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RACER

**TAMIYA GIVES
HOTSHOT
COMICAL
STATUS**



14
PAGES OF RACE
ACTION

WRITTEN IN THE STARS

NEW LAB TEOS MOM TOURER FROM CAPRICORN GETS THE FULL THRASH TEST TREATMENT INSIDE



THE BEST OF '76

TAMIYA CELEBRATES 45 YEARS WITH A NEW
PORSCHE TURBO RSR TYPE 934

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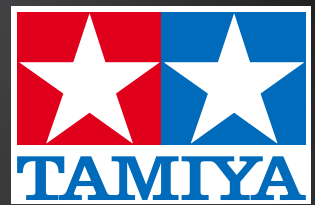
GUIDE TO
AIRBRUSHING
PART 2

DOOLITTLE
MEDIA





**58690: 1/10 RC Landfreeder
Quadtrack (TT-02FT)**



GET ON THE RIGHT TRACK

Tamiya are committed to offering a fresh new twist on the fun world of Tamiya R/C, and that's exactly what is on offer with the Landfreeder Quadtrack, which uses a new variant of the TT-02 chassis with three-sided track units in place of the wheels: the result is awesome traction that can be used to take on rough terrain.




TT-02FT
SHAFT DRIVEN

SPECS:

- This is a 1/10 scale R/C model assembly kit. Length: 425, width: 247mm.
- The Landfreeder body comes moulded in polycarbonate, pre-painted Black (PS-5) with Smoke (PS-31) windows. Separate plated parts recreate a grille cover, fog lamps and roll bar.
- The TT-02FT is a variant of the TT-02 chassis, with four tracks on its suspension.
- Each of the three-sided track units is 39.3mm in width and has a contact area of 60mm length. Tracks require assembly from link parts, and offer efficient traction.
- Two types of elastomer track link (standard and grouser) are included for setup options.
- Track units are attached to suspension arms via plates, and each features a sprocket and four rollers. The third roller is sprung to further enhance performance.
- Polycarbonate chassis cover and wheel well liners give protection from dust and dirt when off-road driving.
- TT-02 four-bevel differentials and identical suspension arms are used.
- CR-Tuned motor is included as the kit-standard motor and electronic Speed Control TBLE-02S.
- Requires: Carson Reflex 2-channel radio, steering servo, 7.2 volt battery and Ansmann compatible charger to complete.

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

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**TAMIYA R/C
MODELS** 

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16 THE GENERATION GAME

As Ollly Jefferies enters the latter stages of his RC career, son Harry is just beginning. How does a multiple British Champion deal with their role as a dad, whilst still trying to help them improve as an RC racer? That is just one of the questions Ollly addresses in his latest diary piece.

30 JONI AND MUGEN MAKE IT TWO FROM TWO

Joni Skidmore proved his title credentials by taking a second win in as many meetings as the BRCA 1:8 Off-Road National Championships headed to East Shrewsbury, and the Mugen racer once again took the top spot on the podium.

42 XRAY DOUBLE UP AS POLESITTERS FALTER

Colchester would host round two of this year's TC Nationals and it was Chris Grainger and Billy Fletcher who took the TQ spots in modified and stock. But come the finals and teammates Ollly Jefferies and Marcus Askell would be going home with the biggest trophies.



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54 WEST BRIDGFORD MAKE IT WORTH THE WAIT

MTC Nationals round two headed to Nottingham and West Bridgford MCC, a club that was due to hold a National last year. Whilst the pandemic prevented it from happening in 2020, it was with great pleasure that the racers hit the Primafelt carpet, rewarding the club and organisers hard work, with Michael Chapman and Mark Young taking the class wins.

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22 CAPRICORN LAB TE05 MDM

As the name implies, the Lab TE05 MDM is the Italian brand's new mid-motor electric touring car platform that not only features a revised motor position, but also longer wishbones, new rear uprights, shock towers and shock absorbers. The Capricorn TC has been showing excellent pace in the hands of UK drivers such as Kyle Branson and Billy Fletcher, so we were keen to test one ourselves. Stephen Coyle stepped up to the task and offers his insightful opinion.

34 FTX BUZZSAW

The new Buzzsaw from FTX adds another RC tangent to the pages of the magazine in the form of a tracked vehicle. With self-adjusting tracks, LED lights and a Li-Ion battery, the Buzzsaw certainly exceeded our expectations offering a hobby-grade performance that belies its toy-grade pricing.

46 TAMIYA GF-01CB COMICAL HOTSHOT

The Comical range continues to grow with another 4WD model joining the line-up of rear-wheel drive machines. The latest model to be released on the GF-01CB platform is the famous Hotshot model complete with funky looks to compliment its fun handling.

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It's all about F1 in this month's Best of Social Media, as we look at some of the current grid, as well as other former motorsport superstars who have an RC background.

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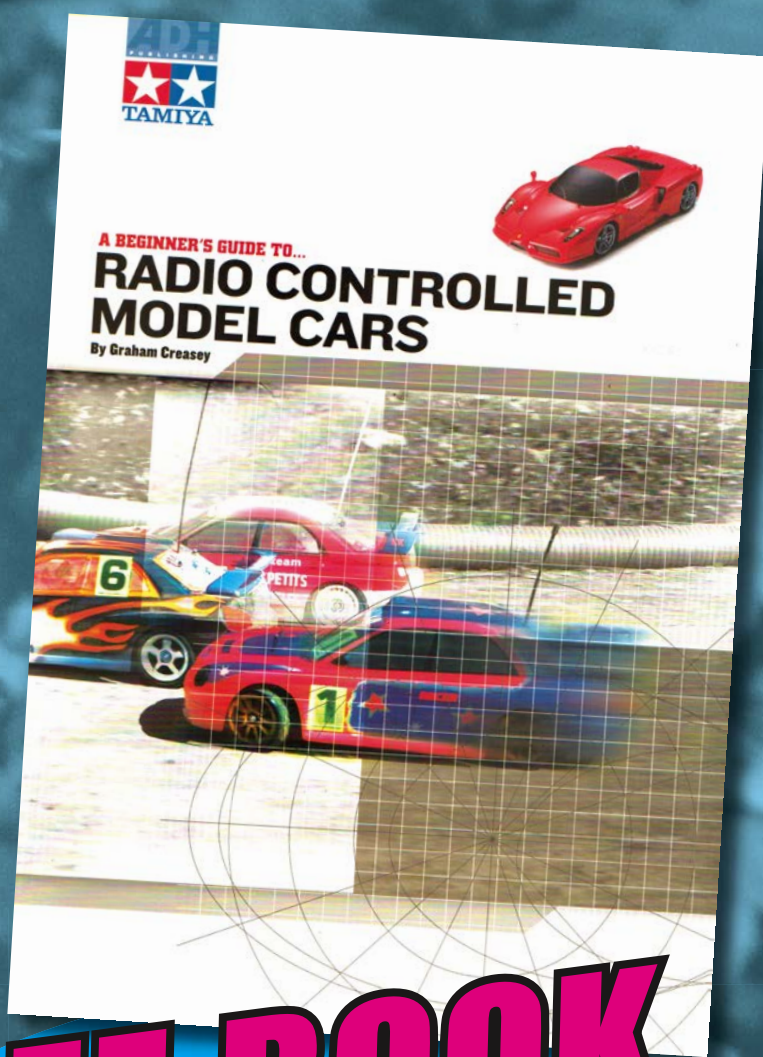
What is currently going on in our hobby RC that gets us talking...

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TAMIYA ANNOUNCES 45TH ANNIVERSARY PORSCHE TURBO RSR TYPE 934

This new version of the 1:10-scale Porsche Turbo RSR Type 934 is a special commemorative model to celebrate Tamiya's 45 years in RC

Tamiya will be ensuring their RC fans will have a great Christmas after announcing a new colour variation version of the iconic Porsche Turbo RSR Type 934, which is expected in early December. The 1:10-scale kit has been released to commemorate the 45th anniversary of Tamiya RC. The Porsche 934 holds a special place in Tamiya history as it was their first RC model kit. This model features a white body that recreates the Porsche Turbo RSR Type 934 which tussled at the top of races in the European Racing Championship in June 1976. Also, a photo-etched product plate and one-page printed message by Executive Chairman, Shunsaku Tamiya, are included to

further add value and appeal to the model.

The Porsche is based on the shaft-driven, 4WD TAO2SW chassis with horizontal motor layout features. The fibreglass frame sees the battery and rear gearbox positioned further forward for optimum weight distribution, whilst the short 236mm wheelbase and wide tread setup follows the traditional Porsche style. Topping it off is a polycarbonate body that captures the Porsche Turbo RSR Type 934 in style.

As standard the kit comes with an aluminium motor mount, hard prop shaft (short), and front and rear universal shafts. The double wishbone suspension utilises CVA oil-filled dampers with



front and rear fibreglass shock towers. The drivetrain is supported by bearings, the sealed front and rear gearboxes have built-in diff gears, with a ball

differential in the rear. The 2-piece mesh wheels with metal plated rims have wide slick tyres. Part number 47477 comes in a special, dedicated package, using blister packs with a 540 motor included.

The kit is due at the end of November 2021 and is sure to be in high demand, so get your order in early with your favourite Tamiya stockist.




MON-TECH FOR SCHUMACHER LD2

Italian brand Mon-Tech announces the release of their first off-road bodies for the Schumacher Cougar LD2

The Stealth is a range of new off-road bodies starting out with versions to suit the latest Schumacher 2WD buggy, the Cougar LD2. This is an interesting choice as Schumacher are Mon-Tech's UK distributor, and Michal Orlowski is sponsored by both companies. Naturally the incredibly talented racer helped develop these bodies that come in two versions. The Stealth Carpet, as the name suggests is for carpet races as the body offers excellent corner entry and corner speed. The second model is the Stealth Dirt for tracks with lower grip as this offers greater overall traction.

YOKOMO'S 2WD GOES RTR

The Japanese brands add a Factory Assembled model to their 2WD line-up but maintaining the same exact high spec of the kit, and setup ready to go straight to the track

 The YZ-2FA is the newest 2WD model from Yokomo but as the name alludes, it's a factory assembled version of their YZ-2 kit. The Factory Assembled is a ready-to-run edition of the YZ-2 that won the 2017 World Championship. It comes assembled, with the electrics installed, body painted, and tyres glued, all carried out in the manufacturer's Japanese factory. The aluminium chassis, graphite shock tower, large-capacity oil shocks, sealed 3-gear transmission are of the exact same specifications as the latest YZ-2 so it is a race ready, high-end model offering the same potential to fit optional parts. The transmitter is also calibrated by Yokomo as well as the suspension for geometry and alignment, and this means owners can hit the track with confidence that the general settings on the buggy are perfect.



RESULT - 2WD

POS	QUAL	DRIVER	CHASSIS	PTS
1	2	Tommy Hall	Team Associated	3
2	1	Neil Cragg	Team Associated	4
3	3	Ben Smith	Schumacher	5
4	4	Tom Yardy	Xray	5
5	5	Lee Martin	Yokomo	7
6	8	Luke Holdsworth	Schumacher	12
8	7	Jamie Hall	Team Associated	12
7	6	Paul Crompton	Team Associated	13
9	9	Josh Holdsworth	Schumacher	17
10	10	Kev Lee	Schumacher	19

RESULT - 4WD

POS	QUAL	DRIVER	CHASSIS	PTS
1	1	Ben Smith	Schumacher	2
2	2	Paul Crompton	Team Associated	4
3	2	Phil Sleigh	Schumacher	7
4	3	Matt Thompson	Yokomo	7
5	4	Edward Callan	Xray	7
6	5	Eugene Galley	Team Associated	8
7	9	Charlie Saunders	Team Associated	12
8	10	Tyler Liddle	Schumacher	12
9	7	Ben Jemison	Team Associated	18
19	8	William Callan	Xray	20

MASTERS OF MENDIP

Ben Jemison wins 2WD and in 4WD it was Ben Smith who won the at the latest round of the Schumacher off-road outdoor Masters hosted by Mendip

 Round two of the inaugural Schumacher Outdoor Off-Road Masters series headed west to Mendip RC Raceway where the club provided a brilliant track and facility for the event. The track, located close to Weston-super-Mare on the Bristol Channel endured mixed weather conditions over the course of the weekend. The race format was round-by-round qualifying as usual, with the best two results from four rounds of qualifying counting towards the final position. In 2WD, as usual there were three-leg A finals and one final for the rest however, due to slightly lower numbers in 4WD, it was decided to have three leg finals for everyone.

In 2WD it was Ben Jemison who led the way in qualifying with the weather adding another challenge to the racers. The Team Associated driver would take overall honours, although Edward Callan (Xray) was tied with Ben as both had two TQ runs - Ben getting the place due to a faster time - as young Schumacher driver

Ben Smith lined up third. For the finals the weather remained consistent with the Reedy-powered pole sitter able to convert his P1 spot on the grid into the overall win, followed by Paul Crompton racing under the sponsorship of Inside Line Models in second and the Cougar LD2 of Ben Smith.

After a podium the day before, it was the turn of Ben Smith to shine in the 4WD class. Racing the latest CAT L1 Evo from Schumacher, Ben took TQ in three of the four qualifiers with the only person to beat him, Paul Crompton, lining up second with a Team Associated B74.1 as Matt Thompson (Yokomo) completed the top three. Come the three A finals and Ben was unstoppable winning them all, with Paul pushing him in legs one and two, but the latter had to settle for the runner-up spot as Ben's teammate Phil Sleigh came from sixth on the grid to snatch the final podium spot.

The 500M series now moves on to Herts for the next round in August.



SKIDMORE MAKES IT TWO FROM TWO

After the first round of the series at Blackpool, the BRCA 1:8 Off-Road National Championship headed south a little and it was East Shrewsbury Buggy Racing Club hosting round two only a few weeks later

Qualifying was all about one man, and that was Elliott Boots who dominated all five rounds to take top spot with his Red-powered Sworz. Behind the factory racer were Joni Skidmore and Neil Cragg, who managed to take three and two second places respectively to be the 'best of the rest'.

After the two semi-finals, Elliott Boots would take pole for the 45-minute race with Joni Skidmore second, but initially it was Joni's brother Will Skidmore who would take the lead. Around ten minutes though Will was passed by the two

race favourites who then began a great battle for the lead. It would all come down to minor errors and it was the Sworz driver who made an uncharacteristic bobble handing the lead to Joni. Despite intense pressure from Elliott, the round one winner would hold onto the lead and take the win at East Shrewsbury making it two wins from two, and naturally taking the lead of the Championship as a result. Elliott would cross the line around three seconds later with the Skidmore family and Mugen enjoying another excellent day as Will secured the final podium position.

RESULT - A FINAL					
POS	QUAL	DRIVER	RESULT	CHASSIS	ENGINE
1	2	Jonathan Skidmore	64 laps 45m 20.52	Mugen	Blok
2	1	Elliott Boots	64 laps 45m 23.33	Sworz	Reds
3	4	William Skidmore	63 laps 45m 12.84	Mugen	Blok
4	3	Darren Bloomfield	62 laps 45m 7.98	Team Associated	Blok
5	8	Graham Alsop	62 laps 45m 17.15	HB Racing	Novarossi
6	9	Callum Niblett	61 laps 45m 2.29	Sworz	Ielasi Tuned
7	10	James Le Pavoux	61 laps 45m 19.48	Sworz	Reds
8	11	Tommy Hall	61 laps 45m 23.93	Team Associated	Alpha
9	5	Jamie Clancy	61 laps 45m 25.69	Team Associated	LRP
10	13	Jamie Hall	61 laps 45m 33.38	Team Associated	Alpha
11	7	Lee Martin	61 laps 45m 33.64	Agama	Bullitt
12	12	Dylan Saunders	60 laps 45m 39.46	Sworz	Reds
13	14	Jack Hirst	46 laps 36m 29.56	Serpent	Alpha
14	6	Michael Lewis	6 laps 4m 19.97	Team Associated	OS



JOB VACANCY AT SCHUMACHER

An opportunity has come up to join the sales team at Schumacher Racing, the well-known British RC manufacturer and distributor. The role of Junior Sales and Customer Service Administrator will be office based in Northampton, working from Monday to Friday, 9am to 5:30pm.

The job involves processing sales orders, in a fast and efficient manner, providing high levels of customer service, repairs and returns administration, answering product questions with support from technical staff, as well as customer communication by phone, email, website, social media and more. The vacancy states that knowledge and enthusiasm for RC cars, a helpful and friendly personality, good communication skills, good administration skills and a positive attitude are all required. If you are interested then please apply to Robin Schumacher via robin@racing-cars.com

SERPENT SIGNS WORLD-CLASS RACERS

Meen Vejtrak and Charlee Phutiyotin join the Serpent factory race team

Serpent has announced the signing of two well-known RC racers that boast a long list of race wins including a World Championship, WC A finals in multiple disciplines, as well as National title and much more. Meen Vejtrak and Charlee Phutiyotin made the following statement:

Meen: "Serpent was one of the first names I've heard of when I was just beginning my career in car racing. I am excited to announce that from now on I will be representing this brand and become a part of the Factory Team. Thank you to the Serpent factory for this opportunity."

Charlie: "I'm very happy to tell everyone that I joined the Serpent team. I can't wait to work and drive with serpent. I believe that all the products available are great technology and innovation. Thank you to the Serpent team for making possible the next step in my career."



BERTON JOINS SCHUMACHER

Schumacher Racing has welcomed young Italian Riccardo Berton, to their 1:10 off-road team. Riccardo is the current EFRA 1:8 Off-Road European champion and a World Championships A finalist, and will continue with his Infinity programme for 1:8 off-road, but joins the British team for his 1:10-scale racing, competing at many large events around the World as and when travel allows. He had this to say:

"Big thank you to #SchumacherFamily for the opportunity to race with their cars, I am really thankful and I look forward to do some of the most important races! See you soon."



MARTIN WINS HERTS AT WESTMILL

Agama driver Lee Martin took the overall win at round three of this year's BRCA National series in 1:8 off-road whilst Joni Skidmore gets in another solid result to retain his Championship lead

Round three of the 2021 BRCA 1:8 Off-Road National Championships headed down South to the popular venue of Herts Nitro Model Club, located at Westmill Farm near Ware. After two races, Joni Skidmore and his Mugen were looking imperative at the top of the championship leader board after winning both rounds, but the level of competition at the nationals is very high and Herts would maybe provide a different challenge with it being a regular haunt for many of the top racers.

The series event at HNMC was just a week after round two at East Shrewsbury and saw the drivers face some tough qualifying with constantly-changing weather conditions. The Sworkz of Elliott Boots set the early pace on Saturday by winning two rounds and holding

the overnight TQ. Championship leader, Joni Skidmore (Mugen) also won two rounds, but his third score wasn't enough to topple Elliott, as Lee Martin (Agama) finished third overall with a round win ahead of the finals on Sunday.

In the A final, Neil Cragg (Team Associated) was on pole after winning his semi and would have Lee Martin and Callum Niblett (Sworkz) behind him in second and third respectively. A weather-affected semi for Elliott Boots saw him way down on the grid due to slower times. Come the end of the 45-minute race, and it Lee, driving his Bullitt-powered Agama, who would end up nearly a lap ahead of Joni with Elliott in third place overall.

Racer will have a full report from Herts in next month's issue.



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	Sworkz	Reds
4	9	Jamie Clancy	60 laps 45m 32.67	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	Novarossi
8	3	Callum Niblett	58 laps 45m 18.79	Sworkz	Ielasi Tuned
9	11	Graham Alsop	58 laps 45m 43.58	HB Racing	Novarossi
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	Sworkz	Reds
13	7	Dave Bailey	53 laps 45m 36.70	Team Associated	OS
14	4	Lewis Jones	49 laps 37m 43.59	Agama	Alpha



LONDON
MODEL
ENGINEERING
EXHIBITION

CANCELLED

Due to the ongoing uncertainties of the Covid-19 pandemic, the organisers of the 2022 London Model Engineering Exhibition which was due to be held at Alexandra Palace in January next year have announced the cancellation of the event:

"This difficult decision is taken despite a real determination by the Meridienne Exhibitions team, trade, clubs and societies and other supporters, all striving to continue to deliver the usual high quality and successful event during this very difficult time.

"Over the past few weeks, we have been in the excruciating position of considering every possible scenario to see how we might be able to proceed, but sadly the risks of holding the event now far outweigh the reasons for going ahead. We are no longer in a position to be able to proceed safely with the unknown government Covid-19 requirement for Autumn/Winter ahead.

We look forward to seeing you all again soon."

LRP ADDS BERTON TO THEIR LINE-UP

Following on from the announcements of their recent signings in the US and Japan, the latest racer to join LRP is the reigning EFRA 1:8 Off-Road European Champion and Worlds A-finalist Riccardo Berton from Italy. Riccardo will be using full LRP electronics in his 1:10-scale Schumacher buggies and in his 1:8-scale Infinity E-buggy.

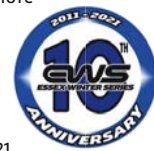


EWS TENTH ANNIVERSARY SCHEDULE

The 2021-22 sees the tenth anniversary of the popular indoor racing season. All the races will take place at their usual venue of The Deanes Sports Centre, Benfleet, Essex, SS7 2TD. The organisers will do everything possible to run the series on these dates, although they strongly advise you to ensure any bookings

for travel or accommodation have a free cancellation option. More information to follow...

Event	Date
Round 1	31 October 2021
Round 2	21 November 2021
EWS Int	3-5 December 2021
Round 3	16 January 2022
Round 4	13 February 2022
Round 5	13 March 2022



RACE REPORT

what: iconic cup where: broxtowe class: 1:10 on-road

A FEAST ON AND OFF THE TRACK

With open practice and then a Saturday club event, the drivers attending the second round of the Iconic Cup at Broxtowe were treated to a feast of racing ahead of the main event on Sunday

The Iconic Cup is based upon the Tamiya Eurocup series and features on-road Tamiya chassis that were released up to and including 2004. After a cracking time in Carlisle in May, the Iconic entourage were at Broxtowe Model Car Club in Nottinghamshire for round two of the championship on

a mid-June weekend. A practice session was run on the Saturday from midday and then at 18:00 the entrants were treated to the opportunity to participate in Broxtowe's club night, which they run on both the on- and off-road tracks every Saturday during the summer months. The weekend was

supported by Racecraft RC with their pit shop and hot food was supplied by Feast Street. With a full fix of racing already under the belts of those who'd entered the club race, it was down to Cup business on race day Sunday with four rounds of qualifying (the best three to count) and one final. Running proceedings

were Gary Brett, Martin Thorpe and Lance Walker with the latter also back on duty as Technical Officer and inspecting cars after every heat. This year in the Cup, the qualifying counts towards the championship points and the finals are for the trophies and the kudos for that particular round. This adjustment to the format



A heat of M-Chassis comes to an end



Jason Petch



Action from the FF TC A final



John Penneyston in FF TC



Matt Holloway in FF TC



David Milford's McLaren in GT TC



Philip Barlow on his way to a podium spot on his debut in GT TC



Mike Richardson's classic Karmann Ghia in M-Chassis



The Ford RS200 of M-Chassis racer, Paul McKeag



A famous colour scheme on Aidan Mitchell's Ford Sierra in Stock TC

is to even things up until all five clubs are able to run ten-car heats.

PRACTICE MAKES PERFECT

The prospect of rain was ever present on the Sunday and had seemed a dead cert on the previous day so some had chosen not to practice on the dry track given that the track

would be wet the following day. They were burnt though as the weather incredibly managed to hold with just a couple of very light and brief showers meaning the track just got a little greasy at times. This handed a big advantage to those that did decide to dial their cars in on the Saturday practice day.

James Millbank burst onto the

scene in M-Chassis having missed round one. James, with his M-03, was turning heads on practice day and maintained his form into race day with a best three of four qualifying rounds putting him at the top of the field of 22, just ahead of local man Paul McKeag (M-03), on a one/one/two tie break having taken the fastest lap. Scoring 100 points

and aiming to do at least two more rounds, James is right in contention for the M-Chassis championship. He kept up his form on the day to also take the A final win ahead of Ian Willacy (M-03) and Andy Sawyer (M-03), after Paul had retired on lap five.

In FF Touring Car, the 2017 Champion Aaron Birkin (FF-02),



A heat of Stock TC ready to go

RACE REPORT

what: iconic cup where: broxtowe class: 1:10 on-road



Mark Rodgers in Stock TC action with his Audi Quattro



The clean Honda NSX of Mike Vale in Super Stock TC



Simon Smith and John Ridding in Super Stock TC



Anthony Dorling rides the kerb in F1

returned for a one-off showing at his local club. Aaron put on a masterclass with a two/one/one/one across the qualifying rounds and the A final win. Aaron was also the only FF racer to break into 15 laps. On the day, Tom Berry (FF-02) and Simon Smith (FF-02) were his main challengers.

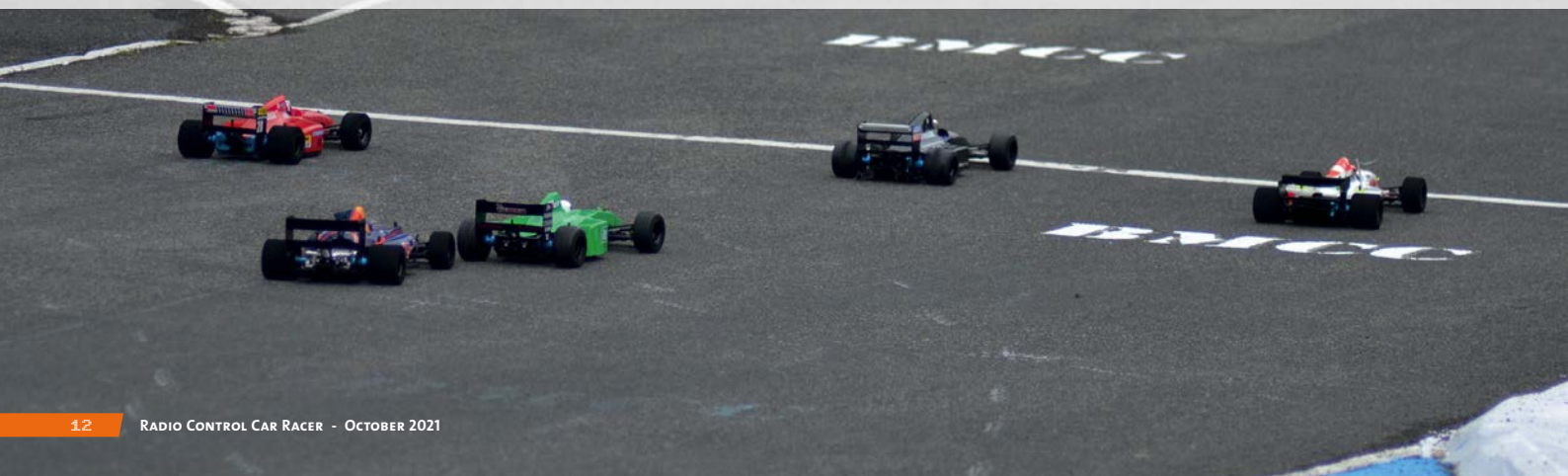
In the F1 class, the championship leader David Carr (F-103), had a bit of an off day which allowed the pack to close. Michael Friebel (F-103), a member of Chimera Model Sport, held off two-time champion Jason Petch (F-103), to top qualifying with a one/one/two/two and also claim the A final win. The F1 class is already

shaping up to be a close race to the title this year.

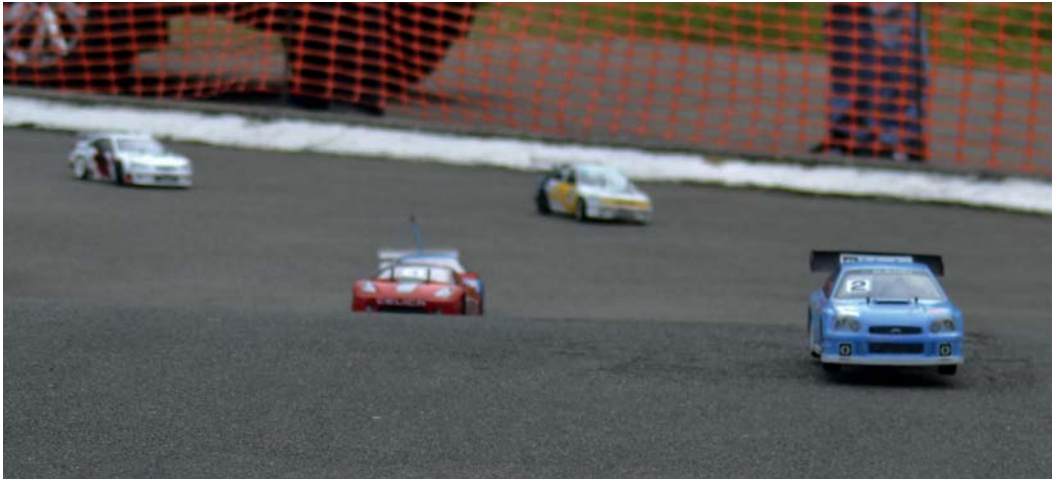
The GT Touring Car class, which is the only brushless option (13.5T blinky) and predominantly sees TRF-415 chassis variants, saw Andy Travis (TRF-415) pushed all day by Adam Burgess (TRF-415MS). Serial winner Andy, needed to be on point

this time around with no room for complacency given the best three of four rounds qualifying format. With a retirement in round three, Andy had to ensure that nothing went wrong in round four which could blow the one/one finish in rounds one and two. Always calm on the rostrum, he kept it all under control to top

The F1 cars get ready to start another heat at Broxtowe



CHAMPIONSHIP STANDINGS



The track at Broxtowe has the added attraction of a significant bump where the cars get airborne

round four and bag a maximum of 200 points from the first two rounds of the Cup. Andy also took the A final win ahead of GT TC debutant, Philip Barlow (TRF-415MSXX).

After two rounds, the Stock Touring Car championship is shaping up well with a few racers in contention. Claiming the Broxtowe victory was Darren Russell (TT-01E) ahead of Jonathan Simblet (TT-01E) and Paul McKeag (TT-01E). Worth a mention is Jonathan who was the

only racer in this class to achieve 16 laps. He achieved that in the final qualifying round and carried that form over into the A final taking the win.

In Super Stock Touring Car, Matt Howard (TB-02) and Mike Vale (TB-02) were sparring with each other yet again. This time around, Mike was on fire and topped the first three qualifying rounds to send a big warning shot to Matt who'd done exactly the same at Carlisle in

round one. This fight between two very talented racers will go right to the wire.

After an excellent weekend in which the new Team Powers V3 brushed control motor had another impressive outing, focus turned to round three at Stafford Radio Controlled Model Car Club which is just three weeks away. The full results for round two along with the championship standings can be found on rc-results.com ■

FF TOURING CAR

POS	DRIVER	PTS
-1	Graham Bridgett	197
-1	Simon Smith	197
3	Neil Simpson	193
4	Kevin Dent	189
5	John Penneyston	185
6	David K Y Li	184
7	Aaron Birkin	100
8	Tom Berry	99

F1

POS	DRIVER	PTS
1	Jason Petch	197
2	Christopher Mitchell	196
3	Norman Britton	195
4	David Carr	193
5	Sarah Davis	185
6	Michael Friebe	100
-7	Robert Rand	96
-7	Tom Hampson	96

GT TOURING CAR

POS	DRIVER	PTS
1	Andy Travis	200
2	Adam Burgess	198
3	Brendan McNulty	195
4	Peter Ockenden	192
5	Philip Barlow	98
-6	Robert Rand	96
-6	David Milford	96
8	David Tunnell	95

M-CHASSIS

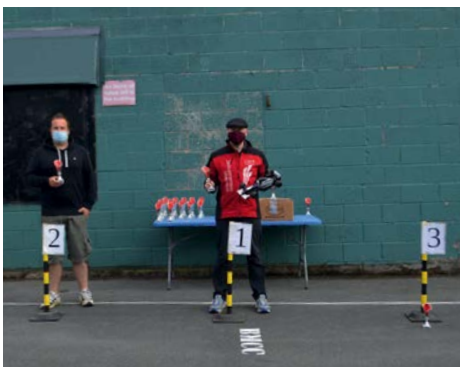
POS	DRIVER	PTS
1	Ian Willacy	198
2	Paul McKeag	197
3	Adam Burgess	195
4	Chris Hudson	192
5	Andy Sawyer	190
6	Hugh Sawyer	186
7	Tom Avis	184
8	Steve Bendrey	183

STOCK TOURING CAR

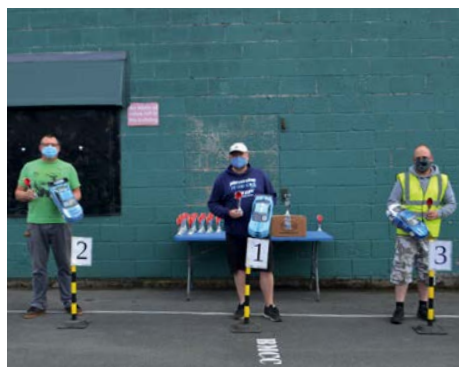
POS	DRIVER	PTS
1	Jonathan Simblet	199
2	Paul McKeag	197
3	Darren Russell	196
4	Adrian Parkes	192
5	Mark Lingwood	189
-6	Paul Green	187
-6	Richard Brazier	187
8	Matthew Coverley	182

SUPER STOCK TOURING CAR

POS	DRIVER	PTS
-1	Matt Howard	199
-1	Mike Vale	199
3	Lee Chorley	193
4	John Ridding	190
-5	Simon Smith	187
-5	Stewart Callis	187
7	John Penneyston	186
8	Carson Green	183



F1 A final podium - Michael Friebe and Tom Hampson



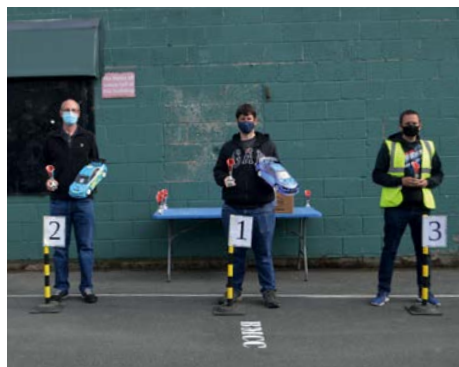
FF TC A final podium - Aaron Birkin, Tom Berry and Simon Smith



GT TC A final podium - Andy Travis, Philip Barlow and Adam Burgess



M-Chassis A final podium - James Millbank, Ian Willacy and Andy Sawyer



Stock TC A final podium - Jonathan Simblet, Darren Russell and Paul McKeag



Super Stock TC A final podium - Mike Vale, Matt Howard and Michael Friebe

Axial SCX10 III Early Ford Bronco

The new Ford Bronco model based on the SCX10 III chassis is one of the most detailed Axial scale models ever. It includes the key components that have made the SCX10 III platform a success, and adds features never before found in an Axial RTR. For a lower centre of gravity the Ford Bronco uses AR45 Straight Axles in the front and rear. The triangulated suspension geometry is tuned to work with the axles to reduce torque twist and further increase the scale looks. Tuneable oil-filled shocks help drivers find the best dampening rate and offer increased bore size with more fluid volume for the best performance. The polycarbonate Bronco body has a moulded tube cage with functional tube doors and hidden body mounts to preserve the scale lines. Wheel arch flares and rock sliders provide essential rock rash protection, whilst here are other authentic exterior details include the bonnet scoop, license plates, windshield wipers, and LED headlights and taillights. Many scale features are also functional including front and rear plate bumpers, for example, that are placed at the optimal approach

angle for unobstructed climbing and crawling. Inside the cab you'll find moulded seats, dashboard, gear lever, pedals, and a steering wheel with column. Under the bonnet there is a replica 5.0l V8 engine, transmission housing, and transfer case conceal the 35T motor for added protection and scale appearance. Retro-style 3-piece beadlock wheels are equipped with licensed 1.9 replica Falken Wildpeak M/T tyres. The roll cage has mounting tabs for additional lights and a full function spare tyre. Out of the box, the transmission is set up with a third-channel Front Dig function that lets you lock the rear axle from the Spektrum DX3 transmitter for a tighter turning radius.

AX103014T1 Axial SCX10 III Early Ford Bronco
1:10 4WD RTR (TQB)
AX103014T2 Axial SCX10 III Early Ford Bronco
1:10 4WD RTR (White)

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



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A FAMILY AFFAIR

After racing for 20 plus years, Olly Jefferies has been through many ups and down and seen many different aspects of the RC industry. Up until now, he has only ever had to worry about himself and what he can do to be better or improve. But that has all changed to some degree...

My eight-year-old son has always taken an interest in RC cars, and in fact his first word was 'car' (a true story). Around two years ago, Harry Jefferies picked up a transmitter and started to race every now and then, locally with me using an old GT12. Initially he started just

getting around the track slowly, but he soon seemed to pick it up pretty quickly. I have and never would push him to do something he didn't want to, and be happy if one day he became World Champion in RC, but I wouldn't be disappointed if in a year's time he decides this hobby

isn't for him. If he wants to go play football he can and if he doesn't want to play we don't go. I believe in life you are at your best doing things you love. Forcing kids into football or golf because you want them to do it is a recipe for disaster. Although he is at a very young age

and still finding what he enjoys in life doing, RC is something he seems to want to do every week.

BACK TO BASICS

Racing at the highest level we sometimes forget why we started in the first place, so going back with

Olly's teammate Marcus Askill has also been helping Harry trackside





Its been a steep learning curve, as you would expect of someone of Harry's tender years



Harry has a Batman theme on his Xray T4F



With Harry racing too now means more workshop time for Olly



With Harry racing alongside Olly and Adrian in support, there are often three generations of Jefferies trackside



Watching dad and learning the best racing lines



Many have praised Harry' about his etiquette on track and this is mainly down to Olly nurturing and experience

Harry all the way to the start again is interesting. In some ways I have gone back 20 something years, but on the other hand the only thing similar to when I started is the fact it's an RC car. When I started with my dad he had no idea about RC cars. We had no idea how to build one properly, how to make it reliable let alone make it fast. We simply just charged it up and put it on the track. Looking back we didn't really know what we were doing for quite a few years after I started as it showed with my results that were often very mixed. This is nobody's fault it's just how it is doing a new hobby. I have

many people say to me (and I know some people are just being polite) that Harry is doing really well, he is very talented and has a bright future but is it no coincidence he seems pretty handy with an RC car? I don't really believe in talent. Some people naturally will be better at some things than others, but only fine margins at the very beginning. As humans in terms of natural skill set I think we are all close to a degree but what we do with those skills and how we develop them over the years is where we see a difference. So Harry picking up a transmitter and having a go at it is quite different to

the average person turning up at the track with his first RC car.

A 20-YEAR HEAD START

You can't buy experience and unfortunately this takes time to build. We learn this from wins, loses, bad decisions and everything in between. If I look back at my career I could have probably won every race I attended knowing what I know now or even the day after each race but that would be the same for everyone. We are always learning. When Harry picked up a transmitter to 'have a go' he picked up one

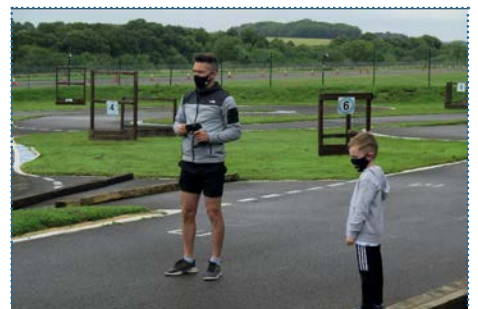
that had over 20 years of experience behind it. From the first time the car moved it went in a straight line as I had taken the time to trim it make sure it turned equally left and right. What seems like basic stuff to me was the difference between his car wondering all over the track or going in a straight line. If I compare that to someone new with zero experience that they put the car on the track, it doesn't go straight so they crash more. This results in either the car breaking or spending time having to think about other things rather than just driving which all slows down the ability to improve the driving



A younger-looking Harry with Zak Finlay



As he gets older, gains more experience and becomes stronger, Harry can do more of his own mechanic work



Olly checks out Harry's car on before a run at their local Gotswold club track



Harry has been racing against much older drivers but has already proven himself



Dad and son in the pits



As well as touring car, Harry also doubles up with some indoor 1:12 carpet racing

skill. Either of these could result in someone not coming back to the track or getting fed up with it.

Harry's improvement in his driving continues every single week, and even now every time he drives he seems better. That said every time he has raced all he has had to do is just drive. At eight-years-old he doesn't have many things to worry about in life and one thing he has never thought about is his car not being very good. At times he has asked why can't he race modified or why is his car is not as fast as mine, but I explain to him and he seems on with this.

MAKING YOUR OWN MISTAKES

So is Harry talented at driving an RC car? As with any parent you are going to be biased towards your own child, but I honestly believe he isn't any more talented than any other kids racing. What I believe he does have is a good rate of improvement as he

has essentially skipped out all the years of struggling. He is fortunate his equipment is pretty much the best you can get as it's my old stuff and I appreciate people starting don't always have this. With regards to his driving, so far I haven't given him much guidance. A few times I have said you need to slow down a little bit and try to teach the etiquette of letting lapped cars past, which he is slowly learning, but the actual driving around the track I have let him figure that out. I have learnt and eight-year-old will listen and nod like they are taking the information in but once the race starts most times they just forget it all and drive, which can be frustrating...

One area I have found that has helped him is letting him crash. That might sound odd but I believe if he keeps at it this will help in the future. I could easily make his car slower, make it understeer so he can just drive full lock everywhere so he hits less stuff, but I feel that would

hinder him in the future. What he has now is a car that most the time is probably slightly too fast for him and slightly more pointy than is optimal, but all the time he is driving somewhere inside of him he is learning how to deal with this. Yes he might have more crashes now, yet I believe this will create more speed for him later down the road when he eventually stops making mistakes. To coach him is very hard, but what I can do is change how his car drives which again is the experience of many years of racing.

SHORT TERM GOALS

In terms of Harry's future in the hobby that will be for him to decide. If tomorrow he wakes up and has no interest in it anymore then I would be fine with that as long as he is happy. I see parents shouting at kids during sports day or at the side-lines during a football game and I don't think this helps them. Don't get me wrong, at times it can be massively

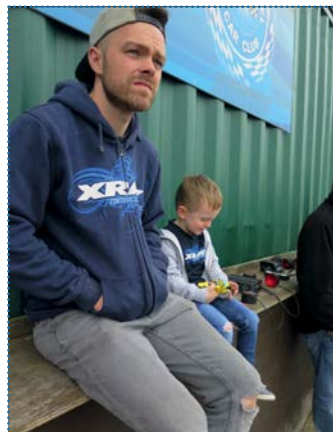
frustrating as I can literally see what he needs to do, but I have to keep in the back of my mind that he is only eight. Watching him seems harder than when I'm racing as once he goes on track I have no control anymore, but I also enjoy seeing him improving each week.

AT EITHER END OF THE TIMELINE

As I write this, I guess I'm nearer the end of my career than the start while Harry is at the very beginning. I believe if he sticks at it he can achieve a lot, but I appreciate he has every opportunity to do so which not everyone has. I look forward to see what the future brings - will we ever race each other? Will he start to beat me? These are all things I look forward to, and understand that some difficult decisions will have to be made at some point. I hope I have few more years left in me yet before he causes me some issues on track... **OJ**



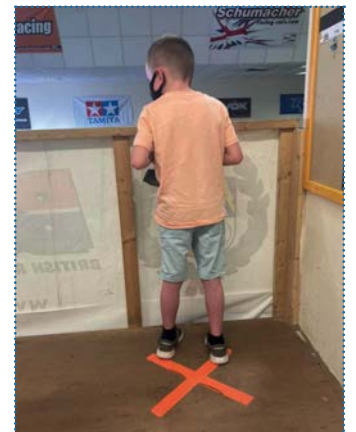
Harry is very proud of his racing colours



Understandably, the younger Jefferies is not always focussed on the track action



Harry knew he wanted to race like dad at an early age



Harry's early experience of RC was indoors with a GT12 car

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EDITORIAL

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RC'S TALENT POOL



It seems our selected social media this month has a motorsport theme with Valentino Rossi, Esteban Ocon, Fernando Alonso and Lewis Hamilton all featuring. It comes at a time when F1 has its annual summer break as the factories close down for August, but in the office lots of talk has been around the recent results and obviously Esteban's maiden win in the premier class in Hungary. The win came over the weekend that his Alpine teammate celebrated his 40th birthday, and Esteban already had the perfect gift for Fernando, as he hooked him up with a Kyosho Inferno MP9 TK14 ReadySet through his good friends at Kyosho Europe in France. Just a couple of years ago, Mike Cradock and Kyosho UK had headed up to Renault F1 HQ

in Enstone, Oxfordshire to film Esteban and his teammate at the time, Danny Ricciardo with some nitro-powered buggies and it seems the Frenchman became hooked. Now it seems that not only will Esteban be racing Fernando on track in F1 but they will be messing about in the pits too with their Kyoshos! And who knows, Lewis Hamilton might be joining them as he has had his original '90s Kyosho Turbo Burns restored. Lewis's brother, Nic, who is currently racing full-size cars in the British Touring Car Championship, also dabbled in RC and arranged the restoration of the car, complete with a new polycarbonate body being painted up by helmet sponsor Bell, as well as having a full check-over to make sure it was running at its best. This was the same car

that Lewis used on Blue Peter – a classic British children's TV programme – when he was just five, alongside Stewart and Ray Wilcox of Models in Motion fame. Many times has the clip of Lewis racing round the Blue Peter garden been shared and it has been great to showcase our hobby. We all know that there are other successful people in motorsport who have a passion for RC, including Ayrton Senna, Pedro de la Rosa, Petter Solberg and Juan Pablo Montoya to name just a few. So who knows, there just might just be a former World Champion at your local club racing their RC vehicle, with a very bright future...

Matt Benfield
Editor

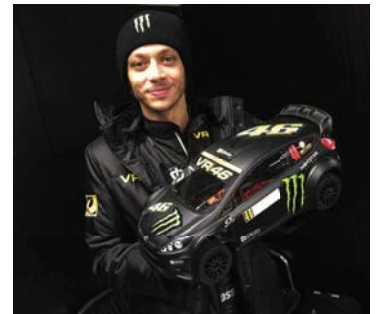
THE BEST OF - SOCIAL MEDIA



EFRA

EFRA shared this photo from the Monza Rally Show in Italy stating, "Just a couple of #motorsport titans enjoying their #rccars @lewishamilton @valeyellow46"

We believe that this is an old photo but we know that both Lewis Hamilton and Valentino Rossi have a long history the RC hobby.



WHO, WHAT, WHERE & WHEN?

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

1



2



3



TIME WARP

THE BEST OF - SOCIAL MEDIA



Fernando Alonso

After winning his first F1 GP for Alpine in Hungary, Esteban Ocon treated his teammate Fernando Alonso so a Kyosho RC car for his birthday. The

Inferno MP9 TK14 ReadySet meant that Fernando's 40th birthday was a good one as he would only need to buy a few small items to get the nitro buggy running. Esteban is a long-time RC fan who has a great relationship with Kyosho Europe - and it shows!



SportBible Australia

Titled, "One of the coolest collections of RC cars we've ever seen", we have to agree. Brian Benner is the driver - and

this video offers three minutes of monster trucks, low riders and much more going sideways is style!



The full video can be found at <https://tinyurl.com/rcdrifting>



Lewis Hamilton

This is a photo of Lewis Hamilton's Kyosho Turbo Burns that appeared famously on TV.

"This is my Turbo Burns radio controlled car that I raced when I was 5 years old. My brother kindly had it rebuild for me recently and it's running like a gem. This is the car I raced on BBC in 1990 when I was dreaming to being a formula 1 driver. We've come a long way but this still gets me as excited as when



I was a kid. Thanks bro for doing this and thank you for Bell for repainting in its original colours."

1 YEAR AGO - OCTOBER 2020

Having shocked the RC world in late September that he was leaving Yokomo, by early October, Ronald Völker was announced as Mugen Seiki driver. The former World Champion and one of the best TC racers of the current era, his move highlighted the ambitions of the Japanese brand. There were lots of new vehicles released with Tamiya's single belt TA07 MSX chassis kit for the TC class, Team Associated had the RC10T6.2 stadium truck and RC10SC6.2 short course truck, whilst Schumacher joined the frontie class with their Mission FT, which had the capability to be converted into a 4WD TC. On the domestic driver front, Sworkz signed Callum Niblett to their team for both 1:8 nitro and electric, as another young brit in the form of Lewis Jones left Team Associated for the factory Agama squad. Factory Team, two of the brightest young talents in the UK racing scene. Finally a racing round-up saw the 2020 Reds GP win go to Davide Ongaro, Will Venables take round one of the popular Essex Carpet Clash, and then at the fifth and final round of the 2020 BRCA 1:8 On-Road Nationals, Alex Thurston claimed victory for Capricorn, taking the British Championship in the process with a perfect score.



5 YEARS AGO - OCTOBER 2016

Spain hosted the 1:10 off-road European Championships and Neil Cragg (Team Associated) waved the UK flag on the top step of the 2WD event. Jörn Neumann (Serpent) denied Bruno Coelho and Lee Martin the top step in 4WD backing up his second place in 2WD. Team Losi Racing released an updated version of the 22-4 called 2.0, rather unoriginally! As usual there is a huge range of nice options and Ellis Stafford is driving it! Team Associated was also on the new car bandwagon with the RC10B6. It won the IFMAR WC at Yatabe Arena in the hands of Spencer Rivkin, and now we could all have a go. Our tester loved it! LRP release a new charger shock! After too many years to remember, LRP replaced the shiny blue Pulsar charger with a dull blue and white Pulsar Pro - what is the world coming to?



10 YEARS AGO - OCTOBER 2011

Darren Bloomfield retained his 1:8 off-road BRCA National title by winning the Clanfield round and taking his tally for the season up to five. Team Orion released their R10 series of brushless speed controls manufactured by Hobbywing. The IFMAR 1:10 Off-Road World Championship in Finland marked Associated's 25th title when Ryan Cavalieri took the laurels. Being Team Associated, it was just four days before the 26th title went across the Atlantic as Ryan swept all before him in the 4WD class to dominate the 2007 event.



THRASH TEST - CAPRICORN LAB TE05 MDM

■ spec: 4wd carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: €498

CHARTING THE SUCCESS OF CAPRICORN

Capricorn might be a relatively new brand to many readers, but it's well established with the Italian manufacturer offering a range of on-road RC machinery including both nitro and electric platforms. Stephen Coyle builds the latest incarnation of their TC line-up that is showing great pace in the hand of Kyle Branson and Billy Fletcher

Completing this review has been a strange journey from getting the chassis, and then it was delayed further with getting the article into the magazine, so first of all my apologies to all for that. There has been no proper 1:10-scale electric touring car racing in Northern Ireland for over a year now, of course mainly due to the pandemic, but also that outdoor racing is not that well supported in the country, despite the great tracks that we have. Personally I run large-scale petrol saloons in the summer and then go indoors for electric 1:10. As part of a few side lines I have going on, I was looking for some decals for projects and came across Mikey Mansell of Silly Goat Graphics. Decals sorted, but we got talking and I discovered that Mikey is one of the guys that runs RC Racing Europe who are



“TE04 owners can invest in a TE05 MDM conversion kit to bring their Capricorn TC bang up to date”



THRASH TEST - CAPRICORN LAB TE05 MDM

■ spec: 4wd carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: £498



In the box is the instruction manual on a USB stick...



...but you can print it out if you want to like we did



Capricorn uses red for its brand and with the TE05 there are lots of opportunities for anodised alloy parts

◀ the distributors for, among other things, the Capricorn range of cars. So to cut a long story short, I ended up with a Lab TE05 MDM for review.

WHO ARE CAPRICORN?

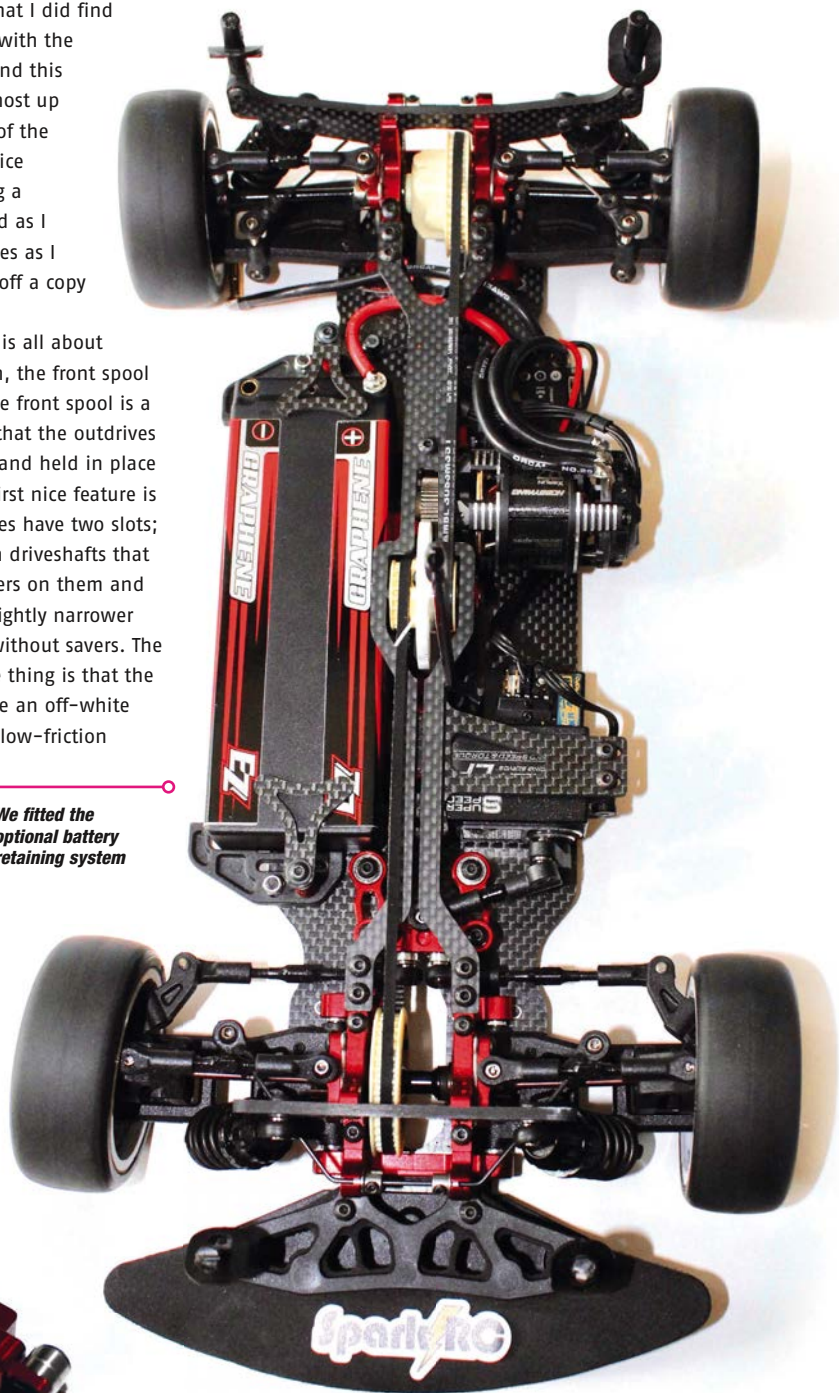
Capricorn is definitely better known in Europe for their nitro cars, and in 200mm (1:10) and 1:8 circuit they have some of the top UK drivers running for them including Kyle Branson and Alex Thurston. A few years ago they started to offer an electric 1:10, although it was kept quiet in the UK with the just the odd club runner importing one. But with RC Racing Europe becoming a stockist the following has increased. This year the likes of Billy Fletcher is running for them in 13.5T blinky and Kyle is taking more interest in the modified class, both producing good results so far.

ON WITH THE BUILD

The car arrives in a nice box and is a bit larger than some other manufacturers. At the time I also ordered a set of the battery holders as an option, but more on that later. Upon opening the kit one of the first things that I noticed, aside from all the carbon fibre and nice red alloy was the lack

of a manual. What I did find was a USB stick with the Capricorn logo and this contained the most up to date version of the manual. It's a nice touch, but being a bit old fashioned as I like to write notes as I build, I printed off a copy anyway.

The first bag is all about the transmission, the front spool and rear diff. The front spool is a solid alloy part that the outrives are attached to and held in place with pins. The first nice feature is that the outrives have two slots; one for use with driveshafts that have plastic savers on them and the other slot slightly narrower for driveshafts without savers. The other noticeable thing is that the spool plastics are an off-white colour. This is a low-friction



Here you can see the off-white low-friction material against the RW Racing spur gear

We fitted the optional battery retaining system

At the front of the motor mount are the two bearings that form the belt tensioner



We were very impressed with the quality of both the alloy and carbon fibre parts

material and is something that others supply as a hop-up. The rear gear diff is made of the same low-friction plastic and is a fairly typical uncomplicated build. I did cover the O-rings with MR33 grease before putting them in and I sanded the other internal black plastic parts slightly. I did a dry fit and everything seemed to rotate well without any binding. I then took it apart and, at the advice of the team, I put in 1.4g of oil. I always run relatively soft diffs so I used the included 3k diff oil from the box. Once built it felt really smooth and I think it will run in very well. Both spool and diff then have notched bearing holders on them that allows the height to be changed when in the car bulkheads.

Racer Tips

Play with the roll centre raising the bulkheads if the car seems loose, so stock up on some roll centre shims.

The next bag is the shocks and the manual calls these the V4 Short Big Bore shocks. There was not a lot of work to do here as all the plastics and pistons seemed very clean. The shock shaft itself has a lip near the top. The piston goes onto the top of the shock shaft and sits on this lip and there is a tiny circlip to hold it in place. As per the name the shock body is definitely short and the shock shaft goes through the bottom of it and out via an O-ring and spacer. Once again I coated the O-rings well with MR33 grease. All four shocks are built the same and the manual says to put 10.5mm between the shock body bottom and the top of the plastic "uniball" holder. I went with the kit 350wt oil and ended up with four very similar zero rebound shocks.

With the third bag we start to see lots of the Capricorn red alloy and it looks really premium. The mid-motor mount is first, and it is a solid one-piece item with the layshaft attached on one side. The layshaft pulleys are again the off-white in the low friction plastic. As I would be racing

the car in the 13.5T blinky class, I went with a 100-tooth RW Racing spur gear and that all spun very freely on the four bearings included. Capricorn also supplies a rear belt guide that consists of two bearings, a screw and spacer, which goes towards the rear of the motor mount and allows you to tension the rear belt by moving it up and down in an elongated slot. Once built the motor mount attaches to the chassis with only two screws. Alongside this on the chassis is a red alloy brace that has six screws you can add or remove for flex. One of these screws goes higher than the others to hold in place a post that will eventually connect to the top deck. At this stage you start to attach the lower bulkheads and be careful as these are sided to take the spool and gear diff bearing holders for height adjustment. The final alloy parts at this stage are the FR and RF hinge pin holders. These are all separate and into them you put plastic inserts for toe and width spacing. On the FR this is 1.0 in and the RF is 0.5 out. There are roll centre shims to go



One of the lightened shims used on the bulkheads



With the shim in place, you can still see the locator for easy removal



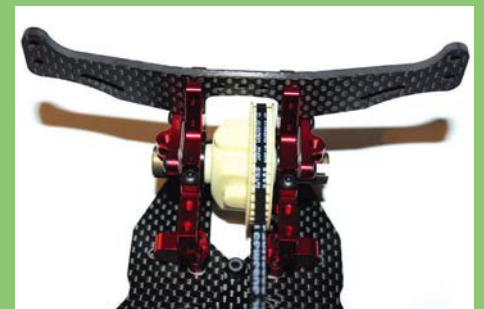
Capricorn supplies alloy steering arms in the kit, compared to others who include plastic as standard with alloy as an option



The steering assembly, once fitted into position moves very freely on bearings



Note the machined section of the carbon fibre chassis to allow the motor to sit as low as possible



The geared rear differential was filled with 3000wt oil

THRASH TEST - CAPRICORN LAB TE05 MDM

■ spec: 4wd carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: £498



With the layshaft, diff and spool in place, it is just the top deck to fit



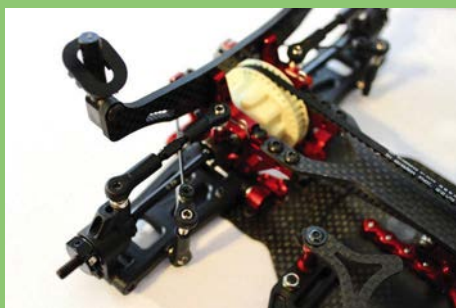
The shims that sit under the mounts are themselves a work of art



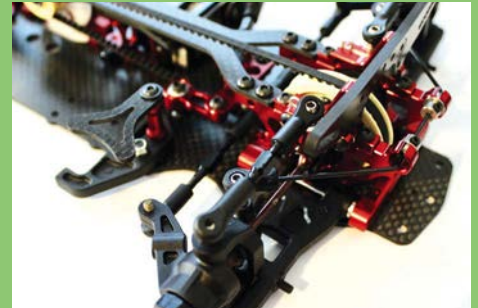
The front hub assembly ready to go on to the car. The alloy bushings ensure no binding in the movement



Getting ready to build up the front and rear turnbuckle assemblies



These are the standard shock towers although Capricorn does offer a set of even lower profile versions



Nearly finished and now just the bumper to fit

under these hinge pin holders. To call them shims is not really the best description as they are drilled everywhere to be light and have a hole that makes it easy to pull or push them in and out of place. It is the same when you come to put the outer hinge pin holder onto the chassis – it is really nice and made me smile at their attention to detail. With the lower bulkheads all in place, the front spool and rear diff can be put in place with the two belts that are the same 351-tooth in length. At this stage I did not tension the belts as I do that when the top deck is on.

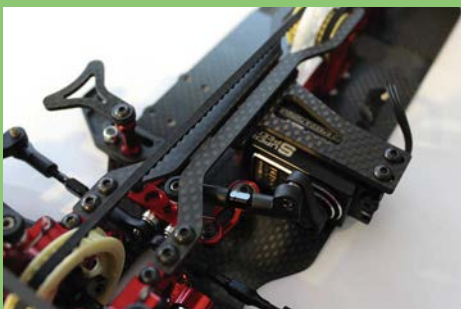
Onto the steering and more red alloy and, again, some nice features. The first nice feature is that there is a separate Ackermann plate, for

the kit this is 8.5mm and this slots into the lower steering plate that the front ball studs screw into. Other plates allow these ball studs to move in or out to change the Ackermann setting, so you do not need to buy a complete bottom plate. Next surprise was that the steering arms themselves are alloy. This is nice as some of the bigger manufacturers often supply plastic in the kit and alloy as an upgrade. The steering then moves very freely on four bearings on two posts attached to the chassis.

Still on bag three next and it is the upper bulkheads that are attached. The hole that the upper camber link will go into is on a separate alloy part with just a the one setting – I like that,

no confusion. Two screws attach these parts to the upper bulkhead and there is a spacer that is used to move this part inward and outward to lengthen or shorten the upper camber links. With the upper bulkheads in place you then attach the front and rear shock towers. The kit ones are relatively normal looking in the current world of low-profile shock towers, but there are even lower ones available, but I need to do some research as to when and where these would be useful.

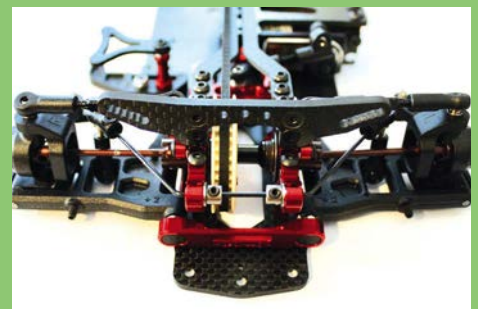
While bag three may feel never ending, the last step is the servo holder. More red alloy for the inside and outside parts that the servo screws into and then a carbon fibre plate for the top. The manual says 7mm as the inside length of the



We used a Highest steering servo which squeezed into position on the floating mount



High quality carbon fibre is used for the chassis, top deck, shock towers and more



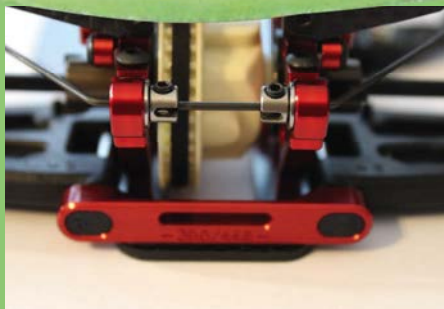
Sadly the front and rear anti-roll bars are devoid of any markings to indicate their thickness



steering turnbuckle and this was very close for me and the Highest steering servo that I use. There is also a screw that goes into the inside alloy part and it's job is to space the battery from touching the belt at the front of the car. When built up the whole unit is screwed to the chassis with four screws.

CONTROL THE ROLL

Bag four and we start to move onto the anti-roll bars and the wishbones on the car. For the anti-roll bars, the front is 1.4mm thick and its 1.3mm at the rear. They are not marked in any way, which is a pity, but not the end of the world. As with most cars of this quality, the anti-roll bar is supported on bearings through the upper bulkheads and are very free when attached. On to the wishbones and they build up like most 'normal' cars. The wishbones are more solid and filled in as seems to be the way with newer cars, so less flex in this area and the suspension should do the work. One thing I really liked is that Capricorn provides metal shims to space the wishbones on the hinge pins instead of plastic like some others. In my view the alloy shims are more accurate and will not wear over time. The wishbones are built up and the anti-roll bar



The rear anti-roll bar, like the front is full supported by bearings



All of the components for a complete set of four V4 big bore shocks



The "V4 Short Big Bore" shocks. All four are of the same spec and were built with zero rebound



An EZ Power 6600mAh Graphene LiPo battery was used for our testing

THRASH TEST - CAPRICORN LAB TE05 MDM

■ spec: 4wd carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: £498

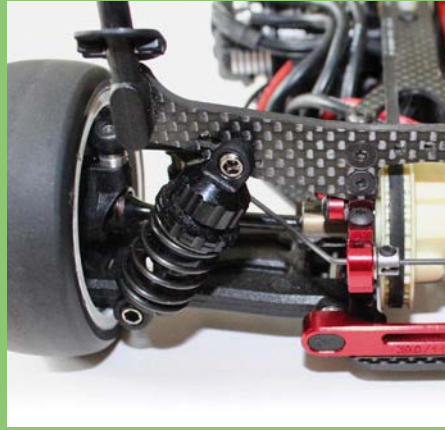
On Test

I took the car to my local track for its first run. There was nobody else there so I was able to take my time, check the setup and put additive on the tyres for the first run. The power from the Orca/Hobbywing/EZ Power combination was amazing even in blinky setup. The car itself felt really good, comfortable to drive, but as I tried to start pushing the rear-end did feel loose. Talking to the team before the test they had said this would happen with the kit setup. The main recommendation was to raise the front and rear roll centre. The kit setup was 0.5mm under all the bulkheads front and rear. Kyle Branson had his as high as 1.5 front and 1.75mm rear. I did not have enough shims to do that but I did raise the rear to 1.25mm and the front to 1mm. And that was it. The car really settled down and felt more planted. I immediately had more confidence throwing the car into the corner at the end of the straight and on the quick left right turn on the track the car held it's line. The Matrix tyres were doing their job as well and at the end of my testing the car was very even across the tyres and there seemed to be plenty of life left in them.





The Hobbywing 13.5T motor is controlled by an Orca OE101, perfect for blinky racing



The completed rear-end. The V4 big bore shock absorbers look very stealthy all in black

mounts attached. The hinge pins are then put through the FR and RF hinge pin holders. The FF and RR hinge pin holders are both 39 to 44.6mm holders. On the front, for kit setup it recommends 0.5 out hinge pin inserts which then gives 0-degrees inboard toe and a width of 42.5mm for the hinge pin width. On the rear both are 1 in hinge pin holders giving 2-degrees toe and a width of 40.4mm. Putting these together was perfect, they moved freely and fell under their own weight with next to no forward/backward movement.

On the front of the car there are nice sprung steel DCJ driveshafts. These came already built, but I took them apart to check them and then built them back up with grease. They make use of G-clips to hold the pins in place and be careful they do not go flying across the room, voice of experience! The hubs all use the same bearing throughout so there isn't a smaller inner bearing at the front, and this is great if you like to carry spares. On the front you get the normal 4-degree caster blocks and the ball stud from the top and screw from the bottom go through an alloy steering block bushing to make things as smooth as possible. The driveshafts on the front are 40mm and build up without C-blades making use of the narrow slot on the front outdrive (remember you can use a C-blade and the other slot). On the rear

the drive shaft is 42.5mm light aluminium.

With the front and rear built up the hubs and driveshafts are all attached, the camber links put in place and we are starting to look like a car.

TOP DECK AND BELT TENSION

Next step is the top deck which is held in place with nine screws - four to the front and rear bulkheads and the final screw into the post on the motor mount. I put this together with the belts still a bit loose. Holding the car flat on a chassis plate I tightened up the screws and then, at that point I set the proper tension on the belts.

The shocks that were built up in step two are attached at this stage and then the front bumper is added. The kit uses holders with tape for the battery which is the only disappointment in the kit as far as I am concerned - who uses tape anymore? Capricorn does offer a carbon battery mount complete with red alloy posts, (CAP-29367) which look amazing when they are in place.

I installed a Hobbywing 13.5T motor alongside my Orca OE101 speed controller and an EZ Power 6600mAh Graphene LiPo battery for power duties. Monitex Racing had kindly sent me a set of Matrix EPA 32 tyres to try as well so these were bolted in after I had checked the setup against the recommendation in the manual. ■

SPECIFICATION

Model:	Capricorn Lab TE05 MDM
Scale:	1:10
Class:	On-Road
Application:	Race
Format:	Kit
Power:	Electric
Chassis:	Carbon fibre
Drivetrain:	4WD
Transmission:	Belt
Differentials:	Spool (front)/gear diff (rear)
Shocks:	Oil-filled/threaded bodies
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length	300mm
Width	185mm
Height	85mm
Wheelbase	258mm
Front track	183mm
Rear track	183mm
Weight	1173g

WHAT WE USED

Electric Kit	
Transmitter:	KO Propo EX-LDT steering wheel
Receiver:	KO Propo KR-418FH
Servo:	Highest BLP750
Speed Controller:	Orca OE101
Motor:	Hobbywing 13.5T
Battery:	EZ Power 6600mAh 7.4V Graphene LiPo
Body:	Zoo Racing DBX
Tyres:	Matrix EPA 32

OPTIONAL PARTS

CAP-29367	TE04 Carbon Battery Mount
CAP-29382	TE05 MDM Conversion Kit
CAP-29385K	Super Short Damper Kit

VERDICT



Value for money
Build quality



No battery holder

RACER RATING: ★★★★★

CONTACT

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Summary


The Capricorn Lab TE05 MDM retails for under £500 and for a model of this quality is a good deal matched with excellent build quality. The car is all carbon and alloy and the attention to detail on things like the roll centre shims is really good. Including alloy steering arms just makes it feel like you are getting everything in the box. We would have liked to have seen the optional battery retaining system but if that's our only gripe, we can't complain!

RACE REPORT

what: brea national ■ where: east shrewsbury ■ class: 1:8 off-road

JONI SHOWS CHAMPIONSHIP CREDENTIALS

After securing the win at Blackpool and the previous round of the National Championship, Joni Skidmore proved he is a true championship contender after taking a second consecutive win for Mugen at East Shrewsbury

 The second round of the BRCA 1:8 Off-Road National Championships took us to East Shrewsbury Buggy Racing club in the

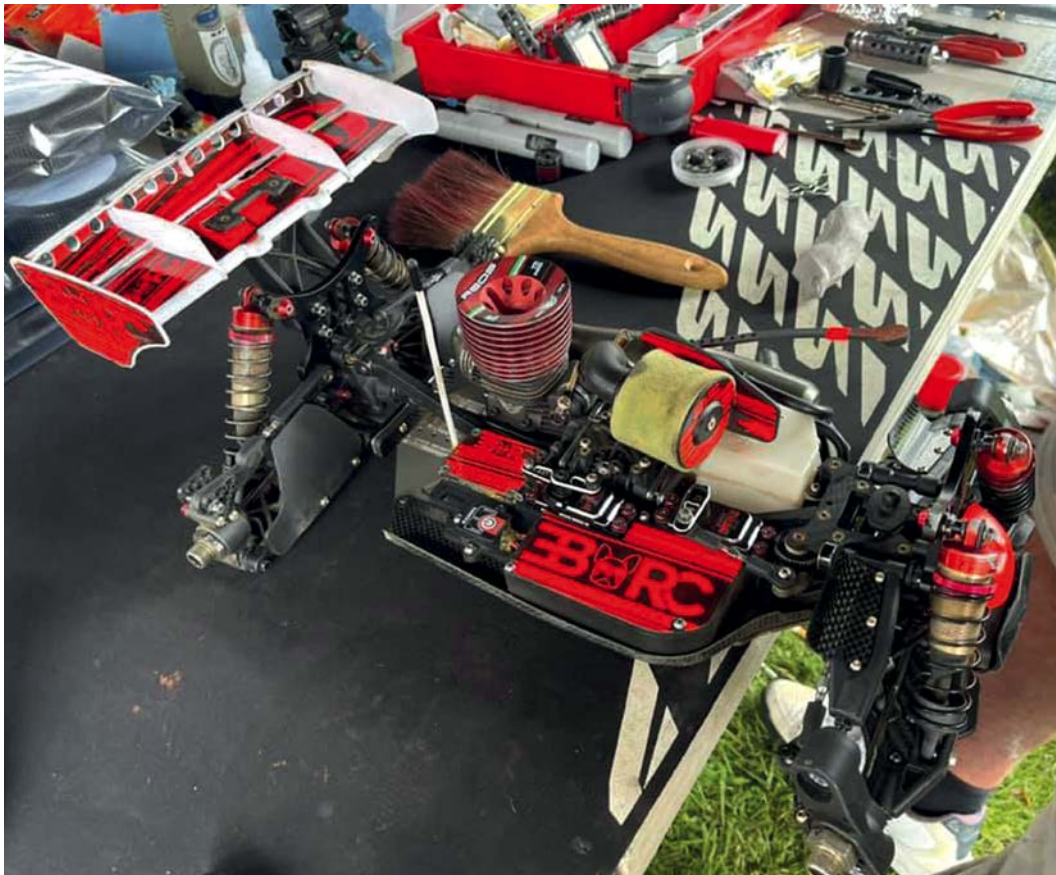
West Midlands on the weekend of 24-25 July. This large, fast track with its unique surface would really mix things up and make for a great few

days of racing, and with predicted unsettled weather tyre and set up choice may also come into play.

Fortunately, the rain didn't

appear during qualifying and the absolutely stunning consistency saw Sworkz front man Elliott Boots take the TQ in every round; a





The Reds Racing-powered Sworks buggy belonging to Elliott Boots who took the top spot in qualifying

fantastic achievement in this hugely competitive field of racers. Joni Skidmore and his Mugen secured second overall with three second places as Team Associated driver Neil Cragg managed a brilliant third overall. Joni's Mugen teammate and brother Will Skidmore took fourth and the ever-present Graham Alsop and his HB machine were fifth overall.

The finals began mid-morning on Saturday and ran for the majority of the day. The lower finals' bump-up spots were as follows:

FINALS

By the time the quarterfinals came around, the challenging track was proving hard on tyres. As well as the usual suspects at this level, there were clearly some under and over achievers as well and as a result the quarters were stacked with talent!

The B 1/4 saw the Tekno of Mitchell Booth on pole, and he had

a fantastic start along with WRC driver Kieran Cox from fifth as the pair shared the lead in the first half of the race. The Team Associated of David Bailey was ever-present in the bump-up positions and also pushing for the lead, but it was Kieran who took the win by a comfortable 10 seconds from Mitchell who crossed the line in second. Third place was taken by Dave Bailey just 0.2 or a second ahead of the Serpent of Jack Hirst.

The A 1/4 was all about the top four from the start. The lead was shared between WRC man David Gibson, junior Sworkz driver Dylan Saunders and HB's Simon Reeves. The trio were in close proximity for the full 20 minutes as all three took their turns out in front. Fellow WRC driver Matt Box was also well into the mix starting in second and eventually coming home fourth with teammate David third. Simon had to settle for second as young Dylan

took a great win.

Onto the semi-finals and the B side saw Mugen man Joni Skidmore on pole. Joni put in a stunning drive – his pace and consistency meaning he led from buzzer to buzzer, taking the win by a comfortable margin. The remaining six spots for the main final were not so easy. A fantastic race between Team Associated drivers Darren Bloomfield and Mike Lewis and the TLR of Dom Nunn would make life hard for Will Skidmore and his Blok-powered Mugen who started second on the grid. The four were all taking their chances, until an unfortunate failure for Dom saw him return to the pits leaving the other three to battle for the next spots behind Joni. Darren managed to retain the second spot in front of the extremely close pair of Will in third and Mike in fourth with less than 3 seconds between them! Fifth was secured by Agama driver Lee Martin, sixth by Sworkz man James

RESULT - B 1/64 FINAL	
POS	DRIVER
1	Ricky Clark
2	Bryn Pound
3	Adam Fryer
4	Ben Johnson
RESULT - A 1/64 FINAL	
POS	DRIVER
1	Mark Beattie
2	Callum McLoughlin
3	Darren Moon
4	Cayden Stenhouse
RESULT - B 1/32 FINAL	
POS	DRIVER
1	Zak Edwards
2	Michael Shorey
3	Nick Simmerson
4	Lewis Millman
RESULT - A 1/32 FINAL	
POS	DRIVER
1	Ben Turner
2	Dan Pollard
3	Holger Lykke
4	Will Wheatley
RESULT - B 1/16 FINAL	
POS	DRIVER
1	Jason Patey
2	Max McDonnell
3	Richard McKenzie
4	Steve Guppy
RESULT - A 1/16 FINAL	
POS	DRIVER
1	Jack Preston
2	Josh Marshall
3	Sam Coble
4	Rob Cockcroft
RESULT - B 1/8 FINAL	
POS	DRIVER
1	Daniel Austin
2	Colin Brennan
3	Scott Walker
4	Dave Williams
RESULT - A 1/8 FINAL	
POS	DRIVER
1	Chris Smith
2	Tehannah Craddock
3	Anthony Conroy
4	Rabson White

Le Pavoux, and seventh went to Jack Hirst after a stunning drive from 13th on the grid to take the last and final bump to the A final!

The second semi was another awesome display by the Reds Racing-powered Sworkz of Elliott Boots as he dominated, taking the win and putting a lap on the rest of the field in the 20 minute final! His time was faster than the previous semi securing him pole in the main event. Neil Cragg had a great start from second and chased down Elliott for the first part of the race, but unfortunately it wasn't to be again for the Team Associated man as he unfortunately returned to the pits and dropped down the field just before the first pit stops. This opened up second place which was mainly occupied by Sworkz driver Callum Niblett, he too having an incident in the final lap but his pace meant he eventually finished down in fourth. It was Jamie Clancy who

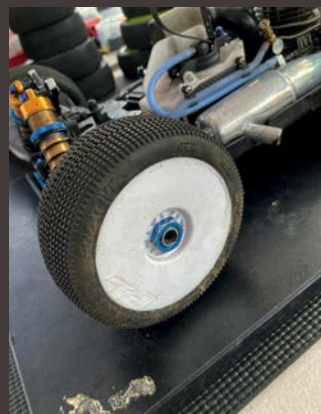
RACE REPORT

what: brca national where: east shrewsbury class: 1:8 off-road

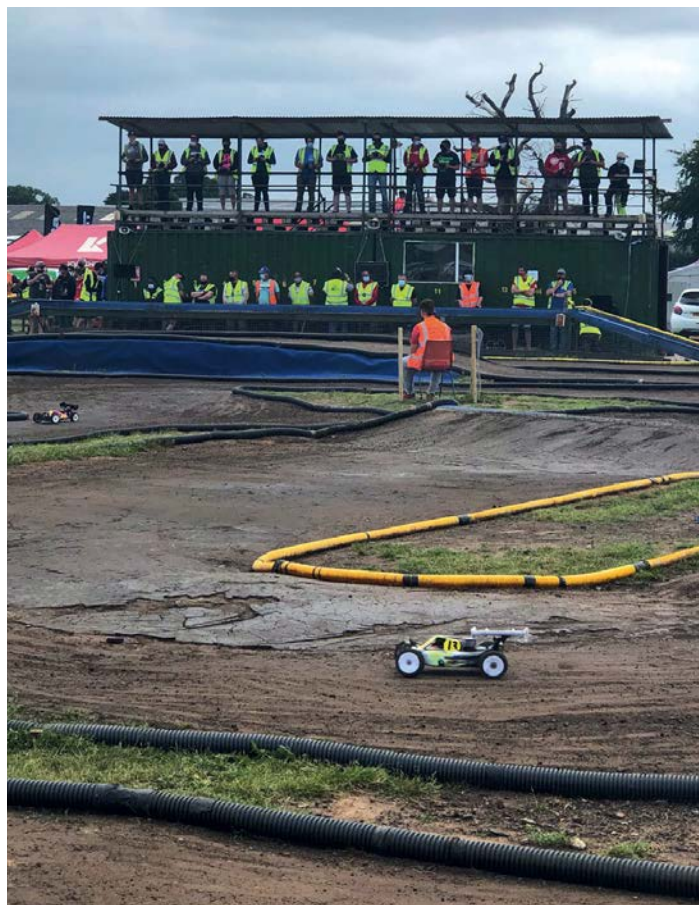
HALL BROTHERS SETUP

Jamie and Tommy Hall are pretty new to the 1:8 off-road class, but they have clearly done their homework and have their Team Associated RC8B3.2 buggies well setup. Tommy took a podium at the first round of the VRCA series at NWN, whilst both brothers made the A final at East Shrewsbury. The diffs feature 10/7/4k oils front, centre and rear with the ride height set to 23mm and 26mm front and rear. Their buggies are powered by Alpha Dragon 4 engines equipped with Ruddog P3 plugs. Both drivers use Sanwa radios and these send signals down via a matching receiver powered by a Reedy battery and onto Reedy servos. Tyre wise they were using the Pro-Line Fugitive in S3 compound at ESBRC. The body is a JConcepts S15 matched to a T-Works rear wing. Optional parts include HD gearboxes and wishbones, as well as some additional brass weights front and rear.

Part Name	Part Number	Description
Chassis	80001	RC8B3.2 Chassis
Front Suspension	80002	Front Suspension
Rear Suspension	80003	Rear Suspension
Engine	80004	Alpha Dragon 4 Engine
Electronics	80005	Reedy Receiver, Servos, Battery
Wheels/Tyres	80006	Pro-Line Fugitive S3 Tyres
Body	80007	JConcepts S15 Body
Wing	80008	T-Works Rear Wing
Optional Parts	80009	HD Gearboxes, Wishbones, Brass Weights



Under the body of the Jamie Hall's Alpha-powered, Pro-Line-shod, Reedy-equipped, Team Associated RC8B3.2



took advantage of Callum's drop and the Team Associated driver took second ahead of the HB of Graham Alsop who secured third. Young Team Associated driver Tommy Hall took fifth after coming back from a tricky start to the race, and he was followed over the line by bump up driver Dylan Saunders and his brother Jamie Hall as these three youngsters completing the bump-up spots.

So a first for the series with two pairs of brothers in the A final in the form of the Skidmores and Halls - a great achievement for both families!

A FINAL

The last race of the day would begin with Elliott Boots on pole and Joni Skidmore second and despite one lap of it staying that way, Will Skidmore managed to take the lead on lap two as he stretched out the field. An unfortunate start from Darren Bloomfield saw him drop to the back of the pack from third so it was all about the Skidmore brothers and Elliott fighting for the lead. Will dropped back to third on lap 12 and the front two then had an epic race against each other. Some amazing close racing, fantastic overtakes and very few mistake by the pair saw them both share the lead. It was unbelievable racing on track by both drivers. Around the half hour mark, Joni pitted leaving Elliott to follow a lap later, but an uncharacteristic bobble for the Sworkz meant Joni took the lead and despite Elliott's amazing pressure and pace Joni managed to retain this until the



The familiar colours of Team Associated factory driver, Neil Cragg

end. The Blok-powered Mugen crossing the line just a few seconds up from the Sworkz of Elliott. Joni took his second win of the series as brother Will secured third meaning he too had his second podium of 2021. A seriously impressive drive by Darren saw him take fourth after his tricky start and Graham Alsop was fifth. Some stunning driving by the entire field of racers for a full-on 45 minutes of thrilling action.

With round three of the Championship a week later at Herts

Nitro Model Club it's going to be seriously close in the series. The full standing and all the weekend's results can be found at www.brca.org/8rx-results

Thanks to East Shrewsbury BRC and the BRCA section for a great weekend of racing once again. We can't wait to do it all again next week! ■

RESULT - A FINAL					
POS	QUAL	DRIVER	RESULT	CHASSIS	ENGINE
1	2	Jonathan Skidmore	64 laps 45m 20.52	Mugen	Blok
2	1	Elliott Boots	64 laps 45m 23.33	Sworkz	Reds
3	4	William Skidmore	63 laps 45m 12.84	Mugen	Blok
4	3	Darren Bloomfield	62 laps 45m 7.98	Team Associated	Blok
5	8	Graham Alsop	62 laps 45m 17.15	HB Racing	Novarossi
6	9	Callum Niblett	61 laps 45m 2.29	Sworkz	Ielasi Tuned
7	10	James Le Pavoux	61 laps 45m 19.48	Sworkz	Reds
8	11	Tommy Hall	61 laps 45m 20.99	Team Associated	Alpha
9	5	Jamie Dancy	61 laps 45m 25.99	Team Associated	LFP
10	13	Jamie Hall	61 laps 45m 33.38	Team Associated	Alpha
11	7	Lea Martin	61 laps 45m 33.84	Agame	Bullitt
12	12	Dylan Saunders	60 laps 45m 39.46	Sworkz	Reds
13	14	Jack Hirst	46 laps 38m 29.56	Sargent	Alpha
14	6	Michael Lewis	6 laps 4m 19.97	Team Associated	OS



The top three of Joni Skidmore, Elliott Boots and Will Skidmore



Elliott Boots with his TQ package



Verardo Riccardo was at East Shrewsbury to help Elliott Boots

THRASH TEST - FTX BUZZSAW

■ spec: rubber tracked/moulded chassis ■ class: 1:12 off-road ■ cost: 669.99



TRACKS AT

Gullwing doors, 360-degree rotation and rubber tracks guarantee this is a fun all-terrain vehicle. Jenny Etherington jumped at the opportunity to review the Buzzsaw tank-style vehicle.

***“Maximum attack
all-terrain trail military
vehicle with LED’s is
sure to bring hours of
off-road fun”***



TOUGH!

terrain vehicle from FTX. New contributor

FTX has a good name for themselves in the RTR off-road and crawler markets. The Buzzsaw is from their budget-end of the range, but don't think it's not capable. This 1:12 all-terrain off-roader/crawler is happy on- and off-road, and in a couple of inches of water. There are three colour choices it comes in with the version kindly sent to us to test from the team at CML Distribution being white with camo and grey options.

Whether you are looking for a budget RC vehicle or entry-level racer, FTX has a vast catalogue to choose from. Here we have the FTX Buzzsaw all-terrain off-road trail vehicle that is happy in most conditions. FTX has been bringing high quality radio control cars, trucks and buggies to the UK market for over ten years now and strives to ensure all models are tested to the max and meet high standards.

Racer has had quite a few FTX models on test over some time now and have never been disappointed. The Buzzsaw is at the budget end of the market, but don't let that put you off as it's not as it looks. Toy-grade you say on first look? But it actually is more hobby-grade with its proportional 2.4GHz radio and life-like appearance that just wants to climb and crawl over obstacles. It's powered by a motor with a planetary double current "wavebox" transmission that in actual fact feels

THRASH TEST - FTX BUZZSAW

■ spec: rubber tracked/moulded chassis ■ class: 1:12 off-road ■ cost: £69.99



The included Lithium-Ion battery is rated at 7.4V and 1200mAh capacity



The on/off switch is tucked away nicely, but we found it a little fiddly to use



In the battery compartment you can also store the charging lead which is a neat touch

◀ like it's more like a RC car than a tracked trail off-road vehicle. Full 360-degree manoeuvres are very quick and the claimed 30-degree gradient crawl it takes in its stride.

The self-adjusting tracks set the tension of the wheels to grip the surface and this is combined with a metal guide wheel bracket to ensure smooth operation, whilst independent suspension dampers cushion the ride. Working European-style

gullwing doors are fully operational and there are seats inside so you could install a driver figure and passenger if you wished. The light bar on the roof isn't for show either as this has bright LED lights fitted to add to the appeal.

YOU DEFINITELY GET THE BUZZ

Once you have fully charged the 7.4V Li-Ion

supplied battery with the USB charger and fitted it into the battery compartment you quickly find out it's too quick to run indoors as it saws from one end of the living room to the other.

Quality-wise it's bang on for the money and after an initial run you quickly find you want to test it further than what it claims on the box it can do. In fact we tested it up a mound of rock and gravel that was steeper than recommended



Racer Tips

Make sure you give the Buzzsaw a clean after use and lubricate the dampers and moving parts to keep it in good condition and stop it from seizing up especially if you get it wet. A small paint brush can be used to clean up the tracks and clean the dirt out.

Suggested Upgrade

We think a hobby-grade charger would be a great addition to this RTR to prolong the life of the battery. With it being a Li-Ion, the standard USB doesn't balance charge. When a Lithium battery is designed using cells in series it is important to continually balance not only for performance but also optimal life cycles.

"The FTX Buzzsaw makes for a great budget off roader"

but it made it up with ease. It wheelies too and drives like an off-road buggy to a degree. It's smooth on the tracks and these are constantly adjusting themselves to grip the surface you are on and make sure the fun continues.

ALL WEATHER

The Buzzsaw will be at home on- and off-road in wet or dry conditions and will go through water

but no more than 5cm at the most of the electrics are not waterproofed! The rubber tracks grip all surfaces, have a quality soft feel to them, and even after 25 minutes of driving hard on rocks and gravel they still looked like new.

The body is made from hard plastic and features front and rear eyelets, so if you are into scale modelling you can add accessories to this to make it even more life-like. It also



The Buzzsaw comes with this 2.4GHz steering wheel transmitter



The gullwing doors replicate the full-size model



Faux front lights and a pair of hooks are incorporated into the front bumper



The design allows the tension on the tracks to automatically adjust to the surface



Here you can see the dampers that control the movement of the tracks



Replica rear lights are amongst the detail found on the rear bumper



The underside is smooth and with lots of clearance allows the Buzzsaw to be used in rough conditions

THRASH TEST - FTX BUZZSAW

■ spec: rubber tracked/moulded chassis ■ class: 1:12 off-road ■ cost: 669.99



On Test

There was only ever one way we were going to test out the FTX Buzzsaw and that was at our local park and wasteland. With the supplied 1200mAh 7.4V Li-Ion battery charged, it was full speed into a fairly steep mound of gravel and it took it in its stride. The double motor wavebox transmission was smooth in operation ensuring it turned precisely and quickly, as the dampers adjusted the tracks so ensure it gripped the surface. After 5-minutes of running up and down the mound we headed off to the grass area where the Buzzsaw ran along happily and jumped small objects. At full speed it moved along quite quickly. Pull the trigger on the radio and the Buzzsaw sits up on its rear tracks moving along at speed with its LED light bar shining bright. On the day of the test it was dry and warm, but we're sure if the weather was wet it wouldn't hamper this little tank's performance as it just seems to power on. If you like off-road tanks, crawlers and military vehicles then this is well worth the money in our eyes and is a tough little tank too, as we gave it a thorough bashing and it didn't disappoint!





Like so many smaller-sized RTR machines, the Buzzsaw comes with a USB-type charging lead



On the top of the body is an LED light strip that is very bright when turned on

What Do You Get

So what does £69.99 actually get you? The FTX Buzzsaw comes with a great looking fully proportional 2.4GHz steerwheel-type radio that just requires AA batteries, and a USB charger that takes around 180 minutes to charge the supplied 7.4V Li-Ion 1200mAh battery. The Buzzsaw itself has a good likeness to its real-life counterpart with a LED light bar, gullwing doors, adjustable rubber tracks with fully working dampers. Quality-wise it's not bad to be fair, and remembering it's the budget end of the off-road RC sector you are getting a good scale model.

◀ shows what looks like moulded front and rear winches adding to the realism of this model of a tracked people carrying trail military vehicles. The body proved to be very tough and after our test there were only superficial scratches that you would expect from this type of RC vehicle with the surfaces that we were using it on.

HIGH-SPEED DRIFTS

With a scale speed to be 12kph (7.4mph) it's not

going to be the first to the finish line but that's not what the Buzzsaw is about. It's aimed at trail and off-roading and would be happy in light gravel to climbing over smallish objects and does that well. It has quite a punch on full throttle and for sure if you wanted a bit more speed a higher spec battery would fit in the dedicated compartment. ■



Summary

The FTX Buzzsaw thrash test did not disappoint and we were impressed for a budget RC. This 1:12-scale RTR package that includes a battery and charger, means you can't go wrong with an RRP of under £70. Don't confuse the FTX Buzzsaw with a toy-grade machine as it steps into the hobby sector category. We are impressed with its speed and capability for the money. It is the budget-priced end of the market however, don't be fooled as it has enough speed, will climb inclines and jumps very well. Tough construction and rubber tracks will ensure hours of fun. There are no listed upgrades but for sure with the room available in the battery compartment an upgraded item could see more fun from this little all-terrain off-road crawler tank.

SPECIFICATION

Model:	FTX Buzzsaw
Scale:	1:12
Class:	Off-road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	Tracked
Transmission:	Gear
Differentials:	None
Shocks:	Friction
Bearings/Bushes:	Bushes

TECHNICAL DATA

Length	343mm
Width	174mm
Height	145mm
Weight	1040g

VERDICT



Battery lasts up to 25 minutes
Excellent traction on all surfaces
LED light bar



Fiddly on/off switch

RACER RATING: ★★★★★

CONTACT

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

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

Pro-Line 1972 Ford Pinto Body

The 1972 Ford Pinto from Pro-Line comes as a clear body for buggy-based drag racing. This is the first 'subcompact' car that Ford produced that went on to become an iconic Pro Stock car from the '70s in full-size racing. The body will fit onto the Traxxas Bandit, Associated Electrics SR10 or other 11.25" wheelbase 2WD buggies fitted with drag racing wheels and tyres. All the iconic details from the original 1972 Pinto have been faithfully recreated such as the front-end of the body that features massive undercut details including the classic hexagon-shaped headlight bezel, which is only made possible with Pro-Line's proprietary moulding technology.

3572-00 Pro-Line 1972 Ford Pinto Clear Body

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



Pro-Line Axis Body for the Arrma Typhon 6S

Pro-Line is now offering a replacement Axis body for the Arrma Typhon 6S buggy. The Axis is a cab-forward design that provides enhanced steering response while the small side fins balance out the rear of the car with the ideal side-bite. The rear of the Axis body has the right amount of clearance for the motor and electronics and fits the chassis and bulkhead shape of your buggy perfectly.

3580-00 Pro-Line Axis Clear Body for Arrma Typhon 6S

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

Xray XB4 Active Differential - Centre

This new Xray Centre Active Differential for the XB4 is a high-performance, adjustable gear differential that vastly improves the buggy's speed and handling characteristics. The special design of the internal components, using different angled segments, allows the diff gears to engage on-power to increase forward traction and stability to make the buggy faster and easier to drive. While the Active Centre Differential is a performance option for serious racers who want to gain an edge on superior speed and handling, it will also benefit any level of driver that wants a more predictable and easy-to-drive car in any racing conditions.

#365101 Xray XB4 Active Differential - Centre - Set

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



Revolution Design Team Associated B6.3/T6.2/SC6.2 Aluminium Steering Block Set

RDRP's new aluminium steering blocks for Team Associated's sixth generation of 2WD vehicles will prevent a potential cracked steering block or vague steering. Sharing the geometry with the kit's 4mm off-set plastic parts, they are a direct replacement without influencing your dialled setup too much. The black anodised aluminium parts are labelled with laser-etched L and R marks, and of course the well-known RDRP logo. Silver chamfered edges round out the stealthy factory look.

RDRP0549 Revolution Design B6.3/T6.2/SC6.2 Aluminium Steering Block Set

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

1941 Willys Jeep

1:12TH SCALE, SUPER-HIGH DETAIL 4WD WITH CRAWLING MODE & COMPLETE FULL FUNCTION LED LIGHTS



- AUTHENTIC ARMY GREEN BODY FINISHED AND GRAPHICS
- FULL-TIME 4WD INCLUDES A RADIO TRANSMITTER & RECEIVER AND A BATTERY.
- REALISTIC SCALE DETAILING INCLUDING CANVAS SEATS, REAR-VIEW MIRRORS, DASHBOARDS, LEAF SPRINGS & DAMPERS, TYRES AND METALLADDER FRAME RAILS.
- ADDITIONAL MOVABLE SCALE FEATURES AND ACCESSORIES LIKE REAR SEAT, AXE, SHOVEL, TWO BINS, WINDSHIELD, ROTATING STEERING WHEEL AND FUEL TANK
- 180CC BRUSHED MOTOR AND WATERPROOF CONTROLLER/RECEIVER UNIT BUILT-IN
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- REMOVABLE SPARE WHEEL
- FUNCTIONAL LIGHTING (UP TO 7 LED LIGHTS)
- OPTIONAL CANVAS SOFT TOP (SOLD SEPARATELY)
- OPTIONAL MACHINE GUN (SOLD SEPARATELY)
- OPTIONAL TRAILER (SOLD SEPARATELY)
- LARGE BATTERY COMPARTMENT
- ADJUSTABLE PRESSURE SHOCKS
- 3X 9G DIGITAL SERVO BUILT IN



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WWW.CMLDISTRIBUTION.CO.UK

Part Number: ROC11201RTR - ROC HOBBY 1941 WILLYS MB 1/12TH SCALE RTR £259.99 RRP

E&OE.



RACE REPORT

what: brea national ■ where: colchester ■ class: 1:10 on-road

CURSE OF POLE AT COLCHESTER

Whilst Chris Grainger driving for Awesomatix, and Billy Fletcher with the Capricorn took their respective class pole positions in modified and stock, the finals did not go their way with the Xray pairing of Olly Jefferies and Marcus Askell taking the overall victories as the top TC racers headed into Essex

Round two of the BRCA 1:10 Touring Car National Championship and a second consecutive venue in the south of the UK. After Eastbourne in June, the series moved to Colchester for round

two, and a venue that had never hosted a full-blown touring car National. Coming into the meeting, most of the chat in the modified class centred around the King of Clubs held two weekends before at

Colchester, and a race that saw the form book go out the window as Olly Jefferies's grip on the UK touring car scene was broken in qualifying by Harley Eldridge, then it was Kyle Branson who took the overall win.

On paper there was work to do for the defending class champion.

Stock is as always difficult to predict a winner. Zak Finlay possibly lacked track time at this venue, but at the same time that could be said



The Xray of Marcus Askell is chased by the ARC of Zak Finlay



The latest Capricorn Lab TE05 MDM of Billy Fletcher



Marcus Askeell opted for a plain white on his Xray to win the Stock category



Olly Jefferies on his way to another victory with his Xray



Stock championship contender Zak Finlay

of Eastbourne and the ARC chassis went well last time out. Marcus Askeell and Billy Fletcher would provide the challenge for Zak along with the likes of and Andy Murray and local man Ricky Copsey.

The overall entry numbers were still a little down, but at this point in time we were still enduring an element of lockdown, and factor into that both Colchester and Eastbourne, the latter of which also had a low turnout are not ideally geographically located to the Midlands-based touring car fraternity. That said still half the entry made it to Saturday's practise.

If you were looking to make up for lack of Colchester track time, Saturday was not a lot of help as drizzle interrupted any dry running throughout the day and most drivers felt they had learned little from Saturday's running.

MODIFIED QUALIFYING

Sunday morning and round one of qualifying got under way under sunny skies, time to see if Olly Jefferies had found some extra pace. The Xray driver destroyed the opposition in a statement of intent taking round one by nearly four seconds quicker than he had gone at the King of Clubs event. Harley Eldridge was looking good once again but unlike Olly, Harley looked on a similar pace to what she was on at the King of Clubs, but that was enough at this point for a strong second.

Chris Grainger sat out round one giving him the tyre advantage in round two, but a crash saw him pull off in the second set of qualifiers. A rare mistake from Olly saw him roll late in the second run and end up

well down the running order and as a result, this left Kyle Branson free to take the round with his Capricorn. Harley was second and a good run for Matt White saw him third.

Round three of qualifying and Chris made it a different winner in all three rounds, as another driver who sat out round one was Kyle Branson and he was also scoring well. In fact going into the final round, one of four drivers could take FTD, but possibly whoever would take round four would need to use their second set of tyres. Chris took that gamble, won the round and took the overall pole position, which was his first National TQ since 2016! Second place in round four was Olly and by virtue of tie break would line up behind Chris for the final, the tie break edging out Kyle into third, but this was still one of the best national qualifying results for the nitro expert.

Harley would line up fourth and still a lot of drivers felt she might be the one to watch in the finals.

Zak Smith had a quiet but consistent qualifying and the Schumacher driver completed the top five, never outside the top four in any round. Zak might have possibly expected more but was still sitting in a good spot should any of the quicker front-runners have issues or if got a bit scrappy. It is always good to make a National A final for the first time and the back of the grid had some new names who had risen to the occasion and made the cut. Peter Eagles has come close before, but this was his first Modified A final, and also new to the inner circle was Daniel Robbins and Chris Clarke. These last three newcomers all needing a tie break to sort their grid places for the upcoming finals.

The grid for the two-leg

RACE REPORT

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



Action from one of the 13.5T Stock finals



More Stock action this time as #7 James Hart (Schumacher) chases Ricky Cosey (Xray)

modified A finals looked tasty with a big duel about to unfold up front, but if Chris or Olly got too intimate then Kyle and Harley were there looking for their first National win. The pressure was on and everyone was anticipating a tight and enthralling couple of finals...

13.5T STOCK QUALIFYING

Despite admitting he felt he was lacking in Colchester track time, Zak Finlay took round one of Stock qualifying. On a very similar pace to Zak, Marcus Askill pushed him all the way and showed he was looking to build on a good Eastbourne result. Andy Murray showed some good pace

as did Chris Gunter, another driver not familiar with the twists and turns of the Colchester track.

Billy Fletcher, like Chris Grainger and Kyle Branson in Modified sat out round one giving himself a tyre advantage which he used to good effect taking round two of Stock qualifying ahead of Marcus and Andy.

First timer at Colchester, Chris Gunter, bolted on his second set of Sweep tyres and went for it in round three. The gamble paid off and he took the round, but it was close with just two thousandths of a second splitting Chris and second place man and also running an Xray, Ricky Cosey. Marcus made it three Xrays in

the top three finishing half a second behind these two ahead.

Andy Murray made it four different round winners taking the final round of qualifying ahead of his Schumacher teammate and defending BRCA Stock National Champion, James Hart. Third place for Billy was enough for him to take TQ for Capricorn.

At the end of Stock qualifying, it came down to speed on the day. The top three drivers were all tied on points and the tie break was needed to separate the top three.

Billy got the verdict based on his round two time, whilst fourth and fifth were also tied on points, but it would be the ARC of Zak

that would take fourth on the grid with Chris completing the top five. Qualifying had been very different for this National, and for the first time in a long time we had no clear front-runner in either class as we worked through the four rounds of qualifying. As the drivers lined up for the final round it could have gone in a number of different directions, so the top ten now had an interesting look to them and this had everyone grabbing a spot around the track to watch what looked like an interesting couple of races.

MODIFIED FINALS

Chris Grainger sat on pole for the Modified A final on worn tyres, and

Chris Grainger (Awesomatix) looks for any advantage as he holds off Olly Jefferies and Kyle Branson (Capricorn) in one of the Modified A finals



nobody envied his position with Olly Jefferies on new rubber sitting waiting to pounce, and it didn't take long. From the buzzer Olly piled pressure on the Awesomatix and after a handful of laps Chris clipped a kerb a little hard, running ride leaving a 190mm gap and that was enough. Olly was through and away. Once he had built up a lead, Olly was clearly nursing his tyres as to not take too much out of them as he would need good rubber to take on Chris again in leg two as he cruised to the leg one win. Harley closed the gap at the end, but even she realised Olly was in cruise mode, third for Kyle Branson in leg one ahead of Chris.

Olly came into this meeting possibly a little on the back-foot, out qualified by Harley at the King of Clubs and beaten in the final by Kyle Branson at the same event. He had now been out qualified by Chris at this National, but despite this the tide of opinion seemed to have swayed back in his favour as now everyone was expecting him to repeat his leg one move. Given Olly's form, Chris must have had this in the back of his mind as well. The speed of the modified cars leaves little

room for error, factor into the that an Xray touring car climbing all over you on every corner the pressure was on Chris from the buzzer of leg two. Just before the minute-mark, the error from Chris came, and a small mistake saw Olly through and again he quickly built up a lead that was the length of the straight in just a few laps. Kyle finished second in leg two and in doing so scored one of his best National touring car results. Harley was hopefully pleased with third on the day, but the frustration of being this close again must be getting to her a little. It is an important time for dad and mentor Brian, as he aims to keep Harley heading in the right direction...

13.5T STOCK FINALS

Pole man in 13.5T Stock, Billy Fletcher, left the fray very early in leg one of the finals sighting tyre issues. Billy's bad luck seems destined to haunt him when it comes to turning good qualifying into A final wins. Once Billy was out of the picture, leg one of the A final turned into what looked like the race nobody wanted to win as the lead swapped hands a number of times between Marcus Askill, Andy Murray and Zak Finlay,



All eyes were on the track as the racers and spectators gathered for the finals



In Modified, Olly Jefferies (Xray) won from Kyle Branson (Capricorn) and Harley Eldridge (Yokomo)



Xray driver Marcus Askill won Stock from Zak Finlay (ARC) and James Hart (Schumacher)

SUMMARY

Two rounds in the books now and in Modified, Olly Jefferies has a maximum score. Despite a glitch in recent form, he still looks like the man to beat once more, but there is still a long way to go and plenty of people could mount a serious challenge. Expect Kyle Branson to be right up there at round three at Halifax, which is one of his favourite tracks, but Olly has won there for the last five years, so should it be Kyle, Harley Eldridge or Chris Grainger taking up the challenge they are going to have to be fast and error free if they are going to stop the reigning champion notching up another win.

Marcus Askill leads Stock going into round three, but this class is wide open with the championship contenders all on a similar pace – just how it should be in a stock class. Halifax offers a very different challenge to the tracks we have visited in round one; it is fast and open, and more about outright speed than the technical slightly tighter tracks we have visited so far. Zak Finlay has always gone well at Halifax, and he possibly starts as favourite but if Olly in Modified gets a good setup on his Xray expect his teammate Marcus to copy that setup and have a good car under him for the meeting.

A new surface has been laid at Halifax that may mean the old setups are out the window and drivers will have to start from scratch. Maybe that will be a factor in the overall outcome, but the drivers enjoy Halifax as it's time to turn up the speed levels and enjoy some serious open fast asphalt.

QUALIFYING - MODIFIED

POS	DRIVER	BEST TIME	TIE BREAK	PTS	R1	R2	R3	R4
1	Chris Grainger	23 laps 309.41	—	2	18	14	1	1
2	Olly Jefferies	23 laps 301.73	23 laps 301.73	3	1	13	3	2
3	Kyle Branson	23 laps 307.17	23 laps 307.17	3	15	1	2	3
4	Harley Eldridge	23 laps 305.48	—	4	2	2	8	5
5	Zak Smith	23 laps 310.60	23 laps 310.60	7	3	4	4	4
6	Matthew White	23 laps 312.94	23 laps 312.94	7	4	3	5	17
7	Colin Jackson	22 laps 301.88	—	12	16	15	6	6
8	Peter Eagles	22 laps 304.83	—	13	13	5	11	8
9	Daniel Robins	22 laps 303.11	22 laps 303.11	13	6	7	10	7
10	Chris Clark	22 laps 307.17	22 laps 307.17	13	6	18	7	11

QUALIFYING - 13.5T STOCK

POS	DRIVER	BEST TIME	TIE BREAK	PTS	R1	R2	R3	R4
1	Billy Fletcher	22 laps 302.85	22 laps 302.85	4	30	1	10	3
2	Andy Murray	22 laps 303.98	22 laps 303.98	4	3	3	9	1
3	Marcus Askill	22 laps 303.21	—	4	2	2	3	33
4	Zak Finlay	22 laps 300.46	22 laps 300.46	5	1	5	4	4
5	Chris Gunter	22 laps 304.44	22 laps 304.44	5	4	32	1	7
6	Ricky Copsey	22 laps 306.43	—	6	9	4	2	5
7	James Hart	22 laps 306.61	—	9	29	7	8	2
8	Darren Lee	22 laps 306.87	—	11	34	6	5	6
9	Richard King	22 laps 310.86	—	12	6	8	6	9
10	A Southgate	22 laps 307.26	—	14	5	9	11	32

RESULT - MODIFIED A FINAL

POS	QUAL	NAME	TIE BREAK	POINTS	R1	R2
1	2	Olly Jefferies	—	2	1	1
2	3	Kyle Branson	23 laps 308.36	5	3	2
3	4	Harley Eldridge	23 laps 308.75	5	2	3
4	7	Colin Jackson	22 laps 307.53	11	6	5
5	5	Zak Smith	22 laps 311.88	11	5	6
6	1	Chris Grainger	22 laps 304.58	13	4	9
7	6	Matthew White	22 laps 306.18	13	9	4
8	9	Daniel Robins	21 laps 301.14	15	8	7
9	8	Peter Eagles	21 laps 301.34	15	7	8
10	10	Chris Clark	—	20	10	10

RESULT - 13.5T STOCK A FINAL

POS	QUAL	NAME	TIE BREAK	POINTS	R1	R2
1	3	Marcus Askill	—	4	2	2
2	4	Zak Finlay	22 laps 308.09	7	3	4
3	7	James Hart	22 laps 310.03	7	4	3
4	2	Andy Murray	—	6	1	7
5	1	Billy Fletcher	—	10	9	1
6	10	Adam Southgate	—	10	5	5
7	9	Richard King	—	12	6	6
8	6	Ricky Copsey	—	15	7	8
9	5	Chris Gunter	—	18	8	10
10	8	Darren Lee	—	19	10	9

with the win eventually going to Andy ahead of Markus.

Leg two saw Billy Fletcher convert pole to an A final win, but his DNF from leg one win spoilt the overall result for the Capricorn driver on the day. Consistency over both legs saw Marcus take the overall win with two second places, and the same dependability from Zak also allowed him to salvage some good points on

the day. A third and fourth giving Zak the second step on the podium. Also with the same score was James Hart and tied on points, but a quicker time in leg one gave Zak the second place, but given James's struggle in qualifying he should feel pleased with the final result. Fourth and fifth were Andy and Billy, both drivers struggling with one poor score over the two legs. ■

THRASH TEST: TAMIYA GF-01CB COMICAL HOTSHOT

■ spec: 4WD plastic chassis ■ class: off-road fun ■ cost: £215



THE COMICAL GOES 4WD

The Hotshot was the first Tamiya buggy with all-wheel drive transmission and now it has been reinvented in Comical format on the same GF-01CB chassis as the Avante that preceded it. John Weston wasted no time in building up our review sample aided by a pre-painted body and Carson radio package

▶ The very latest all-out-fun model to hit Tamiya's comprehensive fleet of radio controlled car kits is the Comical Hotshot. Using the 4WD GF-01CB chassis, the whole geared drivetrain is sealed within a single case running the length of the chassis with the motor in the centre driving front and rear differentials. With additional chassis features denoting the Comical range, the chassis has been classified as the GF-01CB and follows on from the Comical Avante. This model pays homage to Tamiya's most famous and ground-breaking off-roader. The Hotshot was the Japanese company's first four-wheel drive buggy and when released in 1985 it was the platform of choice for racers around the globe and paved the way for a 2WD and 4WD split in 1:10 electric off-road racing classes. It is great to see the old warhorse honoured 36 years on but does the Comical Hotshot hit the spot? We'll find out in this thrash test wheelie fest! ▶

"The Hotshot joins the Avante on Tamiya's GF-01CB all-wheel drive chassis"

THRASH TEST - TAMIYA GF-01CB COMICAL HOTSHOT

■ spec: 4WD plastic chassis ■ class: off-road fun ■ cost: £215



The Comical Hot Shot comes as a kit, and it's classic Tamiya with sprues for all the moulded components



The gears for the 4WD transmission are all moulded in black plastic



To save time and hassle, Tamiya kindly supplies the Hotshot body pre-painted in the famous red colour

WHAT'S THERE AND WHAT'S NOT

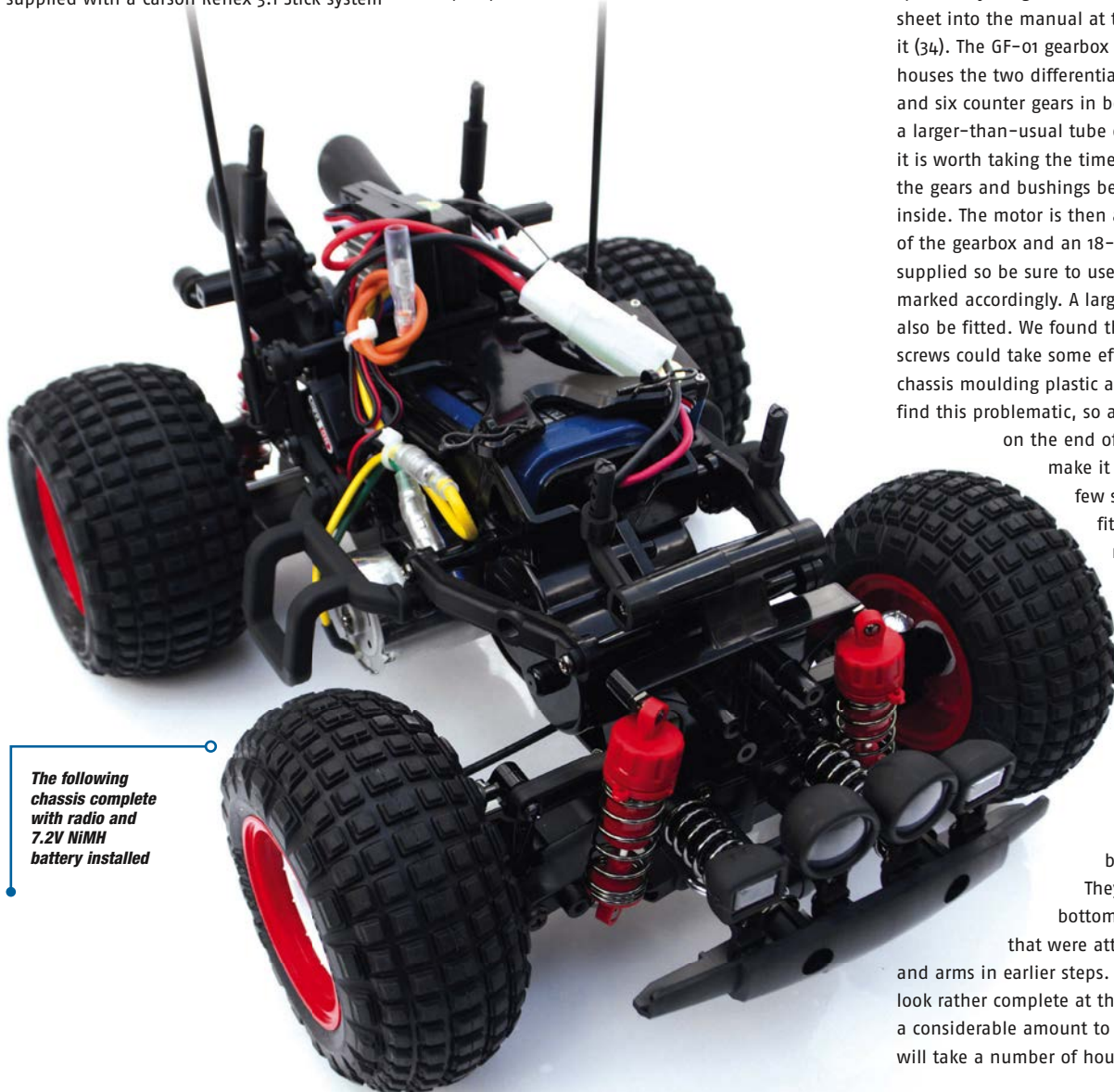
The Comical Hotshot is supplied with an electronic speed controller and a Mabuchi 'silver can' brushed motor. A radio system and battery will need to be separately purchased and we were supplied with a Carson Reflex 3.1 Stick system

along with a Carson NiMH racing pack. With the racing pack on charge it was time to fish everything out of the box. What immediately struck us was the number of parts neatly crammed in there. This was going to be no slouch of a build. Tamiya has been supplying more pre-painted bodies in their kits and this was

no exception. The caricatured Hotshot body and decals were put to one side for later as the parts trees were extracted from their plastic bags. The build manual covers the GF-01CB chassis and there is a separate sheet detailing replacement steps for the Hotshot. These cover the Hotshot-specific stylising and it is well worth slotting the sheet into the manual at the first step you'll need it (34). The GF-01 gearbox is a work of art that houses the two differential gears at either end and six counter gears in between. Tamiya supplies a larger-than-usual tube of silicon grease and it is worth taking the time to apply it to all of the gears and bushings before sealing everything inside. The motor is then attached at the centre of the gearbox and an 18-tooth pinion gear is supplied so be sure to use the mounting holes marked accordingly. A larger 20-tooth pinion can also be fitted. We found that the 3x10mm tapping screws could take some effort to screw into the chassis moulding plastic and a youngster could find this problematic, so a very tiny blob of grease

on the end of the screw really will make it much easier. The next few steps take you through fitting the front and rear arms and uprights and by step 17 you will already have what looks like an almost completed chassis but don't be fooled; there is much more to come. The CVA dampers look fantastic in red and you'll need to build four matching.

They simply snap top and bottom onto ball connectors that were attached to the chassis and arms in earlier steps. Again, the model does look rather complete at this point but there is still a considerable amount to do. In fact, this build will take a number of hours to complete.



The following chassis complete with radio and 7.2V NiMH battery installed

Racer Tips

UPSIDE DOWN INSTALLATION

The steering servo mounts upside down on the side of the chassis and links onto the bell crank steering assembly that is centrally mounted in the chassis base. The top deck is hinged and clips into place over the battery bay which is nice and spacious and able to house block-type LiPo batteries. Double-sided tape is supplied to mount the receiver and electronic speed controller onto the top deck. The kit supplied TBLE-04S speed controller is brushless motor compatible, but has naturally been pre-set to brushed mode to accommodate the kit supplied motor. Installing a brushed motor means that the orange cable is unused. The speed controller guide steps you through setting up the throttle end points and this should be completed before connecting up the motor. As you tidy the cabling, bear in mind that the deck needs to hinge open to install and remove the battery so leave some slack. The focus moves to the rear end for steps 30 to 33 as the wheelie bar, twin muffler and taillights are installed. It's now time to switch to the dedicated Comical Hotshot sheet to go through steps 34 and 35 which comprise of the switch mount and side-bar styling which mimics the original Hotshot's battery retainer. The ABS wheels are two-part; white spokes are screwed into the red rims. Although the wheels are of equal

The Comical Hotshot doesn't come with a driver figure. There's not much room in there but a 'head' will squeeze in and will add to the Comical caricatured looks of this model. The official Hop-Up is part number 54864 Multipurpose Driver Figure. With the design of the geared drivetrain, a full set of bearings should be considered and is worth buying ready for the build because a lot of deconstruction is required to get back inside the gearbox.

The pre-painted body is fantastic but does limit options. A clear body set is available if you wanted your Comical Hotshot to have a unique paint job.

There are headlight and taillight buckets ready for 5mm LEDs to be fitted. Lights would certainly boost the cool looks of this wheelie vehicle.

One of the many iconic features of the original 1985 Hotshot was the front-end mono-damper. The Comical body has a dummy example moulded into the polycarbonate but you can go a step further and fit an actual damper which would be only for show but would really improve the looks. There are instructions on how to achieve this in the body set guide.

Having assembled and run the Comical Hotshot, you may wish to calm it down a little. You can easily do this by moving the rear damper base positions to the outermost of the three holes. Alternatively, spacers are provided to adjust the effectiveness of the wheelie bar. Another tuning option is to use longer wheel axles (50808) to increase the front and rear wheel track width.

dimensions, the 55/99mm rear ST block bubbles tyres are bulkier than the 45/99mm fronts. With the wheels on it's the best time to check the differential which is super smooth and the damping action is also quite dreamy thanks to the lovely big tyres and the CVA shocks. This is a really nice and solid chassis and as impatience to run it kicks in we're into the final leg but there is still some way to go.

HEIGHT SETTINGS

Pay good attention to the body mount setup at step 38 in the dedicated sheet. They need to be trimmed down so don't mis-count the number of holes and don't mix up the front and rears!

At this point we jumped to the end of the body parts guide to setup the light pods. You'll find lenses on the polycarbonate body sheet, which is the only part not pre-painted in red. The lenses are cut out with scissors and then mounted into four circular and two rectangular housings. Spare housings are supplied so you've a choice of setup with four attaching to the front bumper and two to the body. You could even go to town and add more because extra mountings are also supplied. Focus now was on the body. It needs to be extremely carefully cut from the polycarbonate sheet, preferably with specialist curved scissors. The extra care is needed because the pre-painted PS-2 red will scratch with even the gentlest



Each wheel and tyre assembly is made up of three components



In the box is a Tamiya speed controller. This is the TBLE-04S model



The Hobby Company, Tamiya's UK distributor kindly supplied us with a Carson 2.4GHz radio package



The diff is of the planetary geared-type design



The kit Mabuchi RS-540SH brushed motor is more than powerful enough for the Comical model



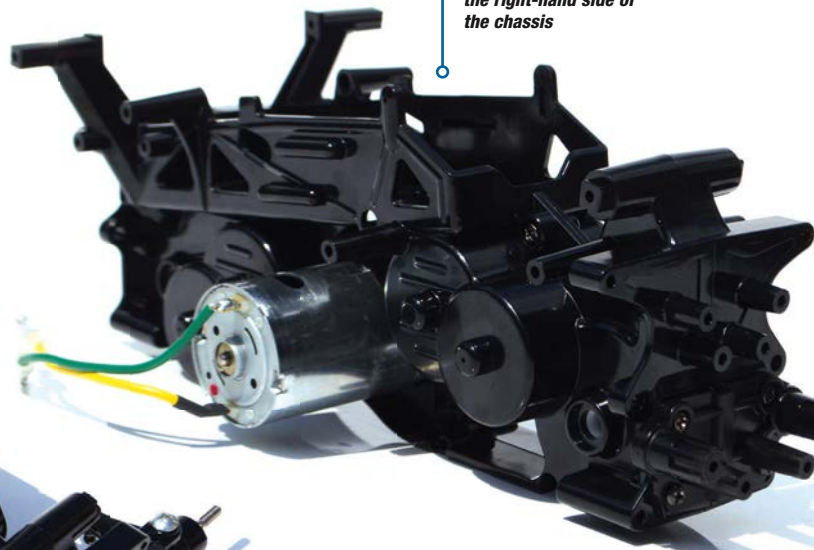
The front hubs and caster blocks

THRASH TEST - TAMIYA GF-01CB COMICAL HOTSHOT

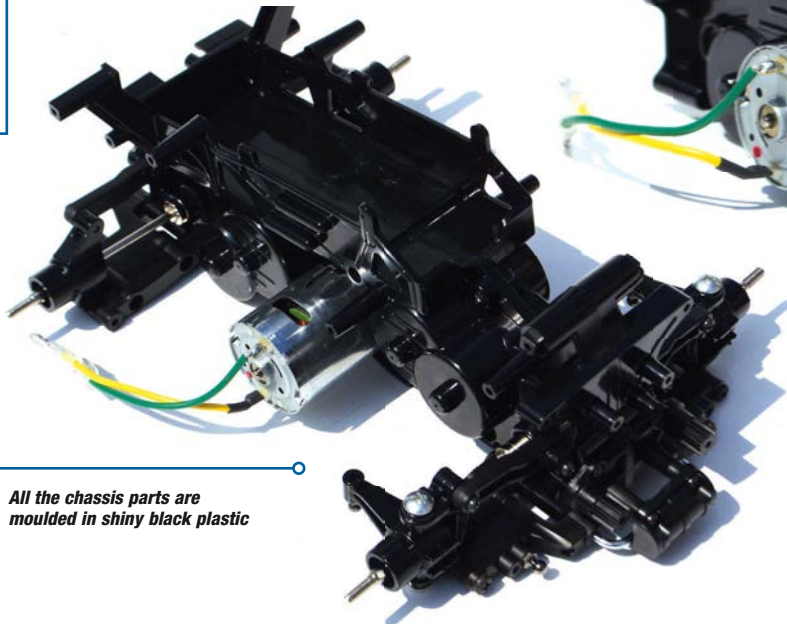
■ spec: 4WD plastic chassis ■ class: off-road fun ■ cost: £215



The entire transmission sits on a mix of brass and plastic bushings



The motor hangs out of the right-hand side of the chassis



All the chassis parts are moulded in shiny black plastic

nick of the scissors. Even though it's redundant, the body has an overspray film which will need to be peeled off before getting to work on the decals. The stickers reflect the classic Hotshot livery and need to be cut from the sheet. They should be applied in numerical order and the roll-cage and roof detailing caught us out. The black roll-cage stickers need to cover right up



Fixed length moulded linkages means a fast build with perfect geometry out of the box



The GF-01CB might be a new chassis but Tamiya fans will be familiar with the component design



Dogbone driveshafts are used both at the front and rear



The components of the four shock absorbers including the Tamiya Damper Oil



The front and rear shock absorbers are of exactly the same specification



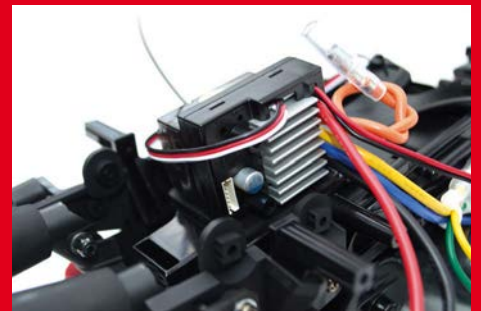
With the rear shocks in position, located on by ball joints top and bottom



The Carson Reflex CS3 servo for the steering and the bell crank it connects to



The Carson steering servo hangs off the side of the GF-01CB chassis



The Tamiya TBLE-04S is a proven speed controller, and is capable of running brushless motors too



The receiver is a Carson Reflex Wheel 3 Pro 2.4GHz model



The steering linkages use adjustable threaded rods. Ensure that these are the correct length for the best handling



Accessories like these front light mouldings are ready to be bolted into position



The body awaiting those Hotshot decals

and onto the lip of the roof sides otherwise red paint will show along the roof line. It's not a good idea to try and peel off the stickers as they tend to rip so we re-provisioned the silver spotlight detailing decals to perform a cover up. If you want to be precise with the positioning, take note of the placement of the large '4WD' sticker on the wing. It doesn't sit in the centre. With the wing attached to the body and the stickering completed,

Flags add to the fun!

The Comical Hotshot is nearly as wide as it is long!



THRASH TEST - TAMIYA GF-01CB COMICAL HOTSHOT

■ spec: 4WD plastic chassis ■ class: off-road fun ■ cost: £215

On Test

With photography degree student Rosie Weston behind the lens for some action shots, we bundled the Comical Hotshot off to a Country Park in Leicestershire. We found a quiet spot to give the vehicle a workout. The wheelie action is a little less frenetic than the 2WD vehicles from Tamiya and the whole drive felt very smooth. The model is stable and cuts a very tight turning circle making it very easy to manoeuvre around. It isn't super-fast with the 27-turn kit supplied motor, but it doesn't need to be. There are Hop-Up motor options and plenty of others available, but with anything too quick in there you run the risk of wrecking this fine machine. It's all about larking around rather than all-out speed. It looks absolutely fantastic as well. It's a real head-turner with the red body and the big wheels. It's the perfect RC with which to have fun with your friends just messing around but would also suit a track. A heat of these at a local club would be a real treat and anyone that has had a try of wheelie football can tell you how much fun that is. There are lots of ways to enjoy the Comical Hotshot, it held up well in its field test and was a good laugh. A big thank you to Rosie for covering the action.





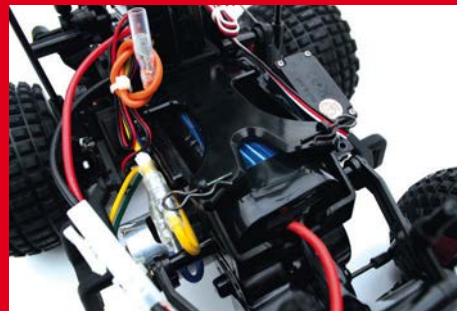
Up front there are replica headlights located above the bumper



A neat moulding protects the end of the Mabuchi RS-540SH brushed motor



Huge dummy tail pipes add to the fun look



The Carson 2100mAh 7.2V NiMH battery sits lengthways in the chassis

◀ the construction was finished. But wait... We had an itch to scratch. With a nod of our own to the original Hotshot buggy, we disassembled the wheels and painted the spokes gold. On the original Hotshot box art, the wheels were gold. This

was a significant build with a few sittings and a number of hours behind us. Curiously the amount of hardware and parts left over were possibly the most we've seen at the conclusion of a Tamiya build, but spares always come in handy. ■

Summary

This fantastic model from Tamiya is a very fulfilling build and a welcome addition to the Comical range. With the original Hotshot buggy being such a recognisable buggy, it's great to see those classical good looks and livery transformed onto this stunt vehicle. Tamiya has done well to capture the essence of the original with some neat little nods like the battery retainers and monoshock, but this is very much a well-constructed and infinitely enjoyable RC vehicle in its own right. It is a huge amount of fun and proves that wheelie vehicles don't need to be 2WD. The Comical Hotshot is configurable enough to be tuned exactly to your needs with lots of available Hop-Up parts. It is sturdy as well, with those big tyres adding a layer of protection to the chassis. The body will no doubt take a beating if this model is bounced around like it is meant to be but replacements are easily obtainable at a decent price. The GF-01CB is a great chassis and most certainly a keeper in anyone's collection. Is the Hotshot worth a shot? It most certainly is. We've given this cute and crazy wheelie vehicle five out of five stars for a thoroughly enjoyable thrash test.

SPECIFICATION

Model:	Tamiya Comical Hotshot
Scale:	1:10
Class:	Off-road
Application:	Fun
Format:	Kit
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Gear
Differentials:	Geared
Shocks:	Plastic bodies/oil-filled
Bearings/Bushes:	Bushings

TECHNICAL DATA

Length	345mm
Width	244mm
Height	188mm
Wheelbase	175mm
Front track	240mm
Rear track	245mm
Weight	1575g

WHAT WE USED

Electric Kit	
Transmitter:	Carson Reflex 3.1 Stick 2.4GHz
Receiver:	Carson Reflex Wheel 3 Pro 2.4GHz
Servo:	Carson Reflex CS3
Speedo:	Tamiya TBLE-04S (kit)
Motor:	Mabuchi RS-540SH brushed (kit)
Battery:	Carson 2100mAh 7.2V NiMH

OPTIONAL PARTS

- 50808 Tamiya TG10 Long Wheel Axle (2)
- 51000 Tamiya Hi-Torque Servo Saver (Black)
- 51657 Tamiya Comical Hotshot Body Parts Set
- 53974 Tamiya TRF501X Setting Spring Set (Front)
- 53983 Tamiya Lightly-Tuned Motor (28T)
- 54121 Tamiya Aluminium Servo Horn for Hi-Torque Servo Saver
- 54392 Tamiya FL-Tuned Motor (30T)
- 54473 Tamiya Aluminium Wheelie Roller Set (Blue)
- 54583 Tamiya M-Chassis Front Titanium Coated Ball Shaft (2)
- 54587 Tamiya Aluminium Servo Stay
- 54588 Tamiya Aluminium Steering Arm
- 54597 Tamiya Aluminium Gearbox Support
- 54610 Tamiya Clamp Type Aluminium Wheel Hub (2)
- 54661 Tamiya Aluminium Hub Carrier
- 54670 Tamiya GF-01 Aluminium Oil Dampers
- 54695 Tamiya Stainless Steel Suspension Shaft and Aluminium Support Bridge
- 54817 Tamiya Aluminium Motor Guard
- 54864 Tamiya Multipurpose Driver Figure
- 54867 Tamiya One-piece Aluminium Skid Guard
- 54941 Tamiya Aluminium Transponder Stay
- 54924 Tamiya GF-01 Full Ball Bearing Set

VERDICT



Lots of fun to drive
Great build quality



No driver figure included

RACER RATING: ★★★★★

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E-mail: enquiries@hobbyco.net
Website: www.hobbyco.net
www.tamiya.com

CHAPMAN AND YOUNG TAKE WEST BRIDGFORD WINS

For round two of the MTC Nationals, the racers headed to Nottingham and the Bingham Leisure Centre, home of West Bridgford Model Car Club

WBMC were to hold a round last year, but the pandemic prevented that from happening, so the racers made the trip this year and it was well worth the wait. The organising club had put in a huge effort on Saturday afternoon laying a 12x28m track on their very new Primafelt carpet. This was a similar layout to round one but on a bigger scale, and the track had a very nice flow to it. The long straight lead you into a big sweeper with two switch backs down a short straight and onto the centre follow through chicane. A

section of right, left, right, led you back onto the straight completing the lap, with the fastest drivers hitting 10-second laps. With the MTC Nationals' sponsors banners covering the very long rostrum and track, this made the event feel very prestigious.

RACE DAY

Sunday was an outstanding day's racing that ran like clockwork from start to finish. The doors opened at 8:00 and practice in heat order was underway by 8:30. After a short drivers briefing four rounds of FTQ

qualifying began. After round one it was Michael Chapman taking the lead in the Rubber Class and looking very quick with Mark Young and Lance Walker taking the next couple of spots. Mark Young in the Foam Class was on a mission taking the first Foam FTQ of the day, with Michael Chapman a few seconds adrift. The previous meetings Foam FTQ setter Richard Sodeau was third overall at this point, but was unfortunately plagued with electric gremlins and had to retire for the day with a dead speed controller.

We're sure he will be back in a vengeance at the next meeting.

Round two saw a slight improvement for Michael in Rubber but no change for Mark or Lance. In Foam, Mark held on to his FTQ with no improvements from the top three as Jason Crossland moved up to fourth.

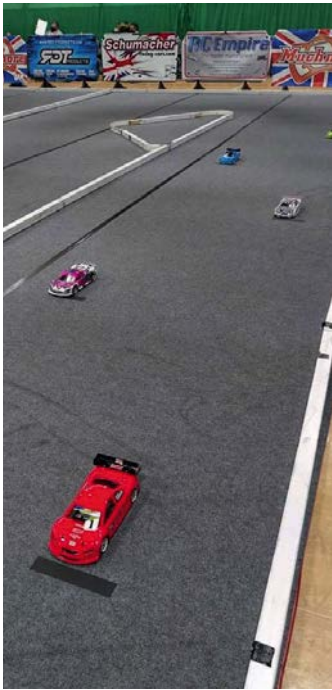
Into the third round and there was no change for Michael in the Rubber class and a slight improvement for Mark as the Primafelt carpet proved to be very consistent each run. Lance was still



The club provided an excellent track and were great hosts for the MTC National competitors

DATE-A-BASE

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



The grid for the 3 Racing foam-class A final

hanging onto third spot but Jack Anderson was hot in his rear bumper. There was a slight improvement from Mark in the Foam Class with Dave Taylor now up to fourth.

The fourth and final qualifier saw Michael get into the groove improving his time in the Rubber Class and now the only driver on 27 laps taking the overall FTQ. Mark had to settle for the second spot, with Lance and Jack split by just over a second. Mark took the gamble and sat out this round in the Foam class, although it nearly didn't pay off as Michael improved, but not enough. Therefore the Foam FTQ went to Mark, followed by Michael, and with



The rubber class is sponsored by Xpress, and these are the A finalists on the grid

Richard well on his way home we had Dave Taylor just taking third spot on the grid less than a second in front of Jason.

Qualifying was ultra-close all day throughout the field in both classes and was great to see improvements from all the racers. We were in for some real close finals that was for sure.

Whilst the finals were being sorted, we had the very popular concours d'elegance competition, with Paul Nutten, one of the WBMCC committee picking the winners for the rubber and foam classes. Kev Fenn won the Rubber class with his D9 with his blue, purple and



The busy pit area of class winner, Michael Chapman

SEPTEMBER

3-5	Weston Park Airshow International	Telford
4	I:8 off-road club series	Brookthorpe
5	I:8 off-road club series	Brookthorpe
5	BRCA TC National Championship	Cotswold
5	I:10 off-road summer series	South Lakes
5	I:8 off-road	Slough
5	MTC National	Eastbourne
5	On-road club championship	Carlisle
10-12	EFRA I:8 Off-Road European 40+ Championship	Reding, France
11-12	BRCA Club Sport Large-Scale Series	Craigavon TT*
12	King of Clubs RC Empire GP & RC Jumble	Aldershot
12	I:10 off-road	IO66 Racing
13-18	EFRA I:10 and I:8 IC On-Road European 40+ Championship	Utrecht, Netherlands
17-19	EFRA Large-Scale TC GP	Lostallo, Switzerland
19	I:10 off-road	Stofford
19	I:10 summer series	Herts
19	BRCA I:10 TC Clubmans Championship	Aldershot
19	I:10 off-road summer series	South Lakes
25-26	MTC GP	MB Raceway
25-26	Schumacher Outdoor Off Road Masters	RHR
26	On-road club championship	Carlisle
26	Large-Scale Summer Championship	SERCCC
26	I:8 off-road club series	Ledbury
26	BRCA TC National Championship	Bedworth
26	Essex Carpet Clash	Brentwood
26	Winter Whip	IO66 Racing
26-27	BRCA I:8 Off-Road National Championship	Nemo Racing
30-1 October	IFMAR I:10 TC On-Road World Championships	Gubbio, Italy

OCTOBER

2-3	BRCA Club Sport Large Scale Series	Wombwell
3	I:10 off-road summer series	South Lakes
3	BRCA I:10 TC Clubmans Championship	Adur
3	I:10 off-road	Stofford
10	On-road club championship	Carlisle
10	Essex Carpet Clash	Brentwood
10	I:10 off-road	IO66 Racing
17	I:10 off-road summer series	South Lakes
17	CWIC	Chippenhams
17	MICC 2.1	Telford
24	I:10 off-road	IO66 Racing
31	Essex Carpet Clash	Brentwood
31	I:10 off-road summer series	South Lakes
31	Essex Winter Series	Benfleet

NOVEMBER

7	I:10 off-road	IO66 Racing
7	MICC 2.1	Telford
21	I:10 off-road	IO66 Racing
21	Essex Winter Series	Benfleet
28	CWIC	Chippenhams
28	Essex Carpet Clash	Brentwood

DECEMBER

3-5	Essex Winter Series International	Benfleet
5	Winter Whip	IO66 Racing
12	CWIC	Chippenhams
19	Essex Carpet Clash	Brentwood
19	I:10 off-road	IO66 Racing

2022 JANUARY

9	MICC 2.1	Telford
16	CWIC	Chippenhams
16	I:10 off-road	IO66 Racing
16	Essex Winter Series	Benfleet
23	Essex Carpet Clash	Brentwood
30	I:10 off-road	IO66 Racing
27	I:10 off-road	IO66 Racing

FEBRUARY

6	MICC 2.1	Telford
13	Winter Whip	IO66 Racing
13	Essex Winter Series	Benfleet
20	CWIC	Chippenhams
20	Essex Carpet Clash	Brentwood
27	I:10 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.

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RACE REPORT

what: mtc national where: west bridgford class: 1:10 on-road



Dave Taylor's winning scheme in Rubber was all painted using spray cans



Lovely detail in Kev Fenn's Foam class, concurs d'elegance-winning body



white carbon-effect shell, and in Foam, Dave Taylor took the win with his wavy chequered design, all achieved using cans!

FINALS

Onto the two-leg finals and first up we had the Xpress-sponsored Rubber B final, which saw Joe Tink take the win from Kev Fenn and Adrian Waters, then it was only the A final.

XPRESS RUBBER A FINALS

In the first leg Michael Chapman led the pack away putting in some consistently quick lap times and never looked back as per qualifying. Mark Young came home in second place behind Michael with John Renton taking third from fifth on

the grid.

Michael led away at the start tone of leg two and again, was lapping much quicker than the rest of the field. Mark again settled for second place with a comfortable lead over Jack Anderson who took third from fourth on the grid.

The first of the three Foam finals began with the 3 Racing C final. This saw Iain Gordon hold onto his pole position in both legs to take the overall win, with Colin Webb hot on his bumper. A stand out drive for Ethan Webb, son of Ben, taking two fine third places and giving his uncle a run for his money a few times.

The 3 Racing B final had Mark Knight taking both leg wins, with Kev Fenn and Bryce Little joint on

points for second, Kev taking the win on countback.

3 RACING FOAM A FINALS

Leg one and Mark Young, the pole sitter took a flag-to-flag win after Michael Chapman dropped out. Meanwhile it was Dave Taylor who moved up to second which he held until the end from Jason Crossland who was challenging him for the whole race.

The second leg saw all the drivers get off to a great start with Mark and Michael swapping places, and Dave trying to hold onto his third place after his great leg one finish. After a full day's racing the carpet tape had decided enough was enough as it peeled back and a car went

underneath, which stopped the race at the 4-minute mark. It was unanimously decided to call the race as it was, so another win for Mark. Michael was second and another great drive from Dave to finish third.

LAST BUT NOT LEAST

Before the presentations we had another of our mega raffles, with many winners picking up some great prizes. Liam Fenn took a clean sweep of the big prizes collecting the RichPaint sprayed D9 shell in WBMCC colours and the Xpress XM15 kit.

Next up is round three and the MTC Nationals returns to EARCC in Norwich on the 1 August 2021. We hope to see you trackside. ■



As usual there was a great line-up of prizes on offer for the racers



The Rubber A final podium, Mark Young (left) second, first Michael Chapman (centre) and Jack Anderson third



From left to right: Second place Dave "OMT" Taylor, first Mark Young and third Michael Chapman in the Foam class

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THE NEXT ISSUE OF
RC CAR RACER IS ON SALE
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COMING UP

ON SALE: 7 OCTOBER 2021

ELEMENT RC ENDURO24 SENDERO – at 1:24-scale, the new Enduro24 Sendero from Element RC, the scale brand of Associated Electrics can be used indoors or out. From the challenge of a course in the lounge to an outdoor trail, the sub-£100 model has the capability with its 4WD transmission with divorced transfer case, metal vertical chassis rails, and 4-link suspension. We tested the Sendero out on a number of environments to see just what the little crawler could achieve.



TEAM ASSOCIATED B6.3 – the latest variation of the B6 platform came as a surprise to many with the B6.2 and B6.1DL sharing little time on the shelves of retailers. With the new B6.3 model, Team Associated has made a number of updates such as a brand new rear end with a wide pivot system as well as upgrades to the front-end for increased durability. We run through all the details in full inside the November 2021 issue of Racer.

ICONIC RC REVIVAL – such is the success of the annual Revival, and with the added demands of a pandemic, this year sees not one but two Revival events taking place. The first is at Bingham Model Raceway in Nottinghamshire and we will bring you all the coverage from a full weekend of racing in next month's issue.



Also in the November 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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ART OF AIRBRUSHING - THE AIRBRUSH AND COMPRESSOR PACKAGE

If our introduction to the art of airbrushing whetted your appetite, then hopefully this month's second instalment will help guide you to making that all important first or second purchase, and help get you on the way to becoming a master of your own airbrushing universe

Over the years and with the help of The Airbrush Company, we've been lucky enough to sample quite a range of the airbrushes and compressors that they offer, and many of our cover vehicles have been painted with the help of their products. A quick look through their website will soon reveal that they have airbrushes, compressors and bundles to suit all needs and budgets, and whilst your budget may ultimately dictate how much you can or are prepared to spend, some things will remain constant. Like the fact that the paint media you use will largely dictate the size of the airbrush and the compressor you'll need and so, for a typical RC car body spraying adventure, we'd recommend that you look towards a 0.5mm needle-sized dual action airbrush with a compressor that is suitably sized and capable of delivering a continuous working pressure of up

to 35PSI with a flow rate of at least 0.5CFM (Cubic Feet per Minute) or 15 litres per minute.

ON A BUDGET - THE IDEAL FIRST TIMER

If you're on a budget or just wanting to dabble for the first time, then we'd look no further than the budget friendly Sparmax Arism-Viz compressor and look to pair it with either the equally budget friendly Sparmax Max-4 airbrush, or if funds will stretch slightly further, the excellent Neo for Iwata CN which we've been impressed with in the past. The Arism-Viz is a portable compressor that has a quoted output of up to 50PSI although we've found it won't power our typical type of RC airbrush beyond a continuous 35PSI which means that, in reality, it is coping with our relatively thick acrylic paints but without too much more in



The Sparmax Max-4 airbrush is a very capable, entry-level dual action airbrush, and great value at £59.99



A budget-friendly compressor and airbrush package



The Sparmax Arism Viz compressor with their Magic Bullet Plus Valve installed



Our back-to-back bench test setup. We tested both to see how they compared against each other and what extra it is that you get for your money

reserve. It also doesn't feature a pressure regulator or a moisture trap attached to the compressor outlet, but it does come bundled with the Sparmax Silver Bullet Plus, which is an inline filter and MAC (Micro Adjustment Control) valve which does a good job of allowing you to bleed off excess air pressure and thus enable adjustments to the air supply pressure.

It features a small footprint and runs at a really unobtrusive 45 to 50dB and although there's no air tank (which means the motor runs all the time), a clever 'smart-stop' switch is integrated into the airbrush holder on top of the compressor which cuts the motor when the airbrush is rested in the holder. A quality 2-metre braided hose is also included with fittings to match both Iwata and Sparmax airbrushes and a pressure gauge is incorporated into the body of the compressor which is useful although quite small to read.

We've not used the Max-4 airbrush ourselves, which is why we've also mentioned the slightly more expensive Neo by Iwata, but both are of a similarly specification and we suspect the Sparmax Max-4 would perform similarly to the Neo. However, we have been impressed with the Neo for Iwata, which despite its 0.35mm needle size, coped well with our RC paints thanks to the quality of its parts and we like that it comes with

two different size paint cups that will help you to dispense just enough paint into the cup for the amount you need to paint. Both are backed by the ability to service them should it ever be needed. Over time, internal seals can harden and needles can become bent through mishandling or accidental damage. Parts do wear and a cheaper airbrush will be more likely to wear faster than an more expensive one due to the materials being used. Thus, the ability to get spares to either repair the airbrush yourself or have it professionally serviced is a real benefit and is something that is often overlooked at the time of initial purchase.

A 5-year warranty is offered by the Airbrush Company on both the Sparmax Max-4 and the Neo for Iwata airbrushes whilst there's also a handy 2-year warranty on the Arism-Viz compressor itself

Recommendations: Entry Level Gems
Sparmax Arism-Viz Compressor - £205
Sparmax Max-4 Airbrush - £59.99
Neo for Iwata CN Airbrush - £85

MOVING ON UP - TALKING ABOUT A REVOLUTION

Whilst there's absolutely nothing wrong with the budget options we've highlighted, equally, if you

THE AIRBRUSH COMPANY PACKAGE DEALS

Iwata Custom Graphics Airbrush Kit with Smart Jet Plus HT Compressor and Iwata Revolution RC Airbrush (also includes a 6-pack of Createx Wicked Paints and 4011 Reducer plus cleaning fluids) - £489

Iwata Custom Graphics Airbrush Kit with Power Jet Plus HT Compressor and Iwata Revolution RC Airbrush (also includes a 6-pack of Createx Wicked Paints and 4011 Reducer plus cleaning fluids) - £559

can open up your budget, further opportunities can arise. On the recommendation of The Airbrush Company, we're currently using an Iwata Revolution CR airbrush which admittedly, at £130, does represent a step up from the others we've mentioned. But it's money well spent because, for the extra, you're getting into one of the World's most revered and trusted airbrush manufacturers and the Revolution simply oozes quality from the moment you set eyes on it and check out the holographic Iwata label on the box that proves it's a real one. Iwata are targets for cheap and unreliable copies that can look convincingly authentic, but won't offer anywhere near the type of performance or longevity that a true Iwata will provide so be sure that you're purchasing from a reputable source and look out for that hologram!

The Revolution CR is available with either a 0.3 or 0.5mm needle and it's the latter that was recommended to us for our RC usage with the Createx Wicked acrylic paints since they are quite thick in viscosity. The quality of the parts, from the balance and weight of the airbrush to the overall smoothness of the action and the consistency of the paint application demonstrates just why the Iwata brand is so revered. It's also backed by a whopping 10-year warranty and, just like the others, is fully supported with



Here you can see how the shape of two airbrush nozzles differ



Not all airbrushes are the same despite looking similar from the outset



Iwata includes some dedicated lube for use on their Revolution CR airbrush

MORE POWER!

How can you tell if the compressor isn't powerful enough? Achieving a consistent and clean supply of air is crucial to the performance of any airbrushing and so sizing the capability of your air source is something that you need to seriously need to consider before taking the plunge and making an investment.

Too little pressure, or insufficient air flow volume will result in poor spraying performance and inconsistent spray patterns. Moisture in the air supply (tank or air lines) can result in streaky paint application whilst fluctuations or pulsations in the air flow can result in the airbrush 'spitting'

Most studio type compressors will be able to meet the demands of a single typical RC car airbrush setup running at around 30PSI, but an under-sized compressor will lead to rapid pressure decay during use as the compressor struggles to maintain sufficient flow to keep up with the demand of the airbrush.

NOISY NEIGHBOURS

Studio Compressors are smaller, less powerful and much quieter than workshop-style examples, but they are often more expensive. Of course you can use workshop-style compressors for airbrushing RC bodies, but they do have their drawbacks. The decibel noise level measurement is a logarithmic scale and so whilst the difference is dB might not appear too great on paper, be aware that a difference of 10dB equates to a doubling of noise level whilst a difference of 20dB is a hundred times louder. For reference, a quiet kitchen refrigerator will have a noise level of approximately 40dB whilst the average TV programme or a normal conversation is generally between 55 to 60dB whilst a 95dB workshop compressor will require additional sound deadening or ear defenders in order to prevent damage to your hearing over time. Our recommended compressors are no more intrusive than a normal conversation or a loud TV programme whilst in comparison, a workshop compressor will be over one hundred times more intrusive which, from experience, does make them more difficult to use discreetly in a suburban environment or late at night in a garden shed or garage.

spares and service after-sales support from The Airbrush Company which makes this a truly viable long term investment.

In use, the Revolution offers incredible flexibility and can provide consistent spray patterns at lower than expected pressures, which helps it achieve greater line control for detail work when needed. It sprays well even at 20 to 25PSI but it can also handle thicker paints and higher pressures if required, making it a hugely versatile piece of equipment for varied use. The Revolution is actually one of the cheaper airbrushes in the Iwata range and whilst we're sure the more expensive ones can easily justify their price tag, we've been blown away by the performance of this 'entry-level' Iwata and can't fault it in any way as it provides a stability of paint stroke and is tolerant of variations in air pressure settings and paint viscosities to enable near faultless and consistent painting in almost all conditions.

STUDIO QUALITY

Stepping up from our recommended Arism-Viz compressor takes us into the Iwata Studio range of airbrush compressors. These are top of the range compressors and whilst they might not look any different to a unbranded compressor from an online market place in terms of output, their attention to detail and their build quality, coupled with the support from their retail and wholesale network will undoubtedly provide you with many years of unparalleled untroubled use and service.

In truth, all the Iwata studio compressors will provide more than enough pressure and flow to

cope with almost all our RC needs, but the step up in price will bring with it additional power reserve (the compressor being more powerful than needed so it works relatively less hard) and important features like an air tank and inline moisture filters and pressure regulators.

We're big fans of the Iwata Handle Tank compressors that ingeniously manage to package a near 0.5l air tank into their tubular handle which also doubles up as their carrying handle, hence the name. Having a tank has the effect of 'smoothing' the air flow to the airbrush and avoiding any pressure fluctuations or pulsations caused by each piston stroke as it 'pushes' a charge of air with every stroke. However, having a tank also means that there is more risk of condensation forming on the inside of the tank and so an effective moisture trap is required, but all the Iwata Studio compressors come with an excellent version that also doubles up as an adjustable pressure regulator.

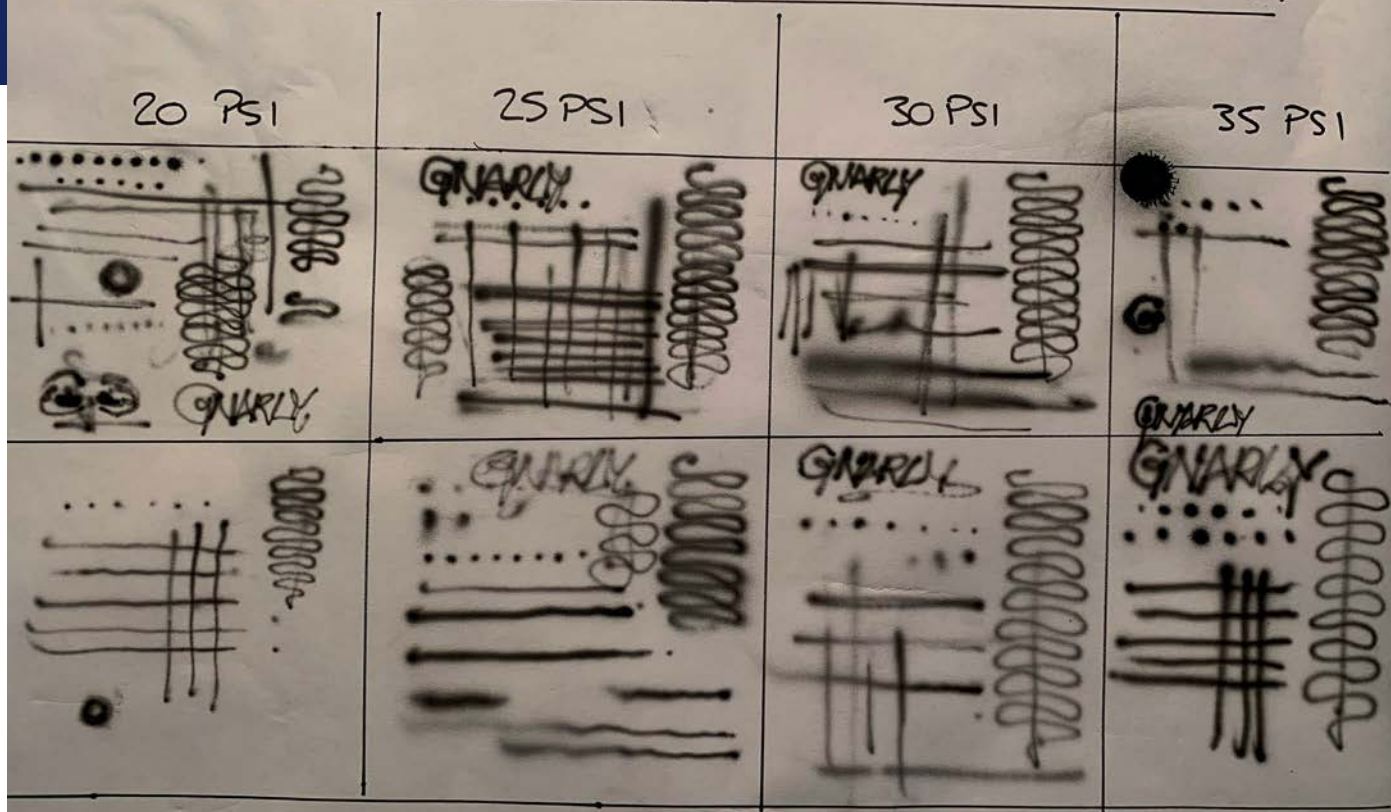
Normally speaking, the air tanks on compressors result in them being larger and heavier than non-tank equipped versions, but the Handle Tank compressors overcome this limitation because the tank effectively takes up no extra room. The tank is quite small at only 0.5l and this will mean that the compressor frequently cuts in and out as the pressure drops and requires recharging, but in use, this is neither intrusive or a problem in any way.

Personally, we're using the range topping Power Jet Plus HT (Handle Tank) model which boasts a relatively huge 1.4CFM (Cubic Feet per



Sshh... Whisper it quietly but if the Dual Piston Power Jet Plus HT (top) is a bit too much for your needs then the single piston Smart Jet Plus HT version (bottom) is a bit cheaper and offers the same excellent build quality, but with a lower overall output although it will run quieter making it ideal for those late night workshop sessions

WHAT DIFFERENCES ARE THERE IN VARYING AIR PRESSURE?



Our back-to-back tests showed good performance from both setups, but the more expensive option setup (top) ultimately proved its class with greater flexibility over a wider pressure range whilst retaining good spray density and sharp, crisp line detail

Minute) output and a maximum output of unto 60PSI courtesy of its twin piston 1/4HP output. The only real drawback of the Power Jet Plus HT is the noise level increase over its lower powered siblings - we measured it at 70dB - but the compressor does only run whilst charging the air tank which takes less than 3 seconds whilst it will take 10 to 15 seconds of use to draw off that air reserve before the pressure drops sufficiently to automatically trigger the need for a recharge. So in use, the noise is punctuated by silence whilst you use the stored air and there's an additional benefit of the included 3m-long braided hose that allows you to place the compressor a bit further away from your workspace (or under a bench) to provide further sound deadening.

HIDDEN BENEFITS

The benefits of the Iwata Studio line of compressors aren't always immediately apparent. We can all read the output specifications on a data sheet that explain pressure and flow outputs, but data sheets don't always explain other features, like the O-ring sealed air connections and the sprung-loaded pressure release valve can make living with a compressor a much more fulfilling experience. With the Iwata Studio range, gone are the days of needing white PTFE plumbing tape on every threaded fixture, which is a real boon both in terms of ease of use and practicality because the captive O-ring seals with their tapered seating faces serve to ensure that you achieve an airtight seal with no more than finger tight pressure on the pressure regulator or on the airbrush connection. High quality fittings and induction DC motors mean that the Iwata

Studio series will serve you for many years with virtually maintenance free running. They also feature oil-less pistons, which mean that they provide the cleanest possible air supply (no paint contamination) and won't require any topping up or maintenance over time. Air filters are easily replaceable and spares are readily available via Iwata Studio retailers or via The Airbrush Company who are their UK distributor.

A more powerful compressor also opens up opportunities to run multiple airbrushes (not as crazy as it might initially seem) so you could have an airbrush set up for detail work alongside a different one for larger backing areas. Thicker media can also be sprayed, which opens up further spraying opportunities that can make owning an airbrush even more versatile than originally intended to be considered.

When we described our needs to The Airbrush Company, they recommended the more powerful PowerJet Plus HT because we intend to use it for powering larger and/or multiple airbrushes and want to investigate spraying liquid mask to assist in our body preparation. But if the PowerJet Plus HT is a bit too much for your needs, then a cheaper Smart Jet Plus HT version does away with second piston, which admittedly drops the overall flow volume to 0.81CFM, but it also benefits from a lot quieter operation at a quoted 54dB. It retains all the quality fittings and features of its larger sibling and will admirably cope with one or even two RC-type airbrushes like the ones we've highlighted here so it's definitely one we'd recommend, but if you're interested in using thicker media (liquid mask maybe) or you want the reassurance of more power for future

flexibility, then the Power Jet Plus HT compressor will most likely cater for anything you can throw at it short of running air tools or full-size workshop usage.

- Recommendations: Mid-Range Performers
 Iwata Studio Smart Jet Plus HT Compressor - £339
 Iwata Studio Power Jet Plus HT Compressor - £419
 Iwata Revolution CR Airbrush - £129

IN USE - GO COMPARE

We conducted a quick test by setting up our Arism-Viz with the Neo for Iwata alongside the more powerful Iwata Power Jet Plus HT with the Revolution CR airbrush and tested them back-to-back just to see the differences between the two. We mixed 7.5ml of Createx Wicked Black paint and reduced it by 10 to 15 per cent, gave it a thorough stir and decanted equal measures into both airbrushes and conducted some basic spray pattern testing at various pressures.

What we found was that though both coped admirably well, the Arism-Viz with the Neo for Iwata felt 'softer' and less powerful than the more expensive setup. It produced it's best spray pattern when driven at maximum 35PSI whilst the more expensive Iwata set up coped well, delivering good coverage and consistency even down to 20PSI although it's best pattern seemed to be established at 30PSI.

The Iwata Power Jet Plus HT immediately felt more powerful, but was noisier whilst the quality of the Iwata Revolution CR meant that it was very tolerant to the whole range of air pressures and produced nice crisp and sharp lines despite theoretically having a larger needle than the



The 0-ring seal in the fitting for the Iwata air pressure regulator and moisture trap

Neo. Our testing was conducted at an ambient temperature of around 20-degrees Celsius and we know from experience that our paint would be thicker at colder temperatures and whilst the more expensive set up is more likely to cope better at those lower temperatures, the cheaper Arism-Viz and the Neo for Iwata would probably require further paint thinning that would affect coverage.

Both delivered good results and were surprisingly close in overall quality went set to their optimal pressures, but the benefit of being able to spray at lower pressures will give you more control for detail work and would possibly also result in less paint being used although this latter benefit might be hardly detectable in the quantities that we routinely use. The higher pressures though do tend to 'throw' the paint onto the surface which can make it harder to control and lead to some over saturation.

CONCLUSIONS

How do you quantify value and what represents good 'value for money'? Anything, if it doesn't work correctly or fails to meet basic expectations can be considered expensive or a 'waste of money' whilst in the eyes of a seasoned racer, a £500 plus RC race kit can represent better 'value for money' than a £150 RTR and so thus, everything is relative.



The Iwata compressor has a built-in auto pressure switch



Every Iwata Airbrush comes neatly presented and includes a spray pattern test that their final assembly operators perform to demonstrate the quality of the lines and spray patterns that your new airbrush is capable of

Being realistic, a £300 plus budget is what you should set aside to get you into a decent reliable airbrush and compressor bundle including a basic range of paints and cleaning fluid. You can get cheaper but quite often, at the expense of reliability and trouble free use. Airbrushes in particular are precision instruments and they can be problematic in tracing faults when faced with inconsistent performance or spraying problems. Buying a quality brand from a reputable reseller will minimise unforeseen problems with equipment that is essentially or unknown or variable quality.

Buying an Iwata airbrush and compressor bundle from The Airbrush Company will offer you a slight discount over buying the products individually and generally, the bundles also come with a basic range of Createx Wicked Colour paints and some cleaning fluids which makes them more attractive than trying to piece all the parts together individually.

We've had great success over the years with our Arism-Viz compressor and we love its quiet operation, but that said, the quality and performance of the Iwata Power Jet Plus HT compressor coupled with the Iwata Revolution CR is difficult to put into words and there is comforting reassurance in knowing that our equipment is unlikely to ever be a source of limitation or frustration any more.



Ergonomics are an important part of any airbrush

CONTACT:

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

Tel: 01903 767800
Email: sales@airbrushes.com
Website: www.airbrushes.com

Admittedly the Power Jet Plus HT compressor is a serious investment as it's the equivalent of a top of the range Sanwa or Futaba Computer Radio, but it is likely to last you a lifetime. In theory, it fulfils the same function as something half its cost, but it does it with such unerring competence and precision that you'll not regret the initial purchase price as soon as you open the packaging and assemble its pressure regulator. The same goes for the Iwata Revolution CR airbrush. It's precision feel and smooth operation make it a joy to use and hold and the spray pattern is both consistent and tolerant of poor paint mixture or pressure setting and so it will be well suited to accommodate the novice or intermediate user who is likely to need something that is more forgiving to use. Again, yes you can spray with something much cheaper, but we have and we've encountered more problems that have been difficult to pin down that makes the whole experience more frustrating than fulfilling.

Ultimately, you won't go wrong with any of the equipment we've highlighted if you want to get into airbrushing with RC car bodies or make a step up from your existing equipment. A more expensive/powerful compressor will open up greater flexibility for future options, but if you're starting out, then it would possibly be difficult to envisage such options and opportunities from the outset.

However, if you're a little unsure of what to go for, our main recommendation would be to set yourself a reasonable budget, list out what you can realistically see yourself using it for and seek guidance and advice from a reputable reseller - like we did. ■



Using a 1:10 buggy for scale, here you can see how the compressors differ in size

Schumacher Atom 2 GT12 Spool Set

The latest item for the Atom 2 GT12 from Schumacher is a spool set that incorporates single-bolt-fixing hex wheels, an option part that has been specifically designed for medium to high grip conditions. The new spool set improves direction change, on-power steering and predictability in high grip conditions. Whilst being drastically lighter than the kit differential, this set offers a weight reduction compared to the Core RC 3-bolt option as well, and therefore improves acceleration.

The new hex wheel design offers improved flexibility characteristics and performance, whilst the single bolt design makes changing tyres faster, and maintenance is also greatly reduced compared to the differential. The weight saving of this option compared to a diff is 16.8g and 4.9g compared to the Core RC 3 bolt package. The set includes a 64T 48dp spur gear.

This option part makes use of the new hex-style Contact wheels with part numbers starting JG2, such as JG2-35RT, JG2-40RT and JG2CR.

- U8172 Schumacher GT12 Hex Lightweight Spool Set
- JG2-35RT Contact GT12 Hex Rear T Foam 35Sh - 46mm
- JG2-40RT Contact GT12 Hex Rear T Foam 40Sh - 46mm
- JG2CR Contact GT12 Hex Rear 37Sh Control Tyres - 46mm
- J016 Contact Truer Arbour and Clamp - 1:12 Hex

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



Reedy Zappers DR Competition HV-LiPo Drag Race Batteries

These new drag racing batteries from Reedy aim to improve all aspects of battery performance in the increasingly popular and competitive world of RC drag racing. The Zappers DR batteries feature a 3.8V/cell nominal voltage, meaning that the battery can be safely charged to 4.35V/cell. It is not a secret that more voltage equals more power, so there is no easier way to increase power and top speed than a higher charge voltage. The packs are available to suit a variety of chassis configurations and the class requirements of different racing groups. To keep power-robbing resistance to a minimum, hard-case models are equipped with 5mm sockets (male speed controller connectors are included), while soft-case models feature 10-gauge wire and XT90 connectors.

Features:

- State-of-the-art LiPo chemistry
- Heavy-duty internal construction
- Reduced IR with elevated average voltage
- Improved reliability and cycle life
- Durable construction
- Multiple configurations
- Low-resistance connectors

Specifications:

Model Number	27373	27374	27375	27376
Capacity	6000mAh	6100mAh	6000mAh	7200mAh
Voltage	7.6V (2S)	7.6V (2S)	7.6V (2S)	7.6V (2S)
Dimensions (mm)	139x47x22.5	96x47x25.1	142x49x22.5	101x48x37.5
Configuration	2S2P hard	2S2P hard	2S2P soft	2S2P soft
Discharge Current	130C	130C	130C	130C
Weight (g)	270	225	280	320
Plugs	5mm socket	5mm socket	10 AWG/XT-90	10 AWG/XT-90

- 27373 Reedy Zappers DR 6000mAh 130C 7.6V LP Stick
- 27374 Reedy Zappers DR 6100mAh 130C 7.6V Shorty
- 27375 Reedy Zappers DR 6000mAh 130C 7.6V Stick (soft) w/XT90
- 27376 Reedy Zappers DR 7200mAh 130C 7.6V Shorty (soft) w/XT90

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



FT RC10T6.1 Titanium Front Axles

New from Factory Team are these solid Titanium Front Axles for the RC10T6 and RC10SC6 series of trucks. These titanium axles are lighter than the kit standard steel axles without compromising their durability. The titanium axles not only save 4.8g total weight over the steel axles included in the kit, they look good too!

- 71112 FT RC10T6.1 Titanium Front Axles - 8.5mm

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



Revolution Design Team Associated T6.2 Body Mount Stiffener Set

Stadium trucks are fun to drive and durable, not least because the body protects the parts that are exposed on a 2WD buggy, but the bodies usually don't last long. For Team Associated's latest model, help has arrived in form of the Revolution Design T6.2 Body Mount Stiffener Set. Precisely machined carbon fibre stiffeners brace the body mounts against the impacts of involuntary tough landings, thus reducing stress on the polycarbonate body. As a side effect, body clips tend to stay in place much better, which aids to solve another regular issue of stadium trucks.

- #RDRP0546 Revolution Design T6.2 Body Mount Stiffener Set

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



RACER BUYERS GUIDE

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

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They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

STRAIGHT-LINE SPEED

QUIETLY INCLUDED IN THE TRAXXAS AND ASSOCIATED MODEL RANGE ARE A COUPLE OF DRAGSTERS. NOT THE LONG WHEELBASE 'RAILS' OF LEGEND, THE VERY POPULAR TRUCKS AND MUSCLE CARS FROM AMERICA. NOW IT SEEMS THIS CLASS IS BECOMING MAINSTREAM IN THE US, SO TIME FOR RACER TO TAKE A LOOK

On the face of it, drag racing is not much of a challenge for those of brought up on the ovals and road courses of the UK and Europe. Sit on the start line, wait for the green light, open the throttle and go. At the finish line, shut the car down and bring it to a halt. As anyone with even the smallest insight into drag racing knows, this is like describing road racing an RC car as simply turning left and right!

You need torque, and lots of it, to get the car off the line. Tyre grip must be maximised, and wheelspin minimised. Small, accurate steering inputs are required to keep the car straight as the rear wheels do their best to maintain the same traction on each tyre. Motor and battery selection, steering servos and tyres, aerodynamics and brakes, are all tuning points for a drag race car.

Starting with these truck and muscle car replicas, both Traxxas and Associated offer great-looking models, with the most popular being the 1:10-scale-based on 2WD off-road buggies. They are offered with up to 3S capability – that's 11.1V LiPo battery – so there's no shortage of power. They look superb, with drag-specific wheels that look just like the real thing.



ALL ABOUT THE TOP SPEED

Moving up into the world of high-speed running and the iconic rail dragsters, takes us to the worldwide organisation ROSSA (rossa.org.uk) founded in 2007 by Anthony Lovering. ROSSA operates in Europe, USA, Australia and South Africa, and caters for almost anything you want to run in a drag race, or in an outright speed run. Events are being held this year and details are on their Facebook page – search for ROSSA.

ROSSA's drag racing rails are predominantly home built and tuned, so here's a place for the scratch builder who loves to make their own cars and might find the building as much fun as the driving. It's hard to imagine too

much wear and tear on a car that races in a day the time most of us race in one heat – providing you don't crash that is!

The speed run cars are often based on the awesome Arrma Infraction and Limitless 1:7-scale cars and come with 80mph capability out of the box. Tuned up, Infraction-based cars have reached speeds of over 150mph. ROSSA events are your go-to place for getting that adrenalin fix!

WILL IT CATCH ON?

Drag racing and speed runs are attractive to those who regard making and tuning their own cars as a real attraction to our sport. Cars are not expensive to start with, many come ready-to-run. For all of us one of the huge attractions of RC cars are the people we make friends

with at the meetings, and this class is no exception.

Like a lot of classes, it is unlikely to ever die out, but one can't see it being a huge National series. In many ways it doesn't want to be as too many rules and regulations would remove much of the joy of making, building and racing these cars where the only measure of success is a low Elapsed Time (ET) drag run or a high top speed – simple results we can all relate to.

There's some links here for you to go and look at a hidden part of RC car racing that many will find a joy to be part of, and which is getting more and more accessible to anyone thanks to the RTR kits now available.

It is Now!

1



2



3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. The Team Associated SC8 was a pretty unique piece of kit as it was based on their 1:8-scale off-road platform and tweaked to accept short course wheels, tyres and body. Under the body lurked a comprehensive protective roll cage and a nitro engine to power it. At just under £580, the 4WD SC was not a cheap piece of kit and appealed more to the recreational user than a racer. You couldn't argue that the SC8 wasn't fun and then around a year later an electric kit version appeared that was cheaper to buy, but did require a radio, motor and speed control package.

2. In its latest guise, the Team Losi Racing 22 is in its fifth iteration (5.0) but it was cars like the Atomic Carbon CR2 that preceded this chassis using the Losi XXX as a basis. In early 2010 we prepared a CR2 that would be raced throughout the season and as you can see, the layout was pretty similar to the mid-motor cars that are doing all the winning today.

3. Back in September 2011, Racer reviewed the TLR Mini Rock Crawler Pro that as the name suggests was a top of the range rock crawler for the 1.9" class. Priced at £179.99, it was a serious chassis for a very specialist category, but its performance was proven in the hands of former racer and now crawler champion Jay Robinette. It came with an impressive spec that we further added to with some optional alloy wheels and then chose some high-end electrics with a Spektrum package of 2.4GHz radio including a DX3R transmitter and SR3520 receiver, Spektrum S6030 servo and Losi Xcelorin speed control and motor package.

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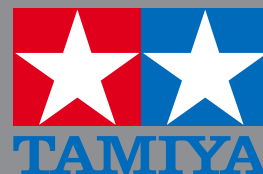
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FORMULA E HAS ESTABLISHED ITSELF AS A MAJOR GLOBAL RACING SERIES AND FROM 2020 HAS EARNED OFFICIAL WORLD CHAMPIONSHIP STATUS FROM THE FIA. THE SERIES ONLY USES ELECTRIC CARS, MAKING IT THE CLOSEST THING TO TAMIYA ELECTRIC CAR RACING IN 1/1 SCALE !

IT IS THEREFORE THE IDEAL SUBJECT MATTER FOR TAMIYA, THE RENOWNED MAKER OF ELECTRIC R/C MODELS.

THIS IS AN R/C MODEL ASSEMBLY KIT DEPICTING THE GEN2 CAR USED FROM 2018 IN THE FORMULA E CHAMPIONSHIP, THE PINNACLE OF ELECTRIC CAR RACING. THE SLEEK, HIGH-TECH BODY WITH ARCH COVERED WHEELS IS RECREATED IN POLYCARBONATE. HALO, MIRRORS AND REAR DIFFUSER/BUMPER ARE SEPARATELY MOULDED COMPONENTS. MARKINGS ARE INCLUDED TO RECREATE THE CHAMPIONSHIP LIVERY CAR, AND THE MODEL IS BASED UPON THE SHAFT-DRIVEN 4WD OF THE TC-01 CHASSIS.

- 1/10 scale RC assembly kit.
- Length: 430mm, Width: 188mm, Height: 99mm
- Wheelbase: 257mm
- Tire Width/Diameter: 24/64mm (Front & Rear)
- Composite Monocoque-Frame Chassis
- Shaft-Driven 4WD
- Front & Rear Oil-Filled Gear Differentials
- 3-Piece Steering Tie-Rod
- Front & Rear Inboard 4-Wheel Independent Double Wishbone Suspension
- CVA Oil Dampers (Front & Rear)
- Gear Ratio = 6.56:1 (with kit 24T pinion)
- Use of different spacers allows alteration of camber, caster and toe angles for maximum freedom of setup.
- Change bumpers and body mounts to switch between formula and touring car layouts bodies.
- The shaft-driven 4WD layout uses TB-05 design oil-filled gear differentials for smooth, efficient drive performance.
- Type 540 Brushed Motor included
- Polycarbonate body
- Halo and mirror components are moulded in white ABS.
- In addition to the unique Formula E Gen2 body, this chassis is compatible with standard touring car measurement bodies. Wheelbase: 257mm.
- Stickers are included to recreate the championship car livery.
- Compatible with IFMAR standard "square-shape" dimension battery packs.
- Required to complete: Carson Reflex 2-channel radio, Carson low profile steering servo, ESC, 7.2-7.4volt Carson battery pack with compatible Ansmann charge, and Tamiya PS paint for polycarbonate parts and Tamiya TS paint for ABS plastic parts.

TC-01: SERIOUSLY LOW-PROFILE

THIS DURABLE COMPOSITE MONOCOQUE-FRAME CHASSIS PROVIDES SHAFT DRIVEN 4WD FROM A CENTRAL MOTOR VIA FRONT AND REAR PROPELLER SHAFTS, WITH OIL FILLED GEAR DIFFERENTIALS. 4-WHEEL INDEPENDENT DOUBLE WISHBONE SUSPENSION EMPLOYS LONG ARMS, PLUS INBOARD SETUPS FRONT AND REAR WITH OIL SHOCK-DAMPERS ACTUATED BY PUSH RODS AND ROCKER ARMS TO ALLOW THE USE OF LOW-PROFILE BODIES. ADJUST SPACER WIDTH TO EASILY ALTER CAMBER, SKID AND TOE ANGLE SETTINGS. BOTH SUSPENSION ARMS AND UPRIGHTS ARE IDENTICAL LEFT, RIGHT, FRONT AND REAR, FOR MORE EFFICIENT MAINTENANCE AND PIT WORK.



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

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