



HAVING A BLAST AT THE TRACK

Can you take a Ready-To-Run car to a race meeting and be taken seriously? Well LRP think so with their new Blast TC 2 BL so Racer did the honourable thing and hit the track with one straight out of the box!

SPEC: 4WD MOULDED CHASSIS CLASS: 1:10 ON-ROAD COST: £TBC



The S10 Blast TC 2 comes ready to race straight out of this box!

“The Blast TC 2 does make a very good car for those who wish to start racing touring cars at club level.”



Bullet connectors are used between the speed control and motor



LRP's K7 Vector brushless motor is rated at 4300Kv, which is around 8.7T



The Spin Pro Brushless speed control is used in other Blast models



LRP supplied one of their own 4800mAh capacity LiPo battery packs to use in the car



The 4WD transmission uses a blue alloy propshaft to connect drive to the front wheels



The white springs are towards the soft end of the spectrum



big bore oil-filled shock incorporate threaded bodies for easy ride height adjustment



Trusty VTEC treaded tyres are pre-glued onto white spoked rims



The Ready-To-Run (RTR) format has an abundance of off-road vehicles to choose from in many different shapes and sizes, all primarily aimed at the entry-level and recreational user end of the market. For on-road RC enthusiasts, there are options for scale looking models, but not many that are designed and promoted race machines that can be taken to the track. This is where the LRP Blast TC 2 steps in with a touring car inspired body, high grip

rubber tyres and brushless electronics it is instantly crying out, 'Race me!'

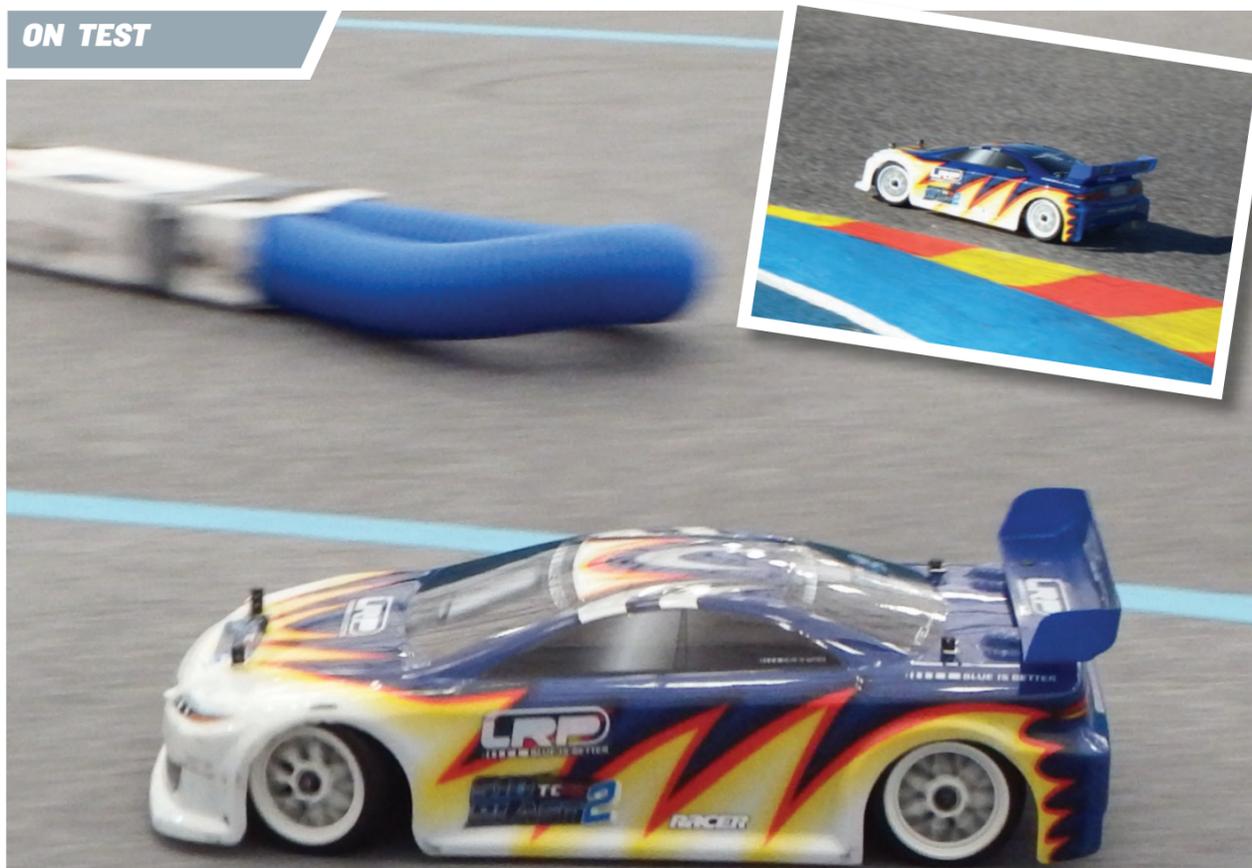
ARTR - ALMOST READY TO RACE

We have seen the S10 Blast TC chassis previously in Racer magazine with the Porsche GT3 body adorning it. This was offered in brushed format whereas the Blast TC 2 is supplied with brushless electrics

installed. Inside the highly informative box that features loads of info is the factory built, 4WD moulded chassis with all electrics neatly installed. The LRP A2 STX Pro 2.4GHz steering transmitter is widely used across the majority of LRP's RTR series so it is no surprise to see it supplied in this package as well.

To get up and running, you are required to purchase a LiPo battery and charger, which may seem strange in an RTR package but when these are supplied they are usually the very basic

ON TEST



We headed to the brilliant Adur circuit for a midweek first test (and photo shoot) prior to running the car at their club meeting. This gave us time to check how the Blast TC 2 performed out of the box and get us race ready. After the stationary photos were taken we did a few laps gradually building up speed. Grip levels were low to begin with and the car was easy to slide about especially under hard acceleration, no doubt aided by the powerful motor. With more laps under our belt we started to get used to the handling and speed, which was very impressive. The tyres were providing better grip thanks to getting warmer with the constant lapping. The car was also very responsive on the front-end which we dialled out slightly using the steering dual rate on the transmitter. We were aware that the transmission is rather noisy especially when under stress/load.

We did a full five-minute run as fast as we could which came to an abrupt halt at the end of the straight after hitting the inside kerb. Unfortunately the landing split the front of the body quite badly so some Shoe Goo and tape were used for a quick trackside repair. Overall we were very impressed with the cars performance straight out of the box. With a bit more time we would have liked to play with the chassis settings to help fine-tune it to the conditions. With a wet weekend forecast we decided to head indoors at the newly formed Chichester RC Circuit Racers just along the coast from Adur. Although the car would have survived the wet weather, our test pilot for the day was not so keen.

The Chichester club runs on a carpeted 30x12m track and is aimed at new comers and experienced racers as well.

We didn't change any settings from the Adur test and was pleased to see the rubber tyres provided plenty of grip straight away. Practice was completed without any trouble and we were able to push the car hard in the heats. We were up against high-end TCs also running on foam tyres so we were never going to challenge the front-runners, but managed to hold our own in the mid-pack. The TC was really fun to drive and had plenty of power and top speed. So much so that we had to apply the brakes at the end of the straight and into a fast right-hander in front of the rostrum. The factory settings on the speed control were spot on with regards to power delivery and brakes although the second heat was cut short due to the heat protection cutting in. Running indoors obviously raises all the temperatures so we chose to adjust the speed control and turn off the temperature safety setting for the remaining runs.

Apart from this minor speed control issue the car performed well and did everything that was expected. We did split the body shell further after clipping the track markings on the odd occasion. The body does seem be less flexible than aftermarket versions as we don't see damage occurring this easily with our normal race bodies. Overall we were really impressed the Blast TC 2. Speed is very good and the car handled well on the carpet. The car did get some attention partially from the new members of the club. They were impressed that it was all RTR and basically taken out of a box and raced. No, it won't win the next BRCA national, but it does make a very good car for those who wish to start racing touring cars at club level.

Racer Tips

The Blast TC 2 BL will only operate at its best if run on an ultra-flat surface. Any stones or debris in the area you are running in could affect its handling. Even at the track during our thrash test we hit a few small stones that put the car off course a little and the body rubbed along the floor to start off with particularly through the corners. We trimmed roughly 2mm off the front and sides of the body and raised the chassis slightly via the threaded shock bodies to help with this. Also, trim the body posts as they look silly left extended out of the body, making sure you leave enough holes if you wish to run an aftermarket version.



The LRP A2 STX Pro 2.4GHz transmitter is used in the majority of LRP's RTR series



The LiPo battery comes with 4mm tubes and an adapter to connect it to the LRP speed control

entry level units that require upgrading anyway, particularly if intend to take your car racing.

A REOCCURRING BLAST

The S10 Blast TC platform is a clever design by the guys at LRP as with only a few changes, mainly wishbones and shock towers it doubles up as the basis for the off-road trucks and buggies as well. This includes the MT monster truck, TX stadium truck, SC short course truck and BX buggy. This sharing of components provides unity between the Blast series

and also helps keep production costs down.

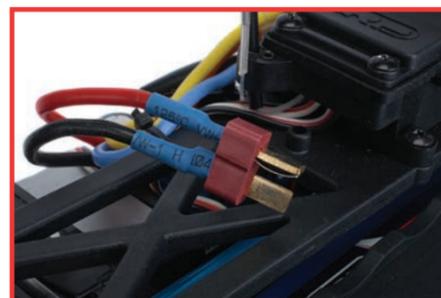
The 4WD shaft-driven chassis follows the conventional layout with the blue alloy propshaft running down the centre. This is connected to the front and rear geared differentials that are sealed to keep out and dust and debris. The whole transmission is fully ball raced to aid efficiency and performance and this is delivered to the wheels by CVD front driveshafts and dogbones at the rear, although CVDs are an option.

The bathtub-style chassis design and the

fact that it is shaft-driven may be a little dated compared to the modern belt driven carbon fibre equivalents, but it provides ample strength for all the internals and is a great way to start racing thanks to the many set up options it provides.

TC - TOTAL CONTROL

The Blast TC 2 features big bore oil-filled shock absorbers that incorporate threaded bodies for easy adjustment opportunities. The shock bodies are plastic, but have blue alloy caps top and bottom and adjustment collars to add to the bling factor. The soft option white springs fitted to the shocks



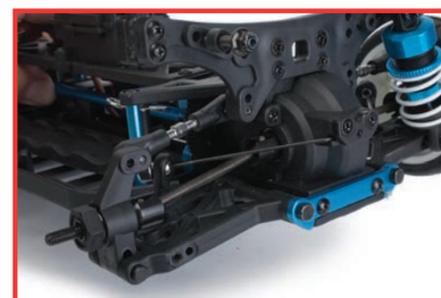
A Deans-type connector on the speed control can handle a high performance battery



The receiver sits in its own moulded box located on the moulded top deck



Front and rear anti-roll bars are a nice feature, hinting at the S10 Blast TC 2's race potential



Dogbone rear driveshafts extend from the geared rear differential



will help with overall grip levels of the whole chassis making this a great entry level, driver friendly racer.

As mentioned, the chassis and suspension have an abundance of set-up opportunities. Multiple shock mounting positions front and rear allow you to tweak the car to your surroundings. The chassis is fully tuneable thanks to turnbuckles used on the steering and upper links both front and rear for toe in/out and camber settings. If you really want to get involved in learning about car set-up then the lower wishbones include a grub screw for droop settings both front and rear.

To complete the race tune set-up front and rear anti-roll bars are also included that limit the car's roll in the corner without detracting from the excellent bump handling qualities of the relatively soft suspension. If all this sounds confusing, then don't worry as the comprehensive LRP manual has lots of information and guides to help you out. Every aspect of the cars operation and tuning is covered as well as full list of parts and exploded diagrams.

POWERED BY LRP, OBVIOUSLY

LRP started their RC journey with electric motors back in the late 80s and now produce world championship-winning electronics across the whole hobby. It comes as no surprise to see the 'Blue is better' brushless units installed in this TC model.

The popular LRP Spin Brushless speed control is again used across the Blast range and features an built-in switch and cooling fan. This sensored unit is also splash proof meaning you are able to run in all weather conditions. This is helped by the 3Kg steering servo also featuring a splash proofing design along with the 2.4GHz receiver which is housed in a rubber sealed, water proof case situated on top deck of the chassis.

The speed control is connected to the powerful K7 Vector brushless motor that is rated at 4300Kv, something that LRP rates at 8.7-turns so suitably fast enough to attend any club meeting. The motor operates through a steel pinion via 48dp gearing

and is kept cool thanks to a blue anodised alloy motor mount.

THE TC BITS

To separate this Blast from the RTR basher tag of its cousins, it is supplied with a proper touring car inspired body shell. Although of a slightly older design compared to the current crop of aerodynamically styled TC bodies, this digitally screen printed version is defiantly ready to hit the track, helped by the standard-sized TC rear wing. The body is offered in a catchy flame inspired design made famous by LRP's own Ronald Völker, which will look cool out on the track. Only one body colour scheme is available so you may well come across another at the track.

LRP's own branded VTEC high-grip tyres are used on the Blast TC 2 and come pre-glued with soft inserts on to white wheels. These are attached to the hubs via the widely used 12mm hex so fitting other race ready wheels and tyres is an option. ■

SPECIFICATION

Model:	LRP S10 Blast TC 2 BL RTR
Scale:	1:10
Class:	On-Road
Application:	Entry-level/competition
Format:	RTR
Power:	Electric
Chassis:	Moulded
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear
Shocks:	Oil-filled/Threaded bodies
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length:	414mm
Width:	190mm
Height:	120mm
Wheelbase:	262mm
Weight:	1373g

WHAT WE USED - Electric Kit

TRANSMITTER:	LRP A2 STX PRO 2.4GHZ FHSS STEERWHEEL (KIT)
RECEIVER:	LRP A3-RX DELUXE 2.4GHZ FHSS (KIT)
SERVO:	LRP-7103WP (KIT)
SPEED CONTROL:	LRP SPIN PRO BRUSHLESS (KIT)
MOTOR:	LRP VECTOR K7 4300KV BRUSHLESS (KIT)
BATTERY:	LRP 3500MAH 7.4V 25C LIPO

OPTIONAL PARTS

- 122503 ALUMINIUM WHEEL ADAPTER BLUE (4)
- 122506 REAR CVD DRIVESHAFT (2)
- 122524 ALUMINIUM FRONT C-HUB
- 122525 ALUMINIUM STEERING KNUCKLE (2)
- 122527 ALUMINIUM STEERING SLIDER
- 124616 CARBON BATTERY TRAY 3MM
- 124617 ONE PIECE UPPER CARBON CHASSIS PLATE 2.5MM
- 122511 CARBON FRONT SHOCK TOWER
- 122512 CARBON REAR SHOCK TOWER

VERDICT

➕ Fantastic build quality and spec Brushless performance

➖ Brittle body

RACER RATING

★★★★★

CONTACT

Spire Model Distribution Ltd
Unit 12 Gisborne Close
Ireland Business Park
Staveley
Chesterfield
S43 3JT

Tel: 01464 70900
Email: support@s-m-d.co.uk
Website: www.lrp.cc
www.s-m-d.co.uk

SUMMARY

The LRP S10 Blast TC 2 BL is a fantastic package that will give you a very fast RC car from a top-flight manufacturer. OK, it will never make a touring car national A final, but it will provide you with a very good club car and a great way to start racing and move on from running round a car park. As the sub-heading mentions, we took this car to our local club and raced. Raced well too. Racer recommended!