.com



We used some Createx paints to test out the GP-850

Summary - Who's it For?

As we mentioned above, the GP-850 really comes into its own for usages such as clear-coat applications or when painting hard, styrene plastic body shells where the fan cap really can come into its own. Its ability to lay down a reasonably large coverage in one stroke also makes it perfectly suited for larger body shells (such as 1:8- or 1:5-scale bodies) or for general colour backing and anywhere that requires a large block of colour and we could easily foresee it being used in tandem with a smaller, detail airbrush when coupled to a suitable compressor via a manifold for any semi-serious or professional RC body painter.

Novice airbrush users or those with restricted hand mobility or articulation may well find the trigger handle easier to cope with than a normal dual-action airbrush with a top-mounted lever-style and its certainly more than capable of being used with the typical acrylic paints such as the Createx ranges that we used. It's very forgiving in use, very well made and comes with a 5-year warranty and spares or servicing can be provided via The Airbrush Company thus ensuring that this is an airbrush that will last a good few years if correctly looked after.

If there is the option of a smaller screw-on capped paint reservoir (say 30 or 40ml) then it could almost be a perfect airbrush for RC usage especially for those who would struggle with holding one with a pencil-style grip. but for those who would be looking to use the fan cap spray pattern on a regular basis, we would certainly recommend that you also think about long-term fume/vapour extraction although this is not specific to the GP-850 alone.

MURRAY IS THE MAN

Racing two classes is always a challenge, and if you are a leading driver the expectation is even greater. Andy Murray though showed great resilience to TQ and win both 17.5T Blinky and F1 classes on the day, whilst Craig Nutting wrapped up the Frontie Championship

Round five of the BRCA Clubman's saw the racers return to one of the real favourites on the calendar, Stafford RCMCC. A huge amount of work has been done to improve the facilities, including a brand-new rostrum with a roof that will hopefully keep the sun off as

well as disabled access courtesy of a stair lift. The usual great food was onsite all weekend and they even sold fresh doughnuts – how popular were these!

Onto the racing and going into this round we were past the halfway-point of the Championship

with top three places to play for in the three classes. The Frontie class was still up for grabs, whilst in 17.5T was looking good for Andy Murray. In Formula 1, Luke Lee had already wrapped up the series title, but he was still in attendance for more track time. Stafford could see

the remaining two Championship winners all being decided.

SATURDAY PRACTISE

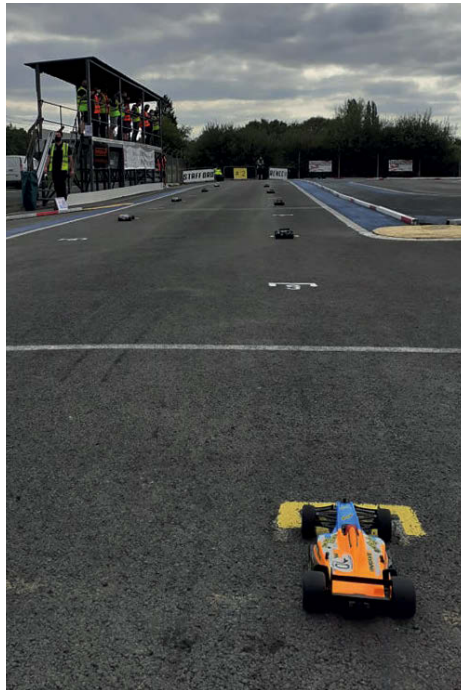
At 11:00 practise began and it was a brilliant sunny day ahead with Sunday's forecast the same so no wet cars in sight for this weekend! We

The drivers on the rostrum for the 17.5T A final





The cars are gridded up ahead of the Formula 1 A final



The Formula 1 grid looking forward



David Hall and son Jamie, dominated the Frontie class

had a fairly good turnout for practise with a few no shows and late arrivals throughout the day. The track was very well presented and towards the end of the session the grip had come up considerably and the drivers were all now putting in some very fast times. The established track records were all looking beatable this weekend.

QUALIFYING

It was sunny again for race day, which saw many happy racers in the pits. There was one round of practise followed by the usual half-hour practice slot for those who were not able to make Saturday's session. We then had a short drivers briefing and then into four rounds of qualifying.

In the Frontie class, David Hall, was on the pace right from round one and took the pole position for the finals. He also set a new track record on the way with TQ in every round just ahead of his son and young rising star, Jamie Hall, who took three second places. Championship-leader, Craig Nutting, lined up in third so there was no real favourite on who would win the final with it being so close all day.

In 17.5T Blinky it was Andy Murray out in front again. With his first three runs all being TQs, he secured pole for the A finals so used the fourth round to scrub some tyres in. This gave Liam Brooks the round win and placed him second in front of a very quick Daniel Robins who rounded out the top three.

Formula 1 saw Andy Murray a busy man racing in two classes. After taking wins in the first two rounds, he took the tactical decision to sit out the last two. Luckily it paid off as Luke Lee had no answer to Andy's new track record runs, but the two were now joint on points. James Greener finished second in the last two rounds to line up third on the A final grid.

FRONTIE A FINALS

After some great racing in both legs of the Frontie A finals, Jamie Hall ran out the clear winner taking both leg wins in front of his dad David, much to his surprise but at the same time very proud. This meant Craig Nutting had to settle for third against the father and son lockout. But with only two rounds of the series remaining, Craig has now sewn up the class

and is the BRCA Clubmans Frontie Champion 2021.

17.5T BLINKY A FINALS

Leg one was a perfect run for pole sitter Andy Murray who led from tone to tone. Meanwhile behind the chasing pack were mixing it up. Liam Brooks had a spin on lap four and could not make the time up as it was ultra-quick at the front, with many drivers now on new tyres.

As Andy crossed the finish line, we had a gaggle of seven cars split by just five seconds. Daniel was second across the line with Chris Parrott taking third a mere four tenths off Daniel's bumper. In the second leg Andy was away again, but would have to fight until the last lap to hold off Liam who was the only real challenger all weekend to him. The pair were inseparable for the whole race matching their lap times throughout the race, both being in



The pole sitting car in Frontie belonging to David Hall

RACE REPORT

what: brca clubmans ■ where: stafford ■ class: 1:10 on-road

The updated Stafford venue hosted the fifth round of the BRCA Clubmans in 2021



a league of their own. As the finish tone sounded Andy crossed the line one second ahead of Liam. Mark Trinder had a great run from sixth on the grid to finish third two tenths ahead of Daniel.

FORMULA 1 A FINALS

The Formula 1 grid saw ten cars line up for the finals with some very striking designs as the hard core racers replicated their favourite designs from the full-sized cars which looked fantastic on Stafford's track. Andy Murray really had his work cut out for him in both finals and in leg one his consistency proved too much for Luke Lee in the end, but the latter kept him honest

all the way to the finish line, the two split by one second as Michael Lee got the better of James Greener to take third. Leg two and with Luke almost matching Andy's fastest laps, the tension was building. This lasted until the final lap when Andy made it through to achieve the extra lap, which became a victory lap and the overall win.

It was the usual meticulous meeting at Stafford run by John Robson and the crew with excellent scrutineering from the club officials and a very well-presented track. Overall it was a perfect weekend and a nice early finish at 4pm.

The sixth and penultimate Clubmans round takes place at Aldershot and a club that has had a great resurgence over the past year with many improvements being made. Having one of the longest straights in the Southern part of the series and a banked sweeper at the end the speeds are sure to be high. The locals are very fast at this track so the racing will be spectacular without a doubt. Until then, see you trackside. ■

RESULT - FRONTIE A FINAL	
POS	DRIVER
1	Jamie Hall
2	David Hall
3	Craig Nutting

RESULT - 17.5T BLINKY A FINAL	
POS	DRIVER
1	Andy Murray
2	Daniel Robins
3	Mark Trinder

RESULT - FORMULA 1 A FINAL	
POS	DRIVER
1	Andy Murray
2	Luke Lee
3	Michael Lee



The top three in the 17.5T class as Andy Murray won from pole



The Formula 1 podium with Andy Murray taking the win

NEW LOW PRICES!

RELEASE YOUR FULL POTENTIAL!

UPGRADE YOUR CAR WITH THE ULTIMATE IN EFFICIENT ENERGY WITH A VOLTZ POWER PACK FROM THE VOLTZ RANGE!

Tested and developed in conjunction with one of the World's leading battery manufacturers, the Voltz LiPo range offers great performance levels at an attractive price.

Pre-fitted with Deans or XT60 connectors, they offer instant plug and play capability, with a hardcase around the cell to offer greater protection. We've also added a strain relief clip to help protect the delicate balance cables. These batteries are a great upgrade to any RTR model, ideal for use in brushless models that are supplied without batteries or club racers!

2-2

VOLTZ 2500mah 2s 7.4v 40C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 138 x 46 x 24mm



JUST £17.99!

Part No. VZ0304

3-3

VOLTZ 5000mah 3s 11.1v 50C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 138 x 46 x 38mm



JUST £47.99!

Part No. VZ0343XT60

Part No. VZ0343

2-2

VOLTZ 3200mah 2s 7.4v 40C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 128 x 46 x 24mm



JUST £21.50!

Part No. VZ0305

3-3

VOLTZ 4000mah 3S 11.1v 50C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 138 x 46 x 38mm



JUST £37.99!

Part No. VZ0342EG5

Part No. VZ0342XT60

Part No. VZ0342

2-2

VOLTZ 4000mah 2s 7.4v 50C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 138 x 46 x 24mm



JUST £25.99!

Part No. VZ0310

3-3

VOLTZ 3600mah 3s 11.1v 40C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 138 x 46 x 24mm



JUST £34.99!

Part No. VZ0341XT60

Part No. VZ0341EG5

Part No. VZ0341

2-2

VOLTZ 5000mah 2s 7.4v 50C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 138 x 46 x 24mm



JUST £29.99!

Part No. VZ0317XT60 (Deans Connection Plug)

Part No. VZ0317

4-3

VOLTZ 5000mah 4S 14.8V 50C HARDCASE LIPO BATTERY STICK POWER PACK

Dimensions: 138 x 46 x 49mm



JUST £59.99!

Part No. VZ0350XT60 (Deans Connection Plug)

Part No. VZ0350EG5

Part No. VZ0350



CML PRODUCTS ARE AVAILABLE IN ALL GOOD MODEL & HOBBY SHOPS. CHECK OUR WEBSITE FOR FULL DETAILS
WWW.CMLDISTRIBUTION.CO.UK



E&OE

RACE REPORT

what: iconic cup where: west london class: 1:10 on-road

A TECHNICAL WIN FOR WALKER

The Iconic Cup's Technical Officer, Lance Walker, took the win in Super Stock TC, but it was Mike Vale who wrapped up the series title as Neil Simpson took the FWD Championship and Jason Petch claimed F1 honours with a round to spare

The Iconic Cup is based upon the classic Tamiya Eurocup series and features on-road Tamiya chassis that were released up to and including 2004. For round four of the five-round competition, the intrepid iconic racers headed to Hillingdon in West London to be hosted by

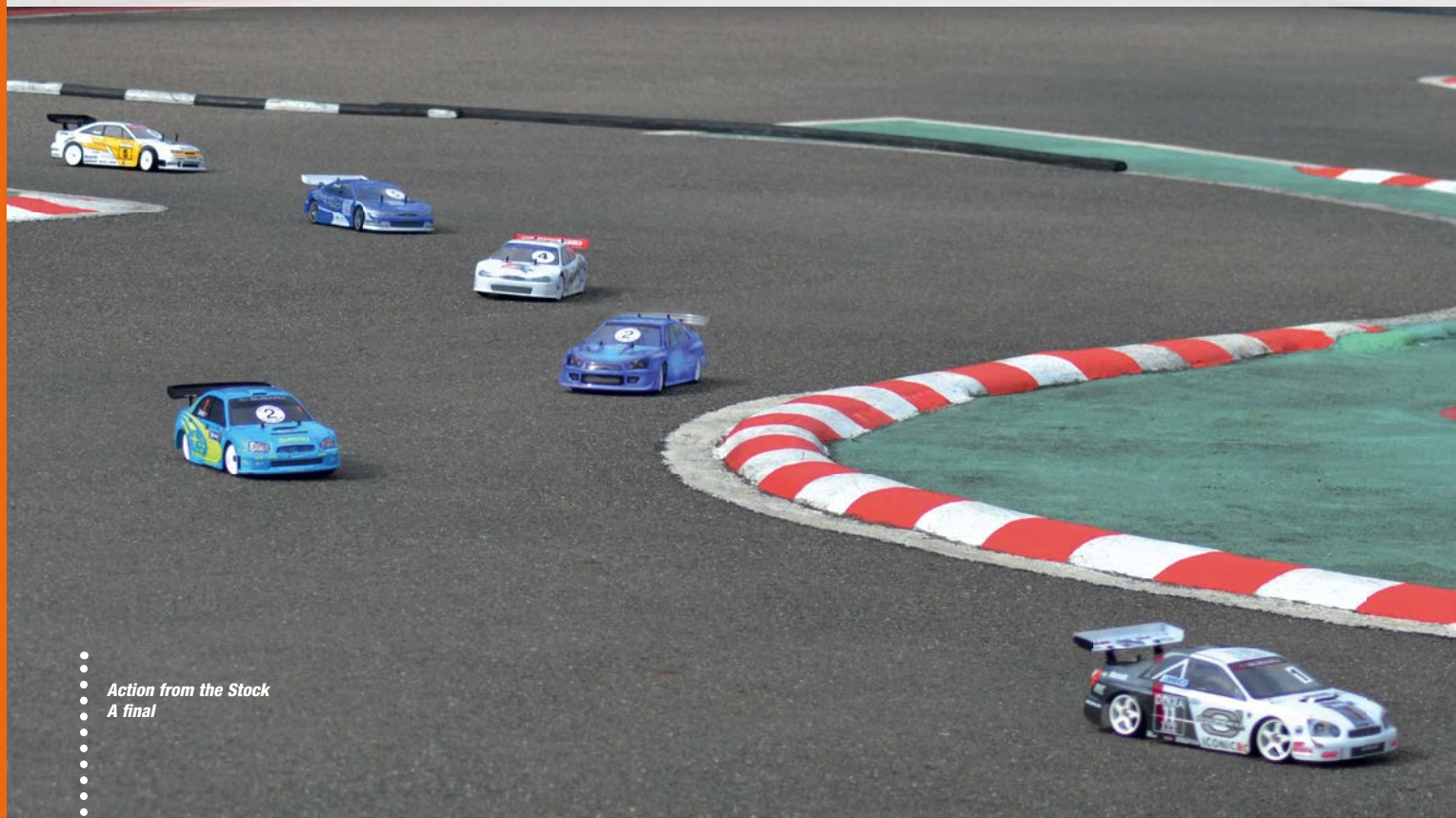
the evergreen Mike Haswell with assistance from Damian Giddins and Jason McConomy. On the Saturday, Mike ran open practise and lent Damian a TRF415MS so that he could join the GT Touring Car party. Jason, as ever, was entered into the Stock Touring Car class with his TT-01E

sporting a long-enduring Mercedes CLK DTM body. With 94 entries it was a busy weekend on-track and at race control on the Sunday Mike ran 11 heats across four qualifying rounds followed by one final for all. This year in the Cup, the qualifying counts towards the Championship

and there was a lot to play for at this round with some folk hoping to wrap things up in the best three of five rounds, one round early.

GT TOURING CAR

The extremely-popular Andy Travis (TRF415) had nailed the GT



Action from the Stock
A final



Mike Richardson's iconic six-wheeled Tyrrell



Tom Hampson on his way to the win in F1



Alex Sparey finished in the top ten of the FF class



Anthony Dorling's Ford Sierra Cosworth



Adam Burgess would finish second in the GT series



GT racer Damian Giddins at speed



Carl Rowlands opting for a classic Mini in M-Chassis



Martin Dunne's car stands out for all the right reasons



In SS, Carson Green made it into the series top ten



Super Stock racer Greg Roberts in action



A famous BTCC colour scheme for Colin Duck



Emerson Smith's Ford Mondeo in Stock

TC Championship in three straight rounds already so the GT racers were focusing on runner-up and third place for the day whilst the ultra-professional Mr Travis aimed to make it four straight wins. He did just that with Adam Burgess (TRF415MS) sealing second place in the championship. Third place will be decided at the final round with Peter Ockenden (TRF415MSX), Philip Barlow (TRF415MSXX) and Brendan McNulty (TRF415MSXX) all in the mix. On the day, Andy suffered a rare (the first ever) A final retirement to give Damian Giddins the trophy. The West London Racing Centre trophies were a real treat this year with Mike Haswell

having ordered model race cars instead of the traditional 'pots'.

STOCK TOURING CAR

The Stock Touring Car class has seen 33 racers battling out across the championship so far with Darren Russell (TT-01E) and Jonathan Simblet (TT-01E) exchanging first and second positions. It will be down to the wire going into round four with Darren on 299 points and Jonathan on 298. A first place for Jonathan at round five will tie it. Stephen Lander (TT-01E), having triumphed at West London could tie for second place as well. In the A final, having started on pole, Stephen had an accident, dropped

back to third and couldn't claw it back so Darren took the win. All three were treated to a cool model car trophy each.

SUPER STOCK TOURING CAR

In Super Stock TC the championship leader, Mike Vale (TB-02), started the day full of confidence as his main rival, Matt Howard (TB-02), wasn't in attendance. After an indifferent first qualifying round, Mike hooked it all up to take all of the following rounds and claim his third first place making him Super Stock champion. This was a 'super' result for Mike and well-deserved after some close

finishes in previous years. Making a rare appearance in 2021, Lance Walker (TB-02) took an impressive A final win from fifth on the grid to remind everyone of the pedigree of the Cup's Technical Officer.

FRONT-WHEEL DRIVE TOURING CAR

The Front-Wheel Drive 'FF' Touring Car Championship was another decided at West London with Neil Simpson (FF-02) taking the win in back-to-back rounds meaning he cannot now be caught on 298 points. Similarly to Mike Vale, this was a sweet victory for Neil who'd been waiting in the wings in previous

RACE REPORT

what: iconic cup where: west london class: 1:10 on-road



A heat of Stock TC



Mike Haswell judges the Concours competition



All the drivers out with their cars for the Concours



Scrutineering at West London

One of the M-Chassis heats ready for qualifying



CHAMPIONSHIP STANDINGS

FF TOURING CAR

POS	DRIVER	PTS
1	Neil Simpson	288 (Champion)
2	Simon Smith	295
3	Graham Bridgett	294
4	Kevin Dent	292
5	Tom Berry	289
6	Matt Holloway	289
7	James McLean	283
8	John Penneyson	281
9	Alex Sparey	280
10	David K Y Li	184

F1

POS	DRIVER	PTS
1	Jason Petch	289 (Champion)
2	Michael Friebel	296
3	Norman Britton	293
4	Nicky Taylor	290
5	David Carr	288
6	Sarah Davis	277
7	Christopher Mitchell	186
8	Tom Hampson	184
9	Ian Harris	181
10	Robert Rand	180

GT TOURING CAR

POS	DRIVER	PTS
1	Andy Travis	300 (Champion)
2	Adam Burgess	297
3	Brendan McNulty	290
4	Philip Barlow	289
5	Peter Dckenden	288
5	David Millard	288
7	Peter Millard	279
8	David Tunnell	278
9	Damian Giddins	99
10	Jamie Donovan	97

M-CHASSIS

POS	DRIVER	PTS
1	James Millbank	300 (Champion)
2	Ian Willacy	298
3	Adam Burgess	295
4	Paul McKeag	294
5	Chris Hudson	289
6	Andy Sawyer	286
7	Hugh Sawyer	286
8	Stewart Wooded	280
9	Tom Avis	275
10	Matthew Richardson	274

STOCK TOURING CAR

POS	DRIVER	PTS
1	Darren Russell	289
2	Jonathan Simblet	288
3	Paul McKeag	294
4	Andrew Cooper	289
5	Adrian Parkes	287
6	David Millard	287
7	Mark Lingwood	279
8	Paul Green	278
9	Matthew Coverley	273
10	Paul Goldsmith	270

SUPER STOCK TOURING CAR

POS	DRIVER	PTS
1	Mike Vale	300 (Champion)
2	Matt Howard	295
3	Michael Friebel	295
4	Lee Chorley	291
5	John Ridding	287
6	Scott Arnold	284
7	Nicky Taylor	282
8	Simon Smith	282
9	John Penneyson	277
10	Carson Green	273



Winner of the F1 A final was Tom Hampson



Neil Simpson won the FF A final



The GT A final win went to Damian Giddins



James Millbank won the A final in M-Chassis



The Stock TC A final victory went to Darren Russell



Lance Walker collects his Super Stock A final trophy from Mike Haswell

years. A great effort. Simon Smith looks to have sealed the runner-up place and a good showing from Kevin Dent (FF-01) could knock an absent Graham Bridgett (FF-02) out of the championship trophy positions at round five. On the day, Neil also took the A final win.

F1

After a dominant year in 2019 from Luke Lee, the F1 class was very closely fought until this round as previous champion, Jason Petch (F-103), held his nerve to seal the deal. With his main challenger, Michael Friebel (F-103), unable to make round five, Jason sat top of the pile on 299 points having been pushed hard by Michael. Jason and Michael were challenged all day by Tom Hampson (F-103) who got stuck right in for the A final and took the win from third on the grid.

M-CHASSIS

In the M-Chassis category, Jason Millbank (M-03) could only attend the minimum three of five rounds this year but impressively nailed each showing with a first place. He ruled the roost at West London by keeping just ahead of outgoing champion Ian Willacy (M-03). With Ian having claimed the runner-up place and also not being in attendance at round five, the focus will be on Adam Burgess (M-03) and Paul McKeag (M-03) to see who will claim third spot. On the day, James and Ian also dominated the A final.

SLIPPERY CONDITIONS

There were a few shock rain showers on race day which were not forecast and added a slight twist during the earlier rounds, especially in GT

where both heats had to drive a very cautious 5-minutes. The drivers coped well though. Arguably the race of the day came in the M-Chassis C final with Paul Green and Alex Tudor-Hart putting on a fantastic display of clean neck-and-neck racing, and proving the quality of driving right through the field. In between qualifying and finals, it was the very welcome return of concours with Mike Haswell judging the Best Race Car Replica Paint Job and the Best Open Paint Job. After quite some deliberation, Mike chose Hugh Sawyer's M-Chassis RS200 painted by Matt Holloway, and Carson Green's Super Stock Porsche GT painted by Matt Howard.

THE FINALE AWAITS

With one round to go at Mendip RC Raceway, we already know five of our

six champions but it is all to play for, for places as the Cup heads to the South West for the grand finale on the August Bank Holiday weekend. The full results for round four along with the championship standings, can be found on rc-results.com ■



Concours winners - Carson (left) and Hugh (right) with judge Mike Haswell in the middle



2021 Champions - James Millbank, Mike Vale, Andy Travis, Neil Simpson and Jason Petch

THRASH TEST - CARSON NIGHT RACER

■ spec: 2wd moulded chassis ■ class: 1:10 on-road fun ■ cost: 669.95

■ The RC car hobby is a strange one to get into. Lots of kids have simple radio control (RC) models – the big toy franchises – Paw Patrol, Transformers, and even Lego make basic versions and they are universally enjoyed it seems. However, once you get past something that is clearly a toy and want a model that is more capable, usable outdoors and repairable, it is more of a jump up to a proper hobby grade machine than you might think.

The classic gateway to RC racing was always a Tamiya, or maybe a Kyosho. Every RC racer I have ever met had one first before moving to a Team Associated, Schumacher, or even competition machine from Kyosho or Tamiya. The thing is, you're talking about going from perhaps a £40 Super Mario RC Kart to at least £150 of Tamiya car, then you need to pay for radio gear, a battery and charger, and before you know it, you have spent well over £200, which is a lot for a child's present. You could go for a cheaper RTR from a less well-known brand, but these tend to not have the upgradability and often, you would not be able to transfer your radio gear to the next model. ➤



INTO THE NIGHT!

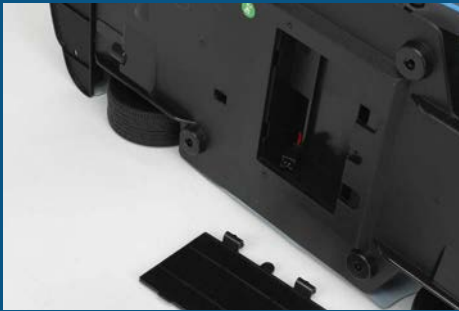
The Night Racer is an RC car for those that perhaps aren't quite ready for a full hobby grade kit so we take a look at Carson's entry-level car, with a night time twist!

"When using the Night Racer in low light, it really does look cool and very different from most entry-level RCs"

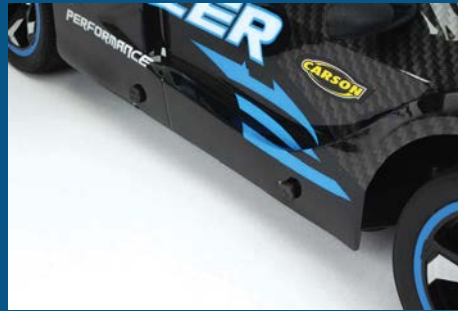


THRASH TEST - CARSON NIGHT RACER

■ spec: 2wd moulded chassis ■ class: 1:10 on-road fun ■ cost: 669.95



The enclosed chassis design means that the battery is located in a compartment accessed from the underside



These mouldings on the side also help to keep the body in position



For added realism the Night Racer comes with a mirror on each side



A wide moulded rear wing looks the part and is strong too as we found out in testing



Like the body, there is no reason for the wheels to be removed



Although the body is secured with clips, it's clear Carson would prefer owners to leave it in place

WHERE THE NIGHT RACER FITS LOOK AND FEEL

So, Carson have spotted an opportunity here – to make a model that looks and feels like a 1:10-scale on-road racer (with polycarbonate body shell et cetera), but is only slightly more expensive than a fragile, less versatile, smaller RC toy. You get features like 2.4GHz radio control, LiPo battery and a differential gearbox, but keep a simple layout, limited speed and low price. It's perfect for eight-year-olds for instance who may be desperate to have a more grown up-looking model, but don't want to get too involved with a complex build experience.

As mentioned before, the Night Racer looks and feels much more like a 1:10-scale racer. Its 200mm width and 485mm length are virtually the same as a Tamiya on-road model and the body shell is really well detailed with a separate rear wing and mirrors (which are rubbery to help withstand damage). Certainly the budding RC fan in our house who is of primary school age was very impressed with it, quipping that it was 'just like daddy's' before hustling it away to play with!

Moving on, the wheels are

slightly smaller than the touring car ones we used to in this magazine, and you wouldn't easily be able to replace the tyres sadly, but the rubber looks and feels hardwearing. One thing that is really nice about the Night Racer, and where it evidently gets its name from, are the blue LED lights that light up the wheels and underside of the



At the front of the chassis you can see the white lever that trims the steering

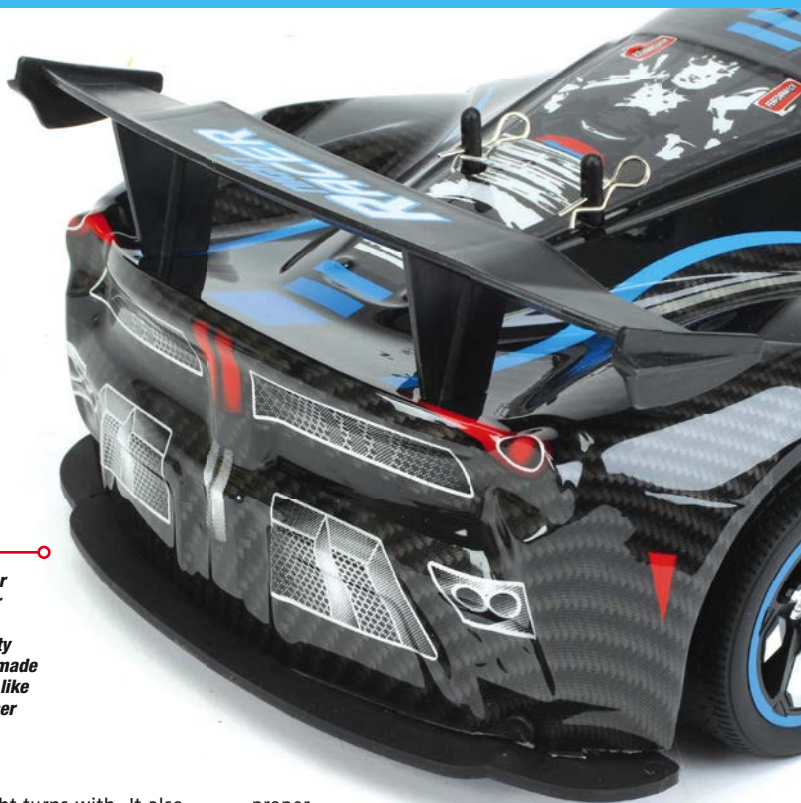


The 2.4GHz transmitter is decorated to match the look of the Night Racer car



Mouldings in the bumper help to support the front of the body

The rear bumper adds durability and is made to look like a diffuser



model. When using the Night Racer in low light, it really does look cool and very different from most entry-level RCs.

FEATURES LIKE A REAL RACER

The Carson's 'big car' features also continue on the inside. Something that we've never seen on a toy is a proper working rear differential. It will definitely help with tyre wear and help make

the car easier to make tight turns with. It also has suspension too – whilst crude in the form of springs and no dampers, nonetheless it will help the car feel more drivable and make it a better stepping stone to a hobby grade machine. A LiPo battery is also a really welcome feature – many toy-grade models are powered by a number of AA batteries, and these are heavy, expensive (to keep replacing) and overall lower in voltage than a

proper rechargeable pack. You also get a USB charger included in the box which is a nice feature too.

SIMPLE WHERE IT NEEDS TO BE

However, we have to remember that this is



THRASH TEST - CARSON NIGHT RACER

■ spec: 2wd moulded chassis ■ class: 1:10 on-road fun ■ cost: 669.95



◀ very much price engineered product and as such, it lacks features that you'd take for granted with even a very basic Tamiya or Kyosho model. Perhaps the most frustrating is the lack of proportional steering control – the steering is either full left or full right (or straight ahead!) – which is fine when running around in the house, but as this is a bigger model and with its suspension, capable of running out in the street or a car park, it makes for frustrating progress. Also, the lovely polycarbonate body shell looks like it is easy to remove, but actually isn't – like toy-grade cars, you're meant to leave the moving bits alone! Perhaps the most limiting thing though is the fact you have to trim the steering using a little white lever under the car rather than on

the transmitter, and it also never really tracked 100 per cent straight. All of these features are forgivable by the average young RC fan, but when being supervised by Dad who fancied the odd go himself, it frustrated.

FINAL THOUGHTS

The Carson Night Racer is certainly a lot of (large) model for the money. It is lots of fun to drive for those new to the hobby and it really does look the part. A nice comfortable transmitter and those cool LED lights also make it look far more expensive than it really is too. It does have some limitations, but with a street price of around £60, you can forgive those and just enjoy it! ■

SPECIFICATION

Model:	Carson Night Racer
Scale:	1:10
Class:	On-Road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	2WD
Transmission:	Gear
Differentials:	Geared
Shocks:	Springs only
Bearings/Bushes:	Bushes

TECHNICAL DATA

Length	485mm
Width	200mm
Height	125mm
Wheelbase	260mm
Front track	190mm
Rear track	190mm
Weight	735g

VERDICT



Looks great with LED lights
LiPo battery



The steering setup

RACER RATING: ★★★★★

CONTACT

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

Tel: 01908 605686
E-mail: enquiries@hobbyco.net
Website: www.carson-modelsport.com
www.hobbyco.net



Summary

Tons of fun for youngsters – Carson's Night Racer looks like a grown up RC car, but at a price and speed that would suit a less experienced owner. The cool LED lights add to the effect, and big car features make it more enjoyable to drive than most. A definite step up from a toy grade RC!



FT Team Associated RC8B3 V2 Rear Hubs and V2 Rear Hub Links

New optional V2 rear hubs are a great tuning and performance upgrade for your buggy or truggy. These new blue anodised aluminium hubs from Factory Team are CNC machined and utilise plastic inserts to achieve a perfect bearing fit. The moulded axle height inserts allow three different positions for axle height (low, centre and high), and the included G10 hub links allow users to shift the upper and lower link pivot, allowing for fine-tuning of the rear roll centre.

- 81490 FT Team Associated RC8B3 V2 Rear Hubs
- 81491 FT Team Associated RC8B3 V2 Rear Hub Link - mid

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

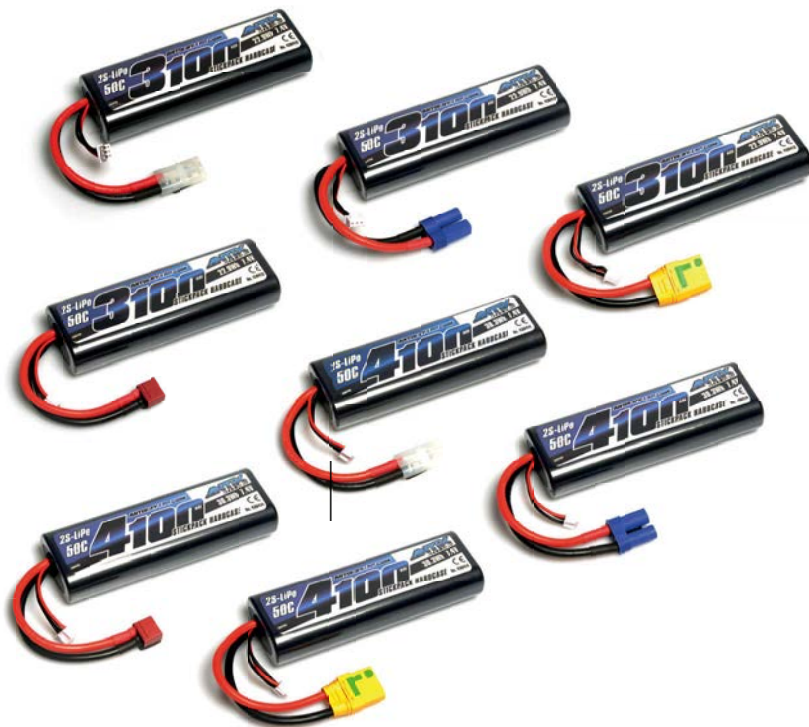


Core RC Tool Range

Core RC has added to their tool range with a number of new items. The first are the Ball Link Pliers that as the name indicates are perfect for use on ball joints featuring a spring-loaded design and comfortable grip. The next tool is the Needle Nose Pliers that has a long nose design, which is great for fine action and also for use in tight areas. Also using a spring-loaded handle with an ergonomic grip are the Side Cutters that some refer to as wire cutters or diagonal cutters. These can also be used for cutting wire or trimming plastic. Finally there is a new Stepped Reamer with a blue anodising design and knurling for easy grip, as well as fixed stepped increments for holes of 2, 4, 6, 8 and 12mm diameters.

- CR794 Core RC 5.5" Ball Link Pliers
- CR795 Core RC Needle Nose Pliers
- CR796 Core RC Side Cutters
- CR797 Core RC Stepped Reamer 4-12mm

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



LRP Antix LiPos

After months of development and testing, LRP has released their Antix range of batteries. These LiPos are ideal for hobby and amateur drivers who are mindful of budget but still want to run batteries of high quality, or RTR owners looking for a LiPo upgrade. The classic, rounded stick pack-shape is 134mm in length so perfectly into older chassis that were designed for this arrangement. With a 4mm off-centre cable outlet, the battery posts are also no longer in the way. These are available with popular connectors including the Tamiya, Deans, XT90 and EC5. Currently there are two versions available in the new Antix battery line but these will be followed by 3S to 6S configurations for hardcore bashers in the future.

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



two-wheel drive

take two

In the second part of the series looking at the Iconic off-road class of 2WD vehicles produced between 1989 and 1993, the focus this month is on machinery from Team Associated, Tamiya, Team Losi and Traxxas

Welcome to part two of our analysis of the most popularly entered 1:10 Iconic off-road class. From 1989 to 1993 the top manufacturers of the day blessed us with a whole host of two-wheel drive buggies. In this column the focus is on the buggies from Associated, Tamiya, Team Losi and Traxxas. The models from Kyosho, Mardave, Schumacher Racing and Top Models were covered in part one and a copy of that magazine is available from the back issues section of the publisher's website at <https://tinyurl.com/racerbackissues>

TEAM ASSOCIATED

Some quality RC10 models were released during this era, all of which had much on-track

competition success. The original and ground-breaking RC10 model had endured since 1984, and then in 1989 the US company introduced the Graphite with (as the name suggests) a graphite chassis replacing the classic aluminium 'gold pan' along with many parts upgraded from the original. There was also a TQ10 Graphite released around the same time as an exclusive for Horizon Hobby in USA. The TQ10 had a slightly revised shaped graphite chassis as well as different wheels and tyres. They're rare, but we've seen a TQ10 raced at the Revival by Dan Ferguson in 2018. In 1990 there was the introduction of the Championship Edition with more upgraded parts and back to an iconic gold alloy tub chassis. This was quickly followed by the Team Car with a greater specification, which



Brett Stansfield's RC10 Graphite with carbon parts



Under the body of Dan Ferguson's TQ10 Graphite



Martin Pendlebury's RC10 Championship Edition



A Team Car belonging to Graham Stocks



Dan Ferguson's patriotic US scheme on his TQ10 Graphite at the 2018 Revival

2WD 1989-1993

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

*Re-release eligible **Original configuration



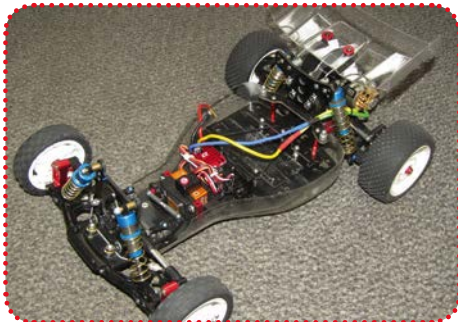
Liam Daw's Madcap



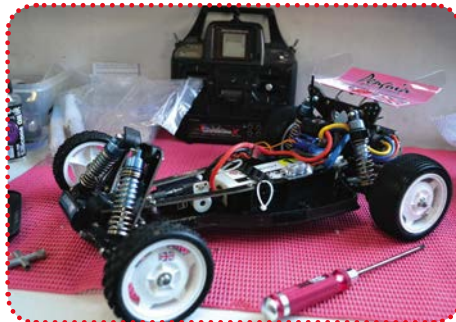
The Bear Hawk of Aidan Mitchell



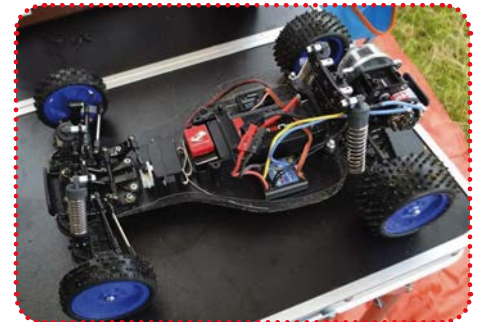
Greg Roberts's Dyna Storm at the 2019 Revival



The Astute of Adie Parks



The Dyna Storm of Iconic's own, John Weston



Kevin Dent's Super Astute

featured the fabled Stealth Gearbox as standard and the option of a black pan or graphite chassis. An updated Championship Edition was released in 1992 and that included the Stealth transmission too. Over the years, we've seen a number of Championship Edition, Team Car and Graphite models entered into the Revival and they've all done really well; as is, of course, to be expected.

TAMIYA

With seven models released during this particular four-year span, Japan's Tamiya matched Kyosho

and Schumacher Racing with the highest number for a manufacturer in this class. As the Revivals have become more race-oriented through the years, we've seen less Tamiyas and of the seven models just the three are considered competitive in a racing environment, whilst the others were really intended more for recreational use. The racing machines were the Astute, which was improved with the Super Astute and then the Dyna Storm (which I have to say is my favourite 2WD buggy and the one I choose to race when I can). Over the years we've seen Madcaps, Bear

Hawks and Super Hornets occasionally entered and they always stand out and look great on the track. We've yet to see a Saint Dragon, which was basically a Madcap chassis with a different body that wasn't really around long and is very rare. In 2018 Tamiya re-released the Super Astute, which has helped keep the vintage Astutes going whilst also giving us some more Super Astute entries in general. Until then, it was a rare and expensive model and not something many would dare to run. I've been convinced for a while that the Dyna Storm will be re-released but nothing as yet. It >



Mark Pledger's Astute at the 2021 Revival



The Dyna Storm of Paul Lisseter



Richard Colvert's Bear Hawk at last year's Revival

About Iconic RC

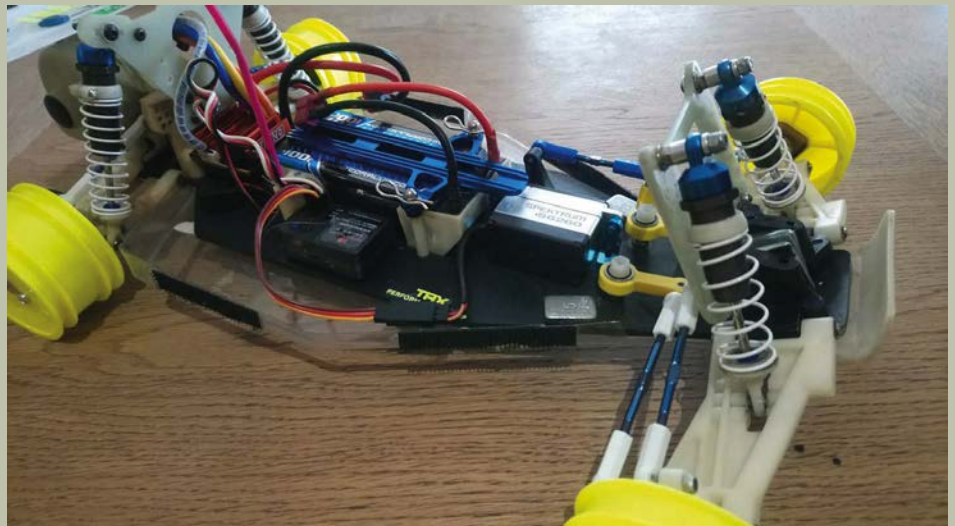
Established for ten years, Iconic RC run racing events throughout the year and have a popular YouTube channel along with a busy social media group on Facebook. We believe any radio controlled car is iconic if the owner thinks it is but we've found that the main focus for our community has been vintage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



Brett Stansfield's JRX Pro in action (top) and with the body off



Another JRX Pro this time belonging to Paul Lomas



Ty Tinker's TRX-1

was actually Tamiya's first-ever re-released buggy when in 2002 they manufactured another batch again, ten years after the original, with a new limited edition model number. The Dyna Storm was born from the TRF211X and has true racing DNA and was a real contender during this 1989-93 period but, alas, many had ventured away from Tamiya by then so it was never prolific. We have seen Dyna Storms entered into the Revival thanks to a number of third-parties producing reproduction parts to keep them going, but numbers are diminishing.

TEAM LOSI

US brand Team Losi had already launched into the 2WD fray in 1988 with their much-lauded JRX-2

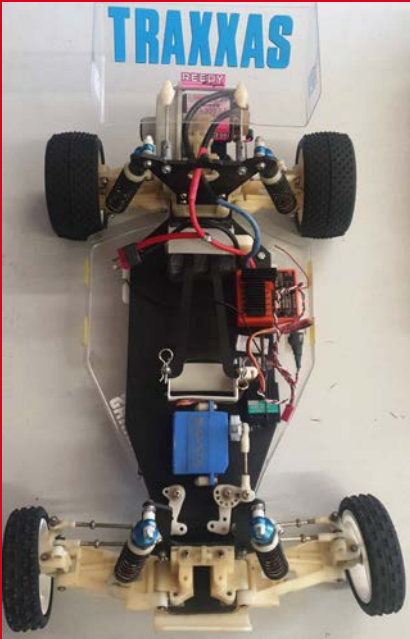
model. They stepped up during this four-year period by launching the JRX-Pro (1990), Junior 2 (1990) and JRX-Pro SE (1991). The JRX-Pro was a hopped-up version of the JRX2. In 1989 a 'Performance' upgrade kit was introduced for the JRX-2 and this was then incorporated into the JRX-Pro the following year. The Junior 2 was a budget buggy with a more basic spec, and then the Pro SE (Special Edition) in 1991 actually took the Junior 2's plastic moulded chassis that turned out to be a ground-breaking innovation. In this year's Revivals and also last year, we unfortunately didn't see any Losi's entered into this class, across 80 entries. They're very capable buggies and this is mostly down to availability, but Adrian Prince and Brett Stansfield both ran Pro buggies at



Simon Smith's Radicator 2 at the 2021 Revival



The TRX-3 of Chris Wierzbianski



Mark Bruton's TRX-1



Here you can see the front upper deck design on Rich Morris's TRX-3

Revival 2019. Team Losi really come into their own in the 1994-98 class with the immensely popular XX.

TRAXXAS

Another US manufacturer, Traxxas, followed up

ICONIC EVENTS

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



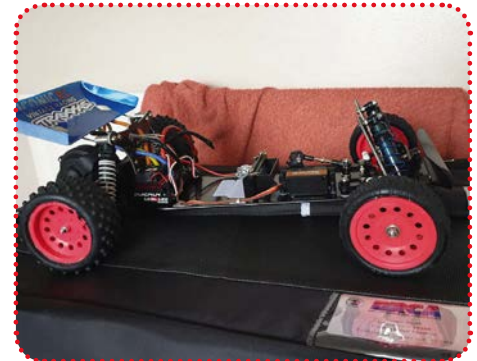
Alex Robinson's TRX-3 at the Revival 2021



Mark Bruton's TRX-3 in action



Ty Tinker pushes the limits of his TRX-1



The Radicator 2 of Simon Smith

their first two 2WD buggy models (the Cat and the Bullet) with four more during this four-year window that saw them predominantly releasing trucks. The Radicator featured a white ABS chassis and white nylon parts, which flowed into the 1992 Rad 2 somewhat before they used a different material and the parts became black. White parts consequently are the most sought after for those models. There was also a nice graphite hop-up chassis available. In 1991, Traxxas presented us with the championship-winning TRX-1 with a graphite chassis plate and a much less angular body than the Radicator, which was

and still is extremely appealing on the eye. The TRX-3 arrived in 1993. The timeline though looks slightly odd because they decided to keep the Radicator line going with a Rad 2 (which was really a buggy variant of their Hawk 2 truck) whilst having had much more success with the TRX-1. I've been reliably informed by Ty Tinker, that the TRX iterations denote the year. TRX-1 1991 and TRX-3 1993, hence no 'TRX-2'. Although not the most popularly entered buggies in this class due to availability, we've seen a few over the years championed by the likes of Rich Morris, Ty Tinker, Mark Bruton and Simon Smith. ■

Summary

In the final part of this 1989-93 deep-dive I'll look at Revival results and zero in on the most successful buggies in this vintage class by today's standards whilst also paying homage to a classic UK magazine article entitled 'Six Appeal' that summarised six of the hottest buggies of this period and scored them points across certain elements like driveability, ease of assembly, et cetera. In conclusion, I'll name what I feel to be the top buggies in this class in terms of racing prowess, but also pick out the most iconic models as well. I'd like to acknowledge the Iconic RC members for their help with this column and for those that provided photos of their buggies, along with some excellent research material at reedyrace.com, rcscrapyard.net and rc10talk.com

TOOLED UP! Take Two!

PART 2: After a rundown of the most important tools like hex drivers and nut wrenches in the January 2022 issue, the second and final instalment focuses on items such as cordless power tools, knives and reamers, as well as rotary tools like the famous Dremel...

Last month saw us guide you through the sort of tools that every RC owner should own, through to some more technical ones that can be invested in as you require them, or as experience is gained. A soldering iron for example is handy to have, but you could always borrow one when its needed. If you are just getting started in the hobby, then it's likely you will benefit from

pre-installed connectors for the speed controller and motor. Then as you upgrade and buy a package that can be fitted to a range of models and designs, then the battery and motor wires will need to be trimmed to length and then soldered into place. Therefore an item like a soldering iron is not as important as a decent set of allen drivers or nut wrenches are if you are taking wheels off all

the time, adjusting the suspension or just carrying out maintenance. We are lucky that we have all been in the same position, learning the hobby and sometimes not having access to all the tools we need. If you are at a race track, it is very likely someone will be able to help out with specialist tools so bear that in mind before you spend your hard-earned money...



MORE POWER

Now let's get back to our in-depth look at some of the more elaborate tools you can consider... When most of us started out in the RC hobby many years ago, the thought of using some kind of cordless power tool on your scale model would be heavily frowned upon. But nowadays, there are many cordless tools out there that are perfect for building and maintaining, and in turn lots of RC brands are offering the small-sized hex (allen) driver tips that can be quickly swapped out as required. What you are looking for is a cordless driver that accepts a 1/4-inch hex tool,



with a range of settings to dial to adjust the torque or tightness. With our scale models, you will use the lower end of the range and with experience understand the best settings for your application. Any DIY store or online retailer will stock something suitable, and you won't need anything with huge voltage. The Editor's trusty Hitachi unit is only rated at 3.6V, but most times the torque setting is between two and four, and this rechargeable model goes all the way up to 15! A colleague also has good experience of a Milwaukee Fuel 12V, whilst Makita and other mainstream brands are also worth considering. These are really overkill for RC and more popular for DIY use but they are flexible enough to be used for more subtle applications. There are also a couple of RC brands, Core RC and Muchmore who have their own models. The best of the two is the Core RC 3.6V USB Screwdriver as it is a little cheaper, retailing for £39.99 compared to Muchmore's Professional Electric Power Driver, but they are essentially the same product. Tip-wise



we would recommend investing in something from MIP or Hudy – you pay a premium for these brands, but it's well worth it in the long-term. Also Arrowmax, EDS and Muchmore have proven offerings.

DREMEL IT!

Anyone who has been to a race track will have seen racers using a small handheld power tool. Whether it's for trimming Lexan bodies, cleaning the beads on both wheels and tyres, or polishing parts, these battery-powered items are relatively low cost, compact and easy to use. Of course they also speed up the task compared to doing it by hand. The most popular example has to be Dremel, which has led to phrases such as "Dremelling" or "Dremel it" to be heard

regularly in the pits. There are other brands that do the job, but we were lucky to have a good relationship with the Dremel marketing team in the past, so we have enjoyed having access to a range of their tools. Alongside the battery-powered model that we take to the track, at the Racer office, we have a mains-powered version and it gets used regularly. We use it on a variety of jobs like trimming body posts using the cutting disc, or finishing body shells using the sanding drum. The sanding drum will remove rough edges and can create a nice smooth curve that is less likely to tear than an edge cut when using a knife or scissors. The chucks on these

are normally quite small so there is a limit on the size of drill bit that will fit, but



most RC jobs only require little drill sizes so this shouldn't be a problem. If you have a job that needs a 10mm drill bit and the hammer setting engaged on your mains-corded drill then perhaps you should be questioning your technique and methods!

Spending more money means you will get adjustable speed settings and a greater number of attachments in the box. You can buy grinding stones, cutting discs, sanding drums, polishing bits, wire brushes as well as drills afterwards as necessary, but a variable speed output on the unit itself is really handy, allowing you to increase or decrease the setting easily and quickly to suit every job. Once you have bought a tool like this, you will wonder how you ever managed without it!



SHARP IMPLEMENTS

In this paragraph, we will look at tools that can be used to trim, cut and make holes so basically knives and reamers. The latter come in two types – standard and stepped. We have always relied on our trusty Hudy example that has markings on the shaft to indicate the diameter of the hole, which helps avoid mistakes as most times an error cannot be easily fixed. Core RC also offers a stepped reamer which we are yet to try, but there will be applications where it is ideally suited. Over the years we have mainly used our reamer for making holes for body posts, but also for holes in wheels to allow air to escape and many other situations.

A modelling knife or scalpel is often listed as a tool to have readily at hand when you read the early pages of an instruction manual. The likes of JConcepts, Pro Edge, Swann-Morton and Tamiya are just a few brands who offer a range of knives with different sized handles and blades to suit different applications. Make sure you keep some spare blades handy, as trying to use an old worn out blade is actually quite dangerous as you end up pushing it too hard. Trust us – we have seen it all!



NOT SHOCKING

A set of RC shock absorbers are a precision element of your RC vehicle and its performance. When you consider the variables of one shock – the oil thickness, piston size and shape, overall length, spring rate and ride height – it is important that these are respected and kept clean. When working on a shock, it's easy to damage the shaft and this can then tear the seals that stop the oil from leaking out, so invest in a set of shock pliers. Dispute the name that some brands use, these pliers are often able to do more than just the one job. Hudy has their Professional Multi Tool and RudeBits the Multi-Functional Pliers Tool, with the latter stating that it's possible to use them for balls studs, screw measurements, hole measurements, pin measurements, stud removal

Shock shafts, shock tops, shock bottoms as well as grips. Also look for other examples from Arrowmax, Corally, Fastrax and Team Associated.



BOXING CLEVER

When many of us started racing, the most popular tool box to have was the trusty Polybutler or its smaller relative, the Polyno. Yes there were many wooden homemade boxes out there, but often these were very specific to the class of racing so it might have included a car stand on the top or even some kind of starter box! Back to mainstream boxes and a significant advantage of the Polybutler was that it was large enough to also store some spares, batteries and motors as well as your tools. Even shock oils and glues and lubricants could be kept upright, reducing the worry of a leakage. And as the drawers were made of thick plastic, there was no chance of these liquids getting onto expensive components. These are quite rare to see now as many have chosen to go with smaller units from the likes of Kyosho or Yokomo, or a large

fishing tackle-style box. Also, brands like Beta, Fastrax, Nemo Racing and others have car-sized bags that are great for club nights when you don't need to take all your kit as space or access to the track might be restricted.



TORQUE CONTROL

If you really need to torque up certain bolts, then Elliott Boots has come up with the T-Bar Spanner developed under his EBRC brand. As the name suggests, this addition makes your MIP allen wrench into a T-bar design, allowing for much greater leverage, which is perfect for use on items such as engine bolts that need to be cranked very tightly, and sometimes can be affected by the heat. This is a quality piece of kit and is a great fit on the MIP handle. Manufactured in aluminium and anodised red, this is just one item in Elliott's growing line of RC specialist items.



LAST AND NOT LEAST

One of the first things we mentioned in this article was that the tools you get in most kits and RTRs are not worth keeping. But now we are going to back-track! All 1:10-scale Kyosho and Tamiya electric kits come with a box wrench so hang on to them. These are really handy to keep in your pit box and can be a God-send to have in your pocket when out running your RC vehicle. We did see that RudeBits offers a cheap 4mm/4.5mm double-ended tool for those models that use smaller-sized hardware. Bigger models like 1:8-scale off-road vehicles often come with a box wrench too, but this will be much larger allowing you to remove wheels (17mm) and glow plugs (8mm). Again whilst these might not be as "professional" as a dedicated wheel wrench and glow plug spanner, they are worth keeping as a back-up.

So what else do we have in our own tool boxes? Tweezers might be rarely used but as they don't take up much space they can come in handy, as does a set of needle files. The small tubes of ball diff and shock lube can be kept in even the smallest of boxes as well as a little bottle of threadlock.



WE COULD GO ON

If you have gotten this far, well done! Tools are such a personal thing – we all have our favourites and whilst some are happy with items from the lower end of the price range, we all know enthusiasts who love to have the latest and greatest wrenches and power tools in their workshop or on their pit table. The subject is so broad and we could have gone on and made this article even longer. One person's tool box might be the size of an A4 piece of paper, whereas we know of others who want to have a massive hauler by their chair with everything at hand. Storage boxes, setup boards, LiPo bags, tyre balancers, car stands, motor sprays, cleaners and other more specialist tools could be added but for now, we have covered the most

important areas and some! We hope that this guide will prove to be helpful, especially if we have drawn your attention to a new type of tool that you will be quickly adding to your collection.

If we have forgotten any brands, then we apologise. The ranges and specific tools out there grow on a daily basis, so if you think we should have included something that we have missed, please get in touch! We have our regular 'Tool of the Month' feature on the Editorial pages (p20-21) where we can highlight the latest and greatest workshop items. Contact the Racer team using web@rcracer.com



THANK YOU

We couldn't have written this article without the help of a number of distributors in the UK, and in particular CML Distribution, RudeBits, Schumacher, The Hobby Company and X-Factor UK.

Answer-RC
Brand: EBRC
Website: www.answer-rc.com
Contact: 01204 361952

CML Distribution
Brands: Centro, Corally, Factory Team, Fastrax, Team Associated
Website: www.cmldistribution.co.uk
Contact: 01527 575349

Logic RC
Brand: Team Losi Racing (TLR)
Website: www.LogicRC.com
Contact: 01992 558226

MB Models
Brands: Muchmore Racing, 1up Racing
Website: www.rccarshop.co.uk
Contact: 0113 260 3330

Nemo Racing
Brand: Beta, LMR, Nemo Racing
Website: www.nemoracing.com
Contact: sales@nemoracing.com

RC Disco
Brand: Hudy
Website: www.rcdisco.com
Contact: sales@rcdisco.com

RudeBits
Brands: Arrowmax, RudeBits
Website: www.rudebits.co.uk
Contact: tony@rudebits.co.uk

Schumacher Racing
Brands: Core RC, EDS, JConcepts, MIP
Website: www.racing-cars.com
Contact: 01604 790770

The Hobby Company
Brand: Tamiya
Website: www.hobbyco.net
Contact: enquiries@hobbyco.net

X-Factor UK
Brand: Alpha, Avid, Revolution Design
Website: www.xfactorrc.co.uk
Contact: 01923 816636



Team Associated Pro2 SC10 RTR

Team Associated's Pro2 SC10 is a ready-to-run RC replica of the Pro2 trucks driven in the Lucas Oil Off Road Racing Series. It features a rear motor short course chassis that uses many of the same parts from the successful RC10SC5M platform. Adjustable aluminium big-bore, coil-over shocks, a sealed-gear differential, and heavy-duty CVA driveshafts are all features that come as standard. A powerful water-resistant Reedy electronic speed controller and 3300kV electric motor power the Pro2 with Method Race Wheels and tyres that suit most off-road conditions.

A 2-channel 2.4GHz radio system featuring a DVC (Dynamic Vehicle Control) receiver also comes standard in the Pro2 SC10. Protected by the water-resistant enclosed receiver box, the DVC system improves stability in all terrain conditions by automatically counter-steering when the vehicle starts to slide. A metal-gear, high-torque Reedy servo rounds out the electronics package.

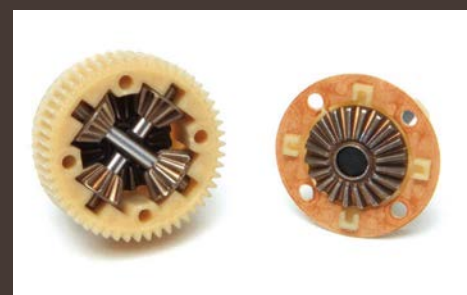
Features:

- Based on the 9-time ROAR National Champion short course platform
- 2-channel 2.4GHz radio with a DVC (Dynamic Vehicle Control) receiver featuring a built-in adjustable gyro
- High-torque, metal-gear Reedy servo with spring-style servo saver
- Powerful Reedy 3300kV brushless motor
- Water-resistant, high-power Reedy brushless speed control with T-plug connector and LiPo low-voltage cut-off
- Factory-finished short course racing truck body

- Water-resistant enclosed receiver box
- Durable and lightweight aluminium top shaft
- Low centre of gravity moulded composite chassis with hook-and-loop battery straps that accommodate both NiMH and 2/3S LiPo battery packs
- Durable front and rear body mounts
- Rear CVA driveshafts for more reliability
- Aluminium 12mm big-bore, coil-over shock absorbers
- 2.6:1 ratio gearbox with heavy-duty sealed gear differential and externally adjustable V2 slipper clutch
- Rugged steel turnbuckles for adjustable camber and front toe-in
- Fully adjustable suspension geometry
- Vertical ball ends for roll centre adjustments, front and rear
- 14 precision rubber-sealed ball bearings

70020C Team Associated Pro2 SC10 RTR LiPo Combo
70020 Team Associated Pro2 SC10 RTR

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



DATE-A-BASE

E-MAIL: WEB@RCRACER.COM WEBSITE: WWW.RCRACER.COM

JConcepts 17mm Finnisher Magnetic T-Handle Wrench

A racer will spend a lot of time taking wheels on and off their vehicles in a typical day, so to make this job a little easier, JConcepts has released this Finnisher magnetic T-handle wrench. With today's locking wheel nuts, the initial spin is always easy however, you also need a lot of torque when finally securing that nut so a T-handle is ideal. One of the current trends is to use a magnet inside the wrench, allowing for quicker and easier changes. This wrench is designed so a driver can quickly spin with the tip of the wrench in a conventional style and then move lower to the T-handle portion to lock into position. The main structure of the design is aluminium and available in either blue anodising to provide the look and feel to the wrench. The T-handle is constructed of steel with a black oxide finish attached to aluminium finger paddles.

2891-1 JConcepts 17mm Finnisher Magnetic T-Handle Wrench - blue

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



JConcepts 17mm Finnisher Serrated/Magnetic Wheel Nut

JConcepts's new Fin-styled light weight 17mm fine-thread wheel nut set feature a flanged design with a knurled face for locking security, as well as a closed end to protect from dirt and debris build-up in the axle or hub. In addition, the new wheel nut includes a set screw to allow a magnetic wrench to attract each other for quick changes and stops. Completely CNC machined, the large flange and clamping surface area supports the wheel and helps maintain geometry during flex and load. The larger area also provides more footing for the serrated area which provides a more effective lock-down.



2891-1 JConcepts 17mm Finnisher Magnetic T-Handle Wrench - blue

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

Absima ADB 1.4 Desert Buggy

The new ADB1.4 Desert Buggy comes with full-time 4WD featuring geared diffs, steel differential outputs, an alloy chassis, 5mm aluminium motor mount and shock towers, alloy oil-filled shocks that are fully adjustable suspension and 2.4GHz radio control. In addition there is an LED light bar front and rear complementing the detailed body as well as a full-size spare wheel. The brushless version comes with a Hobbywing 50A speed controller with T-plug and 3421Kv motor, capable of around 50kph when running with the recommended 2S LiPo. The brushed version also features a Hobbywing 40A speed controller, but this time is has a 21T motor, which is compatible with both a 7.2V NiMH or 2S LiPo battery up to 30C. This has a claimed top speed of around 35kph and is available in two colour variants.

12245 Absima ADB 1.4 Brushless - red
 12225 Absima ADB 1.4 Brushed - orange
 12226 Absima ADB 1.4 Brushed - green

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



JANUARY

2	I:8 off-road winter series	Navan
2	Nitro X Cross	Deerdale
8	I:10 off-road winter series	Silverstone
8	I:10 indoor on-road	Hinckley
9	MICC 2.1	Telford
9	I:10 off-road winter series	Eden Park
9	I:10 off-road winter series	Bury Metro
9	Indoor on-road series	Grampian
9	Winter on-road championship	Colchester*
15	I:10 indoor on-road	Hinckley
15	Buggy Blitz	West Bridgford
16	I:10 off-road	IO66 Racing
16	Essex Winter Series	Benfleet
16	I:8 off-road winter series	Navan
16	CWIC	Chippenhams
16	Nitro X Cross	NDOR
22-23	BRCA LMPI2/GT12 National Championships	Eastbourne
22	I:10 indoor on-road	Hinckley
23	Brass Monkey Winter Series	South Hants
23	Indoor on-road series	Grampian
23	Essex Carpet Clash	Brentwood
23	I:10 off-road winter series	Stortford
29	I:10 indoor on-road	Hinckley
30	I:10 off-road	IO66 Racing
30	I:8 off-road winter series	Navan
30	I:8 off-road series	Slough

FEBRUARY

5	I:10 off-road winter series	Slough
5	I:10 indoor on-road	Hinckley
6	I:10 off-road winter series	Eden Park
6	MICC 2.1	Telford
6	I:10 off-road winter series	Bury Metro
6	Indoor on-road series	Grampian
12	I:10 off-road winter series	Silverstone
12	I:10 indoor on-road	Hinckley
13	Winter Whip	IO66 Racing
13	Essex Winter Series	Benfleet
13	I:8 off-road winter series	Navan
13	Nitro X Cross	Ledbury
19-20	BRCA LMPI2/GT12 National Championships	Tamworth
19	I:10 indoor on-road	Hinckley
19	Buggy Blitz	West Bridgford
20	Indoor on-road series	Grampian
20	I:10 off-road winter series	Stortford
20	CWIC	Chippenhams
20	Essex Carpet Clash	Brentwood
20	I:8 off-road winter series	Navan
20	Winter on-road championship	Colchester*
20	Brass Monkey Winter Series	South Hants
26	I:10 indoor on-road	Hinckley
27	I:10 off-road	IO66 Racing
27	I:8 off-road series	Slough

MARCH

5	I:10 off-road winter series	Slough
5	I:10 indoor on-road	Hinckley
6	I:10 off-road winter series	Eden Park
6	I:10 off-road winter series	Bury Metro
6	Indoor on-road series	Grampian
12	I:10 off-road winter series	Silverstone
12	I:10 indoor on-road	Hinckley
13	Essex Carpet Clash	Brentwood
13	I:10 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 LMPI2/GT12 National Championships	Chesterfield
19	I:10 indoor on-road	Hinckley
19	Buggy Blitz	West Bridgford
19	I:10 off-road winter series	Slough
20	I:10 off-road winter series	Stortford
20	Indoor on-road series	Grampian
26	I:10 indoor on-road	Hinckley
27	I:10 off-road	IO66 Racing
27	I:8 off-road series	Slough

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

AFFORDABLE RC TRANSPONDERS

available to order online @ www.mrtwebshop.com

Ready for the RTX ?

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

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

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

MRT - WORLD BEATING ADVANCED ELECTRONIC PRODUCTS

Tel: UK 0870 1624955 Email support@team-mrt.com bit.ly/mrt-help

MODEL RACING TECHNOLOGY @ www.rclaps.com



Enduro RC Trail Truck Knightrunner RTR

Along with James Knight of Knight Customs, Associated Electrics via their in-house brand Element RC, has collaborated on the Knightrunner. Aimed towards the scale adventurer, the 4x4 chassis boasting many of the same performance features found on Element RC's other trail-proven vehicles such as the Stealth X transmission, Independent Front Suspension (IFS), aluminium swing rack and steering plates, durable injection-moulded upper and lower wishbones, steering blocks that allow up to 45-degrees of steering lock and oil-filled, threaded aluminium shock bodies. The body is graced with many accessories such as an injection-moulded grille, mirrors, door handles, wipers and more. The extra decal sheet includes additional overlanding graphics and sponsor logos to outfit the Knightrunner for a custom look. Element RC has partnered with industry-leading aftermarket manufacturers to provide the highest level of scale realism possible including DeMello Off-road, Front Runner, Magnaflow, and General Tire. The latter lends their name to the Grabber A/T X tyres moulded in a soft, high-performance rubber that

was selected for all-around grip performance and wear characteristics. The tyres are mounted on Urbine 1.55" beadlock wheels. Like all other Element RC vehicles, the Knightrunner comes fully equipped with Reedy Power electronics. The Reedy SC480X speed controller with T-plug connector and 16-turn 5-slot brushed motor combo delivers ultra-smooth power to the wheels. Guiding the Knightrunner is an XP130 3-channel 2.4GHz radio and high-torque, metal-gear 1320MG Reedy servo. The 40113C LiPo Combo includes a Reedy 27201 Compact Balance Charger and Reedy 758 LiPo battery.

40113C Element RC Enduro Trail Truck, Knightrunner RTR LiPo Combo

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



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

EDITORIAL, ADVERTISEMENT AND CIRCULATION:

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

SUBSCRIPTIONS:

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

BACK ISSUES:

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

HOW TO CONTACT US:

Tel: 01525 222573
E-mail:
enquiries@doolittlemedia.com

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

THE NEXT ISSUE OF
RC CAR RACER IS ON SALE
3 FEBRUARY 2021
ISSN 1366-6916

**DOOLITTLE
MEDIA**

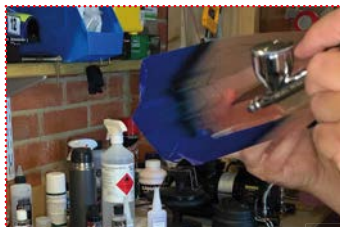
Radio Control Car Racer is published monthly by Doolittle Media, The Granary, Doolittle Lane, Totterhoe, Bedfordshire, LUG 1QX. Entire contents © 2022 Doolittle Media. Reproduction in part or whole of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of RC Car Racer is accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Racer only upon Doolittle Media's standard terms of acceptance of advertising, copies of which are available from the advertising sales department.

COMING UP

ON SALE 3 FEBRUARY 2021



TAMIYA TT-02FT LANDFREEDER QUADTRACK – the new Landfreeder Quadtrack is all about the tracks that relate 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 wintry weather forecast for the end of the year, there was no better time for us to get our track-equipped truck out for some testing ahead of publication in the March issue.



AIRBRUSHING HOW TO – it's very easy to worry too much about airbrushing your first body, so in next month's issue we guide you through the process using liquid mask and limited colours on a 1:10-scale buggy body. This step-by-step guide will help you to build confidence by showing you the order in which to apply the colours, how to avoid colour bleed through as well as other tips and tricks to help get you started.

TRAXXAS 4-TEC 3.0 CHEVROLET CORVETTE STINGRAY – John Weston gets his hands on the Traxxas 4-Tec 3.0 chassis that provides a platform for the stunning Chevrolet Corvette. Using the latest 3.0 chassis means a longer wheelbase, larger wheels and tyres, and a wider track that enhances stability and handling compared to the original 4-Tec and this then is topped off with a detailed Stingray body complete with a clear section to expose the engine bay and the realistic recreation of the 16-valve V8. You can read all about the model and how it performs in next month's issue.



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

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

**NEWSAGENT
COUPON**

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

NAME: _____

ADDRESS: _____

TELEPHONE: _____

NEWSAGENT PLEASE NOTE:

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

Pro-Line 1:10 Hexon Z4 2WD Front 2.2" Carpet Buggy Tyre

This is the all-new Pro-Line Hexon 2.2 tyre designed for use on the front axle of 2WDs racing on carpet. The tyre features a hexagon pattern of uniquely-shaped pins combined with Wedge-style outer pins that provide longer-lasting tread and more consistent performance than previous generations of carpet tyres. The Hexon features a low-profile carcass shape that lowers the centre of gravity for improved corner speed due to consistent sidewall flex. The Hexon pins are pointed front to back for maximum control in the corners providing the direct feel carpet racers crave.

PR08299104 Pro-Line 1:10 Hexon Z4 2WD Front 2.2" Carpet Buggy Tyres (2)

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



Pro-Line 1:24 1978 Chevy K-10 Clear Body for SCX24

Pro-Line's latest option for the Axial SCX24 is this licensed 1978 Chevy K-10 clear body that means you can make your 1:24-scale crawler look even more scale with this short box step side Chevy, which is one of the most nostalgic full-size trucks. The 1978 K-10 body has been carefully sculpted with realistic details that recreate the lines and squared-off style of this iconic truck. This body was designed to fit all the current versions of the popular SCX24 platform and pairs perfectly with Pro-Line's new SCX24 Hyrax tyres mounted on Impulse wheels (PR01019410).

PR0358300 Pro-Line 1:24 1978 Chevy K-10 Clear Body for SCX24

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

Pro-Line 1:10 1972 Plymouth Barracuda Motown Missile Black Body for Drag Car

One of the most iconic Pro Stock bodies of all-time is the Motown Missile. In 1972, fully backed by Chrysler, MOPAR began to secretly develop a Barracuda into the ultimate Pro Stock drag car and "The Missile" was born. It was driven by Don Carlton and the rest, as they say, is history. Now you can have your very own fully-licensed replica of the 1972 Plymouth Barracuda Motown Missile Edition Tough-Color Black body courtesy of Pro-Line. This body is made from pre-coloured black body material, so you never have to worry about paint chipping or peeling off. This body includes high-quality Motown Missile graphics that perfectly match those found on the original version of this iconic dragster.

PR0355018 Pro-Line 1:10 1972 Plymouth Barracuda Motown Missile Black Body for Drag Car

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



Arrma Infracion Mega Street Bash Resto-Mod Truck

Arrma has taken their proven 4x4 Mega platform into a new arena with the Infracion 4x4 Mega Street Bash Resto-Mod Truck. It comes factory-assembled and finished, ready to use on loose gravel, short grass, dirt courses, oval tracks, and over many other on-road and light off-road surfaces. Its proven platform features a strong composite chassis with extended height dirt defenders, oil-filled shocks with silicone O-rings, metal geared differentials and more. The easy-access modular design keeps it simple with separate, easily removable chassis modules for the power system, electronics and differential components. The truck comes equipped with a powerful Mega 9T brushed 570 motor and brushless-ready transmission that when equipped with an optional pinion gear, it is capable of over 30mph speeds. The dBoots Katar vented all-road tyres are made of high-quality rubber for long-lasting durability and provide traction in all surface conditions. These are glued to tough, gun-metal coloured nylon wheels and include high-quality inserts for excellent tread support. For precise, dependable control, the Arrma team has outfitted this RTR with the 2.4GHz Spektrum SLT3 transmitter and SLR300 receiver. The transmitter is ergonomically designed for long periods of fatigue-free use and has a foam wheel for precise fingertip control plus an improved hand grip and trigger feel. New drivers will be able to set throttle limits at 50 or 75 per cent until ready to use the full speed potential. The SLT3 is compatible with Tactic SLT receivers to run other RTR vehicles you may own, and it includes a third channel to control optional features such as lights and winches on models that have them. Topping off the ready-to-run chassis is a stunning truck body finished in a

choice of red/blue or teal/bronze print schemes with roof skids and roll bars to protect the body. A Dynamite 7-cell 8.4V NiMH battery and wall charger are also included.

Features:

- Signature Infracion Resto-Mod body, factory-finished in two stunning print scheme choices
 - Body protecting roof skids and roll bars
 - All-road dBoots Katar vented tyres on tough, gunmetal-coloured truck wheels, for balanced performance on all surfaces
 - Front and rear anti-roll bays for the ultimate all-road handling
 - Large front foam bumper, integrated with the body for maximum protection
 - Powerful Mega 9T brushed 570 motor
 - Large rear diffuser to reduce turbulence and drag
 - Threaded oil-filled shocks with silicone O-rings for easy ride height adjustment
- Multi-adjustable body mounts

ARA4215V3BIT1

Arrma Infracion 4x4 Mega 1:8 Resto-Mod Truck - red/blue

ARA4215V3BIT2

Arrma Infracion 4x4 Mega 1:8 Resto-Mod Truck - teal/bronze

AVAILABLE FROM: Logic RC

WEBSITE: www.LogicRC.com

CONTACT: 01992 558226



Ruddog Hobby Knife Packages

Ruddog's Hobby Knife Set includes a variety of handles and blades for drivers' tasks, such as cutting and shaping PVC, ABS, wood, linoleum, various rubber, foam, and plastic compounds and other materials. A handy addition to every modelling workshop. The second item is one that includes the knife handle and five blades. The handle is a pencil-shape with a black aluminium handle with the Ruddog logo and a plastic protective cap. Five spare blades are included with the knife, and a convenient ten pack of #11 spare blades is available separately (RP-0528).

RP-0526 Ruddog Hobby Knife Set

RP-0527 Ruddog Hobby Knife With 5 Blades (#11)

RP-0528 Ruddog Hobby Knife Blades (#11)

AVAILABLE FROM: X-Factory UK

WEBSITE: www.xfactoryrc.co.uk

CONTACT: 01923 816636



Revolution Design RC8B3.2 Aluminium Radio Tray Mount Set

Today's technical plastics are of high quality, but when it comes to combining light weight, looks and stiffness at a reasonable price, aluminium is hard to beat. For racers looking for a way to finely adjust their RC8B3.2 or RC8T3.2 flex characteristics or just wanting to add some bling, RDRP now offers a black anodised version of the Team Associated radio tray mounts. The 2-piece package is of a light and durable design, and is a perfect fit for easy installation. The high-quality aluminium offers slightly increased stiffness and is finished in a black anodising. They fit all RC8B3.2 and RC8T3.2 vehicles (nitro version only)

RDRP0537 Revolution Design RC8B3.2 Aluminium Radio Tray Mount Set (2)

AVAILABLE FROM: X-Factory UK

WEBSITE: www.xfactoryrc.co.uk

CONTACT: 01923 816636



SCHUMACHER WINTER SERIES

Louth Radio Control Car Club/10 October 2021/1:10 Touring Cars/Open

The 10 October was the first of five round championship rounds of the Schumacher winter Series presented by the Louth Radio Control Car Club.

A strong number of drivers attended this regional-based meeting. Using the Contact A30 tyres from Schumacher it was the norm for the drivers. Only two classes this season with them being the ever popular 17.5T and 13.5T classes, named the Core RC 17.5T and Contact RC 13.5T.

CORE RC 17.5T

Lisa Keen would stamp her authority early doors with her Serpent and Reds Racing combination. Paul Sleight started slowly but found his form from round two laying down some solid second overalls. Ollie King made the trip from Newark and it must have seemed like home soil for him; same tyres and carpet as Newark and he found his form early and slotted into third overall. Another new addition Andrew Twigger and his Xray T4'21 showing good form from the lower

heats, showing it is possible from these lower heats. Martin Lawson consistent with his Serpent made it to P5, and the lone Schumacher of Wayne Ash rounded out the A final.

CONTACT RC 13.5T

Form is nothing. Joe Cocking and his Capricorn took the opening round result, from Chris Lovely and his Xray T4'21. The roles would be reversed in round two, as these two were the class of the field. Round three and a DNF from Chris, would put the pressure on for the TQ in the final round, something he would rectify. Joe would secure second on the grid with strong consistent results. Gabes Henson has found his feet and was putting the pressure on from the lower heats, he had the A final guys looking at the stop watch and would take third overall. Guy Thorton, using the old rear-motor Xray T4'19, showed its capabilities to take fourth, and a returning Jason Lovely would take the last spot in the A final. Leaving it late with some fast runs, just needed to be clean runs as the pace was there for higher.

CORE RC 17.5T A FINAL

Let's call it the Lisa Keen show as she checked out and took a tone-to-tone finish for the Serpent driver never looking troubled. Ollie King would have some great racing and jump into second something he wouldn't let go holding onto a 3-second gap back to Paul Sleight who had to recover from early troubles. Wayne Ash showed solid pace with the Schumacher mixing it in the podium places, but sadly the podium places slipped away. Andrew Twigger wouldn't have the best of races, but has pace to mix it higher next time around. Martin would suffer issues with his Serpent and not complete the race rounding out the final.

CONTACT RC 13.5T A FINAL

The last race of the day would see Chris Lovey get off the line well and the field would follow suit. Joe Cocking would start a little slower, but over time would pull the gap he needed. Further back Gabes Henson and Guy Thornton would come

together allowing Jason to side on through. Jason would catch Guy in the end finishing his race that the latter dropped back. This gave Gabes the gap he needed to control his race and control third to the flag. The gap was coming down to Guy but there wasn't the time left. Chris would take the flag at the finish and Joe would bring his Capricorn home in second.

SUMMARY

With the finals rounded up, that was it for the first round of the season. I would like to thank you all for helping and supporting the club. Without your support on Saturday nights for setting up it wouldn't be possible, and for the numbers setting the alarms for an early Sunday morning, we appreciate you coming.

As a club we'd like to thank the sponsors of this series as without you it wouldn't be what it is. Booking in is now open for the second round in November.



The top three in the Core RC 17.5T class



The Contact RC 13.5T podium



The top three from the 2WD A final leg one and a win for Allan O'Brien



The top three in the second leg of the 2WD A final



Jack Slassor took the 2WD B final leg one win



Gary Dunn won the second leg of the 2WD B final



Your top three in the first leg of the 2WD C final



Stevie Sheridan won the second leg of the 2WD C final



The 2WD D final leg one podium



Stephen McArthur won leg two of the 2WD D final



Allan O'Brien on the top step after leg one of the 4WD A final

SCOTTISH INTER CLUB CHAMPS

Dumfries/Round One/1:10 Off-Road/Open

Round one of the 2021 Scottish Inter Club Championships took place at Dumfries as the top drivers from the most popular off-road clubs in the country went head-to-head for individual and team honours

Scotland's biggest RC event in 2021 started in sunny Dumfries on Sunday 20 June 2021. The who's who of buggy racers from clubs all over Scotland gathered to race for individual glory, and to represent their club in a team championship.

Sixty 1:10 off-road 2WD and 4WD buggies and trucks lined up on the fast flowing track the Dumfries Model Car Club had presented for the first round the Scottish Inter Club Championships.

The format is three rounds of qualifying then

two finals for all. The second leg of the final is a reversed grid.

The shortened qualifying was an added challenge on the day, with one less round than normal to set two competitive times, but the double legged finals lead to more excitement, giving racers more wheel to wheel action on the day.

With the restricted rostrum numbers and high level of competition, regular regional A finalist were spread across the A, B and C finals, mixed in with several young up and coming racers and seasoned returnees.

2WD

Overall, in the 2WD A final five clubs were

SCOTTISH Inter-Club CHAMPIONSHIP 2021 Overall results Round 1 - Dumfries. Truck

1. Stonehaven	2WD 292	4WD 286	Total: 578
2. Glasgow	2WD 285	4WD 286	Total: 571
3. Dumfries	2WD 281	4WD 281	Total: 562
4. Highlands	2WD 254	4WD 243	Total: 497
5. Dunfermline	2WD 94	4WD 98	Total: 192
6. Falkirk	2WD 91	4WD 90	Total: 181
7. Ayr	2WD 0	4WD 89	Total: 89

Club Racer

the latest news: • Regional news • National news • BRCA news • Club news



Allan O'Brien also won leg two of the 4WD A final



Gary Dunn on the top step of the 4WD B final leg one podium



Winning leg two of the 4WD B final was Mike Carberry



Leg one of the 4WD C final went to Jack Slassor



The leg two 4WD C final podium



Kai Noble, Chris Hall and Ollie Carberry were the top three in the 4WD D final leg one



Sam Miller won the second leg of the 4WD D final



The first Truck A final win went to Steven Morrison



Gary Dunn topped the Truck A final leg two

represented with Glasgow Club's Allan O'Brien taking both wins with his new solid pink-coloured Schumacher Cougar LD2 with Stonehaven's David Scott's solid green LD2 in second and Dumfries clubs Kenny Clark in third with his Team Associated B6.3.

The two legs of the 2WD B final provided different winners with Glasgow's Jack Slassor taking leg one and the overall. Gary Dunn took second place overall for Falkirk and Duncan Pole rounding out the podium for Glasgow.

The 2WD C final legs saw a mixture of fortunes for several drivers, with Russell McClung taking the win in leg one, then having a difficult second leg leaving Stevie Sheridan to take leg two and the overall race for Glasgow with Wullie

Chisholm in second for Highlands and Raymond Kerr in third for Glasgow.

The 2WD D final saw the Glasgow Club's Stephen McArthur take the overall from Andrew Jenson with Dumfries's Marcus Howatson rounding out the podium.

4WD

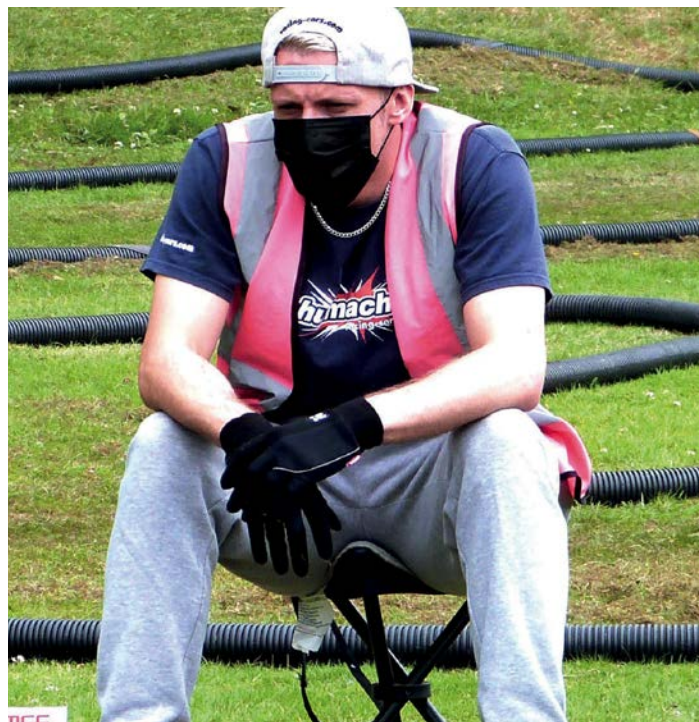
In 4WD, Allan O'Brien took the overall win with his Schumacher L1 Evo, followed by Daniel Pole for Glasgow with Andrew Edwards taking third for Dunfermline.

The 4WD B final overall went to Mike Carberry with his Serpent SRX-4 Gen3 for Dumfries, Stonehaven's Steve Harley took second with his Schumacher CAT L1 Evo for Stonehaven and Gary Dunn took third overall with his TLR 22X-4 for Falkirk.

The 4WD C final win was taken by Glasgow's Jack Slassor and Stevie Sheridan in second and Highlands's

Robert Stevenson in third.

The 4WD D final overall was won by Sam Miller of the Highlands with



Driver Name	Age Group	Club	Sponsors	Truck Qualifying	Truck Leg1	Truck Leg2	Truck Overall	Brand	Chassis	Motor	Batteries	Speedo	Servo	Front Tyre	Rear Tyre
Gary Dunn	Adult	Falkirk	Horizon EU, TLR	2	2	1	1	TLR	TLR 22i 4.5	LRP 6.5	LRP 4000 lcg	LRP Flow x	Spektrum	Schumacher staggered yellow	Schumacher Minispike 2 - Yellow
Steven Morrison	Adult	Stonehaven		1	1	3	2	Schumacher	Storm	8t hobbywing	5000 centro	Hobbywing	Savox 125B	Schumacher staggered	Schumacher Minispike 2 - Yellow
Mal Richardson	Veteran	Highlands	RPRC Distribution	6	4	2	3	Tekno	ET210 2	Maclan 8.5	Abisma	Hobbywing xr10	Sit	Schumacher staggered yellow	Schumacher mini spike 2 yellow
Paul Noble	Adult	Stonehaven	Onono	3	3	5	4	Schumacher	Storm	8t hobbywing v10 g3	Intellect 4200 lcg	Hobbywing Xr10 v4 g2	Savox sc125Btg	Schumacher rib yellow	Schumacher Minispike 2 - Yellow
David Hannah	Veteran	Highlands		5	5	4	5	TLR	TLR 22 3T	Speed passion 6.5	Reedy 4200 low profile	Hobbywing xr60	Savox	Schumacher staggered yellow	Schumacher Minispike 2 - Yellow
Russell McClung	Veteran	Dumfries	Schumacher	4	6	6	6	Schumacher	Storm	LRP 7.5	Intellect	LRP	Savox	Schumacher staggered yellow	Schumacher Minispike 2 - Yellow

Kai Noble in second for Stonehaven and Chris Hall in third for Dumfries.

TRUCKS

The overall was won by Gary Dunn of Falkirk with Steven Morrison taking second overall for Stonehaven and Mal Richardson third for the Highlands club.

JUNIORS

Daniel Pole is leading the way in 2WD and 4WD with his A final appearances driving Team Associated buggies. Aaron Carberry is sitting second with his Serpents and Kai Noble is third with his Schumacher buggies.

Driver Name	Age Group	Club	Sponsors	2wd Qualifying	2wd Leg1	2wd Leg2	2wd Overall	Brand	Chassis	Motor	Batteries	Speedo	Servo	Front Tyre	Rear Tyre
Allan O'Brien	Adult	Glasgow	Schumacher, Dad	1	1	1	1	Schumacher	LD2	Hobbywing 6.5	LRP 4000 Ultra LCG	Hobbywing XR10	KO RSx3 response	Schumacher Cut Staggered - Low Profile - Yellow	Schumacher Minispike 2 - Yellow
David Scott	Adult	Stonehaven	Schumacher	3	2	2	2	Schumacher	LD2	LRP X22 6.5T	LRP 4000mAh Graphite HV Ultra LCG	LRP Flow X	KO RSx3 response	Schumacher Cut Staggered - Low Profile - Yellow	Schumacher Minispike 2 - Yellow
Kenny Clark	Veteran	Dumfries	None	2	3	5	3	Team Associated	B6.1d	Corally Dynospeed 7.5t	Intellect 4200 LHV	Corally Cerix 120A	Corally CS-5015	Schumacher Cut Staggered - Low Profile - Yellow	Schumacher Minispike 2 - Yellow
Martin Inglis	Adult	Stonehaven	Kyosho	8	4	4	4	Kyosho	RB7	REDS Vx3 7.5T	LRP 4000 LCG	REDS ZX160 Pro	Power HD S25	Schumacher Cut Staggered - Low Profile - Yellow	Schumacher Minispike 2 - Yellow
Steve Harley	Veteran	Stonehaven		6	7	3	5	Schumacher	LD	Hobby Wing 6.5	LRP 4000 shorty low profile	Hobbywing xrun v2.1	KO-Propo RSX2	Schumacher Cut Staggered - Low Profile - Yellow	Schumacher Minispike 2 - Yellow
Jimmy Hamilton	Veteran	Dumfries	PR Racing UK	7	5	7	6	PR Racing	Type R Carbon	Maclan 8t	Intellect 5000	SkyRC TS120	SRT BH6015	Schumacher Cut Staggered - Low Profile - Yellow	Ballistic Buggy - Minispike Green
Andrew Edwards	Veteran	Dunfermline		4	8	8	7	Team Associated	B6.1d	Hobbywing 7.5	Intellect 4400 lcg	Hobbywing XR10	Turnigy	Schumacher Cut Staggered - Low Profile - Yellow	Schumacher Minispike 2 - Yellow
Daniel Pole	Junior	Glasgow	CML, Puppy Paint, THR, Mum & Dad	5	8	6	8	Team Associated	B6.3d	Reedy 6.5T Mach4	Reedy 4200 9C3 low profile shorty	Hobbywing XR10	SC125BGT	Schumacher Cut Staggered - Low Profile - Yellow	Schumacher Minispike 2 - Yellow

Driver Name	Age Group	Club	Sponsors	4wd Qualifying	4wd Leg1	4wd Leg2	4wd Overall	Brand	Chassis	Motor	Batteries	Speedo	Servo	Front Tyre	Rear Tyre
Allan O'Brien	Adult	Glasgow	Schumacher, Dad	1	1	1	1	Schumacher	L1-Evo	LRP x22 5.5	LRP 4000 Ultra LCG	Hobbywing XR10	KO RSx3 response	Schumacher Darts - Yellow	Schumacher Minispike 2 - Yellow
Daniel Pole	Junior	Glasgow	CML, Puppy Paint, THR, Mum & Dad	2	2	3	2	Team Associated	B74.1	Reedy 6.5T Mach4	Reedy 4200 9G3 low profile shorty	Hobbywing XR10 160A G2	SC125BGT	Proline pyramid Z3	Schumacher Minispike 2 - Yellow
Andrew Edwards	Veteran	Dunfermline		7	4	2	3	Team Associated	B74	Hobbywing 6.5	Intellect 4400 lcg	Hobbywing xr10	Savox	Schumacher 4wd stagger yellow	Schumacher Minispike 2 - Yellow
David Scott	Adult	Stonehaven	Schumacher	5	3	4	4	Schumacher	L1-Evo	LRP X22 5.5T	Graph4 HV Ultra LCG	LRP Flow X	RSX3 Response	Schumacher 4wd Dart	Schumacher Minispike 2 - Yellow
Martin Inglis	Adult	Stonehaven	Kyosho	4	6	5	5	Kyosho	ZX7	REDS Vx3 6.5T	LRP 4600	REDS ZX160 Pro	Power HD S25	Pyramids/Schumacher Yellow Mini	Schumacher Minispike 2 - Yellow
Jimmy Hamilton	Veteran	Dumfries	PR Racing UK	8	5	6	6	PR Racing	401R	Maclan 6.5t	Intellect 6000	SkyRC TS120	SRT BH922R	Schumacher 4wd Cut Stagger	Ballistic Buggy - Minispike Green
Kenny Clark	Veteran	Dumfries	None	3	7	8	7	Carisma	4XS 17	Team Orion VST2 6.5t	Intellect 4200 LHV	5.5t hobbywing	SRT BH6027	Schumacher 4wd Staggered - Yellow	Schumacher Minispike 2 - Yellow
Steven Morrison	Adult	Stonehaven		6	8	7	8	TLR	22x4	5.5t hobbywing	5500 centro	Hobbywing xr10	Savox 125B	Schumacher 4wd staggered	Schumacher Minispike 2 - Yellow

SCHUMACHER INDOOR MASTERS

Workshop/7 November 2021/1:10 Off-Road Open

The 7 November saw the second round of the fantastic Workshop series, as always there was a great entry of drivers present.

All abilities are welcome at this series, so we had pros in attendance all the way through to new starters and even some people coming back to the hobby after 20 years away!

The race format was round by round qualifying, with the best two results from four rounds of qualifying counting towards the final position.

The Workshop team had designed a fantastic track layout for this event with some great off-road features built including the wall of death. As always this is very popular with racers due to new features and jumps being built fresh for these events.

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

Edward Callan would line up third.

In 4WD qualifying, it was Ben Smith who would take TQ to line up on pole with Joni Skidmore second on the grid and Tommy Hall third.

This was a brilliant event with lots of superb racing. As always a really big thank you to the Workshop team for all of their hard work and efforts. The next round of this series takes place on Sunday 28 November.



Neil Cragg led a Team Associated clean sweep in 2WD



In 4WD, Tommy Hall put one over teammate Neil Cragg for the win

2WD A FINAL	
POS	DRIVER CHASSIS
1	Neil Cragg Team Associated
2	Tommy Hall Team Associated
3	Jamie Hall Team Associated
4	Ben Smith Schumacher
5	Edward Callan Xray
6	Matthew Thompson Schumacher
7	Allan O'Brien Schumacher
8	William Skidmore Schumacher
9	Fredlie Thompson Team Associated
10	Joni Skidmore Schumacher

4WD A FINAL	
POS	DRIVER CHASSIS
1	Tommy Hall Team Associated
2	Neil Cragg Team Associated
3	Ben Smith Schumacher
4	Joni Skidmore Schumacher
5	Edward Callan Xray
6	Jamie Hall Team Associated
7	James Hellwell Xray
8	Allan O'Brien Schumacher
9	Tyler Liddle Schumacher
10	Luke Holdsworth Schumacher



RACER BUYERS GUIDE

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

Bedfordshire

SUNDON MODEL SHOP

Tel. 01582 539969

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

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

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

We accept all major credit cards and also accept Paypal
www.sundonmodelshop.com

Derbyshire

HOBBIES & MOOR

Mastin Moor Aquatics, 38 Worksoop Road
 Mastin Moor, Chesterfield

WWW.MOORHOBBIES.CO.UK

Call **01246 470 555**

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

Hertfordshire

PLEASE MENTION RACER MAGAZINE WHEN REPLYING TO THESE ADVERTS

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

FOR FULL DETAILS

HERTS RC MODELS

Westmill Farm, Ware, Hertfordshire SG12 0ES

TWO OFF ROAD TRACKS ON SITE AVAILABLE FOR PRACTICE

Radio Controlled Model Specialists

Web: www.hertsrmodels.co.uk

Email: Sales@hertsrmodels.co.uk

Tel: 01920 466 995

Fully Trained Staff

Open Mon - Sat 10am to 6pm

West Midlands

EURO AND ASIA MODELS

Tel. 01628 770433 Fax. 01628 770433

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

Open Mon - Sat 11.00am - 6.00pm

1/8 BUGGY SPECIALIST

Remote World 1:8
 I.C. Car Club

ALL CARDS ACCEPTED

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

MIKE'S MODELS

Tel/Fax. 0121 360 4521/0121 360 7350

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

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

Note: Closed Wednesday & Sunday

ON AND OFF ROAD, AIRCRAFT, HELICOPTERS, JETS

Support BRCA and all local race meetings

ALL CREDIT CARDS

Proprietors race model cars & fly aircraft & helicopters

W. Yorkshire

MODELSPORT UK

Tel: 01943 466535 Fax: 01943 850810

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

Mon - Sat 9.00 - 5.00 Closed Sun

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

Mail Order Specialists

MASTERCARD/VISA/SWITCH

Call for our latest prices

PLEASE MENTION RACER MAGAZINE WHEN REPLYING TO THESE ADVERTS

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

FOR FULL DETAILS

Devon

ACTION MODEL CENTRE

Tel.01803 211007 Fax.01803 292029

34 Lucius Street, Torquay, Devon, TQ2 5UN

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

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

Torrs Tuesday nights
 Paignton 7.45 - 10.00pm

MAIL ORDER / ALL MAJOR CREDIT CARDS

email: sales@actionmodelcentre.co.uk

PLEASE MENTION RACER MAGAZINE WHEN REPLYING TO THESE ADVERTS

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

FOR FULL DETAILS



RADIO CONTROL CAR

RACER

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

VISIT THE APP STORE OR GOOGLE PLAY AND SEARCH FOR "RC RACER" OR VISIT POCKETMAGS.COM TO PURCHASE SINGLE ISSUES AND SUBSCRIPTIONS TO READ ON YOUR DEVICE OR PC.



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

www.cmldistribution.co.uk

See the full range of all Tamiya Products
www.tamiya.com

RadshapeRC.com

www.hpieurope.com

www.prolineracing.com

If you can see this so can 1000's of customers
 Contact richard@doolittlemedia.com

www.horizonhobby.eu

www.traxxas.com

Distributors for

www.smdirect.co.uk

Team Magic F4RS II
 and more... FLETA 4

BEST PRICE
www.rcracingpro.com

www.logicrc.com

www.racing-cars.com

www.modelsport.co.uk

If you can see this so can 1000's of customers
 Contact richard@doolittlemedia.com

www.axialracing.com

www.rc10.com

www.kyoshoeurope.com

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

They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

LET'S TALK

OH DEAR WHAT DO WE DO NOW? WITH MORE TIME TO SPEND AWAY FROM OUR CARS BETWEEN RACES, IT'S TIME TO SOCIALISE MORE

I suppose we should not complain, after all we all wanted it did we not? The use of brushless motor systems that require next to no maintenance on a race weekend, no more skimming, changing brushes, aligning and checking. Just run the motor and get the same performance every time. Same with batteries. Use LiPo and just keep charging them after every race. No more balancing cells,

discharging and timing your charge to coincide with the start of the race. Just put them on charge after the race and wait. Trouble is, we now have more time on our hands to sit and look at our cars between races. You see it a lot these days. Racers in between heats just sitting there, pensively studying their cars, almost like they are expecting them to do something on their own. Wondering if they should change something,

maybe try a different setup, change those springs, add some more droop, go up a tooth on the gearing maybe.

EAT AND DRINK

Of course what they could all do is talk to each other. Now we don't have to rush to get their cars ready they have time to chat. At our club it seems the barbecue comes out more often now. More time to cook those bacon sarnies. There is a funny

thing though. Even though almost all of the racers at my local club have now gone brushless and LiPo and have much more time on their hands between races to chat, eat and drink, they still manage to be late for marshalling! You know what I mean? ■

It is Now!



1



2



3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. In 2008, Racer was fortunate enough to get Chris Grainger down to our offices for a glimpse at the latest Yokomo touring car prototype. This won the 2008 KO GP at West London in Chris's hands and Masami Hirotsuka used it to win the Japan Nats. The design featured a lower front tower, narrower chassis, tweaked cell position, and centre point steering. Although touring car chassis design has evolved over the years, you can see that back in 2008 it was all about five-cell NiMH!

2. Racer received one of the first Kyosho Mini Inferno buggies early in 2005 and was not what many first thought. Although the image shows what looks like the head of an engine, but this was in fact an electric version with a dummy green heatsink sticking out of the body. The 1:16 car came as a ReadySet model and was a scaled down version of its big brother with many features carried over. Powered by a 380-sized motor, control was taken care of by a one-piece receiver and speedo whilst a mini-size servo operates the steering. The transmission was permanent 4WD with geared diffs in the front and rear. A slipper clutch, friction design shock absorbers completed the key features.

3. We have fond memories of September 2009 as Racer was involved in helping the production team of the latest Richard Hammond DVD put together an RC segment at Dunsfold Aerodrome in Surrey, the home of Top Gear. Many days were spent developing ideas that included jumping an RC car over a plane. But not just any plane – how about a Boeing 747! Top off-road racer Richard Barton actually made it over the top in a practise run with his nitro-powered Team Associated buggy and was an amazing sight to see after so much preparation, anticipation and expectation...

INTEGY
www.integy.com

FOR TRAXXAS
X-MAXX



SPEED TUNED
SPRING SET

#C28042



RUBBER SEALED
BEARING SET

FOR REDCAT
EVEREST

BILLET MACHINED
STEEL SPUR GEARS



#C28329-C28330

FOR TRAXXAS
TRX-4



AD-RC02 SMD LED
LIGHT SET

#C28256



BILLET MACHINED 1.9
BEADLOCK WHEEL SET

#C28093



ALLOY MACHINED
SUSPENSION LINK SET

#C28336

FOR AXIAL RACING
SCX10 II

FOR TRAXXAS
TRUCKS



BILLET ALLOY
REAR GEARBOX
HOUSING

#C28196



ALLOY MACHINED
DRIVE SHAFTS

#OBM-1345



MACHINED ALLOY
SIDE RAIL SKID PLATES

#C27799



ALLOY REAR
DIFFERENTIAL CASE

#C28187



T7 HIGH TORQUE
REMOTE WINCH SET

#C25589



ADJUSTABLE
REBOUND SHOCKS

#C28071

FOR CUSTOM 1/10

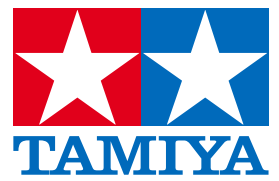
CRAWLERS

www.integy.com

alloy upgrades • tool sets • led lighting • scale accessories



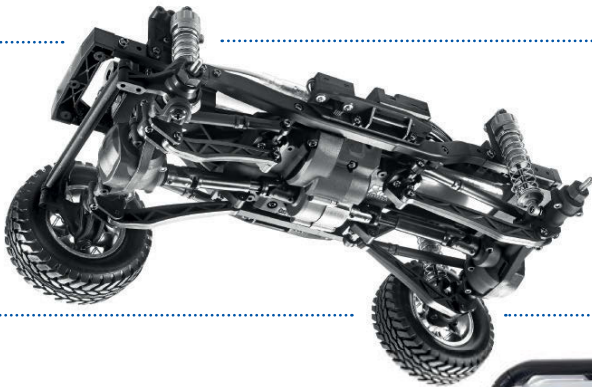
58700:
LAND ROVER DEFENDER 90



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



Sign Up to our Newsletter on
www.hobbyco.net



Find us on facebook
search Tamiya UK

Tamiya is distributed in the UK by:

The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG

SEE YOUR UK TAMIYA DEALER FOR FURTHER INFORMATION



www.hobbyco.net