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FIGHTER NXGEN



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- > Carisma SCA-1E 2.1 Toyota Tacoma TRD Pro Roller
- > Special Project: Customized Traxxas TRX-4 Bronco
- > First Look: Axial's UTB10 Capra 4WS 1:10 4WD RTR
- > On the Test Bench: Spektrum iXSR 6-channel Transmitter



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Axial® Trail Honcho Rear Cage
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PRO283801 Silver/Black



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for Axial® SCX6™ Front or Rear

PRO282600

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Traxxas Mini Maxx

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Thanks for joining us again this month. I'm excited that you're back from more, because this issue of RC Car Action is packed with plenty of RC goodness, from fully customized builds to first looks at the latest releases.

We're kicking things off with a modified Traxxas Mini Maxx outfitted with a range of Traxxas performance and aesthetic upgrades that take this small-but-mighty truck to the next level. Tamiya's all-new Fighter NXGEN also takes center stage. It's designed for beginner RC drivers and builders, but don't let that fool you—it has plenty to offer for experienced drivers as well.

Speaking of custom builds, we've got a Traxxas TRX-4 Ford Bronco that's been carefully modified to mirror a real-life custom Bronco. This build aims to capture both the looks and performance of its full-size inspiration.

We also had some fun completing Carisma's SCA-1E 2.1 Toyota Tacoma TRD Pro roller chassis, and it's been an absolute blast

to run. Whether you're a scale enthusiast or just love trail-ready RCs, this one is worth checking out.

Beyond the builds, Tamiya USA takes us to Germany for the Nuremberg Toy Fair 2025, offering a first-hand look at some of the most exciting releases on the horizon. And if that's not enough, we've lined up a series of First Looks featuring new products from Traxxas, Pro-Line Racing, and Axial.

As always, we want to see what you're running. Submit your rides to our Readers Rides section at RCCarAction.com for a chance to be featured in an upcoming issue!

Until next time,
Jerry Tsai
Editorial Director

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Plates for the Losi Mini-T 2.0 & Mini-B



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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, 2025. 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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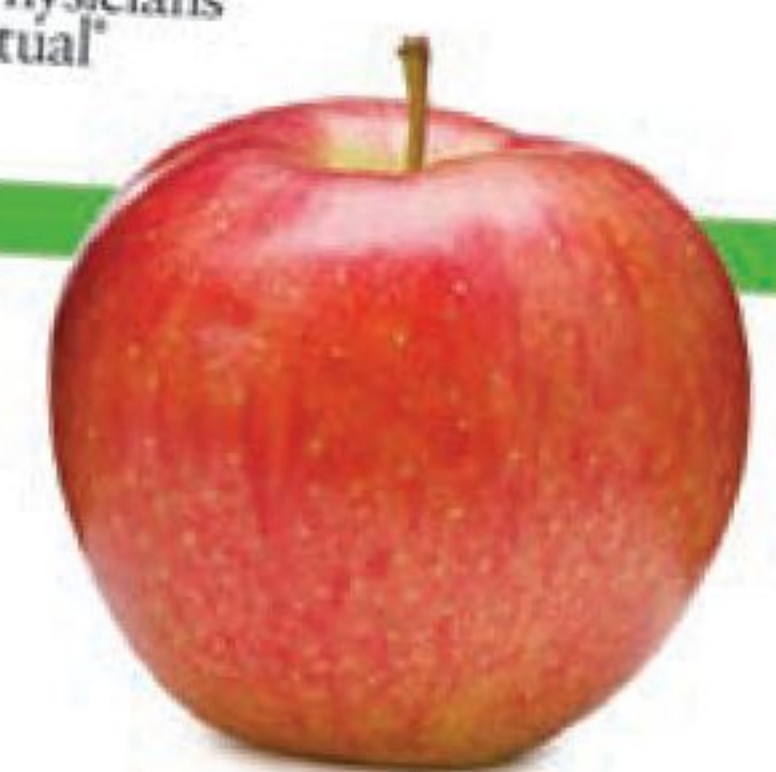
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Dorothy P., TN

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6247-0225

GEARBOX

New and noteworthy items

1. Traxxas - Small Pit Mat

The Traxxas Small Pit Mat is a durable, chemical-resistant rubber mat designed to protect your workbench. Measuring 19 x 13 inches (49 x 33cm), it's perfect for 1/16 and 1/18-scale vehicles, and it features two magnetic compartments and specialized sections for organizing parts and tools. If you're looking for larger sizes, 24 x 16" medium and 36 x 20" large pit mats are also available.

P/N: 3424

MSRP: \$24.95

URL: traxxas.com



3. Pro-Line Racing - Promoto-MX/SM 1/4 Pro-Spec Aluminum Brake Caliper

Pro-Line's Pro-Spec Aluminum Brake Caliper upgrades your Losi Promoto-MX/SM with superior braking. Its progressive pitch cam and ball bearings ensure smooth, responsive stopping power, while the 6061 hard-anodized aluminum housing and steel brake pads provide durability and a harder bite. It'll help you eliminate brake fade and gain precise control when it matters most.

P/N: PRO640800

MSRP: \$54.99

URL: prolineracing.com

2. RPM R/C Products - Rear Skid Plate for the Traxxas Maxx

The RPM Rear Skid Plate for the Traxxas Maxx protects mounting screws from damage, preventing costly bulkhead repairs. It features separated skid ribs, an added third rib for durability, and enhanced wear resistance. Made in the USA with a limited lifetime warranty.

P/N: 72222

MSRP: \$12.95

URL: rpmrcproducts.com

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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/](https://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!

DAYLIGHT'S END

ALEX KAHN « ORLANDO, FL

Alex has a passion for horror movie cars, especially those featuring Mopar muscle. After submitting his Phantasm Cuda for RCCA's December 2019 issue, he tackled a more complex build—the '70 Road Runner from the post-apocalyptic vampire film "Daylight's End." The chassis is a mostly stock Redcat Racing Lightning EPX drift car, but the body is a heavily modified toy-grade Nikko Plymouth Superbird. For the fabrication, Alex enlisted Billy C. LeWorth, who started by chopping off the Superbird's nose cone and giant rear wing to create the Road Runner's correct silhouette. From there, Billy scratch-built the grille, headlights, and front fascia with impressive accuracy. The body was finished with a weathered primer paint job, window mesh, and sheet-styrene armor plating. Alex even added the tow hook from the film's opening scene. This build is an incredible tribute to an underrated movie car. Fantastic work, Alex!





BUILD HIGHLIGHTS

- Chassis: Redcat Racing EPX Drift
- Body: Nikko Plymouth Superbird modified by Billy C. LeWorth into a Road Runner
- Motor: Stock Redcat Racing
- Speed Control: Stock Redcat Racing
- Shocks: Stock Redcat Racing
- Paint: Primer gray with rust effect
- Radio System: Stock Redcat Racing
- Other Options: Screens to replicate caged windows, tow hook

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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.



HIGH-DETAIL HILUX

ZACH AUDET « SAINTE-AGATHE-DES-MONTS, QUEBEC, CANADA

Zach's RC4WD Trail Finder 2 Toyota Hilux has undergone a stunning transformation over the years. He's fabricated custom parts including a rear window screen, mud flaps, aluminum skid plates, and a scale exhaust. From RC4WD's catalog, he added Yota 2 axles with ARB diff covers, Superlift shocks and steering rod kit, a Warn 9.5CTI winch, and a Mojave light kit. Power comes from an Axial 27T motor with a Hobbywing 1060 ESC, which run on a 2S 5000mAh

LiPo. It all rolls on Pit Bull Rock Beast 1.55" tires and RC4WD black stamped-steel wheels. The Krylon Bahama Sea Blue paint job features airbrushed rust effects, soot from a Tamiya weathering kit, and a black wash for added depth. Custom fender and grille cuts complete the look. Zach has invested countless hours into this Class 1 crawler, with more mods to come. Follow his journey @ZRC_Customs on Instagram and YouTube. Truly inspiring work, Zach!



BUILD HIGHLIGHTS

- Chassis: RC4WD Trail Finder 2
- Body: RC4WD Toyota Hilux
- Motor: Axial 27T
- Speed Control: Hobbywing Quicrun 1060
- Battery: Gens Ace 2S 5000mAh
- Wheels & Tires: RC4WD stamped-steel 1.55" wheels with Pit Bull Rock Beast 1.55" tires
- Shocks: RC4WD Superlift
- Axles: RC4WD Yota 2
- Paint: Krylon Bahama Sea Blue with rust-colored base coat
- Lighting: RC4WD Mojave light kit
- Radio System: Savox 1270TG servo with a Spektrum Dx3R
- Other Options: RC4WD Warn 9.5CTI winch with wireless winch controller, custom back window protector/headache rack, custom rear-mount ESC plate/wiring, fabricated 22-gauge steel oversized front shock towers, custom aluminum skid plates, hand-made mud flaps front and rear, custom "distressed" muffler/exhaust pipe



TAMI-YOSHO BRAWLER

MIKE MACKLIN « NEW CASTLE, PA

Mike's "Brawler" (Brat/Crawler) is proof that resourcefulness and creativity never go out of style in RC, and that you don't have to spend a ton of money or a ton of time to pull together an original and fun-to-drive vehicle. He tells us his primary goal for this project was zero painting, and he obtained all the parts from online auction sites. It is essentially a vintage Kyosho Double Dare chassis topped by a Tamiya Subaru Brat body. He tossed in a

Tactic RC servo for steering and credits old RC Car Action articles for teaching him how to make his own wiring harness to solder up a pair of Johnson Silver 540 motors to a single Intellispeed 12T modified speed control. He says the retro-feel of running the truck takes him back to his RC roots in the late '80s, when he ran a Big Brute at a local track, and now he enjoys sharing the RC hobby with his kids. We always love seeing vintage RC, Mike!



BUILD HIGHLIGHTS

- Chassis: Kyosho Double Dare [vintage]
- Body: Tamiya Subaru Brat
- Motor: Twin Johnson Silver 540s
- Speed Control: Intellispeed 12T
- Wheels & Tires: Stock Kyosho
- Radio System: Tactic RC steering servo





BEEFED-UP BRONCO

BJ BOILER « PAYSON, AZ

Traxxas captured a whole new audience with the introduction of the cult-classic '79 Bronco version of the TRX-4. The only full-size Bronco to run solid axles, it's the perfect foundation for a scale crawler... but

BJ didn't want to leave it stock, so he started making upgrades. Power now comes from a Holmes Hobbies 11T CrawlMaster Sport brushed motor with a Hobbywing 1080 controller. Stability gets a

boost thanks to a full set of brass weights, including the front diff cover, the front axle, and the front bumper mount. A set of 110mm King shocks keeps the Voodoo KLR "OG" 1.9 tires planted, and they're mounted to a set of DJX aluminum beadlock wheels.

BJ dressed up the stock Bronco shell with a body wrap, then added an LED light kit plus a lighted roof rack.

Thanks for sharing, BJ!



BUILD HIGHLIGHTS

- Chassis: Traxxas TRX-4
- Body: Traxxas '79 Bronco
- Motor: Holmes Hobbies 11T CrawlMaster Sport brushed
- Speed Control: Hobbywing 1080
- Wheels & Tires: DJX aluminum beadlock wheels, Voodoo KLR "OG" 1.9 tires
- Shocks: 110mm King
- Graphics: Custom wrap
- Lighting: Traxxas LED light kit
- Radio System: Traxxas
- Other Options: Full set of brass weights: front diff cover, front axle, front bumper mount

1/10 scale R/C model assembly kit.

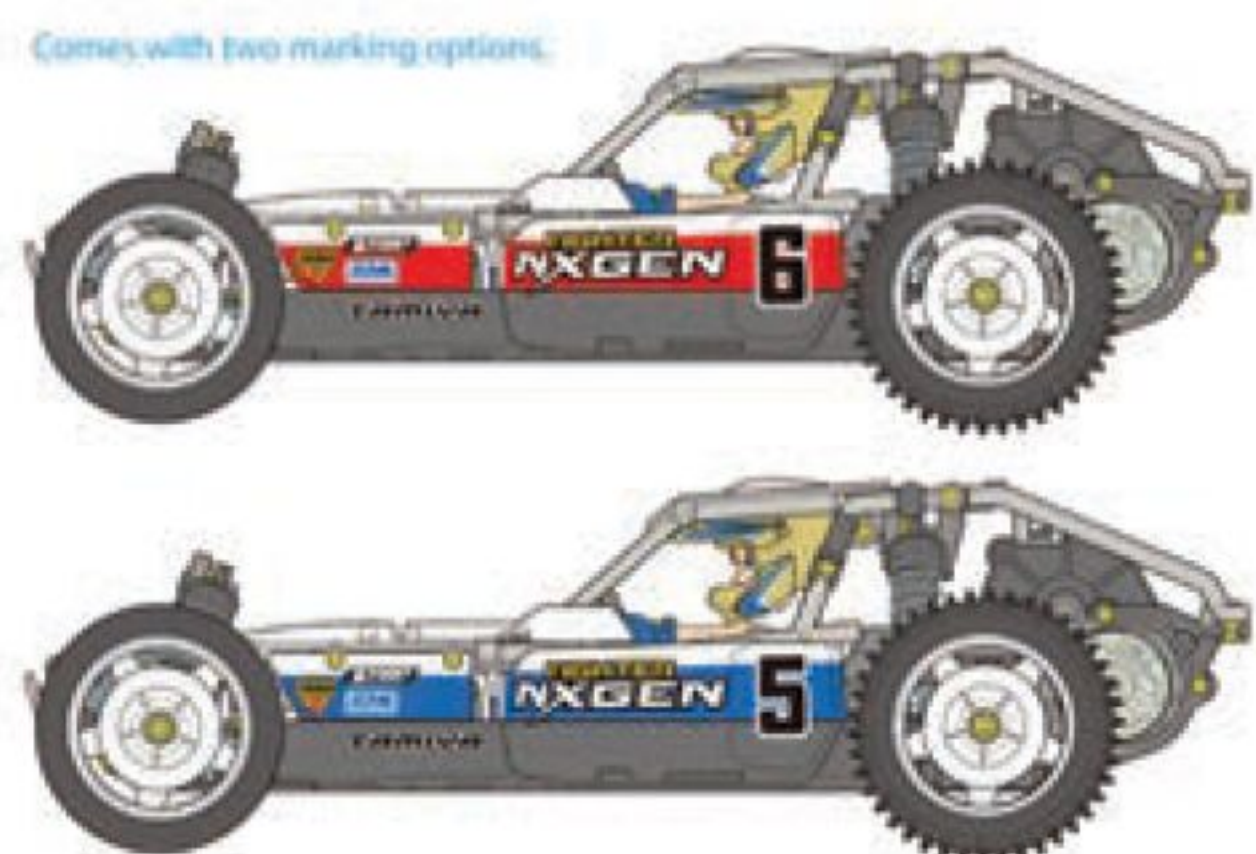
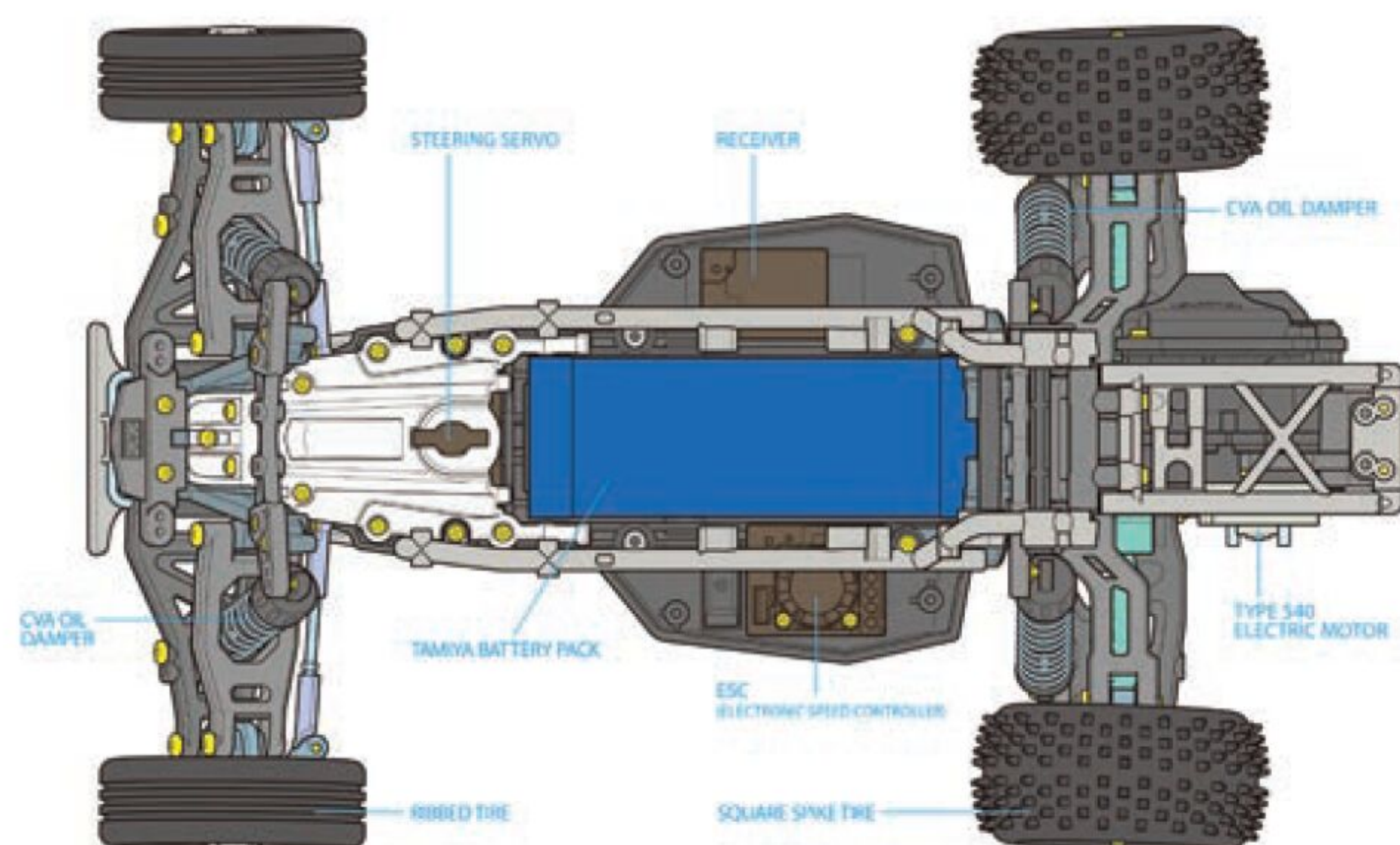
FIGHTER NXGEN

ITEM 58741 L:385mm **4WD** **ASSEMBLY KIT**

The Fighter Buggy R/C series of products was developed by Tamiya for use in the popular German buggy races for beginners which started in 1996 and organized by Tamiya's leading importer in Europe. It has been 10 years since a new product was developed for this series and thanks to our design team, we have come up with the next big thing for beginners!

Enter Fighter NXGEN! This is an R/C model assembly kit inspired by full size single seater racing buggies popular in the United States of America. The new DT-04 - a 2WD rear-wheel drive buggy chassis - of course offers ease of assembly and lively performance, which is a characteristic of this series. The product name "NXGEN" is based upon the English word "Next Generation" and as you can guess from the name, it gives improved off-road performance, and a wealth of setup possibilities compared to its predecessors. Also, front and rear suspension arms, gears and gearbox are shared from DT-02 and DT-03 chassis cars. Furthermore, many option parts from DT-02 and DT-03 chassis can be used for this new chassis iteration.

The body is a piece to behold as it is comprised of injection molded white polycarbonate. Like the BBX (item 58719), the body components are modular pieces that are screwed onto the main chassis. Unlike the BBX, the body components as previously mentioned are injection molded white polycarbonate rather than vacuum formed clear sheet polycarbonate. The result is an easier assembly process for beginners and veterans alike without having to paint the body. All that is needed is the application of stickers!

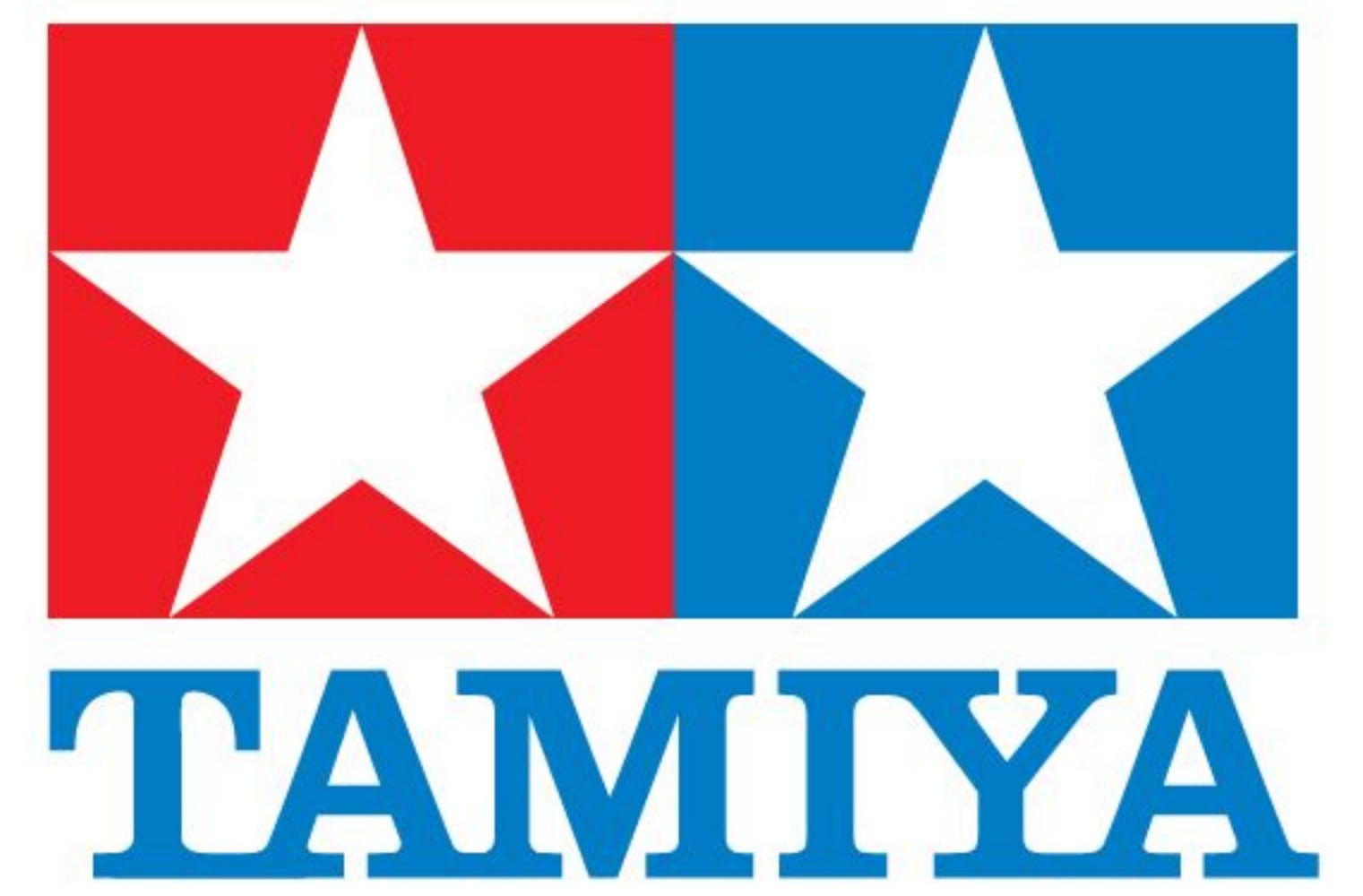


Comes with two sticker marking options and one driver figure.

The Fighter NXGEN form is inspired by full size single-seater buggies.

CVA oil dampers help absorb big shocks, translating into a great drive.

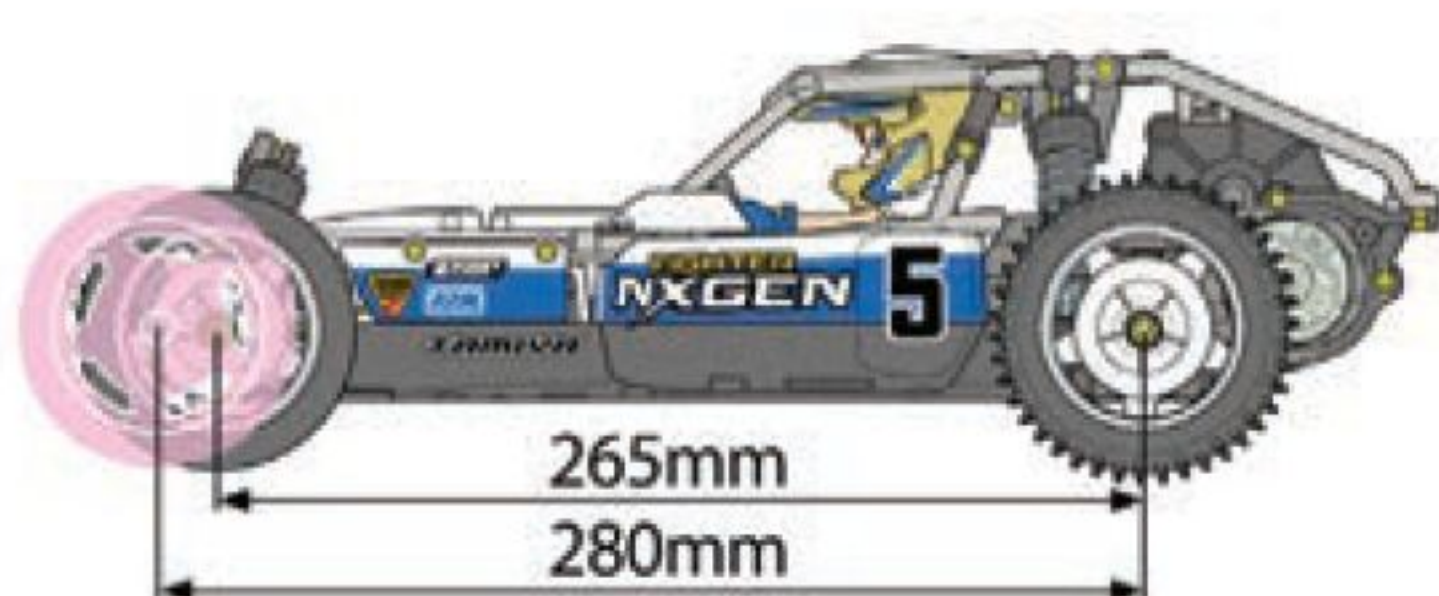
The motor is situated at the rear, helping with rear traction. The back of the buggy also uses double wishbone suspension with CVA oil dampers.



Length: 385mm (with 265mm wheelbase) / 395mm (with 280mm wheelbase), height: 120mm, width: 248mm.

- The distinctive body features multiple body panels connected to pipe frames; a design inspired by full size racing buggies.
- The chassis has an inline battery pack position, and a rear-mounted motor to give the rear wheels plenty of traction.
- The sealed gearbox has a built-in gear differential for smooth cornering and helps keep out dust and dirt.
- Side pontoons have the ESC mounted on the left and the receiver on the right.
- Features 4-wheel independent double wishbone suspension with long arms and employs CVA oil bypass dampers.
- Front suspension arms have a skid angle of 22.5 degrees.
- The 3-piece steering tie-rod gives true steering feel. (It is the first time to employ a 3-piece steering tie-rod design in this series.)

- Ribbed tires are on the front, and grippy square spike tires on the rear.
- Features hex hubs on the front and rear to allow attachment of different wheels.
- Features injection molded polycarbonate, glass filled nylon, and nylon parts. (PC, PA-GF, and PA respectively)
- Rear damper attachment positions and rear upper arms can be changed for tuning the car.
- Includes: 540-size Tamiya Torque Tuned brushed motor and Hobbywing produced ESC.
- Required to complete: 2-channel radio, steering servo, 7.2-7.4volt battery with compatible charger, and Tamiya paints to paint the driver figure.



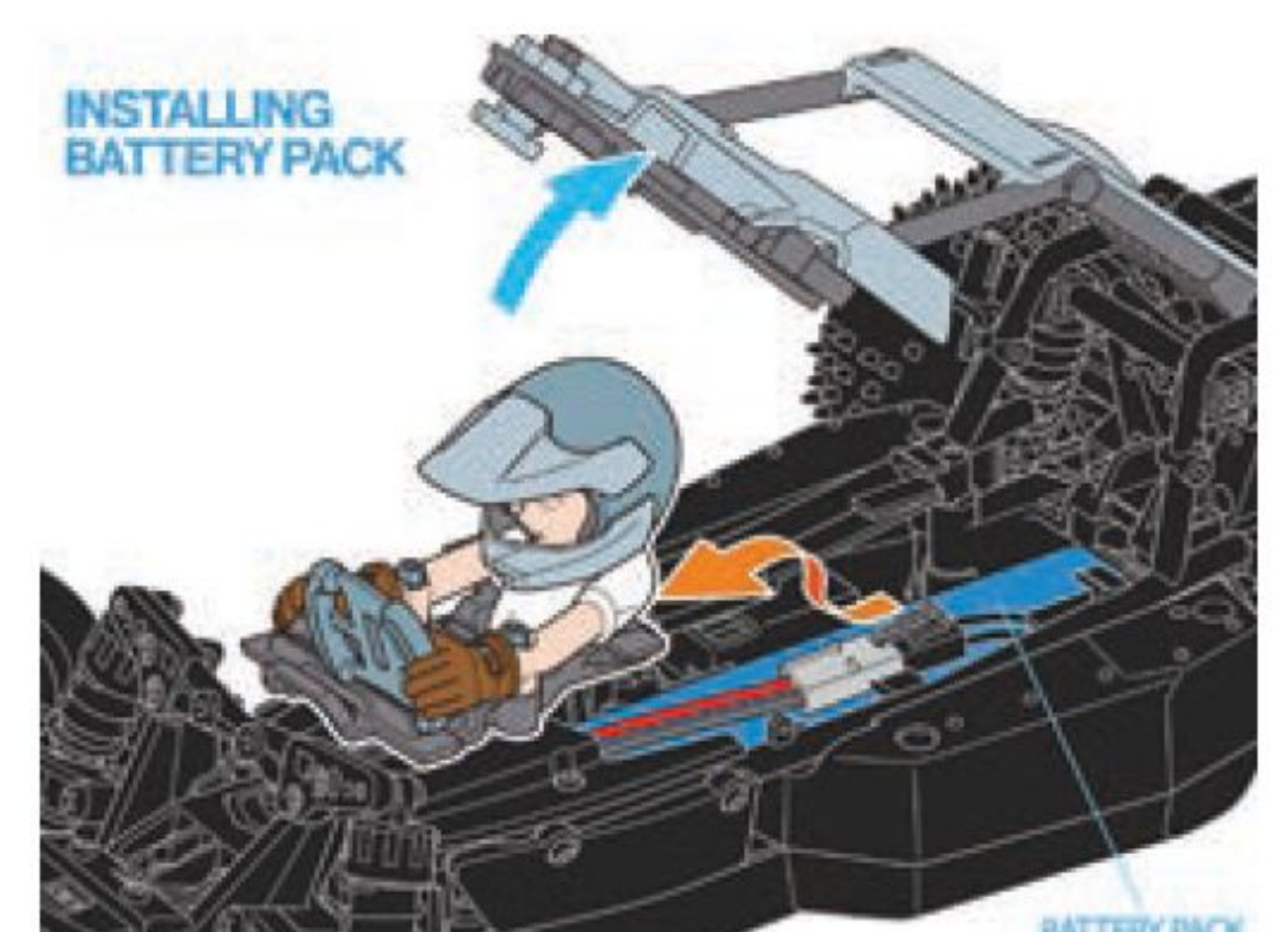
Two wheelbases can be selected: 265mm for emphasis on handling or 280mm for emphasis on stability. Re-assemble the front section (suspension arms) to switch between two different wheelbases.



The skid angle on the front bumper helps the model take on off-road surfaces.



The body is made up of seven molded plastic panels, for the roof, sides and more, screw-attached to the frame.



Access the battery pack from the car top. Turn the hood lever and remove the side pins then lift the roof. After that, slide the driver figure forward to access the battery.



MAXXED OUT!

WE LOAD UP THE TRAXXAS MINI MAXX WITH AS MANY UPGRADES AS WE CAN

Text & Images by Jerry Tsai

The Traxxas Mini Maxx packs big performance into a compact platform, delivering massive power and durability in a size that's easy to take anywhere. This truck is built for high-speed fun, featuring a reinforced chassis, aggressive 4" Sledgehammer tires, and a powerful BL-2s brushless system that lets it rip across a variety of terrains.

What we might like about it most is its

compact size. Its portability makes it incredibly convenient to transport, whether we're heading to a skate park, dirt trails, or a backyard bash session. While its smaller footprint makes it easy to store and carry, the Mini Maxx doesn't compromise on performance—it delivers the same thrilling high-speed action, big-air jumps, and tough durability that we love about its bigger brother, the Maxx.



Like its big brother, the Maxx, Mini Maxx is built for high-speed action, big jumps, and rough impacts, all in a smaller, more portable size.

MAXXED OUT!

Out of the box, the Mini Maxx is already an incredibly fun truck to drive. The BL-2s Brushless Power System propels it to over 30 mph, and its factory suspension setup absorbs rough terrain surprisingly well for its size. The 1/10-scale Ultra Shocks and oversized tires give it the ability to handle jumps and rough landings without a problem. Its wide-track stance and low center of gravity make it stable at speed, and the Traxxas self-righting feature ensures we can flip it back over with the press of a button if we roll it.

Aluminum caster and steering blocks were some of our first upgrades to reduce flex and help handle hard landings.



Aluminum GTR shocks soak up rough terrain and help keep the truck planted, stable, and predictable during extreme maneuvers.

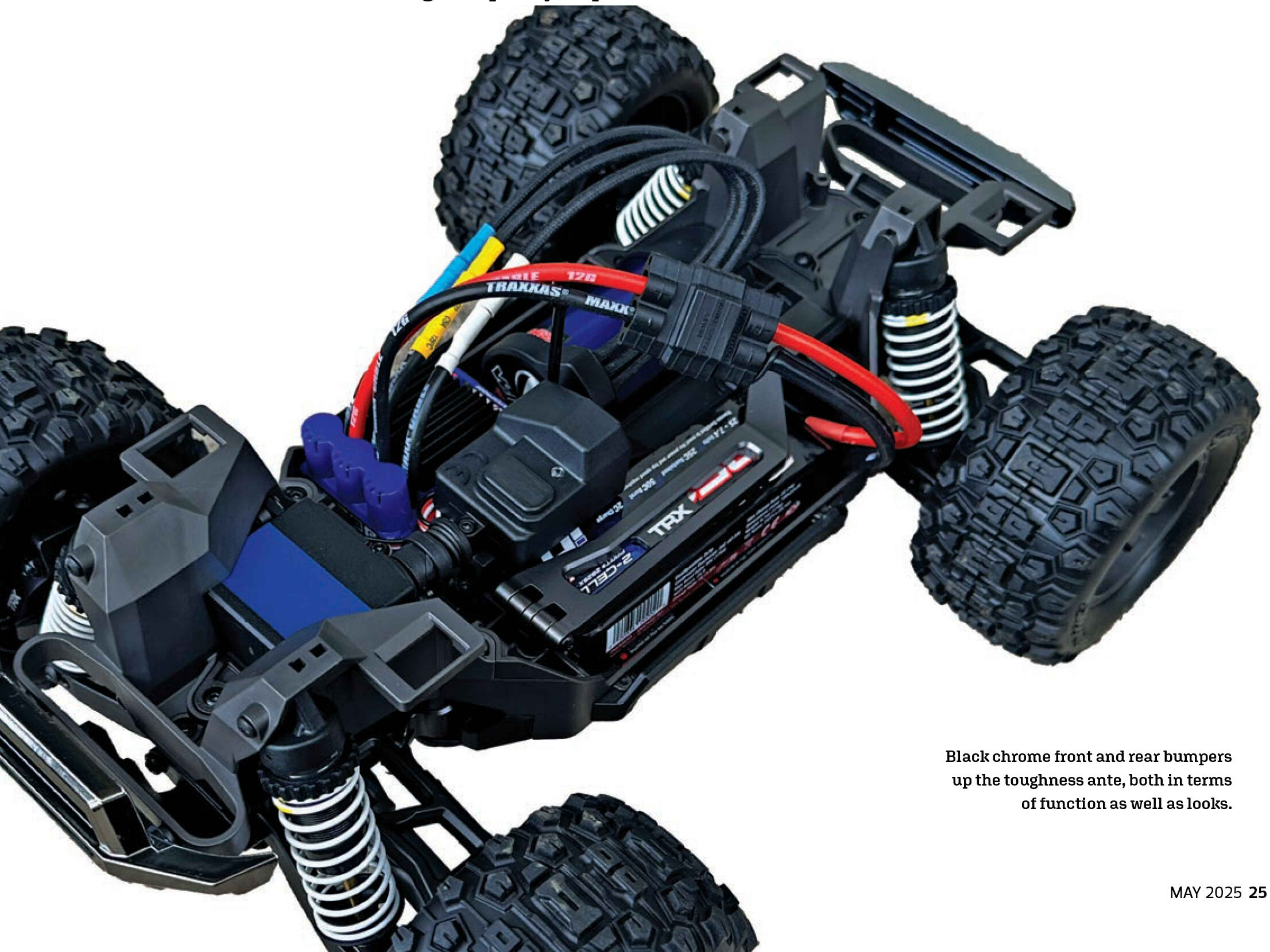
But as much as we love the stock Mini Maxx, we wanted to push it even further. We set out to maximize its performance by upgrading it with Traxxas factory parts focused on speed, durability, and handling. Every part we installed was designed specifically for the Mini Maxx, meaning perfect fitment and factory-grade reliability. With our upgrades in place, the Mini Maxx became stronger, faster, and even more fun to drive.

UPGRADING FOR DURABILITY

Durability was one of our top priorities.

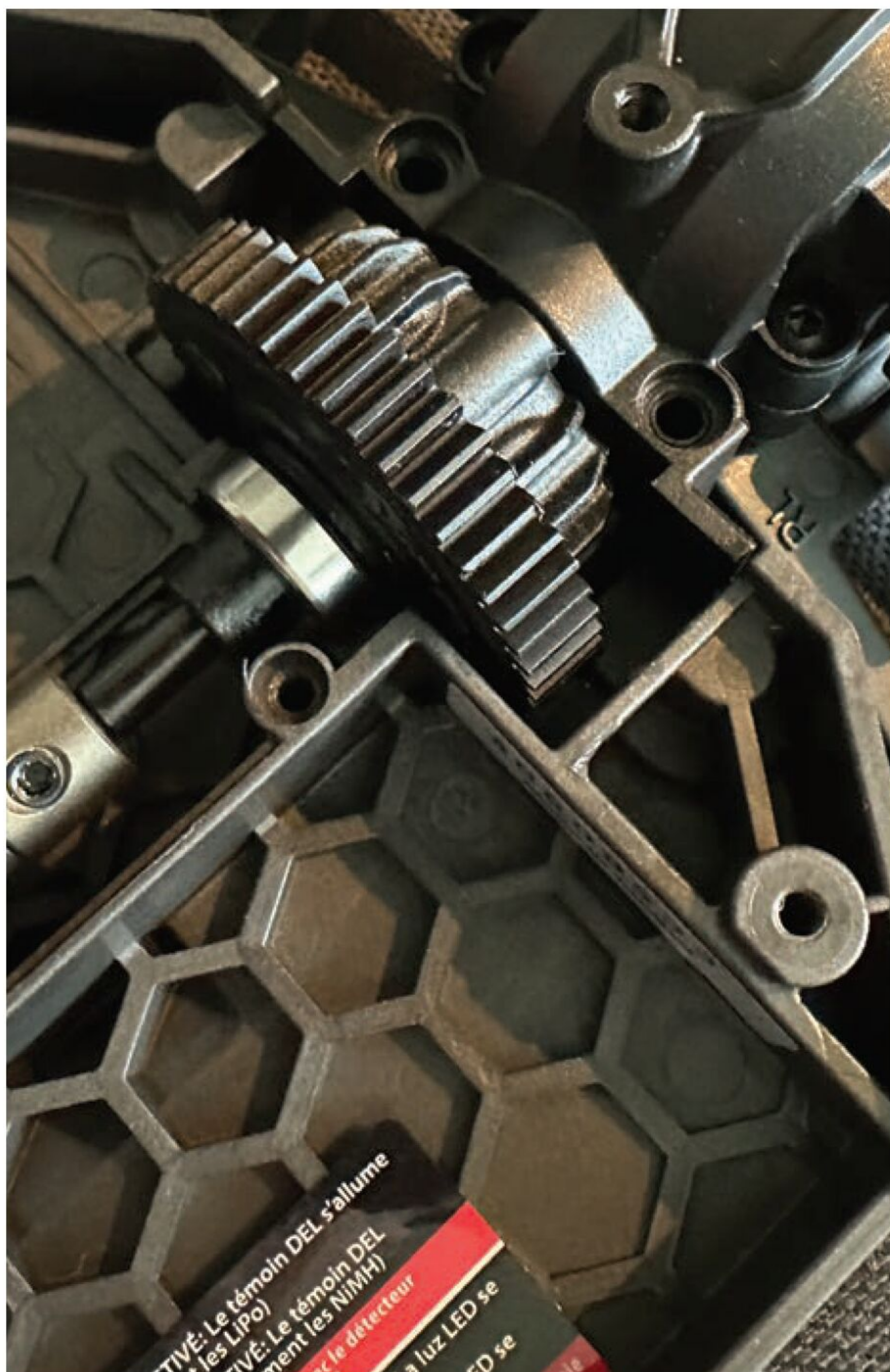
Since we planned to push the truck to its limits, we reinforced critical suspension and chassis components with high-quality aluminum parts. Aluminum caster blocks and steering blocks strengthened the front suspension, reducing flex and improving the truck's ability to handle hard landings without breaking.

The rear hub carriers were also upgraded to aluminum, ensuring the back end remains stable and the suspension maintains its geometry even after repeated high-impact jumps.



Black chrome front and rear bumpers up the toughness ante, both in terms of function as well as looks.

An aluminum center driveshaft helps the driveline harness the 3S power.



A billet aluminum battery hold-down adds a little bit of flair to the Mini Maxx's underpinnings.



Upgrading to the Velineon VXL-3s Brushless Power System allowed us to run a 3S LiPo for even more power and speed.

Finally, we swapped in a hardened steel suspension pin set to reduce flex and ensure everything stays locked in place, even when hitting rough terrain at full throttle.

BOOSTING FOR SPEED & POWER

While the stock BL-2s system offers plenty of fun, we wanted to take the Mini Maxx's speed to another level. We swapped it out for Traxxas' celebrated Velineon VXL-3s power system, unlocking a higher top speed with a 3S LiPo battery. We estimate it to now top out just past 45 mph.

This upgrade made a dramatic difference in performance, giving the truck faster acceleration, the aforementioned higher top speed, and smoother throttle response. With the extra power we also needed better steering control, so we installed a High-Torque 400 servo for quicker response and more precise handling at higher velocities.

REINFORCED HITS HARDER

With more speed comes the need for more durability, so we wanted to make sure the body could withstand hard rollovers and crashes. We upgraded to a

reinforced body with a roof skid, which not only improves impact resistance but also gives the Mini Maxx a tough new look.

To further protect the body from repeated abuse, the roof skid also comes with a tailgate protector that helps prevent the body from cracking under stress. After installation of these two upgrades, we'd say that the baby Maxx looks even more like its Maxx bigger brother.

IMPROVED HANDLING

Since we had already planned on hitting bigger jumps and rougher terrain, we upgraded the Mini Maxx's suspension to help it soak up landings and maintain stability at speed. We installed aluminum GTR shocks, which offer better damping and heat dissipation and allow the truck to handle bumpy terrain more smoothly. This upgrade makes a noticeable difference when driving aggressively, keeping the truck planted, stable, and predictable even under extreme conditions.

STRENGTHENING THE DRIVELINE

With the extra power from the VXL-3s system, we



Adding a reinforced body with roof skid and tailgate protector not only improves impact resistance but gives this Mini Maxx a tough new look.

needed to reinforce the driveline to handle the increased torque. We installed an aluminum center driveshaft, which improves power transfer and eliminates driveline flex. We were unable to replace the stock plastic driveshafts with heavy-duty steel CV driveshafts this time, but count that as next on our to-do list.

A BIT OF BLING

With all the performance upgrades coming together, we asked ourselves: Why not add a little show to all the go? For that extra bit of aesthetic flair, we opted to install a billet 6061-T6 aluminum battery hold-down as well as plastic black chrome front and rear bumpers.

BASE VEHICLE
TRAXXAS MINI MAXX

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

FEATURED UPGRADED PARTS

ELECTRONICS

Traxxas Velineon VXL-3s Brushless Power System (P/N: 3350R)
Traxxas High-Torque 330 Blue Servo (P/N: 2250)

ALUMINUM PARTS

Traxxas Aluminum Battery Hold-Down (P/N:10726)
Traxxas Aluminum Bellcranks (P/N: 10743)
Traxxas Aluminum Steering Blocks (P/N: 10734)
Traxxas Aluminum Stub Axle Carriers (P/N: 10751)
Traxxas Aluminum Caster Blocks (P/N: 10733)
Traxxas Aluminum flanged Wheel Nuts (P/N: 1747)

BODY

Traxxas Black Chrome Bumpers (P/N: 10735)
Traxxas Roof Skid & Tailgate Protector (P/N: 10717)

SUSPENSION

Traxxas Aluminum GTR Shocks (P/N: 10765)
Traxxas Outer Hardened Pins (P/N: 10740X)
Traxxas Inner Hardened Pins (P/N: 10741X)

DRIVELINE

Traxxas Center Differential Kit (P/N: 10760)
Traxxas Aluminum Center Driveshaft (P/N: 10757X)
Traxxas Differential Pinion Gear (P/N: 10762)

WHAT'S NEXT

The upgrades we installed have taken the Mini Maxx to the next level, making it stronger, faster, and even more fun to drive. But we're not stopping here—there are still more performance parts we want to add, and we're already planning the next round of modifications. Stay tuned as we continue pushing the limits of what this compact but powerful truck can do!

STEP INTO THE RING





AT A GLANCE

**TYPE**

Off-Road

**SCALE**

1/10

**DRIVETRAIN**

2WD

**POWER**

Electric

**BUILD**

RTR

**PRICE**

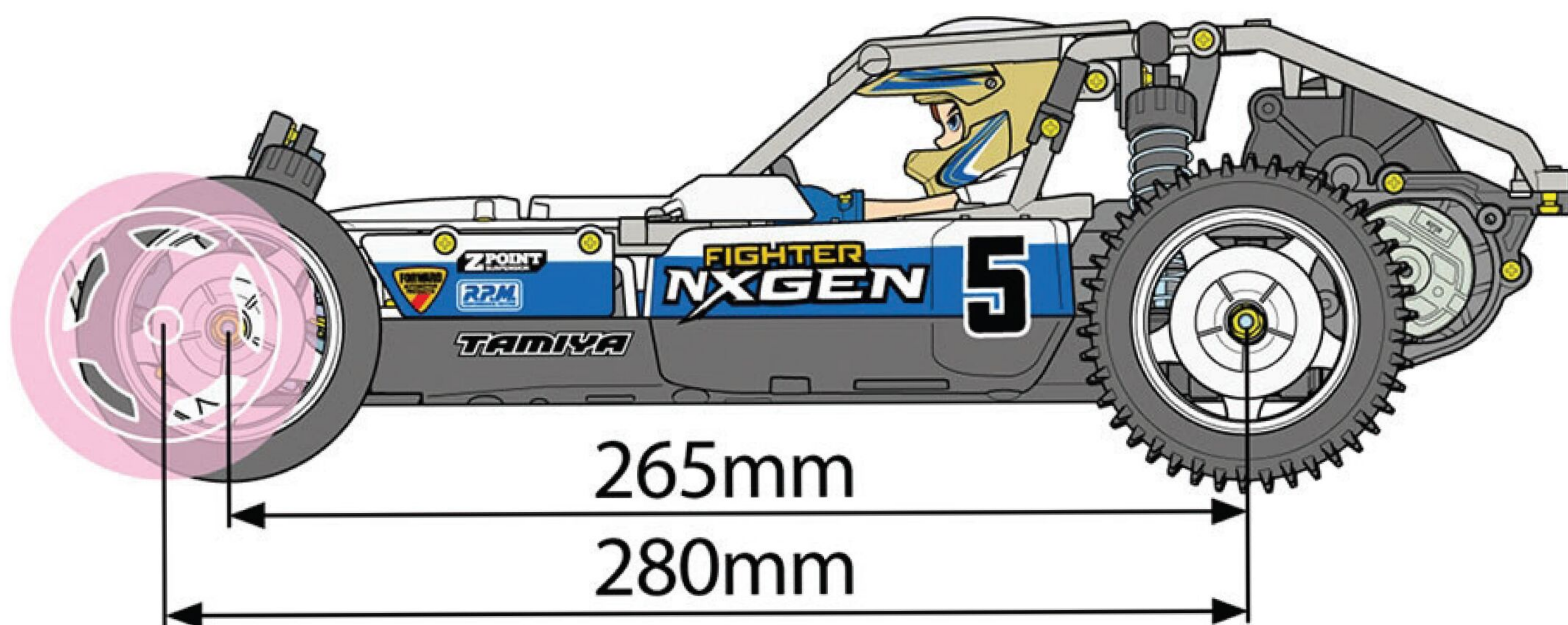
\$220

TAKING THE FIGHT TO THE OPPOSITION WITH TAMIYA'S FIGHTER NXGEN

Text by Jerry Tsai

Images Courtesy of Tamiya

The Tamiya RC Fighter NXGEN is a fresh take on the classic 2WD entry-level buggy, combining a simple yet durable design with a modern aesthetic. Whether you're new to the world of RC or looking for a fun backyard basher, this kit delivers a solid mix of performance and affordability.



Two wheelbase options—265mm for nimble handling or 280mm for added stability—let you tailor the setup to your style. A quick reassembly of the front suspension arms is all it takes to switch between them.

REVIVING THE FIGHTER SERIES

Tamiya has long been known for producing beginner-friendly RC kits, and the Fighter NXGEN continues that tradition. As part of the Fighter series, which dates back to the original Rookie Rabbit and Mad Fighter, this latest version brings in updated styling and a chassis layout that keeps things fun and accessible. The kit builds upon the tried-and-true DT-01 chassis, which is known for its simple, rugged design that makes it an ideal platform for beginners and casual enthusiasts.

Ribbed front tires and spiked rears provide decent grip on dirt or grass. For running on harder surfaces, upgrading to a high-grip compound is good next step.



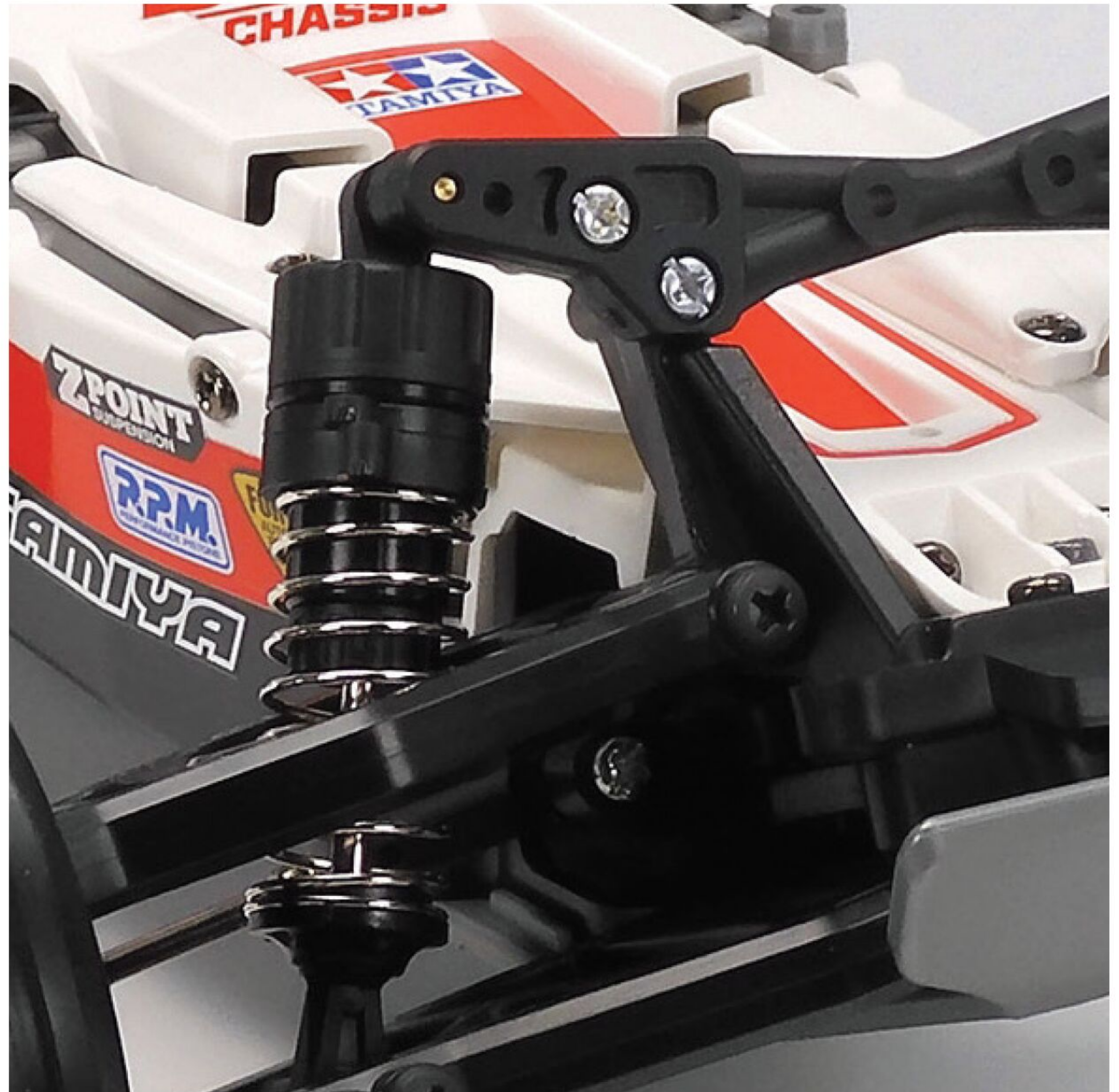
A monoshock rear suspension keeps maintenance simple and adds to the buggy's playful character; the front uses a more standard double-wishbone design.

CHASSIS & SUSPENSION

The DT-01 chassis is a basic yet effective setup, featuring a monoshock rear suspension that delivers decent travel and bump absorption. This type of suspension is unique in modern RC designs, but it adds to the buggy's character, keeping maintenance simple while providing a playful driving experience. The front suspension consists of independent double wishbones, ensuring stable handling over various surfaces.

RETRO STYLING & DRIVE FEEL

As a 2WD buggy, the Fighter NXGEN offers a fun, tail-happy driving style that makes dirt and gravel running exciting. The rear-mounted motor layout puts most of the weight over the drive wheels, giving it excellent traction on loose surfaces while still allowing for controlled slides. While it's not a track-focused racer, it delivers plenty of fun for backyard bashing and light off-road driving.



With its simple design, the fighter NXGEN will appeal to RCers new to the hobby, while more experienced enthusiasts will appreciate its upgrade potential and the design homage to Tamiya Fighter buggies of the past.

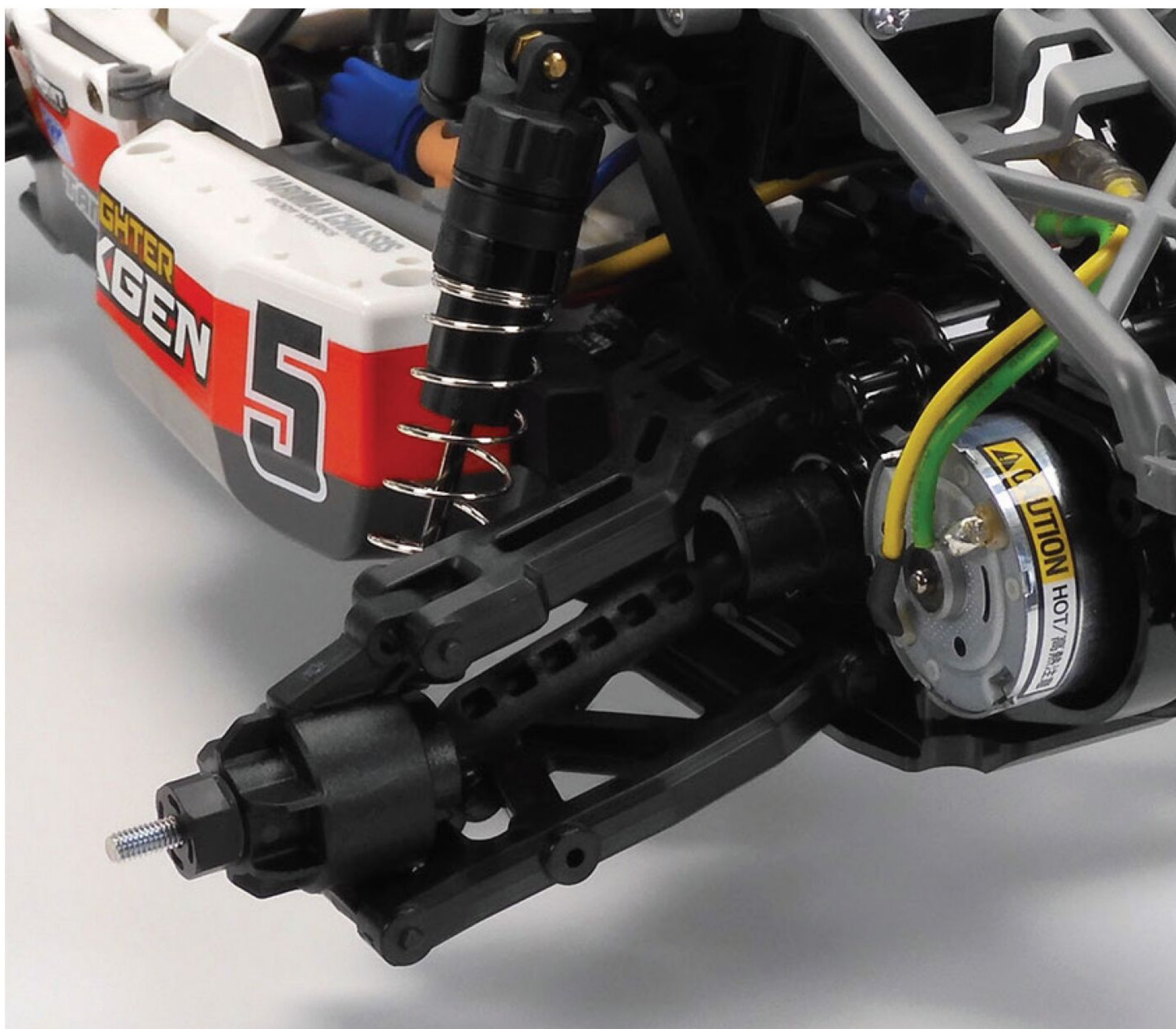
The body design blends modern lines with retro elements, resembling classic Tamiya off-road buggies from the past. The pre-cut white polycarbonate shell keeps the weight down while maintaining durability, and the included stickers complete the look. While not a scale replica of any real-world buggy, the design captures the spirit of 1980s and '90s RC models with its low-slung stance and wide fenders.

The kit includes a 540-sized Tamiya Torque Tuned brushed motor, which provides a balanced mix of speed and reliability. While it's not the fastest buggy out of the box, it's a great platform for upgrading. Enthusiasts can easily swap in a higher-turn brushed motor, or go brushless, for more power. The drivetrain is simple and efficient, with a sealed gearbox that protects the internals from dirt and debris.

ELECTRONICS & POWER

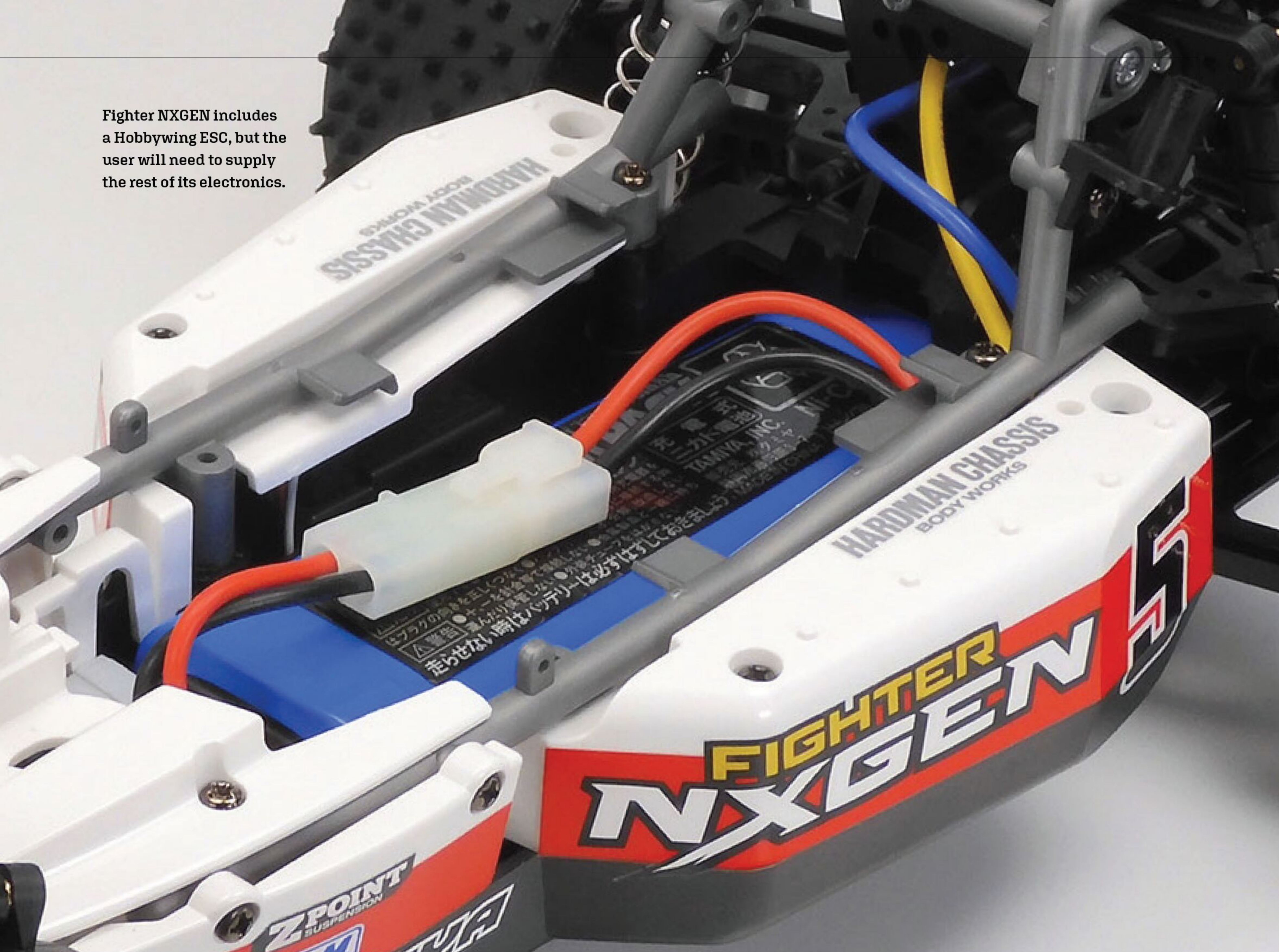
The Fighter NXGEN offered Stateside includes a Hobbywing-produced ESC, but not a servo, battery, or radio system, meaning you'll need to supply most of your own electronics. This gives hobbyists the freedom to choose their preferred setup, whether it's a budget-friendly brushed system or a more powerful brushless upgrade. We installed a KO Propo receiver and servo into our model, which also utilizes a KO Propo transmitter.

The included 540-sized Tamiya Torque Tuned brushed motor offers a balance of speed and reliability... and can be easily upgraded if you want (need) to go faster!



The pre-cut polycarbonate shell offers out-of-the-box durability and includes a set of decals to help complete the look.

Fighter NXGEN includes a Hobbywing ESC, but the user will need to supply the rest of its electronics.



TIRES & WHEELS

The buggy rides on spiked rear tires and ribbed front tires, providing a good grip on dirt and grass. While they work well for general off-road use, they aren't designed for extreme terrain. If you're looking for better traction on harder-packed surfaces, upgrading to a set of high-grip buggy tires would be a great next step.

BEGINNER FRIENDLY

The Tamiya Fighter NXGEN is an excellent choice for several types of hobbyists.

Beginners will appreciate the easy-to-build, entry-level design that makes it a great first RC car. Tamiya collectors will enjoy the nostalgia of the Fighter series and its connection to past models.

Casual backyard bashers will love its durability and low-maintenance setup, which make it perfect for fun on dirt and gravel. Meanwhile, customizers and modders will find plenty of room to experiment with different motor and electronics setups to turn it into a personalized performance machine.

The simple and efficient drivetrain includes a sealed gearbox to keep out dirt and debris.

The rear-mounted motor keeps most of the weight over the drive wheels, giving the Fighter NXGEN excellent traction on loose surfaces.



A LOOK BACK AT TAMIYA'S FIGHTER SERIES

TAMIYA'S FIGHTER SERIES HAS BEEN A STAPLE IN THE WORLD OF ENTRY-LEVEL RC BUGGIES SINCE THE 1990S, OFFERING DURABLE, EASY-TO-BUILD KITS DESIGNED FOR BEGINNERS. THE LINEAGE STARTED WITH MODELS LIKE THE ROOKIE RABBIT AND MAD FIGHTER, WHICH INTRODUCED HOBBYISTS TO THE THRILL OF 2WD OFF-ROAD RACING WITHOUT THE COMPLEXITY OF HIGH-END

COMPETITION BUGGIES. THESE EARLY MODELS WERE BUILT AROUND SIMPLE, RUGGED CHASSIS DESIGNS THAT EMPHASIZED FUN AND RELIABILITY OVER OUTRIGHT PERFORMANCE.

IN 1996 TAMIYA LAUNCHED THE RACING FIGHTER, PART OF THEIR DT-01 CHASSIS LINEUP, WHICH EVOLVED INTO LATER VERSIONS LIKE THE NEO FIGHTER BUGGY ON THE MORE ADVANCED DT-03 PLATFORM. THE LATEST ADDITION, THE FIGHTER NXGEN, BRINGS A REFRESHED LOOK AND UPDATED FEATURES

WHILE STAYING TRUE TO THE SERIES' CORE PRINCIPLES—ACCESSIBILITY, AFFORDABILITY, AND DURABILITY.

OVER THE YEARS, THE FIGHTER SERIES HAS REMAINED A POPULAR GATEWAY INTO RC CARS, GIVING NEWCOMERS A TASTE OF OFF-ROAD ACTION WITH AN EASY UPGRADE PATH FOR FUTURE CUSTOMIZATION. WHETHER YOU'RE A BEGINNER OR A NOSTALGIC TAMIYA FAN, THE FIGHTER LINEUP CONTINUES TO DELIVER FUN, HASSLE-FREE DRIVING EXPERIENCES.

It's not the fastest buggy going, but the 2WD Fighter NXGEN provides an old-school feel that makes driving on dirt or gravel fun and exciting.



**TAMIYA FIGHTER NXGEN DT-04
VEHICLE SPECS**

P/N: 58741
MSRP: \$220
URL: tamiyausa.com

Scale:	1/10
Chassis:	Injection-molded plastic
Shocks:	CVA oil-filled
Suspension:	4-wheel independent
Drivetrain:	2WD
Body:	White polycarbonate
Wheels:	Plastic dish-type
Tires:	Front ribbed, rear grippy square spike
Motor:	540 Torque Tuned brushed
ESC:	Hobbywing ESC included
Requires:	2-channel radio, steering servo, 7.2-7.4V battery & battery charger, paint

FINAL WORD

The Fighter NXGEN is a solid addition to Tamiya’s lineup, offering a mix of vintage charm and modern durability. It’s not the most advanced 2WD buggy on the market, but it excels in accessibility and fun. For those who enjoy classic Tamiya kits and want a straightforward, enjoyable build, this buggy is a great choice.

FIRST LOOK:

HITS DIFFERENT

PRO-LINE RACING'S 1/8 AXIS CLEAR BODY FOR ARRMA TYPHON 223S

Text by James York
Images courtesy of Pro-Line Racing



Pro-Line Racing recently dropped its Axis body for the Arrma Typhon 223S, adding another option to its lineup of performance-focused RC car bodies. The Axis series is known for its low-profile design and aggressive styling, which are intended to improve both the aerodynamics and visual appeal of 1/8-scale buggies.

This new body is designed to fit seamlessly with Arrma's clipless system, allowing for fast and secure installation while making battery swaps

more convenient. Axis features sharp, angular lines designed to not only enhance the buggy's aesthetics but also to contribute to stability and performance on the track.

The design has been developed using CAD technology, ensuring a precise fit and an optimal aerodynamic profile. The body is molded in clear polycarbonate, giving RC enthusiasts the ability to customize their paint schemes to match their setup and personal style.



Pro-Line Racing
P/N: PRO364600
MSRP: \$32.99
URL: prolineracing.com

A feature we're keen on is its compatibility with Arrma's clipless body mounting system. This eliminates the need for traditional body clips, which can sometimes get lost or damaged during hard runs. The streamlined attachment method also helps provide a secure fit while further reducing drag and improving the car's overall handling.

Like other Pro-Line bodies, the Axis for the Typhon 223S is designed with durability in

mind, making the shell capable of withstanding the demands of both high-speed racing and punishing off-road conditions. With its precision engineering and sleek aesthetics, the new Axis body provides a performance-oriented option for Arrma Typhon 223S owners looking for new ways to customize their ride.

TACO TIME!



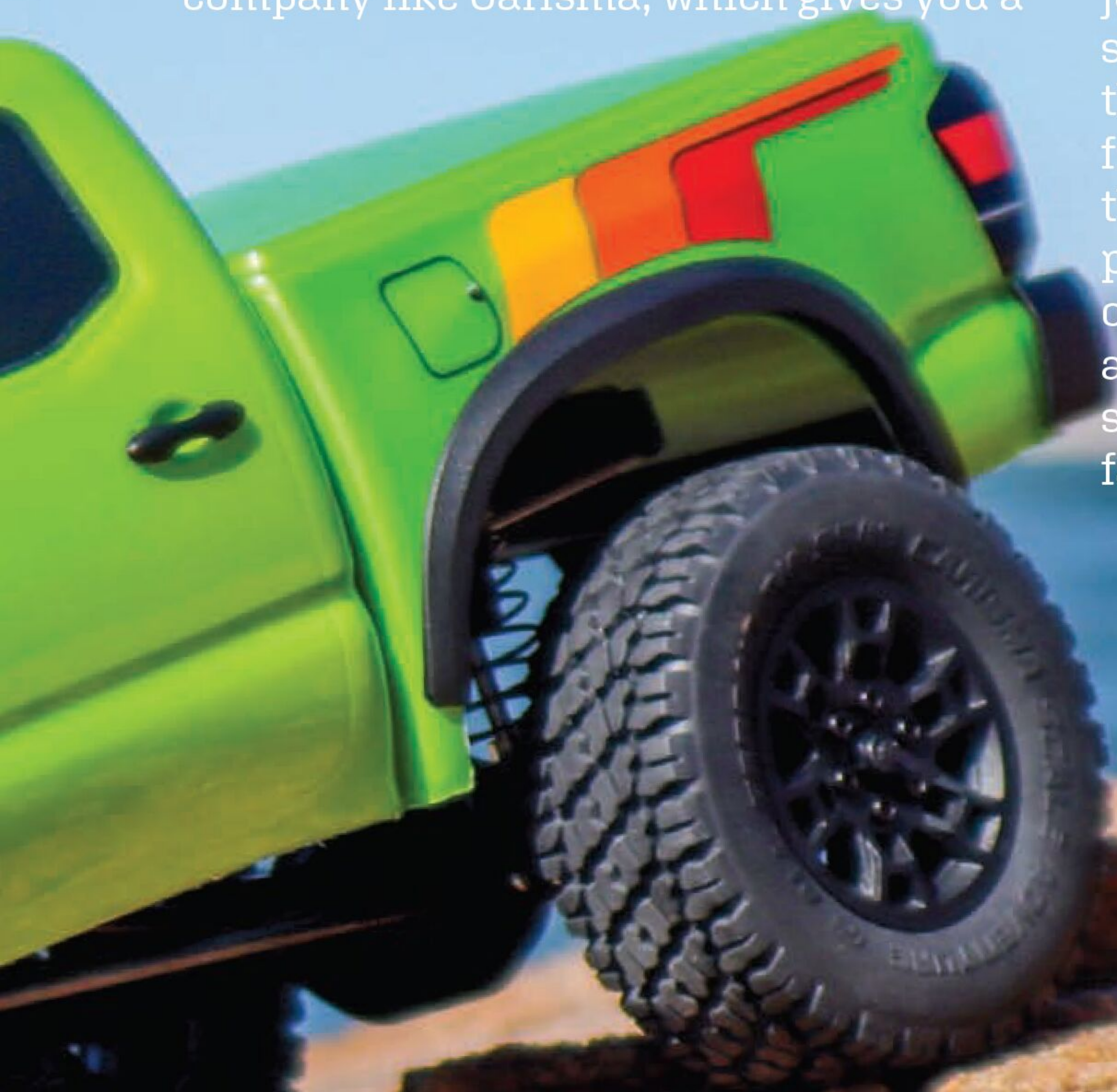
CARISMA SCA-1E 2.1 TOYOTA TACOMA TRD PRO ROLLING CHASSIS

Text & Images by Kevin Hetmanski

Let's face it, what really makes the trail truck segment so popular is the scale look of the trucks, and the ability to enhance that with modifications that are fairly easy for anyone to do. Then you have a company like Carisma, which gives you a

scale vehicle that's well-detailed right out of the box so you can focus on just having fun.

Carisma is a company that does a great job when it comes to building and offering scale vehicles, and that really shows with the SCA-1E 2.1 trail truck that you see in front of you. There are a few vehicles in the Carisma trail truck lineup that use the platform as a base, but what makes this one the most special to me is that it has an officially licensed Toyota Tacoma body sitting on that chassis. And it just looks fantastic.





SKILL LEVEL

AT A GLANCE

	TYPE Scale Trail Truck
	SCALE 1/10
	DRIVETRAIN 4WD
	POWER Electric
	BUILD Roller
	PRICE \$249.99

Look at that body! Detailed polycarbonate along with injection-molded parts really bring this truck to life.

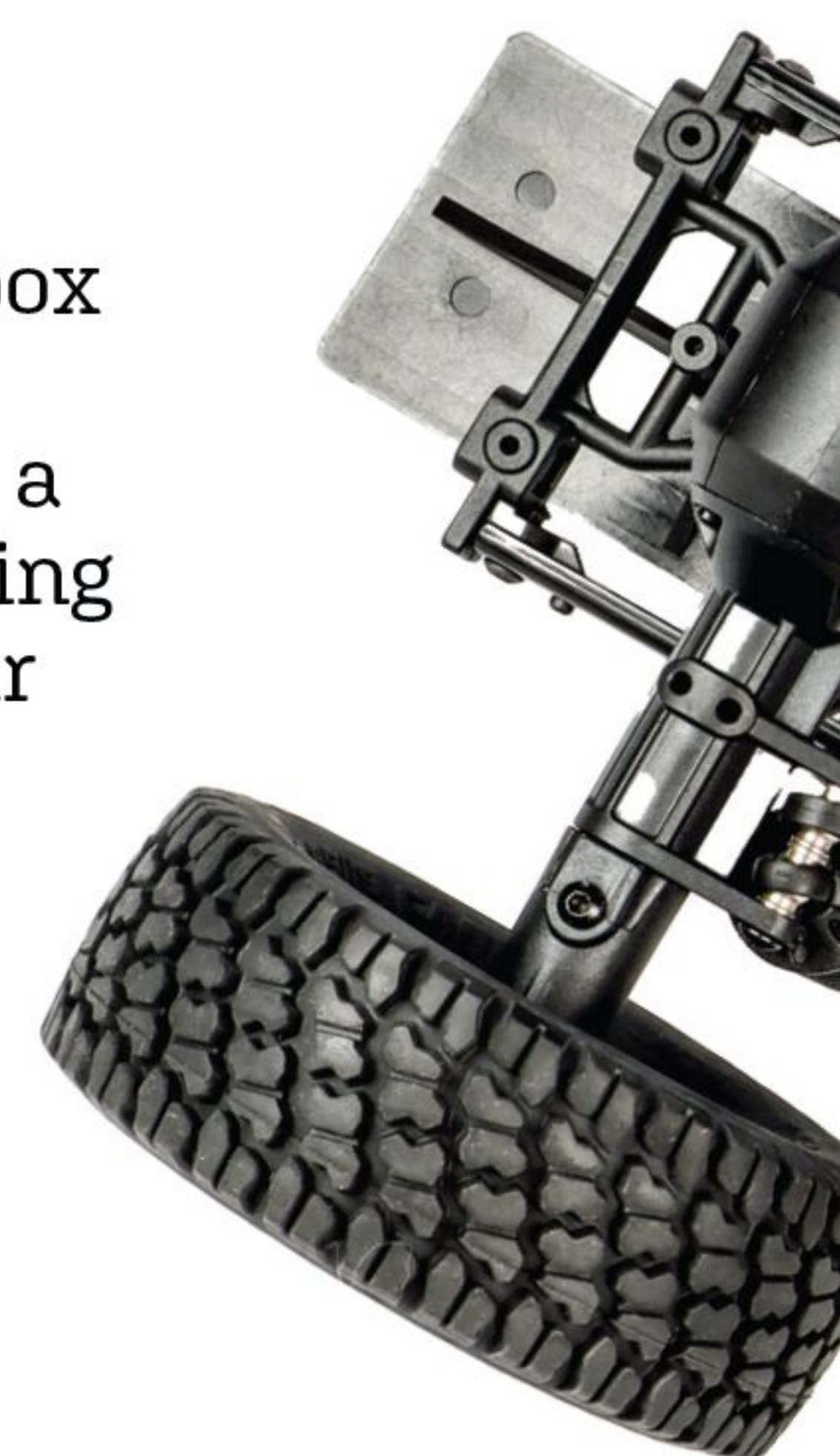


TACO TIME!

There is an RTR offering, but this version comes out of the box fully built, which helps speed up the box-to-trail time. The electronics are up to you, which is great for the crowd that's a little harder-core when it comes to this category. They're going to toss the RTR electronics aside and use electronics of their choice. This ends up saving them some money due to not having to pay for RTR electronics up front.

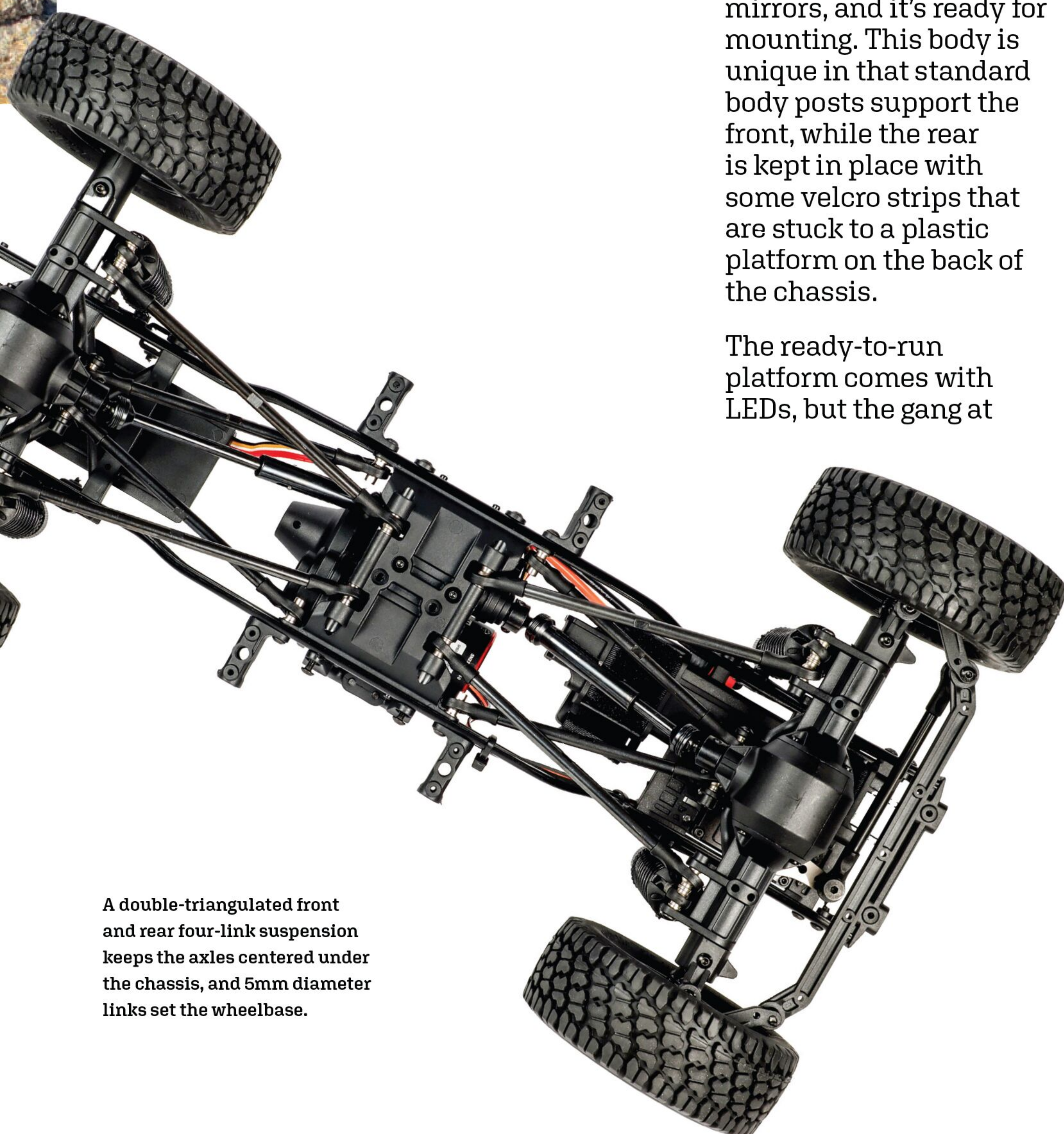
Carisma does, however, include a brushed motor for those who may have a brushed speed control lying around. There are also some unique features to talk about that make the SCA-1E 2.1 Toyota Tacoma TRD Pro stand out from the rest.

Those are some pretty beefy internals. See that extra gear? That lets the rear driveshaft spin in an opposite direction from the front.





Large-diameter shocks on a trail truck is a little unusual, but they get the job done, and threaded bodies for ride height adjustment is a plus.



A double-triangulated front and rear four-link suspension keeps the axles centered under the chassis, and 5mm diameter links set the wheelbase.

SUPER-SCALE TACO

Carisma nailed the look of the third-gen Toyota Tacoma TRD Pro. The two-piece polycarbonate body is well-detailed and enhanced by various injection-molded components like the grille, door handles, and more. Two colors are available from the factory—Lunar Rock, or the Electric Lime Metallic that you see here.

The injection-molded details come installed and the stickers are all applied, so all you have to do to complete it is attach the bed to the cab and install the side mirrors, and it's ready for mounting. This body is unique in that standard body posts support the front, while the rear is kept in place with some velcro strips that are stuck to a plastic platform on the back of the chassis.

The ready-to-run platform comes with LEDs, but the gang at

Carisma eliminated that feature on the roller, which I assume was to help lower the cost of the truck. The good news is that injection-molded light buckets are included so you can make that modification later on if you choose to do so.

STEEL FRAME CHASSIS

Like most trail trucks, the SCA-1E 2.1 has a steel C-channel ladder frame chassis as a backbone that's shaped similarly to what you would find on a full-size truck. The steering servo is mounted up front, and next to it is the battery tray. This combination places more weight over the front tires and improves the truck's ability to climb.

The battery tray puts the battery on its side, and two hefty velcro straps keep it securely in place. In the middle is the skid plate, which is the mounting location for the transmission and suspension. Normally on a truck like this we find a skid plate with a smooth bottom to keep obstacles from catching on it, but the one on the SCA-1E 2.1 is far from that. This means that the truck's chassis can possibly hang up and keep it from getting through various areas smoothly.

Move back a little farther and you'll find a flat plastic plate, which is a great spot to mount a speed control and other components. Carisma



The axle housings are multi-piece units. Inside you'll find a ring and pinion along with a spool and steel output shafts.

BRUSHED MOTOR INCLUDED

THE SCA-1E 2.1 ROLLING CHASSIS KIT DOESN'T INCLUDE ELECTRONICS. HOWEVER, CARISMA DOES INCLUDE A 19-TURN, 5-POLE BRUSHED MOTOR. IT ALSO COMES MOUNTED TO THE TRANSMISSION WITH A PINION GEAR. THIS IS GREAT FOR PEOPLE WHO MAY ALREADY HAVE A BRUSHED SPEED CONTROL OR FOR PEOPLE WHO DON'T WANT TO SPEND A LOT OF EXTRA MONEY TO COMPLETE THE POWER SYSTEM. BRUSHED SPEED CONTROLS ARE PRETTY CHEAP AND READILY AVAILABLE.

also throws in mounts for the included off-road front and rear bumpers and rock sliders.

FOUR-LINK SUSPENSION

Generally, trail trucks/rock crawlers that have a chassis-mounted servo have a four-link suspension in the rear and a three-link suspension up front. Carisma went with a four-link suspension at each end, which adds stability because the axle isn't able to walk from side to side. Heavy-duty, 5mm-diameter steel links are used to make up the truck's suspension,

and the upper and lower links are cross-triangulated to ensure that the axle stays securely centered under the chassis.

Heavy-duty rod ends complete the system, and the majority of the screws that keep them in place are supported on each side to keep them from bending or breaking. The mounts for the lower links can be found on the inside of the axle housing to keep the bottom of the housings smooth and hangup-free. A cool tubular-style mount brings the upper links together on top of the axle.

LARGE-BORE SHOCKS

Carisma ditched the idea of small-diameter scale shocks and went with "standard size" oil-filled units for this truck. They feature a plastic cap, threaded plastic bodies, and dual O-rings. The threaded bodies allow for precise ride height adjustment. Spacers on the shock shafts limit up-travel to keep the axle from crashing into the chassis. The shock bottoms share the same mounting screw for the lower links. The tops are at home in plastic mounts. The upper



We're big fans of licensed, scale-accurate crawler bodies, and Carisma's Tacoma checks both boxes.



shock mounts include several mounting holes for shocks of various lengths and angles, and they're also home for the body mounts.

METAL-GEAR ATT TRANSMISSION

The motor gets the driveline spinning through a 48-pitch spur gear, which is an unusual choice for a vehicle that normally sees a lot of torque. A beefier-toothed 32-pitch gear is usually the norm. Behind the spur gear is a dual-disc slipper assembly that adds some

protection to the drivetrain components by slipping when the drivetrain sees binding.

Inside the housing are three beefy 32-pitch steel gears, which is actually pretty normal for a trail truck. Carisma however took things a little further by adding an extra gear on the rear side of the housing that spins the rear driveshaft in the opposite direction, which helps greatly reduce torque twist. The driveshafts on this truck are pretty cool; they're slider-style steel units that have a universal joint on each

end. The sliding effect is done through a shaft with a pin that rides in a slot on the other shaft.

In the multi-piece axle housings you'll find a ring gear attached to a spool that sends equal power to the right and left tires, and steel shafts turn the drive hexes. Like the input side of the drivetrain, the output is also unusual, with the addition of weaker-than-metal plastic drive hexes.

STEERING

Connecting the servo arm to the right front hub is a rather

SPEKTRUM TO THE RESCUE

WHEN THE CARISMA SCA-1E 2.1 TOYOTA TRD PRO ARRIVED, I IMMEDIATELY CONTACTED MY FRIENDS AT SPEKTRUM TO GATHER THE NECESSARY ELECTRONICS TO COMPLETE THE TRUCK AND GET IT OUT ON THE TRAIL. TO SPIN THE DRIVETRAIN, THEY SENT A FIRMA 2-IN-1 MOTOR/ESC COMBO, WHICH IS A GREAT SETUP THAT MAKES FOR AN EASY AND CLEAN INSTALL. THERE'S A LOT OF ADJUSTMENT BUILT INTO THE SYSTEM THAT WILL ALLOW ME TO GET IT JUST RIGHT FOR ANY CONDITIONS THAT I CHOOSE TO DRIVE IN. A SPEKTRUM S6245 SERVO TURNS THE FRONT WHEELS THROUGH AN AXIAL CLAMPING ALUMINUM SERVO ARM. IT HAS 206 OZ-IN OF TORQUE WITH A SPEED OF .08 SECONDS AT SIX VOLTS, WHICH IS PERFECT FOR THIS TRUCK AND THE DRIVING THAT I'M GOING TO DO WITH IT. POWER FOR EVERYTHING COMES FROM A SHORTY-STYLE SOFT PACK 3S SPEKTRUM 3400 TRAIL PRO LIPO. I PAIRED THE ENTIRE SYSTEM WITH MY SPEKTRUM DX5 PRO RADIO AND A SPEKTRUM SR2000 RECEIVER.

long 5 mm steel link. Its length creates a long arch that helps reduce bump steer when the suspension is compressed. Below that steel link is a plastic drag link that's pretty thin and has a lot of play at the hubs, which will reduce steering response. The drag link also sticks out pretty far from the axle housing, which will make it easier for it to make contact with obstacles when crawling.

SCALE TIRES & WHEELS

The ATSS tires feature a tread pattern that's unique to Carisma but looks like it would be right at home on any full-size truck. A firm rubber compound was spec'd to help keep the cost of the truck down, and in the end will provide plenty of grip in most of the situations that this truck will see. The tires come mounted on Toyota TRD Pro replica wheels that are actually beadlock units, which is great for those who want to switch up the tread but keep that great scale Toyota look.

PERFORMANCE

For a performance test I decided to take the Carisma

SCA-1E 2.1 to a local hiking trail to see how things would go. (I enjoy walking the trail and hitting occasional obstacles when I come upon them.) There's a good-sized climb from the parking lot to the actual trail and it's littered with rocks and tree roots—a perfect first test for this truck. Driving along the parking lot the SCA-1E 2.1 tracked fairly straight, which is great for a truck with some minor play in the steering system and a cross-link that's pretty flexible.

Eventually it was time to attack that rock-and-root section. As the tires hit the first obstacle I did notice the play in the steering system; it just didn't feel like there was a position connection between the servo and tires. In the end, for what I was doing it really wasn't a big deal, and it didn't take long to get used to. I was able to maneuver over and around obstacles without a big headache.

At times the steering link made contact but it did a good job of slipping off whatever it hit and let the truck keep moving. The tires had plenty of grip on the smaller rocks

and most of the roots, but there were some occasions where the tires gave up their grip which, in my opinion, added to the fun by presenting a challenge. It forced me to change up how I attacked the situation and find a better way.

The chassis, however, had plenty of clearance in these situations and didn't get hung up at all. Even the axle housings did well by sliding over everything in their path. Eventually I made my way over to some much larger rocks, which presented a challenge for both the truck and for me. I started by hitting some of the flatter challenging areas and had no issues getting around.

On the more complex sections the steering did struggle a little, but again it wasn't so bad that I couldn't get around. If I was doing some serious crawling I would make changes. The suspension soaked up the imperfections very well and the tires loved the abrasive rocky surface. They did struggle from time to time, but it was to be expected with that firm RTR-style rubber.



The SCA-1E 2.1 chassis has the crawling capability to back up the Tacoma TRD Pro body's good looks.

**CARISMA SCA-1E 2.1 ROLLER WITH
TOYOTA TACOMA TRD PRO BODY
VEHICLE SPECS**

P/N: 91068
MSRP: \$249.99
URL: carisma-shop.com

Chassis: Steel ladder frame
Shocks: Oil-filled coilover
Suspension: 4-link
Drivetrain: 4WD
Body: Toyota Tacoma TRD Pro polycarbonate
Wheels: Toyota TRD Pro beadlocks
Tires: All-terrain
Motor: N/A
ESC: N/A
Requires: Speed control, steering servo, battery & radio system

FINAL WORD

In the end, I consider the Carisma SCA-1E 2.1 Toyota Tacoma TRD Pro to be a scale truck built for the trail, and in that case it did its job well. That Toyota Tacoma TRD Pro body looks fantastic, but I do wish they included the LEDs that come on the RTR version to bring it to that next level. I'm a third-gen Tacoma owner, and I couldn't be more excited to get a clear body and build up a truck that replicates

my own truck. I love the unique features like the counter-rotating driveshafts and double-triangulated four-link suspension, but the play in the steering system and large-bore shocks leave me wanting more. That's a job that some aftermarket items and Carisma option parts can take care of. As an overall package I like the truck, and I think it's a great starting point with a lot of potential.

UNVEIL

Text & Images by Jerry Tsai



ED

TAMIYA USA TAKES US TO THE NUREMBERG TOY FAIR 2025

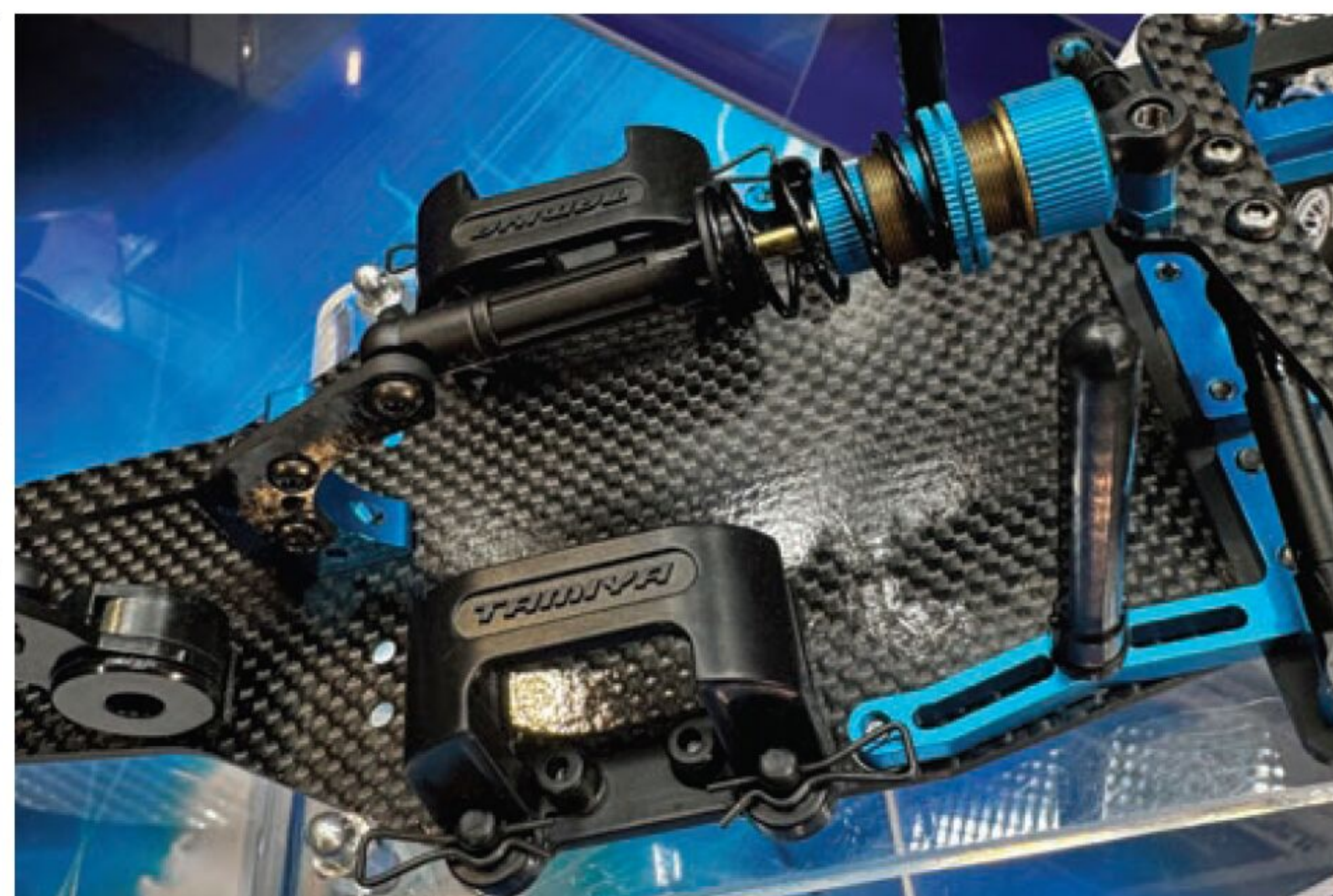
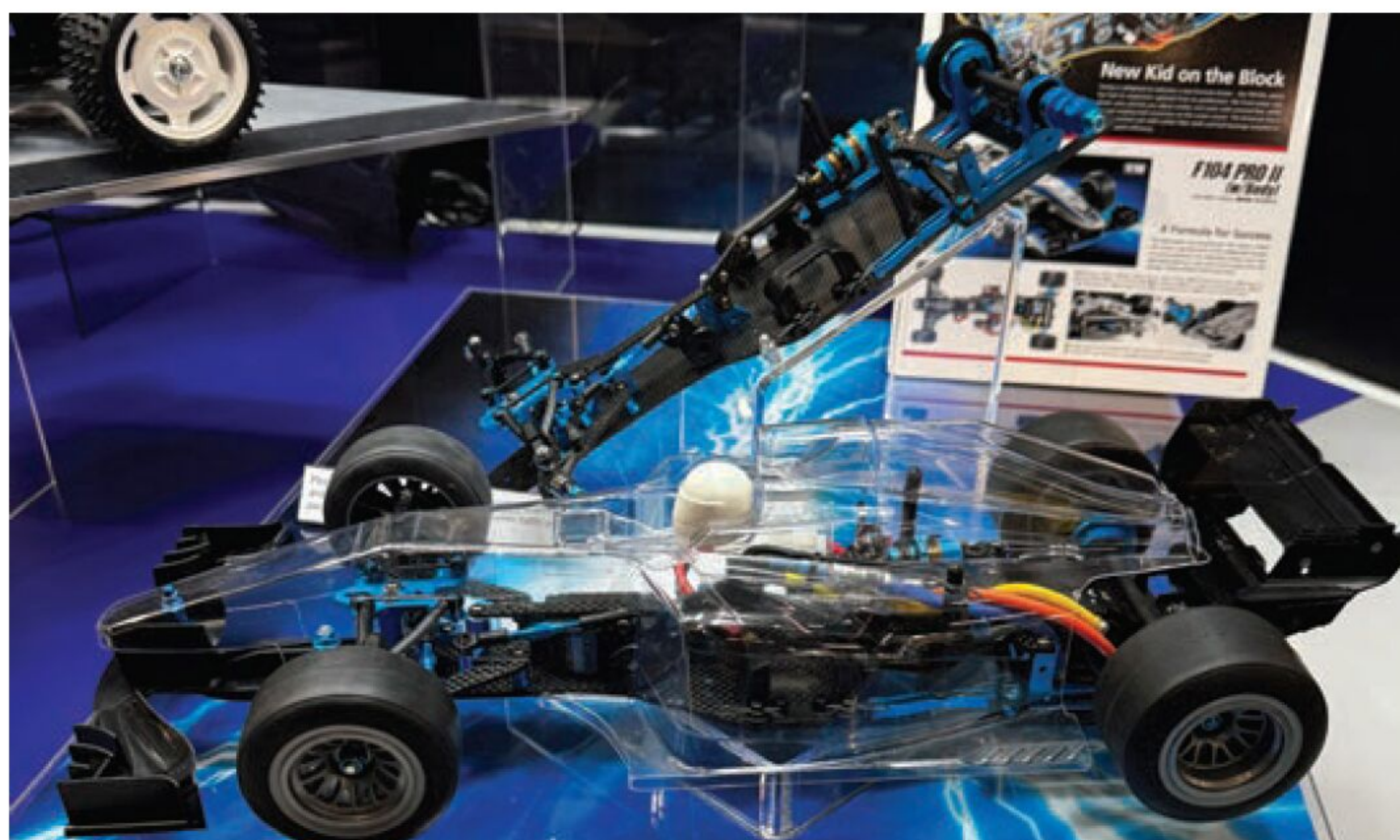
Text by Fred Medel & Jerry Tsai
Images by Fred Medel

The Nuremberg Toy Fair, also known as Spielwarenmesse, is the world's largest trade show for toys, collectibles, and hobby products. Held annually in Germany, this event brings together manufacturers, retailers, and enthusiasts to showcase the latest innovations in the industry. For model builders and RC hobbyists, it's the ultimate destination to discover upcoming kits and releases before they hit the market.

For over four decades, Tamiya has been a staple at the Nuremberg Toy Fair, debuting exciting new

products that set the standard for scale modeling and RC performance. This year, Tamiya USA gave us an exclusive front-row seat to their latest reveals, with fresh releases planned for early spring and summer 2025.

With a wide mix of RC kits, Tamiya's 2025 lineup has something for every enthusiast. Stay tuned for release dates as these models begin rolling out worldwide. In the meantime, let's take a look at the brand's standout kits, which will be making their way to hobby stores soon.



1/10 RC TRF104 CHASSIS KIT P/N: 42389 | MSRP: \$542

The TRF104 is a high-spec Formula One chassis that takes the genre to a new level. This hi-spec 2WD formula chassis, built around carbon fiber and aluminum chassis

components—with the front lower arms crafted from carbon fiber plate—makes it a formidable opponent on the race track. Furthermore, the chassis features updated front

and rear suspension, plus an updated RC equipment layout that is compatible with Li-Po batteries.



1/16 RC LEOPARD 2 A7V W/OPTION KIT

P/N: 56047 | MSRP: \$1704

This large-scale 1/16 radio-control tank recreates the German Main Battle Tank Leopard 2 A7V. Thanks to extensive research of the

actual tank, Tamiya's designers have faithfully depicted the updated square headlights, front additional armor plate, and updated turret rear shape.



40-FOOT CONTAINER 3-AXLE SEMI-TRAILER FOR TAMIYA 1/14 RC TRACTOR TRUCK P/N: 56047 | MSRP: \$1704

This RC model replicates a 40-foot container with three axles. The regular-height container

can be connected to any of Tamiya's 1/14-scale Tractor Trucks.



1/14 SCANIA 770 S 4X2

P/N: 5637 | MSRP: \$660

Tamiya's series of ultra-realistic 1/14-scale RC trucks offers fun and realistic driving. This kit

adds to the wide selection of trucks available in the series with the Scania 770 S 4X2.



1/10 RC FIGHTER NXGEN (DT-04)

P/N: 58741 | MSRP: \$220

The Fighter Buggy RC series of products was developed by Tamiya for use in the popular German buggy races for beginners, which started in 1996 and were organized by Tamiya's

leading importer in Europe. It has been 10 years since a new product was developed for this series. Thanks to Tamiya's design team, they have come up with the next big thing for beginners.



1/10 RC AUDI 90 QUATTRO RACING (TT-02) P/N: 58744

MSRP: \$203

This radio-controlled model assembly kit recreates the Audi 90 quattro Racing with a stunning and highly detailed polycarbonate body. The kit is

based on the beginner-friendly and highly customizable TT-02 chassis, which allows hobbyists to grow as their driving and building skills progress.



1/10 RC PORSCHE 911 GT3 R (992) (TT-02)

P/N: 58745 | MSRP: \$197

This radio-controlled model assembly kit recreates the Porsche 911 GT3 R (992) with a stunning and highly detailed polycarbonate body. The kit is also based on the TT-02 chassis

that will allow hobbyists to hone their skills in both customization and driving. This release is sure to be a favorite for Tamiya's TCS racing series in the GT Pro Spec class!

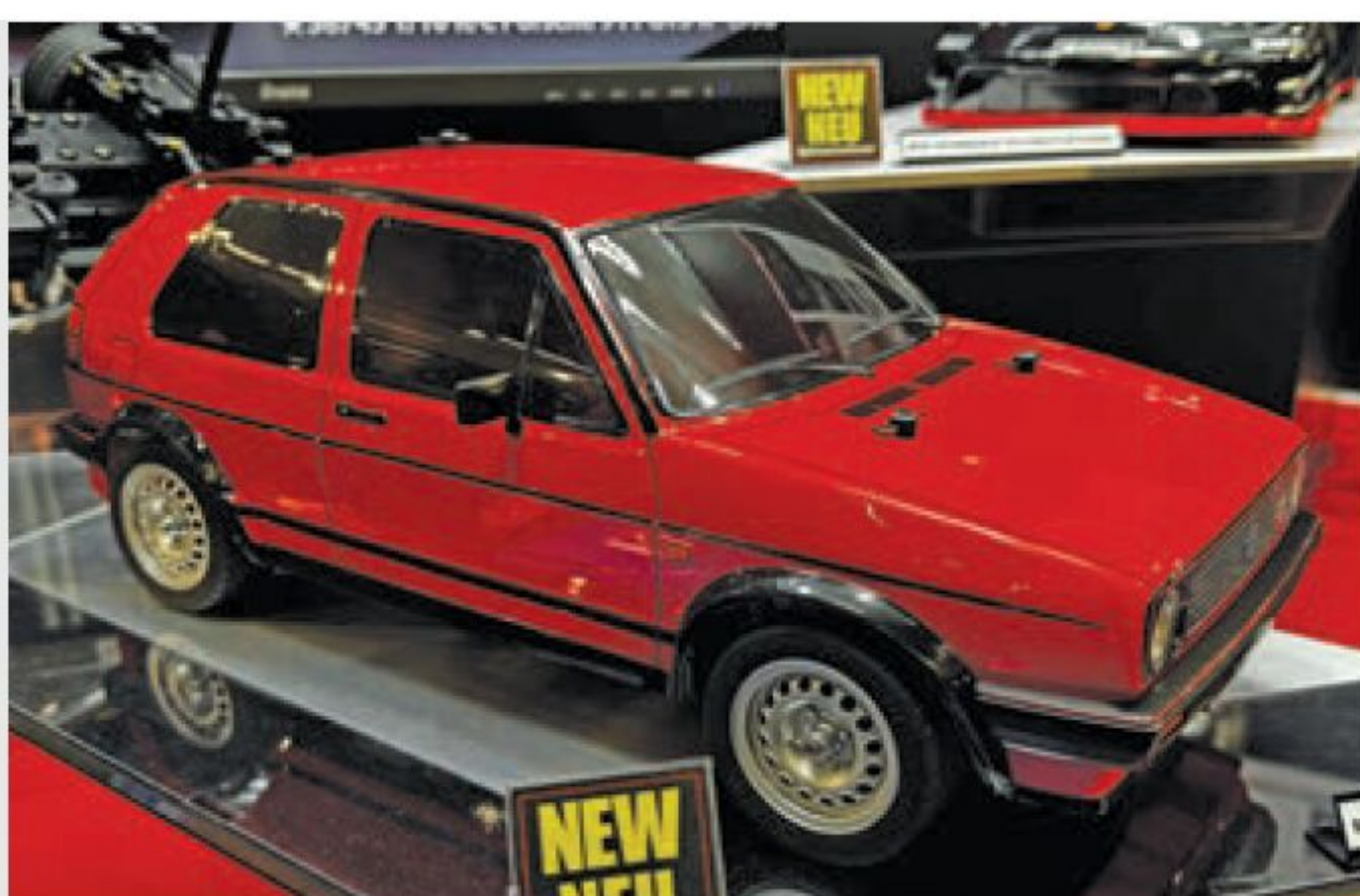


1/10 RC PEUGEOT 306 MAXI (BT-01)

P/N: 58746 | MSRP: \$224

This radio-controlled model assembly kit recreates the Peugeot 306 Maxi. The kit is based on the BT-01 chassis, which, like the TT-02, aims to be beginner-friendly as well

as highly customizable. Like the full-size car it depicts, the chassis configuration on the BT-01 chassis is set up in the front-motor, front-drive configuration for unparalleled realism.

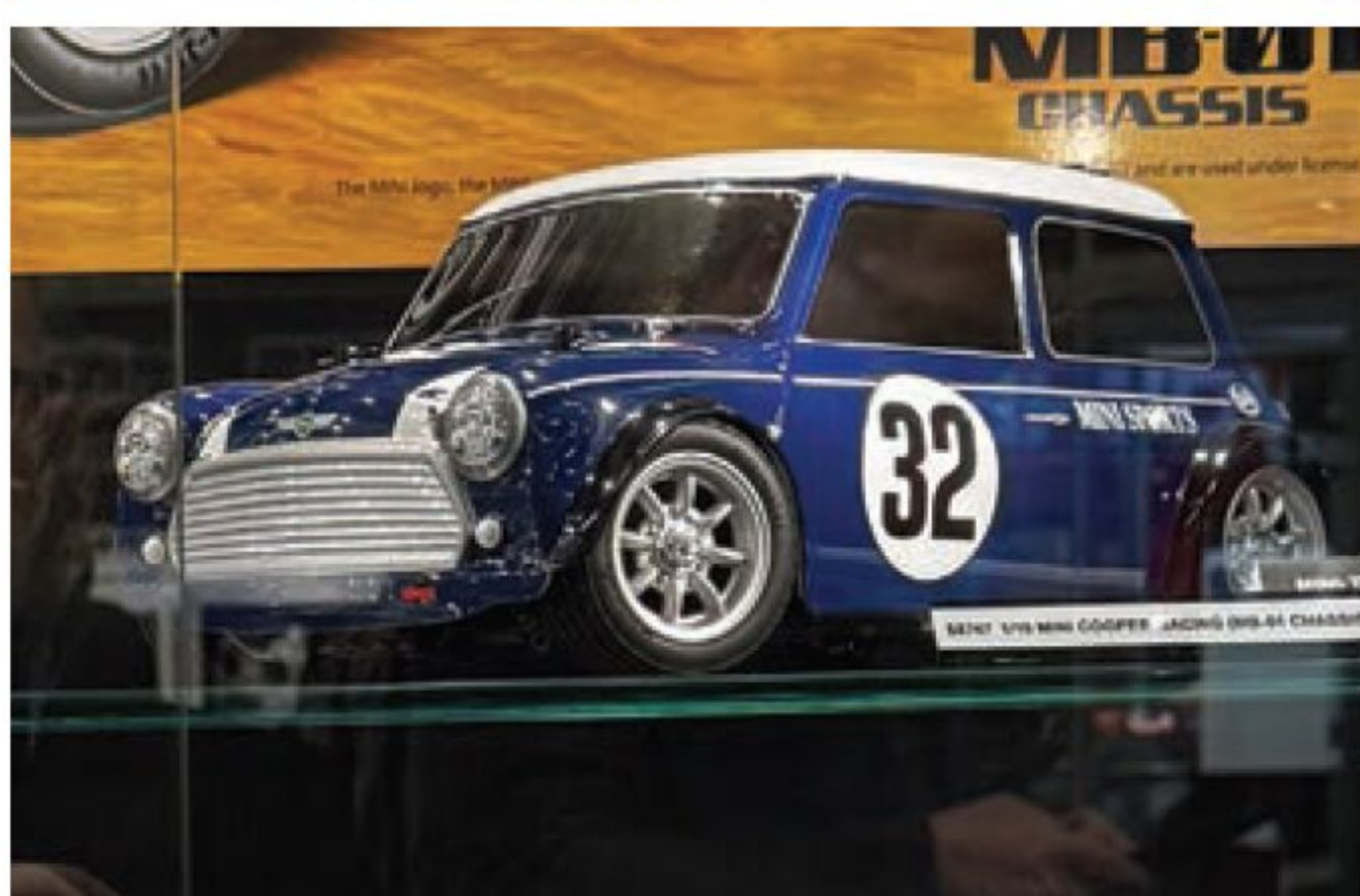


1/10 RC VOLKSWAGEN GOLF II GTI 16V (MB-01)

P/N: 58748 | MSRP: \$192

This radio-controlled model assembly kit recreates the Volkswagen Golf II GTI 16-valve. The kit is based on the BT-01 chassis, a user-friendly platform designed to

allow hobbyists to hone their driving and building skills. The chassis configuration is set up in the front-motor, front-drive configuration for unparalleled realism.



1/10 MINI COOPER RACING (MB-01)

P/N: 58747 | MSRP: \$182

Mini Coopers have been automotive fan favorite machines for decades. This 1/10-scale radio-control model kit recreates the version of the

Mini Cooper built by the British Motor Corporation (BMC) as it existed from 1959 until the year 2000.



1/10 RC AUDI R8 LMS 2008 (TT-02)

P/N: 58749 | MSRP: \$192

This radio-controlled model assembly kit recreates the Audi R8 LMS 2008 with a stunning and highly detailed polycarbonate body. The kit

is based on the TT-02 chassis, which allows users to progress in the hobby as they advance their building and driving skills.

Source: Tamiya USA | tamiyausa.com

FIRST LOOK:

TRICK SPINNERS

INTRODUCING THE TRAXXAS PRO SCALE ALUMINUM WHEEL SYSTEM

Text by Jerry Tsai
Images courtesy of Traxxas



Traxxas has released its Pro Scale Aluminum Wheel System, which offers a new level of customization and performance for owners of select Traxxas vehicles, including the Maxx, Slash, and Unlimited Desert Racer. For enthusiasts who enjoy personalizing their RC rigs, this system offers a fresh way to enhance both aesthetics and durability—right down to the wheel nuts.

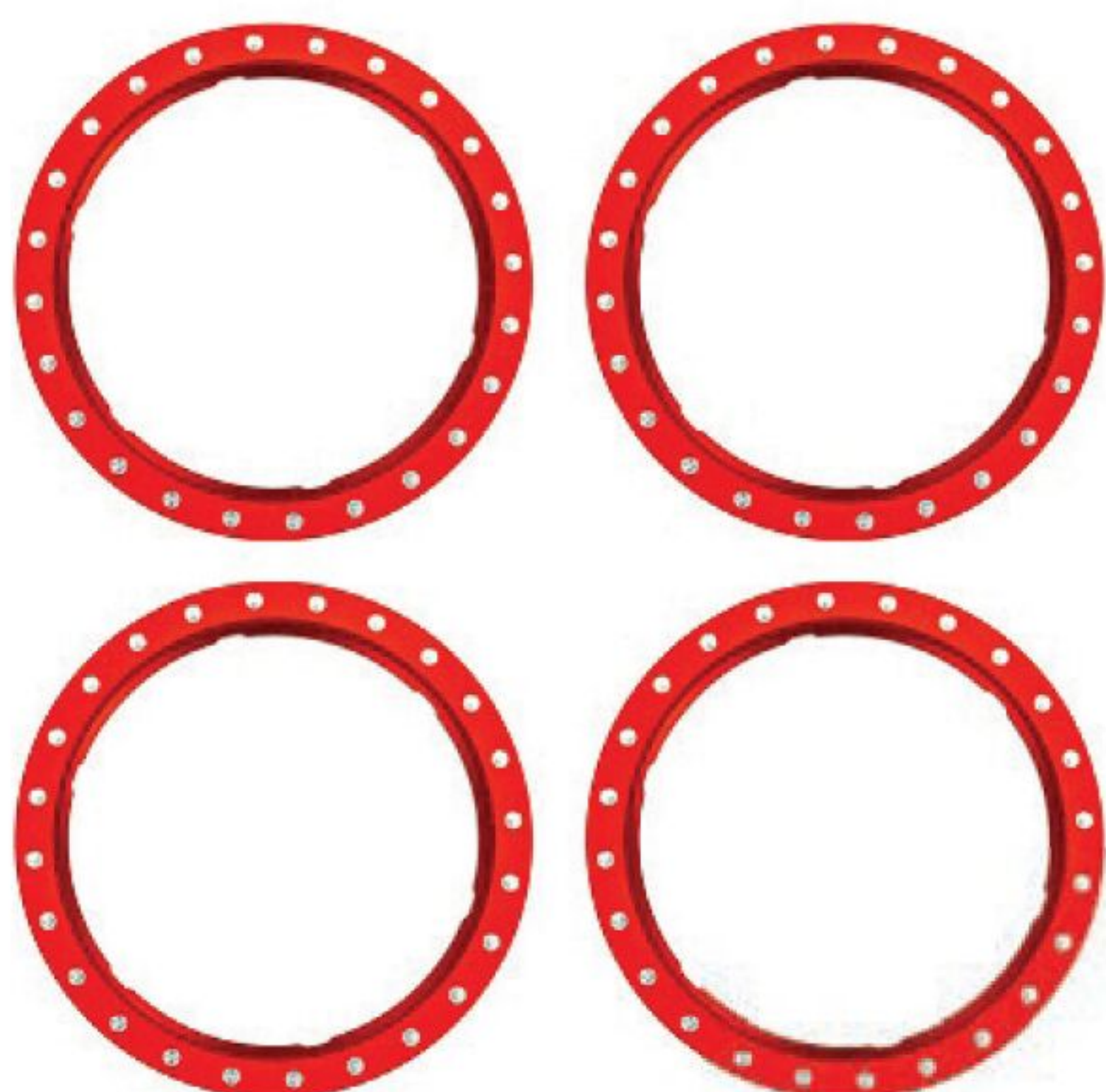
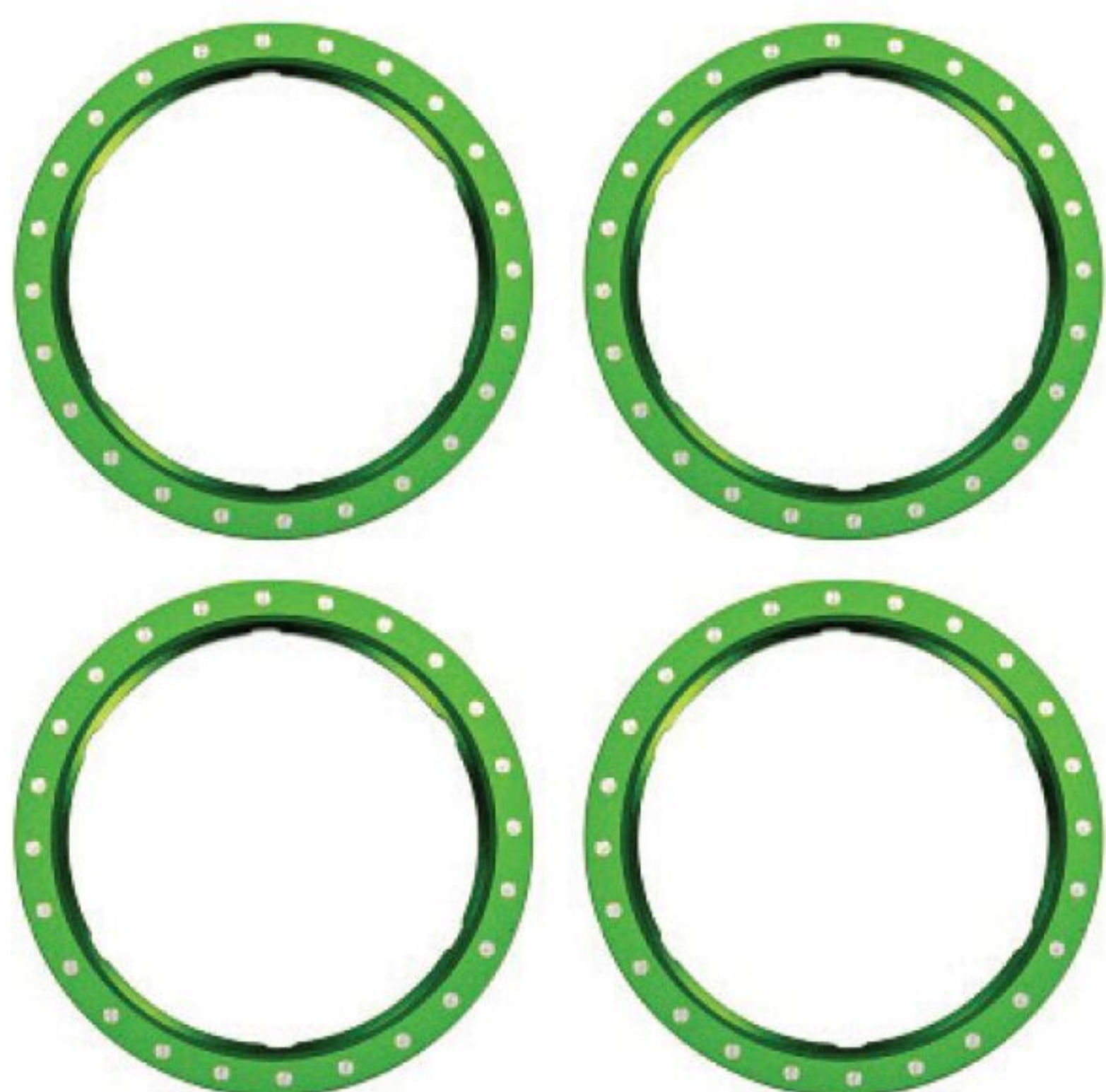
The system features a modular, four-piece design that allows users to swap out components for a truly unique look. The aluminum wheel centers come in silver, gray, and bronze, and they provide a solid foundation that not only looks great but also adds strength compared to

traditional plastic wheels.

Beadlock rings and wheel washers are available in eight anodized colors, making it easy to coordinate them with a vehicle's overall design. This level of detail gives RC builders another way to make their trucks stand out, whether they're hitting the trails or showing off at a local meet-up.

Beyond looks, the Pro Scale Aluminum Wheel System is built for performance. The aluminum construction resists bending and enhances tire retention, while the belted tires provide stability at high speeds. The pre-glued tire and foam assemblies ensure hassle-free installation with only six screws





per wheel—offering a balance between the convenience of glued tires and the tunability of beadlocks.

We're excited about the ability to customize our running gear down to the smallest details, including the wheel washers and even the wheel nuts. With the wide range of color options, owners can achieve a fully cohesive look or mix and match for a bold contrast. For Traxxas enthusiasts who take pride in making their vehicles one-of-a-kind, this system offers an exciting new way to upgrade both function and style.

Traxxas

Pro Scale Aluminum Wheel System

MSRP (per pair):

Assembled Belted Tires: \$59.95

Aluminum Wheel Centers: \$44.95

Aluminum Beadlock Rings: \$39.95

Aluminum Wheel Washers: \$19.95

URL: traxxas.com



TEST BENCH

RC PRODUCTS TESTED & EVALUATED

Text by Matt Higgins

Images courtesy of Spektrum

SPEKTRUM IXSR 6-CHANNEL TRANSMITTER



“Wow.” That’s the first impression that the Spektrum iXSR 2.4GHz six-channel transmitter makes as soon as you have it in your hand. When you see and hold this radio, it’s clear that it’s high-quality. It’s a lot of radio. It just feels different. For almost \$700, this flagship model radio from Spektrum should impress. Let’s take a deep dive into this race-ready transmitter and see if it’s worth the investment.

I, ROBOT

No, the iXSR isn’t a robot. It’s actually an Android. Spektrum takes this radio to the next level by making it not just a computerized transmitter but an intelligent radio by basing it off what is essentially a built-in Android tablet. Using

Android technology puts an amazing level of computing power in your hands, and it makes navigating and using the radio far more intuitive and fluid than any other normal radio.

We use smart devices all day, every day, so moving between menus and functions is almost second-nature. That said—and I say this every time I get a new computerized radio—it still takes some getting used to. Results may vary when it comes to how quickly you get dialed in to how the iXSR works. It took me a little bit of fiddling around, but maybe I’m just a bit slow. And, speaking of being a bit slow, the iXSR takes a couple seconds to turn on. Not a big deal, but something to be aware of if you take it racing.

I’m still exploring, but thus far the whole



Android thing has been pretty cool. The iXSR basically has all the mainstay apps a tablet or phone has. I've added my email, there's Chrome, YouTube, YouTube Music, and a ton more. Do I really need YouTube on my phone and my radio when I'm sitting in the pits? No, but it's still pretty cool.

FIT & FINISH

How the iXSR feels and is put together is a big part of that "wow" first impression. From the materials to the ergonomics to the overall appearance, it's clear this radio is first-rate. The buttons and dials are all better than you typically find on an RC device. You'll also notice, in your hand, the iXSR just feels a whole lot different than many other transmitters. This is no cheap plastic radio; it weighs in at 704 grams. To put it in perspective, my trusty Spektrum DX5 Pro is a flyweight at 537g.

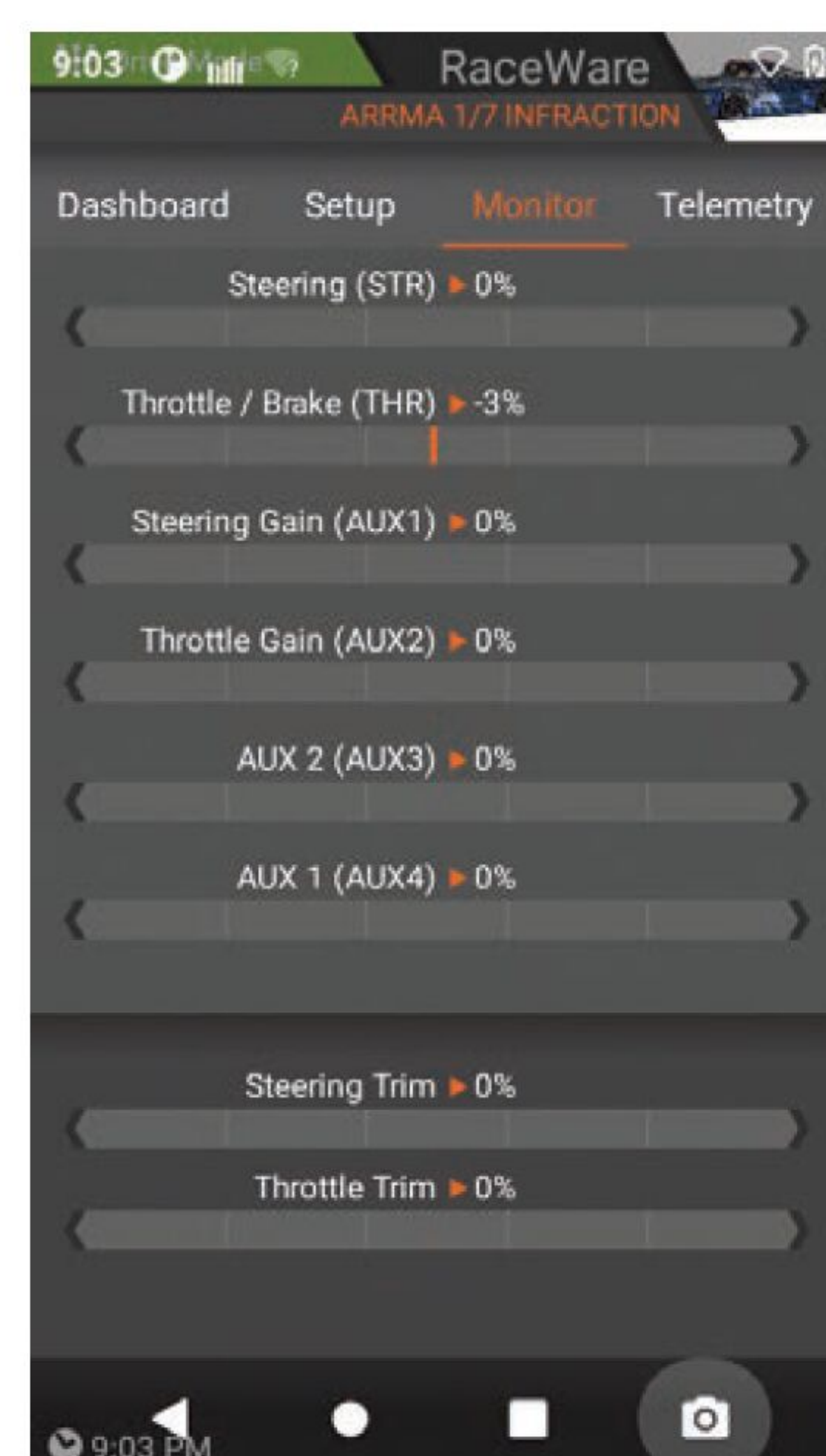
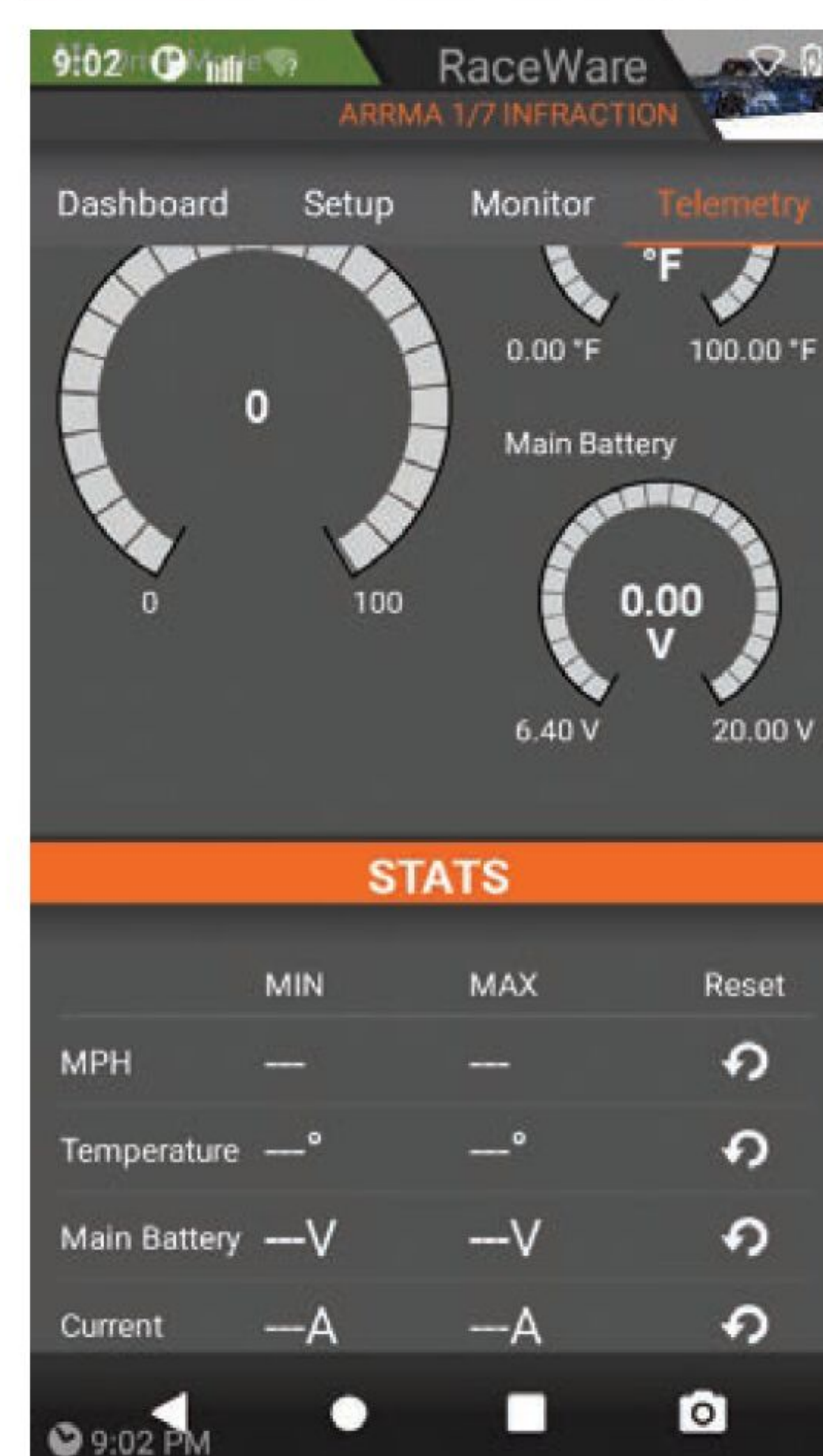
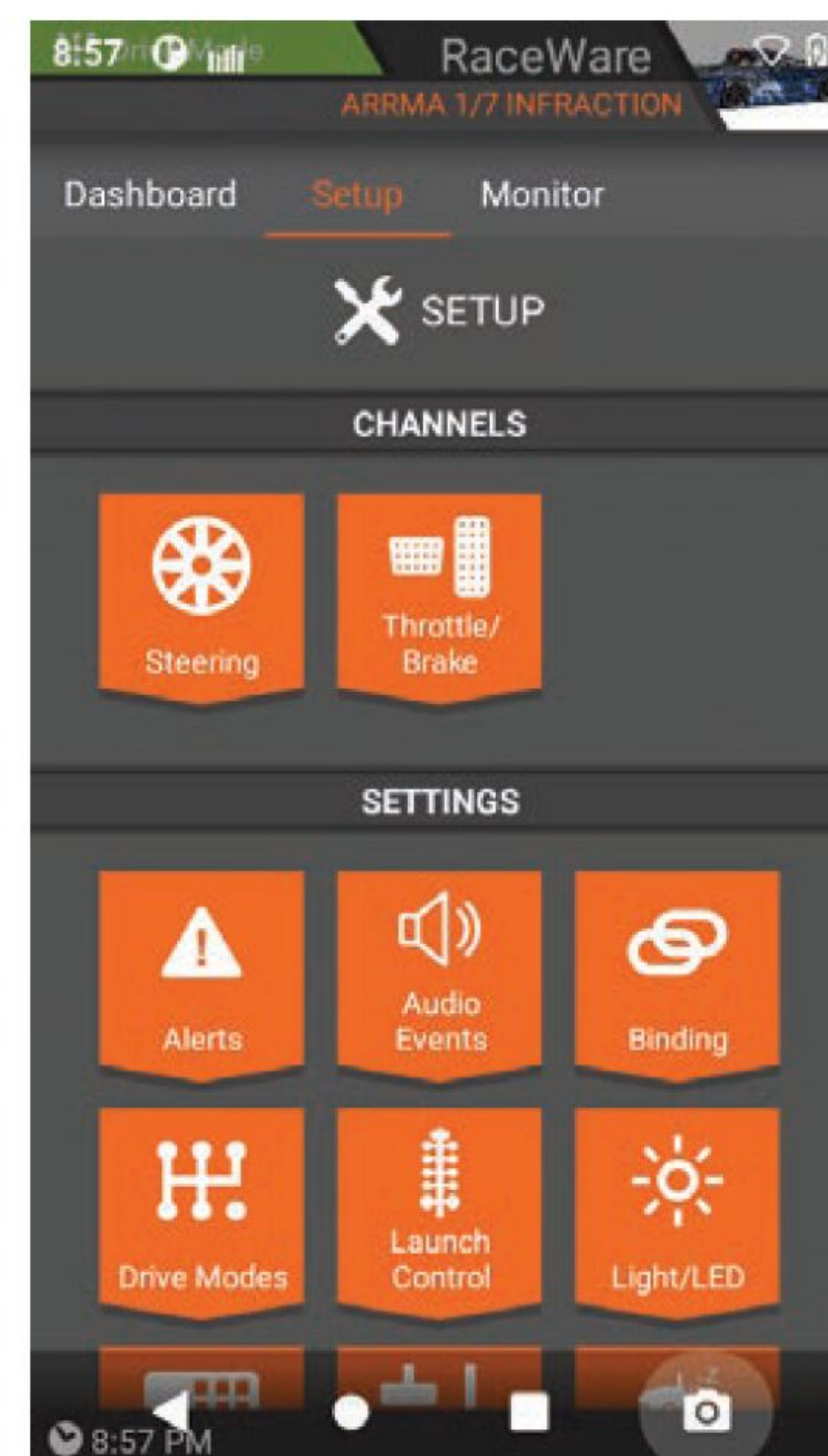
So why does this radio tip the scale at over a pound and a half? The high-quality materials and the Android tablet that does double duty as the brains, and a full-color 4.5-inch touchscreen display. Is the weight a big deal?

Not really. The iXSR is reasonably well-balanced in my opinion, so you don't really notice it when you're driving.

THE HALL EFFECT

One of the iXSR's coolest features is Spektrum's use of hall effect sensors for steering and throttle. Spektrum has been using this technology on the air side, but it's a first for me on a surface radio. The benefits are high precision (that's the big one for racers), contactless sensing (not sure I've ever worn out a radio, but, for what it's worth, hall effect sensors don't wear out), and solid-state components (no moving parts to wear out and lose precision). Also, it's pretty much immune to dust and dirt, durable, and offers fast response time (again, great for racers).

The bottom line is that hall effect sensors are just a better way to do it. And even though I mentioned racers a couple times there in the benefits, no matter what type of RC you're doing, precision and speed are always a good thing. Rock crawlers want accuracy just as much as road-course racers.





NUTS & BOLTS FEATURES

Obviously, the Android tablet is a big deal, but what else makes the iXSR special? Well, tied into the whole Android tablet thing is Wi-Fi and Bluetooth connectivity. It also has an SD card port and one for a USB-C (cord included). It's fully Spektrum smart technology compatible, so there's loads of telemetry options, and it works with AVC (Advanced Vehicle Control) and the MS6X technology in the Losi Promoto.

It can hold 250 models, which is a lot, and the installed li-ion battery is 10,500mAh, which is big ol' gas tank for this radio. If you're into drag racing, the iXSR has you covered with launch control, and if you rock crawl, the iXSR is designed to make setting up four-wheel steer easy. The LED lighting offers 19 different colors to choose from, and there's even a built-in flashlight.

Oh, it also includes an SR515 five-channel receiver. It's worth noting that the iXSR uses Spektrum DSMR protocol, so if you already have a bunch of Spektrum receivers, you're in luck. No need to switch to all new receivers for a new protocol.

A FEW EXTRAS

Spektrum makes a good

impression before you even get the iXSR out of the box. Better put—the box makes a good impression. While my Spektrum Rugged will never enjoy the pampered life of a carrying case, I always pick one up for my race radios.

No need to make an additional purchase with this radio. The iXSR comes in a durable, rigid foam carrying case that is perfectly sized. The parts needed for lefties are included, so a left-hand conversion requires no additional purchases either. An optional thicker grip is included, as well as a smaller steering wheel. An angled wedge for the steering wheel is even included to tailor the iXSR to your personal taste.

FINAL WORD

The Spektrum iXSR is a flagship product. As such, it's high quality and absolutely loaded with features. It offers every adjustment you might want, and the Android-based system makes accessing and tweaking those adjustments easy. At \$700 it isn't cheap, but when you hold and use this radio it's abundantly clear the value is 100% there. The iXSR is worth every penny. It's an expensive radio, but it feels like an expensive radio. And I don't mean to harp on the price, because the iXSR is far from the most expensive radio out there. In the end, for me, I've loved my Spektrum DX5 Pro, but I'm completely blown away by the iXSR. This is my new race radio.



**Spektrum iXSR 6-Channel
DSMR Surface Transmitter
with SR515 Receiver**
P/N: SMP6420
MSRP: \$699.99
URL: spektrumrc.com



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TEST BENCH

RC PRODUCTS TESTED & EVALUATED

Text by Matt Higgins

Images courtesy of Koswork



KOSWORK 3-LAYER PIT/DISPLAY STAND

At most RC races there are two types of pit setups. One closely mimics a homeless encampment, and the other looks like someone is ready to perform surgery. I'm highly guilty of the former. No matter how much I try, on race day my table eventually goes from neat and orderly to total chaos. So I'm always looking for solutions to manage the mess, and my

eyes lit up when I first saw the multi-layer stands from Koswork.

KEY FEATURES

As you can probably deduce from the name and photos, this stand is designed to accommodate three vehicles. The arms that hold each car are molded nylon and are easily

robust and strong enough for vehicles as heavy as 1/8-scale nitro buggies. The main uprights are aluminum and the tubes connecting the arms and uprights are also aluminum.

Once assembled, which is an easy enough process, the stand is lightweight but still sturdy enough to trust plopping your prize possessions onto it. For



The stand folds up into itself and includes a carry bag for easy transport or compact storage.

added convenience, the Koswork stand also folds down for compact storage in the included bag.

Don't need three floors on your portable RC car elevator? Well, the 3-Layer Display Stand is one of a few different versions offered. There's a shorter two-layer version, and a two-layer stand that's the same height as the 3-Layer stand but only has arms for two vehicles, which makes it perfect for taller rigs like crawlers.

FINAL WORD

It's a keeper. The Koswork Display Stand not only makes for a cool-looking setup, but it serves a purpose. If you race more than one class, this stand really frees up some pit space. While the stand is perfectly suited for display purposes at home, it really shines at the track. Stop being such a slob and get organized. You have probably noticed the guys who look like pros are more likely to drive like pros, and the guys who look like a hot mess in the pits are usually just as bad on the track.



Koswork RC Car H475mm Pit/ Display Stand (3 Layer)
P/N: KOS50743
MSRP: \$75
URL: koswork.com

SPECIAL PROJECT: ***BOX***

A CUSTOM CRAFTED MINI-ME FORD BRONCO

Text by Jerry Tsai

Images by Jerry Tsai & John Pangilinan

For us, creating a 1/10-scale replica of a real-life rig is one of the most rewarding projects in the RC crawling hobby. The goal is to capture the essence of a full-sized vehicle down to the finest details. Our latest “mini-me” project is a scale replica of John Pangilinan’s custom Ford Bronco, which we built using a Traxxas TRX-4 Ford Bronco RTR as the foundation. The TRX-4 Ford Bronco is an excellent base for this type of build

thanks to its highly detailed body, portal axles, and solid performance on the trail.

However, to make it a true mini-me of John’s Bronco, we had to go beyond the stock configuration. The first step was swapping out the RTR’s factory-painted blue body with a clear replacement body, also from Traxxas, allowing for a custom paint job that perfectly matches that of the real truck.



WOOD BEAUTY

BASE KIT
TRAXXAS FORD BRONCO TRX-4

P/N: 92076-4
URL: [traxxas.com](https://www.traxxas.com)



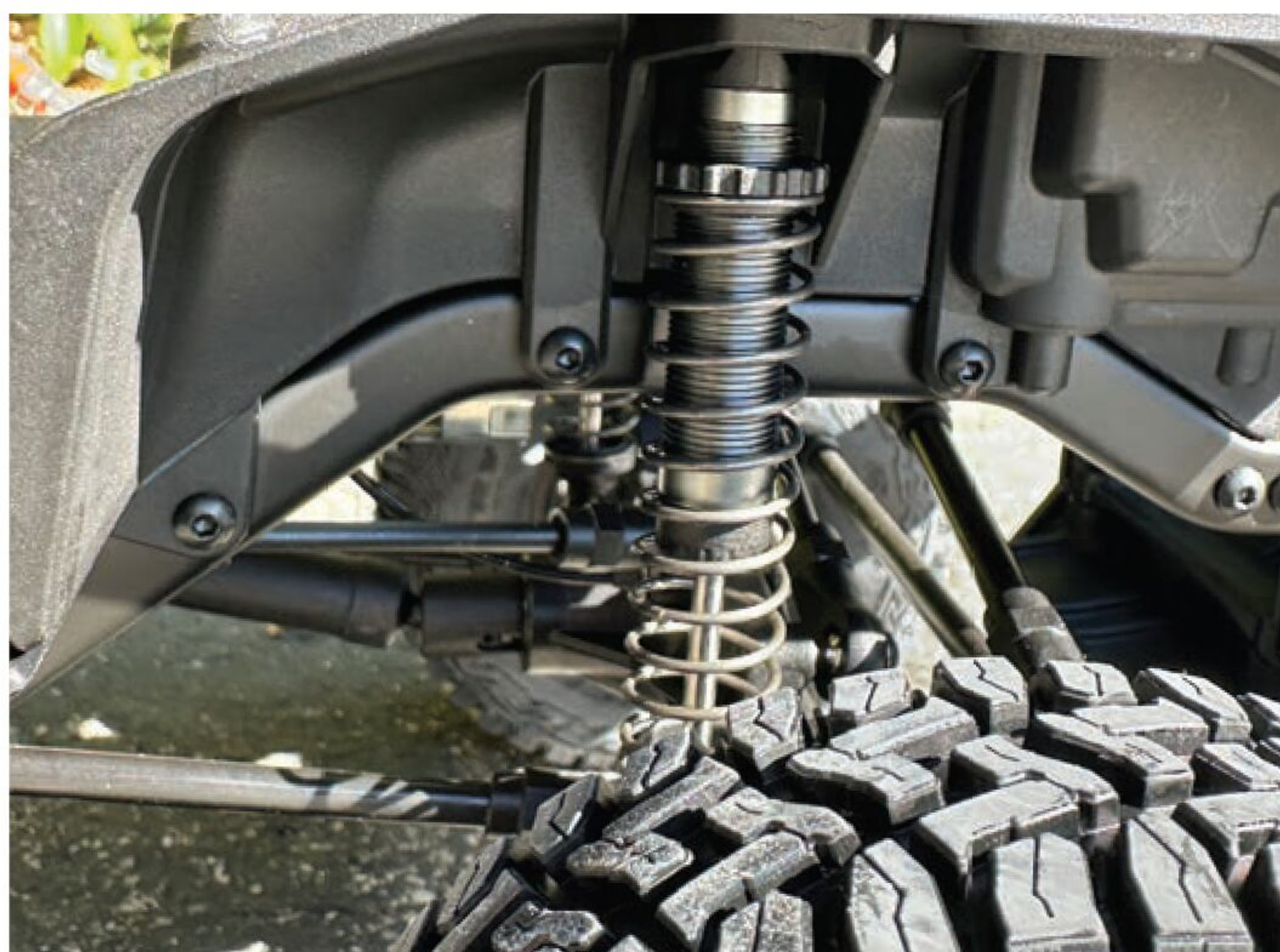


BOXWOOD GREEN

John had his full-scale Bronco custom-painted in a vintage Ford color called Boxwood Green shortly after he took delivery of the vehicle. To ensure our RC version matched it perfectly, we enlisted the expertise of Matt Brase from MR Custom Painting.

After tracking down the automotive paint code, Matt meticulously hand-mixed a batch of paint to match that exact shade and hue. The results were stunning, with the TRX-4 body looking nearly identical to John's full-sized Bronco. To complete the look we painted the grille white, just like the 1:1 version.

Among other things, the TRX-4 RTR's portal axles contribute to its trail-crawling prowess.





WHITE WHEELS

One key feature of John's Bronco is its Fifteen52 Analog HD wheels in white. While finding an exact RC match proved difficult, RC4WD's Analog 1.9" beadlock wheels by CCHand provided a very close alternative.

These billet aluminum wheels not only resemble the real ones admirably, but also add significant weight to the TRX-4 to improve its crawling performance on the trails. Each wheel weighs more than four ounces, which adds up to more than a pound of additional weight



"THE BILLET ALUMINUM WHEELS FROM RC4WD DON'T JUST LOOK GOOD; THEY ADD NEARLY A POUND OF EXTRA WEIGHT TO HELP THIS BRONCO TACKLE THE TRAILS."



A new clear body was sourced, and Matt Brase of MR Custom Painting mixed a batch of Boxwood Green paint sourced from the OEM paint code to match the 1:1 truck.

on the crawler. The TRX-4 comes with a spare tire mount on the rear door, so we repurposed one of the stock wheels as the spare.

TOYO TIRES

Another must-have detail was getting the tires right. Since John works with Toyo Tires professionally, there was no question that we needed an accurate set of Toyo replica tires for the truck. Pro-Line Racing's Toyo Tires Open Country R/Ts in 1.9" sizing and the G8 compound fit the bill perfectly. These tires not only look the part but also enhance the TRX-4's performance on the trails, much like their full-scale counterparts.



FINAL WORD

The final result was an RC Bronco that truly mirrored John's real-life truck. When we handed it over to him, his reaction said it all—he was blown away by the attention to detail and the accuracy of

the build. Creating these scale replicas is always a rewarding experience, and we hope to take on more mini-me projects in the future, bringing real-world rigs to the RC world with as much realism as possible.



A set of licenced Toyo Tires Open Country R/Ts from Pro-Line Racing mount to the RC4WD Analog 1.9" wheels to help replicate the full-size Bronco's look.

WALL CH



**AXIAL UTB10 CAPRA
4WS 1:10 4WD RTR**

**P/N: AXI-1543
MSRP: \$559.99
URL: axialadventure.com**

RAWLER



AXIAL UTB10 CAPRA 4WS 1:10 4WD RTR

Text by James York
Images Courtesy of Axial

Axial has introduced an updated version of the popular UTB10 Capra, now featuring a range of performance improvements including a lower gear ratio transmission and new four-wheel-steering (4WS) capabilities. The ready-to-run (RTR) 1/10-scale rock crawler builds on its predecessor's reputation while incorporating these key upgrades for better torque and climbing performance and better overall handling.

Capra is the redesigned transmission. With a final drive ratio (FDR) of 45.2:1—43% lower than the original model's 31.6:1—the new gearing allows for improved crawling capabilities, making it easier to tackle technical terrain. The transmission is also dig-ready, with built-in mechanical components for those looking to add a micro servo and a four-channel transmitter to maintain full 4WS functionality.

One of the standout features of the new UTB10



Axial has also addressed steering performance with the inclusion of a momentary switch-operated 4WS system. While the momentary switch provides simple control, users can program the included Spektrum DX3 transmitter for five-position rear-steer operation and allow for more precise handling in complex crawling scenarios.

The updated Capra comes equipped with licensed Mickey Thompson Baja Pro X tires mounted on Pro-Line Holcomb Bead-Loc wheels. These oversized 4.85-inch tires enhance traction to further improve the vehicle's rock crawling ability. Additionally, the improved axle housing features a new skid under the pinion gear area and additional bracing for the caster block, increasing durability for tough trails.

Additional electronics

include a Spektrum five-channel SR515 receiver, waterproof Spektrum speed control, and Spektrum S683 waterproof 25-spline servos. The UTB10 Capra runs on a 540-size Axial Slickrock 35-turn brushed motor and is compatible with 2S or 3S LiPo batteries (sold separately).

The vehicle's tube chassis remains a key component, designed with boat sides to improve clearance over obstacles. LED headlights and a light bar add functionality for night runs.

Axial is offering the UTB10 Capra in two licensed liveries: an orange-and-black Fox version (AXI-1543T1) and a black-and-yellow Mickey Thompson edition (AXI-1543T2). The RTR package is priced at \$559.99, providing a feature-packed option for both new and experienced rock crawling enthusiasts.



The redesigned, dig-ready transmission features 43% lower gearing for improved technical crawling capabilities.



Steering performance has been addressed with the inclusion of a momentary switch-operated 4WS system.

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BL-2s BRUSHLESS POWER



EXTREME HD UPGRADE KIT



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