

# Brushless LRP Tourer

**LRP GIVE THEIR S10 BLAST TC  
EXTRA GRUNT**



I'm not going to say LRP's S10 Blast TC2 Brushless RTR is a world beater nor necessarily be able to take on the heavy hitters on the EP10 Touring Car race tracks.

I will, however, say this 4WD Touring Car will deliver quite impressive performance on a race track and for someone wanting to experience the high levels of adrenalin racing brings without going that extra step of spending a lot of money on hardcore racing equipment, it's up there with the best of what I would term second level cars.

As a social basher, around the street or carpark, it's an extremely attractive proposition.

LRP are no strangers to RC car enthusiasts, bashers and racers alike.

The company has a big range of cars, EP and GP, for both On and Off Road and all offer good bang for your buck.

What sets this RTR S10 Blast TC2 apart from many other similar cars is that it includes LRP's World Championship winning electronics and brushless motor technology and is quite comfortable with LiPo power.

Add to that attraction a well thought out rolling chassis, a good looking body and attractive graphics, the S10 Blast TC2 adds up to a compelling case to purchase for someone wanting to experience EP10 On Road.

What makes me say this? Read on!



**LRP** have a very neat, compact yet efficient chassis for the S10 Blast TC2.

The specifications are what you expect of a modern day EP10 Touring Car: molded bathtub style chassis with motor, speed control and steering servo on one side of the blue anodised centre drive shaft and battery tray on the other.

The receiver sits on top of a composite upper deck in its own splash proof box.

There's an impressively thick and blue anodised motor mount and inbetween it and the rear differential housing is the centre gear.

Adjustable big bore, oil filled, coil over shocks are mounted front and rear to chunky shock towers while the steel geared differentials are safely protected in their own housings.

Lower arms are molded with turnbuckle upper links.

Up front are CVD driveshafts while a sway bar has been fitted both front and rear.

The overall twin bell crank steering and suspension design offers a good range of fine tuning options as required.

The TC2 comes with a complete ball bearing package for added efficiency.

And the sedan style body has been finished in LRP champion driver Ronald Völker's paint scheme.

## ELECTRONICS AND RADIO SYSTEM

LRP are multiple World Champions when it comes to electronics, their speed controllers, motors and batteries having powered not only World Champions but countless other major race winning drivers over the decades.

That's a compelling attraction, knowing the DNA of the electronics fitted to the TC2.

The Vector K7 4300kv brushless motor is well suited to this car and it wasn't so long ago this was cutting edge material.

Same goes for the included splash proof Spin Pro RTR speed control.

It's got a mile of features with its single touch operation including five different profiles to enable a driver to fine tune the power flow to the motor depending on track conditions, battery chemistry and driving experience.

The Spin Pro RTR has been developed specially for the Brushless RTR cars and will happily work with both NiMh and LiPo batteries, LiPo 2S or 3S.

Note that this Touring Car does not come with a battery—in this instance not a bad thing in my view as I think a low capacity NiMh battery as found included



WORDS & PICS CRISTIAN BRUNELLI







with many cars isn't the way to go, LiPo is a better way.

The 2.4GHz radio system is impressive, being one of the faster in its class and comes with the usual array of adjustments.

### LAP DASHING

**THE** S10 Blast TC2 is well named, it is indeed a blast.

The Vector K7 8.5 turn brushless motor unleashes bulk power and it's transmitted to the road through the drivetrain and VTEC high grip rubber tires very efficiently although the overall performance of the tires is to some extent going to be influenced by the type of surface you run on.

That's not unusual for any car, on a dedicated racetrack with a clean and good quality surface, these tires work really well.

In a dusty carpark, not so good and might need replacing by something else.

The acceleration will probably test a newbie initially but, with a bit of disciplined concentration, learning when and how to feather the transmitter trigger will soon have it under control.

To help this process, one of the features of the Spin ESC enables a newbie to dial in 50% power.

An experienced RC enthusiast perhaps accustomed to EP10 Off Road but wanting to try On Road will enjoy the difference.

In true RTR fashion, the radio came already bound so it

was a simple matter to charge up some batteries—both NiMH and LiPo—and head out to our shakedown test area (our driveway and street).

I started off in the profile the factory had set to check tracking and overall response to the transmitter's signals.

Everything was in order so I switched to racing mode.

Quite a difference but one which a newbie would appreciate.

Satisfied that everything worked as it should, it was time to head down to the local carpark and map out a very basic, somewhat ill-defined, course with a few witches hats.

We'd hammer down our "straight" with a 90° left hander at the end.

Acceleration and top speed was quite good, this thing zips along.

The Spin Pro RTR ESC has an adjustable automatic brake feature and we played around with its settings to see how effective it was in pulling up the TC2 as late as possible before we turned left.

A few times we were a bit too late and a hard left turn induced traction roll.



The rest of our course was designed to put the steering to the test with a series of slalom tasks, each getting tighter as it went along.

I won't say the TC2 handled this assignment with ease, it didn't—I suspect though driver input had a lot to do with it!

What the exercise did do was to indicate that with a bit of fine tuning we could be sure of a good response from the steering and suspension and

0.2v power, it was a whole new ball game.

In short, the TC2 went even faster and required a more gentle use of the throttle trigger and transmitter steering wheel but once accustomed to the extra performance, no-one wanted to hand over the control to someone else!

In all we put half a dozen batteries into the TC2, both NiMh and LiPo, in reasonably quick succession and although both motor and speed control were warm, there was no cause for concern about those components.

This test firmly established a LiPo will deliver faster top speed and longer run time.



LRP have allowed for a fair bit of tinkering in this regard.

LRP had sent along their #430216 4800mAh 30C LiPo Hyper Pack and when this was put into the TC2 with its extra

It has to be said though that run time isn't all that great with either LiPo or NiMh providing the power.

A play with gear ratios might increase it a little bit



## OUR THOUGHTS

**THE** S10 Blast TC2 is not a world beater but it is nonetheless an impressive performer.

It's more likely than not to be seen dashing up and down a street, pavement or driveway or car park but I've no doubt it will do a good job on a dedicated racetrack.

In other parts of the world race series are held for cars like this one, either a same chassis class or similarly equipped chassis and it is in this environment I'd imagine a well tuned TC2 would be a top contender.

Off the track, in the hands of the average social basher, RC enthusiast or newbie, the TC2 offers good performance, reliability and all round good value for money.

Hard to go past that!

## Our thanks

Our thanks to LRP's Australian agent, Hobbies Australia, for the review S10 Blast TC2.

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

but I think the issue probably has more to do with race time being five or six minutes and everything being geared to that time.

I was interested to see how the drivetrain handled the power and punishment we dished out but after the last battery had been exhausted, the drivetrain was as smooth as when we had started.

A good sign and the tires, although somewhat scrubbed,

were holding up reasonably well.

On a proper race track I'm confident that with a bit of time spent fine tuning the suspension, the S10 Blast TC2 would put up a good showing against similar class of vehicles.

Out in basher land, it's a top performer and, if you'll excuse the pun, it's a blast!

