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Germany's LRP knows how to put together a great value Ready-to-Run car (or truck) – it's also good at spinning multiple models off a single platform. The brand's S10 Twister 2 Monster Truck Limited Edition is yet another illustration of both. Let's take a look what you get in the box.

**THE** Twister 2 Monster Truck is built around LRP's venerable EP10 2WD Off Road platform.

Big wheels and a butch body make it a Monster but underneath it's a rugged, familiar package.

It's built around a rigid

plastic chassis with the battery down the middle—the slot is long enough for an 8.4 volt battery—a steering servo up front and plenty of room on either side for the receiver and electronic speed controller.

A big plus is the inclusion



## EP10 2WD MONSTER TRUCK RTR

# LRP TWISTER 2 MONSTER TRUCK

of a 2.4 GHz spread spectrum transmitter and receiver.

The brand's B2-STX PRO beats the older style AM radios still found in some RTRs because 2.4GHz is glitch free, offers excellent range, won't clash with other RC pilots and doesn't require long antennas on either the transmitter or the receiver.

Another bonus is the inclusion of a forward and reverse electronic speed control (ESC).

Okay, this is quite normal in

modern RTRs but I remember when an ESC was an expensive upgrade, rather than a standard feature.

The supplied LRP AI Runner Reverse ESC is tiny—about 25mm square—though there's room on the chassis for a much bigger unit.

The standard 540 sized brushed S10 Twister High Speed Motor helps keep the cost down.

LRP rates the motor at 23,500rpm, which doesn't tell you much.





If this is the free spinning rpm on 2S LiPo (or a 7.2V NiMH battery) it suggests the truck, with its chunky 125mm tires, will be swift rather than super quick.

Similarly, a 1600mAh Wild Pack NiMH battery and a very basic mains power (100 to 240-volt) battery charger do their bit to contain cost, too.

The supplied charger should fully charge the battery in a couple of hours.

As an extra, an LRP 4800mAh LiPo 'Hyper Pack' was supplied with the package.

This isn't included in the package deal but was LRP's way of saying to us the Twister 2 electronics is capable of handling this amount of power.

It's the sort of upgrade the average buyer might make up front, or after running with 1600 pack for a while and wanting more run time.

The 2S (7.4-volt) LiPo battery is rated at a moderate 30C, which tells you how much current it can pump out under loads.

Translation: if you're running a very high powered motor, the battery needs a high 'C' rating for the motor to be able to deliver its best.

But the LRP 30C pack won't hold back the Twister 2 Monster Truck's mild motor, or even a slightly more powerful one.

Like any LiPo, the pack is lighter than the RTR issue 1600 unit, which will help improve the truck's acceleration and speed as well as having

three times the capacity and, therefore, offering a much longer drive time per charge.

The pack is one of the handy rounded types (rather than a so-called square-pack).

It's designed to resemble an old NiCd or NiMH battery and will fit into almost any car, including some vintage models.

A splash proof alloy/plastic case servo completes the running gear.

Let's check out the design features and highlights.

As well as using plastic for the chassis itself, there's a lot of the light, tough material used elsewhere, such as in the shock towers, shock absorber bodies, fixed length upper suspension arms, lower arms, body mounts and beefy front and rear bumpers.

Plastic parts are certainly





no bad thing—molded parts have been used in racing oriented Off Roaders for decades.

Given this is a basher entry level truck rather than a racer, we can't even see a need to upgrade to turnbuckle upper suspension links, to allow camber adjustment, though LRP does offer some aluminium suspension bits as optional upgrades, which could be handy for high powered or particularly hard driven Twisters.

Look to other parts of the chassis and it's suitably toughened in the key areas.

There are steel universal joint drive shafts connecting a metal gear differential to the rear wheels, metal gears inside



*The AI Runner Reverse v2 electronic speed control included in the package can trace its heritage back quite a few years, the design having proven itself in the toughest competition of all on the racetracks around the world.*

*There's no setup involved with this unit, just plug it in and switch it on and away you go.*

## MONSTER MASH

**A LARGE** area of grassy parkland was the venue for the S10 Twister 2 Monster Truck's first blast.

I subsequently tested it on dirt, tarmac, and on a bush trail while Cristian had already shot the action pics you see here in a more hard baked sandy grit around with a bit of loose stuff around.

Wide open spaces have a way of making quick cars seem a bit slow, and it turns out the Twister is not that quick.

The truck has just enough straight line speed to make it entertaining.

A high ground clearance of about 50mm ensured nothing stopped the rig and the big tires, with their long wearing all surface tread, helped the monster roll over the grass better than the average 1:10 Buggy.

The Twister 2 truck's gearing is low enough that it also makes short work of climbing hills and it's even capable of a bit of rock crawling.

I have no doubt the chassis would handle quite well with Buggy or even Stadium Truck tires on it but the Monster Truck rolling stock dulled the responsiveness of the chassis, especially with the supplied

servo, which isn't especially powerful.

Onto loose dirt and the addition of rooster tailing wheel spin made the Twister 2 Monster Truck feel more powerful, which confirmed my initial thought—a bit more speed would make for a much scarier Monster.

Swapping to the LRP LiPo Hyper Pack helped.

The lighter weight, extra 0.2 volts and lower internal resistance gave the truck a noticeable boost compared with the standard 1600mAh NiMH pack and run time more than doubled.

If you want more power than that, you could upgrade to a hotter brushed motor at minimal expense.

We'd suggest a 16 turn Modified/Open motor, which is the limit for the supplied ESC.

This upgrade, with a LiPo pack or two and a quick charger would let you have a lot of fun with your S10 Twister 2 MT.

Or, for more power again, LRP offer brushless ESC and motor set ups that would turn the truck into a wheel standing weapon.

The 8.5T LRP Vector K7 brushless motor pictured on the box as an upgrade would be wild.

## OUR THOUGHTS

**THE LRP** S10 Twister 2 Monster Truck is an appealing RTR entry into RC Off Roading.

The standard 2.4GHz transmitter and tiny forward/reverse electronic speed controller are bonuses that mean upgrading later won't really be necessary, while the included NiMH battery and charger keep the cost down to make the package more accessible.

The 2WD chassis is more Buggy/Stadium Truck than true monster, which means it handles quite well.

But the big tires let the Twister 2 MT go almost anywhere.

The standard motor gives a good turn of speed and a cost effective upgrade to a mid-level modified would liven things up.

Even out-of-the-box, though, this is a tough and fun truck.

### Our thanks

Our thanks to Hobbies Australia, LRP's Australian agent, for the review LRP Twister 2 Monster Truck.

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

the gearbox and an adjustable slipper clutch to protect them, as well as reduce wheel spin on loose surfaces.

There's also a rubber sealed receiver box which, according to the front of the box, helps make the Twister splash proof.

It also makes for a neat chassis, with the receiver and its wiring largely hidden.

Oil dampers complete the chassis highlights.

They might be plastic but again, this doesn't really matter for a basher and it's much better to have proper dampers than bouncy friction shocks.

With a few batteries charged for the truck and four AA batteries loaded into the transmitter, it was time for a thrash!

