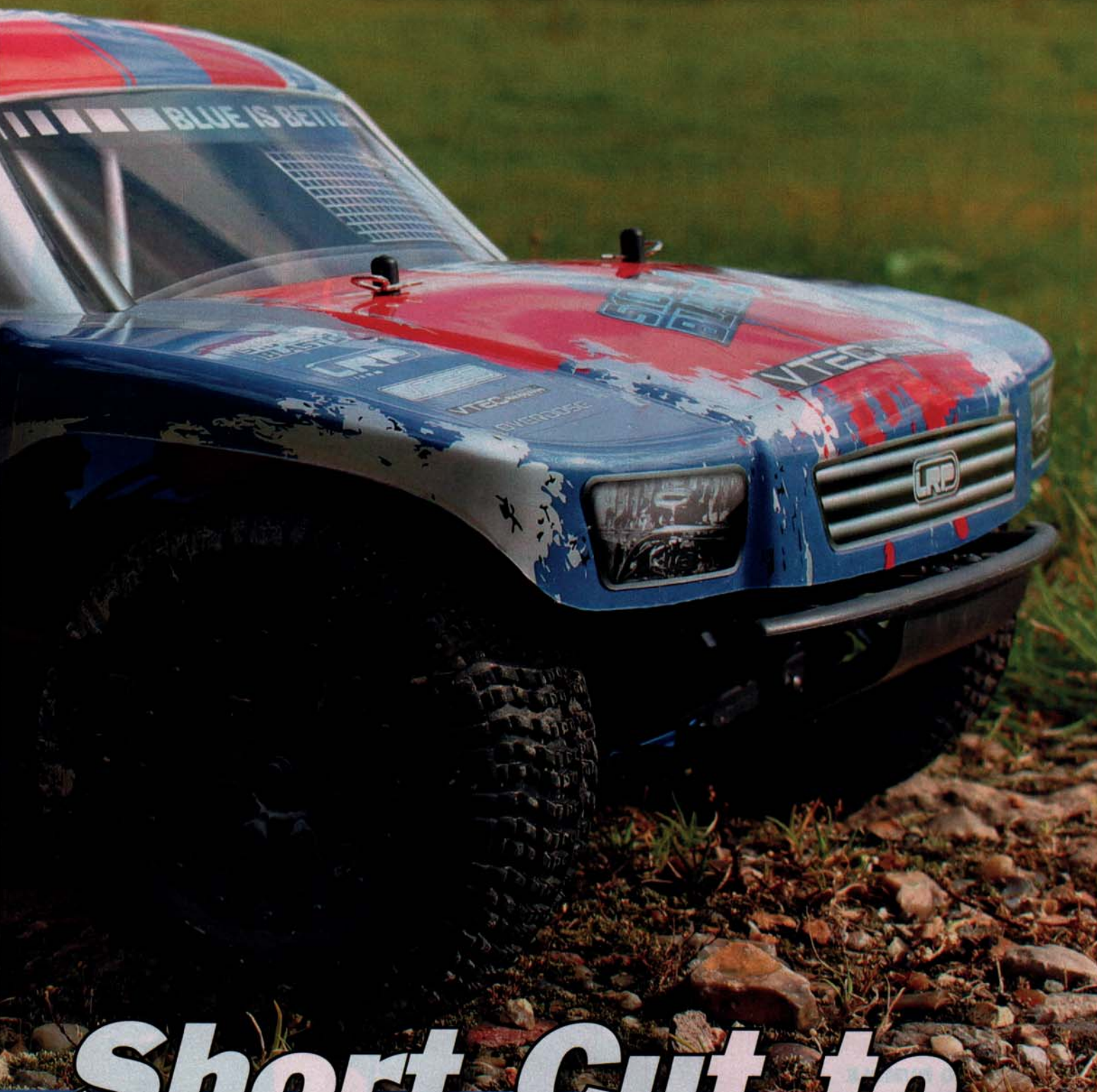


SPEC: 4WD MOULDED CHASSIS CLASS: 1:10 OFF-ROAD COST: £206.99





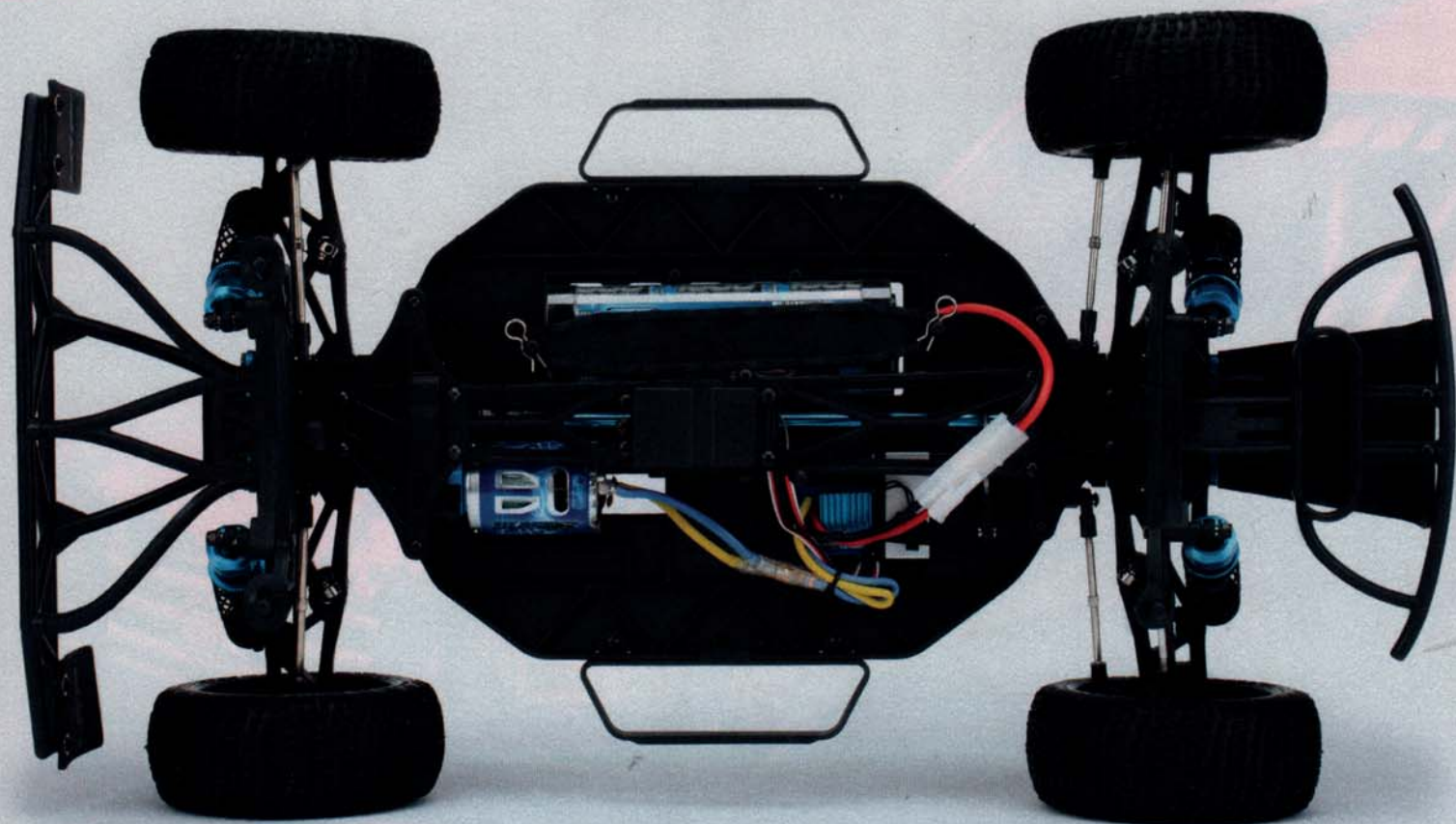


# ***Short Cut to Short Course***

Short course racing has risen and fallen in popularity several times in the UK, but the RTR sector is still fit to bursting with them, so what makes them so popular? Joe Brown takes LRP's latest 4WD Blast SC 2 to find out



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Short course trucks are 1:10 replica size of the Prolite racers that are so popular over in the United States. If you're of the older generation, you may remember Ivan 'Ironman' Stewart's Super Off Road Arcade game – in this game you raced the trucks around a set of different stadium courses, so this type of truck has always struck a chord with the older guys in the office.

All sorts of racing pick-up trucks have been offered throughout the years, most based around 1:10 off-road cars but more recently, after a resurgence of the popularity of full-size races, dedicated short course RC vehicles have started to appear in shops. Lately, full classes have been catered for at many off-road venues.

## READY TO RUMBLE

The rough and tough action of the 'no-holds-bared' racing proved to be a great pull and when the very popular Pro-Line Dirt Arena in Whitney was running weekly races, the office staff could be found trackside. Often trucks would end up being pushed out round corners, landing on top of one another during races and the only thing really frowned upon was T-boning another truck! The covered wheel racing meant that unlike the buggy or stadium trucks with their exposed wheels, when two opponents came together they didn't tangle wheels. Whilst in the UK short course racing has gone off the boil slightly, it is still a very popular with the Ready-To-Run sector of our hobby.



The receiver sits up on top of the upper deck in a protective case



It is not easy to get to but once set, the slipper clutch shouldn't need much attention



With the top on the case, the receiver is safe from potential splashes



A servo saver is fitted to the bottom of the left post



LRP has developed a motor especially for the S10 Blast brushed platform



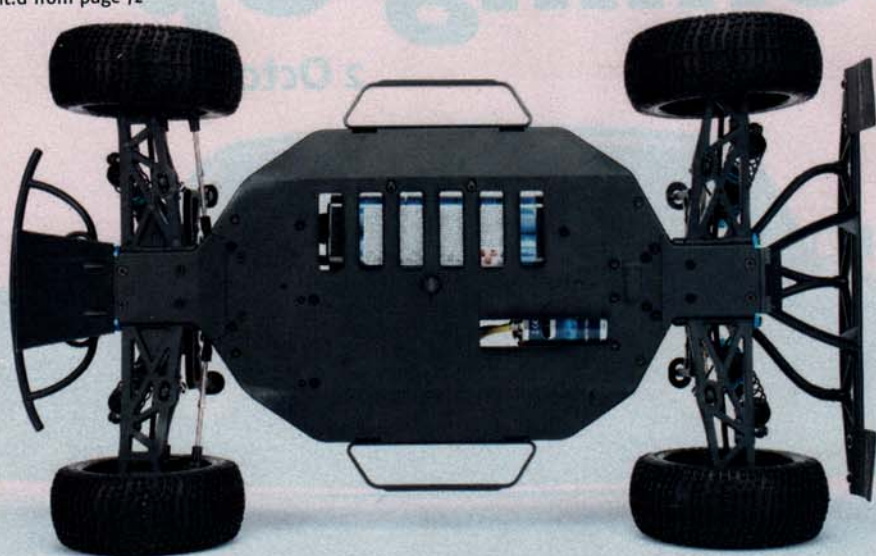
Despite the moulded shock bodies they are oil-filled with threaded ride height adjustment

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## ROUGH 'N' TUFF

Short course trucks are pretty hardy beasts, which makes them the ideal choice for the backyard/car park thrasher. The ability to go fast whilst coping with any jumps you put in its way is a shopkeepers dream – on these points alone they can sell them hand over fist. So is the S10 Blast SC 2 just a car park bashing RTR or is there a raceable gem hiding in the overstocked RTR shelves?

## DROPPING IN

Pulling the vehicle out of the box and taking the protective sheet off the body shell it immediately looks amazing. The printed and pressed body shell is superbly finished and would not look out of place at the start-line of a race. There are no vents on the rear bed of the body shell, so the parachute effect may be a slight factor. The so called 'parachute effect' is due to the drag placed on the body shell from underneath when in flight. There are many different remedies for this the simplest being to use a body reamer and make some holes in the large flat areas of the bed section of the shell. Third-party manufacturers have even gone so far as to produce body shells that minimise the parachute effect with large vented rear sections.

## POP THE TOP OFF

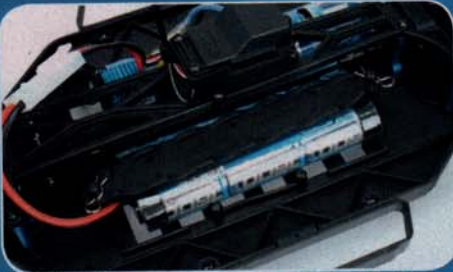
Removing the finely finished body shell reveals the chassis that lies beneath. LRP has been very clever as their Blast range of vehicles use a standardised platform so you will find that many standard parts will swap from vehicle to vehicle. One thing we haven't mentioned so far is this Blast SC 2 is four-wheel drive providing some serious grip and great handling. The drivetrain uses a differential at each end of the reinforced plastic moulded chassis and power is passed through a central driveshaft. There is no central differential, instead a slipper clutch is mounted to the main gear to help prevent any damage being caused to the drivetrain and motor.

## LEG-END

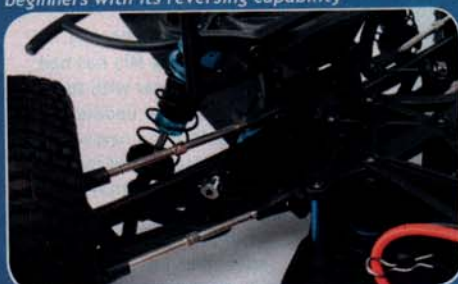
There are no fancy gull-wing wishbones on the LRP Blast, just simple straight wishbones with adjustable upper rods are the order of the day here in addition to adjustable steering linkages, which allow you to set-up the Blast exactly how you want it. This is something normally lacking in other RTRs as fixed length rods are usually provided so this is a nice plus point. We also like the fact that the C-hubs are held securely in place with a threaded shaft for security. Power is transferred from the front gearbox to the wheels with steel CVDs, whilst at the rear a dogbone system is used. Another benefit showing the pedigree race performance of the Blast is the inclusion of anti-roll bars at both ends ensuring that the power provided will not be lost by spinning up a wheel during cornering. They should also help aid cornering by reducing roll.



The small brushed speed control will suit beginners with its reversing capability



The chassis features cut-outs for sub-C cells, but can handle a variety of pack designs



Anti-roll bars ensure the chassis remains flat when cornering at speed



Details of a rear corner shows the dogbone driveshaft and hex wheel fitting



The scale bumper is full width complete with rubber flaps



The large bumper will help the SC to get over obstacles



We like the fact that the truck comes with turnbuckles



## ON TEST



A chance to visit Bruntingthorpe Proving Ground was the ideal opportunity to take the Blast out for some action. The enclosed battery is only a 1600mAh NiMH pack that will get you up and running with the included battery charger, but will not see a great runtime and so we charged up a second battery to assist us with testing. LRP include a wall charger, but this will take around three hours to charge a battery after a run. The great thing about the big body shells on short course trucks is the ability to get your hands up into the chassis to change the battery without having to remove body.

A few moments later with the battery safely on-board we switched the Blast on and set it down to check all the controls functioned correctly. We always check the steering first and a turn of the wheel found the Blast moving forward. This meant that the two control wires to the steering servo and electronic speed control had been installed in the wrong receiver holes – an easy mistake to make, but not one we would expect from an RTR (Ready-To-Run) product. Luckily we had some basic tools with us and soon had the problem corrected. Ready to go again we double-checked the controls and this time we found the steering servo needed reversing that was fixed quickly on the handset. This is why all RC manuals state you should hold the wheels off the ground to check the controls before your first run.

After these minor setbacks the Blast was finally ready for action. With a pull of the throttle the Blast headed off across the tarmac. With the included battery the top speed was not going to win us a race at a local club, but it is enough to get around the large airfield we found ourselves on. The steering coupled with the excellent tyres provided really sharp handling

and quick direction changes proved no issue thanks to the anti-roll bars keeping the wheels in contact with the ground. After a few laps of a flat course we found some rolls of material that soon got press-ganged into action as a makeshift ramp. Even without a smooth transition the Blast still managed to easily pop over the jump providing some great action, but we couldn't help feel that a little more top speed would really make this truck fly.

Now we handed over the controls to young Brandon who is seven years of age and has had a few sessions with RC cars before. The handset looked rather large in his hands, but after a small bit of guidance on the controls he soon picked up the basics and had the blast moving around. Even at full speed he found it easy to control, although we think he needs some more practice before heading into a race. He truly proved that these short course trucks are tough as a collision with a pole found that the Blast did not suffer a scratch. It was at this point we found the speed control goes from full throttle to brake and then into reverse. Usually most speed controls would go full throttle to brake then you would have to release brake then reengage the brake to proceed to reverse. It was a little strange to have a speed control act this way, but in some cases this may actually be a bonus for the younger users to get out of trouble, although it puts a huge load on the transmission and ancillaries...

With all the extra added hop-up items included the small capacity battery is a weak point that we hope LRP will rectify in the future overall the Blast is a great truck however, if you are looking for some great top speed and your wallet can stretch to it check out the Blast 2 in brushless form.

## OIL HO!

LRP has not finished throwing more race ready goodies at you just yet – all four corners of the truck are happily held up by big bore oil-filled shocks, which have plastic threaded bodies with blue adjusters allowing you to accurately set the ride height. The shocks are also equipped with 3mm shafts making these pretty bulletproof. The standard oil can easily be swapped out so you can tune the shocks to the surface you are on. With a short course truck though we do not recommend you go too heavy with the oil weight as you will be surprised how much difference even just going up from a 25wt to a 30wt oil can make. LRP also offer a full

aluminium version of the shocks should you wish to upgrade them in the future.

## ONCE OVER

Behind the front gearbox sits the steering mechanism, and this a well trusted dual bell crank design with a built-in servo saver which you can tighten or loosen with the knurled adjuster at the bottom of one of the bell cranks. One thing we noticed is that both bell cranks have around 4mm of free play, and we believe for an added bit of bush protection as this allows the arms a bit more flex in heavy impacts. LRP offer an alloy steering slider that we would thoroughly recommend as the steering

mechanism on a short course truck can take a pounding in action.

## INVOLUNTARY MOVEMENTS

The steering servo is a plastic geared item, which is a shame as we think a metal-geared version would have been a nice inclusion. However, LRP has ensured that the servo is splash proof so using the truck in typical British weather conditions shouldn't prove an issue.

Nestled up behind the servo is LRP's fantastic Ai Runner Reverse electronic speed control. Do not let its diminutive size fool you as these units are great and can handle a fair amount of power. It's great to



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Next to the wheel are the servo reversing buttons as well as steering and throttle rate dials

The beadlock look wheels complete with Overdose tyres

**"These short course trucks are tough as a collision with a pole found that the Blast did not suffer a scratch!"**

see the addition of an on/off switch to this version as previous examples powered up as soon as the battery connected, and this is also splash proof like the servo.

Controlling both the speed control and servo is the A3-SRX receiver. This is housed in a splash proof box on the top plate of the chassis but could have easily mounted on the chassis as there is plenty of room and would keep the weight lower. This is something you could easily move should you wish. Motive power is provided by LRP high torque motor. LRP do not give the wind specs for this motor however on their website it is listed as 23,500rpm capable which we reckon is around 19-turns or thereabouts. As this is an RTR, LRP provide you with one of their own 1600mAh rated Wild Pack batteries. This is a quite small in terms of capacity by today's standards so make sure you budget for a second. The strange thing is LRP are still moulding the chassis and battery strap to allow it to take traditional-style race packs should you have some gathering dust - don't worry though as there is a lip moulded into the chassis so the latest generation of LiPo batteries will also fit and be held tight.

## ARMOUR ALL

The Blast has a large front bumper that also doubles up as a skid plate should there be any rough terrain on your chosen racetrack. It's made from a resilient soft plastic as are the side-bars, which help support the body shell and also protect the chassis should you get T-boned in the middle of a race. The rear bumper is one of the defining features of a short course truck. The large tubular frame not only helps to strengthen the rear end it also protects the chassis from any encouraging nudges from a competitor, and no short course truck should be seen without its mud-flaps in place. The rubber these are made from is rather thick and can cause some issues in the event of a hard landing by unsettling the truck, but these simply attach into the rear bumper with two screws so can be removed if necessary.

The Blast is fitted with standard SC-type asymmetric wheels and tyres and LRP has added their own Overdose SC tyres onto the rims, which have a J-Compound rating and feel like a medium to hard compound so should be great for tearing up the car park or hard dirt tracks. ■

## SPECIFICATION

Model:	LRP S10 Blast SC 2 2.4GHz RTR
Scale:	1:10
Class:	Off-road
Application:	Fun/Race
Format:	RTR
Power:	Electric
Chassis:	Moulded
Drivetrain:	4WD
Transmission:	Shaft
Differential:	Geared
Shocks:	Oil-filled/threaded bodies
Bearings/Bushes:	Bearings

## TECHNICAL DATA

Length:	518mm
Width:	297mm
Wheelbase:	332mm
Height:	199mm
Weight:	1900g

## WHAT WE USED - Electric Kit

TRANSMITTER:	LRP A2-STX PRO 2.4GHz FHSS STEERWHEEL (KIT)
RECEIVER:	LRP A3-RX 2.4GHz THREE-CHANNEL (KIT)
SERVO:	LRP R-7103WIP (KIT)
SPEEDO:	LRP AI RUNNER VERSION 2 DIGITAL (KIT)
MOTOR:	LRP S10 BLAST HIGH TORQUE (KIT)
BATTERY:	LRP 1600MAH WILD PACK (KIT)

## OPTIONAL PARTS

- 122525 Aluminium Steering Knuckle (2) - S10 Blast
- 122526 Aluminium Rear Hub Carriers (2) - S10 Blast BX/TX/MT/SC
- 122527 Aluminium Steering Slider - S10 Blast
- 122544 Aluminium Front Shock Set - S10 Blast TX
- 122545 Aluminium Rear Shock Set - S10 Blast TX

## VERDICT

- ➕ Beautifully finished Race ready parts
- ➖ Small capacity battery

## RACER RATING

★★★★★

## CONTACT

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[www.lrp.co](http://www.lrp.co)

## SUMMARY

If you are considering getting into short course racing and don't want to spend a huge amount, this Blast SC 2 is ideal. It's dripping with race ready parts and can easily be upgraded should you want to take your racing career further. As the vehicle is fully ball-raced throughout there is no reason you couldn't get down your local off-road track with this truck taken straight out the box - give it a go you may just surprise yourself!