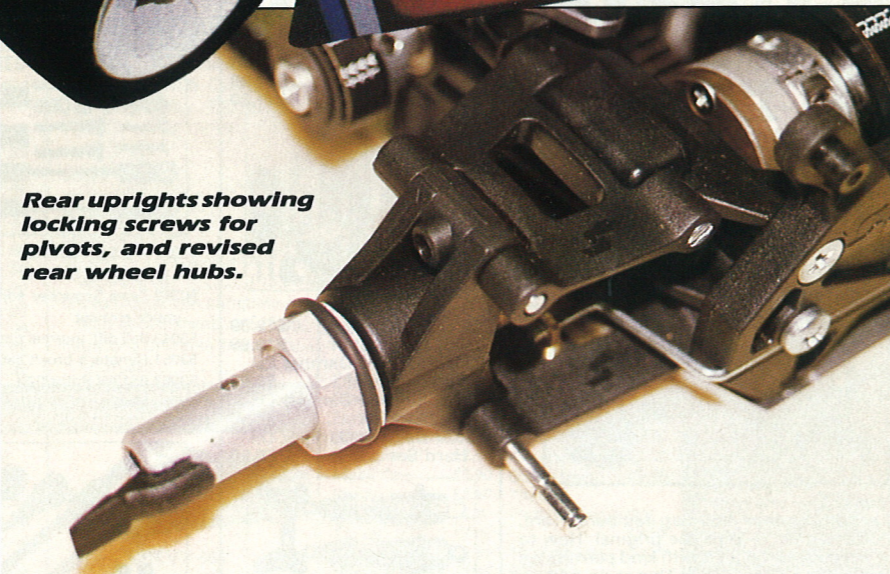
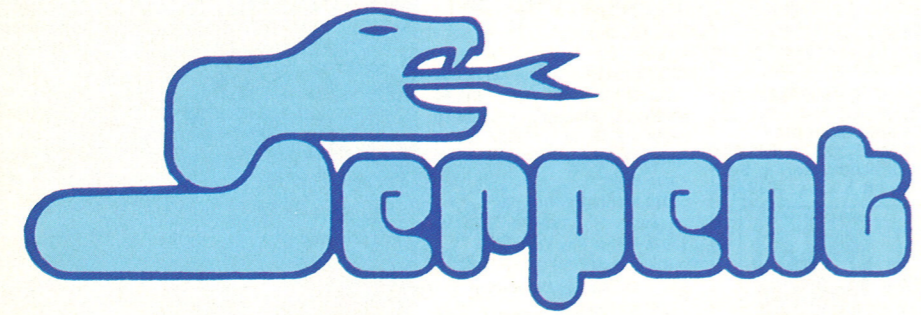


**John Varley**  
 looks at the  
 latest spec  
 Serpent 1/8 scale  
 circuit racer.



Rear uprights showing locking screws for pivots, and revised rear wheel hubs.



# SPRINT TO 6010

It has been three years since I did any editorial work for Radio Race Car Magazine, and I had every intention of keeping a lower profile, but the lure of reviewing Serpent's 6010 kit proved irresistible. This magazine has an excellent, informative 1/8 scale section, written every month by one of the countries leading works drivers, Mr Bob Errington. As such, regular readers are well aware of the past, present and

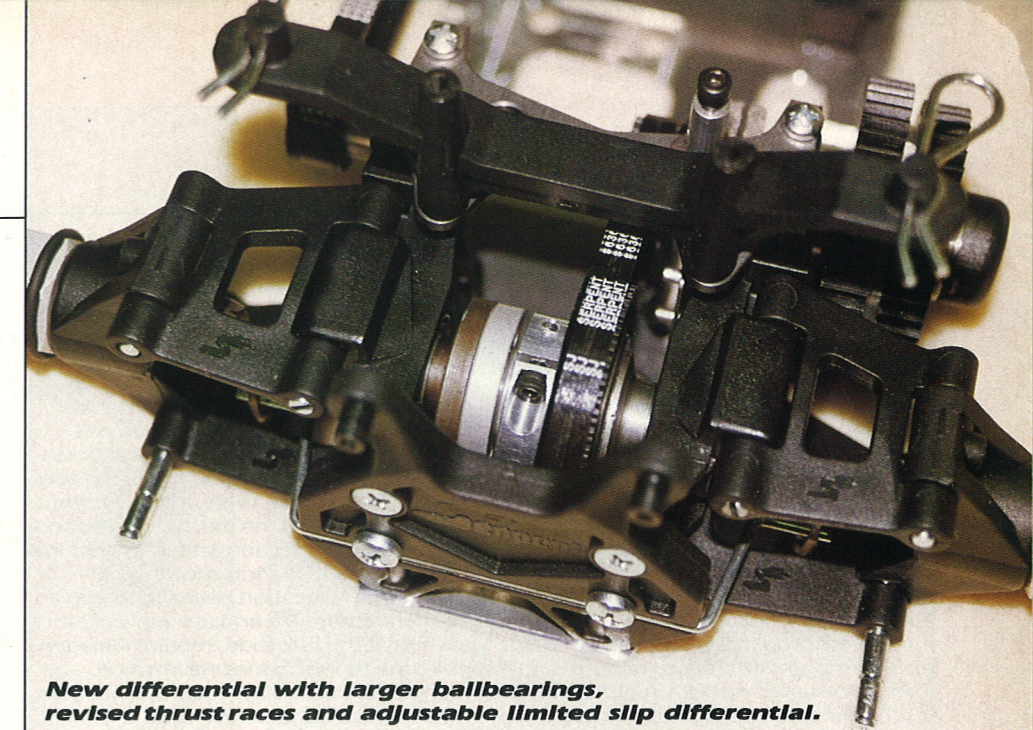


probably future successes of Serpent cars. So successful have they been that they virtually write their own rave reviews. Bob's column both on and off track will invariably include something relating to the success of a Serpent car, and will be viewed through the eyes of a very competent, experienced racing driver. Although I have raced on and off for 12 years with all styles of scale model cars, I have obtained most recent pleasures from club level racing, and forays into the easygoing East Midland League fixtures. As such I will endeavour to review this car in the context of your average clubman or potential convert from smaller scale racing.

On a personal level, it would bring me pleasure to see a grid full of Serpents, or their competition, lined up at the new Birmingham 1/8 scale track, which I have been involved in from its very beginning. The track is now entering its final completion stage, and may well be completed by the time this review gets into print.

The Serpent Quattro proved the point of offering a car with simple design, quality parts, ease of assembly and adjustment. The Serpent 6000 Sprint proved a logical follow on, with improved suspension design, coupled with a basic, no nonsense layout, development through top level racing and a sound spares back-up service through their UK Agent.

To the uninitiated, the 6010 would appear to have little in the way of changes from the 6000. Its changes are



New differential with larger ball bearings, revised thrust races and adjustable limited slip differential.

many and well varied, although relatively subtle, but they have *already* proved that improvements to the cars handling are immediately apparent, to those who have run the old car regularly. Serpent can afford to hold their nerve, and stay with a proven principal, whilst

they appraise the ever developing competition. What of this competition then, who do we have who are pushing the Serpent all the way? We have the new Parsec Sigma, PB Phoenix, Blitz, SG, Compagnucci, Associated, etc. Good,

