

SPEC: 4WD MOULDED CHASSIS **CLASS:** OFF-ROAD FUN/COMPETITION **COST:** £179.99

WE HAD A BLAST TOO

Believe it or not, it was nearly four years ago that Racer reviewed the original S10 Blast BX, but that was a brushed model. Now we have the Blast 2 complete with brushless equipment and only £25 more expensive...



LRP is a well known, trusted and proven name in the radio control circles as it offers reliable quality and race-winning design across a broad spectrum. Jürgen E. Lautenbach founded the Lautenbach Racing Products brand in 1987 when, as a student he developed his own electric motors. He progressed further by designing and producing electronic speed controls desired and raced by those drivers wanting to win. With all that hard work, the "Blue is Better" brand is one of the most recognised names in RC today. LRP celebrated their 25th birthday in 2012 and with an ever-expanding product line including aircraft, the sky is no longer the limit!

LRP PROWESS

LRP is synonymous with quality and reliability and this translates into the great product line available

to the radio control racers out there who want more bang for their buck. Adding to the already superb models on offer is the brilliant new S10 Blast 2 BX BL four-wheel drive 1:10 scale off-road buggy. This is an improved version of the original S10 Blast as the name suggests and apart from the mechanical enhancements, the Blast 2 now has brushless power inside to blow away the competition.

BOXING CLEVER

The S10 Blast 2 BX BL arrives fully assembled in a box smothered with high quality photographs of it in action and various cut-aways to tease and intrigue any would be buyers with all the goodies on offer within.

The Blast 2 is very well packed and is supplied with a steering wheel transmitter in a separate box to

protect it in transit and despite the fact that the model is quite large, the box is relatively small even with a very comprehensive manual and product 'bible' included inside.

BLUE INSIDE

The Blast 2 has a moulded composite chassis with battery cutouts for traditional NiMH batteries or the more recent hard case LiPo battery packs, running along the length to the left of the propshaft, which runs down the centre. There is a moulded top deck attached to the front and rear bulkheads supported with alloy stand-offs to control the torsion of the chassis whilst restricting the compression of the main propshaft into the crown wheels in the diffs in a massive shunt or 'off'. The top deck also has a waterproof receiver case mounted to it and is located



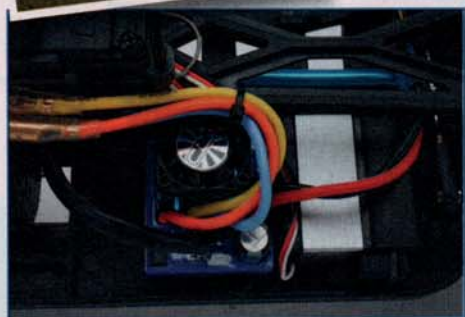
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"What a 'blast' - blue is definitely best!"



The Blast 2 BX getting ready to hit the track



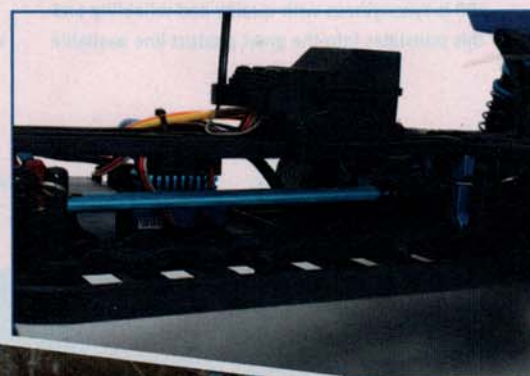
Speed is controlled by LRP's own Spin Pro brushless unit



The LRP Vector K7 brushless motor is a sensored model rated at 4300kV



The A2-STX Pro steering wheel transmitter uses frequency hopping 2.4GHz technology



The 4WD transmission uses a blue alloy propshaft to connect the front and rear drives



We enjoyed putting the 4WD buggy through its paces



Big bore shock absorbers feature threaded bodies

LOADED WITH BLING

The Blast 2 is feature rich with blue anodised aluminium components with the shock caps and spring collars, servo saver adjustment collar, suspension holders front and rear, propshaft and motor mount all in to alloy keep the blue theme going strong.

The LRP Blast 2 is fully ball raced and is shaft driven with a 'traditional' layout with a battery lengthways down the left-hand side (as mentioned earlier) and a motor, steering servo and speed control on the right. The motor rotating the enclosed spur gear is attached to a blue anodised mount offering strength and heat dissipation whilst

within the cockpit recess of the body shell. The same composite material is used in the very beefy suspension mounts with both the front and rear allowing variable mounting options of the inboard upper camber links. The rear mount also carries the polycarbonate wing.

The four-wheel drive system uses an alloy shaft connected lengthways from the front to the rear metal-gear crown wheels and pinions. The motor is hooked up to an enclosed spur gear and attached to a blue anodised aluminium motor mount to help wick away any heat generated during racing.

protected from any debris that may enter under the body shell. The centrally mounted blue aluminium propshaft also has an adjustable slipper clutch to help tame any shocks to the drivetrain during hard driving over undulating surfaces. The propshaft is connected to crown wheel and pinion geared differentials transferring the power to all four wheels via dog bones, although LRP have included universal CVDs in the front to reduce vibration and wear when steering. Allowing for the flex that the composite chassis will generate as it works, the propshaft 'floats' within drive cups between the front and rear diffs so that there are no shocks transferred to the crown wheel and pinions

"The handling and manners are impeccable."

The Blast 2 BX comes with anti-roll bars, captured hinge pins and hex drives to the wheels

CVDs are fitted up front to handle the demands of steering as well as transmitting the power to the wheels



White spoked wheels are fitted out with LRP's own tyres



LRP has decided to go with a spoked wheel rather than a race spec dished version



ensuring long life, reduced maintenance and trouble free driving. The diffs housings are made of composite plastic and allow for access to the diffs front and rear without detaching the top deck or upsetting suspension set ups or layouts.

COIL OVER OIL

The big bore coil over oil-filled shock absorbers are bright with blue anodised accents in the shape of shock cap, shaft guide and spring retainer attached to the threaded composite shock body. The shock towers and lower wishbones have a variety of positions to allow for different settings and performance depending on the track conditions. The

lower wishbones are super strong with a little bit of flex to assist the shocks to do the work without them breaking on hard landings or collisions. Add to this the Blast 2 has anti-roll bars fitted both front and rear that means you can run the shocks nice and soft with oil and spring to absorb the bumps and jumps whilst the bars means the chassis remains flat during cornering. The upper camber links are proper adjustable turnbuckles including the steering. The steering has a blue anodised tensioning collar on the left-side servo saver upright, which should protect the servo during an impact. There is a small composite bumper at the front to help offset the force of a collision or 'nose down' landing and

SPECIFICATION

Model:	LRP S10 Blast 2 BX BL
Scale:	1:10
Class:	Off-Road
Application:	Entry-Level
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear
Shocks:	Oil-filled/threaded bodies
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length:	390mm
Width:	248mm
Height:	145mm
Wheelbase:	285mm
Front track:	248mm
Rear track:	245mm
Weight:	1670g

WHAT WE USED - Electric Kit

TRANSMITTER:	LRP A2-STX PRO 2.4GHZ (KIT)
RECEIVER:	LRP A3-RX SPORT II (KIT)
SERVO:	LRP R-7103WP (KIT)
SPEEDO:	LRP SPIN PRO RTR BRUSHLESS (KIT)
MOTOR:	LRP VECTOR K7 4300KV BRUSHLESS (KIT)
BATTERY:	LRP 1600MAH NIMH

VERDICT

- Incredible value for money
Fantastic package
Great power and handling
- Battery pack not included

RACER RATING

★★★★★

CONTACT

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www.lrp.cc

protect the blue anodised aluminium hinge pin brace keeping the steering straight and true.

GET A GRIP

The Blast 2 is shod with pin spike tyres glued onto white seven-spoke wheels promising good grip on sand and clay tracks and also promises to work well on Astroturf too - more of which later! The Blast has a 'cab forward' layout as opposed to the typical more traditional layout as found on the previous model. It isn't a pretty body to look at as far as aesthetics go, but this is a popular style as seen more and more frequently at competition level. The reason for the cab forward position affords

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ON TEST



We take the LRP S10 Blast 2 BX BL to the very friendly Coventry Model Car Club in Baginton. Owing to the damp conditions, the race proven VTEC high grip mini pin-style tyres (with mini paddles in the middle) should be up to any task we set. With three tracks on offer, the variety is undoubted, but as two of the tracks are primarily used for 1:8 off-road so we opted for the Astroturf main track with long straights, a banked 180-degree corner, multiple jumps as well as offering a wide variety of surfaces like block paving and even sandy surfaces on top of the Astroturf to challenge and tease the senses of the driver and in this case of course, the LRP Blast 2 BX BL!

The Blast 2 had a little pull to the right on the straight and with a little adjustment on the sub trim, it was adjusted to run straight and true. The immediate acceleration is phenomenal as the Blast 2 hunkers down and takes off like the proverbial 'scalded cat'. At the end of the long start-finish straight it showed stable braking without any deviation, setting the Blast 2 up to pick and choose your apex. The traction is good, without running the risk of grip rolling and perhaps if anything, showing a slight

tendency to understeer. Overall, the handling and manners are impeccable although it does get a little upset on the 'ruffles' of the Astroturf on the approach to some corners, but nothing the Blast 2 can't handle. The most impressive aspect of the Blast 2 is the airtime! A harsh throttle input when attacking a jump gets the Blast 2 very, very high into the air, the only problem is; what goes up must come down! The Blast 2 jumps nose-heavy mid-flight, arguably down to the cab forward body design so after one or two hard landings (with no damage we may add!), we got used to balancing the attitude with throttle and brake inputs, squeezing the trigger to bring the nose up perfectly for a smoother transition. On loose sandy surfaces, the Blast 2 still responds with the same power and dynamic flair, but with pretty rooster tails! The Blast 2 has a tendency to oversteer slightly if you use too much throttle on this lower grip surface - tickle it though and the buggy shows the same balance and composure displayed on the high grip Astroturf surface. The overall feel of the Blast 2 inspires confidence and encourages you to push harder and harder to try and find the limits.

■ aerodynamic benefits creating stability and improved steering characteristics. Although this is, in essence, a face that only a mother could love, it grows on you all the same! The paint scheme is quite dramatic with a white and silver flame-like pattern reaching rearwards towards a typical LRP blue coloured and fitted rear wing (other colours are also available). The Blast 2 is already decaled with LRP and S10 Blast 2 logos as well as the window decals all properly in place and there is nothing left to complete the body (apart from our Racer decals of course!)

POWER CONTROL

Power is nothing without control and as we have already mentioned; the Blast 2 only needs batteries, so the LRP 'goodies' keeping the Blast 2 on track are also worthy of a mention. The transmitter is an LRP 2.4GHz A2-STX Pro FHSS (Frequency Hopping Spread Spectrum) requiring eight AA batteries. It

has a foam covered, ten-spoke steering wheel with a non-functioning, LRP blue brake calliper on a brake disc inside it. The throttle and brakes are ably handled with a trigger pull for forward and push away for brakes (and push away again for reverse). There is even a slide control to give the trigger a bigger throw (not used with the Blast 2). The aerial folds almost flush with the transmitter case to reduce the likelihood of damage whilst in transit, but the transmitter has the usual suspects with regard to sub-trim dials for steering and throttle settings as well as servo reverse buttons. The added benefit is the A2-STX Pro also has adjustable rates for steering and throttle and it also has end point adjustment settings to save your servo from labouring against a bulkhead, or to reduce throws to calm down an over steer trait. Of course the transmitter has an A3-RX Deluxe, three-channel receiver to translate the driver's requests with the R-7103 metal cased

and waterproof steering servo handling the direction changing. The throttle demands are ably met with an LRP Spin Pro RTR speedo with a top-mounted cooling fan, easily handling the very powerful 8.5T XTEC sensored brushless motor.

CONCLUSION

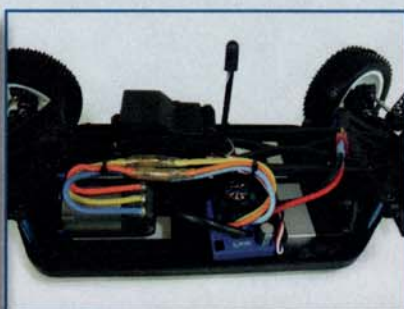
The Blast 2 is a gem to drive and is incredibly tough too (as the many hard landings will attest). Sadly though, because of the extreme cold, the rear wing did get a split in it, but the chassis and suspension components just kept on coming back for more. We have no doubt that any drivers considering the Blast 2 as a first drive for either racing at a local track or having a 'hack' at home, then you have the right car for the job. The 2.4GHz radio system will allow you and your mates to have a blast and not interfere with each other when driving... ■



“The overall feel inspires confidence and encourages you to push harder to try and find the limits.”



Protected by a moulded box is the A3-RX 2.4GHz receiver



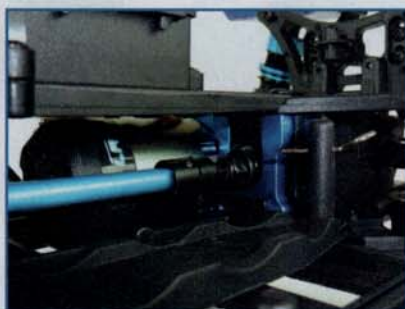
With the chassis design the radio equipment is located down the right side



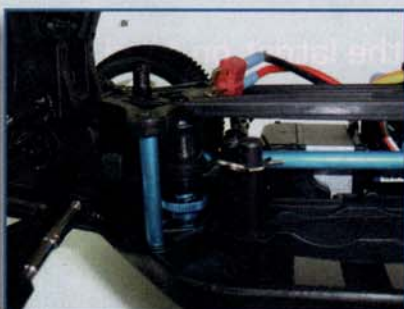
Front-end detail shows the CVDs supported by bearings in the moulded steering arms



Anti-roll bars come as standard front and rear



Slipper clutch adjustment is controlled by a lock nut to hold the setting



On the left steering post there is a servo saver to protect the R-7103WP unit

SUMMARY

The Blast 2 is a very serious off-road chassis that can take very hard knocks and come back for more! It handles well enough to compete at club level or simply play with mates without the hassle of building the chassis or the added costs of an electrics package. The only additional items needed are a battery for the car and eight AAs for the transmitter.