

OVER 10 PAGES  
OF NEW PRODUCTS &  
20 PAGES OF REVIEWS

THE BIGGEST AND BEST UK RC MAGAZINE

RADIO CONTROL CAR

www.rcracer.com

March 2021 / £5.00

# RACER



## BRIMOD INSIGHT

MARTIN DINGLE LOOKS INTO THE LITTLE-KNOWN  
UK MANUFACTURER WHO TARGETED  
THE 80S RACE SCENE



# KARMANN GET IT!

JUST HOW GOOD IS TAMIYA'S VW KARMANN GHIA? WE COMPARE IT AGAINST THE REAL THING...

ROC HOBBY, TORRO AND TAMIYA  
REVIEWS ALL WITH A MILITARY THEME

## CAMO TIME



## LOCKDOWN RC

TESTING THE ACCURC 2.0  
SIM FROM TRASNATECH

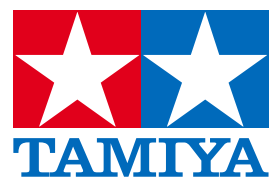
DOOLITTLE MEDIA

9 771366 691119

03



**58687:  
RC FORD ESCORT MK.II RALLY**

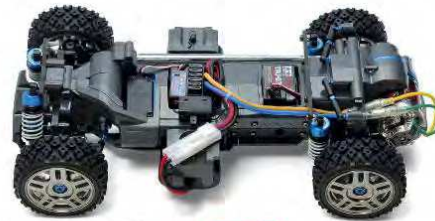


# CLASSIC ESCORT

**THIS R/C MODEL ASSEMBLY KIT RECREATES THE CLASSIC IN RALLY RACING FORM.**

**RALLY CARS ARE ALWAYS AN EXCITING SUBJECT, ACCOMPLISHED BOTH ON ASPHALT AND FLAT DIRT, AND TAMIYA IS DELIGHTED TO ANNOUNCE THE ADDITION OF ANOTHER TO OUR RC STABLE: THE FORD ESCORT MK.II RALLY, DEPICTING A CAR WHICH WAS RAC RALLY CHAMPION FROM 1975-1979. FITTINGLY IT IS BASED UPON THE MF-01X CHASSIS, WHICH HAS DEDICATED RALLY PARTS AND IS AT HOME ON A RANGE OF SURFACES.**

**IT FEATURES A REAR-MOUNTED MOTOR, WITH GEAR-DRIVEN REAR WHEELS AND A PROPELLER SHAFT TAKING POWER TO THE FRONT. BOTH FRONT AND REAR GEARBOXES HAVE DIFFERENTIAL GEARS. THE BATTERY PACK LOCATION IN THE CHASSIS CENTRE PROVIDES EXCELLENT BALANCE, WHILE 4-WHEEL INDEPENDENT DOUBLE WISHBONE SUSPENSION EMPLOYS FRICTION DAMPERS. RALLY BLOCK TIRES WITH WIDTH/DIAMETER OF 27/69MM ARE ALSO INCLUDED.**



**MF-01X CHASSIS**

- 1/10 scale R/C model assembly kit. Length: 414mm, wheelbase: 239mm (L).
- The classic Escort Mk.II form is breathtakingly recreated in Polycarbonate, and pre-painted in White. • Separately moulded plastic components are included to recreate bumper, side mirrors and fog lamps. • Polycarbonate front and rear light cases are compatible with separately sold 5mm LEDs. • Stickers are included to recreate blue livery sections, sponsor logos and more. • The MF-01X is at home on-road or on flat dirt, thanks to 4-wheel double wishbone suspension. • Power from the rear mounted motor is transmitted by gear differential to the rear wheels, and via a propeller shaft to the front. The chassis can be converted to S and M wheelbases with separately sold propeller shafts.
- A host of Hop-Up Option parts are available to tune the MF-01X chassis. • Tamiya Torque Tuned Motor included. • Includes Tamiya TBLE-02S ESC (electronic speed control) Capable of running sensor brushless motors and brushed motors alike. (21.5 Turn BL motor limit) (23 Turn brushed motor limit) • Requires: Carson Reflex 2-channel radio, steering servo, Carson 7.2volt battery and Ansmann compatible charger to complete



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



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



Find us on facebook search Tamiya UK

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



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

# CONTENTS

MARCH 2021 - VOL 24 NO5

## FEATURES

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

### 34 THE BRIMOD BRAND

Vintage racer Martin Dingle enlightens all about Brimod, the British manufacturer set-up by top engineer Tony Britten and his son Peter. Martin is very knowledgeable about the brand as he owns one of their buggies that was only ever photographed in prototype form and raced under intense secrecy.

### 46 WET CAR PREP

Racing in the UK, even in the summer often means wet conditions. Most racers will invest in a second chassis that will have a dedicated set-up for the slippery conditions and potential standing water on the track. There can be quite a few differences between 'dry' and 'wet' cars so who better to run through his wet car than the BRCA National Champion, Olly Jefferies.

### 52 ACCURC 2.0

The UK-based company's simulation software is designed to work on all major brands of transmitter and gamepad, and is connected via USB or when paired to a wireless dongle. After reading all the positive feedback from AccuRC 2.0 users we had to get our hands on the sim to test...

### 58 ON THE ATTACK

Steve Dunn's Fast Attack Vehicle focuses on the scale details of the Tamiya off-road machine with a distinctive paint job and a selection of custom additions as he runs through the modifications on the model that was his inspiration from back in the 80s.



24



40

## REVIEWS

**THE LATEST THRASH TESTS.**

### 14 TORRO US MAXXPRO MRAP

We have always been drawn to the impressive stand of Torro every year we go to Nuremberg for the Toy Fair so when Ian Peckett was offered sample of their new US MaxxPro MRAP vehicle to review, we jumped at the opportunity.

### 24 TAMIYA M-06 VW KARMANN GHIA

The VW Karmann Ghia is an icon so who better to come up with a 1:10-scale RC version than Tamiya. Our sample does away with the box art scheme and instead replicates one owned by a colleague of reviewer Andy Carter, who painstakingly researched the model for his review with all the details faithfully applied to the Tamiya model that he equipped with some custom touches including hidden body mounts.

### 40 ROC HOBBY 1941 JEEP

The Jeep is synonymous with the second World War 2 and Roc Hobby has faithfully recreated this 1:6-scale RTR version. The company spent two years developing the model that includes a detailed pre-painted and pre-assembled body with functional lights, servo-driven steering wheel and a fold-away windshield, whilst the body sits on a metal C-section chassis with oil-filled shocks to help it transverse off-road surfaces, aided by 4WD and locked axles. Ian Peckett gets his hands on the scale version and puts it through its paces.

## REGULARS

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

### 6 NEWS

It is contract time so lots of news with team drivers on the move to different brands including Ryan Cavallieri who returns to TLR and Travis Amezcua, who has signed for Schumacher. Kyosho announces their Inferno MP10 TK12, whilst another Japanese brand, Tamiya releases details of the TB-05R Chassis Kit. The Iconic Cup dates are set for 2021, a new shop in Evolution Models opens up and former Yokomo mechanic and designer Yukijiro Umino joins Serpent to lead their electric on-road division.

### 12 INSIDE LINES

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

### 20 EDITORIAL

Why Germany will have to wait...

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

Three pictures from the past but who are they?

### 21 TIME WARP

What was happening one, five and ten years ago.

### 55 DATES

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

### 57 COMING UP

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

### 64 BUYERS GUIDE

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

### 66 ALL OVER

Is Wolverine just the start of things to come in RC body design?



58

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

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

E. enquiries@doolittlemedia.com

T. +44 (0) 1525 222573

# ON YOUR MARKS, GET SUBS

GET RACER DELIVERED THROUGH



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



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



01525 222573



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

## JOIN THE ELECTRONIC REVOLUTION

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

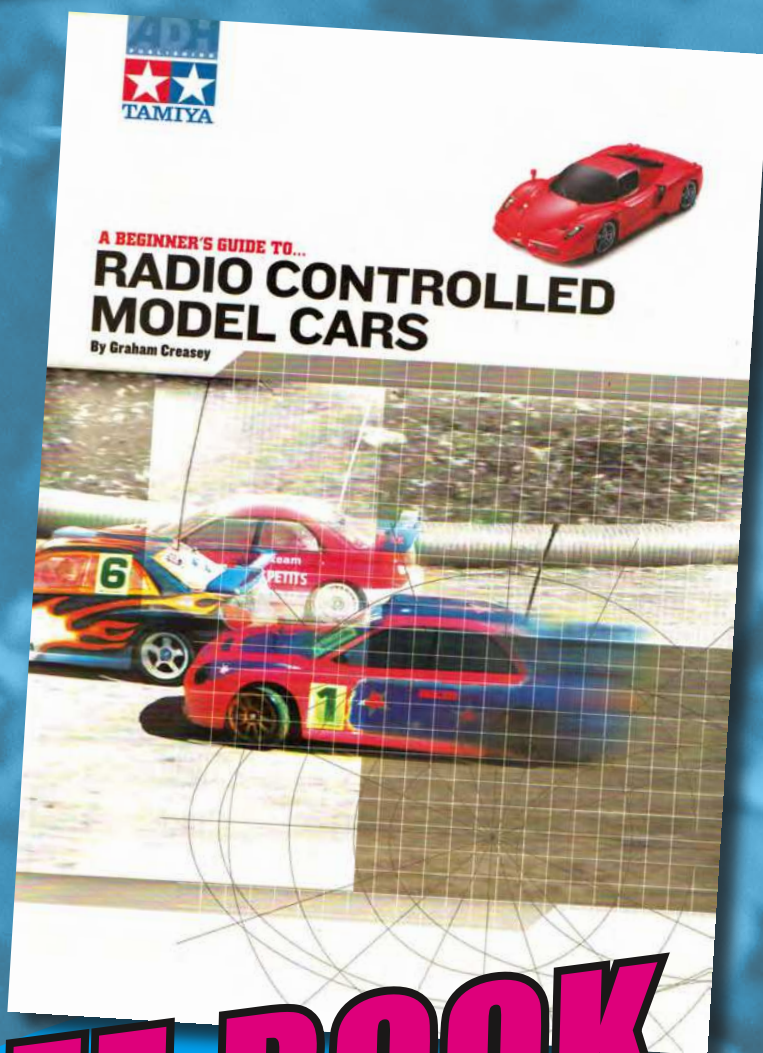


Visit the App Store or Google Play and search for "rcracer" or visit PocketMags.com to purchase single issues and subscriptions to read on your device or PC. The above offer is not available on the digital version of the magazine



# ET! FRIBCE!

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



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

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

## THE BRCA NATIONALS ARE COMING

Despite going into a third lockdown as we went to press, the BRCA were keen to state that they have continued to plan for national events in 2021 that will take place once the government allows it to happen

Just when we needed some good news, the British Radio Car Association published a post on social media to confirm that they are planning on running National Championships in 2021. Despite the challenges of coronavirus, the BRCA has been hard at work in the background and following a recent Exec Committee meeting they have publicly stated that all sections are planning a National Championship for 2021 and these are ready to go the moment government restrictions are lifted. A statement from Darren Newton, the BRCA Chairman said, "Each section over the next few weeks will be publishing dates

of their proposed series." They went on to say, "The next bit might not seem so obvious with racing now on hold for a few more weeks but please support your local club by paying your membership and the same for your membership to us. We (this includes all the clubs too) need your support with memberships etc to ensure that the season can happen!" Of course Racer will continue to support the hard work of the National Association, publishing dates ahead of the events as well as covering as many of the races as we can including 1:10 touring car, 1:10 off-road and 1:8 off-road, ably assisted by our

willing reporters who travel the length and breadth of the country with the national competition. Darren's final message was to, "Join your club, share it on Facebook and let all your friends know you have supported them. Join the BRCA also share this and wear it like a proud badge that you supported your hobby through dark times! Buy from your local hobby shop, support them to make sure they are still around to support us through the season, post the products on your social media! A little bit from a lot of people equals a massive effort overall. See you all trackside soon."

## 2021 INTERNATIONAL RACE DATES

As we went to press, both EFRA, the European Federation and IFMAR, the World body had provisionally set their race calendar for the new year, subject to any restrictions with the global pandemic.

Here is a rundown of the international calendar for 2021 including both European and World Championships, as well as European Grand Prix:

Date	Event	Venue
12-14 March 2021	EFRA GT12 European Cup	Scandiano, Italy
2-4 April 2021	EFRA 1:8 On-Road GP	Leno, Italy
23-25 April 2021	EFRA 1:12 European Championship	Trencin, Slovakia
1-2 May 2021	EFRA 1:8 Off-Road European Championship Warm-Up	Redovan, Spain
7-9 May 2021	EFRA 1:10 Off-Road European Championship Warm-Up	Retford, UK
7-9 May 2021	EFRA Large-Scale On-Road GP	Zagreb, Croatia
14-16 May 2021	EFRA 1:8 and 1:10 IC On-Road GP	Rucphen, Netherlands
21-23 May 2021	EFRA 1:8 E-Buggy European Championship	Trencin, Slovakia
21-23 May 2021	EFRA Large-Scale Off-Road GP	Bochum, Germany
11-13 June 2021	EFRA 1:8 Off-Road European B Championship	Fehring, Austria
18-20 June 2021	EFRA Large-Scale On-Road GP	Groningen, Netherlands
21-26 June 2021	EFRA 1:8 GT European Championship	Lostallo, Switzerland
25-27 June 2021	EFRA 1:10 Off-Road GP	Kampenhout, Belgium
25-27 June 2021	EFRA 1:10 Touring Car European Championship	Trencin, Slovakia
28-3 July 2021	EFRA 1:10 Off-Road European Championship	Retford, UK
6-10 July 2021	EFRA 1:8 Off-Road European Championship	Redovan, Spain
12-17 July 2021	EFRA Large-Scale TC and F1 European Championship	Fiorano, Italy
19-24 July 2021	EFRA Large-Scale Off-Road European Championship	Fehring, Austria
2-7 August 2021	EFRA 1:8 On-Road European Championship	Almussafes, Spain
18-21 August 2021	IFMAR 1:10 Touring Car World Championship	Gubbio, Italy
21-22 August 2021	EFRA Large-Scale TC GP	Cremona, Italy
23-29 August 2021	EFRA 1:10 On-Road IC European Championship	Gubbio, Italy
29-4 September 2021	IFMAR 1:8 Off-Road World Championship	Cianorte, Brazil
10-12 September 2021	EFRA 1:8 Off-Road European 40+ Championship	Reding, France
13-18 September 2021	EFRA 1:10 and 1:8 IC On-Road European 40+ Championship	Utrecht, Netherlands
17-19 September 2021	EFRA Large-Scale TC GP	Lostallo, Switzerland
24-3 October 2021	IFMAR 1:10 IC On-Road World Championship	Brisbane, Australia





## MTC NATIONALS 2021

As you read this, booking in for the six-round MTC Nationals 2021 will be available via Central Booking and the site will also include all the rules including the classes available as well as a showing the venue locations. Initially the entry will be split into three classes with MTC Rubber and MTC Foam having 30 places each and the Open 20 places, although this may change for each round depending on which class becomes over-subscribed first. The entry fees are £14 per class and although you may enter as many as you like, the organisers suggest a maximum of two.

Round	Venue	Date
R1	Eastbourne .....	18 April 2021
R2	Forest of Dean .....	9 May 2021
R3	Southend .....	6 June 2021
R4	West Bridgford .....	4 July 2021
R5	EARCC .....	1 August 2021
R6	MB Raceway .....	25-26 September 2021



## DASH DEAL FOR SCHUMACHER AND RUDEBITS

Schumacher Racing are happy to announce that DASH and Arrowmax RC electronics will be used by Tony Evdoka and the UK RudeBits Team in their Serpent vehicles for 2021. Tony will also be recruiting drivers for Team Dash for 2021

Between the two brands, Dash and Arrowmax offer a wide range of speed controls, motors, servos and batteries that are available from Schumacher and through their dealer network.

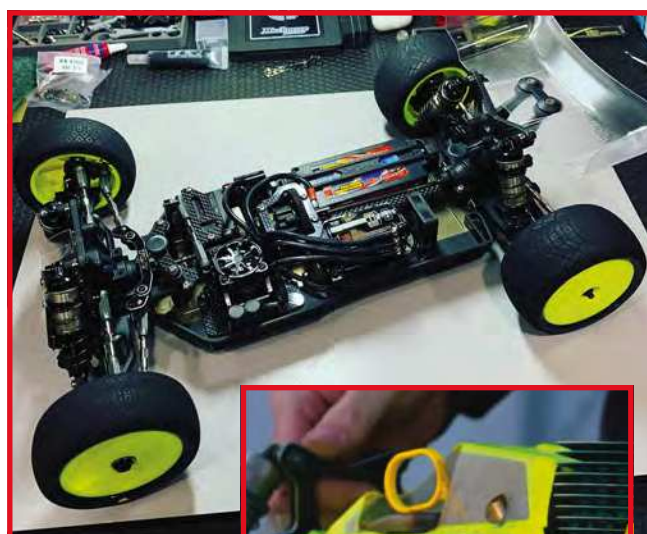


## CAVALIERI GOES BACK TO TLR

One of the biggest team moves for 2021 is that Ryan Cavaleri left Sworkz and has re-joined Team Losi Racing, where he will race both 1:10 and 1:8 off-road, using Pro-Line tyres, Maxima engines and Muchmore electrics. The American started his career with Team Losi back in 1999 at the tender age of 13, and since then Ryan has developed into one of the most accomplished racers of all time winning four IFMAR World Championships, 29 ROAR National titles and was crowned Reedy Invitational Champion four times. Ryan will line-up alongside teammates including Dakotah Phend and Tom Rinderknecht. Here is what Ryan had to say about joining TLR:

*"I'm beyond excited to be back with TLR. This is where it all started for me and where I won my first World Championship title and that one will always be special.*

*I'm really looking forward to working with the entire team as we continue to push the envelope of performance. So far, it's already been amazing and I can't wait to see what the future holds. Thanks to Thomas and Todd along with everyone at TLR/Horizon Hobby for the awesome welcome."*





## TAKE 2

Over the festive break, Yuichi Kanai used his social media presence to show off his latest 1:8 off-road buggy, the Kyosho Inferno MP10 TK12. As the name suggests TK12 is an evolution of the original MP10 but includes a number of new features starting out with a new body that takes the high-level aerodynamic characteristics of the MP10 body now in a more aggressive direction. New diff gears mean results in changes to the number of teeth of the differential gear and bevel gear to reduce the secondary reduction ratio from the MP10's 3.31:1 to the TK12's 3.5:1 which means improved acceleration characteristics and response to the throttle inputs. With changes to the secondary reduction ratio, the standard 46T spur gear in the MP10 kit has been changed to 45T so the final reduction ratio is 12.1:1, which places a greater emphasis on acceleration and achieves improved pickup. Different gear settings are also available with optional parts. The front and rear shocks are 3mm longer than the standard MP10 with 4mm longer front shafts and 3mm longer rear shafts, and the springs have been lengthened accordingly. As a result the 78mm (front) and the 95mm (rear) provide improved shock absorption through the full suspension stroke. Also changed on the shock is a new damper cap with increased wall thickness reinforces shock caps and ball housing dramatically improves strength, and this cap has been specifically designed for the diaphragm shocks.

Other new features include thicker anti-roll bars – 2.6mm front and 2.8mm rear from 2.3mm and 2.5mm respectively – and these work in combination with the longer shocks and springs. In combination with the longer shocks, the optional shock towers have revised mounting positions and a new colour too. The rear wishbone shape has been modified for the longer shocks to prevent interference with the spring retainer when the suspension arm moves in the rebound direction and ensures optimal suspension stroke. Finally the chassis is made out of Super Duralumin for its lightweight and high rigidity, and whilst the basic chassis layout is the same as the MP10 base model, handling is improved through enhancements of the aforementioned suspension.

Kyosho products like the Inferno MP10 TK12 are distributed in the UK by Kyosho UK. Their website is [www.kyosho-europe.com](http://www.kyosho-europe.com) and they can be contacted on 01992 893339.



## UMINO RETURNS WITH SERPENT

Chassis brand Serpent has announced that former Yokomo TC designer and top mechanic to Ronald Völker, Yukijiro Umino has joined their team. Yukijiro will be heavily involved and in more than just the racing at Serpent as he will manage the electric on-road division and work to improve all aspects of the customer's experience. He went on to make the following statement:

*"First of all, I would like to thank Mr Joaquin and Mr Lau for giving me this great opportunity for joining Team Serpent. During the past three years I was away from the RC racing scene. However, my passion and motivation have never stopped. And now I have a new home to apply my passion to. At Serpent, I will continue to come up with innovative ideas and create cars that will stand out and win championships."*



## ICONIC CUP 2021

The organisers and host venues are pleased to announce the dates for this year's Iconic Cup that will see five clubs from around the UK take part. The Iconic Cup is a vintage on-road championship based upon the Tamiya Eurocup series with on-road chassis released up to and including 2004. After a very successful inaugural two-date series in 2016, the Cup has expanded through the years and ignoring 2020, it has continued to evolve into the popular Cup we have today. This year's sponsors include Racecraft RC and Team Powers, whilst as in previous years the charity Parkinson's UK has been selected to benefit.

Date	Venue
24-25 April 2021 .....	Mendip
15-16 May 2021.....	West London
29-30 May 2021.....	Carlisle
19-20 June 2021 .....	Broxtowe
10-11 July 2021 .....	Stafford



# A LONE STAR!

Inspired by the classic pick-ups from the 1940's and 50's the new FTX Texan blends old school retro looks with the latest in RC crawler chassis design. At first you will be drawn to the classic cab body that features scale exhaust stack, external airfilter, moulded grill, mirrors, wipers and a moulded flat-bed rear roll cage with spare tyre. We have even included two different decals for the rear flat bed, choose either a panel wood or chequerplate finish!

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

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

- 99% READY-TO-RUN
- 4CH 2.4GHZ RADIO SYSTEM
- 550 BRUSHED 17 TURN MOTOR
- BEADLOCK SCALE STYLED WHEELS
- SIDE CHASSIS AND FENDER PLATES
- TRANSMISSION SLIPPER CLUTCH
- METAL AXLE & TRANSMISSION GEARS
- ALUMINIUM OIL FILLED SHOCK ABSORBERS
- HOBBYWING WP-1060 WATERPROOF ESC
- 7.2V 2000MAH NiMH BATTERY & WALL CHARGER
- STEEL CVA TELESCOPIC CENTRE UNIVERSAL DRIVESHAFTS
- CANTILEVER REAR SUSPENSION FOR SCALE FLAT BEDS
- LED REAR BRAKE LIGHT & FRONT FENDER SPOT LIGHTS
- FRONT AND REAR HIGH CLEARANCE LOCKED AXLES
- 6MM STEEL MULTI-LINK SUSPENSION FOR SMOOTH ARTICULATION
- SPLIT TRANSMISSION SYSTEM FOR BETTER LOW-SPEED TORQUE OUTPUT
- RAISED CHASSIS MOUNTED STEERING SERVO & PANHARD BAR
- SUPERSOFT HIGH GRIP ALL TERRAIN TYRES
- SCALE STYLED FRONT & REAR BUMPERS WITH SHACKLES & FACTORY FITTED LED LIGHTS
- SCALE INSPIRED RETRO CAB BODY AND FLATBED REAR CAGE & MOULDED ACCESSORIES

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



**FTX**  
**OUTBACK TEXAN**

FTX OUTBACK TEXAN 4X4 RTR 1:10 TRAIL CRAWLER - GREEN Part No: FTX5590G  
FTX OUTBACK TEXAN 4X4 RTR 1:10 TRAIL CRAWLER - RED Part No: FTX5590R  
FTX OUTBACK TEXAN 4X4 RTR 1:10 TRAIL CRAWLER - GREY Part No: FTX5590GY

E&OE.

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





## TAMIYA TB-05R CHASSIS KIT

The new TB-05R touring car from Tamiya takes the shaft-driven TB-05 Pro chassis and loads it with a range of Hop-Up Options and a couple of dedicated parts

At a glance the new kit is based around the efficient shaft-driven 4WD chassis, using a carbon fibre-reinforced composite structure with integrated lower deck and side frame sections for a largely symmetrical design that offers balanced steering. The steering linkage components are bulkhead-mounted to eliminate the effect of chassis roll. You can choose between two layouts with a front motor position for stability, or a rear motor for greater traction. A dedicated aluminium motor plate has a one-piece design that positions the motor 3mm rearwards for smoother handling. When it comes to the suspension the TB-05R adopts TRF420 suspension components for the best handling and tuning, aided by a set of TRF Super Short Big Bore Dampers that come as standard equipment. Also in the box is a full complement of bearings, universal shafts and geared differentials. The model comes in a stylish and convenient carry case, but will require a body, motor, tyres, transmitter, servo and speed controller, battery pack and charger to complete race-spec car. Here is a list of the included option parts:

- Carbon Fibre Reinforced Chassis (Hard)\*
- Aluminium One-Piece Motor Plate\*
- 53506 39mm Lightweight Rear Swing Shafts
- 53570 Clamp Type Aluminium Wheel Hub (4mm)
- 54771 06 Module Hard Coated Aluminium Pinion Gear (24T)
- 54543 Aluminium Cup Joints for TB-04 Gear Differential Unit (Long & Short)
- 54800 TB-05 Aluminium Servo Mount
- 54801 TB-05 Aluminium Steering Arms
- 54802 TB-05 Aluminium Steering Bridge
- 54845 3x50mm Aluminium Turnbuckle Shaft
- 54098 TB-03 Carbon Reinforced A Parts (Gear Case)
- 54881 Aluminium Adjustable Suspension Mount (A)
- 54884 Aluminium Adjustable Separate Suspension Mounts (A)
- 54886 TRF419 Suspension Upgrade Set
- 54979 Soft Stabilizer Set (TA07/TB-05)
- 53827 Stabilizer Rod Stopper
- 53851 4.6mm Titanium Coated Suspension Shafts (2)
- 54846 TB-05 Carbon Front Damper Stay (for TRF Super Short Big Bore Dampers)
- 54847 TB-05 Carbon Rear Damper Stay (for TRF Super Short Big Bore Dampers)
- 42353 TRF Super Short Big Bore Dampers+ (4)

\*Exclusive to the kit



## TC NATS AND CLUBMANS 2021

Mark Trinder from the BRCA has been able to confirm the Clubmans and Nationals dates for touring cars in 2021 now that EFRA and IFMAR have announced their for the European and World Championships this year. We did publish some details last month, but unfortunately two of Clubmans dates have changed to avoid a clash. Mark makes it clear that although the dates have been set, due to the likely ongoing coronavirus these dates are at risk of being cancelled or potentially rearranged. They advise booking hotels that can be refunded or cancelled, as well as flexible travel arrangements should the need arise. The BRCA Exec Committee has requested that booking in opens later than normal to allow for any changes to be made nearer the time of the events happening...

Date	Event	Venue
11 April 2021	BRCA TC Clubmans Championship	Coastal
2 May 2021	BRCA TC Clubmans Championship	Adur
9 May 2021	IFMAR TC World Championship Warm-Up	Italy
16 May 2021	BRCA TC National Championship	Bedworth
30 May 2021	BRCA TC Clubmans Championship	Cotswold
13 June 2021	BRCA TC National Championship	Eastbourne
27 June 2021	EFRA TC European Championships	Slovakia
4 July 2021	BRCA TC Clubmans Championship	Bedworth
11 July 2021	BRCA TC National Championship	Colchester
25 July 2021	BRCA TC Clubmans Championship	West London
8 August 2021	BRCA TC National Championship	Halifax
22 August 2021	IFMAR TC World Championship	Italy
29 August 2021	BRCA TC Clubmans Championship	Stafford
5 September 2021	BRCA TC National Championship	Cotswold
19 September 2021	BRCA TC Clubmans Championship	Aldershot

## EVOLUTION MODELS

### EVOLUTION MODELS

Evolution Models is the new retail business of off-road racer Jon Spencer. After being involved in the industry for many years on both sides of the counter, he has confirmed that the shop will start out initially on-line before the physical retail premises opens later in the year. The shop will be looking to support race meetings across the country with the aim of offering the benefits of a traditional "old school" model shop so attending race meetings, as well as stocking all the usual offerings including RTR and race models, spares, accessories, et cetera. Contact details for the new shop are outlined below:

#### Evolution Models

Hazeldene Farm  
Asheridge Road  
Chesham  
HP5 2XD  
Email: [sales@evolutionmodels.co.uk](mailto:sales@evolutionmodels.co.uk)  
Website: [www.evolutionmodels.co.uk](http://www.evolutionmodels.co.uk)



## PRO-LINE SHAKE-UP FACTORY DRIVER ROSTER

Some major names have announced their departure from Pro-Line in 2021, possibly as part of an overhaul with new owners, Horizon Hobby. After a year without any major races that included a World Championship in 1:8 off-road, Elliott Boots, Ty Tessmann, Alex Zanchettin, Kyle McBride and Adam Drake all made social media posts announcing that they would no longer be racing for the US tyre brand. Shortly after, Pro-Line confirmed that they would be continuing to support the likes of Dustin Evans, Neil Cragg and Joao Figueiredo, and that the four-time IFMAR World Champion Ryan Cavallieri would be signing to the Californian team. Ryan makes a return to the brand as well as moving to TLR from Sworz.

Interestingly both TLR and Pro-Line are owned by Horizon Hobby, although we understand that drivers from other chassis manufacturers will continue with Pro-Line sponsorship so this is potentially just a coincidence...

Interestingly, the drivers who are no longer with the US brand are now spread out amongst the other tyre manufacturers with Elliott signing for (TPRO), Alex going to Hot Race, Kyle at 6mik and Adam heading to the East coast and JConcepts.

Elliott made the following statement on his social media with regard to leaving Pro-Line: "As the 2020 season is coming to a close, it is time for me to make the announcement that I will be leaving

Pro-Line Racing. Pro-Line have done so much for me over the years and I am hugely grateful, I have been using Pro-Line products for many years and it is sad to say I'm leaving but we both have different paths we are going down and I want to wish them all the best in their future. I would like to specially thank Tim Clark, Matt Wallace and Daniel Adams."

And then following up on his announcement about signing for TPRO stated: "I am super happy to be joining TPRO racing for the next three years, I will be heavily involved with the development of the tyres and will be working hard on compounds and designs. I look forward to our future together and very thankful for this opportunity."



## AMEZCUA JOINS SCHUMACHER

The latest addition to the Schumacher race team is US racer, Travis Amezcua. The former multiple National Champion and Worlds A finalist is well-known and popular in the RC scene, and makes a return to competition after a short time away. He will use LRP electronics and Klinik accessories in his Schumacher cars. Travis will attend local and regional events, and work closely with the Schumacher development team to offer any suggestions and feedback. Travis had the following to say:

"I am really happy to join Schumacher Racing, they are a great brand and I am excited to hit the track soon and see what we can do together."

## EBRC TOOLS AND UPGRADES

EBRC is the brainchild of Elliott Boots who has just released details of the first items to come to market. First up is an extension handle (T-Bar) for MIP's famous yellow-coloured allen and nut wrenches. By using the extension it is easier to deal with tight screws, so no longer will you need to use a pair of grips and ruin the handle. The light weight and comfortable T-Bar piece has been machined out of a single block of aluminium and slides perfectly over the MIP handle.

Along with the T-Bar there are also adjustable shock standoffs which allows the desired angle to be set. Included in the kit is both 25mm and 30mm-length bolts to be used according to the amount of offset you prefer. This kit also includes a red anodised nylon nut and red countersunk washer.

These products are now in stock and are available to order through Sworz.

Answer-RC is the UK agent for Sworz and you can get in touch via [www.answer-rc.com](http://www.answer-rc.com) or by calling 01204 361952.



## CLUB 5 COLLI TO HOST TC WORLDS IN 2021



Club Automodellistico 5 Colli in Gubbio has been chosen to host the 2021 IFMAR ISTC 1:10 Touring Car World Championship as it replaces Apeldoorn in the Netherlands who were scheduled to hold the 2020 edition. The club made the following statement:

"One of the greatest challenges ever faced is waiting for us and we will do our best and more to push the boundaries over the limits. We'd like to thank AMSCI, EFRA and IFMAR for trusting us once again and our efforts will be aimed to surprise again RC world. Club 5 Colli can't wait to welcome the RC main event in 2021."



### RC4WD Cross Country Off-Road RTR

The new RC4WD Cross Country Off-Road RTR is a 1:10-scale machine that comes with the Black Rock four-door body set that is very scale and detailed, finished in an electrifying blue. The 1.55" stamped steel beadlock wheels are wrapped in Compass M/T scale tyres. The Cross Country features a smooth R3 2-speed transmission, K44 scale cast axles, 70mm scale shocks whilst the 4WD drivetrain is capable of getting the vehicles through the roughest of terrains.

**AVAILABLE FROM:** RC Bitz  
**WEBSITE:** www.rcbitz.com  
**CONTACT:** rcbitz@gmail.com



### Team Associated RC10SC6.2 Team Kit

Based on Team Associated's RC10T6.2 platform, the SC6.2 Team Kit represents the next step in the evolution of the short course platform, and has been developed from lessons learnt with the B6.2 and T6.2. You will also see updates requested by racers as well as more tuning option parts in the box. As a result of the design, the SC6.2 shares key components with the B6.2, B6.2D, T6.2, and B74.1 Team Kits, making it easier than ever to run multiple classes at the same time. New features of the truck include the B74.1 two-piece rear hubs with aluminium upper caps for fine geometry adjustments, a 1.3mm front anti-roll bar, both Laydown and Layback Stealth transmissions included, a Factory Team 13g aluminium speed controller tray, a new rear shock tower with a new inner shock mounting position, updated side rails for 30mm motor fan mount shared with B6.2 series buggies, +1 carbon fibre steering block arms, B74 66mm rear axles with 91mm CVA bones, 8.5mm aluminium rear clamping hexes with laser etching and an updated front bumper design for increased durability.

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

### JConcepts B74 Aluminium Floating Servo Mount



The JConcepts servo mount bracket is machined in high-grade aluminium and anodised blue for top-notch looks. This servo mount bracket aligns next to the centre chassis spline and attaches to the chassis using the stock hardware. The rigid assembly and light-weight construction of the bracket is a perfect complement to the B74. Top off the assembly with the stock servo plate or replace with (not included) JConcepts hanging servo mount plate #2519.

#2528-1 JConcepts B74 Aluminium Floating Servo Mount Bracket - blue (set)

### JConcepts B74 Aluminium Blocks

JConcepts is now offering four different aluminium mount blocks for the Team Associated B74 buggy. The precision machined piece is carefully crafted to accept the standard Team Associated pill inserts and are finished in blue. The JConcepts mounts are lightweight for racing yet strong enough to stand-up to the rigours of 4WD modified buggy racing. The mounts feature chamfer highlighted edging which improve the curb appeal and bring out the lustre in any show or race ride. Identification markings are located on the part to show position.

- #2525-1 JConcepts B74 Aluminium A-Plate - blue
- #2526-1 JConcepts B74 Aluminium B-Plate - blue
- #2534-1 JConcepts B74 Aluminium C-Plate - blue
- #2535-1 JConcepts B74 Aluminium D-Plate - blue



### JConcepts Team Associated B6.2 Steel Front Bulkhead

Durability is a huge factor while racing the fast paced conditions of 1:10 off-road. A weighty item that is routinely punished is the front-bulkhead on the B6 line of vehicles. Brass produces a lot of weight but tends to be a little soft so with the encouragement of Paul Wynn, JConcepts has designed the all-steel front bulkhead to help maintain weight but also significantly improve durability. The steel design helps outlast the brass counterparts and packs the same reversible design for either 25- or 30-degrees of kick-up. The bulkhead has a marked weight (28g) and includes the four standard countersunk screw pockets and 3mm setscrew offering to pin the hinge pins into place.

#2870 JConcepts Team Associated B6.2 Steel Front Bulkhead - 28g

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



**TWO CLASSIC 1:18 SCALE 99% READY-TO-RUN TRAIL CRAWLERS**

**FTX THE NEW 1:18 SCALE**

**OUTBACK X FURY**  
MINI 2.0

**OUTBACK TEXAN**

- MULTI-LINK SUSPENSION SYSTEM
- FRONT & REAR LED LIGHTS
- LOCKED FRONT AND REAR AXLES
- TELESCOPIC UJ CENTRE DRIVESHAFT
- HIGH TORQUE TRANSMISSION (FDR 104:1) FOR SLOW SPEED DRIVING
- 3-GEAR CENTRE MOUNTED TRANSMISSION WITH LOW C OF G MOTOR
- BODY FEATURES SCALE MOULDED ACCESSORIES
- FURY FEATURES INVISIBLE BODY MOUNTING - NO CLIPS!
- ALUMINIUM LADDER FRAME CHASSIS WITH ADJUSTABLE SHOCK POSITIONS

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



FTX Outback Mini 2.0 X Fury 3x4 1:18th Scale Ready-To-Run Trail Vehicle (Grey or Red) Part No: FTX5525GY OR R  
FTX Outback Texan 4x4 1:18th Scale Ready-To-Run Trail Vehicle (Green or Grey) Part No: FTX5524GN OR GY

**CML** CML PRODUCTS ARE AVAILABLE IN ALL GOOD MODEL & HOBBY SHOPS. CHECK OUR WEBSITE FOR FULL DETAILS  
[WWW.CMLDISTRIBUTION.CO.UK](http://WWW.CMLDISTRIBUTION.CO.UK)



E&OE.

# THRASH TEST - TORRO US MAXXPRO MRAP

■ spec: 2wd moulded chassis ■ class: 1/16-scale fun ■ cost: €179

# Full Protection

Torro is a new one to us here at Racer, despite the German brand having an impressive stand at the annual Nuremberg Toy Fair every year. Ian Peckett gets his hands on their new US MaxxPro MRAP vehicle that is likely to appeal to those getting into the hobby

Torro has been producing high quality RC models since 2004, and over this time they have established themselves as one of the leading brands in the world of military models primarily producing 1:16-scale tanks. When Torro contacted us about their new 1:16-scale US MaxxPro Mine Resistant Ambush Protected (MRAP) armoured fighting vehicle we were keen to take a look. In real life the vehicle weighs in at an impressive 20 tons, powered by an 8.7-litre 350BHP engine so we couldn't wait to see how the 1:16-scale model stacks up. >



## What is MaxxPro MRAP?

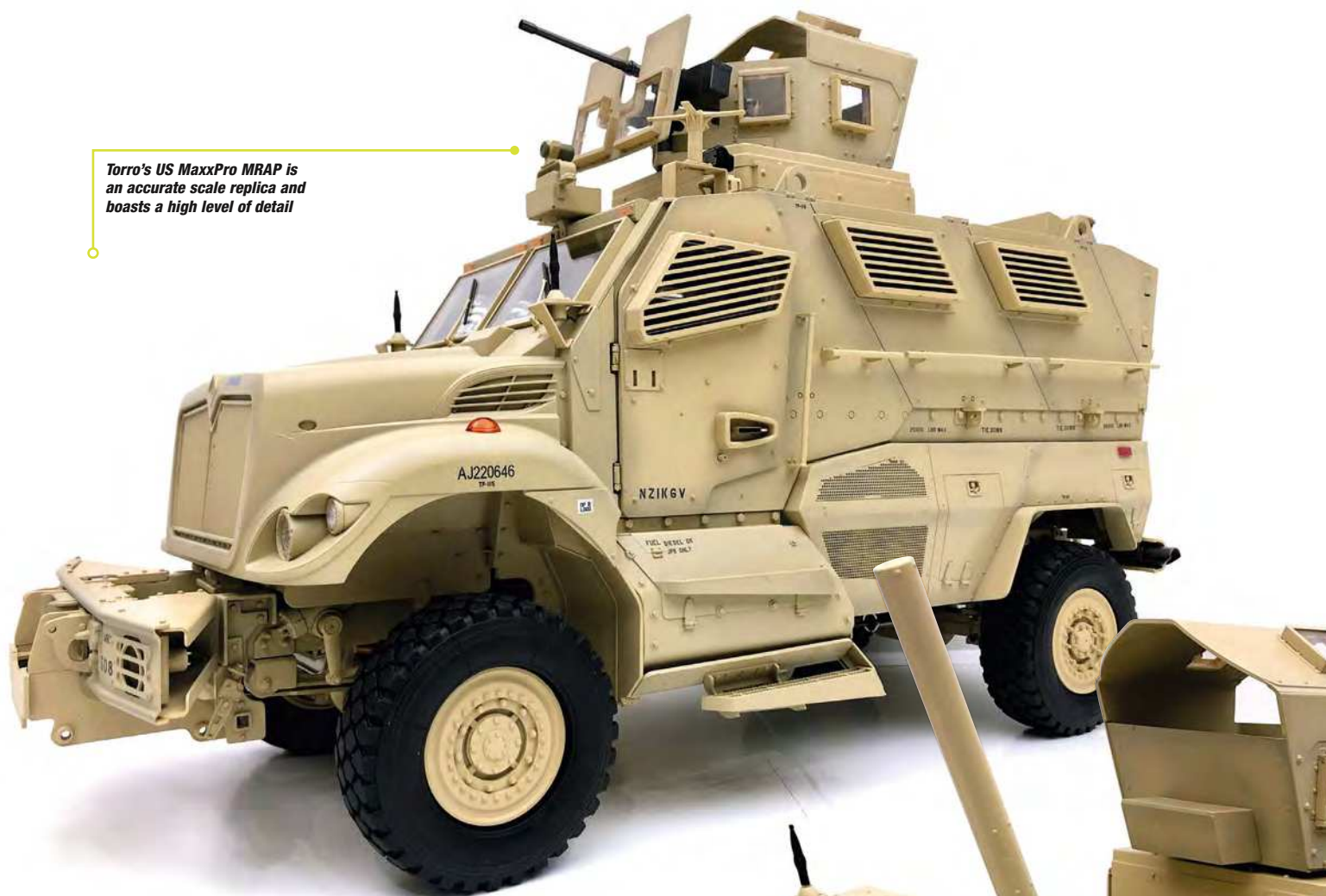
MRAP stands for Mine Resistant Ambush Protected vehicle and the name MaxxPro signifies maximum protection. The international M1224 MaxxPro MRAP vehicle is an armoured fighting vehicle designed by American company Navistar Defence along with the Israeli Plasan Sasa, who designed and manufactures the vehicle's armour. The vehicle was designed to take part in the US Military's Mine Resistant Ambush Protected vehicle program led by the US Marine Corps, as well as a similar US Army-led Medium Mine Protected Vehicle program. This 20-ton monster is powered by an 8.7-litre diesel engine and can carry up to ten personnel including three crew. The 360-degree machine gun turret carries a Browning M2 .50 calibre heavy machine gun that can fire up to 60 rounds a minute at a distance of 2000 metres.



# THRASH TEST - TORRO US MAXXPRO MRAP

■ spec: 2wd moulded chassis ■ class: 1/6-scale fun ■ cost: €179

Torro's US MaxxPro MRAP is an accurate scale replica and boasts a high level of detail



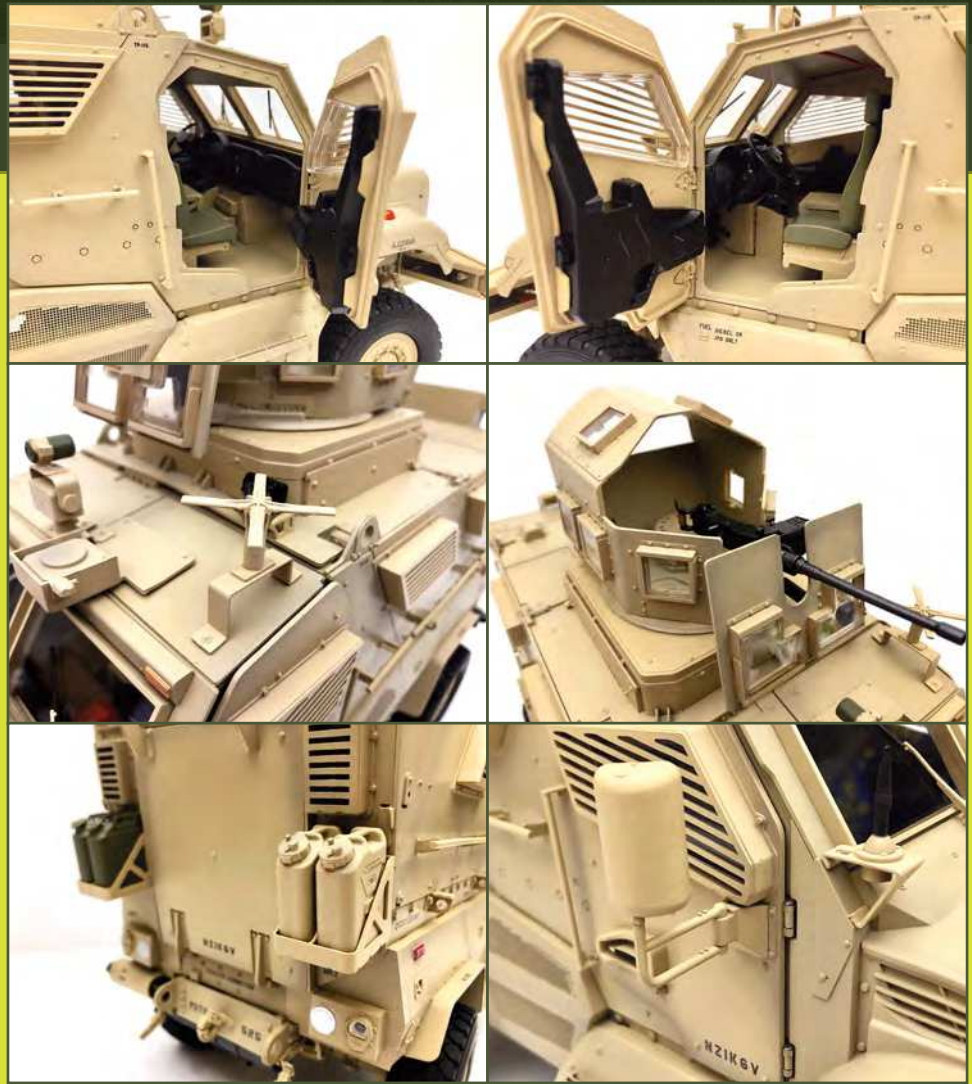
Access to the battery compartment is via the rear door



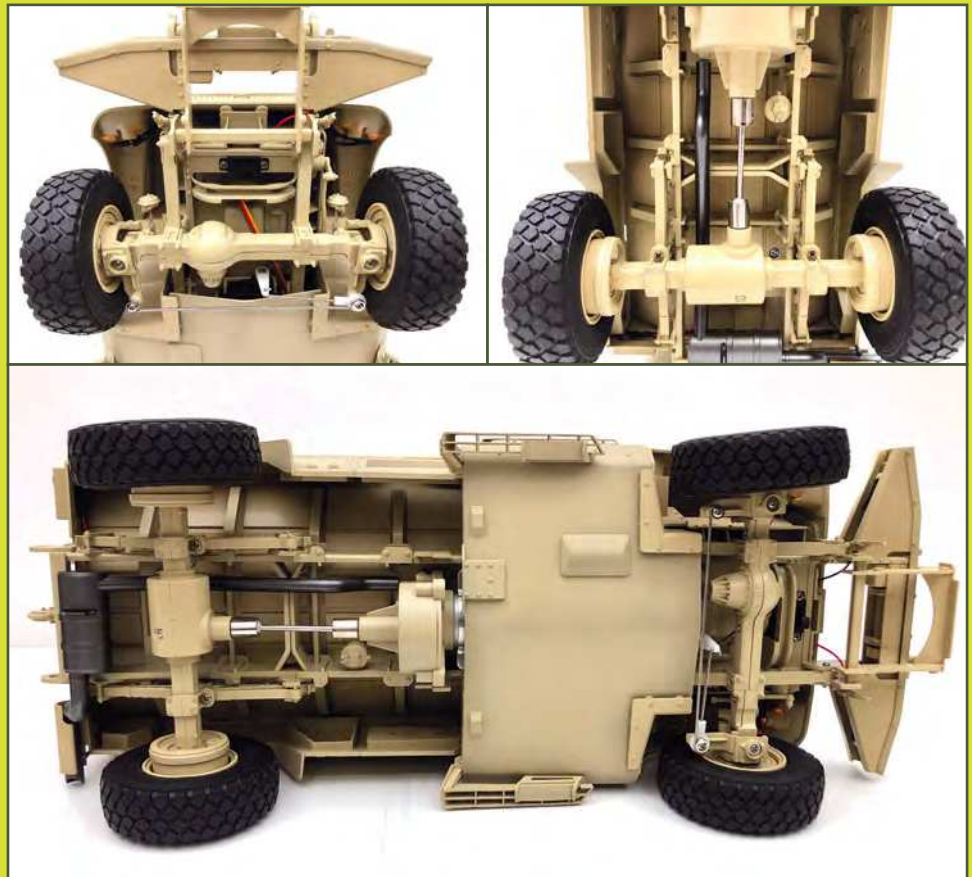


## REAR-WHEEL DRIVE

The MaxxPro MRAP is based around a two-wheel drive transmission powered by a silver can 380-size brushed motor. The motor drives a sealed gearbox that has plastic gears and bushes inside, with a small dogbone shaft transmitting the power to a solid rear axle that is mounted directly to the chassis. The axle contains a geared differential that will improve the MaxxPro MRAP's turning circle, aided by the fully proportional steering servo that gives great steering response. The front wheels have small springs on the steering pins that offer a small amount of suspension travel whilst fixed links connect the steering servo to the front wheels. The electronic speed controller is integrated with the 2.4GHz 4-channel receiver with sound effects into a single printed circuit board. This plugs directly into the provided 9.6V 500mAh battery tray that can also hold eight AA-size non-rechargeable batteries if you wish to use these instead of the provided pack. Torro has included a 240V mains wall battery charger, although this will require a plug adapter to use here in the UK. ➤



The Torro model combines plastic scale modelling with RC functionality, and will mainly appeal to all ages of military fans



The MaxxPro MRAP is based around a four-wheel drive transmission powered by 380-size brushed motor

# WHAT IS AVAXHOME?

# AVAXHOME-

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

Unlimited satisfaction one low price  
Cheap constant access to piping hot media  
Protect your downloadings from Big brother  
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages  
Brand new content  
One site



**AVXLIVE** **ICU**

AvaxHome - Your End Place

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

# THRASH TEST - TORRO US MAXXPRO MRAP

■ spec: 2wd moulded chassis ■ class: 1/16-scale fun ■ cost: €179



Working LED front lights are a nice touch



Included in the ready-to-run package is a 2.4GHz stick transmitter

## HARD BODY

Torro has done an outstanding job in recreating the MaxxPro MRAP in 1:16-scale. The body is constructed in hard plastic and is assembled from multiple parts. Both the driver's and passengers' doors are fully functional and once open reveal a fully detailed cab including seats, a dashboard and steering wheel. At the rear of the body there is a larger door that lowers down to allow passengers to get in and out via a stepladder that is mounted on the inside, but in the case of the 1:16-scale version this is also the battery compartment door. With the rear door open you can see a set of six rear seats.

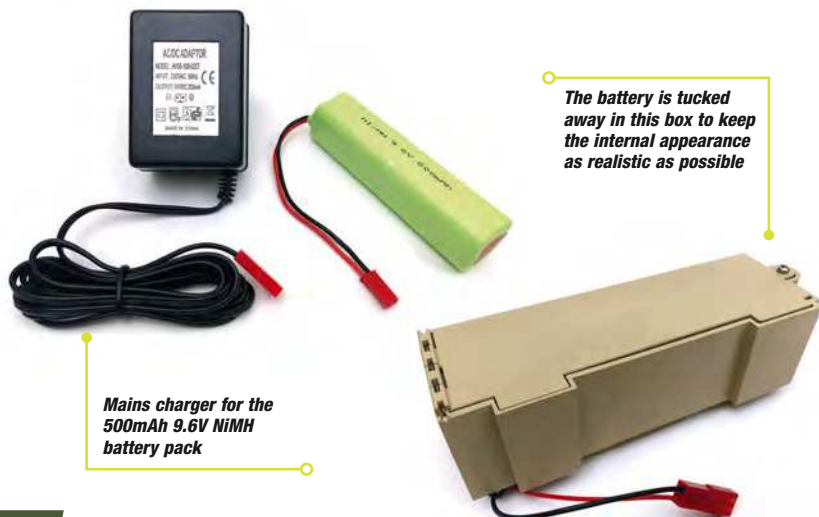
Staying at the rear there are also four jerry cans, a tow hitch, scale rear lights and even an exhaust system with dummy heatshield. The

sides of the body are brisling with detail such as handrails, door mirrors, mudguards and side steps. At the front, a large bumper features a dummy winch, towing eyelets and working lights.

The roof section is when things start to get interesting with a large machine gun nest protruding. This has a fully detailed Browning M2 .50 cal machine gun. There are nine windows that would allow the crew members to see their target in the full-size MaxxPro. Torro has installed a 360-degree motor driven mechanism that is controlled from the left-hand stick on the transmitter that allows the driver to fully control the turret whilst driving. The fun doesn't stop there as by pushing the fire button on the top left-hand side of the transmitter a red LED in the

barrel of the gun starts to flash and a machine gun sound can be heard – a nice scale addition to this fabulous looking model.

The body has lots of small details like rivets, aerials, grilles and a functional roof spotlight to add to the overall look of the MaxxPro MRAP. The body has been finished off in a desert colour scheme with some subtle weathering. There are some plastic detail parts that need to be fixed onto the body with superglue, but these are easy to attach and really add to the overall affect. The wheels have been moulded in a single piece of plastic and like the body have lots of scale detail, wrapped in hard rubber tyres that measure 22mm wide and 70mm in diameter and have a realistic tread pattern.



The battery is tucked away in this box to keep the internal appearance as realistic as possible

Mains charger for the 500mAh 9.6V NiMH battery pack



The battery connector extends out of the box and is easily accessible through the opening rear door

# Thanks

We would like to thank Franziska Fendt at Torro GmbH for her help and support with this review.

## On Test

The Torro US MaxxPro MRAP is supplied in a ready-to-run format so its super easy to get it up and running. Our battery came fully charged so it was even easier to get this review test underway. As always, we did a few quick checks before driving. The MaxxPro MRAP has a very scale speed and we noticed straightaway how smooth the throttle was and we could drive it slowly with no problems at all. The steering felt positive and the proportional servo really made the difference. The turning circle is still quite large, but is very much to scale. When we applied full throttle the MaxxPro MRAP had a good turn of speed, and slowing it back down was a breeze with the fully proportional brakes. After a short delay reverse is selected and we reversed into a tight area with ease.

Next, we turned our attention to the turret, this works well and has a full 360-degree rotation in both directions. The turret speed was exactly right and really added to the scale driving experience. Once we lined up the gun with our target, we opened fire. The red LED in the tip of the barrel did a great job of simulating muzzle flash and the sound system rung out to complete the effect. It was not long before we were driving around while firing the gun, which was surprisingly very enjoyable. The MaxxPro MRAP cannot handle rough terrain due to its limited suspension, but we can honestly say we had a great time driving it around in a scale manner. We even got a compliment from our teenage son who said it looked really cool - praise indeed! Once we have weathered it a bit more it is going to look even better both when driving and when its parked on the shelf.

## Summary

The Torro US MaxxPro MRAP has outstanding detail that would normally be reserved for a static plastic model kit. The fact that this is a fully functioning radio controlled model makes even more of an impression. With such great detail the MaxxPro MRAP is crying out for some more weathering. With only a simple colour wash the detail could be further enhanced. The MaxxPro MRAP is perfect for gently driving around the garden or having on display on the shelf.

### SPECIFICATION

Model:	Torro US MaxxPro MRAP
Scale:	1:16
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differential:	Gear
Shocks:	Springs
Bearings/Bushes:	Bushes

### TECHNICAL DATA

Length:	420mm
Width:	195mm
Height:	280mm
Wheelbase:	245mm

### WHAT WE USED

Electric Kit	
Transmitter:	Torro 4-channel 2.4GHz stick (kit)
Receiver:	Torro 4-channel 2.4GHz (kit)
Steering:	Torro mini (kit)
Motor:	380-size brushed (kit)
Speed Controller:	Torro (kit)
Battery:	Torro 500mAh 9.6V stick pack (kit)

### VERDICT

- ➕ Scale detail  
Machine gun sound effects
- ➖ Some parts are fragile  
No scale crew figures

**RACER RATING: ★★★★★**

### CONTACT

Torro GmbH  
Website: [www.torro-shop.de](http://www.torro-shop.de)



## EDITORIAL

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

# A BUSMAN'S HOLIDAY

This summer we hope to be heading to Germany but not for a holiday as the rescheduled Nuremberg Toy Fair is set for the end of July

Who would have thought that a year ago the world would have changed as much as it has. It was around February time when the full effect of coronavirus began to have an impact on our day-to-day lives and sadly, it seems that the pandemic will continue to have a bearing on our future plans for some time. Back in February 2020 we were in Germany at the annual Nuremberg Toy Fair when the news became a little more real, reflected by a number of Far Eastern brands choosing not to attend the week-long event. And as I write this, the team at Doolittle Media should be planning our trip to the Toy Fair at the end of January, but instead are hopeful that we will be in Germany this summer when the rescheduled event is due to take place. Despite the Toy Fair not having the same kudos as in years gone by, for many it truly kick starts the new year and gets us all in the mood for the forthcoming months and new releases. We get to see old friends, make new ones and also get exclusive insights into some products

that might not be on view to all... Fingers crossed the Nuremberg event takes place this year, and we look forward to not having to wear a big heavy winter coat, hat and gloves for the snow that we usually have to deal with!

Also on a more positive note, in recent weeks John Weston from Iconic RC was able to confirm their Iconic Cup dates for 2021. The on-road series for Tamiya vintage machinery has grown in stature in recent years and whilst the Cup didn't happen last year, a one-off event was able to run at West London (see last month's issue for a full race report) and this proved to be very popular, highlighting how much Tamiya fans enjoy pitting their classic race cars against like-minded racers.

With the Revival event for all off-road vintage buggies and trucks, the Iconic Cup for Tamiya on-road race cars, and an Iconic Day that catered for other TC brands, John Weston certainly likes to look after every vintage aficionado out there and here at Racer we are privileged to be able to



## TIP OF THE MONTH

Keep your hands warm when racing outdoors in the wet and cold is vital for car control. What you need is a suitable transmitter bag that will protect your radio and keep your fingers warm and dry. Screwz4RC has the ideal solution for stick radio users with their fleece-lined version that is made from a hard-wearing 100 per cent waterproof material, with 20mm thick fleece lining and a strong Velcro fastening. They sell for £35.99 and are available at [screwz4rc.co.uk](http://screwz4rc.co.uk)

support him, Iconic RC and the charities too.

Whilst 2021 will no doubt be challenging for us all, I am sure that John and his team will do their best to make sure the vintage race scene continues to go from strength to strength...

Matt Benfield  
Editor

## TOOL OF THE MONTH

At just over £65 the Corally 75W soldering station is an ideal tool to have in your toolbox. It offers microprocessor control for easy set-up, with quick and easy temperature adjustment in 1-degree Celsius increments. Available through CML Distribution and their retail network this item comes highly recommended.



# WHO, WHAT, WHERE & WHEN?

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



# TIME WARP

## THE BEST OF - SOCIAL MEDIA

**Facebook – Andy Hudson**  
We saw this post from Andy Hudson to the RATRAP RC DRIFTING

(Northern Race & Drift) page with the title “Anyone got a drift truck?”

The TikTok from @boost.toys shows some quality skill between a traditional looking drift car and a tipper truck! Check out the full video at <https://tinyurl.com/y3bjef7j>



**YouTube – Kuhfarben**

Adrian aka Kuhfarben has begun his own YouTube channel showing off his awesome model-making skills, starting with the stunning Ford Focus



RS WRC from 2004 based on a Tamiya TT-02 Type-S chassis, but with custom features including BP livery, interior and roll cage. Check out the whole video including full details at <https://tinyurl.com/y8rzlof7>

**Facebook – Supercar Blondie**

The title of this video is “The tiniest remote controlled car in the world” and as the name suggests, it shows converting a TomYTEC 1:150 Toyota Crown. Supercar Blondie shares it but she also pays thanks to @dioramam1

For the record the car features a 0.2 module gear, with a LA4-466FB motor and 40mAh 3.7V LiPo battery, and instead of using a radio control set-up like we are used it this version adopts infrared. It's still mightily impressive though! You can see the full video is at <https://tinyurl.com/y5vebdnn>



**Facebook – Unilad Tech**

This video on Unilad Tech/Warped Perception immediately saw us drawn to it by the wonderful scale engineering. The description is as follows:

“This tiny little four-cylinder engine revs all the way up to 13,500RPM!”

As always you check out the feature in full on their page at <https://tinyurl.com/y747cfud>



## 1 YEAR AGO – MARCH 2020

Milton Keynes would host the 2020 IFMAR World Championships for 1:12-scale with Andy Murray and Marc Rheinard taking the wins in stock and modified respectively, both driving the new Schumacher Eclipse 3 chassis. As Team Associated announced that they would no longer be involved in the TC market, former stalwart Chris Grainger headed off to Awesomatix for 2020. In 1:10 off-road news, Tom Yardy decided he would be better off at Xray and jumped across to the European brand from PR Racing after a very short period. There were plenty of new releases this month with the Schumacher CAT L1 Evo, TLR 22X-4, Yokomo BD10 and Team Associated B6.2 announcements. Meanwhile when it came to reviews, we got our hands on the Tamiya



GF-01TR Monster Beetle Trail and final version of Team Associated B6.1 platform, the DL ahead of the aforementioned B6.2 line-up.

## 5 YEARS AGO – MARCH 2016

A Team Associated release is always big news, so the RC10TC7 was splashed all over everywhere! It had swept the podium at the ROAR Nationals as a prototype and here it was in the box with new suspension and shocks, floating servo mount and geared rear diff. The BRCA 1:12 National season was in full swing joined this year by Alex Hagberg who took third in the 10.5T stock class at Crewe. Olly Jefferies won both days main classes, and the new Olly on the block – Olly Payne – took Sports Modified. Serpent looked to bite back in the 2WD electric off-road class with their new SRX-2MH while TLR updated the 22 to see them off!



## 10 YEARS AGO – MARCH 2011

Team Durango – motto “Serious about Racing” – spent some serious money after the 1:8 off-road World Champs in Thailand as they picked up Chris Doughty, Elliott Boots and Jörn Neumann in their assault on the class. Wes Raynor, founder of Mardave and early RC pioneer, unveiled his patented guide-by-wire system that allows cars to behave as if in a slot, yet still change lanes.

Serpent released their latest 1:10 nitro touring car, the 733. The venerable and ever-popular HPI Sprint RTR car got brushless power to move its beautiful Porsche 911 shell. One of these cars won Team Doris International the Ardent 24-hour race in June of that year, so it is durable as well as fast.





### JConcepts Destination Beanie

Keeping a cool head on the racetrack is a priority however, when the weather turns cold it's a good idea to keep warm. The new JConcepts Beanie is manufactured in a durable material with JC leather etched logo, and has a low profile fit and finish which provide a stylish yet protective look.

#2846 JConcepts Destination Knit Beanie Cap - black

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



### Protoform Chevrolet Corvette C8 Clear Body for TC

Protoform has released one of the most anticipated cars Chevrolet has ever built to 1:10-scale with their release of the Corvette C8 body for 190mm touring cars. The officially-licensed body is perfectly suited for USGT class racing. All the exceptional details of its 1:1 counterpart including aggressive cab forward design, striking front splitter and sculpted side doors and vents are captured using the latest in 3D CAD and 5-axis milling technology. The extensive decal sheet lets you deck out your C8 with Corvette branded windshield headers, number plates, "Jake" skulls and USA flags. This C8 fits modern 190mm touring cars and is formed from high-quality polycarbonate with paint-then-peel overspray film. It also includes an add-on rear wing with the USGT-sanctioned 10mm trim height, wing buttons with mounting hardware and window masks.

1574-25 Protoform Chevrolet Corvette C8 Clear Body for 190mm TC

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



### Xray T4'20 ARS - Active Rear Suspension Set

The new ARS suspension set consists of suspension arms, aluminium 0-degree C-hubs, hard steering blocks, and ARS linkages which connect suspension holders with the suspension block. The angle of ARS linkages - by adding/removing shims on the suspension block and suspension holder - changes the toe-in characteristics of the rear tyres during chassis roll. This has been designed particularly for the T4'20 platform.

#300902 Xray T4'20 ARS - Active Rear Suspension Set

### Xray T4'20 Graphite Holder for Slim Batteries

This new graphite holder from Xray has been specially designed for slim batteries and has to be used with either the adjustable battery holder (#306196-Alu or #306198-Brass). It offers side balance adjustment left/right and is fully adjustable in all directions allowing a weight adjustment front/rear of 4mm. The unique design means chassis-free tape instalment increases chassis flex and increases traction. Made from graphite and aluminium it also allows a decrease in ride height.

#306199 Xray Graphite Holder for Adjustable Battery Holder for Slim Batteries (2)



### Xray XB8/XT8 High Torque Lightweight Aluminium Flywheel

This high-torque lightweight three-shoe flywheel helps to increase acceleration and improves throttle response on Xray's XB8 and XT8 models. Made from tough Swiss 7075 T6 aluminium and hard coated for extra durability, it has been strategically lightened compared to the standard #358532 flywheel, reducing rotating weight without sacrificing strength or durability. Highly-polished, smooth flywheel pins are factory-pressed. Knurled outer edge for easy starting on starter box. Integrated cover prevents dirt from entering the engine bearing.

#358533 Xray Alu Flywheel - High Torque - Lightweight

**AVAILABLE FROM:** RC Disco  
**WEBSITE:** [www.rcdisco.com](http://www.rcdisco.com)  
**CONTACT:** [sales@rcdisco.com](mailto:sales@rcdisco.com)





### Pro-Line 1967 Ford F-100 Race Truck Clear Body

The 1967 Ford F-100 is a classic vintage truck that has recently become a popular platform for building full-size pre-runners. Pro-Line now offers their own take of the 1967 Ford F-100 to fit the Traxxas Unlimited Desert Racer chassis. This body features the iconic flat front grille and wide arches to represent the aggressive fibreglass bulges found on custom race trucks. The F-100 body comes clear in high quality, crystal clear polycarbonate material. Pro-Line's 1967 F-100 body mounts directly to the cage on the UDR in the same locations as the stock body and is fully pre-cut for an easy direct fit.

3547-17 Pro-Line Pre-Cut 1967 Ford F-100 Race Truck Clear Body for Unlimited Desert Racer

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

### Core RC Greases

Extensively tested by the Schumacher engineering department and factory race team, core RC has a range of new greases that will have you covered for all applications. Supplied in larger than normal 10ml pots with distinctive Core RC branding, the greases offer great value too. The first item is the red-coloured High Performance Lithium Grease that is best for lubrication of plastic gears, universal joints, driveshaft bone pins/blades and diff output interfaces. This is best suited for a higher temperature than the Core RC multi-purpose grease. Next up is the Silicone Ball Diff Grease that is made up for 100 per cent pure silicone and is perfect for use on the main balls of a diff, offering consistent performance over many runs. Core RC also has Multi-Purpose Lithium Grease option is a lower cost offering that is recommended for use on plastic gears, universal joints and metal interfaces. The final grease is one dedicated for use on thrust races. The Molybdenum Thrust Race Grease, which is better known as Moly grease can be mainly used for thrust races in ball diffs but also good for metal gears and CVDs for its high loading properties. It should not be used on plastics.

- CR752 Core RC High Performance Lithium Grease - 10ml
- CR753 Core RC Silicone Ball Diff Grease - 10ml
- CR754 Core RC Multi-Purpose Lithium Grease - 10ml
- CR755 Core RC Molybdenum Thrust Race Grease - 10ml

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



### JConcepts F2 TLR 22X-4

This F2 body in the hands of Dakotah Phend won the 2020 Midwest Championship and JConcepts Winter Indoor Nationals. The JConcepts body has been designed exclusively for the new 22X-4 platform and includes all the necessary cut-lines and each package includes the S-Type wings. The F2 provides an aggressive look with its increased windshield angle, forward cab placement, simplified side-pods and Finisher step-down treatment up front. Additional S-Type wings are also sold separately as #0193.

- #0414 JConcepts F2 TLR 22X-4 with S-Type wing
- #0414L JConcepts F2 TLR 22X-4 with S-Type wing - lightweight

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



### Ruddog P3 Turbo Glow Plug

The Ruddog P3 Turbo Glow Plug in Ultra Hot specification is made by the leading manufacturer for model car engines based in Japan. The high-quality Turbo-style glow plug offers exceptional low to middle-range power and quicker response to throttle inputs, allowing for quicker spool up and also more stable idling. The glow plug is available as single item or 12-piece set.

- RP-0301 Ruddog P3 Turbo Glow Plug - Ultra Hot (1)
- RP-0302 Ruddog P3 Turbo Glow Plug - Ultra Hot (12)

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



### Schumacher Atom 2 Carbon Fibre Chassis

Schumacher has released a new carbon fibre chassis for their Atom 2 GT12 car. Compared to the standard steel chassis, this offers more flex and better durability, making it a great tuning option for low and medium grip tracks. It weighs 65g, so is 138g lighter than the standard steel chassis.

U8033 Schumacher Atom 2 Carbon Fibre Chassis

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

# THRASH TEST - TAMIYA M-06L VW KARMANN GHIA

■ spec: 2wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £159.99

Additional full-size images courtesy of Russell Andrews

# TOP GHIA

The VW Karmann Ghia is an iconic design, so who better to make a 1:10-scale model than Tamiya. Using the long wheelbase version of the rear-motor M-06 chassis, the Japanese manufacturer has come up with the perfect platform for their replica of the 1950s stunner



■ The Volkswagen Karmann Ghia is the epitome of 1950s chic and automotive style. Perfectly proportioned with stunningly hand-crafted and hand-finished coach-built bodywork, the original wowed the public from the first moment it was announced and went on to sell over four hundred thousand units over a near-twenty-year production time frame. Tamiya's recent addition to their M-Chassis stable sees this classic reincarnated onto their rear-engined, rear-wheel drive M-06 platform.



## HISTORY - PART 1

First introduced in 1994 as a compact, true-to-scale alternative to the standard 1:10 touring car class, Tamiya's M-Chassis series has proven to be a huge hit across the globe, spawning various iterations, variants and chassis updates all based upon a common formula of a modular chassis concept that can accommodate two or three key wheelbase variants (210, 225 and 239mm) from which to showcase some of the world's

most loved and iconic automobiles. From the Mini Cooper to the Alpine A110, or the ubiquitous VW Beetle to the Italian charm of the Fiat 500 Abarth and the Alfa Romeo Guilia, Tamiya has fused their genius at recreating scale models with stunning levels of accuracy and detail with the basis of a low-cost chassis that re-uses many of its components each time to keep new production costs as low as possible. The concept has undergone several chassis changes over the years,

but it's basic premise has remained unaltered.

A quick review of the M-Chassis timeline reveals that it has routinely followed the same pattern. From the M-01 through to today's M-06, the chassis has often been released 'in pairs' featuring either a front-wheel-drive concept or a rear-wheel-driven one. It seems that the Tamiya designers have often wanted their chassis to mimic the handling traits and characteristics of their real-life counterparts and so, unsurprisingly, the M-01 was first

# THRASH TEST - TAMIYA M-06L VW KARMANN GHIA

■ spec: 2wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £159.99

Custom mounts were made that meant there was no need for any holes to be made in the beautiful body shell



A mid-range spec Spektrum S6000 Digital was our servo of choice



Alongside the Spektrum mini-sized SR3250 receiver is the kit Tamiya TBLE-02S electronic speed controller



As standard you get moulded plastic friction dampers to keep the cost down



Hanging out of the rear of the M-06 chassis the 540-size brushed motor

The wheels are supported by bearings which was one of our selected upgrades to the kit



released as a classic Mini Cooper with a front-wheel drive chassis whilst the sibling M-02 chassis was reserved for rear-wheel-drive models such as the Alpine A110 and Porsche's 911 Carrera.

The initial chassis variants were updated and replaced by the M-03 and M-04 as front-wheel and rear-wheel drive versions respectively before they too were also replaced by the M-05 and M-06, still continuing the theme whereby the odd numbered variants are front-wheel-driven whilst the even numbered ones are rear-wheel-driven. Even up to today with the M07 and M-08 concepts, the theme continues although these latest models have yet to be released as anything other than chassis kits whilst the M-05 and M-06 continue to be produced alongside their newer cousins.

The M-Chassis design allows different inserts to be used in the centre to alter the overall wheelbase. The Karmann Ghia adopts the 'L' format



## M-Chassis Timeline...

Tamiya's M-Chassis concept has undergone a number of distinct evolutions over the years, but all have stayed largely true to the original's intent to offer a true-to-scale chassis with which to showcase some of the world's finest and most iconic road cars. Here's a brief look into how it's developed over the years:

### M-01 - 1994 to 1997

Front-wheel drive with motor sited just behind the front axle, mono shock front and rear suspension

### M-03 - 1998 to 2007

Update to the M-01/M-02 series with four independent coil spring dampers. As per M-01, the M-03 featured a front-wheel-driven transmission with the motor situated behind the front axle line

### M-02 - 1995 to 1997

As per the M-01 but rear-wheel-driven with a mid-rear transmission with the motor sited just ahead of the rear axle

### M-04 - 1999 to 2003

As per M-03 but in rear-wheel drive configuration, once again with a rear-mid motor placed just ahead of the rear axle

1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008

# Simply Red - An Owners Tale

Meet Russell Andrews's stunning red 1965 Karmann Ghia. Russ is a Launch Quality Manager for a well-known automotive OEM here in the UK and when he's not solving last-minute problems or helping to prevent issues from reaching his customers, Russ can be found cruising around in his 1965 Karmann Ghia, combining it with his other passion, photography. Originally exported to Florida from Germany, Russ's KG enjoyed a largely carefree life out in the "Sunshine State" before being re-exported and imported back to the UK. He's owned it since he himself returned from an overseas assignment in 2016 - a present to himself under the thinly veiled guise of being a burgeoning long-term investment. The clear lens front indicators along with the all-red rear lamp lenses pick his KG out as being a US-spec model and is indeed a 1965 variant even though it has the 1966 fuel filler flap on the front wing. As per our Tamiya model, it too features the chrome plated over-rider front and rear bumpers that commonly adorned the US-spec models right up until legislation forced the larger, chunkier bumpers of the early 1970 models. It's been lovingly restored from a bare-metal rebuild and is painted in VW Mars Red which is as close to the original 1965 Poppy Red that he could find.



## M-05 - 2009 to current date

Long running front wheel drive version, again with motor placed behind the front axle line and featuring independent suspension with four coil-spring units. The M-05 has spawned many different individual variants over the years including a Rally Spec (M-05Ra) version with increased ground clearance, several Race Spec or Pro Spec chassis-only variants, focussed on racing that featured a smattering of optional Hop-Up parts as standard and a revised chassis to accommodate the newer square pack-style of LiPo batteries

## M-07 Concept - 2017 to current date

Re-design following the new space-frame-type chassis construction that is currently flowing through many of Tamiya's on-road models. The M-07 sees the demise of the ultra-short 210mm wheelbase option as the chassis is only configurable as 225mm or 239mm. Motor location is the popular front-mid position and now features easy access oil-fillable differential, full ball races, UJ-style front driveshafts and oil-filled CVA dampers which, coupled with the increased rigidity offered by the new chassis, was designed with the racer in mind

## M-06 - 2010 to current date

Rear-wheel drive transmission with the motor situated for the first time, behind the rear axle line as a true rear motor. Battery pack is located centrally and longitudinally along the centreline of the chassis whilst four independent coil spring dampers take care of the suspension duties

## M-08 Concept Chassis - 2019 to current date

Follows the new design ethos of the space-frame-style chassis and sharing many of the features of the M-07, the M-08 moves the motor rearward to the popular rear mid position (still in front of the rear axle) with a rear-wheel drive transmission

2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021

# THRASH TEST - TAMIYA M-06L VW KARMANN GHIA

■ spec: 2wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £159.99

## HISTORY - PART 2

First introduced to the press in the summer of 1955 and produced for over nineteen years until 1974, Volkswagen's Karmann Ghia became the German company's answer for affordable glamour in the post-World War II era of the 1950s. Society had emerged from the ravages of the war and the re-build was in progress. People were beginning to look forward, away from the austerity of the previous decade and there was the burgeoning hope of a more peaceful future for the first time in over a generation. Volkswagen's Beetle, the people's car, was rolling off the company's production lines and there was an increasing call for a glamorous, more stylish and sporty-looking car that could compete against Ferry Porsche's stunning two-door rear-motored 356 sports car that had also recently been introduced.

Karmann were already VW's custom coach builders of choice for their Beetle cabriolet at their Austrian Onabruck base and it was they who along with the Italian design genius of Turin's Carrozzeria Ghia, who combined and persuaded the German marque that there was a market for such a halo aspirational product and so the Type 14, or as it's more commonly known, the Karmann Ghia (KG) was born.



Once painted, there are a number of chrome bolt-on parts to compliment Tamiya's detailed Karmann Ghia body



We made sure the body was cut out perfectly and the ride height correctly set before paint

## UNDER THE HOOD PART 1 - THE M-CHASSIS

The M-06 underpinning the Karmann Ghia we have here was initially introduced a decade ago and features a rear-motored 2WD transmission that drives the rear wheels with the motor located behind the axle line. Four-wheel independent suspension is provided via short double wishbones and is controlled via independent coil spring units that are basic friction dampers without any oil for damping. The battery is located centrally and longitudinally down the centreline of the chassis whilst the electronics and servo are sited either

side of the battery. The Karmann Ghia utilises the long 239mm wheelbase configuration of the chassis which is cleverly achieved via the use of three different length modular blocks that are fitted between the transmission and the main chassis moulding. The short and medium wheelbase inserts are included as part of the same plastic mould sprue so you do get all wheelbase options in the kit as standard - just take care to use the correct ones when you get to that stage of the assembly and be sure to read the instructions carefully.

Power is provided courtesy of a Mabuchi 540 brushed motor whose output is married to the rear



## Type 14 Karmann Ghia Timeline...

The Volkswagen Karmann Ghia nameplate has adorned two distinct version types, the Type 14 that the Tamiya model is based upon and a later, more angular Type 34 "Razor Edge Ghia" or "Razor Ghia" that was developed in the 1960s and which was based upon the company's later Type 3 platform as opposed to the earlier Type 1, hence Type 34 as opposed to Type 14. Here we take a brief look at some of the key moments in the Type 14's history. Over four hundred thousand Type 14's were built and sold over its nineteen year production journey and it remains as one of the most sought after and iconic cars of its generation.

### 1955 to 1959

Initially revealed to the press in the summer of 1955 ahead of the public unveiling at the Frankfurt Motorshow in the autumn, the early Type 14 models are often referred to as 'Low Light' models in deference to its early styling that featured 50mm lower mounted headlamps and smaller air intake grilles

### 1960 to 1969

Revised higher mounted front lights and enlarged front air intake grilles, styling revisions led by Sergio Sartorelli also included larger rear lights

1955 1956 1957 1958 1959 1960 1961 1962 1963

### 1957

Introduction of a convertible variant for the first time alongside the 2+2 coupe



A mix of chrome-look moulded parts and decals are attached to the painted body and the result is stunning



wheels via the 2WD reduction drive transmission and geared differential. The Tamiya TBLE-02S electronic speed controller is included in the kit but buyers will need to add a steering servo, radio control equipment and a drive battery. Although the chassis will support the fitment of a square hard-case LiPo battery, the speed controller itself doesn't have a low voltage cut-off safety feature, which is a must-have when using Lithium-based batteries. Alternatively, the standard 7.2V NiMH racing pack style of battery will also fit.

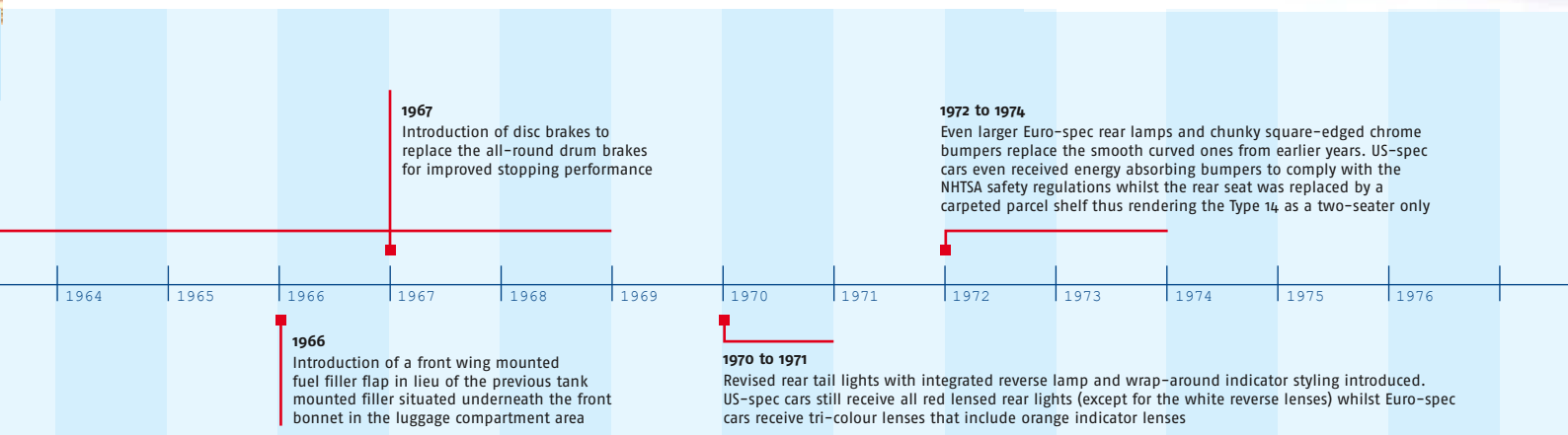
The drivetrain and wheel axles all run on plain plastic bushes that do increase the friction in the transmission, but on the up side, they don't require any maintenance. Metal ball race bearings can be added at a later time or during the initial build and will reward with improved runtime and lower wear over time. A whole host of optional Hop-Up parts are available for Tamiya's M-06 chassis should the bug bite and the desire for personalisation or increased performance really take hold.

A nice touch in the kit is the inclusion of different compound front and rear tyres. The rears are softer which will help keep the KG pointing the right way when applying the power on corner exits or when driving into corners too fast. It's a subtlety that experienced RC owners will notice but even the inexperienced will benefit from by improved road holding and stability.

## UNDER THE HOOD PART 2 - BEETLE ORIGINS

Sporting the underpinnings and powertrain from the popular VW Type 1 Beetle, the KG showcased the design talent and build quality of its respective partners and became an instant hit, selling more than ten thousand units in its first year of production. Despite the frugality of its Beetle cousin, the KG wasn't a cheap car to build due to its hand-crafted, coach-built exterior, but the end result was certainly worth it and the public were instantly wowed by its sleek curvaceous lines with its long drawn out bonnet and subtle rear haunches and curved engine cover. It's air-cooled four cylinder engine, straight out of the Beetle, started out life in its paltry 30BHP 1192cc variant but across its lifetime, that slowly increased in capacity and output until it reached 1584cc and 60BHP!

Four inches wider than its Type 1 cousin, the KG's Beetle-inspired suspension was supplemented by a front anti-roll bar and tuned dampers and springs to keep everything nicely under control despite its extra length and lowered ride. As engine output grew, the need for better braking performance did also and so drum brakes made way for discs in 1967, but throughout its life, the exterior styling remained largely untouched, save for the major front light lift in 1960 from the earlier 'low-light' models of the 1950s to the



# THRASH TEST - TAMIYA M-06L VW KARMANN GHIA

■ spec: 2wd moulded chassis ■ class: 1:10 on-road fun ■ cost: £159.99

**“Once again, Tamiya has captured the essence of one of the World’s most timeless and iconic car designs which is sure to appeal to both RC and full-sized Karmann enthusiasts globally”**

◀ larger front-grilled and higher lamp versions that continued for the next fourteen years.

## IMITATION IS THE SINCEREST FORM OF FLATTERY

Inspired by Russell Andrews and his KG (see Owner’s Tale panel), we looked to recreate his 1965 version ourselves and opted to paint our Tamiya model in a bright red base coat backed with white to really help the colour pop and stand out. Tamiya has done all the leg work for you in terms of the body detailing courtesy of their comprehensive decal sheet that’s complete with all the chrome window edging, grilles and headlamp surrounds. A word of caution for the decals though; their fit is excellent but only if you can trim them as close to their outlines as possible. It requires a steady hand and a good eye and even though we know of techniques that include heating up the decal to help it form across the complex curves of the body, ours was completed without adding any heat and we were able to achieve a good level of finish without much visible creasing or mismatched overlapping.

The body itself is made from clear polycarbonate and requires trimming which is easily effected with a sharp scalpel using the time served score and flex method. Tamiya shells are of high quality and consistent mold thickness so there’s not too many issues with scoring the shell, but take care with the undercuts around the lower front panel and the rear quarters where it tucks neatly underneath itself and gives provision for the chrome plated bumpers to attach. We ‘believe’ that the Tamiya model is most probably a 1965 US-spec like Russ’s since the body moulding also excludes the ‘66 variant’s wing-mounted fuel filler flap and the rear light lenses are all red. Unfortunately, we can’t seem to find any information to completely confirm this and so, at the risk of being damned by those that know much more about these cars than we do, we’ll plumb for a semi-educated guess that it’s a ‘65 US-spec car. If we have misjudged in anyway – do get in touch as our reviewer would be keen to learn...

Although LEDs are not included in the kit, Tamiya has included LED buckets that will make retro-fitting them a simple task. The only slight disappointment for us was that the front indicators are an opaque orange decal on a chrome plated part instead of a transparent moulded one as per the US-spec cars which would have been even cooler and more scale.



## Racer Tip

Invest in a set of ball race bearings from the outset to improve run-time and longevity of the transmission and bearing surfaces.

## DETAIL DRIVEN

They say that the devil is always in the detail and we felt compelled to not drill any holes in the KG’s body that would otherwise spoil its stunning good looks and scale appeal. Thankfully, Tamiya must have almost expected buyers to feel the same way as curiously, they too have not pre-drilled the body to accommodate the otherwise ugly-but-functional body mount posts as they almost always do for most of their other kits. If you intend to bash or race your KG, then a secure body fixing is a must and the four vertical posts as supplied in the kit will provide ample retention and stability if you choose to use them. They can also be trimmed down in height so as not to protrude any further than absolutely necessary but even so, we couldn’t bring ourselves to spoil the sleek lines or looks of the KG and so we looked to create a body mounting system that would remain hidden and avoided the necessity of drilling any holes in the body.

We’ll be the first to admit that our solution

isn’t the most stylish to look at with the body removed or perhaps the most robust. In the end, we opted to bend and form some thick polycarbonate plastic sheet into small L-shaped brackets that we then slotted on one side to provide some rudimentary height adjustment before covering with self-adhesive Velcro on the other face. A matching piece of Velcro was then fitted to the underside of the body in the appropriate positions to match the brackets.

We looked at magnetic mounts as is often the norm in RC drifting and scale circles, but the compact dimensions of the M-Chassis coupled with the low slung form of the Karmann Ghia meant that it was not feasible to achieve a low overall body line height without compromising on the suspension up-travel, especially at the front where everything is very compact and tight fitting.

Ours might not be a perfect solution and is certain to end up becoming detached if it were ever run in anger but for subtle street cruising and





photo posing, we're more than happy with the overall looks and stance that we achieved with such a basic modification.

Finishing it all off was a set of bespoke number plates to mimic our full-size inspiration courtesy

of a well-known online marketplace. Again, small bent 'tab' brackets from the trimmed scraps of the body shell moulding provided enough material for us to locate the front number plate below the bumper line just as it is on Russ's original KG.

## Summary

Tamiya's Karmann Ghia is a stunning recreation of the original and is a worthy addition to the ever-growing portfolio of licensed M-Chassis variants. Utilising the M06 chassis keeps the KG in keeping with the rear-engined original and will entertain with its handling characteristics. It's a chassis that can be raced (with a few select Hop-Ups) but the appeal of this model is in its scale good looks and we imagine, most will be bought by enthusiasts who have fallen for the charms of the original.

There's always some room for improvement and we feel it's about time for Tamiya to develop a hidden body mount system so as not to spoil the gorgeous looks and lines of their stunning body shell replica. Tamiya's modelling roots lay firmly in their precision static models and they've utilised all that expertise to deliver a polycarbonate vacuum formed Karmann Ghia body shell that is packed full of detail.

### SPECIFICATION

Model:	Tamiya M-06L VW Karmann Ghia
Scale:	1:10
Class:	On-Road
Application:	Fun/Entry-Level
Format:	Kit
Power:	Electric
Chassis:	Moulded
Drivetrain:	2WD
Transmission:	Gear
Differential:	Gear
Shocks:	Friction
Bearings/Bushes:	Bushes

### TECHNICAL DATA

Length:	410mm
Width:	182mm
Height:	125mm
Wheelbase:	239mm

### WHAT WE USED

Electric Kit	
Transmitter:	Spektrum DX4R Pro 2.4GHz steerwheel
Receiver:	Spektrum SR3520 2.4GHz
Servo:	Spektrum S6000
Speed Controller:	Tamiya TBLE-02S (kit)
Motor:	Mabuchi RS540SH (kit)
Battery:	3700mAh 7.4V 2S LiPo

### OPTIONAL PARTS

1150 Ball Race Bearings - 11x5x4mm (12x)
850 Ball Race Bearings - 8x5x 2.5mm (6x)

### VERDICT

- + Bodyshell detail  
Ease of build  
Proven chassis concept
- Visible body mounts (as standard)

**RACER RATING:** ★★★★★

### CONTACT

The Hobby Company Ltd  
Garforth Place  
Knowlhill  
Milton Keynes  
Bucks  
MK5 8PG  
Tel: 01908 605686  
Website: [www.hobbyco.net](http://www.hobbyco.net)  
[www.tamiya.com](http://www.tamiya.com)



## Traxxas Hoss 4x4 VXL

The new Hoss from Traxxas is an all-wheel drive 60MPH plus capable truck. Running 3S 11.1V, its powered by a Velineon 540XL motor that delivers massive torque and can wheelie on command whilst the Traxxas Stability Management system keeps you in control. The reinforced pickup body protects the proven technology like the brushless horsepower and heavy-duty shaft-driven 4WD. Aggressive Sledgehammer tyres will grip on any surface, propelling the Hoss to high-speeds very quickly.



### Features:

- Reinforced front and rear bumpers
- ProGraphix body
- Sledgehammer tyres and 2.8" black chrome wheels
- Secure body latch
- Modular chassis
- Heavy-duty composite wishbones
- Ultra shocks
- 5-channel receiver with failsafe
- Waterproof receiver box
- Optimum geometry steering with integrated servo saver
- Digital high-torque waterproof steering servo
- VXL-3S speed controller with fan
- Innovative battery hold down
- Chassis nerf bar
- Fixed gear adapter
- Heavy-duty 4mm turnbuckles
- Extreme heavy-duty driveshafts
- Steel gear differentials
- Extruded aluminium driveshaft
- Heavy-duty steel spur gear
- Rubber sealed ball bearings



**AVAILABLE FROM:** J Perkins Distribution Limited

**WEBSITE:** [www.jperkinsdistribution.co.uk](http://www.jperkinsdistribution.co.uk)

**CONTACT:** 01622 854300





### Team Associated RC10T6.2 Team Kit

The Team Associated RC10T6.2 leans heavily on the B6.2 buggy relative, and is the next iteration of their successful truck platform that brings updates to improve adjustability, durability and performance. Like the B6.2 and B74.1, the T6.2 has new features such as the integrated fan mount and highly adjustable rear hub assembly, and the speed, durability, and lineage expected of a true champion. There are a number of new features including gull wing front and rear wishbones and shock towers, B74.1 two-piece rear hubs with aluminium upper caps, a 1.3mm front anti-roll bar, Laydown and Layback Stealth transmissions, a Factory Team 13g aluminium speed controller tray, updated side rails for 30mm motor fan mount shared with B6.2 series buggies, +1 carbon fibre steering block arms, B74 66mm rear axles and 91mm CVA bones, 8.5mm aluminium rear clamping hexes with laser etching, an updated front body mount is more rigid to protect body from cracking and a standard weight 1.0mm Pro-Line Enforcer body.

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



### JConcepts S2 Team Associated B74.1 Body

There is now an S2 body for the new Team Associated B74.1 buggy that has some familiar features as well as a low-profile stance. The slammed height ensures a low centre of mass, while the progressive cab design provides plenty of front-end steering. A channelled roof directs the flow through the centre of the body while also increasing the rigidity of cockpit. The dual side-window design that has become famous on the JConcepts bodies remains to bring a traditional feel to the layout. The upper side-pods feature distinct vents that can be cut to relieve hot air, with the side-pods sitting tight to the chassis sides. An S-type rear wing is included with the body.

- #0412 JConcepts S2 Team Associated B74.1 Body w/ S-Type Wing
- #0412L JConcepts S2 Team Associated B74.1 Body w/ S-Type Wing - lightweight

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



### Reedy Pro Charge Leads

Reedy's Pro Charge Leads are now available in a variety of configurations for most batteries used in popular 1:10 and 1:8 applications. Heavy-duty 12-gauge silicone wires provide maximum current flow without overheating during high-current cycling. Mesh sheathing offers additional protection and a professional appearance while positive ends are clearly marked to prevent reverse polarity. The most popular will be the 1-2S 4mm/5mm Pro Charge Lead that is suitable for charging 1S or 2S batteries. It features stepped bullet connectors so is compatible with batteries that use 4mm or 5mm sockets and measures 50cm long. The 4S 5mm Pro Charge Lead is perfect for 4S batteries that feature 5mm sockets and integrated balance connector such as Reedy's Zappers SG3 and again is 50cm long. The 2S RX/TX Pro Charge Lead is the ideal solution for charging receiver batteries through the balance lead instead of unplugging the battery to charge. An extra-long length of 80cm offers added convenience for nitro racers, and it works with transmitter batteries too. Finally there is the 2S-4S XT60 Pro Charge Lead which is great if your line-up includes a variety of vehicles that use differing cell counts. After selecting the correct cell-count setting, simply connect the main plug and then plug the battery's balance lead into the appropriate balance connector to charge. The lead length is 50cm.

- #27233 Reedy 1-2S 4mm/5mm Pro Charge Lead
- #27234 Reedy 4S 5mm Pro Charge Lead
- #27235 Reedy 2S RX/TX Pro Charge Lead
- #27236 Reedy 2S-4S T-plug Pro Charge Lead
- #27237 Reedy 2S-4S XT60 Pro Charge Lead
- #272347 Reedy 4S 5mm Pro Charge Lead
- #272354 Reedy 2S RX/TX Pro Charge Lead
- #272361 Reedy 2S-4S T-plug Pro Charge Lead
- #272378 Reedy 2S-4S XT60 Pro Charge Lead

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



### Ruddog Hobby LiPo Battery Packs

The Ruddog Hobby LiPo battery packs are a new line of rugged high-performance batteries designed for the needs of entry level racers, bashers and crawler pilots in mind. All batteries are built using high-quality 50C cells for great power supply while durable hardcases ensure best possible battery protection in the event of a crash. The batteries are available in a range of capacities with 7.4V 2S, 11.1V 3S and 14.8V 4S packs being available, covering the needs of 1:10-scale racers, speed freaks as well as 1:8-scale pilots alike. All packs come pre-wired with high-quality T-plug, XT60 or XT90 connectors, selected especially with the main application in mind.


- RP-0408 Ruddog 3000mAh 50C 7.4V LiPo Short Stick Battery - XT60
- RP-0409 Ruddog 3000mAh 50C 11.1V LiPo Short Stick Battery - XT60
- RP-0410 Ruddog 5200mAh 50C 7.4V LiPo Stick Battery - XT60
- RP-0411 Ruddog 8000mAh 50C 7.4V LiPo Stick Battery - XT60
- RP-0412 Ruddog 5000mAh 50C 11.1V LiPo Stick Battery - XT60
- RP-0413 Ruddog 5000mAh 50C 14.8V LiPo Stick Battery - XT90
- RP-0414 Ruddog 6500mAh 50C 14.8V LiPo Stick Battery - XT90

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



# THE RAREST OF BUGGIES

Brimod might be an RC brand that people have heard of, but few will know they developed a buggy platform that was only ever photographed in prototype form, and raced under intense secrecy. Well now Martin Dingle has one of those rare models in his vintage collection, and so who better to tell you all about the brand, the history, and his latest acquisition

 Martin Dingle, a well-known Birmingham racer from back in the day, is one of our most period-correct focussed fellow vintage off-road RC hobbyists and tends to be drawn toward the rarest of examples from back in the day. He also has a knack of tracking down and procuring one-off gems and is a walking encyclopaedia of lesser known facts. This month, I am delighted to hand the column completely over to Martin so he can tell you all he knows about the legendary, Wolverhampton-based 1980s brand that is Brimod. Martin is the proud owner of one of their prototype off-road buggies, which he's provided lots of information on and photos of along with some of his other buggies adorned with Brimod parts.



magazines. Both mags ran a similar feature on successive months, stating the car was only in the prototype stage and that they were not being produced at that moment. These articles were viewed with interest but sadly nothing ever came of the car and that was the last mention of it apart from one race meeting review in which the Brimod Team and the prototype car were briefly touched upon. For the magazine shots the car was in 2WD guise, which at the time being mid-engined, seemed a bit of a novelty. The wishbones were also an oddity, being flat sheets of presumably carbon fibre and the rest seemed to be comprised of nicely machined aluminium and nylon. Brimod was renowned for their engineering prowess, with their shock absorbers being particularly well made, featuring threaded bodies, cap bleed valves and a shiny polished finish and they could be easily identified by their triangular upper cap design.

## MARTIN IS THE MAN

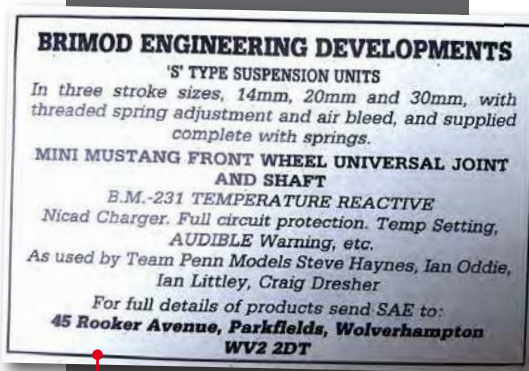
Those of you who are old enough will recall that in the late 1980s Brimod shocks were known as the best around, certainly on the UK scene and were beautifully engineered and extremely exotic looking. They were very expensive for that time period and as such only the top drivers ran them. Brimod themselves sponsored a team of drivers and also made hop-up items for various models including a LWB Mid conversion and a wider saddle pack chassis for the Schumacher CAT. They also produced items such as UJs for various PB Racing cars, thermal chargers and eventually started producing Pro-10 car kits.

## THE 2WD PROTOTYPE

Then, over the summer of 1988, a few grainy pictures of a 'Brimod prototype' off-road car began to trickle into the two main UK RC

## HANDS ON AND 4WD

Following my return to the vintage RC scene a couple of years ago I decided to look up the old articles and posted them up on various forums to see whether anybody remembered them and also whether anybody knew any more about the story or if any of the cars survived. Imagine my surprise then when somebody posted up an unknown car on one of the well-known vintage RC pages asking for input from anybody with information about it. I clocked it immediately. It looked a little different to the car in the mag articles but I instantly suspected it as being one of the Brimod prototypes so I emailed the poster (a very nice guy whom I had purchased items off previously) and asked if I could purchase it. After a bit of an email exchange I explained what I thought it was



The Brimod advert from 1987 promoting shock absorbers as well as Mini Mustang UJ driveshafts

By 1988 the range had increased with a NiCd charger, and new SC and SX shock absorbers





Iain Groom of Muzzoom Models fame restored Martin's Schumacher CAT XL using Brimod S Type shock absorbers

Under the body is a full-width Brimod saddle pack battery conversion

and knowing how into the Brimod brand I was he agreed to sell me the car. It was in a bit of a rough state but appeared to be virtually complete and came with an assortment of spare parts. I think the rough state was mainly 30-odd years of storage grime as the underside of the car showed zero markings from any use. I was very pleased to see this was a belt-driven 4WD version which I have never even heard about until I saw this car.

### IT'S ALL IN THE DETAILS

I quickly started looking at which parts might be required to restore the car correctly and I knew from studying the old magazine pictures that the two prototype cars I had seen had slightly different Brimod shocks than the typical versions which were commonly available. They had smaller shock caps for starters, had a coarser thread on the bodies and had hex adjusters rather than the usual round rough-knurled items. The upper cap was made to accept a diaphragm but did not have the bleed valve which was one of the main selling features of the commercially available Brimod shockers. I noticed on the car I had purchased that the correct hex adapter versions were present on the front, including the lower profile caps but the rears are the more common type. After a little digging I managed to source the correct matching rear pair so the prototype now had the correct versions all-round. From what I gather from my research (and memory from back in the day), the Brimod shocks as we know them were around in 1986, with an earlier version without adjusters also being released prior to that. The adjuster version with grub screw valve and 32tpi thread were the Type, replaced in early 1988 by the SX that had a pan head screw bleed valve and a coarser 24tpi body thread for faster adjustment. June 1988 saw the SX-L for lightweight which had a smaller cap profile, no bleed valve, 24tpi and hex adjusters. The same month also saw the first pictures of the prototype Brimod cars. I have seen S and SX types in packets with spec variations so am guessing there was some stock cross over between each type. I am assuming that the prototype cars and the hex adjuster shocks were being developed at the same time; it therefore made sense to see them mounted on these prototype cars. ➤

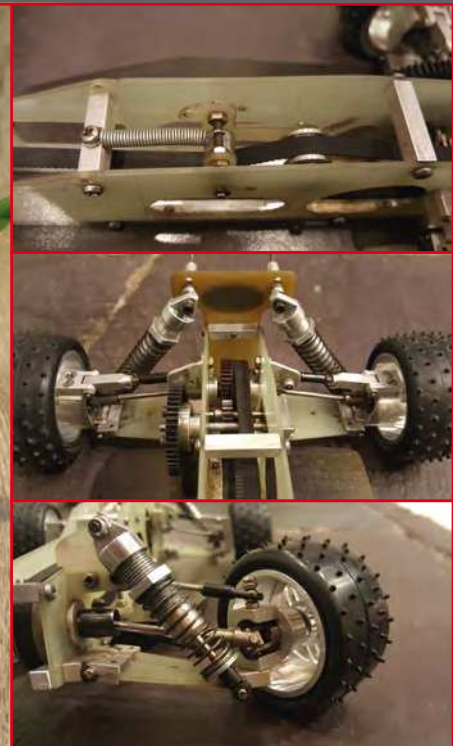


This RC10 4WD Concept has a set of threaded S Type shocks installed all round



# About Iconic RC

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



## CHAIN OPTION INCLUDED

In prototype form this car still has the original scribe markings on the fibreglass in order to determine hole centres and cut lines. Proper old school engineering and they are one of the defining features of the car. Front and rear hubs are something of an engineering masterpiece and the well-known re-buildable Brimod UJ driveshafts were also present. The car also came with a considerable spares stash, including an extra pair of UJs and unbelievably, a full chain-drive setup including the chain and front and rear gearboxes complete with diffs. Having stripped and cleaned the diffs at either end the over-engineered construction of the car carries on throughout. The front diff is actually very similar to the early Schumacher CAT design, comprising inboard front one-ways, whereas the rear is a more conventional ball differential. The entire rear drivetrain from the main spur shaft back to the rear gearbox simply comprises a set of common 32DP pinion gears which are very simple to remove replace. The small silver aluminium box behind the motor position houses a pair of 12-tooth pinions, for example. It also has a curious spring-loaded belt tensioner which seems very effective and is a really cool detail. There are also holes in the wishbones and through the central chassis plates to accept the anti-roll bars at either end so I will be adding those based around the ones I have seen in the prototype magazine pictures from 1988. The front differential is not the only link with the Schumacher brand. In fact Cecil Schumacher approached Brimod for

their initial shock choice on the SWB CAT prototype car. The eagle-eyed amongst you will notice that the early press cars and even the CAT box-art cars sported prototype Brimod shockers without threaded bodies. They also made an early saddle pack chassis for the CAT XL prior to the release of the Schumacher equivalent.

## PERIOD CORRECT

There were a few other interesting pieces that accompanied the car when purchased. An early Futaba transmitter with the name and address of Tony and Peter Britten on the back and also an early MG Magnum 17 triple (17x3) brushed motor, signed by Mick Goddard of MG fame. Looking again at the black and white pictures of the prototype cars it appears as though the very same MG motor is mounted in the prototype in one of the two articles. Having fully stripped and rebuilt the 4WD prototype it seems only fitting



The prototype with its fibreglass wishbones front and rear





Clip-on spacers are used to set the ride height and there is a bleed screw located in the cap



An example of some early Brimod shocks fitted to a Schumacher CAT

that Tim be invited for the first run so that will be the plan. I am hoping to get the original MG Magnum 17T motor rebuilt for that and will install period-correct 1988 electrics into the car. I have to thank Rich Morris, Iain Groom and of course Tim Lucas for their help with this project.

### TEST DRIVER TIM

From the race article I previously mentioned I had noticed that the Team Brimod test driver had been named Tim Lucas. I managed to contact Tim and he has provided a fascinating insight into the Brimod story. Run by engineering wizard Tony Britten and along with his very young son Peter, the Wolverhampton-based business was a low-key outfit and it turns out that Tony machined each and every Brimod shock by hand

in the workshop behind his shop premises. No wonder they were so expensive! Tony had always dreamt of producing a 4WD car and this was the result of that dream. Tim ran it for the first time in covert style at an outdoor meeting at GEC Stafford in 1988 with only the organisers knowing what it was. They ran a PB Racing shell on it and also ran a PB Mini Mustang with the same shell as a decoy to divert attention away from the prototype car. Tim also explained why all of the Team Brimod cars I had ever seen in pictures (and the Parma Eagle bodyshell which came with the car) were in a black and bright yellow livery – the Britten family were avid Wolverhampton Wanderers supporters! Certain aspects of the car, including the eventual wheelbase, were actually determined by the belt lengths which were available at

that time! No such issues today; I have already managed to find a new equivalent in case we snap this original, although with it being so wide this might not be an issue.

### COMPETITION IN THE MIDLANDS

Unfortunately the costs were too prohibitive. Although a deal was initially looked at through CML whom it was hoped might market the car, sadly the Brimod car project was shelved at that point. Around the same time the Varley family/CML/MMS were also developing their 'Concept Car' – a 4WD buggy based on the Team Associated RC10, which probably didn't help. It would certainly be great to see a 2WD version appear to sit alongside this 4WD example.



## Summary

Martin Dingle is a popular contributor to Iconic RC and his frequent posts are always of much interest. I last bumped into Martin at Revival 2020 and it is always a pleasure to chat with him and also see what rarity he's brought along to put onto the track. I'd like to thank Martin for his contribution to the magazine this month and to the vintage community as a whole.



### Arrma Infraction

The Infraction is Arrma's resto mod designed for 6S power and some fun on the street. Capable of speeds over 80MPH out of the box, it now includes a handbrake and Spektrum Smart electronics. The truck measures up at 1:7-scale and targets the intermediate-level driver with its high performance potential using a 6S LiPo and included speed pinion gear. Its Spektrum DX3 radio and Smart brushless power system components provide real-time telemetry to help you reach maximum performance whilst the new handbrake feature sees the chassis equipped with a module for a rear vented disc brake and a powerful Spektrum SPMS650 brake servo. You control the handbrake from a convenient switch on the DX3 transmitter for drifting and general stunt driving. To further enhance the aerodynamics, the chassis includes a full-width front splitter and rear diffuser, with grip coming from dBoots Hoons tyres mounted to spoked wheels.

The 6061-T6 anodised aluminium chassis houses an all-wheel drive heavy-duty drivetrain with steel driveshafts, plus all-metal diff outdrives and gearbox internals. Updated internal gears feature a new tooth profile for increased strength,, whilst a lower internal gear ratio reduces the centre line transmission RPM, reducing the centre driveshaft resonance and increasing drivetrain durability. Chassis toughness is reinforced with a centre brace. Bearings are rubber-shielded, and the adjustable, oil-filled, anodized aluminium shocks are mounted on strong, black anodised aluminium shock towers.

Matching the aforementioned 3-channel DX3 radio is an SR610AT receiver featuring Active Vehicle Control technology for high-speed stability. A convenient voltage level indicator is built into the transmitter which lets you easily track on-board Smart battery power. The vehicle's brushless power system also features Spektrum Firma Smart components, so it's easy to receive real-time updates of speed controller temperature, receiver (BEC) voltage, drive pack voltage and motor RPM.

You will need a battery, charger and four AA transmitter batteries to complete.



ARRA7615V2T1 Arrma Infraction Rest Mod 6S BLX Street Bash 1:7 4WD RTR - blue  
ARRA7615V2T2 Arrma Infraction Rest Mod 6S BLX Street Bash 1:7 4WD RTR - silver

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



### Arrma Felony

The latest addition to Arrma's BLX line-up is the Felony Resto Mod, a sleek muscle car body with large rear tyres, that can achieve speeds of over 80MPH with 6S power. The multi-part, undercut muscle car body design has an adjustable wing, and it can also be customised with the included accessory kit. Realistic 5-spoke wheels are mounted with dBoots Hoons all-road tyres and for authentic muscle car handling there are regular front and larger rear tyres with the front and rear gearbox ratios matched to the rubber sizes. Underneath the body is a 6061-T6 anodised aluminium chassis houses a heavy-duty drivetrain with steel driveshafts plus all-metal diff outdrives and gearbox internals. Its toughness is reinforced with a centre chassis brace. The adjustable, oil-filled, anodized aluminium shocks are mounted on strong, black anodised aluminium shock towers. Control comes from Spektrum with a 3-channel DX3 radio and an SR610AT receiver featuring Active Vehicle Control technology for high-speed stability. To complete you will need two 2S or 3S LiPo batteries, a compatible charger, safe LiPo charging bag and four AA transmitter batteries.



ARRA7617V2T1 Arrma Felony Resto Mod 6S BLX Street Bash 1:7 4WD RTR - black  
ARRA7617V2T2 Arrma Felony Resto Mod 6S BLX Street Bash 1:7 4WD RTR - orange

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



### PSM Deltagrid Car Stand

Featuring a unique design and versatility along with premium build quality, the Deltagrid car stand from PSM is an ideal vehicle maintenance platform. It is compatible with almost all vehicles in the 1:10- to 1:8-scale range and the height adjustment feature gives you great flexibility if you want to change it. Carbon fibre tubes and lever arms combined with Deltagrid structured aluminium frames provide incredible strength and low weight,

industrial rubber O-rings keep your vehicle in place. Tested with loads up to 30kg, the Deltagrid car stand can take quite a beating and is perfect for use with heavier vehicles.

PSO2370 PSM Deltagrid Car Stand - Titan Gray

**AVAILABLE FROM:** PSM  
**WEBSITE:** www.psm-rc.com  
**CONTACT:** info@psm-rc.com







### TLR 8ight-XT/XTE

The new Team Losi Racing 8ight-XT truggy builds on the championship-winning heritage of its predecessors with updates to the suspension geometry, drivetrain as well as the chassis layout, plus it can be built in either nitro or electric formats.



The "Next Gen" suspension geometry has been completely revamped with a myriad of updates including longer front and rear wishbones, wider front pivot with less scrub radius, narrower rear pivot and updated hub offset. The all-new wishbones have been designed to accept stiffer plates that will allow racers to tune the flex of the suspension. The kit will include moulded plates with optional carbon fibre plates available separately. The chassis width has

been increased to aid in stability and give the truggy a more neutral feel as well as equalised side-to-side for equal torsional flex and thinned down to 3mm for weight saving. The internal pinion bearing size in the front and rear has been increased for added durability, and the chassis side guards offer an improved fit onto the chassis. There is a large lightweight footprint engine mount that reduces flex underneath the engine to eliminate chassis fatigue on high traction race surfaces for nitro. For electric use you get a one-piece aluminium motor mount that is easy to adjust when meshing. Other features include 17.5-degree caster blocks that allow the height of the spindle to be adjusted, machined aluminium shock caps with threaded bleeder holes for easy and consistent bleeding of oil, the weight has been moved forward in the chassis to provide a better driving balance and finally the battery box has been designed so that you can now fit either common LiPo receiver packs or Li-Ion receiver packs.

TLR04009 Team Losi Racing 8ight-XT/XTE Race Kit 1:8 4WD Nitro/Electric Truggy

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



### Losi Lasernut

The Losi Lasernut builds on their Ten platform and targets the 2.2 Unlimited class of competition. It features aluminium shocks, anti-roll bars, adjustable turnbuckles and full metric hardware. Losi claim that this is "currently the only complete Unlimited U4 FIS (Full Independent Suspension) racer on the market" and comes with a whole raft of Spektrum equipment like a Smart 130A brushless speed controller and 4-Pole 1900kV 550 motor. Drivers stay in control with a DX3 transmitter, a Spektrum AVC receiver with steering priority, and an officially-licensed Lasernut race-inspired scale U4RC body/roll cage with two different graphics and colour variations. LED lights on the integrated light bar cast more than enough illumination for running at night. Working together with BF Goodrich Tires, the Lasernut U4 has a scaled down M/T tyres that have an aggressive tread pattern that handles any terrain. To make completion easy, choose between a Spektrum Smart Powerstage Bundle in 3S or 4S to get up and running with matching equipment.

LOS03028T1 Losi Lasernut U4 2.2 Smart ESC 1:10 4WD RTR - blue  
 LOS03028T2 Losi Lasernut U4 2.2 Smart ESC 1:10 4WD RTR - black

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



### JConcepts Team Associated RC10B2 Carbon Fibre Front Shock Tower

The RC10B2 was one of the most popular RC vehicles in the mid-1990s and now in 2020 there is a new carbon fibre shock tower for the buggy. The stock vehicle comes standard with a twin up-right unit which carries all the original geometry however the new JConcepts front shock tower features a connected tower design with X centre giving that all important strength. The tower includes detailed and reinforced areas in the large pocketed area, adding strength in key areas as well as the improvement in material creates a more rigid feel, increasing the response in the front-end.

At the centre of the X pattern, JC is machined for authenticity and a show of brand loyalty. The inner and outer perimeter has a chamfered touch to reduce splinter stand-out, weight and also reduces snagging on artificial surfaces.

#2413 JConcepts Team Associated RC10B2 Carbon Fibre Front Shock Tower

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



### Ruddog NiMH Battery Packs

Ruddog Products now offers a new range of NiMH batteries. Coming with either Tamiya or T-style plugs in capacities of 3600mAh and 4600mAh for extra runtime, the easy-to-use six-cell stick packs are the perfect choice for your RTR vehicle, classic RC car or starter box. Single cells with a capacity of 4600mAh are also available for glow plug igniters or ready to be configured for vintage race kits.

RP-0423 Ruddog 3600mAh 7.2V NiMH Stick Pack with Tamiya Plug  
 RP-0424 Ruddog 3600mAh 7.2V NiMH Stick Pack with T-Style Plug  
 RP-0425 Ruddog 4600mAh 7.2V NiMH Stick Pack with Tamiya Plug  
 RP-0426 Ruddog 4600mAh 7.2V NiMH Stick Pack with T-Style Plug  
 RP-0427 Ruddog 1600mAh 6V NiMH 2/3A Hump Receiver Pack  
 RP-0428 Ruddog 1600mAh 6V NiMH 2/3A Straight Receiver Pack  
 RP-0429 Ruddog 4600mAh 1.2V NiMH Sub-C Single Cell  
 RP-0430 Ruddog 1600mAh 1.2V NiMH 2/3A Single Cell



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

## THRASH TEST - ROC HOBBY 1:6 1941 MB SCALER

■ spec: 4wd metal chassis ■ Class: 1:6 scale/fun ■ cost: £379.99

# War Hero

Roc Hobby takes RC scaling in a new direction with its large 1:6 model based on the famous 1941 Jeep from World War II. With the focus on scale-looks and performance the MB Scaler features an oversize brushed 35-turn motor for smooth power delivery and huge amounts of torque

Driving a scale model may not be everyone's thing, they are not fast, they do not jump, and you cannot really race them. But scale models are increasingly becoming more and more popular. With their scale appearance, unique driving style and ability to add scale detail it is hardly surprising scale models are one of the biggest growth sectors in our great hobby. Roc Hobby has now released a game-changing scale model that brings ready-to-run (RTR) scale realism to a new level in the form of the iconic 1:6-scale 1941 MB Scaler Jeep. Thanks to our friends at CML Distribution, the UK's Roc Hobby's distributor we can test out this war hero. It's time to ready up!

### METAL LADDER

At the heart of the Jeep is a scale ladder frame chassis featuring metal rails that run the entire length, held apart by various components including the transmission cases that creates a strong base for the suspension to work from. A battery mounting tray sits across the rails and there is provision for a pair of Velcro straps to be used to hold the battery firmly in place. However, once the Jeep body has been installed it effectively holds the pack in place and we didn't feel the need to use the straps when running the Jeep.

Just in front of the battery tray is the centre transmission that sits low in the chassis rails to improve the centre of gravity. A plastic skid plate not only protects the transfer gearbox, but also holds the lower four suspension links firmly in place. At both ends of the chassis rails are scale Jeep bumpers, moulded in green plastic and these are fully adjustable. The rear bumper has a tow hitch that can be used to pull the optional scale trailer. >



0



The packaging and presentation is second-to-none as can be seen here

# THRASH TEST - ROC HOBBY 1:6 1941 MB SCALER

■ spec: 4wd metal chassis ■ Class: 1:6 scale/fun ■ cost: £379.99

The main gearbox is mounted at the front of the chassis, and this is an inline design with the 35-turn 550-sized motor sitting under the bonnet. Either side of the gearbox are two small mounting plates that hold the receiver and speed controller, which are mounted high in the chassis to protect them from damage.

## STEERING DUTIES

The servo is mounted directly between the rails at the front of the chassis. An adjustable alloy drag link connects the two front wheels together and a smaller adjustable alloy link connects the wheels directly to the servo. No servo saver is included so there is a very positive feel to the steering system which is perfect for rock crawling. The servo itself is a Roc Hobby-branded item, with an impressive 15kg of torque and metal gears it will be up to the job, with the added bonus of it being waterproof.

## MODULAR SUSPENSION

The front and rear suspension use the same components based around a multi-link design that gives great articulation. Two adjustable length lower alloy links are fitted onto each axle casing and bearing in mind that the model is all about looks, the manufacturer has chosen not to offer any optional mounting points. Similar alloy upper links form a V shape that centres both axles under the chassis and stops them from wandering from side to side. The front axle also has a single link that runs across the axle case and is mounted directly to the chassis, and this eliminates any sideways axle float when steering inputs are made.

Plastic-bodied oil-filled 90mm long shocks are mounted on all four corners complimented by soft black springs that are adjusted by threaded collars to help with setting ride height. The shock oil is light at around 35 weight. Just playing with the Jeep on the bench was a joy as the suspension is supple, with a healthy 80mm of single wheel articulation that should offer the rough-track performance to match its undoubted good looks.

## TRANSMISSION

The Roc Hobby brushed 550-size 35-turn motor sits at the front of the fully sealed main transmission to help with traction. A short dogbone driveshaft carries the power into a lower secondary reduction gearbox and from here a pair of plastic sliding universal driveshafts direct the power to both axles that are also fully ball raced. As the Jeep is all about scale driving, traction and climbing, Roc Hobby has opted to install solid locked axles instead of differentials in both axle casings. Steel driveshafts take the power out to the wheels via



Like the full-size vehicle the windscreen can be folded down out of the way

12mm plastic hexes. Finally, the whole transmission rotates on metal ball races and is very crawler focused so should work well out on the trails.

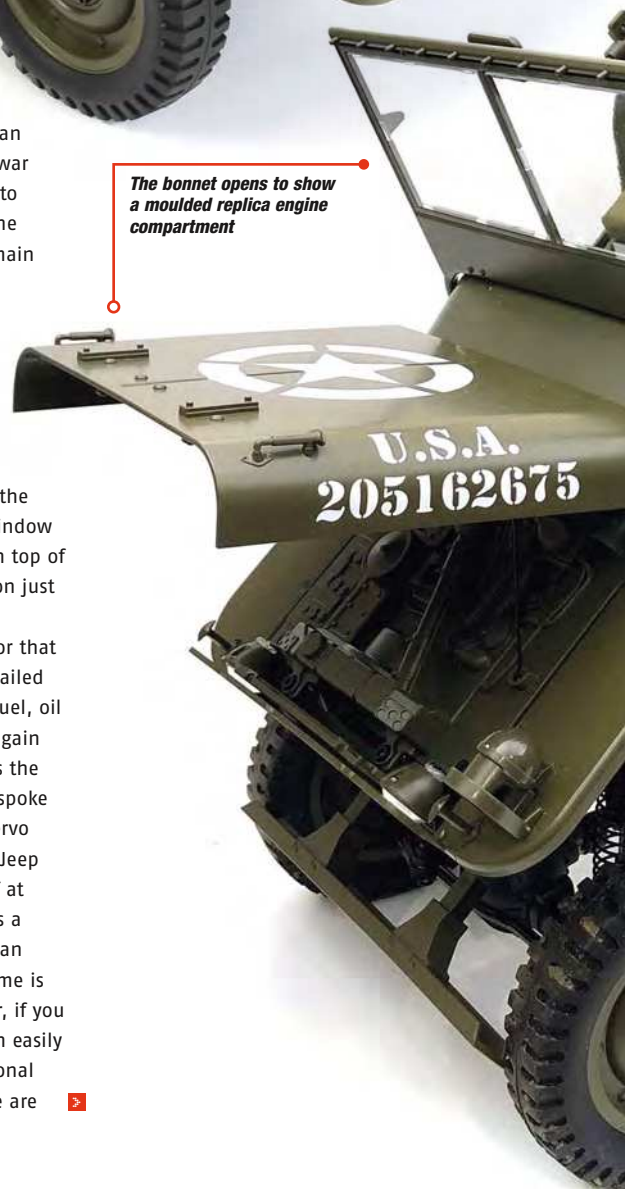
## WAR INSPIRED

The Jeep is based on the classic 1941 American military vehicle we have all seen in classic war films. Roc Hobby has done an amazing job to recreate this iconic war hero in 1:6-scale. The attention to detail is second to none. The main body is moulded in olive green plastic and attached to this is a variety of parts that brings the Jeep to life.

Military markings have been screen-printed onto the body to add to the war hero looks, whilst at the front, the bonnet opens to reveal a fully moulded engine bay. There is even a stay that holds the bonnet up for display. Behind this is the window screen frame, which can be folded down on top of the bonnet or clipped in the upright position just like the full-sized Jeep.

The Jeep supports a fully detailed interior that even has padded material seats, with a detailed dashboard features decals for the speedo, fuel, oil pressure and the weight loading capacity, again just like the real thing. Extra detail includes the gearstick, high and low ratio stick and a 3-spoke steering wheel. The steering wheel has a servo attached to it, so it moves as you steer the Jeep – this will be a feature we will make use of at a later date. Towards the rear of the body is a padded rear seat, spare wheel and a jerry can graces the rear tailgate. A two-part roof frame is supplied that lays flat on the body however, if you have the optional canvas roof the frame can easily be erected without the need for any additional tools. On the driver's side of the body there are

The bonnet opens to show a moulded replica engine compartment





*A second smaller servo is fitted to rotate the steering wheel for extra scale detail*



*The model adopts the popular XT60 connectors*



*Although the electrics are tucked neatly out of sight, the switch is easily accessible*



*There is some adjustability in the design like here for the body mounting position*



*Nice attention to detail includes the fabric covered seats*

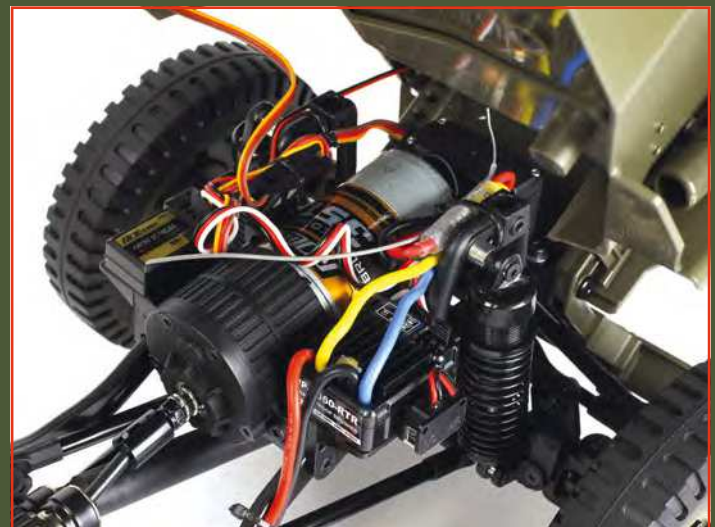
*The body pivots at the front allowing access to the internal components*



*The centrally located transfer box sees drive from the motor come in from the gearbox and then exit towards the front and rear for the all-wheel drive transmission*



*Each axle offers a locked set-up and permanent 4WD*



*Up front is the 550-size 35T motor, waterproof receiver, Hobbywing 1060 brushed speed controller and gearbox*

# THRASH TEST - ROC HOBBY 1:6 1941 MB SCALER

■ spec: 4wd metal chassis ■ Class: 1:6 scale/fun ■ cost: £379.99



The ladder-frame chassis supports the body-on-frame design, and the suspension that features oil-filled shocks and leaf springs



The transmitter splits into two in order to fit into the original packaging for transportation and protection

◀ some scale accessories including a shovel, axe and driver's door mirror, and all the tools are held in place with webbing straps and metal clips.

At the front, the Jeep has a beautifully detailed grille which includes a radiator, whilst a pair of working headlights have old fashioned yellow-coloured LEDs to further add to the already impressive scale detail. A working front wing spotlight also lights up in matching yellow, with all the lights powered via the main battery pack and turn on once the speed controller is powered up. A pair of scale plastic bumpers are fitted to help protect the Jeep while in action. Finally, the entire body pivots up from the front bumper to allow access to the chassis for maintenance and to swap out the battery. Roc Hobby has provided a metal rod to hold the body up while working on the Jeep and when not in use this sits in a small cup on both the body and chassis.

To finish off the Jeep scale plastic wheels that have been moulded in olive green and feature a centre cap that is held in place with five small screws. The wheels are wrapped in realistic style tyres, and even have the unique period correct tread pattern. The tyres also have a narrow width

of only 30mm and a diameter of 110mm for that perfect scale finish, and as they are of a soft compound these should generate a vice-like grip on most terrain.

The overall cosmetic package is stunning and probably one of the best ready-to-run scale models we have seen. There is so much potential to further enhance the detail and the sky really is the limit. We have already got lots of ideas to improve on this impressive starting point. Watch this space!

## EQUIPMENT

As the Jeep has been supplied in a ready-to-run format it comes fully equipped with a radio. The Roc Hobby 2.4GHz 4-channel sports transmitter is a steering wheel configuration that features trim adjustment on both steering and throttle. The transmitter only requires four AA-sized batteries to power it so it is light weight and offers a comfortable feel in the hand. A matching 2.4GHz 4-channel receiver has been included, which is fully waterproof and converts transmitter inputs into precise speed and steering controls. The included WP-1060 waterproof electronic speed

controller is rated at 60A continuous and has an impressive burst current rating of 360A making it more than capable of handling the demands of rock crawling. A black alloy heatsink helps to combat overheating. There is a small jumper cable that can be set for both LiPo and NiMH battery drive packs and a second cable allows the owner to set the throttle, brake and reverse functions, as well as a crawler setting with drag brake feature.

The speed controller is compatible with both 2S (7.4V) and 3S (11.1V) LiPos as well as traditional 7.2V 6-cell NiCds. We ran our test sample on all pack types without any issues. As standard the speed controller comes with an XT60 connector preinstalled so it's worth bearing this in mind when purchasing your battery packs.

A waterproof switch is solidly mounted on the side of the speed controller and is easy to reach with the body mounted. The 15kg waterproof steering servo is Roc Hobby's own brand and worked perfectly throughout the review. Moving away from the conventional 540-size motor Roc Hobby has opted for a larger 550-sized 35-turn brushed motor, something that we felt was the perfect combination of speed, power and run time.

## Summary



The Roc Hobby 1941 MB Scaler Jeep is a highly detailed model that comes ready-to-run out of the box. Its super-scale body will appeal to many as will its performance. The supple suspension has more than enough articulation to keep even the most diehard enthusiasts happy. Lastly the scale potential is almost unlimited. We already have plans to add more detail in a future project. All in all, it is a very well-rounded package at a great price point that would suit anyone looking to purchase an interesting scale model.



## On Test

*As the Roc Hobby Jeep is supplied fully ready-to-run it was just a matter of charging the battery pack, and we picked a 3S 11.1V LiPo and checked the speed controller jumper was set to LiPo safe.*

*Once charged the pack was inserted into the battery tray, which was super easy as the body pivots on the front hinge. Once installed and we had completed a quick check of the radio, it was time to see how good a job Roc Hobby has done with the Jeep. With a low gear ratio matched to the 35-turn motor the Jeep has a top speed of about 5mph which was perfect for scale driving and we really didn't need any more. In standard trim the power is exactly right for the garden or indoors and there is also the benefit that run times are exceptionally long. When driving on grass the Jeep's steering potential was compromised by the locked differentials, but this was to be expected and is only a minor issue for the gain in traction the set-up affords once the Jeep heads towards more challenging terrain.*

*With its super supple suspension and grippy tyres, there is not much that can stand in the way of this capable Jeep. The minimal overhang at both ends really helps when attacking any steep obstacles. Once the front or rear tyres made contact the axle would lift cleanly up and over the obstacle with little or no effort. We liked seeing the tyres deform as the soft tyres gave way, and all very scale. The weight balance is central to the wheelbase and this really aided performance, resulting in the Jeep holding its own when climbing steep inclines.*

*With the wet weather we have been having over the last few weeks we took comfort in knowing the Jeep is waterproof. We could drive it in up to 70mm of water before any electronics got wet. For the record though we always recommend trying to keep your electronics as dry as possible as there is no point tempting fate!*

*The speed controller had great slow speed control and was very linear, making it possible to move over terrain steadily, allowing us to look at the axle articulation on challenging terrain. On steep downhill sections, we really could use the drag brake function on the speed controller. The centre of the axle casings (diff housings) sits around 40mm above the ground, this helped to minimise the Jeep from getting "hung up" on objects. The front LEDs worked well at night and we could easily drive around our test area with the period yellow light beam shining down the trail.*

*After a solid 45 minutes of run time the speed controller LiPo voltage cut-off kicked in to protect our battery. We really enjoyed our experience with this highly capable super scale Jeep and can't wait to get back out again for some more scale driving action.*

### SPECIFICATION

Model:	Roc Hobby 1941 MB Scaler
Scale:	1:6
Class:	Off-road
Application:	Fun/scaling
Format:	RTR
Power:	Electric
Chassis:	Metal
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Locked
Shocks:	Plastic/oil-filled
Bearings/Bushes:	Bearings

### TECHNICAL DATA

Length:	530mm
Width:	258mm
Height:	270mm
Wheelbase:	324mm

### WHAT WE USED

Electric Kit:	Roc Hobby 2.4GHz steerwheel (kit)
Transmitter:	Roc Hobby 2.4GHz 4-channel waterproof (kit)
Receiver:	Roc Hobby 15kg, metal geared, waterproof (kit)
Servo:	Roc Hobby 550-size 35-turn brushed crawler (kit)
Motor:	Roc Hobby WP1060 brushed 60A waterproof (kit)
Speed controller:	6-cell NiCd/2S-3S LiPo
Battery:	

### Optional parts:

ROC-C1031	-Roc Hobby 1:6 1941 MB Scaler Canvas Top
ROC-C1089	- Roc Hobby 1:6 1941 MB Scaler Machine Gun
ROC-C1102	- Roc Hobby 1:6 1941 MB Scaler M100 Trailer

### VERDICT

- + Value for money  
Awesome scale looks and performance out of the box  
Ability to customise
- No drivers figure

**RACER RATING: ★★★★★**


### CONTACT

CML Distribution Ltd  
Saxon House  
Saxon Business Park  
Hanbury Road  
Bromsgrove  
Worcestershire  
B60 4AD  
Tel: 01527 575349  
E-mail: info@cmldistribution.co.uk  
Website: www.cmldistribution.co.uk



# A Guide to Wet Car Prep

If you are a serious touring car racing in the UK, then preparing a car for wet conditions is an important part of the competition scene so here is Olly Jefferies's guide to the adaptations he has carried out to his Xray T4'20 for the 2021 season

 Racing in the rain can be a bit of a disaster if your preparation isn't 100 per cent. The cars and equipment we use is designed to be used in dry conditions, so it can be a bit daunting taking your new £150 speed controller out onto a flooded track. Many companies are now offering waterproof electronics, which takes away the worry and time needed to ensure you will make it to the end of the race. Looking back ten to 15 years ago, it was simply a case of finishing the race and you would get a good result, but that has all changed. Now not only do you need to finish, but you also need to be fast. Rarely you will see cars not finishing due to water problems as everyone has learnt what is needed to keep running and everything working as it should.

## **FACTORY SEALED**

Hobbywing and Sanwa are just two brands that now offer waterproof electronics so you won't need to take anything apart and go through the process yourself. These two lines of products are fitted in my car and they have been faultless. If you don't have the option of this the best product we use is Plasti Dip that can be found on places like Amazon and eBay for around £10. It's a thick rubber liquid that sets over the course of a few hours. You can get this in many different colours, but black is usually the best option for TC racers like me who want a stealthy, clean look. If you're confident in taking your equipment apart you will need to cover the circuit boards in conformal





Fortunately there are not too many puddles on this wet track



Olly's pristine work area and the important tools of the trade



Keeping dry whilst marshalling - olly & mum

coating, which is a protective electrical lacquer. A small nail polish-sized bottle is available for around £5. Spending £10 to £15 on these items can potentially save you hundreds of pounds and will be more than enough to waterproof multiple components. Even when using the waterproof products you will still need to seal up any leads that plug into receiver and sensor lead so it's a worthy investment.

### TESTING SETTINGS

In terms of car set-up, testing in the wet is always tricky. The track changes all the time even if its constant rain. It's either getting wetter or drying so the lap times can vary by seconds over the course of a short period of time. For the rain you want make things easier to drive so we start with a softer car that will help along with adding more droop as the ride height will need to be increased. Going

softer on shock oils and a lower spring rate can help, as well as disconnecting the anti-roll bars. The car doesn't need to be right on the weight limit so a slightly heavier body shell can also help calm the car down. Going with your dry set-up is a good starting point and tune it from there. With regards to power, in modified we tend to back things off yet still keeping the same top speed as in the dry. Using the adjustments on the speed controller

The completed wet car with tyres fitted and battery connected for bench testing



# RACER INSIGHT - OLLY JEFFERIES DIARY

we decrease the bottom-end power to reduce wheelspin so I like to run with very little or no boost, and just use the turbo setting for the main straight. If you're unsure, I recommend running the speed controller in blinky mode as a good start. In the stock classes you are always limited on power so just keep settings the same. If you do need to tame things down, one easy way to reduce the amount of power available is to limit the voltage when charging. Instead of charging your LiPo up to

8.4V simply drop it down to 8.2V and this will have a huge effect on the power feeling. On the subject of battery packs, a slightly heavier battery can help to so you don't always need the latest and greatest LiPos for the wet.

In terms of chassis flex, we usually increase this a little, but you don't need to go crazy by making everything super bendy. In some cases you can get good grip when it's extremely wet so if its flexing too much the car can become unstable.

## AFTER-RUN TREATMENT

After each race rebuilding the car is important. Obviously rust can be a problem so giving critical parts of the car a spray with WD40 after use is good for increasing their life. Parts don't usually get too worn out in the rain as the speeds are much lower, but this is only if you look after them. If you simply put the car on a shelf after using it in the rain it will not be too happy next time you come to use it!

**“You get the same amount of points when its wet or dry so make it count!”**



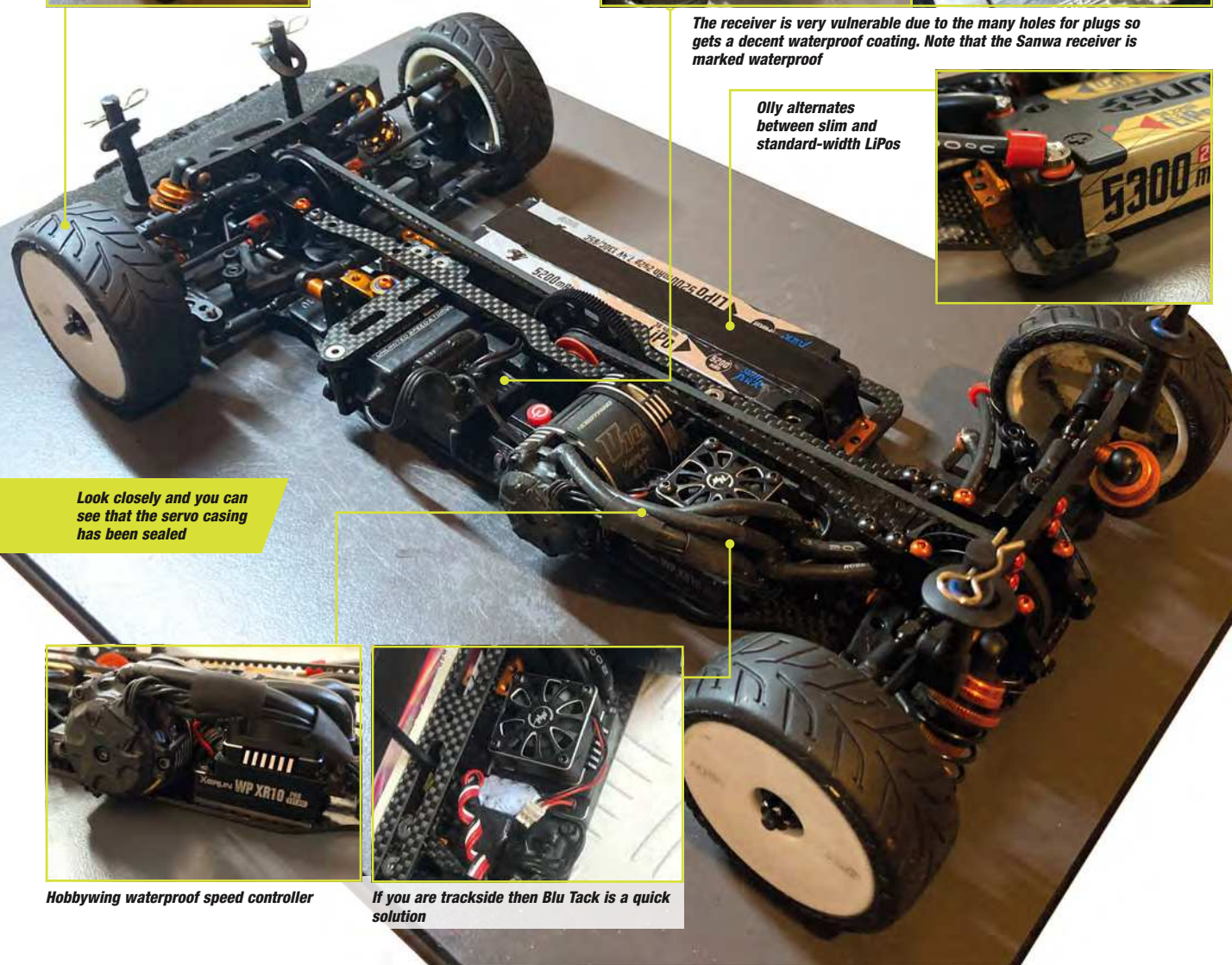
The wet tyre used in the UK is a directional one



The receiver is very vulnerable due to the many holes for plugs so gets a decent waterproof coating. Note that the Sanwa receiver is marked waterproof



Olly alternates between slim and standard-width LiPos



Look closely and you can see that the servo casing has been sealed



Hobbywing waterproof speed controller



If you are trackside then Blu Tack is a quick solution



A drying race track

### RUBBER VALUES

When it comes to tyre prep TC racers are very limited as additive is banned on all wet tyres. We are still able to warm them which helps, but not as critical as it is in the dry. If your planning on using a new set of tyres make sure you give them a run or two before the race as fresh out the packet they will not perform to their maximum. If you only use wet tyres on a wet track they will last a long time as they don't tend to wear, but as soon as dry patches appear on track they will grain fast. After your race leave them to dry so the insert inside the tyre doesn't rot and this will increase their life. If you have ever seen a wet tyre explode on the track, this is basically due to the belt and tyre rotting, and then letting go at high speed - it's an impressive sight and one to avoid naturally!

### BLACK MAGIC?

Apart from that, sadly we don't have any magic tricks, just simply practice as much as you can. Many drivers head's drop when it rains, but you get the same amount of points when its wet or dry so always good to make it count!

*aj*



**The black-coloured Plasti Dip is almost invisible**



## Summary

Martin Dingle is a popular contributor to Iconic RC and his frequent posts are always of much interest. I last bumped into Martin at Revival 2020 and it is always a pleasure to chat with him and also see what rarity he's brought along to put onto the track. I'd like to thank Martin for his contribution to the magazine this month and to the whole vintage community as a whole.



### Enduro Gatekeeper Rock Crawler/Trail Truck Builder's Kit

Aimed towards the serious RC rock crawler enthusiast, the new Enduro Gatekeeper kit is packed full of performance features starting with the Gatekeeper Suspension package (GKSTM) consisting of rear trailing arms that move the shocks forward, allowing a larger window for shock tuning and providing improved weight bias. The trailing arms are paired with a rear anti-roll bar for a more stable and consistent suspension when crawling on the rocks. An adjustable aluminium track bar mount is firmly bolted to the chassis rail gives the Enduro GK more reliable and responsive steering without the flex. Shock mount inserts with multiple mounting positions allow for precise suspension tuning whether it's moving the shocks up, down, forward or back.

The Enduro GK is built on a stamped steel C-channel Enduro chassis and retains the same features with the addition of hard plastic components and machined steel pivot balls. The behind-the-axle (BTA) steering link greatly improves approach angle and front-end clearance, making rough terrain much easier to handle. The Stealth X gearbox features the ability to adjust the rear drive ratio independently from the front drive across three levels: stock overdrives the front end 5.7 per cent (included with kit), option 1 provides a one-to-one drive ratio front-to-rear (available separately), and option 2 overdrives the front end 11.83 per cent (included with kit).

Feeding the power to the tyres are 3-piece telescopic driveshafts with an extruded aluminium centre section, universal front drive axles, and hardened steel ring and pinion gears. The new Gatekeeper moulded cage and polycarbonate panels are a perfect fit, and for scale looks you get an interior with moulded driver and passenger heads along with detailed decal sheet. The removable hinged body mount makes accessing the electronics and working on the chassis a breeze. Factory Team option parts are included like bronze shocks, steel wheel hexes, machined metal pivot balls and lower high-clearance front links, whilst a rear anti-roll bar helps keep the rear suspension stable while driving over rough terrain and improves climbing performance.

#### Features:

- Behind-the-axle (BTA) steering
- Aluminium steering plates
- CMS (Chassis Mounted Steering)
- Steel 25T servo horn
- Integrated servo winch mount
- Threaded aluminium shock bodies
- Stamped steel frame rails
- Aluminium motor plate
- Optimised ball cups for more fluid axle articulation
- Telescopic driveshafts front and rear
- Extruded aluminium driveshaft splines
- One-piece rear axle design
- Splined front axle with adjustable caster
- Universal front drive axles
- Machined input pinion gear
- Metal ring gear
- Machined steel top shaft
- Heavy duty 5mm diameter steel links
- Metal ball bearings

40110 Enduro Gatekeeper Rock Crawler/Trail Truck Builder's Kit

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



### Sparmax Quantum Orange Compressors

The latest addition to the Sparmax range are these Quantum Orange Compressors feature everything you need for spraying and are finished in a striking orange metallic pearl colour. Each model is fitted with a mounted adjustable pressure regulator, moisture filter, twin airbrush holders and an air tank mounted pressure gauge. They also come equipped with two 1/8" BSP air outlets; both with quick disconnect fittings (female) for easy disconnection of the hose, plus two 3M braided hoses with quick disconnect (male) fittings. With the extra air outlet, you can now connect airbrushes beforehand and switch between the two with ease.

C-TC-610H-QUO	Sparmax TC-610H Quantum Orange Compressor	£229.99
C-TC-620X-QUO	Sparmax TC-620X Quantum Orange Compressor	£259.99

**AVAILABLE FROM:** The Airbrush Company  
**WEBSITE:** [www.airbrushes.com](http://www.airbrushes.com)  
**CONTACT:** 01903 767800



### Reedy Electronic Power Switch

Reedy's Electronic Power Switch is a reliable and versatile alternative for 1:8 racers fed up with failure-prone mechanical switches. The LiPo mode option prevents over-discharging your receiver battery while on-board LEDs serve as a battery capacity indicator displaying real-time state of charge. The lightweight and compact design mounts with double-sided tape or use the included transponder mounting bracket, depending on your desired configuration.

#27035 Reedy Electronic Power Switch

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



## Reds Racing 721 Scuderia Superveloce SV

Reds Racing's new off-road engine is the 721 Scuderia Superveloce SV available in a limited edition of just 200 pieces. Red's main objective was to develop a super-fast engine able to guarantee a good fuel economy so it features a number of new components starting with an extra tuned sleeve and crankshaft.

This special modification to the sleeve and crankshaft by Mario Rossi increases engine power noticeably and guarantees good fuel mileage at the same time. The new Airboost Backplate has been designed for increased mid- to high-RPM power, increased fuel efficiency and faster return to idle. All carburetors come with a special sealing ring to increase sealing and tuning stability. The total matt black cooling head with green surface pays respect to the 721 Scuderia design, with the engine supplied in customised packaging.



**AVAILABLE FROM:** Kyosho UK  
**WEBSITE:** www.kyosho-europe.com  
**CONTACT:** 01992 893339

## Reds Racing Z8 Pro Gen2

The new Z8 Pro speed controller for 1:8-scale is now available and the result of over a year of testing and development from the Reds Racing team drivers. The manufacturer decided to improve both the power board and the control board with new components for higher reliability and durability and for better cooling. The fan polarity has been changed to make it compatible with 1:10 ZX speed controller and with other fans on the market, with a new lightweight fan protector to improve fan blades reliability and increase cooling efficiency. Furthermore, they have developed a new 30mm optional fan with ball bearings and a full aluminium case. The new aluminium fan has been specifically developed to guarantee up to 28000RPM and to dissipate heat in hot conditions and to improve durability. This fan is only sold separately as an optional part. The aluminium frame work adds strength to the assembly, helping protect the fan blades in the event of a crash. The 30mm aluminium fan has been developed for Reds 1:8 Z8 Gem speed controller version and for Reds 1:10 ZX Pro speed controller and 1:8 Z8 Gen2 speed controller.



SPC00013 Reds Z8 Pro 1:8  
Competition V2  
SPC00014 Reds Z8 Pro 1:8  
Competition V2 With Program  
Box Combo

**AVAILABLE FROM:** Kyosho UK  
**WEBSITE:** www.kyosho-europe.com  
**CONTACT:** 01992 893339

## Spektrum SR6200A AVC Surface Receiver

Built around their frequency-agile DSMR technology, the compact Spektrum SR6200A 6-channel DSMR receiver features AVC (Active Vehicle Control) technology that increases your stability on tough terrain, and is compatible with Smart Technology, to provides real-time telemetry data when used with a Smart speed controller and Smart battery. The SR6200A receiver throttle port includes Smart Throttle that automatically detects when a Smart throttle electronic speed control is plugged in and the throttle port will begin to operate in Smart throttle mode. When combined with Smart speed controller and Spektrum Smart LiPo batteries, the SR6200A can pass along a multitude of helpful telemetry and battery data without the need for additional modules, sensors or wires. If a standard speed controller or servo is plugged into the throttle port on the SR6100AT receiver, the throttle port will operate normally like any conventional receiver. Other features include a long antenna for better range and reception and a water-resistant "Reliakote" coating to protect the electronics.



SPMSR6200A Spektrum SR6200A AVC  
Surface Receiver

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

## Pro-Line 2017 Raptor Clear Body for Traxxas Rustler 4x4

The new 2017 Ford F-150 Raptor truck body for the Traxxas Rustler 4x4 sees Pro-Line replicate all of the rugged Raptor's style and attitude and offer it as a direct fit onto the stock cage and body mounting system.

This body completely transforms the Rustler 4x4 and allows for a custom paint job to be added. The body comes pre-cut from the factory so you just need to add paint along with the stock internal cage/body mounting system.



3528-17 Pro-Line Pre-Cut 2017  
Ford F-150 Raptor Clear Body for Rustler 4x4

## Protoform Chevrolet Corvette C8 Clear Body for GT12

Protoform is now offering the Chevrolet Corvette C8 for 1:12-scale pan cars. This officially licensed body is perfectly suited for GT12 class racing, carrying over all the details of the full-size model including aggressive cab forward design, front splitter and sculpted side doors and vents. The C8 fits any 1:12 pan car or GT12 specific chassis and is formed from high-quality lightweight polycarbonate with paint-then-peel overspray film. It also includes an add-on rear wing with multiple trim heights for aero adjustability, wing mounting hardware and window masks.



1575-20 Protoform Chevrolet  
Corvette C8 Clear Body for GT12

## Pro-Line Axis Light Weight Clear Body for Xray XB4

The Axis body for the Xray XB4 features a super low-slung design with sharp lines, featuring a cab-forward design that provides enhanced steering response while the small side fins balance out the rear of the car with ideal side-bite. The rear of the Axis body has the right amount of clearance for the gearbox and fits the chassis and bulkhead shape of your race buggy perfectly. Made in the USA, the Axis is made from lightweight polycarbonate material and includes two Air Force II 6.5" rear wings, paint-then-peel overspray film, window masks and Pro-Line decals.



3556-25 Pro-Line Axis Light Weight  
Clear Body for Xray XB4

## Pro-Line 1972 Plymouth Barracuda Drag Car Clear Body

The iconic 1972 Plymouth Barracuda body is now available for the growing SC drag racing scene courtesy of Pro-Line. This ultra-scale body captures all the signature details of the iconic 'Cuda, as well as an extensive decal sheet with Hemi quarter-panel livery graphics and optional add-on spoiler. This makes it perfect to convert a Slash 2WD or Associated Electrics DR10 into a scale quarter-mile racer.

3550-00 Pro-Line 1972 Plymouth Barracuda Clear  
Body for Slash 2WD Drag Car and AE DR10



**AVAILABLE FROM:** CML Distribution  
**WEBSITE:** www.cml-distribution.co.uk  
**CONTACT:** 01527 575349

# TEST SESSION

What: AccuRC 2.0



## A Sim For All

AccuRC 2.0 is the latest in RC sims, that aims to simulate it all - cars, aircraft, drones and helicopters. The developers Trasnatech sent us a copy to try for ourselves, so read on to see how contributor Tom Stacey got on

It's been a while since I used a flight sim on the computer, in fact, going back through all my old boxed software (what was that?!) it would appear that I last had RealFlight 7, which was 7 years ago in 2013. As I'm mostly an Apple Mac user, running that software required a PC at the time, this isn't something I really have the money or energy to keep up to date, as well as my Mac. However, as something to keep my thumbs in during the winter, the idea of a sim really appeals, and the draw of AccuRC 2.0 was that it works on Mac (albeit as a Beta) as well as PC. As I write this, it's actually a beautiful December day, and I really want to be out flying, but my kit is arguing it is hibernation time, so best to stick to the sim then!

As our seasoned readers will know, I am into RC cars, helis and drones, and even fly the odd plane too, so what appealed about this software was that it simulates all of these, so you can get your kicks/practice even if it is blowing a hoolie out there and pouring with rain. I'll make the point now that the car side isn't as good as the

flight side - the physics are there, but I feel, even with the different camera views, it isn't a replacement for the real thing. The flight side I was really impressed with however, but read on to find out the verdict..



### EN VOGUE

I'd been keeping an eye on AccuRC for a while now - an ex-colleague who used to edit a number of RC titles asked me if I'd played with it as he'd heard good things, and I'd spotted that it would soon feature the OMP Hobby M2 heli, which I'd just purchased a real one of. This was what was really appealing to me - AccuRC 2.0 features real

models, rather than generic 500/700 helicopters and the like, and so for me, this meant I could practice with the actual models I own. As well as the OMP M2, the developers have also worked hard to integrate it to another of 2020s most popular products; the Radiomaster T16S transmitter. So armed with a code to download the software from Steam I set about in-stalling it.

### HOT STUFF

Steam ([www.steampowered.com](http://www.steampowered.com)) is also one of the big differences with this software. Rather than downloading it from the developers website or buying boxed software in a hobby shop, AccuRC is distributed through Steam; a platform for buying and

playing more traditional video games, so if you're a gamer, you'll already have the software and be familiar. If not, it is easy to get your head around and it has the bonus of keeping the sim up to date and secure. Be warned, like most games, it is a large download at around 12GB, so if you're on a slower connection, be aware you may want to leave it a few hours!

## EVERYTHING IN ONE BOX

Once installed, you are greeted by a set-up wizard which aims to get the software running best on your Mac or PC, and lets you set-up your transmitter. In terms of transmitter support, it is pretty comprehensive, with everything from gamepads, to wired and wireless traditional transmitter simulator adapters, OpenTX transmitters (via the in-built USB) and even through your soundcard via a 3.5mm jack! The good news is that it certainly doesn't require an expensive bespoke dongle. I used the aforementioned Radiomaster T16S, and there is a good set-up guide for that at <https://youtu.be/lpEbAP-9cDs>. The rest of the software interface is pretty simple and intuitive with a tiled interface that gives you access to the various options. When playing you have a quick navigation 'circle' that gets you back to the main options with one click too – I found this a really useful feature.

## HOW DOES IT PERFORM?

Flight sims are a really handy thing to have, and I must admit, when I ask fellow heli fliers how did they learn to fly 3D, I reckon 95 per cent say 'on the sim'. They definitely save you a lot of crashes without doubt. They are not quite a substitute for the real thing though, and I think never will be as the perspective you get from them isn't quite like reality, albeit with VR goggles I think it'll be better as they get more widespread and supported by developers. However, I think AccuRC is at least as good as any other RC flight sim I have ever played and significantly closer to real RC than some of the sims you see on the App stores. The developers of this software make big claims about this one being the closest to reality you can get, and in some ways it's right, as you can select an incredible amount of changeable parameters from servos, to blades, flight controller behaviour et cetera. All the big name sims are pretty good though these days, but what really sets AccuRC apart is the price – it is at least half the cost of most competitors. The models are also super realistic, and as I said, real RCs too, which is brilliant as it isn't the case with sims of this price normally. The car section, I think, needs more work. There are two 1:8-scale models from Mugen Seiki included with the sim – the MBX-6 (nitro) MBX-6 Eco (electric) – and as someone who has raced RC buggies for 30 years, it just wasn't the same for me. But my primary interest in the sim was to fly a heli, and for this, it does really well so I'm not too worried. Also, there are a couple of DJI drones included, but without simulating the camera and app interface, it just doesn't seem to really have a purpose.

If the above sounds negative, then please don't misunderstand what I think of AccuRC because actually it is a stunning piece of software for the money, and also gets significant updates and upgrades through the Steam platform, currently, for free. At some stage it will probably morph into AccuRC 3.0 (or 2.5) and will no doubt require an extra purchase, but for now, it seems to be getting better with each release, for no extra cost. I mentioned the Apple Mac thing earlier – supposedly, this support is only Beta, and I did get an issue when it updated that it wouldn't launch, but after re-installing it was fine and so far, I've had no other issues running on a Mac which is great.



## Summary

Overall, I really enjoyed my time with AccuRC – it has tons of models included that are officially supported, and a whole lot more community ones you can download. Everything is tweakable on the models – even the battery which it attempts to emulate too! I love how I can use it with my favourite transmitter, and the community support is good too. The price is incredible too and the developers are really engaged with the programme. If your thumbs are feeling a bit too cold when you go out this winter then try AccuRC, especially if you're a heli or plane fan.

## Model Availability

As well as cars, here is a rundown of nearly a hundred models currently available in AccuRC 2.0 including nitro and electric helis, planes and drones

### Drones:

- Align MR25 Yellow
- Align MR25 Red
- Armatton Chameleon
- DJI Inspire
- DJI Phantom
- Emax Nighthawk
- Scorpion SkyStrider 280

### Helis:

- AccuRC AH-64 Apache
- Alees Rush 750
- Align Airwolf 700E
- Align Airwolf 700N
- Align Bell 222 700E
- Align Bell 222 700N
- Align MH6 Little Bird 700N
- Align TRex 450 Pro DFC
- Align TRex 500 Flybar
- Align TRex 500 SE
- Align TRex 600 ESP
- Align TRex 600E Pro Flybarless
- Align TRex 600E Pro DFC
- Align TRex 600N DFC
- Align TRex 600N Flybarless
- Align TRex 700E Flybar
- Align TRex 700E Flybarless
- Align TRex 700N Flybar
- Align TRex 700N Flybarless
- Align TRex 700X
- Compass Chronos
- Compass eXo 500
- Compass Warp 360
- CY Youngblood Rave ENV
- E-Flite Blade 130X
- Gaiji X7 FZ
- HD Helicopters 750
- Heli-Professional Soxox Strike 7
- JR Forza 700
- KDS Agile 5.5
- KDS Agile 7.2
- Lynx Oxy 5
- Mikado Glogo 690 SX
- Mikado Logo 200
- Mikado Logo 480 XXtreme
- Mikado Logo 550 SX
- Mikado Logo 600 SX
- Mikado Logo 600 SE
- Mikado Logo 690 SX
- Mikado Logo 700
- Mikado Logo 800
- Minicopter Diabolo
- MSH Protos 700X
- MSH Protos 700X Evoluzione
- MSH Protos 800X Evoluzione
- MSH Protos Max V2L
- MSH Protos Nitro
- OMP Hobby M2 V2
- OMP Hobby M2 Explore
- Oxy 5 MEG
- Oxy 5 MEG (6S)
- SAB Goblin Comet
- SAB Goblin Fireball
- SAB Goblin Havok
- SAB Goblin Kraken 580
- SAB Goblin Kraken
- SAB Goblin Nitro
- SAB Goblin Nitro Sport
- SAB Goblin Urukay
- SAB Goblin 380
- SAB Goblin 570
- SAB Goblin 570 Sport Line
- SAB Goblin 700 Green
- SAB Goblin 700 Yellow
- SAB Goblin 700 KSE
- SAB Goblin 770 Sport
- SAB Goblin Black Nitro Sport
- SAB Goblin Black Thunder Sport
- SAB Goblin Black Thunder T
- SAB Goblin Black Thunder Sport Drake Edition
- Synergy E7
- Synergy N556
- Synergy N556S
- Synergy N7
- Synergy 516
- Synergy 516S
- Synergy 696
- Synergy 766
- Tarot 600
- Thunder Tiger Raptor 50 SE
- XLPower Specter 700

### Planes:

- Hangar 9 Alpha 40 Electric
- Hangar 9 Alpha 40 Nitro
- Hangar 9 P-51 Mustang
- Hangar 9 P-51 Mustang Camo
- Kyosho Spitfire Electric
- Kyosho Spitfire Nitro
- Sebart Angel S 50E
- Toplite AT-6 Texan

Please bear in mind that the developers are constantly adding new models so this list will continue to evolve. You can find out all the details and specs of the models listed by heading to <https://accurcimulator.com/models/>

## CONTACT

### AccuRC 2.0 Info

- Developer: Trasnatech
- Website: [accurcimulator.com](http://accurcimulator.com)
- Available from: Steam Store (PC and Mac) / [www.steampowered.com](http://www.steampowered.com)
- Version Tested: 2.0.14
- RRP: \$49.99

### Losi Super Baja Rey 2.0

The Super Baja Rey 2.0 comes equipped with Spektrum Smart and is Losi's new top of the range 1:6-scale desert truck. It uses the Super Rock Rey chassis, but with around 25mm added to the wheelbase and morphed to it is the front-end from the Super Baja Rey. The Spektrum Firma Smart 160A 8S speed controller and 750kv Firma 1:6 5687 brushless motor allows the SBR 2.0 to achieve high speeds, and changing the battery is just as fast with a bottom-loading system. Front and rear LED light bars keeps the fun flowing at night with drivers stay in control via a DX3 transmitter, a Spektrum 6100AT AVC receiver with steering priority, and officially licensed Method Racing Beadlock Wheels and BFGoodrich Mud-Terrain T/A KM3 tyres. The new Brenthel Trophy Truck body is modelled on the actual race truck providing an aggressive, scale-detailed look.

LOS05021T1/T2 Losi Super Baja Rey 2.0 1:6 4WD Electric Desert Truck

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



### Revolution Design B6.2 +3mm LCG 7075 Aluminium Chassis

New from Revolution Design is the +3mm aluminium chassis for the ultra-popular Team Associated B6.2 2WD buggy. It offers an optimised length for an easier to drive car especially in high-bite track conditions such as EOS carpet and Astroturf, allowing to pull faster single laps while offering greater consistency at the same time. The chassis has the same wheelbase specification as the AE91850 B6.2 +3mm chassis and it is machined of aircraft-grade 7075 aluminium for strength and optimised flex characteristics while the black anodised surface ensures high durability and factory looks. Machined silver edge details and laser-etched logos ensure surface protection on the track and visual impact in the pits. What makes the chassis also stand out is a new low-profile motor position that is accessible through a cut out in the chassis and the included 7075-T6 motor plate. Both the chassis and motor plate work exclusively with the laydown gearbox and in addition to the low profile motor position, the main plate also uses a lowered battery position for an even lower overall centre of gravity and cool looks with machined slots left and right of the battery pack compartment. The chassis is compatible with most "under servo" and "under electronics" weight sets.

RDRP0309R2 Revolution Design B6.2 +3mm LCG 7075 Aluminium Chassis

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



### Shimizu F1 Tyres

The newly Schumacher manufactured, legendary Shimizu F1 tyres are now available. They are the result of many months of work and are built on the CRC wheel. These V2 spec pre-glued tyres are best suited to carpet racing, and are available as one front tyre option in soft compound and two rear, medium and soft.

XG-571C Shimizu F1 Fr Tyre Soft - Pre-Glued V2 - pr  
 XG-572C Shimizu F1 Rear Tyre Med - Pre-Glued V2 - pr  
 XG-575C Shimizu F1 Rear Tyre Soft - Pre-Glued V2 - pr

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

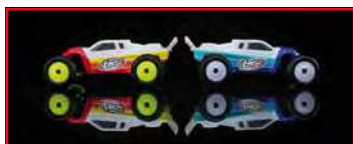


### Losi Mini-T 2.0

Reinvented with modern technology and Team Losi Racing engineering, the famous Losi 1:18-scale Mini-T is back in 2.0 form. The Mini-T 2.0 is a brushless 2WD truck that honours the heritage of the original Mini-T. A powerful brushless 2-in-1 6000Kv motor/speed controller configuration is connected to a Dynamite 7.4V 2S 850mAh 50C LiPo battery, with a 2.4GHz radio to keep you in control. It features a mid-motor configuration for better balance, rear pin and front directional tyres, and a full range of option parts all in a total Ready-To-Run package. A 1.5mm thick 6061-T6 aluminium chassis plate is at the heart of the truck and provides a sturdy base for the threaded oil-filled shocks compete with threaded shock collars.

LOS01019T1/T2 Losi Mini-T 2.0 Brushless RTR 1:18 2WD Truck

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





# DATE-A-BASE

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

## JConcepts Finish Line Charger Bag

The new Finish Line charger bag by JConcepts helps clean up an otherwise difficult task in the pit bag. Based around a semi-rigid liner, the woven technical looking fabric is sewn over the top and inside, a soft fabric surrounds precious items in a compact setting with four internal dividers capable of holding in several components. There is the ability to flip and rotate four separate dividers to create alternate spacing or coverings. The lid features two pockets on the inside and one outer pocket to drop in items like instruction manuals or additional charger cables and power cords. The bottom of the item has a canvas-type material creating a little more durability during storage and slides in and out of other racing equipment with ease. The bag is constructed with heavy-duty zipper closures and a top handle for easy handling and carrying ability.



#2812 JConcepts Finish Line Charger Bag  
With Inner Dividers

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

## JConcepts Silent Speed 17T Motor

The Silent Speed brushed motor by JConcepts is the perfect complement to monster truck racers looking to race sport-mod or scale/trail drivers looking for driveable and rebuildable power. One of the best aspects of brushed power is the ability to perform on a budget while performing at a high-level. The 17-turn Silent Speed motor with dual ball-bearings, adjustable timing can be torn-down, cleaned and re-brushed at any moment for consistent performance. The item is packaged into a handy cylinder giving it a retro vibe, and is cushioned at the bottom with a hard density foam. Also included is an instructional sheet for regular maintenance of the equipment and how, when, and where to go for updates, options and rebuilding items. The Silent Speed motor works well in single motor applications like Axial, Element and a variety of scale and monster truck vehicles using a 540 can-based motor.

Features:

- 540 based, 17T, rebuildable motor
- Dual ball-bearings, adjustable timing
- Stealthy looks, high-quality construction
- Removeable end-bell
- Eyelet built brushes for quick replacement
- Dependable, budget friendly power

#9003 JConcepts Silent Speed 17T  
Adjustable Timing Competition Motor  
#9005 JConcepts Silent Speed -  
Standard Brush (2)  
#9006 JConcepts Silent Speed -  
Standard Springs (2)



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

## TLR 8ight-XE Elite

The all-new Team Losi Racing 8ight-XE Elite buggy builds on the championship-winning heritage of its predecessors with updates to the suspension geometry and drivetrain as well as the chassis layout that make it both easier to drive and tougher to beat. Plus, it includes the option parts TLR's award-winning race team has used to win races around the world. A combination of features include a carbon centre diff brace, 3.5mm shock shafts, aluminium front brace, front universals, 10mm wing riser, wider hexes, new pistons, carbon fibre arm inserts, polycarbonate wing and updated rear CVA axles.

TLR04011 TLR 8ight-XE Elite Race Kit

**AVAILABLE FROM:** Logic RC  
**WEBSITE:** [www.LogicRC.com](http://www.LogicRC.com)  
**CONTACT:** 01992 558226



## FEBRUARY

1	I:10 off-road indoor winter series	Slough*
7	I:10 off-road indoor winter series	Midlands Raceway
7	I:8 off-road winter series	Herts
7	Midlands Indoor Carpet Championship	Telford
7	I:8 off-road winter championships	Navan
7	Winter Whip	Hastings
13	I:10 off-road indoor winter series	Silverstone
14	I:10 off-road winter series	Eden Park Raceway
14	I:10 off-road winter series	Stofford
21	I:8 off-road winter championships	Navan
21	I:10 off-road	Hastings
21	I:10 off-road winter series	Surrey & Hants
21	Essex Carpet Clash	Brentwood
21	BRCA Formula 1 Indoor National	Tamworth
21	Winter Cup	Durham
21	I:8 off-road winter series	Herts
24	I:10 on-road winter series	GMCC
26-28	Old School RC Euro Masters	Megadrom Geilenkirchen, Germany
28	I:10 off-road winter series	Barham

## MARCH

7	I:10 off-road indoor winter series	Midlands Raceway
7	I:8 off-road winter series	Herts
7	Astro Masters	Navan*
7	I:10 off-road	Hastings
12-14	EFRA GT12 European Cup	Scandiano, Italy
13	I:10 off-road indoor winter series	Silverstone
14	I:10 off-road winter series	Eden Park Raceway
14	I:10 off-road indoor winter series	Slough*
14	2021 Astro Masters	Navan*
14	I:10 off-road winter series	Stofford
21	I:10 off-road	Hastings
21	Winter Cup	Durham
21	I:8 off-road winter series	Herts
21	Large-Scale Summer Championship	SERCCC
24	I:10 on-road winter series	GMCC
28	I:10 off-road winter series	Barham

## APRIL

4	I:10 off-road indoor winter series	Midlands Raceway
5-12	Dirt Grand Prix 2021	Nemo Raceway
10-11	BRCA Club Sport Large-Scale Series	Mendip
11	BRCA I:10 TC Clubmans Championship	Coastal
11	I:10 off-road	Hastings*
18	MTC National	Eastbourne
18	Large-Scale Summer Championship	SERCCC
24-25	Iconic Cup	Mendip
25	I:10 off-road	Hastings*
25	Winter Cup	Durham

## MAY

1-2	BRCA Club Sport Large-Scale Series	Halifax
2	BRCA I:10 TC Clubmans Championship	Adur
9	MTC National	Forest of Dean
9	Large-Scale Summer Championship	SERCCC
15-16	Iconic Cup	West London
29-30	Iconic Cup	Carlisle
30	BRCA I:10 TC Clubmans Championship	Cotswold

## JUNE

4-6	Kyosho Masters	Sucy-en-Brie, France
5-6	BRCA Club Sport Large-Scale Series	Wombwell
6	MTC National	Southend
13	Large-Scale Summer Championship	SERCCC
19-20	Iconic Cup	Broxtowe

## JULY

4	MTC National	West Bridgford
4	Large-Scale Summer Championship	SERCCC
4	BRCA I:10 TC Clubmans Championship	Bedworth
10-11	Iconic Cup	Stafford
18	Large-Scale Summer Championship	SERCCC
25	BRCA I:10 TC Clubmans Championship	West London

## AUGUST

1	MTC National	EARCC
1	Large-Scale Summer Championship	SERCCC
7-8	BRCA Club Sport Large-Scale Series	Booklands
29	BRCA I:10 TC Clubmans Championship	Stafford

## SEPTEMBER

11-12	BRCA Club Sport Large-Scale Series	Craigavon*
19	BRCA I:10 TC Clubmans Championship	Aldershot
25-26	MTC National	MB Raceway
26	Large-Scale Summer Championship	SERCCC

## OCTOBER

2-3	BRCA Club Sport Large-Scale Series	Wombwell
-----	------------------------------------	----------

\*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.

# SERPENT

## INNOVATIONS



**COBRA**  
SRX8



**SPYDER**  
SRX2  
TEAM



**SPYDER**  
SDX4



**EVO**  
**COBRA**  
SRX8

**SPARES BACKUP**  
**SET UP ADVISE**  
**TRACKSIDE HELP**  
**READY TO RUN KITS**  
**ALSO AVAILABLE**

www.serpentuk.com  
email: sales@serpentuk.com  
tel: 07876 664422 (daytime)

**EDITORIAL:**

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

**ART:**

Design: **Peter Hutchinson & Alex Hall**  
Website Design: **Justin Noble**

**ADDITIONAL CONSTRUCTION AND CONTRIBUTIONS:**

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

**EDITORIAL, ADVERTISEMENT AND CIRCULATION:**

Racer Magazine, Doolittle Mill, Doolittle Lane, Tottenham, Bedfordshire, LUG 1QX  
Tel: **01525 222573**  
E-mail: **web@racer.com**

**CIRCULATION TRADE ENQUIRIES:**

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

**NEWSTRADE:**

Select Publisher Services  
3 East Avenue, Bournemouth BH3 7BW  
Tel: 01202 586848  
E-mail: **tim@selectps.com**

**SUBSCRIPTIONS:**

Racer Magazine, Doolittle Mill, Doolittle Lane, Tottenham, Bedfordshire, LUG 1QX  
Tel: **01525 222573**  
Rates: UK £42, Ire and Europe £56, Worldwide £69

**BACK ISSUES:**

Racer Magazine, Doolittle Mill, Doolittle Lane, Tottenham, Bedfordshire, LUG 1QX  
Tel: **01525 222573**  
Website: **www.racer.com**

**HOW TO CONTACT US:**

Tel: **01525 222573**

E-mail:

**enquiries@doolittlemedia.com**

Racer Magazine, Doolittle Mill, Doolittle Lane, Tottenham, Bedfordshire, LUG 1QX, England

THE NEXT ISSUE OF RC CAR RACER IS ON SALE  
4 MARCH 2021  
ISSN 1366-6916

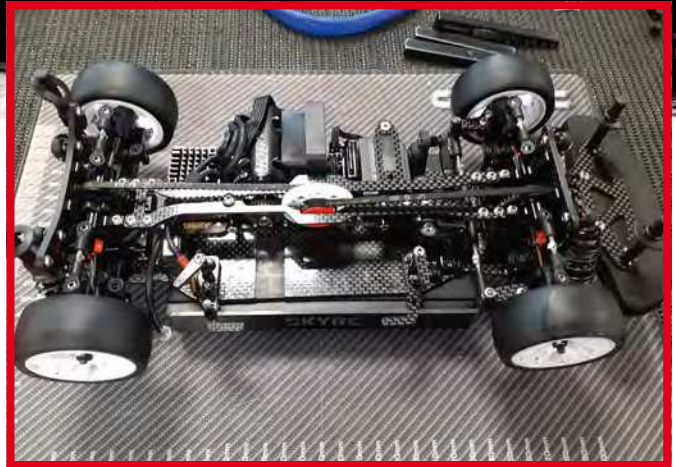
DOOLITTLE MEDIA

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

# COMING UP

## ON SALE: 4 MARCH 2021

**MTC NATIONALS** – the Mini Touring Car Nationals continue to gather momentum and the 2020 championship took place in full despite the best efforts of coronavirus to prevent it happening. Ahead of another full season in 2021 that takes place over six events at indoor venues all around the country, Mark Young, the main man behind the MTC Nationals offers his guide to the series, the classes on offer, the drivers to watch and much more in next month's insight.



**WRC ST2.1** – based on the WRC brand's 4WD STX.7 touring car model, the new ST2.1 is a front-wheel drive racer that will go head-to-head with its competition in the growing class. Distributed by JC Racing, WRC is a new brand to the pages of Racer but with assistance from the highly experienced Mark Burgess, we build the new ST2.1 in next month's issue ahead of an extensive running review once government guidelines allow.

**TAMIYA TC-01 FE GEN2** – this review has been some time in the making but the result has been truly worth it with a custom paint finish that faithfully replicates the Mercedes-Benz EQ Formula E design as raced by Stoffel Vandoorne and Nyck de Vries in 2020. The stunning Gen2 multi-piece body wraps itself tightly around the brand new Tamiya TC-01 chassis with its innovative design and trick inboard suspension.



**HALL BROTHERS** – two-thousand-and-twenty should have been a mega year for Jamie and Tommy Hall but as we all know too well, the majority of major racing events were cancelled and the opportunities didn't come about. As we start to look forward to the 2021 season, Racer gets some background to the teenagers from Solihull, find out what they have been up to, their thoughts on the RC scene as well as their plans for the coming year.

Also in the April 2021 issue, we bring you the latest RC news from around the world, the most up to date kits, hop-ups and spares available, as well as reports from around the country of club and regional action from race series and local competitions.

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

# NEWSAGENT COUPON

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

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

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

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

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

# A CHILDHOOD DREAM COME TRUE

In this feature we take a look at the 2011-spec Tamiya Fast Attack Vehicle that Steve Dunn has really made his own with a distinctive paint job and a selection of custom additions

As a kid growing up in the mid to late '80s, I loved to visit my local model shop on Saturdays. The completed models and dioramas on display in the window, and once inside the choice of model kits was mind boggling. On the lower tiers there were the small-scale 1:72 kits; the bulk of the kits were displayed at head height and were mainly 1:35, but what really left an impression on my young self was the top tier out of reach (and out of price range) larger 1:10-scale Tamiya radio controlled buggies.

Iconic names such as the Grasshopper, Hornet, Monster Beetle, Bigwig and Hotshot just to name a few looked so impressive with their amazing box art. I always wanted one but could never afford one. Luckily for me, Tamiya has re-released a number of these iconic models over the past few years. One such kit of that era to get re-released is the Fast Attack Vehicle (FAV), based on the US Army Special Forces buggy made by Chenoweth. Here was an opportunity for me to make a childhood dream come true, and also transfer some of the painting techniques used with smaller 1:35 tanks and AFVs.

Just opening the box is a feast for the eyes! Everything is well packaged; the parts trees pack out most of the box, with the semi-pneumatic tyres positioned in the top right corner. A separate small box contains the 540 motor, resin bumper, screw bags and gears. There is even a small tube of grease and a hex tool in there.

## DIAMOND DOGS DRIVER

I wanted to do something a little different from the box art, so I used the video game 'Metal Gear Solid V' for inspiration. One of the things you can do in that game is build up your own private army called 'Diamond Dogs' and despatch them on missions. With this in mind, I decided to



**WE!**

Tamiya have re-released a number of iconic models over the past few years, including the Fast Attack Vehicle based on a US Army Special Forces buggy. Here was an opportunity for the author make a childhood dream come true!



portray this vehicle as belonging to Diamond Dogs. As a coincidence that game is set in the mid '80s – the perfect timeline for this buggy!

The first thing I needed to do was change the driver from US Army to DD private army. To achieve this I rather brutally cut out the moulded plastic torso and replaced it with a resin bust of John Frost (from Arnhem Bridge fame) made by Mitches Military Models. After removing the moustache and cap badge I made a custom badge from lead foil. With a little more reworking and the addition of some after-market seat belts, he was ready

for painting. I began the painting process with the driver; the flesh tones were painted in oils and then the uniform was given a base of Humbrol 237 and 72. Then followed the camouflage pattern, which was achieved with Humbrol 105 Marine Green, 62 Leather and 33 Black.

Opening the FAV box is a feast for the eyes



The first thing Steve did was to change the driver from US Army to 'Diamond Dogs' private army by cutting out the moulded plastic torso and replacing it with a resin bust of John Frost (from Arnhem Bridge fame) made by Mitches Military Models

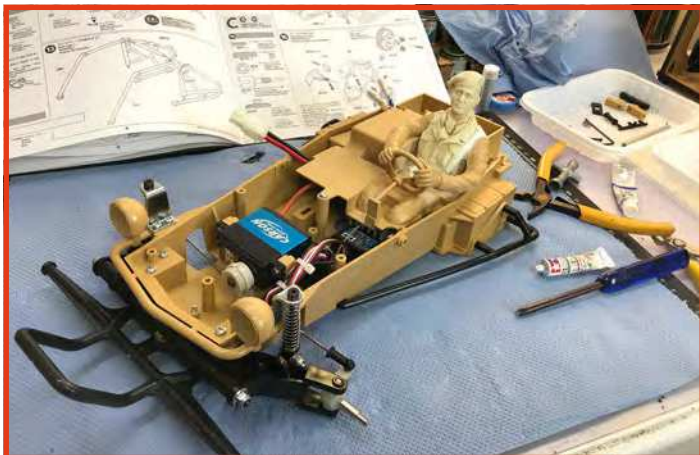
## BUGGY TIME!

With the figure complete, I began work on the buggy. It was an absolute breeze to build thanks to the comprehensive instruction manual therefore, it came together quickly. The only other additions were some sealed bearings to replace the plastic bushings in the kit plus a 3D printed engine and .50cal machine gun for the roof, both

made by Knight Customs. After fitting everything, I gave it a test run to make sure the radio gear was working, with that done it was partially stripped into sub-assemblies for painting.

Because I wanted to run this buggy and not just have it as a static display model, I decided to base-coat it with a spray can rather than using an airbrush, so for this I used a can of

Humbrol 237 Desert Tan spray. This was set aside to dry for twenty-four hours and then the MERDC camouflage was applied freehand with an airbrush. I started with a mix of Humbrol 105 and 226 for the green and once dry, this was followed with 33 Matt Black and finally 34 Matt White. Once the customised decals were applied, I sprayed several thin coats of Humbrol



With the figure complete work on the buggy itself could begin. It was straightforward to build thanks to the detailed instruction manual and came together quickly. The only other additions were some metal bearings to replace the plastic bushings that comes as standard in the kit



A 3D printed engine was installed, plus a .50 cal machine gun for the roof. Both items are made by Knight Customs

Satin Varnish to protect the paintwork from the weathering process. This was set aside for a further twenty-four hours before I applied a filter using Ammo by Mig 1510. Once dry, I simulated chipped paint using a mix of Humbrol 67 and raw umber oil paint.

The initial chips were applied with a piece of sponge, followed by some more detailed chips and scratches using a fine paintbrush. Next I applied

small dots of various colours of oil paint and with a flat brush moistened with white spirit, began to blend it in. When dry, this gives an impression of faded paint. After this, I painted some rust streaks using Humbrol 62 and burnt sienna oil paint and again, they were then blended using a flat brush moistened with white spirit. Washes of various dirt and rust colours were then applied.

For the final touches, I added fuel and oil

spills to the engine area with dark brown and black paint; the rust on the exhaust was achieved by first applying Deluxe Materials Scenic Rust and then applying some rust coloured Ammo by Mig pigment. The dusty tyre effect was accomplished by applying sand coloured Ammo by Mig pigment with white spirit, and then once dry they were dry-brushed using a mix of Humbrol 33 and 67 paints. ➤

The painting process began with the driver. The flesh tones were painted in oils and the uniform was given a base of Humbrol Enamel 237 and 72

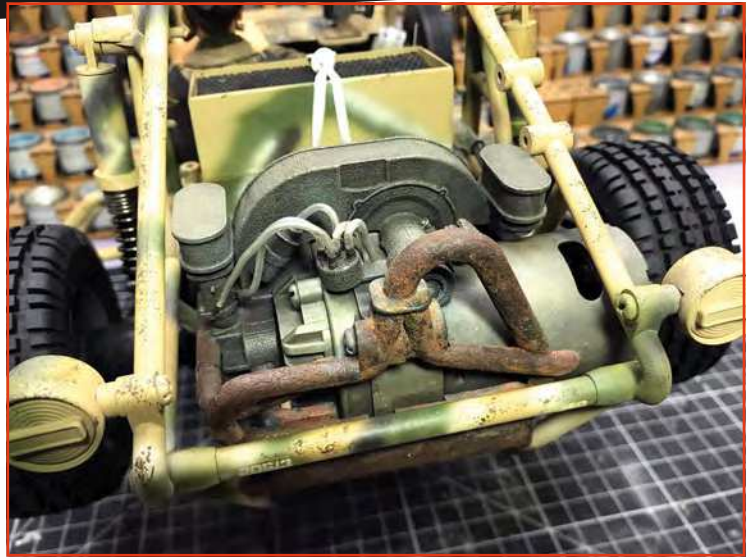


# RACER INSIGHT

■ What: Tamiya Fast Attack Vehicle



*Spray cans were chosen to paint the model rather than using an airbrush and for a can of Humbrol 237 Desert Tan spray was used. This was set aside to dry for 24 hours and the MERDC camouflage was then applied freehand by airbrush*

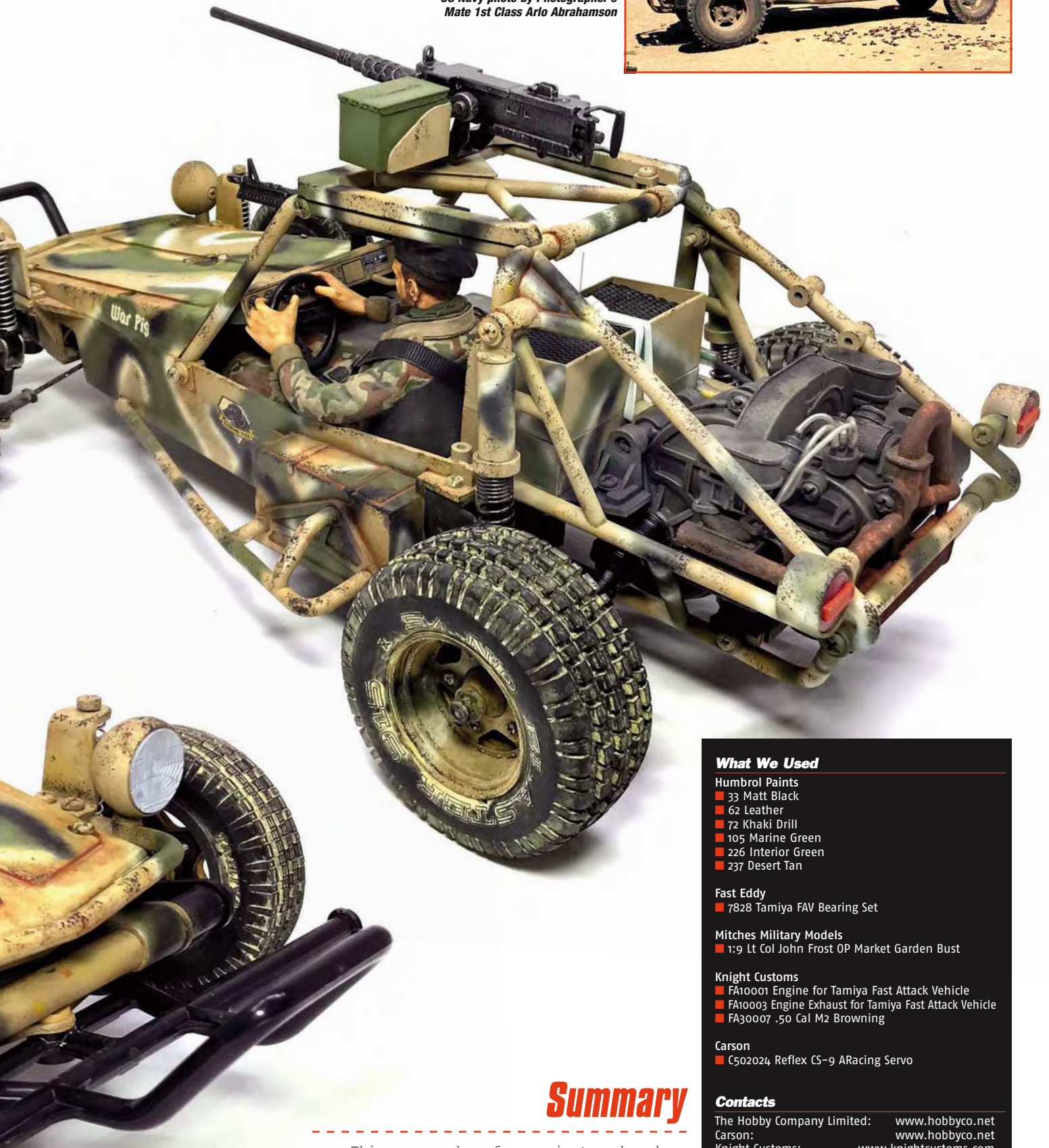


*A close-up view of the Knight Customs 3D printed engine that was painted and then weathered*





*Camp Doha, Kuwait on 13 February 2002. The US Navy SEALs operate Desert Patrol Vehicles (DPV) while preparing for an upcoming mission. US Navy photo by Photographer's Mate 1st Class Arlo Abrahamson*



### What We Used

#### Humbrol Paints

- 33 Matt Black
- 62 Leather
- 72 Khaki Drill
- 105 Marine Green
- 226 Interior Green
- 237 Desert Tan

#### Fast Eddy

- 7828 Tamiya FAV Bearing Set

#### Mitches Military Models

- 1:9 Lt Col John Frost OP Market Garden Bust

#### Knight Customs

- FA10001 Engine for Tamiya Fast Attack Vehicle
- FA10003 Engine Exhaust for Tamiya Fast Attack Vehicle
- FA30007 .50 Cal M2 Browning

#### Carson

- C502024 Reflex CS-9 ARacing Servo

### Contacts

- The Hobby Company Limited: [www.hobbyco.net](http://www.hobbyco.net)  
Carson: [www.hobbyco.net](http://www.hobbyco.net)  
Knight Customs: [www.knightcustoms.com](http://www.knightcustoms.com)  
Mitches Military Models: [www.mitchemilitarymodels.co.uk](http://www.mitchemilitarymodels.co.uk)  
Fast Eddy: [www.fasteddybearings.com](http://www.fasteddybearings.com)

## Summary

This was such a fun project and made a nice change of pace from my usual builds. It brings a smile to my face just looking at it and an even bigger one driving it!

# RACER BUYERS GUIDE

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

Bedfordshire

## SUNDON MODEL SHOP

**Tel. 01582 539969**

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

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

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

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

Derbyshire

## HOBBIES & MOOR

Mastin Moor Aquatics, 38 Worksoop Road  
 Mastin Moor, Chesterfield

**WWW.MOORHOBBIES.CO.UK**

Call **01246 470 555**

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

Hertfordshire

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

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

**FOR FULL DETAILS**

## HERTS RC MODELS

Westmill Farm, Ware, Hertfordshire SG12 0ES

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

Radio Controlled Model Specialists

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

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

Tel: 01920 466 995

**Fully Trained Staff**

Open Mon - Sat 10am to 6pm

West Midlands

## EURO AND ASIA MODELS

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

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

Open Mon - Sat 11.00am - 6.00pm

**1/8 BUGGY SPECIALIST**

Remote World 1:8  
 I.C. Car Club

**ALL CARDS ACCEPTED**

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

## MIKE'S MODELS

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

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

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

Note: Closed Wednesday & Sunday

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

Support BRCA and all local race meetings

**ALL CREDIT CARDS**

Proprietors race model cars & fly aircraft & helicopters

W. Yorkshire

## MODELSPORT UK

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

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

Mon - Sat 9.00 - 5.00 Closed Sun

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

Mail Order Specialists

**MASTERCARD/VISA/SWITCH**

Call for our latest prices

Devon

## ACTION MODEL CENTRE

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

34 Lucius Street, Torquay, Devon, TQ2 5UN

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

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

Torrs Tuesday nights

Paignton 7.45 - 10.00pm

**MAIL ORDER / ALL MAJOR CREDIT CARDS**

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

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

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

**FOR FULL DETAILS**



RADIO CONTROL CAR

# RACER

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

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



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

[www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)

HoBao PL FTX CML  
fastrax GP NOVAH YOKOMO

See the full range of all  
Tamiya Products

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

[RadshapeRC.com](http://RadshapeRC.com)

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

**PRO-LINE**

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

If you can see this so can  
1000's of customers

Contact [richard@doolittlemedia.com](mailto:richard@doolittlemedia.com)

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

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

Distributors for

SMD

ASBATA CRP  
SANWA Hitec  
DUALSKY CARLOS

[www.smdirect.co.uk](http://www.smdirect.co.uk)

Team Magic F4RS II  
and more... FLETA 4

**BEST PRICE**

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

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

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

**Modelsport UK**

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

If you can see this so can  
1000's of customers

Contact [richard@doolittlemedia.com](mailto:richard@doolittlemedia.com)

**AXIAL**

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

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

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

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

Find us on  
Facebook, search  
[racermagazine](https://www.facebook.com/racermagazine)

# They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

## TEARING UP THE RULE BOOK

THERE ARE MANY 1:10 TC BODIES OUT THERE IN 2021 THAT DESPITE THE RULE MAKERS INTENTIONS, BEAR LITTLE RESEMBLANCE TO THE CARS RACED ON FULL-SIZE CIRCUITS AND YET, THEY ARE 100 PER CENT LEGAL. SO WHERE ARE WE GOING WRONG?

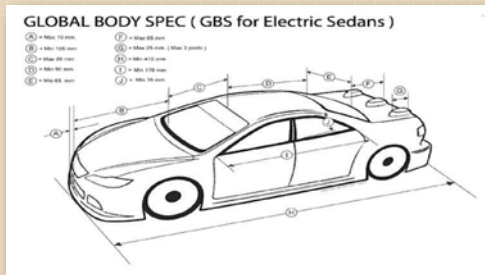
“Competition improves the breed” or so the saying goes. Well, consider the diagram and compare that to the body shell. The Global Body Shell (GBS) rules have been around for over ten years, brought about by the concern that, over time, competition would improve the body shell beyond all recognition as a touring car – or as the title says, a sedan. How is that going?

### WHEN IT WAS ALL ABOUT SCALE LOOKS

You can see what the founding fathers of the GBS rules were trying to avoid by looking at this latest release. It's effectively a homage to aerodynamic excellence, not to anything we've ever seen in a full-size touring car race. What passes for a touring car today – and it does pass the rules as written – is no longer recognisable as a road-going touring car on which the class is based. Getting from the vision of the founding fathers to this incarnation was surprisingly easy. Racing experience, faster

and better CAD and CFD software, and the experienced hands and brains of the world's best drivers, all went into making body shells with more advantageous aero characteristics.

It's not a touring car thing either. Look at the 1:8 circuit bodies, the 1:10 and 1:8 off-road bodies. Despite their founding father's best intentions, they too have been bent to the needs of racing. Where does the requirement for “Cars entered for off-road competitions will be reasonable representations of full-size cars generally accepted as being suitable for rallycross, rallying, trail and desert races” sit with the current crop of bodies? Both 1:8 off-road (rallycross) and 1:10 off-road have roughly the same rule, so it sits pretty oddly!



### THE CASUAL SPECTATOR

The oval, GT12 and frontie classes have all got people saying how realistic they look, and how much they attract the average casual spectator. Their rules are

a lot simpler, and bodies are approved by their respective committees. Selling RC using these cars



is easy; they sell themselves by their good looks and realistic appearances.

To racers all over Europe, the Zoo Racing Wolverine will be a ‘must try’ body. It may prove to be the best handling for certain situations. Trying to convince anyone that it is a touring car is another thing altogether – it might be easier to push string uphill.

Has the time come for a complete reset of the GBS rules; for all classes? Is it time to reflect what we think a touring car looks like, as we did before? Would a simple rule work – the silhouette? Any RC body must have a silhouette which, when viewed from the side and the front, is within 5 per cent of the profile of a real car. The more I look at that GBS diagram for a touring car, the more I think that is exactly what the founding fathers intended.

*It is Now!*

1



2



3



### ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

**1.** Back in 2018 Ellis Stafford signed for Carisma Racing to race their 4XS 4WD buggy and develop a 2WD platform. The multiple UK National Champion and two-time EFRA European Champion was targeted for his experienced and professionalism, who could take the relatively new brand and not only lead the charge on track running both 2WD and 4WD 1:10-scale buggies, but be instrumental in progressing the designs with real world testing, racing data and honest feedback.

**2.** In 2018 Toyota paid tribute to Tamiya by producing a full-size road-legal version of their Bruiser based on the new Hilux Extra Cab model. Featuring an Arctic Trucks AT35 conversion and those massive 35-inch tyres, the modified truck had new suspension, tweaked gear ratios and flared wheel arches. The bodywork was wrapped in a high-metallic Diamond Blue vinyl by the team at Funkee Fish, whilst the famous “Hog Heaven” livery and all other decals were reproduced by hand including the Tamiya logo on the rear quarter. On the tailgate, the Toyota name appears stamped into the metal, an effect achieved using a special dome gel. The completed machine looked stunning and was often seen on the roads as it toured Toyota dealers around the country.

**3.** In the third of our throwback pictures we stay with 2018 and remember the EFRA 1:10 Off-Road European Championships that took place in Reims, France. The indoor track of Reims EMC hosted the week-long event that saw off-road star, David Ronnefalk take both the 2WD and 4WD wins racing for HB Racing and Team Orion. Using a prototype 2WD and the D418 in 4WD, the Swede would race from fourth on the grid to take the overall win, pipping Lee Martin by virtue of a faster leg win as pole sitter Joona Haatanen finished third. The 4WD class saw David on pole for the finals, and then go on to win the first two legs. Behind him was the Schumacher duo of Jörn Neumann and Michal Orłowski. In the photo he is seen with Adrien Bertin who has supported the driver for many years.

**INTEGY**  
www.integy.com

FOR TRAXXAS  
**X-MAXX**



SPEED TUNED  
SPRING SET

#C28042



RUBBER SEALED  
BEARING SET

FOR REDCAT  
**EVEREST**

BILLET MACHINED  
STEEL SPUR GEARS



#C28329-C28330

FOR TRAXXAS  
**TRX-4**



AD-RC02 SMD LED  
LIGHT SET

#C28256



BILLET MACHINED 1.9  
BEADLOCK WHEEL SET

#C28093



ALLOY MACHINED  
SUSPENSION LINK SET

#C28336

FOR AXIAL RACING  
**SCX10 II**

FOR TRAXXAS  
**TRUCKS**



BILLET ALLOY  
REAR GEARBOX  
HOUSING

#C28196



MACHINED ALLOY  
SIDE RAIL SKID PLATES

#OBM-1345



ADJUSTABLE  
REBOUND SHOCKS

#C27799



ALLOY REAR  
DIFFERENTIAL CASE

#C28187



T7 HIGH TORQUE  
REMOTE WINCH SET

#C25589

FOR CUSTOM 1/10

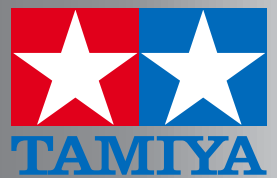
**CRAWLERS**

www.integy.com

alloy upgrades • tool sets • led lighting • scale accessories



**58686:  
RC VQS (2020)**



# VANQUISH YOUR DEMONS

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

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



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

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

