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**RACE  
REPORTS**

- BRCA ● MTC
- ICONIC CUP
- KING OF CLUBS



**UP FRONT AND  
PERSONAL**

WE HEAD TO CARLISLE TO FIND OUT  
HOW GOOD THE WRC ST2.1 FRONTIE IS  
ON THE RACE TRACK...

# LIFE BEGINS AT 60

JUST HOW GOOD IS THE FTX TRACER - A SUB-£60 READY-TO-RUN TRUGGY



**6S & 65MPH+**

RIPPING UP THE GRASS  
WITH CORALLY'S  
NEW SPEED-PACKED  
MURACO XP 6S

**HIDDEN SPEED**

HOW IAN MULLANEY CAME UP WITH A  
SPEED CONTROLLER INCORPORATED  
INTO A PROCAT CHASSIS

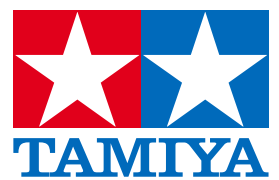
DOOLITTLE  
MEDIA



09



**58685:  
COMICAL HOTSHOT (GF-01CB) 4X4**



NO LAUGHING MATTER, IT'S A

# SIZZLER

HERE IS ANOTHER RELEASE IN THE POPULAR SERIES OF COMICAL BUGGY MODELS OF THE CLASSICS - THE COMICAL HOTSHOT! THE ORIGINAL HOTSHOT WAS OUR FIRST SHAFT-DRIVEN 4WD BUGGY BACK IN 1985. NOW IT IS HERE ON THE 4WD GF-01CB CHASSIS. THE REIMAGINED COMICAL BODY COMES PRE-PAINTED IN RED AND ALL THAT IS NEEDED IS THE APPLICATION OF THE DECALS THAT ARE INCLUDED. THE GF-01CB CHASSIS IN WHICH THE BODY SITS ON TOP OF IS A GEAR-DRIVEN UNIT THAT PROVIDES A THRILLING DRIVE AND SUPER WHEELIES WHEN YOU GIVE IT SOME WELLY.

## GF01CB CHASSIS

**GF-01: SERIOUSLY STABLE 4WD:** THIS GEAR-DRIVEN 4WD CHASSIS IS BASED AROUND A LIGHTWEIGHT AND TOUGH MONOCOQUE FRAME, WITH POWER PROVIDED BY THE CENTRALLY-POSITIONED MOTOR. SEALED GEARBOXES PROTECT FROM DUST AND DEBRIS AND ARE INTEGRATED INTO THE FRAME, WHILE THE BUILT-IN DIFFERENTIAL GEARS PROVIDE SMOOTH CORNERING. THIS IS COMPLIMENTED BY 4-WHEEL DOUBLE WISHBONE SUSPENSION WITH CVA OIL DAMPERS AND A TWO-PIECE TIE ROD STEERING SETUP WITH THE SERVO ON THE LEFT - ALL PROVIDING A FANTASTIC RESPONSE AND DELIGHTFUL HANDLING.

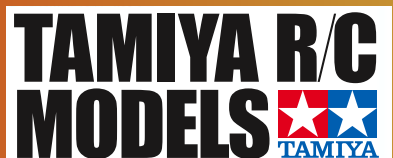


## SPECS:

- This is a 1/10 scale R/C model assembly kit.
- Includes a lightweight and durable stylised polycarbonate version of the Hotshot body and wing, developed specially for this model. The body is pre-painted in PS-2 Red to save the hassle of a paint job. Stickers based upon the 2007 re-issue Hotshot (Item 58391) are included for decoration.
- Stylish bumper and muffler parts are included, as well as dedicated side guard components.
- Separately sold 5mm LEDs can be used to light up the model. Light pods are included.
- ST block bubble tyres have stepped block patterns (width/diameter: front 45/99mm, rear 55/99mm).
- The GF-01CB chassis offers efficient gear-driven 4-wheel drive.
- ABS two-part wheels have red and white spoke parts.
- CVA Super Mini oil dampers moulded in red ensure your ride has superior cushioning.
- A rear wheelie bar lets you perform thrilling wheelies by slamming on the throttle.
- Includes the NEW TBLE-04S ESC. Compatible with brushless motors (sensored) of 21.5 turns and higher, and Tamiya brushed motors 25 turns and over.
- Requires: Carson Reflex 2-channel radio, steering servo, 7.2 volt battery and Ansmann compatible charger to complete.
- WR-02 or GF-01 Hop-Up Option parts are available to make it unique and truly yours.

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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Ian Mullaney, an electrical designer has developed a new chassis for his vintage Schumacher Procat that sees the speed controller integrated into the chassis for a unique and very cool look. In this month's Iconic RC Vintage Column, John Weston finds out how he came up with the idea as well as some background details after making a comeback into the racing scene.

### 16 CONTINUING WHERE THEY LEFT OFF

Eastbourne Electric Car Club were the hosts for the first BRCA 1:10 TC National of 2021, which saw domestic racing return at the highest level since the end of 2019. The defending champions would be back to battle it out for honours on the south coast with Olly Jefferies and Zak Finlay the favourites for the wins in their respective classes of modified and stock.

### 32 CLUBMANS KICKS OFF TC IN 2021

Late May saw the first of this year's BRCA Clubmans series kick off at Cotswold with classes for Frontie, TC 17.5T Blinky and Formula One, which saw wins for Christopher Brian, Zak Finlay and Luke Lee respectively

### 38 'BOURNE TO RACE

Much nicer weather greeted the racers for the second round of the King of Clubs that also supports the Tamiya Junior-E series for new and younger racers. The host club offered dry and sunny conditions, which was very different to the previous event at Aldershot, but it was the same drivers who proved that their round one wins were no fluke.

### 42 A ONE-TWO FOR THE SKIDMORES

This year's BRCA 1:8 Off-Road National Championships would begin on the dirt in Blackpool and the North West Nitro venue. Whilst the pre-season favourites of Neil Cragg and Elliott Boots would excel in qualifying and the semi-finals, it was Joni and Will Skidmore who would come through the 45-minute A final to take the top two spots as Juliet Exall reports.

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### 58 ON THE FRONT FOOT

With lockdown finally easing, we headed to Carlisle to put the WRC ST2.1 to the test and the opportunity to show what the frontie TC could do on track. John Weston enlisted the talents of Andy Travis to ensure the car's potential was fully maximised.

### 60 UP FOR THE CUP

Six Tamiya-based classes were catered for as the first Iconic Cup round of the year took place at Carlisle Radio Model Car Club and the most Northern of tracks of the 2021 series. Despite the continued challenges of the pandemic, the club and organisers put on a great event for the racers who were over-joyed at the return of the Cup after an enforced absence in 2020.

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#### 22 FTX TRACER TRUGGY

The FTX brand has always offered excellent value for money, but the new Tracer Truggy pushes the boundaries with its sub-£60 RRP for the RTR package. The spec includes coil sprung shock absorbers, double wishbone suspension, front universal driveshafts, a brushed power system and Li-Ion battery, but of course you can only really tell how good an RC model is until you take it out. To find out our thoughts, head to page 22.

#### 46 CORALLY MURACO XP 6S

The market for capable, high-speed 1:8-scale off-road models is a big one and highly sought after amongst manufacturers. This is the first time Racer has reviewed a model from the Corally brand in its latest guise, and were luckily enough to get our hands on the new Muraco XP 6S, based on their Shogun model that comes with a powerful brushless package that with 6S capability, means a possible top speed of over 60mph. To say we were excited to run the Muraco would be a huge understatement.

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Tommy Hall dominates the new Schumacher Outdoor Off-Road Masters at Telford, details of season four of the Essex Carpet Clash is announced along with MICC 2.1 and the 1066 Racing winter dates. Tamiya confirms there will be a new TD4 chassis for the Super Avante whilst Horizon Hobby is super busy with a NASCAR sponsorship deal and the acquisition of AKA.

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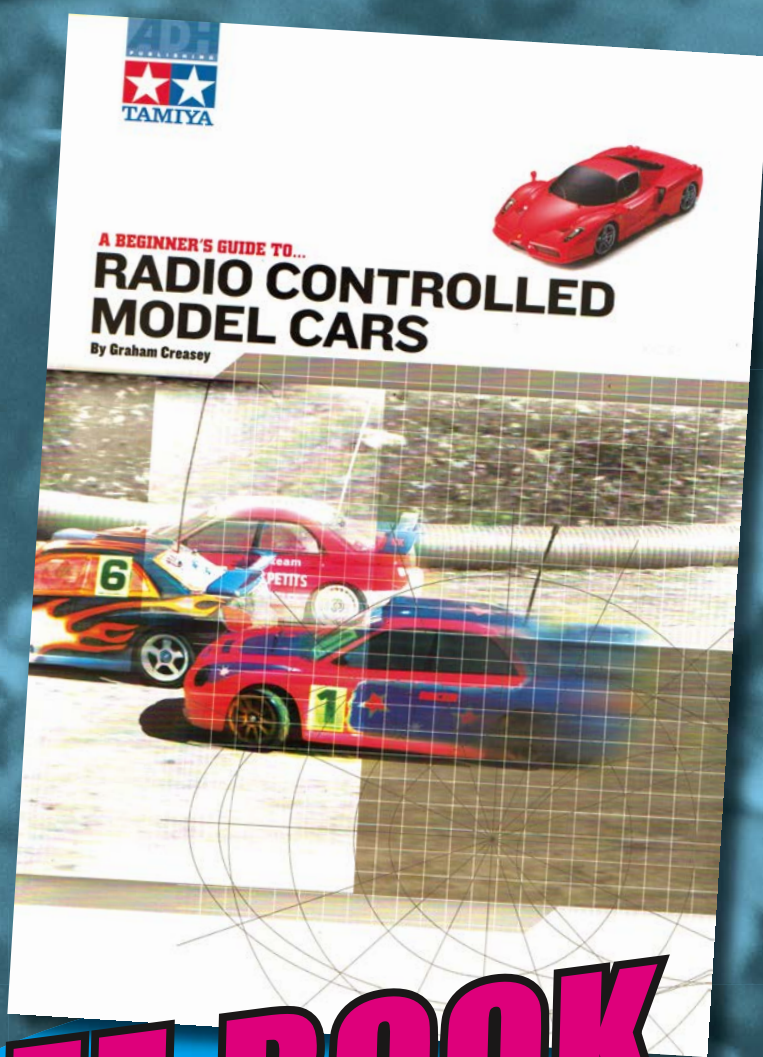
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## HORIZON HOBBY GOES NASCAR

Front Row Motorsports gets Horizon Hobby on board to support Daytona 500 Champion Michael McDowell

Front Row Motorsports (FRM) announced that Horizon Hobby and its Arrma brand would partner their #34 NASCAR Cup Series programme. The deal is part of a three-race partnership starting with the Pocono Raceway event that also includes the race at the New Hampshire Motor Speedway. The Arrma logo will adorn Michael's Ford Mustang, and joins Love's Travel Stops, Speedco, Fr8 Auctions, CarParts.com, Revolve Finance Online Banking and SpeedyCash.com to complete the season primary partnerships as he prepares for the NASCAR Playoff this autumn.

"This has been a great season for everyone at Front Row Motorsports and what we're hoping to continue to build," said Michael McDowell. "We now have the final piece of the puzzle with Horizon Hobby, a great new partner for our team, to help us make our summer push before the NASCAR Playoffs."

Michael will quickly become an integral spokesperson for Horizon Hobby and will highlight their products on social and digital media videos

throughout the remainder of the season.

"We are ecstatic to partner with Front Row Motorsports and Michael McDowell this season," said Chris Dickerson, Chief Executive Officer, Horizon Hobby. "We know many of our customers enjoy the thrill of speed in many shapes and forms. Michael can reach a lot of new fans who may be ready to try our products and we're excited to see him use our products the rest of the year."

At the first events the #34 will take its inspiration from the Arrma 1:7 Felony 6S BLX Street Bash All-Road Muscle Car RTR that reaches speeds in excess of 80 miles per hour. The black base and red accents are highlighted on the Ford Mustang.



"The Arrma brand is defined by speed," said Jason Dearden, Founder of the Arrma brand. "We're honoured to join with Horizon Hobby to support Front Row Motorsports and Michael McDowell at the Pocono double-header. We can't wait to see the car on the track."

# TOMMY TAKES SCHUMACHER SERIES DOUBLE AT TELFORD

The inaugural Schumacher Outdoor Off-Road Series kicked off at Telford and saw the top off-road racers do battle for honours in 2WD and 4WD

Telford would host round one of the first Schumacher Outdoor Off-Road Series in 2021, taking the title of the premier championship for 1:10 off-road buggy racing in a second year without any BRCA National competition.

As a result, many of the top drivers from the UK would attend including the likes of Neil Cragg and Lee Martin, as well as the up and coming youngsters such as the Hall brothers, the Holdsworths and Ben Smith to name just a few making up the full 100-driver entry...

In 2WD, which took place on Saturday, Neil Cragg was the man to beat and put in another strong performance just a week after taking pole position at the BRCA 1:8 Off-Road National at North West Nitro to place his Team Associated B6.3 on the top spot for the three-legged A finals. He took three out of four rounds with only his team-mate Tommy Hall getting

the better of him in the first round and he would line up second with Ben Smith third.

There were three different winners over the A final legs with Tommy winning the first leg, Neil the second and Ben the final race of the day. Tommy's win and two second places gave him the overall win with team-mate Neil second and Ben third.

Sunday saw the 4WD event take place with a nine-heat entry and in qualifying Tommy Hall would continue where he left off by winning the first two round and backing it up with a second and third to take pole. Paul Crompton also won a round and would be second with Jamie Hall third, also winning a round of qualifying.

In the A finals, it was Tommy who doubled his Schumacher Outdoor Off-Road Series wins, this time with a clean sweep of all three legs. It was an all Team Associated podium with Neil second and Jamie

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

RESULT - 4WD				
POS	QUAL	DRIVER	CHASSIS	PTS
1	1	Tommy Hall	Team Associated	2
2	5	Neil Cragg	Team Associated	4
3	3	Jamie Hall	Team Associated	5
4	4	Ben Smith	Schumacher	7
5	2	Paul Crompton	Yokomo	8
6	6	Tom Yardy	Xray	10
7	7	Lee Martin	Yokomo	12
8	9	Phil Sleigh	Schumacher	15
9	8	Luke Holdsworth	Schumacher	17
10	10	Charlie Saunders	Team Associated	18

third, all racing the latest B74.1 model. The second round of the series takes place in a few weeks at Mendip.



Telford hosted the first of the brand new series, which is the only 1:10 off-road national championship in 2021



In 2WD Tommy Hall led home fellow Team Associated driver Neil Cragg with Schumacher's Ben Smith third



4WD saw a Team Associated clean sweep with a podium of Tommy Hall, Neil Cragg and Jamie Hall

## MICC 2.1

The MICC 2.1 series will be presented by Muchmore Racing and according to the organisers, "Is going to better than ever." Support comes from the aforementioned Muchmore Racing, who is the title sponsor and Volante Tyres, and the organisers stated that they can't thank them enough for their support. They have already secured a class sponsor which will be announced accordingly.

The series takes place in Telford over five events starting in October and running through to February 2022. The dates, location and



contact details can all be found below:

17 October 2021  
7 November 2021  
12 December 2021  
9 January 2022  
6 February 2022

Venue: New Road, Wrockwardine Wood, Telford, TF2 7AB

Email: info@midlandchampionship.com  
Website: www.midlandchampionship.com

## EOS 2020/21 SEASON FINALE AIRSHOW INTERNATIONAL



Final two rounds of EOS to be hosted by Arena33 in August and September 2021

The Arena33 track, located in Andernach, Germany will host the final two rounds of the 2020/21 EOS taking place in the summer. The organisers stated that, "For us it is the best way to organize races regarding to still ongoing Covid-19 restrictions and changing conditions to have them close to our home base!" In the future though the target is for the EOS to return again to other tracks, for the only 1:10 off-road series in Europe.



## TAMIYA SUPER AVANTE



Tamiya has a brand new chassis coming providing the basis for their new Super Avante! The new 1:10 off-road buggy uses the TD4 chassis, which is a shaft-drive 4WD design, and comes with a body produced by Kota Nezu. Look out for a full thrash test in the future but in the meantime you can check out a YouTube video at <https://tinyurl.com/Tamiya-Super-Avante>

## JONI LEADS WILL IN A SKIDMORE ONE-TWO AT NWN

Round one of this year's BRCA 1:8 Off-Road National Championship was hosted by North West Nitro in Blackpool. In qualifying Neil Cragg would take the top spot for Team Associated with a perfect score. Elliott Boots would line-up for his semi-final on pole with the Skidmore brothers showing strongly.

In the A final, Elliott Boots and Neil Cragg would not feature with the latter dropping out early on and the defending champion not starting. As a result, Joni Skidmore

was able to take the lead whilst his brother Will battled with Tommy Hall for the runner-up spot after Dom Nunn's challenge faded.

Despite driving an impeccable race, Tommy would have to settle for third at the end of the 45 minutes. Will would take second, just seven seconds behind the similar Blok-powered Mugen of his brother who crossed the line to win his second BRCA National in the class.

Check out our full race report courtesy of Juliet Exall on page 42.



QUALIFYING - TOP TEN		RESULT - A FINAL					
POS	DRIVER	POS	QUAL	DRIVER	CHASSIS	ENGINE	RESULT
1	Neil Cragg	1	3	Jonathan Skidmore	Mugen	Blok	82 laps 45m 7.95
2	Elliott Boots	2	4	William Skidmore	Mugen	Blok	82 laps 45m 15.63
3	Joni Skidmore	3	15	Tommy Hall	Team Associated	Alpha	82 laps 45m 20.33
4	Will Skidmore	4	5	Michael Lewis	Team Associated	DS	81 laps 45m 13.80
5	Michael Lewis	5	11	Graham Alsop	HB Racing	Novarossi	81 laps 45m 31.78
6	Darren Bloomfield	6	8	Callum Niblett	Xray	Novarossi	80 laps 45m 17.66
7	Janie Clancy	7	7	Jamie Clancy	Team Associated	Reds	80 laps 45m 18.71
8	Callum Niblett	8	12	Jack Hirst	Serpent	Alpha	78 laps 45m 12.42
9	Dom Nunn	9	16	Mitchell Booth	Tekno	Blok	78 laps 45m 14.47
10	Kieran Cox	10	20	Freddie Thompson	Team Associated	Picco	78 laps 45m 25.64
		11	6	Darren Bloomfield	Team Associated	Bullitt	73 laps 44m 6.03
		12	9	Dominic Nunn	TLR	LRP	11 laps 6m 6.01
		13	1	Neil Cragg	Team Associated	Alpha	6 laps 3m 4.07
		14	2	Elliott Boots	Sworzk	Reds	DNS



## WESTON PARK

The 25th anniversary of the Weston Park show takes place over the three days of 3-5 September 2021 in Telford organised by Wrekin Model Flying Club. Despite the name, the event offers lots of RC action and there is plenty to keep the whole family entertained with model and full-sized aircraft displays, off-road and circuit RC car racing, model boats and helicopters. There will also be a quad fair, FPV racing and a swap meet. As well as all the displays taking place, there's a whole host of stalls to see with a huge trade line up, including a craft fair and plenty of food and drink stalls to tempt you. There's even a funfair to keep the children entertained and live music in the evenings. Full catering is available onsite as well as a licensed bar.



If that's not enough, you can join in the fun after dark for the Night Fire festival on Saturday evening. There will be stunning displays from Glider FX with computer controlled pyrotechnics and lights. The evening will close with a fantastic firework finale. Entry for adults costs £15, its £6 for children and a family ticket is £30. Camping is £85 pre-booked or £90 on the gate. The gates open at 8am with the show starting at 10am. You can find all the information at [www.westonparkmodelairshow.co.uk](http://www.westonparkmodelairshow.co.uk)

## HORIZON HOBBY ACQUIRES AKA

After the announcement that Horizon Hobby had purchased Pro-Line Racing (see Racer December 2020), the investment has continued with the global hobby brand based out of Champaign, Illinois in the USA has entered into an agreement to acquire the assets of AKA Products Inc. Best known as a developer and manufacturer of tyres and accessories, AKA was founded by Gil Losi Jr and Joel Johnson in Temecula, California, and has been creating world-class products by world champions since 2006.

"This agreement marks another pivotal moment in Horizon Hobby's commitment to the RC community. AKA adds more world-class experience and products to Horizon Hobby's Best Brands In RC" said Chris Dickerson, CEO of Horizon Hobby.

Joel Johnson, President of AKA Products, said: "We are thrilled for AKA to join forces with Horizon Hobby. This move enables the AKA brand to reach new heights." Gil Losi, Jr, Vice President of AKA Products added, "Losi and Horizon have a longstanding track record of bringing innovation to the RC community. I'm excited to re-join the Horizon team and contribute to the next chapter of innovation."



## ESSEX CARPET CLASH SEASON 4

The dates have now been confirmed with the venue for the fourth Essex Carpet Clash series that takes place in Brentwood. For season four the organisers have added a practice day (limited numbers) and a Christmas fun meeting to offer something a little different which many may not have ever done before. The six-round championship runs from October to March and will see the normal prizes for the winners of each final.

Full details can be found at [www.essexcarpetclash.co.uk](http://www.essexcarpetclash.co.uk)

Event	Date
Practice Day	26 September 2021
Round One	10 October 2021
Round Two	31 October 2021
Round Three	28 November 2021
Xmas Fun Race	19 December 2021
Round Four	23 January 2022
Round Five	20 February 2022
Round Six	13 March 2022

## LEGENDS AT TAMIYA UK

Isle of Man TT legend John McGuinness and Chris Harris from Top Gear fame visited the Tamiya UK distributor to record a podcast, but as expected, managed to get their hands on some iconic Tamiya machinery and put some of the RC through its paces.

Tamiya UK (The Hobby Company) posted up the following on their social media:

"Take a TT legend, our friend off the TV and some superb conversation... add fun on two wheels, four wheels and a couple of Tamiya buggies... voila!"

"Chris Harris (@harrismonkey) spent the day with John McGuinness MBE (@jm130tt) and @TamiyaUK as they prepared for a @collectingcars\_ podcast coming soon."

Chris tagged the post, "Always, always meet your heroes!"





# ONE SPEEDY CHASSIS

At first glance, it looks like Ian Mullaney's buggy has simply repurposed a printed circuit board for the chassis on his MullSpeed ESCAT. But as the name suggests, there is much more to it as John Weston found out

When Ian Mullaney published a post onto Iconic RC in early January 2021, heads were turned and it raised the highest and most rapid amount of 'likes' that I can recall in the ten years of Iconic RC! During the 2020 lockdown, Ian had developed the MullSpeed ESCAT and wow,

it got everyone's attention! In a nutshell, the ESCAT is a Schumacher Procat which incorporates the electronic speed controller into the actual chassis plate, so the original FRP chassis, in effect has been replaced by a circuit board. This is amazing 'out of the box' thinking from Ian

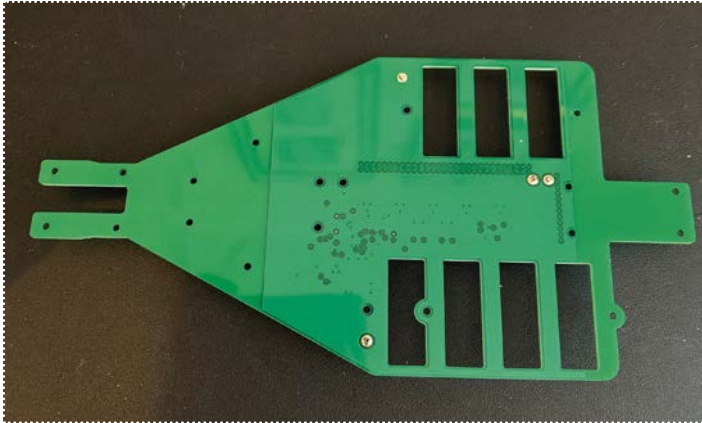
who, like many hobbyists, found time on their hands having been forced away from the track last year. For the Iconic vintage classes we expect to see models and customisations that were run back in the year-span of the class, but given the inspirational element of this Procat we've made

The ESCAT has gone through a number of iterations as highlighted on this chassis



# MullSpeed

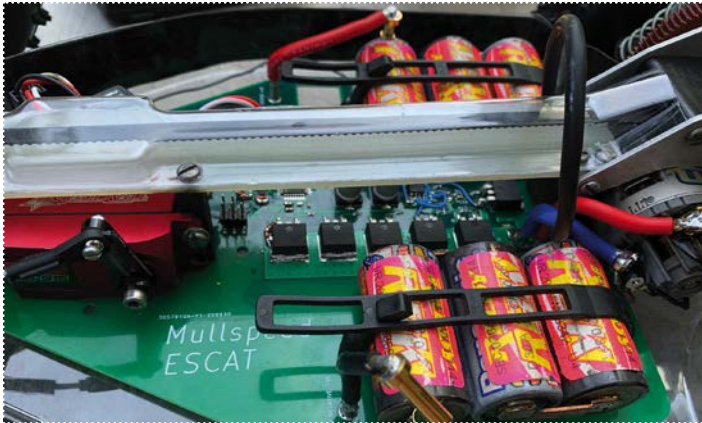
## ESCAT v2



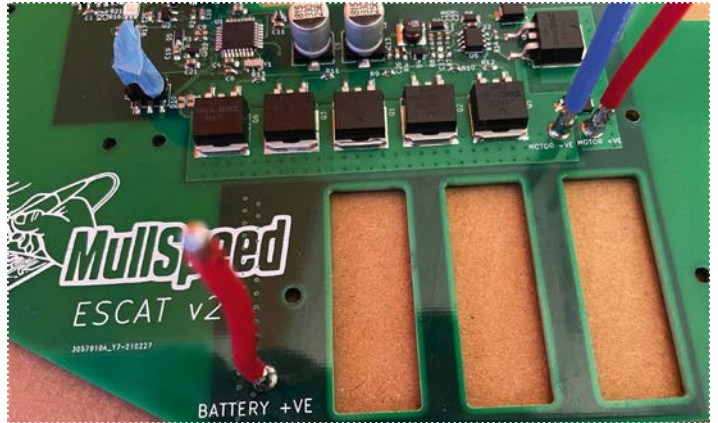
The underside of the bare chassis hides the details nicely



By using the chassis space the speed controller components are well spread out



The original ESCAT version with sub-C cells



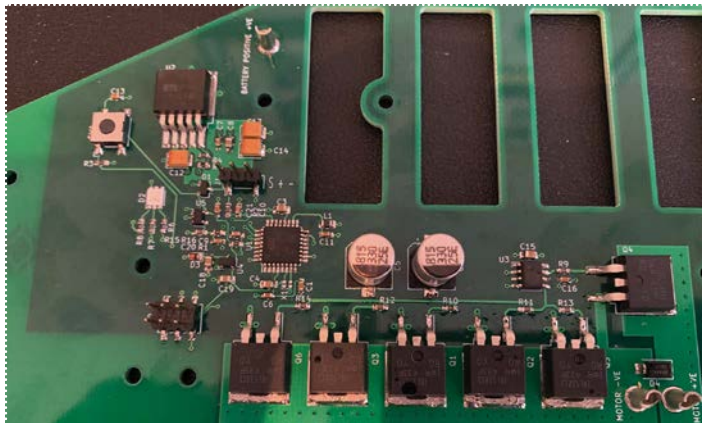
Wires for the connectors are soldered directly to the chassis



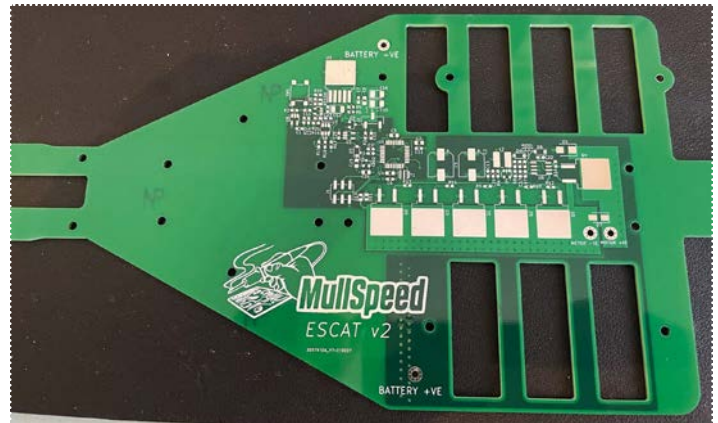
Testing the speed controller by connecting power directly to the posts



The ESCAT v2 can accept LiPo power in the form of saddle packs



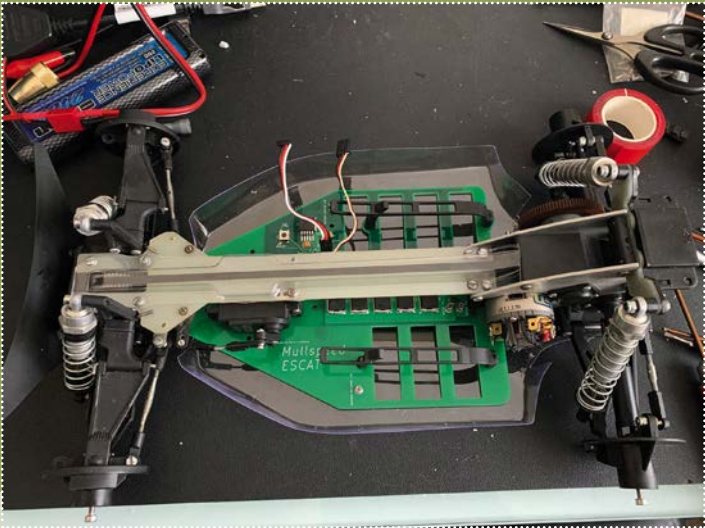
The speed controller-equipped chassis is a work of art



In this state the chassis requires some more components to be soldered into place

# 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.



Version 1 of the MullSpeed ESCAT takes shape on a Schumacher Procat donor vehicle

Ready to go with the receiver and sub-C cells installed

◀ a rare exception so we can see this masterpiece running at this year's July Revival at Bingham Model Raceway. Ahead of the event, I asked Ian some questions and he has kindly sent in some photos of his ESCAT and the all-new ESCAT V2...

**John Weston:** What is your first memory of hobby grade RC and which was your first RC car? Can you tell me a bit about your RC journey?

**Ian Mullaney:** My first memory of RC cars was a box of cars that my Dad got from one of his customers. It contained a Tamiya Rough Rider and a Tamiya Subaru Brat! I was about eight or nine at the time in the mid-80s. I can remember going to see a race meeting at Baggeridge Park near my home in Dudley and there was a Tamiya

Wild Willy heat which sticks in my mind. I found there was a club in Dudley and went racing there. Almost immediately my dad realised that these cars weren't up to racing and we invested in a second-hand Kyosho Optima Mid and I was hooked. I graduated from the Mid to a Schumacher Top Cat, which I converted to a Cougar and added a Procat when that came out. This is where my love of vintage Schumacher comes from. I raced at Dudley from about 1988 to 1991-ish and went to meetings around the Midlands. I gave up at the time of my GCSEs and didn't really think about RC until my mid-20s when my girlfriend (now wife) got me a cheapo RC car from Argos or something after seeing my old trophies at my

folks. As I now had a job and spare cash I was back into the scene like a shot! Initially touring car as that was all I could find around here, then latterly off-road again at Surrey and Hants after Neil Dudman restarted it.

RC is the reason I design electronics for a job. Aged 14 I can remember fixing a Nosram speed controller that had overheated and melted the solder all over the PCB. I was able to tidy up the solder and got the guy racing again. I designed my own discharger by buying parts from Tandy. It had an LCD that counted in seconds to show the runtime and I used the case of a blown-up Laser charger to house it in.

**JW:** How long had you been thinking of



In action at Surrey & Hants. Photo courtesy of John Barry

developing an ESC chassis? You've mentioned a Mk 2 version. What will be the differences between the original and the Mk 2? What made you decide specifically upon a Schumacher Procat as the platform?

**IM:** I hadn't specifically set out to design a speed controller into a chassis or even design a speed controller at all! I've been repairing speed controllers for years and been fascinated by the difference in quality of components and construction across brands. I had a rough idea of what I would use if I ever got the time and then I saw a thread where someone had made a Schumacher chassis from an old circuit board and it inspired me! Needing a lockdown project, this was all the inspiration I needed. I had a schematic and layout within a few days, with help from Allen Copeman who provided an outline drawing of the Procat chassis which allowed me to use it as the outline for the PCB (Printed Circuit Board). I had the PCBs manufactured in Hong Kong and soldered the components myself and was up and running towards the end of the summer. I realised there were issues with voltage spikes and dips during braking and acceleration respectively and the layout needed a tweak, hence the Mk2 was designed over the winter ready for this year. I realised that I needed to run a LiPo battery so I included a hardware LiPo undervoltage monitor, i.e. using a comparator rather than measuring the battery voltage in software. I increased the voltage drive to the FETs (Field Effect Transistor) to make them run more efficiently and improve the brakes, as braking needs a voltage higher than the battery voltage to make the brake FET work. The reason for the Procat chassis was two-fold. I used to run one as a lad so I have a huge soft spot for the car and also it was the chassis in the thread.

**JW:** Do you have any more projects in mind or just further development, if necessary, of the Procat chassis? Do you still regularly race at Surrey and Hants with a modern buggy?

**IM:** I'm hoping to develop a brushless version which will be a steep learning curve as I need to change the processor to one I've never used before. I do still race at SHRCCC when I can, using a PR Racing 401. From now until the revival I'll probably be running the ESCAT and my vintage Cougar to ensure the new speed controllers and code work well ready for the big weekend!

**JW:** One final question. If all goes well, will you be selling ESCAT chassis?

**IM:** The project was only ever really a personal challenge to see if I could do it and if it would work! ■

## ICONIC EVENTS

Event	Venue	Date
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



*One half of the battery tries to escape after this crash*

## Summary

Ian's skills and dedication to the hobby are truly inspiring and I'd like to thank him for spending time with me for this month's column. Best of luck to Ian and his unique Procat at this year's July Revival at Bingham Model Raceway. You can view a video of the V1 ESCAT on YouTube at <https://youtu.be/-ZqFipdCo0M>

## JConcepts Fuzz Bite and Pin Swag Tyres

The Fuzz Bite is JConcepts' latest tyre for Astro and carpet tracks, using the same low-profile carcass carried over from tyres such as the Twin Pin. The low stance provides quick transition at high-speed and minimises side-wall deflection and roll. The pin is specially built in a reverse "water tower" shape planting the larger base at the bottom and narrowing at the top for precision. The pins are placed in a radius and repeated about for a healthy nest of pins to dig deep into matting in office or tight knit carpet.

The alternating rows of pins provides side-bite, and the tightness gives forward traction. The arrangement of the pins promotes good wear characteristics and traction longevity. The Fuzz Bite incorporates a small radial rib on the outside with angular cross to give consistent cornering but also forward mid-corner launch grip.

The second new tyre is the Pin Swag and like the name suggests, combines the outer lugs of a JConcepts front tyre with the dense arrangement of Pin Down-type pins. The pins themselves are round and crisp to the top where they peak out to a point. Near the sidewall, the Swag enters with a smooth transition and drops off to a ledge. The Swag is split down the centre to give

a little individual control to contort to surfaces. In between, a stagger section with angular front is placed just behind a vertical rib to complete the design. The tight spacing of the Pin and Swag bite together and minimise wear across the carcass. An already low-profile carcass rolls through the turns and transitions well at high and low speeds.

Both tyres feature the scalloped tyre bead, which removes a lot of weight from a normally beefy area. The tips of the bead touch off on the inner beads on the wheel which lead to a great alignment, but now with reduced rotating weight.

- #3108-010 JConcepts Fuzz Bite LP 4WD front - pink compound
- #3152-010 JConcepts Fuzz Bite LP - pink compound
- #3165-010 JConcepts Fuzz Bite LP 2WD front - pink compound
- #3180-010 JConcepts Pin Swag - pink compound

**AVAILABLE FROM:** X-Factory UK

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

**CONTACT:** 01923 816636



## Reds Racing Off-Road Air Filters

After several months of testing in different conditions, Reds Racing has announced their high density air filter range. These filters have been developed for many popular 1:8 off-road buggies and truggies and claim to offer improved engine life and performance compared to standard filters. The filters are made from a special foam and are precision cut to ensure a perfect fit, whilst the increased mass offers improved airflow and better dust protection. They come as a pack of ten, and Reds Racing advise to use these filters only with their own air filter oil.

- ARFL0001 Reds Racing High Density Air Filter Foam Off Road (10pc) - Sworkz
- ARFL0002 Reds Racing High Density Air Filter Foam Off Road (10pc) - Kyosho
- ARFL0003 Reds Racing High Density Air Filter Foam Off Road (10pc) - Mugen MBX8-7
- ARFL0004 Reds Racing High Density Air Filter Foam Off Road (10pc) - Tekno
- ARFL0005 Reds Racing High Density Air Filter Foam Off Road (10pc) - TLR/HB D819
- ARFL0006 Reds Racing High Density Air Filter Foam Off Road (10pc) - Xray

**AVAILABLE FROM:** Kyosho UK  
**WEBSITE:** [www.kyoshoeurope.com](http://www.kyoshoeurope.com)  
**CONTACT:** 01992 893339



## Hudy Large Oil Bag

This is the new Hudy hard case large oil bag that measures 180x140x120mm. It is great for any accessories, but has been specially designed to carry Hudy Silicone Oils in large size 100ml square bottles. The interior of the bag is fully cushioned and has reinforced walls to protect all equipment inside, while being tough enough to handle rough transport and handling.

- #199280L-H Hudy Hard Case 180x140x120mm - Oil Bag Large

**AVAILABLE FROM:** RC Disco

**WEBSITE:** [www.rcdisco.com](http://www.rcdisco.com)

**CONTACT:** [sales@rcdisco.com](mailto:sales@rcdisco.com)



# A LONE STAR!

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

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

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

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

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**OUTBACK TEXAN**

FTX OUTBACK TEXAN 4X4 RTR 1:10 TRAIL CRAWLER - GREEN Part No: FTX5500G  
FTX OUTBACK TEXAN 4X4 RTR 1:10 TRAIL CRAWLER - RED Part No: FTX5590R  
FTX OUTBACK TEXAN 4X4 RTR 1:10 TRAIL CRAWLER - GREY Part No: FTX5590G

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



E&OE

# THE TC NATS ARE BACK

*When we left Aldershot after the final round of the 2019 BRCA National Touring Car Championship, who would have thought we would have to wait over a year to recommence with our national touring car series? We all know why so there is very little point dwelling on it, but needless to say for 2021 we were back and round one would be hosted by the popular Eastbourne Electric Car Club on the south coast*

Round one of 2021 National series was not the best supported national of all time but there is bound to be a settling back in period as we get back racing regularly again. The BRCA touring car series has seen poor numbers on the odd occasion in the past, but has always bounced back and there is no reason to think that one poor supported entry at Eastbourne is something to worry about. As much as Eastbourne is popular and welcoming, it can be considered a little off the beaten track for Northern- and Midlands-based drivers, whilst also some drivers might still be cautious about coming

back to the track while some restrictions are still in place.

As there was no National series in 2020, this year's championship is what should have been last year – the same venues, same rules, same Sweep control tyre and same BRCA committee working hard in the background.

So if the format remained unchanged what about the driver order. Ollly Jefferies arrived at Eastbourne as reigning modified champion and was on a run of good form with two dominating performances at the first two rounds of the King of Clubs series. On paper, the Xray driver was looking good for

a strong start to the season but in the stock category it appeared to be a more open affair with a number of drivers in the form of Marcus Askeall and Billy Fletcher all looking good in testing and warm-up races leading up to round one. At this point in proceedings current stock champion James Hart was possibly lacking a little track time compared to some of the other drivers in this very competitive and very open class.

## PRACTICE

Saturday for some was a chance to check they had done their homework and consolidate their setups, while for others it was a case of

getting some valuable laps around Eastbourne's technical layout. Most of the top modified drivers had been here for the King of Clubs round, although a few of the potential front-running stock drivers were here for the first time since the first national of 2019! The notables were Zak Finlay and Chris Gunter who both were hoping that their Saturday runs would fill in for the lack of running and pre-season testing here.

## QUALIFYING - ROUND ONE

Round one of qualifying blasted off the line on Sunday morning and we were away. First to make his



The distinctive colours of Chris Grainger as leads the chasing pack





*Billy Fletcher's Capricorn in stock*



*The Xray of Marcus Aske had to settle for second place in stock*



*Zak Finlay took pole position and the A final win in stock for ARC*



*It was a strong showing for the Schumacher Mi7 of Zak Smith*

mark with a TQ run in stock was Billy Fletcher taking the fastest time in stock whilst Zak Finlay pulled off early in the run. There was no surprise in modified as after a lot of pre-race testing, Olly Jefferies put those practice laps to good use taking the fastest time in round one of modified qualifying whilst Chris Grainger and Zak Smith pulled off on lap one. Harley Eldridge put herself right in the mix from the off with second place ahead of the Capricorn of Kyle Branson.

## QUALIFYING - ROUND TWO

Back to stock and after pulling off in round one Zak Finlay used fresher rubber to take the round ahead of Marcus Aske, The latter was cursing a spin in round one that would have seen him higher up the order at this point. Billy was still putting

some solid runs together taking third on this occasion. On fresher rubber having not run in round one like Zak Finlay in stock, Chris took the second round of modified ahead of the equally shod car of Zak Smith. Someone else looking quick in modified at this stage was local driver Ben Moorey, but more on him later...

## QUALIFYING - ROUND THREE

Zak Finlay may have missed a lot of the pre-race testing but it didn't show as the ARC driver took round three of stock qualifying, Marcus again taking the runners-up spot, this result set up a good show down for top places on the grid for the stock A final. Not many get to TQ a round of modified qualifying these days as the established drivers seem to hold a monopoly on the top

times, even more surprising then when we saw a new name take fastest time in round three. The aforementioned Ben Moorey took the round and caused a few confused looks among the established order as that was not in the script.

## QUALIFYING - ROUND FOUR

Going into the last round of qualifying Olly Jefferies contemplated using his second set of tyres, but in the end gambled on his third run rubber, and he also changed a servo for the last round after feeling his Xray was not consistent left to right. He went on to TQ round four and with it take the top spot for the day. Whilst a lot of drivers predicted this result, it was arrived at in a very roundabout way. Lining up second was Chris Grainger, who is now driving a well-sorted

Awesomatix this season. Could this be his comeback year? Second on the grid was a solid start to his campaign. Third on the grid was a great result for Ben, but some hard runs in qualifying may have left him with very little raceable rubber for the finals. The last round of stock qualifying and a new name at the top of the time sheets in the form of Marcus, and a result good enough for second on the grid behind Zak Finlay following a tie-break with Billy that saw the latter line-up third. With these three drivers on a very similar pace it looked like a good final was on the cards.

## STOCK A FINALS

The first stock final saw paint exchanged in the first corner that allowed Zak Finlay to build a comfortable lead, and once the squabbling behind settled down it

# RACE REPORT

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



Harley Eldridge in action with her LRP-powered Yokomo



Olly Jefferies got his title defence off to the very best start

was Ricky Copsey coming through from fifth on the grid to take the runners-up spot, the result of this final probably decided in the first lap argy bargy.

If the first leg of the final was all about lap one the second final was all about the last lap. Once again Zak pulled a gap this time over a hard-chasing Marcus Askill. The gap did start to come down a little towards the end of the race, but to everyone watching it looked like Zak had a comfortable cars length on Marcus. Then a couple of very good clean corners at the end of the last lap for Marcus put him on the boot lid of Zak's ARC, who then clipped a kerb on the second to last corner.

Both cars accelerated hard through the last corner on to the straight but Zak was hindered by a small body tuck and they crossed the line together as everyone waited to hear the verdict. It fell in favour of Marcus by less than a thousandth of a second, and this one was well worth the entry money alone if only for the last lap!

So a win and a second was enough to give Zak the overall win from Marcus and Ricky. There is no doubt Zak is back, out front and leading the pack, and a great result for him given his lack of practice. Of the chasing pack, both Marcus and Billy look good enough to take the challenge to him, but let's see what

round two brings.

A few of the stock A final regulars will hopefully join the party, but at Eastbourne the likes of James Hart and Chris Gunter were bit part players in the Zak Finlay show. Don't expect that to continue as this class always hots up as we move around to tracks that are more familiar to some drivers than others. Zak has always been consistent across the championship, but this year expect him to be pushed a lot harder as the chasing pack is a much larger field of capable quick drivers.

## MODIFIED A FINALS

The first leg of the modified final saw Olly Jefferies blast away and build a

comfortable lead. Many will know that Olly rarely wins by more than he needs to, and it looked like this at the front and that the chasing Awesomatix of Chris Grainger had accepted their respective result. Kyle Branson set himself up for a good result with third in the first leg while the main spectator interest was the on-track battle between Zak Smith and Harley Eldridge.

Leg two saw a similar start, then a minute in disaster struck Chris as he took too much kerb and crashed. The incident caused some damage to the tyre and from that point it was game over. Olly continued serenely on up front and was clearly now in cruise mode. Zak didn't give up and

The Eastbourne track was presented to the usual high standard





**Olly Jefferies on his way to another A final win in modified for Xray and Hobbywing**



**Harley Eldridge (Yokomo) chases down Kyle Branson with the Capricorn**

chased the Xray, but it was felt that Olly was comfortable enough to bring this one home, which he did

The biggest disappointment of the day went to Chris as after a few seasons of struggling with an uncompetitive Team Associated chassis he now has a strong package to take the challenge to Olly, but despite lots of hard work and practice, lady luck deserted him and he was clearly disappointed with

his day.

Looking particularly good for a strong championship run is Harley – consistent and quick all weekend she may have expected more than just a podium from the weekend. Zak also is looking good and if he can find a little more from the Mi7, and the Schumacher driver like Harley could be well be in the mix for outright wins this year.

Shout outs too for Kyle and Ben

Moorey who were both quick at Eastbourne. Ben suffered from poor finals, probably down to lack of fresh rubber, while Kyle in leg two seemed to be always in the wrong part of the track at the wrong time and suffered in traffic.

After such a long layoff it was great to be back at a touring car National again, despite the numbers being down a little there was a still a good competitive atmosphere and

QUALIFYING - TC 13.5T		
POS	DRIVER	BEST TIME
1	Zak Finlay	21 laps 311.10
2	Marcus Askill	21 laps 311.57
3	Billy Fletcher	21 laps 313.45
4	James Hart	20 laps 301.16
5	Ricky Copsey	20 laps 300.93
6	Chris Gunter	20 laps 302.26
7	Darren Lee	20 laps 302.37
8	Tony Broad	20 laps 302.93
9	Sam Nicholls	20 laps 303.95
10	Mark Trinder	20 laps 305.72

QUALIFYING - TC MODIFIED		
POS	DRIVER	BEST TIME
1	Olly Jefferies	22 laps 312.60
2	Chris Grainger	22 laps 314.22
3	Ben Moorey	22 laps 311.25
4	Zak Smith	21 laps 302.25
5	Harley Eldridge	22 laps 314.53
6	Kyle Branson	21 laps 300.19
7	Andy Murray	21 laps 309.06
8	Daniel Robins	21 laps 310.28
9	Colin Jackson	21 laps 312.57
10	Chris Ashton	21 laps 312.07

RESULT - TC 13.5T A FINAL					
POS	QUAL	DRIVER	POINTS	LEG 1	LEG 2
1	1	Zak Finlay	3	1	2
2	2	Marcus Askill	4	3	1
3	5	Ricky Copsey	7	2	5
4	3	Billy Fletcher	7	4	3
5	4	James Hart	9	5	4
6	6	Chris Gunter	13	7	6
7	10	Mark Trinder	16	6	10
8	7	Darren Lee	16	9	7
9	8	Tony Broad	17	8	9
10	9	Sam Nicholls	18	10	8

RESULT - TC MODIFIED A FINAL					
POS	QUAL	DRIVER	POINTS	LEG 1	LEG 2
1	1	Olly Jefferies	2	1	1
2	4	Zak Smith	7	5	2
3	5	Harley Eldridge	7	4	3
4	6	Kyle Branson	8	3	5
5	2	Chris Grainger	12	2	10
6	3	Ben Moorey	14	10	4
7	8	Daniel Robins	14	8	6
8	10	Chris Ashton	14	7	7
9	7	Andy Murray	15	6	9
10	9	Colin Jackson	17	9	8

the hunger for a good result.

The next stop is Colchester, a track that has not hosted a full blown National before and a similar type of track to Eastbourne. The way the calendar pans out, getting some pre-National track time is not going to be easy, so all the ingredients are there for another competitive weekend of racing. ■



**Your top three in modified and a win for Olly from Zak and Harley**



**Zak took the win in stock with Marcus second and Ricky third**



## EDITORIAL

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

# YOUTH CLUB

Bar the BRCA 1:10 Off-Road National Championships, it seems the most popular racing classes are now back up and running after a number of delays that started almost 18 months ago. And this is reflected in the content of this issue with the likes of BRCA TC, MTC Nationals, BRCA 1:8 Off-Road and Iconic Cup all featuring their first rounds of their 2021 series. We also have the King of Clubs that incorporates the Tamiya Junior-E and GT-E classes, the latter of which features Tamiya-only vehicles and harks back to the heady days of the famous Tamiya Eurocup. It's great to see the organisers trying to bring in new blood into the hobby with the Junior-E class, which is just one reason why here at Racer we are 100 per cent behind the initiative.

When you look back at the quality of drivers that the Tamiya Eurocup used to attract and what those racers went on to achieve - World Champions Marc Rheinard and Ronald Völker were regular competitors in Germany as was Christopher Krapp and Markus Moberg - it's such a shame that the series is no longer with us. For some countries though, the proven format has been retained in some guise like in Germany, with their Tamiya Euro-Cup and Tamiya Fighter-Cup, the latter of which has been run by Tamiya and Carson for over 20 years. The Fighter-Cup operates on a qualification system within regions supported by local retailers with a one-off final event in Sonneberg. In 2005 the magic limit of 3000 participants was exceeded. In order to do justice

to the numerous starters, there is an extensive supporting program for young and old, and tuning is very limited. Participants must not be older than 15 in the Rookie class or 16 in Super Stock. The idea is that older drivers will move into the Euro-Cup category. Whilst we can only dream of hitting these kind of numbers, it really is great to see a series that is only for young racers, that places the emphasis on ability rather than bank balance. We continue to wish all the racers in the Junior-E class, and hope that there is a British version of Marc or Ronald waiting in the wings...

Matt Benfield  
Editor



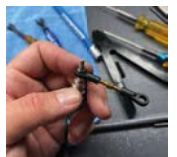
## TOOL OF THE MONTH

We saw this shared by Keenan White first of all who said, "This is a pretty cool tool to scuff your wheels prior to gluing them anything that makes gluing tyres easier and faster are good things to me!" This model here is a 1:8 truggy wheel scuffers from 46RC (who can be found on Facebook). These sell for \$12.50 and they also offer a 1:8 buggy version.



## TIP OF THE MONTH

Here is a little tip courtesy of Tony Newland for holding/threading turnbuckles on ball ends of any size. He uses a bearing tool to hold the end while spinning the turnbuckle with a turnbuckle wrench. He states that if you use a hex driver, it is possible to deform the hole and cause binding issues. The bearing tool fits every ball end perfectly he has ever had. You can buy a bearing tool from many places including Klinik RC (<https://tinyurl.com/rctipofthemoth>)



# 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



### Project Shop

This is one way to make use of a RC-sized engine – to power what was a cordless electric drill! The team at Project Shop showed off this video of it running and we have to say it has been nicely executed, with the post, "In a world that seems to be turning us all electric, Billy shows that petrol still has a place at Project Shop!" You can see the full video at <https://tinyurl.com/nitropoweredcordlessdrill>



### Jakarta Diecast Project

Take a Hot Wheels 1992 BMW E30 M3 and convert it to RC! Find out how it was done in the detailed video at <https://tinyurl.com/hotwheelsrc>



### Guinness World Records

A new world record was set for the greatest distance driven over water by an RC car. Michael Stallone from the USA set the record at Richfield Springs in New York with a Traxxas X-Maxx equipped with paddle tyres achieving 0.95 miles. When the run ended, the X-Maxx rolled over onto its roof, probably not helped with the camera mounted on the roof and the buoyancy aids, but the latter ensured it didn't sink. Watch the video at <https://tinyurl.com/rcworldrecord>



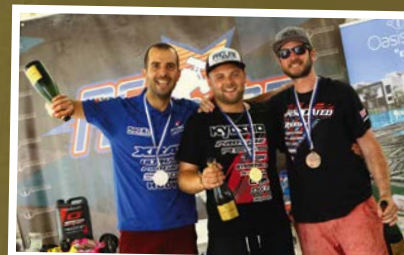
## 1 YEAR AGO – SEPTEMBER 2020



Tamiya announced that they would re-release the Vanquish in the form of a re-issue assembly kit renamed the VQS with tweaks to the original like new aluminium front uprights, gear diff and universal driveshafts inherited from the 2011 re-issue of the Avante. In racing news, Sworkz added the signing of 13-year-old Dylan Saunders to their UK squad and junior factory team. The up-and-coming UK racer joining a growing team in the 1:8 off-road class. In electric off-road, Jörn Neumann made it three wins from three at the second round of the 2020 EOS at the Arena 33's new Astro track in Andernach, Germany beating the likes of Bruno Coelho, Martin Bayer, Hupo Hönigl and round one winner Michal Orlowski. The ETS got back up and running too at Arena 33 with a re-surfaced and re-configured circuit that saw German driver Ronald Völker put in a strong performance during qualifying, which he then translated to overall victory in modified. Shortly after winning the ETS round for Yokomo, the former World Champion would announce his shock departure from the team heading to the Mugen squad.

## 5 YEARS AGO – SEPTEMBER 2016

Elliott Boots earlier won the EFRA 1:8 Off-Road European Championship for a second time in a row at the Redovan club in Spain. As the leading cars failed within minutes of each other, Elliott found his Reds-powered Kyosho in a big lead that he held to the end. Neil Cragg put himself on the podium of a major 1:8 off-road race for the first time in third. In touring cars Ronald Volker (Yokomo) won the EFRA TC European Championship at the Hudy Arena in Slovakia. Home team Xray had their driver Alex Hagberg in second with Tamiya's Marc Rheinard in third. After 38 years in the RC industry, including the firsts of high-speed servos, digital speedos and brushless motors, Bob Novak closed the doors on his eponymous business – a sad day.



## 10 YEARS AGO – SEPTEMBER 2011

You kind of know when a class has reached legitimacy – Team Associated release a car for it! Four-wheel drive short course electric off-road passed that milestone with the release of the AE SC10 4x4. The Tamiya Eurocup returned with the announcement that the final would be held in Switzerland – did it ever go away? Tom Cockerill, 1:10 off-road racer of renown and all round good egg, started work in Schumacher's



Engineering department, a coveted role in RC. Lee Martin retained his off-road 4WD National Championship by winning the fourth round at Kidderminster. Serpent entered the electric touring car class by releasing details of their forthcoming S411 car. Usual blurb (low centre of gravity, best geometry, et cetera) but unusual quality – Serpent is one of the very best manufacturers and will surely gain racers for that alone.



# THRASH TEST - FTX TRACER TRUGGY

■ spec: 4wd moulded chassis ■ class: 1:16 fun ■ cost: £59.99

# TRACK & TRACER

Racer takes a look at another ready-to-run (RTR) offering from FTX in the form of this 1:16 truggy, and was pleasantly surprised by this low-cost, entry-level model. Read on to see exactly what we thought

FTX is known for producing a large number of RTR RC trucks and buggies of different scales at affordable prices. We have seen a number of these pass through Racer HQ over the years, and are always impressed with overall complete package in terms of product quality and value for money. This new 1:16 Tracer Truggy from the brand ticks all the boxes you would expect from a RTR vehicle, but at a RRP price that puts it well into the toy-grade sector. Don't be fooled though, this is a true hobby grade proper RC piece of kit.

## WHAT'S IN THE BOX?

As you would expect, the FTX Tracer Truggy comes supplied 99 per cent built, ready to run with just two AA-sized batteries required for the transmitter. The only assembly to carry out prior to your first outing is attaching the plastic rear wing and applying the decals to the body. A LED light set is also included and needs to be fitted if you wish to run them. All of the above only takes a matter of minutes though.

First impressions are good with the body shape and design making the Tracer look just like the larger truggy-based versions. There is an orange colour scheme to choose from along with this green version we were kindly sent by the team at CML Distribution the UK, the company behind the FTX brand. Underneath the truggy body lies a 4WD plastic chassis complete with all electrics pre-assembled. The supplied 2.4GHz

steerwheel-type transmitter comes pre-bound to the combined speed controller/receiver unit in the truggy. An 800mAh 7.4V Li-Ion battery is also supplied complete with a USB charger which seems to be the norm now for RTR kits. The charger takes approximately two and a half hours to fully charge the battery so we would recommend a purchase of a spare battery if funds allow. A small yet informative instruction manual complete with operational guidelines and exploded diagrams is also included along with a small screwdriver to attach the rear wing. All-in-all, a perfect RTR package for the money.

## ALL-WHEEL DRIVE CHASSIS

The FTX Tracer Truggy is based on a 1:16 4WD



# TRACER



***“After turning the knob to full, we were very impressed with the top speed from this 1:16-scale truggy.”***

# THRASH TEST - FTX TRACER TRUGGY

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £145



The lightweight Tracer Truggy combined with the brushed motor offers pretty impressive performance



The speed controller and receiver are incorporated into a single unit



Follow the instructions on the decal to power up and turn off the model

◀ tub-style chassis. Plastic is the material of choice for all of the chassis components, but everything is well-designed and has the usual quality feel about it we are used to with FTX models. From experience FTX models are highly durable and this 1:16 version looks to carry on that trend.

The conventional off-road layout is used with the motor mounted longitudinally in the chassis transmitting drive via a spur gear and steel central propshaft, which distributes the power to all four wheels via front and rear geared differentials. The transmission feels smooth and includes bearings

throughout to aid performance and efficiency. This was a surprise addition to the Tracer package due to the low RRP, but naturally very appreciated.

The double wishbone suspension should help the Tracer tackle most of the terrain put in front of it and although the shock absorbers are of the friction variety as supposed to oil-filled, we were impressed with the off-road capabilities of the truggy and there was little 'friction bounce' that we have seen in other models using this method. The ride height is



A simple but ergonomic 2.4GHz steerwheel transmitter is included



The 1:16-scale Tracer Truggy was good fun to drive that belies its low selling price



## Racer Tips

*With the low purchase price, it would be worth looking at the many options available including the higher capacity batteries. These options will not break the bank and will enhance the overall performance of the Tracer and therefore the enjoyment. See the side panel for some of the options available.*

power output for example, but it does feature a waterproof design.

Steering duties are carried out by the FTX-branded 1kg-rated servo that although seems pretty low, actually performed very well on our test sessions, and sports a good amount of responsiveness. The servo operates through a sprung-loaded servo saver to help prevent any damage if the front wheels are subject to any unwanted forces.

The included 390-sized brushed motor provides a decent amount of power to the four wheels via a 14-tooth pinion and has a metal heatsink fitted to help keep operating temperatures down. There is an option for a brushless version (and speed controller to power it) so could there be a brushless version made available soon? ➤



*The Tracer Truggy offers a square footprint so is nice and stable to drive*

adjustable thanks to the plastic shocks featuring threaded bodies although we didn't feel the need to play with this setup feature during our tests.

### THE POWER TO DELIVER

The Tracer features a full-function 2.4GHz

fully-proportional radio so expect precise control unlike the similarly priced toy-grade alternatives. As mentioned, the Tracer has a combined speed controller/receiver unit, which helps with the limited space available in the chassis for fitment. We couldn't find much more info on it like



*Deans-type battery connectors are super easy to use and popular too if you want to invest in extra packs*



*A clip-on alloy heatsink will help keep that motor nice and cool in long runs*



*The design allows the main chassis to sit up higher than the front and rear suspension/gearbox modules*



*This image of rear of the Tracer Truggy shows the body mounts bolted to the shock tower and wide tyres*



*A wide bumper sits ahead of the front shocks to offer protection*



*Bearings, like you see here inside the front upright, feature throughout the model*

# THRASH TEST - FTX TRACER TRUGGY

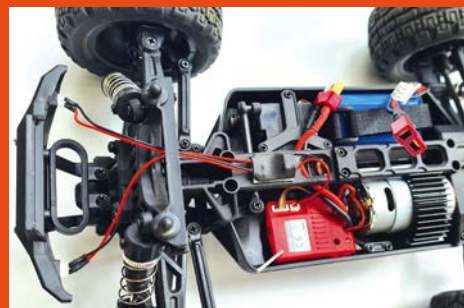
■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £145



The protective film has to be removed off the body before applying the decals



Neat moulded tabs on the body clips ease removal



With the LEDs installed and plugged in



A nice alloy adjuster is fitted to each of the moulded shock bodies



The low profile rubber tyres are fitted to black spoked rims with an orange decal to make them look like beadlocks



Moulded plastic driveshafts are used throughout



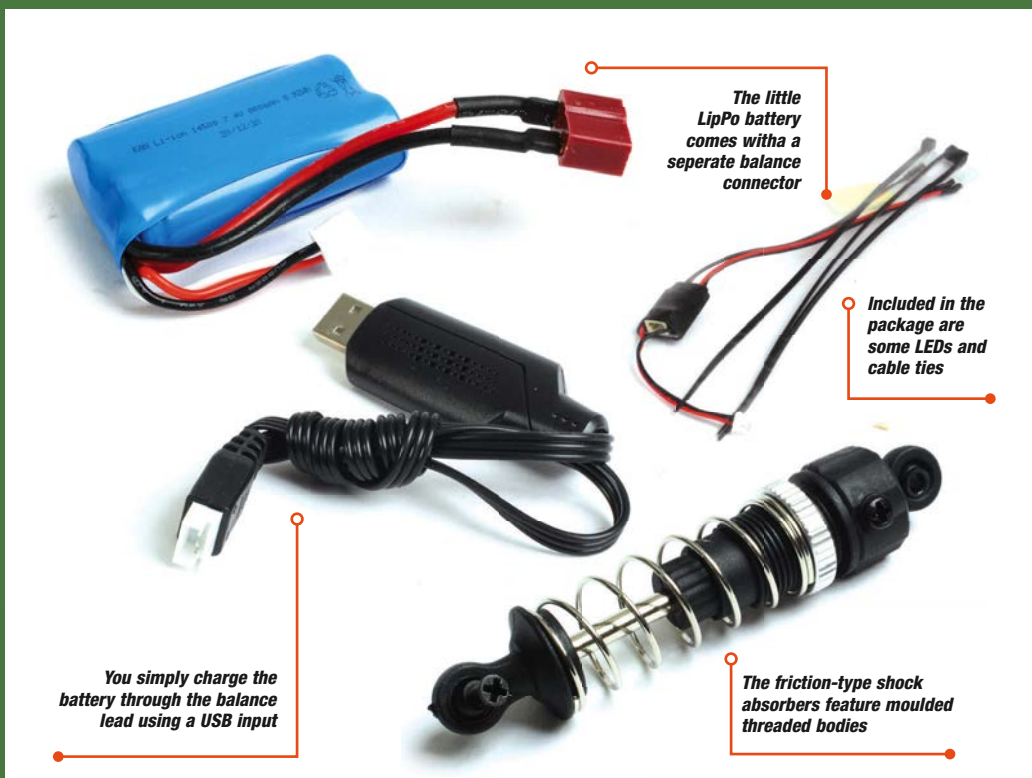
The front LEDs come into their own when the light begins to fade...

◀ The steerwheel-style transmitter is a little smaller than 1:10-based RTR kits and looks a fairly basic in all honesty, but does include steering trim and speed dial adjustment. There is also an auxiliary button that can be operated by your thumb although the function is disabled for this model.

### DIGITAL AS STANDARD

Considering the low purchase price, we are really impressed with the truggy-inspired body that looks really good whizzing around. The design is digitally screen-printed which again, is now pretty much standard practice in the RTR scene. A decal sheet includes the light and grilles with options on different styles for you to choose from. Just remember to remove the plastic film on the body before fitting any.

The included LED lights that are fitted into the front bumper are bright and actually work well in low light conditions, although these will take some capacity out of the battery when in use but do look cool. The moulded plastic rear wing is pretty flexible once fitted so should stand up to unplanned roll-overs. It also looks pretty racy



# THRASH TEST - FTX TRACER TRUGGYW

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £145



## On Test

Although the FTX Tracer Truggy has a recommended age of 14 plus, our test pilot for the day was soon to be 7-year-old Austin who has experienced a number of RTR test cars already. We also had a new test venue in the form of Mama and Papa's (Grandparents) big back garden thanks to the smaller scale! After a quick function check to confirm the steering trim was set straight, we handed over the controls to Austin who was quickly up to speed on the grassed area. We were a little disappointed at the top speed but soon realised the speed switch dial was only set to half! After turning the knob to full, we were now very impressed with the new top speed especially considering this is a brushed 1:16 truggy. With help from the 4WD transmission and suspension setup, little Austin was soon flying over the medium length grass with ease. We marked out a small track with a little jump made out of a piece of wood and had lots of fun whizzing this truggy around. The Tracer was soon getting some good air time over the jump, helped by the decent top speed. The brakes are also very effective and we actually flipped the truck over when stopping hard from full speed. Next up was the gravel drive and more fun was had on the loose surface as you could easily slide the truggy about. The steering is responsive and you can turn the Tracer around fairly quickly. We had a decent run time of about 15 minutes which is pretty impressive for the relatively low-capacity battery. We charged the battery up during lunch and headed to our second test venue, the local park. Once again, the Tracer was hugely entertaining to drive on a variety of different surfaces. The block pattern tyres offer a good level of grip and despite Austin's best efforts, the Tracer just kept going and did not let us down once. It is a tough little truggy and survived another thorough thrash test!



as well especially once the endplate decals have been applied.

Block-pattern treaded tyres should help grip levels on most surfaces despite not being fitted

with any foam inserts. The rubber tyres come pre-glued to the black multi-spoke wheels. The beadlock decal on the wheels helps complete the off-road truggy-style nicely. ■

## Summary

The FTX Tracer is a perfect choice for a first-time RC vehicle which won't break the bank. It's surprising performance is far greater than any toy-grade equivalent of the same value as well as the overall quality. There is also aftermarket support and large number of performance options/upgrades from the FTX agent, CML Distribution. We were really impressed with this little truggy and our test driver Austin has played with it many times over since completing this review. If you are looking for some low-cost RC fun then here it is.

### SPECIFICATION

Model:	FTX Tracer Truggy
Scale:	1:16
Class:	Off-Road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear
Shocks:	Friction/plastic bodies
Bearings/Bushes:	Bearings

### TECHNICAL DATA

Length:	285mm
Width:	215mm
Height:	95mm
Wheelbase:	175mm
Weight:	740g

### WHAT WE USED

Electric Kit	
Transmitter:	FTX 2.4GHz steerwheel (kit)
Speed Cont/Rec:	FTX 2.4GHz brushed (kit)
Servo:	FTX 1kg (kit)
Motor:	FTX 390-sized brushed (kit)
Battery:	FTX 7.4V 800mAh Li-Ion (kit)

### OPTIONAL PARTS

FTX9775	Alloy Oil-Filled Shocks (pr)
FTX9780	Metal Front CVA Driveshafts
FTX9781	Metal Rear Dogbones Driveshafts
FTX9789	1300mAh Li-Ion Battery
FTX9783	Wheellie Bar (recommended for brushless)
FTX9785	Brushless Speed Controller/ Receiver
FTX9786	Brushless Motor
FTX9791	1000mAh 7.4V 25C LiPo Battery

### VERDICT



Price  
Top speed  
Run time



No foam inserts

**RACER RATING: ★★★★★**

### CONTACT

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

Tel: 01527 575349  
E-mail: [info@cmldistribution.co.uk](mailto:info@cmldistribution.co.uk)  
Website: [www.cmldistribution.co.uk](http://www.cmldistribution.co.uk)  
[www.ftx-rc.com](http://www.ftx-rc.com)

# DR10

1:10 DRAG RACE CAR

1:10 Scale Ready-To-Run  
2WD Electric Drag Race Car



#70025

**BRUSHLESS  
POWERED  
READY-TO-RUN**

**INCLUDES  
DVC**  
DYNAMIC VEHICLE CONTROL RECEIVER/GYRO



## DR10 Features:

- Based on the 9-time R.O.A.R. National Champion short-course race truck platform
- 2.4GHz 2-channel radio with new DVC (Dynamic Vehicle Control) receiver featuring built-in adjustable gyro
- Three position wheelie bar with optional large wheels
- High-torque, metal-gear Reedy Servo with spring style servo saver
- Powerful Reedy 3300kV brushless motor
- Factory-finished two-piece Reakt drag race body with rear spoiler
- Lightweight front drag tires
- Durable and lightweight aluminum top shaft
- Low center-of-gravity molded composite chassis with hook-and-loop battery straps that accommodate both NiMH and 2/3s LiPo battery packs
- Metric hardware throughout
- 18 precision rubber-sealed ball bearings
- Durable front and rear wide body mounts
- 2.6:1 ratio gearbox with heavy-duty sealed gear differential and externally adjustable slipper clutch
- Adjustable suspension geometry
- Vertical ball ends for roll center adjustments, front and rear
- Many Factory Team options already available!

[MORE INFO](#)



**CHAMPIONS by DESIGN**  
AssociatedElectrics.com

**TEAM ASSOCIATED**  
WORLD CHAMPION R/C CARS

**CML**

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



E&OE

## Arrma Vorteks 4x4 3S BLX Stadium Truck

The new Vorteks is a 1:10-scale stadium truck that can use either a 2S or 3S LiPo to power the Spektrum Firma 3200Kv brushless motor. With the higher voltage battery and an optional pinion gear, the truck is capable of 60mph and more. The model is based around a composite chassis featuring extended height dirt defenders, oil-filled shocks with silicone O-rings, metal geared differentials and more. High-traction dBoots Katar tyres are mounted on tough, gun-metal coloured wheels, whilst a sleek stadium truck body with an injection-moulded wing and protective roof skids competes the tough look. The Spektrum electronics include a DX3 DSMR 2.4GHz radio system, SR6200A receiver and Firma 100A speed control, and is the first Arrma 1:10-scale 4x4 model to have the benefits of AVC (Active Vehicle Control) and Smart technology straight out of the box. With the AVC system's on-demand traction control, you can dial-in extra stability as you need it. The DX3 radio's AVC system works behind the scenes, making hundreds of minute steering and throttle adjustments per second to keep the truck precisely on the line you want.

### Features:

- Stadium truck body with tough, injection moulded wing and protective roof skids
- Adjustable body mounts
- High-traction, vented dBoots Katar multi-terrain tyres mounted to tough, gun-metal colour wheels
- Spektrum 3660 3200Kv brushless motor with Arrma heatsink and cooling fan

- and Safe D pinion
- Spektrum Firma 100A Smart speed controller
- Spektrum 2.4GHz DX3 transmitter and SR6200A receiver
- Smart radio system with AVC (Active Vehicle Control)
- Spektrum SPMS651 metal-geared servo
- Strong composite chassis with extended height dirt defenders
- Easy-access modular design
- Adjustable turnbuckles
- Steering system with stone clearance
- Adjustable ride height
- Wheelie bar
- Rubber shielded bearings throughout
- Durable 37T 1.35 module metal differential gears and silicone O-rings
- Castellated slipper pad and sliding gear mesh
- Plastic locknut for slipper

ARA4305V3T1	Arrma Vorteks 4x4 3S BLX 1:10 Stadium Truck (Red)
ARA4305V3T2	Arrma Vorteks 4x4 3S BLX 1:10 Stadium Truck (Purple)
ARA4305V3T3	Arrma Vorteks 4x4 3S BLX 1:10 Stadium Truck (Green)

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





### **Xray XB8 Central Dogbone Driveshaft System**

These new central dogbone driveshafts for the XB8 and XB8E offer reduced maintenance and servicing requirements, as well as providing more forward traction. All parts are machined from Hudy Spring Steel and are specially hardened, and this will fit the XB8'20, XB8'21, XB8E'20 and XB8E'21.

- #355415 Xray Central Dogbone Shaft Universal Joint – Hudy Spring Steel
- #355432 Xray Front Central Dogbone Drive Shaft 85mm – Hudy Spring Steel
- #355632 Xray Rear Central Dogbone Drive Shaft 116mm – Hudy Spring Steel

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



### **JConcepts RM2 Engine Tuning Screwdriver**

The RM2 tuning screwdriver by JConcepts features an aluminium handle that is custom machined, whilst the top of the wrench is capped with injection moulded plug. The screwdriver tip slides into a sleeve, which is secured with a set screw located on the adapter itself. The tip is precision ground for shape, angle and thickness for the all-important engagement into carburettor adjustment screws. The entire steel tip assembly slides into the handle and snaps into place courtesy of the magnet located in the handle. The magnet has enough holding power to maintain position during use and the occasional drop and pop during normal usage.

- #8133 JConcepts RM2 Engine Tuning Screwdriver – red

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



### **JConcepts RM2 Bridge 1:8 Wing Button**

Wing buttons on 1:8 off-road vehicles go through endless torture during competition but with the Bridge wing button it connects two of the Clover-style items into one steady unit. The all-aluminium construction and unique design is a direct bolt-on to buggies and truggies that have a centre-to-centre screw hole spread of 41mm. The red anodised part is machined out of billet aluminium and features the RM2 logo for authenticity. The mounting holes are countersunk for a flush attachment and help maintain correct alignment.

- #8134 JConcepts RM2 Bridge 1:8 Wing Button – red

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



# RACE REPORT

■ what: brea clubmans ■ where: cotswold ■ class: 1:10 on-road

# CLUBMANS KICKS OFF TC IN 2021

*Late May saw the first of this year's BRCA Clubmans series kick off at Cotswold with classes for Frontie, TC 17.5T Blinky, and Formula One, which saw wins for Christopher Brian, Zak Finlay and Luke Lee respectively, as Mark Young reports*

➤ The first BRCA 1:10 Electric Circuit meeting of 2021 was held at the Cotswold Model Car Club situated in Cotswold Airport,

Gloucestershire over the weekend of 29-30 May. The event marked a significant milestone with the BRCA Clubmans series now in its tenth

year. There was a high turnout of drivers practicing after many months of bench wrenching at home. With very healthy numbers in attendance

from all of the three classes racing this weekend, see the top five in each after the Saturday practice sessions in the result panel.







The pit area of Schumacher engineer and 17.5T class racer, Andy Murray

Sunday was race day and there were even more competitors present with those that couldn't make the Saturday practice session. There was a real buzz in the air with quite a few racers meeting up for the first time in many months. Sunshine was forecast but as with Saturday, we wouldn't see it until later in the day, but just in time for the finals.

### FRONTIE QUALIFYING

This being the first year for this new class, it was anyone's guess who would top the time sheets at the end of qualifying. Christopher Brain would prove to be the one to watch with his car spot-on for qualifying, taking a clean sweep of first places in all four rounds. Craig Nutting would keep him on his toes though with two second places and the only one close to his fastest time. James Millbank also took two fine second-

in-round places to line up third on the grid for the A finals.

### TC 17.5T BLINKY QUALIFYING

With 48 entries the 17.5T TC Blinky class is proving popular as ever. The racing throughout the day was very intense and exceptionally close. The top ten in qualifying were all on the same lap and split by ten seconds, so we were in for some interesting finals where tyre saving throughout the day would no doubt come into play. Pole position eventually went to Chris Gunter followed by Zak Finlay and Andy Murray. There was absolutely nothing between the top three in qualifying so we were in for some great scraps in the finals.

### FORMULA ONE QUALIFYING

Twenty-two Formula One cars had

entered this event and we had some new chassis for this year to spice things up. The F1s looked more at home on this size of track and really got to put the power down. However, it took a certain technique to slow them down enough from high speed, with more of a controlled drift into the high-speed corners, which was great to watch. Luke Lee was at it again taking a brace of first in round places to line up P1 for the finals. Michael Lee lined up P2 with three second places in front of P3 Stephen Lander with two third places. Now our attention turned to the finals run in the same order as qualifying.

### FRONTIE FINALS

Christopher Brain led away the first A final of the day at a blistering speed with Craig Nutting chasing him down until just halfway into the race when he made a small error. This let James

Millbank through to second place, which he held until the finish tone following Chris across the line a few seconds adrift as Craig took third place.

Christopher led away again from pole position in leg two with Craig again chasing, but the latter pushed a little too hard on lap two where he dropped six seconds after a crash by race control. This saw James take second place once more and again he held on to it until the end of the race, even though Craig was turning in some great lap times. Therefore Chris made it a perfect weekend with a clean sweep through qualifying and the finals.

### TC 17.5T BLINKY

After having an exceptional days qualifying, Chris Gunter had some bad luck in leg one. A pass by Zak Finlay through after the back

# RACE REPORT

what: brca clubmans ■ where: cotswold ■ class: 1:10 on-road

## PRACTICE - FRONTIE (TOP FIVE)

POS	DRIVER
1	Christopher Brain
2	Craig Nutting
3	James Millbank
4	Gareth Coates
5	Gavin Clinch

## PRACTICE - TC 17.5T BLINKY (TOP FIVE)

POS	DRIVER
1	Zak Finlay
2	Mark Giacquinto
3	Chris Gunter
4	Mark Trinder
5	Sam Law

## PRACTICE - FORMULA ONE (TOP FIVE)

POS	DRIVER
1	Luke Lee
2	Andy Murray
3	Stephen Lander
4	Michael Lee
5	James Greener

## RESULT - FRONTIE

POS	DRIVER
1	Christopher Brain
2	James Millbank
3	Craig Nutting

## RESULT - TC 17.5T BLINKY

POS	DRIVER
1	Zak Finlay
2	Andy Murray
3	Ben Cane

## RESULT - FORMULA ONE

POS	DRIVER
1	Luke Lee
2	Michael Lee
3	Stephen Lander

chicane caught Chris out when he put the power down, resulted in a collision giving Andy Murray the lead. Zak made an excellent recovery though and moved back up into second. Lap after lap, Zak was pulling Andy in, whilst Colin Jackson was now up to third place from fifth on the grid and this was the finishing order after a hectic first leg.

Leg two and all was still to play for saw. Chris powered off the start line on a mission from Zak and Andy, but he then went wide on turn two handing the lead to Zak. Lady

luck was not with Chris as four laps from the end he was tagged by a backmarker leaving Andy nowhere to go, and this dropped him out of the running. Zak now had now pulled out a huge five-second-lead on Ben Cane who had a stellar drive from seventh place to cross the line behind winner Zak and ahead of Andy. This was such a close finish to the day, second to sixth being split by less than two seconds.

## FORMULA ONE

With Luke Lee in his usual pole

position it would be a brave person to bet against him taking the win and that he did with a flag-to-flag first leg. The real battle was for second place between Stephen Lander and Michael Lee. As they both crossed the line Stephen took second but only just from Michael who was less than a second adrift.

Luke led off the last final of the day and as in leg one was the only driver to achieve a 15-lap-run, which was almost identical to his leg one run - even his quickest lap was the same. Michael Lee held on to his



second place grid slot for the whole race as Andy Murray took third place.

It was a fantastic to be back racing for the first BRCA Clubmans race weekend of the year. We saw some memorable finals at our first round and I'm sure there will be many more to come this year.

The Cotswold club did themselves proud with the running of the event which was faultless. The track lived up to all expectations and the work the crew have put in over the past year

has greatly improved and already outstanding venue.

Congratulations to all the competitors win, lose or draw we all had a great weekend.

Onto round two in July at the Midlands-based Bedworth club in Coventry, this is proving to be a popular destination on the racing calendar, a super smooth track and very absorbent if we do see the sky water. Until then take care and we will see you trackside. ■



**Former multiple National Champion, Colin Jackson, of Torque RC fame**



**Zak Finlay took the 17.5T win from Andy Murray and Ben Cane**



**Christopher Brain won the Frontie class from James Millbank and Craig Nutting**



**In F1 Luke Lee dominated proceedings ahead of Michael Lee and Stephen Lander**

## Absima Khamba RTR

The Khamba is a new 1:10-scale crawler based on Absima's high-end CR3.4 chassis. The manufacturer claims that, "This car is loaded with technical features which are unusual for a ready-to-run vehicle." At its heart is a realistic-design 5mm CNC machined aluminium frame with a heavy-duty aluminium 4-link suspension system. Oil-filled shock absorbers with 3mm piston rods provide a smooth and realistic response. Portal axles not only offer a greater distance from the differential housing to the ground than conventional axles, but also their design reduces the gear ratio at the wheels and virtually eliminates the torque surges of the drive. The Khamba has a unique hydraulic steering shock absorber design combined with a waterproof digital steering servo with a 9kg steering force and metal gears. An optional rigid aluminium steering bar is included. Hardened steel driveshafts and a steering angle of over 45-degrees offers the best possibilities to handle any terrain. A 2-speed transmission means tough terrain can be tackled with ease whilst also allowing you to get to the next obstacle at speed. Simply push a button on the radio and change from transmission ratio 1:37.1 (low-speed) to 1:15.1 (high-speed). You can also lock and unlock the front and rear differential

independently from the transmitter courtesy of two 0.9kg mini servos. Leave the differential unlocked for a smooth handling at high speed then on technical trails you can lock the front differential, the rear differential or both when on extreme terrain. The headlights, rear lights, indicators (while steering), hazard warning lights (front and rear) and brake lights all function through the 6-channel receiver. The 2.4GHz 6-channel radio system gives you total control over your vehicle from the lighting system, 2-speed transmission, differential locks or top speed adjustment.

12020	Absima Khamba - blue
12021	Absima Khamba - orange
12022	Absima Khamba - dark grey
12023	Absima Khamba - green

**AVAILABLE FROM:** Absima  
**WEBSITE:** [www.absima.com](http://www.absima.com)  
**CONTACT:** [uk@absima.com](mailto:uk@absima.com)





### Reedy Radon 2 Crawler 550 Brushed Motors

The range of all-new Reedy Radon 2 Crawler 550 brushed motors are now available. The Crawler 550 can easily be recognised by its extended length can which houses a longer armature and magnets, resulting in more torque than a typical shorter 540 can. An increase in torque makes the Crawler 550 ideal for heavier rigs or when encountering higher grip or steeper terrain, whilst the 5-slot design offers precision throttle control. Dual ball bearings improve performance and reliability while adjustable timing allows for adjustments to compensate for different drivetrain configurations that require reverse motor rotation, and for fine-tuning power output. The Radon 2 Crawler 550 motor is available in a range of specs to suit a variety of applications and speed requirements.

#### Features:

- 550 configuration
- Dual ball bearings
- Long-wearing brushes
- Adjustable timing
- Ultra-smooth 5-slot armature
- Silicone lead wires
- Completely rebuildable

#### Specification:

Cells: 2S-3S LiPo/6-9 cell NiMH  
 Diameter: 36mm  
 Length: 62.5mm  
 Shaft Diameter: 3.175mm  
 Weight: 218g

- #27462 Reedy Radon 2 Crawler 550 10T 5-Slot 2270kV Brushed Motor
- #27463 Reedy Radon 2 Crawler 550 12T 5-Slot 1850kV Brushed Motor
- #27464 Reedy Radon 2 Crawler 550 14T 5-Slot 1600kV Brushed Motor
- #27465 Reedy Radon 2 Crawler 550 16T 5-Slot 1450kV Brushed Motor
- #27466 Reedy Radon 2 Crawler 550 20T 5-Slot 1100V Brushed Motor

**AVAILABLE FROM:** CML Distribution

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

**CONTACT:** 01527 575349

### Factory Team Carbon Fibre Composite Option Parts

Team Associated is offering a new line of carbon fibre composite option parts for the RC10B6.3, RC10B74.1, RC10T6.2, and RC10SC6.2, as well as previous generation models. Impregnated with rigid and light carbon fibres inside the injection moulded materials, these Factory Team parts are the ultimate in high performance. These option parts are light weight and offer an approximate saving of 12 per cent over "hard" material. They are also extremely rigid and that means more predictable handling in high traction applications and increased vehicle stability in fast corners. Also they are significantly stronger and give improved durability over "hard" option parts.

The following parts are for the Team Associated RC10T6 and RC10SC6:

- #71139 Team Associated RC10T6.2 FT Front Suspension Arms (gull wing) - carbon fibre
- #71141 Team Associated RC10T6.2 FT Rear Suspension Arms (gull wing) - carbon fibre
- #71149 Team Associated RC10T6.1 FT Front Suspension Arms - carbon fibre
- #71150 Team Associated RC10T6.1 FT Rear Suspension Arms - carbon fibre

- #71151 Team Associated RC10T6.2 FT Side Rails - carbon fibre
- #71152 Team Associated RC10SC6.2 FT Side Rails - carbon fibre

The following parts for the Team Associated RC10B6 and RC10B74:

- #91871 Team Associated RC10B6 FT Front Suspension Arms (flat) - carbon fibre
- #91872 Team Associated RC10B6 FT Front Suspension Arms (gull wing) - carbon fibre
- #91873 Team Associated RC10B6.2 FT Rear Suspension Arms (73mm) - carbon fibre
- #91874 Team Associated RC10B6.2 FT Rear Suspension Arms (75mm) - carbon fibre
- #92297 Team Associated RC10B74 FT Front Suspension Arms - carbon fibre
- #92298 Team Associated RC10B74 FT Rear Suspension Arms - carbon fibre

**AVAILABLE FROM:** CML Distribution

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

**CONTACT:** 01527 575349



# DOUBLING UP

*The second round of the King of Clubs headed to Eastbourne Electric Car Club. The seaside town offered dry and sunny weather conditions, which was an added bonus after the challenges of the previous event at Aldershot. Despite very different conditions, a number of drivers managed to make it successive wins on the south coast*

After a very wet round one, the organisers of the King of Clubs series had one thing on their wish list for the second round, a dry day. All the ingredients for a great series are there, but rain like they had at Aldershot can dampen enthusiasm to a degree.

That said, the weather at round one weather did not spoil the spirit of competition, the entry was supported by a number of top

drivers and despite being wet and weather beaten everyone went away from Aldershot anticipating a trip to the south coast for round two. Not surprisingly the entry had a similar look to round one with class winners Ollly Jefferies, Billy Fletcher, Jay Westwood, Michael Lee all back for round two.

After taking maximum points in the club championship at round one the Eastbourne club was now on

home ground and looking to build on that lead, the club famous for its friendly atmosphere was as always welcoming visiting drivers but also looking to take another big haul of club points.

Ollly Jefferies was hoping to make it two KoC wins out of two and head in to the following week's first national of the year on the front foot. Ollly's teammate Marcus Askill who TQ'd at Aldershot was looking

for his first KoC win after losing out in the Aldershot 13.5T A final to Billy Fletcher. The F1s and mini TCs along with 17.5T touring cars and Tamiya GT-E were all back for round two and a full entry headed for the south coast track on the first weekend in June.

## FOR ONE DAY ONLY

With no practice on the Saturday encouraging drivers to make this

The distinctive yellow and blue colours of Archie Mathews's Tamiya who won the Junior-E class





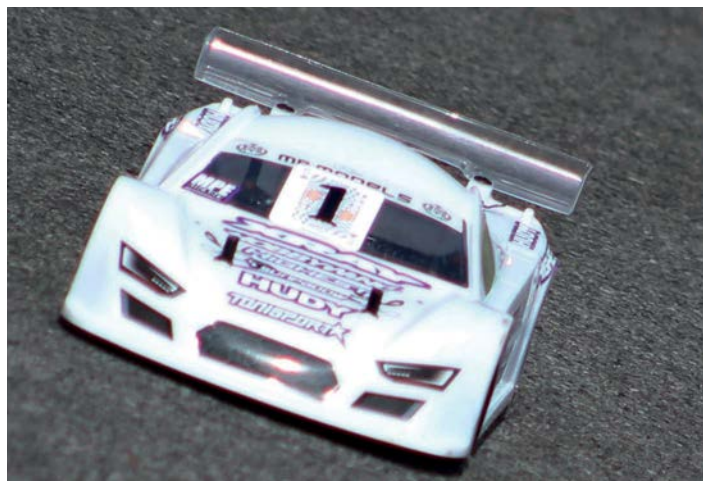
*BRCA official Gavin Clinch with a beautifully painted body*



*The first lap of a final is always going to be fraught. This crash is from 13.5T*



*Olly Jefferies at speed and on his way to another class win*



*Marcus Askeff made use of his teammate's body to win 13.5T stock*

a true one-day event you would need to be on your toes and find a good setup quickly. Some had the advantage from running at the previous weekend's warm-up race and they would probably benefit with similar weather conditions over the two weekends, so it promised to be a day in the sunshine as things got underway on Sunday morning.

At the slightly slower end of the speed range, Tamiya Junior-E was back with two heats. Archie Mathews was looking to follow on from his Aldershot win with another victory as he was now at his home track.

Eastbourne is not the biggest track in the UK, but it makes the most of its footprint with a good challenging technical layout that is popular with drivers, grip levels can vary but with good weather and a lot of cars laying down rubber times would be competitive and quick.

## QUALIFYING

Olly Jefferies had a good warm-up race the previous weekend taking a narrow win over Awesomatix driver Chris Grainger, and that good form continued as qualifying got underway on Sunday morning, as the Xray driver took all four rounds of modified qualifying and was clearly the on good form. Chris was close but just lacked the extra pace to challenge the pre-race favourite whilst Zak Smith was next up for Schumacher.

In 13.5T stock Marcus Askeff was underlining his intension of being a serious contender for national stock honours this season and he took TQ ahead of Billy Fletcher. This looked like it was going to be a good final as Billy had good pace in qualifying although lacked consistency over the run, but if he could put two good finals together it looked like

he could give Marcus a good run for his money. James Hart would line up third but for the reigning BRCA Stock Champion this weekend was crucial preparation for the national the following weekend after early season struggles.

Local driver Stuart Colby took TQ in the biggest class of the day, as 30 drivers lined up for 17.5T blinky with him finishing top of the pile. Matt Quinlisk was another driver showing some good form at King of Clubs and he would end up second ahead of round one winner Jay Westwood. This meant there was a good interclub battle brewing for the final as the three drivers represented Eastbourne, Adur and Aldershot respectively.

Home advantage showed in the Tamiya GT-E class with two Eastbourne drivers topping the time sheets, as Tim Harrop edged out Karl

Mathews for TQ with Steve Adams completing the top three.

After a day of tip toeing around Aldershot in the wet at round one, the F1 drivers were pleased to have some grip and the cars looked much more at home on the dry tarmac of Eastbourne. For the chasing pack it was the same driver out front. Schumacher's Michael Lee seems unstoppable in the F1 class and took a comfortable TQ ahead of Paul Ellis and Adrian Gale.

One heat of MTC and once again Ollie Payne was the man to beat, and on home ground this time out. Ollie dominated the class despite an issue in the second round which saw him down the order. In fact it was second place man on the grid Stuart Rand that took the first two rounds of qualifying until Ollie got it all together in the final two rounds. Tom Dadswell was third on the grid by

# RACE REPORT

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



Chris Grainger kept Olly Jefferies on his toes as the Awesomatix driver took second



Marcus Askill won 13.5T in a battle with Billy Fletcher that continued after qualifying

virtue of a good first and fourth round and a quicker time than Dani Young who lost out on third on the grid by virtue of a tie break.

Like the F1 cars the Tamiya Junior-E drivers looked a lot more at home on a dry track and now we could clearly see the pace as the youngsters were not just struggling to stay on the tarmac, at round two they were able to race at last and what a good show they put on. Previous winner Archie Mathews took TQ in the juniors ahead of Finley Lanaway and newcomer Oliver Woodhall was top rookie in

qualifying, there is no doubting the enthusiasm of the guys and gals racing this class and great to watch the development of these youngsters.

## FINALS

The qualifying rounds had been held in brilliant sunshine and the great weather continued through the afternoon as drivers' thoughts turned to the finals, the good weather was a real reward for the hard-working KoC organisers and they in turn were repaid by some excellent driving up and down the field; competitive but raced in great spirit with a smile on

faces young and old.

Olly Jefferies kept his firm grip on modified with two straight wins in the A final. Chris Grainger pushed but Olly looked to have all the angles covered and built out a small lead over the Southampton-based racer in both legs to take the overall win for Xray ahead of the Awesomatix. Behind there was some great racing going as Harley Eldridge once again showed more pace in the finals than she had in qualifying and had an excellent on-track battle with Zak Smith and Kyle Branson. And it was the Schumacher driver coming out on

top this time with Zak edging Harley down to fourth. Kyle Branson got some good mileage under his belt on his first visit to the south coast track. One of the best drives of the day in modified came from Ben Moorey who qualified in fourth place with the Eastbourne driver looking like an A final contender when the modified class heads back to Eastbourne the following weekend for the first national of the season.

The Fletcher-Askill battle continued into the 13.5T stock finals, as Billy Fletcher looked to have a good car under him but Marcus Askill

Eastbourne hosted the second King of Clubs round with the racers enjoying some lovely weather conditions







**More 13.5T action and again this is from one of the A finals**

kept his Xray on the racing line for both finals and more importantly kept his nerve under great pressure over both A finals. James Hart did not have the pace on the day to challenge but will be in a better place for the national and today had to settle for third. Add into the mix Zak Finlay for the national and this class is looking red hot and open, and whoever takes the national win is going to have work very hard.

Also seeing some tight and hard racing was the two legs of 17.5T blinky A finals which saw Jay Westwood coming from third to win both legs. Second place would need a tie-break to split Matt Quinlisk and Stu Colby with the pole man edging out Matt on this occasion, Billy Kavanagh started fourth and finished in the same spot while Tim Langdell completed the top five. Missing from

the final action was Glenn Westwood who damaged his car in qualifying and was unable to contest the finals.

It was no surprise to see Ollie Payne convert his MTC TQ into a win in the final despite Tom Dadswell's and Stu Rand's best efforts to rock the 1:12 driver boat didn't materialise. It is hard to see a serious challenger to Ollie's domination here, but hopefully the chasing pack will prove me wrong at the next round.

Like in MTC, we have one driver that is the stand out pilot in the Monitex F1 field as Michael Lee remains the man to beat in the class. After a convincing TQ, he backed that up with two A final wins. The main interest here was the battle for the second place - three drivers were in the mix and in the end a double tie-break was needed to separate Daniel Robins, Paul Ellis and Aidan

Gale into that finishing order.

Last but not least was Tamiya Junior-E. Some great racing in this class after what was a struggle to stay on track at round one. Archie Mathews took leg one with Finley Lanaway taking leg two, so another class needing a tie-break to decide the winner that went the way of Archie by virtue of qualifying countback verdict making it two wins out of two. It was second for Finley again, but he will be looking to upset Archie's championship hopes at the next round. Newcomer to the series, Oliver Woodhall, completed a competitive podium in a class that's being contested in the true spirit of the sport and for us watching providing some close entertaining racing.

## TEAM PRIZE

When the teams scores were totted

up it was Eastbourne that took the team championship win. Aldershot, suffering the consequences of team mainstay Glenn Westwood's early retirement dropped to fourth, with last year's wooden spoon winners, West London Racing Centre, surprising a few with a strong second place.

After a wet round one the King of Clubs organisers prayed for and got great weather for round two. This meeting just boosted the enthusiasm for the series and as drivers packed up their kit after the finals they were already taking about the next round at Colchester. After lockdown and almost a year without proper racing, this series has everything going for it, it balances fun racing with a keen competitive edge, the organisers have got this one spot on, roll on round three... ■



**The 13.5T podium. Marcus Askill (centre) won from Billy Fletcher (left) and James Hart**



**Olly Jefferies (centre) took modified from Chris Grainger (left) and Zak Smith**

# SKIDMORE BROTHERS TOWER ABOVE THE REST

*At last we were back racing and the competitors were able to head to the dirt track of North West Nitro near Blackpool to take part in the first BRCA 1:8 Off-Road National event since 2019. With a stacked field containing World and European Champions, it was the Skidmore brothers who would take the top two spots*

After a shuffle of the 2021 calendar, the first of the BRCA 1:8 Off-Road National Championships would take place near Blackpool at North West Nitro. All of the usual suspects were there to perform, but

with a lot of new "fast kids" and the return of some old faces it was going to be exciting for sure! Then there were the 1:10 off-road specialists taking to the nitro class whilst their electric nationals take a break until

2022, so there was an awful lot of talent in the mix!

In qualifying it was Neil Cragg (Team Associated) who took the TQ in every single one of the five rounds of qualifying. His domination was

quite frankly, with the quality of racers in attendance outstanding! Behind him a few twist and turns with some amazingly fast drives by Elliott Boots (Sworkz), Will and Joni Skidmore (Mugen) and the returning

Joni's MBX8 with a JConcepts S15 body fitted





*Settings include 10k (F)/15k (C)/5k (R) diff oils, 550cst (F)/500cst (R) shock oils, MIP shock pistons, kit springs and a Protek clutch*



*The winning buggy shod with Pro-Line Sidelock tyres, powered by a Blok engine and running OptiPower nitro fuel*

Darren Bloomfield (Team Associated). In the end, second place would go to the reigning champion Elliott Boots with Joni Skidmore third and brother Will fourth.

With a near capacity attendance the first finals started after the final round of qualifying on Sunday, the bump ups from the earlier finals were as seen in tables.

## QUARTER FINALS

These two finals which were stacked! Some names were familiar but some brand new! The first quarterfinal was the B side and it did not disappoint. On pole was Jon Hazlewood and his Bullitt-powered Agama buggy. He was fast out of the blocks and led the first part of the race. Mugen driver Simon Willetts was hot on his heels though and manage to take the lead just before the first pit stops, and the pair would have a great on-track battle for the majority of the 20-minute race and it was Simon who managed to take the win. Following him over the line

were the two Tekno drivers of Liam Brocklehurst and Daniel Austin. Dan, having bumped from the previous final was obviously now in the groove, taking his second bump into the semis after a great drive. Fourth after a steady race was Ashlee Owen and his HB machine.

The A quarterfinal was dominated by the Agama of Lewis Jones, he led nearly every lap of the race. His Bullitt-powered machine crossing the line some eight seconds up on second placed John Holmes and his Sworkz buggy. It was all to play for behind the top two with several drivers in the mix for the bump into the semi. The drive of the final went to young Agama driver Ben Simpson, who having previously bumped came from 13th to fourth, taking the final bump spot behind the Tekno of Elliott Taylor who took a convincing third.

## SEMI-FINALS

It was now time for the semi-finals. The B side saw The Reds-powered

Sworkz of Elliott Boots dominate as from buzzer to buzzer he led every lap, with a big lead from second placed Will Skidmore after 20 minutes. Will was hardly troubled in second with his Mugen machine. Behind them it could have been anyone who got the remaining five bump-up spots to the main final. The Alpha-powered machine of Jack Hirst, Lee Martin's Agama, Callum Niblett's Sworkz and the Team Associated of the returning Darren Bloomfield would have a great on-track battle for the next few places, Jack eventually getting the third spot just over a second up from Callum in fourth with Darren following him home for fifth. An unfortunate issue for Lee saw him drop down the leader board so it was Tekno driver Mitchell Booth and young Team Associated driver Freddie Thompson who secured the remaining spots in the A final.

The A side had the superb Alpha-powered Team Associated of Neil Cragg on pole, and like Elliott in

RESULT - B 1/64 FINAL	
POS	DRIVER
1	Nick Simmerson
2	Mark Beattie
3	Mark Pearl
4	Cayden Stenhouse
RESULT - A 1/64 FINAL	
POS	DRIVER
1	Helger Lykke
2	Matt Skinner
3	James Crowder
4	Colin Davies
RESULT - B 1/32 FINAL	
POS	DRIVER
1	Michael Shorey
2	Gary Gregory
3	Max McDonnell
4	Nick Simmerson
RESULT - A 1/32 FINAL	
POS	DRIVER
1	Maxim Cook
2	Ben Turner
3	Jason Patey
4	Leon Morrell
RESULT - B 1/16 FINAL	
POS	DRIVER
1	Daniel Shelton
2	Dennis Holding
3	Mark Everitt
4	Ian Slater
RESULT - A 1/16 FINAL	
POS	DRIVER
1	Jon Spencer
2	Jason Patey
3	Maxim Cook
4	Jack Willetts
RESULT - B 1/8 FINAL	
POS	DRIVER
1	Scott Walker
2	Matt Jessup
3	Daniel Austin
4	Ben Billing
RESULT - A 1/8 FINAL	
POS	DRIVER
1	Chris Sharpe-Simkiss
2	Maxim Cook
3	Ben Simpson
4	Chris Smith

the previous final, he led every lap and cruised home 17 seconds up on the closest competitor, that being the Blok-powered Mugen of Joni Skidmore. A stunning drive by Jamie Clancy saw him get third. The fourth spot was contested by the talented young Team Associated driver Tommy Hall and TLR driver Dom Nunn. Dom held the position for the first half of the race, but Tommy managed to get ahead around the second pit stop window and he held the place to cross the line in fourth. With the one stop strategy of Graham Alsop coming into play in the final minutes, it was a brilliant end to the race with Graham, Mike Lewis and Dom crossing the line together and Dom getting fifth, just three hundredths of a second ahead of Graham in sixth and with Mike, two tenths behind him in seventh securing the last bump spot to the main.

## A FINAL

The last race of the day was not without its casualties! After Neil

# RACE REPORT

what: brca national where: north west nitro class: 1:8 off-road

Neil Cragg and Elliott Boots dominated their semi-finals they would both not finish the main! The Sworkz man Elliott after a rare mistake unfortunately didn't make it to the start line, leaving Neil to pull out a small lead in the opening laps ahead of the following pack, however he would also return to the pits after just six laps! This opened up the race, Joni Skidmore took on the lead from his brother Will as the drivers entered the first lot of pit stops. It was another fine start by the Losi of Dom Nunn, he rose to third but he too had an issue and had to retire. This left the Team Associated drivers of Mike Lewis, Tommy Hall and the HB of Graham Alsop to try to catch the MUGENs of the Skidmore brothers. Tommy drove an impeccable race,

catching and passing Will in second on a few occasions but some great overtake moves by Will saw him retake the second position. Joni drove the rest of his final without drama and he came home for his second ever national win in style, Will just 7 seconds behind him. The first brothers to ever get a one-two at a BRCA 1:8 Off-Road National event! Tommy Hall, in his first-ever national in the class took third as these three talented young drivers managed to get the lap up on the rest of the field as the 45-minute buzzer sounded! Michael Lewis crossed the line in fourth with the Graham coming fifth. A superb drive by all the drivers, a great final to watch and we can't wait for the next one! ■

RESULT - A FINAL					
POS	QUAL	DRIVER	CHASSIS	ENGINE	RESULT
1	3	Jonathan Skidmore	Mugen	Blok	82 laps 45m 7.95
2	4	William Skidmore	Mugen	Blok	82 laps 45m 15.63
3	15	Tommy Hall	Team Associated	Alpha	82 laps 45m 20.33
4	5	Michael Lewis	Team Associated	OS	81 laps 45m 13.80
5	11	Graham Alsop	HB Racing	Novarossi	81 laps 45m 31.78
6	8	Callum Niblett	Sworkz	Ielasi Tuned	80 laps 45m 17.66
7	7	Jamie Clancy	Team Associated	LRP	80 laps 45m 18.71
8	12	Jack Hirst	Serpent	Alpha	78 laps 45m 12.42
9	16	Mitchell Booth	Tekno	Blok	78 laps 45m 14.47
10	20	Freddie Thompson	Team Associated	Picco	78 laps 45m 25.64
11	6	Darren Bloomfield	Team Associated	Blok	73 laps 44m 6.03
12	9	Dominic Nunn	TLR	Maxima	11 laps 6m 6.01
13	1	Neil Cragg	Team Associated	Alpha	6 laps 3m 4.07
14	2	Elliott Boots	Sworkz	Reds	DNS



Neil Cragg dominated qualifying with his Alpha-powered Team Associated RC8B3.2



The Skidmore brothers were in fine form at North West Nitro



Joni would take his second National win at NWN from Mugen teammate and brother Will with Tommy Hall third for Team Associated



Will Skidmore's Blok-powered Mugen MBX8 buggy



Tommy Hall impressed at his very first BRCA 1:8 Off-Road National

## SUMMARY

It was so good to be back racing nationals after such a long time away due to the pandemic, and it was so great to see such an amazing amount of young talent go so well at this national. We anticipate an amazing year. We travel next to East Shrewsbury BRC in a month's time, but with the next three nationals within four weeks of each other it's going to be non-stop action. Will we see a new champion?

For the full results summary and the current championship standings go to <https://www.brca.org/8rx-results>



### Raceform Pro Bodypost Lazer Tracer

This is a 1:8 on-road-specific tool that is able to trace the position of the body post, perfectly and precisely onto the body shell in preparation for making the mounting holes. Be it unpainted or painted, it is the only risk-free tool in the world that saves you time and stress, and also a system that will change how we locate the body post position. Your body will look better than ever, improved consistency between changing bodies, and save you from damaging your nicely painted body. With a perfect self-centring

system, you are assured of proper air flow and results in a more predictable drive. Especially in 1:8 on-road where the front post is slanted towards the front and even locating the holes on a clear body is challenging due to parallax error. Other versions will be available soon...

**AVAILABLE FROM:** Raceform  
**WEBSITE:** [www.raceformrc.com](http://www.raceformrc.com)  
**CONTACT:** [info@raceformrc.com](mailto:info@raceformrc.com)

### Xray T4 CVD BB Driveshaft 50mm and Gear Diff Adapter

The CVD BB bearing driveshafts from Xray improve off-power steering and rotation, but decrease rear traction and stability when used on the T4. They are recommended for use in high-traction conditions and for tracks with many hairpin corners. The set includes the complete driveshaft only, and must be used with optional #304972 Gear Diff CVD BB Driveshaft Outdrives. The CVD BB drive shafts are suggested to use in combination with Gear Differential in rear on a T4. The CNC-machined CVD BB driveshaft adapter for the Xray T4 differential is made from aluminium 7075 and comes black coated. The driveshaft adapter is a direct replacement for the stock version, and has been developed and designed to work with CVD BB driveshafts only, and come as a set of two.

#305409 Xray CVD BB Drive Shaft 50mm - Set - Hudy Spring Steel  
 #304972 Xray Alu Gear Diff CVD BB Driveshaft Adapter - Swiss 7075 T6 (2)

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



### Hudy Pure Tungsten Weight 15g

This is a precision machined 15g pure tungsten chassis weight from Hudy that is universal and can be mounted anywhere. This weight is smaller than a brass version and is easier to install with a cleaner layout. The super small weight results in a lower centre of gravity compared to standard weights. Produced from very rare and heavy pure tungsten material, this is not a typical tungsten mixture. The pure tungsten has the highest density structure and is the heaviest metal material, which allows to design smallest size weights comparing to any other materials. It can be quickly and easily attached to the chassis and is marked with weight value for easy identification.

#293083 Hudy Pure Tungsten Weight - 15g

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



## THRASH TEST - CORALLY MURACO XP 6S

■ spec: 4wd alloy chassis ■ class: 1:8 off-road fun ■ cost: 6529.99

**“Great value, very fast and amazing looks. Seriously, what more could you want from a truggy? Wheelies? Yep, does them too!”**



# OFF-ROAD 1:8 TRUGGIES

Corally isn't a name we have featured much in Racer of late, but the latest incarnation of the brand has seen them kept busy producing the next generation of off-road bashers for this growing market, and here we have their latest and greatest speed truggy, the Muraco XP 6S



# TRUGGIES

Go into any hobby shop, or view the best sellers in online stores and it's clear that 1:8-scale brushless off-road trucks are big business. From a racing niche in the mid-2000s to one of the most popular recreational RCs there is, there is no doubting quite what "truggies" have become. Corally actually does a range of 1:8 bashers, all powered by up to 6S LiPo power, but the Muraco, which is billed as a 'Speed Truggy' is expected to be a best seller. A previous truggy existed in Corally's 2020 range called the Shogun, which has also been updated to the latest 2021 spec to match this one, so really whether you go for a Shogun 2021 or Muraco is up to your personal choice. For what it is worth, we think the low-slung design of the Muraco is the best, but the Shogun name is a bit cooler and sounds less like a far-eastern small family car!

## WHO IS IT FOR?

Be under no illusions that this is an RC model for experienced users – a 65mph potential in something that weighs well over 4.5kg is not something that should be abused (well, at least not in the presence of other humans and animals). The Corally Muraco (and indeed all their range) are serious toys, and whilst they may come ready-to-run and be extremely easy to use,

# THRASH TEST - CORALLY MURACO XP 6S

■ spec: 4wd alloy chassis ■ class: 1:8 off-road fun ■ cost: £529.99



A retaining system on all four body clips means searching for missing ones are a thing of the past



A Corally-branded Torox 185 brushless speed controller is included



With the jumper cable in place you can hook up a single 6S LiPo rather than a pair of 3S packs

❏ they are not easy to drive fast. We don't mean they have poor handling, as the Muraco as you will find out is very good, but this is the kind of model you'd probably want once you'd had your fill of a 3S-powered 1:10-scale vehicles.

## CONSTRUCTION

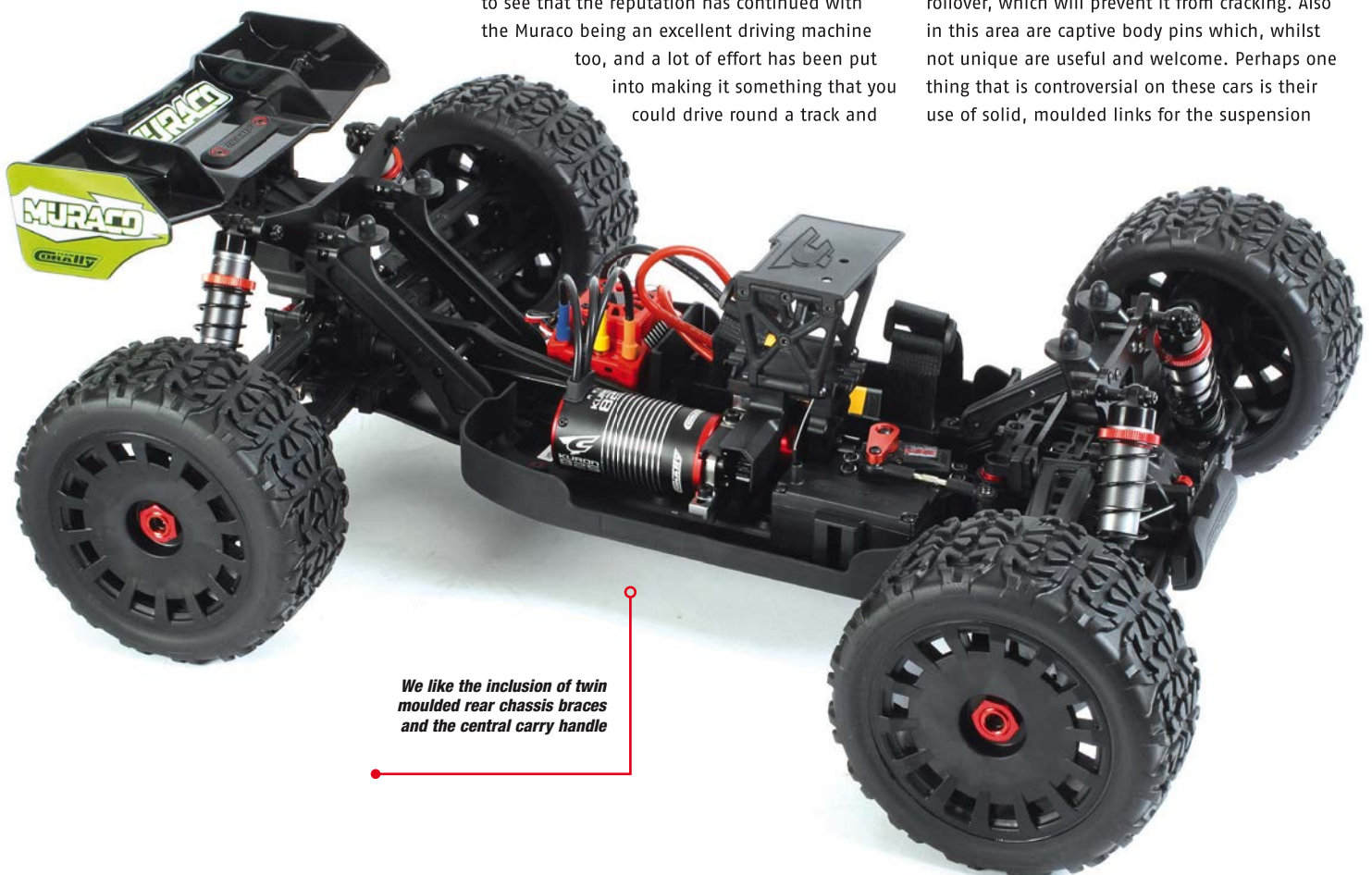
The Muraco, like it's brethren from Corally and many competitors, follows a construction style that will be familiar to anyone who has seen a 1:8 buggy or truck from the last 30 plus years, albeit bang up-to-date in terms of its materials and build quality. By that we mean it has an alloy chassis, three differentials (one on the back axle, one on the front and one in the middle) and the

power is sent to all the wheels via a shaft-drive setup. A polycarbonate bodyshell is fixed on top, and it sports a moulded nylon rear wing at the back. It sounds pretty conventional, but in fact is full of clever and well-designed features throughout.

## FEATURES ABOUND

From the low slung, wide truggy body to the suspension and powertrain, this Corally oozes quality, toughness and a clear design ethos – the designers obviously wanted this to be very fast and very tough. However, in their original Dutch form, Corally has a huge history of designing race-winning competition chassis too, so it is nice to see that the reputation has continued with the Muraco being an excellent driving machine too, and a lot of effort has been put into making it something that you could drive round a track and

not be disappointed by at all. That alloy chassis is anodised black and made of decent quality 3mm thick metal – a 7075 super tough version is available as an option, but this one looks like it will take a real bashing, especially when combined with the composite braces fitted. Where other cars feature cast aluminium for the shock towers, Corally give you proper machined versions – the types that are a £50 option normally – and these will certainly withstand more abuse than cast. The steering link is also 7075 alloy, further reducing weak points in the construction. Onto more nice touches and you will see a large plastic box brace in the centre of the chassis that supports the body shell in the event of a rollover, which will prevent it from cracking. Also in this area are captive body pins which, whilst not unique are useful and welcome. Perhaps one thing that is controversial on these cars is their use of solid, moulded links for the suspension



We like the inclusion of twin moulded rear chassis braces and the central carry handle



and steering, as opposed to adjustable tie rods or turnbuckles. Now, at first glance you might balk and think that the designers (or maybe the accountants) have cheaped-out and given you a feature more expected on a £150 entry-level truck... Actually, they have done this for a reason – 99 per cent of truck bashers will not make an adjustment to rear camber or toe angles. In fact, when you look at the setups that racers run, a huge amount of them don't change these settings either – you can do a lot more with springs, ride height and oil changes, not to mention tyres. All these are tweakable on the Muraco, and the benefit of the fixed, moulded links is that they are tougher and lighter. Besides, if you really want to replace them, you can. Another thing we really liked was the rear wing mount. In a competition vehicle you want this to be light and functional, whereas in a basher it needs to be tough as boots. The Corally one is just about the strongest we have ever seen. You could pick the truck up by it and swing it about quite happily, so it should survive at your favourite skate park.

## ELECTRONICS

Often in our reviews, we talk about the electronics we chose to make the truck go, stop and steer however, as an RTR machine, everything bar the batteries comes included. We did have to choose the main pack so we fitted Corally's 6S 22.2V



*The square footprint of a truggy means high stability and lots of grip from the large tyres*

4500mAh Sport LiPo and four Energizer alkaline AA cells for the transmitter for maximum power. The Corally LiPo is really good – the cells came perfectly matched and the pack remained in close match throughout our testing. There are cheaper batteries out there, but we'd rather something

from a trusted name when fitting to a £500 plus model.

The actual electronics that come in the car are great – the speed controller is easy to adjust and runs cool even in 20C plus days and the motor – a 4-pole 2050kV unit is quick on 4S LiPo power



*The battery compartment has been designed to be as flexible as possible to suit a range of setups*



*The aforementioned central body support also acts as handle when the shell is removed*



*The steering servo is metal-g geared, is rated at 25kg of torque and performed well during testing*



*The Variprop 2.4GHz receiver is well protected by a moulded box*



*We loved the beefy rear wing support which will be required to handle high-speed crashes*



*Threaded outer hinge pins secure the rear hubs in place no small E-clips to fly off*

# THRASH TEST - CORALLY MURAGO XP 6S

■ spec: 4wd alloy chassis ■ class: 1:8 off-road fun ■ cost: 6529.99



The use of moulded fixed length linkages will always divide readers but its a great choice in our opinion



The gearbox and wing get some serious bracing at the rear of the chassis



Corally's red theme continues with the pivot-ball front suspension components



A minimalist front bumper gives some protection to the gearbox



There is plenty of adjustability to be had with the caster angle and servo saver setting as just two examples



The motor of choice is one straight from the Corally stable in the form of a Kuron 825 4-Pole 2050kV model

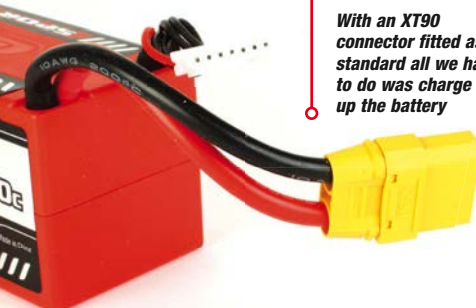
The oil-filled dampers feature threaded alloy bodies



We were kindly provided with a Corally 4500mAh 6S LiPo



With an XT90 connector fitted as standard all we had to do was charge up the battery



With its high-speed capability it was great to see that the tyres come pre-glued!



The included Variprop 2.4GHz steerwheel transmitter



and utterly blistering on 6S! The steering servo is a 25kg pulling power which is fine, but it may be tempting with all this power and weight to go for a 35kg plus unit in time. The Varioprop radio gear may sound like something you'd get on an RC airplane, but in fact is well above average for an RTR kit and provides plenty of range and enough features for the intermediate driver. We especially liked the 50:50 to 70:30 throttle split feature, although it's a shame you can't click a button to reduce the throttle power as you can on some sets from the likes of Horizon Hobby and Traxxas.

### LOOKING GOOD!

Let's for a moment take a look at how this model looks in the flesh. If we go back the first gen Corally 1:8 range, they looked OK, and were definitely lovely under the skin so to speak, but models from the competition perhaps had the edge in visual appeal (let's be honest though, a new body fitted and painted is less than £100 anyway to transform the looks). The new 2021 models, and especially this Muraco are just gorgeous. It is low, wide, very cab forward, and has a stunning green design that perhaps does blend in a little with the grass in our photos, but on tarmac oozes cool. In fact, we'd go so far as to say that this is one of the best looking truggies going currently. Many of the competition have great designs, but tend to go for a narrow look that makes the truck look a little 'gangly'. Not here – the Muraco is wide, low and looks fast standing still! Combined with a large rear wing and aero-style wheels, it is purposeful and beautiful – we love it – good job Corally!



A neat moulDED cover ensures fingers or other small items can get into the spur and pinion area



Like all 1:8-scale machinery the Muraco uses a shaft-drive transmission arrangement



Anti-roll bars front and rear will prevent excessive chassis roll at speed in the corners

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# THRASH TEST - CORALLY MURACO XP 6S

■ spec: 4wd alloy chassis ■ class: 1:8 off-road fun ■ cost: 6529.99

## On Test

*With a charged battery, we headed to the skate park, only to find it had been shut due to Covid and too many people congregating. Not to worry, the grass park had been freshly mown and was very quiet. Actually, when we thought about it, this was more truthfully the Muraco's natural habitat. This is after all a speed truggy and not a stunt truck so we thought we'd stick around for some photos. After connecting the fully charged battery we switched everything on were presently surprised that it all just worked and was setup perfectly – even the steering was dead straight without any need to tweak the trims – things were looking good. A careful potter around and you could feel that this was a good handling machine however, with a full pull of the trigger, nothing could prepare you for the power! This thing is fast, like really fast! On the tarmac path of the park it was even faster than on grass. Corally claim 65mph, but we didn't have our GPS with us when we tested it, and we wouldn't want to do speed runs unless on private property, but yes, it feels it! As well as speed, wheelies on demand are possible at all times, and even the odd standing backflip on grippy surfaces are possible. In terms of run-time, 10 to 15 minutes is possible, maybe less on speed runs, but it's enough to probably be able to have a good play session on two packs. While we didn't go too hard, and were only jumping on the natural bumps of the park, we broke nothing at all during testing, even after numerous tumbles and roof slides. All in all, this is the most fun truck we've reviewed for a while and we're sure you'll love it too!*





**"The Muraco is wide, low and looks fast standing still!"**



### SPECIFICATION

Model:	Corally Muraco XP 6S
Scale:	1:8
Class:	Off-road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Alloy
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Geared, oil-filled
Shocks:	Alloy threaded bodies/ oil-filled
Bearings/Bushes:	Bearings

### TECHNICAL DATA

Length:	570mm
Width:	405mm
Height:	190mm
Wheelbase:	384mm
Front track:	380mm
Rear track:	380mm
Weight:	4350g

### WHAT WE USED

Electric Kit	
Transmitter:	Varioprop S2R 2.4GHz steerwheel (kit)
Receiver:	Varioprop 2.4Ghz (kit)
Servo:	Varioprop CRHV-7225 digital 25kg metal geared (kit)
Speed Controller:	Corally Torox 185 brushless (kit)
Motor:	Corally Kuron 825 4-Pole 2050kV brushless (kit)
Battery:	Corally 4500mAh Sport 6S LiPo

### VERDICT



Great design  
Tough as old boots  
Fast



Green wheel nuts next time please  
No shock boots

**RACER RATING: ★★★★★**

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## Summary

Overall, this is truck that hits the pulse of 2021 spot on. Decent quality, waterproof electronics, a stunning design and good handling are what you want from a £500 RTR truggy. This is not a far-eastern pretender, but a properly thought out and very usable machine from a respected brand. It is also about 10 per cent cheaper than some of the other brands you might be tempted by, without any scrimping on quality - yes some of the competition include gyro type stability programmes and some features like self-righting et cetera, but more most buyers that want to modify their truck, having the basics right is more important, and this is where Corally have hit the nail on the head. We really liked this truck - can we have a Demontor next?!

# PROTOTYPE WINS ON DEBUT

*Michael Chapman and Mark Young may have taken the wins at the first round of the MTC Nationals, but the star of the show was the Schumacher prototype that showed tremendous pace in the hands of Aaron Rose and Nathanael Goodban*

The MTC Nationals kicked off its third year of the championship by returning to Southend Radio Controlled Car Club for round one of the 2021 season. A lot of effort was put in the previous day by both the SRCCC and MTC Nationals committee members to prepare a great track for the racers

to compete on. A fast but technical track was laid on ETS carpet that had a very nice flow to the layout and a perfect amount of grip as well as a nice and clean after an hour's hoovering the day before. With the biggest MTC turnout of the year so far with 28 competitors over the rubber and foam classes we

were in for a fantastic days racing. The usual format for the day was in place again, controlled practice in heat order followed by four FTQ-style qualifying rounds and two leg finals. We had two new racers worthy of note who had never attending any of the previous year's rounds. They were Aaron Rose and Nathanael

Goodban from Schumacher Racing. They had booked into the Open class originally, but with only two entries they asked if they could join in with the other racers. This was on the understanding they would not score points or receive awards, so you will see their names omitted from the final results and pictures, which was



The Southend club uses ETS carpet and provided a great track for the MTC racers



all pre-agreed. This was due to them testing the new Schumacher MTC prototypes. Yes we were privileged to be the first series to see them in action and they didn't disappoint, read on.

After practice there was a socially distanced drivers briefing outlining the running order of the day. Running to the same format as many other series, qualifying was underway shortly after. The day ran like clockwork with the four qualifying rounds completed by around 2pm.

There were many pictures and videos taken throughout the day which can all be found on the MTC National Facebook page, where you will also find links to all the results pages and future race dates.

## QUALIFYING

We began qualifying with the two heats of the rubber class out first, followed by four heats of foam. As the Nationals is a series for all levels of racers, these were spaced out for qualifying so the racers could get used to the track and racing against each other before the finals. We always try to have at least six in each final to give a more competitive finish to the day and to maximise everyone's championship points chances.

Round one and we had Aaron Rose at the top of the time sheets in the rubber class and Mark Young in the foam category, both being three tenths faster on their quickest laps over the rest of the field. But with some very fast regular National drivers in attendance and a few new to the series, it was anyone's guess at this point who would be at the top before the finals.

Round two and it was Aaron still at the top in rubber but moving on to a 29-lap run, as Mark Young moved up to second spot with Michael Chapman down to third. Foam saw Nathanael move to the top form Mark Young and Mark Barford, the three separated by under two seconds.

Round three and a further

improvement for Aaron taking four seconds off of his previous FTQ. Nathanael also improved and just missed a 31-lap-run by two-tenths of a second. The big surprise was Richard Sodeau now moving up to second spot with his Serpent. Second to fourth now separated by just over one second.

Round four and with all to play for things were really hotting up. No improvement for Aaron this time in the rubber class but he had secured top spot for the A finals by six seconds from Michael Chapman who had a seven second advantage on Mark Young. Likewise there was no improvement for Nathanael in the foam class with all the top drivers seeming to have found the limits of the track and their cars. A slight improvement for Mark Young saw him hold onto his third place with Mark Barford half a second behind. So we were in for some epic finals for sure.

## CONCOURSE D'ELEGANCE

During the break before the finals we had the Concourse D'Elegance; a chance for everyone to enter their body shells to see who has the best spraying skills. This year we had two prizes of gift vouchers from RDT Products going to the winner of the rubber and foam classes.

## RUBBER A FINALS

Aaron Rose set off with great pace for the first final and never looked back as Michael Chapman tried to hang on for the first few laps with Mark Young in hot pursuit, until the latter had a spin on the sweeper which dropped him to last allowing Jack Anderson move up to third. Aaron had checked out up front putting some very quick and consistent laps in, Michael was in for an easy second, a few laps up on Jack whilst Mark recovered from last getting past John Renton.

In leg two Aaron took another final win but was chased hard by Michael this time who was battling with Mark for the first part of the final until Mark went wide and

# DATE-A-BASE

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## AUGUST

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

## SEPTEMBER

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

## OCTOBER

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

## NOVEMBER

7	I:IO off-road	IO66 Racing
7	MICC 2.1	Telford
21	I:IO off-road	IO66 Racing
28	CWIC	Chippenhams
28	Essex Carpet Clash	Brentwood

## DECEMBER

5	Winter Whip	IO66 Racing
12	CWIC	Chippenhams
19	Essex Carpet Clash	Brentwood
19	I:IO off-road	IO66 Racing

## 2022 JANUARY

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

## FEBRUARY

6	MICC 2.1	Telford
13	Winter Whip	IO66 Racing
20	CWIC	Chippenhams
20	Essex Carpet Clash	Brentwood
27	I:IO off-road	IO66 Racing

\*TBC

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

# RACE REPORT

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

clipped the sweeper retiring him from the race with a belt that had jumped. This saw Jack take another fine third place.

The overall result saw Aaron taking both leg wins in fine style, but as mentioned earlier would not score points as he was running a prototype. On countback this resulted in the following results for the racers:

## FOAM A FINALS

Nathanael Goodban got a clean get away for leg one and was closely followed by Richard Sodeau and Mark Young as the trio pulled away from the rest of the pack. Four laps in and

a mistake from Richard saw Mark Young move into second. With many changes at the back of the field Gary Taylor emerged and took up the chase but as the race came to an end it was Nathanael from Mark Young and Gary, which set it up for a great last race of the day.

Nathanael just had to keep his cool to take the second leg win and that he did, never looking back and posting the only 31-lap run of the day - very impressive debut of the Schumacher prototype. Meanwhile the championship race behind was also getting very intense with Richard having another mare of a final on lap

seven waiting to be marshalled he dropped down the field, none the less a great day for him taking FTQ. Mark Young came home in second place closely followed by Mark Barford.

The overall result was Nathanael taking two impressive leg wins, but as with Aaron would not score points as he was also running a prototype. On countback this resulted in the following results for the racers:

## RAFFLE

Before the winners were presented with their plaques we had our now famous raffle. Many thanks to all of our series sponsors for their fantastic

### RESULT - RUBBER A FINAL

POS	DRIVER
1	Michael Chapman
2	Jack Anderson
3	Mark Young

FTQ Michael Chapman

### RESULT - FOAM A FINAL

POS	DRIVER
1	Mark Young
2	Mark Barford
3	Gary Taylor

FTQ Richard Sodeau

donations to the raffles, they have done themselves proud this year.

Congratulations to all of the winners and to everyone who raced at round one you all make the series what it is, without you all none of this is possible. ■



Aaron Rose (left) and Nathanael Goodban with their prototype Schumacher MTC cars



Richard Sodeau took TQ in the foam class



The top three in foam saw a win for Mark Young (centre) from Mark Barford (right) and Gary Taylor



The rubber A final top three saw Michael Chapman (centre) take the win from Jack Anderson (right) and Mark Young



The foam B final top three. From left to right Luke Jury (third), Bryce Little (first) and Darryl Osborne (second)



The foam C final podium: From left to right Colin Webb (third), Jaz Jhita (first) and Iain Gordon (second)



In the rubber category it was Michael Chapman who took the top spot in qualifying



SRCC member Dave Taylor's chequered flag-inspired body design



As always the industry was very supportive of the MTC Nationals raffle

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THE NEXT ISSUE OF  
RC CAR RACER IS ON SALE  
2 SEPTEMBER 2021  
ISSN 1366-6916

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# COMING UP

ON SALE: 2 SEPTEMBER 2021

**TAMIYA GF-01CB COMICAL HOTSHOT** – the latest model from Tamiya's Comical range is the iconic Hotshot model. Based on a new GF-01CB chassis, the funky looking 1:10-scale buggy features all the looks of the famous Hotshot model, but wraps it up in the unique fun style of the Comical series.



**FTX BUZZSAW** – it's not often we have a tank in the pages of Racer, but the new Buzzsaw from FTX looks to address this with hobby-grade performance that belies its toy-grade pricing. With self-adjusting tracks, LED lights and a Li-Ion battery, the Buzzsaw certainly exceeded our expectations as you will find out in next month's magazine.



**ART OF AIRBRUSHING P2** – when one package will set you back just over twice the other, is it worth it? In the second instalment of our Art of Airbrushing series, we'll be looking at giving some guidance for basic 'go-to' settings for RC body shell painting and we'll be comparing a decent entry-level airbrush and compressor combo with a more expensive mid- to high-end setup. What do you get for the extra and which one is better suited to what type of needs. Don't miss the October 2021 issue to find out

**RACE ACTION** – next month we will have lots more reports trackside including the first round of the BRCA TC Clubmans from Cotswold and the second Iconic Cup event hosted by the Broxtowe club.



Also in the October 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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# A PATIENT AND WELL

With lockdown finally easing, we headed to Carlisle to put the WRC ST2.1 to the test and the opportunity to show what the frontie TC could do on track

■ Distributed in the UK by JC Racing Products, the WRC ST2.1 is the new front-wheel drive touring car from Italian manufacturer, World Racing Car, and is based on their successful 4WD STX.7 chassis. We reviewed the ST2.1 in the April 2021 issue of Racer, but when we built the kit we were unable to track test it because of the UK lockdown. We had some great insights from Mark Burgess on his expectations for this model and

finally on the end of May Bank Holiday weekend, this cool Italian 'Frontie' finally saw some action at the beautifully presented Carlisle Radio Model Car Club track in Cumbria. Having only had a bench test a couple of months earlier, the car was handed to experienced and accomplished on-road racer, Andy Travis, with some trepidation. As expected, Andy immediately came to grips with the car and we were delighted that our build,

which had been put on ice, was holding up. We'd built to the standard spec and chosen a SMD 3500Kv brushless motor to run with the kit 100T spur and a 39T



We equipped our review sample with a P-One RS4 body

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# WAIT, REWARDED

*How the ST2.1 looked for our review earlier in the year*



*Andy Travis putting in some laps with ST2.1 the car at Carlisle*



*If his mask were to be removed, you would see a big smile on Andy's face*

pinion. Andy put in lap after lap. In fact, many more so than we were expecting, without any pit stops for some fine tuning. This was a good sign as we photographed the model in action.

## PENNY FOR YOUR THOUGHTS...

At the end of the test, Andy commented, "After a few sighting laps, the car was getting onto grip levels of 4WD cars. If I pushed harder, the car gained more traction and was able to carry a lot of speed through the corners. It was very balanced through the twisty sections and easy to drive. I'm highly impressed and it is a worthy contender."

That is a fine endorsement from a well-respected racer and in summary, this is a quality piece of kit from WRC and well worth consideration when selecting a frontie racer. ■



*The only changes to the car from the review in the April 2021 issue were some different wheels and tyres*



*Andy put in lap after lap with the car as his confidence built up very quickly*

# SEASON FIVE

*Carlisle Radio Model Car Club would host the first of this year's Iconic Cup as the series made a return after a forced absence in 2020. Six Tamiya-based classes would compete for the honour as the Cup travels the country starting with the most Northern of tracks kicking things off*

The Iconic Cup is based upon the Tamiya Eurocup series with on-road chassis released up to and including 2004. Season five of the popular championship got underway at Carlisle Radio Model Car Club over the late May Bank Holiday weekend. After an enforced one-year hiatus, the entrants were raring to go

as they travelled across the country to converge upon this popular track nestled in the wonderful Cumbrian countryside and were treated to fantastic sunny weather throughout the whole weekend. The hosts, Amy and Tom Avis, held an open practice at the beautifully presented track on the Saturday afternoon and then it

was down to business on race day Sunday with full support from Adie and Di Parkes at the Racecraft RC Pit Shop.

## SOCIAL DISTANCING RULES

The championship format is a little different in 2021 to cater for the fact

that the five hosting clubs aren't able to host the same amount of racers on the rostrum due to distancing measures. As the finals at each round would have differing numbers on the grids, the decision was taken to base championship points on qualifying and not on the finals. The finals would simply



Adam Burgess targets a quicker line as he chases down Andy Travis in the GT TC A final



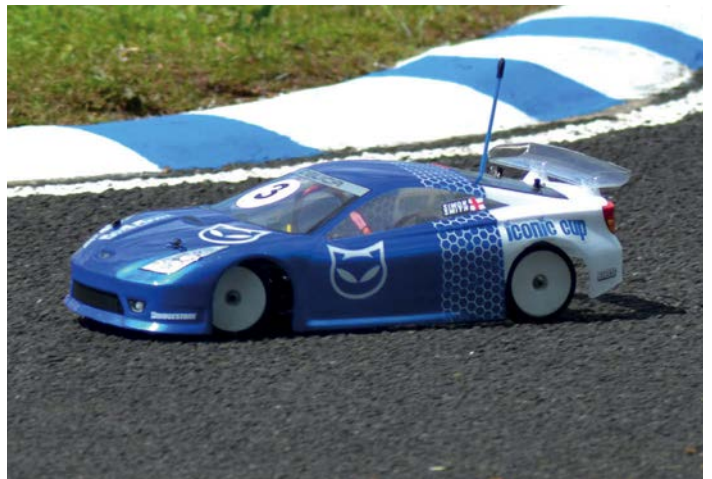
*Mick Brown's JPS-scheme on the Lotus looks stunning*



*A more modern body for Sarah Davis in F1*



*Kevin Dent with the Rover SD1 and period paint leads Alex Sparey in FF TC*



*Simon Smith with his FF TC car would end up second in the A final*

be for glory and the awards at each round. There will be four rounds of qualifying with the best three to count and then one final. With the new temporary format announced right before round one, the racers

had plenty to think about as they focused on their race day.

Amy held a drivers briefing after a full round of practice and then racing was underway with little room now for qualifying slip ups. Rule

adjustments which felt old but were actually new due to the one-year gap were in place and these, in summary, were the new Team Powers V3 brushed control motor, stricter scale touring car body rules for the

Stock and FF classes and also control wings (Tamiya and Fastrax) to replace lost/broken touring car ones. Double FF champion, Lance Walker had stepped back from racing and taken on the Technical Officer role which



# RACE REPORT

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



Adam Burgess in action with his GT TC car



More GT TC action this time with David Tunnell



Amy Avis opted for a Fiat 500 in the M-Chassis class



Peter Drury goes for a traditional paint scheme on his Escort Mk II body in the M-Chassis class



A BMW M3 body for Stock TC racer, Richard Brazier



Super Stock TC racer Lee Chorley with his striking paint scheme

will see him scrutineering cars at each round. All cars in the Cup now need to be placed on Lance's table to be checked after each heat. This new system worked a treat with Lance's role being a huge help rather than an annoying hinderance. True to the spirit of vintage racing, Lance was there to help sort out any infringements and get racers legal which also meant him lending out some of his own kit to achieve this. All in all, the issues were very few and accidental as racers got back into

the groove after a year out.

## SIX OF THE BEST

The six regular Iconic Cup classes were back again with the new Open class (which includes non-Tamiya chassis) on hold for this year. First out on the track for their heat were the FF (front-wheel drive) Touring Cars which mainly comprise of the FF-02 chassis with the odd FF-01. Local man, Graham Bridgett had the measure all day and topped qualifying and also took the A

final win ahead of Neil Simpson and Kevin Dent. In F1 there were two heats with some Cup rookies including Christopher Mitchell, Robert Rand, Ian Watson, Sarah Davis and Mick Brown. Double F1 champion, Jason Petch, felt the heat through qualifying and finished third behind local racers David Carr and Christopher Mitchell, but came through in the final to bag the win ahead of David and Norman Britton. Double GT Touring Car champion, Andy Travis, was

debuting at Carlisle this year and soon got into the swing of things. Andy had a comfortable gap on Adam Burgess and Brendan McNulty all day with all three holding their places on the grid through to the end of the final. M-Chassis had the best turn out with 23 racers across three heats. Reigning champion, Ian Willacy, took second, first, second, first across the four rounds to take the championship lead and pole on the grid in the A final. Adam Burgess finished second in qualifying, but

### Action from the F1 A final







The racing was very close in the FF TC A final

couldn't match that in the final as Christopher Mitchell came through to second from sixth on the grid ahead of Paul McKeag. In the Stock Touring Car class, which was now blessed solely with scale touring/rally bodies, debutant Jonathan Simblet took championship top spot ahead of Paul McKeag and Andrew Cooper, but the final saw Darren Russell come through from fifth on the grid to take the win. The last of the six classes to grace the Carlisle track was

Super Stock Touring car across two heats. The usual two protagonists, Matt Howard and Mike Vale, were at it again with 2019 champion Matt having the edge. John Ridding pipped Mike into second place in the final.

### GOOD TO BE BACK

It was a brilliant weekend with everyone so happy to see each other after a very indifferent year for the racing community. With social

distancing measures still in place, everyone observed them impeccably and the Carlisle club ran an excellent round one of the championship. With the entrants heading off home all over the country, thoughts were on a lovely couple of days and also on round two at Broxtowe Model Car Club which was just a few weeks away. ■

# CHAMPIONSHIP STANDINGS

## FF TOURING CAR

POS	DRIVER
1	Graham Bridgett
2	Simon Smith
3	Neil Simpson
4	Kevin Dent
5	David K Y Li
6	John Penneyston

## FI

POS	DRIVER
1	David Carr
2	Christopher Mitchell
3	Jason Petch
4	Norman Britton
5	Robert Rand
6	Ian R Watson

## GT TOURING CAR

POS	DRIVER
1	Andy Travis
2	Adam Burgess
3	Brendan McNulty
4	Peter Ockenden
5	Robert Rand
6	David Tunnell

## M-CHASSIS

POS	DRIVER
1	Ian Willacy
2	Adam Burgess
3	Paul McKeag
4	Chris Hudson
5	Hugh Sawyer
6	Christopher Mitchell

## STOCK TOURING CAR

POS	DRIVER
1	Jonathan Simblet
2	Paul McKeag
3	Andrew Cooper
4	Adrian Parkes
5	Darren Russell
6	Paul Green

## SUPER STOCK TOURING CAR

POS	DRIVER
1	Matt Howard
2	Mike Vale
3	John Ridding
4	Stuart Trayte
5	James Fazackerley
6	Lee Chorley



F1 A final podium. From left to right: David Carr, Jason Petch and Norman Britton



FF TC category. From left to right: Neil Simpson, Graham Bridgett and Kevin Dent



From left to right: Adam Burgess, Andy Travis and Brendan McNulty was the podium in GT TC



In M-Chassis the top three were Christopher Mitchell (left), Ian Willacy (centre) and Paul McKeag



The A final Stock TC podium. From left to right: Jonathan Simblet, Darren Russell and Paul McKeag



Super Stock TC top two of John Ridding and Matt Howard

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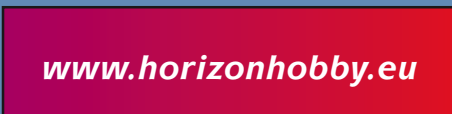
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# They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

## RC DELIVERY VEHICLES

INTERESTINGLY THERE ARE MANY OTHER USES FOR RC VEHICLES AND THE LATEST TREND IS FOR SUPPORTING SPORTS EVENTS SUCH AS THE OLYMPICS AND MAJOR FOOTBALL CHAMPIONSHIPS. PETE WINTON EXPLAINS HOW IT ALL BEGAN, AS WE LOOK AT SOME OTHER EVENTS THAT HAVE MADE USE OF RC VEHICLES

He finished third in the 1993 4WD IFMAR Worlds at Basildon. He played rugby for Saracens. He started a trend that seems now to be unstoppable – using RC cars to move equipment in sport. Who is he?

Sometime back in the early 1990s, this guy had the idea to deliver the kicking tee on to a rugby union field using one of his RC cars. It caught the imagination of the club and the crowd, and became a feature of a visit to a Saracens game. After his retirement from playing, little is known of the fate of the kicking tee delivery system.

### GO LARGE

From those early beginnings when the cars were small and the motors weak, the choice of what they could do for sport was limited. As the century turned we saw the advent of larger scales – up to 1:5-scale cars – with larger motors, but nothing in the electric line. Then came brushless motors and LiPo cells...

History is hazy as to when these new, larger cars from HPI (Savage) and FG (Monster Electric) came into the sporting arena, who did the first ones or when they first appeared. There's about a 10-year gap until the 2012 Olympics in London, when a fleet of BMW Minis, based on these bigger cars,

were on camera in many roles.

Probably best remembered for their use in field athletics, the fleet were involved in returning equipment from throwing events. Once a discus or a javelin has been hurled up to 90 metres from the hand of the athlete, it has to be returned for their next throw and to clear the area as quickly as possible. Enter the little RC minis.

Converted from mainstream kits and with bodies reflective of event sponsors, they transported field event equipment from the far end of the throwing field back to the assembly area. There may even be a safety aspect here, where officials are not encroaching on the throwing area as they transport the equipment back to the start.

### BRAND AWARENESS

Event organisers can commission cars for events with bodies resembling their event partners – BMW, Volvo and Mercedes all sponsor big events – as well as having replicas of Bigfoot and other monster trucks to wow the crowds. One-fifth-scale and larger cars are also good for displaying stickers of co-sponsors as well as the event logos. They are a mobile advertising hoarding as well as a useful part of the event organisation.

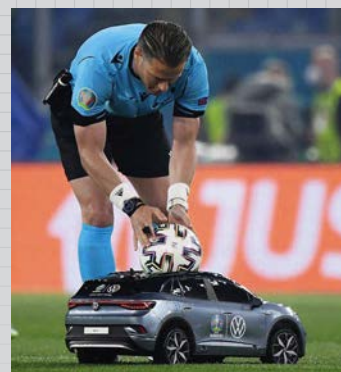
By 2015 RC cars had featured in the Junior European Championships, and they went on to be at the Rio Olympics in 2016 and many other big events right up to the UEFA Euro 2020 Championships this June. Those are just the ones we can see pictures of, there may be scores of other events since then.

### VW WINS THE INTERNET

The prize for the best use of RC cars and social media goes to the VW ID.4 used to take balls on the pitch at Euro 2020. VW made the most of it by giving the car its own Twitter account. If you've a mind to do so, read all about it on @TinyFootballCar on their feed. I'd have to say that compared to my RC car, it is hardly tiny, but it is most definitely an RC car gaining huge amounts of publicity for our sport. Bravo!

I wonder if Ben Sturham, for it was he, had any idea when he sent a rugby ball kicking tee out on his 1:10 off-road buggy that this is what would happen. He might have thought it was all over when he retired, but it really isn't! If you spot one at an event, send your pics to us.

*It is Now!*



## 1 2 3 ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. Some of the old publishing team were very much into their Pro 10 racing back in the day, but it was the Editor who remembered about the South Hants club that used to race around the Calshot Velodrome. The Speed Trials were a popular event when back in the day the cars used to reach speeds of 60mph plus and lap the 143-metre long track in less than six seconds!

2. Was it when the Gadget Show put Tamiya's Rough Rider onto their prestigious Wall of Fame that pushed the Japanese manufacturer to re-release the 30-year old design? Probably not but it was good timing from the Channel 5 team. Lead presenter Jason Bradbury commented. "It's amazing to think this is a 30-year-old design. It goes so well and still looks as cool as I remember."

3. Racer travelled out to Switzerland to the CRF Power Raceway in Preverenges for the first GP Carpet World Cup and took the opportunity to meet up with Fabrice Ramella, the man behind CRF. Back in 2005 it was all about brushed motors before Team Orion went on to develop Concept Ramella Fabrice (CRF) technology into their nitro engines. Whilst many of our readers will know the key Team Orion staff, we thought we would show you a pic of Fabrice.

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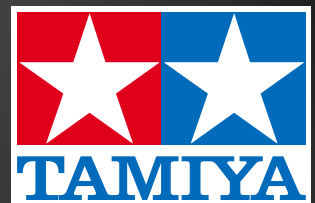
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## 58690: 1/10 RC Landfreeder Quadtrack (TT-02FT)



# 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.



### 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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