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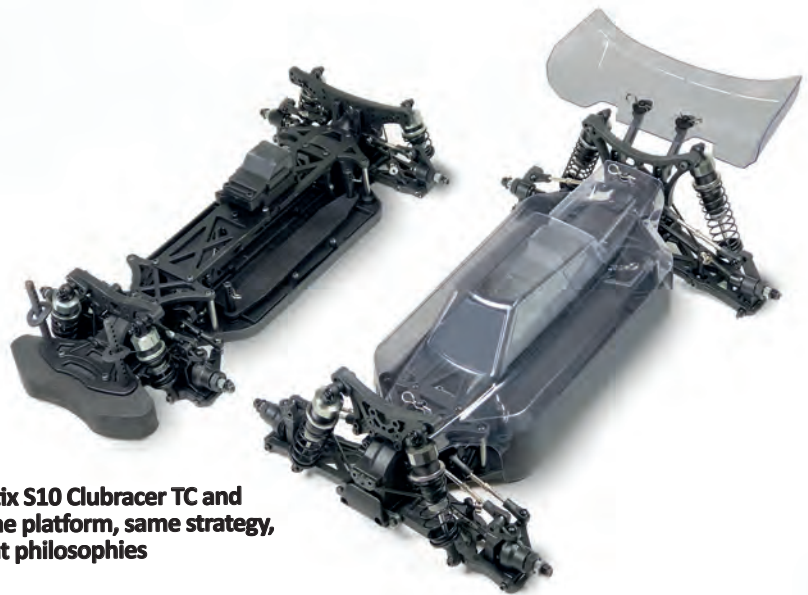
2025

Clubracer

ANTIX S10 BLAST BX3

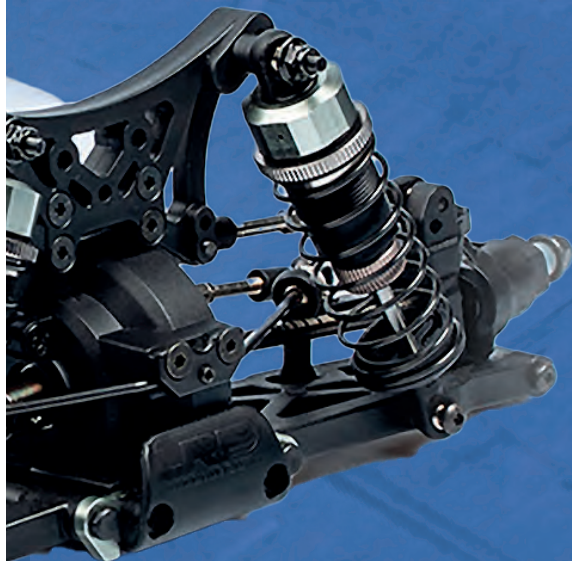
LRP presents the new 4WD Clubracer buggy Antix S10 Blast BX3. The proven LRP Blast series has been established for many years. The 4WD Antix chassis technology is also used in touring car models. The chassis comes pre-assembled as a race roller without electronics and wheels and can be configured according to the user's preferences. Read this article to find out how the S10 Blast BX3 performed in our test.

Here we're testing a 1:10 scale all-wheel-drive buggy chassis. The Antix-S10-Blast-BX3 can be described as the basis for an affordable club racer. The pre-assembled chassis is ready for customization, depending on the desired purpose. The vehicle comes with a clear, form-fitting buggy body, including a rear spoiler. The body fits neatly onto the chassis and provides optimal protection for the components against dirt, dust, and small stones typically encountered in off-road



The Antix S10 Clubracer TC and BX. Same platform, same strategy, different philosophies

This is how the Antix S10 Blast BX3 is delivered



driving. The tub chassis is completely enclosed from below, and the all-wheel drive train is neatly encapsulated. The entire model is mounted on ball bearings, ensuring smooth operation. The screws add a bit of a professional feel. High-quality Allen screws are installed on the vehicle.

Chassis

The chassis is classically designed for this type of model, with fixed lower wishbones and upper right-left threaded rods. All four wishbones feature "BigBore" oil pressure shock absorbers. The chassis height can be easily adjusted using a knurled nut on the shock absorber. The various angles of the dampers can be achieved thanks to numerous mounting points in the damper bridges. The chassis can be quickly adjusted to the respective race track thanks to its right-left threaded track rods on both axes. The CVD cardan shafts at the front and the stabilizers on both axes are top class in this price range.

Gearbox

The front and rear axles feature differentials with steel bevel gears, which are connected to each other by a central cardan shaft. The main drive gear with 72 teeth uses the standard 48-DP module. A matching motor pinion with 22 teeth is also included in the set.

Our first choice for the required equipment was an LRP Spin Pro brushless speed control in combination with an LRP X10 Outlaw brushless motor with 13.5 T and



Right-left threaded rods are just as much a part of the package as the "big bore" oil shock absorbers on both axes



The race roller is fully ball-bearing mounted



Slipper clutch and aluminum motor mount.



The Antix S10 Blast BX3 chassis is designed to be very easy to service.

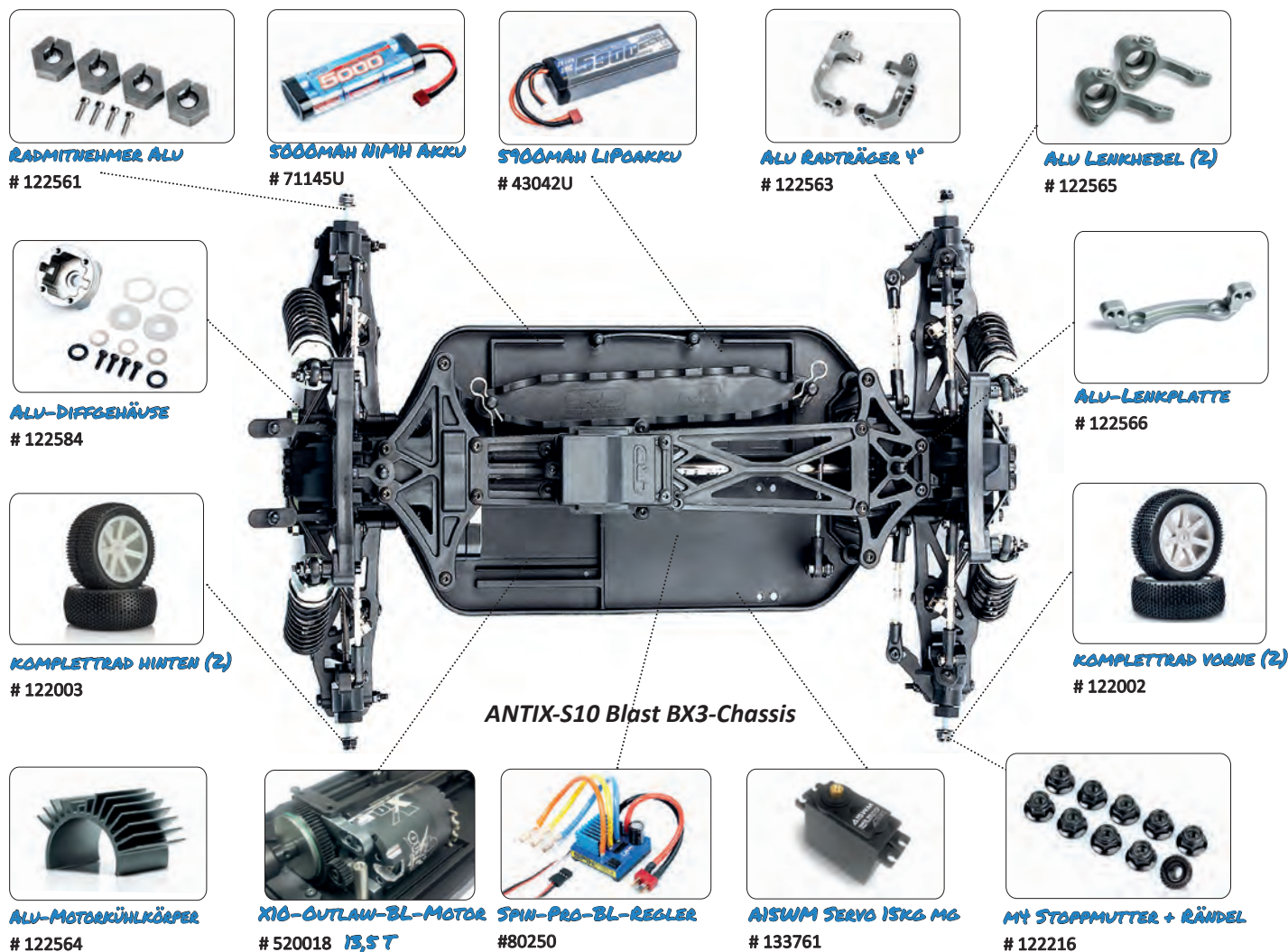


The solid slipper clutch



The front wheels are driven by CVD shafts. Bone shafts are used at the rear.

S10 Blast-BX3-Optionparts:



the matching 2S Antix LiPo battery with 5900 mAh. Steering is provided by the new waterproof Antix A15WM servo with 15 kg of torque and metal gears. The Antix BX3 rolled on LRP S10 Blast BX complete wheels. There is one set for the front and one for the rear. The

receiver is housed in the splash-proof receiver box on the top deck. Equipped in this way, we took the Antix to the test track.

Test

Our test track was a permanent track with Astro surface and mo-

derate jumps. "The car works" was our first impression when driving it. The Antix BX3 immediately drives as if on rails and we feel very direct steering. And that's despite the fact that we had installed a steering servo with average response values for the first test. The LRP

CAR CHECK

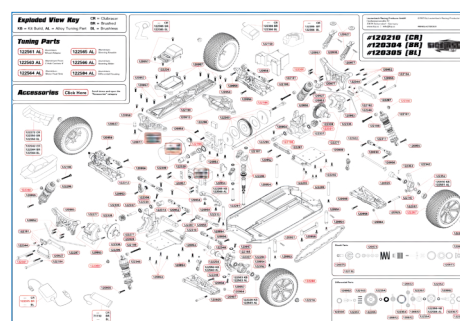
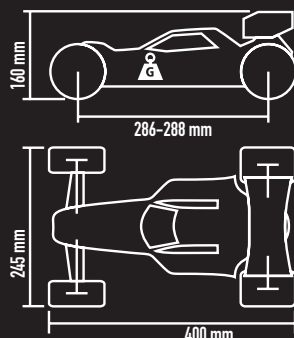
Antix S10 Blast BX3-Kit von LRP

Klasse: Elektro-Offroad 1:10

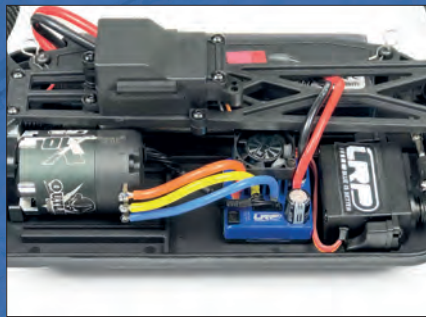
Tech:
Plastic chassis, 4WD, slipper, ball differential, four oil-filled shock absorbers, independent suspension, anti-roll bar sets

Required parts:
Remote control with receiver, steering servo, motor, speed controller, drive battery, charger, tires, body paint

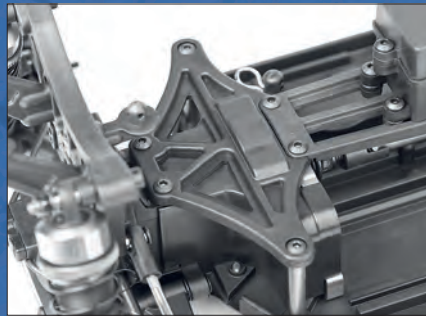
Experience level:



An interactive exploded view diagram, including spare parts availability, can be found in the service area of the LRP homepage.



Plenty of space for the motor, speed controller, and servo.



Fully enclosed drive train.



Right-left threaded rods are just as much a part of the package as the "big bore" oil shock absorbers on both axes



The Antix S10 Blast BX3 with optional tuning parts.

S10 Blast BX complete wheels harmonize well with the chassis. Since there was sand in some places on the track, we adjusted the slipper to be a little softer, which made the buggy a little more reliable around the course. The "Big Bore" oil pressure shock absorbers do their job. Here, the setup can be changed or adjusted very easily depending on the track. The dimensions of the springs used are standard, so you can try out further adjustments. For a modern buggy, the main drive is a little too loud and the LRP X10 BL motor with 13.5 T is still a little too long with the kit gear ratio, but we changed that in the second test run.

LRP offers a whole range of use-

ful tuning parts for the Antix family, which further enhance the durability of the buggy. You can also find an interactive exploded view of the Antix S10 Blast BX3 in the service area of the LRP website. All you have to do is click on the required component and you will automatically be taken to the appropriate spare part, including spare part availability. We think that is very customer-friendly.

Conclusion

With the 2025 evolution of the S10 Blast BX3 buggy, LRP has put a truly affordable club racer on the market. From the suspension to the central drive, everything has been designed for driving pleasure and durability, and all at an attractive price.



The Antix BX3 is very direct on the steering