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- > Coverage From Japan: Tamiya Fair & R/C World Championships
- > Bonards Garage's Expedition Overland Toyota Tacoma Replica
- > Lighter & Tighter: Performance Upgrades With RPM R/C Products
- > On the Test Bench: Traxxas 2s LiPo USB-C Completer Pack

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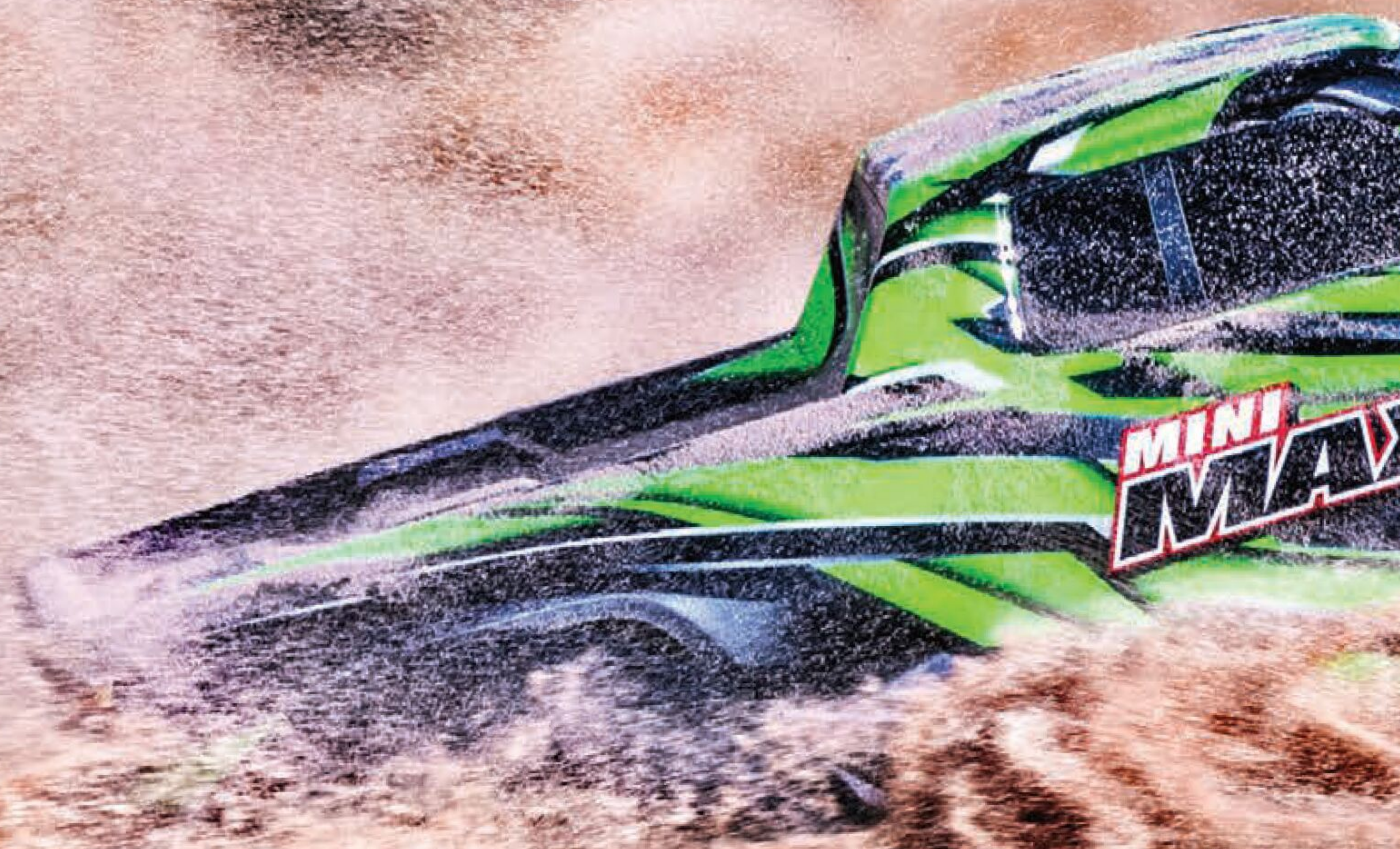


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CONTENTS

VOLUME 41
NUMBER 2
FEBRUARY 2025



RADIO CONTROL caraction

FEATURED VEHICLES

22 • GOOD TO GO (ANYWHERE)

Traxxas's Compact Mini Maxx Looks
to Redefine RC Monster Trucks

30 • RATED R

Tamiya's TA08R Is Race-Ready Touring Car
Excellence for Weekend Warriors

38 • TINY SIZE, BIG AMBITIONS

The Nano Tracks N320 Is the RC Excavator
You Didn't Know You Needed

52 • SPECIAL PROJECT: ULTIMATE SCALE

Bonards Garage's Expedition Overland
Toyota Tacoma Custom RC Build

DEPARTMENTS

06 • STARTING LINE

10 • GEARBOX

12 • READERS RIDES

66 • TAILPIPE

FEATURES

44 • CHASING VICTORY IN JAPAN

An Insider's Look at the 2024 Tamiya Fair & R/C World Championships

60 • BULLETPROOFING YOUR RIDE

Upgrading Your Arrma Kraton 6S With RPM Parts for Performance & Durability

TEST BENCH

50 • TRAXXAS 2S LIPO USB-C COMPLETER PACK

ON THE LEFT:
Traxxas Mini Maxx

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Thanks for joining us for another action-packed issue of RC Car Action. Whether you're tearing up dirt trails, racing around a track, or fine-tuning your favorite rig, this issue has something for every RC enthusiast.

Leading the charge this month is the Traxxas Mini Maxx, a compact monster truck with big attitude that's made its way to our cover. We also dive into the sleek and sophisticated Tamiya TA08R touring car chassis, offering a detailed look at why this platform is a must-have for on-road racers.

On the custom build side, we showcase Bonards Garage's Expedition Overland Toyota Tacoma RC build—an off-road masterpiece inspired by real-life overland adventure and designed for RC crawling performance.

For something completely new, we got our hands on the Nano Tracks N320 RC Excavator, a groundbreaking entry in the construction RC segment. Plus, we outfit a vehicle with RPM's suspension arms to enhance performance and durability, showing how small upgrades can make a big impact. And for a global perspective, we travel to Japan to attend a race with Tamiya, exploring the events that make RC racing an international phenomenon.

This issue feels like a celebration of everything that makes RC so exciting: innovation, craftsmanship, and the endless pursuit of fun. It's a milestone moment for me as Editor of RC Car Action, one that reminds me how special this community truly is.

Each issue is a collaboration of passion and creativity, and I'm grateful for the role I've played in bringing it all to life. While the road ahead is full of possibilities, one thing is certain—this incredible hobby will continue to evolve, and I can't wait to see where it takes us next.

As always, we love seeing your builds and setups. If you've got an RC you're proud of, submit it to our Readers Rides section at RCCarAction.com. Who knows—you might see your ride featured in an upcoming issue.

Until next time,
Jerry Tsai
Editorial Director

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HD v2 Wing Mounts for the
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MSRP: \$149.99

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3. Gens Ace - Gens Ace 65W Power Supply Adapter

Power up fast with the Gens Ace 65W USB-C power supply adapter. This compact adapter delivers 65 watts of power—perfect for high-capacity devices, jump starters, and power banks. Its 44" cable ensures flexibility, while rapid charging outpaces standard wall adapters. Efficient, reliable, and travel-ready for all your charging needs.

P/N: GEA65WAD

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READERS RIDES

A NEW WAY TO SUBMIT YOUR RIDE!

We now have an easy new way to submit your Readers Rides to RC Car Action online. Just go to Rccaraction.com/readers-ride-entry-form/ to fill in your vehicle's info and upload your pix directly to us! As a bonus, it will generate a shareable link that you can send to your friends or share on social media to show off your ride to everyone!

GMC S15 Z RACK BED DANCER

SCOTT LEMPert « COMMERCE TWP, MI

Scott crafted an extraordinary custom mini truck dubbed Z Rack Bed Dancer 1994 S15. Built on a modified Axial chassis, Scott designed and resin-printed a 1994 GMC S15 crew cab body, complemented by a stunning paint job using Tropical Glitz Cosmic Gold, Shifty Psycho Inferno, and Sunburn Metal Flake finished with Duplicolor 2K clear. The standout feature of this build is the scratch-built Z-rack, powered by three servos for intricate bed actuation. Additional details include a frenched license plate, shaved door handles, and a hard bed cover. After a heartbreaking cab break, Scott decided to leave the repaired sections in primer, creating a "barn find, rebuild" aesthetic. This unique combination of craftsmanship and creativity makes Z Rack a true masterpiece. Great work, Scott!





BUILD HIGHLIGHTS

- Chassis: Modified Axial
- Body: 3D-printed 1994 GMC S15 Crew Cab
- Motor: Powerhobby 21T brushed
- Speed Control: Powerhobby brushed ESC
- Battery: Powerhobby 1800mAh 2s LiPo
- Wheels & Tires: DS Racing adjustable offset, generic on-road rubber tires
- Shocks: 1/14-scale RC4WD semi shocks
- Axles: Tamiya semi front, Boom Racing rear
- Paint: Tropical Glitz Cosmic Gold (bottom), Shifty Psycho Inferno (top), Sunburn Metal flake topcoat and Duplicolor 2K clear
- Lighting System: LEDs by Lighthouse LEDs
- Radio System: Redcat Racing '64 radio set
- Other Options: Scratch-built Z-rack with 3 servos for bed actuation. Scale small-block Chevy with batwing air cleaner. Recessed/frenched license plate, spoiler, shaved door handles, hard bed cover

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The special "P-L" logo marks the Readers Ride of the Month. If you see it on your vehicle, you win a Pro-Line prize pack that includes a T-shirt, cap, and Pro-Line body.

To submit your vehicle, email your high-resolution JPEG images and a description to readersrides@airage.com. Readers Rides is also on Facebook! Visit [facebook.com/rccaraction](https://www.facebook.com/rccaraction) and post your ride; we'll message you if we want to feature it here in the mag.



COPPERHEAD JEEP

JOSEPH ROCHA « ADELANTO, CA

Joseph's Copperhead Jeep is a scaled-down version of what he envisions a real-world off-road adventurer would look like. He says he enjoys building vehicles that look like something you would see on the road. Based on an Axial SCX10.2 chassis, it features an MST JP-1 body painted in striking Pro-Line Racing Pearl Orange. Powering the build is a Holmes Hobbies 2700kV Puller Pro Stubby motor paired with a Castle Creations Mamba X ESC and a Gens Ace

Adventure 4300mAh 3S LiPo battery. Performance upgrades include Pro-Line Racing Toyo Tires Open Countrys, 90mm Scaler shocks, and Vanquish D44 axles. Detailed with scale accessories from RC4WD, Scale By Chris, and others, plus a MyTrickRC light system, this Jeep perfectly captures a realistic off-road vibe. Joseph's love for functional and lifelike builds shines through in this amazing creation. Thanks for sharing, Joseph!



BUILD HIGHLIGHTS

- Chassis: Axial SCX10.2
- Body: MST JP-1
- Motor: Holmes Hobbies 2700kV Puller Pro Stubby
- Speed Control: Castle Creations Mamba X
- Battery: Gens Ace Adventure 4300 Lipo 3s
- Wheels & Tires: Pro-Line Racing Toyo Tires Open Country
- Shocks: Pro-Line Racing 90mm Scaler
- Axles: Vanquish D44
- Paint: Pro-Line Racing Pearl Orange
- Lighting: MyTrickRC
- Radio System: Spektrum Rugged
- Other Options: Mixed scale accessories from RC4WD, Scale By Chris, Element, RC Plate Shop



KAT1

ADI PETERHANS « MOERSCHWIL, SWITZERLAND

Adi's remarkable custom RC build, named KAT1 after a NATO Army Truck-inspired MAN KAT1, is based on an Axial SCX6 chassis. The bespoke body, painted in flat green, transforms the SCX6 Jeep JLU Wrangler into a military-themed masterpiece. This unique crawler carries a glowing "nuclear reactor" for added visual intrigue. Powered by a Spektrum Firma 1200-1400kV sensored brushless

motor and 120A ESC, it runs on dual 4500mAh LiPo batteries, providing exceptional performance. A Spektrum S9110BL 88kg servo handles steering, while the ESS-EINE ESS-DUAL 2 sound system adds immersive realism. With several scale accessories sourced online, this stunning custom build showcases Adi's creativity and attention to detail. A standout example of ingenuity—fantastic work, Adi!



BUILD HIGHLIGHTS

- Chassis: Axial SCX6
- Body: Bespoke MAN KAT2
- Motor: Spektrum Firma 1200-1400kV sensored brushless
- Speed Control: Spektrum Firma Crawler 120A sensored brushless
- Battery: 2x LiPO 4500
- Wheels & Tires: Axial
- Radio System: Spektrum DX3
- Sound System: ESS-EINE ESS-DUAL 2
- Other Options: Spektrum Servo S9110BL 1/5 speed metal servo, 88kg





MICRO ARGALI

CAMERON ALMENDARIZ « GARDEN VALLEY, CA

Cameron created Micro Argali, a unique West Coast-style competition crawler. Built on a custom 3D-printed twin vertical plate chassis (24TVP02), it features an offset-driver moon buggy tube frame Cameron designed in AutoCAD and 3D-printed on his Ender 3 S1 Pro. Powered by an Injora 50T brushed motor with an aluminum transmission,

it runs on a 600mAh 2S LiPo battery. Injora 1.0" pin tires on "oil slick" beadlock wheels and 45mm oil-filled shocks provide grip and stability. Finished in Duratrax Teal, with brass axle components for added weight, this crawler is a bold nod to Cameron's love for offset moon buggies. We're digging it, Cameron!



BUILD HIGHLIGHTS

- Chassis: Custom-made 24TVP02
- Body: Custom-made 24MB01
- Motor: Injora 50T brushed 050 motor paired with an Injora aluminum/acrylic transmission with helical gears
- Speed Control: Axial AE-6 ESC/receiver combo (stock unit from SCX24)
- Battery: Urogenex 600mAh 30C 2S LiPo
- Wheels & Tires: Injora 1.0" S5 XHX pin tires, 60mm x 20mm, Hobby Fans 1.0" beadlock wheels in "oil slick" color
- Shocks: Injora 45mm aluminum oil-filled shocks with orange threaded bodies
- Axles: Front—Stock Axial SCX24 axles with Injora servo mount and Injora red aluminum diff cover. Injora INJS11 coreless micro servo (11kg/153oz torque) with red aluminum servo arm. Rear—Stock Axial SCX24 axle with Hot Racing (HR) 9g brass diff cover and HR brass 4g axle truss
- Paint: Body panels painted with Duratrax Teal (DTXR4298)
- Radio System: Stock Axial SCX24 transmitter with AE-6 ESC/receiver



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TRAXXAS' COMPACT MINI MAXX LOOKS TO REDEFINE RC MONSTER TRUCKS

Text by Jerry Tsai

Images courtesy of Traxxas

Traxxas has delivered yet another hit with the Mini Maxx, a 1/10-scale monster truck that combines extreme performance, rugged durability, and cutting-edge technology. Designed for enthusiasts who demand big thrills in a portable package, the Mini Maxx is ready to dominate any terrain.

We first laid eyes on this mini monster truck in person at the 2024 edition of the SEMA tradeshow. Its compact size and promise of speed and power built up excitement over the kit. We immediately wanted to get the easy-to-fit-in-a-backpack-sized truck out onto the field to see what it could do.



One look at the Mini Maxx and it's obvious that, true to its lineage, it means serious business—in spite of its relatively diminutive 1/10-scale size.

BL-2S POWER

At the heart of the Mini Maxx is the BL-2s Brushless Power System, delivering a top speed of over 30 mph. The motor features a 3300kV rating, an integrated cooling fan, and efficient ball bearings for reliable, low-maintenance operation.

Paired with a BL-2s waterproof ESC, the system includes three programmable drive profiles—Sport Mode, Race Mode, and Training Mode—to suit all skill levels. The ESC's built-in, two-stage low-voltage detection protects the included high-capacity 7.4V 3500mAh 2-cell LiPo battery.



Four-inch Sledgehammer tires incorporate a wide tread block design with multiple biting edges to ensure good traction across a variety of surfaces.

At the Mini Maxx's heart is Traxxas' BL-2s Brushless Power System, with a 3300kV motor and waterproof ESC to push speeds past 30 mph.

CHARGING SYSTEM

The Mini Maxx comes ready to run with a 2-cell LiPo battery and a 2-amp USB-C charger. Featuring Traxxas iD technology, the charging system ensures faster and safer charging, while the battery delivers extended run times for nonstop action. The easy-access battery tray with a pivoting hold-down system secures the battery deep within the chassis for protection during extreme use.

UNCOMPROMISING PERFORMANCE

Built for durability

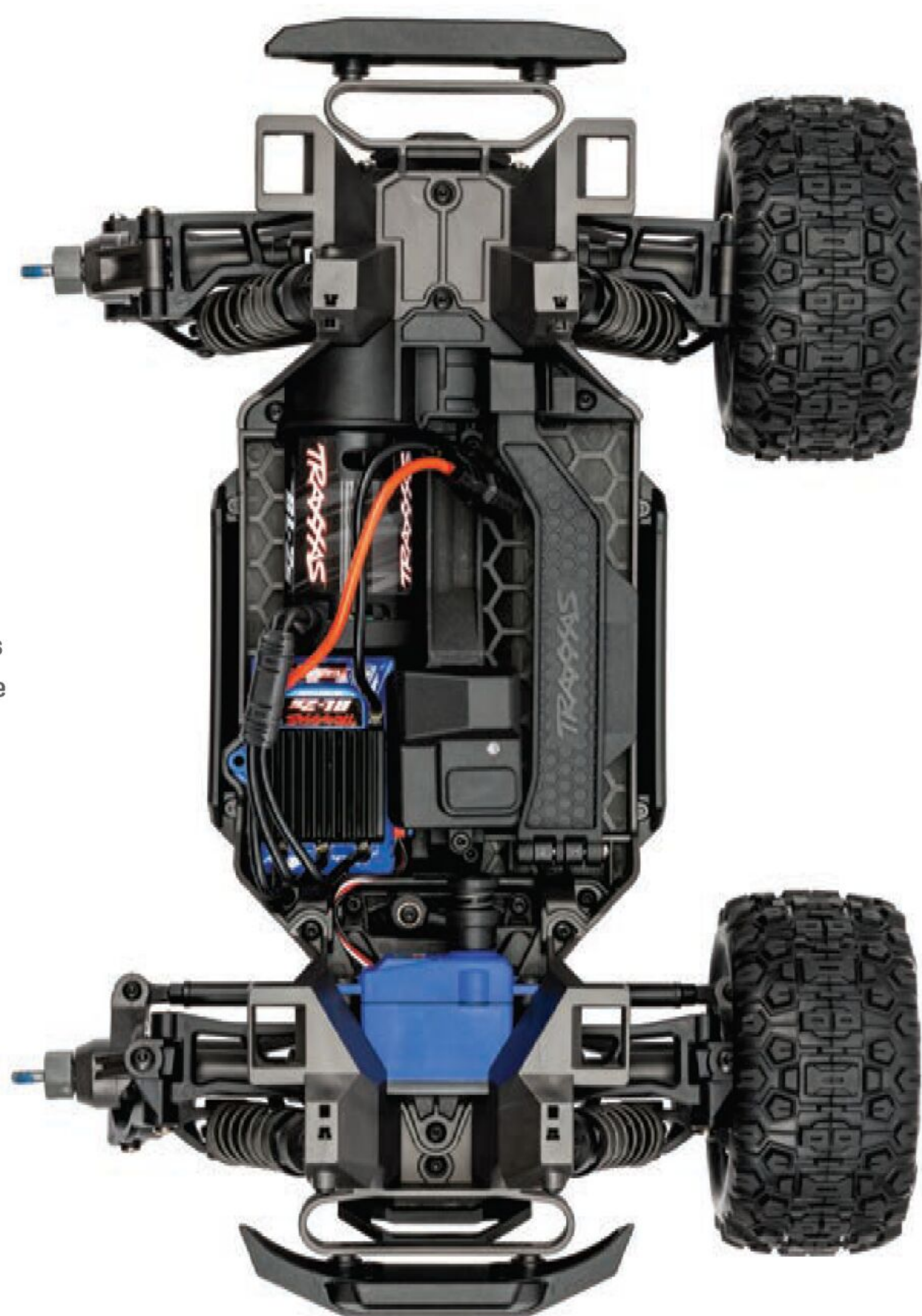
and performance, the Mini Maxx features a 1/10-scale 4x4 drivetrain with full-time shaft-driven four-wheel drive. The drivetrain includes extreme-duty telescoping driveshafts, sealed planetary steel-gear differentials, and large 32-pitch gears, all engineered to handle intense power and rugged terrain. The fixed gear mesh system simplifies maintenance while ensuring precise operation, making this truck as easy to own as it is fun to drive.

The Mini Maxx's suspension system



The Mini Maxx drivetrain features telescoping driveshafts, sealed planetary steel-gear differentials, and 32-pitch gears to handle both intense power and rugged terrain.

Pictured here with its siblings, the Mini Maxx is in good company. From left to right, Mini Maxx, Maxx, and the big boy, X-Maxx.



The modular composite chassis features interlocking front and rear bulkheads to evenly distribute impact energy. The driveline is sealed to keep the inevitable dirt and debris out.

is built for superior handling and durability. It features 1/10-scale Oil-Filled Ultra Shocks with a large oil capacity for smooth damping and easy tuning. The heavy-duty, dual-wishbone suspension arms and double-shear design provide exceptional strength and refined control. Whether you're hitting jumps or tackling rough trails, the Mini Maxx maintains composure over the toughest terrain.

Equipped with 4-inch Sledgehammer tires, the Mini Maxx offers exceptional grip and stability on any



surface. The wide tread block design with multiple layers of biting edges ensures traction across dirt, gravel, grass, and pavement. The dual-profile black multi-spoke wheels complete the rugged aesthetic.

The truck features a 2056 waterproof high-torque servo with heavy-duty double-shear bellcranks and a cam-style servo saver for precise and reliable control. Whether navigating tight corners or powering through obstacles, the Mini Maxx responds with accuracy and confidence.

TRAXXAS INNOVATIONS

Traxxas' innovative clipless body mounting system makes removing and attaching the body quick and hassle-free. The body features reinforced nerf bar channels for extra durability, protecting against tearing during intense action.

The Mini Maxx comes with the TQ 2.4GHz radio system, offering precise long-range control and all-day comfort. For drivers seeking advanced features, the optional



Mini Maxx loves it in the sand, whipping up long roostertails at will. It's equally at home in gravel, grass, mud, or even on pavement.

Features like the fixed gear mesh system, waterproof electronics, sealed ball bearings, and black oxide-coated hardware simplify maintenance while ensuring precise operation, making this truck as easy to own as it is fun to drive.



Rugged bumpers and skid plates are all part of the chassis package, and a smooth undertray is designed to eliminate snags.

Traxxas Link Wireless Module enables real-time telemetry and performance adjustments via smartphone connectivity.

DURABLE & READY FOR ACTION

The Mini Maxx's modular composite chassis is designed for strength and serviceability. Interlocking front and rear bulkheads distribute impact energy evenly, while the driveline is sealed to keep out dirt and debris. The smooth undertray eliminates snags,

and the rugged skid plates and bumpers absorb impacts during extreme driving.

From its tough energy-absorbing bumpers to its rugged interlocking skid plates, the Mini Maxx is built to withstand serious abuse. The sealed ball bearings and rust-resistant, black oxide-coated hex hardware ensure long-lasting durability, even in harsh conditions. Thanks to its waterproof electronics, the Mini Maxx performs seamlessly in wet or muddy environments.



The heavy-duty double wishbone suspension arms and double-shear design, with large-capacity oil-filled Ultra Shocks thrown in the mix, means that the Mini Maxx is built to provide exceptional handling control and stupendous operating strength over the most brutal terrain.



FINAL WORD

TRAXXAS MINI MAXX

P/N: 107154-1
Price: \$269.95
URL: traxxas.com

The Traxxas Mini Maxx proves that size is no limitation when it comes to performance and durability. With its 30+ mph top speed, rugged construction, and innovative features like the clipless body system and modular chassis, the Mini Maxx

looks to set a new standard for compact RC monster trucks—and we think Traxxas has succeeded. Whether you're new to RC or a seasoned enthusiast, the Mini Maxx delivers endless excitement in a go-anywhere package.

RATED



***TAMIYA'S TA08R IS RACE-READY TOURING CAR
EXCELLENCE FOR WEEKEND WARRIORS***

Text & Images by Matt Higgins

R



AT A GLANCE

**TYPE**

Off-Road

**SCALE**

1/10

**DRIVETRAIN**

4WD

**POWER**

Electric

**BUILD**

Kit

**PRICE**

\$504



In the golden age of RC, also known as the '80s, Tamiya became a literal household name with famous off-road releases such as the Hornet, Grasshopper, and Frog, but its first RC offering, back in 1976, was an on-road kit—a detailed Porsche 934. Tamiya's on-road efforts didn't end there.

Many successful smooth-surface releases followed. In fact, Tamiya has racked up an impressive five IFMAR world championships—all on-road. So, it's clear

Tamiya can make high-end competitive race machines, such as the TRF421.

At the other end of the spectrum, they offer the incredibly popular and simple TT-01 and TT-02 kits, which are perfect for bashing and spec-style parking lot racing. Landing somewhere in the middle is the TA08 platform. And, leaning toward the competitive end but sparing some of the complexity and cost, is Tamiya's race-ready TA08R.



The R version of the TA08 packs hundreds of dollars of option parts right in the box, from upgraded body mounts to low-friction hardware.

R-RATED

Listed as a limited edition and even more accessorized than its predecessor, the TA08 Pro, the TA08R is the most fully loaded TA08 offering. The bottom line is the R version of the TA08 packs hundreds of dollars of option parts right in the box. From upgraded body mounts to high-end suspension components to improved drivetrain pieces to low-friction hardware, the TA08R comes with what would otherwise be separate purchases included.

There's a lot more trademark Tamiya blue aluminum and carbon fiber on the R than the Pro. If you're

Up front, a spool sends power to both wheels, but a traditional gear differential can be swapped in. In back, a sealed gear differential can be filled with the oil of your choosing.

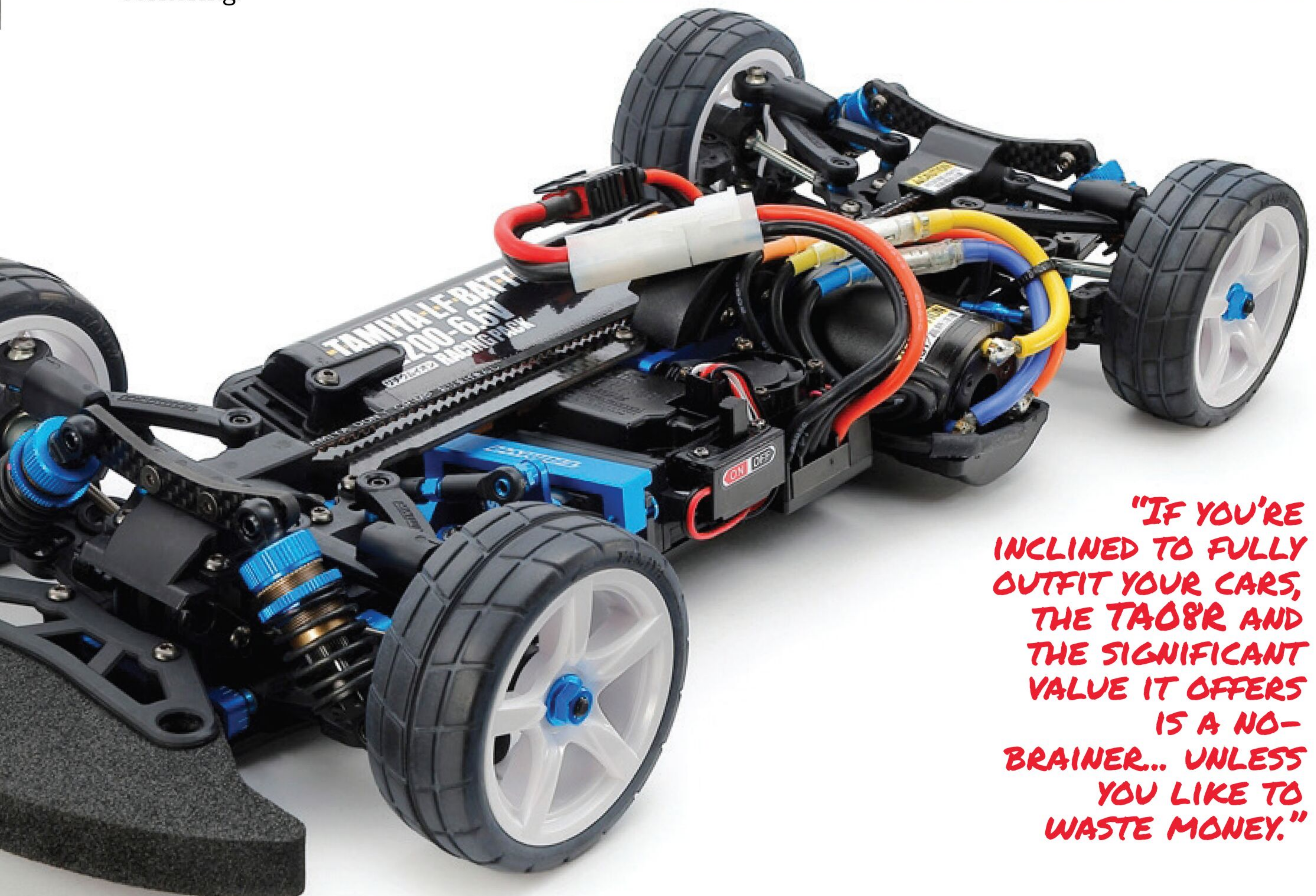
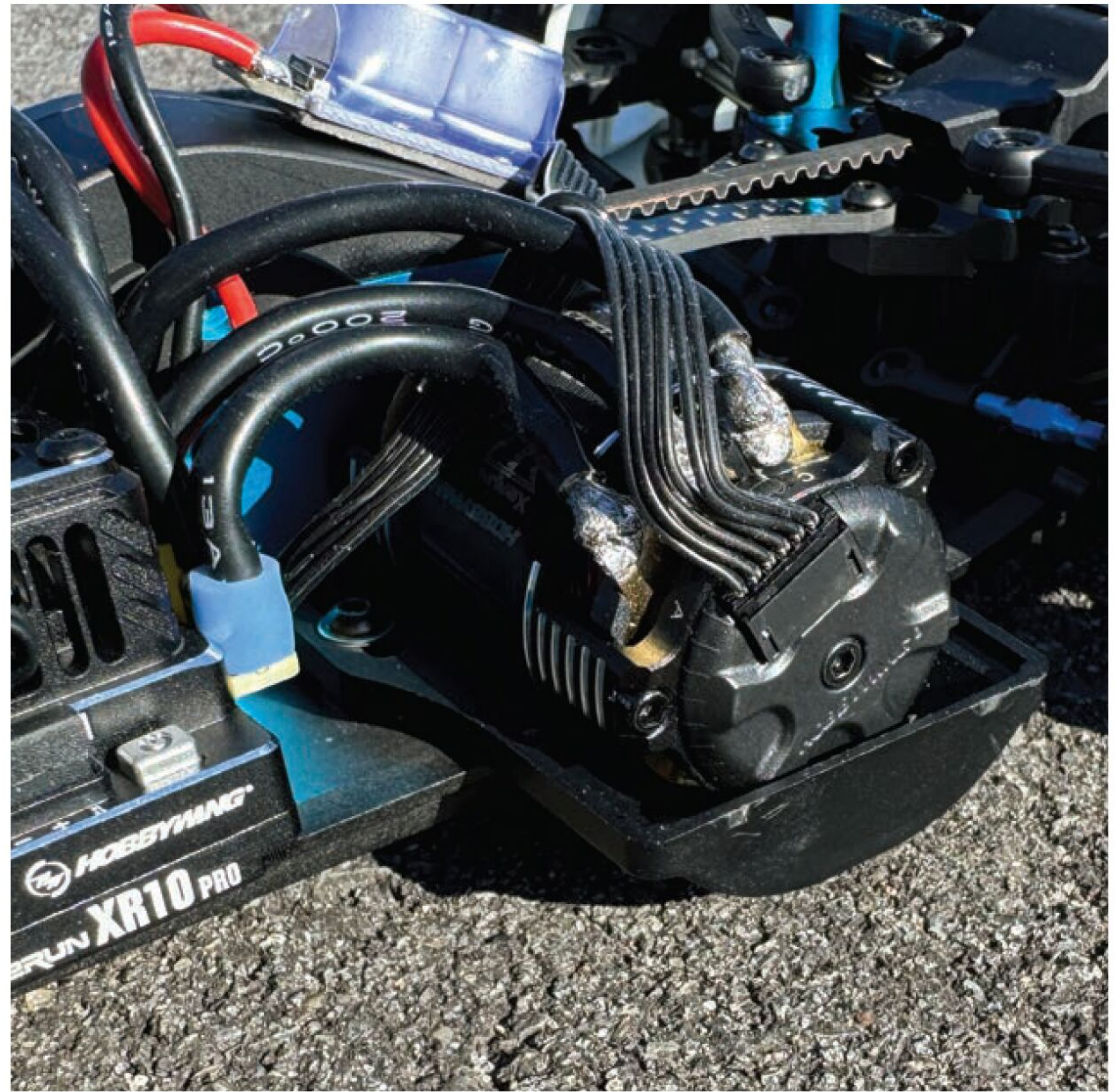


For the motor, the author leaned into overkill territory with a Xerun V10 G3R motor hooked up to a Xerun XR10 Pro G2S.

inclined to fully outfit your cars, the TA08R and the significant value it offers is a no-brainer—unless you like to waste money. If you want a lot of bang for your buck, the TA08R might be the top choice in touring cars.

WINNING FEATURES

The foundation of any touring car is its chassis, and on this kit you'll find a composite fiber-reinforced plastic piece that Tamiya calls a Stepped V, or SV, design. This is tech talk for angled sides. This equates to a chassis that's more rigid than a flat plastic plate or tub chassis, and it means the raised sides, which are at about a 10-degree angle, are less likely to rub during cornering.



"IF YOU'RE INCLINED TO FULLY OUTFIT YOUR CARS, THE TA08R AND THE SIGNIFICANT VALUE IT OFFERS IS A NO-BRAINER... UNLESS YOU LIKE TO WASTE MONEY."

The coolest part of the chassis setup is the 2mm carbon fiber upper deck that twists smoothly on a ball bearing. Off-road and on-road, chassis flex during cornering. Some are designed for minimal movement, and some twist a lot, but the TA08R's chassis is engineered to flex precisely.

Like all current competition-level touring cars, the TA08R is belt-driven. Two belts send power front and rear with minimal friction, but the real advantage a belt drive delivers is the elimination of torque twist inherent with shaft-driven cars.

Up front, a spool sends full power to both wheels, but a traditional gear differential can be swapped in. And, in back, a sealed gear differential can be filled with the oil of your choosing. For maximum steering with no binding or vibrations, double cardan driveshafts are employed. For rear-wheel power delivery, universals get the job done smoothly and efficiently. And, because the TA08R is race-worthy, rounding out the drivetrain is a full set of ball bearings. The hardware is all proper hex screws—no Phillips needed.

The TA08R's double-wishbone suspension integrates a lot of high-end features. The resulting fit and finish is tight and precise. Carbon fiber shock towers and aluminum mounts provide as slop-

Like all current competition-level touring cars, the TA08R is belt-driven, two of them sending power front and rear and eliminating the torque twist inherent in shaft-driven cars.



The TA08R's double-wishbone suspension includes carbon fiber shock towers, aluminum mounts, and TRF Super Short Big Bore shocks. The setup is about as slop-free as you'd want.

This TA08R looks and means business, and we're hoping this is the view the competition gets to enjoy most often at the circuit.



free a fit as you'd find on any touring car at any price. The high-end vibe continues with the TRF Super Short Big Bore shocks. These are simply awesome dampers.

FINISHING TOUCHES

The TA08R is a typical kit that leaves all the electronics up to you. For control, I picked the fast and strong Spektrum S6245 servo, the small SR2100 receiver, and the reliable DX5 Pro transmitter. My battery of choice is the Trinity 5900mAh 2S 135C ULCG Stick LiPo. This battery is the perfect choice for touring cars. It's low CG, which is a must, it has a high C-rating for maximum performance, and lastly, it's lightweight... but not too light. That last part is critical for proper weight distribution

and making minimum weight requirements.

Current-day electronics juggernaut Hobbywing supplied the motor and speed control for the TA08R. HW makes a slew of OE speed controls and, under its own brand, offers a wide selection of components that range from beginner level to world-championship caliber. I decided to lean into overkill with a Xerun V10 G3R motor hooked up to a Xerun XR10 Pro G2S. This combo is as high-end as it gets in RC. The ESC has over 30 parameters that can be dialed in for specific applications and personal preferences.

TRACK TIME

For the past year, I've been

wheeling a Tamiya TT-02 in a parking lot club-style spec class at World of R/C in Lucama, North Carolina. It's a ton of fun. The racing is close, the competitors are a fun bunch, and the cars are inexpensive and simple, but I've been wanting more. I miss setting up and tuning a racecar. There's only so much you can (legally) do to a TT-01 or TT-02.

On the flip side, I don't have the skills to warrant a \$700 to \$1,000 world championship-level touring car. I'm not bad, but the reality is I'm no world champion, either. This makes the TA08R the perfect car for someone like me. It's advanced enough that it certainly won't hold me back, but it still fits my budget. The TA08R makes sense for the average weekend warrior club racer like me. That's all

VTA

YOU PROBABLY NOTICED THE BODY SHOWN IN THIS REVIEW ISN'T YOUR TYPICAL TOURING CAR SHELL. IT'S VTA. RACED HEAVILY IN THE MIDWEST AND UP AND DOWN BOTH COASTS, VTA STANDS FOR VINTAGE TRANS-AM, BUT WHAT IT REALLY MEANS IS COST-CONTROLLED RACING WITH OLD-SCHOOL ROAD COURSE BODIES.

WHEN VTA FIRST TOOK OFF MANY YEARS AGO, IT WAS THE CLASS THAT GAVE A SECOND LIFE TO OLD CARS. WHEN YOU UPGRADED YOUR PRIMARY RACECAR, VTA WAS THE PERFECT PLACE FOR YOUR OLD CAR THAT WORKED WONDERFULLY FOR YEARS, BUT THESE DAYS SOME OF THE CARS THAT WERE THE MOST POPULAR

FOR VTA ARE NOW HARD TO FIND PARTS FOR. YOU CAN'T EXPECT HOBBY STORES TO STOCK REPLACEMENT PARTS FOR DISCONTINUED CARS FOREVER. THERE ARE ONLY SO MANY PEGS ON THE WALL. THIS IS WHY I PICKED THE TA08R FOR MY NEW VTA CAR. PARTS ARE READILY AVAILABLE, BUT IT'S NOT SO EXPENSIVE THAT IT'S NOT IN THE SPIRIT OF THE CLASS.

TO MAKE MY TA08R A VTA CONTENDER I WENT WITH A 25.5-TURN HOBBYWING XERUN V10 G3R MOTOR AS MENTIONED. THIS IS TOTAL OVERKILL. IT'S WORTH NOTING THAT TECHNICALLY THE OFFICIAL MOTOR FOR VTA IS THE GRAVITY RC SCALE SPEC FIXED TIMING

25.5 MOTOR, BUT CHECK WITH YOUR LOCAL TRACK. IN MY EXPERIENCE, MOST TRACKS JUST REQUIRE A ROAR-APPROVED 25.5-TURN MOTOR. THERE'S A PRETTY WIDE SELECTION OF BODIES TO CHOOSE FROM FOR VTA. FOR ME, THE KILLER-LOOKING PROTOFORM 1968 FORD MUSTANG WAS THE EASY CHOICE. BILL ZEGERS OF ZEGERS RC GRAFFIXX PUT DOWN THE AMAZING PAINT JOB. I ASKED FOR VINTAGE AND, AS ALWAYS, BILL NAILED IT. FOR TIRES, I AGAIN TURNED TO PROTOFORM. VTA REQUIRES SPECIFIC TREADED TIRES THAT ARE CURRENTLY ONLY OFFERED BY PROTOFORM AND GRAVITY RC.

well and good, but how does the TA08R handle? Well, in a word, smooth.

I was blown away by how smoothly the car handles. Even better, it turns with ease. It rotates as well as any touring car I've ever driven. In contrast, my TT-02 fights me in the corners. It simply doesn't want to rotate. The TA08R is just the opposite, and that's only the out-of-the-box setup. If you're looking for a car that's more serious than a TT-01 or TT-02 and offers far greater performance, the TA08R is without a doubt the smart pick.

The only issue I've had really isn't an issue. I found the stock gearing was way off for the 25.5-turn brushless motor I installed. No big deal. I just installed the biggest pinion I had on hand. More track time will reveal if I need to go even bigger. In my opinion, the stock gearing is really only suitable for lower-turn mod racing, and that isn't what most racers considering the TA08R are likely to run. Tamiya would better serve this car's intended audience by including gearing better suited for 21.5 and 25.5 brushless motors.



The body on this car is VTA, specifically a Protoform 1968 Mustang, expertly painted by Bill Zegers of Zegers RC Graffixx.

TAMIYA TA08R VEHICLE SPECS

P/N: 47498
Street Price: \$504
URL: tamiyausa.com

- Scale: 1/10
- Chassis: Fiber-reinforced plastic
- Shocks: Oil-filled
- Suspension: 4-wheel fully independent double wishbone
- Drivetrain: 4WD
- Body: Not included
- Wheels: Plastic
- Tires: Not included
- Motor: Not included
- ESC: Not included
- Requires: 2-channel radio, steering servo, motor, 2S LiPo battery with compatible charger, tires, body, paint

FINAL WORD

Tamiya offers a wide range of touring cars, from entry-level bashers to world championship-caliber racers. For weekend club racing, most of us, truth be told, are best suited by something in the middle. The TA08R is that sweet spot car. It's a competition-worthy platform, but it's not more car than the average racer needs. At the same time, it's loaded with Tamiya option parts. The Tamiya TA08R really is all about delivering high performance and the most bang for your buck.

WORLD CHAMPIONSHIPS

JUST CLAIMING THE TOP SPOT AT A WEEKEND CLUB RACE IS HARD FOR MOST OF US. WINNING AN IFMAR WORLD CHAMPIONSHIP, IN COMPARISON, IS NEARLY IMPOSSIBLE. FACT IS, A WIN AT THE HIGHEST LEVEL HAS ELUDED MANY GREAT DRIVERS. LIKEWISE, MANUFACTURERS STRIVE TO RECEIVE THE ULTIMATE HONOR OF A WORLD CHAMPIONSHIP, BUT MOST FALL SHORT. TAMIYA IS IN ELITE COMPANY IN THAT IT HAS NOT ONLY WON ON THE WORLD STAGE, BUT IT HAS DONE SO FIVE TIMES. CHECK OUT TAMIYA'S ULTIMATE VICTORIES:

YEAR	DRIVER	CAR	LOCATION
2002	SURIKARN CHAIDEJSURIYA	TRFY14M	SOUTH AFRICA
2004	MARC RHEINARD	TRFY15	UNITED STATES
2008	MARC RHEINARD	TRFY16	THAILAND
2010	MARC RHEINARD	TRFY16X	GERMANY
2012	JILLES GROSKAMP	TRFY17	NETHERLANDS

TINY



SIZE, BIG AMBITIONS

THE NANO TRACKS N320 IS THE RC EXCAVATOR YOU DIDN'T KNOW YOU NEEDED

Text by Jerry Tsai

Images courtesy of Nano Tracks

The world of RC construction vehicles just got a lot smaller—literally—with the introduction of the Nano Tracks N320, a fully functional miniature excavator designed to bring the excitement of heavy machinery to your desk, sandbox, or anywhere in between.

Created by Jonathan Abbott of Raleigh, North Carolina, the N320 made waves on Kickstarter, smashing its \$20,000 goal in just nine minutes and eventually raising over \$345,000. This tiny powerhouse has captivated RC enthusiasts and casual hobbyists alike.



The Nano Tracks N320 features a working boom, dipper, bucket, and swing.

A VISION BROUGHT TO LIFE

Jonathan's journey to create the N320 began with inspiration from a YouTube group playing with tiny RC construction vehicles. Unable to find an excavator that matched his vision, Jonathan decided to create one himself.

Without prior engineering experience, he spent two years learning CAD, prototyping with 3D printers, and mastering CNC machining. After 2,300 hours of trial and error—and unwavering support from his



The N320's 2.4GHz remote gives a control range of up to 20 feet. It also includes Bluetooth functionality.



The tiny excavator fits in the palm of your hand, so it's easily transported from desktop to job site.

wife—Jonathan brought his dream to life.

His commitment to quality and innovation is evident in the N320, which combines realism, functionality, and precision engineering. This is more than just a toy; it's a showcase of craftsmanship and determination.

WHAT MAKES IT SPECIAL?

The Nano Tracks N320 is no ordinary

RC vehicle. Despite fitting in the palm of your hand, it offers the full functionality of a real excavator, including a working boom, dipper, bucket, swing, and dual track motors. Powered by a long-lasting battery, the N320 delivers up to 30 minutes of continuous operation and recharges in just 45 minutes via USB-C.

Its rugged injection-molded body, nylon gears, and precision bearings make it durable enough to

Initial funding was launched via a Kickstarter campaign, which raised its initial goal of \$20,000 in just nine minutes!





handle outdoor play while maintaining the precision needed for delicate indoor operations. Whether you're building a mini construction site on your desk or digging trenches in a sandbox, the N320 can handle it all.

DESIGN & FEATURES

The N320 doesn't compromise on authenticity. Its linear actuators and high-performance motors replicate the movements of full-sized excavators, offering smooth, precise control. The 2.4GHz remote provides a control range of up to 20 feet, and

Bluetooth capabilities expand its versatility for tech-savvy users.

With its compact size, the N320 is incredibly portable, making it easy to take from your workspace to your backyard. The realistic design and durable materials ensure it's as functional as it is fun to look at, appealing to both collectors and RC enthusiasts.

A KICKSTARTER SUCCESS STORY

When the Nano Tracks N320 hit Kickstarter, it captured the imagination of backers

worldwide. The campaign was fully funded in just nine minutes, an early indicator of its popularity. By the end, the project had raised over \$345,000—more than 17 times its initial goal.

This overwhelming response highlights the demand for high-quality, innovative RC vehicles that offer a unique experience. Jonathan's dedication to his craft and his ability to connect with the RC community played a significant role in the campaign's success.

THE WORLD OF RC CONSTRUCTION VEHICLES

RC CONSTRUCTION VEHICLES LET ENTHUSIASTS EXPERIENCE HEAVY MACHINERY IN A COMPACT, REALISTIC FORM. FROM EXCAVATORS TO DUMP TRUCKS, THESE MODELS FEATURE FUNCTIONAL BOOMS, BUCKETS, AND TRACKS FOR AUTHENTIC OPERATION. PERFECT FOR BUILDING MINIATURE JOB SITES IN YOUR BACKYARD OR FOR ENJOYING ON YOUR DESK, THEY COMBINE DURABILITY AND ENTERTAINMENT. ADVANCEMENTS IN DESIGN MAKE THESE SMALL-SCALE MACHINES ENGAGING FOR HOBBYISTS, COLLECTORS, AND RC FANS ALIKE, OFFERING A UNIQUE WAY TO DIG, LIFT, AND MANEUVER.



FINAL WORD

The Nano Tracks N320 is ideal for anyone who loves RC vehicles, construction equipment, or miniature models. Its versatility makes it suitable for all ages and skill levels, from seasoned RC enthusiasts to beginners looking for a fun and engaging hobby. It's also a great conversation starter and desk toy, combining functionality with an undeniable cool factor.

With the success of the N320, Nano Tracks is poised to expand its offerings, bringing more innovative RC construction vehicles to market. Jonathan's story proves that even the smallest ideas can make a big impact.

For more information on the Nano Tracks N320 and to join the journey, visit: www.nanotracksrc.com.

CHASING VICT



AN INSIDER'S LOOK AT THE 2024 TAMIYA FAIR & RC WORLD CHAMPIONSHIPS

Text & Images by Fred Medel

The Tamiya Radio Control Car World Championships take place annually in Tamiya's hometown, Shizuoka City, Japan. Alongside the RC World Championships, the Tamiya Autumn Fair offers a wide array of activities and displays for the public and

participants alike.

Highlights of the fair include the Japan Cup 2024 Mini 4WD Championship races, new product announcements, the Shizuoka Plastic Model Club exhibition, full-scale racecars on

TORY IN JAPAN



display (this year featuring the Porsche 911 GT3 RS, a 1998 Subaru Impreza Rally Car, and the 2024 GR Yaris Rally 1 Hybrid), a full-scale military vehicle display, an RC Tank Club meeting, and a Special Tamiya product

sale. Additionally, prominent Japanese RC radio manufacturers, such as Futaba, KO Propo, and Sanwa showcased their latest innovations.

A special temporary carpet track was constructed where the racing action unfolded.

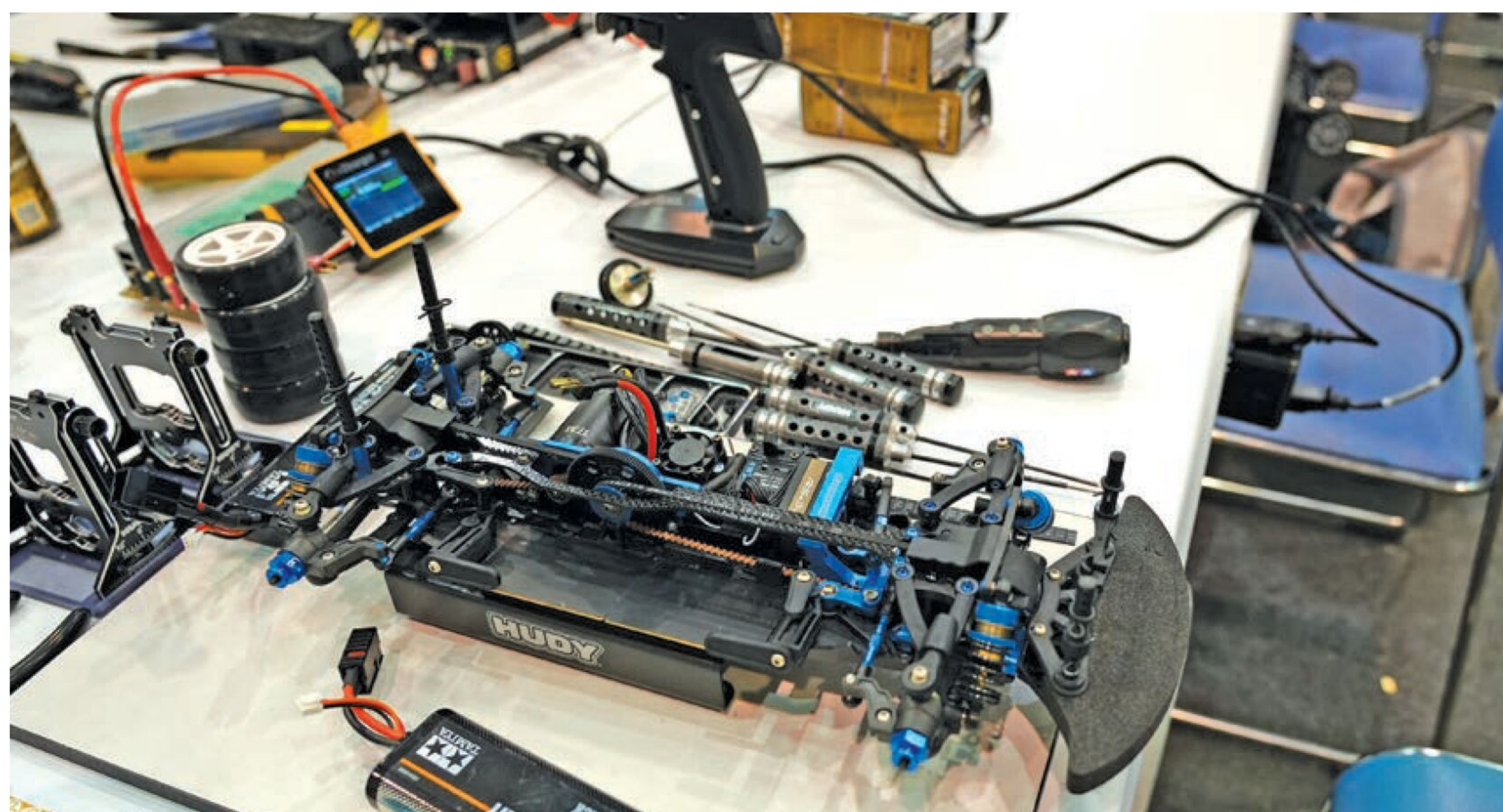


CHASING VICTORY IN JAPAN

This year's event took place on November 16-17 at the Twin Messe Convention Hall, located just minutes from Tamiya's headquarters. The hall housed everything needed to make the Autumn Fair festive, including a temporary carpet track where all the racing action unfolded.

Three Americans earned their spots to compete in the World Finals. These winners were:

- Matt Allen: GT-2 Champion
- Wendra Poedjorahardjo: GT Pro Spec Champion
- Eugene Adawag: M-Chassis Champion



Alongside the races, manufacturers were on hand to unveil new products and the latest RC technology.



Full-scale racecars were on display, like the 2024 GR Yaris Rally 1 Hybrid.

They qualified by winning their respective classes at the U.S. Tamiya Championship Series (TCS) National Finals held in late August at Cal Raceway in Southern California. The American champions competed on a specially constructed indoor carpet track against skilled racers from around the world, including regional champions from the Tamiya Grand Prix All Japan Championship (11 regions) and the Tamiya Asia Cup (eight countries in Asia).

The 2024 Tamiya USA team consisted of two veteran racers, Matt Allen and Wendra Poedjorahardjo, who previously represented the U.S. at the 2018 Tamiya World Championships. For Eugene Adawag, this was his first time qualifying to compete on the world stage! Per the American TCS rules, former champions may return to Japan if they win a different class and sit out two complete National Finals before attempting to qualify again.

THE RC WORLD CHAMPIONSHIP CLASSES

The class structure for the Tamiya World Championship included:

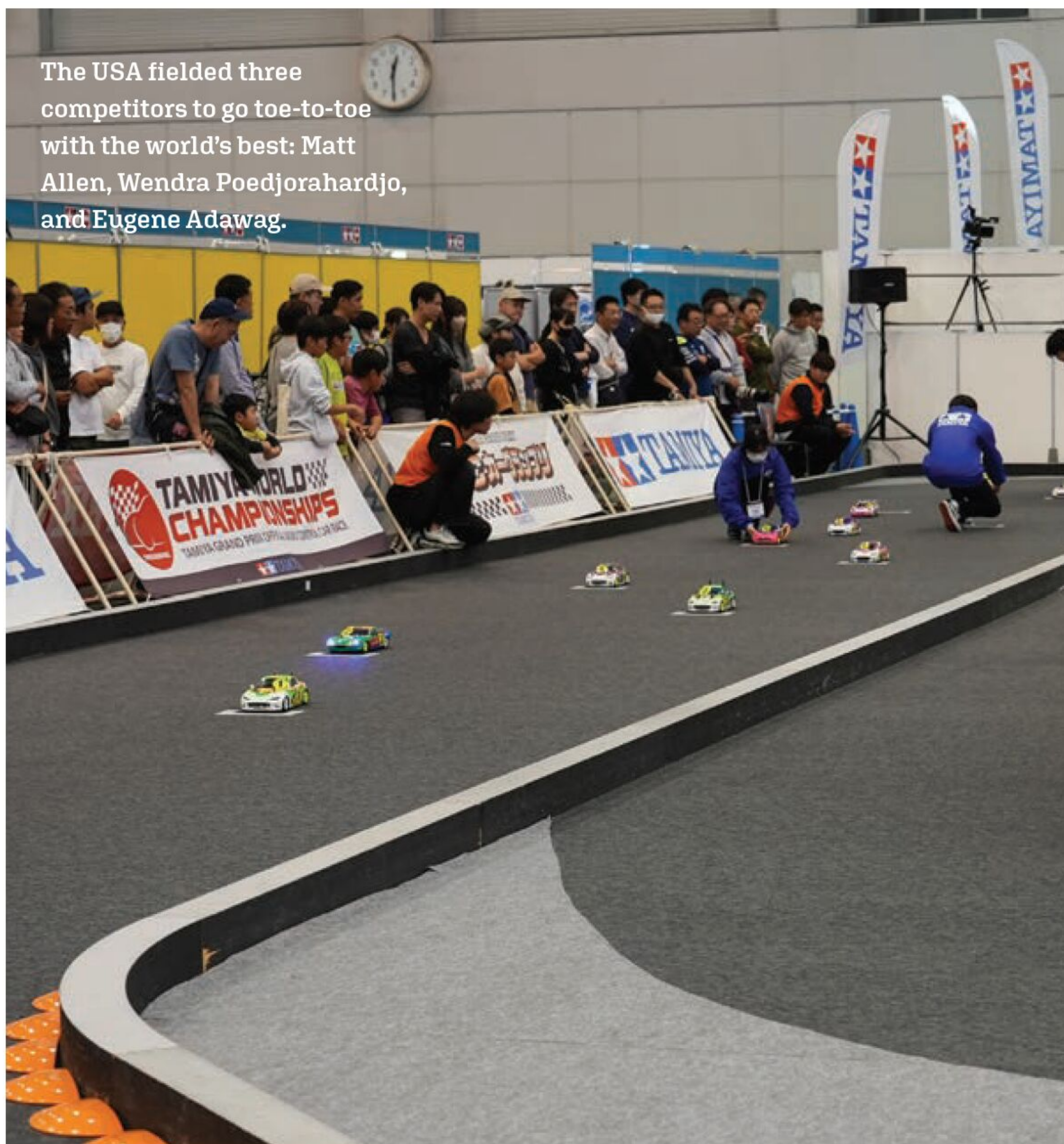
- TRF Championship
- GT Championship
- ST Championship
- Jr. Championship
- M-Sport Championship

The U.S. contingent competed in:

- GT: Matt Allen
- ST: Wendra Poedjorahardjo
- M-Sport: Eugene Adawag

Matt Allen prepared a brand-new TRF421 chassis and painted a Toyota TOM's GR Supra body for his campaign. Wendra Poedjorahardjo built a TA-08 Type R with an Acura NSX body, while Eugene borrowed a friend's M-08 Type R, pairing it with a Lotus Europa Special body—proven to be the combination to beat in 2023!

The USA fielded three competitors to go toe-to-toe with the world's best: Matt Allen, Wendra Poedjorahardjo, and Eugene Adawag.



STRICT RULES AND REGULATIONS

Tamiya Japan enforces strict rules for RC racing. All motors, ESCs, and batteries must be Tamiya-branded. Racers were required to use Tamiya Li-Fe (Lithium Iron) 6.6V 2200mAh batteries with 15.5 or 17.5-turn motors, depending on their class.

Additionally, all racers used Tamiya-spec wheels and tires, which were impounded after every practice, qualifying, and race session to prevent chemical treatments that enhance traction. Tire cleaning was only permitted in a controlled area using Tamiya Cleaner Spray which was comprised of isopropyl alcohol.

The event followed a tight schedule, featuring two practice rounds and two qualifying rounds on Saturday, followed by two more qualifying rounds and Triple A-Mains and Single B-Mains on Sunday.



Some of Tamiya's favorite RCs, such as the Monster Beetle and Lunch Box, were made into life-size vehicles and were displayed at the fair.

FIERCE COMPETITION

The American racers fought valiantly, fine-tuning their setups throughout the event. Despite their best efforts, all three ended up in the B-Mains for their respective classes. The competition was incredibly fierce, with every tenth of a second making a difference!

BEHIND THE SCENES

Beyond racing, the U.S. racers were given an exclusive look at Tamiya's headquarters. They witnessed how Tamiya products are designed and manufactured and toured the main lobby, home to historic Formula One racecars, including the iconic Tyrrell Six-Wheeler.



LOOKING AHEAD

The 2024 group of racers had an unforgettable experience and are determined to return in 2027 for another shot at the World Title. First, they'll need to win the TCS North American Finals in a new class. We wish them the best of luck, as competition in the U.S. Tamiya spec class is as intense as ever!

TEST BENCH

RC PRODUCTS TESTED & EVALUATED

Text by James York

Images courtesy of Traxxas



TRAXXAS 2S LIPO USB-C COMPLETER PACK

If you're running a Traxxas vehicle or a vehicle powered by a Traxxas ESC, you'll be glad to know that the company's latest Traxxas 4-Amp USB-C Multi-Chemistry Charger is a great solution for your battery charging needs. The charger delivers power and convenience in a compact form factor and is available by itself or as

part of a Completer Pack, which pairs it with your choice of a 2s or 3s LiPo battery.

We recently had a 2s LiPo USB-C Completer Pack on our test bench for a closer look. The Completer Pack comes with the USB-C Multi-Chemistry Charger and a 3000 mAh 7.4-volt 2-cell LiPo battery and

is designed for use with Traxxas BL-2s or Titan-equipped vehicles.

EFFORTLESS CHARGING WITH ID TECHNOLOGY

One of the standout features of this completer pack is the Traxxas iD system, which takes the guesswork out of battery charging. Simply plug in an iD-equipped battery and the charger automatically detects the battery type and optimizes the charge settings.

This “plug it in and forget it” functionality makes what could be a complex process simple and foolproof, ensuring safe and efficient charging every time. The charger’s LED progress indicator provides clear updates, so you always know when your battery is ready to go.

PERFORMANCE

We observed that the included 3000mAh 2-cell LiPo battery offers quick acceleration and extended run times on the Traxxas BL-2s-equipped vehicles we tried it on. The charger supports a range of batteries, including 5- to 7-cell NiMH and 2- to 3-cell LiPo packs, making it a versatile addition to your toolkit. However, it’s worth noting that this pack is not compatible with VXL/Velineon brushless power models.

PORTABLE DESIGN

We love the compact size of the USB-C charger. It easily fits in a pit box

or backpack, making it perfect for RC enthusiasts on the go. Its small footprint ensures that it doesn’t take up valuable space, whether you’re at the track or storing it at home. The USB-C power supply adds to the convenience, offering compatibility with modern power sources for fast and efficient charging.

OPTIONAL ACCESSORIES

Not all USB-C power supplies and cables are created equal. Traxxas offers optional high-quality USB-C accessories guaranteed to deliver maximum power to your charger. The Traxxas AC power adapter provides the full 40 watts needed for optimal charging performance, while the high-output, 100-watt USB-C cable ensures efficient power delivery. Both accessories are sold separately, making them a great addition for enthusiasts who want the best performance from their charging setup.

FINAL WORD

The Traxxas 2s LiPo USB-C Completer Pack strikes the perfect balance between performance, safety, and convenience. Its iD technology makes charging worry-free, while the compact design and versatile compatibility make it an essential accessory for RC enthusiasts. If you’re looking for a hassle-free charging solution with reliable power delivery, this completer pack is an excellent choice.



To get the most out of your charger, Traxxas offers an optional power adapter that provides the full 40 watts required for optimal charging, while an optional high-output USB-C cable ensures efficient power delivery.

Traxxas
2s LiPo USB-C Completer Pack
P/N: 2985-2S
MSRP: \$69.95
URL: [traxxas.com](https://www.traxxas.com)



BONARDS GARAGE'S EXPEDITION OVERLAND TOYOTA TACOMA CUSTOM RC BUILD

Text by Jerry Tsai
Images courtesy of Neil Leyesa

Neil Leyesa of Bonards Garage has truly outdone himself with his latest custom RC rock crawler: a stunningly accurate scale replica of Expedition Overland's Atigun Toyota Tacoma. For fans of life-

sized overland rigs, this RC creation is a masterclass in precision and craftsmanship, bringing the spirit of the real Atigun pickup truck to the world of RC.



SPECIAL PROJECT: ULTIMATE SCALE





Is it an RC replica, or is it the real thing? Shots like this make it pretty much impossible to tell.

THE INSPIRATION

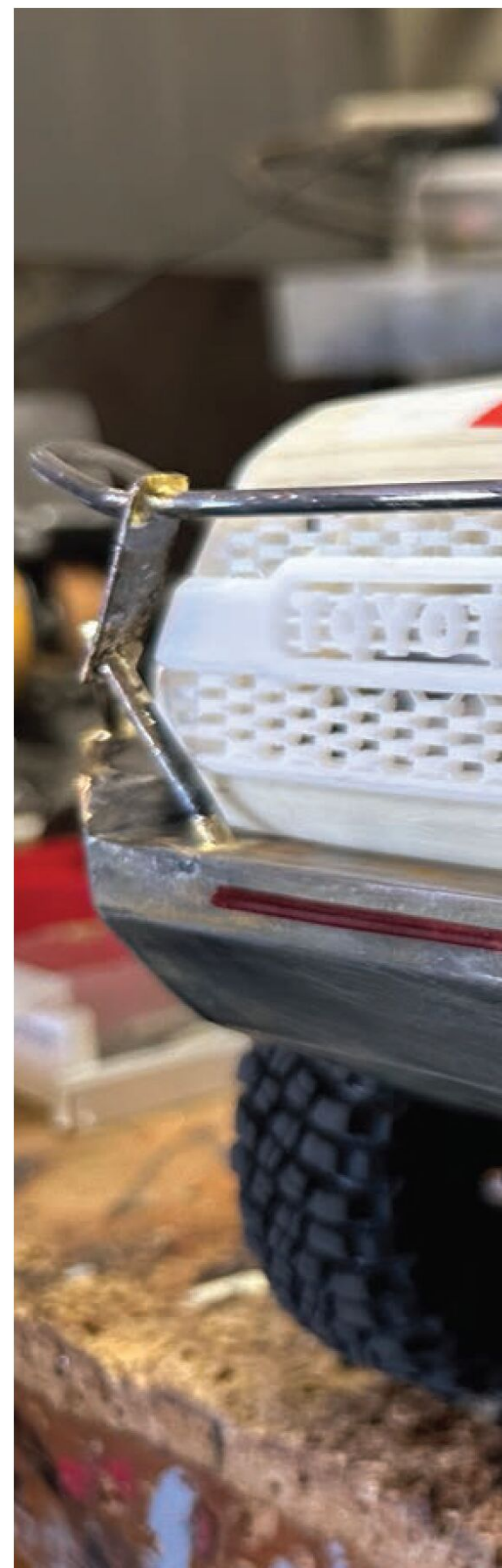
Expedition Overland's Atigun is an overland truck designed to conquer the toughest trails across the globe. Built on a Toyota Tacoma platform, it's equipped with a custom Patriot Campers system, a self-sufficient setup perfect for extended adventures. With its robust build and unparalleled utility, Atigun has inspired countless enthusiasts—and now it's the basis for Leyesa's latest RC masterpiece.

FROM VISION TO REALITY

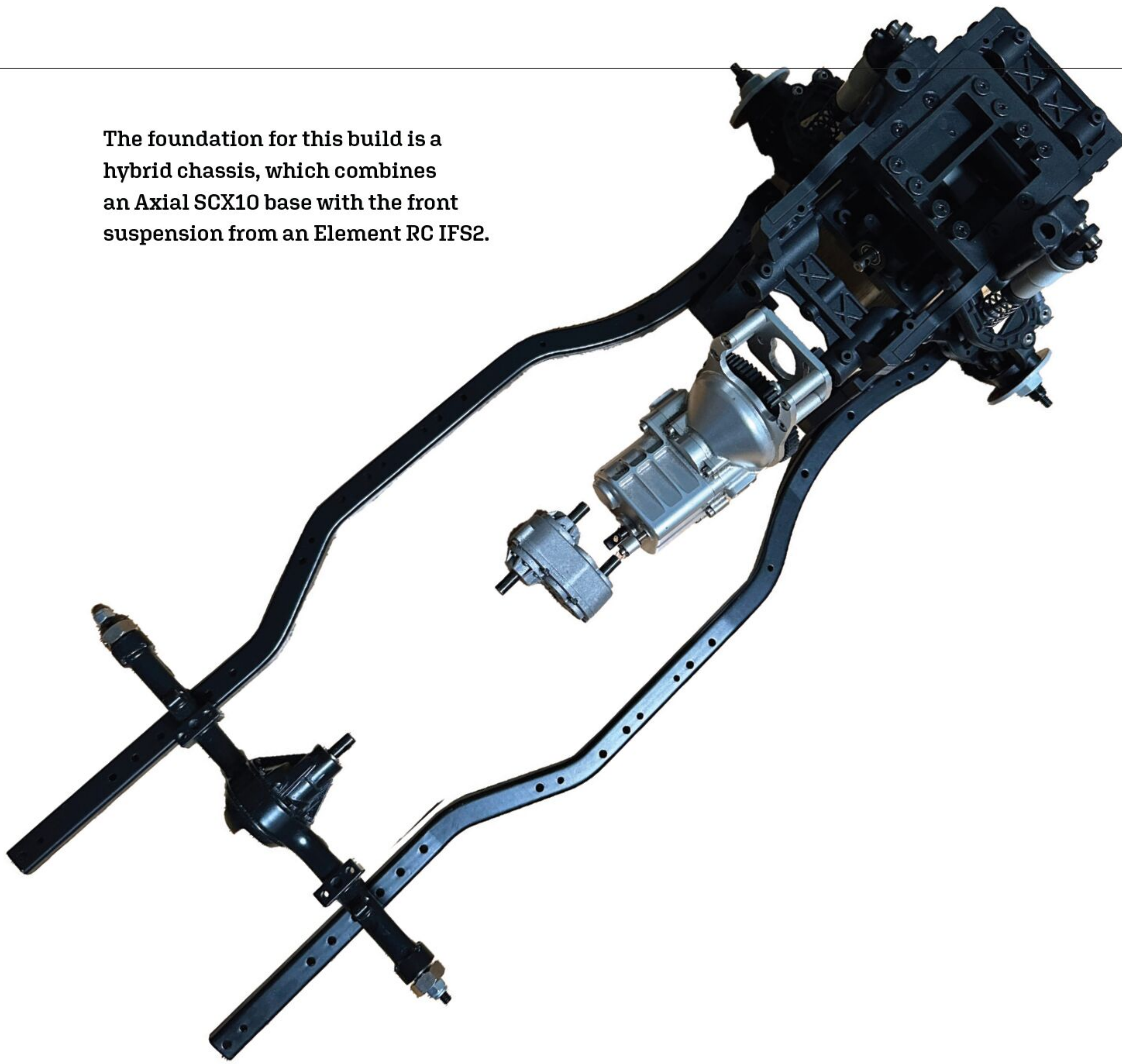
Neil started his project with an MFab 4x4



The project began with an MFab 4x4 3D-printed Tacoma body that's paired with an MFab rear canopy originally designed for the LC79 Land Cruiser.



The foundation for this build is a hybrid chassis, which combines an Axial SCX10 base with the front suspension from an Element RC IFS2.



Tacoma 3D-printed body, which is paired with an MFab rear canopy originally designed for the LC79 Land Cruiser. Modifying the canopy to mimic the Patriot Campers system was no small feat, but Neil's attention to detail ensured the transformation was seamless. Every line, angle, and component mirrors the rugged yet refined aesthetic of the real Atigun.

The truck's chassis is a hybrid, combining the Axial SCX10 base with the Element RC IFS2 front suspension. To achieve the desired geometry and functionality, Neil crafted a new shock tower mount and relocated the upper control



"THIS RC IS A MASTERCLASS IN PRECISION AND CRAFTSMANSHIP, BRINGING THE SPIRIT OF THE FULL-SIZE ATIGUN TO THE WORLD OF RC."



Scale camping and overlanding equipment abounds on this truck, from a pop-up canopy on top of the bed to the slide-out cargo drawers on the sides.

arms directly to the chassis. The drivetrain and rear axles are all RC4WD, providing the durability and performance needed for technical rock crawling.

HANDMADE PERFECTION

Neil's craftsmanship truly shines in the handmade components. The front bumper, rock sliders, and skid plates are all fabricated from steel—yes, that's right, we said steel. Each piece was hand-crafted to provide the truck

with both strength and scale accuracy.

Inside the cab, Neil constructed a detailed interior and engine bay using styrene, replicating the real Tacoma's interior layout and under-the-hood design.

Adding to the realism are RC4WD BFGoodrich KM3 tires, which offer excellent grip and a scale-appropriate look. The truck's electronics are powered by Hobbywing systems, ensuring smooth and reliable

operation on the trail.

ATTENTION TO DETAIL

One of the most impressive aspects of Neil's build is his ability to capture the essence of the Atigun Tacoma while also making the RC truck fully functional. From the modified canopy to the carefully positioned suspension components, Neil's dedication to both form and function is evident in every element of the build. The showpiece is a fully operational RC crawler capable

of tackling rugged terrain, just like its full-sized inspiration.

A SHOWCASE OF PASSION & SKILL

This rig was awarded the top honor of Concours Best of Show at 2024's Pro-Line by the

Fire 1850 event. Neil Leyesa's Expedition Overland Toyota Tacoma RC build places him among the top tier of scale replica builders in the space.

His passion for the overland lifestyle fuels his commitment to accuracy. By combining

technical ingenuity with artistic craftsmanship, Neil has created a scale truck that pays homage to the real Expedition Overland Atigun Tacoma while standing out as a masterpiece in its own right.



Awarded Best in Show at 2024's Pro-Line By the Fire, this Atigun build placed Neil Leyesa in the top tier among scale RC builders of the world.



Every feature of the full-size overland rig [pictured below] has been faithfully re-created in miniature.

FINAL WORD

For fans of Expedition Overland and RC enthusiasts alike, this build is a perfect fusion of two worlds—a miniature marvel inspired by a legendary overland rig. To see more of Neil Leyesa's custom builds, follow him on Instagram: @bonardsgarage. To learn more about Expedition Overland's adventures, check their website out at: xoverland.com.



Image: Expedition Overland

EXPEDITION OVERLAND ATIGUN TACOMA

EXPEDITION OVERLAND'S ATIGUN TACOMA IS THE ULTIMATE OVERLAND MACHINE. BUILT ON A TOYOTA TACOMA PLATFORM, IT FEATURES A PATRIOT CAMPERS FLATBED CANOPY

SYSTEM FOR SELF-SUFFICIENT, OFF-GRID LIVING. ATIGUN IS DESIGNED TO HANDLE THE TOUGHEST TRAILS WHILE CARRYING ALL THE ESSENTIALS FOR GLOBAL EXPLORATION. WITH

ITS ROBUST RELIABILITY AND INNOVATIVE SETUP, THE ATIGUN TACOMA REPRESENTS THE PINNACLE OF OVERLAND VEHICLE ENGINEERING, INSPIRING ADVENTURERS WORLDWIDE.



Why you need dental insurance in retirement.

Many Americans are fortunate to have dental coverage for their entire working life, through employer-provided benefits. When those benefits end with retirement, paying dental bills out-of-pocket can come as a shock, leading people to put off or even go without care.

Simply put – without dental insurance, there may be **an important gap** in your healthcare coverage.

When you're comparing plans ...

- ▶ Look for coverage that helps pay for major services. Some plans may limit the number of procedures – or pay for preventive care only.
- ▶ Look for coverage with no deductibles. Some plans may require you to pay hundreds out of pocket before benefits are paid.
- ▶ Shop for coverage with no annual maximum on cash benefits. Some plans have annual maximums of \$1,000.

Medicare doesn't pay for dental care.¹

That's right. As good as Medicare is, it was never meant to cover everything. That means if you want protection, you need to purchase individual insurance.

Early detection can prevent small problems from becoming expensive ones.

The best way to prevent large dental bills is preventive care. The American Dental Association recommends checkups twice a year.

Previous dental work can wear out.

Even if you've had quality dental work in the past, you shouldn't take your dental health for granted. In fact, your odds of having a dental problem only go up as you age.²

Treatment is expensive — especially the services people over 50 often need.

Consider these national average costs of treatment ... \$222 for a checkup ... \$190 for a filling ... \$1,213 for a crown.³ Unexpected bills like this can be a real burden, especially if you're on a fixed income.

1 "Medicare & You," Centers for Medicare & Medicaid Services, 2024. 2 "Aging changes in teeth and gums", medlineplus.gov, 4/17/2022. 3 American Dental Association, Health Policy Institute, 2020 Survey of Dental Fees, Copyright 2020, American Dental Association.

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BULLETPROOF



UPGRADING YOUR RIDE

UPGRADING YOUR ARRMA KRATON 6S WITH RPM PARTS FOR PERFORMANCE & DURABILITY

Text by James York
Images by Jerry Tsai

Upgrading your RC vehicle with aftermarket parts can take it to the next level in terms of durability, performance, and overall driving experience. We recently upgraded our Arrma Kraton 6S with suspension

and drivetrain components from RPM R/C products, and the results were nothing short of transformative. Here's a breakdown of the RPM parts we installed and why they make a significant difference.



FRONT AND REAR A-ARMS

The first upgrade was swapping out the stock A-arms for RPM's 6S Front and Rear A-arms, specifically designed for V5 and EXB editions of Arrma vehicles. These A-arms are built 30% thicker for increased strength and durability, reducing flex and providing more predictable suspension performance. This improvement translates to better handling and cornering, especially during high-speed runs or rough terrain.

The lower A-arms feature an additional shock mount hole, allowing for a lower-profile suspension setup. By laying the shocks down further, the ride height is reduced, lowering the center of gravity and enabling higher cornering speeds. On the upper A-arms, RPM eliminated the caster spacers, creating a more stable and robust structure. This "A" shape not only enhances suspension performance but also adds steering precision and durability.

RPM's upgraded A-arms are engineered and made to surpass the factory arms in terms of strength and overall performance.



Made from RPM's proprietary engineering-grade nylon, these A-arms are incredibly tough, making them a reliable choice for demanding conditions.

MUD GUARDS

To complement the upgraded A-arms, we installed RPM Mud Guards. These lightweight additions work exclusively with RPM's A-arms and are designed to keep debris from building up on rear shocks, turnbuckles, and driveshafts. By preventing dirt and rocks from striking sensitive suspension and driveline components, the Mud Guards help prolong their lifespan and reduce the need for frequent cleanings. Constructed from the same tough nylon material as the A-arms, they provide excellent protection without adding unnecessary weight.

HD WING MOUNT SYSTEM

The stock wing mount on many RC vehicles is a common point of failure during impacts, so we upgraded to RPM's HD Wing Mount System. This system is designed for extreme durability with oversized wing mounts, strengthening ribs, and a vertical brace that ties the mounts to a new rear skid plate. The triangulated design eliminates leverage forces during impacts, drastically reducing the risk of wing mount failure.

The skid plate adds extra protection to the rear chassis, while the brace ensures rigidity under heavy loads. As with other RPM parts, the HD Wing Mount System is made from their signature nylon blend, ensuring reliability during even the hardest bashing sessions.

HD WHEELIE BAR

To further enhance our Arrma

Kraton 6S, we added an RPM HD Wheelie Bar, which seamlessly integrates with the HD Wing Mount System. This wheelie bar is designed to provide protection to the wing during front wheel lift-off, letting you perform wheelies without worrying about wing damage. The included five-spoke wheelie bar wheels add a touch of style, while the design is also compatible with stock Arrma wheelie bar components for added versatility.

PERFORMANCE & PRACTICALITY

After installing these upgrades, our Arrma Kraton 6S feels like a completely different vehicle. The enhanced suspension stability and reduced flex allow for more precise handling and confidence during high-speed runs. The Mud Guards keep the suspension components cleaner, making maintenance quicker and easier. Meanwhile, the HD Wing Mount System provides peace of mind, knowing it can withstand tough landings and rear-end impacts.

One of the standout benefits of RPM parts is their durability. Built to handle extreme conditions, these components



Look at how beefy those RPM upgrades are! RPM parts are often available in several colors, we chose red for this truck.

are perfect for hobbyists who love pushing their RC vehicles to the limit. Moreover, RPM's attention to detail—like the additional shock mount positions and integrated skid plate—shows their commitment to improving not just durability but also the functionality of your RC vehicle.





These RPM Mud Guards help prolong suspension and driveline lifespans and reduce the need for frequent cleanings.



RPM's upgrades are an affordable way to turn our vehicle into a more reliable and high-performing machine. We might add that they look great, too.

In our experience, an RPM-equipped RC vehicle can outlast and outperform a factory stock vehicle by a long shot.

FINAL WORD

RPM parts are a go-to for RC enthusiasts for good reason. With their nearly indestructible nylon construction, thoughtful design enhancements, and compatibility across various Arrma models, RPM upgrades strike the perfect balance between strength and performance. Whether you're a casual basher or a competitive racer, these upgrades are a worthwhile investment.

Our experience with the RPM upgrades has been overwhelmingly positive. They've transformed our Arrma Kraton 6S into a more robust, reliable, and high-performing machine without breaking the bank. If you're looking to enhance your RC experience, RPM's parts are a great place to start.

Source:
RPM R/C Products
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VINTAGE TRANS-AM HISTORY OF VTA & THE U.S. VINTAGE R/C RACING ASSOCIATION

To learn more about Vintage Trans-Am racing, we started doing some digging. It wasn't long before we connected with Rob King, who turned out to be not only the webmaster but the behind-the-scenes, one-man director of the Association. Here's the oral history of the Vintage Trans-Am racing class in Rob's own words:

"Around 2007, Marty Hageman started the Vintage Trans-Am class as a fun alternative class at Trackside Hobbies in Milwaukee, Wisconsin, which was Scotty Ernst's track at the time. As accessory items, HPI was making the tires and bodies, which Marty saw and centered the class around. It was 4-cell and 27-turn brushed motor power, which was on its way out in favor of LiPo and brushless. Old handout motors from races were plentiful, as well as NiMH batteries. Two 6-cell packs were broken into three 4-cells, and a lot of us just gave people extra packs and motors to help kick-start things.

"In Chicago, several of us saw what they were doing and built cars. The upstart class started spreading in our area fairly quickly. As we later found out, a group in the Dakotas had, completely independently, created an almost identical class which became popular there. It was just fun, and good racing. I think that was the root of the popularity.

"In 2008 Doug Carter, who had been involved in RC going back to the '80s, decided to make a website to codify the rules for everyone to refer to and spread the idea of the class. He also designed a logo and started the 'organization,' which was, more or less, a website with rules.

Later that year, Doug organized the first USVTA Scale Nationals in conjunction with Harbor Hobbies in Winthrop Harbor, Illinois. The first race was Trans-Am cars only and drew a big turnout for a Reedy race format. Lee Passehl would go on to win that first race. Harbor held many Scale Nationals races until they closed their doors in the mid-2010s. Later, races also incorporated similar 'scale' type classes, such as M-class 'mini' cars, F1, and RCGT/USGT.

"Brushless motors came in not long after this time. I purchased a Novak 21.5 motor under Doug's direction so we could test it with LiPo power. We knew the supply of brushed motors and NiMH batteries would dry up eventually and there would have to be a transition to keep the class growing. Novak Electronics became a huge supporter of the class. When 21.5 became too fast due to improvements in batteries and electronics, they provided a 25.5 motor, which was very uncommon at the time.

"Doug transferred ownership of the website to me in 2009. He was starting a family, and free time became a scarce commodity for him. I offered to step in, having been assisting with things like the LiPo transition tests.

"We added USGT in 2010. It was a faster class using 21.5 motors. Originally it was based on the RCGT class promoted by HPI, which imploded due to dynamic-timing ESCs combined with a 17.5 motor spec. Blinky ESC mode with 21.5 motors provided a more manageable driving experience on the treaded sedan tires. Later, a spec 21.5 motor was incorporated, along with a spec treaded tire. Incidentally, the USGT motor has been used in multiple other classes and organizations for GT12, front-wheel-drive sedan, and oval pan cars.

"I currently run things more or less by myself. There are a number of guys who are long-time participants who I rely on for advice when there are changes to be made. One person I should point out is Myron Kinnard, who organizes the Southern Nationals in Tennessee every year and promotes the USVTA everywhere he goes.

"Really, all we're trying to do is have some less serious classes that keep the cars looking like something a guy off the street recognizes. Most people see a Boss Mustang and recognize it instantly. Serious racers say these are 'funster' classes, and it's true... but the funsters keep the track doors open."

For more information on VTA Racing, visit: usvintagetransam.com

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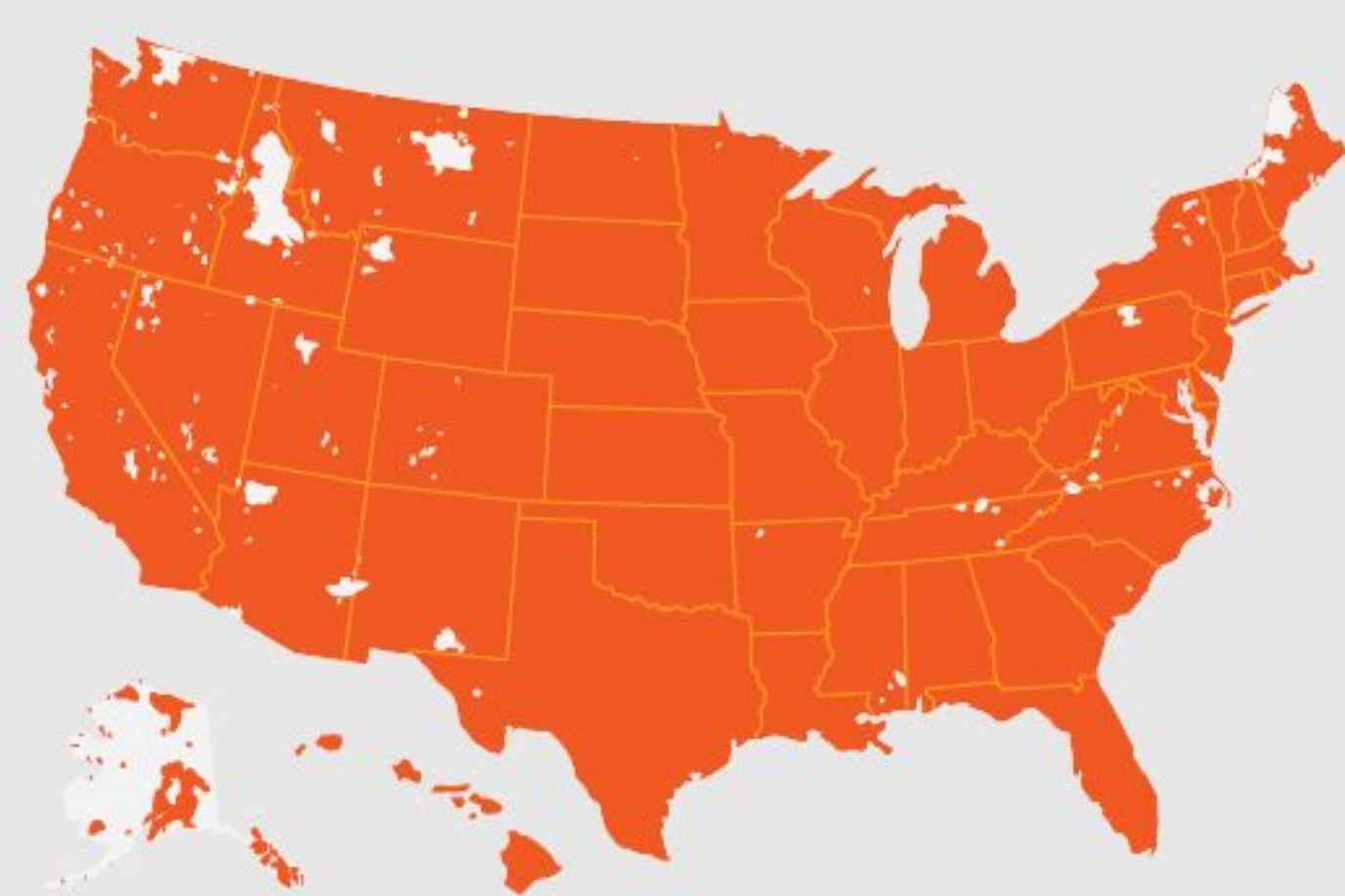
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