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OF NEW PRODUCTS &  
24 PAGES OF REVIEWS

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# RACER

## FORMULA ICON

SCHUMACHER TO CHALLENGE  
THE FORMULA CLASS WITH  
THE NEW **ICON**

## BEHIND THE SCENES AT TAMIYA LEGENDS

WE CHAT TO THE MAIN MAN,  
GLENN BARCLAY

## READY-TO-RALLY

FIRST PICS OF THE NEW LC  
RACING PTG-2 RALLY CAR



# FTX DOUBLE UP

OFF-ROAD FUN WITH THE  
OUTBACK RANGER XC AND DR8

DOOLITTLE MEDIA

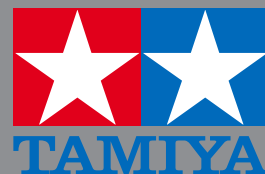


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FORMULA E - THE TAMIYA FORMULA



# POSITIVELY

# CHAMPION

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](http://www.hobbyco.net) or [twitter.com/TamiyaUK](https://twitter.com/TamiyaUK)

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### 26 RALLY RACER

When it comes to 1:10 rally chassis, there really isn't much on offer, but LC Racing is looking to buck the trend with their PTG-2 platform that will be available in the UK in three guises; as a rolling chassis or including a choice of two bodies. We got our hands on a pre-production sample for an insight into the dedicated rally platform.

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Iconic RC's John Weston catches up with the Scottish born Glenn Barclay, who now resides in Canada, and is the man behind the Tamiya Legends social media and video channel.

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Olly Jefferies will finally get to defend his TC National Championship when the series returns in 2021. Now behind the wheel of a factory Xray chassis, he will be the target for the other modified racers to aim for.



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### 10 FTX DR8

"Big, brutal and fast" is what FTX uses to promote their DR8 Desert Racer, and we had to agree when Jerry Ibbotson got his hands on the 1:8-scale buggy. The combination of 6S compatible Hobbywing speed control and 4274 2000kv brushless motor means the DR8 has the potential to hit 60mph, aided by the 4WD drivetrain. Complementing its performance is a desert buggy-inspired moulded tubular roll cage frame with printed Lexan panels, whilst front and rear LED light bars add to the coolness. You can read all our thoughts on page 10.

### 30 SCHUMACHER ICON

The Icon is Schumacher's first formula chassis release that as you would expect leans heavily on their experience and championship victories in other on-road race classes. The formula scene continues to grow with 2021 looking like being the biggest yet with racing on both carpet and outdoor tracks. Designed for maximum rear traction to make the Icon as easy to drive as possible, Schumacher also claims that it "maintains plenty of steering to satisfy the most demanding drivers." Before we hit a track to put it through its paces, we had to build up our sample which we have completed for the July issue.

### 46 FTX OUTBACK RANGER XC

The Ranger XC is FTX's 1:16-scale Outback model that we felt was a great size for a multitude of uses indoors and out. With four colour options and a choice of pick-up and enclosed models, the latter that we received and you see here, there is a style and look that should appeal to all. For our review, we drafted in a newcomer to the hobby to help offer their opinions on the Outback Ranger XC and suffice to say, we think that really enjoyed the experience and will be back for more very soon.



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Tamiya and The Little Car Company team up to create the potentially road-legal, Wild One Max, Olly Jefferies is officially announced as a factory driver at Xray, Michal Orłowski joins Agama for 1:8 off-road, the Schumacher Masters dates and venues are confirmed, distribution of Orca in the UK heads to X-Factory UK whilst Shepherd launches their Driver Academy.

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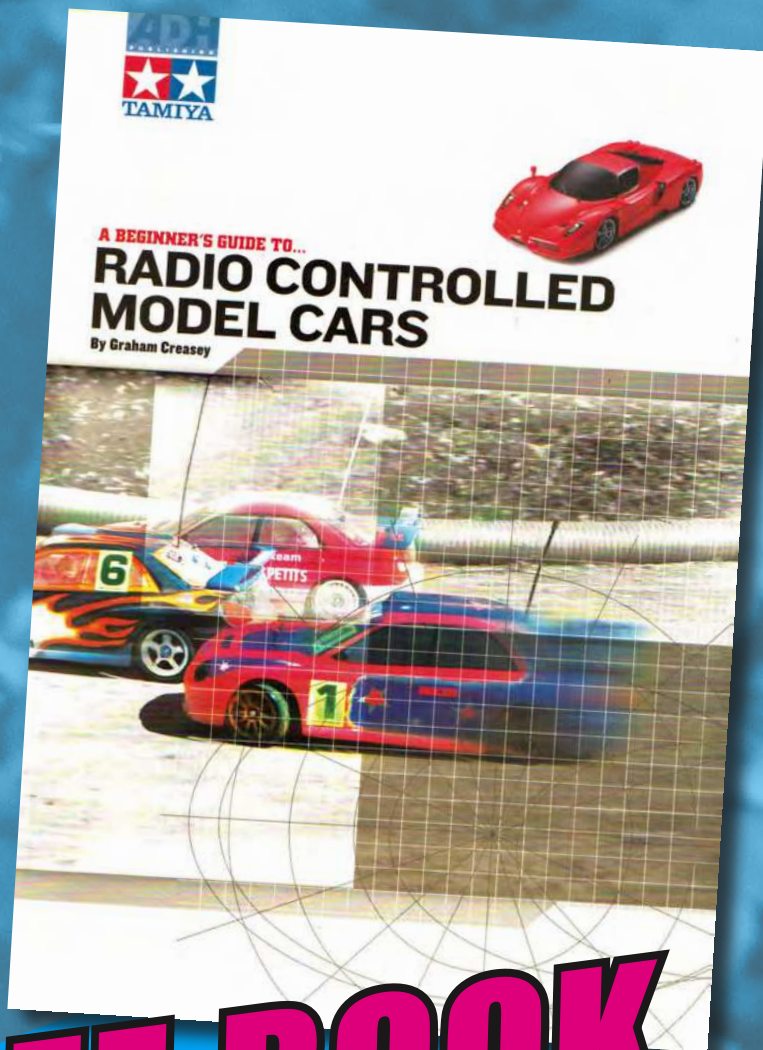
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## TAMIYA'S WILD ONE UPSCALES

Tamiya and The Little Car Company have teamed up to create the Wild One Max, an 8:10-scale buggy that has the potential to be made into a road-legal vehicle

Whilst the Tamiya name needs no introduction to our readers, if plans between the Japanese brand and The Little Car Company prove to be as successful as they hope the two will have much greater presence as they plan to launch the collaborative Wild One Max. The Little Car Company is the brand the three-quarter-scale Bugatti Baby II, and will launch the Wild One Max in 2022. The inspiration for the Wild One Max is the 1985 Tamiya Wild One buggy, and just like the original, the Max will require assembly as it comes as a kit. It will probably be the biggest scale model you have built to date as it weighs 250kg, and measures 3.5m long and 1.8m wide. Just like the Tamiya, the bigger buggy features a battery pack that along with the electric motor offers 5.5bhp to the rear wheels. Interestingly, the 2kWh battery is topped up by the regenerative system when the buggy slows. This equates to a top speed of 30mph and a range of up to 25 miles. Other features of the Max are the single-seater, spaceframe chassis, coil-over suspension and Brembo hydraulic disc brakes. Inside the cockpit will be a digital dash, racing steering wheel and three driving modes. Like the 1:10 model, off-road tyres on 15-inch wheels are fitted to the rear with grooved rubber up front. There are a number of options available including PowerPacks and a Road Legal Pack, the latter of which includes brake lights, indicators and mirrors to comply with legislation and allow the Max to be driven on the public highway.

If you have a spare £7200 (starting price) burning a hole in your pocket, then you can find out much more at [www.wildonemax.com](http://www.wildonemax.com) and secure a Wild One Max with a £100 deposit.



**Pete Binger, CEO of The Hobby Company (Tamiya UK distributor):**

*"We are massively flattered and thrilled by the launch of the Wild One Max by The Little Car Company under official licence from Tamiya. Tamiya assembly RC kits, especially our unique buggy range, have captured the imaginations of generations for over 40 years. The prospect of a nearly full-size Tamiya buggy, which can be built and driven, is truly exciting and will be the ultimate vehicle for any Tamiya fan."*



**Ben Hedley, CEO of The Little Car Company:**

*"As a child of the 80s, developing an almost full-size Tamiya model, which you can actually drive, is a dream come true. We are honoured to be working with the Tamiya team on the project to bring one of their most iconic models to life for a new generation. Because it is still early days in the project, we have the opportunity to include the feedback and feature suggestions from the legions of Tamiya fans out there. We encourage anyone with imaginative ideas and feedback around the engineering of the project to sign up to the newsletter at [wildonemax.com](http://wildonemax.com). We can't wait to get these, on and off the road in 2022!"*





## JEFFERIES OFFICIALLY BACK AT XRAY

After spending 2020 as a privateer, it was no surprise to hear that the defending BRCA 1:10 Touring Car Modified National Champion, Olly Jefferies, has resigned for Xray to race their T4 and X12 platforms this season. After previous taking the title for Xray, Olly Jefferies moved to Schumacher where he retained the championship in 2019. Of course the series last year didn't take place so in 2021 Olly will once again be behind the wheel of a factory Xray chassis for both 1:10 touring car and 1:12 on-road.

## ORLOWSKI JOINS AGAMA FOR 1:8 OFF-ROAD

Nemo Racing has announced that Polish RC superstar, Michal Orłowski, has signed to race the Agama



A319P, A319EP and A215T vehicles in 2021. Michal and his father are known for their dedication to perfection and with hard work and a huge talent. And now the 1:10-scale European Champion will be looking to convert his 1:12 and 1:10 electric speed into 1:8-scale, and aims to compete at as many events as possible.

## DUMFRIES IMPROVEMENTS

Dumfries Model Car Club is working towards the full ownership of the land to the left-hand side and the rear of the Unity Skate Park, Dumfries, via the Asset Transfer Scheme from Dumfries & Galloway Council.

The car club operated where the skate park is now situated from the early 90s until the mid-2000s, before they lost out during that development which killed the club off at that time. After reforming in 2015, the club has gone from strength to strength.

DMCC's aim is to obtain and develop the land, creating parking, pitting as well as grass and AstroTurf tracks. The grass track will allow them to make use of the area almost immediately while

they develop the AstroTurf and work to create a purpose-built RC facility. The plan is to phase the works over two to three years.

They are also keen to working with the local authority Youth Services and the Education Authorities to introduce RC car racing to a wider audience.

The Asset Transfer Application has been a long journey, requiring DMCC to become a Scottish Charitable Incorporated Organisation and make a lot of changes to be eligible to obtain the land they require. Several clubs in Scotland are in the process of developing



## SCHUMACHER MASTERS DATES ANNOUNCED

After teasing with the news that a 1:10 off-road national series was being planned for 2021, we have now received the dates and venues for the first ever Schumacher Outdoor Off Road Masters.

The five-road series takes place around the country and will see three rounds count towards the overall championship. Booking in will open shortly but for more information, head to the Schumacher website or type in <https://tinyurl.com/35cmvfb> into your browser.

Date	Venue
3-4 July 2021	Telford
24-25 July 2021	Mendip
7-8 August 2021	Herts
21-22 August 2021	Southport
25-26 September 2021	RHR



## EFRA ANNOUNCES MORE CANCELLATIONS

Sadly we have received more bad news from EFRA and the announcement of more cancellations due to coronavirus, even with vaccinations being rolled out and restrictions gradually lifted across Europe, the picture is constantly developing. EFRA is in constant communication with the Federations, Section Chairs and Race Organisers with this moving picture and they are sad to announce that the following European Championship races will be cancelled for 2021:

- 11-13 June 2021  
EFRA 1:8 Off-Road European B Championships Fehring, Austria
  - 28 June - 3 July 2021  
EFRA 1:10 Off-Road European Championships Robin Hood Raceway
- Please note that these European Championships will be rescheduled for 2022.

## DUMFRIES MODEL CAR CLUB



and improving their facilities. RC car racing is a growing motorsport, and we believe this facility will attract more people to join the club and improve the standard of racing with an AstroTurf surface.





## SHEPHERD LAUNCHES THEIR DRIVER ACADEMY

With the search for young talents being hard to find in RC racing, chassis manufacturer Shepherd has announced the Shepherd Drivers Academy (SDA) in cooperation with their local distributors to support young drivers. The first young driver to be signed up is Viktor Lovén, the son of well experienced 1:8 racer Mikael Fransson. Viktor has sent us a nice statement introducing himself very professionally: "I am 15-years-old and live with my family in Växjö, Sweden. Växjö MS is my home club and my home track is located in Växjö as well. I have been driving radio-controlled cars since I was eight-years-old. In 2019 both me and my dad started driving Shepherd thanks to Bengt-Göran and Stefan (Shepherd Sweden) who has helped us with fantastic support and service since then. Great supporter, car builder and mechanic is my grandfather who is always there in the background. My idol and mentor is my dad. My goal is to always have fun and maybe someday reach his level. I have started that journey. I feel grateful and proud to be part of Shepherd's academy and will always do my best and be a representative for the Shepherd team."

So how long will it take until Viktor is faster than his dad? We will see...

## HNMC 1:10 SUMMER SUNDAY SERIES

After much hard work Herts Nitro Model Club has confirmed details for their 1:10 off-road summer series. The format remains the same as last year as does the fact that they will continue to run a truck class alongside 2WD and 4WD. The remaining dates for the 1:10 Summer Sunday Series are as follows:

- 27 June 2021
- 18 July 2021
- 22 August 2021
- 19 September 2021

Racers will only be able to book online, then on each event there will be open practice, followed by four rounds of qualifying and single leg finals. There is covered pitting as well as power and catering available.



## ORCA HEADS TO X-FACTORY UK

X-Factory UK has confirmed that they have been awarded the exclusive distribution rights to the full range of Orca RC products in the UK. The line-up includes the 0E1 series of dedicated 1S and 2S competition speed controllers, the powerful Modtreme (modified) and Blitreme (spec) brushless motors and all powered by the Infinite X 130C range of 1S and 2S LiPos in shorty and stick layouts.

You can check out the full array from Orca on the X-Factory UK website at <https://tinyurl.com/ybfbw9v9>



## CARLISLE RACE DATES

The excitement builds for full season of racing at Carlisle Radio Model Car Club in 2021

Carlisle Radio Model Car Club will be holding regular club race meetings from through the summer until October 2021 as well as other major events including the Iconic Cup, TC Heroes and new for 2021, an M-Chassis 5-hour endurance team race. Carlisle RMCC is an electric-only club, racing 1:10-scale on a spectacular purpose built asphalt track situated in a country location in Warwick Bridge near Carlisle. They welcome anyone to join us at their club meetings from experienced TC racers to beginners or those who just want some fun and to find out a little more about the sport. They can even provide a club car for beginners to get a taste of competitive racing, with friendly help and support is always available for anyone who needs it. The regular club events include the following classes:

- Tamiya M-Chassis
- Touring Car 17.5T Blinky
- Touring Car 13.5T Boosted

Full information on classes, specifications and event rules can be found at [www.carlisleradiomodelcarclub.com](http://www.carlisleradiomodelcarclub.com). You can also keep up to date at facebook.com/carlisleradiomodelcarclub with a video channel at youtube/carlisleradiomodelcarclub. Should you wish to make contact via e-mail then for PR its martinlankester@gmail.com and the club secretary at [crmclub@icloud.com](mailto:crmclub@icloud.com)

The remaining race dates for 2021 are outlined below:

Date	Event
13 June 2021	Club Championship
27 June 2021	Club Championship
18 July 2021	Club Championship
25 July 2021	TC Heroes
8 August 2021	Club Championship
29 August 2021	M-Chassis 5-Hour Endurance
5 September 2021	Club Championship
26 September 2021	Club Championship
10 October 2021	Club Championship



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# THRASH TEST - FTX DR8

■ spec: 4wd moulded chassis ■ class: 1:8 off-road ■ cost: £399.99





# MUDDY FUN

It's easy to decipher the name of FTX's DR8 and come up with Desert Racer 8, or in more simple terms, 1:8-scale desert racer. Although desert in the UK is a little hard to come by, that failed to stop us having bundles of fun in the readily available muddy woods of Yorkshire as Jerry Ibbotson found out





# THRASH TEST - FTX DR8

■ spec: 4wd moulded chassis ■ class: 1:8 off-road ■ cost: £399.99



As well as the blue scheme you see here, the DR8 also comes in a red colourway

■ If I was a squirrel in these woods right now, I'm not sure whether I'd be excited or terrified. There's a beast of a machine, a giant slab of blue and black, hurtling between the trees with headlights blazing. Every so often it launches off a jump and takes to the air, sometimes landing neatly, at others cartwheeling across the mud.

This is the FTX DR8, a 1:8-scale electric-powered desert racer that is, let's be honest, brutally fast. It's a four-wheel drive machine in the style of the 1:1 buggies that tear across American deserts in endurance races. It's capable of running on 6S LiPo power and with that comes the kind of speed that electric RC cars could only dream of, a few years ago.

The DR8 is from the FTX stable – the RC car arm of UK mega distributors CML Distribution. As well as importing some of the most popular names in RC such as Associated and Reedy, they have their own brands, including FTX, Etronix and Fastrax. The DR8 is definitely at the more bonkers end of the scale.

## MILLIMETRES OF ALLOY

At the heart of it is a 3mm thick aluminium chassis with strengthening braces to keep it as rigid as possible. There are 5mm thick metal shock towers and a drive train that would be at home on a nitro or petrol-powered car. The gears are also seriously solid and industrial and built to handle all that power.

In fact, a lot of the DR8 looks like a 1:8 off-road buggy. The suspension is of a double wishbone design, with composite lower arms and hefty upper turnbuckles at the rear and upper pivot balls at the front. There are CVD driveshafts at the front-end, with dogbones at the rear, and the same running down the length of the buggy to take power from the centrally mounted motor and middle diff. It carries a 2000Kv brushless motor – that is, it turns at 2000RPM for every volt applied. ▶



Alloy steering linkage and chassis components are standard



The front bumper features a skid design to help assist the DR8 over obstacles



Race-inspired pivot-ball suspension up front

**"The buggy has a lot of bulk but also a lot of power"**





The 2.4GHz receiver sits inside a moulded protective box



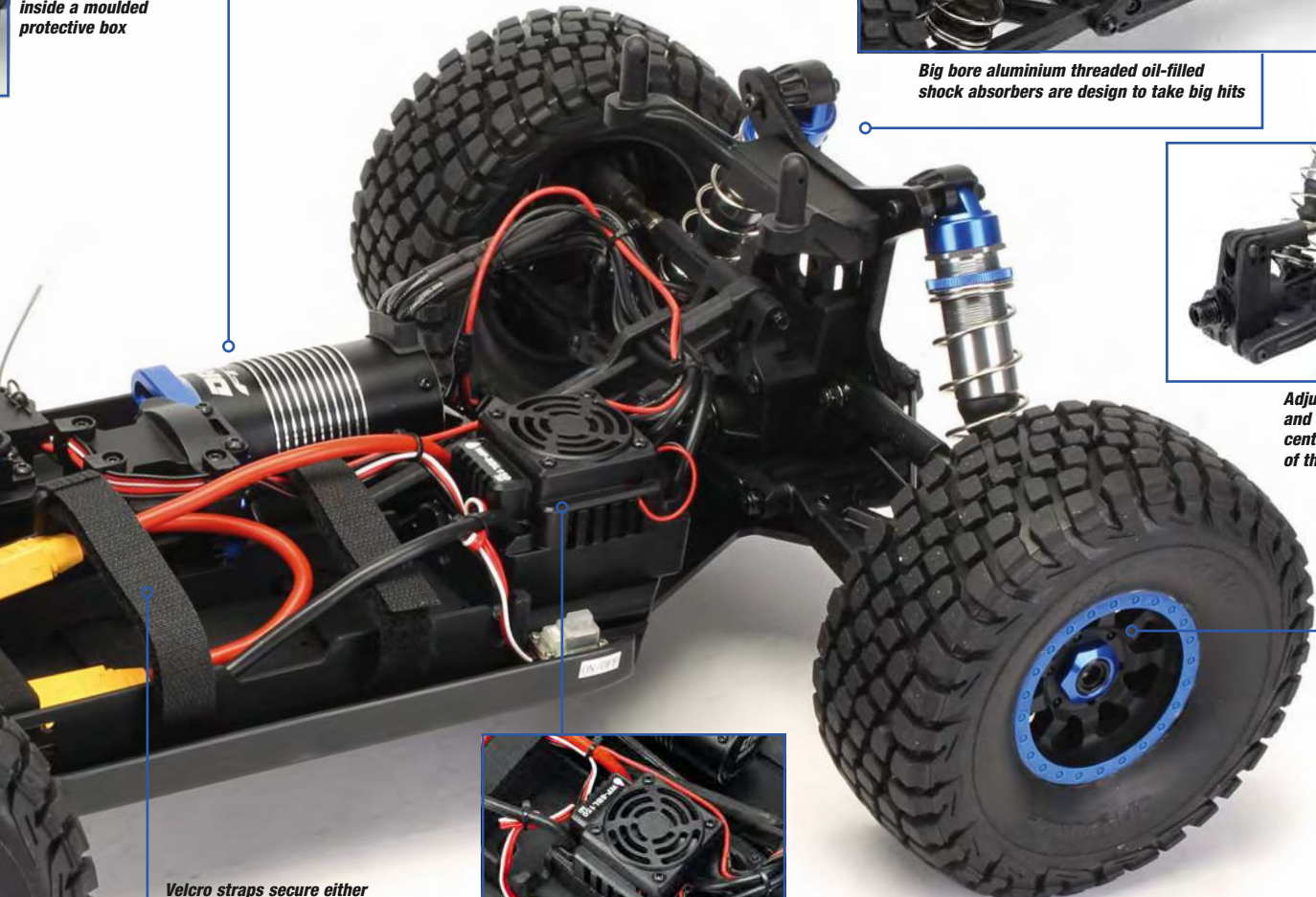
The sensorless brushless motor is a 4-pole design and rated at 2000Kv



Big bore aluminium threaded oil-filled shock absorbers are design to take big hits



Adjustable linkages and a choice of roll centres are just some of the tuning options



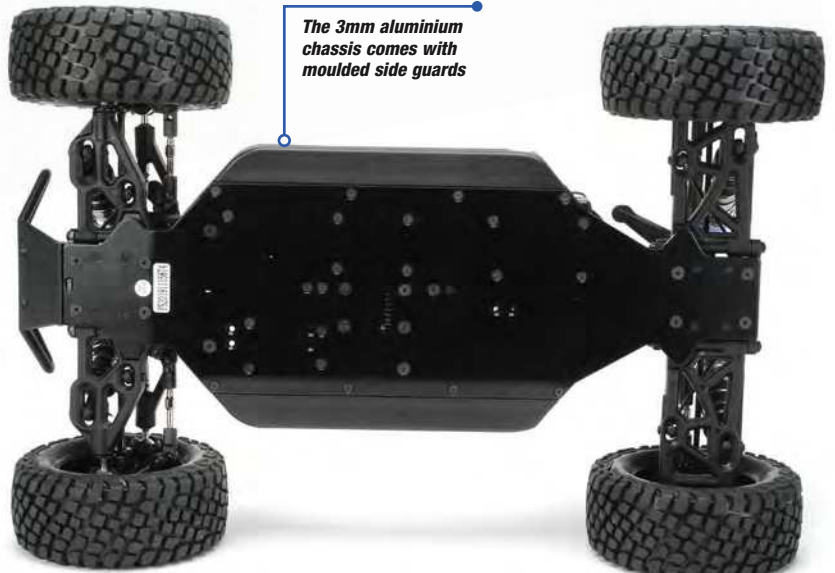
Velcro straps secure either one or two LiPo batteries in the compartment



The Hobbywing 150A brushless speed controller is a proven unit



The block tread tyres are mounted on to beadlock-style scale wheels



The 3mm aluminium chassis comes with moulded side guards



# THRASH TEST - FTX DR8

■ spec: 4wd moulded chassis ■ class: 1:8 off-road ■ cost: £399.99

## Racer Tip

Add some preload to the shocks to get more rebound



The moulded tubular cage design supports bolt-on panels and the interior



## THE NUMBERS GAME

Now I am going to have a quick talk about LiPo power and numbers. LiPo packs are broken down by their voltage. A 1S LiPo uses one cell (3.7V) or 1S. The most popular 1:10 vehicles cars use 2S packs which has a nominal rating of 7.4V. So a 2000Kv motor on 2S will spin at 7.4 times 2000, which is 14,800RPM. If you were to run the DR8 on 6S, you'd be putting 22.2V through it, which would make the motor spin at 44,000RPM, which very fast!

To cope with all this potential power there's an FTX-branded 150A speed controller with hefty XT90 connectors and a loom to allow you to hook up tandem battery packs. The speed controller is waterproof and equipped with a fan to keep things as cool as is practical. There's also a 15kg metal geared steering servo and a waterproof compartment for the receiver to hide in. The chassis has anti roll bars all round and big bore threaded shocks with silver springs. Everything looks like it's built for strength and durability, which is just as well.

## SCALE SHELL AND ACCESSORIES

Adorning the chassis is a body shell that really looks the part. It has a composite roll cage built in to protect what's underneath, and the scale looks of a full-size desert racer, complete with moulded driver figures and a spare wheel mounted on the back. It hinges upwards to allow access to the electrics and battery. There are even LED light bars front and rear so you can signal your arrival, oh, and a tiny fire extinguisher.

Make no mistake, this is a beast. It weighs in at 2kg and even without a set of scales to hand, you can feel how bulky it is, just by picking it up (or trying too). The suspension is quite soft – drop the car from a few feet off the floor and it sinks on all fours before rising slowly back up. It will be interesting to see how that translates into off-road performance. ➤



A ready-to-use spare wheel and tyre comes fitted to the moulded cage







*Both drivers have some details picked out including crash helmet and seatbelts*



*More scale details with this replica fire extinguisher bolted to the cage*



*There are LED light bars fitted both front and rear*



*The electronics package includes a 2.4GHz radio system and 15kg-rated metal-gear servo*



*Access to the controls is convenient but remains well protected behind the flip-up cover*



# THRASH TEST - FTX DR8

■ spec: 4wd moulded chassis ■ class: 1:8 off-road ■ cost: £399.99

## Racer Tip

Take your time getting used to its sheer size and power!

## On Test

I ran the DR8 on 4S, using two identical 2S shorty packs from my 1:10 buggies, making up a loom to run from 4mm gold connectors to the XT90 plugs. It took a bit of jiggery-pokery to get the two packs to sit on the chassis plate without sliding around, and although they fix in place with Velcro straps, it was still a bit tricky. I popped some AA cells in the supplied 2.4GHz transmitter and headed out to the woods. My test track would be a cycle pump track on the edge of York. I've tested a few cars here, most recently a short course truck. The narrow dirt track winds in between the trees, with a series of bumps and banked curves. It's built for bikes but it could just as easily have been designed for buggies.

With 4S power, that motor would be capable of spinning at over 30,000 revolutions per minute. Not the full power of 6S, but still plenty. I dropped the DR8 down and hit the throttle. The first two things that hit me were the size and speed. The buggy has a lot of bulk but also a lot of power. The tyres bit into the dirt and it fired off. The soft suspension could be seen working hard over the rough surface, keeping the wheels in contact with the ground. On the throttle, the rear-end dipped and the nose lifted as all that power translated into mechanical motion. I approached a small jump and took off.

My mistake was in not staying on the throttle. By coming off the trigger too soon, the front of the DR8 came down and the back of the buggy, with the weight of the spare wheel attached, swung up and over. It came down, nose first, and spun over and over into the bushes. I retrieved the buggy from the undergrowth and set it back off down the track. It managed to make the space in the trees seem very small with its combination of speed and size.

Jumps had to be taken with care, making sure to blip the throttle to keep the nose up. The soft suspension is good at handling ripples and small ridges but is possibly a little too light for full-on air-grabbing. The DR8 spent a lot of time on its roof as a result of my heavy handedness.

I took it out onto an area of open grass and tarmac (a car park, in other words) and here it was more at home. On full throttle it really shifted and is all the more impressive when you see it tanking across the ground from further away. The scale looks are a big part of it, along with the way the suspension is visibly working as you turn into a corner or hit the brakes hard. It gobbles up distance with ease and is not put off by a change in surface.

Be aware though. This is a lot of car. A lot. If you get it out of shape, it can quickly lose it. You certainly need to think about where you're driving it and make sure it's in a safe environment. With a bit more fettling of the suspension it would probably be a tamer beast but 4S (or 6S) is a heck of a lot of power on tap.

Overall, the FTX DR8 is an impressive beast. It combines scale looks, pure power and wow-factor in abundance. It's probably best suited to wide open spaces, where you can make use of all that speed in safety.





## Summary

The FTX DR8 is a real beast of a machine that combines size, power and scale looks. You really need plenty of space to run to its potential so bear that in mind. It's also tremendous value for money as there aren't many options that offer this much bang for the buck! ■

### SPECIFICATION

Model:	FTX DR8
Scale:	1:8
Class:	Off-Road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Alloy
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Geared
Shocks:	Oil-filled/threaded bodies
Bearings/Bushes:	Bearings

### TECHNICAL DATA

Length:	540mm
Width:	340mm
Height:	220mm
Wheelbase:	360mm
Front track:	340mm
Rear track:	340mm
Weight:	2000g

### WHAT WE USED

Electric Kit	
Transmitter:	FTX 2.4GHz steerwheel (kit)
Receiver:	FTX 2.4GHz (kit)
Servo:	FTX 15kg metal gear waterproof (kit)
Speed Controller:	FTX 150A (kit)
Motor:	FTX 4274 2000kv 4-pole brushless (kit)

### Optional Parts

Front Aluminium CNC Chassis Brace
Front Aluminium 5mm CNC Shock Tower
Rear Aluminium Lower CNC Suspension Mount
Rear Aluminium Lower FR CNC Suspension Mount

### VERDICT

- ➊ Impressive size and looks  
Raw power
- ➋ Suspension quite soft  
Can get out of shape if not handled carefully

**RACER RATING: ★★★★★**

### CONTACT

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Hanbury Road  
Bromsgrove  
Worcestershire  
B60 4AD

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Website: [www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
[www.ftx-rc.com](http://www.ftx-rc.com)





### Contact Tyres Mini Touring Car Foams

Contact Tyres has launched their first foam MTC pre-mounted tyre to the market. A large amount of testing has gone into these tyres by some of the best MTC drivers in the UK. The tyres are available in four shore ratings of 35, 37, 40 and 45 and are pre-glued on a durable 5-spoke wheel with 12mm hex fitting. Trued to 52.5mm diameter, 25.5mm wide these are supplied in pairs.

- JN35A - Contact Tyres Mini Touring 35Sh A Foam
- JN37A - Contact Tyres Mini Touring 37Sh A Foam
- JN40A - Contact Tyres Mini Touring 40Sh A Foam
- JN45A - Contact Tyres Mini Touring 45Sh A Foam

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



### RC4WD Aluminium C Hubs for D44 Wide Axles

These C-hubs for the D44 wide axles from RC4WD are CNC-machined from billet aluminium and finished in a black anodising. Each package includes a pair of hubs and four M3x10mm steel button head cap screws.

**AVAILABLE FROM:** RC Bitz  
**WEBSITE:** [www.rcbitz.com](http://www.rcbitz.com)  
**CONTACT:** [rcbitz@gmail.com](mailto:rcbitz@gmail.com)



### Factory Team Parts for the RC8T3.2/RC8T3.2e

New from the Factory Team brand are optional carbon fibre inserts for the Team Associated RC8T3.2 wishbones. These 1.2mm thick carbon fibre inserts replace the stock plastic inserts and offer improved stiffness and a clean Factory Team look. When switching to the new carbon fibre inserts, it is recommended to use a shorter M3x6mm BHCS (#31531) for the two inner hinge pin locations and M3x6mm FHCS (#31541) for the others.

- #81474 - Factory Team RC8T3.2 Factory Team Rear Suspension Arm Inserts - 1.2mm carbon fibre
- #81478 - Factory Team RC8T3.2 Factory Team Front Lower Suspension Arm Inserts - 1.2mm carbon fibre
- #81482 - Factory Team RC8T3.2 Factory Team Front Upper Suspension Arm Inserts - 1.2mm carbon fibre

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

### Team Associated Drivetrain Parts for RC10B74.1 and RC10B74.1D

Three new option parts are available for the RC10B74.1 and RC10B74.1D buggy from Team Associated. The standard centre CVA cups can be replaced with lightweight 7075 aluminium over the kit steel version to shed rotating weight for faster acceleration. They offer savings of 4.7g rotating weight total. The 3-pad slipper conversion is a complete parts set to change a RC10B74.1 slipper from the kit 2-pad to a 3-pad arrangement. The kit design is a 11mm ID pad with a heavy 500lb/inch spring, which is ideal for high-load carpet. The 3-pad conversion is a standard 19mm ID pad with a softer spring that delivers a smoother throttle feel with slower engagement for racers wanting a softer clutch feel. This requires the use of #92275 RC10B74.1 Slipper Shaft Outdrive Set (not included) from the RC10B74.1 kit.

- #92264 - Team Associated RC10B74.1 Factory Team CVA Cup - Centre (aluminium)
- #92281 - Team Associated RC10B74.1 3-Pad Slipper Hubs - Front
- #92282 - Team Associated RC10B74.1 3-Pad Slipper Conversion

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



### Schumacher Mi7 Top Deck Conversion

This is the new anti-lozenge top deck conversion for the Mi7 touring car developed by Schumacher's high level drivers over many months. This top deck option gives a great tuning option for carpet with the alloy chassis, and asphalt with the carbon fibre chassis. Overall it is a softer option with more symmetrical feel than the kit standard top deck. The anti-lozenge post stiffens the car front to back affecting forward traction and stability under braking. The top deck comes with an optional front U-brace to stiffen the front of the car if required. Schumacher suggest the starting setup should be without it, then try adding the brace if the car needs more response.

- U8138 - Schumacher Mi7 Top Deck Conversion (Anti-Lozenge)

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





## RC4WD Bilstein SZ Series Scale Shock Absorbers

These are the all-new RC4WD Bilstein SZ Series 70mm scale shock absorbers. Designed to minimize the vibrations from the springs, these shocks come in a silver anodized finish with trademark yellow and blue decals to provide the Bilstein signature brand look. Available in sizes from 50mm to 100mm in 10mm increments, they are officially licensed by Bilstein Shocks and are only available from RC4WD and their dealers. Each package includes a pair of shocks and a Bilstein decal sheet.

### Specifications:

- CNC machined
- Billet aluminium
- Chrome-plated finish
- Internal spring design
- Shock Body: 9.9mm
- Shaft OD: 3mm
- Weight: 8.8g (each)



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

## RC4WD Old School Hoodie

The Old School Hoodie from RC4WD comes in a range of sizes from medium through to 3XL, and all are made from 100 per cent cotton.

- Z-Lo360 - RC4WD Old School Hoodie (M)
- Z-Lo361 - RC4WD Old School Hoodie (L)
- Z-Lo362 - RC4WD Old School Hoodie (XL)
- Z-Lo363 - RC4WD Old School Hoodie (2XL)
- Z-Lo364 - RC4WD Old School Hoodie (3XL)

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



## PSM SC1 Slipper Pads For Yokomo Buggies

Yokomo buggy owners can now fit PSM's carbon slipper pads to their YZ-4 SF2 and YZ-2 CAL3/DTM3 buggies. The carbon weave 1mm thick pads are a direct replacement fit for the standard ones and come in packs of two and three respectively for the 2WD and 4WD models. Featuring PSM's high performance carbon composite material, these slipper pads have been developed to provide fading resistance and linear performance. Tested through multiple 15-minute-long runs and proven in competition, these slot cooled (SC) design provides a stable temperature level along with smooth and consistent acceleration.

- PS02380 - PSM Slipper Pad SC1, Carbon 1mm Yokomo YZ-4 SF2 (3)
- PS02381 - PSM Slipper Pad SC1, Carbon 1mm Yokomo YZ-2 CAL3/DTM3 (2)

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



## Schumacher Mass Damper Set

The latest in Schumacher's competition racing design innovations is their Mass Damper Set with the principle of a mass damper being that it reduces the effect small bumps have on the car. Changing the mass and oil used will alter the amount of damping. The tuned mass damper will move out of phase with the vibrations caused by bumps that helps to keep the tyres in contact with the track, offering improved traction and lap times. This also helps with improved curb riding capability. A mass damper can be used on any car where space allows it to be fixed to the chassis, and it comes in either 12g or 23g options depending on the track conditions. You can also use the included shims to alter the preload on the springs, and Schumacher recommend using four or these. To set the damper up fill the damper shaft with oil until it comes out of all the holes, then spread it around the shaft.

- U8137 - Schumacher Mass Damper Set

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

## Contact RC WGT10/Pro 10 Tyres

Contact RC has a new range of WGT10/Pro 10 tyres with the JW2 version benefitting from a new stiffer wheel material. In testing the drivers have found this gives a more stable and consistent car, improving corner speed in the really challenging Pro 10 modified class. The new tyres are available in control purple and lilac stripe as well as the popular shore hardness's. The come precisely trued to 61mm rear and 60mm front.

- JW2-28RA - Contact RC WGT10 Rear 28Sh - Carbon Rim 61mm
- JW2-30FA - Contact RC WGT10 Front 30Sh - Carbon Rim 60mm
- JW2-30RA - Contact RC WGT10 Rear 30Sh - Carbon Rim 61mm
- JW2-35FA - Contact RC WGT10 Front 35Sh - Carbon Rim 60mm
- JW2-35RA - Contact RC WGT10 Rear 35Sh - Carbon Rim 61mm
- JW2-38FA - Contact RC WGT10 Front 38Sh - Carbon Rim 60mm - Lilac
- JW2-38RA - Contact RC WGT10 Rear 38Sh - Carbon Rim 61mm - Lilac
- JW2-40FA - Contact RC WGT10 Front 40Sh - Carbon Rim 60mm - Purple
- JW2-40RA - Contact RC WGT10 Rear 40Sh - Carbon Rim 61mm - Purple
- JW2-42FA - Contact RC WGT10 Front 42Sh - Carbon Rim 60mm

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

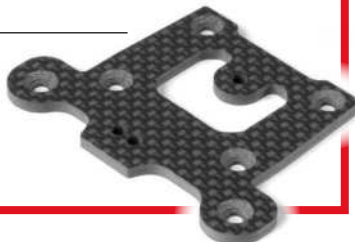


## Xray Graphite Upper Plate with Two Brace Positions

The new graphite upper plate offers two brace positions and is CNC-machined from high-grade carbon graphite, ensuring highest strength with lightest weight. It is recommended for use on high traction surfaces.

- #351351 - Xray Graphite Upper Plate with Two Brace Positions

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







## EDITORIAL

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

# KEEPING IT LOCAL

Club racing returns - and it's better than ever...

As I type this editorial, all our eyes are on mid-June and the hope of lockdown restrictions being completely lifted. This magazine goes on sale early in June, and therefore there is a good chance that whilst you read this you will have already made plans to re-unite with family, friends and fellow RC racers. I have spoken previously about how some BRCA sections have chosen not to hold Regional or National Championships in 2021, which means that for a second consecutive year there won't be any racing for the highest levels of domestic competition. But it's clear that whilst you could take this as a negative, for sure this benefits our local clubs who too have suffered from the uncertainty and lack of income from regular meetings. The decision to cancel certain Regional and National events is a positive boost for clubs that are otherwise ailing from a lack of regular income and so many are reporting an upsurge in interest. If sustained over time, it will result in an even healthier RC pyramid of racing as those newer club racers learn their craft and start to progress upwards naturally.

I have seen first-hand how well my local club has adapted to the rules, and are now holding regular meetings once again. With the better

weather and racers' appetite for competition, the entries have been high and as a result we are in a much better financial position. Whilst we all had to endure the lockdown after Christmas 2020, as a club we were able to push membership for the new year and it was great to see the racers supporting this by investing their money for another 12 months, even though we were unsure of when racing would restart and the numbers who could take part. Fortunately just a few months later, the racers were finally able to get out and race once again, albeit with some caveats including the wearing of masks and high-vis jackets, as well as gloves for marshalling. The club had spent a lot of money on improving the rostrum so drivers could remain socially distant from each other, and with a high turnout for the first couple of meetings it won't be long before this cost will have been covered by the racers. This is a win-win with better facilities at the club and with the ability to have more drivers on the rostrum, we could accept a greater entry.

And with just weeks to go until that important date in June, things are looking much more like returning to normal with greater freedom to travel and no more limits on large gatherings.

## TOOL OF THE MONTH

It's time to upgrade from a paintbrush to 1up Racing's Pro Pit Duster Blower; a lightweight, compact and incredibly powerful air blower that makes cleaning your RC car or truck easier than ever. It has two speed settings capable of delivering over 500W of power whilst a 10-foot 120V power cable makes this extremely versatile with nine air flow nozzles to suit different applications. The Pro Pit Duster Blower sells for approximately \$60.



Next year, with no more bumps in the road we should be looking at a return to the kind of events we last saw back in 2019, but in the meantime, there are clubs out there who will welcome you with open arms. Grass roots racing is back, and it's more popular than ever!

Matt Benfield  
Editor

## WHO, WHAT, WHERE & WHEN?

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





# TIME WARP

## THE BEST OF - SOCIAL MEDIA



**Facebook – Oliver Solberg**

"It's been a couple of weeks since I was behind the wheel of a proper rally car, but I make up for that by driving a quadbike, an RC car (need to get a Hyundai!) or getting on the sim rig whenever I can. Life doesn't feel right when I'm not driving something!"



**Facebook – Basil Airbrush**

BTCC star Jake Hill headed to George Munn's to collect his new custom-painted TC body shell. George sprays under the name Basil Airbrush and is a very popular choice for custom painting especially in touring car circles. In this year's British Touring Car Championship, Kent-based Jake will race a Ford Focus ST for MB



**Facebook – Keith Robertson**

The CML Distribution employee stumbled upon across this Team Associated RC10DS (Dual Sport) a 1:10-scale nitro-powered on-road model based around an alloy tub. This example is actually owned by Keith's boss, Jason Varley, and is a nice piece of history as the RC10DS wasn't very popular over here. The chassis is topped off with a Protoform



**Facebook – STV News**

Stonehaven and District Radio Car Club in Scotland got some primetime TC coverage to help promote the club as they look for support in building a new permanent AstroTurf off-road track. The full news article shown on STV can be viewed at <https://tinyurl.com/55yjacyb>



## PUMA ST vs RC



**Facebook – Ford Europe**

Lee Martin goes head-to-head with rally driver Louise Cook as her Ford Puma ST races against Lee's 1:10-scale RC car replica around the famous Brands Hatch circuit in Kent. The full video is available to watch at <https://tinyurl.com/kztw5c>



## 1 YEAR AGO – JULY 2020

Exotek joined the F1 scene with their Ultra 1:10-scale formula car, their first ever full car kit with an all-new design created to maximise rubber tyre grip as well as add extra durability that these very unique cars require. For those in the drift scene, Yokomo's new programmable SP-02DV2 servo was developed for RWD cars with updated firmware and a new function to suppress hunting, a malfunction that can occur in combination with steering gyro units. In the 1:8 race scene, Nemo Raceway hosted Race One, their opening event at the track that saw Lee Martin take the overall TQ, tied on points with Neil Cragg as Tommy Hall came in third. Over at Brookthorpe they too held their opening race called Dirt Track attracting nearly 80 entries including former EFRA European Champion, Darren Bloomfield who made an appearance for Team Associated following a couple of years off. Darren would take the win some 30 seconds in front of Team Associated's Mike Lewis



in second and Tekno RC's Mitch Booth in third. Finally, RC legend Masami Hirosaka released the first three parts of a multi-title autobiography about his racing life. This is one book all of us in the hobby should get hold of!

## 5 YEARS AGO – JULY 2016

Just two years on from the release of their first mid-motor buggy, Team Associated confirmed that the B6 platform was coming and as usual it carried on the brand's winning ways. Meanwhile the US manufacturer was enjoying success in on-road in the UK as Chris Grainger was continuing to win in touring car, this time at Cotswold in a season that he would go on to take the BRCA national title in modified with the TC7. PR Racing was a new brand to the magazine this month as we got our hands on their S1 V3 buggy - one that has become incredibly popular over the last 12 months. We also ran a feature on young Ollie Payne who was staking a claim as the next big thing from the UK in 1:12. The 16-year-old had enjoyed a break-through year taking wins in 13.5T and sports modified, as well as the open class at the Reedy International and his second junior European Championship.



## 10 YEARS AGO – JULY 2011

Jared Tebo took his third successive win in the Neo race held at Harper Adams in Telford. Driving a Kyosho MP9, he beat a clutch of his fellow Americans. Darren Bloomfield put his Losi 8ight fourth and top Brit. Arguably the oldest 1:10 touring car chassis in town - HPI's Sprint - took on another role as the Sprint 2 Drift RTR was released with the usual awesome-looking HPI body shell. This time it's was a Chevy Camaro, but the usual line up of HPI bodies are available for the dedicated drift fan. Tamiya released another 2WD 1:10 electric car, but this time it drove the rear wheels and came with an nostalgia-inducing Honda S800 body - nice. Racer went all 21st century with the release of the on-line version of your favourite magazine. Still available if you like your news on the screen.



# Age Knows No Bounds

Now in his mid-40s, on-road star Chris Grainger is proving that age is only a number and that he should never be discounted for touring car race wins. With over 30 years of RC experience, this season sees Chris behind the wheel of the potent Awesomatix chassis as he targets another national title in the modified TC class

Multiple UK touring car champion Chris Grainger will be back on track this season, after successful seasons with Xray, Yokomo, Team Associated and Schumacher. In 2021 Chris returns with a very competitive Awesomatix chassis. He may consider this his comeback year or his last big opportunity to notch up another championship win, so now he has the car, but as one of the oldest drivers on the grid has he left the challenge a little late in the day and as he still got what it takes to challenge for the title...

**Racer:** Hi Chris and thanks for taking the time to answer our questions. After reading our introduction above, what are your thoughts?

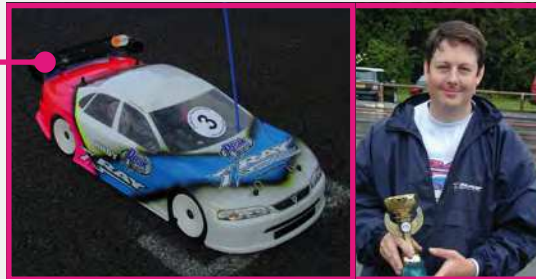
**Chris Grainger:** Oldest swinger in town eh! It's a difficult question to answer to be honest. I'm not sure age (to a certain point) is a big issue in RC. The issue I believe is that as we get older, we get more responsibility's and less time to focus on our hobby. At 25 my RC hobby was my life; eat sleep race repeat, et cetera. At 45 I have a wife, a son, and business and home that should come first. This leaves you less time to be focused on racing.

Regards the physical age, I still feel I have all the parts to compete. My eyes are still OK (I don't need glasses) and I am probably fitter than I was at 25. I still love RC and I still want to win. To be honest as long as I enjoy and feel I'm competitive I'm happy.

**R:** We mentioned at the start some of the teams you have raced for but what is the best TC chassis you have ever raced?

**CG:** Hard question because with development and latest technology

2002



Back in 2002 Chris was an Xray driver with the UK distributor, Centrepoint

2003

2004



Don't they all look so young! From left to right: Andy Moore, Chris and Ollie Jefferies

2005

2006

2007



Winning with Yokomo in 2008. Here Chris is flanked by Ben Cosgrove and Ollie

2008

2009

2010



At the wheel of a Schumacher in 2012

2011

2012





you would have to say the current car you are racing is the best. If it isn't then we're all doing something wrong! And certainly the Awesomatix is an incredible car.

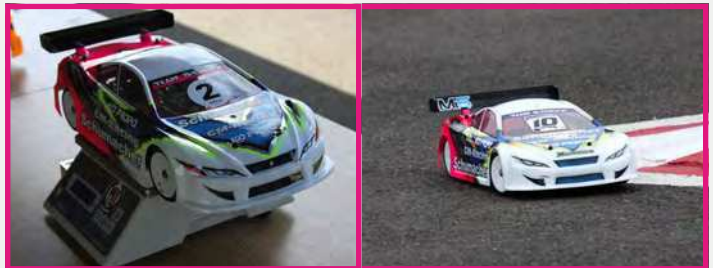
If you ask me what car I had that felt like it had the biggest advantage over its opposition in its day. I would say Team Associated TC3 or Schumacher Mi4.

**R:** Which era do you look back on as your fondest?

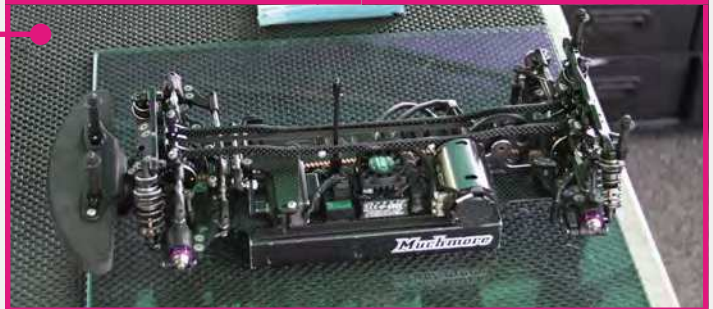
**CG:** It would have to be the 5-cell modified touring car years of 2007 to 2009. Period. These car just felt amazing in my opinion, and you still had to drive them to last five minutes. A bit of me still misses that aspect.

**R:** Who is the toughest competitor on track?

**CG:** Late 90s to mid 00s Craig Drescher and David Spashett. Two of the best the UK have produced. In recent times (the last ten years) Olly Jefferies – he is just relentless! And Elliott Harper just for being annoyingly fast and consistent!



2013



Chris's preparation is second-to-none as shown here with the Schumacher Mi5

2014

Two-thousand-and-fourteen saw Chris defending his National title with Schumacher



2015



In 2016 Chris was with Team Associated. Here he is joined by Schumacher racers Paul Pinkney (left) and Elliott Harper (centre)

2016



2017

Always smiling! Chris has always been at the sharp end of the timing sheets



**R:** What rules would you change if he had the power to make the decisions?

**CG:** Wow. How long have we got and how many people do I want to annoy. I would drop/get rid of a lot of classes! There should be two classes in touring car. Modified and a slow stock class for kids/beginners. With 21.5T, 17.5T, 13.5T, over 40 and over 50, why does everyone want to have a class they can win/make the top ten? We should just have a formula class within the regular classes.

**R:** Thanks Chris once again for your time and we would like to wish you all the best in 2021.

## Summary

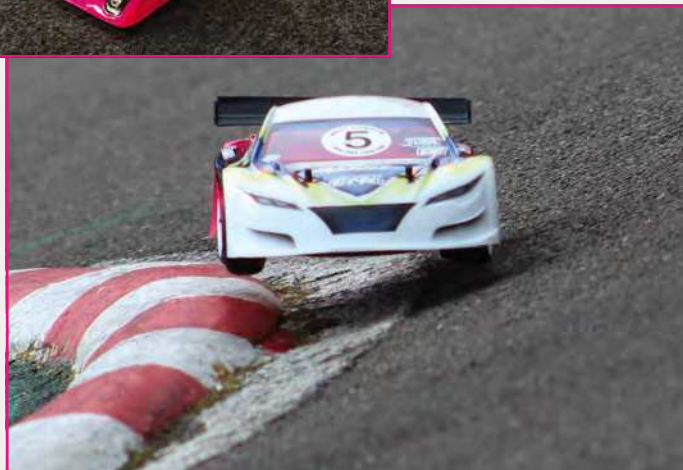
Despite this being a short interview, you will have read and worked out that Chris has spent some 20 plus years of racing at the highest level. Chris was never one who really liked racing abroad, but certainly had the talent, ambition, support and motivation to challenge on the international scene. During his time racing primarily on-road like 1:12, Pro 10 and TC, Chris has dabbled in some 1:10 off-road for a bit of fun that also proved he could adapt if he wanted to. It was easy to go through our archives to find some photos of Chris representing various sponsors and of course holding trophies, yet all the time his distinctive body colours have remained the same... ■

2018



Although TC is Chris's main class he can turn his hand to others including LMP12

2019



2020



When Team Associated decided to stop developing a TC platform, Chris signed for Awesomatix back in 2020

2021



It seems a long time ago that Chris signed for Awesomatix

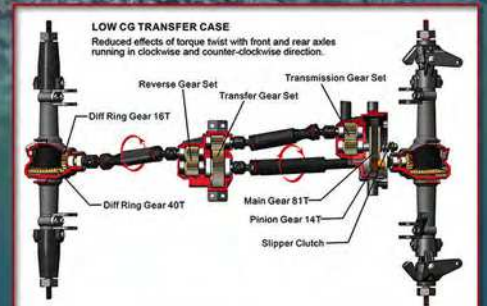


# GROUND-LEVEL

Our latest addition to the Outback scale line builds on the popular platform used on the HI-Rock and Texan to bring you our most capable ground-hugging crawler to date, the GEO.



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



FTX OUTBACK GEO 4X4 RTR 1:10 TRAIL CRAWLER - BLUE Part No: FTX5591BL  
FTX OUTBACK GEO 4X4 RTR 1:10 TRAIL CRAWLER - GREY Part No: FTX5591GY  
FTX OUTBACK GEO 4X4 RTR 1:10 TRAIL CRAWLER - RED Part No: FTX5591R



**FTX  
OUTBACK  
GEO**

- 99% READY-TO-RUN
- 4CH 2.4GHZ RADIO SYSTEM
- TRANSMISSION SLIPPER CLUTCH
- RAISED MOUNTED STEERING SERVO & PANHARD BAR
- SCALESTYLED FRONT & REAR BUMPERS WITH SHACKLES & FACTORY FITTED LED LIGHTS
- RECEIVER BOX WITH EXTERNAL THIRD & FORTH CHANNEL PORTS FOR ADDITIONAL ELECTRONIC DEVICES - LED, SOUND MODULE OR WINCH
- SPLIT TRANSMISSION SYSTEM FOR BETTER TORQUE
- FORWARD MOUNTED MOTOR/BATTERY FOR WEIGHT BIAS
- BEADLOCK SCALE STYLED WHEELS
- LOWER CG TRANSFER CASE
- FASTRAX MATADOR SUPERSOFT ALL TERRAIN TYRES
- HOBBYWING WP-1060 WATERPROOF ESC
- ETRONIX 15KG METAL GEARED WATERPROOF SERVO
- 550 BRUSHED 17 TURN MOTOR
- 7.2V 2000MAH NiMH BATTERY & USB CHARGER
- BALL BEARINGS
- TWIN RAIL METAL FRAME CHASSIS
- 6MM STEEL MULTI-LINK SUSPENSION
- TELESCOPIC CENTRE UNIVERSAL DRIVESHAFTS
- STEEL CVA FRONT UNIVERSAL DRIVESHAFTS
- ALUMINIUM OIL FILLED SHOCK ABSORBERS
- METAL AXLE & TRANSMISSION GEARS
- FRONT AND REAR HIGH CLEARANCE LOCKED AXLES
- SIDE CHASSIS AND FENDER PLATES



E&OE.

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

CML PRODUCTS ARE AVAILABLE IN ALL GOOD MODEL & HOBBY SHOPS. CHECK OUR WEBSITE FOR FULL DETAILS  
**www.cmldistribution.co.uk**







# Ready To Rally

The new LC Racing PTG-2 is a 4WD rally chassis that comes pre-built by the factory, and just needs an electronics package and body to get up and running. We were fortunate enough to get our hands on an early sample from the UK distributor that was topped off with a Lancia Delta HF Integrale body, and here are our thoughts...

It's a little bit confusing that the 1:10-scale rally class has never really taken off as much as other classes. When you consider that they can be easily put together, based around a standard touring car chassis and a 190mm wide body, it is surprising. Then if you look at the FIA World Rally Championship, there are many different manufacturers' car designs to choose from when it comes to bodies from the WRC and WRC2 classes, as well as classics like the Lancia Delta HF Integrale you see here. The conversion from TC to rally car can be a very easy one – take your TC chassis, add a rally body and some suitable tyres and that's it.

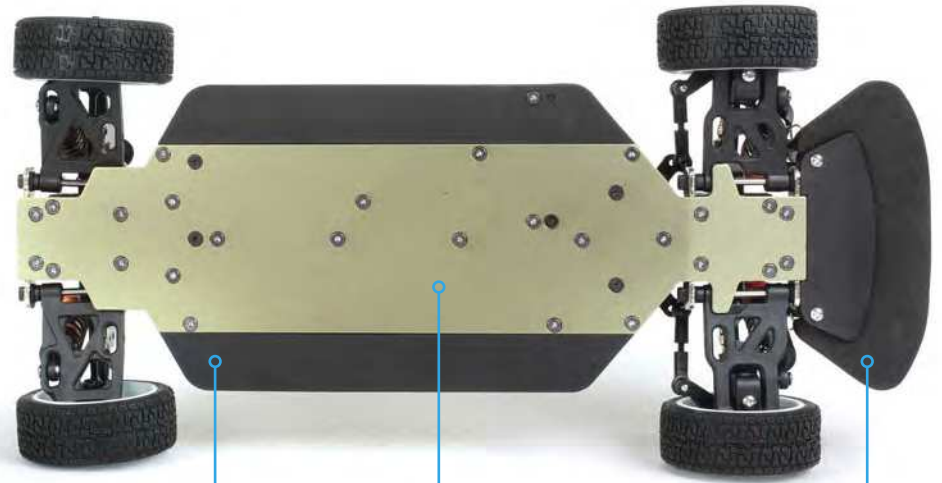
But what if you don't want to convert a touring car and are more interested in a dedicated rally platform? Then if this is what you are after, how about the new, catchily-named, PTG-2 from LC Racing? It comes as a rolling chassis so will need some electronics to power it, and of course a suitable body. LC Racing includes some treaded tyres suitable for smooth surfaces although fitting some spiked or more aggressive rubber isn't an expensive choice. But less about your options as it's now time to focus on the chassis and the spec of this dedicated rally platform.



## SPEC SHEET

As we alluded to in the introduction, the PTG-2HK you see here is an early sample and has some non-production parts fitted. As we went to press, we understand that the centre drive cups will be manufactured from metal rather than plastic, and the dogbones are being updated to CVDs front and rear, otherwise it is full production spec.

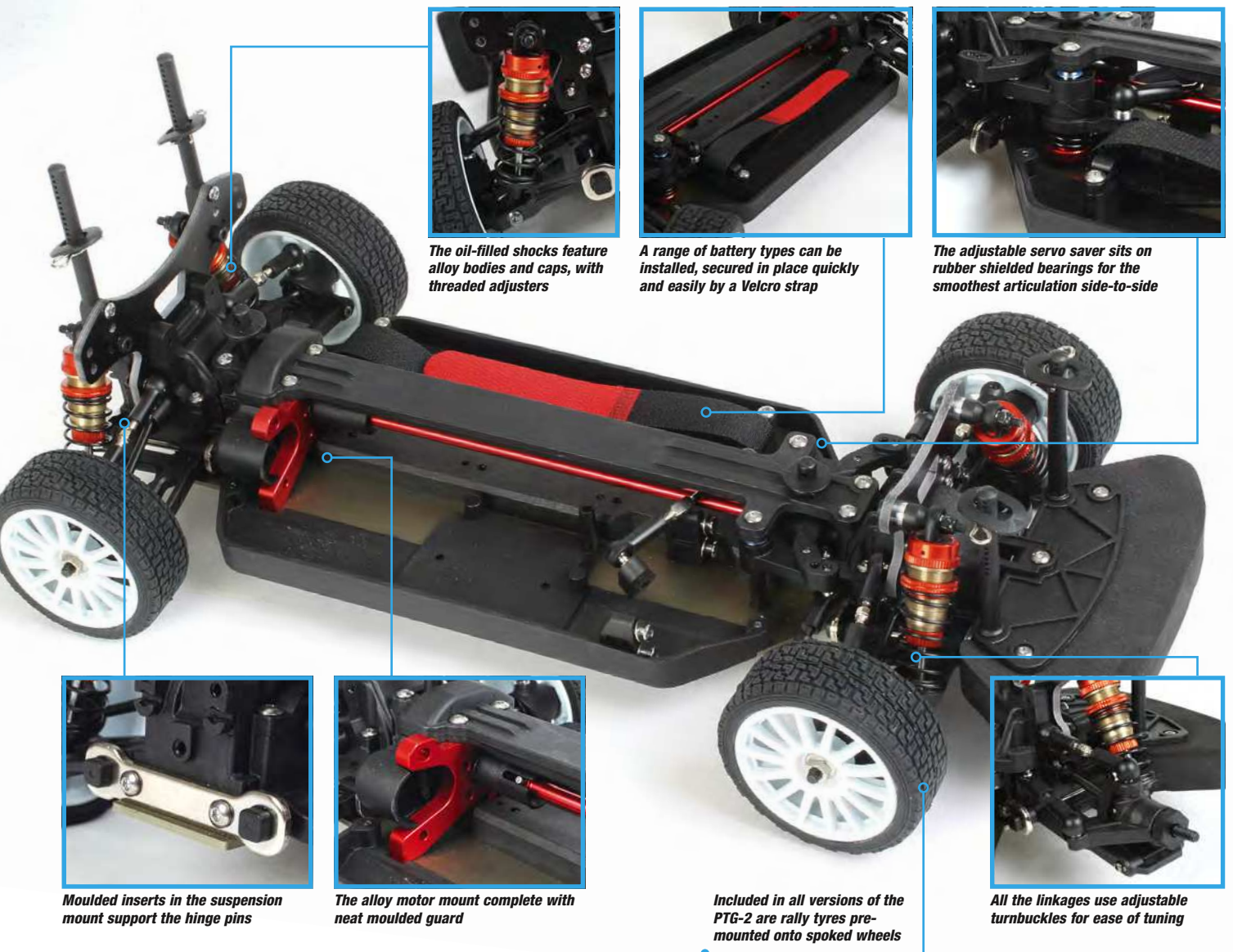
From the factory you will get two options; a rolling chassis only and with the Lancia Delta HF Integrale body included. The Lancia shell is supplied by Killer Bodies and comes fully detailed and finished, pre-drilled and pre-cut to suit the mounts and wheelbase of the PTG-2 perfectly. This means it's a drop fit and all is required is to bolt on the wing mirrors and rear spoiler. LC Racing will have more factory alternatives coming in the future. In the UK there is a third option, which will see the chassis come with a Phat Bodies V-Rally body shell.



*Moulded sides extend the chassis out to the body for greater protection*

*The chassis is 3mm thick and made from 6061 alloy, adopting a very clean look*

*The bumper can be trimmed down if necessary to allow a range of bodies to fit*



*The oil-filled shocks feature alloy bodies and caps, with threaded adjusters*

*A range of battery types can be installed, secured in place quickly and easily by a Velcro strap*

*The adjustable servo saver sits on rubber shielded bearings for the smoothest articulation side-to-side*

*Moulded inserts in the suspension mount support the hinge pins*

*The alloy motor mount complete with neat moulded guard*

*Included in all versions of the PTG-2 are rally tyres pre-mounted onto spoked wheels*

*All the linkages use adjustable turnbuckles for ease of tuning*





## CHASSIS

The main chassis is manufactured from 6061 aluminium with kick-up at the front to help with its off-road performance, and has a wheelbase of 257mm. Other new features of the PTG-2 is the newly designed suspension assembly, new steering block and front/rear hubs that are made from a new material for improved durability. The steering uses a built-in adjustable servo saver mechanism that can be optimised for tension and response whilst still protecting your servo.

## TRANSMISSION

The PTG-2 features a shaft-drive transmission with all-metal construction from the aluminium centre shaft through to the steel crown and pinion gears, and internal differential gears. The high-spec geared differentials will provide durability and

reliability, and the car has an overall gear ratio of 2.5:1. The design allows quick access to the front and rear gearboxes for easy maintenance. The drivetrain is fully ball raced throughout, with CVD driveshafts and high-strength spring steel hinge pins front and rear. Finally to get the power to the ground, LC Racing rally tyres are pre-mounted to spoked wheels.

## SHOCK ABSORBERS

The large-capacity, long-stroke aluminium oil-filled adjustable shock absorbers are 10mm in diameter with a stroke that has been optimised for smooth suspension travel and bump handling. If required, the ride height can be set up to 25mm for even the most challenging of terrains using the threaded adjusters. ■

## Features

- Ultra-high strength metal geared shaft transmission system
- All-metal oil-filled geared differentials front and rear
- Large-capacity, long-stroke 10mm aluminium threaded shock absorbers
- Ride height adjustable to 25mm
- Metal CV driveshafts
- Aluminium main centre driveshaft
- Fully ball raced throughout
- 6061 aluminium main lower chassis
- Turnbuckles front and rear
- Fully adjustable for toe-in, anti-squat and kick-up
- FRP shock towers front and rear
- Easy access gearboxes
- Quick release battery retainer strap
- Aluminium motor mount and built in spur/pinion cover
- Hex head hardware throughout

## What's Needed

The equipment required to get the LC Racing PTG-2 up and running are standard 1:10-scale items. The manufacturer recommends using a low-profile servo, although a standard-sized one will fit. The spur gear is a popular 48dp specification, which offers a good balance of durability and efficiency. A transmitter, receiver, electronic speed controller, body, battery and charger all also required.

## Part Numbers and Prices

The full part numbers and expected RRP in the UK is as follows:

- LC-PTG2-RC - Lancia Delta HF Integrale 1:10 4WD rally car rolling chassis (PTG-2) .....£274.99
- LC-PTG2-HK - PTG-2 1:10 4WD rally car rolling chassis (no body) .....£214.99
- LC-PTG2-HK-PHVR - PTG-2 1:10 4WD rally car rolling chassis (with Phat Bodies V-Rally body) .....£239.99

## Contact:

X-Factory UK  
418 St Albans Road  
Watford  
Hertfordshire  
WD24 6PJ

Tel: 01923 816636

E-mail: sales@xfactoryrc.co.uk  
Website: www.xfactoryrc.co.uk  
www.lcracing.net





# INSIDE LINES



## Xray XB4/XT4 Carbon Fibre Chassis Side Guards

These moulded carbon fibre side guards for the Xray XB4/XT4 are extremely light with more than a 50 per cent weight reduction compared to standard composite side guards while offering increased rigidity. As they are stiffer in the longitudinal direction to improve stability, but still allow for some chassis twist that can help generate traction. Moulded from high-quality material, the side guards perfectly fit the chassis plate to seal against dirt and protect from side impacts. To improve protection against dust, Velcro is included to ensure a perfect seal of the body to the side guards, and to reduce the noise level during operation.

■ #361270 - Xray XB4 Carbon Fibre Chassis Side Guard (pair)

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



## Core RC Bearing Cleaning Shaker

The Core RC Bearing Cleaning Shaker allows you to simply and conveniently clean or degrease new or used bearings by placing them in the container's metal insert and adding cleaning solution such as bearing blaster or brake cleaner. A quick shake with the bearings inside removes dirt and grease ready to dry out and re-oil ready for use. Sized at 75x40mm, it is small and easy to transport. The shaker can also be used for cleaning and de-oiling gear diffs during rebuilds.

■ CR748 - Core RC Bearing Cleaning Shaker

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



## Hudy Universal Tyre Balancing Station V2

This is a universal tyre balancing station for all wheels with the V2 being redesigned as a lightweight model. It identifies the smallest inaccuracies of tire balance, improperly glued rubber tires and differences in inserts. Precision-balanced tyres improve car traction and stability and with optional wheel adapters you can use this with 1:10, 1:8, 1:6 and 1:5 wheels. It uses a mart clamping system prevents binding of wheel adapter, as well as being quick and easy to use.

■ #105500 - Hudy Universal Tyre Balancing Station - V2

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

## Ruddog Pit Towel

Ruddog Product's new pit towel is a great alternative or addition to the popular pit mats. No matter whether you spill some shock oil or drop a diff ball, the towel helps you to keep the inevitable small accidents on your pit table under control. Measuring 100x70cm, the towel is tailored to standard pit spaces and, unlike less flexible pit mats, can be easily folded to fit into smaller areas or pit bags. The pit towel comes in the well-known Ruddog colours, and thanks to its low price tag it is ideal for racers on a budget or as a small gift.

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

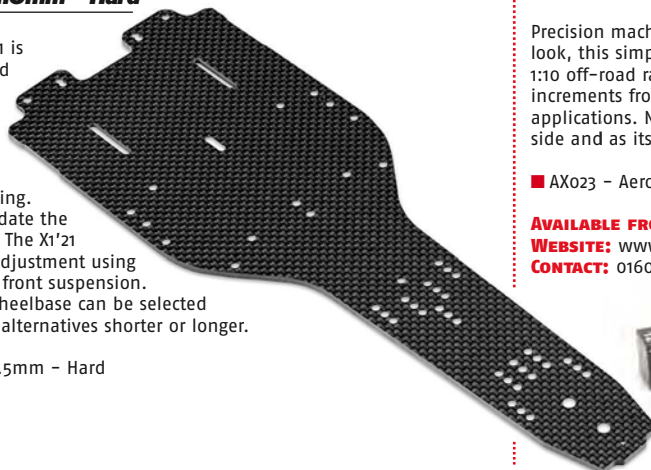


## Xray X1'21 Graphite Chassis 2.5mm - Hard

This new 2.5mm chassis for the Xray X1'21 is made from harder graphite material, and was developed for very-high traction conditions, or when using tyres that offer a lot of steering which makes the car more difficult to drive. This harder chassis makes the car more stable and easier to drive, and eliminates oversteering. The chassis was redesigned to accommodate the Tweak-Free Pod System and side braces. The X1'21 chassis continues to offer a wheelbase adjustment using one of three mounting positions for the front suspension. Depending on the installation choice, wheelbase can be selected from the standard length or up to 4mm alternatives shorter or longer.

■ #371027 - Xray X1'21 Graphite Chassis 2.5mm - Hard

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



## Aerox 1:10 Off-Road Ride Height Gauge

Precision machined and black anodised for a super cool look, this simple but effective ride height gauge is ideal for 1:10 off-road racers. The gauge has simple steps in 0.5mm increments from 12 to 24mm to suit all track surfaces and applications. Numbers are easily viewed from the top or the side and as its light weight makes it ideal for travelling.

■ AX023 - Aerox Ride Height Gauge 12-24mm

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





# THRASH TEST - SCHUMACHER ICON

■ spec: 2WD carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: £299.99

# A Winning!





# Formula

Could the new Schumacher Icon finally be the catalyst for radio control Formula 1 racing? We think so. Read on to find out why we think this one's set to be a winner





# THRASH TEST - SCHUMACHER ICON

■ spec: 2WD carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: £299.99

The Icon may be Schumacher's first foray into the world of RC Formula 1 racing but it already has pedigree, courtesy of the company's illustrious 1:12-scale winning heritage and its current 2020 double World Championship-winning sibling, the Eclipse 3, of which it shares many design cues and concepts.

Schumacher is on a bit of a roll with their on-road circuit car programme and the Icon is an obvious extension to that program and is set to benefit from the lessons learned by the team across multiple other formats.

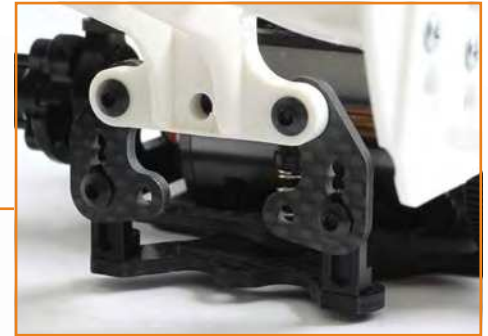
## THE CHASSIS

The Icon is designed to be easy to drive and to maximise rear traction, which will help racers to immediately feel comfortable with the chassis and enable them to push with confidence. F1 has often been a tricky class for club racers to master and as such has been quite a niche format in the past, often showing only as a support class at 1:12 nationals alongside 1:10 WGT, but there has been a recent surge in its popularity, fuelled by products like the Icon and others from established 1:12 or multi-format manufacturers who are looking to broaden their race category presence.

It's easy to see the appeal. The cars look quite scale and really lend themselves to real motorsport inspired liveries. It's F1, which for many of us, is considered to be the ultimate pinnacle of full-size motorsport and the open wheel nature of the class can result in a class where drivers perhaps need to be more respectful of each other in close, wheel-to-wheel combat since it's much more of a lottery in terms of who comes out on top if wheels bang each other or when racers are a bit too opportunistic in their choice of overtaking moment. Rubbing perhaps isn't racing in open wheel classes quite like in touring car or LMP, and so it can feel perhaps a little bit more satisfying or rewarding to pull off that move by duping your opponent into leaving the door open into a corner, or where you can position your car and force your opponent into an area where they don't want to go without any Lexan flexing or paint scraping.

However, until now, some of that appeal has been muted by the class's perceived control difficulty, but the Schumacher team has worked hard with the design of the Icon in order to endow it with a window of performance that is much more accessible for most of us non-World Championship-winning drivers. All told, it promises to serve up quite an intoxicating cocktail and the only issue that has limited it from taking off quite yet has been the small problem of a global pandemic and various national lockdowns and restrictions that have thwarted much of the 20/21 winter race season which would have traditionally been a stronghold for the Icon and it's class mates. But good things do come to those who wait... ➤

White Mon-Tech wings are included in the Icon package



There is lots of potential tuning at the rear-end of the Icon chassis



Like LMP12 and other on-road race classes the Icon comes with a 64dp spur gear, which in this case is an 88T Kimbrough item



The rear axle is a hollow steel item but a carbon fibre alternative is available as an option



The popular Spektrum SR3520 DSM2 3-channel receiver was installed as an option



Rear suspension roll is effected via long link arms to help control the movement around a centrally-mounted pivot ball on the chassis

Carbon fibre is used for all the chassis components as standard although there is an alloy main chassis option



The venerable LRP Flow Works Team sensored brushless speed controller



Carbon fibre upper and lower wishbones with an alloy steering block. The ride height is set using shims below the steering block

How long this white front wing will look pristine for in the heat of battle?

Schumacher supplied a Core RC 9009LP low-profile servo which was perfect



Shimizu V2 pre-mounted rubber tyres come complete with black wheels



# THRASH TEST - SCHUMACHER ICON

■ spec: 2WD carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: £299.99

## ◀ THE TRANSMISSION

The Icon utilises a direct-drive arrangement from the motor that's situated immediately ahead of the solid rear axle. Drive from the motor's pinion gear is transferred directly to the spur gear, which also serves as the ball differential, and then to the rear wheels. It's all standard 'pan-car' fare and has been the time-served choice of 1:12 LMP, GT12 and 1:10 WGT classes over the years. On the Icon, the spur gear is of the ultra-fine 64DP variety whilst the axle is a hollow steel variant although a lighter carbon fibre axle is also available as an option, as is a lightweight carbon fibre spool axle without any differential.

The rear pod assembly that houses the motor and axle comprises of a pair of CNC machined alloy transmission housings that are bolted to a lower carbon fibre plate. The axle bearings spin in eccentric mouldings, which enable the axle height to be fine-tuned in 0.25mm increments according to the desired ride height and/or tyre diameter. Upper carbon braces help keep the assembly completely square and true and the entire pod is able to move about a centrally located slotted low roll centre pivot that attaches the pod to the full-length carbon fibre chassis. This system has proven to be very successful across Schumacher's range of 1:12 Eclipse and Atom 2 cars as it provides unrestricted freedom of movement about the primary lateral and fore/aft roll axis's all in one position. Lateral movement is further controlled via the outboard link arm pivots which combine with the roll springs and side damper tubes whilst the bump control (fore/aft pitch) is controlled via a centrally rear mounted spring and the central damper tube. Care has to be taken when assembling all of the pivoting components to ensure that you don't unnecessarily restrict any of the pivoting movement by nipping up the small M2.5 fasteners too much thereby clamping the ball

slightly. It's a deceptively simple set up and one that works incredibly well but any tightness or friction at any of these pivot points will result in an unpredictable and ill handling car. Everything must fit well and be smooth in operation for it to work consistently.

Consistency is a key word that crops up time and time again. The aforementioned carbon fibre main chassis plate is 2.5mm thick and extends the entire length of the car. Again, although unique in profile, this is a concept that Schumacher has deployed across other platforms as it yields improved consistency in handling and cornering. Once assembled with the rear pod, it becomes more obvious that the rear pod's lower plate actually sits quite high above the lowest point of the motor which, in turn, drops through the main chassis plate and sits flush with its lowest bottom edge, thus keeping the overall mass of the actual motor as close to the ground as possible for improved grip and the enhanced predictability that brings.

Improving the consistency of the damper tubes has seen subtle changes to their design over the years and they now feature holes in their inner rods. These holes serve to retain more damping fluid than their previous ridged predecessors and will reduce turbulence within the damper which in turn will promote greater consistency in longer runs or during race meetings, thus perhaps even enabling fewer re-builds. It's a change that appears also on the company's latest Eclipse 4 1:12 LMP car and it illustrates the continual evolution of a design that outwardly can look deceptively simplistic in nature.

Immediately ahead of the rear pod assembly nestles the LiPo tray. The Icon, like all F1 competition kits, is designed to accept a 2S 96mm shorty LiPo that fits across the width of the chassis and

which accompanies the race class-specified 21.5T brushless motor. The adoption of 2S batteries by the class rules means that 1:10-scale electronics are more compatible than the often unique 1S speed controllers that are needed in 1:12 classes. One surprisingly feature is that the LiPo position is not adjustable. We've come to expect some form of fore/aft movement in other Schumacher 1:12 platforms like the Eclipse and the Atom 2 but curiously, there's no perceived need for such adjustment for the F1 Icon - at least not yet...

The LiPo is held in place by a single O-ring band that fits over the battery pack and attaches to the sides of the LiPo tray which, just like all of the chassis components, is made from carbon fibre and is attractively sculpted and cut to accentuate the slim and svelte lines of the Icon.

Despite its drawn out chassis length, the actual radio space is deceptively compact. It's narrow and the top deck side braces intrude slightly and make the footprint space even smaller. However, just as with full-size F1 cars, the space is optimally designed around its needs and our LRP Flow Works Team speed controller and Spektrum SR3520 DSM2 receiver both fitted comfortably in front of the LiPo space. Ahead of them sits the longitudinally mounted steering servo which needs to be of a 1:10 size low-profile design. The chassis isn't slotted to enable much size adjustment but it fits the Core RC 9009LP servo that was kindly supplied for our review and which fitted perfectly to the included alloy mounts to provide a rock-solid and stable mounting location.



Once cut out we could start to plan the paint scheme on the F18 body



We chose the lightweight Mon-Tech F18 body which matches the included wings that come from the same manufacturer





## Alloy or Carbon

*Schumacher has long since offered chassis options in both aluminium alloy and carbon fibre across many of their cars, often flipping between the two materials depending on product and the results of their development testing. As it currently stands, the Icon comes with a 2.5mm thick carbon fibre chassis as standard whilst the alloy chassis (U8127) is an optional variant. Over the years, the benefits of both material types have often been extolled, not just by Schumacher but by many others. We've found that alloy appears to offer a slightly softer feel to the car's handling which we'd attribute to more flex or weight to absorb or slow down some of the direction change energy. In our experience, carbon fibre 'feels' more aggressive to drive and offers a sharper initial response. It's hard to know whether we're right or not. In fact, we've recently seen some manufacturers claiming the exact opposite - suggesting that carbon provides a softer response to alloy. What we do know is that alloy is generally heavier than carbon and that having either can provide further tuning potential should you so wish.*

## Threaded Inserts

*Some of the carbon fibre parts bolt together to form larger sub-assemblies and this is achieved with the help of brass knurled inserts that need to be pulled through into the carbon fibre before assembly can begin. It's worth noting how these inserts fit and ensuring that you install them correctly from the reverse side to which they need to be aligned flush to since they do effectively 'cut' into the carbon fibre mounting hole and so won't be too tolerant to multiple install and remove cycles before the carbon holes loose there optimal functional fit. There are ten of these brass inserts in total; two of which fit to the small rear wing lower mounting plate whilst the other eight are all used in the LiPo tray construction.*

### LEADING FROM THE FRONT

Moving to the front of the car and the Icon features fixed lower carbon fibre arms together with a single upper camber strap carbon fibre brace that spans both sides of the car and which dictates the camber angle on the front wheels. The stock item provides a preset of 2-degrees negative camber although an optional 1.5-degree strap is available along with narrower, 6mm wide strap in case you want to exploit the Icon's narrower width configuration. Sliding sprung loaded kingpins nestle between the upper and lower arms and which move in a pair of pivot balls that are encapsulated in plastic mouldings

and held in place by small O-rings. The front axle ride height can be altered courtesy of a series of shims that are placed beneath the entire assembly and which can be upgraded with the use of thinner optional shims to provide finer incremental adjustment capability. Steering is transferred to the wheels via a centrally mounted aluminium alloy bell crank that runs on a pair of ball races and which is secured to the underside of the upper camber strap. A really neat feature of the front-end assembly is that the caster angle of the kingpins can be quickly adjusted by loosening the screws supporting the upper camber strap and by moving the entire cross member fore or

aft on its slotted mounting holes. The instructions provide good guidance on how and where to measure the hard points on the chassis in order to determine the exact position of the camber strap for which caster angle you desire and, as a rule of thumb, increasing the caster (by sliding the strap rearward) will generally make the car grip more on corner exit and help it stay in the turn longer at the expense of slowing the initial reaction to the corner entry. Moving it forward and reducing the caster will have the opposite effect, sharpening up the corner entry and making it feel more responsive at the expense of cornering grip in the latter part of the turn. ➤



# THRASH TEST - SCHUMACHER ICON

■ spec: 2WD carbon fibre chassis ■ class: 1:10 on-road competition ■ cost: £299.99

**“The Icon makes the most of its illustrious World Championship-winning heritage to offer up one of the most complete race-winning packages right out of the box”**

## ◀ BODY MOUNTS

Schumacher's attention to detail extends even to the mundane body posts which feature an ingenious way of enabling very small height changes to be accommodated via the use of moulded body washers that have slight offset differences in their moulded height. A series of three different height washers are included which allow for a 1.2mm incremental change between each one. These clip to the body washer pins which pass through any one of the series of vertical holes that exist in the moulded body posts. Altering the height of the body shell beyond the range of the body washers is a simple case of moving the entire assembly to the next hole in the post. It's a deceptively simple solution to a problem that you might not have even known you had but it enables ultra-fine-tuning of the overall body shell height which will help you to optimise the fit for any of the popular F1-style bodies that are separately available on the market.





## THE FULL MON-TECH PACKAGE

Speaking of the body, as mentioned, the kit does not include one although the excellent moulded Mon-Tech front and rear wing assemblies are included. We opted for the Montech lightweight F18 body which requires trimming to fit and which you need to take care over because the trim lines are not specifically designed around the Icon – especially around the front suspension and wishbone area. Neither are any wheels or tyres included in the kit and so we opted for a set of the excellent Shimizu V2 pre-mounted rubber

tyres that come complete with black wheels and are ready to mount. Foam tyre runners are equally accommodated though with pre mount options available from Contact RC. The rear wheels utilise a 14mm hex drive recess and we did find that the Shimizu wheels to be a tight push fit onto the hubs especially for the first couple of fitments. They do appear to become easier after a while so we suspect it's more to do with the wheel mould and stiffness rather than anything to do with the hex drive adapter size.

## Summary

The Icon is a high end product that is exquisitely designed and detailed to perform on the track. It's specification is well thought out and there is a joy in the assembly of accurately machined alloy and carbon fibre components. In truth, there's little in terms of specification that it doesn't have out of the box. As always though, there are some option parts should you wish to personalise your car further. We'd have liked the optional alloy rear lower roll centre pivot to have been included as standard and we're fans of building Schumacher's ball differentials using their optional Pro Thrust Race and Silicon Carbide diff balls but those minor parts aside, the Icon is pretty much fully equipped. No, it doesn't come with a body shell and it needs wheels and tyres to be added but that's not unusual for a competition kit

of this ilk. The design ethos extends from the company's World Championship-winning Eclipse LMP and GT12 Atom 2 platforms, both of which are proven performers at all levels and so even though we're writing this during a period of national lockdown when we can't go racing, there is much anticipation and excitement of how it should perform once we're all allowed to go back out on track. With their vast dealership and team driver networks, Schumacher tend to have a knack of helping popularise 'niche' market segments and the Icon is certainly well placed to continue that trend and is sure to help open up this race class to many drivers who want to try something a bit different but with something that immediately feels familiar and is from a reputable manufacturer with excellent after-sales and spares support that's readily available. ■

## SPECIFICATION

Model:	Schumacher Icon
Scale:	1:10
Class:	On-road
Application:	Competition
Format:	Kit
Power:	Electric
Chassis:	Carbon fibre
Drivetrain:	2WD
Transmission:	Direct drive
Differential:	Ball-type
Suspension:	Independent spring (front)/oil-filled damper tubes (rear)
Bearings/Bushes:	Bearings

## TECHNICAL DATA

length:	422mm
width:	190mm
wheelbase:	262mm
weight:	TBC

## WHAT WE USED

Electric Kit	
Transmitter:	Spektrum DX4R Pro
Receiver:	Spektrum SR3520 2.4GHz
Servo:	Core RC 9009LP low-profile
Speed Controller:	LRP Flow Works Team sensored brushless
Motor:	Speed Passion V3.0 21.5T brushless
Battery:	LRP 3900mAh LCG 2S 7.6V Hi-Voltage Graphene LiPo
Body:	Mon-Tech F18

## VERDICT

- ➕ High specification  
Full length chassis concept  
Proven heritage
- ➖ Pro Thrust Race and Silicon Carbide diff balls not included

**RACER RATING: ★★★★★**

## CONTACT

Schumacher Racing Products Ltd  
71-73 Tenter Road  
Moulton Park  
Northampton  
NN3 6AX

Tel: 01604 790770

E-mail: [schumacher@racing-cars.com](mailto:schumacher@racing-cars.com)  
Website: [www.racing-cars.com](http://www.racing-cars.com)







### Xray T4'21 10g Brass Chassis T-Brace

This version of the popular brass chassis T-brace from Xray is designed for the T4'21 and makes the car more stable, generates more rear traction and allows chassis flex adjustments to alter steering characteristics by adding and removing screws from the brace. The T-brace can be connected to the motor mount to create an even stronger centre structure which makes the car more stable and easier to drive.

- #303765 - Xray T4'21 Brass Chassis T-Brace - 10g

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



### Factory Team B6.2/B6.3/B74.1/SC6.2 Aluminium Rear Hubs

An upgrade for the Team Associated B6.2, B6.3 and B74.1 race kits are these Factory Team Aluminium Rear Hubs. Available in anodised blue or black aluminium with an laser-etched FT logo, these hubs add an extra level of bling and precision to your rides. With two set screws to further secure the hub and hub insert to the hinge pin, you can be sure these hubs will stay consistent run after run. Available in either blue or black anodised aluminium to add that extra level of bling and precision to your rides. Set screws are included to further secure the hub and hub insert to the hinge pin so you can be sure these hubs will stay consistent run after run. You can use #92270/#92271 as a direct replacement for the #92267 hubs on a B74.1, B74.1D, T6.2 and SC6.2. #91877/#91878 are direct replacements for the #91857 hubs on the B6.2, B6.2D, B6.3 and B6.3D.

- 91877 - Factory Team RC10B6.2 Rear Hubs - blue aluminium
- 91878 - Factory Team RC10B6.2 Rear Hubs - black aluminium
- 92270 - Factory Team RC10B74.1 Rear Hubs - blue aluminium
- 92271 - Factory Team RC10B74.1 Rear Hubs - black aluminium

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



### Xray XB8/XB8E "Eazy" Body - Lightweight

Xray's "Eazy" body makes the car significantly easier to drive whilst the lightweight version ensures less weight atop the car for less roll, increased cornering speed, and more aggressive handling. The Eazy body was created after significant time spent testing dozens of different alternatives until the final design was selected. The design of this body improves the handling for all skill levels from local racers to World Champions, making the car more stable at speed and more reactive in the corners. The redesigned sides of the body improve stability at higher speeds. The round front cab and profile make the XB8 easier to drive. Some of the redesigned downforce areas increase the speed of the car. The central fin on the roof help control the car more precisely making handling more predictable. The front cabin was redesigned with a wider and cab forward design so both left and right sides generate matching downforce even with the cut-out opening for fuel tank. The body is fully compatible with both the XB8 and XB8E buggies.

- #359714 - Xray XB8/XB8E "Eazy" Body - Lightweight

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

### Xray T4'21 Graphite Upper Deck 1.6mm

The thinner 1.6mm graphite top deck option from Xray is recommended for use in low- to medium-traction conditions with the aluminium chassis. The redesigned top deck works with the centre layshaft location in the middle of the chassis. Made from 1.6mm graphite material, the shape of the top deck has been specifically designed to achieve maximum traction and great steering characteristics at the same time. The top deck can be mounted via connecting stand using these flex alternatives:

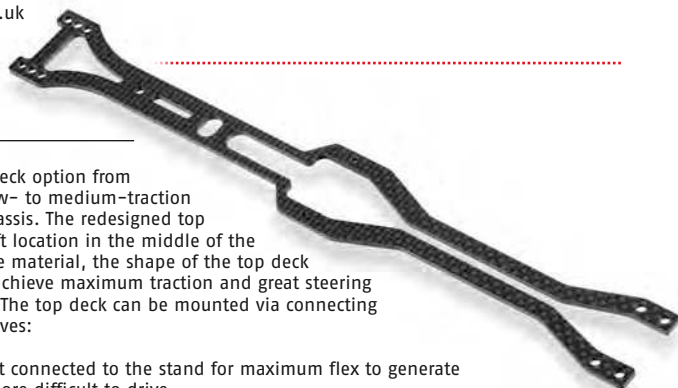
- Soft setting - The top deck is not connected to the stand for maximum flex to generate maximum steering but can be more difficult to drive.
  - Medium setting - The top deck is connected to the stand through a ball-bearing which allows the top deck to flex side-to-side but not front-to-rear.
  - Stiff setting - The top deck is connected to the stand through a fixed bushing that completely stiffens the whole car for increased stability.
- #301063 - Xray T4'21 Graphite Upper Deck 1.6mm

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

### Factory Team Fluid Carrier

This handy carrier from Factory Team will transport 16 of fluid bottles in neat compartments. The zipper enclosure keeps contents secure, whilst the top flap's inner pocket adds extra storage and the fabric handle makes carrying comfortable. Inner dividers can be removed to store alternate items if desired. The Factory Team logo is on the top of the bag that measures 203x203x134mm.

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







### **Xray X12'21 Graphite Chassis 2.5mm**

The new 2.5mm CNC-machined X12'21 chassis features a hard high-grade graphite material with a specially-designed compound which is a good option for low grip carpet racing as well as asphalt. The graphite material is softer than aluminium, allowing the chassis to generate more traction. The chassis was redesigned to accommodate the front Tweak-Free Suspension and the rear Tweak-Free Pod System. The side link mounting system was redesigned as well and is mounted directly to the chassis and the chassis features slots for adjustment of the servo mount position

■ #371118 - Xray X12'21 Graphite Chassis 2.5mm

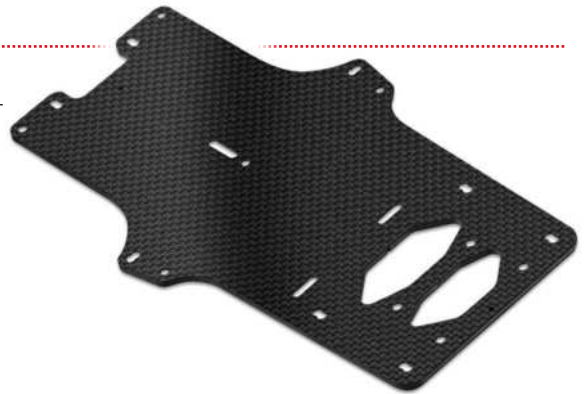
**AVAILABLE FROM:** RC Disco  
**WEBSITE:** www.rcdisco.com  
**CONTACT:** sales@rcdisco.com

### **Xray T4'21 Aluminium Extra Flex Chassis 2mm**

This new aluminium T4'21 chassis has special cut-out openings for increased flex and is recommended for low traction carpet tracks and high traction asphalt tracks. For high- and very-high carpet traction tracks the #301005 or #301006 chassis works better.

■ #301007 - Xray T4'21 Alu Extra Flex Chassis 2.0mm - Swiss 7075 T6

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



### **Xray Composite Steering Arm with Steering Mount Hole and Steering Plate**

For the Xray XB2, XT2 and SCX is this composite steering arm with steering mount hole is a part of Xray's Fully Adaptive Steering System that allows easy changes to the steering assembly that transform the geometry and alter the handling characteristics. For low traction conditions the steering link should be mounted directly on steering plate and in high traction conditions mount the steering link on the left steering arm.

■ #322514-G - Xray Composite Steering Arm with Steering Mount Hole - Graphite (2)  
 ■ #322573-G - Xray Composite Steering Plate - F/R Mounting Positions - Graphite

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



### **Arrma Kraton 1:5 4WD Extreme Bash Roller Speed Monster Truck**

The 1:5-scale Arrma Kraton is now available as a pre-built roller so you can add your choice of powerful 8S brushless power system. It is equipped with numerous EXB-hardened parts and options based around a 5mm thick EXB 7075 T6 CNC aluminium laser-etched chassis plate, EXB red-anodised CNC aluminium front brace mount and EXB front bumper with impact absorbing design. Topping it off is an EXB matte and gloss effect finished body. Other features include a black-anodised aluminium rear lower chassis brace, centre body support and brace for maximum durability, strong composite chassis side pods, front and rear anti-roll bars, red-anodised aluminium 49 and 56 series motor plates, an easy-access front and rear diff module design, 47T and optional 39T spur gear, servo mounts for 1:5 and 1:6 servos, 15T and 17T servo saver adapters and heavy-duty servo saver springs.

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







Long-time Tamiya fan Glenn Barclay sits in the interview chair this month as John Weston gets the low-down on his love for RC, how he tried to make a career out of YouTube and much more

# A TAMIYA LEGEND

A Scotsman raised in Yorkshire, Glenn Barclay has rapidly built up a huge following with his 'Tamiya Legends' venture on YouTube and social media. I know Glenn from the early days of Iconic RC where he would regularly post up a new vintage buggy in his collection. He had a real enthusiasm for the hobby and was a popular member of the Iconic group. I think Glenn might be most remembered for his glass display cabinets from Ikea. We'd all longed to find the best way to display our vintage gems and Glenn discovered the perfect way to do that courtesy of our favourite Swedish retailer. I had the pleasure of finally meeting Glenn at RC Model Shop Direct back in 2015 and we had a good old natter. In the past couple of years, Glenn has been 'living the dream' having launched his own YouTube channel, Instagram page and Facebook group community named Tamiya Legends. Having emigrated over to Canada and finding a bit more time on his hands, Glenn has built up quite some following, and I greatly admire his drive and most of all his honest and infectious enthusiasm. As I write this, Glenn has racked up an astonishing 559 videos on YouTube with over 20,000 views and his channel is awash with colourful thumbnails of a whole host of Tamiyas (mixed in with other brands) so for any fellow hobbyist it's impossible not to browse through them all and spend a big chunk of time having a good watch. There is also a very healthy Facebook group containing over 19,000 members and an Instagram page with over 40,000 followers. I spent some time with Glenn to dig into his RC origins and find out a bit more about him, whilst also grabbing his favourite action shots from him.

**John Weston:** What is your first memory of hobby grade RC and which was your first RC car?

**Glenn Barclay:** My first RC I saw was the Tamiya Grasshopper. I was around 11- or 12-years-old and me and my mate went down to see another mate who'd just got back from a family holiday in Florida. We didn't know he'd bought it and brought it back. I remember walking down the cul de sac to his house. He was outside running it - 380 motor on 1200 NiCd! I can still remember being absolutely blown away by this car that had no wire running from the transmitter to the car! He stood still and the car went where he wanted it to go - lol. Not long after that once it had been upgraded to the full power 540(!), he smashed it, basically snapping the front-end of the bathtub. He asked my dad, who was an old-school modeller, if he could fix it. This is when I really got the bug. We had the car for a couple of weeks as my dad fixed it up with epoxy resin and a couple of metal plates. Obviously, I had to test it out to make sure it was good to go. That was the point at which I fell in love with Tamiya.

After that I ended up getting a couple of absolute wrecks for myself. My first wreck was a very beat up Sand Scorcher with the Ford Ranger shell and I also had what we called back then, a jelly-mould Beetle shell for it too. Other cars I had in that time were a Hornet, a XR311 and also a PB Maxima! All pretty beat up with homemade mods from my dad.

Then in 1988 at the age of 14 I got my first brand new kit for Christmas. It was the Tamiya Thunder Shot. I'll never forget this! Me and my dad went on the bus to Otley Modelsport. The excitement and anticipation of that day was something I'd never experienced before. I remember walking into the shop. The kit had been reserved for me but was still up on the shelf above the counters. My dad handed over the cash which I believe was £88, then the pure excitement of watching the guy in the shop reach up and grab my kit and place it in front of me on the counter. Then it was the journey back home with the kit sat on my knee. I remember not being able to look at it once it was back as it was a Christmas present, but then I got that amazing morning feeling of ripping the wrapping paper off it. I pretty much spent the next two days in my bedroom building and painting it and of course there is that memory of the very first run out with it all shiny and new.



**JW:** I love your story of the trip to Otley Modelsport. Special times! Did you race back in the day? If so, where and what did you race?

**GB:** Yes, I raced my Thunder Shot at a local RC club outdoor school grass track. I did this for around two years. My two most vivid memories of that time were as follows:

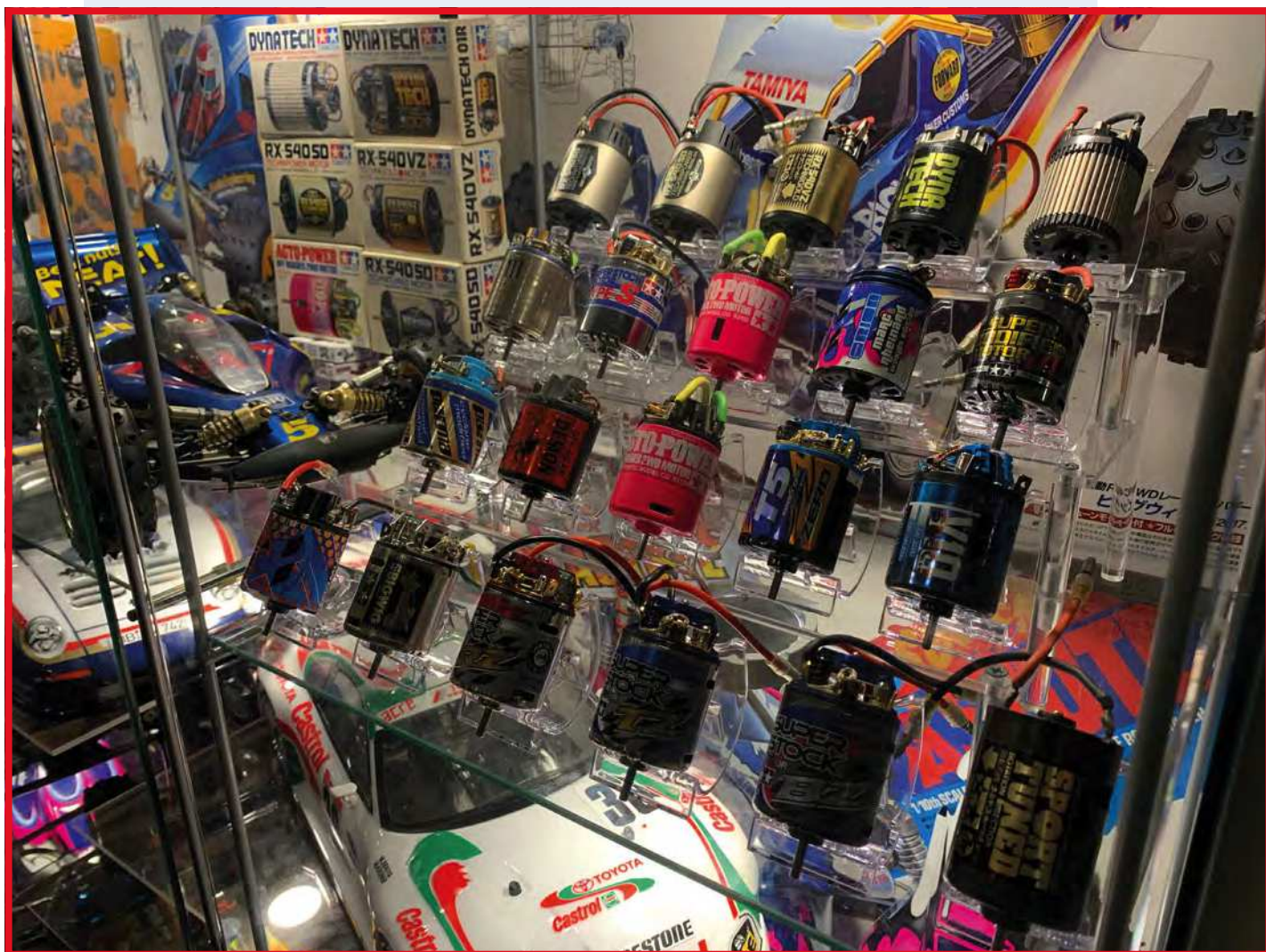
My dad got hold of a Kyosho SPA 240 WS modified motor. I had no idea at the time I was only allowed to run a stock motor in my class... We fitted it into the car and it was ballistic. I remember turning up to race it on the following Sunday morning. I believe I actually won the first heat. The main guy there had a Kyosho Optima Pro and he absolutely went nuts shouting I should be disqualified for cheating, lol. I was just this very naive 15-, 16-year-old and to have this 40 plus man kicking up such a fuss was very strange to me. Anyway, the lovely guy who ran the club took me aside and explained the rules to me. Suffice to say I never ran that motor again!

The next memory was when my Thunder Shot was out of action so I got to borrow my mates spare Optima

Mid to race that Sunday. As you can imagine this was next level stuff for me and I ended up taking first place in the final. That was so special because it was the guy with the Optima Pro who I beat. Winning a race is an incredible feeling but to beat that guy in a fair and square race was just epic. I remember having the full backing and support of everyone there during that final. I felt like an absolute hero.

I then didn't race again until around the age of 25. I raced 1:10 touring cars for around two years at the Rothwell Sports Centre which was sponsored by Morley Models. These were great times and my car was a fully hopped-up Schumacher SST. My best result was to get first place in the C final. Again, the thrill of racing and actually winning a race is just fantastic. I also did a couple of club meets at the outdoor Elland track but I joined that mainly to practice there and also have a dabble into nitro cars. That was pretty much it for me racing. I did try to get back into racing touring cars around 2014 at the Doncaster indoor club. I only managed to attend around three or four meetings but my work commitments always seemed to get in the way so that was short lived unfortunately. ➤

**Glenn even has a dedicated display stand for period brushed motors**





**JW:** Grumpy 40-year-olds losing the plot. Times haven't changed, haha! Did you ever take breaks from the hobby or has it always been part of your life?

**GB:** Since the age of 11 through until now at 47, I've had years and years away from the hobby. From 17 to 25 I found girls, beer and nightclubs so didn't touch the hobby then. As mentioned above I then raced for a couple of years, but then didn't touch the hobby for probably another five years. I then started to buy and sell them on eBay. I honestly can't remember how this came about but I got into it in a big way and it ended up actually paying for a couple of family holidays. But what it actually did was keep my toe in the water of the hobby and from there on I've pretty much always had a car or two. I've also had some pretty large collections other the years but I have never actually managed to hang on to one unfortunately. Real life has always seemed to get in the way and I've had to sell them! From around 2016 I've been reasonably consistent within the hobby and am now in the process of creating my dream of having another Tamiya display wall with all my favourite Tamiya cars displayed in glass cabinets. Hopefully I'll actually get to finish this one but do we ever get to finish collecting? I think probably not, haha.

**JW:** Finish collecting when there is no more room left in the house, haha! To me it seems like you're living the dream with your Tamiya Legends channel and I love the videos. What made you decide to explore that side of the hobby? Did you have an initial dabble, enjoy it and then carry it on? That's kind of how it worked for Iconic and YouTube. We had a play one day with the cameras and really enjoyed it; plus the videos were much better received than we'd initially expected.

**GB:** So I initially started the YouTube channel up in early 2016. It was you yourself John that inspired me. Your channel was the first Tamiya RC I'd seen on YT. At that stage for me it was just to catalogue my collection. I did quick individual videos on each car I had, then three or four videos on the full collection showing it growing. I

think around the same time I started the Facebook group and also the Instagram page. This was just for fun and to be honest I didn't really think it could grow into anything.

So now jump forward to early 2018. Unfortunately, I split from my long-time partner. I stayed in the UK for seven months after the split trying to get restarted but it just didn't go to plan. I had a couple of offers on the table to go out and visit some friends so I thought why not. I came to visit Canada and stay with a friend and it was only meant to be for six months as a visitor. I took to Canada very quickly and it was quite apparent that I'd actually like to stay here and get working if possible. I tried to get companies over here to sponsor me but to no avail. I then found out that I could extend my visitor status quite easily and decided to do that to give me some breathing space. That's when I came up with the plan to start the YT channel up again. The whole purpose of it was to keep my brain ticking over and keep myself busy while I tried to get in the system over here to get a work permit. I borrowed some money from my friend and bought some kits - Bigwig, Top-Force, Grasshopper, Lunchbox - and the rest of the cash went on second-hand projects from the local selling sites. My plan was to build them but more importantly actually run them all on the channel. So off I went. It was huge fun in the beginning, especially running everything. The channel grew really well considering the small niche we are in. I just kept renewing my visitor status every six months and hoped that one of my work applications would come good. For about a year and a half at almost four videos per week, I kept at it. There was a change at that point and I wondered if I could actually do this for a living? At that time I honestly thought yes, this is what I want to do. I mean who wouldn't want to play with toy cars for a job? But around three months ago I realised that the whole YouTube thing was absolutely destroying my love for the hobby! It had become all about the views, subs and how much ad revenue was I earning. I



Tamiya DT-02



Tamiya Egress



Tamiya Monster Beetle

## ICONIC DATES

Iconic Cup Round 1	Carlisle	29-30 May 2021
Iconic Cup Round 2	Broxtowe	19-20 June 2021
Iconic Cup Round 3	Stafford	10-11 July 2021
Revival 2021	Bingham	30 July-1 August 2021
Iconic Cup Round 4	West London	14-15 August 2021
Iconic Cup Round 5	Mendip	28-29 August 2021
Revival 2021	Broxtowe	10-12 September 2021



# About Iconic RC

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

had a long hard think about it and decided that I'd rather go back to basics and just do this for fun! This meant me actually closing down my Patreon account that had 100 plus people supporting what I did. That together with the ad revenue was a decent amount of cash coming in every month. I also pulled all my mid-roll ads out of the videos. As a creator you want as much out of a video as possible but as a viewer these ads are terrible and very off-putting! So yes I was almost in the position to do this as a job but decided the hobby was more important to me than that. Some people will no doubt think I'm nuts for giving up that opportunity! To be honest I even think that myself sometimes.

**JW:** Wow, that's really interesting! I love that you're in total control of your own destiny. The whole videoing, rendering, uploading et cetera is extremely lengthy and tiring and so many hours go into even the shortest of videos. Do you have a favourite video? I'm my own harshest critic so I'm often thinking some of mine can be better but once in a while I get a real buzz thinking I've nailed it.

**GB:** I don't have a favourite. I think all my videos are pretty terrible to be honest lol but what I really enjoy is getting really cool action pictures from a running video. This is kind of my thing now. If after the video is made I have one or two clear and sharp pictures of the car in action, then I'm happy and that's been a great day.

**JW:** Do you have any Tamiya or non-Tamiya 'holy grails'?

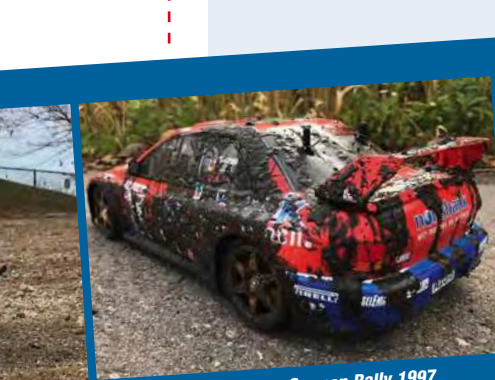
**GB:** Hmm. I think my answer to this probably changes every six months. I think right now I'm really interested in

the very early days of TRF. So when some would say their grail is something like the Blazing Blazer, I think for me mine would be TRF211X, TRF411X and TRF414. It's the history of these prototypes that intrigue me and of course with only one to 200 of them ever made, makes them rather rare. One non-Tamiya car that I'm on the lookout for is the Kyosho Optima Pro, but I've not found a nice one yet unfortunately.

**JW:** You have a really busy Facebook group and well done on getting that both established and under control with quality content. For now then you'll keep it all ticking over while getting your career on track in Canada?

**GB:** I really don't have any plans for the future of Tamiya Legends. Its numbers across social media are absolutely crazy and I'm just so happy to have it as it is now. The Facebook group is coming up on 20k, YouTube we have just hit 20k subs and the Instagram page is off the scale with over 40k followers. I'm going to continue the YT channel for as long as I can but I've slowed down now to pretty much one video a week. I'm really hoping to be in a position to work over here in the next three months or so. Once that's in place I'd love to say I'll continue doing my weekly video, but in all honesty I have no idea if that will actually happen. Even if I can't manage that, I'll still pop up now and again with a video showing where my project Tamiya wall is up to lol.

- Tamiya Legends on Facebook: <https://tinyurl.com/37bbj5y2>
- Tamiya Legends on YouTube: <https://tinyurl.com/65kmx8uw>
- Tamiya Legends on Instagram: <https://tinyurl.com/rfnj747>



Tamiya Subaru Impreza German Rally 1997



Tamiya Subaru Impreza WRC



Tamiya Vanquish

## Summary

What I love about Glenn Barclay is that he is straight up and what you see is what you get. I hope I am the same when I'm making videos. I just want to be myself without too much glitz and glamour. Glenn has recently made a video explaining his story, no holds barred, in person and it's well worth a watch. My favourite moment in the video is Glenn's proud father moment at a race meet with his son, Cameron. You can view the video at <https://youtu.be/-E9jjjEQSFM> Thank you Glenn, for sparing some time to work with me on this month's column and I wish you all the very best as you continue your colourful RC journey and carve out your place in Canada. I'd urge anyone who has been thinking about doing some videos and starting up a new RC movement to go for it. ■





### Traxxas Hoss 4x4 LED Light Kit

Traxxas Hoss 4x4 owners are now able to equip their trucks with an LED light kit designed to handle the toughest action. A front high-intensity light bar integrates into a new rugged front bumper while bright red tail lights flank the wheelie bar in the replacement rear bumper. A chassis-mounted power supply regulates the voltage for reliable lighting performance without dimming or flickering. The entire system is fully waterproof. The bright high-intensity LEDs come pre-installed and integrated in a new front bumper made from Traxxas' toughest composite material. The forward-facing bright-white LED light bar and rear red light LED lights are regulated by the included chassis-mounted power supply.

■ #9095 - Traxxas Hoss 4x4 LED Light Kit

**AVAILABLE FROM:** J Perkins Distribution Limited  
**WEBSITE:** [www.jperkinsdistribution.co.uk](http://www.jperkinsdistribution.co.uk)  
**CONTACT:** 01622 854300



### Xray XB4 Gamma 4C Light Body

This is the ultra-lightweight version of the XB4 Gamma body from Xray designed especially for high traction conditions. The profile of the body improves stability in fast corners, chicanes and helps with rotation in tight corners. More downforce was added to the middle to increase rotation in slow corners, whilst less downforce in rear and front offers more corner speed without diving too much.

■ #369709 - Xray Gamma 4C Body for 1:10 4WD Off-Road Buggy - light

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

### Team Associated RC10B6.2 Angled Fan Mount

You can improve airflow to your motor with the new Angled Fan Mount for Team Associated's RC10B6.2. This fan mount utilises the stock mounting location but moves the fan behind the slipper spring assembly. This has been a popular spot for racers to tape their fans and has been proven to improve cooling performance. Found on the Area 51 Design Works Shapeways Store, these fan mounts come in a group of four and are 3D printed out of durable Nylon12 using SLS (Selective Laser Sintering) technology with multiple colour options available.

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







### Spektrum S1200 Smart G2 AC Charger

With its 200W power, improved user interface, and ability to fast charge Smart batteries on either the IC3 or IC5 integrated output port, the S1200 charger offers a versatile and truly hassle-free experience. You can charge virtually any RC battery with the S1200 charger. With the Auto Charge feature it recognises your Smart battery's parameters, such as chemistry type and charge rate, and begins safe, correct charging automatically when the charge lead is connected. A clock on the charger's screen counts down the time until your Smart battery is fully charged and ready to use. The S1200 charger will balance your Smart G2 LiPo packs through the same, single IC connection used for charging without the need for separate balance leads. The charger's updated interface features fresh, intuitive menus, icons, and navigation tools. It displays clear, easily understandable indicators of Smart battery history and performance that will provide the information needed to make the best decisions about your batteries when putting gear together for a day at the field or track. USB input and output ports enable you to charge secondary devices and to update the charger's firmware so you always have the latest version. The S1200 Smart G2 AC Charger also includes an on/off switch, cooling fan, detachable power cord, and sleek case with rubber grips that fits perfectly on your workbench and in your pit or field bag.

#### Specifications:

- Dimensions (L/W/H): 145x144x105mm
- Weight: 1015g
- AC Input: 100-240V, 50-60Hz
- Battery Type: Li-Ion/LiPo/LiFe (1-6S), NiCd/NiMH (1-16S), Pb (1-12S)
- Charge Rate: 0.1 - 15A
- Selectable Charge Rate: 0.1A increments
- Discharge Rate: 0.1 - 1.5A
- Input Connector: detachable AC cord
- Output Connector: IC3 and IC5 (selectable)

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



### Revolution Design B6.2/T6.2/SC6.2 Titanium Front Axle with Clamping Hex

Saving weight, adding durability, and increasing adjustment options is high on the list of every racer. The one-piece aluminium front axles of Team Associated's B6 are very light already, but can be bent by hard impacts and offer no track width adjustment options as seen on the buggies of the competition. Their truck counterparts are made of steel for added durability, but still have a fixed track width and off-set, and increase unsprung weight. RDRP's titanium wheel axles come with 5mm aluminium clamping hexes for the B6 series and 8.5mm versions for their stadium and short course truck brothers. Both axle types accept the readily available Team Associated 1:10-scale wheel hexes for even more variety. These are a direct fit for the Team Associated B6/B6.1/B6.2 and T6.1/T6.2/SC6.1/SC6.2 respectively. They come with a black anodised finish and laser etched clamping wheel hexes for great looks and easy identification.

- RDRP0542 - Revolution Design B6.2 Titanium Front Axle with Clamping Hex 5.0mm
- RDRP0543 - Revolution Design T6.2 | SC6.2 Titanium Front Axle with Clamping Hex 8.5mm



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

### Xray X1'21 Wing Mounting 1.2mm Front Anti-Roll Bar

This is a new 1.2mm front anti-roll bar that mounts on the front wing of the Xray X1'21. Made from special spring steel material, it is designed to work with the aluminium anti-roll bar holder system integrated with the front body and wing mount that lowers the overall centre of gravity. There is also a 1.1mm optional thicknesses front anti-roll bar available.

- #372482 - Xray Front Wing Mounting Anti-Roll Bar Front - 1.2mm

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



### Xray XB4 Gamma 4D Light Body

The ultra-lightweight version of the XB4 Gamma 4D body is designed especially for low traction conditions. Lower weight reduces the roll of the car and improves corner speed. The profile of the body improves the stability and increases downforce towards the rear of the car to help generate more traction for the car. Especially designed to maximise rear downforce to increase traction, the front gives optimal steering. The sides of the body and cockpit are as flat as possible to allow air to flow around the body for improved side stability. On the top of roof are two integrated flow channels for proper airflow.

- #369711 - Xray XB4 Gamma 4D - Light

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



# THRASH TEST - FTX OUTBACK RANGER XC

■ spec: 4wd moulded chassis ■ class: 1:16 off-road fun ■ cost: £119.99

Photography by Rosie Weston and Will Brighy



# Backpack RC

At 1:16-scale, the FTX Outback model is ideal for chucking in a bag, or taking on a trip to get your fix of RC fun. It's also a great vehicle for getting into RC with so when we sent our review sample up to John Weston, he made sure it was placed in the hands of a suitable driver for testing



FTX is a subsidiary of CML Distribution and have been a firm fixture in the UK now for over ten years. They offer a wide range of choice and scales across all of the popular surface applications. Their crawler line is packed with 1:24-, 1:18- and 1:10-scale offerings so this new 1:16-scale Outback Ranger XC model slots comfortably in to their range and as soon as you see it 'in the flesh' you will appreciate that it really is a terrific size. Not too big and not too small! There are four models in the Ranger XC range with a choice of metallic red, metallic blue or Camel yellow Land Rover-style pick-up trucks or a fully-enclosed cab version finished in a lovely metallic green. For this thrash test, we take the green model FTX5589G through the motions.

## RTR PLUS ONE

The Outback Ranger XC is a fully-assembled scale model, billed as 99 per cent ready-to-run and the only extras that you'll need are four AA batteries for the transmitter. The box for the Ranger features three of the four models and is packed with information. RC models have always had to compete on the shelf so presentation is important and we like the packaging from FTX. We pulled out the green Ranger for a good initial look and the size of this model really did feel 'right'. It's a very portable scale which can easily be thrown into a rucksack with room to spare for your lunch. The factory finished body is moulded in PVC with the look of a classic Land Rover Defender. Thin and flexible plastics are the sensible choice for





scale crawling because more often than not you may find your vehicle in a barrel roll down a steep slope. With barrel rolling in mind, the wing mirrors are rubbery and should last much longer than a lot of other scale crawling versions. There is a plastic snorkel attached to the body along with a spare wheel on the back and a plastic grille set which incorporates LED lighting and really does boost the scale looks of this truck. The body is attached to the chassis with four clips through body mounts over the shock posts. ➤



*The Outback Ranger XC comes in a choice of two designs and alternative colours*



# THRASH TEST - FTX OUTBACK RANGER XC

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## Racer Tips

Given that the steering servo and the speed controller are waterproof, it is well worth waterproofing the receiver. Will managed to dunk the receiver in the field test with no harm done but we'd recommend giving it some protection. The simplest way to achieve this is to place it into a balloon with a cable tie and some silicon grease around the opening. Another even simpler but less effective method is to apply Blu Tack around all of the ports. The neatest method would be a waterproof receiver box, several of which are available.

Bodies are available for this model in each of the two designs and four colours but there is also a clear body option for each design too so you can paint one up in your own scheme. A cool way to tackle this is to paint the inside in either copper or silver and then paint the outside in your favourite colour. This is a popular scale RC modelling trick. When the outside takes some hits, the damage will reveal what looks to be bare metal or rust underneath.

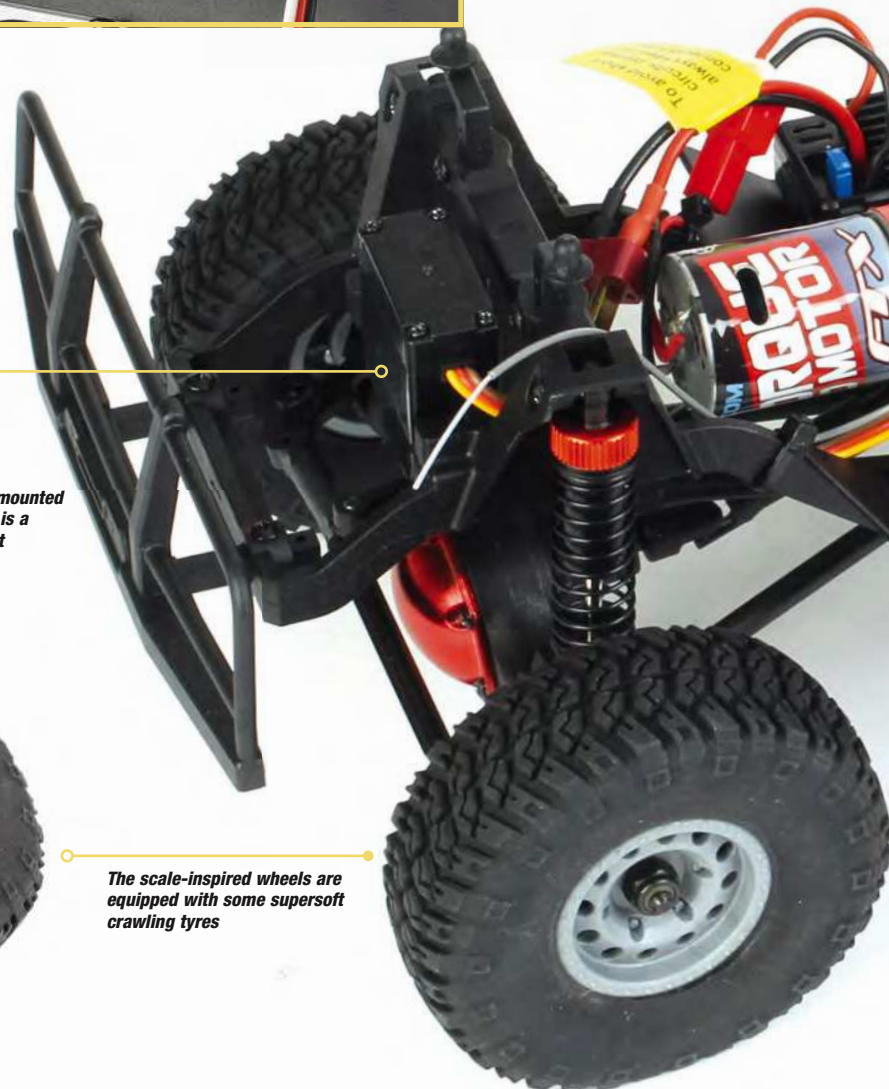
Jazz up your Ranger XC with some nice aluminium option parts. There are a few available, including a nice-looking shock set. You'll find them listed in the back of the manual and also in this review.

## LIGHTING OPTIONS

The LED headlights, flashlights and indicator lights really enhance this model and can be controlled using switches on the wheel transmitter for channels 3 and 4. On channel 3 are indicators on the front and rear which will operate when the vehicle is steered. On channel 4 there are three transmitter switch positions. Position one will make the flashlights flash, position two will keep the flashlights steady on and position three will make the blue outer headlight ring light up at full power. We were pleased to see a comprehensive A4 sized manual in the box and the whole lighting setup which is wired up and ready to go for you is explained in full just in case you did decide to pull all of the connections out of the receiver. In fact, the manual is really rather good for a ready-to-run model. The whole operation of the model is clearly and diagrammatically described and exploded diagrams and part lists are included so you could very easily disassemble and build from the ground up. For the maintenance of the model, this would be a very good idea, considering the areas you'll most likely be using it. In our field test, for example, the model got rather muddy so from time to time a good strip down and clean should be undertaken and that is where this manual will come into its own. 📖



The speed control is a waterproof Hobbywing 25A brushed model



The vertically-mounted steering servo is a waterproof unit

The scale-inspired wheels are equipped with some supersoft crawling tyres







*A red alloy cover on both axles provides access should it be required*

*The 7.2V 1100mAh NiMH battery pack is held in place by Velcro*



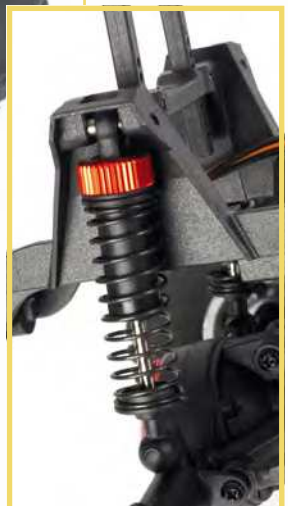
*As standard the kit comes with a multi-mode LED light set front and rear*



*The reduction gearbox (red) offers improved torque and benefits low-speed driving*



*Part of the included radio system is the 2.4GHz 4-channel receiver*



*The oil-filled shock absorbers feature moulded bodies and alloy tops*



# THRASH TEST - FTX OUTBACK RANGER XC

■ spec: 4wd moulded chassis ■ class: 1:16 off-road fun ■ cost: £119.99

The 7.2V 1100mAh NiMH battery pack which is included in the package



**"The FTX Outback Ranger XC deserves its place out there on the trail"**

## ❏ OPTIONS INCLUDED

Inside the box, along with the model, the manual and the transmitter are some handy spares. FTX has supplied the extended body mounts required for the full cab body along with four spare body clips and four shock tension adjusters. There is also a 'quick start' guide for the transmitter. Again, FTX have been comprehensive in ensuring the owner receives all of the information that they need straight from the box meaning that a complete novice to the hobby should be absolutely fine with this model. The first thing to do is to get the 7.2V 1100mAh NiMH onto charge. This should be undertaken with the battery removed from the model. A small and compact USB charger is supplied and it will take around 90 minutes to fully charge it. You'll know when charging is complete because the LED on the charger will change from red to green. Given the low power of crawler models, the battery should provide plenty

of runtime before the next charge. With the battery all sorted, we fired up the Ranger XC for a quick test and a play with the LED lighting. All good with the setup and with the initial test. It was one of those times when we just knew this was a great little vehicle. Love at first sight!

## UNDER THE BODY

Before the field test it was time to get the body off and have a good poke around. The main chassis frame is moulded plastic. The 370 high-torque brushed motor incorporates a metal geared reduction assembly to achieve the best torque for crawling and a 40-degree climb capability. The system is bolted onto the end of the motor giving the barrel a much longer than normal look. The extended motor assembly sits atop the central drive gear in the middle of the chassis. The front and rear axles with locked differential can be fully disassembled and there are metal bearings

throughout. Telescopic driveshafts reach from each axle to meet with the central drive and then the full articulation of each axle is achieved using a classic multilink suspension setup. Worth noting is that the shocks are oil filled. This classic crawler set-up has been achieved with some class. We just love how this model hangs together. Sturdy front and rear bumpers are attached to the chassis frame and the waterproof 17g steering servo, which is mounted upside down, is well protected at the front. Mounted to the right of the motor is the waterproof Hobbywing 25A electronic speed controller and the power switch. On the other side is the 4-channel receiver. Although the speed controller and servo are waterproof there is no mention of this for the receiver so it is worth being cautious or doing something to protect this component. The very soft compound rubber tyres, required for scale crawling, are glued to the plastic wheel rims. ➤





There are working headlights and indicators up front



Lots of nice scale details like the snorkel

Just like some full-size vehicles there is a spare wheel and tyre on the back door



The Outback Ranger XC has a very familiar look to a famous British 4x4 model



# THRASH TEST - FTX OUTBACK RANGER XC

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The 2.4GHz 4-channel steering wheel transmitter



Access to the transmitter settings is easy



The battery can be charged off a USB socket

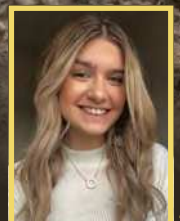


We timed a full charge of the 1100mAh battery at around 90 minutes



## On Test

Our assessment of the FTX Outback Ranger XC had been extremely favourable so far but a suitable field test was now very necessary. We handed the Ranger to engineering apprentice, Will Brighty, and photography degree student, Rosie Weston, to take it off to somewhere suitable for a good workout. Burton Lazars is a Leicestershire village famous locally for being the location of a twelfth century Leper colony run by the Order of Saint Lazarus and taking its name from them. Surrounded by farmland, this was the location chosen by Rosie and Will to put the vehicle through its paces on a muddy Saturday. Keen car enthusiast, Will, didn't hang around and made the most of some interesting terrain carved out of the track by some heavy farm machinery. It's not the sort of RC Will had driven before and he thoroughly enjoyed this new, challenging, chilled-out and fun discipline. Will was particularly impressed with how close this model is in engineering to its 1:1 scale equivalent. This model is extremely capable. The articulation is great, the motor torque is fantastic and it's tough. Will isn't a racer but has been out recreationally with friends and their high powered 1:10 off-roaders so this session was a real eye opener for him. Will is serving his apprenticeship at an injection moulding company which we know is a vital part of the manufacturer of all of our favourite models and we wish him well in his career. Rosie is in year one of her photography degree and we're impressed with the photos that she shot for this field test and wish her all the best with her degree.



Will Brighty put the vehicle to the test with Rosie Weston behind the camera





### SPECIFICATION

Model:	FTX Outback Ranger XC
Scale:	1:16
Class:	Off-Road
Application:	Scale Crawling
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Geared
Differentials:	Geared/Locked
Shocks:	Oil-filled
Bearings/Bushes:	Bearings

### TECHNICAL DATA

Length:	326mm
Width:	156mm
Height:	178mm
Wheelbase:	200mm
Front track:	156mm
Rear track:	156mm
Weight:	800g

### WHAT WE USED

Electric Kit	
Transmitter:	FTX9470 steerwheel (kit)
Receiver:	FTX9470 2.4GHz 4-channel (kit)
Servo:	FTX9468 Waterproof 17g (kit)
Speed Controller:	Hobbywing Waterproof 25A (kit)
Motor:	FTX9465 RC370 High Torque Brushed (kit)
Battery:	FTX9466 7.2V 1100mAh NiMH (kit)

### OPTIONAL PARTS

- FTX9476B PVC Body in Blue
- FTX9476C Polycarbonate Clear Body
- FTX9476R PVC Body in Red
- FTX9476V PVC Body in Camel Yellow
- FTX9477C Polycarbonate Clear Body
- FTX9477G PVC Body in Green
- FTX9478 LED Lights
- FTX9490 Aluminium Front Hub Set
- FTX9491 Aluminium Motor Mount
- FTX9492 Aluminium Bodyshell Mounting Plate
- FTX9493 Aluminium Shock Set
- FTX9494 Aluminium Steering Link
- FTX9495 Aluminium Wheel Hex Set
- FTC9496 Front CVD Shafts

### VERDICT

- + Great all-round package  
Extremely capable
- Receiver box isn't waterproof

**RACER RATING: ★★★★★**

### CONTACT

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[www.ftx-rc.com](http://www.ftx-rc.com)

## Summary

This is a fantastic model from FTX who continue to reward the scale crawling community with quality packages and it is a five-star rating from us. For the price, it is an excellent and capable model which is backed up by a full spare part inventory and a comprehensive manual to ensure owners will be able to keep their Ranger XC running for a long, long time. The 1:16 size makes it a handier option when 1:10 scaling isn't convenient. This isn't a one-minute wonder model and it deserves its place out there on the trail. ■



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### Xray Dual Steering Arm Screw

For Xray's 1:10 TC cars is this aluminium screw that removes excessive radial play of the steering to improve the steering precision. Machined from lightweight Swiss 7075 T6 aluminium, they are black coated and laser engraved. They come as a set of two and fits all T4 and T4F models.

- #302590 - Xray Alu Dual Steering Arm Screw M3x7 - Swiss 7075 T6 (2)

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



### PSM SC1 Slipper Pads for TLR Buggies

These new SC1 slipper pads are made from 1mm carbon and fit the TLR 22X-4 and 22 5.0 models. They come as a set of three for the 4WD buggy and two for the 2WD. Featuring PSM's high performance carbon composite material, these slipper pads have been developed to provide fading resistance and linear performance. Tested through multiple 15-minute-long runs and proven in competition, these slot cooled (SC) design provides a stable temperature level along with smooth and consistent acceleration.

- PS02374 - PSM SC1 Slipper Pads for TLR 22X-4 (3)
- PS02375 - PSM SC1 Slipper Pads for TLR 22 5.0 (2)

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



### Factory Team RC8B3 92mm Universals

The new optional 92mm universals from Factory Team replace the original RC8B3 90.5mm and 93.5mm universals and will work on the front and rear end of the RC8B3, RC8B3.1, and RC8B3.2 buggies when using a 15mm rear outdrive and 17mm front outdrive. A universal joint has less mechanical bind than a CVA joint and this results in a softer suspension feel when compared to the stock 94mm CVAs. Universals will promote better handling in rough terrain and require minimal maintenance to keep performing at the highest level. FT suggests trying running universals on the front end for more steering, since the buggy will transfer more weight to the front end. For the most balanced set-up on bumpy tracks, run the universals front and rear.

These can be used on the RC8B3, RC8B3e, RC8B3.1, RC8B3.1e, RC8B3.2, and RC8B3.2e. Required for installation are two #91565 8x16x5 flanged bearing. You will need to remove the kit 15x21x4 bearings from the inner location on the hub.

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



### Reedy Zappers SG4 Competition HV-LiPo Batteries

New for 2021 the Reedy Zappers SG4 HV-LiPo 2S batteries "incorporate state-of-the-art LiPo chemistry with advancements in construction that result in incremental improvements in power output and internal resistance with huge gains in durability." The Zappers SG4 batteries feature a 3.8V/cell nominal voltage, meaning that the battery can be safely charged to 4.35V/cell. Even when the typical 8.40V (4.2V/cell) charging limit is enforced, Zappers SG4 perform well thanks to their inherently flat discharge curve, which results in higher voltage deeper into the race. Zappers SG4 batteries are available in several configurations, including all-new 2S slim stick and 4S shorty models, for a variety of on- and off-road applications. A high quality, durable hard case helps prevent damage while embedded socket connectors keep power-robbing resistance to a minimum. Male speed controller connectors are included.

- #27358 Reedy Zappers SG4 9600mAh 85C 7.6V Stick
- #27359 Reedy Zappers SG4 8200mAh 115C 7.6V Stick
- #27360 Reedy Zappers SG4 6000mAh 115C 7.6V LP Stick
- #27361 Reedy Zappers SG4 5500mAh 85C 7.6V ULP Stick
- #27362 Reedy Zappers SG4 5600mAh 85C 7.6V Slim Stick
- #27363 Reedy Zappers SG4 6100mAh 85C 7.6V Shorty
- #27364 Reedy Zappers SG4 4800mAh 115C 7.6V Shorty
- #27365 Reedy Zappers SG4 4100mAh 85C 7.6V LP Shorty
- #27366 Reedy Zappers SG4 3600mAh 115C 7.6V LP Shorty
- #27367 Reedy Zappers SG4 8200mAh 85C 3.8V 1:12
- #27368 Reedy Zappers SG4 6600mAh 115C 3.8V 1:12
- #27369 Reedy Zappers SG4 6400mAh 115C 15.2V Stick
- #27370 Reedy Zappers SG4 5200mAh 115C 15.2V LP Stick
- #27371 Reedy Zappers SG4 6100mAh 85C 15.2V Shorty

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

### Pro-Line Icon SC Tyres

Pro-Line has a brand-new, ground-up tyre design called the Icon SC. This short course tyre features large P and L letters hidden into the futuristic and aggressive tread. The Icon SC tyre uses the latest in PL's all-terrain tyre tread technology with large, angled tread blocks with strategic cuts in the tread for additional traction, and has been developed for use on dirt, gravel, grass, and sealed surfaces. Since the tread on the Icon is so tall and it made from Pro-Line's M2 compound, they claim, "the Icon tire will survive a beating and keep coming back for more."

- 10182-00 - Pro-Line Icon SC 2.2"/3.0" All Terrain Tyres (2)

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







## Factory Team Charger and Radio Utility Bags

The Factory Team Charger Bag includes enough room for most chargers with ample space for charge leads and power cords. Useful pockets and enclosures hold a variety of items including tools and small parts. A moveable divider allows for a variety of internal configurations. This bag is also suitable for small-scale vehicles and other RC gear. It measures 300x200x90mm. The Factory Team Radio Bag is roomy enough for your radio and accessories such as batteries and chargers. It includes a moveable divider to customise the bag for a tight fit for a variety of radios. A detachable adjustable shoulder strap is included and it measures 280x200x140mm.

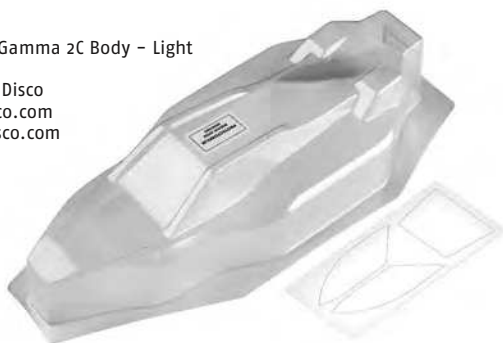
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**CONTACT:** 01527 575349

## Xray XB2 Gamma 2C Body - Light

This ultra-lightweight version of the XB2 Gamma 2C body from Xray is designed especially for high traction conditions. The profile of the body improves stability in fast corners, chicanes and helps with rotation in tight corners. The high-performance, low-profile aerodynamic body for XB2C is designed by Xray to work in most track conditions but especially for higher grip tracks. More downforce was added to the middle to increase rotation in slow corners with less downforce in the rear and front to give more corner speed without diving too much.

■ #329713 - Xray XB2 Gamma 2C Body - Light

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



## JUNE

4-6	Kyosho Masters	Sucy-en-Brie, France
5-6	BRCA Club Sport Large-Scale Series	Wombwell
6	BRCA 1:8 Truggy National Championship	North West Nitro
6	MTC National	Southend
6	1:8 off-road club series	Ledbury
6	1:10 off-road summer series	IO66
6	King of Clubs summer series	Eastbourne
12	Nitro X	East Shrewsbury
13	Nitro X	East Shrewsbury
13	BRCA TC National Championship	Eastbourne
13	Large-Scale Summer Championship	SERCCC
13	1:10 off-road summer series	South Lakes
13	1:8 off-road	Slough
13	On-road club championship	Carlisle
19-20	Iconic Cup	Broxtowe
19	1:8 off-road club series	Brookthorpe
20	BRCA 1:8 Truggy National Championship	Herts
20	1:8 off-road club series	Brookthorpe
20	1:10 off-road summer series	IO66
25-27	EFRA 1:10 Off-Road GP	Kampenhout, Belgium
26-27	BRCA 1:8 Off-Road National Championship	North West Nitro
27	1:10 off-road summer series	South Lakes
27	King of Clubs summer series	Colchester
27	King of the North	Force Raceway
27	On-road club championship	Carlisle
27	1:10 summer series	Herts

## JULY

3-4	Schumacher Outdoor Off Road Masters	Telford
4	MTC National	West Bridgford
4	Large-Scale Summer Championship	SERCCC
4	BRCA 1:10 TC Clubmans Championship	Bedworth
4	1:10 off-road summer series	IO66
4	BRCA 1:8 Truggy National Championship	Kent
6-10	EFRA 1:8 Off-Road European Championship	Redovan, Spain
10-11	Iconic Cup	Stafford
10	Nitro X	Nemo Raceway
11	Nitro X	Nemo Raceway
11	BRCA TC National Championship	Colchester
11	1:10 off-road summer series	South Lakes
11	1:8 off-road	Slough
12-17	EFRA Large-Scale TC and FI European Championship	Forano, Italy
18	On-road club championship	Carlisle
18	1:10 summer series	Herts
18	Large-Scale Summer Championship	SERCCC
18	1:10 off-road summer series	IO66
18	King of Clubs summer series	West London
18	BRCA 1:8 Truggy National Championship	Brookthorpe
19-24	EFRA Large-Scale Off-Road European Championship	Fehring, Austria
24-25	BRCA 1:8 Off-Road National Championship	East Shrewsbury
24-25	Schumacher Outdoor Off Road Masters	Mendip
25	BRCA 1:10 TC Clubmans Championship	West London
25	1:8 off-road club series	Ledbury
25	King of the North	Force Raceway
25	TC Heroes	Carlisle
27	1:10 off-road summer series	South Lakes
30-1 August	Revival 2021	Bingham Model Raceway
30-1 August	BRCA 1:8 Off-Road National Championship	Herts

## AUGUST

1	MTC National	EARCC
1	Large-Scale Summer Championship	SERCCC
1	1:10 off-road summer series	IO66
2-7	EFRA 1:8 On-Road European Championship	Almussafes, Spain
7-8	BRCA Club Sport Large-Scale Series	Booklands
7-8	Schumacher Outdoor Off Road Masters	Herts
8	BRCA TC National Championship	Halifax
8	1:10 off-road summer series	South Lakes
8	1:8 off-road	Slough
8	On-road club championship	Carlisle
14-15	BRCA 1:8 Off-Road National Championship	Brookthorpe
15-16	Iconic Cup	West London
15	1:10 off-road summer series	IO66
15	BRCA 1:10 TC Clubmans Championship	Coastal
15	King of Clubs summer series	Adur
18-21	IFMAR 1:10 Touring Car World Championship	Gubbio, Italy
21-22	EFRA Large-Scale TC GP	Cremona, Italy
21-22	Schumacher Outdoor Off Road Masters	Southport
22	BRCA 1:8 Truggy National Championship	Nemo Raceway
22	IFMAR TC World Championship	Italy
22	1:8 off-road club series	Ledbury
22	Lakeland Classic	South Lakes
22	1:10 summer series	Herts
23-29	EFRA 1:10 On-Road IC European Championship	
28-29	Iconic Cup	Mendip
28-29	RudeBits Dash4Cash	TORCH
28-29	RHR Classic	RHR
29	BRCA 1:10 TC Clubmans Championship	Stafford
29	Nitro X	Brookthorpe
29	1:10 off-road summer series	IO66
29	King of the North	Force Raceway
29	M-Chassis 5-Hour Endurance	Carlisle
30	Nitro X	Brookthorpe

\*TBC

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



# SERPENT

## INNOVATIONS



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**SPYDER**  
SRX2  
TEAM



**SPYDER**  
SDX4



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**SUBSCRIPTIONS:**

Racer Magazine, Doolittle Mill, Doolittle Lane,  
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Tel: 01525 222573  
Rates: UK £42, Euro and Europe £56, Worldwide £69

**BACK ISSUES:**

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Totterhoe, Bedfordshire, LUG 1QX  
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THE NEXT ISSUE OF  
RC CAR RACER IS ON SALE  
1 JULY 2021  
ISSN 1366-6916

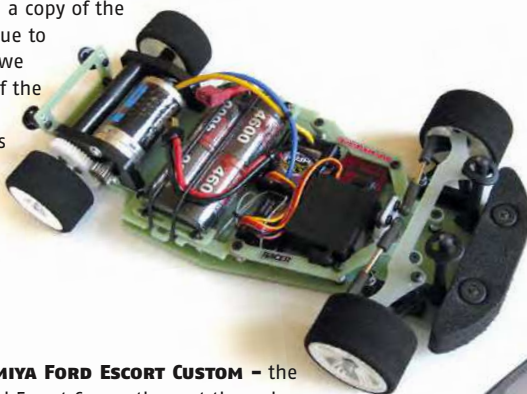
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# COMING UP

## ON SALE: 1 JULY 2021

**MARDAVE VRX HR3 HOTROD** – Mardave kits are synonymous with indoor racing that is fast and furious, but also great fun. Many top racers got into the hobby by racing Mardaves, probably at a local midweek club where they learnt a lot in a very short period of time. The latest Mardave chassis to reach us for review is the VRX HR3 with the GRP layered chassis that is packed with new features and design elements that are simply too long to list so you will need to pick up a copy of the August issue to see what we thought of the Leicester company's hotrod.



**A GUIDE TO AIRBRUSHING** – one of the skills you can learn as part of the RC hobby is airbrushing and painting your own body. This can be incredibly daunting though, with a lot to learn about the art of airbrushing, and a massive range of specialist equipment to choose from. In the first of a series of articles that we are putting together with support from The Airbrush Company, we look at the basics including a suitable airbrush and compressor, as well as some ideas to think about going forward.

**TAMIYA FORD ESCORT CUSTOM** – the Ford Escort Cosworth went through a number of different looks as the US company took on the World Rally Championship in the 90s. From the original model with the 'whale tail' rear wing taken straight off the Sierra through to the more understated version as featured on the new Custom from Tamiya as seen here. Based on the venerable TT-02 chassis, even in box art white this 1998 classic looks great.



**FTX TRACER TRUGGY** – with an RRP of under £60, it looks like this is a very small price to pay for a small-scale truggy, but as we found out in testing, the Tracer Truggy is really rather good. The spec includes coil sprung shock absorbers supporting the double wishbone suspension as well as front universal driveshafts. The truggy features a shaft-driven 4WD along with geared differentials front and rear, with the RTR powered by a 390-sized brushed motor and micro 700mAh 2S Li-Ion battery. So just what does £59.99 buy you? Don't miss next month's issue to find out.

Also in the August 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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### Protoform Chevrolet Corvette C8 for Arrma Felony/Infraction

Protoform is now offering a clear Corvette C8 body for the 1:7-scale Arrma Street Bash line of vehicles and the Felony and Infraction. The officially licensed body is the ultimate aerodynamic upgrade to the popular Felony™ platform, whether you are making speed runs in the back roads or drifting in the parking lot. All the exceptional details of its 1:1 counterpart including aggressive cab-forward design, sculpted side doors, and vents are captured using the latest in 3D CAD and 5-axis milling technology. The extensive decal sheet lets you deck out your C8 with Corvette™ badges, windshield headers, "Jake" skulls, and USA flags. Also included are a custom add-on front splitter and rear wing to complete the super-scale look. The C8 is formed from durable 1.5mm thick high-quality polycarbonate with paint-then-peel overspray film. This body was designed with wider rear arches as a direct fit for the Felony to clear the 53/107 tyres. It will work with Infraction rear tyres, but to get the optimal look and fit, you can optionally choose to either widen the rear of your Infraction chassis with stock rear tyres or use Felony rear tyres with modifications to the rear gear ratio.

■ 1577-00 - Protoform Chevrolet Corvette C8 Clear Body for Arrma Felony/Infraction

**AVAILABLE FROM:** CML Distribution  
**WEBSITE:** www.cmldistribution.co.uk  
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### Factory Team Centre Dogbone Sets

Upgrade the centre drive line with these new Factory Team dogbone sets for the RC8B3 series buggies (front and rear) and RC8T3 series (front only). Dogbones will increase the efficiency and life of your centre drive line over universals because of the simplified drive system with only one drive pin instead of two (universal joint).

These can be fitted to the RC8B3, RC8B3e, RC8B3.1, RC8B3.1e, RC8B3.2, and RC8B3.2e. #81466 front set will also fit the RC8T3, RC8T3e, RC8T3.1, RC8T3.1e, RC8T3.2, and RC8T3.2e. #81467 rear set will not fit due to chassis length. Each set contains one dogbone, one outdrive and one M5x4mm set screw.

■ #81466 - Factory Team RC8B3 FT Centre Dogbone Set - front  
 ■ #81467 - Factory Team RC8B3 FT Centre Dogbone Set - rear

**AVAILABLE FROM:** CML Distribution  
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### Factory Team Gear Mesh Inserts

Factory Team Gear Mesh Inserts are used for quickly setting the gear mesh on the RC8B3 or RC8T3 nitro platforms. Especially useful on the stock 2-piece motor mount, they can also be used on the FT 3-piece mount to set gear mesh with proper teeth alignment. The inserts are compatible with 13T and 14T clutch bells without any changes to the insert orientation. Installation is as easy as replacing the stock motor mount washers with these new pieces. It is recommended to start with a new spur gear and new clutch bell to ensure even wear of the gear teeth.

Although these have been made specifically for OS-based engines, these inserts also work with other .21-sized engines and are compatible with RC8B3, RC8B3.1, RC8B3.2, RC8T3, RC8T3.1 and RC8T3.2

■ #81465 Factory Team RC8B3 FT Gear Mesh Inserts

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### Reedy Blackbox 600Z-G2 Zero-Timing Competition Speed Controller

Reedy's Blackbox 600Z-G2 Zero-Timing Competition speed controller is an option for entry-level racers thanks to its economical price, versatility, race-proven performance, and improved durability. Excellent throttle and brake feel, a wide range of adjustability, and upgraded hardware make the Blackbox 600Z-G2 suitable for a variety of racing applications, including entry level and cost-controlled "spec" race programs that mandate a specific speed controller.

#### Features:

- Lightweight plastic case with compact footprint
- Low-profile heat sink
- Fully adjustable brake and throttle functions
- On-board, single-button programming
- Optional Programmer2 programming
- Zero-timing ROAR-approved software (pending)
- Low-resistance circuitry
- Precision throttle and brake control
- Solder tabs for easy wire placement
- Silicone power wires
- Compact external capacitor
- Firmware updateable
- Competition proven

#### Adjustable Settings:

- Operation Mode - forward/brake or forward/brake/reverse
- Drag Brake - adjust automatic braking strength
- Power Profile - increase or decreases punch
- Drive Frequency - adjust for a smoother or more aggressive throttle feel
- Brake Frequency - adjust for a smoother or more aggressive brake feel
- Restore Default - restore the factory default settings

#### Specifications:

- Voltage Input: 2S LiPo
- On Resistance: 0.0018 ohms
- Continuous Current: 60A
- Dimensions: 40.2x31x18.8mm
- Weight: 37g (no wires)
- Motor Limit: 13.5T

- #27012 - Reedy Blackbox 600Z-G2 Zero-Timing Competition
- #27037 - Reedy Blackbox 600Z-G2 ESC / Sonic 540-FT 13.5 Combo
- #27038 - Reedy Blackbox 600Z-G2 ESC / Sonic 540-FT 17.5 Combo
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### JConcepts A-One Racer 2

The JConcepts team has a new touring car body to follow-up on their successful touring car range with the A2R. The new body has fundamental differences necessary for performance starting straight-away in the front-end area. The shrunken front-end is considerably laid-back, shortening the nose allowing the force to be placed over the front tyres. A-pillar rails extend over the bonnet for some air deflection straight over the nose and strengthens the front wheel well area. The front windshield is tucked back inside the rails sunk and connected to the aggressive roofline giving the A2R its distinctive shape. Behind the front wheel well and in front of the rear wheel well is a definitive edge that strengthens the openings and also provides better race posture. A hard edge runs the bottom of the rocker-panel providing more grit to the design while also providing extra front to rear rigidity. Moving to the rear section of the body, the boot area has plenty of deck overhang. The rear overhang is important as it is a critical part of the body which controls downforce and provides the placement for the rear wing. A small kick-up or built-in spoiler at the tail end of the body helps stabilise the car at high-speed. To complete the look and finish, the bubbled roof profile and minimally structured greenhouse area allows the body to blast high-speed sections.

Included in each body set is a JConcepts A-One decal sheet and paint mask for all windows. The rear wing option is light-weight and high-downforce with separate side-dams for the ultimate stability. To attach the rear wing, 3mm mounting hardware and plastic nuts are included to complete the light-weight assembly.

- #0443UL - JConcepts A-One Racer 2 190mm TC body - ultra light-weight
- #0443S - JConcepts A-One Racer 2 190mm TC body - standard weight

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



### Revolution Design B6.2 -1-Degree Suspension Block

RDRP now offers this new -1-degree suspension block for Team Associated's B6.2 2WD buggy. With this item, it is possible to either reduce rear toe-in for less rolling resistance and more corner speed on high-bite surfaces such as carpet and Astroturf, or to run your rear arms in a narrower position for more roll on slippery tracks. This suspension block is machined from durable aluminium, black anodised, has chamfered and polished edges, and is compatible with the full range of Team Associated B6.2 pill inserts.

- #RDRP0544 - Revolution Design B6.2 -1-Degree Suspension Block

**AVAILABLE FROM:** X-Factory UK  
**WEBSITE:** [www.xfactoryrc.co.uk](http://www.xfactoryrc.co.uk)  
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### Contact LMP12 Wheels

Contact RC is now offering their LMP12 wheels as a separate item, and includes the new hex fitting wheel for the Eclipse 4, front and standard 3-bolt rear. The wheels are supplied pre-scratched for better glue adhesion.

- JT3RR - Contact RC 1:12 Hex Rear Rims - Black - 2 pairs
- JT2RR - Contact RC 1:12 Standard Rear Rims - Black - 2 pairs
- JT2FR - Contact RC 1:12 Standard Front Rims - Black - 2 pairs

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



### Team Associated Pro4 SC10 RTR

Team Associated's Pro4 SC10 is a ready-to-run electric short course truck that includes a water-resistant high-power Reedy brushless speed control, Reedy 3300kV brushless motor, water-resistant enclosed receiver box, adjustable oil-filled coil-over shock absorbers and four-wheel independent suspension. The drivetrain features three heavy-duty sealed gear differentials with the truck sitting on Fifteen52 Turbomac HD wheels wrapped in realistic off-road General Tire GT Grabber all-terrain tyres. The 2.4GHz 2-channel radio system includes an adjustable digital gyro, which allows the vehicle stability to be adjusted to match the terrain, complimented by a digital high-torque Reedy servo. The #20530C LiPo Combo includes a Reedy Compact Balance Charger and Reedy 2S 7.4V LiPo battery with T-plug.



#### Features:

- High-torque digital servo with spring-style servo saver
- Powerful Reedy 3300kV brushless motor
- Water-resistant high-power Reedy brushless speed control with T-plug connector and LiPo low-voltage cut-off
- Factory-finished Contender short-course body
- Durable, impact-absorbing front and rear bumpers with LEDs
- Fifteen52 Turbomac HD wheels
- High-grip General Tire GT Grabber all-terrain tyres
- Three sealed gear differentials
- Threaded, oil-filled coil-over shock absorbers
- 4mm heavy-duty adjustable alloy steel turnbuckles
- Durable slider type drive shafts
- Steel centre driveshaft
- Four-wheel independent suspension

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# Testing Matters

When the 2021 BRCA TC Nationals finally kick off this summer, all the competitors will have had plenty of time to test their cars including factory Xray driver, Ollly Jefferies, who will be wheeling the latest T4. So who better to explain what to do and what not to do when you go testing...

Although we spend a lot of time at race events, some people don't always see the hard work that goes into testing. In normal times – before coronavirus – the winter season would end around mid-March and we would then spend the next month or so preparing for our first national which is usually middle of May. So what goes into this?

## RESTRICTIONS EASED

Since lockdown has ended it's been a case of getting up to speed as quickly as possible and getting that feeling back for driving. Speed isn't too much of an issue; it's more the fine details and being consistent which has been my main focus. Along with this it's the first time running the Xray T4 '21 car. Although not radically different to the

2020 chassis, it still requires some learning to find out what makes it tick. A lot of time has and will be spent at the Cotswold track as not only this is local to me, but it's probably one of the best places to test at. The track has some challenging corners with low and high-speeds all mixed in together. One of its unique features is that it doesn't eat tyres, which makes it much easier to

*The Cotswold venue is Ollly's local track so plenty of time has been spent here testing with the Xray chassis*





test and get consistent results. At some tracks you will see a big drop off in lap times due to tyre wear so you can get false results. For example a set-up change could make the car worse, but if you also fitted a better set of tyres the latter would mask this and can trick you into thinking you have made an improvement.

Therefore these are the keys rules to always consider during testing:

- Track conditions change – keep track of temperature and how many cars are running on track laying rubber down
- Tyre life – keep in mind tyres can get slower. If you have a couple of sets of the same age alternate between them
- If you find an improvement, change it back straight away to prove it is the change making the difference
- Be honest as sometimes we can want something to work – the stopwatch doesn't lie
- Make notes – you can't record enough information for next time you come back to track. And always complete a set-up sheet out after every race

If you stick to these pointers you will make good progress. Sometimes you can go to a track with a list of ideas and some days it's good try more radical stuff. Leading up to races you shouldn't be making any revolutionary changes, just fine-tuning. It is important to not get lost during testing. If you are trying a lot of new things and it doesn't work, go back to the base settings you know and start again. It's good to try new things but be careful not to try changes just for the sake of making them. A car at 90 per cent being driven at 100 per cent as your confident in it is better than a car at 100 per cent but you have no idea what it will do in the next run after another change. Always start the day with a set up you know and don't make changes until the track has become stable.



*Organised as ever in the pits. Olly has been testing with teammates ahead of the 2021 national series*



*A single colour spray job usually means body shell testing*





## SELECTED OPTIONS

During my testing so far I have just been using a single chassis. Over the years I have sometimes built two cars of the same spec, but I felt one would be enough. The options I have fitted to my T4'20 are:

- #302525 Aluminium Dual Servo Saver Arm - the alloy steering allows you to run more lock, which is needed on some of the tighter tracks
- #305308 ECS BB Driveshaft 52mm - these ball bearing driveshafts offer a much smoother feeling in the corner
- #303764 T4'21 Aluminium Chassis Brace - the T-Brace is a must-have and really settles the car and gives more stability

## DRIVER FOCUSED

Along with the set-up you always try to improve driving. Everyone spends hours trying to improve their car or looking for something they will never find. Sometimes it's easier to adjust to the car than trying to adjust the car to you. I work closely with Marcus Askell who is my pitman. Not only can he suggest ideas for set up but the biggest gain for me is the help on my driving. He doesn't tell me how to drive as we don't forget this, but points out areas someone else might be faster or doing something better, and I can then adjust for this part of the track. It might be you set the fastest lap, but on one corner or more someone else will be faster. I can't watch this as I am on track at the same time, but after each run he can point this out and I can make the adjustment for the next time. This is real big benefit and something you need a lot of trust to work. If he says brake less here or there, you need to be sure he knows what he is talking about otherwise you can end up off the track.



*The optional longer front driveshafts make the car smoother to drive*

*These alloy dual servo saver arms offer increased steering lock*

*The T-brace, like the steering parts are one of the best upgrades to make*

## HAVE A PLAN

Usually we would probably travel around a bit more to different tracks, but with the strange times we are in this has been a bit more restricted of course so need to make sure we are getting through the ideas we have.

Once you have spent some time testing its time for the race. The format for a national is racing on the Sunday and practice on the Saturday. I like to turn up Saturday with a set-up I know is going to work and just use this day's practice to fine-tune it. Sometimes you can arrive and find different track conditions to what you have seen in testing so adjustments will have to be made accordingly.

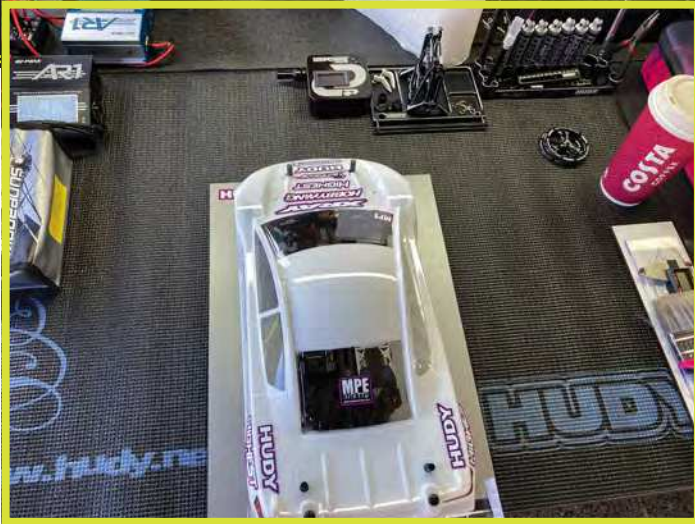


*At the home workshop Oilly builds up a new set of shocks for his T4'21 chassis*



*In 2021 Oilly's T4'21 will be equipped with Hobbywing power, a Highest servo and Sunpadow batteries. Controlling the vehicle will be a Sanwa radio package. Additional support will come from Hudy, ToniSport, MR33 and MPE*





In recent year's Olly has chosen not to have a body sponsor and therefore has the flexibility to race with whatever brand he wishes



Looking at all the Xray and Hudy equipment, it's no surprise to read that Olly has signed back with the Slovakian brand in 2021

You never want to be trying new untested ideas or anything radical as you won't have the confidence in this over the course of a day. Try and stick to small fine-tuning adjustments and work on perfecting your driving lines and consistency. If you have done a good job with testing beforehand this will give you the confidence to trust in the set-up on the car. The car doesn't always have to be perfect; you just need to trust in it and know what it will do.

### REAP THE REWARDS OF YOUR LABOUR

Testing can be dull sometimes and sometimes it can be exciting when you feel you have unlocked something. Some days you can leave the track having tried lots of things and none of them have worked. Don't feel this is a wasted day as its things you know not to try next time so it's still lessons learnt. I guess that is why it's called testing.

### BACK TO THE FUTURE

Aside from the preparation I am now back with team Xray. It has been a tricky 12 months, but am happy to be back, looking forward to a great year ahead. ■

See you trackside

**XRAY** RACING TEAM

*Olly Jefferies*

**OLLY JEFFERIES** 

XRAY T4 & X12



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THE LAST WORD IN EVERYTHING RC!

## GONE BUT NEVER FORGOTTEN

TEN YEARS AFTER HIS PASSING, PETER WINTON REMINDS US ALL OF THE INFLUENCE THAT MIKE REEDY HAD IN RC WHAT WITH HIS ABILITY TO SPOT TALENT AS WELL AS PREPARE THE MOTORS THAT BORE HIS NAME, AND OF COURSE WHAT A WONDERFUL GENTLEMAN HE WAS...

The 17 May was the ten year anniversary since Mike Reedy passed away, and more years since we last saw him at a race. Full disclosure – Mike was a friend of mine and I regard him as the most influential RC figure in modern RC. Mike Reedy, RC pioneer, motor builder and team manager for a roll-call of the greatest RC drivers, passed away on 17 May 2011. Mike built arguably the best-known brand in RC, Reedy Modifieds, during a 25-year stint working with the Associated Electric company of California, USA. In 1982 an Associated RC12e, driven by Kent Clausen and powered by a Reedy motor, won the first IFMAR World Championship for 1:12 cars. It was to be the first of over 30 titles won by Reedy Modifieds in the IFMAR Electric classes.

### HEADS-UP RACING

Mike started a series of races called the Reedy Race. The format where drivers, each personally invited by a letter from Mike, all raced each other for places and points to decide the winner, was Mike's idea of having the best drivers in the world entertain him on his birthday. It was also a difficult format, and only a handful of drivers have ever won it twice. The format has passed into the RC lexicon as the "Reedy" format. In over 20 years as the Team Manager for Associated/Reedy, Mike was simply the best at discovering and developing driver talent. Many of them never really knew why Mike took them under his wing when they were only starting out, and

helped them develop, but most soon knew that their success owed much to Mike's advice and encouragement. Jay Halsey, Masami Hirotsuka, Mark Pavidis, Billy Easton, Brian Kinwald, Tony Neisinger, Neil Cragg, Craig Drescher, Matt Francis, Mark Francis, Cliff Lett and Ryan Maifield are some of the names that Mike helped to achieve their best.

Mike retired from Associated in 2004, and travelled to races accompanied by his many friends. Despite failing health, he was always Mike, with a good sense of humour and time for people. Mike passed away surrounded by his friends in that great RC family he helped over his time as an icon of the RC industry.

### A STANDING OVATION

I gave an appreciation of Mike's IFMAR role on his retirement as Electric Section Chairman in 1995. Nervous, and almost desperate to use the right words to say thank you to the great man, I was relieved when 200 people from over 30 countries rose as one to give him a five-minute standing ovation. I came to realise this had nothing to do with me – all I needed to say was "Thank you, Mike" and the affection everyone had for him would have done the rest! Preparing for one visit to America, Mike suggested my wife visit a Getty collection. Disappointed to find we couldn't book it from the UK, I asked



Mike if we could book it when we got there. His answer, in a letter, was no – he had already done it. In the letter were our tickets, and reservations for car parking and the restaurant that he had so thoughtfully added.

Mike was an able RC administrator for both ROAR and IFMAR. As if I were one of his drivers, he took me under his wing and helped me in my IFMAR role with his kindness, thought, generosity and wisdom. Mike was an educator, not a guru, striving selflessly to help others help themselves do their best. I count myself lucky I was one of the people he helped, and was able to spend so much time in his company.

Next time you see the Reedy name somewhere on your RC travels, know that it is the legendary man behind it that makes it so special.

*It is Now!*

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

**1.** A very youthful looking Keith Robertson – now well established as a member of staff at CML Distribution – photographed back in early 2005. The 2003 BRCA 27-Turn Stock National Champion had signed a deal to race for the Team Associated, Reedy, Novak and Yokomo UK distributor. Keith would be running in various classes both in the UK and abroad using Yokomo's MR4TC SD CGM and Team Associated's RC10L4, B4 and MGT.

**2.** Back in 2011 we saw the prototype of Speed Passion's new speed controller that could be remotely programmed using a smartphone. And less than 12 months later, that Reventon was made available to the public with a finished design that was a little smaller, losing some of its handmade, over-engineered looks. The Reventon's settings could be accessed wirelessly for those with Apple and Android smartphones and tablets, as well as Windows-based products.

**3.** The Tamiya TA05 MS from 2007 looked very much like a TRF model with its double deck carbon fibre chassis and aluminium bulkheads. More aluminium featured on the suspension pivots and the model came with Tamiya's legendary TRF aluminium dampers. The major difference between the MS and the TRF series of touring cars raced by the factory drivers at the time was the different transmission layout with the layshaft located in front of the motor. Ironically nearly all current TC chassis manufacturers are now adopting the TA05 MS mid-motor layout!



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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.

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