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DAVIS VINTAGE GP 2020

● **DYNAHEAD MEETS UNIMOG**
UPDATING OUR TAMIYA WITH A
MERCEDES BODY AND UPGRADES

NUREMBERG TOY FAIR

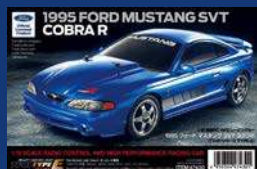
THE BEST FROM THE 2020 INTERNATIONAL EVENT

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MEDIA

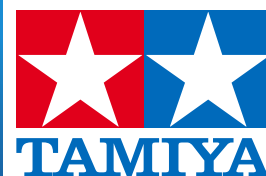


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47430:
1995 FORD MUSTANG SVT COBRA R



HORSE POWER

THE TAMIYA FORD MUSTANG SVT COBRA R 1995 TT-01 E IS
A LIMITED EDITION R/C ASSEMBLY KIT

The kit includes an accurately reproduced polycarbonate body. It also includes all necessary sticker markings for the 1995 Mustang SVT Cobra R. The body is coupled to the high performance, easy to assemble 4WD shaft-driven TT-01 Type E chassis, which will make your driving experience sublime. The Ford Mustang SVT Cobra R was a special version of the Mustang produced by Ford's Special Vehicle Team, hence the SVT.



- This is a 1/10 scale R/C assembly kit.
- Length: 456mm Wheelbase: 257mm
- Accurate polycarbonate body with separate moulded rear wing and side mirrors to recreate the original car.
- The kit includes body and trim stickers plus masking stickers.
- 5-spoke wheels are paired with treaded tyres.
- Type 540 Motor included.
- The shaft driven 4WD TT-01E is a highly versatile, easy to build chassis with a wide range of Hop-Up Option parts available for fine tuning.
- Includes: Tamiya TBLE-02S ESC (electronic speed control), capable of running sensor brushless motors and brushed motors alike. 21.5 Turn BL motor limit, 23 Turn brushed motor limit.
- Required Items: 2-Channel radio, steering servo, 7.2 volt battery pack with compatible charger, and Tamiya PS paint.
- Cockpit parts and driver not included.



TT-01 Type E Chassis is a bathtub frame of the evolved shaft-driven 4WD TT-01 Type-E and has its motor and battery close to the ground for lower centre of gravity and optimum balance. Mounted on the bathtub frame are a fibreglass reinforced nylon upper deck and gear covers which improve rigidity, as well as a 3-piece tie rod to provide smooth steering action. The low centre of gravity, great balanced design, 4-wheel double wishbone suspension system, and front and rear differential gears all come together to provide superb driving characteristics.

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

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

**TAMIYA R/C
MODELS**

THE DECISION IS YOURS

1:10 Scale 2WD Electric Off Road Competition Buggy Kits

THE ENGINEERING CONTINUES. The B6.2 platform continues the use of two separate chassis configurations. Both cars share many great features, along with the speed, durability and lineage expected of a true champion. Choose the kit that suits your track and conquer the competition!

SHARED FEATURES

- Updated left side guard with fan mount
- NEW body (AE design)
- NEW front wing mount and wing

- NEW rear axle and hubs with modular vertical ballstud mount
- NEW outer rear hinge pins captured with lock nut

RC10 B6.2 TEAM KIT

SPECIFIC FEATURES (#90023)

- +3mm chassis
- Laydown gearbox
- Gear differential
- Front and rear anti-roll bars
- 75mm rear arm
- 69mm CVA bones
- 24g (under servo) and 36g (ESC tray) steel chassis weights
- 5.0mm rear hexes

Left side guard with fan mount



RC10 B6.2D TEAM KIT

SPECIFIC FEATURES (#90024)

- +0mm chassis (B6.1 length)
- Laydown and Layback gearboxes
- Ball differential
- 73mm rear arm
- 67mm CVA bones
- 13g aluminum (ESC tray) chassis weight
- 7.0mm rear hexes

Laydown



Layback



Ball Differential



Laydown



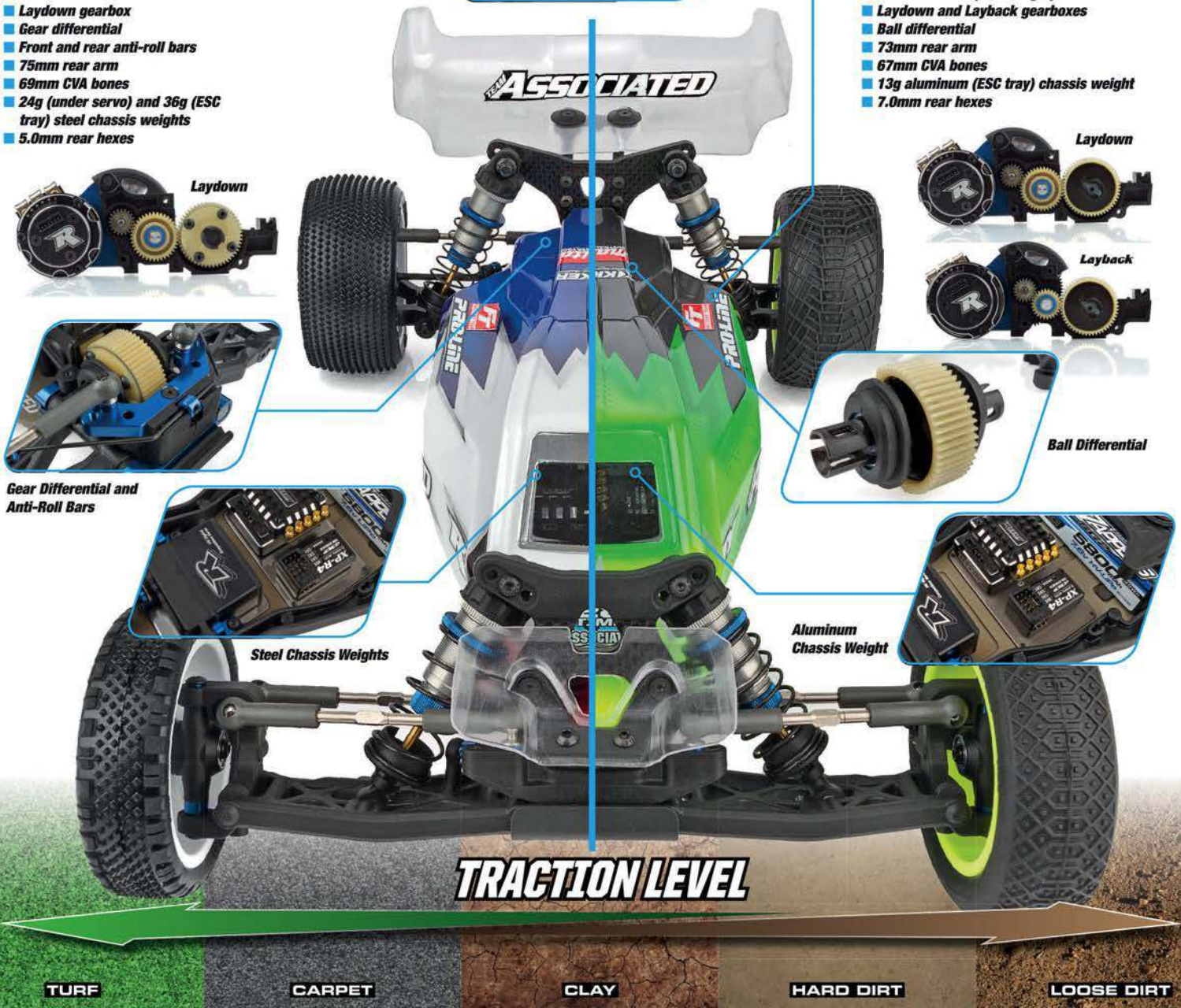
Gear Differential and Anti-Roll Bars



Steel Chassis Weights



Aluminum Chassis Weight



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CARPET

CLAY

HARD DIRT

LOOSE DIRT



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CONTENTS

APRIL 2020 - VOL 23 NO 12

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28



48

FEATURES

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

14 NUREMBERG TOY FAIR

We spent three days in Germany for the annual Spielwarenmesse 2020, searching the RC halls to check out what the manufacturers and distributors had to offer for this year including the likes of Traxxas, Tamiya, Carson, Ripmax and more.

24 REMEMBERING BRETT

The annual Grand Prix takes place early in the year and pays tribute to the late and great Brett Davis. Hosted by Dudley Radio Car Club in the West Midlands, not only is there awesome racing to remember Brett with but it's a great event that raises lots of money for charity.

38 BACK IN THE DAY

If you have been in the hobby for ten years or more, you will have seen lots of change on the design and technology front. We now have the benefit of Lithium battery technology, 2.4GHz radios, brushless power and many more, but what were the problems we had to deal with 'back in the day'?

44 WINNING FROM POLE

Jimmy Maddison, Zak Finlay and Elliott Harper would earn their pole positions in 17.5T blinky, 13.5T blinky and modified classes respectively, then converted them to wins in the A finals at round three of the inaugural MICC.

56 CHAMPS CROWNED AT CHESTERFIELD

The latest round of the BRCA 1:12 Nationals was hosted by Chesterfield Auto Racing Society and the opportunity for championships to be decided after the third event in the series had to be cancelled. With Olly Jefferies and Marcus Askell continuing in their winning ways, they wrapped up two of the titles on offer!

68 A NEW HEADING

We take our long-term Tamiya Dynahead and mate it with a Mercedes-Benz Unimog body for a one-off conversion. Treating the chassis to some upgrades along the way, we also add some scale treats for a great look and excellent off-road capability.

REVIEWS

THE LATEST THRASH TESTS.

28 TAMIYA CC-02 MERCEDES-BENZ G500

The Mercedes-Benz G500 is given the honour of being the first body design to be fitted to Tamiya's new CC-02 chassis that comes with four-link front and rear suspension, adjustable transmission and much more, offering excellent off-road performance.

48 PR RACING SB401R-T

The SB401R-T is PR Racing's first foray into the 4WD stadium truck class and is based on their proven SB401 Type R 1:10 off-road buggy. We look at how the manufacturer has adapted their buggy platform and upgraded it to suit the demands of a stadium truck racer like the bigger wheels and tyres as well as all the other tweaks incorporated into the new design.

60 KYOSHO JAVELIN

First released in 1986, the Javelin was a competition-spec 1:10-scale chain-drive 4WD buggy and with its heritage, has become one of the select few models to be re-released by Kyosho under their Vintage Series range. The new Javelin is faithful to the original but is compatible with the latest power sources. John Weston puts the latest version to the test and offers his expert opinion on why you should buy one.

REGULARS

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

8 NEWS

Juan Carlos Canas take the Montpellier GP, Michal Orlowski and Lee Martin share the wins at the British Off-Road GP, Ryan Maifield takes his second Reedy Offroad Race of Champions title, Riccardo Berton signs for Infinity as Nemo Racing sign Lee Martin as Worldwide Technical Director. Team Associated enters the drag racing scene with the DR10 as Hudy Arena is confirmed as the host for the TC and formula class European Championships.

20 EDITORIAL

This year's Nuremberg Toy Fair was a 'hands on' experience!

20 WHO, WHAT, WHEN AND WHERE?

Three pictures from the past but who are they?

21 TIME WARP

What was happening one, five and ten years ago.

22 INSIDE LINES

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

73 COMING UP

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

74 CLUB RACER

Two reports from the Essex Carpet Clash, the Schumacher Winter Series from Louth as Sheffield RC Racing hosts their five-hour GT5 team endurance race.

79 DATES

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

80 BUYERS GUIDE

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

82 ALL OVER

It all started with the statement, "Should we ban the sale of RTRs?"

60



TEAM ASSOCIATED ENTERS THE DRAG SCENE

The DR10 is Team Associated's first drag race car and is available as an RTR.

Inspired by street racing, an unsanctioned form of car racing has been around for many years. In the US, modern street racing's roots go back to a place called Woodward Avenue, Michigan in the 1960s when the three main Detroit-based American car companies were producing high-powered performance cars. A private racing venue was not always available, and therefore the race would be held illegally on public roads.

The DR10 Drag Race Car is based on the nine-time ROAR Short Course National Championship platform and features a water-resistant high-power Reedy brushless speed control and 3300Kv brushless motor, a 2.4GHz radio system, as well as an all-new Dynamic Vehicle Control receiver unit with built-in adjustable digital gyro.



Features:

- Three-position wheelie bar with optional large wheels included
- High-torque, metal-gear Reedy servo
- Lightweight front drag tyres
- Durable and lightweight aluminium top shaft
- Low centre-of-gravity moulded composite chassis
- Accepts NiMH and 2/3S LiPo battery packs
- 18 precision, rubber-sealed ball bearings
- Durable front and rear wide body mounts
- 2.6:1 ratio gearbox
- Heavy-duty sealed gear differential
- Externally adjustable slipper clutch
- Adjustable suspension geometry
- Vertical ball ends for roll centre adjustments, front and rear



CANAS AND SWORKZ WIN MONTPELLIER GP

Photography courtesy of Circus RC

The annual European 1:8 off-road curtain-raiser started in style as the crème of nitro buggy racers headed to southern France for some relatively warm conditions. Spanish Sworkz star Juan Carlos Canas would take pole in qualifying, a win in his semi and most importantly, was first across the line at the end of the 45-minute final

Montpellier in France is located is only a short distance from the coast of the Mediterranean and so provides a great setting for an early season race that kicks off international 1:8 off-road racing. The GP, hosted by MBM Mini Bolide Montpelliérain attracts most of the top drivers from Europe and this year was no different with a who's who of off-road stars including defending champion Elliott Boots who took victory in 2019 driving for Kyosho. The event holds such kudos within the racing scene that there is even a warm-up weekend that runs in January.

The conditions for the drivers were very challenging with a mix of weather affecting the track surfaced that changed regularly. Those that had attended the warm-up certainly were in a stronger position with greater familiarity with the latest track developments and layout.

Come qualifying and new Kyosho driver Reno Savoya took the first round win before Sworkz's Elliott Boots top round two. Elliott's teammate Juan Carlos Canas took round three and with this the top spot in qualifying and pole position for semi-final A. With two from three rounds counting, Elliott would take second and Reno third.

Elliott Boots, Joni Skidmore, Lee Martin, Oscar Navarro, Marco Ravaglia, Jeremy Pittet and David Ronnefalk came through semi A with Juan Carlos Canas, Riccardo Berton, Davide Ongaro, Reno Savoya, Berkan and Burak Kilic, and Yannick Aigoïn completing the final line up from the other semi-final.

In the 45-minute-long final, Juan Carlos dominated initially leading his Sworkz/Reds teammate but at the end of the race, it was the Performa Racing-powered HB buggy of David Ronnefalk who would come in second half a minute in arrears with Davide Ongaro completing the podium for Team Associated and LRP. Elliott Boots would struggle in the final but was still able to hold onto a top four finish as Reno Savoya completed the top five with his new-for-2020 package of an AKA-shod, Picco-powered Kyosho.

RESULT - MONTPELLIER GP

POS	DRIVER	RESULT	NAT	CHASSIS	ENGINE
1	Juan Carlos Canas	79 laps 45:00.621	Spain	Sworkz	Reds Racing
2	David Ronnefalk	79 laps 45:30.063	Sweden	HB Racing	Performa Racing
3	Davide Ongaro	79 laps 45:35.904	Italy	Team Associated	LRP
4	Elliott Boots	78 laps 45:18.708	GB	Sworkz	Reds Racing
5	Reno Savoya	78 laps 45:28.461	France	Kyosho	Picco
6	Berkan Kilic	77 laps 45:08.581	Germany	Mugen	Reds Racing
7	Jeremy Pittet	75 laps 45:01.988	Switzerland	HB	Team Orion
8	Joni Skidmore	75 laps 45:06.113	GB	Agama	Bullitt
9	Oscar Navarro	75 laps 45:10.439	Spain	Mugen	Ultimate
10	Marco Ravaglia	75 laps 45:13.721	Italy	Sworkz	Reds Racing
11	Lee Martin	75 laps 45:20.485	GB	Agama	Bullitt
12	Yannick Aigoïn	75 laps 45:22.687	France	Xray	Ultimate
13	Burak Kilic	56 laps 36:01.682	Germany	Mugen	Reds Racing
14	Riccardo Berton	52 laps 29:52.271	Italy	Infinity	OS Speed



MAIFIELD WINS HIS SECOND REEDY OFFROAD ROC TITLE

The 2020 Reedy Offroad Race of Champions would once again be hosted by OCRC Raceway in Huntingdon Beach, California. Last year's defending champion, Jared Tebo would be looking to retain his hard-earned title but he would be up against a select driver line-up featuring many of the world's best drivers. This year would be the 26th running of the event and it wouldn't disappoint with the title going down to the 12th and final round of racing. The battle for overall honours was to be between Ryan Maifield and his protégé, Spencer Rivkin – a former world champ up against a current one! Ryan and his now Hobbywing-powered Yokomo had topped the table after the first day so was in a string position throughout day two. Spencer needed to win his last race which would in turn see Ryan need to do well, but it wasn't to be. The Team Associated racer was unable to take the win in his race as CJ Jelin (Kyosho) took the honours. As a result the pressure was taken off the Yokomo driver who then went on to win his sixth race of the weekend and with it his second RoC title, five years after winning his first.

Spencer would secure second place overall and his best result at the event to date, and he was just four points down on the winner, whilst completing the podium was Sworkz's Ryan Cavallieri. TLR's Dakotah Phend was Ryan Maifield's closest challenger after 4WD and he took fourth with Broc Champlin fifth. Ty Tessmann (Xray) was sixth as the defending champion Jared Tebo (Tekno) ended up seventh despite starting a strong start to the event.

Ryan Maifield made the following statement: "It has been a good week. My cars felt great all weekend, we just made small adjustments here and there. It was a great win for the team. We have been busting our asses to get the car easier to drive. They have always been fast. We applied a few things this weekend that we have been working on and they worked. This is a hard race to win. I had a lot of luck on my side but I also had the fastest cars all week. It's also my first race with Hobbywing so it's nice to win it for them too."

CHAMPS CROWNED AT CHESTERFIELD

The fourth round of the 2019/20 BRCA 1:12 National Championships took place at Chesterfield. The previous round at Tamworth had to be cancelled so this would be the third race of the series and with three to count of five in the championship, there could be titles up for grabs. Schumacher driver Olly Jefferies took FTD and the win in the 13.5T stock A final from Louis Parker and Mathew Varah whilst in the 17.5T class, Olly's teammate Marcus Askill was on pole position and would also go on to the win the A final Mark Jewitt and Andy Sawyer. On Sunday Olly continued his winning ways with FTD and the win in modified from Andy Murray and Adam Catchpole, whilst in sports Mark Stiles took the win from Ben Vincent and David Spashett. As a result of wins for Olly and Marcus, the Schumacher tam drivers would secure the respective championships.



ORLOWSKI AND MARTIN WIN AT BRITISH OFF-ROAD GP

A change of class and venue did not stop Polish RC superstar Michal Orłowski from putting in a super-strong performance at the 2020 British Off-Road GP

Shortly after taking TQ and a second place finish at the IFMAR 1:12 World Championships in Milton Keynes, Michal Orłowski headed north a week later to the British Off-Road GP being held at Bruntingthorpe Proving Ground near Leicester. Run by the Silverstone club, the three-day meeting would take place on a carpet track inside one of the hangars with classes for 1:10 off-road 2WD, 4WD, short course and stadium trucks, attracting a huge entry of 173 drivers.

Neil Cragg and Lee Martin got off to flying starts in 2WD qualifying, but it was Schumacher factory driver Michal, who was arguably getting his eye back in to off-road early doors who came through strong at the end of the five rounds to steal TQ from the Yokomo of Lee with Neil third. Lee's teammate Joni Skidmore would be fourth ahead of another superstar in the making, Tommy Hall who was fifth. In the 11-car A finals, Michal would win all three legs with the Cougar Laydown as Lee and Joni completing the podium for Yokomo.

In the 4WD class, Michal started where he left off by taking the first couple of round on the Saturday with the new Schumacher CAT L1 Evo chassis, before following it up in style with another three wins on Sunday to take a dominant TQ. Lee was once again Michal's nearest challenger with four second places as Neil took third on the A final grid, with future stars Tommy fourth and Ben Smith fifth.

In the A finals, Michal had some issues in legs one and two and Lee capitalised to take the overall win for Yokomo. Michal was back to his best in leg three and would end second with Tommy taking the final podium spot for Team Associated.

NEUMANN IS DOUBLE WORLD CHAMPION

On 18 January 2020, Sworkz won its first and second World Championship titles. Their team driver Jörn Neumann won the GT World Championship with his Sworkz S35-GT in the nitro class before going on to take the electric class victory at the wheel of his Sworkz S35-GTE.

The inaugural IFMAR GT Track World Championship took place at Homestead RC

Raceway in Florida, USA over six days, catering for nitro and electric-powered GT circuit cars. Jörn was in dominant at the beginning of the nitro final and was able to put a lap into the field in the first 25 minutes before going on to take the win ahead of Xray's Martin Bayer with Charlee Phutiyotin third. Alessio Mazzeo, who had been fastest in qualifying, was fourth after the hour long final.

Additional photography courtesy of Martin Bayer

The World Championship in the electric class was run over three finals and it was pole sitter and Xray driver, Martin Bayer again who ended up with the same points score as Jörn Neumann with a win and a second but it was the latter who took the title on the tie-break which was the faster time. Felix Law would complete the podium for Serpent.



HUDY ARENA TO HOST TC EUROS

This year's 2020 EFRA European Championship for 1:10 touring cars will be held at the Hudy Arena in Slovakia. This event runs from 26-28 June 2020 and also caters for the formula category.



MARTIN ALL IN AT NEMO RACING

After his contract wasn't renewed for 2020 by Infinity, Lee Martin has announced that he will be campaigning a Agama A319 nitro buggy as part of his new role as Worldwide Technical Director for Nemo Racing. Naturally this means Lee will run all products represented by the UK distributor so Bullitt engines, Piranha fuel and Beta tyres. His Yokomo 1:10 off-road sponsorship remains, which is another product that Nemo Racing distribute.



BERTON SIGNS FOR INFINITY

After Lee Martin made it public that 1:8 off-road sponsor Infinity had decided not to extend his contract, the brand was quick to announce the signing of young talent Riccardo Berton for their off-road buggy team. The current European Champion and World's A finalist will bring his experience and knowledge to the development of future Infinity off-road platforms.

In a statement, Infinity said:

"We are honoured that Ricky choose our challenge; with his great passion and dedication, in and off the track, he will be an added value to Infinity brand. Look forward to meet him soon at the track... Welcome on board Ricky!"





TEAM ASSOCIATED RIVAL MT10

The American brand returns to the recreational truck scene with the new Rival MT10 designed to run on a 3S LiPo

 The Rival MT10 is a powerful and strong 1:10-scale RTR monster truck capable of running on 3S LiPo battery from Team Associated. At the core of this beast is a high-performance 3300kv Reedy brushless motor, fully sealed transmission, robust shaft-drive and centre

differential. It also features long-travel independent suspension that is managed by four fluid-filled, adjustable coil-over shocks,. Aggressive monster truck tyres provide maximum traction, and the 4WD drivetrain includes three sealed gear differentials that transfer the power

through durable, slider-type drive shafts to both ends of the truck.

The #20516C Combo includes all the above as well as a Reedy #27201 Compact Balance Charger and #751 WolfPack LiPo battery.





Ruddog High Voltage Standard Size Servos

Ruddog Distribution has introduced their new line of high-voltage standard size servos. First up are the RCL1608 HV Coreless High Speed and RCL2210 HV Coreless High Torque servos, both of which feature heavy-duty composite material upper and lower cases combined with a machined heatsink design centre section. The result are exceptionally strong yet lightweight cases as titanium gear trains add to the overall durability while offering a very low weight. Other features include a coreless motor for speed and strength, 25T spline output gears as well as 180mm all-black receiver wires.

Ruddog RCL1608 HV Coreless High Speed Specification:

- Dimensions: 40.5x20x39mm
- Weight: 62g
- Speed: 0.10 seconds at 6V/0.08 seconds at 7.4V
- Torque: 14kg at 6V/18kg at 7.4V
- Input Voltage: 6 to 7.4V
- Motor: Coreless
- Gears: Titanium
- Output Gear: 25T
- Receiver Wire: 180mm black, JR plug

Ruddog RCL2210 HV Coreless High Torque Specification:

- Dimensions: 40.5x20x39mm
- Weight: 62g
- Speed: 0.12 seconds at 6V/0.10 seconds at 7.4V
- Torque: 20kg at 6V/22kg at 7.4V
- Input Voltage: 6 to 7.4V
- Motor: Coreless
- Gears: Steel
- Output Gear: 25T
- Receiver Wire: 180mm black, JR plug

Also new are the intermediate level Ruddog RC2009 HV Digital High Speed and Ruddog RC2511 HV Digital High Torque servos that are ideal for the

budget-oriented driver for modelers looking to upgrade their Ready-To-Run vehicle with quality RC equipment. Both servos feature metal mid cases, cored motors, metal gears and 200mm receiver wires with JR-type plugs. In addition they are splash water-proof, making them ideal for demanding applications.

RC2009 HV Digital High Speed Specification:

- Dimensions: 40.5x20x38mm
- Weight: 62g
- Speed: 0.11 seconds at 6V/0.09 seconds at 7.4V
- Torque: 18kg at 6V/20kg at 7.4V
- Input Voltage: 6 to 7.4V
- Motor: Cored
- Gears: Metal
- Output Gear: 25T
- Receiver Wire: 200mm, JR plug
- Splash water-proof

RC2511 HV Digital High Torque Specification:

- Dimensions: 40.5x20x38mm
- Weight: 62g
- Speed: 0.13 seconds at 6V/0.11 seconds at 7.4V
- Torque: 22kg at 6V/25kg at 7.4V
- Input Voltage: 6 to 7.4V
- Motor: Cored
- Gears: Metal
- Output Gear: 25T
- Receiver Wire: 200mm, JR plug
- Splash water-proof

AVAILABLE FROM: X-Factory UK

WEBSITE: www.xfactoryrc.co.uk

CONTACT: 01923 816636



Absima Graphene LiPo Competition Batteries

Absima has a new range of Graphene LiPo competition batteries manufactured using the latest development in battery technology to deliver power for 1:10 and 1:8 racing cars. These Graphene LiPos feature low internal resistance for less heat build-up under load for maximum performance over the complete duration of a race. The new shorty packs for 1:10 cars improve performance by lowering the centre of gravity and reducing overall car weight. For 1:8 cars the shorty packs allow adjustment of front/rear balance and reduced weight for the ultimate in performance, handling, and jumping. The standard 7.4V or high-voltage 7.6V packs come in a variety of sizes and capacities so you can choose the best fit for your racing needs. Also a cable with 5mm gold tubes and deans plug is included.

- 4150006 Absima Graphene LiPo 2S HC 120C 8000/8300HV
- 4150007 Absima Graphene LiPo 2S HC 120C 5500/5800HV
- 4150008 Absima Graphene Shorty 2S HC 120C 5900/6100HV
- 4150009 Absima Graphene Shorty 2S HC 120C 4200/4400HV

AVAILABLE FROM: Absima

WEBSITE: www.absima.com

CONTACT: uk@absima.com



SHOW REPORT - NUREMBERG TOY FAIR 2020



FAIR RIDE

THE END OF JANUARY IS WHEN THE ANNUAL NUREMBERG TOY FAIR TAKES PLACE IN GERMANY AND AS USUAL, WE T
IT'S THAT TIME OF THE YEAR WHEN THE NUREMBERG TOY FAIR COMES ROUND AND A LARGE PERCENTAGE OF THE DO
EXTREME COLD CONDITIONS THAT FACED US ON THE JOURNEY TO THE MESSE, WE WERE SOON WARMED UP WITH SO



AMEWI

From left to right. Amewi's display always looks good. Nice track system on this rig. Their new large-scale 2WD buggy adopts a proven concept. A couple of cool looking Humvees





ES

BOOK OUR RYANAIR FLIGHT OUT FROM STANSTED FOR A THREE-DAY ROUND TRIP TO SEE WHAT WAS ON OFFER
A LITTLE MEDIA STAFF HEADED OFF TO GERMANY TO SEE WHAT THE INDUSTRY HAD ON OFFER FOR 2020. DESPITE THE
SOME LIGHT EXERCISE BETWEEN BOOTHS IN HALL 7A THAT CONTAINED SOME OF THE MAJOR RC INDUSTRY PLAYERS...



SHOW REPORT - NUREMBERG TOY FAIR 2020

BTBST

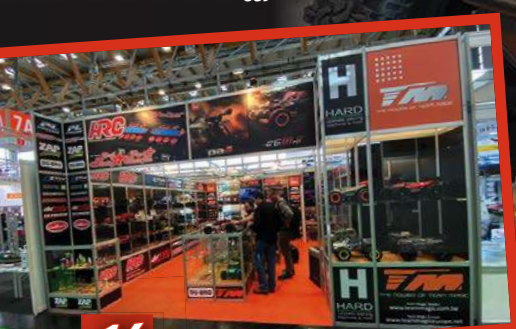


CARSON



HRC DISTRIBUTION

BTBST had their very expensive FPV-equipped, PlayStation controller-operated machine. Carson showed updated 2.0 models as well as licensed Land Rovers that we look forward to reviewing soon. Their 1:5 desert race truck attracted lots of attention. HRC Distribution had this cool Team Magic buggy



16



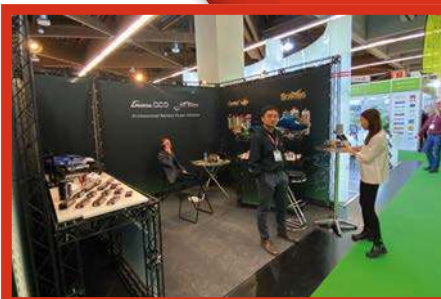
17

DF MODELS



DF Models's TurbineX is called a "dancing car" for its ability to crab with their creative wheel/tyre design. **FG Modellsport** is famous for its large-scale machinery and they had updated models on show including the Leo 2020 buggy. **Gens-Ace** is represented by Logic RC in the UK and are well known for their LiPos and charger. For 2020 they will have an increased range of batteries to suit different applications from their Bashing recreational packs through to Redline that are for competition use. **Harder & Steenbeck** had a huge range of airbrushes and accessories, and they also represent compressor brands like Sparmax, Eco-Tec and Aero-Pro

GENS ACE



HARDER & STEENBECK



HIMOTO



Himoto's bike is not new but it still looks very cool! **Hoeco** is the Austrian distributor for the likes of Tekin, Sanwa and Traxxas to name just a few. They also represent Pro-Line so there were lots of the US brand's latest bodies on display like the Axis for the Team Associated and Yokomo buggies

FG MODELLSPORT



HOECO



SHOW REPORT - NUREMBERG TOY FAIR 2020

KYOSHO



MINICARS



ISDT



T2M



JAMARA



REVELL



Kyosho's new Mini-Z 4x4 MX-01s had their own test track where you could drive the Suzuki Jimmy Sierra and Toyota 4Runner. The new Mad Van proving popular whilst the latest version of the Inferno Neo 3.0 features Hobbywing power. Looking forward to getting a sample of the new jet ski and of course there was the latest Vintage Series release, the Ultima 2WD buggy. ISDT will be increasing their Innovative Smart Device range with new chargers called the P30, P20, Q8, Q8 Max, Q6 Nano and D20. Revell's starter airbrush set. Ripmax is the Futaba agent for the UK and Germany so the new radios and servos took prime position with the DHK surface product range also on show



RIPMAX



TAMIYA



ROBBE



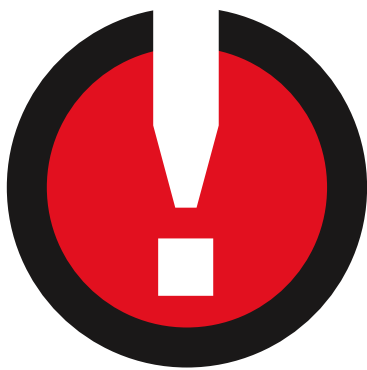
Tamiya showed off new items as well as some re-releases. The main attractions were the Volkswagen Karmann Ghia (M-06), the Comical Avante which is the first 4x4 in their Comical range, Renault 5 Turbo Rally (M-05Ra) and Volvo A60H Hauler 6x6 (GG-01). And of course there is the stunning 1:14-scale Volvo FH16 Globetrotter 750 8x4 Tow Truck that takes pride of place as our lead subject on page 14. Robbe Ro-Safety allows for charging and storing up to two 6S 5000mAh inside, but if you want more then the XL version can accept six 6S 5000mAh packs! Traxxas's stand was dominated by the largest crawler track in the show and the TRX-4 trucks looked great negotiating the challenges this offered. As well as some of the latest upgrades on show like the Traxx for the TRX-4, we were drawn to the Mercedes-Benz G63 AMG 6x6 that uses the TRX-6 platform. Savox has a number of new servos for 2020 including additions to their Black Edition and waterproof models, as well as Dario Balestri and Jan Ratheisky limited editions.

SAVOX



TRAXXAS





EDITORIAL

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

THE DRIVING EXPERIENCE



I have just returned from our annual trip to the Nuremberg Toy Fair in Germany and it was a little disappointing in terms of who was present from the RC sector. The show caters for all aspects of the toy industry so the many halls feature anything and everything from drones to traditional games, Lego to trains. Held over multiple days from 29 January to 2 February 2020, myself and other editors from Doolittle Media headed out for three days to rack up the steps in and around halls 7 and 7A where most of the serious RC content could be found. Tamiya as usual dominated the RC element with their large stand complete with demo track. Their

new Volvo FH16 8x4 Globetrotter 750 tow truck was one of the stars of the show and was proudly driven around the floor of Tamiya stand as it was simply too big to manoeuvre on the raised demo area! Traxxas and Kyosho both had nice set-ups where I could test drive their latest machinery like the TRX-4 and new Mini-Z models! To be honest I am rubbish with a steerwheel transmitter so I kindly declined on both occasions, for fear of seeing a sample crashing to the ground on the Kyosho stand, or falling onto the plexiglass screen on the US brand booth.

Those that were present were positive and as expected, very keen to show off their new

products, which we really appreciated this. Getting your hands on a new model, even if you can't go fast, is an opportunity to have some fun. And this is why we got into the hobby in the first place!

Although many manufacturers have chosen to stay away from Nuremberg in recent years, I appreciate what the Toy Fair tries to do as it's a great location for the industry to get together in one place and show off their latest items...

Matt Benfield
Editor



WHO, WHAT, WHERE & WHEN?

Three pictures from the past:
Do you know who, what, when and where they are now?
Answers on page 82.

1



2



3



THE BEST OF - SOCIAL MEDIA



Facebook – UNILAD Tech

Check out the super impressive suspension action on this working RC model; arguably the most accurate and realistic movement

we have ever seen on a scale model with lovely soft damping and adjustable ride height, the latter remotely controlled. But that isn't surprising when you see the body removed and the equipment mounted to the chassis. The highly detailed interior, a beautifully crafted body and working lights are just some of the highlights, and you can check out the car in action at <http://tiny.cc/nvjajz>



Facebook – Racechick

Like many posts we see on social media, this image says it all – no need for an explanation...



TOOL OF THE MONTH

This dual carry bag from Nemo Racing has been updated for 2020 and can be used to carry one up to two 1:8-scale vehicles. It can be carried using the small handles on the side or as a rucksack. The main compartment is well padded and will provide lots of protection for valuable RC items. There is also a zipped pocket for carrying manuals, set-up sheets, decals, et cetera. The Nemo Racing Dual Car Carry Bag retails at £40 and is available now at www.nemoracing.com



1 YEAR AGO – APRIL 2019



Jared Tebo would take the prestigious Reedy Race of Champions in California. The Tekno driver took his first title at OCRC and in the process took one of the few titles that has eluded him so far in his 18-year RC career. RC Disco, Xray's UK distributor confirmed that young off-road star Callum Niblett would be joining them to represent the official UK-based Xray team. The first RC Disco 1:8 off-road signing of 2019 sees the multiple BRCA National A finalist strengthen the Xray squad in 1:8 off-road whilst in 1:10 off-road Martin Bayer and Bruno Coelho would win 2WD and 4WD respectively for the Slovakia manufacturer Xray as Yokomo's Lee Martin wrapped up the stadium truck class. In the magazine, we reported back from the annual Nuremberg Toy Fair and tested the Carisma M40S Mercedes-AMG DTM and Tamiya CC-01 Toyota Hilux Extra Cab.



5 YEARS AGO – APRIL 2015



The exploding GT12 class benefitted from a new car – the Schumacher SupaStox GT. Updated and improved from the original, it sold quickly and became a favourite for GT12 drivers. Olly Jefferies won both the stock and modified BRCA 1:12-Scale National Championships with his Xray X12 2015 car by taking both classes at the Crewe round. Yokomo were much in the

news as Ronald

Völker won the LRP Touring Car Masters driving a Yokomo, the same car that took Oliver Franke to the open title at the same event. And Tom Cockerill left his job at Schumacher and his place on the team to join the Yokomo off-road race team.



10 YEARS AGO – APRIL 2010

Schumacher hogged our front pages with two new cars. The Cougar SV 2WD off-road car followed the trend for mid-engined layouts and featured a virtually all-new car that won first time out at the Worksop Winter GP. Then there was a new Mi4LP touring car that brought their chassis design up to date for using LiPo cells, now the only power source for the BRCA National Championship. Both adjustability, and quality of parts, were a step up from the original Mi4. GM released new stock motors, both 10.5T and 13.5T feature improved cooling, lighter weight and a sensor lead plug easily accessible on the top. Andy Moore came to the Tamworth BRCA 1:12 National and won both the stock and modified classes on both days. Considering he only enters the odd few, and races TC most of the time, his display was pure class. Saturday night featured the now-traditional Christmas Dinner, and the less said about that the better...





THE LATEST NEWS AND REVIEWS FROM THE WORLD OF RC RACING...

Losi DBXL-E 2.0 Smart Tech

The Losi DBXL-E 2.0 continues to build on the reputation of the original but with a cleaner and easier to use design without affecting performance. In any environment from dirt to pavement, wet or dry especially with its 4WD drivetrain with larger 5mm drive pins, the desert buggy makes sure all the power is put to the ground. The driver stays in control with a DX2E Active transmitter with Bluetooth module for use with the Spektrum Dashboard app, a Spektrum SR6100AT six-channel AVC Telemetry Surface Receiver, and scale-to-size Maxxis Creepy Crawler LT tyres. This desert buggy features all the technological advances drivers demand including the Spektrum Firma 160A brushless Smart speed controller and Spektrum Firma four-pole 780Kv brushless

motor allowing you to hit over 50mph with an 8S LiPo battery. Finally, the DBXL-E 2.0 has a Losi and Fox Shox race-inspired motorsports themed livery for that true off-road look.

LOS05020T1 FOX/T2 LOS

Losi DBXL-E 2.0 Smart Tech 1:5 4WD RTR

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



Revolution Design M17/MT-44 Accessories

Ruddog Distribution has introduced the all-new Revolution Design Racing Products aluminium steering wheel for the popular Sanwa M17 high-end and MT-44 intermediate level radios. It is a quick and easy way to personalise the transmitter to the maximum as it is machined from high-quality aluminium and of a cool new turbine design that greatly enhances the overall appearance of the transmitter while offering improved stability for more precise steering action. The steering wheel is available in seven different colours including black, blue, light blue, green, gold, orange and red while machined silver colour edge details and a laser-engraved logo make the wheel stand out. The part is a direct fit and can be combined with RDRP's new Sanwa M17 RDRP0501 Dial and Nut set.

Alongside the aluminium steering wheel is an aluminium dial and nut set for the M17. The set is a quick and easy way to personalise the transmitter to the maximum as the radio's dials and hoop retaining nut are machined from high-quality aluminium and of a serrated design for better gripping and improved haptics. The Dial and Nut Set is available in seven different colours including black, blue, light blue, green, gold, orange and red while machined silver colour edge details and laser-engraved logos make the parts stand out. The accessories are a direct fit on the M17 radio and can be combined with RDRP's new Sanwa M17/MT-44 RDRP0500 Aluminium Steering Wheel.

RDRP0500-BLK Revolution Design Sanwa M17/MT-44 Aluminium Steering Wheel (black)
 RDRP0500-RED Revolution Design Sanwa M17/MT-44 Aluminium Steering Wheel (red)
 RDRP0500-ORA Revolution Design Sanwa M17/MT-44 Aluminium Steering Wheel (orange)
 RDRP0500-BLU Revolution Design Sanwa M17/MT-44 Aluminium Steering Wheel (blue)
 RDRP0500-LBL Revolution Design Sanwa M17/MT-44 Aluminium Steering Wheel (light blue)
 RDRP0500-GRE Revolution Design Sanwa M17/MT-44 Aluminium Steering Wheel (green)
 RDRP0500-GLD Revolution Design Sanwa M17/MT-44 Aluminium Steering Wheel (gold)
 RDRP0501-BLK Revolution Design Sanwa M17 Dial and Nut Set (black)
 RDRP0501-RED Revolution Design Sanwa M17 Dial and Nut Set (red)
 RDRP0501-ORA Revolution Design Sanwa M17 Dial and Nut Set (orange)
 RDRP0501-BLU Revolution Design Sanwa M17 Dial and Nut Set (blue)
 RDRP0501-LBL Revolution Design Sanwa M17 Dial and Nut Set (light blue)
 RDRP0501-GRE Revolution Design Sanwa M17 Dial and Nut Set (green)
 RDRP0501-GLD Revolution Design Sanwa M17 Dial and Nut Set (gold)

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



RC4WD Vintage Logo Hoodie

This vintage logo hoodie from RC4WD is made from a 50:50 mix of poly fleece and cotton with the design screen printed in place. The hoodie is available in sizes from small through to 3XL.

AVAILABLE FROM: RC4WD
WEBSITE: www.rc4wd.com
CONTACT: rcrock@rc4wd.com



RC4WD Snapback Marlin Cap

Made from 100 per cent cotton, RC4WD's new snapback cap features embroidered details on front and back.

AVAILABLE FROM: RC4WD
WEBSITE: www.rc4wd.com
CONTACT: rcrock@rc4wd.com



JConcepts Finish Line Radio Bag

One of the single most expensive purchases in RC is the purchase of the radio system chosen for competition. In many instances, radios are abused during racing conditions and not properly stored when they are inactive. Storage choices for radios are quite slim and once priced and evaluated, some racers prefer not to have them simply because they do not travel very well in their luggage or typical race gear.

The new Finish Line radio bag with outer woven fabric gives it a very luxurious look at first glance however, the handy new item is designed with travel, cushion, ease of use and protection in mind. The lightweight design consists of a woven fabric outer bag which has a convenient and easy access zipper closure and inside has a Velcro closure pouch for additional easy access items. Inside, a high-density, form-fitted foam, pre-cut for the most popular steerwheel radios cushions all sides of your pricey possession.

The bag is travel friendly and sized to fit inside most luggage or racing carrier bags.

#2718 JConcepts Finish Line Radio Bag - Sanwa M17
 #2719 JConcepts Finish Line Radio Bag - Futaba 7PX
 #2720 JConcepts Finish Line Radio Bag - Sanwa MT44

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



VINTAGE KICKS OFF AT DUDLEY

The annual Brett Davis Vintage GP would kick-start the 2020 vintage season and was once again promoted by Iconic RC and held at Dudley Radio Car Club's venue. As usual, the racing was great, the line-up of cars was awesome and the day was brilliant

At just a couple of weekends into the new year we were once again treated to the first Iconic RC event of the year at the Dudley Radio Car Club on the west side of Birmingham in the Coseley School Sports Centre. The Iconic and Dudley partnership for this sell out 1:10 electric vintage off-road buggy event was in its fourth year as racers

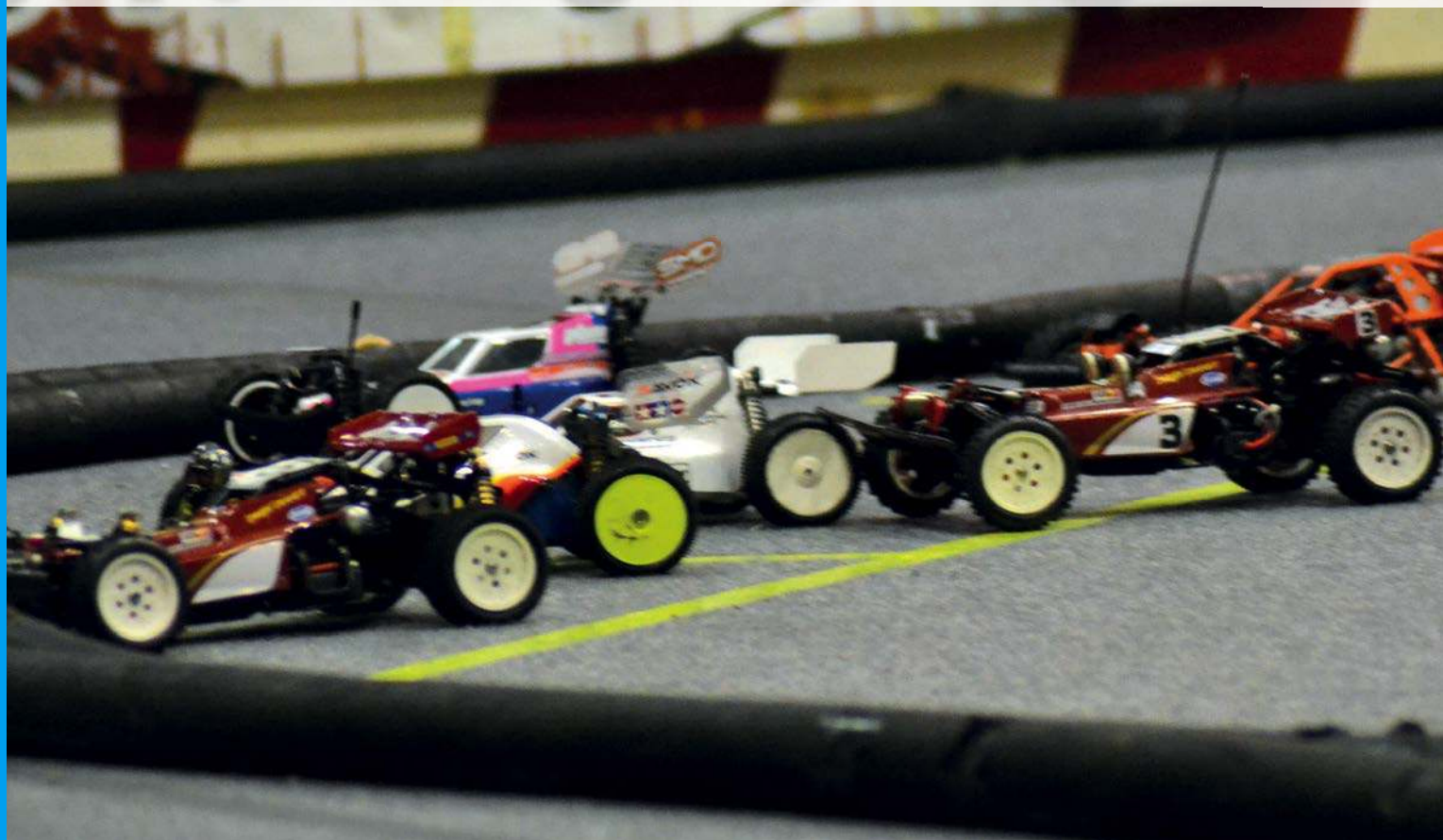
gathered to remember Brett Davis at his memorial event. Brett, who raced back in the day and also drove Brum for the Children's BBC TV series, sadly left us in 2016 and the racing community celebrate his memory every January at this firm favourite in the RC calendar. This year the event supported the Acorns Children's Hospice in Walsall and the Ronald

McDonald House Charity, which is attached to Birmingham Children's Hospital.

A TOP TRACK

Equipment and track officers, David Hough and Malcolm McDougall plus a loyal troop of Dudley members had assembled the famous Primafelt track over the course of Saturday

afternoon ready for race-day Sunday. The Dudley track features stand out for their resilience and craftsmanship and the vintage racers were once again treated to the legendary 'wall' and the epic 'carousel' on the thrilling twenty-ish second circuit. On Sunday, the dynamic duo of Stephen Cockburn and Graeme McFarlane oversaw proceedings





This Tamiya Top-Force belongs to James Geener who went with a famous F1 colour scheme



Lee Higgins owns this Tamiya Frog



Martin Gilmore's Team Associated RC10T



The Holiday Buggy of Paul Johnson really stands out



Lee Broadhurst with his concours-winning Tamiya Top-Force

and were assisted on race control by Justin Sinclair and Jack Lisseter. Doors opened at 07:10 for the racers from all over the UK with a round of practice and then drivers briefing and photo call. David Hough, 2017 concours winner, judged the 2020 competition and gave the award to Lee Broadhurst for his Union flag-styled Tamiya Top-Force. Four rounds of qualifying then got underway for the twelve heats of vintage buggies. Local DJ and iconic racer himself, Kris Kennedy Jr was on the microphone again for the fourth year to give the event a boost with his silky smooth and entertaining commentary.

HONOURABLE MENTIONS

Standout performers on the day were Jiffy Giles with his Mike Penfold dialled Yokomo Super Dogfighter and Marcus Lungley with an impressive custom SRB in the earliest class. Brandon Young beat some tough and older competition to take the 2WD 1984-88 A final win with his beautifully liveried Top Cat and Zak Smith got the better of Keith Robertson in a classic 2WD 1989-93 A Final which saw RC10 Team cars in the top three spots. The best final of the day was in the 4WD 1989-93 class as leader Lee Broadhurst made a critical mistake on the last lap to

allow James Greener through to take the win. James and David Hough had been battling for most of the five minutes behind Lee but the cars crossed the line with David in fourth and Lee in fifth. The greatest save of the day came from Mark Savage who almost launched his Turbo Optima Mid into orbit off of the wall while getting out of the way of a front runner. It was also great to see Robert Jaques in good form after a recent operation. Summing up why the vintage racers do what they do is Paul Johnson who raced his 1980 Tamiya Holiday (owned from new as a child) to third place on the podium.

RACE REPORT

what: brett davis vintage gp where: dudley class: 1:10 off-road

RESULT - 2WD 1977-82 A FINAL

POS	DRIVER	CHASSIS
1	Marcus Lungle	Tamiya SRB
2	Dave Beeby	Tamiya Sand Scorcher
3	Paul Johnson	Tamiya Holiday Buggy

RESULT - 2WD 1982-84 A FINAL

POS	DRIVER	CHASSIS
1	Duncan Wood	Kyosho Tomahawk
2	Paul Edwards	Kyosho Scorpion
3	Malcolm McDougall	Tamiya Hornet

RESULT - 2WD 1984-88 A FINAL

POS	DRIVER	CHASSIS
1	Brandon Young	Schumacher Top Cat
2	Paul Lisetter	Team Losi JRX-2
3	Stuart Carling	Team Associated RC10

RESULT - 2WD 1984-88 B FINAL

POS	DRIVER	CHASSIS
1	Joe Flux	Schumacher Top Cat
2	Katie Smith	Schumacher Top Cat
3	Lee Mansell	Mardave Meteor

RESULT - 2WD 1989-93 A FINAL

POS	DRIVER	CHASSIS
1	Zak Smith	Team Associated RC10 Team
2	Keith Robertson	Team Associated RC10 Team
3	Martin Richards	Team Associated RC10 Team

RESULT - 2WD 1989-93 B FINAL

POS	DRIVER	CHASSIS
1	Richard Brazier	Mardave Cobra
2	Dave Dodd	Team Associated RC10 Team
3	Adrian Prince	Schumacher Cougar 2 Sport

RESULT - 2WD 1994-98 A FINAL

POS	DRIVER	CHASSIS
1	Lewis Hopkins	Team Associated RC10 Worlds
2	Jason Potter	Team Associated RC10 Worlds
3	Jon Kedg	Team Losi XX

RESULT - 4WD 1977-86 A FINAL

POS	DRIVER	CHASSIS
1	Philip Barlow	Schumacher CAT
2	Lee Higgins	Tamiya Hotshot
3	Craig Jeacock	PB Mini Mustang

RESULT - 4WD 1977-86 B FINAL

POS	DRIVER	CHASSIS
1	Jake Burr	Tamiya Boomerang
2	Steve Brunt	Kyosho Optima
3	Matthew Richardson	Tamiya Hotshot

RESULT - 4WD 1987-88 A FINAL

POS	DRIVER	CHASSIS
1	Jiffy Giles	Yokomo Super Dogfighter
2	Craig Jeacock	Schumacher CAT XLS
3	Malcolm McDougall	Tamiya Terra Scorcher

RESULT - 4WD 1989-93 A FINAL

POS	DRIVER	CHASSIS
1	James Greener	Tamiya Top-Force
2	Mike Penfold	Schumacher CAT 2000
3	Ben Henderson	Tamiya Top-Force Evolution

RESULT - 4WD 1994-98 A FINAL

POS	DRIVER	CHASSIS
1	Keith Robertson	Kyosho Lazer ZX-RR
2	Steve Haskins	Schumacher CAT 98
3	Andy Mountford	Team Losi XX-4

RESULT - CONCOURS

DRIVER	CHASSIS
Lee Broadhurst	Tamiya Top-Force



The GP saw a great turnout of drivers and vintage machinery



Lots of concentration here as the drivers negotiate the Dudley track

WINNERS ALL ROUND

Sue Smith once again took the raffle book around the pits for most of the day to squeeze funds from the racers in her charming way. There were in

excess of 80 prizes to be won along with a separate raffle for a Brum lookalike pedal car donated by club member, Malcolm McDougall, which Lee Broadhurst won to add to his

conours achievement. Thanks to the entrants and spectators digging deep for the raffles and also a generous donation by the Dudley club from the entry fees, £2,485

was the grand total raised for the two local charities. Raffle prizes were donated by Iconic RC, Penguin Custom Body Shells, Schumacher Racing, AceOfAxe, Penn Models, CML



Dave Beeby with his Tamiya Sand Scorcher



This Rough Rider belongs to Matthew Richardson



Rich Morris's Kyosho Beetle



A heat of 2WD 1984-88 gets ready to run

Distribution, Team Powers UK, Nick Walker Carbon Fibre, Wayne Price 3D, Frying Squad, Sainsbury's, Tesco, Sue Smith, Sue Houghton, Malcolm McDougall, Lee Broadhurst, Andy

Fletcher, Andy Axton, Rich Armstrong and Peter Lewis. The fourth annual Brett Davis Vintage Grand Prix was a huge success and expertly run by the Dudley team with the racers



Kris Kennedy (right) presents Lee Broadhurst with the pedal car prize

eagerly awaiting the 2021 event. Dudley Radio Car Club meet at the Coseley School and Leisure Centre on Mondays and Fridays. Details can be found on their website at [http://](http://dudleyrc.club/)

dudleyrc.club/
The official Iconic RC Video of the event can be found here on YouTube at <http://www.youtube.com/IconicRC>



The 2WD 1977-82 A final was won by Marcus Lungley from Dave Beeby and Paul Johnson



Duncan Wood, Paul Edwards and Malcolm McDougall topped the 2WD 1982-84 A final



First and second in 2WD 1984-88 were Brandon Young and Paul Lisseter



An RC10 Team clean sweep of the 2WD 1989-93 A final with Zak Smith, Keith Robertson and Martin Richards



The 2WD 1994-98 podium saw Lewis Hopkins on top from Jason Potter and Jon Kedge



The top three in 4WD 1977-86 was Philip Barlow, Lee Higgins and Craig Jeacock



Jiffy Giles took the 4WD 1987-88 A final from Craig Jeacock and Malcolm McDougall



James Greener, Mike Penfold and Ben Henderson were the top three in the 4WD 1989-93 A final



In the 4WD 1994-98 A final Keith Robertson won from Steve Haskins and Andy Mountford

THRASH TEST - TAMIYA CC-02 MERCEDES-BENZ G500

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £279.99



A close-up photograph of the front of a blue Tamiya Mercedes-Benz G500 model car. The car is positioned on a forest floor covered with dry, brown leaves. The background is a blurred forest scene with trees and foliage. The car's front features a prominent chrome grille with the Mercedes-Benz star emblem in the center, a round headlight on the left, and a black bumper. The text 'A TOUCH OF G-CLASS' is overlaid in large, white, serif capital letters across the top half of the image.

A TOUCH OF G-CLASS

The first licensed body to be fitted to the new Tamiya CC-02 chassis is the stunning Mercedes-Benz G500. The G-Class bodyshell is moulded to a high standard and is the perfect match for the updated Cross Country chassis that offers excellent off-road performance

■ The CC-01 has been one of Tamiya's longest running trail chassis in their range of off-road vehicles featuring front independent and rear solid axle suspension. This was a great design back in the day, but the trail rig segment has evolved and this left the CC-01 behind. Finally, Tamiya thought it was time to update the aged CC-01, so have now introduced the all new CC-02 adding current features such as a four-link front/rear suspension, adjustable transmission, solid axles and a battery tray that can accept both standard six-cell packs as well as 2S LiPo batteries and the CC-02 looks very impressive. The Mercedes-Benz G500 is one of the world's most desirable cars so there was a definite buzz of excitement when Tamiya announced it was going to release a 1:10-scale version of this super off-roader as its first subject for the CC-02 chassis launch.

A NEW CROSS COUNTRY CHASSIS

The chassis on the CC-02 features a true C-channel design. About 80 per cent of its length is moulded in plastic with separate metal 'extensions' at both ends, each around 6cm long. These not only provide rigid end points to the chassis but also is Tamiya's

THRASH TEST - TAMIYA CC-02 MERCEDES-BENZ G500

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £279.99



The body moulding is of Tamiya's usual high standard with the addition of working LED headlights



Mirrors are included for additional scale appeal



Although its not to everyone's taste there is a spare wheel cover on the rear door



The included Tamiya TBLE-02S speed controller is 2S LiPo-compatible



The wheels are scale replicas of the full-size Mercedes-Benz ones found on the G500 model



A Mabuchi 540-size 27-turn brushed motor is supplied in the kit



The internal gears are supported by bushes



The completed gearbox assembly



The spur gear is screwed to an adapter moulding



Just the output cups to be installed now



The pinion/spur gear mesh can be checked by removing a small cover

◀ ingenious way of making the chassis longer by simply adding longer metal pieces in the future. The layout puts the drive battery at the rear in a good-sized battery tray. This will accommodate 2S hardcase LiPos as well as a standard six-cell NiCd or NiMH. The chassis has lots of captive M3 nuts, these are used in conjunction with M3 screws to hold the chassis rails together. You can use a little grease to hold the nuts in their sockets while assembling the chassis. A moulded plastic lower deck is fitted directly to the chassis rails and this provides the mounting location for the centre transmission and both front and rear four link suspension mounts.

At the front of the chassis the steering servo can be mounted one of two ways; with the output shaft facing down or towards the front of the car. We opted to mount ours with the output shaft facing forwards, but this is just a personal preference and we don't feel there is any performance gain from either mounting option. A simple adjustable metal rod and ball ends connect the servo to the steering knuckle and a fixed length plastic drag link connects the two front wheels together. The servo itself is protected by a servo saver that is mounted directly to the servo output.

A small plastic receiver box is mounted on the left hand side of the chassis, this will help to protect

the receiver from most elements however, it isn't sealed so it's worth considering a small amount of sealant around the lid if you intend to run the CC-02 in wet or muddy conditions. Behind the radio box is a mount for the radio switch. On the opposite side of the chassis is the mounting area for the electronic speed controller. With the chassis fully finished it gave almost 50:50 weight distribution which is perfect for trail driving. A solid bumper is mounted at the front of the chassis, and this is hidden behind the body so as not to affect the scale looks of the G500. Lastly, extended body mounts are used to support the body, the rear posts have a support midway up them for more rigidity.

FOUR-LINK SET-UP

One of the biggest improvements Tamiya has made to the CC-02 is the use of a four-link and solid

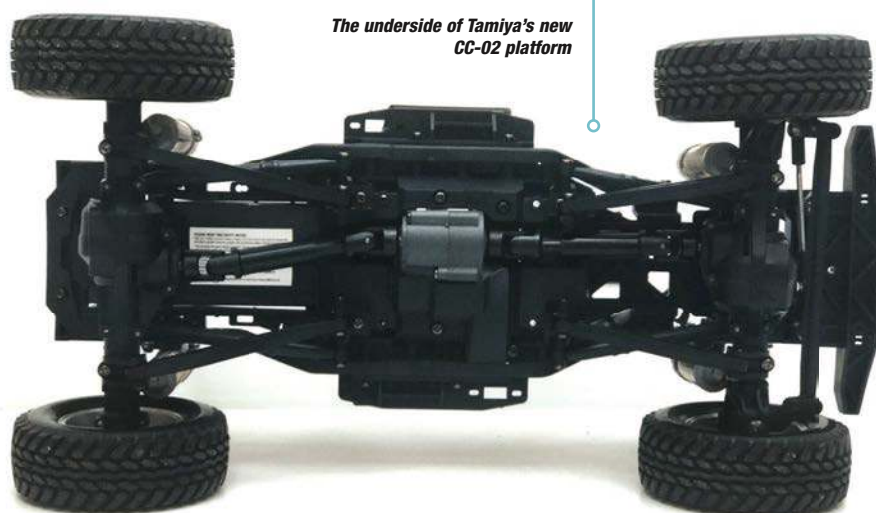
axle system at both ends of the chassis. The upper plastic links are triangulated to keep both axles centred under the chassis. The lower links taper out from the chassis to the axle cases to further reduce axle float. This link/solid axle set up yields an impressive amount of articulation and is perfect for the CC-02. The single wheel articulation is around 6.5cm, meaning any one wheel can be lifted up to this height before another wheel lifts off the ground – impressive stuff!

The shocks on the Tamiya CC-02 are pretty basic; grey plastic bodies with ride height clips, an internal bladder, dual O-ring lower cartridge and a one-piece piston/shock shaft plunger. No reference is given for the included shock oil or weight of the silver springs. The shocks mount directly to plastic shock towers on the chassis

“We really enjoyed our time with the highly capable G500 and can't wait to get back out again for some more rock-climbing action”



Pop the cover off to check the gear mesh



The underside of Tamiya's new CC-02 platform



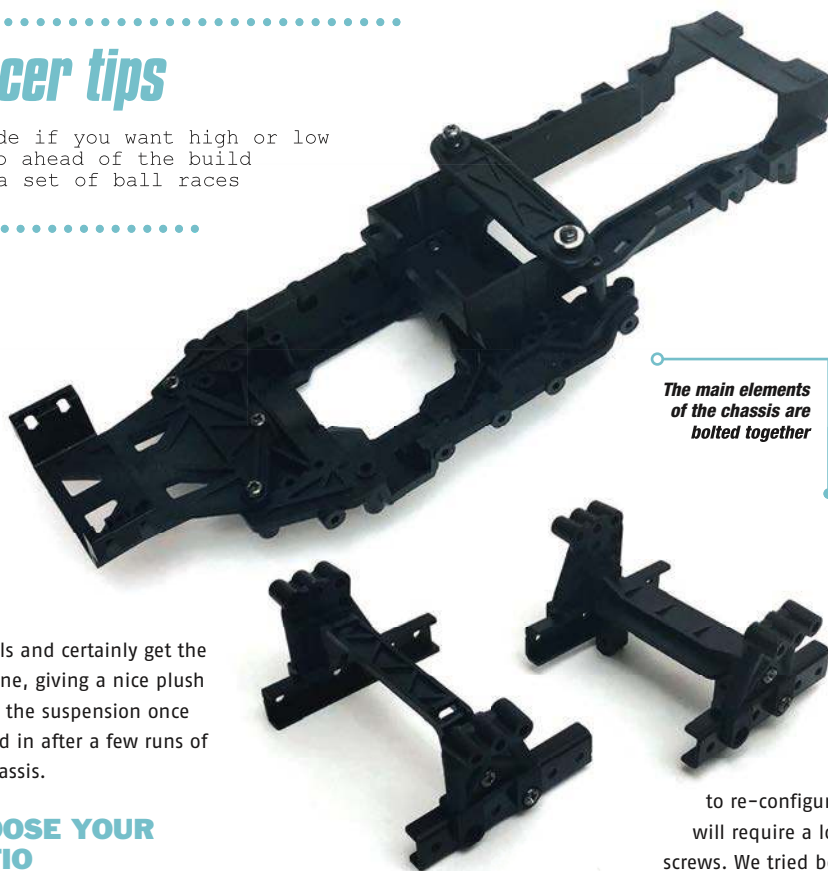
The CC-02 is a welcome addition to the Tamiya stable

THRASH TEST - TAMIYA CC-02 MERCEDES-BENZ G500

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £279.99

Racer tips

Decide if you want high or low ratio ahead of the build
Fit a set of ball races



The main elements of the chassis are bolted together

rails and certainly get the job done, giving a nice plush feel to the suspension once bedded in after a few runs of the chassis.

CHOOSE YOUR RATIO

Tamiya's new CC-02 transmission features robust gears inside its grey plastic housing. It is interesting to note that you can build it one of two ways; the standard way will give gear ratios between 11.09:1 to 17:33:1 or you can build the transmission in the low-speed configuration with ratios between 18.74:1 to 29.28:1 (both require optional pinions). The best part is it can be changed by simply swapping the internal gears – no additional parts are necessary. We do however, suggest you decide on how you want to build your transmission up front; having to pull it apart

to re-configure it will require a lot of screws. We tried both set-ups and felt the low ratio was more suited to the chassis. A standard sized 540-size 27-turn motor is included and this sits on an adjustable mount. A 16-toothed pinion drives an 83-toothed spur gear. There is no slipper clutch to help protect the plastic gears within the transmission. Plastic bushes are used throughout the entire drivetrain however, an upgrade ball bearing kit is available and we highly recommend you install this when you build the CC-02.

Unlike the original CC-01, the Tamiya CC-02 comes with a solid front axle that can be built



The Mabuchi 540 brushed motor sits longitudinally in the chassis



Located above the front axle is the Carson CS3 servo

with either an open or locked differential arrangement. If you opted for locked front and rear diffs you will find the chassis has less steering, but will be better at climbing. We opted to lock the rear diff and left the front diff open to give us the best of both worlds in terms of traction and manoeuvrability.

Internally both axles have steel driveshafts, metal gears and rotate on plastic bushes. The 14mm plastic hex drives are standard issue on all four corners of the chassis. To connect the centre transmission to the axles Tamiya has used plastic sliding driveshafts, these are both equal length and use metal pivot balls for extra strength. Although the entire drivetrain rotates on plastic



Test fitting the Mercedes-Benz body ahead of masking and painting



We sprayed the body Tamiya Metallic Blue and backed it with Tamiya Silver



That's a very bling front grille!

These are the centre driveshafts that link to the front and rear axles



The diff components



Metal internal gears are used for durability

The moulded pieces can be used to lock the diff action



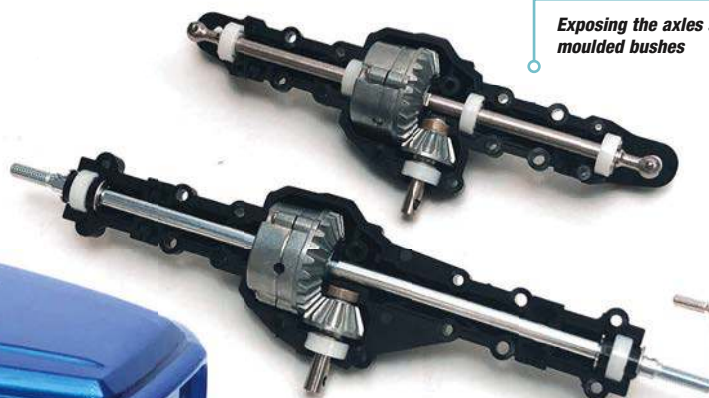
bushes it was surprisingly quiet and free spinning once finished.

BLING BENZ

When it comes to looks Tamiya has always managed to produce a stunning looking model. The Lexan Mercedes-Benz G500 body has been moulded to perfection, and just what you would expect from Tamiya! The body requires trimming out ahead of painting and this is an easy job. And while you have your scissors out it's a good time to cut out the window masks and decals. This is very time-consuming, but the end result is worth it. We could have painted our review sample in the box art metallic grey, but we wanted to mix

things up a little so opted to shoot a couple of coats of Tamiya Metallic Blue (PS-16) on the body and backed this with Tamiya Silver (PS-12). Tamiya has included some plastic scale detail parts that really add to the overall effect of the finished body. The plastic front grille and headlight cups have been chrome plated, although the grille still requires some painting and decals to finish it off. Plastic indicators are mounted on the tops of the front wings, door mirrors and a spare rear tyre holder also feature. The parts do require painting to get the best results, which is a relatively simple task and all adds to the enjoyment for making the G500. The finishing touch to the G500 is a set of LED lights that Tamiya has kindly included. ▽

Exposing the axles shows the white moulded bushes



Here you can see how the front axle differs from the rear



The axles are sealed but can easily be accessed by removing a few screws



THRASH TEST - TAMIYA CC-02 MERCEDES-BENZ G500

■ spec: 4wd moulded chassis ■ class: 1:10 off-road fun ■ cost: £279.99

On Test

The Tamiya CC-02 is an all-purpose chassis so it can go just about anywhere, and we couldn't wait to get out to see how it ran. On smooth surfaces such as tarmac or hard-packed dirt, the CC-02 was pretty quick with the kit 540 motor and high ratio centre gearbox. Acceleration was good and a handful of throttle, but still allowed us to power slide on gravel. The throttle response overall is very good, and when climbing steeper slippery surfaces you can find the bite point easily and precisely and use the throttle to find the grip. Despite the locked rear differential, the steering still felt responsive and precise. The Carson servo was able to turn the wheels, even when the G500 tackled rougher ground. We did dial out some steering throw with the dual rate as we found the front tyres would rub the body slightly as the front suspension compressed.

The chassis seemed to handle well on all of the surfaces that we tried. As soon as it went onto more bumpy terrain the oil-filled shocks did their job keeping the G500 nice and stable. When on more demanding surfaces we felt the gear ratio was a little tall, so opted to strip the gearbox and rebuild in the low ratio, which transformed its performance. The 4WD drivetrain never let us down and the weight distribution felt just right. The chassis with its lower ratio was unstoppable and even on larger obstacles we found we were able to climb over them if we were gentle on the throttle. Sadly, the kit tyres are a little hard for proper climbing action and we might look to change these for something more performance orientated.

The Mercedes-Benz G500 is a fantastic looking model and it looked great as it tackled off-road surfaces. The suspension did a great job, and we were surprised and impressed just how capable the standard kit is at conquering some impressively difficult terrain. The bright LED headlights could be seen clearly in normal daylight and light up the trail well at night. Run times were incredible as you would expect from a high turn motor and low gearing.





SPECIFICATION

Model:	Tamiya CC-02
Scale:	Mercedes-Benz G500
Class:	1:10
Application:	Off-road
Format:	Fun
Power:	Kit
Chassis:	Electric
Drivetrain:	Moulded
Transmission:	Shaft
Differentials:	4WD
Shocks:	Locked or diff
Bearings/Bushes:	Plastic/oil-filled
	Bushes

TECHNICAL DATA

Length:	455mm
Width:	196mm
Height:	207mm
Wheelbase:	267mm

WHAT WE USED

Electric Kit	
Transmitter:	Carson Reflex Stick Pro 3.1
	2.4GHz steering wheel
Receiver:	Carson Reflex Pro 3 2.4GHz
Servo:	Carson CS3
Motor:	Mabuchi 540-size 27-turn
	brushed (kit)
Speed Controller:	Tamiya TBLE-02S 2S LiPo
	compatible (kit)
Drive battery:	Carson 2100mAh 7.2V NiMH stick

VERDICT



Scale looks and performance
Brand new chassis platform



Non-pre-cut window masks and decals

RACER RATING: ★★★★★

CONTACT

The Hobby Company Ltd
Garforth Place
Knowlhill
Milton Keynes
Bucks
MK5 8PG

Tel: 01908 605686
E-mail: enquiries@hobbyco.net
Website: www.hobbyco.net

◀ These connect directly into the main battery and comprise of headlights and taillights.

To finish off the G500, it rolls on a set of scale looking satin silver six-spoke wheels, these are wrapped in scale tyres that have been moulded in a firm rubber compound. With their aggressive tread these are sure to provide awesome performance on a wide variety of surfaces. No foam inserts are required as the tyre walls have just the right amount of compliance. The end

result of the body and wheels is a very scale looking combination.

CONTROL EQUIPMENT

Tamiya has included a TBLE-02S electronic speed controller that is capable of running sensored brushless motors and brushed motors alike. A motor limit of 21.5-turns for brushless motors and 23-turns for brushed motors. A silver can 27-turn 540 sized motor is Tamiya's go to motor and

the G500 is no different that should give plenty of power and runtime. A TLU-01 Lighting Unit featuring headlight and taillights is a welcome inclusion. For radio we used a Carson 2.4GHz Reflex Stick Pro 3.1 unit. This included a Pro 3 receiver and CS01 steering servo. Finally, we used a Carson 2100mAh six-cell 7.2V stick pack to power our G500. ■

Summary

It's refreshing to see a new chassis platform from Tamiya. The CC-02 has many of the features that trail rig owners or rock crawlers could ask for. The CC-02 is never going to be a high-performance rock crawler however, it was a pleasure to build and drive and looks amazing with all its added details. The Mercedes Benz G500 is without doubt one of the best-looking models we have seen here at Racer and we really have had a great time building and driving it.

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YESTERDAY'S PROBLEMS

Slow charging, skimming motors, crystal clashes. What is this I hear some of you ask? Well "back in the day" these were common issues associated with working on and racing RC cars. Let's take a trip down memory lane...

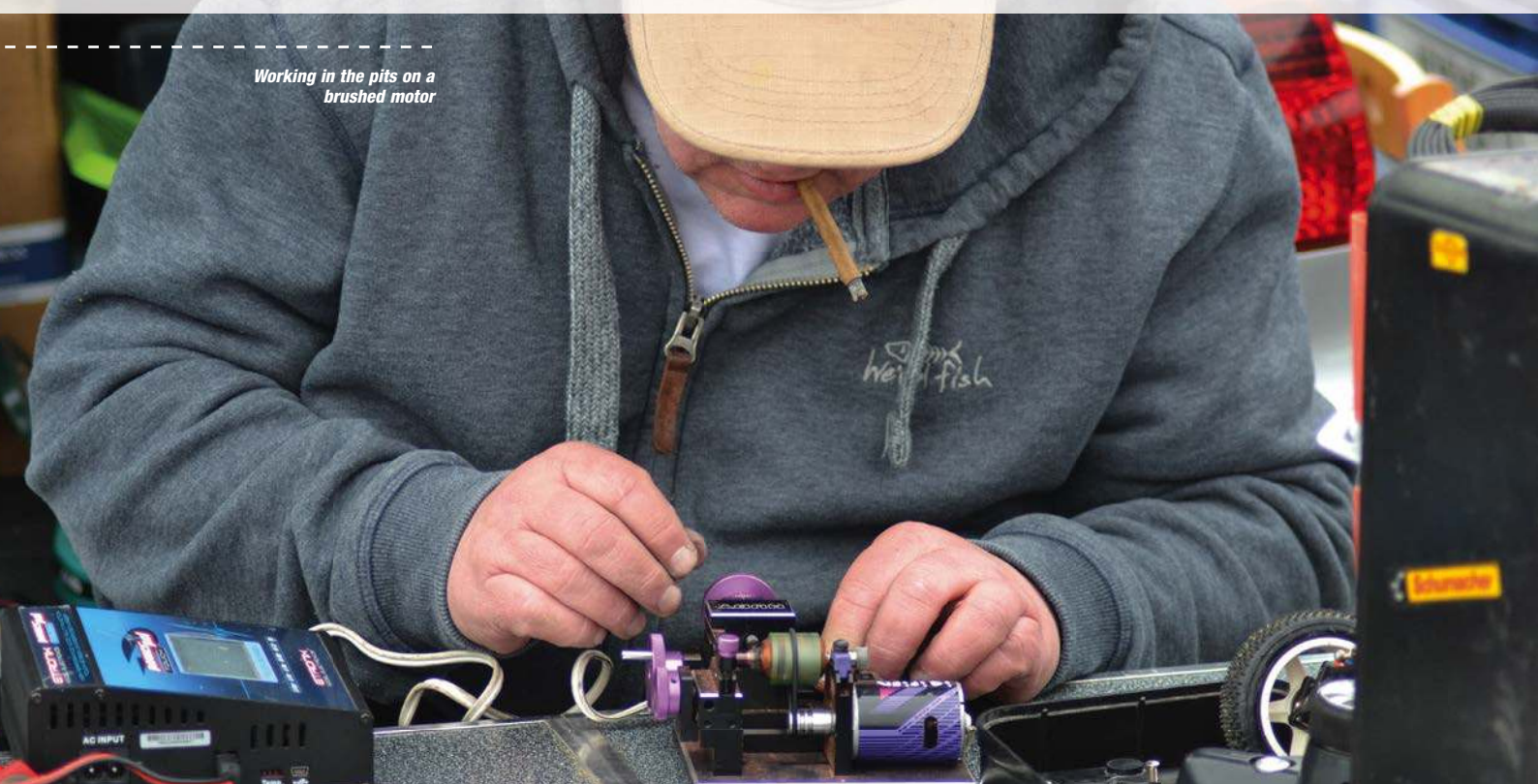
What things that were once common, will newbies not understand about RC? This question was posted onto Iconic RC by John 'Oggy' Ogden and prompted an avalanche of replies. It was such a great question so I asked Oggy if I could publish the results into this column. I've chosen some of the best answers, with permission and any 'oldies' reading this will certainly relate to them! One such common place issue that has always stuck in my mind is the trickle charger. In the bundle that came with my Tamiya Boomerang

in January 1987 was a Weston Trickle Charger and NiCd. At 14 years of age, I was chuffed that the battery and charger were 'named after me' but I soon became 'dis-chuffed'! I still remember that ten-minute first run and then that was it; back on charge for several hours. Painful stuff! On a very tight budget it took quite some time to get my hands on an extra battery and a fast charger. These days, you still have to wait patiently but batteries last longer and most recreational users, like I was back in the day, will have more than

one battery.

Since getting back into the hobby and building all the cars that I could only dream of as a kid, I don't miss brush painting polycarbonate bodies. In the 80s I'd buy a small jar of Tamiya polycarbonate paint and slap it on. Now it's a lot easier with the spray cans. Other aspects of the hobby for both racers and recreational users that are so much easier today are the zero maintenance brushless motors, LiPo batteries which last long enough for them never to be a

Working in the pits on a brushed motor



concern and Gigahertz spread spectrum radios which eradicate the need for crystal awareness when running with friends or racing. I think those are the big three significant evolutions for the hobby. The race-day lap timing has also enhanced the hobby since the days of manually counting the cars as they passed the line, with much more data for racers to be able to process to improve their times.



JOHN OGDEN

- Charging your NiCd batteries until a minute before the race and praying that they lasted the whole five minutes

■ Burning your finger on

the mechanical speed controller's resistor while turning the car off

■ Having to use four AA batteries as a receiver pack and the car running away when they went flat as the mechanical speed controller stayed in the open position

■ Getting your first toy-grade RC aged four for Christmas, but it not having batteries and the shops didn't open again until the 28 December



IAIN GROOM

- Loading your buggy, transmitter, NiCds, charger and car battery into a huge rucksack, hauling it on your back and then cycling to the local hall to go racing

■ Saving up pocket money and paper round earnings to move on from that silver can or 1200 NiCd

■ Filling your shocks with oil – any oil, be it 3-in-1, vegetable or old engine oil. It didn't really matter because it would just be caked all over the wishbones by the end of the day anyway



IAN HARRIS

- Running my Kyosho Optima Mid Custom Special in 2WD because the 28-day belt delivery hadn't come

■ Filling shocks with washing up liquid. I

thought that was my finest moment

■ On paper round money and could only afford front tyres that week



PAUL BROCKBANK

- Shoving the telescopic aerial down on your Acoms Techniplus (or if you were posh, Futaba Attack) by its very end and folding it in

half! An expensive and very common mistake

■ Motors stopping mid-race due to brushes wearing out or losing contact



STEVEN ALCOCK

- Mail ordering spares that required a cheque sent to the seller and at least 28-day delivery



PETER LEWIS

- Turning the car on first and having it shoot off uncontrolled! Hopefully interference is a thing of the past as it's not fun when some mystical

interference takes control

■ Large touring car bodies on buggies

■ Racing on grass is now a rare event! Grass brings with it changing grip levels throughout the event as it gets worn in



ADIE PARKES

- Burning your hands on the mechanical speed controller resistor when marshallings. I still have the scars!



ANDY TRAVIS

- Discharging NiCds to completely zero using a light bulb rigged up with some wire
- Spending all your week's prep time building up and

gluing a few sets of race tyres, then finding out at the event you have the wrong inserts

■ No warm-up laps. You would sometimes struggle to make a five-minute run so you would place your car on the grid. Don't you dare waste any energy!

■ Soldering the motor in the wrong way to find the car goes backwards not forwards of the grid when you nail it. Or, it blows the diode as you rev it

■ The motor will not fire up because the brushes are sticking in the hoods

MATT HARRISON

- Araldite Rapid
- FETs, MOSFETs, relays
- Racing when your fingers were frozen
- Christmas caravan racing (usually a Mardave)
- DIY ingenuity and lightening of everything to the edge of destruction

MARTIN COOPER

- Stippling silicone on your foam tyres in 1:12-scale and allowing to cure before racing

indoors on polished wood floor

■ If you owned a 1:12 Mardave stockcar you will definitely have hooked one of those springs that held the body on through your finger and having the weight of the whole car hanging on it – pain!

KEITH HEATHCOTE

■ Changing the red stupid gear because it melted and you got the ball raced one for your Meteor. In fact to this day it is one my most fave cars. It was fun trying to beat the CATs that were all bells and whistles

■ Copydex on tyres. In fact it was anything goes, even Coke

■ Shocks with washing up liquid in!

PAUL FIELD

■ Not finishing a race because your cells were rubbish or your gearing was wrong

■ Skimming motor commutators

■ Replacing motor brushes

■ Soldering cells

■ Changing crystals

■ Peg board for frequencies for practice at events

■ Mass starts

■ Manual lap counting

■ Having to collect your transponder before your race and hand it back at the end

■ Cycling cells

■ Dirt tracks

MIKE JOHN

■ Tyre compounds so hard that not only were you able to run without foam inserts but didn't need to glue tyres to the wheels. Lasted a very long time though!

ANDY HALLIWELL

■ Spraying non-Lexan friendly motor cleaner in your motor in the car and watching the motor label and undertray disintegrate before your very eyes

ERIC LI-KOO

■ Putting your brushes in backwards and wondering where that 'punch' went

ALEC QUARMAN

■ Looking for and waiting for the crystal peg to be returned to the crystal board

■ Transmitter compounds

■ Aerials with red flags, cars with no reverse

■ Manually counting cars on a Commodore 64 computer

■ Cars covered in mud and not being able to see the BRCA race number

■ Battery packs charging in a bucket of cold water

■ Local chap with more money than driving sense, had the latest buggy but couldn't drive a Scalextric car

CLIVE PRATLEY

■ Putting pegs on the frequency board during

About Me

Justin Noble and I founded Iconic RC in January 2011. Iconic is an RC reference website with a popular YouTube channel and a busy social media group on Facebook. We believe any RC 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 and 90s.

ICONIC DATES

Iconic Cup 2020 Round 1	Mendip RC Raceway	25-26 April 2020
Iconic Super Showdown 2020	Dirt 3D	9-10 May 2020
Iconic Cup 2020 Round 2	Carlisle Radio Model Car Club	23-24 May 2020
Iconic Cup 2020 Round 3	Broxtowe Model Car Club	13-14 June 2020
Revival 2020	Bingham Model Raceway	24-26 July 2019
Iconic Cup 2020 Round 4	Stafford RC Model Car Club	1-2 August 2020
Iconic Cup 2020 Round 5	West London Racing Centre	29-30 August 2020

- practice so everyone could check their crystals were clear (hopefully) before turning on
- Charging until the packs were almost too warm to touch

GARETH WILLIAMS

- Buggies on foams for the winter season
- Shouting "dumping" so that no one slammed into the back of you as you crawled around on the last lap
- Lugging around a huge 12V leisure battery which would still go flat before the end of a day's racing

ADAM SMITH

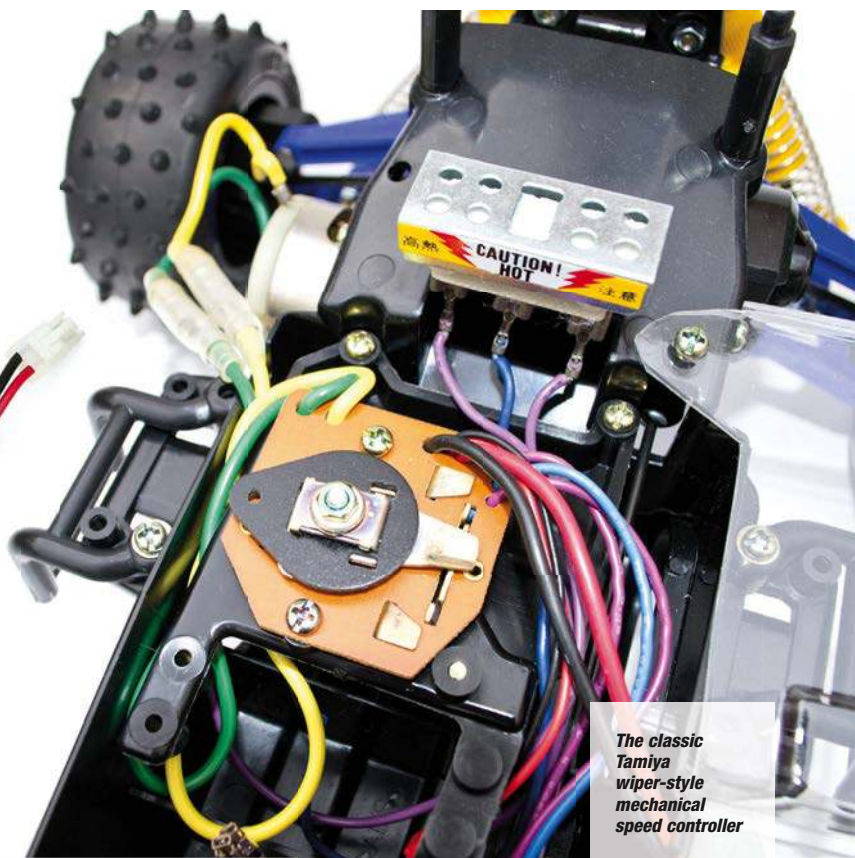
- Beatties pit bags (still got one)



An Acoms clockwork fast charger

A vintage home-made battery discharger

A selection of Tamiya's NiCd batteries



The classic Tamiya wiper-style mechanical speed controller

Summary

Despite the problems of yesterday, we all had that much fun that we're still into the hobby today. We've looked back at some classic annoying areas but we've done so with fondness. They were great days but the innovations since then are very welcome. We also shouldn't forget how spoilt we were in other areas that we and our children won't see again, like model shops and RC clubs in (what seemed like) every town. We still have enough clubs which is fantastic, but we all miss the trips to our favourite shop to rummage through the bargain bin, watch the Tamiya promotional videos on the 14" TV and admire all of the wonderful box art on the shelves. I also think we used to be spoilt by the aesthetics of the cars as well. Especially in the racing scene, touring car and buggy bodies have lost their looks and individuality as aerodynamics have become paramount, but at the same time this has also helped enhance the vintage racing scene; so it's all good! A thank you from me to Oggy for allowing me to use his idea for the column and also to the gentlemen who shared their memories.

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CHASSIS FEATURES

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Stock 5.7% Overdrive



Option 2 (Included)
11.83% Overdrive



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Axial Capra 1.9 Unlimited Trail

The Axial Capra 1.9 Unlimited Trail Buggy is ready for cutting-edge crawling, with portal axles plus a transmitter-operated DIG function for a tighter turning radius. This RTR version also includes a Spektrum three-channel radio and electronics. The Capra features a realistic tube chassis design and metal gears everywhere, from the centre transmission to the lockers and portal axles. It rides on real-world inspired Nitto Trail Grappler 1.9 tyres mounted to licensed Raceline three-piece moulded beadlock wheels.

Features:

- Newly designed transmission with DIG function enables a tighter turning radius by locking the rear axle for FWD power only
- Currie F9 Portal Axles increase ground clearance at the diff pumpkin for the best crawling performance
- Includes all-metal gears, from the centre transmission to the lockers and portal axles.
- Tube chassis design offers optimum clearance plus realistic scale looks
- All pivot points are on stainless steel balls for a durable, long-lasting suspension point
- Includes Nitto Trail Grapplers 1.9 Monster tyres mounted on injection-moulded, three-piece, licensed Raceline beadlock wheels
- Adjustable oil-filled shocks feature hard anodized, threaded shock bodies and a single coil over spring
- All-metal front universal axles provide smooth action and 45-degrees of steering angle for an efficient, high-performance drivetrain
- Durable, machined aluminium universal
- 540-size, 35T brushed motor with enlarged cooling ports delivers an even balance of speed and technical crawling
- Spektrum STX3 three-channel, 2.4GHz radio system and receiver operate the DIG feature along with other functions
- Axle-mounted servo improves steering control in full articulation
- Finely tuned suspension geometry delivers the best crawling capabilities

AX103000T1 Red Axial Capra 1.9 Unlimited Trail
AX103000T2 Green Axial Capra 1.9 Unlimited Trail

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



Pro-Line Axis Light Weight Clear Bodies

The new Axis series of race bodies for 1:10 buggies from Pro-Line have been created as a clean-sheet design for a fresh new look to the class. Designed with the latest in CAD technology, the Axis features a super low-slung design with sharp lines throughout giving it an unmistakable look on the track. The Axis features a cab-forward design which provides enhanced steering response while the small side fins balances out the rear of the car with ideal side-bite. The rear of the Axis body has the right amount of clearance for the gearbox and fits the chassis and bulkhead shape of your race buggy perfectly. The Axis is made from light weight polycarbonate material that will give you an edge over the competition. Included with the body are two Air Force II 6.5" rear wings, paint-then-peel overspray film, window masks and Pro-Line decals.

- # 3538-25 Pro-Line Axis Light Weight Clear Body for Team Associated B6.1
- # 3539-25 Pro-Line Axis Light Weight Clear Body for Yokomo YZ-2
- # 3540-25 Pro-Line Axis Light Weight Clear Body for TLR 22 5.0

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



Pro-Line Wedge Gen 3

The new Wedge Gen 3 2WD front buggy tyres feature a new carcass shape that provides more steering in low-speed corners and more forgiveness and stability at high speeds. The third generation Wedge features the same iconic hook-shaped pins that provide the grip you need without being too grabby. Pro-Line engineers have perfected the carpet compound options of Z3 (Medium) and Z4 (Soft), which have been developed specifically for the needs of indoor carpet racing.

- #8283-103 Pro-Line Wedge Gen 3 Z3 (Medium Carpet)
- #8283-104 Pro-Line Wedge Gen 3 Z4 (Medium Carpet)

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



JConcepts 2005 Chevy 1500 MT Single Cab

The 2005 Chevy Silverado is a big, all-American truck, and it looks the part, with its wide face and stylish yet slab-sided flanks. The RC version was a heavy project for the JConcepts R&D team as developing this body to length and width specifications while maintaining the single cab layout. Settling on the 12.5" wheelbase was easy, deciding bed length and wheel well openings was a painstaking process behind the scenes. The end result, the 2005 Chevy Silverado has an inspiring look, something that makes a driver proud to be a truck enthusiast without the fear to race it. The chiselled front-end, bumper fascia and front tire openings gives off a lot of "monster madness" while the aerodynamics remain for the truck to hold its own in a straight-line. A twin-port grille, full-width bumper and "power hump" hood create a strong presence, which is carried through in sculpted body sides. The grille area has not been compromised and accepts the detailed JConcepts decal sheet and includes two

different grille and headlight options. The front fascia is strong and while the large tyre openings swoop through, the bumper has recessed areas for side-marker lights and air inlet. The tailgate is rigid in appearance with a slight undercut that is so common on the Chevrolet trucks. The 2005 Silverado's bed features a slight recess which painters can leave clear or detail to their specification on any build. No race truck would be complete without a bobbed rear bedside to give racers extra clearance and an unmistakable visual rake. Each package includes window mask, 2005 generation Chevy Silverado specific decal sheet and clear polycarbonate body.

- #0399 JConcepts 2005 Chevy 1500 MT Single Cab

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



Spektrum Smart PowerStage Bundle - 8S

This Smart Technology PowerStage Bundle from Spektrum is a one-box solution for large vehicles requiring top performance. Designed with the simplicity of Smart Technology, the bundle includes two 5000mAh 4S 50C Smart batteries, S2100 Smart AC Charger and two charge adapters to make charging easy.

Incorporated into each of the Spektrum Smart Battery packs is an integrated microchip stores unique parameters for each battery. Smart discharge allows the batteries to automatically discharge to a safe voltage, saving time and hassle, while improving battery life.

A powerful 50C continuous discharge rating delivers high performance and longevity, wrapped up inside an impact-resistant ABS plastic hardcase. No soldering required and they come with equipped with IC3 and IC5 Connectors that are compatible with EC3 and EC5.

The Spektrum Smart Charger features a high-visibility colour LCD screen, simple touch-wheel interface and intelligent software makes charging simple. The compact design has impressive output capacity, uses a high-speed processor to deliver its performance, and is protected by an efficient, internal cooling system. It is also backward compatible with non-Smart batteries and comes with charge lead adapters.

SPMXP58 Spektrum Smart PowerStage Bundle - 8S

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



RACE REPORT

what: midlands indoor carpet championship where: telford class: 1:10 on-road

Report Ben Cosgrove
Photography Abbie Young

WINNING FROM POLE

Jimmy Maddison, Zak Finlay and Elliott Harper would earn their pole positions in 17.5T blinky, 13.5T blinky and modified classes respectively, then converted them to wins in the A finals at round three of the inaugural MICC



The third round of the hugely successful Midland Indoor Carpet Championship took place on Sunday 5 January 2020. There were 142 entries spread across the most popular 1:10-scale touring car classes in the UK; the Bittydesign 17.5T blinky class, the Awesomatix 13.5T blinky

class and the Muchmore modified class.

A BIG TRACK AND HIGH STANDARDS

The venue is phenomenal at the MICC with a very large and well-lit track/pitting area and a huge 38x24-metre

track comprising of smooth grippy black ETS carpet. The track markings are very forgiving and the layout is marked clearly and defined with a different colour line which really gives it an outdoor feel, especially as the track width is 3.5-metres!

The fantastic Carnival Pizza

catering company are always on site to provide the racers with brilliant quality and value food. They tweak the menu meeting by meeting based on the racers needs which is a brilliant touch.

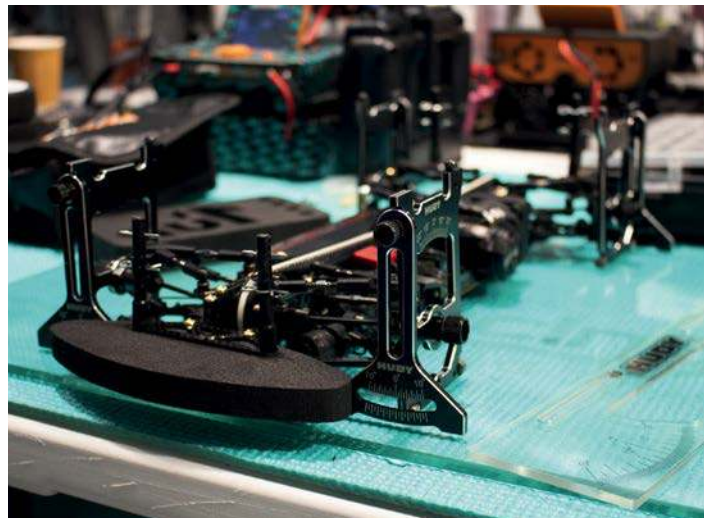
The format of the meeting is a four-minute practice run for all



Great to see some young stars of the future at the MICC like David Hall's son Jamie (right)



Zak Finlay with Dave Lumbis



An Awesomatix chassis on the excellent Hudy Universal Exclusive Set-Up System



Ben Cosgrove's distinctive race colours and Chris Grainger's new pink Awesomatix ride



Zak Finlay working on his ARC chassis

drivers followed by four rounds of round by round qualifying with the two best scores to count followed by a single leg race to determine the winners. The class order is 17.5T followed by 13.5T and then modified.

BITTYDESIGN 17.5T BLINKY QUALIFYING

There is always a sense of who is going to finish second when Jimmy Maddison enters a class and this was the case all day. Jimmy won three of the four rounds to take a comfortable TQ. Mark Trinder sandwiched two bad rounds with a pair of second places to line up in front of 6K Racing legend Gareth Hollis. There were 47 drivers in this class in total.

AWESOMATIX 13.5T QUALIFYING

This class featured multiple national champions and winners giving it great depth and a competitive feel. Zak Finlay was in dominant form all day and like Jimmy he took three TQs to line up on the coveted pole position. Colin Jackson was pushing Zak very hard and took the other TQ with a second to grab the second spot from Billy Fletcher who took two second places in the rounds. It should be noted that Chris Gunter, Alex Brocklebank and Dani Young were all tied on points with Andy Low for tenth position. Andy got it with the fastest time. The times were very close and the stage was set for

a great final. There were 67 drivers in this class in total.

MUCHMORE MODIFIED QUALIFYING

The premier class at the MICC is the modified class which is not for the faint hearted as the cars are simply crazy fast. Worlds and European A finalists along with national champions and winners were all present in the class making the top half of the A final read like a who's who of top racers. Elliott Harper simply dominated qualifying with four TQ runs from Kyle Branson with four second places. Alex Thurston lined up in third with two third place rounds. David Hall was tied for tenth

position with Steve Davis but the latter had the higher round score to make the A final. There were 28 drivers in this class in total.

FINALS

The final race order is a little bit different from qualifying as all the A finals run together as the last three races of the event.

BITTYDESIGN 17.5T BLINKY A FINAL

This was not as comfortable as Jimmy Maddison would have hoped for after he dropped to second on the fourth lap but he recovered to take a strong win in front of Mark Trinder and Gareth Hollis. Jimmy

RACE REPORT

what: midlands indoor carpet championship where: telford class: 1:10 on-road

QUALIFYING - BITTYDESIGN 17.5T BLINKY

POS	DRIVER
1	Jimmy Maddison
2	Mark Trinder
3	Gareth Hollis
4	Michael Ball
5	Daniel Rowley
6	Mark Giaginto
7	Will Everett
8	Tom Hampson
9	Mark Young
10	Carl Parkes

QUALIFYING - AWESOMATIX 13.5T

POS	DRIVER
1	Zak Finlay
2	Colin Jackson
3	Billy Fletcher
4	Dominic Carter
5	Darren Lee
6	Ashley Wiffen
7	James Hart
8	Sam Law
9	Nathan Parker
10	Andy Low

QUALIFYING - MUCHMORE MODIFIED

POS	DRIVER
1	Elliott Harper
2	Kyle Branson
3	Alex Thurston
4	Ben Cosgrove
5	Harley Eldridge
6	Paul Pinkney
7	Fabian Vernersson
8	Chris Ashton
9	John Page
10	Steve Davis

RESULT - BITTYDESIGN 17.5T BLINKY E FINAL

POS	DRIVER
1	Craig Williams
2	Ed Turrell
3	Josh Miles

RESULT - BITTYDESIGN 17.5T BLINKY D FINAL

POS	DRIVER
1	Ian Taylor
2	Ben Brooks
3	Samantha Groves

RESULT - BITTYDESIGN 17.5T BLINKY C FINAL

POS	DRIVER
1	Dean Coupland
2	Daniel Williams
3	Lee Moseley

RESULT - BITTYDESIGN 17.5T BLINKY B FINAL

POS	DRIVER
1	Jamie Cheshire
2	Chris Parrott
3	Jack Chiu

RESULT - AWESOMATIX 13.5T G FINAL

POS	DRIVER
1	Martin Sharp
2	Rob Harry
3	Ian Revill

RESULT - AWESOMATIX 13.5T F FINAL

POS	DRIVER
1	Billy Kavanagh
2	Tom Meakin
3	Adam Glover

RESULT - AWESOMATIX 13.5T E FINAL

POS	DRIVER
1	Jamie Donovan
2	Ethan Southall
3	Ray Chiu

RESULT - AWESOMATIX 13.5T D FINAL

POS	DRIVER
1	Craig Daffron
2	Zach Miles
3	Jonathan Forse

RESULT - AWESOMATIX 13.5T C FINAL

POS	DRIVER
1	Mark Giaginto
2	Michael Bolt
3	David Austin

RESULT - AWESOMATIX 13.5T B FINAL

POS	DRIVER
1	Chris Gunter
2	Shaun Ogden
3	Ricky Lee

RESULT - MUCHMORE MODIFIED CLASS C FINAL

POS	DRIVER
1	Peter Eagles
2	Andrew Clark
3	Phil Aldred

RESULT - MUCHMORE MODIFIED CLASS B FINAL

POS	DRIVER
1	Mark Gilliland
2	Dan Blake
3	David Hall

RESULT - BITTYDESIGN 17.5T BLINKY A FINAL

POS	DRIVER
1	Jimmy Maddison
2	Mark Trinder
3	Gareth Hollis
4	Michael Ball
5	Tom Hampson
6	Daniel Rowley
7	Will Everett
8	Mark Young
9	Carl Parkes
10	Mark Giaginto

RESULT - AWESOMATIX 13.5T A FINAL

POS	DRIVER
1	Zak Finlay
2	Colin Jackson
3	Dominic Carter
4	Darren Lee
5	James Hart
6	Andy Low
7	Ashley Wiffen
8	Billy Fletcher
9	Sam Law
10	Nathan Parker

RESULT - MUCHMORE MODIFIED A FINAL

POS	DRIVER
1	Elliott Harper
2	Kyle Branson
3	Alex Thurston
4	Ben Cosgrove
5	Paul Pinkney
6	Harley Eldridge
7	Fabian Vernersson
8	Steve Davis
9	Chris Ashton
10	John Page



Billy Fletcher's 6K Racing-sponsored Awesomatix



Mark Young hard at work in the pits

also managed to wrap up the championship with a perfect score after three rounds.

The top junior was Daniel Rowley closely followed by Will Everett, both in the A final! Jamie Hall was third in

juniors with a great performance to make the B final.

AWESOMATIX 13.5T A FINAL

This was all set to be an epic battle

between team mates and it did not disappoint! Zak Finlay drove brilliantly under pressure to hold off Colin Jackson by half a second. Dominic Carter managed to move up a position to take third only

a second back from the lead. Zak also managed to wrap up the championship with a perfect score after three rounds.

The top junior was Zach Miles followed by Gabriel Henson, both in



Jimmy Maddison won 17.5T blinky from Mark Trinder and Gareth Hollis



In 13.5T Zak Finlay took victory from Colin Jackson and Dominic Carter



The modified class win went to Elliott Harper with Kyle Branson and Alex Thurston completing the podium



Gareth Hollis of 6K Racing fame clearly enjoying watching the fruits of his labour

the D final. Ethan Southall was third in juniors in the E final.

MUCHMORE MODIFIED A FINAL

This race was a relatively boring

race for Elliott Harper and Kyle Branson who maintained position tone-to-tone. The main race was between Alex Thurston and Ben Cosgrove. Alex came out on third with a great last lap passing

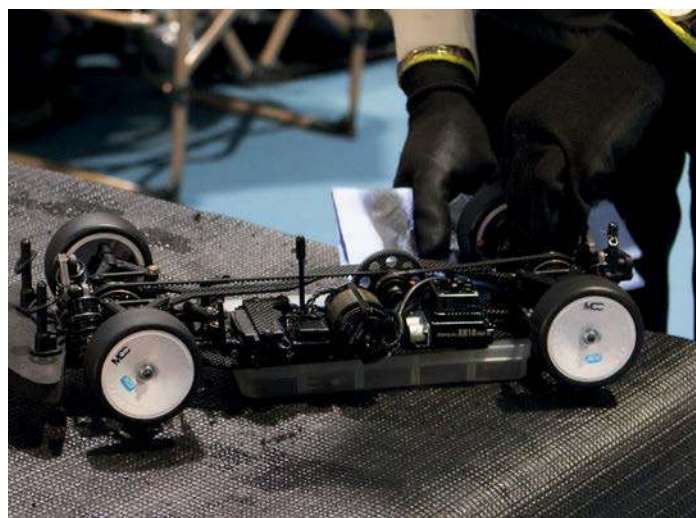
manoeuvre. Elliott also managed to wrap up the championship with a perfect score after three rounds.

Top Junior was Ethan Southall in the B final followed by Keelan Fowler in the C final.

All three championship titles have already been decided but the rest of the places are still up for grabs. More information on the series can be found at www.midlandchampionship.com ■



Note the Lexan piece that controls the airflow from the fan and over the motor



The latest Schumacher Mi7 chassis

THRASH TEST - PR RACING SB401R-T

■ spec: 4wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £389.95

IT'S A W

The 4WD stadium truck class is one of the newest racing categories to grace our shores. PR Racing has been an early adopter and this is their SB401R-T



WHAT?

Recently it's been very interesting times for PR Racing UK. Since appearing in this country several years ago, PR Racing products have been distributed by Kevin Lee at Inside Line Racing, a business that has been around since 2010. But Kevin and his family have now moved out of the RC model trade, although he will continue to race 1:10 off-road, and the distribution for PR Racing and Maclan have now been taken up by Gareth Hollis at 6K Racing. Previously known for

his interest in on-road classes, this new direction gives 6K Racing entry into the off-road market with a well-established and proven manufacturer that has been gaining in popularity over the years.

BUGGY TO ST

The first chassis we are to review under the new distributor of 6K Racing, is very definitely a first for Racer as we don't ever recall reviewing a vehicle in this class. Not that surprising really as

this is a very new class that is slowly creeping across from the US in the form of 4WD competition specification off-road stadium trucks. Currently there are at least three different manufacturers including PR Racing that we are currently aware of and we have tested their SB401R-T.

Previously we have reviewed PR Racing's SB401 Type R 1:10 off-road buggy with the manufacturer refining the chassis to make it suitable for this class. Readers who saw the review of the 4WD



THRASH TEST - PR RACING SB401R-T

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Maclan powered. We chose a MRR V2m 6.5T Sensored Competition motor for the SB401R-T



The grey plastics are used for the ball joint mouldings as well as the centre diff



The SRT BH9022 HV Brushless servo is fitted to a floating mount to prevent chassis tweak



An additional fan was installed to draw hot air away from the motor



The Maclan MMax Pro 1:10 Competition 160A speed controller



A close up of the Maclan 6.5T motor

buggy will recognise that the four-wheel drive stadium truck looks very similar to the buggy as many of the refinements are hidden and are specific to the requirements of the truck. So let's have a look in detail as to what goes into this stadium truck and makes it such an unusual chassis and if there's enough temptation to warrant the introduction of yet another off-road class.

SAME AS

Ah but is it? Looking at our pictures and remembering what the chassis style and configuration of the buggy looks like, you could be mistaken into thinking that the chassis is exactly the same. Well you'll have worked out by now that it is not! The SB401R-T does use the same skinny 2mm lightweight anodised 7075-T6

alloy chassis which, just like the buggy, can be tuned by means of the spine of the chassis. The overall width of the chassis has been increased to accommodate all the required steering, motor and electrical components by the addition of moulded plastic side pods. The major difference between the buggy and the stadium truck is that whereas the buggy does not have any form of upper deck, the stadium truck uses a single carbon fibre top deck to increase the rigidity for the additional stresses that this class will be put through.

The rigidity and stiffness of the chassis can be tuned by the addition or removal of the plastic and alloy chassis spine that is mounted to the centre rear of the chassis and is additionally stiffened by a very nice CNC-machined black alloy bulkhead brace that is included as a standard part in this kit. Unlike the 4WD buggy, the stadium truck only has this feature on the rear of the chassis, whereas the buggy has it on both the front and the rear. We assume that the manufacturer has worked out that the stadium truck chassis would be too stiff if it had both plus the top deck.

The SB401R-T uses the same proven steering servo mount and motor mount but you get a centre geared diff rather than the slipper clutch set-up that the buggy comes with, again probably catering for the higher levels of abuse that the stadium truck is going to be put through! The SB401R-T has the same 'on trend' alloy and carbon fibre floating servo mount so the servo is mounted to two servo posts that are linked and braced by a

Apart from the longer wishbones and big wheels, the stadium truck is similar to the 4WD buggy



Forward Thinking with 6K Racing

Relatively unknown until recent years, PR Racing is well established in the UK and Europe and are starting to make their mark and starting to make drivers take notice! Recent distribution changes have seen the marque undergo some changes, but the new UK distributor has big plans for their products. PR Racing make and market some excellent products, primarily for 1:10 off-road, and with products from entry-level (like RTR versions of their 2WD and 4WD buggies) right up to the highest specification competition chassis. They have been shown to react quickly to recommendations and stay competitive on the track and within the marketplace. The PR Racing SB401R-T embodies the manufacturer's ethos with a new, high-spec 4WD stadium truck designed and priced to compete with the best of them in this new and embryonic class.

The narrow alloy chassis is equipped with moulded sides to cater for the electrics

carbon fibre plate but only the substantial inboard post is secured to the chassis. The steering's rigidity is generated by the carbon brace which makes it feel like the servo was mounted at both ends!

MORE BEEF PLEASE

When the revised buggy was released, we made much of the fact that there had been a marked improvement in the gearbox department between the original 4WD and the Type R and that improvement had been reflected in a considerable reduction in the noise that was emanating from those gearboxes. Well do not be concerned as the noise has not returned but those gearboxes have been revised once again. With the additional load of more rotating mass due to the larger wheels, PR Racing has beefed up the gearboxes even more. At the same time, those larger wheels would have an impact on the final ratio so not only is there now more material on the internal gears, but the number of teeth has been tweaked to address the change in gearing.

The SB401R-T comes with the same longer drive cups as found on the Type R 4WD buggy, which means increased droop, allowing for more suspension tuning and better handling over some of the extreme jumps and bumps that these trucks can handle.

As mentioned earlier, you get a centre diff instead of a slipper clutch with the former being a more robust unit, capable to handle the transfer of power and the increased load imposed upon it as this truck is not only heavier but it has much bigger wheels and tyres than those of the buggy. The SB401R-T has similar levels of access to the centre diff with the only added minor complication is that the stadium truck comes with a one-piece top-deck which has to be removed to gain access.

TYPE R SETS THE STANDARD

The new shock absorbers on the PR Racing Type R buggies are now 12.75mm in diameter with a new design of shock seal cap and new seals that when built are ultra-smooth. Of course these can

be tuned by swapping pistons, oils or springs, and when it comes to the latter, the kit includes front and rear springs sets. The shocks are mounted to full carbon fibre front and rear shock towers, although the keen-eyed amongst you may notice in the photos that we decided that it would be a good time to fit the optional PR81430106 Front and Rear Shock Stand-off Set. These are easy to fit, a little more robust than the standard set-up and, obviously look great!

Though very many of the parts on the stadium truck are common with the buggy, there are some that are not, most noticeably the front and rear wishbones. Obviously, this being a stadium truck it is designed to be wider and run bigger wheels than the buggy. PR Racing has changed all their chassis to include alloy suspension hangers with plastic, pill-type, inserts for all hangers to adjust front kick-up, rear toe and anti-squat and the amount of differing set-ups that are available are close to limitless so every PR driver should be able to find a suitable set-up regardless of wherever they are running their stadium truck. ➤



An insert system allows easy set-up changes to be made



The PR Racing springs are identified using small pieces of heat shrink



Carbon fibre features on both the front and rear shock towers

THRASH TEST - PR RACING SB401R-T

■ spec: 4wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £389.95

Racer tips

With this class of 4WD stadium truck being so new to the UK, we thought it may be useful to approach a contact we have in the United States, where the class originated and where this chassis first appeared for their input. We contacted Canaan Yingling, PR Racing USA Technical Advisor and Factory Driver, who manages the US team, tests and is their social media manager. Canaan offered the following advice based on his own experience with the SB401R-T and some from US team drivers:

"There actually isn't too many tips for the most part. The SB401R-T just goes together very easy. Some wording in the manual could be better though but that's largely down to translation in English, but I I'm not giving up on it!

Now there is a bunch of options that work with it. Almost all for the PR Racing SB401 Type R works with the stadium truck as well, and the CNC aluminium rear hubs are a great upgrade. They give a longer rear link, which helps with traction on power. And they also have the pin height adjustment.

The slipper is another very useful upgrade for carpet and turf (Astroturf) racers. The 4WD stadium truck feels so much better with it in rather than the diff to me personally, but some people love the centre diff even on carpet."





For high-grip tracks like carpet and dry Astroturf the front anti-roll bar will aid handling



The grey plastics highlight a running change to the material and the latest spec



The PR Racing mouldings are super clean

The differences in other areas sees moulded caster blocks and rear hubs with alloy options available as an option part. As you can see from the photos, the stadium truck comes with the new grey plastics that are included with their other buggies. All the plastics, ball cups, shock rod ends, shock spring retainer, anti-roll bar linkages and those new shock caps are now all moulded in a new, tougher grey plastic which makes this buggy look that little bit different than some of its competitors.

A MARMITE MOULDING

PR Racing had to come up with a new bodyshell and like others in this class, to be polite it is maybe not to everybody's liking, with some other manufacturers designs being even more unusual!

To make it look its best, we sent our shell off to Brendan Nunn of God RC to work his magic with his airbrush to produce the stunning result you see in these pictures. We also used Brendan's other line, Nu Concept when it came to the filling of all three diffs and the shock absorbers, Nu Concept offer a comprehensive range of silicone oils, greases and glues for the racer.

And then there is the wing! Yep you read that right the PRSB401R-T does have a proper rear wing, exactly the same as used on the buggy and mounted in the same position. This is unusual for a stadium truck, as all 2WD stadium trucks ordinarily have a very simplistic wing that is mounted to the rear of the bodyshell.

When it came to choosing tyres for our SB401R-T we went with what can now be

considered to be the standard starting set-up for any stadium truck these days that's being run outdoors on multi-surface but primarily Astroturf. On the front we went for JConcepts Swaggers in their pink Compound, which generally work great on Astroturf tracks, in both wet and dry conditions, and have been showing good longevity. On the rear it's another standard stadium truck tyre, the Schumacher Mini Spike. In the dry we recommend this in yellow compound with silver compound in the wet.

MACLAN GETS US MOVING

6K Racing, as well as being the UK distributors for PR Racing also distribute several other lines throughout the UK and Europe, so it was a no brainer that when it came to the choice of



Rear hub detail showing the roll centre options and captured hinge pin

We went with a shorty LiPo battery from Ludicrous

A mix of JConcepts and Schumacher tyres for our SB401R-T

The alloy shock absorber uses a drilled moulded cap



With the battery removed the moulded spine and lower carbon fibre braces can be seen



The front half of the chassis features plenty of carbon fibre like the steering brace and drag link

THRASH TEST - PR RACING SB401R-T

■ spec: 4wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £389.95

◀ electrics that we discussed what was available with Gareth Hollis and selected products that they recommend and use themselves. The speed controller and motor were sourced from the Maclan Racing brand which though well established in the marketplace have recently raised their profile with the signing of some big names. The Maclan MMax Pro 1:10 competition 160A unit was married to a MRR V2m 6.5T sensored motor. The latter is based on Maclan's successful MRR Team Edition V2 stock class platform so has

a completely redesigned stator and windings, updated end cap, and 12.20mm ultra smooth rotor, the V2m provides much smoother low to mid-range power band. For the steering we selected an SRT BH9022 HV brushless servo that offers 18kg of torque and a speed rating of 0.08 seconds. Completing the electronics package was a Sanwa RX-451 2.4GHz FHSS3 spread spectrum system four-channel receiver that matched our Sanwa Exzes Z transmitter. ■





SPECIFICATION

Model:	PR Racing SB401R-T
Scale:	1:10
Class:	Off Road
Application:	Competition
Format:	Kit
Power:	Electric
Chassis:	Alloy
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear
Shocks:	Alloy threaded bodies/ oil-filled
Bearings/Bushes:	Bearings

TECHNICAL DATA

length	408mm
width	325mm
height	153mm
wheelbase	284-290mm

WHAT WE USED

Electric Kit	
Transmitter:	Sanwa Exzes Z 2.4GHz stick
Receiver:	Sanwa RX-451 2.4GHz FHSS3
Servo:	SRT BH9022 HV Brushless
Speed Controller:	Maclan MMax Pro 1:10 Competition 160A
Motor:	Maclan MRR V2m 6.5T Sensored Competition
Battery:	Ludicrous LiPo 5600mAh 120C 2S shorty

OPTIONAL PARTS

PR66481256	CNC Aluminium Steering Linkage Set
PR68480976	CNC Aluminium 11-Degree Caster Blocks
PR68000090	CNC Aluminium Rear Hubs
PR85430016	CNC Aluminium Wing Button
ILR5030/ILR5031	SB401-R Carbon Fibre Gearbox/Hanger Riser Plate Set
PR77500306	SB401R Slipper Set
PR66402636	CVD (3x78mm)
PR55500010	CNC Aluminium Cooling Fan Mount
PR81430106	Front and Rear Shock Stand-Off Set

VERDICT



no hop-ups initially required
quality parts and ease of assembly



Kit body

RACER RATING: ★★★★★

CONTACT

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Summary

PR Racing has reacted quickly, identifying that there was a new, emerging and exciting class appearing in the US, and that it would not need a great deal of work to their existing SB401 Type R buggy to turn it into a 4WD stadium truck. PR Racing's known quality and ease of build is as evident on this truck as it is on all of their other products, but our only doubt is will the new class catch on? Only time will tell!

OJ TAKES A ONE-TWO

After the disappointment of missing out on a podium at the IFMAR World Championships, Olly Jefferies was quick to put this right with two wins at R4 of the nationals and with it one of the 2019/20 titles

Unfortunately, round three of the 2019/20 BRCA National Championships at Tamworth just before Christmas had to be cancelled due to structural issues with the venue meaning that the series would be reduced to three counting rounds

from five. As a result, the next race weekend of the series would take place at Chesterfield and the first of two visits to a venue that is often referred to as the home of 1:12 racing in the UK. With the World Championships still fresh in racers' minds and the benefit of the track

time they had, it was no surprise that those who did well at Milton Keynes put in strong performances at Chesterfield Auto Racing Society located at Clay Cross. CARS hit their usual high standards laying

a challenging track on perfectly smooth carpet laid without any tape joins to upset the cars.

13.5T AND 17.5T

Saturday would see drivers competing in 13.5T and 17.5T stock



Chesterfield is a mainstay on the 1:12 calendar



classes. Winner of the first two rounds, Olly Jefferies would be looking to complete the trio this weekend. From the start it was clear who was the racer to beat with the aforementioned topping the timesheets on all four rounds of qualifying. Mark Stiles would get the closest to Olly lining up second on the grid from David Spashett and Ollie Payne.

Olly would get a clean start and after a first lap error from Mark Stiles that overturned the car of David Spashett, would complete the race

unchallenged taking his third win and securing the BRCA 13.5T Stock Championship. The early incident mixed up the field and in a fast and controlled drive Louis Parker who qualified fifth brought his car home in second place and a personal best finish in this class. Another great drive from further down the field would see Matthew Varah claim the final step on the podium from seventh on the grid. Congratulations Olly Jefferies on becoming the 2019/20 BRCA F1 13.5T Stock Champion.

The 13.5T class also contains a F2

championship. Current leader Morgan Williams was missing from this event so others were looking to capitalise and it was Steve Donald who would take pole position from David Underwood and Ashley King.

A mistake off the line would drop Steve well down the order and that was all that David needed to head to the front and take the win showing great pace throughout the final. Steve would race back to second place and third would be taken by Kenneth Rogers who raced through the field from ninth on the grid

narrowly beating junior driver Sam Coult into fourth, who in his first LMP national is surely a name we will be seeing more of in the future.

In 17.5T Marcus Askeil was looking to secure the championship after winning the first two rounds. In qualifying he showed the form that he has had all season and lined up on pole, half a lap clear of Mark Jewitt in second place. Niall Cochran would line up third just ahead of Andy Sawyer.

The A final would see Marcus and Mark stretch an early lead



The 17.5T podium and a win for Marcus Askeil from Mark Jewitt and Niall Cochran



Olly Jefferies took the win in 13.5T F1 from Louis Parker and Matthew Varah

RACE REPORT

what: brca national where: chesterfield class: 1:12 on-road

RESULT - 13.5T F1 A FINAL

POS	DRIVER	CHASSIS
1	Oilly Jefferies	Schumacher
2	Louis Parker	Schumacher
3	Matthew Varah	Roche
4	David Spashett	Roche
5	Andy Murray	Schumacher
6	Mark Stiles	Roche
7	Adam Mackman	Schumacher
8	Ollie Payne	Roche
9	Nathanael Goodban	Schumacher
10	Aidan Ripley	Schumacher

RESULT - 13.5T F2 A FINAL

POS	DRIVER	CHASSIS
1	David Underwood	Schumacher
2	Steve Donald	Schumacher
3	Kenneth Rogers	Schumacher
4	Samuel Coult	Schumacher
5	Simon Pole	Schumacher
6	James Eaves	Schumacher
7	Peter Stockton	Schumacher
8	Ashley King	Schumacher
9	Stuart Barber	CRC
10	Tony Wade	Schumacher

RESULT - 17.5T A FINAL

POS	DRIVER	CHASSIS
1	Marcus Askill	Schumacher
2	Mark Jewitt	Schumacher
3	Andy Sawyer	Schumacher
4	Niall Cochran	CRC
5	Gavin Clinch	Destiny
6	Adrian Thorpe	Xray
7	Chris Hudson	Xray
8	Alex Curry	Schumacher
9	Glenn Atterton	Schumacher
10	Peter Winton	Zen-Racing

RESULT - MODIFIED

POS	DRIVER	CHASSIS
1	Oilly Jefferies	Schumacher
2	Andy Murray	Schumacher
3	Adam Catchpole	Capricorn
4	Louis Parker	Schumacher
5	Daniel Robins	Schumacher
6	Mark Rogers	Roche
7	Andy Sawyer	Schumacher
8	George Brewer	Schumacher
9	Jonathan Simblet	Roche
10	Ollie Payne	Roche

RESULT - SPORTS

POS	DRIVER	CHASSIS
1	Mark Stiles	Roche
2	Ben Vincent	Roche
3	David Spashett	Roche
4	Nathanael Goodban	Schumacher
5	Aidan Ripley	Schumacher
6	Mark Jewitt	Schumacher
7	Andrew Smith	CRC
8	Adam Mackman	Schumacher
9	Matt Rice	Team Associated
10	Tim Wood	Roche

over a three-way battle for third between Niall, Andy and Adrian Thorpe. Mark had found some extra pace from qualifying and in the second half of the race closed up on



The cars on track and ready to go again in qualifying

Marcus. Despite having the faster car and trying different lines to find a clean pass, Mark would finish second after Marcus drove clean and defended well to take the win and secure the championship. The battle for third would be won by Andy Sawyer with Niall in fourth. Congratulations Marcus Askill, 2019/20 BRCA 17.5T Stock Champion.

SPORTS AND MODIFIED

Sunday would see the open modified class take to the track and there would be more 13.5T turn blinky racing in the Sports category. In modified Oilly Jefferies would take his second pole position of the weekend from Louis Parker and Andy Murray and Ollie Payne.

But this time Oilly would have difficulty getting his car off the line and unfortunately Louis Parker would catch the back of his car and exit the circuit. Oilly would recover to a commanding victory finishing well clear of the chasing pack. Andy Murray would finish in second and Adam Catchpole completed the podium from fifth on the grid. Louis Parker would recover to fourth place and is surely a driver to watch for the remaining races this season.

In Sports David Spashett lined up on pole looking to secure the sports championship after winning the first two rounds. Qualifying was very close with Mark Stiles leading the times for the first two rounds before David took pole position by a second. Ben Vincent would line up third and

Andrew Smith in fourth.

A clean start would see Mark in hot pursuit of David before an uncharacteristic early mistake would allow Mark to pass and take the lead. Another touch of the barriers would drop David further down the field, and Mark was not going to waste this opportunity and drove a clean race to take the win. Ben would finish in second place and after an exciting battle with Andrew, and David would recover to third place. Third was not enough to secure the championship and we are sure to have some more great racing in the remaining rounds.

The next and penultimate round will take place in Barley Mow in the North of England in February.



In 13.5T F2 David Underwood won from Steve Donald and Kenneth Rogers



Oilly Jefferies won modified from Andy Murray and Adam Catchpole



THE LATEST NEWS AND REVIEWS FROM THE WORLD OF RC RACING...

Xray T4 Aluminium Steering Plate 8mm for Dual Servo Saver

The 8mm steering plate was developed to improve the cornering speed. This steering plate has less steering response and is recommended for large asphalt tracks with long sweepers to improve cornering speed or very technical carpet tracks to eliminate oversteering in the chicanes. The bearings are factory pressed into the steering plate which eliminates play in the assembly.

#302548 Xray Aluminium Steering Plate 8mm for Dual Servo Saver

AVAILABLE FROM: RC Disco

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This Energy Dark Smoke Grey Hoodie Sweatshirt pays tribute to the energy Pro-Line has had for RC since 1982. This dark grey polyester hoodie is just the comfort you need during cold race nights while showing off your love of Pro-Line. Made from anti-static fleece and special moisture-wicking tech, the new Pro-Line hoodie is designed to keep your skin comfortably dry. This new hoodie makes a great gift and features a large stacked Pro-Line Energy logo design on the front chest area. A Pro-Line Logo is emblazoned across the left forearm to finish off the look.

AVAILABLE FROM: CML Distribution

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THRASH TEST - KYOSHO JAVELIN

■ spec: 4wd alloy chassis ■ class: 1:10 off-road competition ■ cost: £351.99

2ND BEST? NO CHANCE

The Javelin is actually the second of Kyosho's Legendary Series re-releases and is super cool with its 4WD chain drive and exposed cage-style body - just two reasons why John Weston had to have one!



■ In 1986, at the heart of the off-road RC boom, Kyosho brought us the Javelin. A magnificently aesthetic pipe-framed version of their 1985 hit; the Optima. Likely to have been a nod to their hugely successful fuel powered 1:8 Land Jump model, the Javelin did away with the polycarbonate body as Kyosho followed suit with other manufacturers and gave us a version of the 1:1 machines that protected the drivers within a welded steel cage. The Javelin was the second in the prestigious and iconic Optima line, but also

the most difficult to find for vintage collectors. With the whole plethora of buggies hitting our shores at the time, one or two weren't particularly taken up by distributors as they tried to determine which would be the top sellers. With the Turbo Optima and it's upgraded chassis just around the corner in the same year, it seems the Javelin was overlooked. Fast forward thirty-plus years though and Kyosho have given us all another chance to own their stunning model and this time it is in plentiful supply. We all love the mien of a vintage

RC buggy and everyone has their favourites, but we think this is the standout of all of the Optima buggies in the looks department. It exudes authority. The Javelin is an RC car though and it cannot just be about the looks. This corker was originally designed for the track and in this thrash test, we build the Javelin from the box and give it a workout at a very suitable location.

SECOND IN LINE

The Javelin is the second 4WD release in Kyosho's ■



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The Javelin box art is faithful to the 1986 original

Classic Kyosho layout with blister packaging showing off the most attractive components

The manual has been updated for the re-release kit

The body panels might be limited but there are lots of decals to apply

◀ Legendary Series after the Optima and with several buggies now in the range, the Japanese manufacturer has stuck to plan to give us a beautifully presented model inside the box. The whole attention to the presentation is noteworthy and adds a real touch of class to their growing collection of iconic models. With some of the key parts displayed in blister packs just like the original releases, it's actually quite difficult to take

the plunge and break it all out! There's no simple way to preserve the blister packs either unless you want to spend time with a scalpel so in the end we just grabbed the Javelin goodies, ripped them open and went for it!

THERE IS GUIDE FOR A REASON

It is definitely best to follow the manual in order

of the steps rather than jumping around because at points along the way you are instructed to open a bag (bags are labelled A to G) and when the contents are exhausted, you'll open the next one. It's a good system and definitely reduces the hunting around of parts. If you're new to Kyosho builds, it's very quick to get into the flow with the plastic parts trees clearly labelled and of course the pretty parts clearly on display in those blister packs. Included in the box are 1.5, 2 and 2.5mm basic hex wrenches, but it is worth investing in a more functional set with replaceable shafts and good hand grips. There are also two different style shock wrench tools and a cross wrench. A Phillips-style screwdriver is needed but only for two screws in the whole kit. At the rear of the manual are some exploded views plus a full parts list along with upgrade parts to mull over.

LET THE BUILD BEGIN

At step one of 42, bag A was opened and the build of one of the most iconic vintage buggies was underway! The first few steps take you through the assembly of the differential and drivetrain. Straight away a big decision needs to be taken – chain or belt drive? The original Javelin was a chain-driven buggy with an optional belt subsequently released as a hop-up. Belts wear less than chains and can handle more power. For the Legendary Series, Kyosho have taken modern brushless motor power into consideration and given owners the choice from the box. For this thrash test build we absolutely had to stick to the original and revolutionary chain drive system with a moderately paced 19-turn brushed motor to be installed. If owners want to take advantage of more powerful motors than our choice then they really should choose the belt because the chain

As the Javelin is a 4WD chassis there are dedicated front and rear gear differentials

The chrome-look spoked wheels, foam inserts and spiked tyres are included

The driver's helmet is fitted to a Lexan cockpit piece



“It looked amazing racing against the same buggies you’d have seen it on track with back in 1986”



will be at risk of stretching, although the tension on the chain can be adjusted if this does happen. In the manual, there are clear instructions on which parts to use based upon your decision and we immediately began to feel just how smoothly the parts assembled together. It was a marvellous history lesson and a real demonstration of how classy the Kyosho brand has always been. The main chain-drive assembly was soon completed and the backbone-style chassis was beginning to take shape as the aluminium motor plates

and rear motor guard were bolted on. The front under-guard fits like a glove as does the chassis support that slots in close to the rear-end. It was a real delight to see every single hole in this build marry up perfectly. The spring-loaded steering servo saver is provided pre-assembled and is bolted to the chassis as part of the steering assembly rather than directly onto the servo itself and then front side plates are put into place. This was another moment to sit back and take stock at just how advanced this design feels for 1986. Next

up from steps 13 through to 16, the slipper clutch is assembled and fitted along with the aluminium shock towers and front and rear arms. A word on the plastic parts, for example the arms, at this point. The plastic really does feel good and gives you confidence that it'll take some abuse before giving way. Front toe and camber along with rear camber are adjustable via tie-rods. Rear toe has three settings via parts inserted into the rear hub carrier assembly. The remaining two pairs of small inserts should be kept in a safe place for ➤

Racer tips

The Sand Super spiked tyres that are supplied with the kit look awesome but you may well need more options. The Javelin wheels are in the original 1.9" diameter so tyre options are somewhat limited. There are plenty of modern 2.2" rim options but if you wish to stick to 1.9" and keep the aesthetics of the Javelin then Kyosho do produce block patterned tyres in a hard compound (OTT244H), medium compound (OTT244M) and in a soft compound (OTT244S). You can also find the Kyosho Optima 1.9" wheel rims sold separately in black (OTH245BK), white (OTH245W), satin chrome (OTH245SC) and yellow (OTH245Y). To finish off the Sand Super tyres we filled the lettering in white using a Pilot Super Colour pen with an extra fine tip. The speed controller is very exposed on the underside of the radio plate and without the usual protection offered by a bodyshell. We recommend a waterproof speed controller is installed into the Javelin if it is to be used outdoors.

The stickers for the driver body and helmet are pre-cut, which is handy, but they take some time to place in the correct positions so that they all marry up. We found we needed to go over both elements with a hairdryer to warm them up enough for us to be able to smooth them all nicely down.

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The chassis begins to come together

Alloy plates are secured to the main chassis rails and gearbox sides

Front-end

A transparent cover ensures nothing gets into the chain

Most of the servo saver unit comes pre-assembled

Here you can see the slipper clutch components

< tuning at the track. Standard rear toe in the instruction guide will give you 2-degrees with the options being one and zero.

DOES IT NEED A DRIVER?

The radio plate which incorporates the roll bar and battery holders bolts atop the backbone chassis. For its size the plate only accommodates the receiver and is mainly taken up by the driver

model. If you weren't to use the driver you'd arguably be called a 'true racer' but this beautiful pipe-framed buggy needs to have the driver in there to complete the ultimate look! This means that the electronic speed controller is mounted with double-sided tape on the underside of the radio plate. Kyosho do provide tape in the kit but we didn't trust it and went for something a bit stronger (license plate tape) due to

The steering arms are made from cast alloy

Just the remainder of the electrics to be installed and the oil-filled shocks fitted

Rear hubs with hexes fitted to the axles, lower shock pick-up balls and pivot locations

The upper chassis offers stiffness as well as a platform for the electrics

The suspension and upper deck fitted to the main chassis

Tools are included to construct and maintain the shocks and other elements of the build

Inside the alloy-bodied, oil-filled shock absorbers

The ride height is set by pre-loading the spring. The red spring collar can be slid up and down the shock body

concerns around gravity. The various wires can all be nicely channelled through the chassis and neatly tucked away. We did find that the steering servo cable got in the way when inserting the battery so we passed that over the top of the radio plate rather than on the underside per the instructions. The steering servo itself has a mount bolted to it and slots into the chassis. We'd at last found something that was quite fiddly but we got there in the end! Towards the end of the main chassis built the 48DP spur gear is fitted into place and the motor installed. The 25-tooth pinion gear is included with the kit and you'll achieve a stock gearing ratio of 9.24:1. Other spurs and pinion options are separately available. There's a lovely quick release cover for the motor gearing with a foam lining to prevent debris getting in. On the other side of the buggy, the slipper is easily adjusted and once again we just have to stop, sit back and love how well this buggy has been presented. The shock barrels are aluminium and you are supplied with a bottle of 100cst/7.5w silicone shock oil. There's a special

tool provided to help ensure you fully tighten the shock cap along with a plastic insert into the supplied wrench to ensure the red anodising doesn't get marked. Adjustable collars allow you to set the spring tension of your choice.

FLEXIBLE BATTERY OPTIONS

The classic plastic wheel rims are finished in a matte silver with a plated silver edging. Foam inserts are included and the very soft yellow compound Sand Super tyres should be glued to the rims. They're bolted on over sturdy aluminium hexes which themselves are screwed into place. The original chassis was designed to accommodate the NiCd stick racing packs but now we have NiMH that use the same spec as well as rounded LiPos in those original dimensions. Some of the rounded

LiPos are longer than the original racing packs though but that won't matter for the Javelin as there is plenty of room for the battery whether it is a rounded or a block-style and it is simply but effectively

held into place using Velcro straps. There are alternative mounts supplied in the kit which will allow fitment of shorty type LiPo batteries as well. So, in a nutshell, there should be no concerns around battery options for the Kyosho Javelin.

PAINT FREE MAIN BODY

With the wheels on and the buggy bench-tested to ensure the electrics and drivetrain was doing what it was all meant to be doing, we needed to finish matters off with the body and the driver. For those that don't like the prospect

We used a Core-RC 9016MG servo for the steering



With the Absima Thrust B-Spec 19T brushed motor installed



Side on of the motor plate showing the pinion, spur and layshaft gears

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The steering servo is positioned above the channel where the chain (or belt) sits



The front shock absorbers actually pivot off the caster block



A tiny FlySky 2.4GHz receiver was used and sits on the upper deck



The speed control is positioned upside down on the upper chassis plate



Kyosho-branded Velcro straps secure the battery in place



Here you can see the shaped moulding that allows access to the slipper clutch nut

of painting polycarbonate bodies, the Javelin is a dream. There are main and rear cages which are quickly and simply bolted together. The main cage fits to the chassis using body clips so is easily removed if necessary but you can get to everything you would normally need to whilst the body is on and that is extremely handy if you're racing or using this buggy just recreationally for fun.

The driver figure will need to be painted though on the inside in just the one colour and there are stickers which cover the cockpit area for you, should you not wish to try and paint it all yourself. You even have a black helmet visor if you don't want to paint the driver's face. The original driver figure was one-piece polycarbonate moulding but this one comes with a plastic head. This,

again, can be left in white plastic or quickly spray painted. We chose to paint the head in silver and the body in yellow. Once all of the stickers are on, this effectively gives you a driver in a yellow racing suit. To finish off the look, there are some more pre-cut stickers provided for the main cage and the wing with plenty of additional stickers should you not wish to copy the box art design. ■

On Test

The timing couldn't have been better for the Javelin's field test. In mid-January, vintage racing fans are blessed with the Iconic RC and Dudley Radio Car Club Brett Davis Vintage Grand Prix. The indoor off-road event on the west side of Birmingham honours fellow racer and vintage enthusiast, Brett, who we lost in 2016. The Javelin falls into the Iconic RC class of 4WD 1977-86 which basically means 1:10 electric buggies released during those years plus their re-released versions. We asked Steve Brunt from the Isle of Wight to race the Javelin at the event for a heat and give us some feedback. Steve is a regular vintage racer with many events under his belt and he jumped at the chance to put the Javelin around the busy Dudley track at the Coseley School Sports Centre. We gave Steve the Javelin in completely stock set-up per the instruction guide and that's how he kept it for its full competition workout. The surface at Dudley is Primafelt and they have an open tyre rule for vintage racing. The Javelin tyres are spiked and very soft rubber, classed as a yellow compound, and they caused Steve some oversteer and would be much better suited to AstroTurf tracks. We knew in advance that they'd be a bit of a challenge for Steve, but nowhere near as much of a problem as we'd anticipated!

There are many features on the Brett Davis track which give the vintage buggies a proper workout, including a few jumps and their popular 'carousel' and it isn't for the faint-hearted racer with a notorious huge vertical wall to negotiate too. The Javelin was more than at home on the tough layout and in Steve's hands. It looked amazing racing against the same buggies you'd have seen it on track with back in 1986 and a reminder that this model was pretty rare back then in the UK as well. Steve is used to handling the Optima chassis and was surprised out how good the Javelin was in pure stock form. The shocks worked really well and all in all the buggy handled the classic Dudley indoor track with ease. This really is a special buggy with plenty of tuneability for it to nail indoor and outdoor tracks. One small point to mention is a knock with another buggy pushed the battery through so it's worth tightening those Velcro fasteners as much as possible. We're pleased we assembled the buggy well for Steve and the smile on his face at the end of the heat said it all.

SPECIFICATION

Model:	Kyosho Javelin
Scale:	1:10
Class:	Off-road
Application:	Competition
Format:	Kit
Power:	Electric
Chassis:	Aluminium
Drivetrain:	4WD
Transmission:	Gear
Differentials:	Gear-type
Shocks:	Aluminium/oil-filled
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length	403mm
Width	240mm
Height	130mm
Wheelbase	260mm
Front track	240mm
Rear track	240mm
Weight	1700g

WHAT WE USED

Electric Kit	
Transmitter:	Flysky Noble NB4 2.4GHz steering wheel
Receiver:	Flysky FG4S 2.4GHz
Servo:	Core-RC 9016MG
Speed Controller:	Hobbywing Quicrun 1060
Motor:	Absima Thrust B-Spec 19T
Battery:	Brainergy 4000mAh 45C 2S LiPo

OPTIONAL PARTS

OTW101	Kyosho Ball Differential for Belt Drive
OTW102	Kyosho Stabilizer
OTW103	Kyosho Carbon Rear Plate
OTW104	Kyosho CNC Motor Plate Gun Metal
OTW105	Kyosho Carbon Front Side Plate
OTW106	Kyosho Carbon Front Suspension Plate
OTW107	Kyosho Carbon Front Shock Stay
OTW108	Kyosho Carbon Works Front Shock Stay
OTW109	Kyosho Carbon Rear Shock Stay
OTW110	Kyosho Carbon Radio Plate
OTW111	Kyosho Hard Main Chassis
OTW112	Kyosho Hard Front Support
OT213G	Kyosho Gold Under-Guard
OT214G	Kyosho Gold Front Side Plates
OT215G	Kyosho Gold Rear Side Plates
OT216G	Kyosho Gold Motor Guard
OY217G	Kyosho Gold Front and Rear Stays
OT218G	Kyosho Gold Front Suspension Plates
OT219G	Kyosho Gold Main Chassis Rails
OTW134	Kyosho Gold Plate Conversion Set

VERDICT



Cool looks
Build quality



Fiddly steering servo assembly

RACER RATING: ★★★★★

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www.rc.kyosho.com

The distinctive bright orange-coloured cage mouldings

The cage is made up of multiple pieces bolted together

Alloy plates add further strength and protection

Summary

The Javelin is a wonderful buggy and we're so pleased that Kyosho decided to bring it back to us. The Optima chassis is a magnificent design and for Kyosho to have worked that into the Javelin model gives us a piece of radio controlled art. For the price, you should expect good build quality and the best materials, but that doesn't always happen. With Kyosho though, you should expect your money's worth and the Javelin is no exception. It was a complete pleasure to build and the end result is one of the most stunning 4WD buggies we've ever been graced with. To top all of that, it is an absolute blast around the track, it is tough for a vintage buggy and it is backed up with a full parts supply. There are plenty of hop-up options for this model and the opportunity to change the look with the cage and wing available in an assortment of colours whilst the aluminium parts can be purchased in a golden finish. This is an easy choice for those wishing to venture into vintage racing. The only difficult part is having the courage to break into that wonderfully presented box. We greatly admire Kyosho's Legendary Series buggies, we think they've hit the nail on the head with their re-release strategy and we eagerly look forward to further releases from the Japanese manufacturer.

TWO BECOME ONE

What happens when you combine a Tamiya Dynahead with a Mercedes Unimog? A Dynamog of course! Jerry Ibbotson takes the long-term test Dynahead and gives it a new life with an updated body and some suitable accessories

A few months ago I built the Tamiya G6-01TR Dynahead 6x6 (Racer August 2019), an evolution of the six-wheeler chassis that had previously appeared as the Kong Head muscle truck and the King Yellow school-bus. The Dynahead comes with portal axles that give it extra ride height and better off-road ability, and when you combine that with locked diffs (using little blobs of putty) you have a machine that has the potential to be a great crawler.

The one thing that stuck out was the bodyshell. This is a 1:14 interpretation of a trials truck, but with the wide wheels and tyres jutting out all from the skinny shell, it looks more like something from a sci-fi movie. That's not a bad thing and I did consider going for a Gerry Anderson "Space 1999" look (ask your dad) to

embrace the moon-buggy look. At the back of my mind though, was an idea – that with a few tweaks I could turn it into something closer to reality and possibly even more useable as a scaler. So began a process of gentle modification that is still ongoing.

CHOOSING A SHELL

The first question was: what kind of shell to go for? It had to be 1:10-scale, to fit in with other crawlers out on the trails. Therefore, it had to be something that would suit the stunted (for a 1:10) 6x6 layout. Something slightly industrial perhaps? Agricultural even?

Step forward the Unimog. Mercedes-Benz Special Truck's legendary off-road work horse is already a favourite in the RC world and for good reason. It has iconic looks and a no-nonsense quality to it – in a similar vein to the Land Rover Defender. Search Unimog on the internet and you can see an apparently endless number of variations on the platform, from log-carrying to firefighting. This would be great for my project





and it meant I could call the new machine the Dynamog, obviously...

CC-01 BODIES

Tamiya offers two variants of the Unimog shell, both of them for their CC-01 chassis. I found one of the older versions, notable by the more rounded front end online and snapped it up. Then came the choice of colours. It had to be something realistic and slightly retro, in keeping with the overall look. This was another easy choice – Tamiya PS-54 Cobalt Green. There are plenty of 1:1 Unimogs in this colour and it also covered one of Tamiya's earlier RC models – the Porsche 911. It has a certain soft quality to it (it's not metallic) that I really like.

I picked up a can, along with some black to cover areas like the front arches and rear load area. At the same time, I ordered some rock crawler decals from Screen Print Digital, who offer a huge range of stickers for all sorts of projects. I didn't intend to plaster the

Dynamog but a few choice stickers would really help lift it.

Next came the choice of wheels and tyres. These would have to be scale-looking, in keeping with the no-frills, European-style of the truck, so no American hillbilly monsters here. I'd previously used some Fastrax 1.9 wheels with pre-mounted tyres on my ECX Barrage and they were great. They are available in different colours and the Sawblock tyres offer decent grip, plus they are relatively cheap – important when you are buying six! I went for black rims and nabbed three pairs.

THE WORK BEGINS

The first stage of actual work began by trimming the shell and checking its placement on the chassis, before marking it up and reaming the body post holes. With scale stuff (as opposed to racing machinery) I now tend to trim first and paint later as I can make sure everything fits properly.

I painted the main colour first applying several thin layers. This type of paint can run easily so I had to be careful; it really is a matter of patience and walking away from the bodysell so that each coat can dry, before coming back for the next layer. Once it was done I went for the black, using this to back the green. I knew this would darken the overall colour but that was fine and it gave



We fitted a set of Fastrax shocks all round



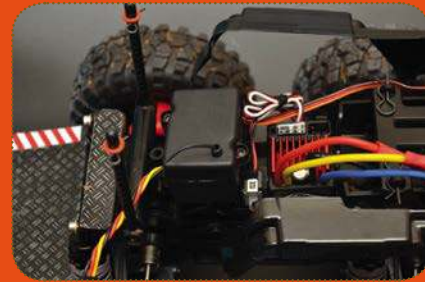
A Tamiya sump-guard was bolted on



The Unimog side panels were put to good use



It's a neat and tidy chassis



A waterproof receiver case was installed



A diamond-plate platform covers the rear bumper

RACER GUIDE

What: Tamiya Dynamog conversion

A fuel can and number plate add detail



the shell a solid backing. I then sprayed some Tamiya Smoke over the windows for added effect.

The wheels went on the chassis and the body was dropped into place to get an idea of the overall look, which was great. I broke out the stickers using the ones supplied with the Unimog shell and my extras. I also threw on some number plates inherited from a past crawler. The shell also comes with some plastic bits – mirrors, grille et

cetera – and these went on also.

The chassis itself also received some treatment. The Tamiya body comes with two side panels that are designed to fix to the inside of the main shell and give the impression of the large fuel tank and other components that are visible on the full-size Unimog. I sprayed these black and screwed them directly to the Dynamog chassis using spare holes at either side. They obscure some of the

mechanical bits and stop them from being visible daylight if the truck is viewed from low down (my favourite angle for photos).

ADDED CARRYING CAPACITY

At the back of the original Dynahead chassis is a kind of rear bumper. I say "kind of" because it is a strange thing, looking like a duck's bill. I think it's from another Tamiya car originally (the



The Fastrax oil-filled shock absorbers feature threaded bodies



The Unimog shell is incredibly detailed

Dynahead uses lots of single parts from entire sprue sections) but I can't quite place it – TA-02 possibly? I decided to leave this in place to offer some protection but it needed some decoration. Some Plasticard sheet came in handy – textured to look like diamond plate. I stuck some of this to a piece of thicker, plain sheet and painted it; silver first then black. A piece of wet and dry paper was gently rubbed over the raised surface to take away some of that topcoat, to reveal “bare metal” underneath.

You may notice differences between some of the images of the Dynamog because I keep adding to it. working lights (again, from Fastrax) have gone in, complete with protective grilles at the front. The rear lights use rectangular housings I had left over from another project but which can be bought really cheaply. I fixed the front lights and the wiring in place with Shoe Goo adhesive. There's also a Tamiya metal front sump guard, which was quite a rare thing to find. This was probably one of the single most expensive items, but I wanted to protect the front of the chassis from damage.

NOT SHOCKING, STILL UPGRADED

The kit friction shocks actually did a fairly decent job of keeping the wheels on the ground but I still felt the urge to change them. The chassis doesn't have a vast amount of suspension travel, as the machine tends to rise up and over things

like a tank, so the shocks are small for this kind of vehicle. I bought six 75mm threaded, metal-bodied shocks from Fastrax and, by using some bits from the kit dampers, got them to fit. I did need to Dremel away a little bit of chassis for the middle pair to mount properly but apart from that it was a simple job.

What else? A few scale looking items from my random bits box have gone on, plus a fuel can at the back. And I've just added an exhaust stack that I made from a felt tip pen body, coupled

with a motorcycle end-can left over from a 1:12-scale model kit build, all suitably painted and weathered. I'm also toying with putting some seats in, using Killer Bodies racing seats and a base made from a takeaway food container!

How does it perform? Actually, better than some “proper” crawlers. It has a low and central centre of gravity and is reluctant to tip over. The “puttified” diffs have started to slip a little but that doesn't translate to a loss of traction because of the nature of the drive system – there



The completed truck looks great in this colour and benefits from some selective scale additions



are five other wheels to take up the slack. It's been through water, over rocks, across sand, through grass and even traversed ditches. It behaves like a military vehicle, pulling itself up and over rather than relying on supernatural levels of suspension travel. One thing I added after a run out was a waterproof receiver case, which was a worthwhile investment for a couple of quid!

It's also a keeper. With so much of my own time and thought put into this, I really don't want to let it go. I'm normally not sentimental about passing on RC cars but this one is too precious to me and I'm sure I haven't finished working in it yet. I'd like to add more lights and maybe a winch, plus possibly a canvas cover for the rear load area and some side detailing. But above all, it's a working truck – just like the real thing. It may not be the best-looking thing or be 100 per cent scale and realistic, but all hail the Dynamog! ■



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THE NEXT ISSUE OF
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COMING UP

ON SALE: 2 APRIL 2020



SERPENT SPYDER SRX-2 GEN3 - designed by Billy Easton and developed by team drivers around the world, Serpent's new Spyder SRX-2 Gen3 not only looks different to its predecessor, but has proven itself on track by being faster too. It's around 85 per cent new so what better than a detailed kit review as we dissect all the features of the latest Spyder.



SPEKTRUM XBC100 SMART BATTERY CHECKER AND SERVO DRIVER - as we know keeping an eye on the status of your LiPo is vital for performance and safety. Also, it's great to be able to test a servo and centralise the output before installation in a chassis build. With Spektrum's new XBC100 Smart Battery Checker and Servo Driver tool, it covers all of this and more as Ian Peckett found out.

OLLY JEFFERIES DIARY - the performance at the IFMAR 1:12 World Championships, ending the BRCA 1:12 Nationals strongly, the imminent change of focus to TC and the pressure of being the modified class defending champ. Ollie covers lots of talking points in next month's diary piece.



Also in the May 2020 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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ESSEX CARPET CLASH

Hornchurch/22 December 2019/1:10 off-road/Open

ROUND THREE SEES TQS AND THE WINS FOR STAFFORD AND FLETCHER

Round three of the ever-popular winter series at Essex Carpet Clash in the south East of the UK took place just before the festive activities with another fully booked entry list. There was a high standard of drivers in attention racing for the last time before Christmas, and this made for some close racing throughout the day.

The track was fast and flowing with many enjoying what had been laid out for the day ahead. Round-by-round qualifying saw drivers battle it out to take the best score they could to line up for their final. The racing was close! And this showed by a lot of positions being decided by count back scoring.

QUALIFYING

In 4WD Mark Lewis started strong by taking the first two rounds of qualifying, only for Billy Fletcher (who hadn't raced a buggy for a couple of years) to take the remaining TQ rounds and line up on pole position for the finals as Mark lost out on count back. Lee Hedges had put in some top round scores and would line up third on the grid.

The popular 2WD class saw a number of drivers mix it up through qualifying, but it was really only between two to take the top spot. Most of the positions in the A final were equal on points, only to be decided on their best run time. Top honours went to Ellis Stafford followed by Kyle Moon both with two TQ rounds

and two second places finishes each. Will Venables would line up ahead of Nathan Ralls again decided by the count back scoring system.

4WD FINALS

Billy Fletcher drove to an easy leg one win, having nearly lapped the whole field, looking like this was going to be an easy overall win for him.

Leg two would see Billy break from the pack after just a lap, but making a mistake over a jump would drop him down the order allowing Mark and Lee to head the race. Billy caught back up and challenged for position only to roll and end up on his lid again. John Painter also climbed up the order and led for a few laps before rolling it and getting stuck on the markings,

allowing Mark to lead once again, and cross the finish line in first.

The third leg and Billy drove away from the pack with Mark dropping back but still within reach if the leader was to make a mistake. Sadly for Mark this didn't happen and Billy took the leg and the overall win for the day. Mark finished second overall, with John having had decent runs completing the podium in third overall. Lee missed the podium based on count back scoring.

2WD FINALS

There was some great racing in 2WD. Pole man Ellis Stafford was able to capitalise on being on the #1 spot but wasn't made easy as a chasing Kyle Moon was on his tail for the





Steve Biscoe shows off his loyalty to Absima



Ed Kerry with his Absima-powered Xray



Family fun at round three



Some drivers got in to the Christmas spirit



The Nemo Racing pit area



Jimmy Whitehall and Richard Gasson



Ellis Stafford took the 2WD win from Kyle Moon and Nathan Ralls



In 4WD Billy Fletcher won from Mark Lewis and John Painter

whole race apart from the last lap, where he got caught up on the track, gifting second place to a closely following Will Venables.

Leg two would see an easy run for Ellis as both Will and Kyle Moon

made mistakes early in the run, only giving themselves work to do. Ellis drove his race to the end taking the leg and the overall win for the day. Nathan Ralls and Ross Nicholson finished second and third in this leg.

Ellis was looking to make it a clean sweep for the finals, but with a small error he gave Kyle the lead. Ellis fought back to try and regain the lead, but with a tidy run from Kyle kept the pole man at bay,

finishing less than a second in front of him. Ed Kerry had a clean run and finished third in this leg, but Nathan, who had been up in the mix in all three finals, finishing in fourth would complete the podium.

SCHUMACHER WINTER SERIES

Louth/12 January 2020/On-road/Open

The fourth round of the 2019/20 Schumacher Winter Series presented by the Louth Radio Control Car Club took place over the past weekend. In Touring 13.5T Mitch Fiddling would set the initial pace in the early rounds before a fatal car incident would end his day. Chris Lovely would pick up the mantle and take the further three rounds of qualifying with his Xray T4'20. Lisa Keen would find the pace with her Serpent and Alex Brocklebank would fit his Schumacher Mi7 into third. Joseph Cocking, debuting his new Yokomo BD10 would sit in fourth, ahead of Callum Chapman with his mid-motor converted Xray. Jay Kay

would show consistency with his Yokomo whilst Andrew Twigger would debut well with his Xray making the A final.

In the single A final, Chris would lead them away and a melee at the first corner would allow him to extend his gap and enjoy a tone-to-tone victory. The fight for the podium was fierce throughout the entire five minutes. Callum Chapman would work his way through the pack and hold onto second for the majority of the race, but was hunted down by the experienced Alex Brocklebank with his Schumacher. Lisa would have a recovery drive after earlier mistakes, with Joseph Cocking

suffer tyre damage and coming home fifth. Jay Kay and Andrew Twigger would remain in their starting positions finishing sixth and seventh

In the 17.5T Open class it was returning driver Tom Hardy who would set the early pace with his Schumacher. Harvey Greenfield had TQ runs but the tie-break fell in Tom's favour. Peter Covell has strong runs to settle into third, Martin Lawson would swap to 17.5T for this round and would have a solid showing with his Serpent. Chris Chapman and Richard Howells would take fifth and sixth respectively with their Xrays and there was a first A final for Ian Taylor, who was debuting his Schumacher

Mi7.

The start was busy from the off. Harvey would be able to get a move done on the first corner of which Peter would be able to move through as Tom would slip back into third. There was plenty of bumping for positions in the lower end of the field. At the front Harvey would push hard to create a gap and that would be his undoing as a small mistake would end his race. Peter would take the lead and have issues lapping the field. Tom would have a strong recovery drive and putting the pressure on Peter would make a mistake. Martin Lawson would take advantage and hold second

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place to the flag behind Peter.

Tom would hold third just holding off Richard Howells, in front of Chris Chapman. Ian Taylor would round out the finishers of the final.

The Tamiya Euro Truck class saw a depleted class for this round, but none the less there was some great track action. With everything near to kit, it keeps these cars simple and easy for the drivers. Callum Chapman would continue with his dominant form he has shown all season long to take the top qualifier spot. Richard Howells would be his closest competitor holding second place, whilst Simon Babb would have a strong showing to third, and Matt Duffield would round out the low number of entries in this class.

The final was a simple affair; a clean start from all the drivers and things would remain throughout the race. Each driver would be separated

by a lap, meaning a comfortable race for each driver. The race would finish the same order as it started.

The MTC/GT12 is a new class for this season. Due to the fluctuations in numbers these two classes have raced side-by-side, but this meeting would allow both to have a heat to themselves. GT12 was business as usual as Chris Whiteside has been the dominant force all season long, but competition last time out was a setback for him. He would return to the dominant form to take the spot, Craig Illingworth would push him hard but would settle for second and Paul Vincent would round out the GT12 runners.

In the MTC/Tamiya class a few additional entries would shake up the class. Lisa Keen set the initial pace with her Xpress chassis, Simon Babb would show strong with his 2WD Tamiya. Lee Ward has lead the

way all season long, would encounter problems this time out and bring home third, John Yarnell would also encounter issues on his debut run with Xpress.

The final would see both classes come together. Chris Whiteside would lead away, but he pushed hard by Lisa and her MTC Xpress. The race was close to its conclusion and one mistake was Lisa's undoing as she pushed for victory. In the end she would settle for second behind Chris. Craig would have lonely race to third, he would be within reach of the leaders but never close enough for challenge. Lee Ward would recover with his Xpress MTC to fourth, Paul would push him hard with his GT12 but not have enough for a pass. Simon would show well with his Tamiya chassis but not have the pace to fight the faster cars in the final. John would sadly not make the final.

RESULT - 13.5T TOURING CAR A FINAL

POS	DRIVER	CHASSIS
1	Chris Lovely	Xray
2	Alex Brocklebank	Schumacher
3	Callum Chapman	Xray
4	Lisa Keen	Serpent
5	Joseph Cocking	Yokomo
6	Jay Kay	Yokomo
7	Andrew Twigger	Xray

RESULT - 17.5T OPEN A FINAL

POS	DRIVER	CHASSIS
1	Peter Covell	Xray
2	Martin Lawson	Serpent
3	Tom Hardy	Schumacher
4	Richard Howells	Xray
5	Chris Chapman	Xray
6	Ian Taylor	Schumacher
7	Harvey Greenfield	Xray

RESULT - TAMIYA EURO TRUCK A FINAL

POS	DRIVER
1	Callum Chapman
2	Richard Howells
3	Simon Babb
4	Matt Duffield

RESULT - GT12 A FINAL

POS	DRIVER	CHASSIS
1	Chris Whiteside	Schumacher
2	Craig Illingworth	Schumacher
3	Paul Vincent	Schumacher

RESULT - MTC/TAMIYA FINAL

POS	DRIVER	CHASSIS
1	Lisa Keen	Xpress
2	Lee Ward	Xpress
3	Simon Babb	Tamiya



Chris won 13.5T TC from Alex and Callum



The top three in 17.5T TC was Peter, Martin and Tom



The GT12 class went to Chris from Craig and Paul



Lisa Keen took the MTC win from Lee Ward and Simon Babb



In trucks Callum won from Richard and Simon

SHEFFIELD RC RACING

Report Stephen Baggle
Photography Hugh Sawyer

Killamarsh Sports Centre/15 December 2019/1:10 On-Road/Open

11 TEAMS TAKE ON THE FIVE-HOUR GT5 TEAM ENDURANCE

In the run up to winter, a new event appeared that catch the attention of a variety of RC racers. The Sheffield RC Racing club announced they would be holding a special endurance event as their Christmas feature race. The GT5 Team Endurance would be a true test of teamwork and racing abilities over a very long five-hour non-stop race. The race would be for 190mm four-wheel drive touring cars from a restricted list of Tamiya tub chassis

models. Getting the entry-level Tamiya models to last five hours would be a big challenge alone, but as the event got promoted more top racers and teams started adding to the competition. The finishing touch to the event was the strict bodysell rules to make sure all entries were running a detailed looking GTs that represented full-size endurance race cars from the past decade. A full grid of cars were secured that included a range of racers from junior beginners

to multiple national champions. Everything was set for an epic event!

THE CALM BEFORE THE STORM

With so much effort going into the bodysells before the event, a concours competition was inevitable. All 11 cars looked amazing as they were lined up on the track to be judged by the management of the Killamarsh Leisure Centre. After much poking around they short-listed

Team SRC's Mustang, MaccyDee's AMG Mercedes and P2P Racings Scirocco. It was P2P Racing who took the overall honours, and most of the teams agreed. The team had done a masterful job painting the body in multiple colours with detailing to represent the F1 Point 2 Point Racing livery scheme. It was almost a shame such a great shell would soon be sacrificed to the hungry RC racing gods.

After concours was completed

the teams made their way to scrutineering where the cars went through some pre-race checks. Each team had to run a handout 21T brushed motor for the event, and they were only allowed a maximum of three motors throughout the five-hour race. Each motor was identified and assigned to the team. The cars chassis was also given a ID number to prevent teams from swapping to another car during the race. Final checks included ride height and safety functions on the electronics. These checks would be repeated during the race in a mandatory pit stop and then again at the end. The teams then gathered on the track for a driver briefing to go over the racing rules and pit safety. This also included a random draw for starting grid positions. The wait was over, nerves were high as everyone prepared for the long five hours ahead.

THE LIGHTS GO GREEN

Just after 10:00 the endurance started behind a safety car that was controlled by the Sheffield RC club. The flashing silver-shelled TC car really set the race off in high spirits. All the teams were meant to be following in their starting order, then the safety car would lead them to the straight where they would then start racing. The feature start looked great, but didn't go quite to plan as an "unnamed" team somehow managed to fall out of position. Instead of holding that new position they then attempted to catch up to their original one. This resulted in some confusion and a few bumps that caused a reaction among the marshalling team mates. No damage was done though, and all teams started the mammoth task of surviving five hours of tough Tamiya racing.

It was MaccyDees AMG Motorsport setting a blistering pace at the start of the race, and they were the only team to go for a TA-05 chassis. Most teams had opted for the newer TT-01 and TT-02 models, the favourite

being the latest TT-02 Type S chassis. The older TA-05 car with the SLS body was flying though, leaving Team Rubbins Racing and INITTOWINIT to battle over second place. In the GT5-AM class, Hobby Circuit were mixing it with the GT5-Pro teams as they led the AM class. The rest of the AM runners were very close with positions changing at every pit stop.

It was all change after the first hour as MaccyDee's had a major suspension breakage. It was a risk to run the older chassis that featured additional hop-ups to the later TT-01 chassis, that risk now appearing to hinder the team as they tried to find replacement parts that would fit. Rubbins Racing had a minor wheel problem and INITTOWINIT were forced to make a motor change. This left Team's Blazing Rotors and Crash and Burn to fight for the overall lead. Hobby Circuit continued to lead the GT5-AM class but by now everyone was finding it hard to keep their cars in one piece, it was going to be a very long race.

ONLY 2.5 HOURS LEFT

After the first few hours, teams were being called to scrutineering for their mandatory checks. During this time it was the race track's turn to feel the strain of the long race as a section of carpet came loose causing cars to get stuck. It forced out the safety car as the track team set about repairing the damage. As most of the teams slowed down behind the flashing pace setter, three teams failed to do so and "accidentally" raced past it causing more commotion among the marshals. Blazing Rotors, INITTOWINIT and Rubbins Racing were quickly given penalties for their reckless racing. Each received ten-second stop-go penalties after the track had been repaired.

At the midway stage of the race both Blazing Rotors and Crash and Burn had started to encounter problems allowing Rubbins Racing to catch back up and make it a three way fight for the lead. All three teams were see-sawing with pace as different drivers took over

MEET THE TEAMS

The organisers decided to split the teams into two classes like a real endurance event, and these were GT5-Pro and GT5-AM. The only difference between the two classes were the ability levels of the racers as the AM teams all featured a junior or rookie racer.

Team: Team Rubbins Racing

Class: GT5-Pro

Drivers: David Underwood (captain), Steve Baggeley, Archie Underwood and Kevin Creaser

Overview: Dave Underwood's team had a lot of experience under their belts with a few endurance titles to their name.

Team: INITTOWINIT

Class: GT5-Pro

Drivers: Dave Sedgwick (captain), Charlie Gill and Gabe Henson

Overview: Dave Sedgwick's team was small in team drivers but big in local firepower.

Team: Team Crash and Burn

Class: GT5-Pro

Drivers: Lance Walker (captain), Michael Redshaw, Colin Jackson and Paul Smith

Overview: Captain Lance Walker is pretty much a Jedi master with Tamiya cars and endurance racing. Along with some strong iconic racers, his team also included a National champion.

Team: MaccyDee's AMG Motorsport

Class: GT5-Pro

Drivers: John Fitzpatrick (captain), James Greener, David Hough and Mikey Mansell

Overview: John Fitzpatrick's team was another team with Endurance experience and a National Champion on board.

Team: Blazing Rotors

Class: GT5-Pro

Drivers: Greg Allen (captain), Ricky Lee and Jay Kay

Overview: Gregg Allen had a strong team of top local TC racing racers backing him up.

Team: Team SRC (#17)

Class: GT5-AM

Drivers: Chris Ratcliffe (captain), Ebony Taylor, Peter Gill and Peter Ellis

Overview: The host team looked good in testing and were working well as a group. Captain Chris Ratcliffe was confident they would make the club proud over the long five-hour race.

Team: Team Royston (#36)

Class: GT5-AM

Drivers: Michael Royston (captain), George Royston, Denis Royston and Steven Bond

Overview: Michael Royston's team were also looking fast in testing with both drivers and car.

Team: Top Banana (#33)

Class: GT5-AM

Drivers: Tom Berry (captain), James Pitchford and John Yarnell

Overview: Top Banana captain Tom Berry is a local club champion hoping for more silverware.

Team: Wombwell Truckers (#69)

Class: GT5-AM

Drivers: Keith Hardiman (captain), Mike Mansell, Steve Putt and Martyn Peachey

Overview: Keith Hardiman had a team of Tamiya specialists who also have some endurance titles to their credit.

Team: P2P Racing (#22)

Class: GT5-AM

Drivers: Hugh Sawyer (captain), Matt Hollaway and Paul Goldsmith

Overview: Hugh Sawyers P2P Racing team are an iconic bunch with good Tamiya racing knowledge.

Team: Hobby Circuit (#44)

Class: GT5-AM

Drivers: Stuart Evans (captain), Carter Evans, Chris Parrott and Lee Mosley

Overview: Stuart Even's Hobby Circuit team have another good line up of iconic racers who have great experience racing Tamiya cars.

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the controls. In the AM class, Hobby Circuit ran out of their luck as a failed motor dropped them down into a very close group of GT5-AM teams. The class lead was changing every 15 minutes during the middle of the race. The teams were having to hunt for missing driveshafts, replace destroyed tyres and even change out faulty electrics. There wasn't a team in the pits getting away with a problem-free race, but everyone was still moving and having fun.

STILL RACING TO THE FLAG

In the final hour of the race, Blazing Rotors were looking in control with a 40 lap lead. Rubbins Racing were in second but had lost laps after a motor failure, with a new motor fitted they were now flying. MaccyDees AMG were also back on form and chasing down the leaders. The win was still all to play for. Team SRC had now started to control the lead of the AM class after they got to



The GT5-AM winners consisted of Chris Ratcliffe (captain), Ebony Taylor, Peter Gill and Peter Ellis

the bottom of a driveshaft issue. The fast Hobby Circuit team were closing in though, it was going to be tight if they both ran problem free to the end. In the last 15 minutes all three of the overall leaders battled minor issues. Rubbins Racing dropped further back from Blazing Rotors and had to defend hard to not lose their second place to MaccyDees AMG. They managed to stay ahead by four laps, but it was Blazing Rotors day to shine as they completed an impressive 119 laps to become GT5 2019 winners.

The GT5-AM battle was much closer as Hobby Circuit pushed hard to chase down Team SRC, but time went faster than they could race, leaving the local team to take the class win by just nine laps!

Overall Winners

Team Blazing Rotors

GT5-AM Class Winners

Team Sheffield RC Racing

Bodysheil Concourse Winners

P2P Racing



Team Blazing Rotors won GT5-Pro and were made up of Greg Allen (captain), Ricky Lee and Jay Kay

The event was a massive success with all 11 cars making it to the finish after such a difficult challenge. The pit atmosphere was amazing, the cars looked fantastic and the racing was respectful. Sheffield RC Racing track only suffered one small problem during the whole five hours and the clubs team were faultless the whole meeting. It was a very memorable race for all that entered, one that will surely be run again in the future.

ESSEX CARPET CLASH

Hornchurch/12 January 2020/1:10 off-road/Open

VICTORY FOR MOON AND BROWN AT R4 OF ESSEX CARPET CLASH

The Essex Carpet Clash team had a slight change from past meetings for round four of their championship, running in the opposite direction (anti-clockwise) compared to all previous rounds. Also greeting the drivers, was a slippery corner section and a small double, which caught a lot of drivers out, but also where you could turn a quick lap if done right.

QUALIFYING

In 4WD it was Stephen Brown that showed he was in control and took all rounds of qualifying, naturally lining up on pole for the finals. Mark Lewis was hot on Stephen's tail and lined up second for the finals, after a few close battles with John Painter

who would line up third.

In 2WD it was another competitive day at the top with a number of drivers all putting in top round scores. William Venables however, had other ideas by TQ'ing the first three rounds confirming pole position for the finals. Second on the grid was Kyle Moon being consistently at the top of the score sheets also. Ed Kerry had a good day and lined up third in front of Ellis Stafford who were on the same points.

4WD FINALS

The finals continued the same as qualifying for Stephen Brown and he was able to drive off taking leg one. Mark Lewis sat comfortably in

second while Jody Howard took the third spot.

The second leg would see Stephen lead from start to end again and with that, take the meeting win. Jody and Mark battled it out, with small errors being the deciding factor on position which worked in Jody's favour.

Having already won the meeting, the third leg was to find out how the podium would finish. Mark would lead the final with a chasing Jody closely behind. It was only due to a roll from Mark that Jody gained the lead, only for the latter to return the position by landing poorly after the kicker allowing Mark to creep through on the inside. Stephen who had slowly made his way through

the field had now closed up on the leaders. A couple of errors from both Jody and Mark gifted the lead position back to Stephen ensuring he had the perfect day!

2WD FINALS

The 2WD finals were always going to be close seeing this at previous meetings and today was no different. All drivers made small mistakes, trying to get the kicker and the small double jump section just right. The first leg would see William Venables lead with a closely chasing Kyle Moon and Ed Kerry. Ed had a couple of hiccups in the run, forcing him down the order. William ended up on his lid after a poor landing after the kicker promoting Kyle to first where

DATE-A-BASE

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he would stay. William would hold on to second, and Chris Delves would have a steady run to take third.

The second leg would see a clean start and a train of cars in formation order, until an early mistake from the pole man coming up short bounced him across the track dropping him down the order, which he didn't regain from. Kyle had an easy race with no pressure from the rest of the pack, having all spaced out during the run, and thus, taking the wind and the overall win for the meeting. Ellis Stafford managed to claim 2nd in front of a fast run from Will

Johnson.

With the majority of the field on a mixed score, the last run needed to count! The top four broke from the pack with William leading. He then landed the double wrong and promoted an advancing Ed to the lead with a chasing Kyle hot on his tail. A couple of errors from Ellis dropped him down to fourth, now with the order Kyle, Ed, William and Ellis. William made a move over the kicker jump swapping position with Ed on the last lap, which is how they crossed the line, with Kyle some four seconds ahead.



Matthew Peters won the 2WD B final



The 2WD C final was won by James Evans



The 2WD D final was won by Rob Forbes



Rob York won the E final in 2WD



Bevan Harris took the F final in 2WD



The 2WD A final podium



Winning the 4WD B final was Lee Hedges



The day's 4WD A final top three

MARCH

1	I:10 off-road winter series	Eden Park Raceway
1	Midlands Astro Masters	Kidderminster
1	I:10 off-road winter series	TORCH
7	I:10 off-road indoor winter series	Silverstone
8	Essex Carpet Clash	Hornchurch
8	Essex Winter Series	Southend
8	On-road winter series	Louth
9	Astro Masters	Navan
14	I:10 off-road indoor winter series	Slough
15	Schumacher Indoor Masters	Worksop
15	Midlands Astro Masters	Telford
15	I:10 off-road winter series	Barham
21-22	BRCA I:12 LMP National Championship	Chesterfield
22	I:10 off-road winter series	Midlands Raceway
22	MTC Clubmans Series	Force Raceway
28-29	BRCA I:8 Circuit National Championship	Mendip
29	Schumacher GP Series	MB Models

APRIL

4	BRCA Truggy/E-Buggy National Championship	HNMC
5	MTC National	GMCC
10-14	Dirt Kings	Telford
12	MTC Clubmans Series	Forest of Dean
17-19	Euro Nitro Series	Fiorano, Italy
18-19	BRCA I:10 Off-Road National Championship	Kidderminster
18-19	BRCA I:8 Circuit National Championship	Brookland
19	Southern Regional Series	Clanfield
25-26	Oopie Open Off-Road Series	RHR Carpet
25-26	BRCA I:8 Off-Road National Championship	HNMC
25-26	Iconic Cup	Mendip
26	BRCA I:10 Touring Car Clubmans Championship	Coastal

MAY

2-3	EFRA I:8 Off-Road European A Championship Warm-Up	Redovan, Spain
3	BRCA I:10 Touring Car National Championship	Eastbourne
9	BRCA Truggy/E-Buggy National Championship	Blackpool
9-16	Primrose Valley RC Car Week	Filey
9-10	Iconic Super Showdown	Dirt 3D
9-10	BRCA I:8 Circuit National Championship	Halifax
10	MTC Clubmans Series	Barley Mow
10	MTC National	West Bridgford
16-17	Oopie Open Off-Road Series	Bingham
16-17	BRCA I:10 Off-Road National Championship	Telford
17	BRCA I:10 Touring Car Clubmans Championship	Bedworth
22-24	EFRA E-Buggy European Championship	Hudy Racing Arena, Slovakia
23-24	Iconic Cup	Carlisle
24	Southern Regional Series	South Coast
29-31	Kyosho Masters	Sucy-en-Brie, France
30-31	BRCA I:8 Off-Road National Championship	Blackpool
30-31	BRCA I:8 Circuit British Open	Mendip
31	BRCA I:10 Touring Car National Championship	Cotswold

JUNE

6-7	Oopie Open Off-Road Series	Coventry
7	BRCA I:10 Touring Car Clubmans Championship	Adur
12-14	EFRA I:8 Off-Road European B Championship	Fehring, Austria
13-14	BRCA I:10 Off-Road National Championship	Stotfold
14	Iconic Cup	Broxtowe
14	MTC National	Southend
19-21	Euro Nitro Series	Apeldoorn, Netherlands
20	BRCA Truggy/E-Buggy National Championship	Kent
21	MTC Clubmans Series	Action RC
27-28	Wings & Wheels	North Weald
27-28	BRCA I:8 Circuit National Championship	Wombwell
28	BRCA I:10 Touring Car Clubmans Championship	Cotswold
28	Southern Regional Series	Slough

JULY

5	BRCA I:10 Touring Car National Championship	Halifax
11-12	BRCA I:10 Off-Road Juniors/Vets Finals	HNMC
11-12	BRCA I:8 Off-Road National Championship	Shrewsbury
12	MTC National	Broxtowe
12	MTC Clubmans Series	MB Raceway
18	BRCA Truggy/E-Buggy National Championship	Brookthorpe
18-19	BRCA I:10 Off-Road National Championship	Southport
19	BRCA I:10 Touring Car Clubmans Championship	West London*
24-26	Iconic RC Revival	Bingham
25-26	BRCA I:8 Circuit National Championship	Halifax
26	Southern Regional Series	KMRC
28-2 Aug	EFRA I:8 Off-Road European A Championship	Redovan, Spain

AUGUST

1-2	Oopie Open Off-Road Series	Mendip
1-2	Iconic Cup	Stafford
8-9	BRCA I:10 Off-Road National Championship	TORCH
9	BRCA I:10 Touring Car National Championship	Bedworth
9	Southern Regional Series	South Coast
14-16	Euro Nitro Series	Aigen, Austria
15-16	BRCA I:8 Off-Road National Championship	Brookthorpe
16	BRCA I:10 Touring Car Clubmans Championship	Stafford
22	BRCA Truggy/E-Buggy National Championship	Slough
22-23	BRCA I:10 Off-Road National Championship	RHR (Astro)
22-23	BRCA I:8 Circuit National Championship	Adur
28-30	International	RHR Astro
28-2 Sept	EFRA I:8 Off-Road European A Championship	Redovan, Spain
29-30	Iconic Cup	West London
29-6 Sept	IFMAR I:8 Off-Road World Championship	Cianorte, Brazil

*TBC

RACER BUYERS GUIDE

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

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

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Derbyshire

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Mastin Moor, Chesterfield

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

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1/8 BUGGY SPECIALIST

Remote World 1:8
I.C. Car Club

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Devon

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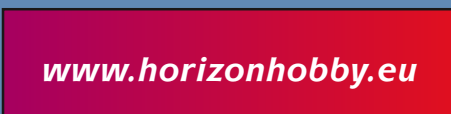
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They Think It's all Over...

THE LAST WORD IN EVERYTHING RC!

SHOULD WE BAN THE SALE OF RTRs?

WHEN THE FIRST READY-TO-RUN MODELS HIT OUR SHOPS, THEY TRANSFORMED OUR HOBBY MAKING IT CHEAPER AND EVEN EASIER TO GET INVOLVED. BUT WHAT ARE THE PROS AND CONS TO THEM...

Whilst at the 2020 Nuremberg Toy Fair, a very well-known racer and industry employee said to me, "Manufacturers should not be allowed to sell RTRs." He said this as he stood alongside a huge range of pre-built machinery sitting on four rows of shelving on the booth. These are products that he sells! It was a pretty bold statement and one that I thought could potentially lead to a pretty intense debate. My initial thought was that this idea was a little ridiculous, but after time to ponder, we both came up with reasons to justify this, then of course addressing why it wouldn't be such a good idea.

SO LAST CENTURY

To start with we need to go back in time and if you reflect on 20 years ago, the term Ready-To-Run didn't exist. It took the likes of manufacturers like HPI and Traxxas to produce recreational packages like the Savage and T-Maxx trucks that came painted, electrics installed with a steering wheel

radio included. In fact the original nitro-powered T-Maxx didn't come painted but the rest of the truck was built with the engine and radio equipment installed, but it was a huge step from a manufacturer just supplying parts. The rest they say is history and the RTR that we all know and have to come to appreciate was born. Traxxas was and still is a forward-thinking brand and despite challenging for World titles on the race track with their TRX-1 2WD buggy at the time, chose to stop development of their competition models and look at the recreational scene. In doing so they would become pioneers of a whole new RC sector.

WHAT ARE THE BENEFITS OF RTRs?

Any argument requires two sides and there are many positives as well as negatives to the original statement. RTRs get new people into the hobby, are built to a high standard, reduce the chance of missing parts, and the package is often priced lower than if you bought all the items separately. Finally one of the big selling

points is that they speed up the time from opening the box to getting it up and running.

The down sides of an RTR is that the owner has a lesser understanding and knowledge of how it works, miss out on

the building and engineering process, which is a huge part of RC, get told by racers that your RTR is inferior, and there still might be some difficult processes to go through like running the engine in and tuning.

A GAMING ANALOGY

As you can see from your discussion, there are both pros and cons so is there a clear winner? Well the answer is yes. Fortunately the hobby is the winner and this also means the manufacturer, retailer and end-consumer prevail. The paying customer has the option to choose either to buy a kit in component form, or an RTR that could see them running it outside their house in minutes.

Consider the choice like quick start or arcade mode in a video game versus career mode. Career mode is far more immersive, but to get the experience requires patience and so game makers offer options so that the immersion process can take place more naturally at whatever pace the user demands.

At the magazine we have seen and benefitted from both options, but to think that RTRs should have a blanket ban, then no. There isn't really a place for pre-built out-and-out race machinery, but a fun monster truck that could be a birthday present, there is nothing more perfectly suited. Being able to drive a recreational vehicle literally within minutes of opening it gives RTRs an appeal that is hard to match...

It is Now!



1



2



3



ANSWERS TO WHO, WHAT, WHEN AND WHERE. P20

1. In May 2003, Racer brought you the news that Andy Moore was to drive the new Xray Evo 2 with power being provided by Peak Performance and Vega Digital. Andy said, "I am extremely excited about the coming season. It's a great feeling to have the very enthusiastic support, which I am getting from the whole team. The Xray is beautiful, and if it's half as quick as it looks, then that'll do for me!" Andy was to have Andy Childs as team mate and they would be racing at the British and European Championships. The contract was expected to be for two years and therefore would include the next TC Worlds, but Andy joined HB and Team Orion in 2005, making the A final with his Cyclone at the Worlds held in Florida, USA.

2. This image was taken in April 2005 and is of SMD's owner, Jamie Booth and his OS-powered X1-CR buggy. Ten years ago, the former multiple National and European Champion was bringing in the Hong Nor and then the Go product ranges, but since then his company has gone through many significant changes, and is now the UK agent for major lines including Carisma.

3. August 2002 saw the BRCA 1:10 Touring Car National Championships head off to Stafford with the modified and stock classes racing together on the same day. At the time, Mark Musgrove was a CML Distribution team driver and raced his TC3 to pole position in the stock class. Now Mark does less racing, but is a key employee at Schumacher Racing in Northampton and can also be found behind the microphone at the Worksop indoor off-road series.

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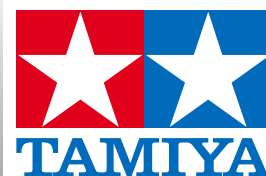
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