

17
PAGES OF REVIEWS

THE BIGGEST AND BEST UK RC MAGAZINE

RADIO CONTROL CAR

www.rcracer.com

January 2021 / £5.00

RACER

● **TOW TRUCK PREVIEW**
LOOKING AHEAD TO OUR REVIEW OF
THE STUNNING VOLVO FH16 8X4 TOW
TRUCK FROM TAMIYA

● **THE PINNACLE OF VINTAGE
OFF-ROAD RACING**
ALL THE ACTION FROM THE REVIVAL 2020
HOSTED BY BINGHAM MODEL RACEWAY

STAMPEDE

WARNING!

TRAXXAS'S NEW 4X4 ASSEMBLY KIT GETS BUILT AND THRASHED



THE BEST B6 BY FAR

NEW TEAM ASSOCIATED
B6.2 MODEL EVOLVES AND
JUST GETS BETTER

STOCK SECRETS

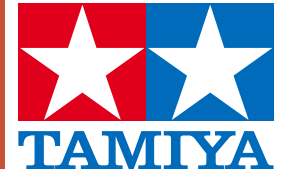
INSIDE THE SCHUMACHER
BUGGIES OF EQS WINNER,
TRISTRAM NEAL

DOOLITTLE
MEDIA





58684:
TOYOTA GR YARIS (M-05)
47451:
VW SCIROCCO GT TT-01E



HYPHER

HATCHBACKS

Here is the brand new body appearing on the supremely fun M-05 Chassis. The subject is the TOYOTA GR Yaris, a car which was manufactured as part of the homologation process for the Yaris WRC that marked Toyota's rally comeback after 20 years away, and with magnificent success too - it took a Manufacturer's title in 2018, a Driver's title in 2019, and is back for more in the 2020 championship.

- This is a 1/10 scale R/C model assembly kit. Length: 371mm, width: 168mm, height: 137mm
- The sporty form of the car is captured by a lightweight, durable polycarbonate body
- Light cases included - require LED set
- Separate injection moulded parts are included to recreate side mirrors
- The M-05 chassis is a compact unit based around a lightweight monocoque and offering great weight distribution with a low centre of gravity
- 11-spoke wheels are moulded in black and paired with 60D radial tyres
- This model uses the 239mm L wheelbase
- Comes with marking stickers to decorate the body
- The popular M-05 chassis has a wide range of Hop-Up Optional parts available to tune the chassis
- Includes ESC & 540 motor



M05 CHASSIS

LIMITED EDITION



TT-02 CHASSIS

This R/C assembly kit recreates the Volkswagen Scirocco GT. It was previously painted up in a minimalistic black colour scheme for an Expert Built model (Item 57883), but is now made available in a kit, too! This version features an unpainted polycarbonate body, so you can choose the perfect colour for you. The Volkswagen Scirocco GT is a high-end version of the brilliantly designed and superbly sporty hatchback that really showcases everything that's amazing about VW as an automotive marque.

- 1/10 scale R/C model assembly kit. Length: 443mm, width: 188mm. Wheelbase: 257mm
- The stylish three-door Volkswagen Scirocco GT is expertly captured in polycarbonate with separately moulded components for rear wing and side mirrors
- Stickers are included to recreate markings with masking stickers to help during your paint job
- Plated spoke design wheels are paired with racing slick tyres
- The TT-01 Type-E chassis features shaft-driven 4WD for easy handling and great customisability
- A wide range of Hop-Up Option parts are available to tune the chassis
- Includes Tamiya ESC TBLE-02S & Torque Tuned Motor
- Requires: 2-channel radio, steering servo, 7.2volt battery and compatible charger to complete

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



DR10

1:10 DRAG RACE CAR

1:10 Scale Ready-To-Run
2WD Electric Drag Race Car



#70025

**BRUSHLESS
POWERED
READY-TO-RUN**

**INCLUDES
DVC**
DYNAMIC VEHICLE CONTROL RECEIVER/GYRO



DR10 Features:

- Based on the 9-time R.O.A.R. National Champion short-course race truck platform
- 2.4GHz 2-channel radio with new DVC (Dynamic Vehicle Control) receiver featuring built-in adjustable gyro
- Three position wheelie bar with optional large wheels
- High-torque, metal-gear Reedy Servo with spring style servo saver
- Powerful Reedy 3300kV brushless motor
- Factory-finished two-piece Reakt drag race body with rear spoiler
- Lightweight front drag tires
- Durable and lightweight aluminum top shaft
- Low center-of-gravity molded composite chassis with hook-and-loop battery straps that accommodate both NiMH and 2/3s LiPo battery packs
- Metric hardware throughout
- 18 precision rubber-sealed ball bearings
- Durable front and rear wide body mounts
- 2.6:1 ratio gearbox with heavy-duty sealed gear differential and externally adjustable slipper clutch
- Adjustable suspension geometry
- Vertical ball ends for roll center adjustments, front and rear
- Many Factory Team options already available!

[MORE INFO](#)



CHAMPIONS by DESIGN
AssociatedElectrics.com

TEAM ASSOCIATED
WORLD CHAMPION R/C CARS

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



E&OE.

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



BILLET MACHINED 1.9
BEADLOCK WHEEL SET



ALLOY MACHINED
SUSPENSION LINK SET

FOR AXIAL RACING
SCX10 II

FOR TRAXXAS
TRUCKS



BILLET ALLOY
REAR GEARBOX
HOUSING



MACHINED ALLOY
SIDE RAIL SKID PLATES



#C27799



ALLOY REAR
DIFFERENTIAL CASE



T7 HIGH TORQUE
REMOTE WINCH SET



ADJUSTABLE
REBOUND SHOCKS

FOR CUSTOM 1/10

CRAWLERS

www.integy.com

alloy upgrades • tool sets • led lighting • scale accessories

CONTENTS

JANUARY 2021 - VOL 24 NO3

FEATURES

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

14 REVIVAL 2020

One of the major international highlights of the vintage racing calendar is the Iconic RC Revival. Hosted by Bingham Model Raceway, the 2020 event was the seventh annual running of the event that not only offered great racing, but also raised a large amount of money for the Parkinson's UK charity.

18 YOUNG ON TOP

Round two of the Mini Touring Car Nationals took place in Essex at Southend and after the Rand brothers had cleaned up at R1, it was the series organiser who managed to grab a win as Mark Young won the foam class.

28 THE PRIVATEER

In what came as a total shock to the RC race scene, Oly Jefferies announced his departure from Schumacher in the outdoor off-season leaving him without a sponsored drive for 2020. With the privateer option giving him carte blanche for chassis choice, he purchased the latest Xray

T4'20 and we show you his car in our detailed feature.

32 VEHICLE ON TOW

Ahead of a full review of the absolutely stunning Volvo FH16 8x4 Tow Truck from Tamiya, we bring you a preview of the 1:14-scale model, its amazing specification and some of the parts and paints that will be required to get it built to the highest standard.

42 STOCK CARS

We delved deep into the 1:10 off-road buggies belonging to Schumacher engineer, Tristram Neal. 'Trish' competes in the stock classes at the EOS and we get to show you all the cool features and tweaks that he makes to his winning machines.

46 EWS SUMMER SPECIAL

The one-off Summer Special was run by the EWS team at Colchester and attracted many of the top TC racers from the UK. It was an opportunity for some high-quality racing after coronavirus had pretty much destroyed the planned outdoor racing season.

58 LUNCH TIME

The latest Iconic Column sees John Weston take a detailed look at the Tamiya Vanessa's Lunch Box, and one of the most distinctive models in the manufacturer's line-up. The model is over 30 years old, yet is still proving a popular model as highlighted by some of the examples shown in our feature.

body-off photos of the victorious car weren't allowed, it was obvious a new model was on the way...

52 CARSON LAND ROVER DEFENDER

German brand Carson has recreated the famous Land Rover Defender in entry-level guise with everything you need to get up and running for less than £170. With a sealed chassis design and huge off-road potential, John Weston took the RTR out for a thrash.

REGULARS

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

8 NEWS

EFRA announces a date change for the GT12 European Cup, Schumacher to sell TRG, RudeBits is the new distributor popular Smart-Com headsets, a date is set for the Old School RC Euro Masters 2021, Lewis Jones joins Nemo Racing whilst Ronald Völker leaves Yokomo for Mugen Seiki, Michal Orłowski moves from Poland to the UK to take up a full time position with Schumacher Racing as Kev Lee joins him as teammate for 1:10 off-road.

12 INSIDE LINES

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

20 EDITORIAL

Are you missing out on another RC class?

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.

57 COMING UP

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

64 BUYERS GUIDE

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

66 ALL OVER

Will our RC addiction last longer than the second lockdown?



52

22



REVIEWS

THE LATEST THRASH TESTS.

22 TRAXXAS STAMPEDE 4X4 KIT

The Stampede 4x4 has been a popular model for Traxxas and we were lucky enough to get our hands on an 'Assembly Kit' model that comes with electrics and a clear body included. The build was a pleasurable one and we followed this up with some huge fun in the woods getting the maximum out of the very capable truck.

36 TEAM ASSOCIATED B6.2 TEAM

Back in 2019, Spencer Rivkin won his second World Championship for Team Associated in 2WD. At the time, the team were officially running the B6.1 model but when

SUBSCRIBE TODAY SEE PAGE P6 FOR A GREAT SUBSCRIPTION OFFER!

Doolittle Media Ltd., Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, Great Britain

E. enquiries@doolittlemedia.com

T. +44 (0) 1525 222573

ON YOUR MARKS,

GET RACER SUBSCRIBE

GET RACER DELIVERED THROUGH

SUBSCRIBE TODAY

GET **12** ISSUES FOR **£27 UK**
£35 EUROPE OR £45 R.O.W

& GET THE BEGINNERS
GUIDE TO RC CARS

FREE
WORTH **£11.95**



www.doolittlemedia.com

Save up to 47% with our new subscription rates for a limited period and take advantage of this great offer



www.doolittlemedia.com



01525 222573



enquiries@doolittlemedia.com



JOIN THE ELECTRONIC REVOLUTION

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

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



GET YOUR RIBBON

AT YOUR DOOR AND SAVE UP TO

35% **47%**

+ A FREE GIFT

EUROPE & ROW

UK

www.rcracer.com



Follow us on Facebook
facebook.com/rcracermagazine

Follow us on Twitter
[@rcracermagazine](https://twitter.com/rcracermagazine)



- NEWS
- NEW PRODUCTS
- THRASH TESTS

- RACE REPORTS
- TEST SESSIONS
- RACER INSIGHTS

- RACER GUIDES
- COMPETITIONS
- AND MUCH MORE!



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

A NEW DATE FOR THE TOY FAIR

The Spielwarenmesse (Toy Fair) held in Nuremberg will move from its traditional date at the beginning of the year due to the pandemic to the summer of 2021. For the first time in its long history, the world's leading toy fair has been postponed by organiser Spielwarenmesse eG. Concerns over the health of all participants make it almost impossible to stage the Spielwarenmesse and guarantee the customary level of quality at the end of January. Many countries around the world are currently experiencing a dramatic increase in the number of infections, leading to new travel restrictions also in major European cities. These developments are casting doubt among exhibitors and visitors over whether they should be taking part in an international trade fair.

Spielwarenmesse eG is currently in talks with NürnbergMesse to find a suitable date for the Spielwarenmesse 2021. In the meantime, the website at www.spielwarenmesse.de will continue to provide exhibitors, retailers and buyers, as well as media representatives with a large offering and a plethora of information about the toy industry. The digital platform is continually being expanded as an extra service and a complement to the physical exhibition experience.



REVIVAL 2021

ICONIC RC VINTAGE RACING

Friday 30th July: Open Practice
Saturday 31st July: 2WD
Sunday 1st August: 4WD



PARKINSON'S^{UK}
CHANGE ATTITUDES.
FIND A CURE.
JOIN US.

REVIVAL 2021 DATE SET

John Weston and the huge team behind the world famous Iconic RC Revival have confirmed a date for the 2021 event. The annual race weekend for vintage off-road models continues to go from strength-to strength and has become one of the most looked forward to events for racers around Europe. Next year's race weekend will take place from Friday 30 July through to Sunday 1 August at Bingham Model Raceway, once again supporting the Parkinson's UK charity. Racer has been proud to have been involved with this event for many years and 2021 will be no exception with us supporting the Revival. We will have previews of how the preparation is coming along for some of the racers as well as an in-depth report from the event.

If you want to get a taste for what the Revival is all about, don't miss the race report from the 2020 event starting on page 14, and keep an eye out in the news for more updates like when entries open for example in the new year.



SCHUMACHER TO BECOME AN F1 MANUFACTURER

Schumacher will enter the F1 market with a new 1:10 electric-powered model called the Icon. The British manufacturer announced the news without any details, but did state that the Schumacher Icon will be, "An innovative new approach to RC F1". Watch this space...

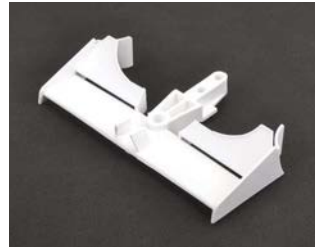
MAYAKO IS COMING

A new RC brand has been announced called Mayako, and the company has hired individuals from America, Europe and Asia in anticipation for a global launch at the beginning of 2021. In order to build interest and momentum for Mayako, they have a social media contest running. All you have to do is "Like" and "Follow" both the Mayako Facebook and Instagram pages, and share the contest post, then you will be in with a chance of winning a 1:8-scale nitro buggy of your choice, along with an engine, pipe and servos. This contest will end on 15 January 2021.

マヤコ
Mayako

SCHUMACHER TO SELL TRG

TRG is well-known for their quality items that they produce for the 1:10 F1 ice class including front and rear wings, driver helmets and a truing adapter. The rear wings were the hot item at the recent ETS race in Germany and now Schumacher will be selling the whole TRG range in the UK. It looks like you might be seeing these parts on the new Schumacher Icon F1 car when its released, but for more details now head to their website at www.racing-cars.com



OLD SCHOOL RC EURO MASTERS 2021

Next year's Old School RC Euro Masters, an international RC vintage 1:10 electric race will be hosted at Megadrom Geilenkirchen in Germany, conveniently located for easy access in Europe being on the border to the Netherlands. The weekend of vintage race action takes place from 26-28

February, with both off- and on-road classes catered for. Off-road vintage classes include 2WD and 4WD buggy, 2WD truck and 2WD beam axle. In on-road there

is 1:12-scale, Formular 1, Pro 10 and DTM categories. Hosted by Thomas Peter, you can find all the details on this event at <https://old-school-euro-masters.chayns.net>



JONES SIGNS FOR AGAMA FACTORY TEAM

One of the brightest young talents of the UK racing scene has joined the Agama team for the foreseeable future. Lewis Jones, who stars in 1:8 off-road will race the Agama A319, A319e and A215T models. UK distributor Nemo Racing will be supporting Lewis on his journey with Lee Martin, the Team Manager making the following statement:

"Lewis is absolutely perfect for us here at Nemo Racing. His attitude towards racing, his dedication and above all his willingness to help others will make Lewis the perfect fit. I am personally super excited to help Lewis again and push him to the next level in his RC career and have a lot of fun along the way!"



Lewis Jones



SCHUMACHER IN POLE POSITION

Michal Orlowski has made the move from Poland to the UK and will take up a full-time position working at Schumacher Racing. This decision will give Michal more time to spend as a professional driver, on racing, testing, product development and team support, as well as seeing him undertake a product design and development engineering apprenticeship.

EFRA GT12 EUROPEAN CUP DATE CHANGE

The 2021 EFRA European Cup, presented by AMSCI and RC Landia is the first ever, EFRA-sanctioned, international race for the GT12 class. With the current coronavirus situation affecting travel across Europe, the race has now been rescheduled to 12-14 March 2021. The race format, rules and overall details remain exactly the same as initially planned, with entry available at MyRCM and are limited to 70 drivers maximum on a first come, first served basis.



RUDEBITS GET SMART

RudeBits is now a distributor for the popular Smart-Com headsets that make driver-to-pit crew communication a whole lot easier in classes that allow their use. The UK agent will stock the Smart-Pit system that has a practice mode, timer mode and race mode via voice prompt, as well as the all-important spare parts and accessories. For more details head to www.rudebits.net

SMARTCOM HEADSET
YOUR RACING PARTNER



SMART-WORKSHOP
Turning ideas into reality

NEW SERVOS FROM AL'S ZONE

Al's Hobbies own brand Al's Zone has added to their line with some new servos, both of which are full metal geared waterproof models. The DS3325MG offers 25kg of torque while retaining an agile response time, and is ideal for larger applications such as 1:8 off-road vehicles. The more economically priced DS3218MG-27 offers 20kg of torque, again without sacrificing speed, and will suit 1:10 race cars to crawlers and more... For more details, head to www.alshobbies.co.uk

ALS190865 Al's Zone DS3325MG 25kg Full Metal Geared Waterproof Digital Servo £22.99
ALS190866 Al's Zone DS3218MG-27 20kg 270-Degree Metal Geared Waterproof Digital Servo £19.99



SCHUMACHER JOINS THE FRONTIE SCENE

Targeting those racers looking to get into the burgeoning front-wheel drive class, the Mission FT is Schumacher's newest addition to their line-up. Based on their existing Mission platform, it features a forward motor position for maximum traction, adjustable suspension and alloy threaded shocks. The design also allows owners to convert the chassis into a 4WD touring car.

Here is a rundown of the key features:

- Motor positioned closely behind the front axle
- Forward weight distribution
- Alloy motor mount
- Gear differential
- Large differential and layshaft pulleys
- Alloy front driveshaft bone and steel axle
- Lightweight alloy rear axles
- 12-piece ball bearing set
- Single-pivot steering for optimal Ackermann
- Rear in-board and outboard toe-in options
- Front and rear anti-roll bars included
- Threaded shock bodies
- Shorty and full-size LiPo compatibility
- Quick release battery mounting - no tape required

The kit, part number K187 is in stock and available now for £169.99.



VÖLKER LEAVES YOKOMO FOR MUGEN SEIKI

At the end of the 2020 season, we saw that long-time Yokomo driver Ronald Völker had announced he would be leaving Yokomo, and then within hours Mugen Seiki issued a press release to confirm that the former IFMAR World Champion and multiple European-, National- and ETS-Champion would be joining their electric on-road race team. Their statement read:

"Ronald will bring his amazing speed and all his knowledge into the team and he will campaign the all new MTC2 platform at all upcoming races. We are looking forward to a successful long term partnership with him. Welcome to the Mugen family Ronald!"

Naturally Ronald wanted to say a big thank you to Yokomo. "After more than 11 years, from now on I am no longer part of Yokomo! It was my decision



to leave and my decision to look for a new challenge. I cannot really describe how thankful I am for taking the opportunity back in 2009 to join Yokomo under Mr Yokobori and to be able to stay for so many years. I grew in that period as a better driver and person in our wonderful RC world. Together we came a long way which personally highlighted in winning a World Championship and multiple European and ETS Championships, Nationals and many other events. Additionally we developed some amazing cars within a great team and I had the chance to meet tons of people worldwide and collect so much experience which I never even have dreamed of.

Thanks to everybody involved during that time especially to my sponsors and RC friends, there are so many for me to thank! I wish everyone at Yokomo all the best for the future!"

LEE HEADS TO NORTHAMPTON

Schumacher Racing has confirmed the signature of Kev Lee to their team. The Northampton manufacturer will benefit from his vast experience and speed, being a previous EFRA European top ten finisher, multiple BRCA National winner and regular A finalist performer. Kev will be seen at many of the popular UK races such as Worksop, Silverstone, BRCA Regionals and Nationals, and had the following to say:

"I last raced for Schumacher in the late 90s and early 2000s and have fond memories of the team and cars of the time, so I'm really excited to return. The cars on offer at the moment are strong contenders in all classes, and with the continual development, from the factory and the team, I'm certain they will continue to be so. I'm looking forward to getting stuck in! Big thanks to Robin, Muz, and Trish for arranging all of this."



BRCA FORMULA 1 INDOOR NATIONALS 2020-21

The BRCA 1:10 Electric Circuit Section has released details of its calendar for their Formula 1 Indoor Nationals 2020/21, subject to government restrictions. Due to the impact of coronavirus, the first two rounds have had to be postponed so Midland Raceway will kick off the series in January. The series aims to be fun and friendly, open to Formula 1 drivers of all abilities and taking place at some great indoor racing venues this winter. The cars will use a control tyre, that being the Pit Shimizu (XG-575C and XG-571C) produced by Schumacher, with the rules as follows:

21.5T motor/Blinky speed controller/2S LiPo (from BRCA approved lists)
1050g minimum weight
4mm minimum ride height

Maximum 8.4V LiPo voltage
Additives and Formula 1 bodies must be on the relevant BRCA approved list
Tyre warmers are not allowed

Round 1	MB Raceway	Postponed – new date TBC
Round 2	CARS (Chesterfield)	Postponed – new date TBC
Round 3	Midland Raceway	Sunday 24 January 2021
Round 4	TRRAC (Tamworth)	Sunday 21 February 2021
Round 5	Eastbourne	TBC



RDRP Team Associated B74 Aluminium Centre Differential Case

Revolution Design's Aluminium Centre Differential Case for the Team Associated B74 was developed to keep the drivetrain as consistent as possible over the whole run. The case is machined from aircraft-grade 7075-T6 aluminium and its design helps with heat dissipation in demanding racing conditions. Using the case not only improves the precision of the drivetrain, the greatly improves heat transfer also keeps the diff oil much cooler – compared to using the standard plastic case – which results in a much more consistent drivetrain behaviour over the full run; even in high ambient temperatures. The diff case comes hard-anodised for wear and looks and it includes a set of suitable hard-anodised aluminium inner cross pins for the internal gears. The part fits the B74 buggy equipped with the standard centre differential.

RDRP0492RDRP Team Associated B74 Aluminium Centre Differential Case

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



Ruddog MBX8 Carbon Fibre Front Wing Set

Made for the Mugen MBX8 is Ruddog's new carbon fibre front wing set that attaches right to the front upper wishbones. The set includes moulded carbon fibre wings as well as lightweight mounting brackets that fit right on top of the upper arms, making for a sturdy yet lightweight base for the wings. Using these aerodynamic aids will improve front-end grip and traction at higher speeds while optimising the buggy's balance when being airborne.

RP-0398 Ruddog MBX8 Carbon Fibre Front Wing Set

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



RDRP Team Associated B74 Machined Spur Gears for Centre Diff

Revolution Design's precision machined Delrin spur gears are a direct fit on the centre differential of the Team Associated B74 kit and thanks to the high-quality material they offer greatly improved durability especially when running high-powered modified motors. The precise manufacturing also ensures the gears run very true which increases the drivetrain efficiency while keeping the noise level at a minimum. The gears are available in 72T and 78T specification for both stock and modified racing and they fit the standard Team Associated and also Revolution Design's #RDRP0492 aluminium centre differential case.

RDRP0514-72 RDRP Team Associated B74 72T 48dp Machined Spur Gear
 RDRP0514-78 RDRP Team Associated B74 78T 48dp Machined Spur Gear

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



Spektrum DX5 Rugged Green Special Edition

The green case special edition Spektrum DX5 Rugged offers precision control, convenience and rugged versatility. The 5-channel surface transmitter combines control with a level of durability to match the tough conditions off-roaders, crawlers and bashers constantly encounter. Starting with a chassis based on the Spektrum ergonomic design found on the popular DX5C and competition DX5 Pro, ideas were integrated from cordless power tools. Integrated telemetry and Smart telemetry capability allows you to view vital data such as motor RPM, vehicle speed, battery voltage and temperature on the transmitter in real-time. Additionally, the DX5 Rugged Green edition features an upgraded panel from previous releases, with an improved feel, control, and system operation. When combined with Spektrum Firma Smart speed controllers and Spektrum Smart capable receivers, the DX5 Rugged receives telemetry data right to your transmitter through the Smart Throttle port on the receiver. Smart Throttle speed controllers can send RPM, speed, speed controller temp, volts and amp draw.

Note that Smart telemetry capability requires a suitable receiver like the SR6100AT, SR215, SR315 or SR515 (sold separately).

SPMR5200GEU Spektrum DX5 Rugged Special Edition Green

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



JConcepts Team Associated B74 Aluminium +3mm Steering Rack

JConcepts has an update for the steering system on the Team Associated B74 with their all-new light weight, aluminium +3mm steering rack. The rack is CNC-machined and replaces the stock piece, and provides a more rigid steering system with increased steering feel and response. More importantly, the +3mm steering rack unlocks a tuning window allowing the steering link to be placed in a higher position. The camber link can now be moved higher along with the steering block to maintain proper geometry. A design feature of assembled items as requested by Spencer Rivkin help setup the steering and toe-in of the B74. If paired together, the JConcepts 2524-1 steering rack and 2527 top-deck have aligned holes which can be used to lock or centre the steering rack in the middle of the vehicle. This is helpful during initial build up and tuning to get parallel positioning of the bell-cranks, front toe-in and servo horn position.

#2524-1 JConcepts B74 Aluminium +3mm Steering Rack - blue

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



JConcepts Team Associated B74 Aluminium Steering Bell Cranks

JConcepts has these updated steering bell cranks for the Team Associated B74 with a servo saver-less aluminium steering system that is CNC-machined and replaces the stock plastic components. The steering bell cranks come in a blue anodised finish and sport machined chamfered silver edges with some hourglass styling. The aluminium, light weight assembly provides a more rigid steering system with increased steering feel and response.

#2522-1 JConcepts B74 Aluminium Steering Bell Cranks - blue (set)

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



JConcepts S15 Tekno NB48 2.0 Body

The S15 body from JConcepts blends performance features from the popular Silencer body with new features such as mid-body winglets and rear stabiliser kick-up. The roof of the body remains strong with the upper fin in position for stability and tracking ability. The engine area remains clean and a deep-rooted position allows the engine head maximum side exposure to air and escape. The front and rear body mount area is cleanly designed and allows for a drop-fit on the Tekno NB48 2.0 and other kit variants. For the precise fit, the design has undergone changes to match the Tekno chassis side-guards and body mount positioning. The S15 stance cockpit allows ample fuel tank access, a smoother high-speed windshield transition which tackles even the most high-speed conditions. The hard-edged chamfering provides the classic JConcepts look while also delivering aero benefits.

#0430 JConcepts S15 Tekno NB48 2.0 Body

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



Ruddog Carbon Fibre Side Guard Sets

Made for the Team Associated B74 and Xray XB4 1:10-scale 4WD off-road buggies are these new carbon fibre side guard sets from Ruddog. The side pods are moulded from high-quality carbon fibre for a low weight and high-quality surface finish, ensuring cool looks and improved car performance as the side guards weigh in at about 17g for the B74 version and 24g for the XB4 version, which is considerably less than the standard composite plastic side pods. Being made of tough carbon fibre the side guards retain the original flex characteristics of the chassis while offering slightly increased ground clearance during cornering. Included with the side guards comes suitable mounting hardware.

RP-0389 Ruddog Team Associated B74 Carbon Fibre Side Guard Set
RP-0390 Ruddog Xray XB4 Carbon Fibre Side Guard Set

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



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

REVIVAL T20

The Revival has established itself as the vintage race meeting to attend in the UK, and has a huge appeal to young and old racers, attracting a star-studded entry. Despite the challenges of an international pandemic, the 2020 event took place in early September at Bingham Model Raceway

■ A highlight of the racing calendar, the Iconic RC Revival was back again for its seventh annual outing. Raising money for the Parkinson's UK charity, the 1:10 electric off-road vintage racing festival was moved from the end of July to early September. The change of date due to the UK lockdown, meant a reduced rostrum for social distancing protocols and a lot of additional administration for Dave Dodd and John Weston behind the scenes, but it was all very much worth the effort as an excellent and much needed weekend ensued for

the vintage racing fraternity with an entry list full to the brim. With heats reduced from 12 buggies to nine, the event was fully subscribed and 140 racers enjoyed the weekend which also included some much needed decent weather.

FRIDAY

The Bingham Model Raceway main gate opened early on Friday to receive the entrants; the vast majority of whom had decided to take advantage of the complimentary on-site camping. The popular Nottinghamshire Mid-East Astro turf

off-road venue gradually began to fill with everyone observing the new distancing protocols across the vast pitting areas available. Racecraft RC set-up their extensive pit shop trackside and were soon open for business, as were the event caterers, Feast Street. Racecraft RC and Feast Street worked very hard all weekend to keep the racers happy as did the BMR crew of Dave Dodd, Darren Wells and Martin Shelton along with John Weston in Iconic HQ. The track opened at midday on Friday for open practise which was controlled by the race computer (ten laps per

run) to ensure some formality and safety up on the socially distanced rostrum. The rostrum was never empty up until 20:00 when practise ended under the floodlights for a bit of fun with a reverse steering Schumacher Wildcat provided by Jiffy Giles for some extra fundraising. The contender with the fastest lap would win a Schumacher Racing mug.

SATURDAY

It was soon the morning and time for 2WD Saturday. Drivers briefing was held over the numerous venue speakers by Darren Wells on the



Kevin Bishop leads with his Schumacher CAT 2000



Richard Covert and Mark Mainey with their modified SRBs

mic to ensure no one needed to gather around. The day got off to a great start for one racer as all race numbers were in the hat for a chance to win a Tamiya Black Edition Lunch Box donated by the Mansfield duo of Lee Broadhurst and Philip Barlow of Byron Doors. Race number 87 was drawn and the prize went to a very happy Carl Massey from Leicestershire. Four rounds of qualifying across 14 heats then got underway. In 2WD this year, there had been some tweaks to the classes which saw the earliest class, 1977-82 buggies, classified as either standard or modified with awards for each sub-class. This gave the opportunity for some period correct ingenuity for the Tamiya SRBs whilst also allowing the more stock versions a chance to compete as well. Marcus Lungley finished top of the pile with his modified SRB after a great battle all day with Mark Mainey and Thomas Peter. The highest placed standard chassis racer was Mark Hazelden with his Tamiya Rough Rider. The 1982-84 class (formerly the 1982-83 class) now included Tamiya Hornets and Grasshoppers in with the Kyosho Scorpions and Tamiya Frogs. The classic beam axle Tamiya buggies had been moved out of the 1984-88 class into somewhere they could be a little more competitive. Racing legend, Richard 'Ishy' Isherwood (Kyosho Scorpion) took the 1982-84 TQ and the A final win after a great battle with Chris Briggs (Tamiya Frog). Philip Barlow with none other than a Kyosho Super



Naushad Jungle's AYK Sidewinder in the 2WD 1982-84 class

Bomber 'custom special' won the spoils in the 1984-88 class ahead of Darren Wells (Kyosho Ultima Pro) and Paul Edwards who was running the Schumacher Top Cat he'd won in the raffle at the previous year's event. Danny Conway finished top of the pile in 1989-93 with his Team Associated RC10 Team with Martin Shelton (Schumacher Cougar 2) in second place and Scott Dumayne (Schumacher Club 10 Cougar) in third. The final and earliest buggy class, 1994-98, saw Mitch Fiddling and Rob Fox battling it out for top spot with their Team Losi XX-CRs. Mitch took the top step. The final 2WD tweak for this year was the much thought about introduction of a stadium truck class with any 1:10 electric 2WD truck eligible from 1989 through to 1998. The main reason for the change was the gradual emergence of trucks within the buggy classes and their advantage on a particularly wet day. We saw two full heats of nine trucks battle it out for a place in the A final. Dave Beeby qualified on pole with his Team Losi XXT-CR but was beaten to the line by Martin Richards with his Team Associated RC10T. The trucks were a great spectacle and will be back again next year. The small adjustments to the 2WD format worked really well and after the last final came the regular Revival Race of Champions to determine the overall 2020 2WD Champion. Nine of the quickest guys across the classes battled it out from a staggered start based on their best times with the aim of them all meeting up on the final lap. It was a classic race with



The Mardave Cobra of Rob Jaques

Ishy holding off Marcus Lungley for a bold and very popular win. Once the awards ceremony was concluded, the racers retired to their socially distanced camping areas to gather their thoughts (with a beer) for Sunday and 4WD.

SUNDAY

4WD kicked off with another giveaway during the driver briefing from Philip and Lee. This time number two was drawn and Steve Haskins from Penguin Custom Body Shells claimed a marvellous Tamiya Terra Scorcher re-release. The qualifying then began across four rounds and 12 heats of classic vintage 4WD buggies. Unlike the 2WD classes, 4WD remained the same as previous years with four classes spanning from 1977 to 1998. 1977-86 features the likes of the Tamiya Hotshot and the Kyosho Optima and then the 1987-88 class recognises the emergence and domination of the Schumacher CAT XLS and Kyosho Optima Mid. The 1989-93 class features the Tamiya Top-Force and the Schumacher CAT 2000 as popular choices and the 1994-98 comprises mainly of Team Losi XX-4, Schumacher CAT 2000EC and the Tenth Technology Predator. TQs and also the A finals wins went to Chris Slater (Schumacher CAT), Nathan Ralls, who also provided fantastic commentary over the whole weekend's finals, (Schumacher CAT XLS), Jamie Booth (Tamiya Top-Force) and Rob Fox (Team Losi XX-4). All four gents plus second place racers from the A finals went into the 4WD Race of Champions with Danny Conway



This Schumacher Storm belongs to Jez Summers

taking the 4WD Champion's crown having only just about getting into the race after a fraught second place in his A final.

CREDIT WHERE ITS DUE

There were 116 awards handed out over the weekend, funded by Martin Shelton Plumbing and Heating, along with the prestigious Daniel Rowlands Schumacher Racing Revival Veteran Trophy which is engraved and passed on to a new recipient each year. This year's worthy winner was Dave Dodd. Not only has Dave raced at all seven Revivals, he's had a hand in running them too. In the early days he shared race control at A1 Racing and then the event moved to his own club (BMR) in 1919 which meant much more effort in the build-up too. His unwavering commitment had arguably been overlooked a little so the Veteran award was a big opportunity to say a proper thank you to him for all of the time and effort across the years. The Revival wouldn't be the Revival without Dave. The trophy was presented by Dave Foster of Schumacher Racing who'd also donated a bumper selection of items to the event, the highlight of which was the very first Schumacher Storm ST truck off of the production line. Serial number 001 was won by Paul Edwards in an online raffle. Other award winning highlights included Bob Sideshow for winning Jiffy's Friday Night Schumacher Wildcat One-Lap Challenge, Molly Smith (the only lady racing at the event) and

RACE REPORT

what: iconic revival where: bmr raceway class: 1:10 off-road



The Team Losi XX-4's of Chris Mitchell and Liam Polwarth battle in the 4WD 1994-98 class



Danny Conway won the 4WD Race of Champions with his Schumacher CAT XLS

Rob Fox for taking the Brett Davis Newcomer Awards and Naushad Junglee and Mannie Panesar (back racing after a 20-year hiatus) taking Icon of the Day on Saturday and on Sunday.

CHARITY WINS

In total for 2020, the amount raised for Parkinson's UK was £3,888 which is an incredible achievement given the particularly difficult year. Much of that amount was directly related to the Revival event with two raffles raising well over £2,000 and BMR donating £600 from the race entry fees. The Iconic Cup was also a big contributor which is amazing due to the fact that it had to be cancelled.

The generous Cup entrants waived much of their refunds in favour of a donation to the fundraising and Team Powers UK also made a significant contribution as everyone waits to use their control motors in 2021 instead. All in all, everyone in the hobby should be very proud of the efforts and generosity involved in reaching such a fantastic 2020 grand total.

Revival 2020 was a terrific success against the odds with everyone observing the new rules and staying safe for the whole weekend. Darren, Dave and Martin of BMR were perfect hosts and the event will again be held at the Notts club in 2021. The official event video will be available on the Iconic RC YouTube channel

(youtube.com/iconicrc) and there are many more event photos available to view on the Iconic RC Facebook group page (facebook.com/groups/iconicrc)

EVENT SPONSORS

The Revival 2020 event sponsors contributed towards the fundraising for Parkinson's UK and there were also contributions from some of the Iconic RC members individually; most significantly from Steve Brooke who very generously contributed a Schumacher CAT XLS Masami, new in the box with the transmission upgrade. Other supporters of the event included AceofAxe RC, Angel Tuning, Bingham Model Raceway, Blu Chilli, Byron Doors, Carnival

Pizza, Cars & Details Magazine, Charlie Foggs, Dead Dog Racing, Dell's Racing Products, EMS Racing, Essex Maintenance Services, Eyeball Entertainment, Faithful Life Models, Fifty Sixty Five, Hobby Circuit, Igified RC, JC Racing Products, Kevin Fenrich Engineering, L&M Specialist Vehicles, Mardave, Martin Shelton Plumbing and Heating, Muzzoom Models Motorsport, OGP, Penguin Custom Body Shells, Racecraft RC, Racer Magazine, RC Model Shop Direct, Schumacher Racing, Sealey, Silly Goat, SMD Direct, 3DJF, Tudor-Hart Racing, WhichWarehouse and YT Autos. ■



2WD Champion Richard Isherwood



Danny Conway won the 4WD Race of Champions



The winner of the 2WD Brett Davis Newcomer trophy was Molly Smith



Rob Fox took the 4WD Brett Davis Newcomer prize



The 2WD Icon of the Day winner was Naushad Junglee



Mannie Panesar took the 4WD Icon of the Day on Sunday



Dave Dodd won the prestigious Daniel Rowlands Schumacher Racing Revival Veteran Trophy

SCHUMACHER RACING DANIEL ROWLANDS REVIVAL VETERAN 2020:

Dave Dodd

RESULT - 2WD RACE OF CHAMPIONS

POS	DRIVER AND RACE NUMBER	BUGGY
Champion	Richard Isherwood #22	Kyosho Scorpion
2	Marcus Lungley #128	Tamiya SRB (Modified)
3	Philip Barlow #59	Kyosho Super Bomber
4	Martin Shelton #99	Schumacher Cougar 2
5	Mitch Fiddling #50	Team Losi XX-CR
6	Danny Conway #60	Team Associated RC10 Team
7	Chris Briggs #64	Tamiya Frog
8	Darren Wells #10	Kyosho Ultima Pro
9	Rob Fox #148	Team Losi XX-CR Kinwald

RESULT - 2WD TOP QUALIFIERS

CLASS	DRIVER AND RACE NUMBER	BUGGY/TRUCK
1977-82	Mark Mainey #131	Tamiya SRB (Modified)
1982-84	Richard Isherwood #22	Kyosho Scorpion
1984-88	Paul Lisseter #55	Team Losi JRX-2
1989-93	Danny Conway #60	Team Associated RC10 Team
1994-98	Mitch Fiddling #50	Team Losi XX-CR
1989-98T	Dave Beely #11	Team Losi XXT-CR

RESULT - 2WD 1977-82 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Marcus Lungley #128	Tamiya SRB (Modified)
2	Mark Mainey #131	Tamiya SRB (Modified)
3	Richard Colvert #158	Tamiya Rough Rider (Modified)
4	Mark Hazelden #138 (1st)	Tamiya Rough Rider (Standard)
5	Stewart Callis #90 (2nd)	Bolink Digger 10 (Standard)
6	Richard Brazier #160 (3rd)	Bolink Digger 10 (Standard)
7	Matthew Richardson #94	Tamiya Rough Rider (Standard)
8	Martin Dunne #62	Tamiya Sand Scorcher (Standard)
9	Thomas Peter #16	Tamiya SRB (Modified)

RESULT - 2WD 1982-84 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Richard Isherwood #22	Kyosho Scorpion
2	Chris Briggs #64	Tamiya Frog
3	Steve Brunt #63	Kyosho Scorpion
4	Naushad Junglee #38	AYK Sidewinder
5	Martin Skennerton #107	Tamiya Hornet

RESULT - 2WD 1984-88 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Philip Barlow #59	Kyosho Super Bomber
2	Darren Wells #10	Kyosho Ultima Pro
3	Paul Edwards #93	Schumacher Top Cat
4	Paul Lisseter #55	Team Losi JRX-2
5	Iain Groom #40	Schumacher CAT XL
6	Stephen Davis #108	Schumacher Top Cat
7	Alex Tudor-Hart #7	Schumacher Top Cat
8	Dan Ferguson #9	Schumacher Top Cat
9	Stephen Brooke #24	Kyosho Turbo Scorpion

RESULT - 2WD 1984-88 B FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Jiffy Giles #66	Team Associated RC10
2	James Hodgson #119	Kyosho Ultima Pro
3	Paul Johnson #95	Schumacher Top Cat
4	Paul Ruckledge #153	Mardave Meteor
5	Lee Whish Gains #86	Tamiya Wild One
6	Jonathan Davies #115	Kyosho Turbo Ultima
7	Aidan Mitchell #145	Tamiya Nova Fox

RESULT - 2WD 1989-93 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Danny Conway #60	Team Associated RC10 Team
2	Martin Shelton #99	Schumacher Cougar 2
3	Scott Dumayne #133	Schumacher Club 10 Cougar
4	Jamie Booth #1	Tamiya Super Astute
5	Colin Kershaw #156	Mardave Cobra
6	Phil Degavino #118	Schumacher Cougar 2
7	Mike Penfold #35	Schumacher Cougar 2000
8	Rob Mills #143	Mardave Cobra
9	Nathan Ralls #68	Kyosho Ultima Pro XL

RESULT - 2WD 1989-93 B FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Gary Ogden #78	Schumacher Club 10 Cougar
2	Brendan McNulty #26	Tamiya Super Astute
3	Nick Stokes #18	Schumacher Cougar 2 Team
4	Malcolm McLanachan #127	Mardave Cobra
5	Andy Sawyer #105	Tamiya Astute
6	Dave Dodd #71	Team Associated RC10 Team
7	Dave Laycock #79	Schumacher Cougar 2
8	Adrian Prince #8	Schumacher Cougar 2
9	Dave Proctor #116	Team Associated RC10 Team

RESULT - 2WD 1989-93 C FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Paul Brockbank #91	Schumacher Cougar
2	Stephen Davis #108	Tamiya Super Astute
3	Richard Brazier #160	Mardave Cobra
4	Christopher Wierzbianski #111	Schumacher Club 10 Cougar
5	Ian Harris #93	Schumacher Club 10 Cougar
6	Trevor Hals #141	Kyosho Ultima Pro XL
7	Robert Jaques #69	Mardave Cobra
8	Chris Packer #114	Tamiya Super Astute
9	Paul Morrissey #56	Team Associated RC10 Team

RESULT - 2WD 1989-93 D FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Adrian Parkes #70	Tamiya Astute
2	Simon Smith #146	Traxxas Radicator 2
3	Carl Massey #87	Schumacher Cougar
4	Alex Sparey #30	Tamiya Super Astute
5	Liam Daw #126	Tamiya Madcap

RESULT - 2WD 1994-98 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Mitch Fiddling #50	Team Losi XX-CR
2	Rob Fox #148	Team Losi XX-CR Kinwald
3	Charles Krontriss #67	Team Associated RC10B3
4	Daniel Wooster #66	Team Losi XX Kinwald
5	Mark Rogers #129	Team Associated RC10B2
6	Neal Twitcheen #135	Team Losi XX
7	Nick Dale #39	Team Losi XX
8	Adrian Thorpe #61	Team Associated RC10 Worlds
9	Steve Haskins #2	Team Losi XX

RESULT - 2WD 1994-98 B FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Stefano Lazzarato #27	Team Associated RC10B3
2	Adam Burgess #15	Team Losi XX
3	Mannie Panesar #28	Team Associated RC10B3
4	Sam Bradshaw #142	Team Losi XX
5	Chris Mitchell #51	Team Losi XX
6	Ross Bartlett #19	Kyosho Pro-X
7	Richard Miller #36	Team Associated RC10 Worlds
8	Chris Hudson #65	Schumacher Fireblade 2000
9	Robert Roskilly #75	Team Losi XX

RESULT - 2WD 1994-98 C FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Paul Kirkham #96	Team Associated RC10 Worlds
2	Ian Boulter #147	Team Associated RC10B3
3	Ian Purnell #98	Schumacher Fireblade USA
4	Justin Hayes #124	Team Losi XX
5	Leslie Webster #74	Team Associated RC10B3
6	Alex Leek #104	Team Losi XX
7	Sam Hunt #89	Team Associated RC10B3
8	Jake Burr #102	Team Losi XX
9	Neil Carniffin #136	Team Losi XX

RESULT - 2WD 1994-98 D FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Winston Barnett #157	Team Losi XX
2	John Crane #120	Schumacher Fireblade
3	Jonathan Dyer #123	Team Associated RC10B3
4	Andy Spilisbury #149	Schumacher Cougar 2000 '95
5	Dave Saville #140	Team Losi XX-CR
6	Bob Sideshow #62	Schumacher Cougar 2000
7	Alex Cannon #29	Team Losi XX
8	Garry Gooderham #155	Tamiya Fighter Buggy RX
9	Klaine Andrews #121	Team Losi XX

RESULT - 2WD 1989-98T A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Martin Richards #134	Team Associated RC10T
2	Dave Beely #11	Team Losi XXT-CR
3	Mike Agar #130	Team Associated RC10T3
4	Brett Stansfield #110	Team Losi LXT
5	Martin Gilmore #52	Team Associated RC10T2
6	Ross O'Connell #144	Team Associated RC10T3
7	Andy Sawyer #105	Team Associated RC10T
8	Edward Galt-Carr #109	Tamiya Stadium Thunder
9	Mike Richardson #84	Team Associated RC10T3

RESULT - 2WD 1989-98T B FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Stuart Gains #46	Schumacher Storm 2000
2	James Smith #5	Tamiya Dyna Blaster
3	Jamie Belcher #81	Team Associated RC10T3
4	Liam Polwarth #4	Team Losi XXT
5	Richard Blake #88	Tamiya Blitz Beetle
6	Jack Proctor #101	Team Associated RC10T
7	Molly Smith #152	Schumacher Club 10 Storm
8	Jez Summers #95	Schumacher Storm
9	Will Price #54	Tamiya Stadium Blitzter

2WD ICON OF THE DAY

DRIVER	BUGGY
Naushad Junglee	2WD 1982-84 AYK Sidewinder

2WD BRETT DAVIS NEWCOMER AWARD

DRIVER	BUGGY
Molly Smith	2WD 1989-98T Schumacher Club 10 Storm

RESULT - 4WD RACE OF CHAMPIONS

POS	DRIVER AND RACE NUMBER	BUGGY
Champion	Danny Conway #60	Schumacher CAT XLS
2	Philip Barlow #59	Kyosho Optima
3	Jamie Booth #1	Tamiya Top-Force
4	Chris Slater #57	Schumacher CAT
5	Rob Fox #148	Team Losi XX-4
6	Nick Dale #39	Schumacher CAT 2000
7	Mitch Fiddling #50	Team Losi XX-4
8	Nathan Ralls #68	Schumacher CAT XLS

RESULT - 4WD TOP QUALIFIERS

CLASS	DRIVER AND RACE NUMBER	BUGGY
1977-86	Chris Slater #57	Schumacher CAT
1987-88	Nathan Ralls #68	Schumacher CAT XLS
1989-93	Jamie Booth #1	Tamiya Top-Force
1994-98	Rob Fox #148	Team Losi XX-4

RESULT - 4WD 1977-86 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Chris Slater #57	Schumacher CAT
2	Philip Barlow #59	Kyosho Optima
3	Richard Isherwood #22	Kyosho Optima
4	Stuart Smith #48	Tamiya Boomerang
5	Mark Mainey #131	Kyosho Optima
6	Thomas Peter #16	Hirobo Zerda
7	Chris Briggs #64	Tamiya Boomerang
8	Andy Sawyer #105	Tamiya Hotshot
9	Marcus Lungley #128	Tamiya Bigwig

RESULT - 4WD 1977-86 B FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Dylan Page #76	Tamiya Bigwig
2	Stuart Gains #46	Tamiya Bigwig
3	James Hodgson #119	Schumacher CAT
4	Simon Smith #146	Tamiya Super Shot
5	Christopher Wierzbianski #111	Tamiya Boomerang
6	Adrian Prince #8	PB Mini Mustang
7	Martin Dunne #82	Tamiya Hotshot
8	Richard Colvert #158	Tamiya Hotshot
9	Steve Brunt #63	Kyosho Optima

RESULT - 4WD 1977-86 C FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Nick Gane #125	Kyosho Turbo Optima
2	Paul Johnson #95	Tamiya Boomerang
3	Jonathan Davies #115	Kyosho Optima
4	Jack Proctor #101	Kyosho Optima
5	James Freshingham #113	Tamiya Boomerang
6	Kaylan Jordan-Miller #103	Kyosho Optima
7	Dave Beely #11	Tamiya Bigwig

RESULT - 4WD 1987-88 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Nathan Ralls #68	Schumacher CAT XLS
2	Danny Conway #60	Schumacher CAT XLS
3	Charles Krontriss #67	Schumacher CAT XLS
4	Gary Ogden #78	Schumacher CAT XLS
5	Nick Stokes #18	Schumacher CAT XLS
6	Colin Kershaw #156	Yokomo 870C
7	Chris Briggs #64	Schumacher CAT XLS
8	Scott Dumayne #133	Schumacher CAT XLS
9	Iain Groom #40	Schumacher CAT XLS

RESULT - 4WD 1987-88 B FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Dan Ferguson #9	Schumacher CAT XL
2	Rob Mills #143	Tamiya Terra Scorcher
3	Matt Harrison #137	Schumacher CAT XLS
4	Paul Kirkham #96	Schumacher CAT XLS
5	Richard Brazier #160	Tamiya Terra Scorcher
6	James Smith #5	Schumacher CAT XLS
7	Stephen Brooke #24	Schumacher CAT XLS
8	Garry Gooderham #155	Schumacher CAT XLS
9	Will Price #54	Tamiya Thunder Shot

RESULT - 4WD 1987-88 C FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Dave Beely #11	Tamiya Avante
2	Andrew Crute #58	Tamiya Terra Scorcher
3	Richard Blake #88	Mari Ninja
4	Peter Daley #151	Schumacher CAT XLS
5	Lee Whish Gains #86	Tamiya Thunder Shot
6	Dave Saville #140	Schumacher CAT XLS
7	Richard Armstrong #13	Tamiya Vanquish

RESULT - 4WD 1989-93 A FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Jamie Booth #1	Tamiya Top-Force
2	Nick Dale #39	Schumacher CAT 2000
3	Mannie Panesar #28	Schumacher CAT 2000
4	Danny Conway #60	Kyosho Lazer ZX-R
5	Martin Richards #134	Schumacher CAT 2000
6	Mike Penfold #35	Schumacher CAT 2000
7	Darren Wells #10	Kyosho Lazer ZX-R
8	Paul Lisseter #55	Tamiya Top-Force
9	Adrian Thorpe #61	Tamiya Top-Force

RESULT - 4WD 1989-93 B FINAL

POS	DRIVER AND RACE NUMBER	BUGGY
1	Bob Sideshow #62	Schumacher CAT 2000
2	Winston Barnett #157	Tamiya Top-Force
3	Rob Mills #143	Kyosho Lazer ZX-R
4	Ross Bartlett #19	Kyosho Lazer ZX-R
5	Dylan Page #76	Kyosho Optima Mid Custom S
6	Neil Carniffin #136	Schumacher Bosscat Works
7	Phil Degavino #118	Schumacher Procat
8	Paul Brockbank #91	Schumacher Procat
9	Dave Dodd #71	Kyosho Lazer ZX-R

RESULT - 4WD 1989-93 C FINAL

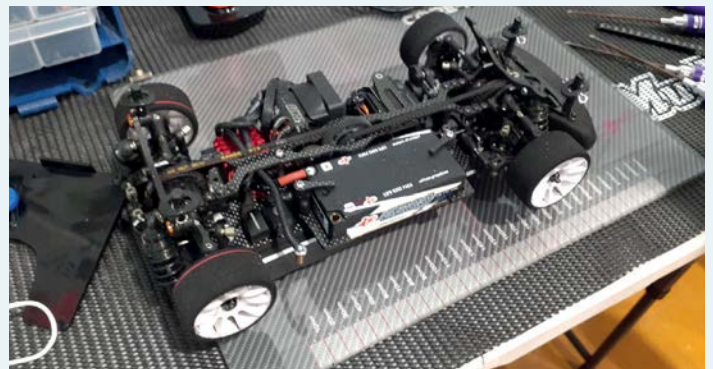
POS	DRIVER AND RACE NUMBER	BUGGY
1	Alex Tudor-Hart #7	Schumacher

YOUNG COMES OF AGE

After the Rand brothers dominated the first rounds of the 2020 MTC Nationals, it was the series organiser who managed to grab a win in Essex as Mark Young won the foam class at Southend



The line-up of cars for the second round of the MTC Nationals



The Rand Racing Products 3 Racing mid-motor conversion of Dave Rand

After the success of the first round hosted in Norwich two weeks earlier, the MTC Nationals moved to the South East of England to Rayleigh in Essex with SRCCC being the venue for round two. The Southend club is one of the oldest running in the area and not only do they have weekly Tuesday night meetings at the same venue as the

EWS meetings, but they also have two outdoor tracks, both on- and off-road so they have all bases covered.

We were in the smaller hall for this meeting which they use for week nights with an almost full entry. The track was laid the day before so the carpet was super flat and spotlessly hoovered. A tight chicane led on to

the straight then into the sweeper, two switch backs took you through the follow through to another switch back section, then back around to the chicane. Sub 10-second laps were achieved by the top drivers in both classes and some not far off a setting 8 second laps, so it was a technical but super-fast layout.

QUALIFYING - FOAM CLASS

Mark Barford was again the man on a mission and starting to be the man to beat and Dave Rand, the championship leader was not having it all his way this time out. Round four would see him pip Mark Young for P2 by just over half a second, bumping Mark down a



SRCCC hosted the second national at their venue in Rayleigh, Essex

spot. But P1 went to Mark Barford with a succession of FTQ runs and this shaped the finals up for some fantastic racing.

FINALS - FOAM CLASS

In leg one it was an unfortunate start for pole sitter Mark Barford who stripped a spur on the way to the grid. That said he soldiered on through the race to take a vital fourth place which may come into play later in the championship. Meanwhile, up front we had a colossal battle for the lead with Dave Rand coming out in front of Mark Young, until the last lap. Disaster struck for Dave who clipped a backmarker on the last corner and this handed the win to Mark Young. Dave recovered to take second and Michael Chapman followed them both home to take third.

After the excitement of leg one could the second final be bettered? Yes. We had a train of cars for the first five or so laps, all looking to topple Mark Barford from the lead. It was great to see such clean and close racing. Coming off the sweeper Mark Barford and Dave both met at the corner which gave Mark Young the chance he needed and he took the lead. Mark Barford and Dave quickly set about chasing him down, but Dave pulled away from Mark Barford and set about chasing the leader down. With a few seconds to go Dave had almost caught Mark Young, but it was too little too late as the buzzer sounded just before Mark Young crossed the line for another win

with Dave on his bumper. The overall result was a win for Mark Young, second was Dave Rand and third went to Michael Chapman.

QUALIFYING - RUBBER CLASS

It would be a brave racer to bet against Stu Rand in the rubber class, but FTQ in round one went to Mark Young when Stu retired half way through the race. Business as usual was resumed for the following three rounds Stu extended his lead to take P1 for the finals, followed by Mark and Michael Chapman rounding out the top three.

FINALS - RUBBER CLASS

Stu Rand stormed away from the start line at the sound of the buzzer in leg one to pull out a comfortable lead on the first lap. Meanwhile the battle was on for second between Mark Young and Michael Chapman. Both made errors but Michael one less so took second from the hard-charging Stu, with Mark picking up third.

As leg two started Mark was hot on the heels of Stu for the first lap but the leader started to extend his advantage, Around halfway through the final Mark clipped the apex of the sweeper firing him off the track which let Michael through to second. Stu took a flag-to-flag win again and with it the overall win. Michael backed up his leg one result with another second place taking step two on the podium and Mark made



Stuart Rand's rubber class-winning RRP Xray mid conversion



The Concourse d'Elegance trophy-winning shell of Colin Webb

the best of the two bad runs to take third overall.

QUALIFYING - TAMIYA SUPPORT CLASS

With only four cars entered it was a great day for the support class racers to fine-tune their cars. All four being SRCCC racers, I'm sure a more relaxed days racing tune wise was welcomed by them compared to their busy club nights.

FINALS - TAMIYA SUPPORT CLASS

Legs one and two of the finals for the support class were almost identical. Jamie Greenwood coming good in both finals to take two A final wins from his P2 grid slot. Pole sitter David Ball had to settle for second place in both finals taking second overall. With one of the hardest working and nicest men in the RC world Ray

Cockman taking third place on the podium.

DOUBLE HEADER

It was an epic end to round two of the championship which makes it two rounds down and two to go. The championship is really hotting up now and is very close in the foam class with four possible contenders. Stu is romping away at the moment in the rubber class, but anything can happen at the last two rounds.

We will next be racing at what is now being called the MB Raceway Weekender. Rounds three and four will be run over the weekend of 19-20 September at what many consider is the country's biggest and best permanent indoor carpet venue.

We will see the MTC Nationals Rubber and Foam Champions crowned here and a fitting end to the series, if a little shorter than expected at the beginning of the season... ■



Mark Young won in foam from Dave Rand and Michael Chapman



In the rubber class Stu Rand took the win from Michael Chapman and Mark Young



EDITORIAL

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

RC HAS IT ALL



When I first got into the hobby I was 17-years-old, but had been well aware of my local club and what RC racing was all about when I was in primary school. One of my adult neighbours had a Tamiya Holiday Buggy that just looked so cool, and I knew that in the future I would have to get something like this and have the same experience. The fact that he had an RC model and his sons didn't suggested to me that this was a pricey investment and maybe not everyone could afford it... My interest was further raised when the local club, Eden Park Overlanders setup a temporary race event at my primary school's summer fete. This was back at a time when you discharged your NiCd batteries using a full-size car's headlight bulb - yes we are talking about 35 years ago if not more! You can imagine how popular the attraction was for the kids to see these cars race around a make-shift course, and to be honest, their performance and capability compared to today's models would make them look very tame, but that definitely did not matter

in the slightest. The spectacle of throwing up ripped out grass and them jumping side-by-side was simply awesome. The RC club would also attend the Bromley Pageant of Motoring, the biggest one day car show in Europe, and this was a great way of them increasing awareness of the racing and showing off the hobby.

I first got into to the hobby with a second-hand Tamiya Astute that I slowly upgraded by fitting an electronic speed controller to replace the mechanical unit, then a faster servo and so on. For someone who was still in the latter stages of education, it meant that all my wages on a Saturday were put aside for upgrades so it wasn't as expensive as I first thought, but it had definitely become a drug! Although the Astute was really only raced on the street with friends, I was soon spending far too much time at the local model shop and before long I had invested in a Schumacher Cougar and began racing at a couple of local venues.

Although 1:10 off-road is in my blood, I have

been very lucky to have sampled lots of different race classes over the years. From 1:8 off-road, 1:10 nitro on-road, touring car, 1:12 on-road, stadium trucks and 1:8 circuit to name just a few. Then when I think about working here at the magazine, that list grows even more with some of the recreational and truly fun models so crawlers, monster trucks and lots of large-scale machinery. I am truly blessed to have had access to these vehicles, and every single one has appealed in one way or another. Whether you are driving a rock crawler at walking pace and negotiating a steep trail with lots of roots, or the sound of a two-stroke engine at full chat in a large-scale buggy, the rewards are many. So what am I trying to say? Well that is that although we will always have a favourite class, never ignore the other categories out there and if you get the opportunity to have a go, do it! You don't know what you are potentially missing out on...

Matt Benfield
Editor

TOOL OF THE MONTH

RudeBits is now offering these Multi-Functional Pliers that can be used in many RC applications such as balls studs, screw measurement, hole measurements, pin measurement, stud level removal, shock shafts, shock tops, shock bottoms and more. The tool retails for under £20 and are available from www.rudebits.net



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



Facebook – Redcat Racing

Redcat used Facebook to announce their SixtyFour model, a 1:10-scale fully functional RTR hopping lowrider featuring an officially licensed 1964 Chevrolet Impala SS body. You can find out all the details on this by going to www.rclowriders.com



Facebook – Scuderia AP

We spotted this awesome machine on the Slovakian Scuderia AP Facebook page. According to the video, "every piece is handmade a it takes around three months to make." Check out the whole video at <https://tinyurl.com/y4xkee9r>



YouTube – Tamiya Inc

Tamiya Inc shared this video of a full-size Mini 4WD in Aero Vante guise being shown and driven at a car show. Based around a space frame chassis, the replica appears to use VW air cooled engine, rear mounted of course and is equipped with the distinctive wide front and rear bumpers that grace the model. You can see the car in action at <https://www.youtube.com/watch?v=gx3V51A-euE>



Facebook – Dr. X-Maxx

This video is titled, "How do you get to your favourite place? X-Maxx Taxi". It shows an interesting setup using an X-Max to drive the four rear wheels of another made, pulling a trailer with the driving control the two models – one powers and the other has to steer. Safety is not paramount as it seems there is battery hanging out dangling very close to the rotating wheels!



Head to <https://tinyurl.com/y6p9btmz> and you can see it in action...

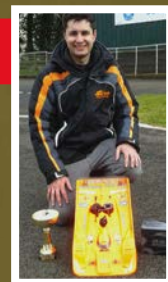
1 YEAR AGO – JANUARY 2020

At the end of 2019 a new model shop opened in Hastings with 1066 RC following on from the success of the local off-road club. In *Serpent* news, Michael Salven announced his retirement from competing at the highest level, whilst back-to-back BRCA National Junior Champion Jack Hirst signed to race for the 1:8 off-road team in the UK. Here at the magazine, we are always being asked, "How fast does it go Mr?" so the GPS Speed Meter & Tracker from Dynamite is a great little tool to have around as we found out when we tested it. Tamiya's venerable WR-02 chassis got a makeover with the new Comical Hornet - a wheelie-popping machine designed for fun and to appeal to your inner child. And making a return was former BRCA National Champion Tom Cockerill, who would combine his RC racing with some full-size action in the Caterham Academy with his self-built race car.



5 YEARS AGO – JANUARY 2016

The Essex Winter Series (EWS) has become one of those signature events that tells us winter has arrived. Top touring car drivers flock in their droves to the event and this year it was Olly Jefferies taking the Zen-Racing-sponsored modified class and Jimmy Madison walking on to the top step in the Capricorn super stock class. Tim Wood won the BRCA 1:8-Scale On-Road



National Championship after a nine-round season, pleasing his sponsor *Serpent*. It's Christmas time so we went ape and tested a pit bag (the awesome Ogio Rig 9800) a 3D printer from the delightful Dremel and a boat from LRP - go figure...

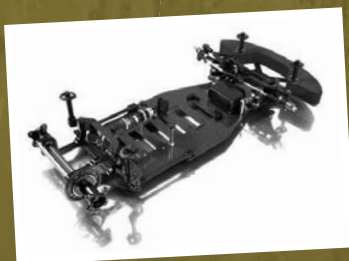


10 YEARS AGO – JANUARY 2011

Cody King, driving his Kyosho car powered by Team Orion won the IFMAR 1:8 Off-Road World Championship in Thailand. After a few changes of lead, Cody fought the closing laps with outgoing World Champ Atsushi Hara (*Hot Bodies*) to win by a nose. Team Losi Racing announced details of their forthcoming 22 2WD electric off-road car and a 1:18-scale Mini-Sprint RTR car. Horizon Hobbies went



into the future with a hydrogen fuel cell to power electric cars – since you have to create your own hydrogen, it's hardly an item for a club night thrash! It's winter, so a suitable chassis comes along for the season and this time it's a World GT from Xray. The X10 Link car was designed along the basis of the popular XII 1:12 chassis but with the battery placed unconventionally up the middle of the chassis.



THRASH TEST - TRAXXAS STAMPEDE 4X4 KIT


■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £319



BUILD AND THRASH

The latest evolution of the popular Stampede 4x4 is the assembly kit version, which means owners will get the enjoyment of the build as well as the knowledge and understanding of how a very capable Traxxas truck goes together

"The truck is super strong, and it wills you to hit the jumps harder"

 Traxxas is a company that first came to prominence in RC history when team driver Scott Montgomery took an A final spot in the 2WD element of the 1991 IFMAR World Championships held in Detroit, USA. Racing was the 'be all' of the hobby at this time with the likes of Team Associated, Schumacher, Team Losi, Yokomo and others vying for the win on a Sunday, with the aim of selling more cars on the Monday after. Traxxas would initially adopt this proven sales strategy with their TRX-1; a distinctively bodied 1:10 off-road buggy that with a flat carbon fibre chassis and notably super smooth shocks. But Traxxas was one of the first brands to refocus on the burgeoning Ready-To-Run scene and stopped developing race models and instead launched such RC icons as the nitro-powered T-Maxx and then the electric E-Maxx. And the rest as they say is history!

MODERN TIMES

Nearly 30 years on from Scott's notable achievement in Detroit, the US brand has an enviable line-up of products backed up by an excellent website. Their distributors around the world have been selected for their knowledge and retail support, which in turn aids the customer from initial purchase through to the all-important after sales service. There is a wide spread of models in the Traxxas portfolio and so there is a product for most needs starting out with the smallest 1:18 LaTrax, through to 1:10 2WD off-road models like the Bandit buggy and Rustler truck, then there is the crazy X0-1 on-road car capable of 100mph plus and the massive X-Maxx 8S truck, powered by a pair of 4S 14.8V LiPo batteries! Sitting somewhere happily in the middle is the Stampede 4x4 Kit that unlike the majority of its other family members, will have to be put it together rather than be supplied as an RTR. That said, this truck will appeal to the first-time buyer, someone looking to get into the hobby, or it can be considered as an ideal choice for a second purchase, moving onto something more capable and with increased technologies used in the design. There is no need to have


any concerns if this is a first kit build as like everything Traxxas does, they nailed it!

THE SPECS

The Stampede 4x4 Kit, as the name suggests features four-wheel drive so all the wheels are driven, which not only aids stability and traction, but also increases the off-road potential. The design uses a shaft drive setup with a distinctive blue moulded propshaft linking the front and rear, whilst in the centre there is an adjustable slipper clutch that will protect the transmission from aggressive jump landings, and abuse from the driver when going from backwards to forwards without any sympathy for the internal components. Hidden away inside the front and rear gearbox modules are sealed oil-filled diffs that are equipped with steel gears that can handle the power with ease, and will offer hours of use without any fear of wear or risk of possible damage. To handle rough tracks and big jumps, each corner is graced with an oil-filled Ultra shock that offers plenty of travel and ground clearance. Topping off the package is an unpainted truck body so you can choose to paint it in one or many colours, although for the first-timer this can be one of the more worrying tasks of the build...

THE BUILD

To put the kit together you will need to have some basic RC tools to hand as well as general items used in the home. First of all the hardware is metric so some hex (allen) keys (1.5mm, 2mm and 2.5mm sizes) and needle nose pliers will come in handy that when allied to the basic Traxxas tools included will make the process a smooth one. The rubber Chevron Maxx tyres will need to be glued to the All-Star 2.8" wheels and the clear body painted, so we would suggest talking to the specialist model retailer to make sure you get some suitable tyre glue and polycarbonate (Lexan) paint.

The build process begins with the building of the two diffs and then the four plastic-bodied shock absorbers, and Traxxas includes suitable 

THRASH TEST - TRAXXAS STAMPEDE 4X4 KIT

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £319



The Stampede 4x4 Kit is powered by a brushed setup with Traxxas's own motor and speed controller included



Neat guards protect the vulnerable lower shock mounting on the wishbone



Here you can see the servo saver, blue-shielded bearings, telescopic driveshafts and fixed length upper linkages

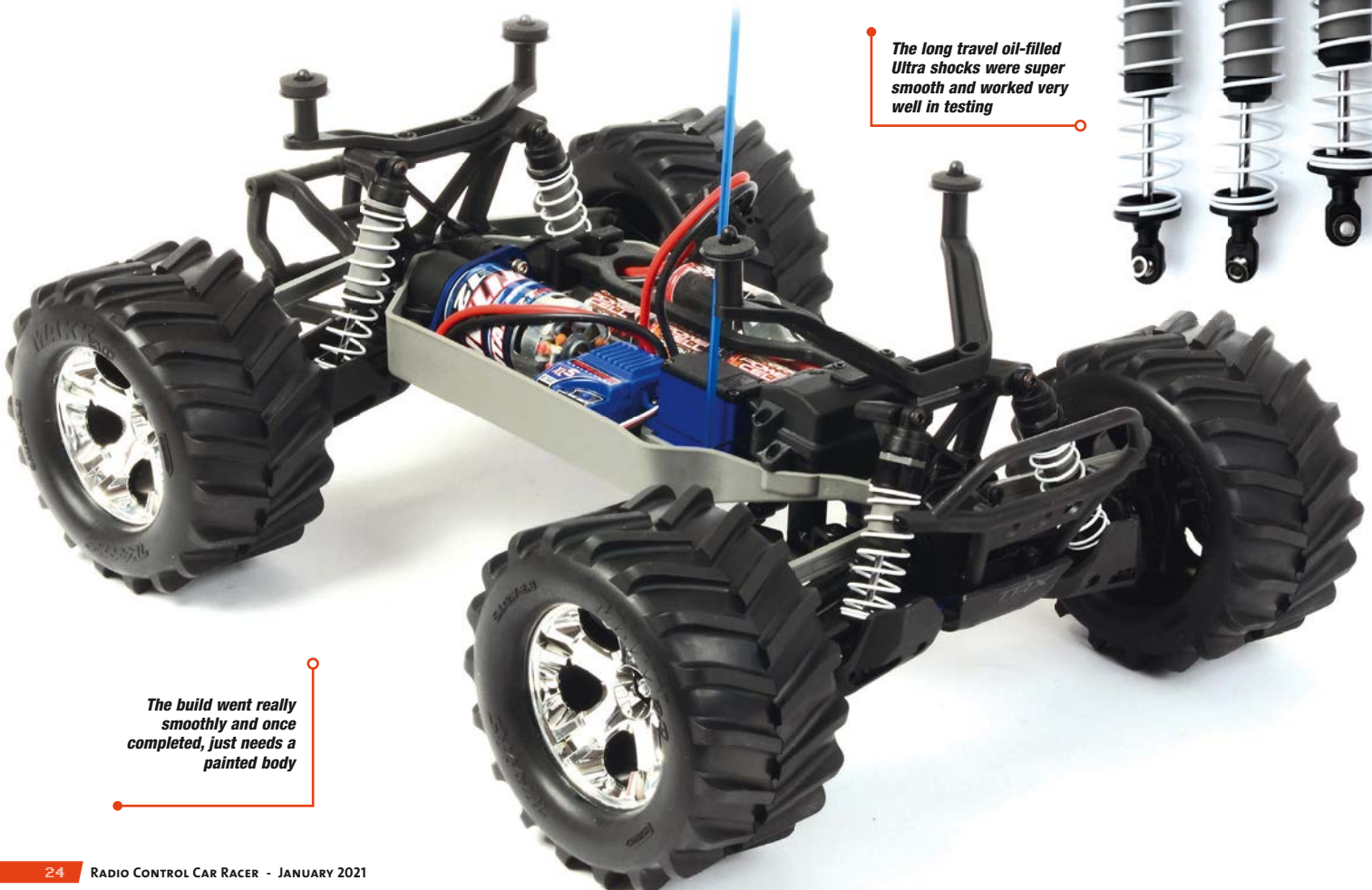
oils for both of these different components. The front-end is the first module to be constructed and comprises of installing the prebuilt servo saver, dropping in the diff that is supported on quality shielded bearings, and then the lower front wishbones, The shock tower and skid plate follows as do the hubs and caster blocks. Traxxas doesn't use metal for their driveshafts but instead uses a proven moulded telescopic design that is simple and strong, as well as offering a wide range of movement. Up top the suspension features fixed length upper linkages so there is no fear of making an error with the truck's geometry. The wide front bumper will protect the shock absorbers that are bolted in place complete

with some neat lower mount guards. The final parts of the steering are installed along with the adjustable turnbuckle linkages and this completes the first module.

The second section is the rear and this essentially follows the same pattern as the front. Instead of a wide bumper, the smaller rear one doubles up as an upper wheelie bar mount that will come in very handy! Now that the front- and rear-ends are finished, the attention turns to the main chassis and some of the electrical components. The servo and speed control are both bolted into place, followed by the receiver box. The latter offers additional protection for the waterproof receiver, but it's a fiddly install

as there are leads from the servo and speed controller to carefully pass through the case without damaging the lead, and getting all the excess length neatly tidied up inside. This does take a little time so patience is required...

The final piece of the drivetrain is the slipper clutch and although this looks like a very tricky item, the instructions make it a simple task. Although this is adjustable, it has to be removed for this to happen so it's



The long travel oil-filled Ultra shocks were super smooth and worked very well in testing



The build went really smoothly and once completed, just needs a painted body


Why Build a Kit?

If you can buy the same model pre-built, with the body already painted and the electrics installed, why would you go for the kit option that takes up more of your valuable time? Well here at Racer Magazine we would choose the kit option every time and we will tell you why... When you put a kit together you are learning about the model - how the individual components go together, how one module interacts with another, and how the designer's thoughts came together to make a fully working model. You also gain valuable experience and knowledge that will benefit you down the line should you need to repair or carry out some maintenance.

Whilst the majority of Ready-To-Run models are built to a high standard, errors can occur, some of which you can avoid as a builder by not being limited to the same time restrictions as the manufacturer.

Whilst competition-spec models target the racer who might have spent many years in the hobby and has built tens of kits, examples like the Traxxas Stampede 4x4 Kit we have here has been tweaked in certain areas to make the process a simple one, and this will build confidence for the owner as they gain a complete understanding of the mechanics. For example you get all you need in the one box, and assembly is aided by the full-colour step-by-step instructions. Traxxas has definitely gone the extra mile to make the full-colour instruction book easy to follow and fun to use. Each section corresponds to a labelled bag with step-by-step assembly instructions. True-to-scale part illustrations and ruler charts make it easy to differentiate between different screws, bearings and gears, whilst helpful assembly tips and clear illustrations take the frustration out of the assembly process.

Never fear a kit purchase even when it's sitting alongside a bigger box containing the RTR version. You will learn more about your investment in the few hours it takes to put together as well as enjoying the process of the build.



The optional Battery and Charger Completer Pack includes this 2A mains unit

The adjustable slipper clutch unit built and ready to be installed

Traxxas's own 8.4V NiMH battery provided around half an hour of runtime

The oil-filled diffs feature metal gears and are supported on bearings

best to get the setting as per the manual first time round.

Now the Stampede 4x4 really starts to take shape as the front module is secured to the main chassis and the blue moulded centre driveshaft into that. The slipper clutch unit follows with the rear module completing the transmission and the majority of the build is done. The motor is fitted to its blue alloy mounting plate before dropping into position and the mesh set. The latter requires a small amount of free movement to be evident between the spur gear on the slipper clutch and the pinion gear on the motor. This free movement, sometimes referred to as backlash ensures the best performance, avoids wear and keeps any transmission noise as low as possible. If this is new to you, Traxxas's excellent instructions has you covered with a simple tip in the manual to make this job super easy. Finally, bolt the body posts to the front and rear towers and it's time for some rubber and polycarbonate.

PLASTIC, RUBBER AND POLYCARBONATE

The tyres must be glued to the wheels with a suitable adhesive as otherwise performance will be compromised with the plastic wheels spinning inside the rubber tyres. Make sure you do this on both the inside and outside, lifting the bead of

the tyre off the wheel for a super strong bond, as it's also possible to roll the tyre off the rim during hard cornering.

We despatched the polycarbonate body off to one of our trusty body shell painters with the end result of a few hours with an airbrush being a classic design that suits the body lines nicely. Of course a scheme like this isn't necessary and you can come up with an effective end result using a few cans, along with the included window decals and Traxxas logos.

INCLUDED ELECTRICS

This Stampede may come as a kit, but unlike other brands this model includes a full set of electrics including a servo for the steering, speed controller, motor, transmitter and matching receiver. The speed controller is Traxxas's venerable waterproof XL-5 model that comes with three throttle profiles, one of which is Training Mode that reduces the overall power output by 50 per cent making it easier for young or new drivers to develop their control skills. It can also accept LiPo batteries to be used with its two-stage low voltage detection. The TQ transmitter is Traxxas's own TQ 2.4GHz unit and will require four AA batteries to power it. The basic steering unit is matched to one of their TQ 2.4GHz receivers that is located inside a protective moulded box. A larger than standard 550-size brushed motor is used to power the truck



THRASH TEST - TRAXXAS STAMPEDE 4X4 KIT

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £319

On Test

With the battery fully charged and those final transmitter checks carried out, we headed out to the woods to put the Traxxas Stampede 4x4 Kit to the test. A quick punch of the throttle and the truck ripped away from a standstill, throwing gravel and chippings out from under its tyres in a controlled but dramatic manner. The traction was good, but being able to spin the tyres means you can have a lot of fun with the truck drifting it in the corners and oversteering on the way out. The Stampede 4x4 is fast, fun and very capable.

We stuck with the standard profile on the XL-5 speed controller - Sport Mode - so had full power in both forwards and reverse, as well as brakes. We did have a look at the options as you have to be smooth when pulling up to a stop as the brakes are very strong, and are enough to flip it over so bear this in mind! But when you leave a teenager in charge of the transmitter, common sense goes out of the window and seeing what the truck is capable of becomes most important. Therefore the biggest jumps were sourced, the deepest drop offs, and the largest pile of leaves. Although technical sections were taken carefully as we tested the low-speed handling, in between these it was flat out and fast! Tumbles were regular and apart from the awkward crunch of polycarbonate as the body absorbed the impact, we were in little doubt that it would slow down the truck or affect the attitude of a lunatic driver. The slipper clutch will protect the transmission against driver-induced damage. Whilst some other manufacturers have a system that prevents the driver from going straight into reverse from forwards - the driver has to allow the throttle trigger to return to neutral before reverse can be activated - the XL-5 doesn't have this so you can be very brutal with the throttle and brakes and get to do some great stunts. You can get the truck to pull a wheelie when there is enough grip, but you will need to get it rolling backwards before pulling hard on the trigger. Thank goodness Traxxas builds their models tough as you can really give the Stampede 4x4 Kit a beating!

The runtime on the supplied Traxxas 3000mAh 8.4V NiMH battery is around half an hour which is pretty good, and we are already looking to add another battery pack to increase the fun time and of course the options available with different pack types and specifications that could add to the speed and duration.

Sadly due to the detailed paint scheme the rear post holes suffered after a few hard crashes with the polycarbonate body splitting where the masking had been cut with a modelling knife so nothing to do with the quality of the product we must say. We also noted that as the truck body doesn't quite reach the upper edge of the moulded chassis, dust can easily get inside. This isn't a huge problem as the components are hardy, well protected and waterproof, but we think that there must be a simple solution to the issue.

We have run the Stampede 4x4 Kit many, many times, with only the recharging time limiting the fun in between sessions. From the loose chippings in the woods to the asphalt in a park, AstroTurf at a local track and a gravel path, the truck has been great fun and never missed a beat. Despite the obvious knocks, the chassis shows little evidence of this, which shows just how tough Traxxas make their models.





SPECIFICATION

Model:	Traxxas Stampede 4x4 Kit
Scale:	1:10
Class:	Off-road
Application:	Fun
Format:	Kit
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear-type
Shocks:	Oil-filled, plastic bodies
	Bearings/Bushes: Bearings

WHAT WE USED

Electric Kit	
Transmitter:	Traxxas TQ 2.4GHz (kit)
Receiver:	Traxxas TQ 2.4GHz (kit)
Servo:	Traxxas 2056 (kit)
Speed Controller:	Traxxas XL-5 (kit)
Motor:	Traxxas Titan 12T brushed (kit)
Battery:	Traxxas PowerCell 3000mAh 8.4V NiMH

OPTIONAL PARTS

1664T/2656T	Titanium Nitride Shock Shafts
2075	Digital High-Torque Servo
2250	Coreless Servo
2255	Brushless Servo
2275R	Digital High-Speed Servo
2984	Battery and Charger Completer Pack
3351R	Valineon Motor
3355R	VXL-3s Electronic Speed Controller
3644/5539	Turnbuckle Camber Links
3669	Talon Tyres
4175	Paddle Tyres
5379X	Ring Gear/Differential Gear (for brushless models)
6533	TQ1 2.4GHz 5-Channel Micro Receiver
6755	Aluminium Centre Driveshaft
6851R/6852R	Constant Velocity Driveshafts
6877A	Clear Gear Cover

VERDICT



Super easy build with great instructions
Tough, durable and fun



Chassis a little exposed at the sides

RACER RATING: ★★★★★

CONTACT

J Perkins
Northdown Business Park
Ashford Road
Maidstone
ME17 2DL

Tel: 01622 854300
E-mail: sales@jperkins.com
Website: www.jperkins.com
www.traxxas.com

in the form of a Traxxas 12-turn model. Using a slightly larger 550 design compared to 540 will offer a small but noticeable increase in performance. Completing the electrics package is the waterproof 2056 servo that sits face down at the front of the moulded chassis. The unit, which is rated at 5.76kg-cm for torque and 0.23 seconds for speed will use all of its power to control those large All-Star wheels and Chevron tyres.

THE OPTIONAL POWER PACKAGE

Recommended for the Stampede 4x4 Kit is Traxxas's own Battery and Charger Completer Pack and this is available as an option for around

£58. The package includes a 7-cell NiMH that offers increased voltage of the extra cell (8.4V compared to a standard 6-cell battery at 7.2V) and this means more speed and faster acceleration, whilst retaining the super safe chemistry of a proven NiMH pack. The extra seventh cell sits on top of the other six and therefore the design gets referred to as being a "hump pack". The 2A mains charger plugs into the wall and as it's a dedicated Traxxas item they both use the brand's excellent iD connector that eliminates the potential of a reverse polarity connection and are super smooth to use. On the basis of specification the charger will take around an hour and a half to fully recharge an empty battery pack. ■

Summary

The Traxxas Stampede 4x4 Kit is a great package, an enjoyable and simple build that performs very well straight out of the box. The modular design allows even first-timers to build in confidence with easy to understand instructions, and plenty of tips to help along the way. Once constructed, the fun continues in 30 minute blasts. You can throw a lot at the truck and it will take it all in its stride. Yes we would like a little more performance and the chassis has all the potential to deliver it, but for the target buyer, the Stampede 4x4 Kit is spot on!

THE PRIVATEER'S RIDE

When you see a photo of a top TC racer's car with the body on, we all know that it is what's underneath is of greater interest - how it is wired, the equipment used and those fine details, so that is exactly what we have done with the Xray T4'20 belonging to the defending BRCA Modified National Champion, Olly Jefferies

When a driver has carte blanche on their car to race, it says a lot about the brand that they choose. After winning the

2019 BRCA 1:10 TC Modified National Championships for Schumacher, Olly Jefferies made the surprise decision to leave the British company and

become a privateer shortly before the start of what was meant to be the 2020 season. What was a difficult time for the Gloucester

driver was about to get a whole lot more challenging with the arrival of coronavirus and the effect it would have on everyone's life. With racing



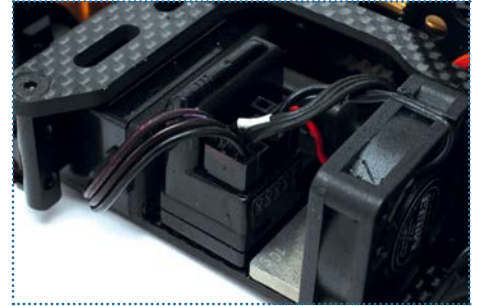
Olly has retained all of his sponsors for the latest race season to support him during 2020 and into 2021



The Hobbywing V10 4.5T motor is kept cool with a dedicated fan in front of it



A low-profile Highest servo and Sanwa antenna-less receiver keep things neat



Oilly even "blacks out" his receiver wires for that stealthy and understated look



The mid-motor design requires the speed controller to sit at the rear of the chassis



A Hudy 10g weight is used to balance the chassis from side-to-side



Tape is used to secure the LiPo in place

starting to get a little back towards normality, we decided to take a look at his chosen ride.

A FAMILIAR FRIEND

So what brand would the champ use to defend his title? Well in recent times, the selection on offer has become greatly reduced, but he could have considered ARC, Awesomatix, Infinity, Destiny, Mugen and Yokomo, all of which have a suitable machine in their arsenal. In the end though, it saw him go back to a platform from one of his old sponsors, Xray, and Oilly purchased a T4'20 from a model shop. This alone

makes a huge statement about the Xray TC chassis.

THE CHASSIS

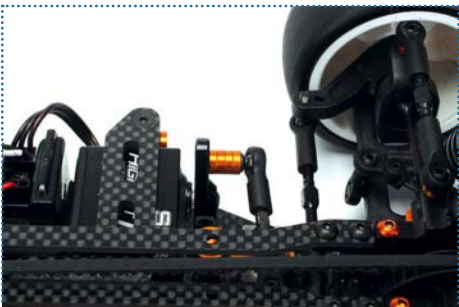
Starting out with a standard T4'20, Oilly knew from that start that it came with almost everything he needed to hit the track running, which was one reason why it was his go-to choice of car. There are a few options though as he likes to run the T brace in the rear for indoor and outdoor racing, and states that this is a must for this chassis as it settles the car and really completes the handling. Another tuning area are the front driveshaft and there are a couple of alternatives

available. Oilly said, "The car comes with 51mm double joints, but we like to use 52mm. Also there are ECS BB (Ball Bearing) driveshafts that feel smoother on track."

THE ELECTRICS

When performance servos first came out in the late 80s era from the likes of Futaba and KO Propo they were very expensive, but well worth the investment offering greater speed and improved torque over a standard unit, and the benefits to the driver were huge. You only had a couple to choose from at the time yet nowadays there are tens of brands

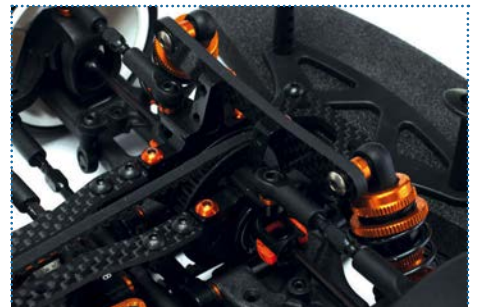
offering different sizes and specs so we asked Oilly what made him choose this particular model who said, "My current sponsor is Highest who produce very good servos. Not only are the servos very fast and have high torque, but the reliability is outstanding. I have never had one break or fail during a crash, even though we race without a servo saver." Upon closer inspection, the DLP 650 model, as the name suggests is a low-profile item and sits closely behind the left steering post. Oilly has used a number of Xray orange alloy spacers on the front of the horn to get the best possible angle for the



Oilly aims to get the steering linkage as straight as possible for the best performance



The T4'20 is underweight as standard so Oilly sometimes places the ballast at the front to make the car easy to drive to it forward for an 'easier' car.



Here you can see a mix of steel, alloy and titanium screws used in different areas of the chassis

RACER INSIGHT - OLLY JEFFERIES'S XRAY T4'20



Olly's starting setup features progressive springs up front and a 1.4mm anti-roll bar



At the rear its a softer 1.2mm anti-roll bar and less droop than the front



This 5300mAh capacity LiPo from Sunpadow is one of their low centre of gravity packs

steering linkage.

We also asked the same question when it comes to choosing the spec of the battery. Olly supplied his car for our photos with a Sunpadow 5300mAh LCG LiPo, but he changes the battery pack depending if he is racing modified or stock. The team tends to use a small capacity LiPo for modified as they are lighter, and then run a 35g weight under the LiPo to lower the centre of gravity. As a Sunpadow sponsored driver, Olly has been using their Slim Line 5200mAh battery that brings the weight more to the centre of the car, and Xray offers an optional battery retaining system for this. When running in stock configuration

he will go with the brand's 6000mAh LiPo which is perfect for this class of racing. Interestingly when running modified indoors on carpet he goes for the shorty LiPo option (Sunpadow 3800mAh) as this allows the weight to be much more centred and also lower.

WEIGHTY MATTERS

As you can see in the photos, Olly has fitted three 10g Hudy weights that are located in front of the LiPo on the right-hand side, and on the left in front of the servo as well as between the receiver and motor fan. As weight has a big effect on the car, Olly tries to balance the chassis left to right using the electrics and by adding

minimal weight. This also allows him to add weight in areas to change how the car drives as the T4'20 comes in around 30 to 50g under the minimum BRCA weight limit. Olly says, "I try to get the weight centred, but sometimes run it forward for an 'easier' car."

SPONSORSHIP

Despite an enviable CV with multiple national titles and international achievements to his name over many years, Olly is actually running the Xray chassis as privateer. Fortunately he has retained sponsorship from a number of top brands including Hobbywing, Sunpadow, Highest,

Tonisport, MR33, Protoform and MPE stickers. You will see that his radio brand of choice is Sanwa and timing is handled by a MyLaps personal transponder.

THANKS

Racer would like to thank Olly for his help in putting this article together. He has been a long-term supporter of the magazine as his dad Adrian, and now Olly's son Harry is becoming a regular race meetings with his father too. It's great to see three generations of family spending time together and doing something that they love, and long may it continue... ■



Adrian Jefferies is a staunch supporter of Racer Magazine, the BRCA and RC racing in general, attending as many events alongside his son and grandson

Harry, Olly's son is becoming a familiar sight at the race track and is currently competing in the frontie class

The OJ Setup

Chassis: Xray T4'20

Front Suspension

Piston: 4-hole 1.1mm
 Oil: 450cst
 Spring: 2.5-2.8lb
 Droop: 5.4mm
 Anti-Roll Bar: 1.4mm

Rear Suspension

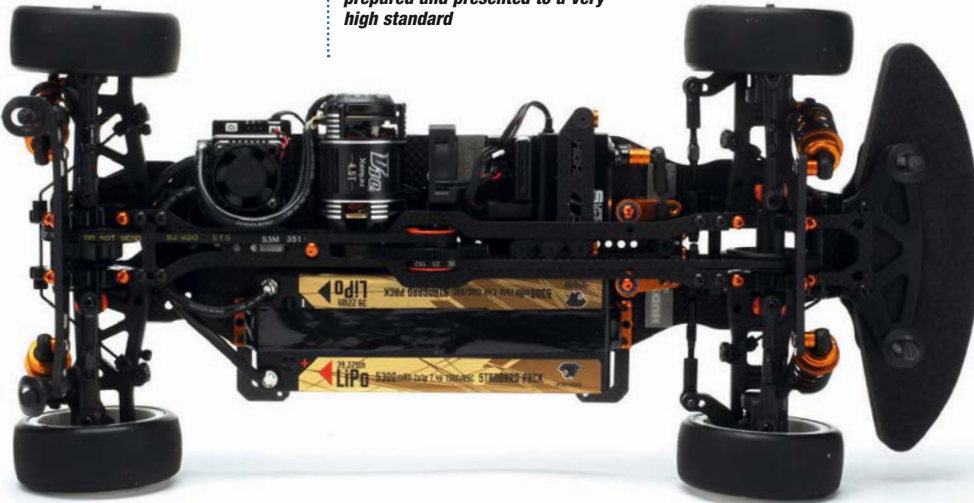
Piston: 4-hole 1.1mm
 Oil: 450cst
 Spring: 2.6lb
 Droop: 4.2mm
 Anti-Roll Bar: 1.2mm

Ride Height: 5.2mm

Electronics

Transmitter: Sanwa Exzes ZZ
 Receiver: Sanwa 92082
 Servo: Highest DLP650
 Speed Controller: Hobbywing XR10 Pro G2
 Motor: Hobbywing V10 4.5T

As you would expect, Oilly's car was prepared and presented to a very high standard



The marks on the chassis shows that Oilly has carried out a lot of running with his T4'20



Xray's own 64dp spur and pinions are used



The T brace is a must-have and is used both indoors and out



Inside the rear shocks are 1.1mm pistons, 450cst oil and 2.6lb rated springs



The front shocks use the same pistons and oil, but with a 2.5-2.8lb progressive spring



Oilly chooses to use Sanwa radio equipment and the 92082 is his receiver of choice



Sadly the CML-supplied BRCA tyres didn't get used in 2020



The T4'20 comes with double-joint front driveshafts as standard



On carpet the team use around 5000cst oil in the rear diff

RACER PREVIEW

■ What: Tamiya Volvo FH16 Globetrotter 750 8x4 Tow Truck

VOLVO YOUR LIFE!

Any visitor strolling onto the Tamiya stand at this year's Nuremberg Toy Fair would have been immediately stopped in their tracks by the new 1:14 Volvo tow truck; it was so huge, you just couldn't miss it! Here is a little preview of the truck ahead of a mega review in an forthcoming issue...

Painted bright chrome yellow with red graphics, this vast eight-wheeler really stood out and our first thoughts were, "When will this amazing model arrive at Racer HQ for review?" Well, it did arrive and here is a brief, initial look at what's in the box, before the kit is sent off for the full, blow-by-blow build-up. The model is based on an eight-wheel, four-wheel drive chassis with the front axles featuring the first twin-steering system in the Tamiya 1:14

truck series. The chassis rails are formed from extruded aluminium and strength and rigidity, with an all-metal, leaf-spring suspension system and friction dampers which you can upgrade to Tamiya's oil-filled system (56515 and four sets are needed).

Both rear axles feature working differentials and are driven by propshafts from the gearbox. The transmission itself is a three-speed unit that allows shifting via the transmitter, although only

one gear is usable when towing for maximum torque. The gearbox must be built up by the modeller and it's quite an undertaking, but it's a fun challenge that requires full concentration! Driving the truck is Tamiya's 'TR Mighty Tuned Motor' (56357) which is designed to produce high torque at lower revolutions per minute and is ideal for RC trucks. It has replaceable brushes and can be used with Tamiya's TBLE-02S brushed/brushless electronic speed controller (45057),



TECH SPECS:

Materials

Injection-moulded polystyrene, synthetic rubber tyres, self-adhesive decals, aluminium, steel, brass components, screws and fittings

Length: 750mm, width: 195mm, height: 300mm

Paints Needed

Tamiya sprays; TS-6 Matt Black, TS-14 Black (gloss), TS-17 Gloss Aluminium, TS-26 Pure White, TS-29 Semi-Gloss Black, TS-47 Chrome Yellow, TS-71 Smoke, TS-82 Rubber Black, AS-18 Light Grey (IJA)

Tamiya Acrylics; X-11 Chrome Silver, X-18 Semi-Gloss Black, X-27 Clear Red, XF-1 Flat Black, XF-3 Flat Yellow

Extra Items Required

Four-channel RC transmitter and receiver set with two servos and four AA batteries

Electronic speed controller

Tamiya battery pack and charger

Optional Items

56553 Electric Actuator Set for 1:14 RC tow truck AC-02

56523 Tractor Truck Multi-Function Control Unit Euro-Style MFC-03

56515 Tractor Truck Aluminium Oil Dampers x4

56536 Tractor Truck Driver Figure

Contact:

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

Tel: 01908 605686

E-mail: enquiries@hobbyco.net

Website: www.tamiya.com

www.hobbyco.net



which must be purchased separately for this kit.

The body of the truck is magnificent, with giant mouldings in white polystyrene, carrying fine detail that will really come to life under an immaculate paint job. The cabin interior features a pair of high-back seats, dashboard (with self-adhesive decals for the dial faces) plus a steering column and wheel. All it needs is a driver figure, which is available to buy separately (56536). At the front, the cabin sports a stunning, photo-etched grille that carries the Volvo logo which comes as a self-adhesive metal sticker. The rear body is covered with amazing details such as warning lights (LEDs in set 56523) and opening lockers that give access to the battery and other electrical systems. All the body parts will require

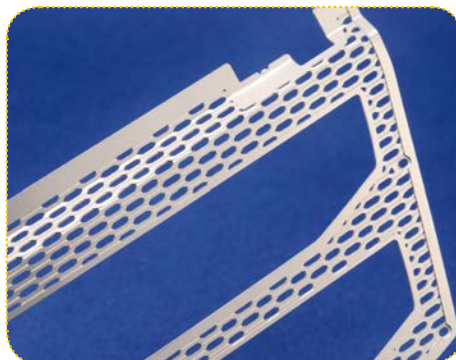
painting and it's recommended to use Tamiya's TS sprays for this, for the best coverage and finish. The decal sheet provides number plate options for numerous European countries, so you can tailor your model to your region!

ELECTRIC ACTUATOR SET

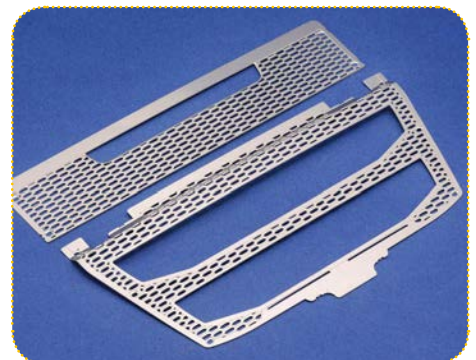
The massive winch is the focal-point of this model and building it will be quite an adventure. If you plan to use Tamiya's custom-designed 'Electric Actuator Set for 1:14 RC Tow Truck AC-02' (56553) it's advisable to buy it before you start work on the truck itself, because retro-fitting it will require a fair degree of disassembly: far better to incorporate the set as you build. The same goes for the 'Tractor Truck Multi-Function



The hard plastic body requires painting on the outside



The entire grille is formed from photo-etched steel



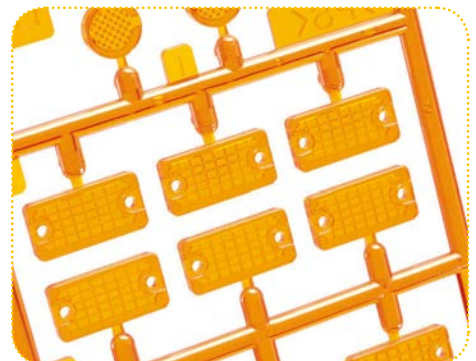
The material is pre-bent to shape where necessary



Some mouldings like the exhaust will need to be sprayed



The distinctive orange light bar transparent mouldings



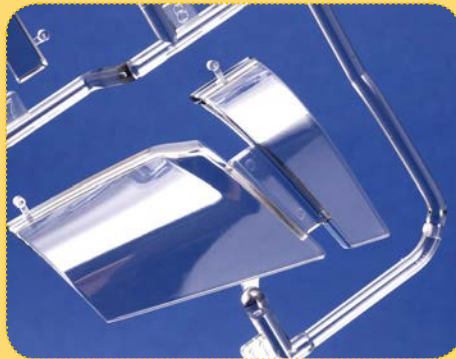
You will need the MFC unit for these to function correctly

TEST SESSION

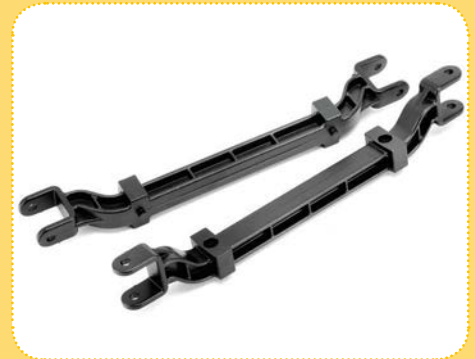
■ What: Tamiya Volvo FH16 Globetrotter 750 8x4 Tow Truck



The plastic used for the windows has a tinted effect



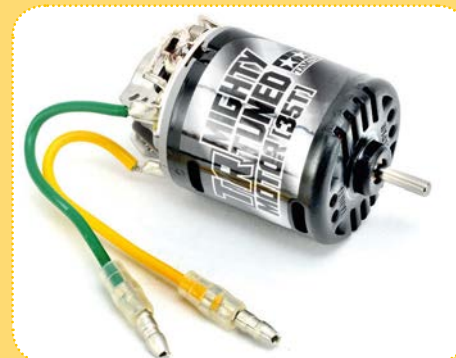
The light are made from the same tinted material



The front axles are aluminium and pre-painted satin black



The winch is rigged with strong dark brown cord



Tamiya's TR Mighty Tuned Motor 35T is ideal for RC trucks



It is tuned for high torque at lower RPM



The front four wheels carry extra wide tyres



The plastic wheels are chrome plated



The semi-pneumatic tyres are supremely realistic

Ⓜ Control Unit Euro-Style MFC-03' (56523) which is the set that provides the lighting, sounds and vibrations and it needs to installed during the cabin assembly stages. There are other Hop-Up

sets that can be used on this model, such as bearings, extra lights, upgraded driveshafts and more. It's best to check with your retailer to see what's suitable and available.

AN INCREDIBLE PRODUCTION

Tamiya's new Volvo FH16 tow truck is arguably the company's most spectacular model to date,



The decals for the non-slip panels on the upper surfaces



Extruded aluminium for the winch boom's main structure



The optional Multi-Function Control Unit adds so much



The complex design looks just as impressive with the body removed



The hatches allow for handy internal access



Ready to pick-up a broken down vehicle



Four wheels and tyres are fitted each side



Get the MFC unit if you want working lights



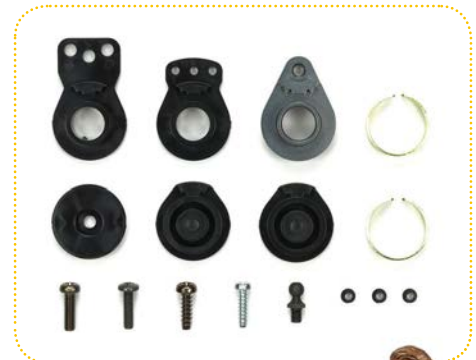
If you are serious about this model, then the optional electric actuator set will be at top of the wish list

When all the upgrade options are used. It's not a cheap project, but considering how weeks, or even months you'll need to assemble, paint and configure the model (and then drive it, of course), four-for-hour it actually represents pretty good

value for money and you know you are getting top-quality Tamiya engineering and design from the star to the finish. Right, let's find a broken-down 1:14 RC truck to recover! ■



Optional oil-filled dampers will smooth out the suspension



You can choose to upgrade to this servo saver



A set of metal bearings are a popular optional upgrade



THRASH TEST - TEAM ASSOCIATED RC10B6.2 TEAM

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: 6329.99



WORLD CHAMP IN DISGUISE

Spencer Rivkin won his second World title in 2019 with the Team Associated B6.1 buggy, but clearly all was not as it seemed as body-off photos of the victorious car weren't allowed. All we can assume though is that Spencer was running a development chassis package that has become the new B6.2 platform

“Team Associated has got the polish and duster out and once again, spruced up their winning 2WD platform”

As Racer went to press with the review of the B6.1DL, ironically Team Associated was announcing their new RC10B6.2 and B6.2D models. We alluded to the fact that Team Associated continue to evolve their models and only give a platform a new number like B4 or B6 when there are significant changes and they demand it. Therefore if you look at the specification of the B6.2 buggy, it's very simple to upgrade an existing model into a new one with the main focus on the new rear wishbones and hubs. Although there are many other features incorporated into the new package like the tweaked left chassis rail, aluminium chassis weight, front wing mount and body, these are all items that can be added further down the line to a B6.1DL.

HOME TEAM

As the UK has been running on tracks with high-grip surfaces indoors and out for many years, our attention

was more drawn to the B6.2 rather than the dirt-spec B6.2D model, the former being supplied with the laydown transmission assembly as well as front and rear anti-roll bars for chassis control in corners. There are only minimal differences between the two, the main areas being the gearbox and chassis so therefore they also share many features making swapping parts easy. Both B6.2 models have the same easy-access differentials – gear- and ball-type for carpet and dirt models respectively – and captured outer rear hinge pins with bolt head and locknut for increased durability, symmetric rear arms that can be flipped to allow an in-between rear shock mounting position, and a "new" slipper assembly.

A FAMILIAR FRONT-END

The front-end will be familiar to Team Associated owners and the design of the steering package

and suspension is retained with the latest model in the B6 platform. You will notice though that the high-grip model now comes with the +1 steering block arms (as does the B6.2D) and these have been included to improve the steering response, and there is an update to the front wing and its mounting too for the eagle-eyed amongst you. Sadly you still get a moulded bulkhead as standard but our opinion is that the optional alloy or brass item is worth installing right from the get-go.

To protect carpet race tracks as well as prevent the heavy-duty V2 spec carbon fibre front shock tower from digging in during a roll over, Team Associated includes a neat and subtle moulded black plastic tower guard.

The front module is secured to a 3mm longer lightweight 7075-T6 hard anodised chassis that should make the car easier to drive, and this



Racer Tip

Use a marker to colour in the rear pill inserts for easy identification whilst at the track for race tuning.

THRASH TEST - TEAM ASSOCIATED RC10B6.2 TEAM

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: 6329.99



The symmetrical rear wishbones can be flipped to set the choice of three lower shock mounting positions. There are two holes on one side and one on the other



Steel +1 Ackermann steering plates were used on the B6.1D and B6.1DL model and have been carried over to the newest model



It was only a minor issue but we think that the moulded diff inserts caused a tight spot in our transmission. Two different inserts allow four diff heights to be selected

is matched to an updated left-hand side rail that will accept an optional fan for the motor. Should you wish, a shorter chassis as found on the B6.2D can be bolted on if required, and we know that the likes of Neil Cragg has been using the optional chassis as a tuning aid. Sitting in the two large recesses under the servo and battery are 24g and 36g steel chassis weights respectively that improve stability by lowering the overall centre of

mass, and are also a good tuning aid to maintain the balance on track.

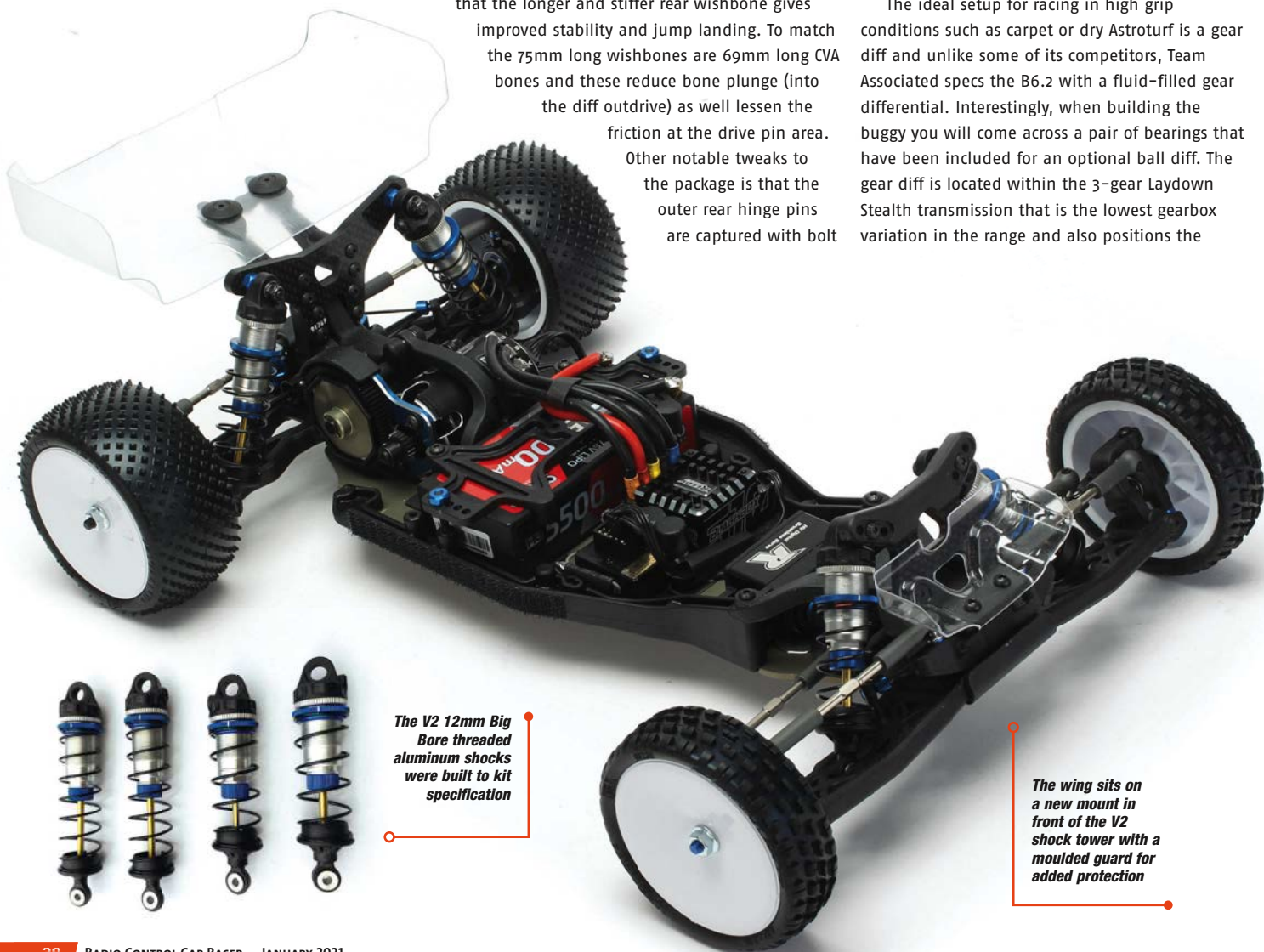
WIDER WISHBONES

Most of the changes happen at the rear of the new model though as you now get the long symmetric 75mm wishbones that are updated with revised geometry, and have the ability to be flipped to the other side in order to offer an in-between lower shock mounting position. Team Associated claim that the longer and stiffer rear wishbone gives improved stability and jump landing. To match the 75mm long wishbones are 69mm long CVA bones and these reduce bone plunge (into the diff outdrive) as well lessen the friction at the drive pin area.

Other notable tweaks to the package is that the outer rear hinge pins are captured with bolt

head and lock nut for increased durability and the new rear hub assembly has a modular vertical ball stud camber link mount and axle height adjustment. The B6.2D model uses a shorter 73mm wishbone and matching 67mm long CVA bones to ensure the plunge and pivots remain the same. To keep the width, the dirt-spec model is graced with 7mm aluminium clamping wheel hexes whereas for the high-bite car its 5mm hexes all round.

The ideal setup for racing in high grip conditions such as carpet or dry AstroTurf is a gear diff and unlike some of its competitors, Team Associated specs the B6.2 with a fluid-filled gear differential. Interestingly, when building the buggy you will come across a pair of bearings that have been included for an optional ball diff. The gear diff is located within the 3-gear Laydown Stealth transmission that is the lowest gearbox variation in the range and also positions the



The V2 12mm Big Bore threaded aluminum shocks were built to kit specification

The wing sits on a new mount in front of the V2 shock tower with a moulded guard for added protection



The steel speed controller and servo chassis weights locate in pockets that are machined into the chassis



The lightweight 7075-T6 hard anodised chassis that comes with the B6.2 is 3mm longer than the one supplied with the dirt-spec model

centre of gravity furthest forward. To tune the performance, it's possible to alter the height of the diff using the included inserts to set it from zero through to 3mm. Interestingly, we found that our gearbox had a very small tight spot once bolted up and despite our best efforts we were unable to get rid of it. We did speak to other B6.2 owners who had the same experience although after running a battery or two through the car this issue disappeared. We think that this could be down to the moulded diff bearing holders and maybe the optional alloy ones would help here, but as stated the tight spot soon went away...

You will also notice that Team Associated has revised the slipper clutch package and as a result the spur gear is new and the outer slipper hub is the HTC version in the B6.2 which means that it can accommodate a 3-pad setup by investing in an additional slipper pad and the centre slipper hub.

SUSPENSION SETTINGS

As this the Team spec, the inner wishbone mounts (or arm mounts as they are referred to) are all machined from 7075-T6 aluminium. Using inserts (or pills) you are able to alter the anti-squat and toe adjustments without the need for extra parts. The V2 12mm big bore feature threaded aluminium bodies with X-rings seals, and are secured at the top to a heavy-duty V2 routed carbon fibre tower

as standard. The shock absorber package is carried over from the B6.1 so its proven at the highest level and naturally setups should be able to be carried over. But interestingly what the manual states and what you get in the kit is different with 1.8mm rear pistons being supplied (instead of 1.7mm) and you also get some 40wt oil to use inside the front shocks. We would recommend investing in some of the optional pistons as that is more akin to the team setups that use both 1.7mm standard and the thin variants too. Oil wise you should be looking at up to 45wt for the front and down to 32.5wt for the rear and this should cover all tracks, both indoor and outdoor settings throughout the year. Whilst front and rear anti-roll bars are included, you only get the two, one for each end so over time you may choose to invest in the other thicknesses available.

REAR-END CHANGES

If you want a car for high-grip surfaces it's the B6.2 and then the B6.2D has been tweaked for lower grip situations. Looking at the specifications and it's clear that the main differences between the two variants all hinge around the rear-end, some of which we alluded to earlier. This suggests that this is the area of the car where the grip and surface becomes very specific. The carpet car with its longer wishbones and narrower wheel hexes suggests that they are promoting more

Our Recommendations

When you have a product as popular as the Team Associated B6.2 platform then there is bound to be a wealth of upgrades available to tune the models to high and low grip situations, on tracks around the world. We decided to come up with what we think are the best option parts to invest in from the Team Associated brand that will avoid breaking the bank, but also offer the greatest tuning potential.

Back in the day, Team Associated buggies used to come with moulded pistons and you would get the full range in the kit which was great! Nowadays this is not the case and although they might not be as cheap as you think but the machined pistons are well worth the money, especially if you can find another B6.2 owner who is happy to go in halves. You see the pistons are sold in a pack of four and really you only need a pair. We would also select one of the optional metal bulkheads to replace the kit moulded item. The alloy one weighs in at 10g and the brass option noticeably heavier at 30g. The former would be our choice out of the two but if you have a brass one from an older B6 derivative then this will be stronger and more suitable to ultimate high-grip tracks in our opinion than the stock item.

Here is a rundown of some of the key part numbers should you wish to invest in a few of the myriad of optional parts available:

- 91621 FT 12mm Pistons V2 2x1.6mm - thin
- 91622 FT 12mm Pistons V2 2x1.7mm - thin
- 91627 FT 12mm Pistons V2 2x1.7mm - flat
- 91658 FT Aluminium Bulkhead - 10g
- 91745 FT Aluminium Chassis Weight - 9g
- 91746 FT Aluminium Chassis Weight - 13g
- 91822 FT Front Anti-Roll Bar Set
- 91823 FT Rear Anti-Roll Bar Set
- 91834 4.3lb Yellow Front Springs V2
- 91839 2.00lb Grey Rear Springs V2



The number indicates that these are the longer of the two B6.2 wishbone and 75mm in length



The new rear hub design features a modular vertical ball stud camber link mount and uses inserts to adjust the pin height and toe in



As the B6.2 uses a long wishbone, the driveshaft is of a matching length at 69mm to reduce the bone plunge and minimise friction at the drive pin

THRASH TEST - TEAM ASSOCIATED RC10B6.2 TEAM

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £329.99

On Test

The Racer team headed up to Westmill, home of Herts Nitro Model Club for a day of practice with the Team Associated B6.2 for a pressure-free evaluation of how the car performs at the popular venue and their 1:10-scale Astroturf track. As the grip level isn't very high at HNMCG we decided to remove the front anti-roll bar which is more likely to come into its own indoors on carpet. After the first few laps we began to make some setup changes beginning with remove of the rear anti-roll bar as the buggy felt very rigid over the creases in the Astroturf, a little skittish on the rear-end and edgy to drive. The result of this was that the B6.2 certainly felt less edgy and easier to drive so progress was being made. That said, there was still some aggressiveness on turn in, especially down the slope towards the rostrum from the top right hand corner so the front inner ball stud was raised from 1mm to 2mm and this, like the rear anti-roll bar removal make the car easier to drive whilst still turning in nicely with plenty of steering, but without the initial aggression. We also hoped that this would help the buggy hold onto the corner better at the top of the hill.

As the tyres wore, we decided to increase the rear toe-in by a degree, as well as decreasing the anti-squat angle. New tyres would have helped and we could have not made the change, and hindsight is great as the toe-in tweak made the buggy feel locked in and easy to drive - possibly not the right change to make as it perhaps made the car too safe and actually slower. The anti-squat change of going a degree was to improve the buggy on the bumps at the end of the straight. Two bumps - one mid-corner and one just after the corner (on an Astroturf join) would cause the rear-end to flick up whilst on power and reducing anti-squat made the car more compliant over the bumps, We did feel that the jump arc is flatter, which could increase the risk over bigger jumps, and as a result we had to adjust our driving style to

compensate.

Years ago a 5wt oil change was the norm but now we have so called half weighs so we could increase the rear shock oil from 32.5wt to 35wt as we had noticed the buggy bottoming out on the jump landing in the middle tabletop as the day progressed. Whether the oil was thinning out or the grip was coming up is hard to know, but it was felt a bit more damping was required to prevent bottoming out. After the change, it was obvious that the B6.2 handling improved on the bigger jump landings but was detrimental to the performance on the smaller ripples/creases on the hill - especially the top left hairpin. We decided that in the future a rear piston change could be made to use a slightly lighter shock oil but increase the amount of pack.

The changes that were made certainly helped the car feel more consistent although honestly some of that could be also due to becoming more familiar with the track and knowing where it would catch the driver out. Going forward we would focus our future setup around the tuning of the rear suspension. We would like to try some of the optional shock pistons as well as the longer rear shock bodies and matching taller shock tower. It seems that a lot of racers like Neil Cragg for example prefer the taller tower/longer body rear shocks although we feel that the rear damping is the main area that could be improved by testing different oils and pistons.

The overwhelming feeling we were left with was that the Team Associated B6.2 responded very well to small suspension geometry changes which will give an experienced racer the confidence to be able to dial it in to suit any track condition. It drives extremely positively - meaning that it reacts to the driver's inputs and racing lines can be adjusted with either a steering input or a throttle one. It's an enjoyable car to drive and feels alive on the track without feeling overly nervous or unpredictable.





Wider wishbones mean narrower 5mm offset hexes are used front and rear



Associated's accessory FT tool range are the perfect accompaniment for the build and for any racer's pit box and make the build even more enjoyable



We marked up the pistons sizes for clarity using a permanent marker



Team Associated FT Green Slime is used to prevent damaging the X-ring seals

◀ side-bite at the expense of forward drive, and for the car to be stiffer in roll compared to the dirt car. The latter, with its layback transmission promotes a more rearward weight distribution but unlike its predecessor, the B6.1D it now comes with the shorter body rear shocks. What wasn't a surprise is that the carpet car has the shorter bodies like in the B6.1 and this suggests that Team Associated continue to use shock body length as an effective tuning aid – probably with longer bodies for bumpier tracks and it is something that they've always done – even going back to the original RC10 with the gold chassis.

LEXAN COMES LAST

Topping off the B6.2 is a new body design that once again is lower in height and reduces the centre of mass, and as a result this will make the chassis roll less. The clear body and wing included were shipped off to be painted by Kane Wood at K-Worx who did his usual stunning job, whilst the rear wing was simply scuffed up using a scouring pad just like the factory drivers do! Sadly you don't get any wheels or tyres in the kit, which is the norm, but we would still like to see some a set of wheels included that would have minimal knock-on effect to the retail price... ■

Summary

It might appear to have only a few tweaks to the older model, but the Team Associated RC10B6.2 Team, to give its full name has clearly made some progress in terms of performance, and we have to believe that this platform, albeit in B6.2D spec was essentially the buggy that Spencer Rivkin took the 2019 IFMAR 1:10 Off-Road 2WD World Championship with in Slovakia at the Hudy Racing Arena. With a high list of features that tailor it to its specific home on carpet or Astroturf, allied to great support from retail and backed up by the race team, the latest Team Associated package has to be the go-to model for 2WD competition.

SPECIFICATION

Model:	Team Associated RC10B6.2
Scale:	Team
Class:	1:10
Application:	Off-road
Format:	Competition
Power:	Kit
Chassis:	Electric
Drivetrain:	Alloy
Transmission:	2WD
Differential:	Gear
Shocks:	Gear-type
Bearings/Bushes:	Oil-filled/threaded bodies
	Bearings

TECHNICAL DATA

Length	375mm
Width	248mm
Height	130mm
Wheelbase	290mm
Front track	mm
Rear track	mm
Weight	1530g

WHAT WE USED

Electric Kit	
Transmitter:	KO Propo Esprit-IV 2.4GHz stick
Receiver:	KO Propo KR-409S 2.4GHz
Servo:	Reedy Power RT1709 (low profile)
Speed Controller:	Reedy Blackbox 510R
Motor:	Reedy Sonic 540 M3 6.5T
Battery:	Centro 5500mAh 110C 7.4V shorty LiPo
Wheels:	Team Associated
Tyres:	Pro-Line Wedge 2.0 (front)/ Pyramid (rear)

OPTIONAL PARTS

#27304	Reedy LiPo Brass Battery Weight Set (updated)
#91621	Team Associated FT 12mm Pistons V2 2x 1.6mm (thin)
#91658	Team Associated B6/B6.1 Aluminium Bulkhead
#91659	Team Associated B6/B6.1 Brass Bulkhead
#91669	Team Associated B6/B6.1 Aluminium Steering Rack
#91689	Team Associated B6/B6.1 FT Brass Arm Mount D – 12g
#91745	Team Associated B6/B6.1 Aluminium Chassis Weight – 9g
#91746	Team Associated B6/B6.1 Aluminium Chassis Weight – 13g
#91754	Team Associated B6/B6.1 FT Graphite ESC Plate
#91761	Team Associated FT Graphite Servo Plate
#91773	Team Associated B6.1 FT Brass Arm Mount C
#91796	Team Associated FT Laydown/Layback Motor Plate Graphite
#91822	Team Associated B6.1 FT Front Anti-Roll Bar Set (3)
#91823	Team Associated B6.1 FT Rear Anti-Roll Bar Set (3)

VERDICT



Dedicated high-bite spec
Great overall package



No wheels

RACER RATING: ★★★★★

CONTACT

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

Email: info@cmldistribution.co.uk
Website: www.cmldistribution.co.uk
www.teamassociated.com

STOCK CAR R

Shortly after the announcement of Schumacher's new Cougar Laydown Stock Spec, we decided we needed to see the 2WD design for ourselves and at the same time, we could take a look at their 2020 4WD challenger, the CAT L1 Evo. The simplest way was to call up Tristram "Trish" Neal at Schumacher Racing, and ask him to get his 2020 cars down to the Doolittle Media offices for us to photograph. And here they are...

STOCK SPEC

The 2WD buggy you see here have been constructed and set-up specifically for stock class racing at the European Offroad Series (EOS) running on Schumacher control tyres and a 13.5T motor limit. This is in fact the car that he used for development of the new Stock Spec version of the Laydown so at the heart of the model is a 2.5mm

carbon fibre chassis that is 5mm shorter than the standard alloy chassis. Carbon fibre is light too and perfect for use with items like the motor plate whilst the moulded transmission housings are actually carbon fibre filled rather than using glass fibres and as a result there is a saving to be made in the overall weight of the chassis. As the motor's power is limited, its vital that the transmission is as light as possible and this will help it spin



Racing

Stock class racing in 1:10 off-road is not that common anymore, but that doesn't mean there isn't any! Racer catches up with Tristram Neal from Schumacher Racing who is one of the drivers to beat in the stock classes at the EOS

up quicker so there is a new lightweight alloy layshaft and an alloy spur lockout that eliminates the slipper assembly. The final component that helps reduce the Laydown Stock Spec's weight is a 0.5mm thick ultra-light version of the Aerox bodyshell.

TRISH SPEC

When you are a full-time employee of Schumacher

Racing and of course a very competent racer, there is a whole raft of Speed Secrets products that can be fitted to raise the spec of the package even further. One of the first items we spotted was a brass radio tray that the speed controller and receiver are sat upon. This item is used by Trish indoors and out, improving the balance of the chassis on high-bite surfaces. Just in front of the plate is the steering assembly which features

Schumacher's own alloy upgrades including the draglink, caster blocks and steering arms, whilst one of the more subtle additions are the titanium front axles. A Core RC servo horn is also fitted to the K0 Propo item to reduce flex and improve feel for the driver.

Looking at the shocks you can see that these have Kashima coated shock bodies with alloy lower spring retainers. Titanium ball studs



“Trish has his own YouTube channel where you can find tutorials on car setup and much more”

HIGH-BITE SET-UPS

Here is a rundown of the set-ups that Trish runs indoors on his Cougar Laydown and CAT L1 Evo:

SCHUMACHER COUGAR LAYDOWN

Front Suspension

Oil:	600cst
Diaphragm:	Aeration
Piston:	White 1.5mm 3-hole (kit)
Spring:	Core RC black
Anti-Roll Bar:	None
Caster Blocks:	5-degrees
Ride Height:	14mm

Rear Suspension

Oil:	400cst
Diaphragm:	Aeration
Piston:	Black 1.6mm 3-hole
Spring:	Core RC black
Anti-Roll Bar:	1.2mm
Toe-In:	0.5-degrees
Anti-Squat:	1-degree
Ride Height:	14mm
Wheelbase:	Long
Wishbone Outer Pivot:	Long VLA

Diff Oil:	7000cst
Internal Diff Gears:	2
Gearing:	27/76 (Muchmore 13.T handout)
Battery Position:	7mm back from fully forward
Additional Weights:	Radio tray and Trishbits Shin Splitter

SCHUMACHER CAT L1 EVO

Front Suspension

Oil:	550cst
Diaphragm:	Aeration
Piston:	Black 1.6mm 2-hole
Spring:	Core RC black
Anti-Roll Bar:	1.8mm
Caster:	8-Degrees
Ride Height:	12mm

Rear Suspension

Oil:	400cst
Diaphragm:	Aeration
Piston:	Drilled 2-hole 1.8mm
Spring:	Black
Anti-Roll Bar:	2.1mm
Toe-In:	0.5-degree
Anti-Squat:	1-degree
Ride Height:	12.0mm
Wheelbase:	Long
Wishbone Outer Pivot:	Long VLA

Diff Oil:	7000cst front and rear
Internal Diff Gears:	2
Gearing:	24/76 (Muchmore 10.5T handout)
Battery Position:	Fully forwards
Additional Weights:	Radio tray

are used on the captured joints with Core RC alloy wheel nuts used all round in a contrasting blue colour. At the rear there is an anti-roll bar fitted whilst the excellent and fully adjustable Klinik RC battery retaining system features using a pair of O-rings to secure the LiPo in position allowing for easy installation and removal. One of the other tweaks is that CAT L1 Evo ultra-low wing mounts are fitted and these allow them to be even more securely fitted with a nut on the backside of the moulding. Finally you will see that there aren't any body mounts with Velcro used instead for a super-clean look.

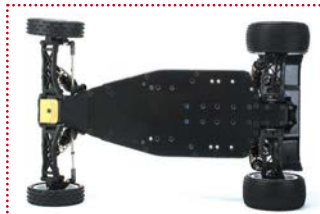
TRISHBITS BRASS

With an engineering background, before Trish

became an employee at Schumacher he was well known on the 1:10 off-road scene for his range of parts under the Trishbits name. And of course his 2WD doesn't miss out and has the Shin Splitter (front bulkhead) installed. This weighs 18g and like the brass radio tray (35g) it is a permanent item and used all the time.

When we got the 2WD there was an LRP X22 Stock Spec 10.5T motor installed but for racing at the EOS in the Stock class Trish will fit one of the 13.5T handout control motors from Muchmore Racing. You can see that there isn't a fan fitted on the LRP Flow X speed controller but instead one sits between the LiPo and motor and blows air onto the latter. The Flow X is equipped with LRP's stock-specific firmware (5.2) - more on that later - and those with a

2WD



4WD



Blue Is Better

In his own words, Trish gives us an overview of his LRP package that he uses including the fine details of his speed controller set-up and how he tunes it all for the different classes of racing...

"I have been working with Jurgen Lautenbach from LRP for a number of years now and our first introduction came through Michal Orłowski at the 2015 IFMAR World Championships in Japan where Michal first changed to the full LRP package of speed controller, motor and battery. He was able to qualify second in 4WD, which was not long after winning the EFRA European Championships at

Robin Hood Raceway. Since then Jurgen and I have worked closely looking to get the most out of Michal's cars, and as a result he has won many meetings all over the world. As a result of the on-going professional relationship I talked with Jurgen about running LRP equipment, which coincided with Schumacher Racing taking on the distribution of LRP products in the UK. Since then I have

keen eye will note that there isn't a switch fitted to the speed controller. Completing the electronics package is a KO Propo RSx3 series servo, Sanwa RX-482 receiver and an LRP 4900mAh 7.6V HV Stock Spec Graphene 4 LiPo battery. There is an extra capacitor plugged into the receiver and this is because in stock you are very hard on the electrics so it's just something Trish is conscious of and so he fits this to keep the servo and speed controller protected.

ALL-WHEEL DRIVE

Trish's 4WD is the new CAT L1 Evo and for the time being as Trish had been testing at Silverstone, is equipped with an LRP X22 Modified 5.5T motor. The same basic car will be used for racing in the stock class at the EOS along with a handout

10.5T control motor. For the record the chassis is made from 2mm 7075-T6 alloy with 4mm thick S2 stiffeners. Carbon fibre features in many areas and along with the standard multipiece upper deck, Trish has also retained the matching removable trays that make for easy maintenance and removal of the electrics.

The CAT L1 Evo remains much closer to standard although there are a number of parts fitted from Schumacher's own line of Speed Secrets including alloy 8-degree caster blocks, alloy steering draglink and an upgraded KO Propo servo horn. Titanium wheel nuts are used all round but notice that the front wheel nuts have a larger flange and are thinner too. Once again Trish has chosen to use the excellent Klinik RC battery retaining system and the body mounts have been trimmed

so Velcro is used to hold the body on. Interestingly alloy lower spring retainers are used up from with a moulded version on the rear, and the only additional weight fitted is a brass radio tray. We spotted a small yellow dot on the rear wishbones that indicates they are the standard medium flex items that are used to make the car easier to drive, whilst the whole model has been kitted out with Klinik RC titanium screws where possible.

Like his 2WD, the car features a LRP Flow X speed controller, KO Propo RSx3 series servo and a Sanwa receiver. For modified use Trish has opted for another of LRP's 7.6V Graphene 4 packs but this time with greater capacity and 5900mAh. A fan is installed just for the motor and a switch is not used. ■



enjoyed learning about the electrics and have discovered where the LRP brand stands above the rest. The settings are easy to understand and change, which is key when setting up other driver's speed controllers.

When racing in the stock class I use a setting called IDFC which increases the initial drive during the run to compensate for the temperature of the motor. This is great in off-road as you need to have a consistent

feel from the bottom-end to launch from the jumps the same way every lap and this is the key for a consistent run. In modified we have enormous power through the run and you can always make the toughest jumps with minimal power, whereas in stock I am on full power in these moments. I also have to say I like the way the electrics look with their cool blue colour - #blueisbetter #LRP"



COLCHESTER PROMOTES CLOSE RACING

The EWS Summer Edition was the perfect meeting for the top touring car racers in the UK to come together and salvage something from a pandemic-affected calendar. Adrian Jefferies reports from Essex

The 6 September should have been the final round of the 2020 BRCA 1:10 Electric Touring Car Nationals hosted by the Colchester club, but with no national calendar this year due to Covid restrictions,

it fell to the EWS team to salvage something hosting an event that was as close to a national as we were likely to get in 2020.

Like the cancelled national, the EWS "summer edition" meeting was

held at the Colchester and a track that for me at least was a new venue and what a pleasant surprise; a great technical layout with a bit of Snetterton track and a taste of West London thrown in for good measure.

It was a layout that seemed to be a big hit with all the drivers...

Three classes were catered for with a restricted entry to keep the numbers workable and allowing social distancing. In modified it

Elliott Harper's LRP-powered Xray in action



EWS
ESSEX WINTER SERIES



The drivers keeping safe on the rostrum for the modified A final



Oli Meggit maybe the EWS organiser but also got to race his Yokomo at Colchester



Ashley Wiffen's Awesomatix in super stock action



A nig change for Chris Grainger in 2020 who now races an Awesomatix

looked on paper to be a three-way fight between reigning UK champion Olly Jefferies and an on form Elliott Harper. The latter had more experience of this venue and after a win at the recent Xray race at Cotswold seemed to be the man on form coming out of lockdown. In testing Chris Grainger was right on the money and looking to take the challenge to the front pair with his Awesomatix.

The super stock class was missing the likes of Zak Finlay and James Hart to give it that full on national feel, but despite that there was a still a lot of class in the entry and Ashley Wiffen and Marcus Askill headed a strong field in the biggest class with regards to numbers.

Over the course of 2020 despite there being no major races the frontie class seems to have gathered a lot of

momentum at clubs up and down the country and there was another strong entry in this relativity new format headed this time by Paul Hill with the class using a handout Hobbywing motor that promised some close racing. I have now watched frontie at a couple of meetings and I have to say if you are looking for a fun class to race this is the one, everyone enjoys the racing and there is some great camaraderie between the drivers who always seem to have a smile on their faces – long may this continue.

Weather-wise the event was blessed with some late summer sunshine and the event got under way with two rounds of controlled practice and a fairly relaxed time schedule. The control tyre for this event was the same Sweep model selected for the BRCA Nationals and

drivers were restricted to two sets for the meeting.

QUALIFYING

The modified class got underway and within a couple of laps Elliott Harper was on his roof, seemingly handing an early advantage to Olly Jefferies, but in reality Elliott would now be out of synch on tyre wear and would have less wear on his rubber for the remaining rounds. For Elliott it was the same effect as sitting out the round as Olly took round one from Chris Grainger. Paul Hill showed great consistency to take round one of frontie ahead of Craig Woods, with the cars on this layout requiring good clean laps and clipping kerbs was proving costly to the drivers giving chase to Paul Hill. Super stock and Marcus Askill was in charge in round one taking the first round

of qualifying by less than a second ahead of Richard King.

Round two in modified and sure enough Elliott made good use of his fresher tyres and took the round from Olly with a perfect run with Olly three seconds adrift on this occasion. Paul Hill took the second round of frontie by a massive six seconds this time from Craig but the chasing pack seemed to be getting their act together and round two was a much tighter affair behind Paul, Oscar King now putting himself in the frame with an excellent third in round two. The second round for super stock and Marcus was looking comfortable now with a second win ahead of Ashley Wiffen with Adam Southgate now finding some pace in third.

Round three and the modified momentum seemed to swing back to Olly who took the round from Elliott >

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>

RACE REPORT

what: *ews summer edition* where: *colchester* class: *1:10 on-road*



The Colchester club has a fantastic venue in Essex that proved to be popular with the drivers

by the narrowest of margins so it was all to play for in the last round. Frontie saw a different round winner in the round three as Mark Dougal Caton took the round ahead of Costal driver George Fairweather. Ashley topped the time sheets in round three of super stock setting up an exciting final round. Adam Southgate was second and looking stronger as the day went on.

A mistake by Elliott late in round four of modified qualifying left the door open for Olly to take the round and overall TQ. Elliott was chasing hard in round four as the

lead seemed to swap between the two drivers on every lap until a clipped kerb by Elliott put an end to a spirited challenge for pole. The final round of frontie qualifying was a real close affair with Paul sneaking it by less than a tenth of second ahead of George with the result good enough to put Paul on pole for what was looking like a close run couple of A finals. A win for Ashley by three tenths of a second in the final round of qualifying saw him tie on points in super stock with Marcus, but it would be Ashley would take TQ by virtue of a quicker time. It was close behind

as well with two tenths splitting Adam and Richard in third and fourth places, a tie for third on the grid between the two that was decided in favour of Richard.

FINALS

Both legs of the modified A final could be summed up at the front in one word "pressure". Starting from pole Olly Jefferies was not able to break the tow of Elliott Harper behind and the pair were nose to tail for the entirety of both modified A finals. If Colchester has one tiny fault its possibly limited overtaking

opportunities so if you hold the racing line around it sweeping layout and not make a mistake passing is not easy for the chasing driver. On paper it sounds like a boring processional couple of races, but it was far from that with both drivers right on the edge of traction, their Xray T4's right on the limit as they squirmed under braking and then blasted off the apex. It was a great display of close high speed driving and in both finals the gap at the finish was less two tenths of a second in favour of Olly. The final overall result was as qualifying with Olly



Privateer Olly Jefferies took the win in the modified class



The super stock A finalists get ready to race



Paul Hill and his Awesomatix on pole for the frontie A finals

Jefferies taking the win and Elliott in second place. There were times during the day when Chris Grainger was able to match the pace of the front two on a single lap – setting fastest lap of the day at one point – but he struggled to find consistency over the whole run. That said Chris is still learning the Awesomatix and there is surely a lot more to come from this combination, and a good run in leg one saw him finish right on the back of Elliott so encouraging signs for Chris.

Frontie resulted in two demonstration runs by Paul Hill and his Awesomatix who slowly built a comfortable lead and held it through both A finals, but behind the racing

was close and exciting. Mark Dougal Caton had found a lot more pace from his Serpent as the day went on and was looking good in the first frontie A final finishing what looked a comfortable second. Leg two and a mistake from Mark as Paul eased away benefited young Oscar King who was having a great day. Second place in leg two was sadly not enough on this occasion to see Oscar on the podium as that went the way of Paul, Mark and George Fairweather.

Ashley Wiffen will be kicking himself as both blinky A finals saw him make a small mistake in each of the two legs. We are not talking rolling the car or anything major, but just clipping a kerb and running wide

off the apex. These proved to be costly mistakes as on both occasions the second place man on the grid Marcus Askeff was there to take advantage. He pounced on both occasions and came out the victor of both legs. Second place in leg one went to Adam Southgate, while in leg two it was Rickard King taking the runners up spot. Overall the win in super stock belonged to Marcus Askeff but behind three drivers tied on points, so it fell to their fastest final times to split them, Adam Southgate got second and Richard King competed the top three knocking pole man Ashley Wiffen down to fourth on a day when he would have hoped and expected a little more for his efforts...

RESULT - MODIFIED QUALIFYING (TOP FIVE)

POS	DRIVER
1	Oilly Jefferies
2	Elliott Harper
3	Chris Grainger
4	Adrian Bidewell
5	Damian Giddins

RESULT - SUPER STOCK QUALIFYING (TOP FIVE)

POS	DRIVER
1	Ashley Wiffen
2	Marcus Askeff
3	Richard King
4	Adam Southgate
5	Ricky Copsey

RESULT - FRONTIE QUALIFYING (TOP FIVE)

POS	DRIVER
1	Paul Hill
2	Mark Dougal Caton
3	George Fairweather
4	Craig Woods
5	Oscar King

RESULT - MODIFIED A FINAL

POS	DRIVER
1	Oilly Jefferies
2	Elliott Harper
3	Chris Grainger
4	Adrian Bidewell
5	Damian Giddins
6	Oli Meggitt
7	Viktor Georgiev

RESULT - SUPER STOCK A FINAL

POS	DRIVER
1	Marcus Askeff
2	Adam Southgate
3	Richard King
4	Ashley Wiffen
5	Ricky Copsey
6	Mark Buonauro
7	Byron Russell
8	David Ringsell
9	Alex Mortimer
10	Mark Barford

RESULT - FRONTIE A FINAL

POS	DRIVER
1	Paul Hill
2	Mark Dougal Caton
3	George Fairweather
4	Oscar King
5	Craig Woods
6	Dave Foxwell

A brilliant event as you would expect from the EWS team; relaxed but super competitive, with lots of rumours flying around the pits late in the day regarding the possibility of an EWS winter carpet series, and something that will be well received if they can make it happen. We only seem to have just come out on to the asphalt and we are now talking about going back inside for carpet racing – 2020 has been a strange year indeed... ■



Paul Hill, Mark Dougal Caton and George Fairweather was the podium in frontie



The modified top three of Oilly Jefferies, Elliott Harper and Chris Grainger



Marcus Askeff won the super stock A final from Adam Southgate and Richard King

Axial RR10 Bomber 2.0 RTR Trail Truck

This is the new Axial RR10 Bomber 2.0 Ready-To-Run trail truck that now comes with electronics from the Spektrum and Dynamite brands. Also, in addition to the Randy Slawson Bomber updated livery, a second option is available with Savvy Offroad Bomber scheme. The Randy Slawson version includes trail-ready beadlock wheels wrapped with BF Goodrich Baja T/S KR3 tyres, while the Savvy Offroad Bomber comes with Raceline beadlock wheels wrapped with Falken Wildpeak M/T tyres. Standard features in both Bomber versions are the scale tube chassis; durable front and rear WB8 HD Wildboar driveshafts, dual slipper clutch, Hi-Lo transmission with all-metal internal gears and realistic scale details including moulded driver figures, three pairs of helmets, moulded shock reservoirs and more. Four-wheel drive locked differentials are included for dependable traction. The offset pumpkin of the AR60 OCP-Axle increases ground clearance and provides a better driveshaft angle. Thanks to the forward-mounted, easy access battery tray, you can access the adjustable battery compartment simply by removing two body clips to release the bonnet. The compartment offers plenty of room to secure 2S or 3S LiPo batteries. The updated RR10 Bomber RTR package's new Spektrum DX3 radio uses exclusive DSMR technology for superior range, response and interference resistance. The DX3 transmitter's integrated thumb steering option makes it possible to steer one-handed safely and precisely. Both the transmitter and the supplied SR315 3-channel receiver are fully compatible with Spektrum Smart technology. The 15kg Spektrum S614 servo includes metal gears and a metal servo horn for strong, reliable steering. Like the receiver, the servo is waterproof for running in any conditions, rain or shine. The included 3S LiPo-capable Dynamite AE-5L speed controller with IC3 connectors features adjustable drag brake and a light controller with dual LED outputs to accommodate the new LED headlights and tail lights. The RR10 Bomber rock racer now features two forward-facing white LEDs, two white LEDs on the front for rock lights, and a new rear LED light bar with two red LEDs.

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

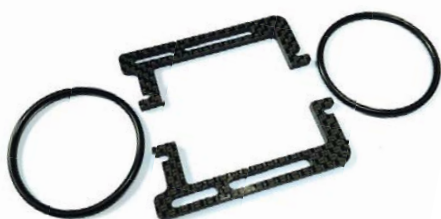


JConcepts RM2 Flywheel Wrench

With the popularity of the 4-shoe clutch design, it is now more necessary than ever to have a wrench handy to assemble things correctly. Ryan Maifield, combined with the designers at JConcepts, have developed a simple and handy tool for the nitro racers toolbox. The all-aluminium, CNC-machined part is precision manufactured to close tolerances to ensure a tight and clean fit for a variety of 4-shoe clutches on the market including models from Team Associated, TLR and ProTek.

#8122 JConcepts RM2 Flywheel Wrench - black

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



TMG Speed Team Associated B6.2 Quick Release Battery Mount

The latest quick release battery mount from TMG Speed is for the Team Associated B6.2 buggy. The carbon fibre mount system is fully adjustable allowing for the battery to be moved forwards and backwards, and can be used with both standard and low-profile sized LiPos using the different rubber bands that come included in the package.

AVAILABLE FROM: TMG Speed
WEBSITE: www.tmgspeeduk.com
CONTACT: Via website

Xray T4 Aluminium Universal Mount

This universal mount is designed specifically for the T4 platform from Xray and accommodates popular fan sizes including 30mm and 40mm fans but also can be used as a battery backstop on their T4'20. The universal mount is installed on the bulkhead on the previous T4 version and on the motor mount on T4'20 rather than the chassis to eliminate any tweak and to ensure no vibrations

are transferred to the chassis. This will fit all the T4 and T4F'21 models.

#306410 Xray Alu Universal Mount

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



JConcepts 1970 Chevy C10

The 1970 shell from JConcepts is designed for vehicles with a 12.3" wheelbase and carries over all the details of the full-size model, complimented by a decal sheet that contains many emblems and trim packages to complete your body in several popular looks from that generation. A chiselled front-end is gently swept back from the centre whilst the arches are round with raised edging making them ideal for several different RC tyres on the market. The bonnet on the Chevy is rock solid in shape that planes across the centre ridgeline. The cab and windshield are a key styling point on this creation and the "cap" look to the cab has the hard edge around the sides and visor like appearance to the front. Side windows fit within the geometry as expected with classic vent windows lining the front corner. The front and rear bumpers are moulded into the design giving the truck solid looks without bolt-on parts or additional pieces. Side-markers on the 1970 are horizontal which is also included in the decal sheet. Between 1967 and 1972 there were many different looks through Chevrolet and GMC variants with small changes to the grille, headlights, and trim packages throughout the years. As a result JConcepts offers four different grille options are included on the sheet giving the user the option of their favourite package. Hard panned single headlight and double light bezel set-ups are included which contain bar and tube grille combinations. In addition, a plethora of badges are offered on the sheet featuring Cheyenne, Custom, C10, C20, and CST10 combinations.

#0416 JConcepts 1970 Chevy C10 (12.3" wheelbase)

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



LMR Yokomo YZ-4SF Delta Body

LMR has released their new Delta body for the Yokomo YZ-4SF. This offers more steering and a lower centre of gravity than previous designs, and retails for £24.35.

AVAILABLE FROM: Nemo Racing
WEBSITE: www.nemoracing.com
CONTACT: sales@nemoracing.com



LMR Yokomo YZ-2 Apollo Body

This new body from LMR is for the Yokomo YZ-2 and provides a lower centre of gravity, increased steering and more cooling for your motor. A must have body shell for Yokomo lovers and retails at £24.25.

AVAILABLE FROM: Nemo Racing
WEBSITE: www.nemoracing.com
CONTACT: sales@nemoracing.com

THRASH TEST - CARSON LAND ROVER DEFENDER RTR

■ spec: 4wd moulded chassis ■ class: off-road fun ■ cost: £169.99



A BRITISH ICON FROM GERMANY

German brand Carson has recreated the famous Land Rover Defender in entry-level guise with everything you need to get up and running for less than £170. With a sealed chassis design and huge off-road potential, John Weston took the RTR out for a thrash



Scale crawling is a firmly established mainstay of the RC hobby and Carson has released the perfect introductory model for beginners to be able to get out there immediately onto the trail with their new ready-to-run Land Rover Defender. The model, complete with the official logos recreates the classic Defender 110 body in 1:8-scale atop a fully articulated chassis designed for negotiating rugged terrain. Available in either orange or silver, it certainly looks the part and in this thrash test review we'll give it a thorough once over to determine whether it plays the part too.

FOR BIG KIDS TOO!

The model is positioned for children aged eight and over so when we removed it from its impressive display box we were immediately

struck by the simplicity of the individual components. All that is needed to run the vehicle can be found in the box with a brief diagrammatical instruction manual explaining the basic operation along with safety advice. The model's internals are all safely sealed within the plastic tub chassis with the officially-licensed Land Rover Defender body firmly and semi-permanently secured as well. The body, made from flexible impact resistant plastic, really is the standout feature of this rock crawler. It's an accurate scale depiction of the iconic British workhorse with a tubular plastic scale frame around the roof, which incorporates a roof tray for extra strength. The wing mirrors are rubber and won't be knocked clean off at the first roll. Tinted windows, front and rear bumpers, black wheel arch covers and step plates all finish off the great scale

The packaging allows potential buyers to get a good look

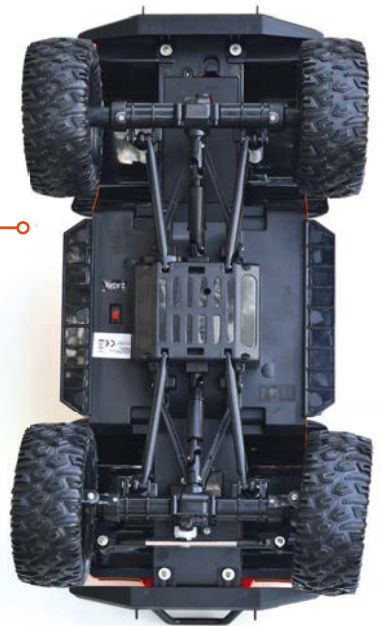


THRASH TEST - CARSON LAND ROVER DEFENDER RTR

spec: 4wd moulded chassis ■ class: off-road fun ■ cost: £169.99



The underside of the chassis shows a proven suspension design



looks. For an extra touch of realism, the front headlights have LEDs mounted inside which can be turned on and off via the transmitter. With the nerve centre sealed away, our focus then came to the wheels, axles and suspension. The tyres aren't glued onto the wheel rims so they are one feature that could be addressed but we don't think that is necessary. The link suspension features four coil friction shocks mounted onto the locked differential front and rear axles. The steering servo is concealed safely within the chassis and the steering link arms are somewhat protected by the vehicle's front bumper. This tends to be the normal position for fully articulated scale crawlers.

The Carson 2.4GHz steerwheel transmitter is slightly smaller than standard to suit children and the four supplied AA batteries are inserted into the base



A 1200mAh Li-Ion battery is included in the package...



...as is a USB powered charger



Four AA batteries are supplied to power the steerwheel transmitter

Racer Tips

This is a very capable entry level rock crawler model for children and a great way of getting them into the hobby but care should be taken not to push it too hard when off-roading with it. The perfect setting would be the local wooded area but the garden and also the living room (if you're brave) would suffice. The roof rack is crying out for some nice scale items to be strapped to it to add to the realistic looks and youngsters could very well already have these items hanging around at home in the toy box. The orange and the silver bodies are just waiting for some cool stickers to transform the appearance. Vinyl stickers will last much longer than anything paper based. The Carson Li-Ion battery is separately available at an RRP of £19.99 so it is a great option for doubling the run time.

Carson's own branded steering wheel transmitter operates on 2.4GHz



THRASH TEST - CARSON LAND ROVER DEFENDER RTR

■ spec: 4wd moulded chassis ■ class: off-road fun ■ cost: £169.99

via a screw protected panel. The 2-channel transmitter has all of the standard operations including steering and throttle trims and there is also a switch to power the front headlights. You will also need a screwdriver to gain access to the battery compartment on the model. The small Li-Ion 7.4-volt battery is charged via a USB port and provides around 20 minutes of run time. When the vehicle's speed drops, it is time for a re-charge which doesn't take too long.

TRUE TO SCALE

Despite the 1:8 size, which could easily be

mistaken for 1:10, the Defender is very light in weight which along with the small battery makes it very nippy with a top speed of up to 20 kilometres per hour. The speed controller provides forward, brake and reverse and the front headlights blink like indicators when the vehicle is turning, which is a nice touch. It is very capable with the articulation working well over uneven terrain. We loved this model when we gave it a run. As one would expect from Carson, it is very decent and capable and it was good fun putting it through its paces. ■

The Defender by Land Rover

The classic Land Rover 90 and 110, (the numbers represent the wheelbase) models were given the Defender name in 1990 to position alongside their new Discovery model. Through the 1990s, whilst never leaving behind the workhorse roots, Land Rover introduced Defender models with a wider audience appeal and all the way through to the current day, the Defender in its latest guise is a very popular 4x4 vehicle.

SPECIFICATION

Model:	Carson Land Rover Defender RTR
Scale:	1:8
Class:	Off-Road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Plastic Tub
Drivetrain:	4WD
Transmission:	Gear
Differentials:	Geared
Shocks:	Coil Friction
Bearings/Bushes:	TBC

TECHNICAL DATA

Length	500mm
Width	260mm
Height	290mm
Wheelbase	305mm
Front track	260mm
Rear track	260mm
Weight	1790g

WHAT WE USED

Electric Kit	
Transmitter:	Carson 2.4GHz Wheel (kit)
Receiver:	Sealed unit (kit)
Servo:	Sealed unit (kit)
Speedo:	Sealed unit (kit)
Motor:	Sealed unit (kit)
Battery:	Carson 1200mAh 7.4V Li-Ion (kit)

VERDICT



Licensed body
True RTR package



No tuning options

RACER RATING: ★★★★★

CONTACT

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

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

Summary

The Carson 1:8 Land Rover Defender is a great entry into scaling crawling for the kids and the eye-catching licensed Land Rover Defender body really makes this model stand out. It is simple to use straight from the box, a great size and suited to multiple environments so it should provide hours of entertainment. It's an excellent first step into the hobby from a well-established and trusted manufacturer.

EDITORIAL:

Publisher: **Alan Harman**
Editor: **Matt Benfield**
Editor-At-Large: **Tom Stacey**
Deputy Editor: **Marcus Nicholls**
Office Manager: **Paula Gray**
Administration Manager: **Hannah McLaurie**
Contributing Editor: **Joe Brown**
On-Road Technical Editor: **Stephen Coyle**
Features Editor: **Peter Winton**
Advertising Manager: **Richard Andrews**
On-Line Editor: **Matt Benfield**
Photography: **Ian Peckett**

ART:

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

ADDITIONAL CONSTRUCTION AND CONTRIBUTIONS:

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

EDITORIAL, ADVERTISEMENT AND CIRCULATION:

Racer Magazine, Doolittle Mill, Doolittle Lane,
Totterhoe, Bedfordshire, LUG 10X
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, Doolittle Mill, Doolittle Lane,
Totterhoe, Bedfordshire, LUG 10X
Tel: 01525 222573
Rates: UK £42, Eire and Europe £56, Worldwide £69

BACK ISSUES:

Racer Magazine, Doolittle Mill, Doolittle Lane,
Totterhoe, Bedfordshire, LUG 10X
Tel: 01525 222573
Website: www.rcracer.com

HOW TO CONTACT US:

Tel: 01525 222573
E-mail: web@rcracer.com

Racer Magazine, Doolittle Mill,
Doolittle Lane, Totterhoe,
Bedfordshire, LUG 10X, England

**THE NEXT ISSUE OF
RC CAR RACER IS ON SALE
7 JANUARY 2021
ISSN 1366-6916**

**DOOLITTLE
MEDIA**

Radio Control Car Racer is published monthly by Doolittle Media, Doolittle Mill, Doolittle Lane, Totterhoe, Bedfordshire, LUG 10X. Entire contents © 2020 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: 7 JANUARY 2021

ICONIC ON-ROAD ACTION

– Despite the best efforts of coronavirus, the Iconic team managed to ensure the Iconic Cup racers could get out and have some fun as West London Racing Centre hosted a day of on-road vintage fun, as well as a test for the pre-2000 open TC category at the West London Iconic Day



RUDIS MOTORSPORT PRO MOD

– in the next issue we get our hands on a drag car and the amazingly fast Motorsport Pro Mod from Tony and his team at Rudis Motorsport in the US. Equipped with Trinity and Revtech power, this machine is simply stunning and we got to find out just what speed it is capable of when we put it to the test.



THE WEEKENDER – MB

Raceway hosted the third and final rounds of the 2020 MTC Nationals national over a weekend in October with the foam and rubber class titles up for grabs and back-to-back racing it was a busy but exciting couple of days in Leeds.



TAMIYA G6-01 VOLVO A60H – one of Tamiya's newest platforms to date has been their six-wheel drive G6-01 chassis and now it comes with what many feel is the best body to date in the form of the Volvo A60H Hauler 6X6 that combines the tipper body and huge tyres for an exciting 1:24-scale kit build.



Also in the February 2021 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.



VANESSA at HER BEST

John Weston has a great affinity to the Tamiya Lunch Box, owning many derivatives of the van over the years, and even two of his daughters run them! He looks back at over 30 years of the famous yellow van, as well as showing off some alternative designs to the stock colour scheme

As I look back 33 years, one particular memory from my youth is pretty much still intact. In the summer of 1987 aged 15, I set off to Model Land in Hainault, Essex to buy myself a Tamiya Vanessa's Lunch Box Dodge Van. I'd saved up paper round money and sold some of my Scalextric (I think) to be able to buy the brand new on the shop shelves Tamiya wheelie van kit

along with some Acorns Techniplus radio gear. In January that same year, I'd received my first Tamiya as a present from my dad. I'd wanted one for a long time and finally got my hands on a Tamiya Boomerang which I built and loved. Seven months on and I needed another fix. The Lunch Box price meant it was just within reach for me at the time without needing to recruit my parents.

Had I been a bit more patient then I'd probably have bought another buggy, but I was desperate to build another car. I was back home that day and building my Lunch Box and the next day, I took a polaroid of the finished article and wrote the date on it. I do recall being shocked at the simplicity of the build of the chassis so the fix was a bit short-lived, but working on the body

This stunning photo is of Mike Worthington's Tamiya Lunch Box

1987 TO 2019

Here is a rundown of the Tamiya Lunch Box editions that were made available in kit form:

- 58063 Lunch Box - released in 1987
- 58347 Lunch Box 2005 - released in 2005
- 49459 Lunch Box Gold Edition - released in 2007
- 58546 Lunch Box Black Edition - released in 2012
- 58575 Lunch Box Blue Style - released in 2013
- 47402 Lunch Box Red Edition - released in 2019





Here you can how popular the Lunch Box is at the Revival Wheelie Race



There is always lots of fun in the races



Rich Morris has renamed his truck the Lunch Dog



The Lunch Dog and three Lunch Boxes take on Willy

was a treat and I finished it off in box art yellow. Then it was off to the park with it. I remember how cool it looked and how much fun it was. I never raced as a kid but I was out a lot with my mates and their Tamiyas and Kyoshos and the Boomerang got much more use as we ragged them around car parks. Two years on and I was working and focussing on a real car so the Lunch Box got sold back to the model shop but the Boomerang was a bit more battered and got put into the loft. Many moons later in 2009, I got back into RC after digging out the Boomerang and getting it running

again. This is the same story for lots of 'grown ups' who've got back into the hobby many years on.

FOLLOWING IN DAD'S FOOTSTEPS

I keep a record of all of my RC purchases and I can see that in February 2010, I was the proud owner of a Lunch Box once again and in 2012 my two daughters (aged 10 and 9) both got one for Christmas. I wonder how many other dads have done that? Of course, it meant I could build and

paint two more! Two-thousand-and-fourteen was a special year as we planned the first ever vintage off-road Revival event. We'd held wheelie races at other Iconic RC events so the race at the inaugural Revival was going to be a special one. We ended up with 28 wheelies on the grid in a mad race and I'd bought and prepared the Blue Style edition for none other than Jamie Booth to run. He had radio issues which meant a very early retirement but the plus side was that it ended up pretty much unscathed! That then is my Tamiya Lunch Box story and an Iconic column dedicated to one of



Einar Eriksen looks to save money on a new body



Kenny Mok's truck is powered by Red Bull



Mark Tootell and family with their Lunch Boxes

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.



Simon Cowling's Rollin Thunder tribute



A nice patina effect on Trevor Hambley's example



John Weston's first Lunch Box was captured on a Polaroid camera



Morphing the famous body onto a tank courtesy of Rich Armstrong



Wayne Jeffcock's Lunch Box tank



Tim Wilks adopts a New York City Police scheme complete with working light bar and more

the most recognisable RC icons has been long overdue.

VAN HISTORY

The 1987 Lunch Box was Tamiya's third wheelie vehicle after the 1982 Wild Willy Jeep and the 1984 Mitsubishi Pajero. The chassis base is that of the Pajero but Tamiya went with a big-wheeled monster truck theme due to the huge popularity of that sport at the time with the classic full-size Rollin' Thunder Dodge Van surely being the inspiration. The 1:12-scale Dodge Van body from Tamiya in ABS is scrumptious and the budget RC kit was an instant hit. With a beam-axle design the whole wheelie mechanics are fairly basic (especially compared to the complicated construction of the original Wild Willy Jeep) but exceedingly effective. The Lunch Box wheelied on demand and if you could keep those front wheels on the ground it was a real hoot and great fun to drive. The chassis is tough so it'll take some monster truck-style abuse but the body mounts were prone to 'exploding' if you pushed it too far. Some owners do beef up the chassis with a fifth shock to keep the rear end a bit more stable and the steering can benefit from being toughened up, but I personally think that stock form with some metal bearings is spot on for this model. All in all, the Lunch Box was a winner from the off for Tamiya and the original truck was available for quite some time after its release date. On the same chassis, Tamiya released the Midnight Pumpkin Ford F-100 truck in 1:12 scale too and both models were very popular until the RC touring car revolution took a hold in the 1990s.

In 2005, 18 years after the original release date, Tamiya brought the Lunch Box back and it

An original model with box art paint



Lunch Box Blue Style as raced by Jamie Booth at the 2014 Revival



has been available ever since. I think that it must surely be the company's biggest ever RC seller. We've since seen it in a kit with a blingy gold pre-painted body along with Black, Blue and Red versions with different colour chassis parts to mix up the look. Vanessa and the Thunder Bolt detailing will never age and the whole design still looks uber-cool to this day. We have even now been blessed with a 1:24-scale version, the Lunch Box Mini, which I reviewed recently for this magazine and was very impressed with. In

John's second daughter Grace has a Lunch Box that features some personalisation



Rosie is John's first daughter and has her own customised Lunch Box too

recent years, the 1:12 chassis has been identified by Tamiya as the CW-01. Since the original Lunch Box and Midnight Pumpkin we've also seen a Unimog and the original Mitsubishi Pajero ABS body in 1:10 mounted onto the monster chassis and named the Mitsubishi Montero.

The "Lunchie" is a true RC icon and has been a route into the hobby for many a youngster. With that lovely ABS body, the sky is the limit for freedom of expression so I've gathered up some of the best custom jobs from Racer Magazine readers and vintage RC enthusiasts. ■



An original 1987 Lunch Box body set



Ron Larsen's example with the body off



Scooby Doo inspiration for Sean Kennedy

Summary

The Tamiya Lunch Box may not be a finely-tuned racing machine but it does what it says on the tin with aplomb. The simple engineering will give you hours of fun and the fact that this legendary example of Tamiya 1980s creativity is still with us to this day, speaks volumes. I must thank all of the Lunchie fans who donated their photos for this column. Vanessa, you are the best.

SOUTH COAST RC RALLY CHAMPIONSHIP

Bournemouth/July & August 2020/Tamiya 1:10 rally/Open

■ A new tight and twisty, multi-surface track and some very simple one-make, cost-effective rules. Add a few local club and former Tamiya Eurocup champions in the mix along with some complete newbies and what do you get? A fantastic new class of RC racing!

THE TRACK

South Coast RC, situated not far from sunny Bournemouth already has a well-established 1:8 and 1:10 off-road Astro track to play with but decided to build another circuit to race 1:10 Tamiya rally cars. Created during the Covid-19 lockdown by a few dedicated club members, a very technical track was designed and made featuring soft sand, dirt, gravel, paved and an up and over.

THE RULES

A very simple set of rules were produced based around the new Tamiya TT-02 chassis to be run as per kit including the Tamiya Rally Block tyres with only a few minor additions such as bearings and alloy prop shaft. Kit motor (Tamiya Torque Tuned) and speed controller with the option of the Hobbywing brushed 1060 unit also. Any oil-filled 1:10 shocks and springs were permitted to help with the many bumps on the track and any rally bodyshell

obviously. All electrics like hard-case LiPos and steering servos were open but the standard kit gearing had to be fitted. The option to add the older TT-01 chassis was allowed to help people to get involved without the need to buy a brand new kit but with the same rules for the TT-02, again on the lowest gearing possible. The essence of the new class was purely based on having fun!

THE RACING

The event took place just after the lockdown restrictions were eased so meetings were able to take place following the strict BRCA and government guidelines. The inaugural series was to be three rounds with your best two scores to count. Finally, after what seemed a long time to wait, midweek summer Tamiya RC rallying was go!

ROUND ONE

After a couple of practice meetings a few weeks previously, it was time for round one of the inaugural series. Former Tamiya Eurocup champion Shaun Taylor rocked up with his nine-year old TT-01 that had been featured in a review in this magazine and won the A final with some solid driving, very rarely making a mistake over the lumps and bumps whilst getting his Kamtec Escort-bodied

car sideways at every opportunity. 2006 Tamiya World Champion (no less!) Marcus Askeff was second with his immaculately prepared Lancia-bodied TT-02 whilst another former Tamiya Eurocup racer Martin Reeder was an impressive third after a near ten-year break from RC racing. South Coast RC main man Rob Woodrow and 1:12 oval racer Chris Brooker completed the top five for the fantastic first race meeting.

ROUND TWO

Marcus Askeff made up for a small error which cost him overall victory in round one with a dominate display of driving at the second round. Starting from pole position, Marcus pulled away from the rest of the field to win the A final convincingly ahead of round one winner Shaun Taylor. Shaun managed to have a couple of lengthy crashes but still held onto second place just ahead yet another Tamiya returnee Kevin Dent who claimed a well-deserved third. Chris Brooker improved on his round one performance to achieve fourth place in the main final with Dan Thorne rounding out the top five with his TT-02.

ROUND THREE

With both championship contenders in attendance, the final round was

going to be fun. After a few days of heavy rain, the sandy track had its first watering which changed the grip levels throughout the meeting. Marcus Askeff was looking fast in the heats and claimed pole for the final after a DNF from Shaun Taylor in heat one. They both shot off the line on the buzzer but it was Shaun who made the first mistake, rolling over the first jump and dropping to last. This gave Marcus an early lead which he kept until a crash going up the up-and-over caused his front driveshaft to pop out. Shaun was already on his recovery drive and swept into the lead which he didn't let go to claim the A final win and the overall series much to his joy and Marcus's disappointment. Kevin Dent was second in the A final with another solid drive with his Mitsubishi-bodied TT-02 complete with driver and navigator. Lee Young was happy with his fourth place in the final after a very good race to bump up from the ultra-competitive competitive B final.

With the best two rounds to count out of three, Shaun took the honours from Marcus with Kevin third overall making it a Tamiya Eurocup veteran's top three - ha-ha. Fourth place overall was tied between four drivers; Martin Reeder, Lee Young, Chris Brooker and Rob Woodrow with



The track is tight and twisty, with many different surfaces and obstacles



The sun was setting on the grid during the finals

countback deciding the final places. The top ten drivers of the first rally series.

SUMMARY

Thanks to all who came and took part and massive thanks to the team at South Coast RC who bravely came up with the idea and put many hours in when building the track during tough,

social restrictions. With the inaugural rally series done and dusted, South Coast RC were already talking of an autumn series. For further details please head on down to their website or search South coast RC for their Facebook page – <https://www.southcoastrc.club/> and <https://www.facebook.com/groups/230379423771986/>



Marcus Askeff's Lancia on the banking



Shaun Taylor, Marcus Askeff and Kevin Dent were the top three

ESSEX CARPET CLASH

Brentford/11 October 2020/1:10 off-road/Open

Round one of the ever-popular Essex Carpet Clash indoor off-road event took place on the 11 October. This is the third year of the series which has now moved to a new venue in Brentwood Essex, located in the South of the UK. A much larger hall greeted the racers which allowed for social distancing to take place for all attendees. A new sturdy purpose built rostrum was in use, this comfortably fitted eight drivers spaced apart.

The track had a flowing layout with nice features and jumps, a large jump under the rostrum had to be taken just right, as there was a sharp right turn as you landed. Then over the mini wall rude and onto the slippery section which had just the right amount of grip if you got your line correct. Two small humps led you to the middle follow-through section and round to race control. Here there was the kicker jump and rumble section, then onto the huge straight and sweeper to complete a satisfying lap.

Before qualifying got under way there was controlled practice in heat order so the drivers could acclimatise themselves to the track layout, tune their cars in and get familiar racing with each other for the day ahead.

QUALIFYING

Last year's champion Ellis Stafford, hit the ground running stamping his authority on all four qualifying

rounds to take the P1 grid slot, but he was pushed all the way by William Venables and TC convert Harley Eldridge, who is proving to be a very quick off-road racer. There was some fantastic driving taking place throughout qualifying in all of the heats and rounds, and it was great to see so many junior drivers racing and showing their talents off. The standout junior was Charlie Saunders who took P4 for the A finals at the ripe old age of 11. Charlie has been racing now for five years, and this was a huge achievement at such a young age. So with qualifying over we were all set for the eight-car three-leg finals, that would make for some awesome, exciting and close racing.

A FINALS

Leg one and with a bad start to the first leg for Ellis Stafford, we saw Will Venables lead from Harley Eldridge and Charlie Saunders after the first minute. At two minutes we had a train of cars nose-to-tail from first to fifth place all jostling for position. Chris Delves was pushing hard after a great start now up to fourth place. Will and Harley were having a monumental battle for first place for several laps, this saw Charlie reel them in with 30 seconds to go. As Will and Harley headed into the slippery section, Will slid and Harley was caught up under his wing, this now let Charlie through with one lap remaining. As the finish time



The Essex Carpet Clash has a new venue for the 2020-21 championship

sounded Charlie had just crossed the line to take the win and a victory lap and a huge round of well-deserved applause. Will held on to second and Harley came home third.

The second leg and Ellis was on it from the start this time pulling away from Will and the pair well out in front of the chasing pack that were fighting for third place. Charlie was in the mix again and keeping in front of Harley. Meanwhile, at the three minute mark, Will got caught up on a corner which saw Ellis drive off onto the distance. Will managed to catch back up but with 30 seconds left disaster struck for him, having to wait to be marshalled which let the hard-charging Harley through to take second place from leg winner Ellis and Will crossed the line third.

The third and final leg saw a steady start for Ellis backing the pack up but then he stepped up a gear and pulled away, but with Will in hot pursuit, the pair pulling a gap on Harley. A few laps later Harley had reeled them in, using her superior straight-line speed which was awesome down the long straight. The trio had now pulled half a lap on the

rest of the field and then a slide on the slippery section let Will through, but Ellis held on to second somehow. All of this action and we were only two minutes into the race. Will had started to edge out a small gap now as Ellis and Harley were battling it out for second as they were all now coming up on back markers. A crash over the mini wall ride saw the top three bunch back up and with a minute left it was anyone's guess who was going to take the win. On the last lap Harley went for a move around the sweeper but it didn't pay off dropping her back. So it was a dramatic race for the line between Ellis and Will and the pair crossed the line almost side-by-side with Will taking the win.

So after some epic finals the winner was Will joint on three points with Ellis, Will taking the win on count back with a time one second quicker. Harley rounded out the top three on five points but I'm sure a win is on the cards for her at some point.

Round two which is fully booked will be on the 1 November and is sure to be just as exciting.

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.

PLEASE MENTION RACER MAGAZINE WHEN REPLYING TO THESE ADVERTS

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

FOR FULL DETAILS

Hertfordshire

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

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.

West Midlands

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

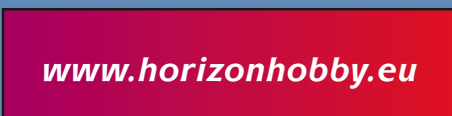
RACER

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



They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

AN RC ADDICTION

WILL THE EFFECT OF A SECOND LOCKDOWN BE THE CATALYST TO PREVENTING US FROM RETURNING TO THE RACE TRACK IN THE FUTURE? THERE IS THAT POSSIBILITY, BUT PETER WINTON CERTAINLY HOPES NOT...

I used to be a smoker – a proper one doing “twenty-a-day” at my peak – and had been for over 40 years. And then, one day, I was stricken with sciatica and couldn't lie down in bed without pain, let alone walk. It is a debilitating condition – you can't walk, you can't get out, you just have to take the pills and lie as still as possible and wait. After four weeks I started doing some exercises – sort of going out, but staying in – that were designed to remind me that there was a world out there and if I was ready for it I could join in again. The exercises started to be a bit repetitive, but they did somehow make up for not going out, and they were alleviating the symptoms. I went to the physio who gave me all sorts of advice and I bought some things to help with the exercises like resistance bands and rollers. But they weren't the same as being able to go out and ride my bike, or walk my favourite trails and lanes; not the same as doing real things in the real world.

NOW IT'S A CHOICE

After eight weeks, I was told to try and get out and do some exercise. And then it struck me: I could now smoke again if I wanted to. After eight weeks without a cigarette I can't say I wanted one so I decided not to do that and to see how long I could go before my desire to smoke got the better of me. In some situations it was difficult. After

meals, with a drink, when there were ten minutes to kill between meetings. But overall, it wasn't that hard really, and I gave up the evil weed. That was eighteen months ago and now I don't miss it at all. It's saving me a fortune and I have found other things to fill my time.

AND THE LESSON IS?

It occurs to me that if I substitute the word smoking for RC car racing, is this a situation that will affect loads of racers in the same way? Will they find that after nine months without their weekly fix of racing RC cars, they find they almost no withdrawal symptoms and they can live without it?

Whilst giving up the evil weed was so much easier once I was forced to do it by my confinement, will people find it easy to give up their racing because the lockdowns and restrictions forced them to do it? And once we can get back to racing as it was before 23 March 2020, will there be people not there anymore? It is something we may yet have to deal with. It will impact the club scene, Nationals and Regionals. As importantly, it may affect the industry in ways that mean we can't have the choice we had before; in ways that mean companies we relied on for supplies of precious RC racing stuff aren't there anymore.



NINE MONTHS AND COUNTING

In short, if being unable to race has the same impact as me being unable to smoke – that it is easy to give it up – then these last nine months will have been pretty bad for our sport. RC racing is an addiction of sorts in so many ways. An addiction to the thrill of the race, the challenge of the setup and the tactics, a welcome way to spend time with friends. Being denied my racing is a debilitating condition. I can't look at my cars without some pain from the current situation, and I certainly can't race in lockdown 2. I'm buying better bits and setting cars up in the expectation that I can race again.

So if I am denied my addiction for some months, then limited to some outings with a car, to a bit of bench racing with some new bits and to my newer, alternative interests, might that not end in me feeling that I don't need this anymore? For me that answer is no, but your mileage may vary...

It is Now!

1



2



3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. This photo was taken at the 1998 IFMAR World Championships when three titles were decided in South Shields, Tyne and Wear. The event drew in a mega entry but it was David Spashett who took the honours in Pro 10 (1:10 on-road track) and 1:12 on-road. This was also the inaugural Worlds for 1:10 touring car, dubbed the ISTC and once again David put in a fine performance to make it a hat-trick of wins on home soil. Within the competition, there was an independent's title that saw these not classed as part of the factory team acknowledged for their efforts. The top ten included the likes of Ryan Coxall, Karl Marsden, Andy Griffiths, Marcus Epstein and Jason Varley from the UK, as well as a relative unknown at the time, Atsushi Hara! For the record, Ryan took the overall independents win after finishing 13th overall that wrapped up a great week for the Brits.

2. Another line-up of racers and this time we are in at the 2005 IFMAR 1:10 Off-Road World Championships. The meeting took place at Collegno in Italy, and is steeped in British RC history as it was the location for the UK's first ever off-road World title with Neil Cragg took the 2WD win for Team Associated. In 4WD the USA were successful with Ryan Cavalieri as he took the win for JConcepts. The image shows the UK team at the Opening Ceremony and now some 15 years on, there are only a few still competing like Neil (far right) and Lee Martin (green vest).

3. If you thought Virtual RC was a relatively new concept, then think again. Sadly we don't have many details about when this image was taken, but as it featured in a magazine that was printed in black and white, the KO Propo transmitters like the Esprit-II stick model in the background has manual trims, whilst the computer and monitor looks incredibly dated, we are thinking that the image is probably late 80s, early 90s. With the recent lockdown in the UK, virtual racing had a huge resurgence and most people went down the VRC route, a concept developed by Pieter Bervoets, formerly of Serpent fame.

REACTION TIME

PRO-LINE
RACING TO BRING YOU THE BEST!

OCTANE

Clear Body
for Slash® 2wd Drag Car
(with extended body mounts)
#3524-00

1969 CHEVY® NOVA™

for Slash® 2wd Drag Car
(with extended body mounts)
#3531-00 Clear Body
#3531-18 Tough-Color (Black)

STINGER

Drag Racing Wheelie Bar
for Slash® 2wd
#6351-00

Hoosier DRAG 2WD FRONT

2.2" 2WD Drag Racing Front Tires
for 2.2" 1:10 2WD Front Buggy Wheels
#10158-203 S3 (Soft)

Hoosier DRAG SLICK SC

2.2"/3.0" Drag Racing Tires
for SC Trucks Rear
#10157-203 S3 (Soft)

REACTION HP SC

2.2"/3.0" Drag Racing BELTED Tires
for SC Trucks Rear
#10170-203 S3 (Soft)

POMONA DRAG SPEC 2.2"

2.2" Black Front Wheels
for Slash® 2WD (using 2.2" 2WD Buggy Front Tires)
#2775-03

MORE DRAG RACING BODIES

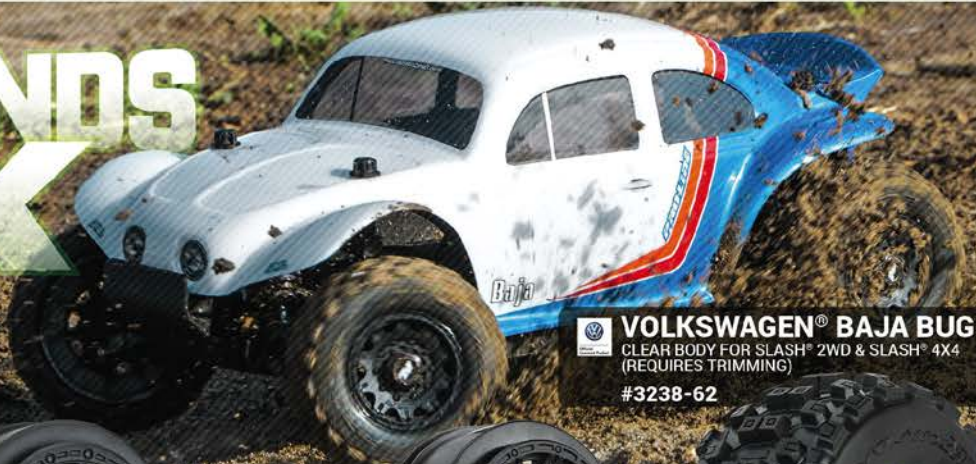
Super J Pro-Mod Clear Body
for Slash® 2wd Drag Car & AE DR10
#3523-00

Chevrolet® Corvette™ C7 Pro-Mod Clear Body
for Slash® 2wd Drag Car
#1571-40

POMONA DRAG SPEC 2.2"/3.0"

2.2"/3.0" Black Wheels
for Slash® 2WD Rear & Slash® 4x4 Front or Rear
#2776-03

THE
BADLANDS MX



VOLKSWAGEN® BAJA BUG

CLEAR BODY FOR SLASH® 2WD & SLASH® 4X4
(REQUIRES TRIMMING)
#3238-62

READY TO USE

BADLANDS MX SC 2.2"/3.0" TIRES MOUNTED
MOUNTED ON RAID BLACK 6X30 REMOVABLE HEX WHEELS

#10156-10 SLASH® 2WD & SLASH® 4X4 FRONT OR REAR

#6354-00 6X30 TO 12MM HEX ADAPTERS

#6355-00 6X30 OPTIONAL SC HEX ADAPTERS
(12MM PROTRAC™, 14MM & 17MM)

#2785-03 RAID 2.2"/3.0" BLACK 6X30 REMOVABLE HEX SC WHEELS

12MM HEXES
INCLUDED

**RAID 2.2"/3.0" 17MM
HEX WHEELS**

FOR PRO-FUSION, DB8, SENTON™
6S & OTHER SC WITH 17MM HEX
CONVERSIONS FRONT OR REAR

#2770-03 BLACK

**BADLANDS MX SC
2.2"/3.0" TIRES**

FOR SC TRUCKS FRONT OR REAR

#10156-01 M2 (MEDIUM)

**SECURE-LOC
EXTENDED BODY
MOUNTS**

COMPLETELY ADJUSTABLE. INNOVATIVE
SCREW ON BODY MOUNTING SYSTEM

#6070-00 SLASH® 2WD

#6087-00 SLASH® 4X4

#6070-02 SECURE-LOC CAP KIT

**TRUE DUAL RATE
HEAVY DUTY PERFORMANCE
POWERSTROKE
SHOCKS**

FOR SLASH® 2WD & 4X4

#6063-00 FRONT

#6063-01 REAR

OPTIONAL SPRINGS AND REPLACEMENT
PARTS AVAILABLE. #6063-05 UNIVERSAL
SHOCK MOUNTING KIT REQUIRED FOR
OTHER SC TRUCKS.

**SUPER-BRIGHT LED
LIGHT BAR KIT**

6V-12V

#6276-00 2" (STRAIGHT)

#6276-01 4" (STRAIGHT)

#6276-03 5" (CURVED)

#6276-02 6" (CURVED)

Please note: All tires and wheels are sold in pairs, unless otherwise noted. All bodies are sold in crystal clear polycarbonate and are painted for advertising purposes only, unless otherwise noted. Slash® is a registered trademark of Traxxas® L.P. General Motors trademarks used under license to Pro-Line. Hoosier® Racing Tire trademarks used under license to Pro-Line. Volkswagen® trademarks used under license to Pro-Line. ©2020 Pro-Line Racing. Senton™ is a trademark or registered trademark of Horizon Hobby®, LLC. All other trademarks, service marks and logos are property of their respective owners.

FOLLOW US



PROLINERACING.com



ALL TIRES, WHEELS & BODIES ARE
MADE IN THE USA

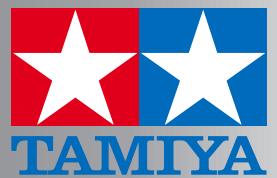
E&OE

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





**58686:
RC VQS (2020)**



VANQUISH

YOUR DEMONS

THE VANQUISH IS A LEGENDARY BUGGY FROM OUR R/C BACK CATALOGUE. IT'S NOW AVAILABLE AGAIN IN THE FORM OF A RE-ISSUE ASSEMBLY KIT RENAMED THE VQS. THE KIT RECEIVES TWEAKS TO THE ORIGINAL TO BRING IT INTO THE MODERN AGE OF R/C FUN! WE HAVE ALSO SAVED BUILDERS SOME WORK TOO, WITH A PRE-CUT AND PRE-PAINTED BODY!

- 1/10 scale R/C model assembly kit.
- Lightweight and durable polycarbonate, pre-painted and cut, with body mount holes already pre-drilled.
- Body stickers are based upon those in the original release, and just require application to complete the body.
- Bath-tub chassis.
- New Parts: Aluminum front uprights and efficient universal shafts are designs inherited from the 2011 re-issue of the Avante (Item 58489).
- Planetary gear differential units from the original Avante.
- Includes 540-Size brushed motor.
- Includes: Tamiya TBLE-02S ESC (electronic speed control) Capable of running sensor brushless motors and brushed motors alike. (21.5 Turn BL motor limit) (23 Turn brushed motor limit)
- Required to complete: 2-channel radio, steering servo, and 7.2volt battery pack with compatible charger.



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