

# LRP goes Short Coursing



**S10 TWISTER 2 SC BL**





**This 2WD S10 Twister 2 Short Course Truck is another in LRP's line up of inexpensive EP10 ready to runs aimed at the social basher or casual racer that we have been reviewing the past couple of issues.**

**In keeping with those others we've reviewed, the Twister features a competition influenced platform and proven electronics and power unit along with a 2.4GHz fully installed and bound radio system.**

**What's not to like, then?**

**I couldn't wait to get my pre-play check out of the way and go to the test ground with this one!**



WORDS & PICS CRISTIAN BRUNELLI

**WE** didn't have the option of going to a dedicated race track to test out the S10's fast lap times abilities but we were able to put it through a lot of punishment before darkness set in around our open area testing ground.

It shone in our asphalt street runs, great acceleration and top end but, as expected, it got bogged down a bit on not too short grass.

The true home of this machine is dirt and here we discovered it had a well balanced layout which helped enormously in handling and air time adjustments.

Its excellent top speed meant the poly jump launched the S10 SC into major air and we were able to tap the brake lightly to have it land perfectly, the suspension soaking up shocks.

There were a few occasions when ruts and irritations did cause a minor deviation from straight line tracking but the steering servo was quick to respond to our transmitter signal.

Our slalom test proved the S10 SC to have predictable handling, however the tires didn't provide the grip I thought they would.

That's not necessarily a black mark against those tires, more likely they will be better performing on a dedicated race track rather than our mixture of loose grit and sand with occasional solid ground.

There's a reasonable ground clearance which should be fine for most circumstances.

Just as we had experienced with the Touring Car, the Spin Pro RTR brushless ESC was very smooth and as noted in that review, it offers a fair bit of adjustability with perhaps the ability to restrict power to 50% its most attractive feature for a younger person or someone driving an RC car for the first time.





## OUT OF THE BOX

**THE** realistic looking S10 Twister 2 SC body is attractively finished and looks the business with its block pattern tires on mounted on those black ten spoke rims, rear rubber mud flaps and big front and rear bumpers.

Attached to the moulded composite bathtub chassis are side nerf bars for added protection in true RC Short Course Truck design.

Composite material is also used for the chunky front and rear shock towers (which have plenty of shock mounting positions available), gearbox housing and lower suspension arms.

The upper links are adjustable steel turnbuckles.

Oil filled, coil over shocks, anodised blue of course,

mount to the towers and lower suspension arms and can be adjusted.

They felt good out of the box, time would tell whether the assessment was correct.

The sealed gearbox houses a metal gear differential while heavy duty steel drive shafts get that power out to the rear wheels and there's a slipper clutch to assist soaking up the shocks on landing after air time.

Ball bearings are everywhere you would expect them to be.

There's a brace from the rear bumper which connects to the gear housing for added rear end protection.

Otherwise the rear end design is fairly consistent with other similar rear mounted motor designs.



## Power System

LRP have been leading the charge to brushless motor nirvana for some time and the S10 Twister 2 SC is equipped with one of the company's well proven K7 Vector 8.5 turn motors rated 4300kV.

We experienced this motor in last issue's review of LRP's EP10 Touring Car so I was interested to see how it would perform Off Road, it certainly pushed all the right buttons on asphalt.

Proving its versatility, the LRP Spin Pro RTR brushless speed control is also present in this Short Course Truck.

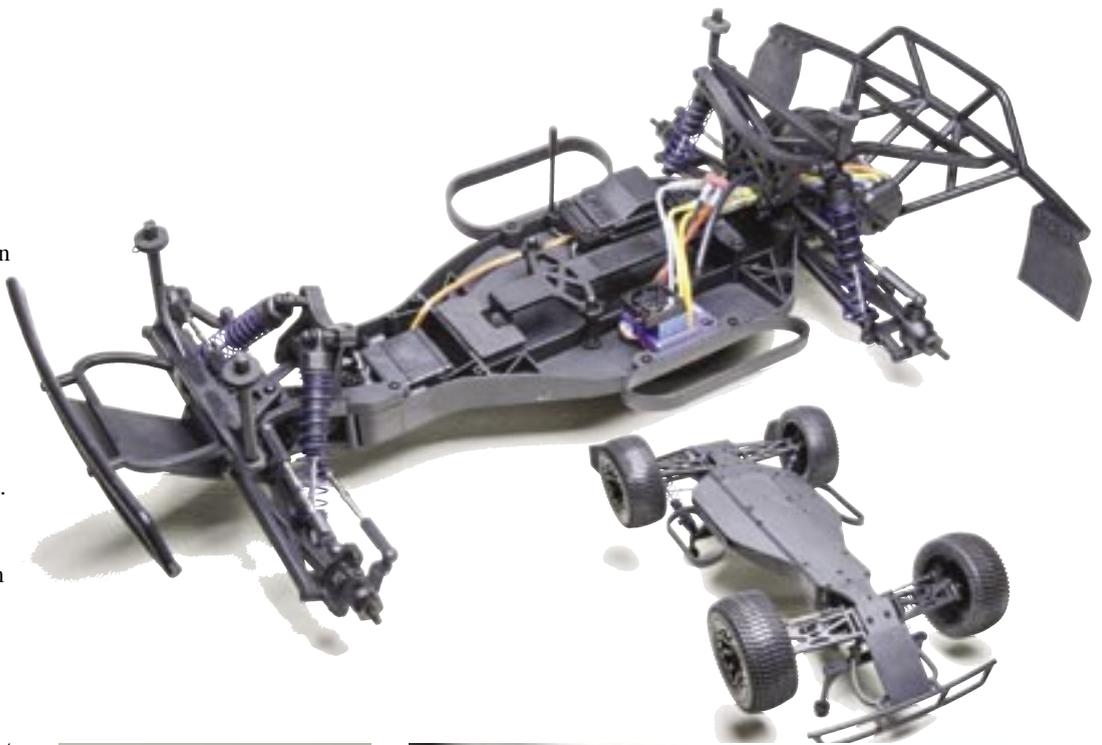
Both motor and speed controller are rated by LRP as "splashproof".

Which means it can be driven through puddles and wet ground but don't depend on it being waterproof, so it's very much your call whether you want to push this particular envelope.

No battery is supplied with this one, I'd suggest you go straight to 2S LiPo and as high a capacity as you can.

We used a combination of LRP and Nosram packs.

The steering duties are taken up by the H-7104 waterproof high torque servo and the pistol grip transmission includes all the tuning features most owners will ever need.



## OUR THOUGHTS

**I ENJOYED** my time with this one and can confidently recommend it to anyone wanting some Short Course Truck action RC style.

Being 2WD rather than 4WD does mean a driver needs to be slightly more gentle with the trigger given the power capable of coming from that K7 motor but it won't take a keen owner long before they get the hang of driving this one and then the excitement really begins.

Its design makes it an easy car to do any maintenance required and provided it is not asked to carry out impossible feats, should make any owner quite happy.

The transmitter is perhaps a bit old school but nonetheless we had no

problem with it and both young guns and oldies were comfortable with it in their hand.

### Our thanks

Our thanks to LRP's Australian agent, Hobbies Australia, for

the review S10 Twister 2 SC Brushless RTR.

You can purchase this and other LRP products from your local hobby shop or ask them to contact Hobbies Australia for more information.

