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X4 INSIGHT

THE BRAND NEW XRAY TC PLATFORM UNDER SCRUTINY

BLACK & BLUE

NEW CROSS COUNTRY MODEL FROM RC4WD



REVIVAL TAKE 2

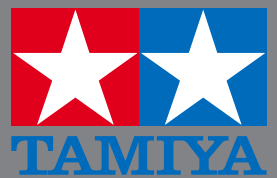
142 RACERS HEAD TO BROXTOWE FOR A SECOND DOSE OF VINTAGE ACTION

18 PAGES OF RACE ACTION





**58698:
LOTUS EUROPA SPECIAL**



HANDLING & PERFORMANCE IN THE DNA

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




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

M06 CHASSIS
RR
REAR MOUNTED MOTOR
REAR WHEEL DRIVE



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

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**TAMIYA R/C
MODELS** 



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

22 BROXTOWE HOSTS THE SECOND COMING

With the popularity of the Iconic RC Revival events showing no sign of abating, some 142 individuals headed to the Broxtowe Model Car Club in Nottinghamshire for the second vintage extravaganza of the year, with all the usual features in place including food, commentary, on-site shop and of course, great racing.

28 BLOOMFIELD WRAPS UP NATS IN STYLE

Team Associated driver Darren Bloomfield made the most of the misfortune of his fellow competitors to take the victory at the fifth and final round of the 2021 BRCA 1:8 Off-Road National Championship hosted by Nemo Raceway.

32 ADUR HOSTS KING OF CLUBS FINALE

One of the standout series of 2021 was the King Of Clubs, which offered a high-quality championship that appealed to both the best racers in the country as well as those with limited experience, and everyone in between. Adrian Jefferies reports from the final KOC round of the year held at Adur on the south coast.

36 TOOLS OF THE TRADE

Every kit or ready-to-run comes with some basic tools, but in reality these are really only fit for

the bin. So in this issue, we run through the must-have proper tools you need to own as well as some speciality items that are worthy of consideration in the future or as they are required.

42 MURRAY WINS OUT WEST

Andy Murray had his work cut out at West London racing two classes, with one of them being the most popular 17.5T Blinky category, and it was here that he took TQ and the overall win with his LRP-powered Schumacher Mi7.

46 UNDER THE HOOD OF XRAY'S X4

The X4 is Xray's newest TC platform and with so many changes, sees the brand come up with a brand new name. One of the racers who has already had lots of experience with the new car is Oilly Jefferies who guides us through all the key features of the X4, combining his knowledge, understanding and experience to give the best insight into Xray's exciting new chassis.

54 CHAPMAN DOMINATES EASTBOURNE WEEKEND

It was a case of total domination for Michael Chapman at the round four of the MTC Nationals as he set TQ and took wins in both the Rubber and Foam Classes at the penultimate round of the 2021 MTC Nationals.

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12 TRAXXAS TRX-4 2021 FORD BRONCO

The latest TRX-4 comes with the fully-licensed 2021 Ford Bronco body based on Ford's top-performing 4x4. Using their proven and versatile TRX-4 chassis, Traxxas has a real stunner on its hands with awesome scale details in what is a very capable, ready-to-run package.

50 EAZYRC ARIZONA

The Arizona from EazyRC is based on a 1:18-scale platform and topped off with a hard body and a high level of detail such as the full-function LED lights, Rhino bumper kit and functional bonnet. Retailing for under £90, the package includes 4-wheel drive transmission and independent suspension, that with the 7.4V LiPo battery should see around 30-minutes of run time per full charge.

58 RC4WD CROSS COUNTRY OFF-ROAD RTR

The Cross Country is an all-new chassis from RC4WD that comes complete as an RTR with a Black Rock four door body. The specification of the package is impressive with its aluminium ladder frame chassis, 2-speed transmission, Hammer transfer case, cast axle and scale shocks. We went the extra mile with this review, and you can read all about it on starting on page 58.

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Toyota backs hydrogen-power for RC, Michal Orlowski wins the GT12 European Championship that was dominated by the Schumacher Atom 2, details are released for the EWS International 2021, a new race venue called Indoor Raceway Stevenage is announced to be supported by SC Models, as well as many more stories

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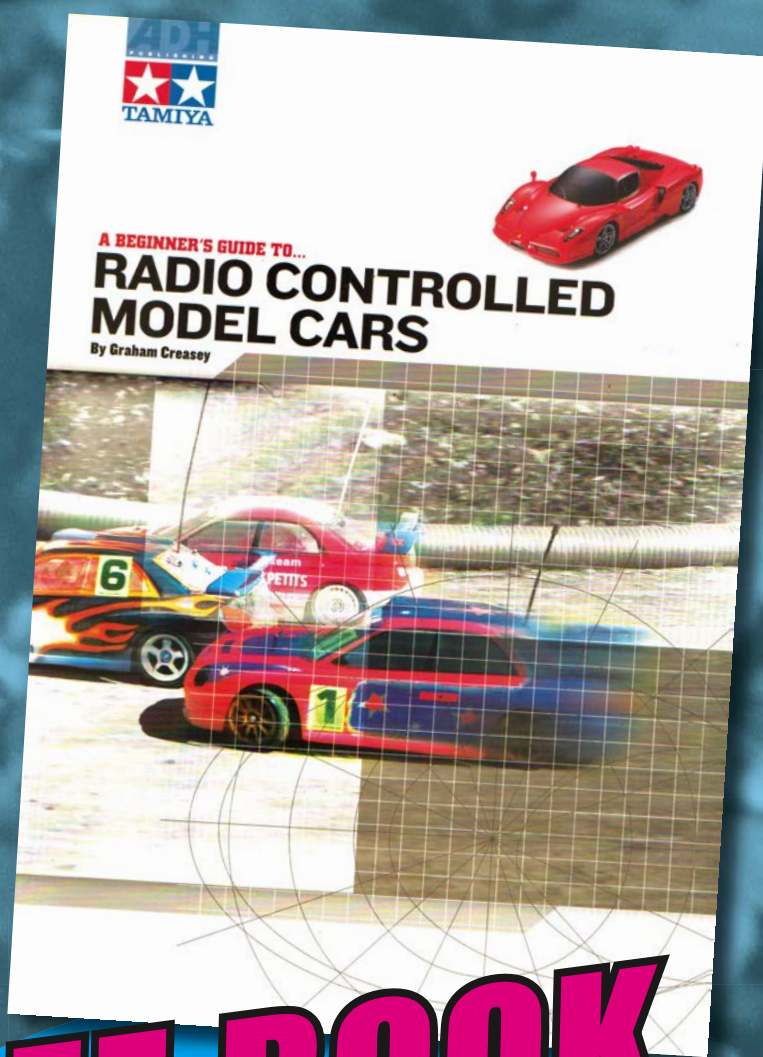


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TOYOTA BACKS HYDROGEN-POWERED RC

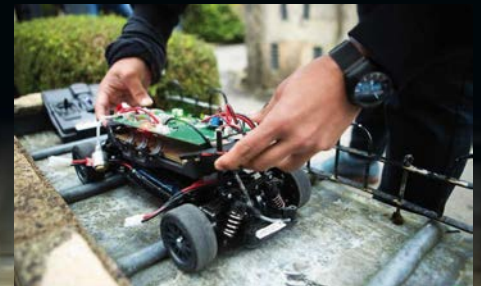
Full-size car manufacturer mirrors their hydrogen-powered Mirai with an RC version courtesy of Tamiya and their TT-02

Back in early 2011, we featured an article on a hydrogen fuel cell that could be used in RC. The Horizon Fuel Cell Technologies H-Cell 2.0 was small enough that it could be used in a 1:10-scale touring car model as we found out in the February 2011 issue. And now some ten years on, Toyota UK teamed up with Bramble Energy to create a special one-off Mirai project using two standard Tamiya TT-02s converted to fuel cell tech with amazing performance possibilities including run-time of between 30 to 40 minutes on a single

tank, potentially allowing it to cover twice the distance of a standard model. In the full-size car world, Toyota has chosen to commit to hydrogen whilst other manufacturers focus on electric, and to highlight their ethos they chose to take a Tamiya TT-02, equip it with a hydrogen fuel cell, and top it off with a scale Toyota Mirai body.

"We believe these adapted hydrogen-powered Tamiya cars are the first hydrogen fuel cell RC cars in the UK, and they mirror the way full-size vehicles will be powered in the future. It's

been great to see them in action at the model village (Old New Inn Model Village in Bourton-on-the-Water, Gloucestershire); they performed really well," said Alistair Brebner from Tamiya UK. "While we are a long way off being able to offer a hydrogen-powered RC car for purchase, this challenge has proved that a scaled down and adaptable version of H2 can be a superb energy platform for our cars."





ORLOWSKI WINS GT12 EUROPEAN CHAMPIONSHIP

Polish Schumacher factory racer Michal Orłowski won the 2021 title in Italy with the British manufacturer dominating the event that took place over 22-24 October 2021

The 2021 GT12 European Championship was hosted by RC Landia in Scandiano, with the race was held under the auspices of ACI Sport, the Italian Federation of RC Model Cars and member of the FIA, and saw a solid participation of competitors from several countries. The race was run using BRCA rules for GT12, that are adopted by many countries such as the UK and Italy so 1S batteries, 13.5T motors, blinky speed controllers and homologated body shells. Furthermore, the choice of the organisers was oriented towards the use of control tyres for the class and control additive.

The 2017 GT12 World Champion and Schumacher factory driver Michal Orłowski was the favourite for the event, but after six rounds of qualifying on the Saturday, it was the current spec-class IFMAR LMP World Champion, Andy Murray, leading the proceedings for Schumacher and taking TQ ahead of fellow Atom 2 drivers, Michal and Mattia Collina. After qualifying, the GT12 Junior European Champion was crowned with 14-year old Daniel Robins from the UK taking the title thanks to some impressive driving which also saw him take an A final spot.

The GT12 European Championship would be decided over three legs, and this sadly saw the pole sitter endure some trouble. Mattia would take leg one, but it was Michal who won legs two and three to claim the title. Mattia was second overall and Andy third, with a great run from British youngster Daniel Robins netting him fourth.

RESULT -

POS	DRIVER
1	Michal Orłowski
2	Mattia Collina
3	Andy Murray
4	Daniel Robins
5	Guido Carbognani
6	Nathanael Goodban
7	Luca Tassinari
8	Mattia Dall'Oca
9	Alessandro Giubbilei
10	Carlo Alberto Conti

TEKIN TO LAUNCH BATTERY RANGE

In a press release from Team Tekin Racing, it was announced that the brand are about to release a wide range of high-voltage LiPo batteries mainly for competition use with shorty, stick and an ultra-low centre of gravity option. The line-up includes 1S, 2S, 3S and 4S packs, with all the hard-case batteries coming with 5mm bullet connectors. There is one soft-case pack in the form of a 3S 4200mAh which is equipped with a Dean-type connector.

- 2S 6200mAh LiHV Shorty Pack 5mm Bullet
- 2S 8400mAh LiHV Stick Pack 5mm Bullet
- 4S 6500mAh LiHV Stick Pack 5mm Bullet
- 3S 4200mAh LiHV Soft Pack T Plug (Deans)
- 1S 8800mAh LiHV Shorty Pack 5mm Bullet
- 2S 4400mAh LiHV ULCG Shorty Pack 5mm Bullet

For more information, head to the brand's website at www.teamtekin.com



A BIGGER BAT-SAFE

If you have a large number of LiPo packs or are looking for an upgrade to a usual soft-case, then the new Bat-Safe XXL is worth considering. The brand offers "a simple and the safe solution to charge any battery containing lithium" and so the product line will suit many uses including surface and air, or any other RC applications that use LiPo batteries. The XXL model is Bat-Safe's largest version to date that offers some serious capacity for charging and storing LiPo batteries. The Bat-Safe models are also ideal for transporting LiPos and offers a much better solution than an inferior, soft-case LiPo bag. The Bat-Safe is a double-walled insulated steel box with a flame arrestor. In case of a fire, the smoke and soot is also filtered by the flame arrestor.

The XXL comes with a charger stand and Velcro included and measures 30x22x68cm externally, and 24.5x16.5x60cm internally. With the largest model, Bat-Safe states a maximum battery capacity of six 6S (22.2V) 6000mAh or 666Wh equivalent. The range starts at £34.99 for the Mini through to £149.99 for the latest XXL model.



IWATA RELEASES TAKUMI CUSTOM MICRON SIDE-FEED AIRBRUSH



Following the recent launch of the Takumi Eclipse airbrush, Iwata has announced their new Takumi Custom Micron Side-Feed model. The Takumi Custom Micron Side-Feed has a redesigned, compact body style that makes it perfectly balanced in the hand, and combined with a new gravity-assisted side-feed

cup and siphon cut lid improves paint flow. The two-piece 0.24oz/7ml cup design disassembles for easy cleaning and is adaptable to right and left-handed use.

For more information head to the UK distributor for Iwata, The Airbrush Company's website at www.airbrushes.com

INDOOR RACEWAY STEVENAGE ANNOUNCED

Shaun Collins from SC Models has revealed details about a new 1:10-scale on-road venue that will open its doors in January 2022. Indoor Raceway will be based at Barnwell Middle School (Shephall Green, SG2 9XT) on Thursday evenings and will have a number of new features including a lap counting

system, PA and track markings. The club will be open to all, with first-timers welcome and dedicated classes for Tamiya cars, and those serious racers who want to run modified. There will be ample pitting and a sizeable track to match at 18x14m comprised of brand new ETS carpet. Tables and chairs will be available for all to use with

access to power should you need to recharge as well as an on-site tuck shop. Indoor Raceway Stevenage has its own Facebook page for more information or you can call 01438 563690.



NEW FUTABA T10PX COMING SOON

After posting a teaser image in social media, it looks like a new radio is on its way from Futaba in the form of the T10PX. This will be joined by two new receivers with the R404SBS-E and R404SBS. According to the source, the radio uses the F-4G system and it will be available in two versions. For nitro applications with the R404SBS standard receiver and for electric applications with the R404SBS-E with its built-in antenna.



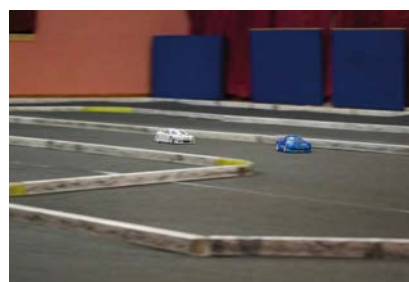
GRAMPIAN INDOOR WINTER SERIES

Grampian Radio Car Club, located in Aberdeenshire, Scotland has a winter series running through to March 2022 at their venue located at Bettridge Centre in Newtonhill. Although the series began in November, with ten rounds there is still plenty of time to take part, and there is an endurance race planned for April 2022. The indoor on-road series caters for MTC (17.5T blinky),

1:10 TC (13.5T blinky), 2WD minis and GT12. Race day starts at 10am and finishes at 4pm. You can check out the full calendar and find out much more on the club's website at <https://grampianrcc.wixsite.com/grampianrcc>

Date	Event
19 December 2021	Round 4

9 January 2022	Round 5
23 January 2022	Round 6
6 February 2022	Round 7
20 February 2022	Round 8
6 March 2022	Round 9
20 March 2022	Round 10
3 April 2022	GRCC Endurance Challenge



F450SD

1/10 4WD SOLID AXLE

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FEATURES

ESC

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

Servo

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

Radio System

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

Motor

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



GREY TITANIUM



BLUE GALAXY



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THE LATEST NEWS AND REVIEWS FROM THE WORLD OF RC RACING...

Arrma Vendetta 4x4 3S BLX Speed Racer RTR

The new 1:8-scale Vendetta 4x4 3S BLX Speed Racer RTR, capable of over 70mph speeds in optimum conditions. The 4x4 platform features a strong composite chassis with extended height dirt defenders, oil-filled shocks with silicone O-rings, metal geared differentials and more. Power comes from a Spektrum Firma 3660 3900kV brushless motor, high and low downforce wings on the aerodynamically tuned body help keep your tyres glued to the surface. The dBoots Hoons Elevens vented all-road tyres are mounted on tough, coloured nylon wheels, while a large rear double diffuser reduces turbulence and drag. The included DX3 DSMR 2.4GHz radio system, SR6200A receiver and Firma 100A speed controller work together to provide the benefits of AVC (Active Vehicle Control) and Smart technology straight out of the box. Using the AVC system's on-demand traction control, you can dial-in extra stability as needed. When you don't want the extra traction, just dial back the stability. The DX3 radio's AVC system works behind the scenes, making hundreds of minute steering and throttle adjustments per second to keep the Speed Racer precisely on the line you want to hold. The Vendetta 4x4 3S BLX Speed Racer body is available factory-finished in your choice of green or blue matte and gloss effect paint schemes with scale decals. Only a 2S or 3S hardcase LiPo battery, compatible charger and four AA transmitter batteries are required.

New features:

- Optional pinion included for reaching 70mph plus speeds (in optimal conditions with a 3S LiPo battery)
- Powerful Spektrum Firma 3660 3900kV brushless motor
- Front and rear anti-roll bars for the ultimate all-road handling
- Threaded oil-filled shocks for easy ride height adjustments
- Aerodynamically tuned Vendetta Speed Racer body with high and low downforce wings
- Available in two matte and gloss effect body paint schemes with scale decals
- Large front foam bumper integrates with body for maximum protection
- Large rear double diffuser reduces turbulence and drag
- dBoots Hoons Elevens vented all-road tyres mounted on tough, gun-metal-coloured wheels
- Multi-adjustable body mounts

ARA4319V3BT1 Arrma Vendetta 4x4 3S BLX 1:8 Speed Bash Racer - green
ARA4319V3BT2 Arrma Vendetta 4x4 3S BLX 1:8 Speed Bash Racer - blue

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THRASH TEST - TRAXXAS TRX-4 2021 FORD BRONCO

■ spec: 4wd steel chassis ■ class: 1:10 off-road fun ■ cost: 666.99

Let's be honest, you probably read these reviews because you want to know if this particular RC car is any good. Well, we'll save you reading it all to find that out – this model is amazing. It is brilliant, and one of the best RCs possibly ever reviewed. For those that say RC is stuck in a rut and there is no innovation anymore, this one bucks that trend, and more. There aren't many that we would put up on a pedestal as being RC icons – perhaps the HPI Baja 5B, the Traxxas T-Maxx, original Team Associated RC10 and certainly a couple of Tamiyas, but the TRX-4 could also be one of those in our hall of greats.

IS IT THAT GOOD?

Now of course, it is not without a few faults, and if you're not into the whole scale and trail thing, then this probably won't be the truck for you. Also, its expensive, but so are a lot of premium RCs now to be honest – even so, this is top-end money for a 1:10-scale kit. We also don't understand the rationale from Traxxas regarding whether they include an LED lighting kit or not... Some TRX-4s do, others don't. We think they

FANTASTIC FORD



Tom Stacey takes a look at the latest and greatest TRX-4 from Traxxas – one of the most popular scale-type vehicles on the market

*“Red or yellow?
Those are your only
choices here as
everything comes in
the box!”*



should be standard except for the entry-level Sport kit.

We have of course reviewed the TRX-4 and TRX-6 in these pages before, so we won't go over too much that we have covered previously, but let's outline why these really are so good, what makes the 2021 Ford Bronco even better, and how you could improve it even further!

The Traxxas TRX-4 (which is a funny name really

as the TRX-1 was a competition off-road buggy from the early 1990s, the TRX-2 didn't exist and the TR-X3 was another off-road buggy from 1993) is a scaler, (or scale and trail as Traxxas call it) off-road truck. This means that really it is meant for going slowly, over obstacles that would be a real challenge for a normal off-road truck. In fact, this truck is probably much better at coping with rough ground than a larger monster truck

THRASH TEST - TRAXXAS TRX-4 2021 FORD BRONCO

■ spec: 4wd steel chassis ■ class: 1:10 off-road fun ■ cost: 666.99



The distinctive Bronco badge and chunky bumper setup makes a statement even when stationary



The scuttle panel wraps around and into the matte black moulded mirrors



The spare wheel is bolted to the rear door and can be used if necessary



Traxxas continues to rely on their proven TQi 2.4GHz steering wheel transmitter



These hidden clips secure the body to the chassis eliminating the use of a traditional system on the outside



The light buckets are durable mouldings that are secured to the internal frame



The controls on the TQi allows operation of 2-speed transmission and T-Lock remote locking differentials

due to a number of design choices that make it particularly good in this respect. The design is based around a steel ladder frame, similar to a real off-roader and paired with a set of solid axles. This design gives huge amounts of axle articulation, which is exactly why it is so good at climbing over things! Even better, Traxxas allows you to remotely (using the transmitter) lock and unlock the diffs in the axles, which means you can switch between unstoppable crawling power and tight turning ability at the flick of a switch. Yes, it adds weight and complexity, but the flexibility it gives you is unmatched – it really does make this machine incredibly versatile. The remote locking diffs aren't the TRX-4's only party trick either – another switch on the transmitter allows you to flick between the 'hi' and 'low' ratio on the main gearbox too. This means that you can have uber-torque for crawling, and then when out in the open, switch to top gear and you are able to race across the open fields. Talk about a tool for every situation!

WOW FACTOR

Of course, it's all well and good having the technical features to compete, but for many buyers, it is how your model looks that matters. Well, here with the new Ford Bronco, you have what is possibly the pinnacle of RC body design in 2021. For a polycarbonate body shell, this thing looks incredible, and moulded plastic body parts

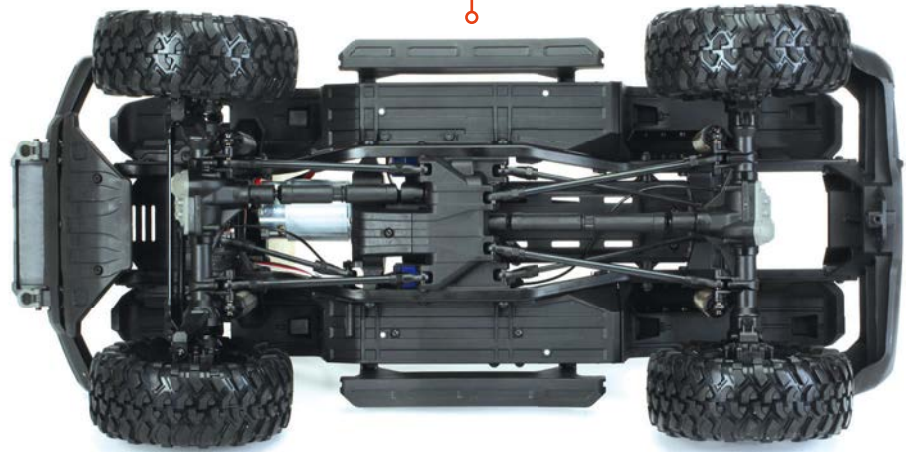
Racer Tips

Whilst the model is fully setup from the factory, before you use it for the first time, it is worth checking that all the micro servos that control the transmission are working as expected, and are locking and unlocking the diffs. You can do this by selecting the diff lock and making sure that when you spin the wheels on one side the opposite wheel spins in the opposite direction when unlocked, and then when the switch is moved, the wheels turn in the same direction. You will feel some resistance when they are locked, this is normal.

add to the detail to make it look even better. The body is LED compatible, and for a nearly £700 RRP, you'd hope it had these as standard, but sadly it doesn't. Two colours are available, and this off-orange hue is particularly unique, being based on one of the signature colours for the real Ford Bronco. Perhaps what makes it look even better than other TRX-4s such as the Land Rover Defender is the use of a clipless body attachment system. This is something Traxxas is rolling out across the 2019 onwards range and is a marvel



The body is made stronger by this supportive moulding that goes all the way around



The moulded floor pans are designed to integrate into the wheel wells



The light buckets are ready to accept Traxxas's optional Pro Scale Advanced Lighting System



Unlike others, Traxxas includes a useable spare wheel on its model just like the real thing



Like the headlights, at the rear you can install optional LEDs for brake and reverse lights, as well as indicators



The battery compartment is easy to access and allows many different types of pack to be used



The XL-5 HV electronic speed control allows a 3S LiPo to be used



The rugged replica bumpers feature a fairlead, tow hooks, and receiver hitch

THRASH TEST - TRAXXAS TRX-4 2021 FORD BRONCO

spec: 4wd steel chassis ■ class: 1:10 off-road fun ■ cost: 666.99



Here you can see how the heavy items are located along the centreline of the chassis

of simplicity, as well as adding to the scale looks. A realistic looking bumper, side skirts and folding wing mirrors all add to the effect, and this really is the literal icing on the cake of a splendidly innovative chassis underneath.

ALL-INCLUSIVE

Well, almost all inclusive! Traxxas popularised

the RTR or ready-to-run format whereby the kit comes pre-built and detailed and all your radio gear is included and setup too. The TRX-4, whilst also available as a kit, follows this format for the 2021 Ford Bronco. You don't get a battery or charger, and whilst a 8.4V NiMH battery or 7.4V LiPo alternative are recommended, you'll find that the generous battery tray (again clipless) will

accept nearly all 7.2V through to 8.4V packs. 3S LiPos are also supported for a bit more power, and we tested our version with a 4000mAh 3S LiPo version. If you use a Traxxas pack, you can take advantage of their ID technology which you can find out more about from their website. The radio gear we have again covered in depth in the past in Racer, and suffice to say it is



The XL-5 HV speed controller includes dedicated Trail and Crawl profiles



Three small servos operate the front and rear diffs as well as the high/low transmission range selection



The Titan 21T 550 motor has been chosen because of the huge amount of torque it can deliver



All of the servos, including the three micro-sized ones in blue are fully waterproof



Sleeved cables are used to lock or unlock the diffs front and rear



Hardened steel UJs feature on the front and rear driveshafts



The speed control and servos are waterproof, and the receiver is fully protected by a watertight enclosure



Portal axles lift the truck at the wheels for increased ground clearance



Here you can see how much extra clearance is gained by using a portal axle design



Oil-filled coil-over GTS shocks feature threaded aluminium shock bodies



Canyon Trail tyres are mounted onto scale 1.9-inch replica wheels from the Wildtrak Bronco model



In order to achieve the same pumpkin clearance with straight axles, the tyres would have to be much taller



THRASH TEST - TRAXXAS TRX-4 2021 FORD BRONCO

■ spec: 4wd steel chassis ■ class: 1:10 off-road fun ■ cost: £686.99

On Test

We took the Traxxas TRX-4 2021 Ford Bronco to our local woods for a little scale fun in our favourite spot. Upon placing it down and taking some photos we did think is this just too good to mess up and get dirty in the British autumn weather? It is a lovely looking thing when in the great outdoors. Nah, don't be silly, this toy is for playing with and so that is what we did with a freshly charged 3S LiPo on board! Your reviewer has experience with TRX-4s and owns three others, so knew very much how this machine will handle on the trail, but for you, the reader's benefit we'll explain what it's like to drive. Firstly, the 550 brushed motor, while it might not be much to look at is actually a really good choice for this machine – plenty of low-down torque (especially in first gear) and very good low-speed controllability make the TRX-4 look very realistic in use – just like a mini real off-roader. Second gear is great in the more open sections, but it is definitely better to stick to first gear when undertaking slippery surfaces as you'll limit wheelspin and wheel lift. The diff locks work really well, and you can lock both or just the rear – unlocking them both gives you a hugely better turning circle on grippy surfaces, but is less important on wet mud or gravel. One advantage that Traxxas has with the TRX-4 chassis is their design for the axles – known as portal axles, the wheels are not actually in line with the diffs, but dropped down via a set of gears at each end. The benefit of this is the axle itself is lifted up higher, to give an axle clearance that would be equivalent to the running much larger wheels. This ground clearance, combined with the high-torque and grippy tyres means that the TRX-4, for its size is incredibly capable at crawling. Another thing that really impressed us was the run time on a 4000mAh LiPo battery – the Wh rating of a 3S pack gives the dual benefit of more power and more endurance, so we would recommend using one if you can.



reliable, modern and the transmitter is very comfortable to use. What is quite unique about these models is the use of tiny micro servos to control the gear shifting and diff locking. These servos, like the rest of the included equipment are also waterproof which means you can have some splashing fun with this truck too!

IT REALLY HAS IT ALL

The TRX-4 continues to be one of our favourite RC kits you can buy. It won't appeal to the racers, but as a usable, realistic looking, go everywhere RC car it completely delivers. It is interesting

technically and offers a versatility with its clever gearbox design that you can't find anywhere else. The other thing that the TRX-4 series offers is huge upgradability – from Traxxas's own range of coloured aluminium or brass parts to LED kits, high-lift suspension and coloured suspension kits, there is something for everyone. Then when you think about all the scaler parts such as winches, roof racks and trailers and electronics kits such as a complete brushless systems, it's easy to spend another £1000 on this kit! When it comes to the complete package though, even out of the box, the TRX-4 is hard to fault. ■



Summary

Is the Traxxas TRX-4 2021 Ford Bronco one of the most polished RC trucks out there? Possibly? It has everything, including the price tag to match. Perhaps if you don't like the bodysell you'll have to look elsewhere, but then you'd lose the clipless design that is so brilliant here.

SPECIFICATION

Model:	Traxxas TRX-4 2021 Ford Bronco
Scale:	1:10
Class:	Off-road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Steel
Drivetrain:	4WD
Transmission:	Shaft
Differential:	Spool/geared
Shocks:	Oil filled, aluminium bodies
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length	410mm
Width	240mm
Height	210mm
Wheelbase	265mm
Front track	220mm
Rear track	220mm
Weight	1980g

WHAT WE USED

Electric Kit	
Transmitter:	Traxxas TQi 2.4GHz 4-channel steerwheel (kit)
Receiver:	Traxxas TQi TSM 2.4GHz 5-channel micro (kit)
Speed Controller:	Traxxas XL-5 HV 3S waterproof(kit)
Steering Servo:	Traxxas 2075X metal gear (kit)
Diff Lock Servos:	Traxxas 2065A waterproof (kit)
Hi-Lo Gear	
Selection Servo:	Traxxas 2065A waterproof (kit)
Motor:	Traxxas Titan 21T 550 brushed (kit)
Battery:	Traxxas 4000mAh 11.1V 3S 25C LiPo

OPTIONAL PARTS

- 8058 Chassis Conversion Kit, TRX-4 (long to short wheelbase)
- 8031 3-in-1 Wire Harness, LED Light Kit
- 8089 4-in-2 Wire Harness, LED Light Kit
- 6589 Distribution Block, LED Light Set
- 8028 LED Lights, Power Supply (3V, 0.5A) / 3-in-1 Wire Harness
- 8026X LED Rock Light Kit, TRX-4/TRX-6
- 8870 Fairlead, Winch, Aluminium
- 8862 Gearmotor, Winch
- 8863 Hook, Winch (steel)
- 8858 Housings (front & rear), Winch/Decal
- 8864 Line, Winch
- 8860 Spool Shaft Assembly, Winch
- 8861 Spool, Winch
- 8855 Winch Kit With Wireless Controller, TRX-4
- 8856 Winch, TRX-4 (requires #8857)

VERDICT



Looks and performance
High build standard
A great package



If you want to go very fast, this is not for you
LEDs not included

RACER RATING: ★★★★★

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WHAT IS AVAXHOME?

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EDITORIAL

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RESPECTING GRASS ROOTS RC

It was only a small piece of flat grass, but for a few hours on a Sunday afternoon, it was where I wanted to be

Batteries that had enough capacity to be used for more than one race. Automatic personal timing. Permanent race tracks. All these and more were just a few of the things I had never heard of when I started racing back in the early 90s! Why am I bringing up these memories now you ask? Well just a few days ago, I was passing through an area fairly local to me, when my aging brain realised it was one of the very first RC race venues I ever went to. It was only a patch of grass within a public park – nothing special at all. But Sunday afternoons saw true club racers head to this area in Sidcup for a few hours of fun. Some ropes were laid out for a basic track, numbers on sticky labels were wrapped around aerial tubes, and the race control deckchair was positioned at the start. By the way, there was no need for a finish line – this will be explained later...

If I remember correctly, I was racing a Schumacher Procat – and a quick check of the second Revival 2021 race report courtesy of John Weston inside this issue confirms that I have the right window – but apart from this, as it was some 30 years ago I know very little else about my setup at the time. We only raced 4WD at Sidcup and the Procat was the buggy to have. The level of the racer taking part meant that the latest and greatest equipment was out of reach for most and totally unnecessary if I am honest. Those racing at National level stayed away; it wasn't what they were after and to be fair, it wasn't what the other racers at Sidcup wanted either!

There was no practise sessions or warm-up laps – remember battery capacity was the limiting factor so you checked the trim and drove slowly to the start line. We would charge up the 1700mAh NiCds the night before,

and those three or four packs would last the afternoon. Nowadays, trackside most racer will have access to a generator, or use a high-capacity LiPo pack that can do more than one run. Over time I would invest in a separate high-discharge 12V leisure battery to charge from, or top up from the road car's 12V that we drove to the venue in!

A sign of the times also meant pit tables were only for the more 'serious' racer, and so the grass at the side of the track became a base for our limited equipment. Alongside the track was race control and the aforementioned deck chair. No computer or even a table to work from. Just a stopwatch, some paper and a pen. A volunteer was roped in to act as the 'caller' to shout out the car's numbers as they passed the line. Dale from the Sidcup club would sit in his chair and tally the laps on a piece of paper. It was as basic as it could be. If it rained or was too wet, we didn't race, probably as the damage that we would have done to the public park would have been detrimental to the club's access in the future.

Every time we went on track it was to race. There wasn't really qualifying or finals. It was 'line starts' so all the cars in the race started together and this was when the stopwatch was started. At five minutes, Dale shouted "Stop!" and we would duly come to a standstill. Then the two in 'race control' would work out the finishing order. No splits or even close results – there was just your place in the race and the number of laps achieved!

You might be reading this and thinking, why did we bother? That's not proper racing. Just three or four races. A boring grass track is just that and not challenging enough. Yes, naturally I moved on in time and Eden Park Overlanders (EPO), which is now Eden Park Raceway became

my go-to club. This saw me progress, started to travel to more challenging venues, become more competitive as I took the hobby more seriously. But upon reflection, without Sidcup it is unlikely that I would have started in RC. EPO at the time was seeing 120 drivers attend their club meetings on their new all-weather, permanent track. It was scary as a newcomer to see – all those sponsored drivers, a technical track with jumps and different surfaces. At the time I am not too precious to admit it did put me off racing there to start with; I was unwilling to come out of my comfort zone with such limited knowledge, experience and equipment. And so whilst you might think I am looking back through rose-tinted glasses, I thought that my story would resonate with some of the readers. That small piece of grass at Sidcup Place was my RC heaven. I learnt a lot, most of the time the hard way as I had only been in the hobby for a year or less, but this was a club with helpful members, an enthusiastic leader in Dale, and a regular opportunity to go and race.

I apologise if my memory is not as accurate as I hoped and am sure there are a few mistakes made, but that is not the reason for the editorial piece. As a racer, I want to say a big "Thank you" to those who run clubs and dedicate their effort and spare time for the cause. Whether it's a church hall on a Wednesday evening or an area in a park on a Saturday morning, it's still RC racing and like-minded enthusiasts doing what they enjoy. And remember this if you go on to bigger and better things, we all have to start somewhere...

Matt Benfield
Editor

WHO, WHAT, WHERE & WHEN?

Three pictures from the past:
Do you know who, what, when and where they are now?
Answers on page 66.

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2



3



TIME WARP

1 YEAR AGO – JANUARY 2021

THE BEST OF - SOCIAL MEDIA



Arrma

RC fan and factory Corvette racer, Nick Tandy, has teamed up with Arrma to develop a high-speed Felony 8S model:

"Nick Tandy is a factory Corvette racing driver, having won most of the World's top sportscar races including Le Mans. But his true passion is for RC so we met up with him earlier this week at Silverstone. He was doing a little shakedown of his custom Felony 8S, naturally using a Protoform Corvette C8 body in his own race colours. "It's a work-in-progress but it should be good for 125mph plus". Given his résumé, we wouldn't expect anything less. Next up, he'd like to develop something that exceeds 150mph as part of a new @arrmarc project."



It was a busy time for British manufacturer Schumacher, as they entered two new race categories. There was the Icon for F1, and the Mission FT to compete in the frontie class. Both platforms would draw on their experience from other RWD on-road classes as well as touring car, with the like of Andy Murray and other leading racers to promote the cars at race tracks around the UK. In driver news, Lewis Jones left Team Associated for Agama, and the UK Team Manager Lee Martin, was well-happy with the appointment. Meanwhile, a Yokomo driver in December was now with Mugen Seiki as Ronald Völker made the move after some 11 years with the Japanese brand. Ronald would continue using LRP power, but this time in the all-new MTC2 touring car.

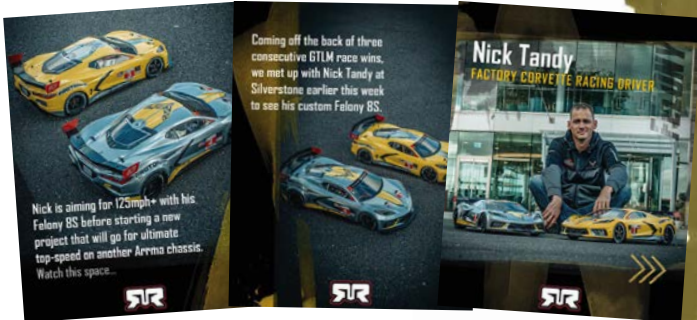
5 YEARS AGO – JANUARY 2017

Late on in the 2016 season, the top off-road racers in the world descended to the desert of the USA as RC Tracks of Las Vegas would host the prestigious World Championships in 1:8 nitro off-road, just a few blocks away from the famous strip. Despite the location, Sweden's David Ronnefalk would take the win for HB ahead of another European racer, Robert Batlle, as Canada's Ty Tessmann wrapped up third. In domestic news, David Spashett and Olly Jefferies kicked off the BRCA 1:12 series by taking the Stock and Modified national wins respectively at Robertsbridge whilst Schumacher used the knowledge gained from their Atom GT12 car to enter the 1:12 on-road class with their new Eclipse chassis.



10 YEARS AGO – JANUARY 2012

Four years on and the BRCA TC Section were at it again – another change of National format. This time there is only one class – 10.5T motors for all competitors using boosted speed controller timing. Tune in next year for how it went! All the BRCA Electric Sections dedicated one of their 2012 National races to the late Mike Reedy. This month it was the turn of the 1:12 section to use the Tamworth National as their tribute to the great man. Winter is a bit slow when it comes to new car releases, so Racer takes the chance to try something different. This year it was rockets, as we tested the Riptide from Estes Rockets. Simply outstanding!



Coming off the back of three consecutive GTLM race wins, we met up with Nick Tandy at Silverstone earlier this week to see his custom Felony 8S.

Nick is aiming for 125mph+ with his Felony 8S before starting a new project that will go for ultimate top-speed on another Arrma chassis. Watch this space...



Chaz Mostert

It seems full-size motorsport is a theme of this issue's social media as highlighted by a recent post from Australian supercar racer, Chaz Mostert:

"Hey guys, been working on this on the break, happy to show you our new 1:10 carpet off-road RC club in South East Queensland. We've got races every fortnight and have memberships available, give Mozzie RC page a like and message so we can help out getting new people into this awesome rewarding hobby/sport!"



Bury Metro RCCi

In a post from Bury Metro RC Car Club, they announced that they would be donating all the proceeds from their Roger Wood Memorial Meeting to Fairfield Hospital in Bury. It went on to say:

"Many thanks to everyone who supported this event we have managed to support this hospital with a fantastic donation of £2302.50."



RACE REPORT

what: iconic rc revival ■ where: Broxtowe Model Car Club ■ class: 1:10 off-road

REVIVAL 2021 NUMBER TWO

The second Revival of 2021 took place over three days in September at Broxtowe, with all the elements of the first hosted at Bingham, to ensure all the racers had the same experience whichever event they attended

Raising money for the Parkinson's UK charity, the second Revival of 2021 was held at Broxtowe Model Car Club in Eastwood, Nottinghamshire in September. The Revival 2021 entry had opened for a 48-hour window back in February and when this closed, John Weston of Iconic RC was stunned at the amount of entries. It was more than two and a half times over the entry limit. Some of this was

to do with a lack of national racing this year, but even so there were a number of regulars that would need to wait it out on reserve lists. This didn't sit at all well with John who each year sorts out places trying to give as many a chance to race as possible having abandoned the old first come first served system, which was seeing classes fill within the first couple of minutes of entry opening and was generally stressing everyone

out. This year John decided the only way to avoid a huge amount of disappointed racers was to do it all again and hold two events in 2021. He reached out to trusted ally, Lance Walker, at Broxtowe Model Car Club to see if he could help accommodate a Revival. Broxtowe swiftly confirmed and then it was set in stone. Revival 2021:2. John absolutely did not want this to be a B-event so he quickly got three main elements onboard

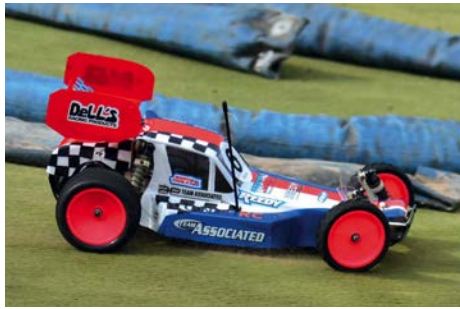
from the original July event at Bingham Model Raceway. Adie and Diane Parkes with their Racecraft RC pit shop, Feast Street food and race commentary from Nathan Ralls. With raffles on each day jam-packed with amazing prizes along with a lovely Astroturf track and a huge field for camping, the second Revival of the year would match the first. John then set about emailing the entrants and organising the race



Nathan Ralls successfully combined racing and commentating at the event



Gary Brett's Tamiya Frog in action



The Team Associated RC10 is a popular choice in 2WD 1989-93 and this is Rory Tooley's example



A lovely Masami Hirosaka replica paint scheme on David Blakely's Team Associated RC10B3



The Schumacher Fireblade 2000 of Chris Hudson



Guy Rogers's Kyosho Rocky from the earliest 4WD class of 1977-86



The distinctive design of the RCL Incident belonging to Paul Lomas



The iconic Tamiya Avante of Dave Beeby



Craig Harris pushing his Schumacher Bosscat hard



Winner of Icon of the Day, Adam Foley's Team Associated RC10T

entry for both events, which still had some hopefuls on the reserve lists. The headline story of this second 2021 Revival was undoubtedly the presence of the hugely successful and much-admired legendary UK racer, Craig Drescher. Craig had visited the July Revival for the entire two race days, catching up with lots of old friends and rivals and loved it. He wanted in. With some September gaps opening up, John delightedly added Craig onto the entry list.

PUSHING THE LIMITS

Fast-forward to September and everything was set with a full entry of 12 ten-car heats on both days and some wriggle room to allow more hopefuls in with some 11-car heats thanks to Broxtowe's

large rostrum. Lance Walker led an impressive team of Broxtowe club members to provide everyone with a wonderfully presented facility for the weekend. Andy Hicklin manned race control and re-configured the track between open practice, 2WD on Saturday and 4WD on Sunday to give everyone fantastic and challenging track layouts on each day. From first thing on the Friday, Nathan Ralls set himself up trackside for commentary alongside Iconic HQ where Grace Weston looked after the raffle. Adie and Diane set up their huge shop with all sorts of goodies whilst Graham Harper, representing Feast Street, was looking after everyone with his wonderful hot food. Gates were opened at 11:00 and a steady flow of intrepid racers began to fill

the Hall Park site. There were 142 individuals racing over the weekend which actually broke the Revival record for the number of attendees by one! Again, this was no 'B' event and thanks to the well-honed organisational skills of the Broxtowe club, there was plenty of room for all. From midday on the Friday, the rostrum was never empty as the entrants took full advantage of open practise under the watchful eye of Andy until time was called and focus fully switched to some socialising on a lovely September evening.

DRIVERS BRIEFING WITH A TWIST

It was an early start for all on 2WD Saturday with the drivers briefing held by Andy at 08:00 followed

quickly by the Byron Doors and Chimera Model Sport draw for a new in the box Tamiya Monster Beetle. All 142 race numbers were in the hat and Craig Drescher pulled out number 23 belonging to John Cunningham who, despite being based in a local hotel, was late so he was grabbed a bit later for a photo with his prize. Four rounds of qualifying then got under way (best two of the four to count) with the 2WD 1982-84 racers first out on track. With room for just one heat for this class, it was a really mixed bag of abilities and experience. From the outset this literally did look like a walk in the park (Hall Park) for the immensely successful Jamie Booth and his LBRC Racing Kyosho Tomahawk. Across the four rounds though, Jamie was pushed >

RACE REPORT

what: iconic rc revival where: Broxtowe Model Car Club class: 1:10 off-road



Adam Smith, Peter Rhodes, Stuart Robinson and Rob Mills



Chris Slater, Chris Wilkinson, Craig Drescher, Rob Gammon and Jamie Booth



Dave Rimington and Mick Brown



Jon Cryer, Edward Gait-Carr and Dave Beeby



Lee Chorley, Chris Ely and Rob Shaw



Michael Fiebel and family

by Mark Rogers, also sporting a Tomahawk. With a DNF in round four, the guys ended qualifying with two first and two second places each. Jamie took the TQ tie break with result which came in round two with an impressive 12 laps (this was the only 12-lapper in that class all day). The final saw Jamie and Mark followed by local guys Gary Brett and Darren Stancer with Tamiya Frogs. Worth a huge mention is 7-year old Charlie Moon who seemed

completely unphased all day with his Kyosho Tomahawk and won the 2WD Brett Davis Newcomer Award.

Following Jamie and co in heats two and three were the 1984-88 racers. This class predominantly features Schumacher Top Cats, Kyosho Ultimas and the original 6-gear Team Associated RC10. Juggling his racing with his commentary, and backed up by Chris Mitchell and Damian Whittle, Nathan Ralls (Kyosho Ultima) put on a masterclass to finish first

out of the 21 racers in this class in every qualifying round. Right behind Nathan all the way was Stephen Lander (Team Associated RC10). With Nathan being the only 13-lapper in this class, the best of the rest with impressive 12-lap performances were Stephen, Paul Lisseter (Team Losi JRX-2), Paul Edwards (Schumacher Top Cat) and Mark Revell (Kyosho Ultima). Nathan, Stephen and Paul took first, second and third in the A final.

The 1989-93 class occupied heats four to seven and headlining proceedings was Craig Drescher racing his old personal RC10, now owned by Chimera Model Sport member, Stephen Lander. The Chimera chaps had presented Craig with a tip top buggy on Friday for him to dial in and according to the man himself, it did take some setup along with some electrical gremlin challenges so he went into Saturday with some slight trepidation. Craig pulled



2WD Saturday Results



Andy Hicklin, Lance Walker and Gary Brett



Grace Weston, Tony Head and Nathan Ralls



John and Grace Weston at Iconic HQ



Nathan Ralls and Mark Revell hosted a 'How To' workshop

2WD RACE OF CHAMPIONS

POS	DRIVER	RACE NUMBER	BUGGY
1	Mark Rogers	#129	Kyosho Tomahawk
2	Stephen Lander	#99	Team Associated RC10
3	Jamie Booth	#1	Kyosho Tomahawk
4	Nathan Ralls	#68	Kyosho Ultima
5	Craig Harris	#201	Schumacher Cougar
6	Craig Drescher	#21	Team Associated RC10
7	James Pritchard	#224	Team Losi XX CR
8	Nick Goodall	#252	Team Losi XX

2WD TOP QUALIFIERS

CLASS	DRIVER	RACE NUMBER	BUGGY/TRUCK
1982-84	Jamie Booth	#1	Kyosho Tomahawk
1984-88	Nathan Ralls	#68	Kyosho Ultima
1989-93	Craig Drescher	#21	Team Associated RC10
1994-98	James Pritchard	#224	Team Losi XX CR
1989-98T	Adam Foley	#297	Team Associated RC10T

RESULT - 2WD 1982-84 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Jamie Booth	#1	Kyosho Tomahawk
2	Mark Rogers	#129	Kyosho Tomahawk
3	Gary Brett	#211	Tamiya Frog
4	Darren Stancer	#217	Tamiya Frog
5	Brian Lloyd	#308	Kyosho Beetle
6	Steve Brunt	#63	Kyosho Scorpion
7	Dave Rimington	#185	Kyosho Tomahawk
8	Nick Brown	#248	Kyosho Beetle
9	Charlie Moon	#312	Kyosho Tomahawk

RESULT - 2WD 1984-88 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Nathan Ralls	#68	Kyosho Ultima
2	Stephen Lander	#99	Team Associated RC10
3	Paul Edwards	#93	Schumacher Top Cat
4	Mark Revell	#242	Kyosho Ultima
5	Derak McLarney	#207	Kyosho Ultima
6	Paul Lisseter	#55	Team Losi JRX-2
7	Stuart Gains	#46	Kyosho Ultima
8	Neil Oliver	#250	Kyosho Raider
9	Guy Rogers	#214	Kyosho Raider
10	Charlie Leonard	#311	Mardave Meteor

RESULT - 2WD 1984-88 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Chris Blackburn	#313	Kyosho Ultima
2	Paul Land	#258	Kyosho Ultima
3	Martin Skennerton	#107	Schumacher Top Cat
4	David McLean	#206	Schumacher Top Cat
5	Simon White	#281	Schumacher CAT XL
6	Ivan Rogers	#215	Kyosho Ultima
7	Simon East	#209	Team Associated RC10
8	Paul Kirkham	#96	Kyosho Ultima Pro
9	Richard Baker	#264	Tamiya Grasshopper 2
10	Stephen Fraser	#282	Kyosho Turbo Scorpion
11	Paul Dixon	#257	Kyosho Ultima

RESULT - 2WD 1989-93 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Craig Drescher	#21	Team Associated RC10
2	Craig Harris	#201	Schumacher Cougar
3	Danny Conway	#60	Mardave Cobra
4	Kevin Bishop	#33	Schumacher Club 10 Cougar
5	Rob Gammon	#270	Team Associated RC10 Team
6	Lee Broadhurst	#122	Tamiya TRF211X
7	Chris Wilkinson	#151	Mardave Cobra
8	Chris Ely	#276	Schumacher Cougar 2
9	Mike Penfold	#35	Mardave Cobra
10	James Dixon	#219	Team Associated RC10 Team

RESULT - 2WD 1989-93 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Dave Richards	#205	Team Associated RC10 Team
2	Bruce Hayward	#310	Schumacher Cougar 2000 '93
3	Lee Charley	#238	Schumacher Cougar
4	Rory Topley	#275	Team Associated RC10 Team
5	Neil Rahaj	#251	Schumacher Cougar 2 Team
6	Andrew Crute	#58	Schumacher Cougar 2 Works
7	Sam Hunt	#89	Team Associated RC10 CE
8	Stuart Ball	#285	Top Models Hybrid
9	Robert Mills	#143	Mardave Cobra
10	Phil Degavino	#118	Schumacher Cougar 2 Works

RESULT - 2WD 1989-93 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Paul Morrissey	#56	Kyosho Ultima Pro XL
2	Jason Pitter	#228	Tamiya Astute
3	Adrian Parkes	#70	Tamiya Astute
4	Chris Maura	#286	Mardave Cobra
5	Kevin Dant	#237	Tamiya Astute
6	Dave Dalton	#234	Schumacher Cougar
7	Thomas Cowles	#288	Tamiya Astute
8	James Kozim	#220	Tamiya Super Astute
9	Simon Smith	#146	Traxxas Radiator 2
10	Barry Parker	#307	Mardave Cobra

RESULT - 2WD 1989-93 D FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Tom Schofield	#227	Tamiya Astute
2	Richard Whitefoot	#268	Mardave Cobra
3	Andy Halliwell	#304	Schumacher Cougar
4	Molly Smith	#152	Schumacher Cougar
5	Gareth Wyatt	#229	Top Models Hybrid

RESULT - 2WD 1994-98 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	James Pritchard	#224	Team Losi XX CR
2	Nick Goodall	#252	Team Losi XX
3	Lee Fraser	#239	Team Losi XX
4	Stefano Lazzarato	#27	Team Associated RC10B3
5	Stu Evans	#223	Team Losi XX
6	Damian Whittle	#202	Team Losi XX
7	Charles Krontriss	#67	Team Associated RC10B3
8	Malcolm McLanachan	#127	Team Associated RC10B3
9	Chris Mitchell	#51	Team Losi XX
10	Brett Tarrant	#309	Team Associated RC10B3

RESULT - 2WD 1994-98 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Stephen Davis	#108	Team Losi XX
2	Rob Shaw	#273	Team Losi XX
3	Alan Paver	#216	Team Losi XX CR
4	Brendan McNulty	#28	Team Associated RC10 Worlds
5	Chris Hudson	#65	Schumacher Fireblade 2000
6	Neil Carnaffin	#136	Team Losi XX CR
7	Adam Smith	#299	Team Losi XX
8	Dave Blakeley	#204	Team Associated RC10B3
9	Tom Scarlett	#291	Team Losi XX
10	James Maggs	#221	Team Losi XX

RESULT - 2WD 1994-98 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	John Cunningham	#23	Team Associated RC10 Worlds
2	Rob Jones	#272	Team Losi XX
3	Ian Pennell	#98	Schumacher Fireblade USA
4	Adrian Prince	#8	Team Losi XX
5	Peter Rhodes	#283	Schumacher Cougar 2000
6	Robert Rand	#274	Team Associated RC10B3
7	Nick Wyse	#253	Team Associated RC10B2
8	Giles Hodgkinson	#212	Schumacher Fireblade
9	Graham Stocks	#183	Team Associated RC10 Worlds
10	Simon Major	#279	Team Associated RC10 Worlds

RESULT - 2WD 1994-98 D FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Stuart Robinson	#287	Schumacher Cougar 2000
2	Owen McLanachan	#271	Team Associated RC10B3
3	Carl Massey	#87	Team Associated RC10 Worlds
4	Robert Jaques	#69	Team Losi XX
5	Tony Head	#210	Team Losi XX CR
6	J Mike Riley	#218	Team Losi XX
7	Nigel Wyse	#254	Team Losi XX CR
8	Harvey Dalton	#235	Team Associated RC10B2
9	Jed McCurrie	#230	Schumacher Cougar 2000

RESULT - 2WD 1989-98T A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Adam Foley	#297	Team Associated RC10T
2	Richard Sharpe	#267	Team Losi XX-T
3	Andy Sawyer	#105	Team Associated RC10T
4	Michael Friebe	#247	Kyosho Outrage ST
5	Robert Hancock	#236	Team Associated RC10T2
6	Edward Gait-Carr	#109	Tamiya Stadium Thunder
7	Winston Barnett	#157	Tamiya Blitzzer Beetle
8	James Smith	#5	Tamiya Dyna Blaster
9	Liam Polwarth	#4	Team Losi XX-T
10	Dave Beeby	#11	Team Losi XX-T CR
11	Simon Golding	#298	Team Losi XX-T

2WD ICON OF THE DAY

DRIVER	CLASS	TRUCK
Adam Foley	2WD 1989-98T	Team Associated RC10T

2WD BRETT DAVIS NEWCOMER AWARD

DRIVER	CLASS	BUGGY
Charlie Moon	2WD 1982-84	Kyosho Tomahawk

REVIVAL SPONSORS

These events couldn't take place without the generosity of the sponsors...

AceofAxe, Additive RC, Agency Express Basingstoke/Aldershot, Autotecnic, Bingham Model Raceway, Broxtowe Model Car Club, Byron Doors, Cars & Details Magazine, Charlie Fogg's, Chimera Model Sport, Cockbain & Associates Wealth Management, Craft People, Cstar Paint, Dead Dog Racing, Dell's Racing Products, DMS Racing, EMS Racing, Essex Maintenance Services, Evolution Models, Eyeball Entertainments, Iconic RC, Igified RC, JC Racing Products, Kevin Fenrich Engineering, L and L Models, L&M Specialist Vehicles, L&R Graphics, LBRC Racing, Mardave, Muzzoom Models Motorsport, NRC Projects, OGP Vintage RC, Penguin Custom Bodysells, Positive Perception, PUKKA Parts, Puppy Paint, Racecraft RC, Racer Magazine, Ralls Racing, RC Airbrush Addict, RC Empire, RC Haus, R-CW Art, Reliance Heating and Plumbing, Schumacher Racing, Sealey, Silly Goat Graphics, Systems Master, Team Associated, TenRC, Tenth-Scale Art, Tudor-Hart Racing, whichwarehouse.com, X-Factory UK and YT Autos.

RACE REPORT

what: iconic re revival where: Broxtowe Model Car Club class: 1:10 off-road

in the spectators across the four qualifying rounds as he went up against seasoned Revival racer, Danny Conway (Mardave Cobra). With two wins apiece it went to a tie break for grid position in the A final with Craig pipping Danny by the finest of margins as he improved in the final two rounds. Craig Harris (Schumacher Cougar) was very close as well, coming in third from the 35 strong field and then getting past Danny in the final to grab a place in the Race of Champions.

The 1994-98 class was packed full with 40 racers typically choosing the Team Associated RC10B3, Team Losi XX, Schumacher Cougar 2000 as their weapons of choice. Top of the pile after qualifying having nailed the third and fourth rounds was James Pritchard (Team Losi XX CR) followed by Lee Fraser (Team Losi XX) and Nick Goodall (Team Losi XX). Worth a shout was Greg Hill (Team Associated RC10B3) who could only complete the first two rounds before being called away, but still finished fourth in qualifying. Nick got the better of Lee in the A final to claim his spot in the Race of Champions.

The Truck class, which was first introduced at Revival 2019, had one full heat of 11 intrepid racers

sporting the likes of Team Associated RC10T, Losi XX-T, Kyosho Outrage along with a Tamiya Blitzer Beetle, Stadium Thunder and Dyna Blaster. Adam Foley with a beautiful Icon of the Day-winning RC10T, Dave Beeby (Team Losi XX-T CR) and Richard Sharpe (Team Losi XX-T) all took a qualifying round, but Adam claimed the TQ and win in the final to cap off a successful day.

The prestigious Race of Champions saw the top two from each A final (except Trucks) battle it out on track from a handicapped staggered start based on race times during the day. The RoC is a chance for everyone to watch the day's most accomplished drivers have one last run to decide an overall 2WD champion. Mark Rogers with his Kyosho Tomahawk held his nerve to take the win. After the extensive awards ceremony hosted by Nathan and John, it was time for some R&R and some serious socialising as entrants gathered together either onsite camping, at local hotels or out on the town in Eastwood just up the road. On Saturday night, ably assisted by Mark Revell, Nathan held a relaxed how-to session for a number of racers where some precious buggy setup advice was passed on in return

for a donation into the charity pot with a marvellous £60 raised.!

SLEEP AND REPEAT

On Sunday the track was significantly changed and also ran anti-clockwise for another 12 heats of up to 11 buggies across four 4WD classes. Andy was all set in race control, Grace was prepared with a whole new raffle and Nathan's voice was holding up for more commentary as everyone went for it again. In the earliest class of 1977-86, we were treated to some lovely examples of the early four-wheel-driven trailblazers. Of particular note was Paul Lomas's exceedingly rare RCL Incident which picked up the Icon of the Day award. Other eye-catchers out on track were Stuart Gains's Schumacher CAT, Guy Rogers's Kyosho Rocky and Simon Tooley's Kyosho Turbo Optima. In fact, the whole class looked the part across two heats as Stephen Lander dominated with his chain-driven Kyosho Optima to take TQ and also the A final win.

When the heat listing was published by Andy just before the event, there was only one race on everyone's lips. Heat number five on Sunday would see two of the UK's greatest all-time racers up against

each other in the 1987-88 class. Jamie Booth with a Schumacher CAT XLS and Craig Drescher racing a belt driven Kyosho Optima. To compliment that mouth-watering prospect were the likes of Danny Conway and Nathan Ralls, both racing Schumacher CAT XLS buggies who would in no way give them an easy ride. Every time this race came up across the four qualifying rounds, a larger than usual crowd gathered and were treated to a master class in driving skills. Craig was the victor and claimed TQ ahead of Nathan, Jamie and Danny. All four held station in the A final meaning it would be Craig and Nathan entering into the Race of Champions.

The biggest 4WD class entry came in 1989-93 with 36 racers battling it out. Craig Harris (Schumacher Bosscat) was the top qualifier, but Lee Broadhurst (Tamiya Top-Force Evo) pipped him in the A final. Mark Revell (Kyosho Lazer ZXR-) having qualified seventh in class and taken eighth place in the A final, claimed the Brett Davis 4WD Newcomer Award which is presented to Revival debutants.

In the 1994-98 class James Pritchard (Team Losi XX-4) and Kevin Bishop (Schumacher CAT 2000EC)



Stefano Lazzarato and Charles Krontiris



The 2WD Race of Champions drivers



The Racecraft RC trackside shop



Derek McLarney won the RC10 World's Car, kindly donated by Team Associated



John Cunningham (second right) won the Chimera Byron Doors draw



David Home donated a Kyosho Ultima that was won by Stephen Davis



The 2WD Champion was Mark Rogers



Craig Harris, 4WD Champion



Charlie Moon was the Best 2WD Newcomer



Best 4WD Newcomer was Mark Revell

4WD Saturday RESULTS

4WD RACE OF CHAMPIONS

POS	DRIVER	RACE NUMBER	BUGGY
1	Craig Harris	#201	Schumacher Bosscat
2	Craig Drescher	#21	Kyosho Optima
3	Andy Sawyer	#105	Tamiya Hotshot
4	Lee Broadhurst	#122	Tamiya Top-Force Evo
5	James Pritchard	#224	Team Losi XX-4
6	Kevin Bishop	#33	Schumacher CAT 2000EC
7	Stephen Lander	#99	Kyosho Optima
8	Nathan Ralls	#68	Schumacher CAT XLS

4WD TOP QUALIFIERS

CLASS	DRIVER	RACE NUMBER	BUGGY
1977-86	Stephen Lander	#99	Kyosho Optima
1987-88	Craig Drescher	#21	Kyosho Optima
1989-93	Craig Harris	#201	Schumacher Bosscat
1994-98	James Pritchard	#224	Team Losi XX-4

RESULT - 4WD 1977-86 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Stephen Lander	#99	Kyosho Optima
2	Andy Sawyer	#105	Tamiya Hotshot
3	Simon Tooley	#280	Kyosho Turbo Optima
4	Stuart Gains	#46	Schumacher CAT
5	Lee Charlley	#238	Tamiya Hotshot
6	Guy Rogers	#214	Kyosho Rocky
7	Charlie Leonard	#311	Tamiya Bigwig
8	Paul Lomas	#258	RCL Incident
9	Dave Richards	#205	Kyosho Turbo Optima
10	Edward Gait-Carr	#109	Tamiya Bigwig

RESULT - 4WD 1977-86 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Neil Oliver	#250	Tamiya Super Shot
2	Scott Arnold	#208	Tamiya Boomerang
3	Chris Moore	#286	Tamiya Boomerang
4	Kevin Dent	#237	Tamiya Boomerang
5	Paul Dixon	#257	Tamiya Boomerang
6	Ivan Rogers	#215	Tamiya Hotshot
7	Winston Barnett	#157	Tamiya Hotshot

RESULT - 4WD 1987-88 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Craig Drescher	#21	Kyosho Optima
2	Nathan Ralls	#68	Schumacher CAT XLS
3	Jamie Booth	#1	Schumacher CAT XLS
4	Danny Conway	#60	Schumacher CAT XLS
5	Paul Edwards	#93	Schumacher CAT XLS
6	Rob Jones	#272	Schumacher CAT XLS
7	James Dixon	#219	Schumacher CAT XLS
8	Dan Ferguson	#9	Schumacher CAT XL
9	Robert Mills	#143	Tamiya Terra Scorchers
10	Rory Tooley	#275	Kyosho Optima Mid
11	Graham North	#283	Schumacher CAT XLS

RESULT - 4WD 1987-88 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Dave Baebby	#11	Tamiya Avante
2	John Ette	#231	Schumacher CAT XLS
3	Paul Land	#258	Schumacher CAT XLS
4	Derek McLarney	#207	Kyosho Optima Mid
5	Dave Dodd	#71	Schumacher CAT XLS
6	Ben Lloyd	#308	Schumacher CAT XL
7	Simon Major	#279	Yokomo 870C
8	Matt Harrison	#137	Kyosho Optima Mid SWB
9	Daniel Downing	#203	Schumacher CAT XLS
10	Adrian Parkes	#70	Schumacher CAT XLS
11	Martin Skennerton	#107	Schumacher CAT XLS

RESULT - 4WD 1987-88 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Ryan Penny	#17	Schumacher CAT XLS
2	Richard Whitefoot	#288	Schumacher CAT XLS
3	Tom Schofield	#227	Schumacher CAT XLS
4	James Smith	#5	Schumacher CAT XLS
5	David McLean	#206	Kyosho Optima Mid
6	Simon White	#281	Schumacher CAT XLS

RESULT - 4WD 1989-93 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Lee Broadhurst	#122	Tamiya Top-Force Evo
2	Craig Harris	#201	Schumacher Bosscat
3	Stuart Ball	#285	Kyosho Lazer ZX-R
4	Chris Ely	#276	Tomy Intruder EX
5	Paul Lisseter	#55	Tamiya Top-Force
6	Rob Shaw	#273	Schumacher CAT 2000
7	Leigh Dibble	#232	Schumacher CAT 2000
8	Mark Revell	#242	Kyosho Lazer ZX-R
9	Phil Degavino	#118	Yokomo Works '93
10	Daniel Wooster	#6	Kyosho Lazer ZX-R

RESULT - 4WD 1989-93 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Adrian Prince	#8	Kyosho Lazer ZX-R
2	Andrew Crute	#58	Tamiya Top-Force
3	David Blakely	#204	Tamiya Top-Force
4	Aaron Birkin	#243	Schumacher Procat
5	Bruce Hayward	#310	Schumacher Bosscat
6	Brandon McNulty	#28	Tamiya Top-Force
7	John Crane	#120	Schumacher Procat
8	James Sykes	#225	Tamiya Top-Force
9	Paul Kirkham	#86	Schumacher Procat
10	John Cunningham	#23	Yokomo VZ-10 Works

RESULT - 4WD 1989-93 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Paul Morrissey	#56	Kyosho Optima Mid CS
2	Greg Roberts	#25	Tamiya Top-Force
3	Chris Blackburn	#313	Schumacher Procat
4	Martin Thorpe	#32	Tamiya Manta Ray
5	Thomas Cowles	#288	Tamiya Top-Force Evo
6	Stephen Fraser	#282	Schumacher Procat
7	James Kozim	#220	Tamiya Egress
8	Garth Wyatt	#229	Tamiya Top-Force
9	Martin Harrell	#171	Tamiya Egress
10	Adam Foley	#287	Tomy Intruder

RESULT - 4WD 1989-93 D FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Molly Smith	#152	Schumacher Bosscat
2	Lewis Penny	#43	Tamiya Manta Ray
3	Steve Brunt	#63	Tamiya Fire Dragon
4	Andy Halliwell	#304	Schumacher Procat
5	Pat Piesley	#255	Tamiya Top-Force
6	J Mike Riley	#218	Yokomo Works '91

RESULT - 4WD 1994-98 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	James Pritchard	#224	Team Losi XX-4
2	Kevin Bishop	#33	Schumacher CAT 2000EC
3	Mike Penfold	#35	Schumacher CAT 2000EC
4	Richard Sharpe	#267	Team Losi XX-4
5	Damian Whittle	#202	Team Losi XX-4
6	Martyn Hadley	#244	Team Losi XX-4
7	Mark Rogers	#129	Team Losi XX-4
8	Joshua Rose	#226	Team Losi XX-4
9	Chris Wilkinson	#151	Team Losi XX-4
10	Charles Kronitris	#67	Team Losi XX-4

RESULT - 4WD 1994-98 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Chris Hudson	#65	Schumacher CAT 2000EC
2	Stephen Davis	#108	Tech Predator International
3	Chris Mitchell	#51	Team Losi XX-4
4	Stu Evans	#223	Team Losi XX-4
5	Alan Paver	#216	Team Losi XX-4
6	Brett Tarrant	#309	Team Losi XX-4
7	Ian Purnell	#98	Schumacher CAT 98
8	Giles Hodgkinson	#212	Schumacher CAT 2000EC
9	James Maggs	#221	Team Losi XX-4
10	Peter Rhodes	#263	Schumacher CAT 2000EC

RESULT - 4WD 1994-98 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Neil Carnaffin	#136	Team Losi XX-4
2	Adam Smith	#299	Schumacher CAT 2000EC
3	Robert Rand	#274	Yokomo VZ-10 97
4	Stuart Robinson	#287	Schumacher CAT 98
5	Simon Smith	#146	Kyosho Lazer ZX-RR
6	Tony Head	#210	Team Losi XX-4
7	Liam Polwarth	#4	Team Losi XX-4
8	Jed McGuffie	#230	Schumacher CAT 2000EC

4WD ICON OF THE DAY

DRIVER	CLASS	TRUCK
Paul Lomas	4WD 1977-86	RCL Incident

4WD BRETT DAVIS NEWCOMER AWARD

DRIVER	CLASS	BUGGY
Mark Revell	4WD 1989-93	Kyosho Lazer ZX-R

led the way and finished first and second in the A final on an impressive 14 laps. There was a bit of a computer timing meltdown for the Race of Champions and places were decided by the racers themselves with Craig Harris taking the accolade of 4WD Champion.

BREAKING MORE RECORDS


Iconic RC raised £14,043 in 2021 for Parkinson's UK which was a record annual amount and the additional Revival significantly helped reach those new fundraising heights with raffle proceeds and an immensely generous donation from the entry

fees by Broxtowe Model Car Club. With that and the huge interest, John has organised the same again for next year with the hope that no one will miss out on a place. The July Revival will be held at Bingham Model Raceway on 29-31 July 2022. The September Revival will be held at Broxtowe Model Car Club on 9-11

September 2022. John Weston would like to take this opportunity to once again thank everyone involved in the 2021 Revivals from the clubs to the contributors to the racers. It's an enormous team effort and doing the whole thing twice was a massive success. ■

BLOOMFIELD WINS TO SECURE PODIUM SPOT

Darren Bloomfield had been one of the more consistent racers throughout the 2021 National Championship and the Team Associated racer was rewarded with the final round win at Nemo Raceway and a spot on the series podium. Juliet Exall reports...

 The fifth and final round of the 2021 BRCA 1:8 Off-Road National Championship would take place at the fast-flowing, Nemo Raceway. This would be the first national event to be held at the track

that opened in 2020, and another great addition to the calendar.

The weather was set to be unpredictable and that it was, with rain in some later rounds really mixing up the results! The first three

rounds were dry, but with rain in the fourth set of qualifiers meant that drivers in the lower heats were faster than the higher ranked drivers. Sunday morning was also a similar story, with some of the middle heats

enduring some wet conditions and with rain on the heavily oiled track meant many drivers not putting in the times they expected, as grip became very low, again mixing up the results.

The fantastic Nemo Raceway hosted the final round of the 2021 championship





Neil Cragg (Team Associated) on his way to the top spot in qualifying

At the end of qualifying, it was Neil Cragg who secured the overall with two wins and a second counting. The Team Associated factory driver really showed his class being one of the most consistent qualifiers of the year taking yet another top qualifier position. Behind him it was Agama

driver Lee Martin in second overall with another Team Associated of Darren Bloomfield securing third place.

FINALS

The lower finals on Sunday morning were reduced in time to 15 minutes to let the rain pass and the track

dry. The promoted drivers from those finals were as seen above.

QUARTER FINALS

The first quarter final was the B side and the races were now back up to 20 minutes. The pole sitter was Simon Willetts and his Mugen machine

RESULT - B 1/64 FINAL	
POS	DRIVER
1	Richard McKenzie
2	John Green
3	Chris Willetts
4	Dan Ainsbury

RESULT - A 1/64 FINAL	
POS	DRIVER
1	Matt Bridge
2	Chris Procter
3	Darren Moon
4	Callum McLoughlin

RESULT - B 1/32 FINAL	
POS	DRIVER
1	Dave Williams
2	Zak Edwards
3	Maxim Cook
4	Josh Marshall

RESULT - A 1/32 FINAL	
POS	DRIVER
1	Jason Patey
2	Julian Jessop
3	Matt Bridge
4	Jack Willetts

RESULT - B 1/16 FINAL	
POS	DRIVER
1	Scott Walker
2	Sean Berryman
3	Josh Marshall
4	Michael Shorey

RESULT - A 1/16 FINAL	
POS	DRIVER
1	Jack Willetts
2	Mark Everitt
3	Jason Patey
4	Tehannah Cradock

RESULT - B 1/8 FINAL	
POS	DRIVER
1	Daniel Austin
2	Matt Box
3	Robson White
4	Scott Walker

RESULT - A 1/8 FINAL	
POS	DRIVER
1	Ashlee Owen
2	Wesley Jolly
3	Ben Billing
4	Adrian Svensson

dominated, leading every lap of the race as he even managed to get the lap on the field. The battle was on for second though with Agama driver Jon Hazlewood and the Team Associated of David Bailey swapping positions on the first lap, and then following each other for the rest of the race with



Graham Hall refuels son Tommy's Team Associated



Mr Kyosho UK, Mick Cradock in pitlane action



James Le Pavoux's Reds-powered Sworkz

RACE REPORT

what: brca national where: nemo raceway class: 1:9 off-road

Jon taking second ahead of David with WRC driver David Gibson fourth.

On the other side of the quarters the final was won convincingly this time by the Sworkz of James Le Pavoux as he too put a lap on the drivers behind him. Second place was a different story as for the majority of the first half of the race, Tekno driver Mitchell Booth was comfortable however, an unfortunate return to the pits saw him retire and this left the Team Associated of Bradley Baird to go on to take second, but only after a great on track battle with Joshua Graham, with the latter crossing the finish line just half a second behind Bradley. Fourth was taken by the Agama of Ashlee Owen after a sensational drive from 11th having previously bumped.

SEMI-FINALS

The first semi-final would see the Agama of Lee Martin on pole, and he had a good start, retaining his lead for the first part of the race. However, the newly crowned 2021 British Champion, Joni

Skidmore and his Mugen eventually took the lead, going on to take the win in convincing style as the buzzer went. Lee crossed the line in second ahead of the Mugen of Will Skidmore in third. An extremely smooth drive by Graham Alsop and his HB machine saw him get fourth in front of a hotly contested battle for fifth. After some great action it was Simon Willetts who secured the place and getting his second bump of the day. Team Associated's Jamie Clancy was sixth and the last bump spot from this semi was taken by Sworkz driver, Callum Niblett.

The other semi-final had Neil Cragg on pole, and he was dominant and once again as he led every lap of the race, taking the win by some 13 seconds. Darren Bloomfield and Tommy Hall, both racing for Team Associated battled for second; Darren had it initially but then young Tommy managed to get past around the first pit stop window. The positions were then reversed around the midway point of the race and the pair finished second and third respectively. A solid drive by

Sworkz man Elliott Boots saw him in fourth. Behind Elliot another great fight was on for fifth with the older Hall brother, Jamie, and the Agama of Kevin Brunnsden both retaining the position for periods of the race. On the final lap it was the more experienced racer who passed Jamie to come home fifth. A superb drive by James Le Pavoux saw him go from 11th on the grid through the field to take the last spot in the main.

A FINAL

Joni Skidmore would start on pole for the last final of the day and series, and a great start saw him retain the position for a short while but Neil Cragg was right on his gearbox. Joni dropped down the field on lap five and this saw Neil take on the lead. Joni found his way back up to once again battle with Neil for the lead and around the half way point in the race Joni was at the front again as Neil had an issue and was forced to retire from the race. This was heart-breaking for the Chorley racer who had amazing pace! Darren Bloomfield

RESULT - A FINAL					
POS	QUAL	DRIVER	CHASSIS	ENGINE	RESULT
1	3	Darren Bloomfield	Team Associated	Blok	69 laps 45m 5.67
2	7	Elliott Boots	Sworkz	Reds	68 laps 45m 14.85
3	13	James Le Pavoux	Sworkz	Reds	67 laps 45m 2.51
4	8	Graham Alsop	HB Racing	Novarossi	67 laps 4m 12.02
5	10	Jamie Hall	Team Associated	Alpha	67 laps 45m 21.69
6	4	Lee Martin	Agama	Bullitt	67 laps 45m 25.36
7	5	Tommy Hall	Team Associated	Alpha	66 laps 45m 16.58
8	9	Kevin Brunnsden	Agama	Bullitt	66 laps 45m 20.58
9	11	Simon Willetts	Mugen	Ultimate	49 laps 33m 30.78
10	1	Jonathan Skidmore	Mugen	Blok	47 laps 30m 47.80
11	6	William Skidmore	Mugen	Blok	44 laps 29m 9.78
12	12	Jamie Clancy	Team Associated	LRP	40 laps 27m 9.99
13	14	Callum Niblett	Sworkz	Ialasi Tuned	38 laps 34m 16.34
14	2	Neil Cragg	Team Associated	Alpha	33 laps 21m 31.53



Nemo Racing's Lee Martin started on pole position for the first semi final



Newly crowned National Champion, Joni Skidmore, started the A final from pole



Darren Bloomfield (Team Associated) on his way to victory

would now take up the pursuit of Joni, until lap 47 when the Mugen driver too had an issue that saw him drop out of the race leaving Darren out in front. A large number of retirees meant that at this stage there were only nine left in it and with

two of the top guys out anything could happen. Elliott Boots had taken advantage and he was now in second chasing down the leader. It wasn't to be for Elliott though as Darren took the win with Elliott second at the buzzer. A hugely successful

day for James Le Pavoux saw him grab the final podium spot and his first national top three result – an unbelievable achievement having started the day in the quarter-finals! Graham Alsop ended up fourth with Jamie Hall fifth. ■

SUMMARY

An interesting end to the season at Nemo Raceway with some surprise results but a great weekend and a fitting end to the season. Thanks to Nemo Raceway for hosting the event, and to all the other clubs involved in this year's Championships. A brilliant year despite restrictions, it was so good to be back on track for the Nationals after missing 2020. Thanks to the BRCA team for a great series, and thanks to all the racers for making it one of the best championships. Mostly well done to Joni Skidmore on his first National Championship; another new name to add to the list of previous champions. We look forward to 2022!



Nemo Raceway is a popular venue and well presented



Darren Bloomfield and Lee Martin enjoying themselves



Darren Bloomfield took the win from Elliott Boots and James Le Pavoux



In first place was Team Associated, with Sworkz buggies taking second and third

2021 BRCA 1:8 OFF-ROAD NATIONAL CHAMPIONS

The final Championship standings can be found at www.brca.org/results with the top three in each of the different competitions listed below: that he used...

BRCA 1:8 OFF-ROAD JUNIOR NATIONAL CHAMPIONSHIP

PDS	DRIVER
1	Tommy Hall
2	Dylan Saunders
3	Freddie Thompson

BRCA 1:8 OFF-ROAD CLUBMAN NATIONAL CHAMPIONSHIP

PDS	DRIVER
1	Freddie Thompson
2	Joshua Graham
3	Daniel Austin

BRCA 1:8 OFF-ROAD OVER 40 NATIONAL CHAMPIONSHIP

PDS	DRIVER
1	Graham 'Sloppy' Alsop
2	Kevin Brunsden
3	Simon Reeves

BRCA 1:8 OFF-ROAD NATIONAL CHAMPIONSHIP

PDS	DRIVER
1	Joni Skidmore
2	Elliott Boots
3	Darren Bloomfield

ENDING ON A HIGH

I think it fair to say that King Of Clubs far exceeded everyone's expectations in 2021. It was there for the racers when they needed it; coming out of lockdown, drivers were looking for a quality series to contest, and the KOC was waiting in the wings

Initially setup to focus on club racers based in the south of the UK, round one attracted a quality entry, including a few National-level drivers boosting its exposure and appeal. From that point on, it seemed to grow and grow. Throw into the equation the look and feel of the meetings, and you could see why suddenly everyone was talking about this series.

WHY KOC WAS SUCCESSFUL

I feel that the success of the King Of Clubs in 2021 has been down to a combination of several factors; the class mix offers something for everyone – the top racers, club racers, and juniors just starting out on their RC journey. Most of all, every

event had that big meeting feel to it. Drivers warm to that, a bit of razmataz, some live media coverage online, and all events followed up with comprehensive online race reports with photos. It's hard to find something not to like, and drivers supported the series in numbers not seen outside national meetings for many seasons.

SERIES FINALE

Round five and another south coast venue in the form of Adur. A popular track and fitting venue for the final round of the series, and a party feel was already in evidence following an end of season BBQ at the track on the Saturday evening. It was good to see some of the top drivers mixing it with the family and friends of the juniors – everyone was made to

feel they belonged, which was the series' tag line, Together, more than just a slogan. And a special mention for the food. This was not a cheap and cheerful gathering around an instant BBQ in a car park. It was proper food, done well and expertly presented and in typical KOC style. Absolutely top drawer.

RACE DAY

Sunday morning, drivers gathered for the championship decider. The weather forecast had predicted a warm sunny day, but drivers were greeted by cloudy skies and gusting wind. Of the big names in attendance, Ollly Jefferies (Xray) had already sewn up the Modified class, but not in a way he would have liked, enduring a few hiccups along the way. So Ollly was here to clean up

his score a little, and lose some of those scores that made his championship-challenge look a little scrappy in places. Second place was still up for grabs with an on-form Chris Grainger (Awesomatix) looking good for the runners-up spot. Still, a slip up from the Awesomatix driver could leave the door open for the quick pairing of Zak Smith (Schumacher) and Harley Eldridge (Yokomo) to take second away from him.

In 13.5T Stock, Marcus Askell (Xray), was favourite for the title, but he still needed a good score here at Adur. Billy Fletcher (Capricorn) looked to be in the way of Marcus's championship aspiration, although the former would need a good run and possibly Marcus not to have the best of days.

Archie Mathews was already



Harley Eldridge chases Zak Smith in Modified qualifying

crowned the Tamiya Junior-E Champion ahead of Finley Lanaway, but that was not going to spoil the Juniors having some last round fun. In the Rookies section it was Harry and Tyler Standing set to fight it out to the end.

Matt Quinlisk led the 17.5T stock class, but he was absent at Adur along with another front-runner Jay Westwood, so there would be points on offer for others looking to improve their championship score overall.

No Michael Lee at this round, so the man with 100 per cent win record going into this round was destined not to be crowned the F1 champion. This left the door open for Paul Ellis and Aiden Gale to fight for the Monitex F1 title.

The MTC class had almost dropped off the running order at the previous two rounds but at Adur the class was back, and Ollie Payne would once again be the man to beat.

Tim Harrop was looking to finish off his Tamiya GT-E season in style.

QUALIFYING

The on-track action proper got underway and in 13.5T, Stock Marcus Askeff got off to the best start taking fastest time, whilst in Modified, his teammate Ollly Jefferies made it two of two for the Xray team as Ollly took first round honours. Ollly would go on to take all four rounds of qualifying in Modified, while Chris Grainger would struggle in the last two rounds with two DNFs but still did enough to line up behind the Xray driver. Zak Smith was showing great pace with his Schumacher considering his lack of track time Adur, and he would line up third for the Modified A final.

Of the four rounds of 13.5T Stock qualifying, it was two rounds each to Marcus and Billy Fletcher, the former taking TQ based on the faster time he achieved in round one. This class looked like it had more to come as both drivers were on similar pace, which promised an exciting couple of finals, Ash Wiffen was also right in the mix and would be hoping for an opportunity should the front two be delayed racing each other in the finals.

Glenn Westwood dominated 17.5T qualifying ahead of local driver, Tim Langdell. Despite getting a win in round two, Ben Cane would only make third on the grid for what looked likely to be another close-fought A final in this tightly contested class.

Tim Harrop with three wins and second secured TQ in the Tamiya GT-E class pipping Martin Reeder and Karl Mathews, with the Tamiya chassis looking very comfortable on Adur's switch-back layout.

Archie Mathews had some new competition for pole position this time out and despite taking TQ, it was not Finley Lanaway hunting him down, but Oliver Woodhall that would line up behind Archie in Tamiya Juniors as Finley had to settle for third on the grid on this occasion.

The Tamiya Rookies saw TQ for Elliott Griggs ahead of Ryan Knight at his first KOC meeting and third in qualifying for the Rookies title contender Harry Standing.

FINALS

If everyone was anticipating two more Modified A finals like we saw at West London, they were to be disappointed. Two comfortable wins for Ollly Jefferies was what he was looking for and achieved it. Boring for us watching, but what he had wished for in a pre-race interview with the documentary team. Chris Grainger looked quick, but on this occasion, it was second place, although it appeared he had made a step forward with the Awesomatix and he is still learning how to get the best out of it. Third may have been disappointing for Schumacher driver Zak Smith, but given he had not visited Adur since the National a few years ago it was a strong result. When we were reporting on the early rounds of KOC, the name on everyone's lips was Harley Eldridge. The promise she showed early on is still there waiting in the wings, but it just needs that little something to get on terms with a driver who is becoming a regular top three in this class. Thirteen-year-old Charlie Colby

made his modified racing debut at Adur and performed well, beating seasoned campaigner Oli Meggit in both finals, and catching the eye of a few seasoned pros in the process – a driver to watch in future.

The two-leg 13.5T Stock finals were closer, but with the same outcome as the Modified finals with an Xray taking both legs, but this time in the hands of Marcus Askeff taking buzzer-to-buzzer victories. That said, the two A finals were close and Billy Fletcher made a real race of it hounding Marcus over both legs. Two wins for Marcus and this meant the 13.5T Stock title. Billy Fletcher kept Marcus Askeff honest in both finals and in truth for the whole of the series, but the Capricorn driver would have to settle for second on the day and second in the championship. Ash Wiffen has enjoyed a good season in the 13.5T championships and was rewarded with third on the day and a spot on the championship podium. There is definitely more to come from Ash as he may feel frustrated with his overall result after a season where he looked like a serious title contender at times.

We have not seen much of Tim Langdell in the KOC series, but pole sitter in 17.5T, Glenn Westwood, got to see a lot of him in the finals as Tim pushed Glenn hard for the win. The battle of the day came in the second final as the two swapped places for four consecutive corners. Despite Tim's pace, Glenn would take both legs and with it the 17.5T Championship. Matt Quinlisk was absent from Adur, but would still take the runners-up spot in the series ahead of Billy Kavanaugh.

Tim Harrop's Alfa-bodied Tamiya has been a constant in the GT-E class, and he backed up his win at Colchester with a victory here and in doing so, took the class win in the series. Martin Reeder was a strong challenger and would finish second at Adur after winning the previous round at West London. Steve Adams completed the podium at Adur and in doing so finished runner-up



The 17.5T A finalists on the Adur rostrum



It was a good day for the Xray drivers



Chris Grainger gets it sideways at the hairpin



Marcus Askeff on his way to a series title



A lovely McLaren replica in the F1 class



Ollly Jefferies on his way to another win from pole position

RACE REPORT

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



Zak Smith ended up third overall in the Modified championship



Eastbourne took the Club Championship



Xray's Marcus Aske topped the 13.5T Stock Championship podium



Oilly Jefferies, Chris Grainger and Zak Smith on the Modified series podium



The MTC series podium of Ollie Payne, Remo Casadei and Mark Knight



Archie Matthews, Finlay Lanaway and Kenny Hyde on the Juniors podium

in the class as Karl Mathews completed the Championship podium in third.

It was no real surprise to see Ollie Payne take the MTC class win and the title. Shaun Batt was second and could have been a contender with more meetings under his belt. Remo Casadei didn't have a great Adur, but did enough to get second in the championship ahead of Mark Knight.

In F1 it was one final each for Aiden Gale and Paul Ellis with Aiden getting the verdict on a faster time in the first leg. Michael Lee was the man to beat for most of the season, but with only three scores counting

it left the door open for Paul Ellis to take the title ahead of Aidan and Dan Robbins.

There weren't any shocks in the Tamiya Junior-E final as Archie Matthews took both leg wins. He has been the class of the field since round one, and always looked in charge in this class. Oliver Woodall would snatch second on the day after a tie break with Finlay Lanaway. Archie took the Tamiya Junior-E class in the series with a maximum score marking him out as a driver to watch out for in the future. Great work by Finlay made sure Archie did not get an easy ride, and second place was

his reward for a good honest season whilst Kenny Hyde completed the Championship podium. Archie and Finlay will move on to touring cars next year, and we'll be following their progress with interest.

Ryan Knight, Emily Adams and championship late arrival Seba Okamoto were the top three Tamiya Rookies at Adur, but it was the boy with the best hair in RC racing, Maverick Adams, that took the Championship. Harry and Tyler Standing were second and third in what has been a fantastic initiative by KOC and something everyone has taken to heart. ■

SUMMARY

How do you sum up this series? It has so many angles, so many spin-offs, and so many good things about it. Like I said at the start it's hard to find something not to like.

Seeing 8- and 9-year-olds, who may be picking up a handset for the very first time, racing at the same meeting and on the same tracks as multi-national champions was great to see. Even those national champions appreciated what was happening around them, acknowledging the example they could set the youngsters watching. They responded by offering help and advice, showing the youngsters what they can achieve. As a result, we have seen some future national champions on track in this series.

It's called the King Of Clubs, but the inter-club competition can sometimes get forgotten as racers focus on their individual performances, but it is what the series is about and what unites the five clubs; the title of champion is quickly becoming a treasured accolade, so well done to Eastbourne Electric Car Club for making it two seasons in a row with victory in this section of the Championship. OK so there were a few ringers drafted in for some races, but the spirit of this part of the series is serious stuff and means a lot.

KOC has offered drivers in 2021 not only a platform to race, but also a package that should be the envy of all club-based series going forward; they set the bar high and achieved what many saw as over-ambitious goals.

The end of season prize-giving was a sight to behold with the top drivers rubbing shoulders with the juniors, with the latter stood alongside their proud parents. The prize fund was breath-taking and summed up the hard work that went into the commercial side of things. There is no doubt in my mind this series will provide the starting blocks for many future top racers, and their parents may need to accept that the race track is where they are going to spend most of their weekends for a long time to come!

I can't finish this without a mention to the clubs who have bought into the series, it was a pleasure to be at all the rounds and see the enthusiasm that was on show from competitors and organisers alike. Well done to you all. Lastly, a massive thanks to Andy Hyde, who its true to say, although he won't admit it, is "Mr KOC". A person who has introduced a new degree of professionalism into race organising and in my opinion achieved what seemed impossible; organising a successful race series for all abilities that leaves every one, young or old, beginner or national champion with a smile on their faces. Well done and roll on 2022...

FINAL CHAMPIONSHIP POSITIONS (TOP TEN)

RESULT - MODIFIED TOURING

POS	DRIVER	TEAM	POINTS
1	Oilly Jefferies	ADUR TEAM	789
2	Chris Grainger	ASHOT TEAM	786
3	Zak Smith	—	784
4	Harley Eldridge	EECC TEAM	781
5	Damian Giddins	WLRC Captain	753
6	Oli Meggitt	CMCC Captain	750
7	Kyle Branson	—	389
8	Andy Murray	—	382
9	Chris Ashton	—	183
10	Ben Moorey	Eastbourne	182

RESULT - 13.5T BLINKY TOURING

POS	DRIVER	TEAM	POINTS
1	Marcus Aske	ADUR TEAM	797
2	Billy Fletcher	EECC TEAM	794
3	Ash Wiffen	West London	786
4	Liam Hendy	ADUR TEAM	784
5	Ricky Copsay	Colchester	754
6	Charlie Colby	EECC Captain	742
7	Bailey Graves	—	739
8	Jack Collins	EECC Captain	718
9	James Hart	—	580
10	Tim Tims	Aldershot	518

RESULT - 17.5T BLINKY TOURING

POS	DRIVER	TEAM	POINTS
1	Glenn Westwood	ASHOT TEAM	791
2	Matt Quinlisk	Adur Captain	781
3	Billy Kavanagh	Adur	765
4	George Munns	Eastbourne	748
5	Michael Chapman	—	745
6	Gareth Hobson	Eastbourne	742
7	Stu Colby	Eastbourne	734
8	David Clift	ASHOT TEAM	733
9	Dave Ringsell	WLRC TEAM	732
10	Mark Payne	ASHOT TEAM	705

RESULT - TAMIYA GT-E

POS	DRIVER	TEAM	POINTS
1	Tim Harrop	EECC TEAM	797
2	Steve Adams	Aldershot	786
3	Karl Matthews	Eastbourne	784
4	Martin Reeder	—	780
5	Gavin Lanaway	Eastbourne	767
6	Harry Honsa	ADUR TEAM	567
-7	Ian Hill	West London	388
-7	Carl Osborne	Adur	388
9	Morgan Banks	—	194
10	Mike Griggs	Adur	188

RESULT - MTC

POS	DRIVER	TEAM	POINTS
1	Ollie Payne	EECC TEAM	600
2	Remo Casadei	ASHOT TEAM	569
3	Mark Knight	Aldershot	567
4	Tom Dadswell	EECC TEAM	393
5	Dave Rand	Eastbourne	389

RESULT - MONITEX FORMULA ONE

POS	DRIVER	TEAM	POINTS
1	Paul Ellis	WLRC TEAM	790
2	Aidan Gale	Eastbourne	785
3	Daniel Robins	Aldershot	785
4	Darren Dale	EECC TEAM	771
5	Jonathan Ellis	WLRC TEAM	768
6	Andrew Thorpe	—	755
7	Jason McConomy	West London	731
8	Michael Lee	Aldershot	600
9	Malcolm Norwood	West London	564
10	Craig Williams	—	371

RESULT - TAMIYA JUNIOR-E - JUNIORS

POS	DRIVER	TEAM	POINTS
1	Archie Matthews	Eastbourne	800
2	Finlay Lanaway	Eastbourne	794
3	Kenny Hyde	Aldershot	583
4	Ethan Webb	Colchester	577
5	Oliver Woodall	—	394

RESULT - TAMIYA JUNIOR-E - ROOKIE

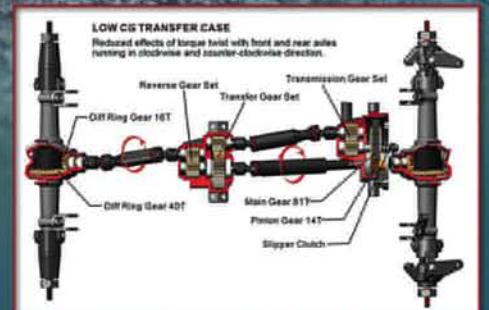
POS	DRIVER	TEAM	POINTS
1	Maverick Adams	Aldershot	782
2	Harry Standing	Adur	780
3	Tyler Standing	Adur	778
4	Emilia Adams	Aldershot	771
5	Reece Watts	West London	587
6	Poppy Hyde	Aldershot	584
7	Elliot Griggs	Adur	386
8	Frankie Fletcher	Eastbourne	370
9	James Binia	—	368
10	Oliver Woodall	—	200

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

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- HOBBYING WP-1060 WATERPROOF ESC
- ETRONIX 15KG METAL GEARED WATERPROOF SERVO
- 550 BRUSHED 17 TURN MOTOR
- 7.2V 2000MAH NiMH BATTERY & USB CHARGER
- BALL BEARINGS
- TWIN RAIL METAL FRAME CHASSIS
- 6MM STEEL MULTI-LINK SUSPENSION
- TELESCOPIC CENTRE UNIVERSAL DRIVESHAFTS
- STEEL CVA FRONT UNIVERSAL DRIVESHAFTS
- ALUMINIUM OIL FILLED SHOCK ABSORBERS
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E&OE

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

TOOLED UP!

PART 1: Working on an RC model is very much as part of the hobby as the driving, so here at Racer, our senior editorial team got together to run through the essential tools for any newcomer to consider investing in for their toolbox. In part one we look at some standout examples as well as others that we highly recommended

When you build your first RC kit, in every box there is usually a set of basic tools. And we mean that – basic. Standard L-shaped hex (allen) keys and a stamped-out wrench is usually what you will find at the bottom of the box. Very quickly you will find that these are really only fit for emergency use, and many head straight for the recycling bin! Although they will do the job, when it comes to building and maintaining your pride and joy, a decent set of tools will make the task easier and quicker, with less chance of damaging the hardware (the bolt heads and

nuts), whilst also being much more comfortable and controllable. A set of allen wrenches and nut wrenches to replace the cheap kit ones is a no-brainer, but what else would we suggest to have at your disposal. In the next few pages we will go through what we think you should invest in. Many, like the aforementioned wrenches as well as pliers and a modelling knife are items that everyone in the RC hobby should have access to, then depending upon your class of racing other items will need to be added. We have tried to be as general as possible here but for sure some

readers may consider our suggestions irrelevant, and likewise you won't see us featuring engine bearing removal tools and belt grinders as these are simply too specific and arguably something that is best purchased between a group of like-minded racers. Our opinions are bound to be subjective too as there are many brands out there competing for your money, but with combined experience of around a hundred years between us we would like to think our opinion carries a little weight! So here it is, our guide to the best RC-specific tools you need to have...



FIT FOR THE BIN

Whether it is a £500 plus kit or £99 ready-to-run model, somewhere in that box will be a set of L-shaped allen keys or hex wrenches as they are also known. As the name suggests these metal tools are of a hexagon design, often quite soft, that is bent into an L-shape to add some leverage. We alluded to it earlier that due to their quality, these often don't last as the tip can round off easily, or worse still damage the head of the bolt. Quite simply, you just need to throw these away or put them away for emergency-only use. A set of wrenches with a handle is the only way to go. Fortunately all current RC machinery uses metric-sized hardware now and the days of imperial are long gone, unless you are into your vintage models like Losi and Team Associated. Therefore all you really need is a 1.5mm, 2mm and 2.5mm driver, and a 3mm if you own larger models like 1:8-scales that use the bigger sizes for engine mounts and the like. If you want to add some flexibility, then you can also invest in some ball-ended versions for accessing hard-to-reach bolts. You won't be able to get as much torque into the bolts and there is a greater potential

to damage both the wrench tip and bolt head, but they can be a God-send for some models. In our experience, the Hudy wrenches are pretty much the gold-standard with a range of specs to suit budgets and looks. With replaceable tips readily available and the ability to have your name engraved on the alloy handle option, it's no surprise to see Hudy tools on many pit tables at a race meeting. MIP also has a very good reputation for their enduring quality and their unmistakable clear yellow moulded handle colour, which help them to really stand out on the bench with their yellow moulded handles. These, like the Hudy wrenches, are available in a huge range of sizes and will cover all RC applications. Most brands mentioned will also allow for the tip to be replaced if broken or damaged, which is much cheaper than a whole new driver. When the tip of the driver is worn, replace it with another one as old tips can be detrimental to the head of the bolt, and you run the risk of permanent damage to both elements. If you do a lot of wrenching, Hudy and MIP make long hex drive bits with a 1/4-inch hex shaft to fit many power tools - see our Cordless Power Driver section...



CHECK YOUR NUTS

Shocks and wheels are always being taken off and refitted so therefore some nut wrenches are required. A 5.5 and 7mm will take care of this for the majority of RC models and then an 8mm is required to undo a glow-plug, although we would recommend investing in a decided plug spanner in a T-shape for this task. And the same applies to 1:8-scale off-road wheel nuts that will require a 17mm-sized wrench. There are a few out there and to be honest, at the end of the day it's really just a socket with a handle on the end, and most designs follow a similar look such as the Hudy and Team Associated items. However, we would say, this is probably one tool, that if it came with your 1:8 buggy or truggy (and most do), you might as well use the one that came with the kit!



NEGATIVE AND POSITIVE, AND MORE

Make sure you have a medium-sized flat-bladed and Phillips screwdriver in your toolbox and of course the best place to get something like these is from a DIY store. You are unlikely to use these a lot with modern RC models, although on some cheaper vehicles this still might be the case. A flat-bladed screwdriver will always come in useful for prising things off and scraping away old double-sided tape, and like a Phillips, they aren't expensive or take up much space in a toolbox so we would recommend always having one of each to hand. If you have a passion for Tamiya, then you will ideally need a JIS screwdriver. Although this looks like a Phillips, it is in fact a different standard and is a better fit on Tamiya screws. Naturally Tamiya does offer their own range of allen drivers and screwdrivers so they are well worth considering. And like allen drivers, throw the screwdriver away when the tip wears out.



HOT STUFF

The soldering iron was one tool that many years ago was essential for all RC fans. Batteries, motors and connectors often came in their raw state and you needed to wire everything up, including soldering all the connections. These days, things are more plug and play, with some wiring, such as brushless motor sensor wires being too fine for most DIY soldering. However, if you like to use a certain type of connector, and are happy to hack off the factory ones to change them for your choice, then a soldering iron (and some solder) is still essential. Equally, those building competition electric cars will almost certainly still need one for motor and power lead soldering.

For portability, Tamiya used to offer a 7.2V battery-powered iron that simply plugged into a standard battery pack, and although it could struggle with more arduous tasks, it was great for emergencies or when you didn't have access to mains. 1up Racing now has their TS-100 Pro Pit Iron which is similar, but it's not cheap. When it comes to workshop-spec soldering irons, you get much greater choice and features – adjustable temperature setting as well as tip options. These are much more powerful and are great to have at home. We have had an LRP Solder Station for many years, and it has regularly been lent out to staff members and racer friends when carrying out big jobs. Corally has their Soldering Station whilst specialist electrical brands including RS and Weller are worth looking at for mains-powered irons.

MEASURE UP

Once you have invested in a set of vernier calipers, you will wonder how you managed without them! Whilst there are other ways of measuring shock lengths, turnbuckles and other suspension components, a set of calipers can often make this even easier and more accurate.

You can get both digital and analogue versions, and the former should be ruled out as they are not as expensive as you think, if you go for a more cost-effective brand like Lidl at £12 or Sealey (approximately £20), rather than Mitutoyo (£80 plus!)



GRIP AND CUT

There are some brands offering a range of pliers and the like such as Tamiya, although you can go to any DIY store and pick up the items you need. Thin-nose pliers are a must have, and we also recommend a set of flush cutters, which means you can trim spikes on tyres, or remove the excess off a cable tie without leaving a sharp edge that you can cut a finger on. Circlip pliers used to be needed more but fortunately the elements of design that required circlips are being seen less and less. Another speciality type of pliers are ones equipped with a soft-grip insert fitted between the jaws. Here at Racer our set from Tamiya still gets a lot of use for holding a flywheel tightly whilst doing up the crankshaft nut, without fear of marking the edge. These benefit from the ability for the insert to be removed and replaced when it wears it. This is a bit niche but if you are into your nitro racing then it does the job of a flywheel tool, as well as being handy for other jobs such as holding shock bodies when trying to remove an over-tightened cap.



CUTTING EDGE

A decent set of scissors is vital to have in any toolbox and for general use we like to use Fiskars, which are famous for their orange handles. These are readily available in a range of styles and sizes, and are not overly expensive. Like many things, you pay for what you get. These are sharp enough to be used on tyres to trim the bead or remove spikes, and the blades really last, unless you start cutting wires with them of course. Then there are speciality scissors for Lexan as example. The Core RC brand offers these in both straight and curved designs, and only cost a few pounds each. These are invaluable for any RC enthusiast whether you have the smallest scale vehicles right through to bigger machinery, and over the years you will be glad of the investment. And if you want to have the ultimate set of blades, Tamiya, as specialists in plastic modelling as well as RC, actually offers dedicated decal scissors!



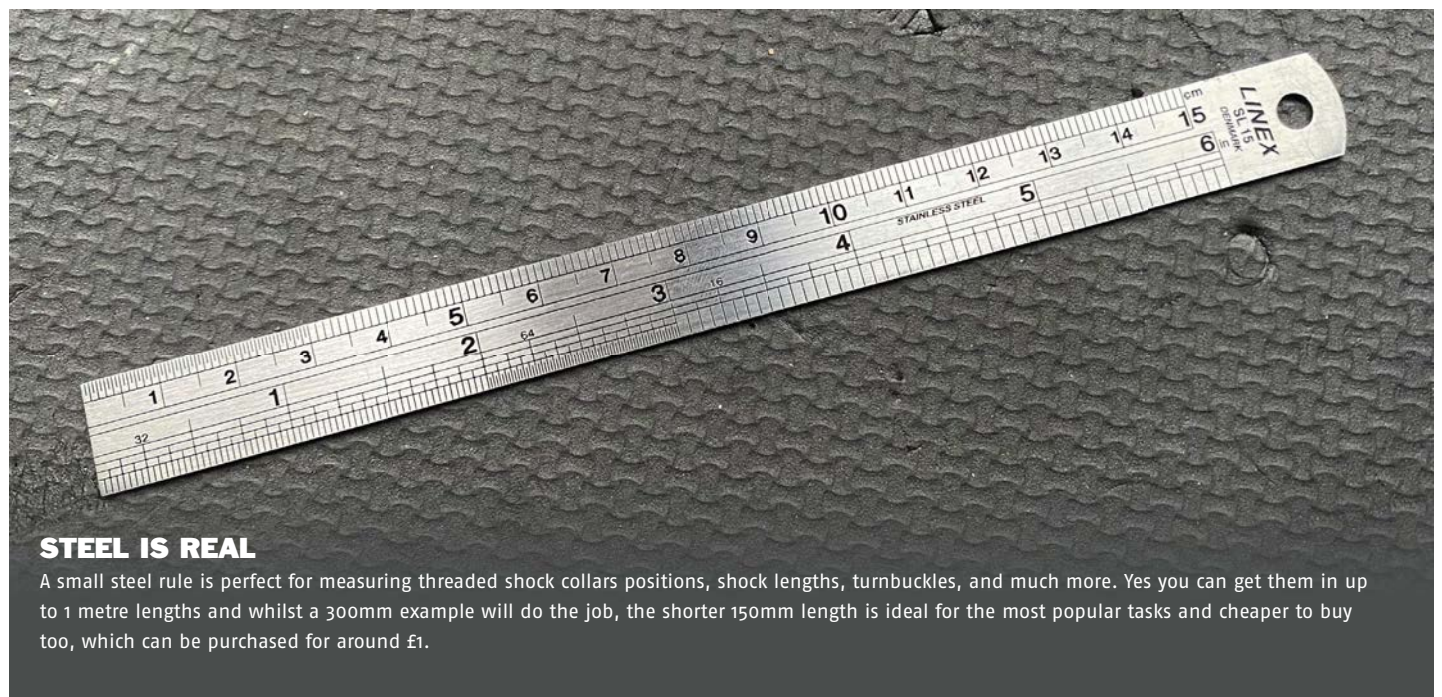
TURNING TURNBUCKLES

When it comes to turnbuckle wrenches, often the one included in the kit is good enough, although as it is a fairly simple tool in terms of design and what's required of it, companies such as Hudy, JConcepts, Factory Team (Team Associated) and Team Losi Racing make good options that are better in many ways – these are more comfortable to use, are much more accurately made and are a little more substantial. You will reap the benefits of a decent turnbuckle wrench when you are building a brand new kit and have six or seven to build. We have used examples from Hudy, JConcepts and Factory Team over the years although the winner when it comes to offering the pinnacle of design has to be MIP. These feature the same large moulded handles as their allen and nut drivers but at £40 for three it is only for those with deep pockets or mega MIP fans!

DON'T BE SQUARE

The ride height and camber might often be overlooked when tuning your chassis, but there is no excuse for not having something suitable to start with. The ride height measurement in off-road can differ a lot, for example if you are racing indoors on a high-grip, smooth surface with no jumps it can be set really low compared to outdoors on dirt where you are possibly trying to generate traction and have large jumps to contend with, you can raise the chassis without fear of it rolling over. There is a massive range of ride height tools in different designs and prices, that essentially they all do the same job, but in a different way. A quick search of our favourite RC distributors and you can find examples from the likes of Centro, Core RC, EDS, LMR and RPM to name just a few. They are all able to offer a range of settings so it comes down to looks, personal choice and maybe the price on the header card.

When it comes to camber settings, most of the time you are looking for a degree or two of negative camber - where the top of the tyre leans in. Yes you can do this by eye or use a debit card as a guide, but there are dedicated tools that will do the job more accurately. For example there is the famous Schumacher moulded camber gauge that came in their older kits, which many of us still use for its simplicity. Arrowmax, Core RC and Hudy all have their own offerings that are much more extravagant...



STEEL IS REAL

A small steel rule is perfect for measuring threaded shock collars positions, shock lengths, turnbuckles, and much more. Yes you can get them in up to 1 metre lengths and whilst a 300mm example will do the job, the shorter 150mm length is ideal for the most popular tasks and cheaper to buy too, which can be purchased for around £1.

CLEANING UP YOUR ACT

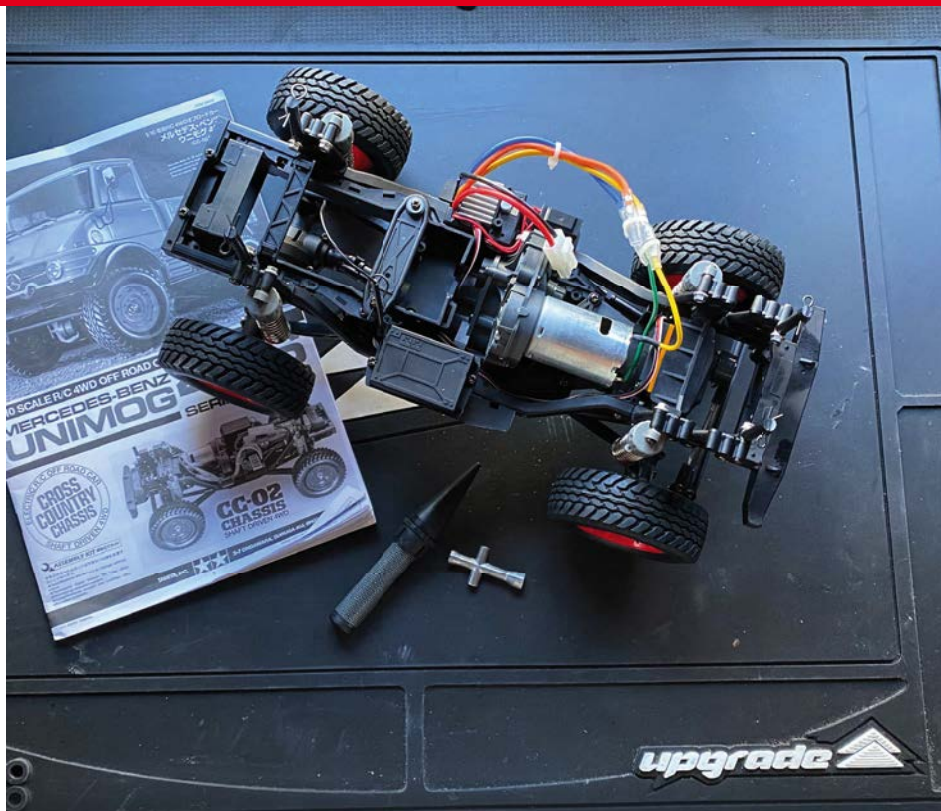
Paint brushes are great at removing dust and light dirt from an RC vehicle without the fear of damaging components. Of course they come in different sizes, and we would suggest having a couple, like a large 2-inch for bodies and general

cleaning, as well as a narrower brush for those harder to reach areas. Some 1:8-scale off-road racers choose to invest in a compressor, but this is only for those who are really serious and a paint brush is small enough to be stored in a tool box.

Finally, another cheap and handy brush to

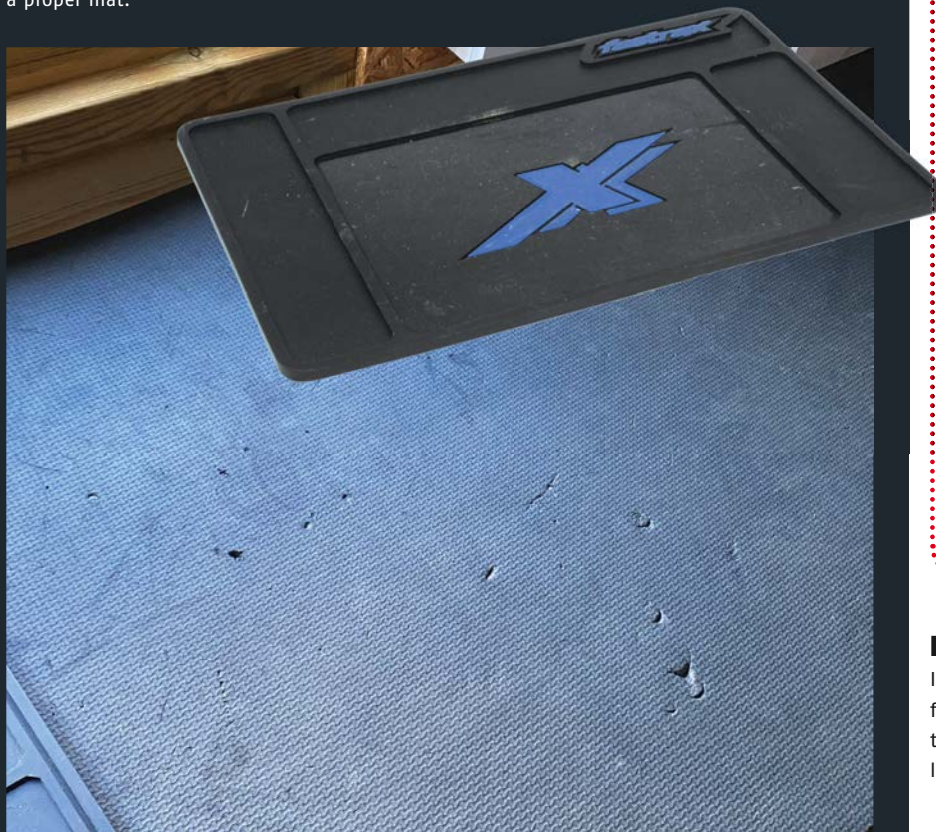
have to hand is a toothbrush and here you can recycle your old one from the bathroom, or simply invest in a new one as these are readily available for as little as 50p!





LIMIT THE DAMAGE

A rubber-backed pit mat can be used at home or the race track and is a great addition for any enthusiast. They stop tools and parts from rolling or bouncing off, prevents damage to the table below, will stop oil from seeping through and they wipe clean after use. Fastrax offers a great range that are available in small, medium and large sizes with black and blue colour options. The largest example which is the most popular sells for under £26 so they are very inexpensive. Alternatively a large towel is a popular choice and will do the job too, although it is inferior to a proper mat.



THANK YOU

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

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

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

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

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

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

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

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

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

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

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

NEXT TIME

In the February 2022 issue we will complete our feature and focus on items such as cordless power tools, knives and reamers, as well as rotary tools like the famous Dremel... ■

MURRAY WINS BIG AT WEST LONDON

Andy Murray had his work cut out at West London racing two classes, with one of them being the most popular 17.5T Blinky category, and it was here that he took TQ and the overall win with his LRP-powered Schumacher Mi7

After a very wet weekend at the previous round in the Midlands, we were forecast more of the same for round three of the BRCA Clubmans hosted by West London Racing Centre. A lot of work had been done to the track in the weeks leading up to the meeting including

the efforts made by Mike Haswell who had been out repairing the corners and giving them a fresh coat of paint. We were all set for another great weekend of racing.

Being one of the clubs with the biggest 17.5T following, it was no surprise to see a full entry of 43 in

this class. F1 is also very popular at WLRC so no shocker there, with two full heats and 20 entries. Frontie had an entry list of seven, which was a little down on previous rounds, but still proving popular with the racers and some great close racing.

SATURDAY

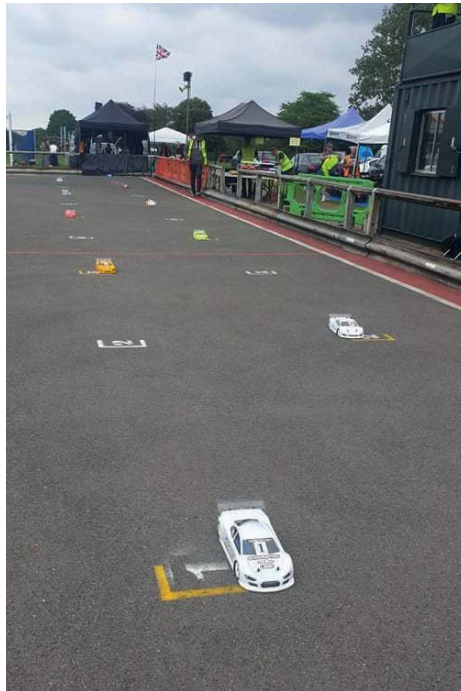
Practise saw approximately half of the drivers in attendance getting some valuable track time. It was wet on arrival, but through the second round the track had started to quickly dry. We saw the lap times tumble as the slick Sweep tyres went

West London was looking great for the visit of the Clubmans series

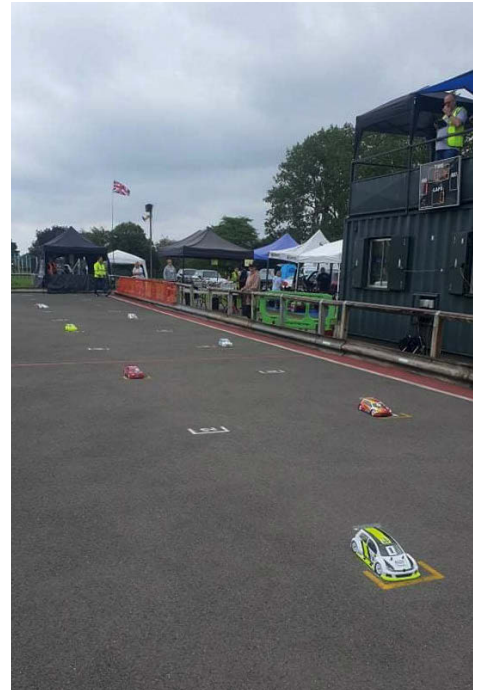




F1 is a popular class at WLRC so there were two full grids of the cars. Pole position for the A final went to Luke Lee



The 17.5T Blinky A final grid with Andy Murray lining up on pole with the Schumacher prototype



Craig Nutting took pole position for the Frontie A final

on and being dry for the remainder of the day there was ample time for some fine-chassis tuning.

SUNDAY

Race day saw people arriving around 07:00 but they were greeted to a wet track and a very overcast sky, although there was no rain in sight. The WLRC crew did a sterling job clearing as much surface water as possible with their vacuums and brooms, and by the time that controlled practise in heat order was over, we still had a fairly damp track so wets would still be required for round one. Qualifying began after the first face-to-face drivers briefing of the year, which was unusual but welcomed by all.

Round one began with the Frontie class out first and still being damp they didn't look the easiest to drive. Gavin Clinch took the win from Craig Nutting and Mark Burgess. We didn't see any drivers attempt slicks until about mid-way through the 17.5T Blinky heats and the time improvements reflected this. Andy Murray was top of the time sheets in this opening round followed by Ben Cane and Mark Trinder. The F1 cars were out last and were all now onto

slicks, but they still had to dodge the damp patches. Michael Lee showed his sliding skills to take the win in front of local hero Damian Giddins, then Andy Murray who was racing in two classes.

Round two and it was a completely dry track now, but many were still watching the sky for any quick change of the weather and therefore wet tyres were still sitting on everyone's pit tables just in case. In the Frontie class, Craig took the round win after losing out to Gavin in round one. Andy was the pace setter in 17.5T and took his second-round win making him the favourite at this early stage with local class expert Soteris Lisai taking second from Glenn Westwood. After losing out in round one to his brother who took the round win, we saw Luke Lee at the top for round two in front of Andy and James Greener.

There was still no sign of rain in round three as Craig took another round win from Mark in the Frontie class, with Jason Butterfield taking third this time out. Andy lost out in this round to Glenn who took the win in 17.5T as tyre tactics were now coming into play. Ricky Copsey took

third in this round looking very racey. Luke took another win in F1 from James and Michael taking him one step closer to pole position.

Round four and there was still saw no rain so the weather forecaster is not always right – and we even had the sun come out briefly! Craig went on to take his third win to secure pole for the Frontie A final, which would mean Gavin would line up in P2 from Mark in P3. Andy was back at the top to stamp his place on pole for the 17.5T Blinky A final and would be joined by Glenn and Soteris who were joint on points, but the former had the faster time by three seconds. Luke got the job done in the last qualifier of the day taking a third-round win in F1, and this would see him on pole for the A finals with brother Michael P2 and James P3.

With qualifying over and managing to avoid the weather all day unlike the rest of the country we had a short break before the finals.

FRONTIE A FINALS

In leg one Craig Nutting got a good start to the first final and built a gap over the first four laps that Gavin Clinch could never close

up. Mark Burgess was matching Gav's lap times, but was a similar distance behind, and this is how it stayed until the end of the race. All three being the only ones with sub-18-second laps. Whilst victory went to Craig, all was till to play for in leg two.

In the second leg Craig and Mark both had very consistent opening laps whilst Gav was having a bit of a mare and not looking as quick as Gav got past some back markers, he had another tangle dropping him back further from Mark who held onto second until the finishing tone, crossing the line several seconds behind a storming Craig who took the overall win. Gav never recovered so had to settle for third overall behind Mark, but as you can see from the smiles in the presentation picture, they all had a great day.

17.5T BLINKY A FINALS

It was a smooth start to first leg with Andy Murray leading the parade of cars off the start line. Ricky Copsey was tagged halfway through the first lap dropping him back three places, but he was soon ahead of two

RACE REPORT

what: brca clubmans where: west london class: 1:10 on-road

cars on the next lap. Meanwhile the leading three were pulling out a lead until Glenn Westwood clipped a corner, turning him over and moving Ricky up another place. Andy had now pulled a comfortable lead on Ben Cane and Soteris Liasi. With these two battling for second place, this gave Ricky a chance to close the gap. He tried a move through the D-section onto the straight and popped a wheelie, but held onto it. Ricky clipped the same corner on the following lap, but he too remained in control of his car. The top four were now evenly spaced out, but with Andy always looking comfortable. After several intense laps, Ben made a mistake in the infield letting Soteris and Ricky through. On the last lap there was a bit of door banging going on with Ricky coming off better to take second behind Andy and third eventually went to Ben.

In leg two, Andy led off again but backed out on the sweeper leading to a chain reaction behind him that saw Glenn bouncing into another car and was ordered a stop-go which was a little harsh, but he did eventually take it under protest. After the meeting, Andy confirmed what had happened to cause the incident and Glenn was a little happier knowing he was not at fault, but he did lose valuable laps none the less. Meanwhile Andy was out in front with Ashley Wiffen right on his bumper, up from seventh on the grid. Ben was working his way through the field now looking for another good result, but it was Andy who took the leg win and with it the overall win. Ashley was just over a second behind Andy with Ben two seconds adrift. We saw some very quick runs from many of the drivers over both finals with any one of them in with a chance of a podium, proving how competitive the 17.5T Blinky class still is.

FORMULA 1 FINALS

Luke Lee was sitting on pole as usual like a pair of comfy slippers, and

he led the packed F1 grid away at the start of leg one. By lap three had the length of the straight lead over brother Michael who was trying hard to hold off James Greener and Andy Murray, the three separated by a few seconds. By now Luke had the straight and sweeper between him and the chasing pack. Andy got a huge tank-slapper coming onto the straight which saw Michael and James pull away a little. Andy gathered himself up and put in some hot laps to catch them back up, but with only ten seconds left on the clock had to settle for fourth behind Michael and James, with Luke taking the win.

With everything still to play for, Luke, Michael and James floored it off the line in leg two - well as much as you can with a F1 car! Stephen Lander managed to get past James who then applied the pressure for several laps to get his third place back with the pack now bunching up. This gave the Lee brothers some breathing space for a few laps, but as James and Stephen were pushing each other they soon caught Michael back up. By now Luke had checked out at the front and the race was on for second place between the five-car pack. Try as he might, James could not find a way past Michael and the finished as they started in second and third with Luke taking another victory and the overall win.

BEST TROPHIES EVER

After the finals we had a different kind of trophy presentation. No not sweets, but the very novel idea of diecast cars with plaques. These went down very well with the racers, the Ford escorts proving very popular with the Frontie and TC racers. The F1 racers all received F1 cars from yesteryear.

After a cracking weekend racing and with three rounds down, its off to Coastal next for our mid-season race at the Monaco of RC tracks. The most technical track on the calendar could well produce some unusual results. Until then see you trackside. ■



The Club came up with some great prizes for the winners instead of trophies



The Frontie class win went to Craig Nutting ahead of Gavin Clinch and Mark Burgess



Andy Murray won 17.5T Blinky from Soteris Liasi and Ben Cane



The F1 podium of Luke Lee, Michael Lee and James Greener

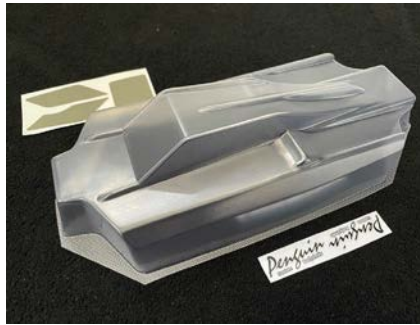


Penguin Schumacher Dart CAT L1 Evo Body

Now available from Penguin Custom Bodysells is this Dart body for the Schumacher CAT L1 Evo. Designed to complement the Schumacher Cougar LD2 kit shell, this body keeps the car flat through corners and features aerodynamic flicks down the side directing airflow over the wing to the rear, ideal for high-grip racing conditions. It comes supplied clear and available in both standard 0.75mm and lightweight 0.5mm options, with window masks and Penguin decals included.

- PCBo22 Penguin L1 Evo Dart Body - 0.75mm
- PCBo23 Penguin L1 Evo Dart Body - 0.50mm

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



JConcepts S2 Schumacher Cat L1 Evo



The popular S2 body from JConcepts is now available for the Schumacher Cat L1 Evo. The design features a slammed overall height helps with to reduce the centre of gravity whilst the progressive cab design provides plenty of front-end force for balance and steering. A channelled roof directs the flow through the centre of the body while also increasing the rigidity of cockpit. The dual side-window design that has become famous on the JConcepts bodies remains and brings a traditional feel to the layout. The upper side-pods feature distinct vents used to help relieve hot air build-up inside the body for those high-powered runs or hot days at the track. Carved and detailed side-pods edge the body giving the highly aero unit a stylish look with a tight fit and finish. Each body comes with two Carpet/Turf rear wings as well as a JConcepts decal sheet and window mask.

- 0461 JConcepts S2 Schumacher Cat L1 Evo Body with Carpet/Turf Wing
- 0461 JConcepts S2 Schumacher Cat L1 Evo Body with Carpet/Turf Wing - lightweight

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

Tekno RC Big Bone Centre Driveshaft and Outdrives

Tekno RC is now offering their Big Bone Centre Driveshaft and Outdrives that can be used in the Traxxas Hoss and Rustler 4x4 Vehicles, that eliminates and issues associated with the stock drivetrain. The new setup replaces the standard splined shaft, that Tekno states. "Will not bind, split, or bend the way the stock shaft does." The laser-etched shaft is machined from high-quality aluminium and anodised, whilst the hardened steel outdrives on either end replace the stock parts.

- TKR6765 Tekno RC Big Bone Centre Driveshaft and Outdrives (Hoss, Rustler 4X4)
- TKR67653 Tekno RC Big Bone Centre Driveshaft (HOSS, Rustler 4X4, shaft only)
- TKR68552 Tekno RC Big Bone Centre Outdrive (front, Slash/Stampede 4X4)
- TKR68551 Tekno RC Big Bone Centre Outdrive (rear, Slash/Stampede 4X4)

AVAILABLE FROM: RPRC Distribution
WEBSITE: www.rprcdistribution.com
CONTACT: 07948 080253



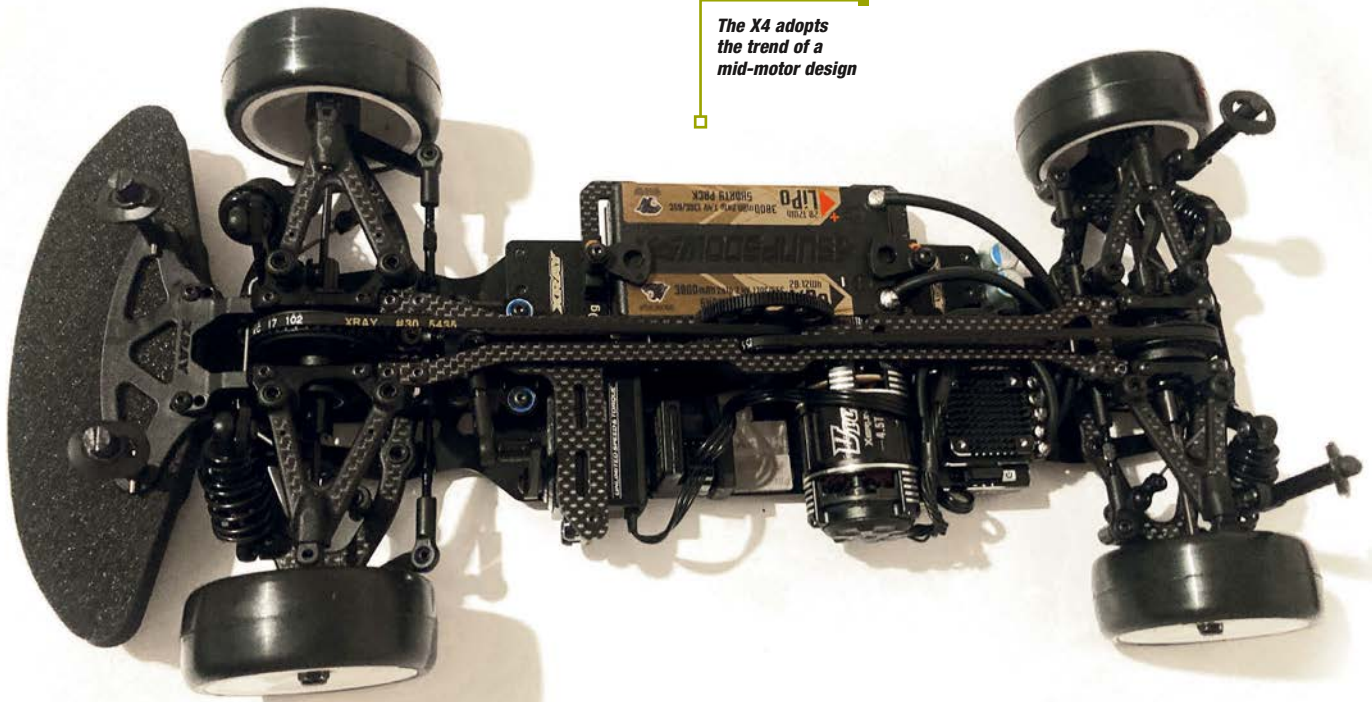
DISSECTING THE X4

The Xray X4 has finally arrived to the shores of the UK, and is the first chassis to move away from the T4 moniker that denoted the previous platform. In his latest diary piece, Olly Jefferies offers an overview on the new design, as well as the knowledge that he has garnered over the last few months of experience racing the new car



Olly's performance with the new car has been strong with wins and lap records

The X4 adopts the trend of a mid-motor design



As I'm sure you are all well aware, the previous Xray T4 platform has been refined and tuned over many years with input from all the factory drivers. It is possible to evolve this design, and it can be developed over the years, until you do get to the point when you can only find very small improvements. Once you reach this critical position, it's time to re-think the platform

and start with a new philosophy, and thus Xray came up the new X4.

REVOLUTION TIME

The X4 is a complete new car. It's not an evolution, version 2.0 or a 2022 model. To start from the ground up with a design takes a lot of work and this car has been in the works for a year. Things in a way have been made harder during lockdown as

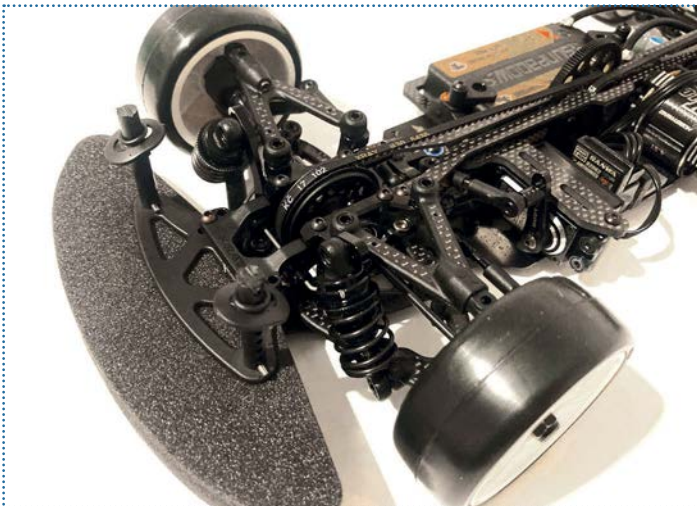
getting out to test it has been much tougher, but it did allow Martin Hudy to perhaps spend more time at the computer designing parts.

I received my first prototype in February 2021 – yes about nine months ago! Due to being in lockdown, I wasn't able to drive it until the end of March but that gave me time to sit and play around the with car to get an understanding

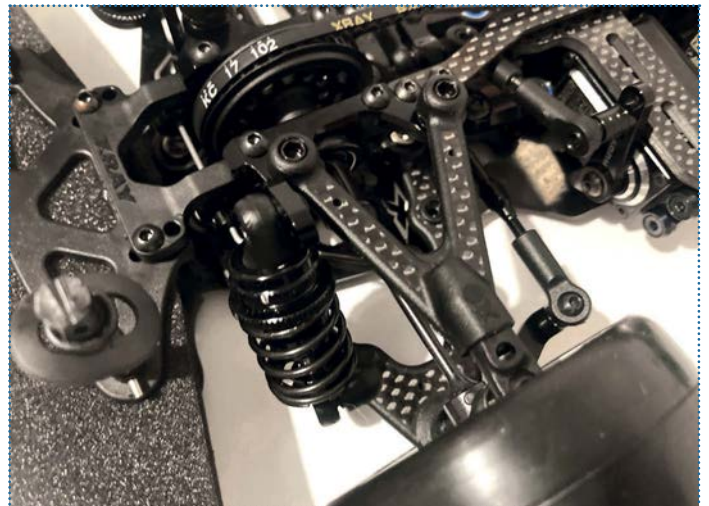
of how it works. For the record, the original prototype looks very different to what we have now as pretty much every part has been developed and improved, and no aspect of the car was ever overlooked.

ONE OF THE CHOSEN

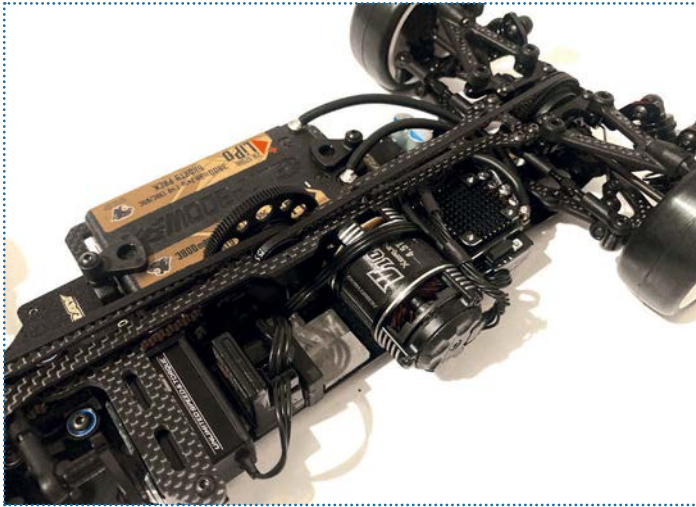
Martin was able to send the prototypes to a select amount of people. To be able to test the car



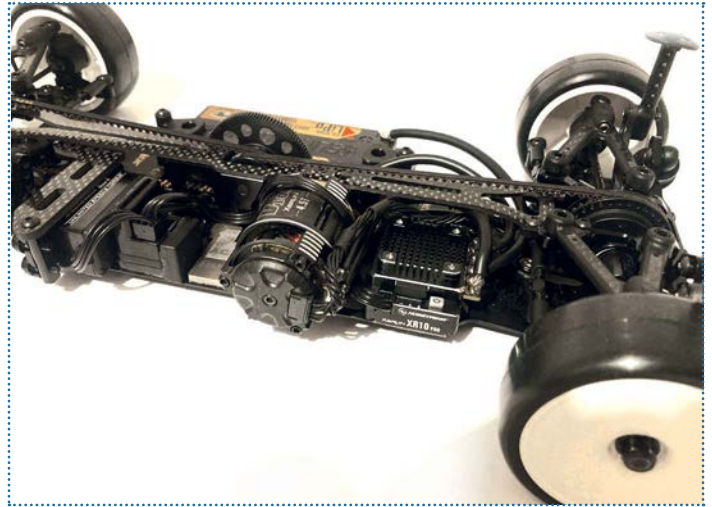
All the suspension components mount directly to the CFF arms without additional parts, eliminating play between the different pieces



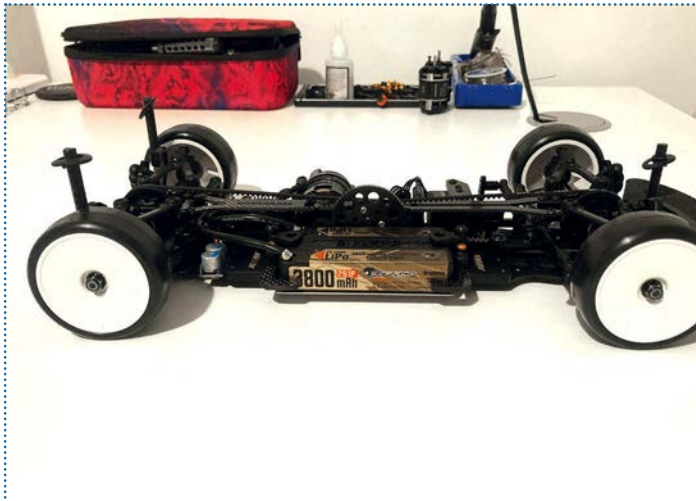
The thickness of the carbon fibre plate within the arm determines the hardness and flex



Carried over from the previous touring car platform, the mid-motor chassis layout is designed around the centred drivetrain



The one-piece motor mount is placed in the chassis centre and features integrated layshaft axle, battery backstops, belt tensioners and new tweak-free top deck mounting



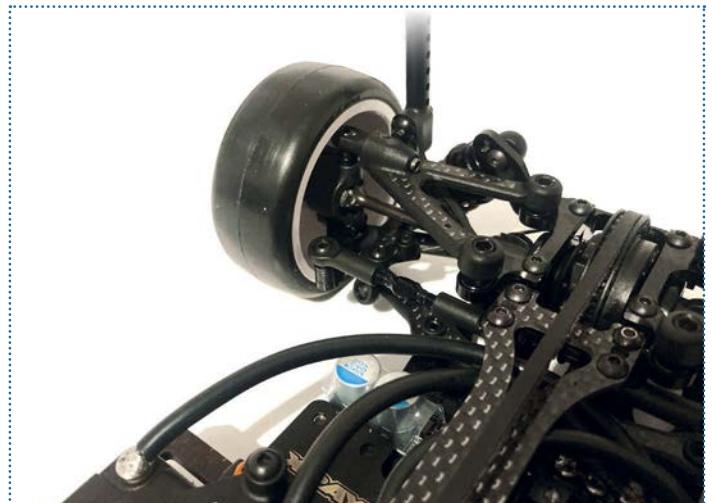
The LiPo is secured using Hudy's fully adjustable Quick Battery Mounting System eliminating the need for tape and potential chassis tweak



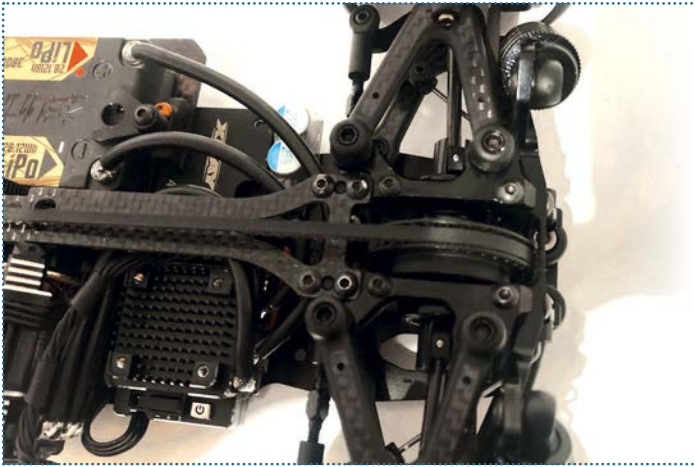
The split aluminium front shock towers are mounted directly to the chassis and have adjustable flex options



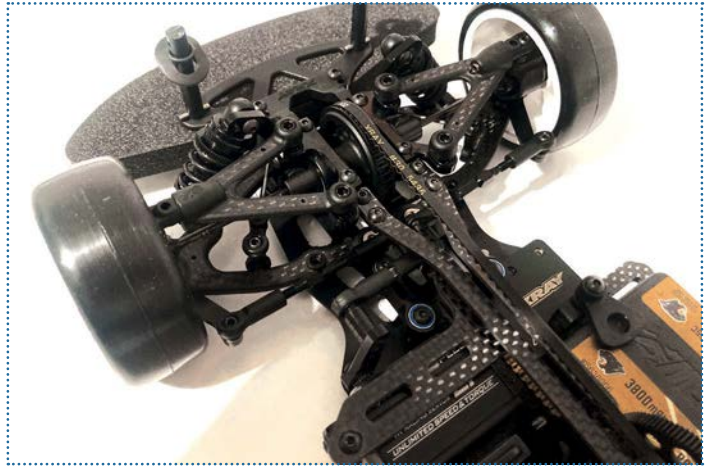
Up front, the standard 58mm driveshafts are recommended and these come in the kit



The car comes with graphite rear hubs, but there is the option of an alloy version



The front solid axle and rear differential (above) feature updated designs to move the belt positions closer to the centre



The new bulkheads feature centring pins and raised diff positions



The new CFF suspension arms are mounted via pivot balls directly to the chassis



There are three chassis options; 2.2mm graphite or 2.0mm aluminium flex or 2.0mm aluminium solid

in different countries, on tracks, with conditions and surfaces was key as it gives a wider range of data. Testing a prototype is not always easy; you have a lot of eyes around the pits and to be able to work on the car without anyone seeing is not always that easy. I was able to drive the car a lot for the first few months and was able to carry out many back-to-back tests with the out-going T4 as a comparison. It was clear from the off this car was going to be fast. Even during the very early stages of testing the car was showing very good speed, which was exciting to see.

THE X FACTOR

So what's different? Well everything. Not only is the car fast but it also looks great. The new suspension arms (wishbones) are very good. We

backed-to-backed these with the original carbon arm concept and these proved to be faster. We have a couple of options for flex with a medium and hard option; medium seems to be the preferred option on asphalt and hard for carpet. Because these mount off of pivot balls, you have way more freedom to tune this as its adjusted with shims rather than inserts.

The car comes with graphite hubs, but we also have an option of an alloy version. I have found the plastic ones make the car react quicker and the alloy are more stable.

Another option I like is our new motor mount. It's a very solid piece and again we tested different variations. It adds a lot of weight to middle of the car, and then we also have the option to add even more additional weight should we

need to.

We have also a few variations of the top deck and we have found the split option to work best outdoor with the one-piece 1.6mm version indoor.

Also with this car we have a lot more areas to tune. For example the front shock tower we are able to add a brace and also remove shims to change how this flexes. This is a really nice option as once you have the car dialled into the track you can start to use these options to fine-tune it. As per the T4 platform, we have similar tuning parts available such as different length driveshafts. During testing we have found 58mm front and 54mm rear work best and those both come in the kit as standard.

RECORD BREAKING

We were able to start using the X4

in some races near the end of our outdoor season, and it was exciting to see how much interest there was in the car. Not only was I able to win some races, but also take new lap and track records, which just shows how fast this car is. At Cotswold I was able to do the first sub-15 second lap with an electric TC and this proves the hard work that was done with this car was absolutely worth it.

SALES TARGETS

Now the car is on sale it's great to see how well it's been received and I understand that the first two batches sold out immediately! I'd like to thank the guys at Xray for all the hard work involved with the X4 project - I have enjoyed being part of this...

See you trackside... ■

THRASH TEST - EAZY RC ARIZONA

■ spec: 4wd plastic chassis ■ class: 1:18 off-road ■ cost: 609.99

black mountain here we come!

■ The Eazy RC brand currently may not be that well known in the RC world, but it's fast making a name for itself with a range of small scale vehicles. They have two other 1:18 crawlers in their line-up with the Patriot and Triton, as well as an aeroplane. The one that CML Distribution kindly sent us to test was the Arizona and for

its scale and budget makes it a real contender. High-traction all-terrain tyres, tuned coil-spring suspension, 2.4GHz radio and a 7.4V 2S LiPo battery make it a great intro into the RC crawler hobby.

Although this model doesn't have a licensed body, it's clear that Eazy RC has based its looks on the latest Jeep Wrangler Rubicon shape ensuring

The Eazy RC Arizona 1:18 crawler, with its hard body in vibrant yellow and working LED lights make this RC a contender for the off-road trail, or just a fun blast in the park or garden





Neat scale touches include the door handles and mirrors



The spare is a full wheel/tyre package and is secured to the rear door



Pop the bonnet to reveal the main electrical components and access the battery



Under the bonnet is the top of the steering servo and the combined speed controller/receiver unit



With a wheel removed the shock absorber can be seen along with some of the steering components



The front and rear axles are both locked for the best traction

the rugged looks and aggressive features are carried over from the full-size version over to the scale model. Distributed in the UK by CML Distribution, this 1:18-scale crawler out of the box is great looking with lots of detail, a vibrant yellow hard body complete with door handles, tinted windows and wing mirrors. There is a full working LED light kit to add to the realism of this cool looking vehicle. The suspension is fully

independent as you would expect from a crawler and this helps it conquer off-road terrain. Coupled to its 4WD system it takes inclines and rough surfaces in its stride. High traction all terrain tyres are at home on gravel, mud, grass and most surfaces and give it an amazing amount of grip. The servo is of the popular chassis-mounted design with its 5-wire-type that is super-fast to handle the change of direction needed to get

the crawler to where it's going. The Arizona has a high-torque 4WD transmission with a 84:1 final drive ratio and we found it just wanted to crawl up anything in its path until it broke traction.

SO WHAT'S IN THE BOX

The 1:18-scale Arizona comes complete with Rhino bumper kit, the aforementioned injection-moulded hard body and fully-functioning

A Couple of Recommendations

We would suggest storing the LiPo battery rather than leaving it inside the Arizona as a precaution. With any LiPo battery it's best to leave the battery at around 50 per cent full, and this can be carried out by a hobby-grade charger using a suitable balance board and the 'storage charge' setting. This hobby-grade item is a worthy investment and can be used to charge or discharge to a safe level that the supplied USB unit can't do. We would also suggest a LiPo bag to use when charging and discharging to be on the safe side at all times.



The Eazy RC transmitter is a 2.4GHz steering wheel model

Just three AA batteries are required to power the transmitter



THRASH TEST - EAZY RC ARIZONA

■ spec: 4wd plastic chassis ■ class: 1:18 off-road ■ cost: 609.99



The Arizona uses a multi-link suspension setup front and rear



A rugged front grille is complimented by the working headlights



The chassis-mounted steering servo is tucked up in the bonnet area

On Test

We took the Eazy RC Arizona crawler to our local park where there is some rough ground and gravel mounds to really test it out. With a fully charged battery we found for a small scale model it was very capable climbing up and over rocks of various sizes and was fun to drive over the rough gravel car park. On the day of the test it was dry and warm so the park didn't have any puddles as the electronics under the bonnet aren't waterproof so keeping it away from any water is a must. With its scale features and fully functioning headlights that come on when the Arizona is moving forward it looks fantastic. Working indicators automatically are applied when turning left or right as are the brake lights at the rear. Obviously it's not built for speed so it happily rolls along at approximately 4 to 5mph with the tuned coil spring suspension soaking up the terrain with ease. It has quite a good range too and the battery seemed to last for quite a while, in actual fact it was around 30 minutes which for its size was really good. We ran it constantly over everything we could find and tried crawling it up a fairly steep pile of gravel. It got quite a way up until it lost traction and rolled down to the ground. The hard body stood up well to the knocks and we didn't break anything on the test. For us though it was about the looks and functionality and if we were to give it a score out of 100 on the day we would say 75. For a 1:18-scale it performs as well as a larger model and it does what it was designed for. I would be quite happy to give one as a present to a young person and they would have hours of fun with it and at this price-point it would be a great start into the hobby without worrying about higher cost of a larger model if it needed fixing...



“It's a nice touch that the fully proportional 2.4GHz radio comes colour matched to the Arizona”

Racer Tips

With any off-road RC vehicle it's always best to thoroughly clean it after use ready for its next adventure. We recommend a 1-inch paint brush to clean out any dirt and debris and use a suitable lubricant on the mechanical parts should anything get wet.



With 4WD and 4-wheel independent suspension the Arizona is great off-road

bonnet. Scale looks are what this RC is about with its aggressive black front grille, LED lights and wing mirrors. So what does £89.99 get you? As with most RTR kits they are 99 per cent ready-to-run and you just require four AA batteries for the transmitter. The Arizona comes

with a 2.4GHz radio that is the same colour as the Arizona crawler and resembles Bumble Bee from the Transformers. The speed controller is a 2-in-1 combo that incorporates the receiver, then there is also a compact 7.4V 2S 380mAh LiPo battery and not forgetting a USB charger. ■



Summary

The Eazy RC Arizona is arguably more toy-grade than the hobby spec items we usually feature, but the model, whether used indoors or outside will give the younger generation coming into RC a taste for crawling on a budget. There aren't any upgrades available for this model so its spec and performance is limited to the RTR you see here, but we feel it's a great crawler to take on a trail or weekend away holiday for a bit of RC fun for anyone of any age group where space is at a premium. It's also great fun indoors too being 1:18-scale, so it is happy running around the living room and climbing small objects in its path. There are a lot of these small scale crawlers in the market place and we feel this is a good entry and won't disappoint!

SPECIFICATION

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

TECHNICAL DATA

Length	275mm
Width	116mm
Height	120mm
Wheelbase	162mm
Weight	700g

WHAT WE USED

Electric Kit	
Transmitter:	Eazy RC 2.4GHz steering wheel (kit)
Receiver:	Eazy RC 2.4GHz (kit)
Servo:	Eazy RC 5-wire 9G (kit)
Speed Controller:	Eazy RC 2-in-1 combined unit with receiver (kit)
Motor:	Eazy RC 050 (kit)
Battery:	Eazy RC 380mAh 7.4V LiPo (kit)

VERDICT



Scale looks
Working LED lights
Grippy tyres



Not waterproof
Bonnet fiddly to open

RACER RATING: ★★★★★

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CHAPMAN DOMINATES EASTBOURNE WEEKEND

It was a case of total domination for Michael Chapman as he set TQ and took wins in both the Rubber and Foam Classes at the penultimate round of the 2021 MTC Nationals

The MTC Nationals series were back down south for the last time this year and round four of the series. This weekend saw us at a new club and the excellent Eastbourne Electric Car Club at their indoor venue at Robertsbridge Community College. The club has run many different series here over the years ranging from, GT12 and LMP Nationals, and now a MTC National. We had a good turnout of 30 drivers racing at this round across the two MTC categories and support classes.

The drivers entered the hall at 8am and were greeted with a pristine track that was laid the night before by the club who did a fantastic job. This was a more of a square layout compared to their previous tracks, but the layout was

spot on. With shorter straights and a technical infield, it was all about torque for this meeting. The carpet was the mega grippy black Lindau carpet as used at MB Raceway and many other clubs due to its hard-wearing characteristics and very consistent grip levels.

TYRE CHOICE AND MARKING

The order of the day was one practise round in heat order for the drivers to acclimatise to the track and those they would be qualifying with for the day. This was then followed by four rounds of FTQ qualifying and two leg finals. Whilst practise was on it gave the drivers time to get their tyres marked in scrutineering. Two sets are allowed for the day in

both Rubber and Foam Classes. This is so the Rubber Class drivers can select which compounds they wish to use for the day and the compound choice is open to allow for different driving styles. The foam runners are allowed two sets of foams for the day and whilst their choice of compound is open, they have to follow the minimum tyre diameter rule which is 48mm minimum before a race to avoid "rubber band racing" that sees the foam tyres trued down very small. This makes it more economical for the racers and a fairer way for all.

QUALIFYING

Onto qualifying and in the Rubber Class, Michael Chapman was again in a class of his own out front. Having

already sewn up the Championship at the previous round, Michael was going for a clean sweep and maximum points. After round three, Michael was seven seconds up on his nearest challenger, Mark Young, who in turn was on the same lap and just ahead of Jack Anderson in third. The latter two had enjoyed a season-long battle for the second spot. Michael upped his game in the last round of qualifying to be the only driver to get onto 26 laps. There were also improvements for Mark knocking four seconds off his best time and Jack now onto 25 laps, but six seconds adrift of Mark. These were the top three qualifiers for the Xpress Rubber A final.

Over in the 3 Racing Foam Class saw Michael Chapman at it again

Eastbourne hosted the penultimate round of the MTC Nationals in 2021



DATE-A-BASE

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



Luke Jury won the Rubber Class Concurs with his simple but effective grey, pink and yellow design



The concurs line-up and some beautifully painted bodies



Liam Fenn won the Foam Class Concurs and another shell with grey, orange and hot pink

and improving his chances of taking a double victory this season. Round one saw him as the only driver on 27 laps with Richard Sodeau in second on 26 laps and Matt Heath on 25. Round two and another lap achieved for Michael now onto 28 laps. Richard and Mark Young were second and third, both now on 27 lap runs and split by a mere half a second. No improvement for Michael this round but he held onto FTQ from Mark, who was now up to second with Richard chasing him down three seconds adrift, but both improving their

times. Another four seconds off his best time and overall FTQ for Michael with Mark just missing out joining the 28-lap club by half a second. Richard had to settle for third on the A final grid but always in contention.

XPRESS RUBBER A FINALS

Michael Chapman and Mark Young got off to a good start to the first leg as Jack Anderson clipped the corner into turn one that handed third place to John Renton. After several super smooth laps from

DECEMBER

3-5 Essex Winter Series International
4 I:O off-road winter series
4 I:O indoor on-road
5 I:O off-road winter series
5 Winter Whip
5 I:O off-road winter series
11 I:O off-road winter series
11 I:O indoor on-road
12 Winter on-road championship
12 Nitro X Cross
12 CWIC
12 I:8 off-road winter series
18 I:O indoor on-road
18 Buggy Blitz
19 Essex Carpet Clash
19 I:O off-road
19 I:O off-road winter series
19 Indoor on-road series

Benfleet
Slough
Hinckley
Eden Park
IO66 Racing
Bury Metro
Silverstone
Hinckley
Colchester
Nene Valley
Chippenhams
Navan
Hinckley
West Bridgford
Brentwood
IO66 Racing
Stotfold
Grampian

2022 JANUARY

2 I:8 off-road winter series
2 Nitro X Cross
8 I:O off-road winter series
8 I:O indoor on-road
9 MICC 2.1
9 I:O off-road winter series
9 I:O off-road winter series
9 Indoor on-road series
9 Winter on-road championship
15 I:O indoor on-road
15 Buggy Blitz
16 I:O off-road
16 Essex Winter Series
16 I:8 off-road winter series
16 CWIC
16 Nitro X Cross
22-23 BRCA LMP12/GT12 National Championships
22 I:O indoor on-road
23 Indoor on-road series
23 Essex Carpet Clash
23 I:O off-road winter series
29 I:O indoor on-road
30 I:O off-road
30 I:8 off-road winter series
30 I:8 off-road series

Navan
Deerdale
Silverstone
Hinckley
Telford
Eden Park
Bury Metro
Grampian
Colchester*
Hinckley
West Bridgford
IO66 Racing
Benfleet
Navan
Chippenhams
NDOR
Eastbourne
Hinckley
Grampian
Brentwood
Stotfold
Hinckley
IO66 Racing
Navan
Slough

FEBRUARY

5 I:O off-road winter series
5 I:O indoor on-road
6 I:O off-road winter series
6 MICC 2.1
6 I:O off-road winter series
6 Indoor on-road series
12 I:O off-road winter series
12 I:O indoor on-road
13 Winter Whip
13 Essex Winter Series
13 I:8 off-road winter series
13 Nitro X Cross
19-20 BRCA LMP12/GT12 National Championships
19 I:O indoor on-road
19 Buggy Blitz
20 Indoor on-road series
20 I:O off-road winter series
20 CWIC
20 Essex Carpet Clash
20 I:8 off-road winter series
20 Winter on-road championship
26 I:O indoor on-road
26 I:O off-road
27 I:8 off-road series

Slough
Hinckley
Eden Park
Telford
Bury Metro
Grampian
Silverstone
Hinckley
IO66 Racing
Benfleet
Navan
Ledbury
Tamworth
Hinckley
West Bridgford
Grampian
Stotfold
Chippenhams
Brentwood
Navan
Colchester*
Hinckley
IO66 Racing
Slough

MARCH

5 I:O off-road winter series
5 I:O indoor on-road
6 I:O off-road winter series
6 I:O off-road winter series
6 Indoor on-road series
12 I:O off-road winter series
12 I:O indoor on-road
13 Essex Carpet Clash
13 I:O off-road
13 Essex Winter Series
13 Nitro X Cross
13 Winter on-road championship
17 Astro Masters
19-20 BRCA LMP12/GT12 National Championships
19 I:O indoor on-road
19 Buggy Blitz
19 I:O off-road winter series
20 I:O off-road winter series
20 Indoor on-road series
26 I:O indoor on-road
27 I:O off-road
27 I:8 off-road series

Slough
Hinckley
Eden Park
Bury Metro
Grampian
Silverstone
Hinckley
Brentwood
IO66 Racing
Benfleet
NWN
Colchester*
Navan
Chesterfield
Hinckley
West Bridgford
Slough
Stotfold
Grampian
Hinckley
IO66 Racing
Slough

APRIL

2 I:O indoor on-road
3 Nitro X Cross
3 GRCC Endurance Challenge
9-10 Iconic Cup Round 1
9 I:O indoor on-road
10 Winter Whip
24 I:O off-road

Hinckley
East Shrewsbury
Grampian
Mendip
Hinckley
IO66 Racing
IO66 Racing

MAY

21-22 Iconic Cup Round 3

Broxtove

*TBC

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

RACE REPORT

what: mtc national where: eastbourne class: 1:10 on-road



A very chilled scrutineering area



Rising star of the future, Ethan Webb, prepping his own car for his next race



Trevor Little doing a quick pit stop for Dave Taylor



In Foam Michael came home first from Mark and Richard



The Rubber Class podium and a win for Michael from Mark and Jack



There was plenty of space for the racers to spread out in the pits

the leaders, they had pulled quite a gap on the battle for third, but Michael had now started to pull away from Mark. Michael was loving the corner under the rostrum a little too much, clipping it three times and giving Mark a chance to close the gap. Michael was also now coming up on backmarkers but negotiated them with ease. The grip levels had started to rise and Michael was really flying. By the five-minute point, Michael had reeled Mark in and just got past him to lap the field before the race finished. The final order was Michael, Mark, Jack, John and Luke.

Leg two and this time a clean start for the whole grid. Michael pulled away again and Mark had Jack almost glued to his bumper. Michael had already checked out and had half a lap lead mid-way through the race. The fight for second was on with Mark, Jack and John fighting for position, with Luke waiting to pick up the pieces. At four minutes the second-place battle had now spread out with even gaps between

the three. Michael was now starting to lap and work his way through the backmarkers once again. Michael's consistency was showing as he put in some astonishingly quick laps now lapping the field and still pulling away all the way to the finish line taking his second victory of the day from Mark and Jack. The final overall podium was Michael in first, Mark second and in third place, Jack.

3 RACING FOAM A FINALS

After a super close qualifying session we were in for some great action in the Foam finals. Michael Chapman, Mark Young and Richard Sodeau had already started lapping backmarkers towards the mid-way point of the first leg. Michael was on a real stormer and was nearly half a lap up on Mark, putting in effortless and precise laps. Richard clipped a corner at the four-minute mark letting Michael through and Richard did the same again on the following lap giving Mark a lot of breathing

space. Michael had now passed the whole field and went on to take the win from Mark in second place and Richard coming home in third place.

Leg two and a ballistic start from Michael saw him pull a huge gap on lap one as the rest jostled for position. Mark had his hands full holding Richard off on the opening laps as Michael was already starting to lap backmarkers. Richard was pushing hard but also clipping a few corners trying to hold onto Mark as they also now had to negotiate the backmarkers. Both did a great job passing the backmarkers as the latter were kind and moved over, so no-one really lost any time. With a clear track in front, Richard was now hunting Mark down until disaster struck when he tangled with a backmarker costing him a huge amount of time. Michael came home the winner from Mark and Richard which was also the overall finishing positions for the day. ■

SUMMARY

What a fantastic day's racing at Eastbourne on some super grippy carpet. The club did themselves proud hosting their first MTC National and is sure favourite with the racers in the future.

With four rounds of the series now completed, we look towards the final event of the series at MB Raceway in Leeds. This will be held over the weekend of the 25-26 September and will be the first ever MTC Grand Prix to be held in the UK. The format will be three practises and four qualifying rounds on the Saturday, followed by a single practice on Sunday, then one more qualifying round and three-leg finals for all to decide the top three steps of the Rubber and Foam podiums. But who will be crowned the MTC National Champions for 2021...

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COMING UP

ON SALE 6 JANUARY 2021



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

MID-RANGE AND DUAL-ACTION

- targeting the newcomer to the airbrush scene, Sparmax's GP-850 is a dual-action model with a mid-price point and lots of potential for anyone who is looking to get into this aspect of the hobby. Andy Carter puts the GP-850 to the test in next month's issue



WATER-BASED FTX FUN - the

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



TWO-WHEEL DRIVE TAKE

Two - next month's Iconic RC Vintage Column is the second part of the series looking at the Iconic off-road class of 2WD vehicles produced between 1989 and 1993, the focus this month is on machinery from Team Associated, Tamiya, Team Losi and Traxxas.



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

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

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THRASH TEST - RC4WD CROSS COUNTRY BLACK ROCK RTR

■ spec: 4wd alloy chassis ■ class: 1:10 off-road scaler ■ cost: \$499.99

ALL THE FOURS

RC4WD debut their new 4WD 1:10-scale Cross Country platform with the Black Rock, a Ready-To-Run truck featuring a rather familiar looking 4-door hard body complete with a scale interior





A pair of rubber latches secure the bonnet in place during operation



With the bonnet up you can see the motor and spur gear



The steering servo sits at the very front of the "engine bay"



For practical purposes there is a fifth wheel and tyre located on the rear door



The 1.55-inch scale 3-piece beadlock steel rims are adorned with scale looking M/T Compass branded tyres



The polished alloy-bodied dampers are combined with separate springs

RC4WD was founded in the San Francisco Bay area in 2001 and they have created a loyal following for their scale off-road and crawler products, serving the needs of these niche hobbyists often in the face of much larger corporate behemoths. Their success is due, in no small part to the fact that they are owned and run by hobbyists and enthusiasts who share the same passion for scale RC as their customers do. They're not the biggest company, but neither are they shackled by the constraints and

bureaucracy that can often come as an unwanted by-product of corporate size. Their products are often a little bit eclectic and some cater for extremely niche desires, but as the popularity of RC scale off-roading has grown in recent years, they've found themselves to be at the centre of the hobby's fashion and growth scene whilst managing to retain their discerning appeal. Their TrailFinder 2 and Gelande scale 4WD trucks offer a sense of scale and realism that more mainstream manufacturers often struggle to match and so it was with great anticipation that we learned of a new chassis concept that was being shipped our way in the form of their new 1:10-scale Cross Country 4WD Truck with its 4-door Black Rock hard plastic body shell.

The Black Rock is a ready-to-run truck that comes complete with everything that's needed to get you onto the trail. Everything is neatly packaged and upon opening the box, you're greeted by a shiny blue plastic SUV-style truck with an operational front bonnet, removable roof panels and a moulded scale interior. The 3-piece beadlock steel rims are adorned with scale-looking M/T Compass-branded tyres with realistic deep tread pattern and even a spare wheel and tyre is

included which is bolted to the rear tailgate. A 3000mAh 7.2V NiMH drive battery is included along with a mains wall slow charger.

THE CHASSIS

The Cross Country chassis offers a new take on the ubiquitous ladder frame-style that popularises the scale off-road market. The chassis rails are made from RC4WD's favoured aluminium material, but now feature a new bent profile that gives the finished truck a purposeful stance that mimics full-size frame on body built vehicles with the front of the chassis being narrower than the rear. Plastic cross members span the rails and help achieve a rigid structure to which the transmission is hung from along with the link suspension pivots for the 3-link Panhard rod front suspension and the 4-link rear setup.

The transmission includes RC4WD's own tried and trusted R3 2-speed unit with a Hammer transfer case which is a nice touch and is sure to appeal. Drive is transmitted from the forward-mounted brushed 45T motor, through the R3 2-speed transmission where it is then coupled to the centrally-mounted Hammer transfer case before being sent to both the front and rear axles in equal measures. The transmission features metal gears for increased torque capacity and durability and there is the added security of a slipper clutch. The most obvious appeal of the R3 transmission is its 2-speed feature and its



You can change gear between the high and low settings during running

THRASH TEST - RC4WD CROSS COUNTRY BLACK ROCK RTR

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Inside the body is the scale interior complete with dashboard and seats



These posts are secured to the body and then click into place in the chassis



The K44 cast aluminium axles are scale-like in appearance



The Cross Country adopts a 3-link front setup with a Panhard rod...



... and a double triangulated 4-link setup at the rear



Punisher V2 driveshafts feature heavy-duty universal joints and telescoping nylon bodies

◀ ability to be able to change gear from high and low or vice versa during running via the third channel on the transmitter, literally at the flick of a switch, and it's a nice touch to see this included as standard. The purists might highlight that the new R3 motor mount is an integral part to the front casing which means that the motor position cannot be 'clocked' or lowered, which is often done to help improve drivability by lowering the centre of gravity, but we think this point is unlikely to be a deal-breaker.

Drive from the Hammer transfer case is sent to the K44 solid axles via the steel universal jointed Punisher V2 driveshafts. These allow for great articulation and driveline angles thanks to their chunky universal joints and feature telescoping nylon bodies that help accommodate the changes in the driveline length as the suspension



The Black Rock body adopts a familiar looking 4-door SUV-style design



This model uses an alloy chassis design to support the 4WD transmission

compresses and extends..

The K44 cast aluminium axles are another highlight as they look stunning. There is an offset front pumpkin and a central mounted rear, with removable covers for maintenance. The axles are both solid and offer a traditional reduction drive ratio of 2.67:1 courtesy of the 15/40T hardened steel pinion and ring gear internals. We did whip off the pumpkin covers and applied a liberal coating

Racer Tips

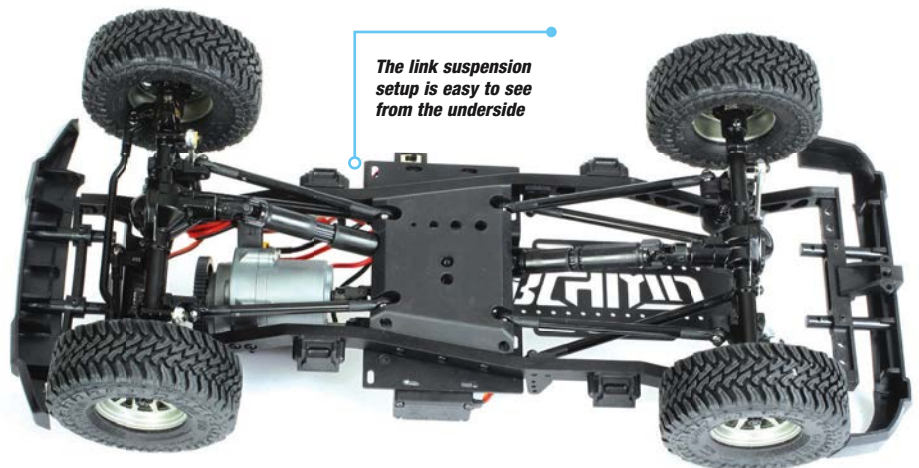
Take the time to check the tightness of all the screws throughout, especially the metal-to-metal machine threaded ones that can easily vibrate loose when running. Remove the K44 pumpkin housings and liberally apply more grease to the ring and pinion gears to increase their longevity.

of grease to the gears as we've often found RC4WD axles to be only sparsely greased from the factory and in doing so, we were also able to confirm that the front axle does come complete with CVD-style half shafts, something that isn't highlighted on the box or in the promo material.

Suspension articulation is provided by the tried and tested 3-link front setup with a Panhard rod and a double triangulated 4-link setup at the rear. RC4WD's Ultima Scale shocks are also included and combine with separately located coil springs that enhance the looks for this new chassis. Additional springs are also included to enable you to fine-tune the suspension of the Cross Country.

Proper steel bead lock rims are included and feature a five-bolt fixing and are finished in an attractive gun metal. The very scale looking 1.55-inch rims are shod with RC4WD Compass M/T scale tyres and are made from sticky X253 compound to provide sure-footed traction in any conditions.

The Cross Country also debuts a new hidden body mounting system that RC4WD has developed. Inverted posts extend downward from the underside of the hard body interior and locate, courtesy of their profiled tips, into receptor cavities that are attached to the chassis rails.



The cavities feature a novel side-sprung clipping mechanism that holds the posts captive in position until the sprung clips are depressed and the posts are released from their captive location. It's an interesting solution but one that is difficult to use. We found that it was hard to get the posts to release which meant jiggleing each of the posts individually until the body became detached. Once mounted though, the posts do a good job in providing a secure attachment but the system needs a bit of refining.

ELECTRONICS

Since the Cross Country Black Rock is an RTR, it comes complete with a capable RC4WD-branded

electronics package, comprising of a 45T brushed motor, an Outcry III waterproof speed controller, a pair of Twister digital high-torque servos and a 3-channel 2.4GHz steerwheel radio/receiver package. Even the transmitter AA batteries are RC4WD branded as is the 3000mAh 7.2V NiMH battery that comes with XT60-style connectors and a mains slow charger. The Outcry III speed controller features simple programming for NiMH or LiPo battery settings (for low-voltage cut-off) and basic forward/reverse and brake settings via small jumper pin plugs in the device itself. The full-size high-torque servo is utilised for both the steering and the third-channel transmission gear selection duties. Everything is paired and ready >



These receptor cavities are attached to the chassis rails and enable you to remove the body



The model comes with an RC4WD-branded 45T brushed motor



An RC4WD Twister digital high-torque servo steers the front wheels



Nice attention to detail for the battery tray



An Outcry III takes care of controlling the speed whilst a 2.4GHz receiver matches the RC4WD transmitter



A second RC4WD Twister digital high-torque servo selects either the high or low speed option

THRASH TEST - RC4WD CROSS COUNTRY BLACK ROCK RTR

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The polished shock bodies look great against the black chassis components



This is the proven R3 2-speed transmission



The separate Hammer transfer case is located in the centre of the chassis



Here you can see where the body posts locate



All the suspension links are beautifully presented in black alloy



The black pumpkin covers can be removed for ease of re-greasing and maintenance



On Test

The RC4WD Cross Country Black Rock is very similar in size and stance to their TrailFinder 2 which makes it a little bit smaller than most of the average 1:10-scale trucks. But what it lacks in ground clearance it more than makes up for in scale appeal. Unfortunately, though, our test run with the Black Rock was compromised by the unusual slippage that our R3 transmission seemed plagued with. We know from our TF2 that this is a well proven drivetrain and transmission setup and we've never experienced any issues like this before and we suspect that our slipper friction pad has become contaminated, but we've so far been unable to procure a spare friction pad. As soon as we encountered any form of grade or attempted to perform a turn on asphalt in the high-gear setting, the transmission would slip which severely limited our tractability. However, the suspension articulation and the weight of the hard body did provide a degree of scale movement when side-hilling and our first impressions are that the link-suspension setup is far more compliant than the leaf spring suspension on our similarly sized TrailFinder 2 which makes this an easier truck to drive and more forgiving for less experienced drivers despite its ground clearance limitations when compared with larger RTR trucks that might run on bigger 1.9-inch wheel and tyre combinations.

There is a noticeable speed difference between the low and high gears, and it shifts smoothly between the two even whilst in motion. In high the speed of the truck is slightly faster than a brisk walking pace whilst in low gear, it really slows things down to a crawl, but enhances its climbing and traversing capability.

Access to the battery connector is possible with the body mounted although those with large fingers will find it quite fiddly. Similarly, the speed controller's on/off switch can be reached without having to take the body shell off which is a real bonus because the hidden mount system, although extremely secure, is quite challenging to use.

to go save for the initial charging of the battery and the installation of the transmitter batteries.

THE ELEPHANT IN THE ROOM

The Black Rock body has had plenty of keyboards chattering since its launch. It's a non-licensed item but adopts a familiar looking 4-door SUV-style truck body with a huge and imposing alloy front faux grille that dominates its appearance and somewhat spoils the otherwise pleasing aesthetic appeal. Although the grille is removable, it provides the magnetic latching fixings for the openable bonnet so a little bit of modelling and customisation will be needed if you choose to not run it.

However, the main comment we have with the body isn't with the grille (although we're not fans) but with the colour and natural shiny finish of the injection-moulded hard body itself. The body is very detailed, but it's finished in a non-painted natural blue mould colour which, when coupled with the natural finished black wheel arch mouldings and removable hard top, doesn't lend itself to the feel or look of a quality RC product. But all is not lost as it's relatively easy to spray a matte or satin clear coat over the body shell to makes it look more appealing. We took our time after the studio photos were taken and chose to completely disassemble the body and separate the exterior parts so that we could finish all the black parts with a matte clear coat and the blue main body with a satin finish. LED-ready light buckets are also included and add to the scale appeal although the LEDs are an optional fit. The Black Rock also comes complete with a moulded interior comprising of seats and dashboard.

Summary

The RC4WD Cross Country Black Rock RTR platform is a well-equipped truck and we love the scale looks from its tapered aluminium rail layout to the inclusion of the R3 2-speed transmission and the seriously impressive K44 axles. The attention to detail is awesome throughout, and, if anything, possibly better suited as befitting an enthusiast's kit as opposed to an RTR. However, it's not without its faults; the 11.9-inch wheelbase doesn't lend itself to the availability of the industry norm 12.3-inch body sets and the hidden body mount system is great in theory but needs refining since it is awkward and niggly to use. We were frustrated by the unexpected slipper clutch problem we encountered with the otherwise proven R3 transmission and the plastic suspension mount breakages that we endured but with the optional alloy parts fitted, the truck feels much more solid. We can't help but feel that there is more to come from this very capable platform.

The unpainted natural finish to the body lets it down out of the box and its shelf appeal is diluted by its toy-like natural finish.

Thus, as an RTR, it remains a little bit of an oddity in so much that it is more expensive than some of its mainstream competitors but the appeal of RC4WD has always been in their attention to scale detail and in this regard, the only competition that the Cross Country Black Rock has is from its own stablemates. In truth, although our review model had some issues, it also had a charm out on the trail and we can't help but feel that with just a minimal amount of time and attention spent on it and with the alloy linkage mounts fitted as standard, it would offer a great introduction into the world of scale off-roading where those little details matter to the most discerning scale enthusiasts.

TEETHING PROBLEMS

Unfortunately, we did experience some issues with our review model. The plastic axle link mounts and the front Panhard link mount were found to be cracked, and whether or not the truck had been damaged during packaging or whether there was a moulding flaw in the early production batch we can't be certain, but other reviewers have also similarly experienced the same issue. We also suffered from a damaged steering servo which stripped its internal gears on the initial power up, necessitating a swap out to a similar specification servo so that we could continue our review. Oddly, we've also experienced some slipping from the slipper clutch despite tightening it up fully. It's something we've not experienced before with the R3 transmission and oddly, it only does it when trying to pull away on full throttle in the high-speed gear. To date, we've been unable to fix it and can't obtain a replacement slipper pad as we suspect the stock one has become contaminated in some way but it's not something that we've ever had in an of our other R3 transmissions so it does appear to be a one-off. It's never nice to report such things but it would be equally wrong for us not to. In the instance of the servo, we didn't bother to report it since we had a suitable spare but with the broken plastic mouldings, these meant that the truck wasn't able to be driven and so we spoke to the team at RC4WD who immediately sent us a 'care package' that included the optional aluminium hop-up parts as replacements. Ultimately, issues do occur although thankfully they are few and far between, and although it was frustrating at the time, there was no quibbling from customer support and they sorted us out swiftly and with upgraded parts which was a nice touch. ■

SPECIFICATION

Model:	RC4WD Cross Country Black Rock
Scale:	1:10
Class:	Off-road
Application:	Fun/scale competition
Format:	RTR
Power:	Electric
Chassis:	Aluminium
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Locked
Shocks:	Oil-filled
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length	491mm
Width	212mm
Height	217mm
Wheelbase	301mm
Weight	3120g

WHAT WE USED

Electric Kit	
Transmitter:	RC4WD XR3 3-channel 2.4GHz steering wheel (kit)
Receiver:	RC4WD XR4 4-channel 2.4GHz (kit)
Steering Servo:	RC4WD Twister high-torque metal-gear (kit)
Transmission Servo:	RC4WD Twister high-torque metal-gear (kit)
Speedo:	RC4WD Outcry III Brushed Crawler waterproof (kit)
Motor:	RC4WD Boost 45T Brushed Crawler (kit)
Battery:	RC4WD 3000mAh 7.2V NiMH (kit)

VERDICT



R3 2-speed transmission and K44 Scale Axles with CVDs included as standard
1.55-inch steel bead lock rims
Scale looks and separated shock and spring suspension configuration



Plastic trailing link and Panhard mounts
Shiny unpainted finish on the hard body plastics
Slipper clutch issue

RACER RATING: ★★ ★

CONTACT

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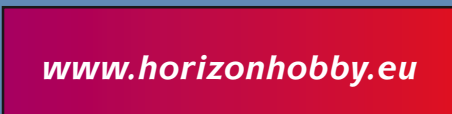
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They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

STRONG, LIGHT, CHEAP... PICK TWO

HOW YOU PRIORITISE THREE IMPORTANT ELEMENTS OF CHASSIS DESIGN WHEN YOU ARE ONLY ALLOWED TO HAVE TWO OF THEM? PETER WINTON EXPLAINS MORE

“Strong, light, cheap... Pick two” is a saying by the mountain bike pioneer, Keith Bontrager, and is something that has always intrigued me. As a former engineer researching and developing manufacturing processes, I have never come across anything that breaks that rule. What about our beloved sport of RC racing? Is there anything there that goes against the American’s principle? No, and I’m still struggling...

A FWD EXAMPLE

The touring car frontie class is a case in point. There are lots of kits available with all sorts of different designs for key parts of the car, much like mountain bikes. Schumacher’s Mission FT is about half the price or less of any other kit on the market, so is it stronger or lighter? I’d argue it is stronger, using as it

does resilient fibreglass re-enforced chassis parts, steel suspension components, as well as chunky and tough plastics. It isn’t lighter if one looks at the weights added to Mission FTs compared to other brands.

LIGHT WEIGHT COMES AT A COST

Where you want strength and lightness, materials like titanium and carbon fibre re-enforced plastics come to the fore. You can take a look at any of the cars from almost any class and come to same conclusion – if you want a car that is strong and light, then you pay more than for a car that is strong and cheap.

For some classes this is not a problem. In the case of the Mission FT, all the cars I’ve seen have weight added to meet the minimum limit, so it being strong and lower cost

is very attractive to many drivers. Nonetheless, there are those spending two or three times as much on other cars because they can, and they feel they get something more from their choice than from another chassis.

ONE ASPECT THAT DOESN'T APPLY

If there’s one area that seems to defy the saying of Keith Bontrager, it is electronics. It is almost impossible to find an unreliable piece of electronics for an RC car these days. Speed controllers, servos, lap counting transponders – they all have a big variation in price and features, and they are all strong in the sense that they don’t break often, if at all, unless abused by the user.

Top drivers will benefit from the best electronics, as they have the skills to make use of a superior servo

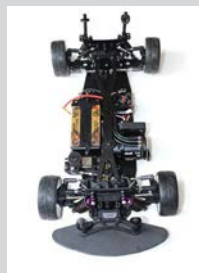
or a more efficient speed controller. For the majority of us there is nothing to be really gained from a speed controller costing £200 over one costing £80. Sure, some are a bit heavier than others, but again this is all relative, and the same weight difference can be added (or avoided) by one’s choice of electric motor.

SPEED DIFFERENTIAL

In the nitro-powered classes, there is a performance difference between engines, but again that is not something that seems to affect reliability, or strength if you like. Race reports these days lack the frequent stories of engine failure from yesteryear.

Maybe Bontrager’s saying isn’t so applicable to RC, whilst it remains very apposite to cycles, aerospace and many other areas.

When you’re looking to buy something for your RC favourite, remember Keith Bontrager, and decide what you are getting for all that hard-earned cash you are about to spend!



It is Now!

1



2



3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. It is hard to believe that HPI’s large-scale Baja model is 16-years old as the design still looks fresh and up to date. The design was led by Akira Kogawa and he used his extensive knowledge and experience from involvement with icons like the Kyosho Ultima and Scorpion 1:10 buggies. Launched in 2006, the look has been copied many times, whilst HPI followed the buggy up with short course and truck options, kit and RTR models, and even an electric brushless edition that highlighted the flexibility of the platform.

2. The 2010 Nuremberg Toy Fair saw Bug Box display their full-size version of the Sand Scorcher on Tamiya’s stand based on a VW Beetle. This attracted huge interest with the likes of TV presenter Jonny Smith interviewing the designer of the 80s classic, Fumito Taki. The owner of Bug Box is a lifelong Tamiya fan and with assistance from the German agent, Dickie Tamiya, the concept became reality. The full-size version you see here was based around a late-60s bare Beetle shell, complete with sunroof that cost just 600. Interestingly, it seems that Bug Box’s version is not the only replica as we recently posted a link on our social media pages to a UK model that had become available.

3. In 2010 when Racer travelled up to Silverstone, it wasn’t to watch full-size racing but to head to Moto Arena, an indoor RC venue located just outside the race track’s entrance. From the outset, it seemed that Moto Arena had the perfect setup with an indoor and outdoor race tracks for on- and off-road, rock crawling area, permanent pits, café, simulators, retail area and much more. Sadly it wasn’t to be and the site closed, no doubt unaided by the economic climate we were enduring at the time.

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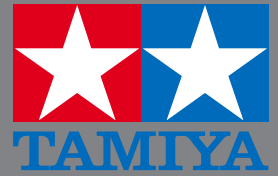
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SPECS:

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



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