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COUGAR GOES  
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*TEAM ASSOCIATED B6.3 FEATURES A RAFT OF UPDATES AND IMPROVEMENTS*

## INDOORS OR OUT?

*THE NEW ENDURO24 SENDERO TRAIL TRUCK FROM  
ELEMENT RC OFFERS THE BEST OF BOTH!*



### REVIVAL #1

*THE FIRST OF TWO ICONIC REVIVALS IN 2021  
TOOK PLACE AT BINGHAM MODEL RACEWAY -  
CHECK OUT OUR FULL REPORT INSIDE*

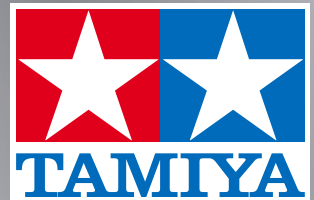
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OF RACE  
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**58691: FORD ESCORT  
COSWORTH 1998 (TT-02)**



# COS IT'S WORTH IT

**This special custom road specification is the 1998 version of the Ford Escort.**

The body depicts the customised street version of the WRC car, and is based upon the TT-02 chassis. The actual car was powered by a straight 4 cylinder, 2 litre engine offering 296HP and 50Kgm of torque.



**TT-02: ADAPTABLE, BALANCED SHAFT DRIVEN 4WD**

*The shaft-driven 4WD TT-02 chassis has the lengthwise layout with the battery on the left and the motor on the right, which provides excellent stability. In addition, it features identical left and right suspension arms and uprights for ease of assembly, plus easy-to-maintain gearboxes. It is a highly adaptable chassis, as it offers 2 different wheelbases, 2 ground clearance settings and 2 tread set-ups in addition to a range of 10 possible gear ratios. It is not short on looks either, with brake disc-shaped wheel hubs and stylish front bumper supports.*

- SPECS:**
- 1/10 scale R/C model assembly kit. Length: 425mm, width: 189mm, height: 145mm. Wheelbase: 257mm.
  - Features a 1.0mm thick polycarbonate body.
  - Dish-type wheels are moulded in white ABS polycarbonate, and paired with treaded tyres.
  - Stickers and window painting masking stickers for use in the paint process are included.
  - The TT-02 chassis is a highly versatile shaft-driven 4WD unit, based around a durable bathtub.
  - 4-wheel independent double wishbone suspension has identical arm and upright parts for ease of maintenance.
  - A wide range of Hop-Up Option parts is available to customise your chassis.
  - Includes 540-brushed type motor.
  - It also includes NEW TBLE-04S ESC. Compatible with brushless motors (sensored) of 21.5 turns and higher, and Tamiya brushed motors 25 turns and over.
  - Requires: Carson Reflex 2-channel radio, steering servo, 7.2 volt battery and Ansmann compatible charger to complete.



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### 30 MURRAY SHOWS TITLE AMBITIONS AT HALIFAX

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### 54 CHAPMAN UNBEATABLE AT EARCC

Michael Chapman was in dominant form as the third round of the MTC Nationals headed to East Anglia Radio Car Club where he not only took wins in both the Rubber and Foam classes, but topped the qualifying lists too as his peers simply had to settle for the lower placings.

### 58 REVIVAL #1

Such is the success of the annual Revival, and with the added demands of a pandemic, this year sees not one, but two of the vintage-only races taking place. The first event was hosted by Bingham Model Raceway and of course John Weston was present all weekend not only as the figurehead of Iconic RC, but also to capture all the action on and off the race track.

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#### 46 ELEMENT RC ENDURO24 SENDERO

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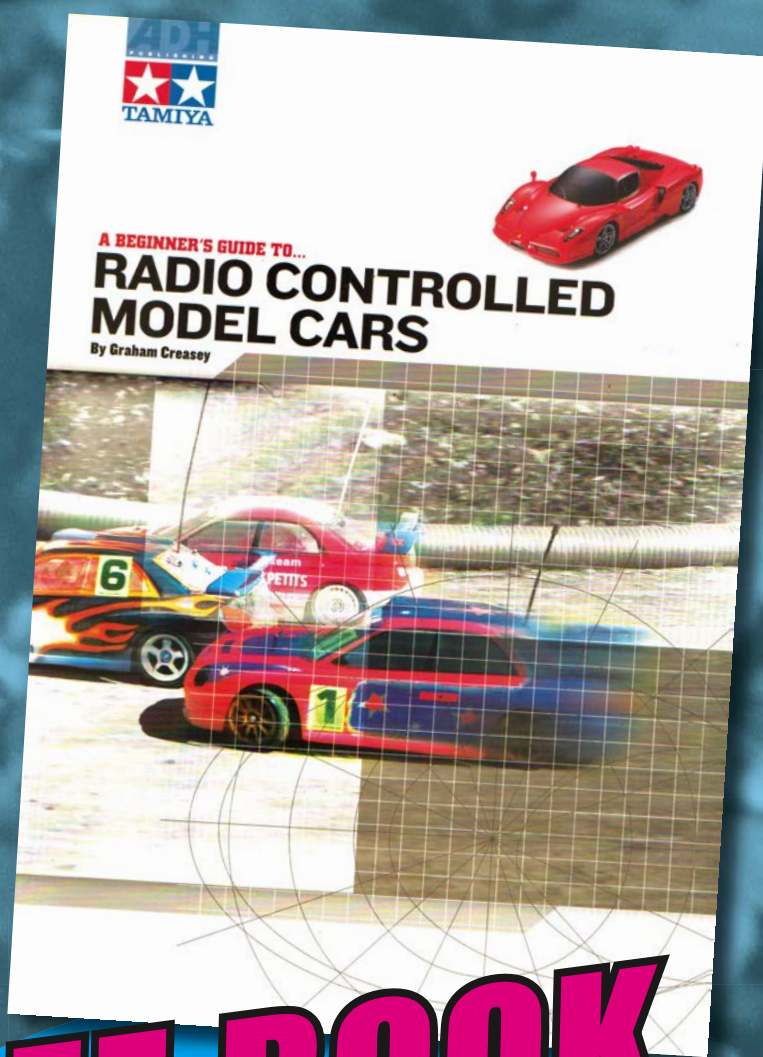
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# CRAGG AND ORLOWSKI WIN SOOM AT SOUTHPORT

Schumacher flew in their top European drivers for the latest round of their Outdoor Off-Road Masters to do battle with many of the UK's best in the 1:10 off-road class

Southport would host round four of the new-for-2021 Schumacher Outdoor Off-Road Masters and for this event, series sponsors, Schumacher, would be bringing in a couple of their factory drivers in the form Poland's Michal Orłowski and Jörn Neumann from Germany. With some travel restrictions lifted, it was great to add an international flavour to this round.

## 2WD

In 2WD the club had set up a challenging track, not helped by the wet conditions all day that proved to be slippery at times. The race format was round by round qualifying, with the best two results from four qualifiers counting towards the final position. Neil Cragg would take the pole position for the three A finals. Based in Chorley, Southport is a relative local track for the former World Champion and took TQ by winning two rounds with Tommy Hall and Luke Holdsworth also winning one apiece. As a result Neil would take the advantage onto the three-legged A finals ahead of Tommy and Luke.

Neil took first blood in a tight first A final one as the top five finished in qualifying order before Tommy nicked leg two by just four tenths. With it all to play for in leg three, Neil would end up winning the final race of the day by two

seconds from Paul Crompton. Overall it was Neil from Tommy and Luke, in what was a very hotly contested set of A finals that saw the top six finish in their grid positions.

## 4WD

Sunday would dawn to sunny conditions that were a blessing after the previous day's wet weather. Another local driver would dominate the 4WD qualifying as Inside Line Models' Paul Crompton (Team Associated) achieved a perfect score with wins in all four rounds to secure pole position for the three A finals. The Schumacher duo of Michal Orłowski and Jörn Neumann were second and third respectively overall, and they were also proving to be consistently fast with Michal taking three second places and Jörn a second and a third

In the finals, Michal proved his pedigree by taking the overall win. Jörn won leg one from Josh Holdsworth and Michal, before Michal took leg two from his teammate and 2WD winner, Neil Cragg. The final leg would be the decide and it was Michal who won from Josh and pole sitter Paul. Therefore it was an international podium of Poland, Germany and the UK with Michal winning from Jörn. Making it a great day for Schumacher, round three winner, Josh Holdsworth was third completing a clean sweep of the podium.

### RESULT - 2WD

POS	QUAL	DRIVER	CHASSIS	PTS
1	1	Neil Cragg	Team Associated	2
2	2	Tommy Hall	Team Associated	4
3	3	Luke Holdsworth	Schumacher	5
4	4	Paul Crompton	Team Associated	6
5	5	Ben Smith	Schumacher	10
6	6	Josh Holdsworth	Schumacher	12
7	8	Jamie Hall	Team Associated	13
8	7	Michal Orłowski	Schumacher	13
9	9	Ben Jemison	Team Associated	15
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### RESULT - 4WD

POS	QUAL	DRIVER	CHASSIS	PTS
1	2	Michal Orłowski	Schumacher	2
2	3	Jörn Neumann	Schumacher	3
3	5	Josh Holdsworth	Schumacher	4
4	4	Neil Cragg	Team Associated	8
5	6	Tommy Hall	Team Associated	8
6	7	Ben Smith	Schumacher	11
7	1	Paul Crompton	Team Associated	12
8	10	Mark Smith	Team Associated	14
9	9	Phil Sleight	Schumacher	15
10	8	Ben Jemison	Team Associated	17





## Blitz-21

Sponsored by: **Schumacher**  
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# SKIDMORE TAKES TITLE WITH ANOTHER WIN

Mugen racer Joni Skidmore was crowned the 2021 BRCA 1:8 Off-Road National Champion after winning the penultimate round of the series at Brookthorpe

The Skidmore family enjoyed another strong round at Brookthorpe when the BRCA Nationals headed to Gloucestershire for the fourth round of the 2021 series. Elder brother Joni was able to take the top spot in qualifying with his Blok-powered Mugen, but then didn't have the best of semi-finals, and would end up P5 for the final, whilst his brother Will would win and take pole of the A final. Early on in the 45-minute-long final, Joni battled it out with the Team Associated of Darren Bloomfield and his brother, Will. The latter suffered a mechanical and this left Joni to take another win in what has been an amazing year for the Skidmores. As a result of the points accrued, Joni was crowned the 2021 BRCA 1:8 Off-Road National Champion. Team Associated drivers Neil Cragg ended up second and Darren Bloomfield third.

Joni had the following to say: "It's the greatest feeling I've experienced racing and I'm so grateful for the support my sponsors and family show me to make it all possible. Many thanks to all you guys it means the world."

### RESULT - 2WD

POS	QUAL	DRIVER	CHASSIS	ENGINE	RESULT
1	5	Jonathan Skidmore	Mugen	Blok	76 laps 45m 12.85
2	6	Neil Cragg	Team Associated	Alpha	76 laps 45m 15.90
3	2	Darren Bloomfield	Team Associated	Blok	76 laps 45m 18.96
4	4	Elliott Boots	Sworzk	Reds	75 laps 45m 2.47
5	3	Jamie Clancy	Team Associated	LRP	75 laps 45m 20.70
6	9	Michael Lewis	Team Associated	DS	75 laps 45m 31.56
7	10	Tommy Hall	Team Associated	Alpha	74 laps 45m 17.68
8	14	Mitchell Booth	Tekno	Blok	72 laps 45m 16.74
9	11	Callum Niblett	Sworzk	Ielasi Tuned	69 laps 45m 1.79
10	12	Lewis Jones	Agama	Bullitt	69 laps 45m 28.08
11	13	Kieran Cox	WRC	Novarossi	67 laps 45m 23.39
12	1	William Skidmore	Mugen	Blok	50 laps 29m 42.34
13	8	Jamie Hall	Team Associated	Alpha	48 laps 29m 35.94
14	7	Lee Martin	Agama	Bullitt	29 laps 17m 41.78

# BUGGY BLITZ CHAMPIONSHIP

West Bridgford Model Car Club has announced the 2021/22 Buggy Blitz Championship 2021-22, their indoor off-road championships in association with sponsors Schumacher Racing and supported with a track-side shop by PBM Racing. Held in the South Notts area, this is one of the biggest carpet tracks in the country and the indoor off-road championships have been very popular in previous years. The series will be held indoors on a 30x16m track at Bingham Leisure centre, running on EOS carpet. There will be six championship rounds, on the third Saturday of the month from October to March. There will be two practices, four qualifiers and one final at every round. Points will be awarded for qualifying and final positions. The best four round scores will count towards the overall championship position. There will

be classes for 2WD and 4WD 1:10 off-road buggies with a control tyre for the rear on both of with the Schumacher Cactus or Honeycomb model. All cars must have front shock mount protection to avoid damage to the carpet and the general BRCA rules apply.

The venue is: Bingham Leisure Centre, The Banks, Bingham, NG13 8BL

Entry fees are £15 for adults and juniors under 16 are £10, and entries are now open at [www.wbmcc.co.uk/buggy-blitz1](http://www.wbmcc.co.uk/buggy-blitz1)

- 16 October 2021
- 20 November 2021
- 18 December 2021
- 15 January 2022
- 19 February 2022
- 19 March 2022

# BRCA 1:12-SCALE NATIONALS 2021/22

The BRCA LMP12 and GT12 Nationals will return for 2021/22 and alongside the usual six rounds, there will also be a Grand Prix event to kick things off in November



For 2021/22, the BRCA LMP12 and GT12 Nationals will cater for LMP12 Stock 13.5, LMP12 Modified (6.5T limit) and GT12 classes, and will decide the National Champions with the best four of six rounds to count. Entries will be made via the BRCA website. The section has decided on this format based on not knowing now what will be happening over the winter in relation to the pandemic. The Grand Prix is a standalone event to celebrate the return to racing as the Section can run an event outside of the championship to make the national series as enjoyable as possible for everyone.

These six, one-day events will give everyone a chance to keep costs down by giving the option to come racing for one day only, or to come for two days and enjoy the evening activities. They are bringing all the classes together as this helps both LMP12 and GT12 hold successful events with maximum benefit for the hosting clubs. Other classes may be offered for the GP.

Event	Venue	Date
British GP	Eastbourne	20-21 November 2021
BRCA National Rounds 1&2	Eastbourne	22-23 January 2022
BRCA National Rounds 3&4	Tamworth	19/20 February 2022
BRCA National Rounds 5&6	Chesterfield	19/20 March 2022



## SILVERSTONE'S SATURDAY SERIES

Silverstone Radio Controlled Model Car Club has set the dates for their 2021/22 winter series sponsored by Schumacher Racing. Hosted at Moulton College on the outskirts of Northampton, the venue hosts a modern sports hall, providing ample pitting space along with a 30x20m purpose built track. Doors open at 07:30 with practice starting at 08:00.

This year the series will once again be using the Schumacher Cactus as the control tyre in yellow compound on the rear of 2WD and 4WD buggies, the front tyre is free choice as long as it's Schumacher. Stadium truck will be open although you have to use a Schumacher stadium truck tyre. The entry fee will be £17 per class with juniors receiving a free pair of rear tyres as in previous

years. Four rounds from the six will count towards the overall championship.

Shock tower protectors must be used, with no long screws and chassis screws must be checked each time the car is out on the track.

The location for the series is: Moulton College, Gate 4, Pitsford Road, Moulton, Northampton, Northamptonshire, NN3 7QL

Event	Date
Round 1	9 October 2021
Round 2	13 November 2021
Round 3	11 December 2021
Round 4	8 January 2022
Round 5	12 February 2022
Round 6	12 March 2022



## NNN RACE DATES

After a long 18 months, the Navan Nitro Nuts RC Club has been able to plan for their winter championship. The club has 22 new indoor pit spaces now that their container has been finished, and this has lighting with each one having their own power point. For more details, head to <https://www.facebook.com/keepingherlit/>

Event	Date
Round One	17 October 2021
Round One	31 October 2021
Round One	14 November 2021
Round One	28 November 2021
Round One	12 December 2021
Round One	2 January 2022
Round One	16 January 2022
Round One	30 January 2022
Round One	13 February 2022
Round Ten	20 February 2022
Astro Masters	13 March 2022

## YOKOMO YD-2 Z

The YD-2 Z is Yokomo's new RWD 2WD drift car. The key features of the latest model in the YD series starts with a new integrated front bulkhead that improves the left-right balance of the steering. The kit includes the new upper deck and is compatible with slide racks as standard. The gear case of the 3-gear transmission has also been newly designed, and the maintainability has been greatly improved by dividing it into three parts. You can access the differential simply by removing the cap on the rear side, which is great for maintenance. In addition, the motor position can be selected from 13 positions by rotating the mount, making it easy to achieve the perfect balance of the centre of gravity according to the road surface from low mount to high mount. With three gears, the throttle response is excellent, and gives great rear traction, notably assisted by the chassis design.





## JEFFERIES AND MURRAY WIN AT HALIFAX

With the track at Halifax being recently re-surfaced, drivers arriving for round three of the BRCA 1:10 Touring Car National Championships were keen to test the new grip levels, but the British weather scuppered that as rain fell for the entire day.

### MODIFIED

Getting the best out of his Xray and mastering the wet conditions, Olly Jefferies was fastest in all four rounds of qualifying and took a comfortable TQ. Despite dominating qualifying, everyone was expecting close finals as the constant rain was leaving no margin for error.

On leg one, early on, Olly pulled a small lead ahead of second place man Chris Grainger, then around the two-minute mark the Awesomatix driver was on the back of the Xray. Both drivers gave a great display of close driving in tricky conditions with the pole sitter appearing to have issues with getting the power down coming on to the long Halifax straight. After the lead swapped a few times, it was Chris who came out on top in leg one.

A nervous Olly lined up for leg two as he had not been able to diagnose his leg one issue. He made a few changes to the Xray and whatever the issue it was gone for leg two and he was able to drive a composed race and take the win and the overall victory. This result took him closer to retaining his BRCA Modified National title.

### 13.5T STOCK

This class saw a day-long battle between championship leader Marcus Askill and Schumacher's Andy Murray. In qualifying the Xray driver took round one of qualifying, but after that, Andy dominated the remaining rounds taking the overall TQ.

The first leg of the A final was a classic with the lead changing a couple of times as Andy and

Marcus lapped within half a second of each other. Then as the cars entered the last lap, Marcus had the lead and it looked like he had the win in his grasp, but just two corners from the end the damp track caught him out and a half spin for the Xray driver saw Andy nip through and take the leg one win.

Leg two was another close race, but this time without the leg one drama. A second win for Andy elevates him into the championship battle as the drivers move on to the Cotswold track for round four.

Both Olly Jefferies and Marcus Askill will be on home ground at the Cotswold track, and whilst Olly looks to have one hand on the modified title, all eyes will be on the Askill/Murray battle which looks like it might go down to the final round.

#### RESULT - MODIFIED A FINAL

POS	DRIVER	POINTS	1
1	Olly Jefferies	3	
2	Chris Grainger	3	
3	Zak Smith	6	
4	Kyle Branson	8	
5	Harley Eldridge	11	
6	Peter Eagles	13	
7	Chris Ashton	15	
8	Louis Parker	16	
9	Jamie McDonagh	17	
10	Colin Jackson	18	



#### RESULT - 13.5T STOCK A FINAL

POS	DRIVER	POINTS	1
1	Andy Murray	2	
2	Marcus Askill	4	
3	Zak Finlay	7	
4	James Hart	9	
5	Sam Law	11	
6	Billy Fletcher	12	
7	Tony Broad	13	
8	Mikey J Mansell	16	
9	Sam Nicholls	17	
10	Ricky Cosey	19	



## HINCKLEY'S SATURDAY RACE DATES

Provisional race dates for this year's winter series at Hinckley Radio Controlled Car Club have been set. Running almost every week through to April 2022, doors will open at 11:30 with the finish expected to be around 17:30 each Saturday. Please be aware that these dates are provisional and will be confirmed by the club shortly.

2 October 2021	30 October 2021
9 October 2021	6 November 2021
16 October 2021	13 November 2021
23 October 2021	20 November 2021
	27 November 2021
	4 December 2021
	11 December 2021
	18 December 2021
	8 January 2022
	15 January 2022
	22 January 2022
	29 January 2022
	5 February 2022
	12 February 2022
	19 February 2022
	26 February 2022
	5 March 2022
	12 March 2022
	19 March 2022
	26 March 2022
	2 April 2022
	9 April 2022

## BURY METRO BACK AT CHADDERTON

The 2021/22 series will see a mix up of the rules that the organisers hope will make the races even more and interesting and exciting

Racing at Chadderton Raceway with Bury Metro RCC will return with a six-date winter series on EOS carpet. More importantly, all drivers will be allowed just one pair of tyres for the rear of their car per meeting, and the club will mark the wheels after the first round of heats and these are what you must run on for the remainder of the day. Drivers will have a choice of rear tyres – either the Schumacher Cactus in yellow compound (U6838) or the Schumacher Cactus in blue (U6844). The front tyres remain open. The reason behind this is two-fold; firstly and most obvious is that it will keep costs down and secondly, it will make the day more interesting as the yellow compound will be quickest at the start of the day, but grip will reduce the deeper into the meeting as the tyres wear. The blue compound option will not be as quick at first, but will last the day so will be more consistent and maybe faster towards the end of the day...

Also, the club is requesting some help for

setting up on the Saturday before race day as they only have two hours access from 4pm and of course want to avoid running over on Sunday morning which has an impact on the race day timetable.

10 October 2021
7 November 2021
5 December 2021
9 January 2022
6 February 2022
6 March 2022



## BROTHERS TAKE HERTS WINS

The third round of the Schumacher Outdoor Off-Road Masters saw one of the strongest line-ups for the series so far, and it was a brotherly affair as the younger Hall took 2WD honours, whilst the older Holdsworth won 4WD

The Schumacher Outdoor Off-Road Masters headed to Herts Nitro Model Club for the third round attracting some top names including Jamie and Tommy Hall, Lee Martin, Ellis Stafford, Tom Yardy, Paul Crompton and the Holdsworth brothers. Despite the word Nitro in the club's name, HNMC has a number of tracks including 1:8 dirt, a crawler site and of course one on the Astro for 1:10 buggies.

The Herts team had designed a fantastic track layout for the event, and many racers were pleasantly surprised to see such a great track and facility. The layout was changed quite substantially between 2WD and 4WD.

### SATURDAY

Despite it being early August, the weather played its part during 2WD qualifying, but remained been dry throughout the finals. As qualifying kicked off, it was the older Hall who took first blood in round one for Team Associated with a win for Jamie ahead of Paul Crompton (Team Associated) and Ellis Stafford with the Schumacher. Into round two, Lee Martin moved to the top of the time sheets

and he would go on to win the next two qualifiers after to take P1 for the three A final. Ellis Stafford was second in Q2 and would line up fourth with Tommy Hall a spot ahead of him on the grid. Jamie would be second on the grid with Paul rounding out the top five.

The top ten drivers would then go into their three-legged A finals and it was Tommy crossing the line first at the end of the five minutes followed by Jamie and Lee, with just three seconds splitting them. Tommy was clearly the driver on form as he then went onto take a more comfortable victory in leg two to give him the overall. Lee would then win the final race of the day, securing him the second spot on the podium with Paul rounding out the top three.

### SUNDAY

Rain again would affect play at Herts on day two and in 4WD qualifying saw four different drivers all take a round. This meant things were really close with tie breaks then decided by the fastest time. Jamie Hall (Team Associated) took the first qualifier from Josh Holdsworth (Schumacher) and Nathan

#### RESULT - 2WD

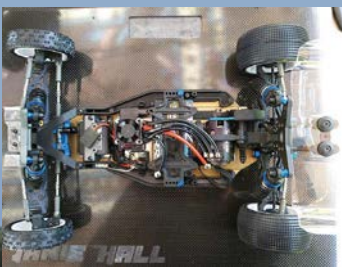
POS	QUAL	DRIVER	CHASSIS	PTS
1	3	Tommy Hall	Team Associated	2
2	1	Lee Martin	Yokomo	4
3	5	Paul Crompton	Team Associated	6
4	8	Josh Holdsworth	Schumacher	6
5	7	Tom Yardy	Xray	6
6	2	Jamie Hall	Team Associated	7
7	9	Luke Holdsworth	Schumacher	12
8	4	Ellis Stafford	Schumacher	13
9	6	Tyler Liddle	Schumacher	14
10	10	Matt Thompson	Yokomo	15

#### RESULT - 4WD

POS	QUAL	DRIVER	CHASSIS	PTS
1	1	Josh Holdsworth	Schumacher	2
2	2	Jamie Hall	Team Associated	4
3	4	Tom Yardy	Xray	4
4	5	Nathan Ralls	Xray	7
5	3	Lee Martin	Yokomo	9
6	6	Tyler Liddle	Schumacher	10
7	8	Tommy Hall	Team Associated	10
8	9	Ed Callan	Xray	12
9	7	Steven Pierce	Team Associated	14
10	10	Charlie Saunders	Team Associated	20

Ralls (Xray). In R2 Xray's Tom Yardy topped the times from Jamie with Lee Martin (Yokomo) third. Lee then went quickest in R3 ahead of Tommy Hall (Team Associated) and Ed Callan (Xray). It was Schumacher's Josh Holdsworth who would take TQ in round four of qualifying and as he set the fastest time of all, would take the coveted pole position. Schumacher's Tyler Liddle was second and Nathan third. For the finals, Jamie would line up second on the grid with Lee third.

After taking the top spot in qualifying, Josh Holdsworth wasn't about to let anyone take overall glory away from him and went on to take wins in the first two legs to seal the round win. This meant the rest of the field would be battling it out for the final spots on the podium and it was Jamie Hall who won the third leg, which was enough for second overall as Tom Yardy grabbed the final podium spot.



## WINTER WARMER AT EPR

The popular Winter Warmer series at Eden Park Raceway takes place over six dates from October 2021 through to March 2022. The all-weather outdoor off-road

1:10-scale RC venue welcomes racers of all ages and abilities, and is a regular on both the regional and national calendar. The track is located at the rear of Club Langley

sports ground in south-east London. For more details head to [www.edenparkraceway.com](http://www.edenparkraceway.com) or visit their Facebook group at [www.facebook.com/groups/edenparkraceway](http://www.facebook.com/groups/edenparkraceway)

10 October 2021  
7 November 201  
5 December 2021  
9 January 2022  
6 February 2022  
6 March 2022

## GWIC INDOOR TC SERIES

The provisional dates for Chippenham Model Car Club's indoor winter championship have been set. At the moment 17.5T Blinky and Frontie classes have been announced with more categories and further details will be posted shortly. The organisers are in final discussions with the Olympiad venue with regard to numbers and access, and this will be confirmed in due course.

17 October 2021  
28 November 2021  
12 December 2021  
16 January 2022  
20 February 2022

## MUGEN GOES FWD

With the recent launch of the updated MTC2 touring car, Mugen Seiki now has announced the MTC2 FWD frontie model that is based on the new 4WD model. As expected, factory driver Ronald Völker has been at the heart of developing the MTC2 FWD that uses a mid-front motor layout. Mugen Seiki claims that the main focus when designing and testing the MTC2 FWD was to get "the best weight distribution along with reaching the weight limits for this class" as well as "maximise the number of interchangeable parts from the MTC2 to the MTC2 FWD." This is important not only for racers but hobby shops too. The main chassis features multiple flex options as well as additional weight mounting points. The one-piece upper deck also offers multiple flex options as well as the possibility to use larger-size pinions. The car comes standard with a 42g front weight located under the front differential as well as a 85g bumper weight. There is also the possibility to add three additional 10g weights. The rear of the car features both horizontal body posts as well as vertical ones while the front comes with included body stoppers with additional spacers for use with FWD-type bodyshells.



## ECLIPSE REPLACED BY TAKUMI MODEL

Japanese airbrush gurus Iwata is now offering the Takumi Eclipse as a replacement for the side-feed Eclipse SBS

The new Iwata Takumi Eclipse side-feed airbrush replaces the Iwata Eclipse SBS, which has now been discontinued. The name comes from Japan, where mastering a craft might take a lifetime. Hours of practice and years of study until the hand and the mind become one: until there is no distance between the imagination and the materials. These skilled artisans are called Takumi. The Iwata Eclipse Takumi side-feed airbrush has a redesigned, compact body style that makes it balanced in the hand. This, combined with a new gravity assisted side-feed cup and siphon cut lid improves paint flow, making Takumi remarkably responsive. The two-piece 7ml cup design disassembles for easy cleaning and siphon cut lid helps reduce paint build-up. Iwata Eclipse Takumi also features a crown cap, a wide, adaptive main lever and a quick flush cutaway pre-set handle. More information on the Takumi and all of the Iwata range can be found at The Airbrush Company at [www.airbrushes.com](http://www.airbrushes.com)



## NEIDHART LAUNCHES TEAM ORION RACING

Philippe Neidhart and the Swiss company goes back to their roots with the announcement of a new racing brand

Swiss Philippe Neidhart explains: "I founded Team Orion in 1987 and we quickly became the most successful racing brand around the world with multiple IFMAR World Championship victories as well as many more Championship wins in the ROAR, EFRA, JMRCA federations. I feel like I have been a competitor since I was born. Remember, I created my company when I was just 19 years old. I saw it as a new born, then a teenage company. I saw it changing, growing and improving... and also making a few mistakes, exactly like our kids. Now it is a mature company and our products are very popular around the world."

"As the RC hobby industry grew, Team Orion brand recognized the fast growing "Ready To Run" segment and became the key OEM supplier to many of the most famous car manufacturers. With our distributors and car manufacturers becoming large companies that were very strong in the RTR business, it was hard to find time to focus on our pure competition racing products.

"We had great success, but I was missing the racing spirit, the contact with racing distributors, racing shops, and racing drivers. So a few years ago I decided I wanted to go back to our competition racing roots. I wanted to create products for racers, for winning races,



and only put our logo on them if I approve them personally. It took a little more time than I expected. The complicated worldwide pandemic situation we had to face during the last 2 years did not help, but finally we are ready."

Team Orion Racing is a new brand that draws on the heritage of the famous V-Max batteries, Chrome and V2 motors as well as the Platinum LiPo packs. They will use the latest distribution system including online sales with the support of, expert dealers. Team Orion Racing is looking for interested RC companies with experienced staff who are passionate about competition racing to talk to them about "their exciting new chapter."

## Arrma Talion 6S BLX RTR

The latest evolution of the Talion by Arrma is tougher than ever before, making it the ideal, and comes with the convenience of a fully installed, high-quality Spektrum electronics package. It's also the first Arrma EXB vehicle that comes ready-to-run with a Spektrum AVC radio and Spektrum™ 6S brushless power system offering top speeds of over 70mph even on rough terrain. Made of strong anodized 7075 T6 aluminium, the laser-etched chassis plate gains further rigidity from front and rear aluminium chassis braces. Strong composite chassis side pods, along with a centre body support and brace, provide even more rugged resilience. Durable steel driveshafts plus all-metal diff outdrives and gearbox internals keep the heavy-duty 4-wheel drivetrain rolling over punishing tracks. An EXB-toughened suspension system smooths the ride, with a steel rear suspension mount and adjustable oil-filled shocks mounted on 7075 T6 anodised aluminium front and rear shock towers. Tough MT wheels are outfitted with multi-terrain, belted dBoots Katar tyres provide the traction from the 6S-capable,

Spektrum Firma 4074 2050kv brushless motor. With its DX3 DSMR 2.4GHz radio system, SR6110AT receiver, and Firma 150A speed controller, this model also provides the benefits of Spektrum's Active Vehicle Control and Smart technologies straight out of the box. With the AVC system's on-demand traction control, you can dial-in extra stability as needed, whilst maintaining full-throttle freedom as the AVC works behind the scenes, making hundreds of minute steering and throttle adjustments per second to keep the Talion precisely on the line you want to hold. The model is topped off with an exclusive EXB matte and gloss effect finished truck body and high downforce wing.

ARA8707 Arrma Talion 6S 4WD BLX 1:8 EXB Speed Truggy RTR - Black

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





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# ENDURO

WITH TRAILING ARM SUSPENSION

1:10 SCALE READY-TO-RUN ROCK CRAWLER

## ECTO TRAIL TRUCK

Aimed towards the serious RC rock crawler enthusiast, the Enduro Gatekeeper RTR is packed full of performance features that are sure to impress.

**HIGH-PERFORMANCE SCALE LOOKS.** The Enduro Ecto Trail Truck RTR isn't just all about performance, it's got looks, too. With inspired styling from competition off-road vehicles, the Enduro Ecto looks awesome tackling the terrain.

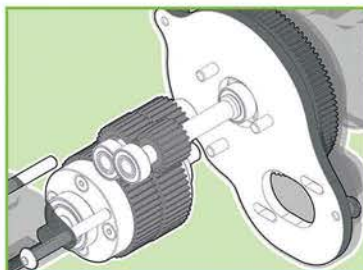
The new Ecto Trail Truck body comes equipped with injection-molded mirrors, hinges, door handles, fuel cell, and roll bar with number plates. Also included is a detailed decal sheet with lots of extras to make the Ecto Trail Truck your own.



**ALUMINUM TRACK BAR MOUNT:** The GKS™ package includes an aluminum track bar mount bolted directly to the steel frame rail, making the front suspension more rigid and flex-free with a more precise steering feel.



**SHOCK MOUNT INSERTS:** GKS™ shock mount inserts provide drivers with the ability to tune shock angle, droop and vehicle ride height without affecting spring preload.



**STEALTH® X TRANSMISSION:** Our transmission features the ability to adjust the rear drive ratio independently of the front drive in 3 levels: stock 5.7%, option 1 (not included) is 1:1, and option 2 11.83%.



**REAR ANTI-ROLL BAR:** The rear anti-roll bar helps keep the rear suspension stable while driving over rough terrain and improves climbability on steep inclines or side hills.



RTR combo includes – 27201 REEDY 324-S COMPACT BALANCE CHARGER and 758 REEDY WOLFPACK 3000MAH 30C 7.4V SHORTY LIPO BATTERY

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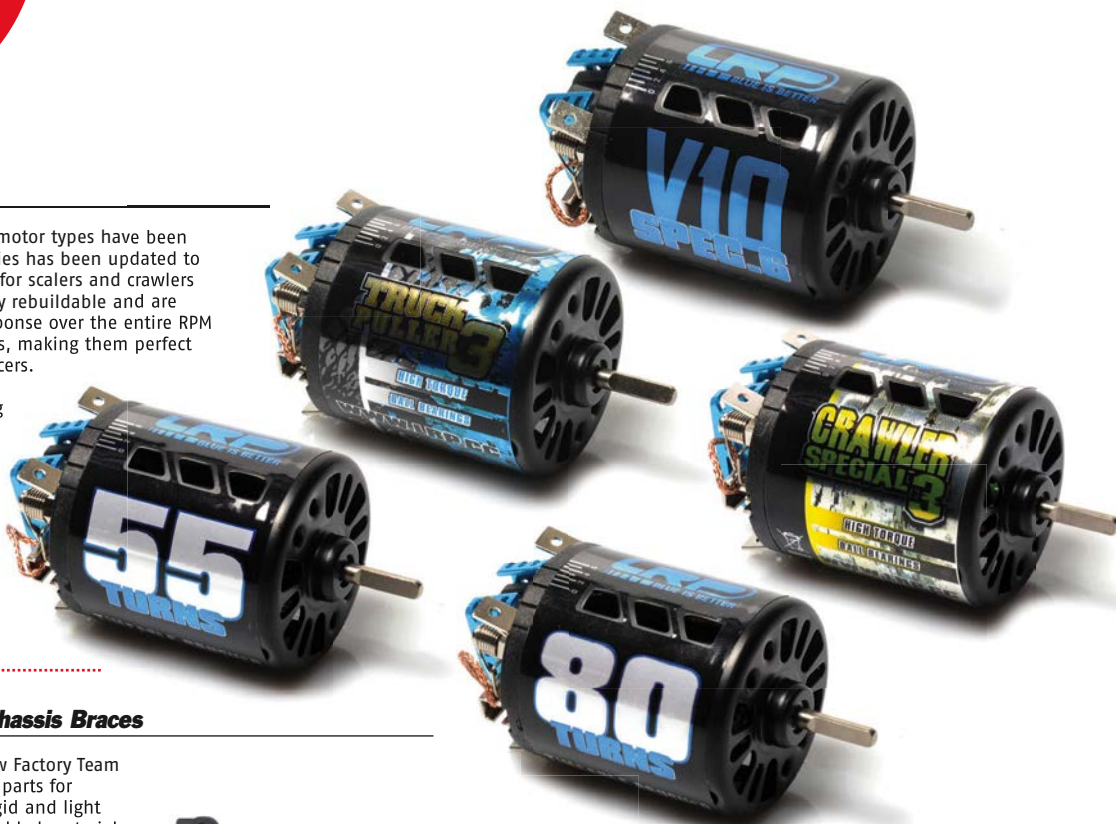
**ELEMENT**  
BY ASSOCIATED ELECTRICS



## LRP Brushed Motors

The popular Crawler and Truck Puller motor types have been kept unchanged, but now the V10 series has been updated to the new Spec.6 and two new motors for scalers and crawlers now complete the line. These are fully rebuildable and are designed to offer smooth throttle response over the entire RPM range. They come in popular windings, making them perfect for all brushed classes and vintage racers.

**AVAILABLE FROM:** Schumacher Racing  
**WEBSITE:** [www.racing-cars.com](http://www.racing-cars.com)  
**CONTACT:** 01604 790770



## FT RC10B74 Carbon Fibre Chassis Braces

Team Associated has introduced a new Factory Team line of carbon fibre composite option parts for several vehicles. Impregnated with rigid and light carbon fibres inside the injection moulded material, these Factory Team parts are the ultimate in high performance. New for the RC10B74, B74.1 and B74.1D are these chassis braces in the same new material. They offer an approximate 12 per cent weight savings over the 'hard' material, whilst their increased rigidity means more predictable handling in high traction applications and increased vehicle stability in fast corners. Finally they give improved durability with significantly improved strength over 'hard' option parts.



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

## Pro-Line 1967 Ford Mustang Body

Pro-Line has added this 1967 Mustang clear body to the no prep drag racing scene. The front-end features a massively inset grille and headlights just like the full-size muscle car, made possible with Pro-Line's proprietary moulding technology. This Mustang body has been faithfully recreated in 1:10-scale size and tuned specifically for drag racing. The body comes clear giving you the option to paint the body however you desire. Pro-Line even includes a drag-style rear wing to keep you going straight down the track.

3573-00 Pro-Line 1967 Ford Mustang Clear Body for Losi 22S No Prep Drag Car/Slash 2wd Drag Car/DR10

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



## Schumacher Cactus Fusion 2

The Cactus Fusion 2 is the new and improved 4WD front tyre from Schumacher that builds on the ultra-successful Cactus Fusion. The new tyre has a larger diameter, similar to that of a rear tyre and also has an improved fit to the wheel for easier gluing. On track they will be more forgiving on jump landings and in bumpy conditions. Available in Yellow, Blue and Silver with Pre-Glued Yellows on the popular Schumacher Wheel.

- U6895 Schumacher Cactus Fusion 2 - 1/10 4WD Tyres - Front - Yellow
- U6896 Schumacher Cactus Fusion 2 - 1/10 4WD Tyres - Front - Blue
- U6897 Schumacher Cactus Fusion 2 - 1/10 4WD Tyres - Front - Silver
- U6898 Schumacher Cactus Fusion 2 - 1/10 4WD Tyres Yell-Pre-Glued

**AVAILABLE FROM:** Schumacher Racing  
**WEBSITE:** [www.racing-cars.com](http://www.racing-cars.com)  
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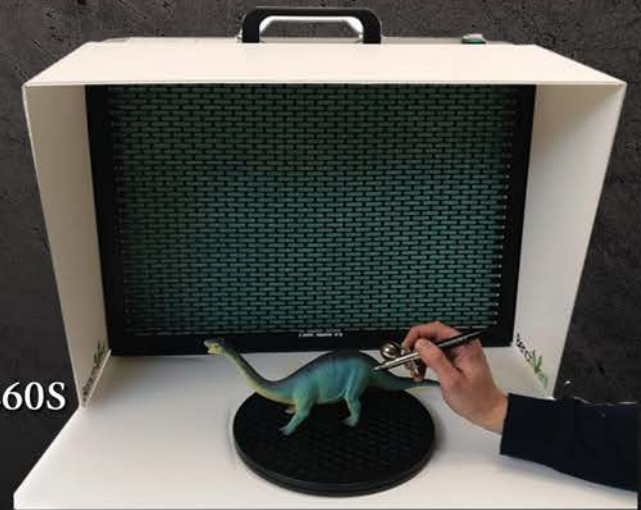


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# WESTWOOD HEADS EAST FOR CLASS WIN

*There was no doubting the momentum the King of Clubs series had gathered since round one at Aldershot. Outside of the BRCA Nationals, this was the go-to racing series to be seen at during the summer of 2021, and this time it would be Colchester playing host for round three. The top racers were back for more on-track battles with Glenn Westwood dominating the 17.5T class with TQ and the overall win*

■ We had seen close competition at the first two rounds and this one promised more of the same, and once again some top UK drivers had committed to the event. Heading the modified class was Olly Jefferies, the Xray driver arriving at Colchester with a perfect score. On paper it looked easy, but those watching on knew Olly had to work hard for both early victories. At Colchester it was a case of who could stop Olly getting the hat trick

of modified wins and there were a handful of drivers in attendance who could provide that challenge. Chris Grainger looked quick at Eastbourne but was missing at Colchester, so enter stage left Harley Eldridge and Zak Smith who would step up and provide the competition for Olly.

The biggest class again was 17.5T and this looked very open and difficult to see a favourite. Glenn Westwood would be taking on a host of local drivers who all had

good knowledge of this technical track whilst Stuart Colby was another driver looking to mix it up with the front runners. Matt Quinlisk was another driver arriving at Colchester with some speed and momentum.

One of the pre-race favourites in 13.5T stock was Ricky Copsey, the local driver hoping to make use of his knowledge and unseat current stock man on form Marcus Askill. But these two would also have to battle with Zak Finlay who was fresh from

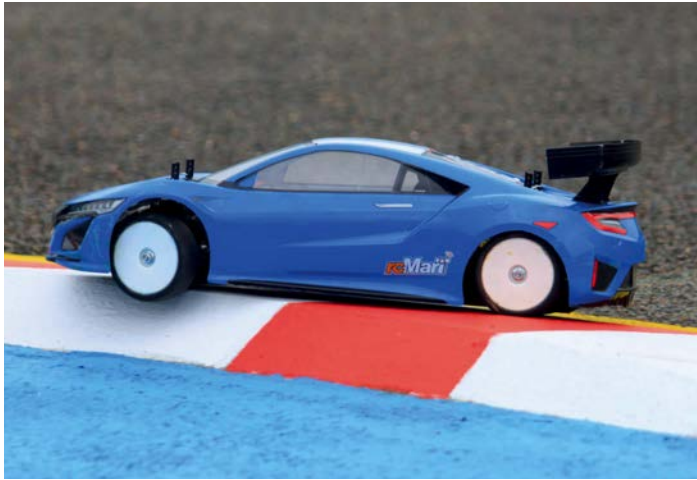
victory at the first round of the BRCA Nationals. Billy Fletcher was also overdue a bit of good luck, as he had shown good speed so far this season, but a win had eluded him up to this point. Also looking to join the party was Charlie Colby, a young driver using this series to show his pace.

Michael Lee was making F1 his own and he was looking to sew up this class with another outright win. It was difficult to see anyone stopping such as been his form in

● Kyle Branson qualified third but would take the win in Modified







One of the three loan cars available for children to 'arrive and drive' in Tamiya Junior-E



Local youngster Theo Dambrine was one of five new children joining the series



Olly Jefferies didn't really have the pacteat Colchester, qualifying and finishing second



Harley Eldridge and her LRP-powered Yokomo took TQ in Modified

this championship.

All eyes would once again be on the juniors. This class kind of sums up this series and Tamiya Junior-E is not there just to tick a box; the organisers believe in this class, and they have provided a window to the youngsters, and the kids have grasped the opportunity to show what they can do.

## QUALIFYING

Harley Eldridge has been quick all season but always falling a little short on outright pace to challenge Olly Jefferies, but here she got off to the best possible start taking round one of qualifying in modified. It was a confidence-boosting result that was built upon when the young Yokomo driver followed up her first one win with another win in round two. At this point Olly looked like he was lacking a little pace, but not

taking anything away from Harley as she was on fire. Round three and it was the Xray of Olly who topped the time sheets. Then he resisted the temptation to use new rubber for the last round and try and take pole, and he paid the price for sticking with used rubber as Harley took the round and with it TQ and pole for the A final. This was a real achievement given Olly's recent domination.

So the Queen of Clubs would lead away the A final from Olly and Kyle Branson, the latter lacking a little pace and possibly concentrating more towards setup for the up and coming BRCA National. Schumacher's Zak Smith was fourth and Matt White completed the top five.

Glenn Westwood got the job done in 17.5T qualifying with three straight wins in the first three rounds, whilst behind him Matt Quinlisk and Stu Colby gave chase and these two

would play the supporting role in qualifying

The 13.5T stock class got underway with a win for Marcus Askell and a few people were thinking this would be the order for the day. Step up Ricky Copsey who took round two and three in this class. Here for some National practice, Zak Finlay was making his first visit to Colchester and it took him three rounds to get his eye in but it was the ARC pilot that took the last round. With Ricky on pole for the A final, Marcus second and Zak lining up third, this one looked like a tasty watch over the two leg finals. Ash Wiffen and Liam Hendy were there to pick up any scraps should it get a bit tasty up front in the finals, the latter scoring an excellent second in round in leg four of qualifying. Notably missing for the top five were the Schumacher pair of Andy Murray and James Hart.

If the pair were here testing for the upcoming National it looked from the outside they still had some pace they needed to find. Richard King was someone I tipped to do well here but the local driver failed to make the cut for the A final, but would be on pole for the B final.

Dan Robins made the most of the absence of Michael Lee to take TQ as the Aldershot driver took three wins out of four in the F1 class. Paul Ellis and Aidan Gale were next up, with Paul spoiling Dan's perfect score by taking round two in qualifying.

It took a tie break to separate the top two in the Tamiya Junior-E category. Archie Mathews got the verdict in the end over Finlay Lanaway by virtue of a faster time. And it was the same in the rookie section with Poppy Hyde getting the tie break advantage over Harry Standing. Poppy has showed some

# RACE REPORT

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



The F1 class is a popular mainstay of the KOC series

great improvement since round one, which what this series is all about.

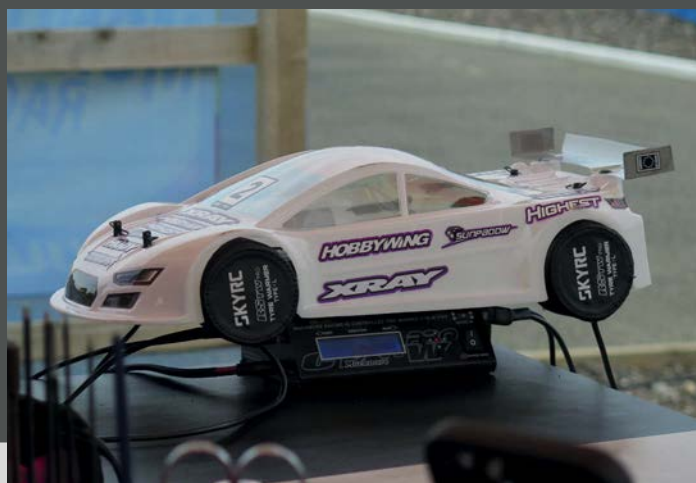
After a slow start in the first two rounds of qualifying Tim Harrop left it late but did enough to take the last two rounds in Tamiya GT-E, but once again it took the tie break to secure the pole for Tim ahead of Steve Adams and Karl Mathews.

## FINALS

With her confidence high Harley Eldridge lined up on pole for the first of the modified A finals. Harley had shown she had the speed, but now would need to prove she had a cool head. The LRP-powered Yokomo driver had raced Olly Jefferies enough in the past to know that this was

not going to be an easy ride. And for five minutes Harley had the nose of the Xray under her back bumper but she held her nerve, not making any mistakes and drove a perfect race to win leg one. Despite her wearing a mask, you could see the smile in her eyes and it was obvious to everyone this was a massive result for Harley and one that has been overdue for a long time.

Leg two and it was more of the same, but this time Olly looked more racy. Once again Harley showed a cool head up front that retained the lead, until a lunge from Olly saw the two touch, which allowed the man in waiting Kyle Branson, to get the jump on the front two and take the lead and the leg win. This result



Marcus Askell's Xray with the tyre warmers on

would give Kyle the overall win – a little fortuitous maybe but like Harley's result it was one that's been a long time coming. Third would have been disappointing for Harley but she left Colchester head held high and brimming with confidence. Something will be a massive factor when the drivers return to Colchester for the National in two weeks.

Despite winning leg two of the 13.5T stock final, a poor first leg for Ricky Copsey destroyed any chance of the overall win, but it left the door open for fellow Xray driver Marcus Askell. He had no outright wins in the finals, but consistency across both races gave Marcus the overall win. Ashley Wiffen was another carrying a poor second score that

would spoil his day after a leg one win, but he would take second overall. Ricky Copsey completed the top three on a day when the win was on the cards for the pole sitter.

The 17.5T blinky final went the way of the qualifying order, good close racing and consistency across both legs saw Glenn Westwood take the win over Matt Quinlisk. The result moved Matt to the head of the class lead in the championship, and just reward for putting some good drives together this season. Third place man on the grid was Stu Colby, a young driver with a big future ahead, but this was not to be his day with two bad finals that allowed Billy Kavanagh to move up a spot from fourth in qualifying to third in the

Archie Mathews on his way to victory in Tamiya Junior-E





The Formula One cars parked up off the racing line

overall results. Billy led the A final for a few laps before a recovering Glenn snatched it back.

The Monitex F1 cars always look good on track, particularly those with a replica body. That said with its unforgiving kerbs, Colchester provided a real test for the F1 cars and it was fair to say the cars did not look as comfortable as they did at the previous round at Eastbourne, but the drivers put on a good show and enjoyed some close racing.

Daniel Robins converted pole to win, although leg one was taken by Aiden Gale thanks to a little help from some back markers in the closing stages. Overall, Paul Ellis, starting on P2 swapped places with Aiden Gale in the overall results, so the

top three in qualifying were the top three in the finals, albeit in a slightly different order.

Tamiya GT-E sees a mix of Tamiya cars and MTC. Nathanael Goodban took pole and the win in this class with his MTC chassis whilst Tim Harrop, who has been a front-runner in this class from day one, would finish second. Two poor finals for Steve Adams saw him well down the order after a good qualifying as Karl Matthews completed the top three.

Thirteen juniors took part in the Tamiya Junior-E class and as at the previous rounds there was a great feeling of camaraderie and keen competition between the youngsters. Colchester is not an easy track if you are new to it and there were the

inevitable crashes and incidents but coming through to take yet another win was Archie Mathews. It was not as clear cut as in previous rounds, and it needed a tie break to separate Archie and his nemesis Finley Lanaway. A win each and a second place for each driver saw Archie take the round win on the fastest time.

Always extremely rewarding watching the juniors go about their business not only on track but also in the pits and around the trackside.

For the next round drivers will head for West London, which is a demanding track for newcomers, but a regular stop-off for those who have contested Nationals in past seasons. ■

#### RESULT - MODIFIED TOURING A FINAL

POS	QUAL	DRIVER	PTS	LI	L2
1	3	Kyle Branson	4	3	1
2	2	Olly Jefferies	4	2	2
3	1	Harley Eldridge	6	1	5
4	4	Zak Smith	8	5	3
5	5	Matthew White	8	4	4

#### RESULT - 13.5T BLINKY TOURING A FINAL

POS	QUAL	DRIVER	PTS	LI	L2
1	2	Marcus Ackell	5	2	3
2	4	Ash Wiffen	6	1	5
3	1	Ricky Copsey	8	7	1
4	3	Zak Finlay	8	4	4
5	6	James Hart	10	3	7
6	8	Billy Fletcher	12	10	2
7	9	A Southgate	12	6	6
8	7	Andy Murray	15	5	10
9	5	Liam Hendy	16	8	8
10	10	Bailey Graves	18	9	9

#### RESULT - 17.5T BLINKY TOURING A FINAL

POS	QUAL	DRIVER	PTS	LI	L2
1	1	Glenn Westwood	2	1	1
2	2	Matt Quinlisk	4	2	2
3	4	Billy Kavanagh	6	3	3
4	6	Michael Chapman	12	4	8
5	10	Malc Hall	13	8	5
6	5	Dave Ringsell	14	10	4
7	9	David Cuff	14	7	7
8	8	George Mumms	15	5	10
9	3	Stu Colby	15	9	6
10	7	Gareth Hobson	15	6	9

#### RESULT - MONITEX FORMULA ONE A FINAL

POS	QUAL	DRIVER	PTS	LI	L2
1	1	Daniel Robins	3	2	1
2	3	Aidan Gale	4	1	3
3	2	Paul Ellis	5	3	2
4	6	Jonathan Ellis	10	4	6
5	7	Kyran Umney	11	6	5
6	4	Steve Umney	14	10	4
7	9	Andrew Thorpe	14	7	7
8	5	Darren Gale	16	5	11
9	8	Malcolm Norwood	17	8	9
10	10	Craig Williams	19	11	8
11	11	Jason McConomy	19	9	10

#### RESULT - TAMIYA GT-E AND MTC A FINAL

POS	QUAL	DRIVER	CLASS	PTS	LI	L2
1	1	Nathanael Goodban	MTC	2	1	1
2	2	Tim Harrop	Tamiya GT-E	4	2	2
3	4	Karl Matthews	Tamiya GT-E	7	3	4
4	5	Carl Osborne	Tamiya GT-E	9	4	5
5	3	Steve Adams	Tamiya GT-E	10	7	3
6	7	Martin Reeder	Tamiya GT-E	11	5	6
7	6	Gavin Lanaway	Tamiya GT-E	13	6	7

#### RESULT - TAMIYA JUNIOR-E JUNIOR A FINAL

POS	QUAL	DRIVER	PTS	LI	L2
1	1	Archie Mathews	3	1	2
2	2	Finley Lanaway	3	2	1
3	3	Oliver Woodall	6	3	3
4	5	Kenny Hyde	10	4	6
5	6	Ethan Webb	10	6	4
6	4	Theo Dambriane	10	5	5

#### RESULT - TAMIYA JUNIOR-E ROOKIE A FINAL

POS	QUAL	DRIVER	PTS	LI	L2
1	2	Harry Standing	2	1	1
2	4	Tyler Standing	6	3	3
3	1	Poggy Hyde	7	2	5
4	3	Emily Southgate	7	5	2
5	6	Hamish Clark	10	6	4
6	5	Reece Watts	11	4	7
7	7	Fergus Clark	13	7	6



Harry Jefferies (far right) qualified fourth in the 17.5T B final



The top three in Modified from left to right: Olly (second), Kyle (first) and Harley (third)



## EDITORIAL

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

# WELCOME TO 25 VOLUMES OF RACER



Believe it or not, this issue is the first magazine of volume 25. In other words, we have successfully published Racer for the last 24 years, and in terms of physical issues, that is 288 magazines! Not only is that a lot of words, but just thinking back on the amount of racing we have covered, the reviews, the countries we have covered and the quality of support we have had from the industry, it is completely mind-blowing. Sadly we should have been celebrating this milestone back in April when this Editorial would have been part of the May 2021 issue, but as we all know too well – and don't worry this is something I won't dwell upon – the dreaded coronavirus pandemic forced us to temporarily pause publication for six months. So here we are at last, albeit a bit later than expected!

When you think back to the early days of Racer and the progression of RC, it's amazing how much things have advanced in over two decades. In terms of everyday technology, we didn't have the connectedness that we now take

for granted. The Internet was still in its infancy and mobile phones still had buttons! The idea of being able to stream live races from across the world or even have the leaderboard on your laptop on your pit table hadn't even been thought of. The past 24 years has seen huge changes in the way we communicate and interact with each other via technology and the whole technological revolution has brought our world closer to each other – to the extent that we now think nothing of being able to strike up relationships and friendships with people from across the world as if they live just down the road from us. Thinking about how the past near quarter century has changed our Industry for a moment; the concept of a ready-to-run model didn't really exist, we endured brushed technology and the maintenance that this demanded of us, and Nickel-based batteries meant heavy packs that were also incredibly limited capacity and performance. 2.4GHz radios hadn't been invented and peg boards were still the norm at race meetings, often accompanied with the panicked shouts of "Who's

on 735 or red/orange?" as someone inadvertently turned their radio on in the pits before the transmitter compounds were opened up after practice. When people refer to the "good old days", I actually think that whilst we could agree looking back through rose-tinted glasses at some of the good times, actually with what's available to a prospective newcomer looking at the RC scene, as well as the staggering performance current enthusiasts have access to, there is no better time to be involved in the hobby. In fact, given the surge in popularity of the re-release and retro RC scene (actually fuelled somewhat by the pandemic even), I'd counter that we now have the best of both worlds where we can blend the benefits of the modern RC technologies with the emotive allure and pull from the best of yesteryear's models whose performance, at times, was limited by the supporting technologies that we had back then.

*Matt Benfield*  
Editor

## TIP OF THE MONTH

Team Yokomo has released this new magnetic body post setup primarily for their drift platforms, although there is no reason why this couldn't be applied to other suitable chassis and owners who want a super-clean look without any holes in the Lexan. Simply attach the magnet to the body with bracket and some suitable adhesive, and secure the steel adapter onto the body post. The adapter is of a sliding design so it will not interfere with chassis flex. At the rear you fit the aluminium mount post off the rear shock tower and install the steel adapter. Yokomo claims that even if the car is picked up using the body, it will not come off, and it is safe even with vibrations and crashes.



## 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



### Hobby-Shop Hässig

F1 racer Kimi Räikkönen purchased a Traxxas E-Revo 2.0 for his son after the Belgian Grand Prix and the model shop that he went to posted this on Facebook:

"Thanks for your visit Kimi. Fresh back from the GP in Belgium we were allowed to sell Kimi Räikkönen and his son a cool RC vehicle... we are pretty sure, under the mask he smiled!"



### Horizon Hobby

At the recent Horizon RC Fest 2021, an Arrma Typhon buggy was

launched 261 feet in front of a large crowd. Sadly we couldn't see the state of the buggy after it crash landed, but you can check out the video at [https://twitter.com/Horizon\\_Hobby/status/1436823280518840322](https://twitter.com/Horizon_Hobby/status/1436823280518840322)



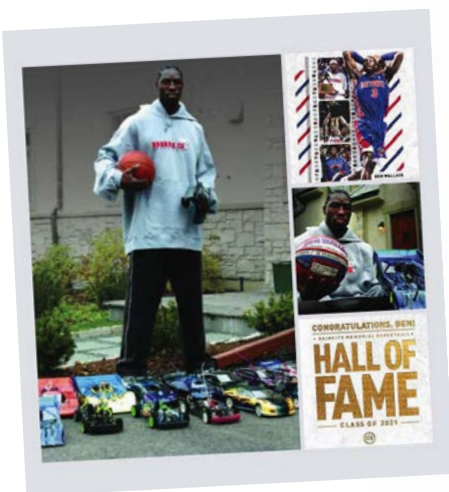
### EFRA

EFRA wanted to congratulate RC fan and now Basketball Hall of Fame member Ben Wallace on his achievement:

"Congratulations to Detroit Pistons legend and

#rcmotorsport aficionado Ben Wallace on your induction to the Basketball Hall of Fame"

Ben, who runs Wallace Motorsports made a cool YouTube video (#laytraction) introducing his fans to the world of professional RC racing with some great action footage and famous racer interviews. Its only three minutes long so check it out at <https://tinyurl.com/wallacemotorsports>



## 1 YEAR AGO – NOVEMBER 2020

Another month and another Xray release, as this month Xray teased the upcoming release of the 2021 version of their popular race-winning X1 Formula one kit, that is expected to be an evolution rather than new platform. Element RC released a RTR version of their Enduro Gatekeeper Buggy rock crawler that will be offered in two packages. Losi's new LMT comes as a 4WD solid axle monster truck in RTR form that the claimed "combines all-out performance with incredible scale detail." Schumacher Racing signed legendary German LMP12 Racer Markus Mober to their team who would race their Eclipse 3 in the on-road class. There was more Schumacher news too as they launched their new formula car called the Icon and their first foray into the class. Prototypes were extensively tested and raced in the UK, Germany and Italy with their team drivers, as the class enjoys a resurgence. Not happy with an update for the X1, Xray also revealed details of the 2021-spec T4 TC that like the formula cars, offered some small updates over a major redesign. In international news, Ryan Lutz confirmed his move away from Agama to new chassis sponsor WRC and was tasked with growing the Italian brand.



## 5 YEARS AGO – NOVEMBER 2016

Perennial bridesmaid Ronald Völker won the IFMAR Touring Car Worlds in Beijing, China at last. The perennial bridesmaid overcame a dominant qualifying display by Bruno Coelho to win two of the three A finals. Bruno was second and Victor Wilck third. Naoto Matsukura won another IFMAR 1:12 world title at the same venue with his Roche car, pushing Marc Rheinard (Yokomo) into second and Akio Sobue into third. In Gubbio, Italy the IFMAR 200m Nitro On-Road World Championships gave Serpent a one-two when Dominic Greiner beat teammate Alessio Mazzeo. Tamiya released the seventh generation touring car chassis, the TA-07 featuring an almost space-frame chassis - yet another moulding masterpiece from the best in the business.



## 10 YEARS AGO – NOVEMBER 2011

The way to sell things now is to put yesterday's design over today's technology. The Mini, Beetle, Rolex watches, and... Tamiya F104 electric cars. That excellent chassis now comes with Senna's McLaren MP4-6 and Prost's Ferrari 643 as bodies, both up to the usual standard of Tamiya excellence. The BRCA 1:12 section announced their National dates for 2011/12 and with venues like Plymouth and Chesterfield included it would have its usual high standard of racing. Schumacher's enduring BTCC Championship crowned Andy Moore in Modified whilst Alex Gardiner won Pro-Stock and Rob West took the 13.5T spoils. Sadly Ted Longshaw died this month, the originator of both the EFRA and IFMAR organisations who gave so much to RC would be sadly missed by everyone who came across this RC legend.



## THRASH TEST - TEAM ASSOCIATED RC10B6.3 TEAM

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £339.99

# THREE IS THE MAGIC NUMBER

With an all-new wide-pivot rear-end and updated chassis-mounted servo arrangement amongst the list of improvements, Team Associated's latest 2WD buggy looks to tweak the platform that once again, is available in a couple of options

It was quite a surprise when we received the press release from the States that Team Associated were updating their B6 2WD platform with the B6.3 model. Just as it did previously, the 30-time World Championship-winning manufacturer would be offering the new 2WD machine in a choice of two specifications; the B6.3 that you see here for ultimate high grip surfaces like carpet and Astroturf, which is so popular in the UK and Europe, whilst the D in the B6.3D variant stands for dirt, and thus is better suited to lower grip tracks. Naturally we wanted to get our hands on the B6.3 and we will run through all the main changes that the new model offers compared to its predecessor, and the benefits that they bring.

Starting with the chassis, the high-grip platform comes with the same +3mm chassis from the B6.2 that Team Associated states is better for stability and reduced weight transfer in high-traction conditions. The only difference is that there are now extra holes for the servo mounts, and that the Team Associated branding and length identification is now located under the steering assembly. This chassis is complemented by the new side rail mouldings that are required for the new direct-to-chassis servo mount - more on the latter later on. The left-hand



*“The wide rear-end has been chosen as it makes the car easier to drive in mixed conditions”*



# THRASH TEST - TEAM ASSOCIATED RC10B6.3 TEAM

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: €339.99



A set of weights sit under the servo and the electronics as found in the B6.2 model



The chassis length markings are now found up front under the updated steering assembly



Here you can see the revised bell crank post brace. The moulding now locates into the top plate

◀ side moulding allows a 30mm fan to be fitted using the included mount, but we went with the blanking option in our build.

As per the older model, you get a set of steel chassis weights that sit under the servo and the radio equipment, neatly secured from the underside allowing the components to be easily removed and as the chassis is the same as earlier B6 models, the optional carbon fibre, alloy and brass chassis weights can be fitted to assist in the fine-tuning of the all-important weight distribution.

## FRONT-END UPDATES

One area where there are more updates than first

meets the eye is the steering and surrounding components. To avoid steering bell crank screw breakage and excessive steering linkage play, there is a new servo mounting system that uses aluminium chassis mounts and a moulded brace that sits over the top of the servo, connecting the top of the two aforementioned mounts. Aftermarket companies offer their own take on a servo mount brace, but now Team Associated has addressed what they feel must have been an issue with their own solution. This new moulding also incorporates an integrated personal transponder mount for the clip that comes on the MyLaps unit. We installed our favoured MRT PT and decided to locate it as low as possible, securing it to the

chassis as previously with the B6.2 just behind the Reedy low-profile servo.

To further improve steering responsiveness and durability, the new top plate keys into the updated steering bell crank brace thus eliminating any play or misalignment. Curiously, you do get both the new and the old bell crank brace mouldings in the kit, but we would recommend the use of the new interlocking part in your build as this will offer a more direct steering feel, and hasn't been developed for no reason!

Completing the overhaul at the front, gone are the alloy Ackermann brackets on the steering arms and instead there are +1 carbon fibre items. It's a small touch and arguably it does reduce the



Oils for the shocks and gear diff, and grease for the driveshafts are all included in the kit package



The new steering setup aims to eliminate any excessive play as well as prevent the screws from breaking



The standard bulkhead is made from plastic, but alloy, steel and brass options are popular for tuning



The servo is now secured using new alloy posts that screw to the chassis as well as a moulded top brace



In order to achieve three different lower shock mount positions the rear wishbones can be swapped side to side



A new moulded protector uses small bolts to secure it to the front shock tower



unsprung weight marginally, which theoretically will make the car react marginally faster. Whether you'd feel that or not is probably debatable, but everyone loves a smart bit of carbon fibre on a race kit so we're certainly not complaining...

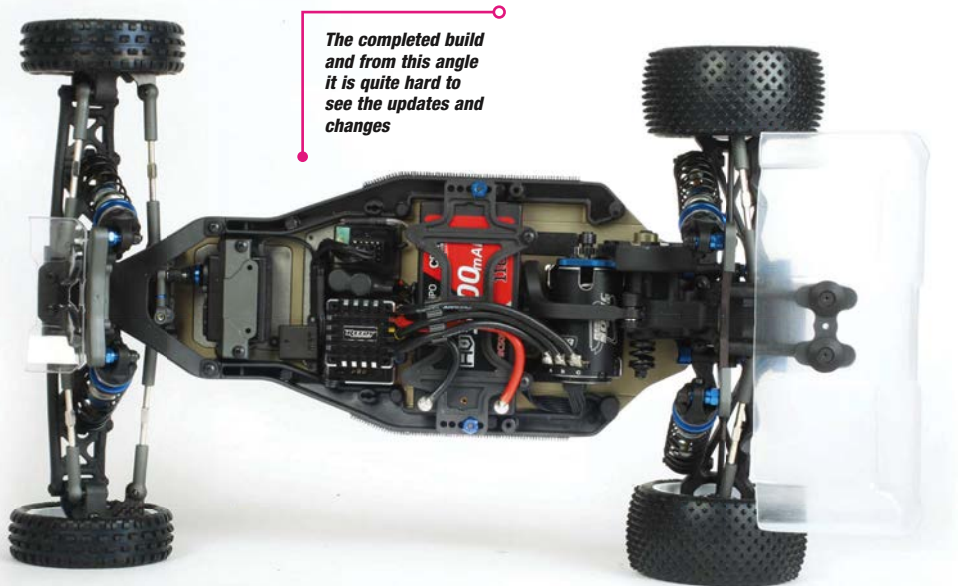
### CAUTION: WIDE LOAD

At the rear-end of the car there are big changes too. Gone are the 75mm wishbones and instead you get the new wide pivot rear aluminium mounts for use with narrower 73mm wishbones whilst retaining the 69mm-long CVA bones. This is the new package that, "Gives more predictable rear traction and an easy-to-drive rear-end feel." The asymmetric 73mm rear wishbones have a number of lower shock mounting positions, although you do have to swap the left and right over to achieve all the options. As before, the B6.3 continues to use the multi-piece rear hubs from its predecessor which offer vertical ball stud height adjustment coupled with spacer adjustment to move the outer pivot laterally to fine-tune the roll centre.

Subtle though these changes first appear, their impact on the car's handling is significant. The new wider pivot essentially lowers the rear roll centre and allows the car to roll a bit more during cornering, which will help drivers to feel the traction being generated. The increased roll will also make it more manageable in fast direction

## Racer Tips

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



*Here you can see how a second moulding on the back of the tower holds the protector in position*



*The proven Stealth Laydown transmission means easy access to the diff*



*There are four different height positions to choose from for the gear diff*



*The B6.3 comes with the Octalock system featuring 11mm LCF pads*



*On the other side there is the heavier RC10B74.1 slipper spring*



*A new rear shock tower protector sits on either side*

# THRASH TEST - TEAM ASSOCIATED RC10B6.3 TEAM

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: 6399.99



The rear wing mounts are less prone to bending as they use more material. Note the hole for an optional brace



The number indicates the 73mm length of the rear wishbone



No updates here with the proven V2 12mm big bore threaded aluminium shocks complete with X-rings seals



A full set of turnbuckles built up and ready to fit to the chassis



Fine-tuning up front is plentiful with the ability to raise or lower the position of the steering arm in the caster block



The 69mm long CVA driveshafts mean reduced dogbone plunge that also minimise the friction at the drive pin

change where the narrower pivot on the B6.2 could be quite a handful to keep in control in all but the grippiest of conditions. A revised rear shock tower with tweaked upper shock mounting locations ensure that the shock absorber angles remain optimised for the new roll centre, whilst retaining the 5mm offset rear wheel hexes will help retain the excellent side-bite traction that the B6.2 carpet car was renowned for.

## TRANSMISSION TYPES

Whilst the proven Laydown Stealth 3-gear transmission wholly remains the same, the B6.3 comes with an all-new HD slipper spring assembly as well as 11mm Octalock LCF slipper pads designed

for smoother engagement on high-traction surfaces, and uses the heavier slipper spring from the RC10B74.1 for consistency and higher torque capacity. For the record, the B6.3D comes with the same Octalock system, but uses a 19mm ID pad with less material as the loads are likely to be a little lower. As the B6.3 is the high grip track model, you get a gear diff whereas the B6.3D comes with the ball-type option as standard. Naturally you can switch between the two diff types depending upon the track and personal preference, although a gear diff can be tuned by adding or removing O-rings and internal gears, or by changing the thickness of the oil.

## TRACK AND TOWER PROTECTION

There are minimal suspension changes, but the shape of the shock towers have been tweaked, and the positions of the upper mounting holes are slightly different on the latest versions as mentioned earlier. The B6.3 also comes with protectors that fit over the left and right ears of the rear shock tower guards, whilst up front the tower has a redesigned cover that hides any exposed screw heads. These front and rear covers not only will help save the edges of the carbon fibre from damage, but they also prevent the towers from damaging the track surface.

Inside the V2 big bore shocks, the machined



With the Laydown gearbox the battery location options are quite limited



The rear hub design offers lots of tuning potential using spacers to set the ball stud position and the roll centre



Anti-roll bars are included both front and rear to suit high-traction race surfaces



*Using the largest possible bearings in the rear hubs ensures strength and durability*



*The carbon fibre rear shock tower is marked up with the part number and has revised locations*



*The front tower has been tweaked for the B6.3 with a revised shape and new shock positions*



*Pro-Line provided us with wheels and tyres for the build courtesy of CML Distribution*



*The rear hub controls the wheelbase setting and uses a captured hinge pin design*



*5mm offset hexes are used both front and rear*

pistons are now thinner, measuring just 2mm rather than 2.5mm as previously. This has been a favoured tuning option in recent times with the AE team as the thinner pistons tend to react slightly faster and offer marginally less pack, which can help on bumpier outdoor AstroTurf tracks in particular. These pistons are machined rather than moulded so you can be assured of the very best fit inside the shock body bore.

## TUNING

One way to adjust the amount of chassis flex is by using braces so for the first time, Team Associated also supplies everything you need to build and fit the tie-rod battery brace. This tie-rod secures to


the top of the gearbox moulding and the battery retaining plate to stiffen up the chassis should you want to.

Front and rear anti-roll bars are included to provide less chassis roll on high-grip surfaces and although you only get one front and one rear in the kit, there are different options available to fine-tune this area.

## SMALL DETAILS

Another area that has been addressed includes bending wing mounts. Although it is hard to see, these new rear wing mounts in the B6.3 have been updated with added material on both the vertical and flat sections for better durability and

to reduce the chance of bending, with the ability to install an optional alloy brace between the two mouldings. Previously, the wing mounts would bend to one side over time, but we will have to see how these new mouldings work out in the long-term.

Should you need to run more rear droop, instead of just the short and long options you also have the option to fit even longer +4mm shock rod ends. Again, as with the thinner pistons, this would be advantageous on bumpy tracks or if there are big jumps where the extra droop will help on landings and through the rough stuff. Whilst discussing the rear shocks, you will see that these are now secured to the wishbone using a 



*We used the included mouldings to hold the battery and motor wires neatly in position*



*Our faithful Reedy speed controller was taken out of the B6.2 and dropped straight into the B6.3*



*No need to use the aerial tube as we coiled up the wire and secured it with a little heatshrink*

# WHAT IS AVAXHOME?

# AVAXHOME-

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# THRASH TEST - TEAM ASSOCIATED RC10B6.3 TEAM

■ spec: 2wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £339.99

## Jamie and Tommy on the B6.3

In previous years, here at Racer we have always looked to Neil Cragg for insider information from the factory Team Associated driver, for his extensive knowledge and experience. By his own admission, Neil isn't getting any younger, but fortunately for Team Associated, in Jamie and Tommy Hall they have two bright prospects who are going from strength to strength not only in 1:10 off-road, but also in the nitro-powered class of 1:8 off-road with their RC8B3.2 buggies.

Whilst there hasn't been any National-level 1:10 off-road racing, the Hall brothers wasted little time in building their B6.3 cars and getting in some testing and competition, so who better to ask for some feedback on the new 2WD...

**Racer:** Many thanks for taking the time to help us with an even greater understanding of the new B6.3 platform. First of all, have you managed to get much running with the new buggy?

**Hall Brothers:** Yes, we have used the new platform in all our race events this summer.

**R:** Have you built and run both the B6.3 and B6.3D?

**HB:** We've been running the B6.3D, as we prefer the shorter chassis in almost all conditions, as well as the

shock piston and slipper setup found in the box. We do run the gear diff when traction is high however.

**R:** How have you set the B6.3 compared to the B6.2 - did you start with the B6.2 setup or go with the B6.3 kit settings?

**HB:** We began with a setup similar to our B6.2 settings, but have found changes and improvements over time. The B6.3 seems to react well to a slightly harder rear spring (we now run v2 blue instead of v2 grey on the B6.2). Making use of the fine adjustment to the shock angles, we are running the middle position on the front shock tower, for a more consistent steering feel.

**R:** In what areas do you think the package is now stronger than the old model?

**HB:** We have liked the adjustability of the shock towers present on the B6.3 as they allow for finer tuning on an important part of the car. The kit also comes as a better package out of the box so less option parts are needed.

**R:** How does it feel compared to the B6.2 and what benefit or in what conditions does it out-perform the B6.2?

**HB:** We have found the car to feel more consistent and easier to drive than the B6.2, whilst maintaining the raw pace that the previous buggy brought to the table.

**R:** How do the setups between you two differ?

**HB:** Mostly our cars are set up the same, but sometimes Tommy will prefer more steering so lowers his front hub by 1mm compared to what we both started with.

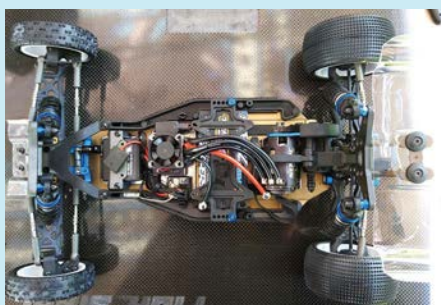
**R:** What option parts do you run on the B6.3?

**HB:** There are only a few like the steel bulkhead (AS91898), aluminium steering bell cranks (AS91668) and aluminium servo horn (AS1366).

**R:** What are your plans for the rest of the 2021 racing season indoors and out?

**HB:** We will be racing at the last round of the SOOM series at Robin Hood Raceway, and plan to compete at the Silverstone RCMCC, Worksop Indoor Offroad Masters, Junction 16 series and some of the Slough Electric Model Car Club series over winter.

**R:** Once again, thanks for your time and we wish you all the best for the rest of 2021 and into the new year.



With the body off you can see Jamie's install as well as the optional alloy steering components



At the Robin Hood GP the brothers ended up on the 2WD podium with their Team Associated 2WD buggies



An incredible result with Tommy taking the win from Michal Orłowski with Jamie third

set screw and flanged nut arrangement instead of a regular allen bolt for quick and easy shock removal.

Keeping things neat and tidy are 2-wire and 3-wire containing clips to hold the battery and

speed controller wires in place. We used to slide a length of heat shrink over the three motor wires but now Team Associated has come up with a simple reusable system that is much better for maintenance. Finally, whilst you might not get

wheels in the kit, black steel M4 low-profile serrated wheel nuts are now included instead of silver.

### KEEPING THE COVER THE SAME

To give the B6.3 its identity there is of course



We relied on a Reedy power package for our build although we will change the motor for something milder



The front wing is trimmed around the holes in the carbon fibre shock tower



New side rails and more holes in the B6.3 chassis to allow for the updated servo mounts



The new low-profile serrated black wheel nuts contrast nicely against the blue axles and white rims



The lower rear shock mounting is secured using a nut for reliability



New carbon fibre +1 steering arms replace the older metal versions



We went with the rear wing extension mouldings that move it further backwards off the shock tower



You can fit the fan mount moulding which is included but we went for the blanking option



The steering servo mounts are now separate from the rail mouldings

a Lexan body in the box as well as a pair of front and rear wings so you can have a couple of different aero settings at both ends. All three components are exactly the same as found on

the B6.2 so this will please racers who are Team Associated fans and are looking to upgrade as all their existing equipment will fit straight on. ■

## Summary

The Team Associated B6.3 is a subtle yet considered update and improvement to the B6.2 which, by no means is a slouch in its own right. All of these changes work as a collective to improve what is already a hugely accomplished platform. B6.2 owners might feel that the changes don't warrant a completely new build, but they can choose an upgrade path by focusing on the rear pivot blocks and rear geometry changes which will have the most noticeable effect. The changes are designed to make the car easier to drive in mixed conditions and arguably, it's a nod to the fact that whilst there are some very high-profile high-traction events and series, the vast majority of the buggy-buying public need something that is a little more versatile for conditions that are less than ideal. Whichever way you look at it, the evolution of the class continues and the third version of Associated's B6 platform is set to continue the winning legacy of its predecessors.

## SPECIFICATION

Model:	Team Associated RC10B6.3
	Team
Scale:	1:10
Class:	Off-road
Application:	Competition
Format:	Kit
Power:	Electric
Chassis:	Alloy
Drivetrain:	2WD
Transmission:	Gear
Differential:	Gear-type
Shocks:	Oil-filled/threaded bodies
Bearings/Bushes:	Bearings

## TECHNICAL DATA

Length	375mm
Width	248mm
Height	130mm
Wheelbase	290mm
Front track	250mm
Rear track	244mm
Weight	1530g

## WHAT WE USED

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

## OPTIONAL PARTS

#27304	Reedy LiPo Brass Battery Weight Set (updated)
#91621	Team Associated FT 12mm Pistons V2 2-Hole 1.6mm (thin)
#91658	Team Associated B6/B6.1 Aluminium Bulkhead
#91659	Team Associated B6/B6.1 Brass Bulkhead
#91669	Team Associated B6/B6.1 Aluminium Steering Rack
#91745	Team Associated B6/B6.1 Aluminium Chassis Weight - 9g
#91746	Team Associated B6/B6.1 Aluminium Chassis Weight - 13g
#91754	Team Associated B6/B6.1 FT Graphite ESC Plate
#91761	Team Associated FT Graphite Servo Plate
#91796	Team Associated FT Laydown/Layback Motor Plate Graphite
#91822	Team Associated B6.1 FT Rear Anti-Roll Bar Set (3)
#91823	Team Associated B6.1 FT Rear Anti-Roll Bar Set (3)
#91892	Team Associated B6.3 Chassis

## VERDICT



Notable improvements  
Manufactured to Team Associated's usual high standards



Recent B6.2 buyers might be frustrated

**RACER RATING: ★★★★★**

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

## RACE REPORT

what: brea national where: halifax class: 1:10 on-road

# MURRAY TAKES STOCK CHALLENGE TO ASKELL

*The battle for the BRCA National titles heated up at the third round of the 2021 series. Whilst Olly Jefferies continued to build on a strong set of results in Modified, Andy Murray took a win in Stock and would become Marcus Askill's closest challenger*

Halifax posed a very different challenge from rounds one and two of the BRCA 1:10 TC National Championships with a fast open layout which is basically a nitro

track that would give the electric drivers a chance to open up the taps and press the flat-out button. This is something they traditional look forward to at this round and

something missing from the first two technical tracks at Eastbourne and Colchester. The setup is key to a good result here and most drivers would have to start from scratch and not

be able to draw from previous years data as Halifax had been resurfaced and a new grippy super smooth tarmac surface lay in front of the drivers.



*Olly Jefferies with the familiar #1 on his body*





The drivers from the top heat of stock take cover under the pit area



The Mi7 belonging to Schumacher's Andy Murray



Second on the Modified grid was Chris Grainger's Awesomatix



Marcus Askeff (Xray) was pushed into second place in Stock on the tie-break

Heading into round three the series was looking good for the Xray team with team driver Ollly Jefferies comfortably leading the Modified class and his teammate Marcus Askeff up front in 13.5T Stock. Despite taking rounds one and two of the Nationals, many thought the Ollly's challenge may have looked to be faltering under pressure from the chasing pack. Chris Grainger arrived fresh from a confidence-boosting Modified win at the last round of King of Clubs and this was more like home ground for Kyle Branson, who was another driver to take a victory over the Xray driver this year. Throw into the mix Harley Eldridge and Zak Smith this on paper was a difficult one to call.

Stock is always close and on a track like Halifax it's all about finding a quick and consistent car, then not making any mistakes. An error on this fast track and you won't pull it

back, so the likes of Marcus Askeff, Zak Finlay, Billy Fletcher and James Hart were looking for good speed, but more importantly consistency over five minutes.

### RACE DAY

The excitement of a first electric national on Halifax's new grippy tarmac fell a little flat as drivers arrived at the track on Sunday morning. It was raining and to make things worse it didn't look like stopping for the entire day, so it was now all about wet setup and making sure your car can last the full five minutes.

Round one of qualifying and Ollly Jefferies stamped his authority in the Modified class taking a comfortable TQ ahead of Chris Grainger, Zak Smith and Louis Parker. Peter Eagles is having a good National season so far and he completed the top five

in round one. The top three from round one of modified qualifying kept it consistent for round two with the same three heading the time sheets. Into round three and Ollly Jefferies took the quickest time from the Schumacher duo of Zak and Chris Ashton, with their Mi7 looking good in the wet conditions. It was four out of four for Ollly on track, but being a gram underweight in post-race scrutineering robbed the Xray driver of the clean sweep. Whilst this did not affect the top runners overall, it did mean Jamie McDonagh would snatch the final place for the Modified A final as everyone moved up a place in the round four overall results. It was good to see Chris Ashton back up with the front-running Modified drivers, the Schumacher employee seemed to revel in the tricky conditions qualifying fourth.

The 13.5T Stock qualifying got off to a good start for Marcus Askeff as he took the fastest time in round one of qualifying, but after that Andy Murray took over, as the Schumacher driver took the remaining three rounds. Marcus was quick and consistent and would line up behind Andy for the A final. Billy Fletcher went into round three without a top ten time to his name so he needed two good rounds and under immense pressure pulled it off and would line up behind the top two. Sam Law was having a great day and he would line up ahead of Zak Finlay, the latter having a day where he just seemed to struggle a little for pace on the soaking wet Halifax track. Another Sam enjoying the wet track was Sam Nicholls, two top five times would see him line up behind namesake Finlay. James Hart, so often in the past the man

# RACE REPORT

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



Chris Ashton ran this distinctive colour scheme on his Schumacher Mi7

to beat at Halifax looked to be struggling as were other Stock A final regulars. The A final would see the likes of Mikey Mansell, Ricky Copsey and Tony Broad all line up at the back of the A final and missing all together was Chris Gunter, Mark Wallace and Darren Lee. This made for a good quality B final, but not what these drivers wanted if they

were to improve their championship positions.

## 13.5 STOCK A FINAL

The first leg of the 13.5T Stock A final was the first classic race of the day. Despite starting from pole, Andy Murray could not shake off the attention of a hard-charging Marcus Askeff, We were then treated

to five minutes of great close clean racing that was being enjoyed by everyone around the track. The lead swapped a couple of times but going into the last lap Marcus appeared to have the race in his pocket then what happened next may have a significant repercussion when the championship draws to a close. With a maximum point

score for leg one in his grasp and a cars-length lead over Andy, Marcus looked comfortable as he exited the sweeper off the straight, then with just two corners to go Marcus had a half spin. Andy needed no second invitation and cleanly eased past to take the win. A great race for the neutrals watching but a moment Marcus will want to put behind him.



The ARC of Zak Finlay in Stock

Leg two and everyone was hoping for a repeat of leg one, but this time Andy did not allow Marcus to get close enough to mount a challenge keeping the gap stable. There was still no room for mistakes, but enough of a gap to keep the pressure manageable. A second win in leg two for Andy gave him the overall win and moves him into contention for the Stock championship. We had watched two brilliant A finals on a difficult greasy wet tack, could Modified provide the same gripping entertainment? Behind the top two Zak Finlay and James Hart both worked hard to shake off for what was for them lowly qualifying positions, Zak making the podium in third with his ARC and the reigning stock champ James Hart salvaging some good championship points in fourth, as Sam Law finished off his good day with fifth.

## MODIFIED FINALS

After a dominating qualifying performance, most thought Ollly Jefferies would just build up a lead in the finals and keep a manageable gap to Chris Grainger. Well that's what it said in the script, but that script got torn up early on as two of

the UK's best battled on the damp track. It was then obvious Ollly was in trouble in leg one, as coming onto the straight he was unable to get the power down and a couple of times Chris had to back off to avoid hitting the rear of the Xray. Now in serious trouble, Ollly was in full defensive mode with a car that didn't look capable of defending against the hard-charging Awesomatix. The inevitable happened and Chris got the move done, so it was leg one the Southampton racer. Was this West London King of Clubs all over again? The Awesomatix driver certainly seemed to have a new lease of life recently in his battles with the reigning National Champion. Back in his pit Jefferies could not find anything significantly wrong with the car, a few changes were made but he arrived on the grid for leg two with no idea if the Xray was sorted or if the problem had gone away.

Leg two was a lot less dramatic and it was a buzzer-to-buzzer victory for Ollly ahead of Chris, and a notably relieved Xray driver came off the rostrum effectively now with one hand on the championship. Losing leg two may have opened a grandstand finish to the series,

QUALIFYING - MODIFIED							
POS	DRIVER	BEST TIME	PTS	R1	R2	R3	R4
1	Ollly Jefferies	16 laps 313.48	2	1	1	1	30
2	Chris Grainger	16 laps 315.80	3	2	2	2	27
3	Zak Smith	16 laps 314.28	4	3	3	2	2
4	Chris Ashton	15 laps 305.86	6	6	7	3	3
5	Kyle Branson	15 laps 306.08	9	7	4	6	5
6	Harley Eldridge	15 laps 306.19	9	9	8	5	4
7	Louis Parker	15 laps 308.77	9	4	5	25	6
8	Peter Eagles	15 laps 309.25	11	5	6	21	8
9	Colin Jackson	15 laps 310.40	13	11	17	4	9
10	Jamie McDonagh	15 laps 312.98	17	14	12	7	10

QUALIFYING - I3.5T STOCK							
POS	DRIVER	BEST TIME	PTS	R1	R2	R3	R4
1	Andy Murray	16 laps 315.32	2	4	1	1	1
2	Marcus Askill	16 laps 315.76	3	1	2	4	2
3	Billy Fletcher	15 laps 311.15	5	30	30	2	3
4	Sam Law	15 laps 301.79	7	2	6	5	6
5	Zak Finlay	15 laps 305.16	7	13	4	3	4
6	Sam Nicholls	15 laps 301.85	8	3	10	12	5
7	James Hart	15 laps 302.94	9	6	3	9	7
8	Mikey J Mansell	15 laps 307.82	11	5	12	6	10
9	Ricky Copsey	15 laps 308.30	13	37	5	8	15
10	Tony Broad	15 laps 309.34	13	7	8	6	8

RESULT - MODIFIED A FINAL							
POS	QUAL	NAME	TIE BREAK	POINTS	R1	R2	
1	1	Andy Murray	—	2	1	1	1
2	2	Marcus Askill	—	4	2	2	2
3	5	Zak Finlay	—	7	4	3	
4	7	James Hart	—	9	5	4	
5	4	Sam Law	—	11	6	5	
6	3	Billy Fletcher	—	12	3	9	
7	10	Tony Broad	—	13	7	6	
8	8	Mikey J Mansell	—	16	8	8	
9	6	Sam Nicholls	—	17	10	7	
10	9	Ricky Copsey	—	19	9	10	

RESULT - I3.5T STOCK A FINAL							
POS	QUAL	NAME	TIE BREAK	POINTS	R1	R2	
1	1	Ollly Jefferies	16 laps 318.36	3	2	1	
2	2	Chris Grainger	15 laps 301.45	3	1	2	
3	3	Zak Smith	—	6	3	3	
4	5	Kyle Branson	—	6	4	4	
5	6	Harley Eldridge	—	11	5	6	
6	8	Peter Eagles	—	13	6	7	
7	4	Chris Ashton	—	15	10	5	
8	7	Louis Parker	—	16	7	9	
9	10	Jamie McDonagh	—	17	9	8	
10	9	Colin Jackson	—	18	8	10	

but from Ollly's perspective he is understandably more interested in getting the job done than providing entertainment for us watching on from the side lines! Zak Smith took third, but seemed unable to match the pace of the two up front, still having a strong season with Schumacher, Zak has been consistent all year, but just lacking that little extra on occasions. This should

have been the meeting where Kyle Branson would show his speed and good form, despite being at a track he knows well the conditions and lack of wet weather experience meant he would finish just off the podium. Harley Eldridge seems to have lost her footing on the podium places after some great results earlier in the season, but she will bounce back. ■



The Modified class plaques



In Modified, Ollly Jefferies (Xray) won from Chris Grainger (Awesomatix) and Zak Smith (Schumacher)



Schumacher driver Andy Murray won Stock from Marcus Askill (Xray) and Zak Finlay (ARC)

## CONCLUSIONS

There are two more rounds to go and next up is the Cotswold club. Whilst some may see this as Ollly Jefferies's home track and maybe he has some small home advantage here, one more final win here or at Bedworth at the final round would be enough to retain the Modified crown, but that's not as simple as it may seem... For Chris Grainger to win he needs to take victory in all four A finals at the last two rounds; a tough ask but you can bet he will give it a good go. Lying second in the series is Kyle Branson who is also traditionally quick at Cotswold and he is overdue a good result, so expect him to be in the mix. Zak Smith and Harley Eldridge are close on points and that battle for a top three finish is hotting up nicely. The Stock class now looks like a straight battle between Andy Murray and Marcus Askill, as the former needs to drop a non-score from Eastbourne where he raced Modified and he is right there in the hunt. Marcus is a fan of the fast Cotswold track, but Schumacher use this track to test so Andy will have a lot of laps here under his belt. But don't count out Billy Fletcher or James Hart at Cotswold - this one will be a good watch so grab a ringside seat. As usual Racer will be there with all the action as we move closer to crowning our 2021 national champions, see you in the west country in September.



# VINTAGE COUGAR GETS MID-MOTOR MAKEOVER

Dirk Simons wanted to make the classic Schumacher Cougar into something that could compete with modern-day machinery and the only way to achieve this was to give it a mid-motor conversion

For this month's column, Dutch racer Erik-Jan Mol tells us all about the journey of his good friend, Dirk Simons, who had a mission to turn a vintage Schumacher Cougar into a mid-motored contender for not only vintage racing, but for modern racing too. Dirk and another friend, Marijn Van Der Heiden, embarked on a super-cool lockdown project in 2020 and Erik-Jan has kindly told us all about it so it's over to Erik-Jan now for an inspiring story:

This is a good example of refocusing in the lockdown period, from racing to designing. The initiator of this special project, Dirk Simons, who hails from the Netherlands, is a big fan of the original Schumacher Cougar from the early 90s. He now owns all five original versions in mint condition and has collected almost a dozen, all in a very good shape. This article describes the steps taken to get a high-performance racer based on a 30 year old design.

## LOVING THE ACRONYMS

Let's first start with an explanation of the codes in the title. DSPPC stands for Dirk Simons Power Products Creations. EXP3 is the third 3D-designed car and it is a mid-motor version based on the original early 90s Schumacher Cougar. Like a lot of the racers in the vintage scene, Dirk Simons was an active club racer in the early 90s and has always kept his beloved Cougar (Mk 1) sitting on the shelf. A few years ago, he started racing again



From this angle the Cougar retains its period looks albeit with a few tweaks



**Michal Orlowski with Dirk Simons's pride and joy**



**Your author Erik-Jan Mol with the modernised 2WD buggy**



**Professional CAD designer, Marijn Van Der Heiden, on the left with Dirk Simons, who was behind the concept**

at the new local club with some modern buggies. The Cougar was still his all-time favourite and Dirk was interested in the active vintage scene. Dirk picked up his old Cougar, ran it a few times and noticed some typical weaknesses in the old design. Specifically, the aluminium chassis that could bend after a collision. At the Old School Euro races in Sittard, Netherlands, a few racers found that the Top Cat and the Cougar could be very easily converted to a mid-motor version and the rules allowed it at that time. The mid-motor versions actually made the Schumacher easier and faster on the nice Sittard Racing Arena carpet layout. Dirk got the idea to create a conversion kit with a carbon chassis and 3D printed parts to get a modern layout and a very robust platform, but still retaining the original suspension components and transmission. The design is suited to both Astro and carpet racing and Dirk wanted the basics and geometrics time specific for the time zone 1990 to 1992.

### COVID ACCELERATOR

The lockdown accelerated the development and

this project started somewhere in September 2020 together with local buggy racer and professional CAD designer, Marijn Van Der Heiden, and a lot of practical input and advice of Philippe Martin from France. After a long winter measuring, drawing, 3D printing, and orders from a carbon cutter, the first actual running prototype was ready early in February this year. Dirk always had the idea to create a platform that could be sold to other enthusiastic vintage racers as well. Raising the bar for him and Marijn as a semi-commercial product would require a high level of quality and the complete package must work well on the racetrack. The story to the outside world started on 12 February when we were all still in the lockdown, with this Facebook teaser.

"Facebook - 12 February: As for now, finishing on the details, waiting to get new parts coming in, and measuring a lot with the callipers

In the end, the idea is to create a full kit, to build your own Cougar MID car! A full kit with all carbon/plastics/screws/bearings that you'll need. You only need to use the Cougar transmission and suspension parts!

It won't be cheap, but if there is enough interest, it will get less expensive."

### SOCIAL MEDIA APPROVAL

Directly after the teaser, Dirk received a lot of Facebook 'likes' and private messages. For sure the reactions were very motivating to finish the project and go for further improvements. Marijn went on with the CAD program focused on the interference between parts that could cause assembly issues. The steering system with eight ball bearings was a new design with a central carbon Ackermann plate. The shock towers were redesigned and a waterfall motor guard was included in the design to stabilise the motor plate. Marijn and Dirk also designed an easy way to adjust toe in-out and anti-squat on the rear wishbones. Again some (expensive) parts were ordered at the 3D print company and the carbon cutter. Also the Schumacher sales team must have noticed a Dutch guy was clearing up stock of specific parts of their vintage buggies. The original Vari Shocks got a complete rebuild. The shock bodies and motor mount were been re-anodised so that



**The shock absorber components ready to be built up including re-anodised bodies**



**Iain Groom of Muzzoom Models helped out with some shock parts**



**In some cases Dirk had to get creative and 3D printed some of the bespoke components**

## About Iconic RC

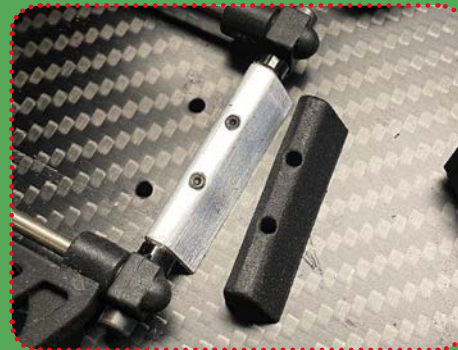
Established for ten years, Iconic RC run racing events throughout the year and have a popular YouTube channel along with a busy social media group on Facebook. We believe any radio controlled car is iconic if the owner thinks it is but we've found that the main focus for our community has been vintage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



Carbon fibre was used for the rear shock tower



The finished design uses a shorty LiPo and there is plenty of space for the rest of the electronics



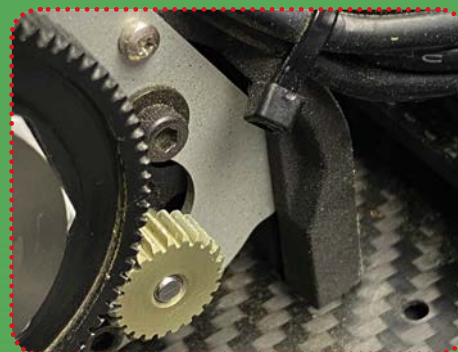
Different materials were tried and tested



The carbon fibre front shock tower fits inside and bolts through the front bulkhead



As you can see from the look of the material, many components were 3D printed



The quality of the finish is very high

all aluminium parts on the build would have the same colour. High quality Muzzoom Models Motorsport Teflon pistons, all new seals and new shock shafts made the shocks work even better than new and some modern big-bore springs look pretty cool and work perfectly.

Together with the carbon milled washer plate, the whole rear bulkhead and carbon shock tower is really solid and looks very nice. Modern Schumacher wing mounts are positioned as low as

possible to create a really streamlined appearance. Only original Schumacher parts are used for the complete suspension and transmission. Note that the first prototype was built with Schumacher parts that are still showing stock at the manufacturer.

### TRACK TEST #1

Finally, at the end of February 2021 all parts were in the house and assembled in the prototype

Cougar MID. The weather was very nice for a few days so it was time for the first test run on the local Astro track. Considering it was still winter the grip was good, a fresh set of Schumacher Mezzos and Cut Staggers were installed to get the power of the 8.5T brushless motor on the track. After a few carefully driven laps, some changes were made to the shocks and toe-in. The first impression was that the DSPPC EXP3 MID runs really well and the design was in the right direction.

The mid-motor 90s Cougar during one of the many test sessions





The high-spec package includes a carbon fibre drag link and ball raced steering



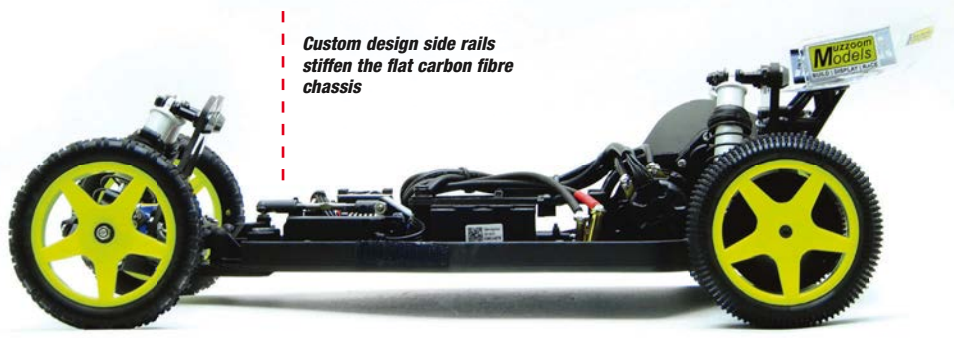
The rear wishbones are original Schumacher Cougar items



The thought and design that has gone into the buggy is incredible



The steering geometry is faithful to the original Schumacher design



Custom design side rails stiffen the flat carbon fibre chassis

On the 40 second plus track the MID is only a few seconds off of modern 2WD buggies. This first test session came abruptly to an end when a 1:8 buggy jumped over the track barrier and made a frontal collision. The complete front suspension plate was snapped. No need to blame this young driver. This can happen.

**WORK IN PROGRESS**

After this nice test day the second part of the winter came and there was time to redesign and improve some parts based on the track experience. The updates included a new front shock tower, totally re-designed front bulkhead (a step away from the "vintage" designs to make it much stronger), a new front shock support brace, sidepods to have easy access to the rear suspension mounts and a review of the rear bumper. The CAD designer Marijn did an outstanding job. The new printed material were from 3D systems in the very tough "Duraform

EX Black" material and it was all looking really promising!

**NEW CAR, NEW TEST DRIVER**

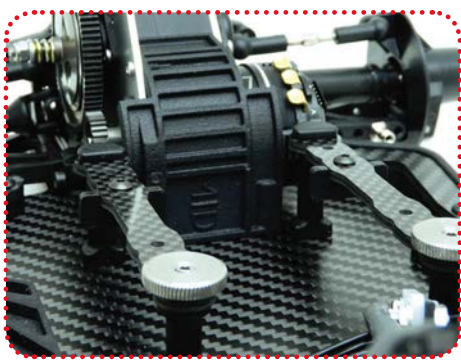
In mid-May, after an ugly Corona infection, a bit of a delay in collecting parts and a complete re-build almost from scratch, it was track time again. Dirk invited Jordy, a local 2WD specialist, who normally runs the latest Team Associated buggy to come along. The target was a 42-second average lap time on the local track. After every run some changes were made based on Jordy's feedback - the shocks, shock position, turnbuckles, toe, ride height - a lot of small changes were made and the mods helped to get the lap time from 48 seconds down to 46 and even a few 44-second laps. Jordy did not even push the car to the limit (respecting this is only the first prototype) so the whole team were very happy with the result. Jordy's feedback was that "It's fast, it's different and feels between



The gearbox has been tweaked with an updated slipper clutch



A brushless motor was used for modern-day racing



Dirk chose to use current Schumacher parts to hold the LiPo battery in position



The iconic rear hub design aimed to eliminate dirt getting inside the dished wheels



The updated buggy uses a mix of current and period components



The beautiful printed side rails complete with carbon fibre stiffeners fitted



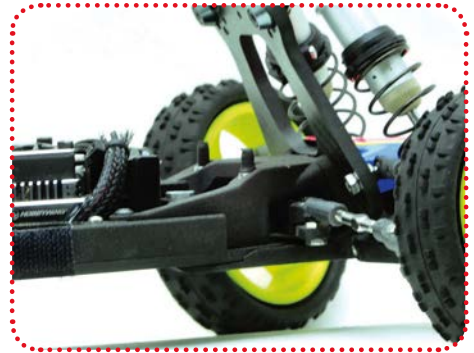
Rose-joints are used on the outboard pivots



The battery position is very flexible and can be located further rearward if required



For clearance traditional ball studs are found on the inside pivots for the camber and steering linkages



Here you can see how the chassis is sandwiched between the lower bulkhead and upper brace

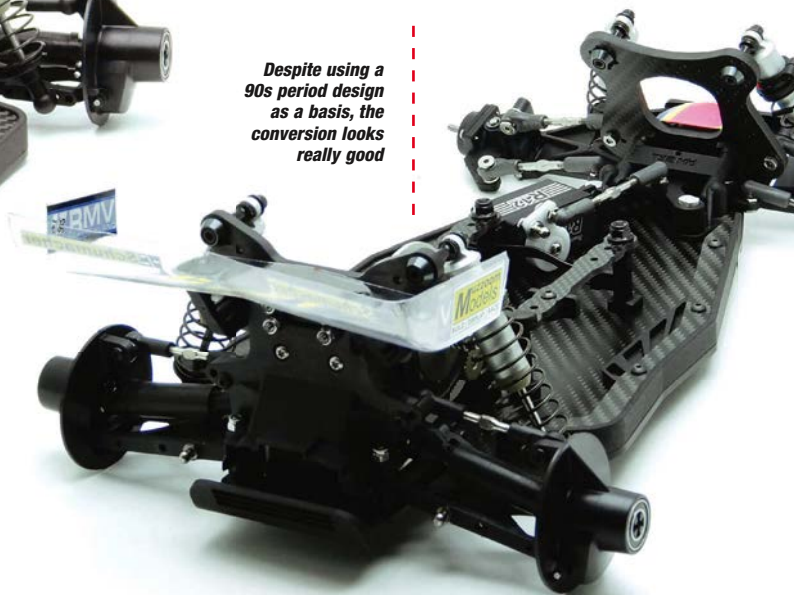
◀ an old school car and the dirt version of modern 2WD buggies. There is still some room and potential for setup improvements like jumping and landing. Another important thing of this test day was that the prototype stayed in one piece!"

## MORE TESTING

A few weeks later the team went to another local

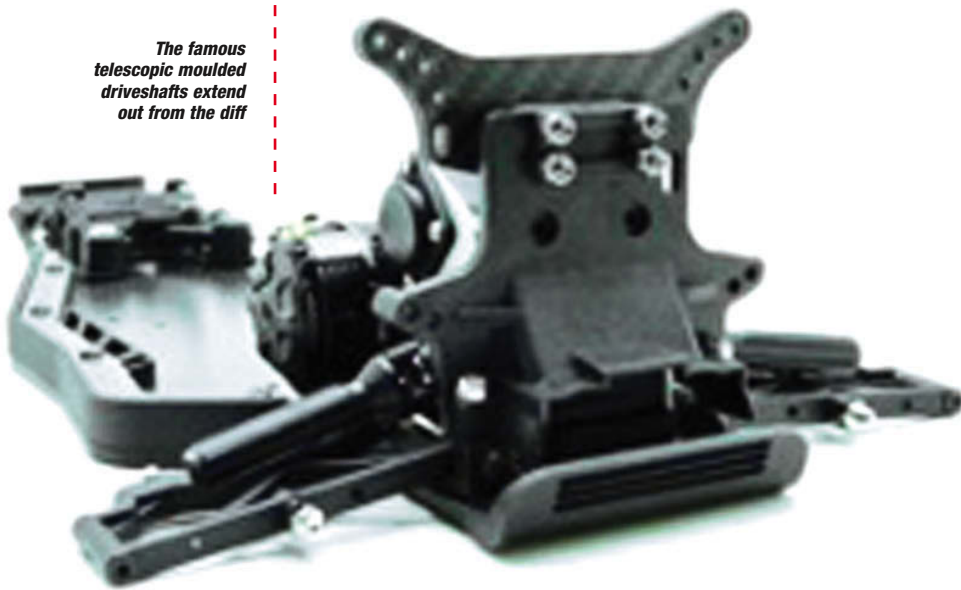
Instead of the usual clip-on spacers, the shocks feature adjustable collars

Despite using a 90s period design as a basis, the conversion looks really good





*The famous telescopic moulded driveshafts extend out from the diff*



Astro track, this time a typical 1:10 one. This time there was another experienced racer running the buggy and after a few laps the times were very consistent. The slowest and fastest were less than a second apart. That is always a sign of a well setup and designed car. Of course also the designers, Marijn and Dirk, went out for some runs. Both race at club level and most of their time with 4WD buggies. Driving the DSPPC EXP3 MID was great fun for both! Marijn's feedback was as follows: "Always a special moment to finally see and feel the physical product of a project I've been staring at for quite some time on my computer. The first laps for me felt really good, although I didn't go flat out. Must say the setup Dirk put onto it made it feel really easy to drive and quite predictable. No crazy movements or crazy unpredictable actions on track. I think we've made something that might be quite capable of competing with modern cars, whilst keeping the nice vintage cab back look and to be honest, which exceeds my first expectations when I joined Dirk on this project."

Here is an update from Dirk on another track day in June: "I went to another track in the Netherlands, with the invitation of two Schumacher factory drivers, Michal Orłowski and Wesley van Helmond. I took about half of my garage down there to be prepared for these fast guys! Wesley and Michal were there to train on different tracks in the hot Dutch sun! I have to say I was pretty buzzed they both

agreed to give our MID prototype a spin! As for them, a practice day is serious work, with trying out all different setups, and finding the last bit of speed out of the factory racing cars every day. As there was a bit of time in between practice they took the MID out for some rounds and I have to say, I never thought this would even happen! Thank you guys. The track has more or less a layout for 1:8-scale buggies. With 1:10-scale the track is doable (especially for Michal and Wesley) but it is hard for a car like the DSPPC EXP3 MID running a 8.5T motor and Pro Transmission all diff. The MID setup was far from perfect

on this track. During the day I did some little tweaks, but still not even close as their cars as you will understand. After all, it was fun, interesting, enjoyable, and relaxed! The feedback from the guys was very cool. Both Michal and Wesley were surprised about the handling and how easy it was to drive. Good fun and interesting for them too, keeping in mind the DSPPC EXP3 MID is a 30 year old car, with a modern upgrade. They both liked what we have created, the speed was there with this roughly setup and resulted in about 10 per cent loss in lap time compared to their well setup factory cars!"

## PRODUCTION PLANS

At the time of writing Dirk has received the first ten orders for the conversion sets and has started the ordering and purchasing process. The orders are from all over the world including New Zealand, USA, Netherlands, UK, Belgium and France. At the time this magazine is in the shops, at least a dozen of converted Cougars will be running around the globe! ■



## Summary

The DSPPC EXP3 MID is a very smart in-keeping customisation of a classic 2WD buggy to get the very most from it. In Erik-Jan's words with Dirk's photos it has made for a really interesting read and I must thank both Erik-Jan and Dirk for their time. I wish Dirk well with this buggy and I look forward to seeing one in the flesh. You can keep up to date with this whole project on Facebook at: <https://www.facebook.com/groups/725799534791993>

## Arrma Outcast 6S BLX

Arrma engineers have given the Outcast 6S BLX Stunt Truck the Extreme Bash premium treatment with EX-B hardened components to increase toughness everywhere it counts. With a Spektrum AVC radio and Spektrum 6S brushless power system, it can perform standing backflips, wheelies, huge jumps, and reach 60mph plus speeds. At the heart of the truck is an anodised 7075 T6 aluminium chassis with matching front and rear braces, whilst strong composite chassis side pods, along with a centre body support and brace, provide even more rugged resilience. Durable steel driveshafts plus all-metal diff outdrives and gearbox internals keep the heavy-duty drivetrain rolling. An EXB-toughened suspension system smooths the ride, with a steel rear suspension mount and adjustable oil-filled shocks mounted on 7075 T6 anodised aluminium front and rear shock towers. dBoots Back-Flip tyres provide all the traction you'll need, whilst a high downforce wing helps keep the vehicle grounded and a wheelie bar is ready for when only 90-degree wheelies will do. The Spektrum Firma 4074 2050KV brushless motor comes with an Arrma heatsink, and the included DX3 DSMR 2.4GHz radio system, SR6110AT receiver, and Firma 150A speed controller sees this model benefit from Spektrum's Active Vehicle Control and Smart technologies straight out of the box.

ARA8710 Arrma Outcast 6S 4WD BLX 1:8 EXB Stunt Truck RTR Black

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



# BANZAI

TAKE TO THE STREETS WITH FTX'S NEW BANZAI DRIFT CHASSIS. MODELLED AROUND THE HUGELY POPULAR FTX VANTAGE AND CARNAGE PLATFORM, THE BANZAI BRINGS JAPANESE DRIFT STYLING TO THE ENTRY LEVEL READY-TO-RUN ARENA.



Featuring a 4wd shaft driven design with front and rear metal-gear differentials, the Banzai is 99% complete from the box. Blue anodized aluminium components add a little style to the chassis along with the functionality of oil filled adjustable shock absorbers, front CVA universal driveshafts, ball bearings, adjustable suspension turnbuckles for tuning and a centre drive slipper to protect the transmission. A waterproof electronic speed control, servo and receiver allow for use in a wide range of conditions and the 2.4ghz radio provides interference free signal no mater where you are. Topped off and finished with an S15 style pre-printed drift body and a hard compound drift tyre on scale finish wheels, the Banzai is the perfect introduction to sideways street action!

**SPECIFICATIONS: 1/10 SCALE 4WD RTR BRUSHED ELECTRIC DRIFT CAR**

LENGTH:	440MM
WIDTH:	195MM
HEIGHT:	130MM
WHEELBASE:	275 X 280MM
FRONT TYRE:	24MM X 60MM
REAR TYRE:	24MM X 60MM
WEIGHT:	1.62KGS
GEAR RATIO:	6.5:1

**FEATURES:**

- RTR WITH 2.4GHZ RADIO
- WATERPROOF RECEIVER
- WATERPROOF BRUSHED MOTOR SPEED CONTROL
- WATERPROOF STEERING SERVO
- 540 BRUSHED MOTOR
- VOLTZ 1800MAH 7.2V NiMH BATTERY
- WALL CHARGER FOR BATTERY
- MOULDED TUB CHASSIS
- 4WD SHAFT DRIVE WITH SLIPPER SYSTEM
- BIG BORE OIL FILLED ADJUSTABLE SHOCKS
- GEARBOX METAL CROWN AND PINION GEAR
- FRONT UNIVERSAL DRIVESHAFTS
- ADJUSTABLE TURNBUCKLES
- ADJUSTABLE SUSPENSION (DROOP, CAMBER, TOE-IN & WHEELBASE)
- FOAM FRONT BUMPER
- SCALE FINISHED WHEELS
- DRIFT TYRES

**FTX Banzai RTR 4WD Electric Drift Car (Red or Green)**  
FTX5529/FTX5529G - £129.99 RRP



E&OE



Front CVA Universal Driveshafts.

Moulded tub chassis design with shaft drive 4WD system.



Adjustable big bore oil filled shock absorbers. Below: Adjustable turnbuckles.



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# MARTIN GETS BACK ON TRACK

*Like a few of the pre-championship favourites, Lee Martin had been forced to watch Joni Skidmore dominate the first couple of rounds of the 2021 BRCA National Championship, but the Agama driver turned this around at Herts where he raced to the overall victory, as Joni had to settle for second*

Round three of the 2021 BRCA 1:8 Off-Road National Championship would take place just a week after the second at East Shrewsbury, this time at the popular and famous HNMC track. With a well-prepared track it would be the traditional British weather that would mix things up over the two days.

In qualifying it was the usual

suspects at the pointy end despite many heavy rain showers throughout the rounds, which massively affected most of the field of racers. Elliott Boots, Neil Cragg, Lee Martin and Joni Skidmore all took a TQ in round, but with the Sworz man taking two rounds it was the Italian resident who secured the overall TQ as Lee took second, Joni third, Neil fourth and teammate Jamie Clancy rounding

off the top five. The rain disruptions for many of the heats really mixed up the finals below the top drivers though, making for some fantastic finals for Sunday.

## QUARTERFINALS

The B 1/4 saw the WRC of Kieran Cox on pole and that's where he finished, despite a tricky start to the final he came home an impressive

17 seconds up from second place. The following bump-up spots were hotly contested and at the end of a brilliant 20 minutes of driving despite some slippery conditions, they crossed the line with barely 1.5 seconds between the three drivers. Some great close racing ended with the Team Associated of David Bailey in second, the HB of Ashlee Owen in third and the Team Associated of



Lee Martin in action during qualifying



**Elliott Boots once again took TQ for Sworkz and Reds Racing**

Jimmy Whitehall in fourth.

The A side of the quarters saw a superb start by the top two, with second on the grid man Darren Hayden-Ball and his Sworkz machine taking the lead from fellow Sworkz driver James Le Pavoux on the second lap. Unfortunately, despite a great drive by Darren he returned to the pits in the second half of the race returning the lead to James and he

settled into a very comfortable win. A stunning drive from Tekno driver Daniel Austin who bumped from the 1/8 final saw him take the third spot as the buzzer went, and he too with a decent gap to the Sworkz of John Holmes in fourth however, both were promoted a place when second place HB driver Joshua Graham unfortunately failed tech inspection after the race, and this promoted

the Tekno of Elliot Taylor to the final bump spot in the semi-final.

**SEMI FINALS**

The first of the semis saw a dry start, as Agama driver Lee Martin took his pole and ran with it leading the majority of the race. Unfortunately the rain started and it didn't ease for the duration. As the cars slowed and the grip decreased, Neil Cragg

RESULT - B 1/64 FINAL	
POS	DRIVER
1	Jamie Bowen
2	John Green
3	Chris Reeves
4	Will Wheatley
RESULT - A 1/64 FINAL	
POS	DRIVER
1	Ricky Clarke
2	Adam Fryer
3	Colin Davies
4	Cayden Stenhouse
RESULT - B 1/32 FINAL	
POS	DRIVER
1	Jack Ritchie
2	Oli Taylor
3	Stephen Guppy
4	Ashley Pattison
RESULT - A 1/32 FINAL	
POS	DRIVER
1	Gary Gregory
2	Simon Hamblett
3	Nick Simmerson
4	Darren Moffatt
RESULT - B 1/16 FINAL	
POS	DRIVER
1	Chris Smith
2	Paul Abbott
3	Mark Everitt
4	Colin Brennan
RESULT - A 1/16 FINAL	
POS	DRIVER
1	Josh Marshall
2	Dennis Holding
3	Dave Williams
4	Holger Lykke
RESULT - B 1/8 FINAL	
POS	DRIVER
1	Jason Patey
2	Ben Simpson
3	Chris Smith
4	Chris Sharpe-Simkiss
RESULT - A 1/8 FINAL	
POS	DRIVER
1	Daniel Austin
2	Ben Billing
3	Sean Berryman
4	David Gibson

managed to pass a slowing Lee taking the win by some 30 seconds on what was now a very wet track. Lee held on for a great second place but only just from Sworkz man Callum Niblett who was less than a couple of seconds behind as they crossed the line. Lewis Jones and his Agama finished fourth, HB driver Simon Reeves took fifth, Nemo driver Jon Hazlewood was sixth and



Keeping an eye on proceedings aided by the live timing screen in the pit lane



# RACE REPORT

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



The wet conditions highlighted by the spray in the pit lane



Elliott Boots's pit man Verardo Riccardo in action



The rostrum is just one of the impressive facilities at Herts

< a great drive by David Bailey saw him take seventh and take his second bump of the day.

A short delay saw the rain stop and the track cleared, but the damage was done, as the still wet and tricky track would not be as fast for the second semi-final, but it still gave us an amazing race! With Elliott Boots on pole and Joni Skidmore just behind him, the pair both started

well, racing each other for the top spot. At the pit stop window it was one-stopper Graham Alsop and his HB that took the lead from them both, but when he too pitted at the halfway point Elliott was once again in the lead from Joni in second. The second round of pit stops came around and Elliott retained the lead, with Joni slipping back into fourth behind the Team Associated

of Jamie Clancy. They both managed to get past Graham in the final few laps and now the race was on between the pair for second place. A brilliant end to the race saw Jamie take second from Joni in third with just half a second between them! Graham got fourth as junior Sworz driver Dylan Saunders took fifth. Will Skidmore's Mugen crossed the line in sixth and the Team Associated of

Mike Lewis took the final bump spot to the main event.

## A FINAL

Due to the difference in track conditions between the semi-finals, the first semi finishers had the advantage on the A final grid with Neil Cragg on pole, Lee Martin second and Callum Niblett third, with the winner of the second semi back in



eighth place. This would really mix it up, with all the drivers having the same conditions for the 45-minute long final. From the start, Lee and his Agama machine were hot out of the blocks going from second to take the lead, until there was misfortune for Neil seeing him drop from the P1 to last after returning to the pits, but his quick-thinking pit crew got him back into the mix. Lee's Agama dominated the race, leading every single lap with a stunning drive taking the much needed win. The battle behind him was brilliant, with the "Fast Favourites" starting in the midfield, they would need to battle through to be in contention, but the guys who started up front would be hard to catch. And this was true of Callum who drove a stunning race from third when he too had some difficulties that led to him dropping down the field. Elliott Boots and Joni Skidmore were now gunning for the podium, as was Jamie Clancy and his Team Associated buggy, but it was Joni who stuck his buggy into second after 45 gruelling minutes of racing, just a second up from Elliott in third. Lee managing to get the lap on the following pair and he took the win with a big advantage. Fourth and fifth laces went to the Team Associated drivers, Jamie and Neil respectively. Another brilliant display of 1:8 off-road racing by these amazing drivers, and another peppering of young talent in the A final for the third time this season.

## REFLECTION

This great race had an unfortunate



Lee Martin's race-winning package of Agama, Bullitt, 6Mik and Piranha

ending for Lewis Jones who suffered a health issue during the later stages of the A final. Later on in the day it was confirmed that all was well, and we hope to see him again trackside soon.

Well done to all the drivers in dealing with many difficulties during the race weekend and many thanks go to the club and officials also.

This result has really heated up the championship with Joni Skidmore leading after three rounds

from reigning champion Elliott Boots in second. The full meeting results and all the championships standings can be found at [www.brca.org/results](http://www.brca.org/results)

We go again for round four at a new track for the BRCA National series Brookthorpe located near Gloucester next time... ■

### RESULT - A FINAL

POS	QUAL	DRIVER	RESULT	CHASSIS	ENGINE
1	2	Lee Martin	61 laps 45m 19.74	Agama	Bullitt
2	10	Jonathan Skidmore	60 laps 45m 23.20	Mugen	Blok
3	8	Elliott Boots	60 laps 45m 24.57	Sworzk	Reds
4	9	Jamie Clancy	60 laps 45m 32.57	Team Associated	LRP
5	1	Neil Cragg	60 laps 45m 33.38	Team Associated	Alpha
6	13	William Skidmore	59 laps 45m 0.11	Mugen	Blok
7	5	Simon Reeves	58 laps 45m 15.03	HB Racing	Navarossi
8	3	Callum Niblett	58 laps 45m 18.79	Sworzk	Italasi Tuned
9	11	Graham Alsop	58 laps 45m 43.88	HB Racing	Navarossi
10	6	Jon Hazlewood	57 laps 45m 5.33	Agama	Bullitt
11	14	Michael Lewis	57 laps 45m 11.41	Team Associated	OS
12	12	Dylan Saunders	56 laps 45m 28.57	Sworzk	Reds
13	7	Dave Bailey	53 laps 45m 36.70	Team Associated	OS
14	4	Lewis Jones	49 laps 37m 43.59	Agama	Alpha



Elliott Boots was happy with qualifying



Getting ready to hit the track



Lee Martin (centre) won from Joni Skidmore (left) and Elliott Boots

# THRASH TEST - ELEMENT RC ENDURO24 SENDERO RTR

■ spec: 4wd metal chassis ■ class: 1:24 trail ■ cost: 699.99

For those unaware, Element RC is Associated Electrics's 'lifestyle' brand of RCs. Less serious than the Team Associated competition cars, the Element range comprises vehicles that are based around scale versions of the kind of desert racers you see on Red Bull TV and other extreme sports channels. This means there are a lot of desert racers, rock crawlers and this, the Enduro24 - 24 being for 1:24-scale size - which is a trail truck.

## SMALL BOX, BIG FUN

When I received the rather small box for review from UK agents, CML Distribution, I did fear that this was going to be no more than a toy. However, once I got it open I found nestling inside was a little technical marvel. Although it's really quite tiny, what you have here is a fully fledged scaler/trailer chassis with proper hobby grade electronics and a design that would not be out of place on a 1:10-scale machine.

The designers at Associated Electrics has outfit this little machine with a layout that means that even though it is small and light, will be incredibly capable when in use. One-twenty-fourth RCs are generally limited to indoor use on smooth surfaces, even if they are an off-road design like an Associated TR28. This Enduro24, however, is completely unstoppable around the house, and if you take it outside on any kind of track you might walk down, you'll find it is perfectly suitable unless it's very long grass. The key to this

go-anywhere design is the solid axles with lots of articulation, and this means that even if a wheel or two are off the ground, the others will still power the car along meaning it doesn't get stuck like a racing chassis would. Of course, the upshot of this is that it's not fast, but relaxing, realistic RC is in many ways, a lot more fun than going really fast and breaking things anyway.

## CONSTRUCTION

The Sendero looks very much, once you remove the lightweight polycarbonate bodyshell, like a 1:10-scale (or 1.9" as they often get called due to the wheel size) scale crawler, but about one third the size. What really surprised me was the fact it had proper metal chassis rails, which will give it massive strength and reliability. The rest of the car is plastic, but it's a nice quality plastic that we have seen before from the Associated Electrics brands, rather than the hard brittle stuff a lot of entry-level micros have. The layout of the chassis is excellent too, and very much of the competition style - so you get the main weight of the electronics placed over the front and rear axles, and especially over the front where the 180-size motor and steering servo live, giving massive traction and steering just where you need it. This forward-mounted motor means that the drive is actually transferred to the gearbox, which is mounted low and central in the chassis, via an extra metal dogbone driveshaft. It's a neat solution to the problem of getting

# MICRO SCALER

Element RC is on a roll with releases, both with 1:10-scale vehicles and the smaller 1:24-scale Enduro24 here. We take a look at their Sendero version of the Enduro24 which promises to be just the thing for those looking for a smaller vehicle for trail fun



***“Blue and red, or yellow and black - those are your only choices here as everything comes in the box!”***



# THRASH TEST - ELEMENT RC ENDURO24 SENDERO RTR

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To ensure great rear traction the electronics including the LiPo battery are positioned over the rear axle



The Team Associated RX-45 is a combined speed controller and receiver unit



A brushed motor is smoother than a brushless version especially at low speed so is ideal for this application

◀ the weight, in this light truck, in just the right places. Speaking of driveshafts; two more, of the telescopic UJ-type (these always remind me of Schumacher and early Losi cars) take the power from the central gearbox out to the axles, which as mentioned are solid Banjo-type units.

The suspension links are, as you'd suspect, plastic fixed rods. You feasibly could replace them with short metal tie rods if you so wished, but the links work well here and remember, this is a light machine overall, so doesn't need oodles of strength to be effective on the trail. One thing that maybe I didn't like (and yes, economics play a large part here) were the plastic friction shocks. They're just too light, and too easy to clog up with muck. So far, I haven't found any aftermarket versions, but I'm tempted to explore some light grease and some way of

sealing them with a rubber boot or similar just to give a slightly heavier action. Again the small nature of this machine means that there isn't much adjustability, as all links are fixed, but the geometry is all just about perfect out of the box, and besides, this model is about fun rather than tweaking, as befits the Element RC brand.

The body shell is a simple, somewhat square truck design. This comes pre-painted and detailed, and your only choices here are red/blue or yellow/black as a colour scheme. We prefer the red/blue as they are your classic Team Associated colours, but its personally preference which one you like best!

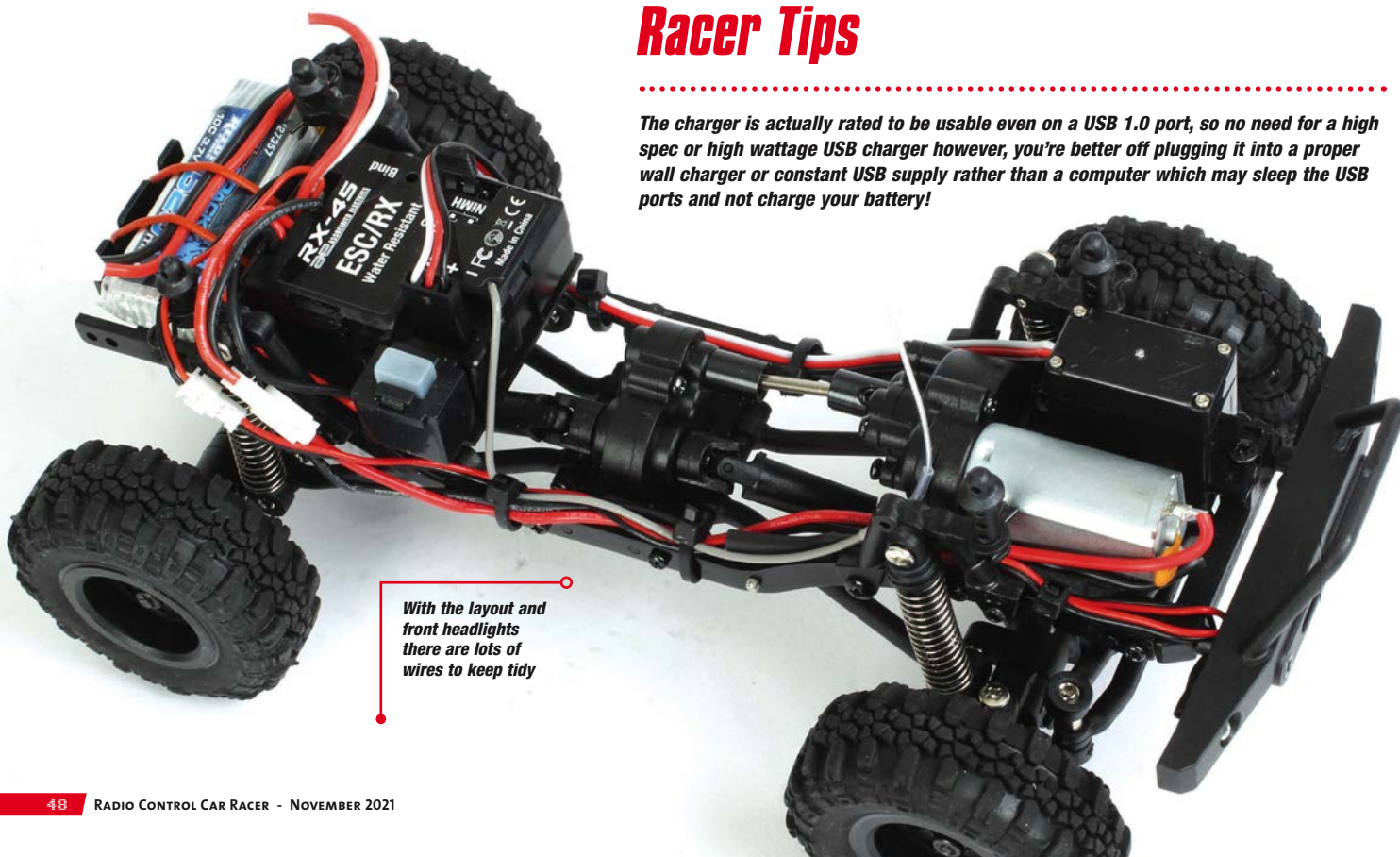
## INCLUDED ELECTRONICS

Again, as per the Element RC ethos, this truck comes with everything you need in the box so

you can play straight away, so there is no need for more trips back down to the hobby shop or disappointment that you've got to order more bits online once you've taken delivery. That means a LiPo battery is in the box, and even a cute little USB charger that you can plug into your phone charger or computer. The transmitter is small, but very neat – it has tons of features, including a third channel switch, end-point adjustments and a soft foam wheel. It's comfortable, and suitable for single-handed use, and because the throttle trim is analogue via a potentiometer, you can even set cruise control on it so it drives itself down the trail. On-board and what is pretty unusual is a two-in-one receiver and speed controller – it kind of makes sense to keep the size down, but you do wonder what you'd do if the speed controller blew (which does happen sometimes on ▶

## Racer Tips

.....  
The charger is actually rated to be usable even on a USB 1.0 port, so no need for a high spec or high wattage USB charger however, you're better off plugging it into a proper wall charger or constant USB supply rather than a computer which may sleep the USB ports and not charge your battery!



With the layout and front headlights there are lots of wires to keep tidy



*The simple colour scheme is strong and works well*



*Telescopic plastic driveshafts extend from the transfer case to offer full-time 4-wheel-drive*



*The transfer case sits low in the chassis*



*Up front you get a pair of working headlights*



*Although the shocks rely on friction for slowing down the rebound, the suspension works well*



*Each axle features a locked differential inside the moulded housing*



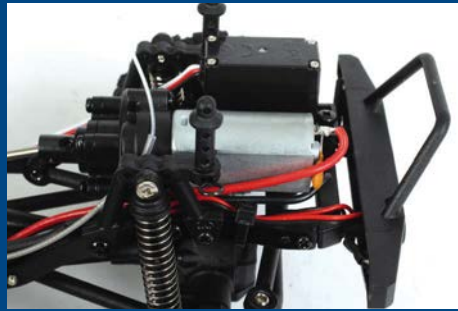
*A friction-type moulded shock absorber features on each corner*

# THRASH TEST - ELEMENT RC ENDURO24 SENDERO RTR

■ spec: 4wd metal chassis ■ class: 1:24 trail ■ cost: 699.99



There is lots of weight located over the front axles for the best off-road performance



The brushed motor sits as far forward in the chassis as possible to aid traction



The 'divorced transfer case' allows a single input to be split into two outputs for the front and rear axles



A Reedy Power WolfPack 3.7V 520mAh LiPo comes included in the package



Soft rubber tyres mounted on to black wheels ensure plenty of grip on all surfaces



The 2.4GHz steerwheel transmitter can be broken down into two separate parts

scalers) and you have to replace the combined unit. These are used quite a lot on drones and micro helis, and they can be expensive to replace. As for the steering servo, this is a micro-sized unit and is fully proportional, and thankfully separate, so if it does fail it will be easy to replace. It's rather close to the motor, but in our testing didn't get too hot, so should be long-lived if you're not too hard on forcing the steering when

the front wheels are stuck. One thing to note is that the electronics do not mention that they are waterproof, and although they are high up in the chassis, we'd avoid submerging it.

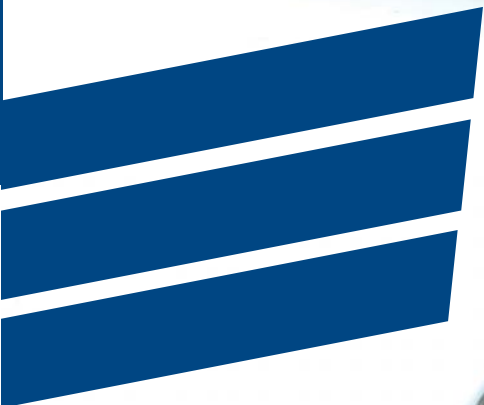
## OVERALL THOUGHTS

This model pleasantly surprised me, and our editor who had a good look over it before our review. The larger Element RC stuff is nice quality,

and very much the equal of Team Associated's normal RTR kits. With this 1:24-scale version we were a little concerned it could be a re-branded toy grade product. The reality is that this is not the case. What we have here is a smaller version of a proper little scale and trail truck – did we mention it even had little LED lights at the front for night time fun too? It is incredibly capable outdoors, as long as you don't expect too much from it, and whilst it probably doesn't have the best upgradability, what would you really expect for under £100 RRP in the UK? As something to buy, have a bit of fun with (especially indoors), we can't think of much better, and as it comes from a trusted brand with a very well established UK distributor, it's a safe buy too. Yes, you can get more scale features and possibly slightly more performance from some of the white label online Chinese products, but what happens when it breaks or you need parts? The reality is that'll you'll probably need to buy another or be handy with bodging it back together. >



Here you can see the metal vertical chassis rails and 4-link suspension



# THRASH TEST - ELEMENT RC ENDURO24 SENDERO RTR

■ spec: 4wd metal chassis ■ class: 1:24 trail ■ cost: 699.99

## On Test

We took the Element RC Enduro24 Sendero RTR to our local woods for a little scale fun. The battery took about 30 minutes to fully charge, incredibly, this was done using the USB port of the car we drove down there in! Getting it going was literally a case of plugging in and switching on. The battery plug is similar to what is seen on micro helicopters; they're a little fiddly, but easy enough with the body off. Four clips and your body is on and it was a case of pull the trigger and off we go! I'll be honest, it isn't a quick machine, it travels a little slower than walking pace which is a slight pain as you have to keep stopping if you want it to drive in front of you. These machines don't have to be fast at all, but being able to keep up a walking pace is handier. That doesn't really matter though when you get off the beaten track and discover this little beast is such a good climber! Sticky and soft little tyres mean it'll undertake 50-degree hills even on slippery surfaces (yes we tried it on the hatchback glass of the car!) It really does punch well above its weight and it is a super fun little guy to play with. And if you're wondering about battery life, it is astounding – after half an hour's of driving we needed a sit down, and it was time to switch to our 1:10-scale cars, but the little Sendero showed no signs of slowing. All in all, it is a great little thing and just at home outdoors as in.



## Summary

Go anywhere fun in micro. The Element RC Enduro24 Sendero is a tiny trail truck with big abilities. Perfect around the home, but also capable of going outside too, for under £100 with everything you need, what more could you want?

### SPECIFICATION

Model:	Element RC Enduro24 Sendero RTR
Scale:	1:24
Class:	Off-road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Locked
Shocks:	Plastic friction
Bearings/Bushes:	Bearings

### TECHNICAL DATA

Length	215mm
Width	102mm
Height	58mm
Wheelbase	128mm
Front track	95mm
Rear track	85mm
Weight	680g

### WHAT WE USED

Electric Kit  
Transmitter: 2.4GHz steerwheel (kit)  
Receiver/ESC unit: Team Associated RX-45 (kit)  
Servo: Micro (kit)  
Motor: 180-size brushed (kit)  
Battery: Reedy Wolfpack 1S LiPo (kit)

### VERDICT



You can take it anywhere and it'll go anywhere!  
Everything in one box



A little slow

**RACER RATING: ★★★★★**

### CONTACT

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

# RACE REPORT

what: mtc national where: east anglia radio car club class: 1:10 on-road

# CHAPMAN IS #1

*Michael Chapman dominated both the Rubber and Foam classes at East Anglia Radio Car Club who hosted the third round of the MTC Nationals taking TQ in both and winning all four finals*

Sunday 1 August saw the MTC Nationals arrive at East Anglia Radio Car Club in Norwich. This was our second consecutive visit to EARCC, last year holding round one of the series. The club is one of only a handful of in this part of the country, but they always put on a great meeting and race almost every Sunday – check out their Facebook page for more details!

The doors opened at 8.30am for the racers to fill the pits and we found a very different track layout

to the previous rounds. We had a decent width straight of 3 metres, this led into a chicane which could be taken nearly flat out, but get it wrong and you would be hopping over the friendly kerbs. Two rights and a left took you through to the centre follow-through section, which had a very nice flow around to the last left and right onto the straight. Getting all of this right made for a very satisfying lap.

Practice in heat order was run through with the Rubber class out

first and then the Foam class. We also had two support heats at this round of 1:10 Touring Cars. The track had now cleaned up and was ready for qualifying. With practice over we had a driver briefing and qualifying shortly got underway.

## QUALIFYING

Everyone was eager to get out on track, as usual first up were the Rubber class racers. Michael Chapman was favourite going into this round after proving the speed

of his 3 Racing M5 chassis at the previous events. He was on it from the first lap and took the round FTQ by one lap from Mark Young's 3 Racing chassis, who was six seconds up on the ever-improving Jack Anderson also 3 Racing M5 Pro. Jack is really getting to grips with his new chassis is becoming a real contender, watch this space.

Now onto the Foam class and again Michael Chapman was on a mission to improve on a few disappointing previous rounds. For



Just some of the line-up for the Concours d'Elegance



# DATE-A-BASE

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



**Jaz Jhita picked up a great looking shell in the raffle, sprayed by Rich Paint**



**Colin "CJ" Webb took home the top raffle prize, a Xpress FM1S**



**A massive haul for the raffle**



**The local EARCC TC drivers competing in the support class**

this meeting he was using a new conversion kit from CJ Webb Design, the M5 Mid SWB with a 2mm chassis. He did this by taking the FTQ by six seconds from Mark Young. Richard Sodeau was back for this round after electrical gremlins last time out, and he put his Serpent Medius X20 into third albeit a lap down on Mark.

Round two and we saw improvements from every driver in the Rubber class as the track cleaned up more and the grip became better. Michael and Mark Young both going one lap quicker and Jack knocking six seconds off his previous time.

Over in the Foam class and with grip being less of an issue there were a few improvements. Michael did not improve, but held onto his FTQ. Mark Barford had found a groove now with his CJ Webb Design chassis after a slow start to the day in round one. He was now only three tenths off of Michael's time, with Mark Young two seconds behind and Richard another two seconds behind, so we had a real race on for the day.

There were less improvements in round three now as some of the Rubber class runners had settled in. But not for Michael and Mark Young who both added another lap to their FTQ's with Michael still sitting at the top of the time sheets.

Mark Young decided to sit this round out in the Foam class to save some tyres for the finals. The gamble paid off as we had no improvements from the leading contenders so it would all go down to the last qualifying round and it was very close at the top.

Jack was the only driver to improve in the last Rubber class qualifying run of the day, which was good enough to secure him third on the grid for the finals. This meant Michael had taken FTQ and would line up on pole position for the final ahead of Mark Barford.

Michael was certainly having a stellar day - FTQ in both classes after four rounds of qualifying and he added another lap to his foam FTQ, being the only driver to make 36

## OCTOBER

2-3	BRCA Club Sport Large Scale Series	Wombwell
2	I:IO indoor on-road	Hinckley
3	I:IO off-road summer series	South Lakes
3	BRCA I:IO TC Clubmans Championship	Adur
3	I:IO off-road	Stotfold
9	I:IO indoor on-road	Hinckley
9	I:IO off-road winter series	Silverstone
10	I:IO off-road winter series	Eden Park
10	I:IO off-road winter series	Bury Metro
10	On-road club championship	Carlisle
10	Essex Carpet Clash	Brentwood
10	I:IO off-road	IO66 Racing
16	I:IO indoor on-road	Hinckley
16	Buggy Blitz	West Bridgford
17	I:IO off-road summer series	South Lakes
17	CWIC	Chippenham
17	MICC 2.1	Telford
17	I:8 off-road winter series	Navan
23	I:IO indoor on-road	Hinckley
24	I:IO off-road	IO66 Racing
30	I:IO indoor on-road	Hinckley
31	Essex Carpet Clash	Brentwood
31	I:IO off-road summer series	South Lakes
31	Essex Winter Series	Benfleet
31	I:8 off-road winter series	Navan

## NOVEMBER

6	I:IO indoor on-road	Hinckley
7	I:IO off-road winter series	Eden Park
7	I:IO off-road	IO66 Racing
7	I:IO off-road winter series	Bury Metro
7	MICC 2.1	Telford
13	I:IO off-road winter series	Silverstone
13	I:IO indoor on-road	Hinckley
14	I:8 off-road winter series	Navan
20-21	BRCA LMP12/GT12 British Grand Prix	Eastbourne
20	Buggy Blitz	West Bridgford
20	I:IO indoor on-road	Hinckley
21	I:IO off-road	IO66 Racing
21	Essex Winter Series	Benfleet
27	I:IO indoor on-road	Hinckley
28	CWIC	Chippenham
28	Essex Carpet Clash	Brentwood
28	I:8 off-road winter series	Navan

## DECEMBER

3-5	Essex Winter Series International	Benfleet
4	I:IO indoor on-road	Hinckley
5	I:IO off-road winter series	Eden Park
5	Winter Whip	IO66 Racing
5	I:IO off-road winter series	Bury Metro
11	I:IO off-road winter series	Silverstone
11	I:IO indoor on-road	Hinckley
12	CWIC	Chippenham
12	I:8 off-road winter series	Navan
18	I:IO indoor on-road	Hinckley
18	Buggy Blitz	West Bridgford
19	Essex Carpet Clash	Brentwood
19	I:IO off-road	IO66 Racing

## 2022

### JANUARY

2	I:8 off-road winter series	Navan
8	I:IO off-road winter series	Silverstone
8	I:IO indoor on-road	Hinckley
9	MICC 2.1	Telford
9	I:IO off-road winter series	Eden Park
9	I:IO off-road winter series	Bury Metro
15	I:IO indoor on-road	Hinckley
15	Buggy Blitz	West Bridgford
16	I:IO off-road	IO66 Racing
16	Essex Winter Series	Benfleet
16	I:8 off-road winter series	Navan
16	CWIC	Chippenham
22-23	BRCA LMP12/GT12 National Championships	Eastbourne
22	I:IO indoor on-road	Hinckley
23	Essex Carpet Clash	Brentwood
29	I:IO indoor on-road	Hinckley
30	I:IO off-road	IO66 Racing
30	I:8 off-road winter series	Navan

### FEBRUARY

5	I:IO indoor on-road	Hinckley
6	I:IO off-road winter series	Eden Park
6	MICC 2.1	Telford
6	I:IO off-road winter series	Bury Metro
12	I:IO off-road winter series	Silverstone
12	I:IO indoor on-road	Hinckley
13	Winter Whip	IO66 Racing
13	Essex Winter Series	Benfleet
13	I:8 off-road winter series	Navan
19-20	BRCA LMP12/GT12 National Championships	Tamworth
19	I:IO indoor on-road	Hinckley
19	Buggy Blitz	West Bridgford
20	CWIC	Chippenham
20	Essex Carpet Clash	Brentwood
20	I:8 off-road winter series	Navan
26	I:IO indoor on-road	Hinckley
27	I:IO off-road	IO66 Racing

### MARCH

5	I:IO indoor on-road	Hinckley
6	I:IO off-road winter series	Eden Park
6	I:IO off-road winter series	Bury Metro
12	I:IO off-road winter series	Silverstone
12	I:IO indoor on-road	Hinckley
13	Essex Carpet Clash	Brentwood
13	I:IO off-road	IO66 Racing
13	Essex Winter Series	Benfleet
17	Astro Masters	Navan
19-20	BRCA LMP12/GT12 National Championships	Chesterfield
19	I:IO indoor on-road	Hinckley
19	Buggy Blitz	West Bridgford
26	I:IO indoor on-road	Hinckley
27	I:IO off-road	IO66 Racing

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

# RACE REPORT

what: mtc national where: east anglia radio car club class: 1:10 on-road



The Foam class A finalists on the grid



Michael Chapman's CJ Design M5 mid SWB car on pole in the Rubber class



Foam class racer Richard Sodeau's Serpent Medius X20 chassis



Ben Webb's CJ Design M5 mid SWB in the Foam class



Luke Jury's M4 Mid was equipped with a conversion by Trevor Little



From the Rubber class, Mark Young's 3 Racing M5 Pro

laps and the fastest lap of the day by three tenths!

## CONCOURS D'ELEGANCE

During the break before the final the drivers had their chance to show their spraying talents off in the Concours d'Elegance. The Rubber class win went to Luke Jury with his CJ Webb Designs-sprayed Betty Design Hyper shell in grey, pink and acid yellow. The Foam class winner was Liam Fenn's Slidology D9 sprayed by his dad Kev Fenn of Old Skool Paint. A very nice design of grey, orange and pink. Both winners picked up a RDT Products sticker voucher.

## XPRESS RUBBER CLASS A FINALS

The first A final of the day started with Michael Chapman leading the grid away at the start tone. Mark Young kept him on his toes for the first few laps but with Michael's consistently quick lap times, he started to pull away and never looked back. Meanwhile there was a battle for second emerging with Jack Anderson putting the pressure on Mark who was using the full track to keep him at bay. It stayed this way until two laps from the end when Mark caught some lifting tape that rolled his car. This gave Jack the chance he needed and he slipped past to go on to take second place behind Michael who had already taken his first easy leg win of the day. Mark came home in third less than a second behind Jack, which set us up for a great last Rubber final

of the day.

In leg two Michael was quickly off and running again putting in some very impressive lap times compared the rest of the field. Mark and Jack had no answer for this so both concentrated on aiming for second place. It was great battle between the pair for the whole race. As the end of race buzzer sounded, Michael took the overall win with two leg wins. Mark held on to second by just getting through for the extra lap in front of Jack. Two great finals and some really close racing throughout. John Renton was the big mover in the finals taking fourth overall from sixth on the grid beating Luke Jury and Kev Fenn.

## 3 RACING FOAM CLASS A FINALS

In the first Foam A final we had Michael Chapman on pole from Mark Barford, Mark Young, Richard Sodeau, Ben Webb and Bryce Little. At the start tone all the cars launched off the grid into the first tight corner into the chicane. It was a very clean start and the cars paraded around for the first few laps. Michael and Mark Barford pulled a small gap which Mark Young quickly closed up. Michael had now started to bang those quick laps in and pulled away from the pack. As we approached the end of the race Mark Barford and Mark Young were nose to tail for several laps, with Mark Young looking for a way past. On lap 31 both the Marks collected a crashed back marker, this let Mark Young through only to be collected by another

accident, this let Mark Barford through and went on to take second behind Michael with Mark Young recovering to take third.

After some of the closest racing of the day in leg one, we were in for more of the same for the last final of the day. Michael got an early lead and went on to take his fourth A final win of the day making it a perfect unchallenged days racing - the stuff of dreams. Both the Marks were still at it for the full five minutes again, with Mark Barford taking a well-deserved second place after maximum pressure from Mark Young. They both had massive smiles on their faces coming off the rostrum and it was a fitting end to a fantastic meeting.

## SUMMARY

With the racing over it was time for the mega Raffle with prizes donated by some of the RC industry's biggest names. The top prizes went to Jaz Jhita who walked away with a very nice Rich Paint-sprayed Slidology Racer body donated by Ti22 RC Products. Colin Webb took the Xpress FM1S kit away and had a big smile behind his mask.

The winner's plaque presentation was up next for the top three in each final and finished the day off nicely. So, with three rounds down and the championship really heating up we are head to the South for the next round to Eastbourne Electric Car Club on the 5 September, at their indoor venue at Robertsbridge College in East Sussex. Until then, see you trackside. ■



Michael Chapman won the Foam class ahead of Mark Barford and Mark Young



In Rubber Michael Chapman also took the win from Mark Young and Jack Anderson

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# COMING UP

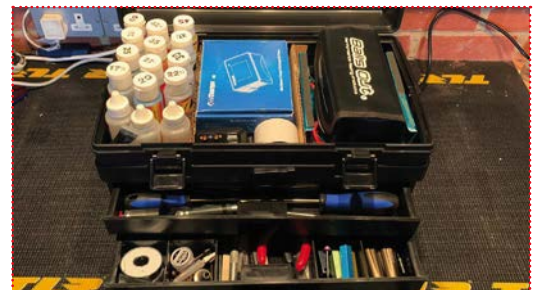
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**TEAM ASSOCIATED MT10 RTR** – this ready-to-run monster truck has already proven to be very popular and now we have managed to get our hands on one for one of our classic thrash tests that will really push the chassis to the limit. With 3S LiPo capability powering a brushless motor and a light weight platform, its fast and fun, whilst remaining agile and responsive with its four-wheel drive transmission and long travel oil-filled suspension.



**TAMIYA CC-02 MERCEDES-BENZ UNIMOG 406 SERIES U900** – the Unimog name comes from the acronym which stands for the German description “Universal-Motor-Gerät” and the latest edition recreates the 406 Series model from 1963. Based on the proven CC-02 ladder frame chassis, the truck features a durable polycarbonate body with separate parts included for the side mirrors and fuel tank for a truly scale look, supplemented by block pattern tyres on red ABS wheels with a replica bead lock design.

**TOOLS OF THE TRADE** – whether you are new to the hobby or have some experience, our guide to the best tools on the market is something you won't want to miss in next month's issue of the magazine. It covers all the needs for kit building and maintenance, from hex drivers through to more specialist pieces of equipment, and everything in between.



Also in the December 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.

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# REVIVAL 2021 NUMBER ONE

*Three days of vintage off-road competition took place at the end of July as the first of two Revival events in 2021 took place at Bingham Model Raceway*

Organised by John Weston of Iconic RC and Darren Wells of BMR, and raising money for the Parkinson's UK charity, the eighth annual Revival event was held across the last weekend in July at Bingham Model Raceway's Astroturf off-road track situated just off of the A46 on farmland in Nottinghamshire. The

hugely popular vintage event caters for any 1:10 electric buggy released from the 1970s up to the cut-off year of 1998 and once again the nostalgic festival had a full entry with over 140 racers across the three days. Friday saw open practice throughout the day, whilst Saturday featured 2WD buggies and trucks racing four

rounds and a final with a repeat of the format for 4WD buggies on the Sunday. Each day concluded with a Race of Champions that sees the top two from each class battle it out from a staggered start to determine the 2WD Champion and the 4WD Champion. Classes are divided by the release years of the original buggy

(re-releases are permitted in their original release year) with six classes in 2WD and four classes in 4WD.

## THE BEST DRIVER BRIEFING EVER

On the Saturday, things got off to a great start with the 'probably the best driver briefing ever' where a



Mike Penfold (Schumacher CAT 2000EC) battles Mitch Fiddling (Team Losi XX-4) in the 1994-98 4WD class



**Adie Parkes and Matthew Richardson battling it out with their Tamiya Sand Scorchers**



**Stewart Callis's Bolink Digger 10**



**The Kyosho Tomahawk of Chris Slater**



**Martin Dunne (Tamiya FAV) is forced wide by the Kyosho Tomahawk of Chris Briggs**



**Dan Ferguson in action with the Schumacher Top Cat**



**Philip Barlow (Kyosho Raider) takes on Richard Isherwood's Team Associated RC10**



**Danny Conway's Mardave Cobra in the 1989-93 2WD category**



**Mark Tootell's Kyosho Ultima Pro XL**



**Truck action with Stuary Carling's Team Losi XX-T**

racers number – all racers have their own personal Revival race number – is pulled from the hat and this year a Tamiya Blackfoot, donated by Byron Doors and Chimera Modelsport, was won by Matthew Tunks (#182). Race commentary was provided by a talented UK racer who has been around for many years. Nathan Ralls was highly entertaining and no-one was safe from his very amusing critique and he had some great backup from Greg Hill, Chris Mitchell, Dave Dodd and Darren Wells. Adie and Di Parkes were back again with the fully-stocked Racecraft RC Pit Shop and Graham from Feast Street was in charge of the hot food. Grace Weston manned the busy raffles on each day which raised a staggering £5505 in cash for

Parkinson's UK thanks to some very generous racers and sponsors. There was a Schumacher Wildcat wheelie race competition on the Saturday night organised by Jiffy Giles of Dell's Racing Products and Paul Ruckledge of Eyeball Entertainments, which was a huge laugh and raised a further £82 in cash. Rob Mills, Chris Wierzbianski, Jeremy Summers and Chris Briggs were on-hand to provide track maintenance and Rob Mills, on behalf of Craft People, supplied a wonderful marquee that John named Fox Hall.

### **MANUFACTURER SUPPORT**

There was a magnificent display of buggies across many classic manufacturers with support from

Schumacher Racing, Team Associated and Mardave who are all classic brands still going strong to this day. Representing Team Associated, Craig Drescher, one of the UK's most celebrated racers, came along to watch the full two days of racing, to meet the entrants and to catch up with old friends. Another well renowned racer, Jamie Booth ran a Tamiya Super Astute on Saturday and a Schumacher CAT XLS on Sunday. Jamie still most definitely has the skills and won both of the A finals whilst also taking TQ with the XLS. Considering he was up against 39 other racers in his 2WD class (1989-93) and 29 other racers in his 4WD class (1987-88), this was some feat. Chris Wilkinson, the owner of Mardave, was racing their re-released

Cobra Evo in 2WD, making the A final in its 2WD 1989-93 class and also the 4WD 1994-98 A final with a Team Losi XX-4. Dave Foster from Schumacher Racing came along for the full day on Saturday with boxes of prizes including the very last CAT XLS Masami out of the factory which was up for grabs in the Sunday raffle. Chris had very kindly donated the very first Mardave Meteor Evo model to the raffle and Craig had brought along a much sought after Team Associated RC10 Worlds re-release.

### **DRIVER OF THE WEEKEND**

This accolade went to Chris Slater who managed a momentous 'Revival first' by being crowned both 2WD and 4WD Champion. Chris drove

# RACE REPORT

what: iconic rc revival    where: bingham    class: 1:10 off-road



Matthew Richardson with his Tamiya Hotshot



The Tamiya Boomerang-based Winger belongs to Peter Lewis who was racing it in the 1977-86 4WD class



Jamie Booth raced a Schumacher CAT XLS on the Sunday



Nigel Ratcliffe with a period-correct paint scheme on his Yokomo 870C



Lee Broadhurst's lovely Tamiya Top-Force



The Kyosho Lazer ZX of Richard Miller

fantastically well all weekend setting TQ and taking A1 in 2WD 1982-84 with a Kyosho Tomahawk, and TQ followed by an A2 in 4WD 1977-86 with a Schumacher CAT. Both of Chris's buggies were prepared and supplied by Lee Broadhurst RC Racing. Finishing first or second in an A final gets you a spot in the Race of Champions and Chris held his nerve on Saturday and Sunday's showpiece races to take the unprecedented

double. Other notable participants on the weekend were Richard Isherwood (last year's 2WD champion) who raced a 2WD 1989-93 Team Associated RC10 to A5 and a 4WD 1977-86 Kyosho Optima to A5, Mannie Panesar (a popular UK racer from way back) racing a Team Losi XX to 2WD 1994-98 A5 and a Schumacher CAT 2000 to 4WD 1989-93 A2 and commentator Nathan Ralls taking his Kyosho Ultima to 2WD 1984-88

A1 and his Schumacher CAT XLS to 4WD 1987-88 A2 just behind Jamie. Other racers right at the sharp-end all weekend were the regular high performers; Mitch Fiddling, Danny Conway, Marcus Lungley, Chris Briggs, Trevor Hale, Philip Barlow, Kevin Bishop, Duncan Wood and Rob Fox.

## ICON OF THE DAY

There were awards for Icon of the Day on each day and this year it was

particularly tough for event organiser, John Weston, to single out winners from such a marvellous field. In the end he went for those that stood out on track. On Saturday, some strong award contenders were Tyrone Tinker's Traxxas TRX-1, Stewart Callis's Bolink Digger 10 and Jamie's Tamiya Super Astute, but the accolade was eventually handed to Jez Summers who'd raced a re-release Tamiya XR311. It was never going to win for

A heat of trucks from the 1989-98 era



# 2WD Saturday Results



Adie and Di in the Racecraft RC Pit Shop



Craig Drescher with the Isle of Wight's frequency board



Rob Jaques (left) is presented with the Dan Rowlands award



Dell's Wildcats

## 2WD RACE OF CHAMPIONS

POS	DRIVER	RACE NUMBER	BUGGY
1	Chris Slater	#57	Kyosho Tomahawk
2	Marcus Lungley	#128	Tamiya SRB (modified)
3	Mitch Fiddling	#50	Team Losi XX
4	Jamie Booth	#1	Tamiya Super Astute
5	Duncan Wood	#3	Tamiya SRB (modified)
6	Philip Barlow	#59	Kyosho Raider California Hot Trick
7	Rob Fox	#148	Team Losi XX CR
8	Danny Conway	#60	Mardave Cobra
9	Nathan Ralls	#68	Kyosho Ultima
10	Chris Briggs	#64	Kyosho Tomahawk

## 2WD TOP QUALIFIERS

CLASS	DRIVER	RACE NUMBER	BUGGY
1977-82	Marcus Lungley	#128	Tamiya SRB (modified)
1982-84	Chris Slater	#57	Kyosho Tomahawk
1984-88	Nathan Ralls	#68	Kyosho Ultima
1989-93	Kevin Bishop	#33	Schumacher Cougar Club 10
1994-98	Mitch Fiddling	#50	Team Losi XX
1989-98T	Trevor Hale	#141	Team Associated RC10T2

## RESULT - 2WD 1977-82 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Marcus Lungley	#128	Tamiya SRB (modified)
2	Duncan Wood	#3	Tamiya SRB (modified)
3	Garry Gooderham	#155	Tamiya Ford Ranger (standard)
4	Adrian Parkes	#70	Tamiya Sand Scorcher (standard)
5	Matthew Richardson	#94	Tamiya Sand Scorcher (standard)
6	Stewart Callis	#90	Bolink Digger 10 (modified)
7	Lee Higgins	#78	Tamiya SRB (modified)

## RESULT - 2WD 1982-84 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Chris Slater	#57	Kyosho Tomahawk
2	Chris Briggs	#64	Kyosho Tomahawk
3	Dave Beesby	#11	Kyosho Scorpion
4	Steve Brunt	#63	Kyosho Scorpion
5	Kenny Mok	#77	Kyosho Scorpion
6	Martin Dunne	#82	Tamiya Fast Attack Vehicle
7	Dave Saville	#140	Tamiya Frog
8	Stevie George	#178	Tamiya Hornet
9	Riley Johnson	#97	Tamiya Hornet

## RESULT - 2WD 1984-88 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Nathan Ralls	#68	Kyosho Ultima
2	Philip Barlow	#59	Kyosho Raider California Hot Trick
3	Iain Groom	#40	Schumacher CAT XL
4	Darren Wells	#10	Kyosho Ultima Pro
5	Richard Isherwood	#22	Team Associated RC10
6	Andrew Bullmer	#181	Kyosho Ultima
7	Stuart Gains	#46	Kyosho Ultima
8	Paul Edwards	#93	Schumacher Top Cat
9	Dan Ferguson	#9	Schumacher Top Cat
10	Paul Ruckledge	#153	Mardave Meteor

## RESULT - 2WD 1984-88 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Jiffy Giles	#66	Mardave Meteor
2	Chris Wilding	#163	Kyosho Ultima
3	Stephen Brooke	#24	Kyosho Turbo Scorpion
4	Richard Williams	#142	Schumacher Top Cat
5	Richard Armstrong	#13	Mardave Meteor
6	Paul Johnson	#95	Schumacher Top Cat
7	Dan Reid	#161	Mardave Meteor
8	Jonathan Davies	#115	Kyosho Ultima Turbo

## RESULT - 2WD 1989-93 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Jamie Booth	#1	Tamiya Super Astute
2	Danny Conway	#60	Mardave Cobra
3	Kevin Bishop	#33	Schumacher Cougar Club 10
4	Mike Penfold	#35	Mardave Cobra
5	Lee Broadhurst	#122	Tamiya TRF211X
6	Rob Mills	#123	Mardave Cobra
7	Gary Ogden	#164	Schumacher Cougar
8	Craig Mawson	#159	Schumacher Cougar
9	Chris Wilkinson	#151	Mardave Cobra
10	Andrew Walters	#184	Mardave Cobra

## RESULT - 2WD 1989-93 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Ross Bartlett	#19	Kyosho Triumph
2	Mark Tootell	#176	Kyosho Ultima Pro XL
3	Dave Proctor	#116	Team Associated RC10 Team
4	Matt Howard	#125	Team Associated RC10 CE
5	Robert Roskilly	#75	Mardave Cobra
6	Dave Dodd	#71	Mardave Cobra
7	Richard Brazier	#160	Mardave Cobra
8	Nigel Ratcliffe	#80	Team Associated RC10 Graphite
9	John Crone	#120	Schumacher Cougar
10	Steve Thurlbourne	#177	Mardave Cobra

## RESULT - 2WD 1989-93 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Mark Bruton	#139	Traxxas TRX-1
2	Richard Lowe	#165	Schumacher Cougar
3	Gary Phelps	#173	Schumacher Cougar
4	Aidan Mitchell	#145	Tamiya Super Hornet
5	Chris Wierzbianski	#111	Traxxas TRX-3
6	Graham Stocks	#183	Team Associated RC10 Team
7	Mike Richardson	#84	Mardave Cobra
8	John Penneyton	#169	Mardave Cobra
9	Carl Massey	#87	Schumacher Cougar
10	Richard Colvert	#158	Kyosho Maxum FF

## RESULT - 2WD 1989-93 D FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Alex Robinson	#175	Traxxas TRX-3
2	Ian Mullaney	#170	Schumacher Cougar
3	Simon Smith	#146	Traxxas Radiator 2
4	Mark Pledger	#172	Tamiya Astute
5	Ty Tinker	#53	Traxxas TRX-1
6	Liam Daw	#126	Tamiya Madcap
7	Toby Gains	#166	Mardave Cobra
8	Naushad Junglee	#38	Tamiya Super Astute
9	Jack Proctor	#101	Team Associated RC10 Team

## RESULT - 2WD 1994-98 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Mitch Fiddling	#50	Team Losi XX
2	Rob Fox	#148	Team Losi XX CR
3	Nick Dale	#39	Team Losi XX
4	Neal Twitchee	#135	Team Losi XX
5	Mannie Panesar	#28	Team Losi XX
6	Phil Craddock	#117	Team Losi XX
7	Adrian Thorpe	#61	Team Associated RC10 Worlds
8	Stephen Davis	#108	Team Losi XX
9	Colin Kershaw	#156	Team Associated RC10B3
10	Nick Stokes	#18	Team Losi XX

## RESULT - 2WD 1994-98 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Martin Richards	#134	Team Losi XX
2	Adam Burgess	#15	Team Losi XX
3	Malcolm McLanachan	#127	Team Associated RC10B3
4	Dave Laycock	#79	Team Associated RC10B3
5	James Whyley	#167	Team Associated RC10B3
6	Alex Tudor-Hart	#7	Team Losi XX
7	Chris Hudson	#65	Schumacher Fireblade 2000
8	Rich Morris	#20	Team Associated RC10 Worlds
9	Paul Brockbank	#91	Schumacher Cougar 2000
10	Jake Burr	#102	Schumacher Fireblade USA

## RESULT - 2WD 1994-98 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Chris Mitchell	#51	Team Losi XX
2	Bob Sideshow	#62	Schumacher Fireblade
3	Matthew Tunks	#182	Kyosho Pro-X
4	Jonathan Dyer	#123	Team Associated RC10B3
5	Andy Spilsbury	#149	Schumacher Cougar 2000 '95
6	Leslie Webster	#74	Team Associated RC10B3
7	Ian Boulter	#147	Team Associated RC10B3
8	Ken Peacock	#180	Team Losi XX CR
9	Chris Packer	#114	Team Losi XX CR
10	Brendan McNulty	#26	Team Associated RC10 Worlds

## RESULT - 2WD 1994-98 D FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Hattie Devanney-Agar	#168	Team Associated RC10B3
2	Klaine Andrews	#121	Team Losi XX
3	Stuart Trayte	#150	Team Losi XX
4	Shane Holmes	#47	Team Losi XX
5	Alex Cannon	#29	Team Losi XX
6	Peter Lewis	#106	Team Losi XX

## RESULT - 2WD 1989-98T A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Trevor Hale	#141	Team Associated RC10T2
2	Brett Stansfield	#110	Team Losi LX-T
3	Stuart Carling	#92	Team Losi XX-T
4	Mike Agar	#130	Team Associated RC10T3
5	Dylan Page	#76	Team Losi XX-T
6	Greg Roberts	#25	Team Losi XX-T CR
7	Ross O'Connell	#144	Team Associated RC10T3
8	Andrew Birch	#174	Team Associated RC10T2
9	Adrian Prince	#8	Schumacher Storm
10	Ian Harris	#83	Schumacher Storm Club 10

## RESULT - 2WD 1989-98T B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Richard Miller	#36	Team Associated RC10T2
2	James Hodgson	#119	Schumacher Storm
3	Alex Sparey	#30	Tamiya Blitz Beetle
4	Richard Blake	#88	Tamiya Blitz Beetle
5	Liam Polwarth	#4	Team Losi XX
6	Jamie Belcher	#81	Team Associated RC10T3
7	Molly Smith	#152	Schumacher Storm
8	James Smith	#5	Tamiya Dyna Blaster

## AWARDS

Schumacher Racing Daniel Rowlands Revival Veteran 2021: Robert Jaques  
 2WD Icon of the Day: Jeremy Summers - 2WD 1977-82 Tamiya XR311  
 2WD Brett Davis Newcomer Award: Toby Gains - 2WD 1989-93 Mardave Cobra  
 Dell's Willy Race: First Austin Edwards, second Bob Sideshow and third Paul Edwards

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# RACE REPORT

what: iconic rc revival where: bingham class: 1:10 off-road



Matthew Tunks with Chimera Modelsport



Paul and Riley Johnson



Nathan Ralls not only raced and but was found behind the mic too



Robert Roskilly, Dave Laycock and Kenny Mok



Stuart Trayte and Ian Harris



The Swords

its racing prowess, but it was lovely to see and with an original release year of 1977 and being Tamiya's fourth ever released RC model, it was a worthy winner. In 4WD on Sunday, notable buggies on-track were Nigel Ratcliffe's Yokomo 870C, Nick Stokes's Tamiya Egress and Stephen Davis's and Malcolm McLanachan's TTech Predators. After some deliberation John gave the award to another Tamiya. Adrian Parkes, who was also running the Racecraft RC pit shop,

had boldly entered a Tamiya Avante and he managed to get a lot out of this notoriously difficult-to-race model so he bagged the award based on that. The Brett Davis Best Newcomer awards, in memory of Brett and for Revival debutants, went to youngster Toby Gains on Saturday for some very confident and mature racing with a Mardave Cobra and to an old-timer, Phil Craddock, on Sunday for some solid racing with his Kyosho Lazer ZX-R.

## DANIEL ROWLANDS AWARD

The prestigious Daniel Rowlands Schumacher Racing Revival Veteran Award is presented annually to a deserving regular Revival participant. It's handed back and engraved and presented to the new winner every July and the latest name to adorn the lovely trophy was Robert Jaques. There wouldn't be the Revival without Robert. The initial idea for the event, the format and the vintage classes

all came from Robert. He made the suggestion back in 2014 to John who was immediately all over it. In the subsequent years, Rob has faced some challenges and is the reason that Iconic RC now supports the Parkinson's UK charity. Even so, Rob has been in attendance at every single Revival and was a worthy recipient of the award presented by Dave Foster along with a commemorative plaque commissioned and presented by Alex Tudor-Hart of THR. ■



The 4WD buggies from the 1994-98 class ready for one of their heats



The grid for the 1989-93 4WD B final



# 4WD Saturday Results



Double champion, Chris Slater



Fox Hall supplied by Craft People



Garry Gooderham, Richard Colvert and James Freckingham



John Weston with his daughter Grace at Iconic HQ



Leslie Webster, Bob Sideshow and Nigel Ratcliffe

## 4WD RACE OF CHAMPIONS

POS	DRIVER	RACE NUMBER	BUGGY
1	Chris Slater	#57	Schumacher CAT
2	Danny Conway	#60	Kyosho Lazer ZX-R
3	Jamie Booth	#1	Schumacher CAT XLS
4	Nathan Ralls	#68	Schumacher CAT XLS
5	Philip Barlow	#59	Kyosho Optima
6	Mitch Fiddling	#50	Team Losi XX4
7	Kevin Bishop	#33	Schumacher CAT 2000EC
8	Mannie Panesar	#28	Schumacher CAT 2000

## 4WD TOP QUALIFIERS

CLASS	DRIVER	RACE NUMBER	BUGGY
1977-86	Chris Slater	#57	Schumacher CAT
1987-88	Jamie Booth	#1	Schumacher CAT XLS
1989-93	Danny Conway	#60	Kyosho Lazer ZX-R
1994-98	Mitch Fiddling	#50	Team Losi XX4

## RESULT - 4WD 1977-86 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Philip Barlow	#59	Kyosho Optima
2	Chris Slater	#57	Schumacher CAT
3	Mark Mainey	#131	Kyosho Optima
4	Steve Haskins	#2	Tamiya Hotshot
5	Richard Isherwood	#22	Kyosho Optima
6	Duncan Wood	#3	Tamiya Hotshot
7	Marcus Lungley	#128	Tamiya Hotshot
8	Jiffy Giles	#66	Kyosho Optima
9	Andrew Walters	#184	Tamiya Hotshot
10	Ross Bartlett	#19	Kyosho Javelin

## RESULT - 4WD 1977-86 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Stuart Gains	#46	Schumacher CAT
2	Martin Dunne	#82	Tamiya Hotshot
3	Mike Richardson	#84	Tamiya Hotshot
4	Stewart Callis	#90	Tamiya Hotshot
5	Rich Morris	#20	Kyosho Javelin
6	Matthew Richardson	#94	Tamiya Hotshot
7	Peter Lewis	#106	Kyosho Optima
8	Jeremy Summers	#85	Tamiya Boomerang
9	Paul Johnson	#95	Tamiya Boomerang

## RESULT - 4WD 1977-86 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Kenny Mok	#77	Kyosho Optima
2	Toby Gains	#166	Tamiya Boomerang
3	James Freckingham	#113	Tamiya Boomerang
4	Kaylan Jordan-Miller	#103	Kyosho Optima
5	Riley Johnson	#97	Tamiya Boomerang

## RESULT - 4WD 1987-88 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Jamie Booth	#1	Schumacher CAT XLS
2	Nathan Ralls	#68	Schumacher CAT XLS
3	Colin Kershaw	#156	Yokomo 870C
4	Matthew Ward	#34	Schumacher CAT XLS
5	Paul Edwards	#93	Schumacher CAT XLS
6	Rob Mills	#143	Tamiya Terra Scorchers
7	Iain O'connor	#40	Schumacher CAT XLS
8	Trevor Hale	#141	Schumacher CAT XLS
9	Dave Proctor	#116	Kyosho Optima Mid
10	Dave Beeby	#11	Tamiya Avante

## RESULT - 4WD 1987-88 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Nigel Ratcliffe	#80	Yokomo 870C
2	Lee Higgins	#78	Kyosho Optima Mid
3	Richard Brazier	#160	Tamiya Terra Scorchers
4	Chris Briggs	#64	Schumacher CAT XLS
5	Leslie Webster	#74	Schumacher CAT XLS
6	Simon Smith	#146	Schumacher CAT XLS
7	James Hodgson	#119	Schumacher CAT XLS
8	Dave Dodd	#71	Schumacher CAT XLS
9	Garry Gooderham	#155	Schumacher CAT XLS
10	Stephen Brooke	#24	Schumacher CAT XLS

## RESULT - 4WD 1987-88 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Gary Phelps	#173	Schumacher CAT XLS
2	Carl Massey	#87	Schumacher CAT XLS
3	Richard Colvert	#158	Tamiya Vanquish
4	James Smith	#5	Schumacher CAT XLS
5	Adrian Prince	#8	Schumacher CAT XLS
6	Adrian Parkes	#70	Tamiya Avante
7	Richard Blake	#88	Marui Ninja
8	Richard Williams	#142	Schumacher CAT XLS

## RESULT - 4WD 1989-93 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Danny Conway	#60	Kyosho Lazer ZX-R
2	Mannie Panesar	#28	Schumacher CAT 2000
3	Lee Broadhurst	#122	Tamiya Top-Force Evo
4	Nick Dale	#69	Schumacher CAT 2000
5	Adrian Thorpe	#61	Tamiya Top-Force
6	Phil Craddock	#117	Kyosho Lazer ZX-R
7	Neal Twitchen	#135	Schumacher Bosscat
8	Craig Mawson	#159	Schumacher Procat
9	Darren Wells	#10	Kyosho Lazer ZX
10	Robert Roskilly	#75	Tamiya Top-Force

## RESULT - 4WD 1989-93 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Nick Stokes	#18	Tamiya Egress
2	Brendan McNulty	#26	Tamiya Top-Force
3	Robert Jaques	#69	Kyosho Lazer ZX-R
4	Alex Tudor-Hart	#7	Kyosho Lazer ZX
5	Greg Roberts	#25	Tamiya Top-Force
6	Jimmy Drennon	#162	Schumacher Procat
7	Gary Ogden	#164	Schumacher Procat
8	Chris Wierzbianski	#111	Kyosho Lazer ZX
9	Mike Agar	#130	Schumacher Bosscat Sport
10	John Crome	#120	Schumacher Procat

## RESULT - 4WD 1989-93 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Andrew Bulmer	#181	Kyosho Lazer ZX-R
2	Andrew Langford	#31	Tamiya Top-Force
3	Richard Miller	#36	Kyosho Lazer ZX
4	Paul Ruckledge	#153	Tamiya Top-Force
5	Alex Sparey	#30	Tamiya Top-Force Evo
6	Liam Polwarth	#4	Tomy Intruder
7	Dave Saville	#140	Yokomo Works '92
8	Ian Mullaney	#170	Schumacher Procat

## RESULT - 4WD 1989-93 D FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Mark Savage	#132	Schumacher Procat
2	Molly Smith	#152	Schumacher Bosscat
3	Shene Holmes	#47	Schumacher CAT 2000
4	Martin Harrall	#171	Tamiya Egress
5	James Balcher	#81	Tomy Intruder
6	Jack Proctor	#101	Tamiya Top-Force Evo
7	Dan Reid	#161	Schumacher Procat
8	Gareth Wyatt	#179	Tamiya Top-Force

## RESULT - 4WD 1994-98 A FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Mitch Fiddling	#50	Team Losi XX4
2	Kevin Bishop	#33	Schumacher CAT 2000EC
3	Martin Richards	#134	Team Losi XX4
4	Chris Wilkinson	#151	Team Losi XX4
5	Mike Penfold	#35	Schumacher CAT 2000EC
6	Rob Fox	#148	Team Losi XX4
7	James Whyley	#167	Schumacher CAT 98
8	Malcolm McLanahan	#127	TTech Predator International
9	Adam Burgess	#15	Team Losi XX4
10	Stephen Davis	#108	TTech Predator International

## RESULT - 4WD 1994-98 B FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Chris Hudson	#65	Schumacher CAT 2000 EC
2	Stuart Carling	#92	Team Losi XX4
3	Matt Howard	#125	Schumacher CAT 98
4	Chris Mitchell	#51	Team Losi XX4
5	Ian Boulter	#147	Team Losi XX4
6	Dave Laycock	#79	Schumacher CAT 98
7	Paul Brockbank	#91	Schumacher CAT 2000 EC
8	Ian Harris	#83	Kyosho Lazer ZX-R
9	Dan Ferguson	#9	Schumacher CAT 2000 EC
10	Jonathan Dyer	#123	Team Losi XX4

## RESULT - 4WD 1994-98 C FINAL

POS	DRIVER	RACE NUMBER	BUGGY
1	Jake Burr	#102	Schumacher CAT 2000EC
2	Klaine Andrews	#121	Team Losi XX4
3	Chris Pecker	#114	Schumacher CAT 2000EC

## AWARDS

4WD Icon of the Day: Adrian Parkes - 4WD 1987-88 Tamiya Avante  
4WD Brett Davis Newcomer Award: Phil Craddock - 4WD 1989-93 Kyosho Lazer ZX-R

## SUMMARY

The Revival was a wonderful success and the first chance for many to race away in 2021. The regular overseas competitors including Thomas Peter and Svein Erik Pedersen who were hampered by travel restrictions were very much missed but they'll be back again in 2022. With a huge take-up during the 48-hour entry window back in February, John Weston decided to run two Revival events this year so it is full steam ahead now to another Revival at the Broxtowe Model Car Club in Nottinghamshire in September.

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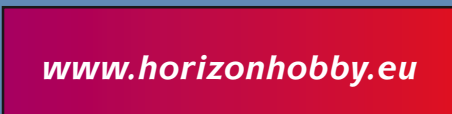
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# They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

## EVERYONE SHOULD OWN A CAN

FOUND IN MOST SHEDS, GARAGES AND WORK SPACES, THE FAMOUS BLUE AND YELLOW COLOURS OF A WD-40 SPRAY CAN IS INVALUABLE, WITH A MULTITUDE OF SURPRISING USES AS WELL THE BETTER KNOWN ONES LIKE LUBRICATION AND ELIMINATING SQUEAKS AS PETER WINTON EXPLAINS...



Circular emails often contain false promises and viruses amongst many other things that waste our precious time. But sometimes they are much more interesting like this one. Not sure who to credit for this to be honest, but here goes...

### VANDAL-PROOF?

I had a neighbour who had bought a new van. I got up very early one Sunday morning and saw that some vandal had spray painted red all around the sides of this white van. I went over and told him the bad news. He was very upset and was trying to work out what to do, probably nothing until Monday

morning, since nothing was open. Another neighbour came out and told him to get some WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm the paint that was on the van. I was impressed. But how did someone work out the WD-40 would do that?

### WATER DISPLACEMENT NO.40

The product began from a search for rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement compound. They were successful with the 40th formulation, thus WD-40. The Convoir Company bought it in bulk to protect their atlas missile parts.

Ken East - one of the original founders - says

there is nothing in WD-40 that would hurt you. It's the first thing that has ever cleaned that spotty shower screen and it works just as well as on glass. It will make your cooker top shinier than it's ever been. So there isn't quite 40 other uses and on a legal note, we cannot guarantee they all work or cause damage but this is what was claimed in the email:

- Protects silver from tarnishing
- Removes road tar and grime from cars
- Lubricates wheel sprockets on bicycles
- Loosens stubborn zips
- Untangles jewellery chains
- Keeps ceramic/terra cotta garden pots from oxidising
- Keeps scissors working smoothly
- Lubricates noisy door hinges on vehicles and doors in homes
- Spraying an umbrella stem makes it easier to open and close
- Restores and cleans roof racks on

vehicles

- Lubricates and stops squeaks in electric fans
- Keeps rust from forming on saws and saw blades and other tools
- Lubricates prosthetic limbs
- Keeps pigeons off the balcony - they hate the smell
- Removes all traces of duct tape
- Cleans and removes bugs from grilles and bumpers
- Removes black scuff marks on kitchen floors
- Lubricates gear shift and mower ride height levers
- Displaces moisture in a distributor caps of older vehicles that use this system

Although a popular rumour is that the basic ingredient of WD-40 is fish oil, a little research by our team found out that it is more than likely, petrol...

*It is Now!*



1



2



3



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

1. At the end of 2004 Racer got a sample of the Hobbyzone Mini Mauler truck. The 1:20-scale electric-powered truck came supplied as an RTR kit with everything included in the box required to get up and running for under £80. Powered by four AA batteries, another eight were required for the 27MHz transmitter! It was never going to set the world alight in terms of performance and unfortunately this was the first and last product we ever saw from Hobbyzone. It's a shame as it looked pretty cool!

2. Back in the spring of 2012, Racer was very excited to get their hands on Axial's new Exo Terra buggy. This was a departure from the norm for Axial but this product was a stunner both in looks and performance as we found out when we tested it at one of our favourite test sites, the sand pit. After enjoying the Wraith rock racer previously, the Exo Terra 4WD buggy took it to a new level and adorned it with licenced products. This is one of the few review kits that we kept handy for us to have some fun, meaning all we had to do is throw in a charged battery.

3. When you look at this photo of the touring cars from the Cotswold round of the BRCA 1:10 Touring Car National Championship, it is interesting to see what those drivers are using. First of all we have Chris Grainger who at the time was a Yokomo driver, who is now with Awesomatix but has enjoyed stints with Xray, Team Associated and Schumacher. There are a couple of Xray's there - one is Elliott Harper's and the other belongs to Ben Cosgrove - and finally the two Hot Bodies of Olly Jefferies and Andy Moore. Olly, like Chris, has enjoyed many different chassis sponsors and is currently with Xray whilst Andy is now based in Asia and driving for Infinity.

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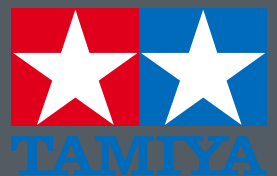
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# FULL STEAM AHEAD

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

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



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