

Twist and



Shout



Do you want a great 2WD SC truck for a great price? We let Tom Stacey take a closer look at this challenger from LRP

LRP's product line seems to be steadily growing with every passing month. It's not often that we don't feature something from the 'boys in blue' over in Germany here in Racer. Their range spans nearly all genres of RC too, with everything from micros to 1:8 truggies as well as the odd boat, a full range of helicopters and of course, their famous electronics.

OF COURSE IT IS

The Sio Twister though is their second 1:10 short course machine, and their first 2WD one – the previous Blast SC was 4WD. Short course is still a huge class, actually more accurately it is a hugely growing class, and 2WDs are the purest and most challenging trucks. You can see then why LRP have chosen to make this latest Twister SC then and rather than gamble on a completely new chassis, they have wisely chosen to base their SC offering on their well known and reliable Twister 2WD buggy chassis.

SHORT-CHANGED?

Whilst the Sio Twister range is an entry to mid-level offering, it actually happens to be a really nice platform that is more than competitive as a club racing machine. We see a number of racers using the Twister chassis at tracks and to that end, there is plenty of support and knowledge about the platform. With a strong importer presence in the UK via Spire Model Distribution, it's a sensible choice, and something we'd recommend from our knowledge of the buggy.

READY-TO-RUN, PROPERLY

One of the real benefits too of an LRP vehicle are the included electronics. As LRP were originally a company that started out making speed controls, motors and batteries, they only include their own equipment in their cars and trucks. This means you get reliable, high quality kit as standard, and of course, the Sio Twister SC is no exception. Starting with the speed control, you get an LRP Runner Reverse V2 brushed unit. This speed control has been around in one form or another a long time now, so is well known and trusted. It is part of

SPEC: 2WD MOULDED CHASSIS **CLASS:** 1:10 SHORT COURSE **COST:** £179.99



The Twister SC features a 2.4GHz radio system



A brushed motor makes for ideal power and runtime for the intended buyer



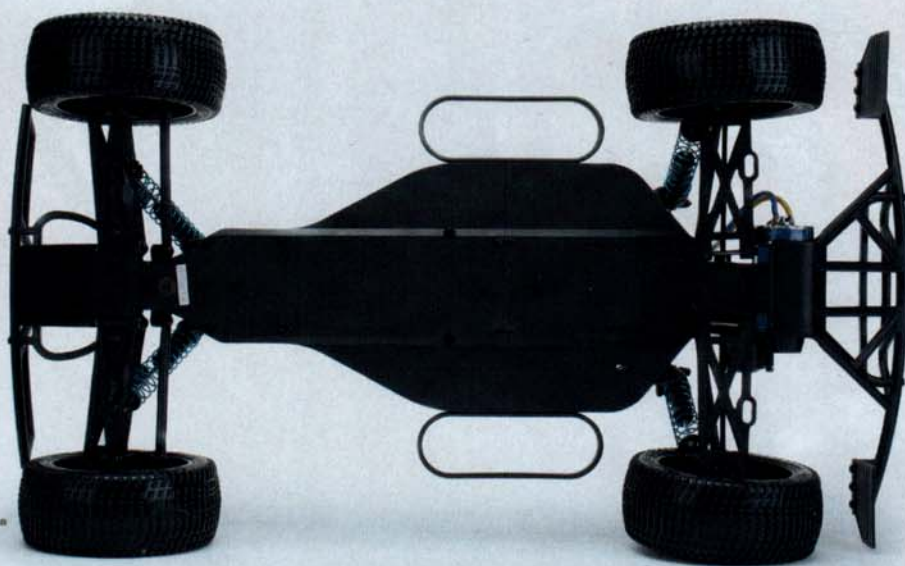
The 2WD Twister SC uses a traditional layout that is easy to use and maintain



Slipper clutch takes the sting out of heavy landings and smoothes the power delivery



"We see a number of racers using the Twister chassis at tracks, and to that end, there is plenty of support and knowledge about the platform."



LONG 'N LOW

As for the chassis itself, here we see the aforementioned S10 Twister platform, stretched and adapted for short course duties. The slim, plastic chassis looks similar to other machines in its class such as the SC10 and HPI Blitz, and is rear motored and rear-wheel drive. A geared transmission features plastic gears and a full set of bearings, whilst the differential is a geared affair too. A set of optional full metal gears are available for the transmission should you wish to run hot racing motors. Whilst plastic gears are fine even with fast brushless motors in a buggy, in an SC truck with its higher loads and weight, metal gears are preferred in when using a brushless motor. Elsewhere, mechanically it offers pretty much what its buggy brethren does,

so that means double wishbone suspension with fixed upper links, oil-filled plastic shocks, and dogbone-type driveshafts. We mentioned that the transmission has ball bearings fitted, and this applies to the rest of the vehicle too.

ON THE OUTSIDE

Moving onto the more visible bits and one of the stand-out features of this truck has be the body shell. It really looks fantastic with an airbrushed-type design and pre-applied decals. The shape is also nice too, with plenty of aggression without looking too odd. Tubular-style front and rear bumpers are typical of a short course machine, and the little rubber rear mud flaps add to the scale appearance. The wheels are black multi-spoke SC

the LRP AI range, which means it sets itself up, so no programming buttons to confuse or allow dust and moisture in. The motor is a little bit unexciting, being the standard silver can RTR fodder, labelled with a sexy looking sticker, but ultimately not offering much more performance than a 1980's Tamiya! The servo again is plastic geared and sufficient, but perhaps not as impressive as we see in some of the competition. For faster and more reliable steering, you may wish to upgrade in the future, but for bashing and initial outings at the track it should be fine. Onto the radio gear and here LRP have specified a decent, own brand, 2.4GHz set-up with three-channel receiver and steerwheel transmitter that provides excellent control and a nice short aerial that keeps under the body for security.

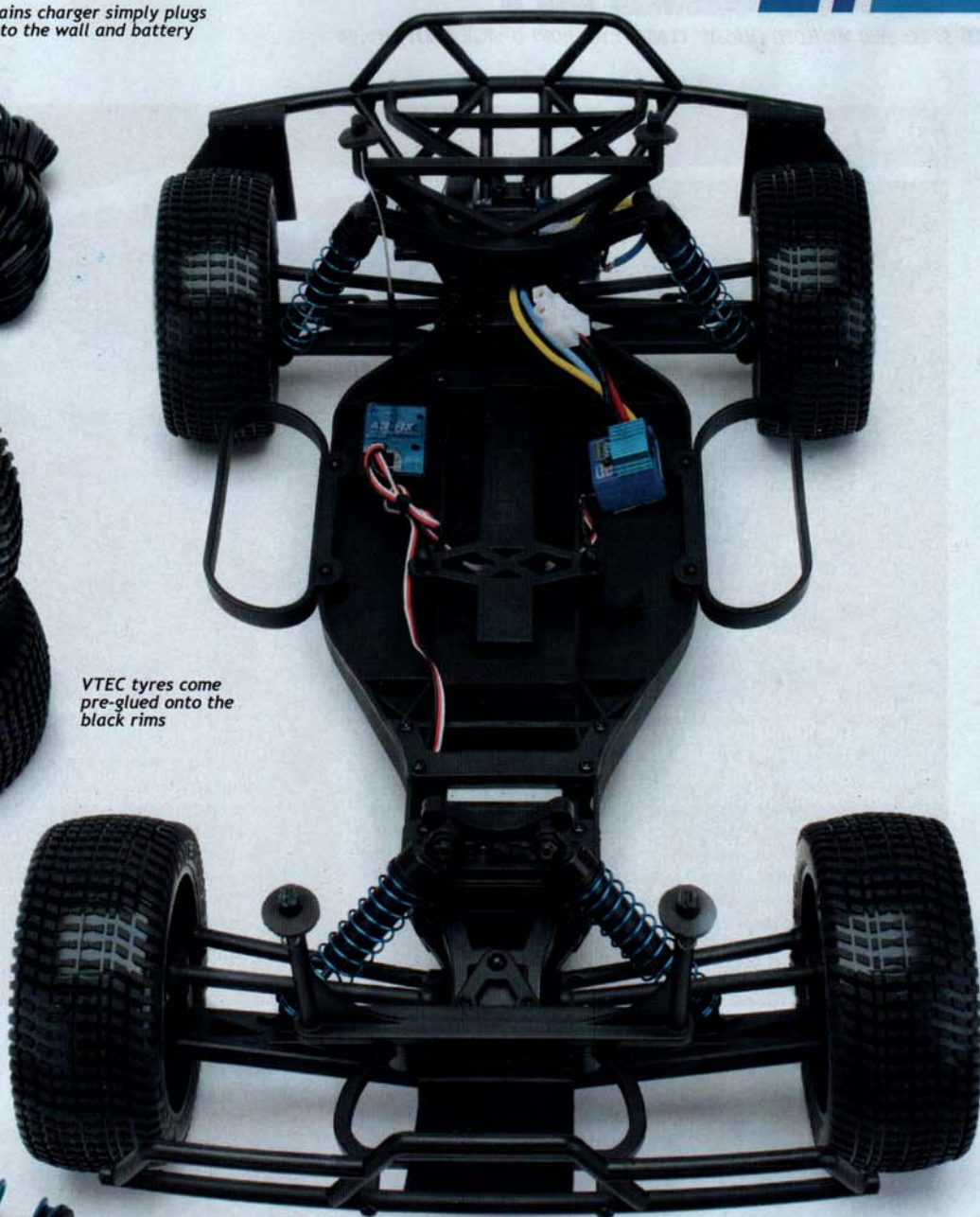


Mains charger simply plugs into the wall and battery

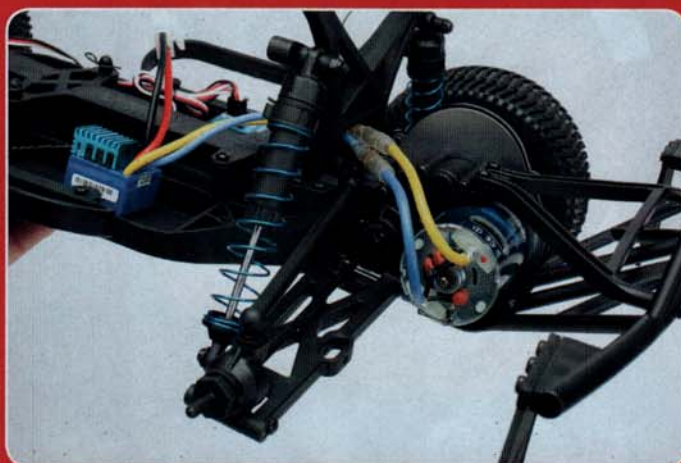


VTEC tyres come pre-glued onto the black rims

The four plastic shocks are oil-filled and offer plenty of travel on rough surfaces



Moulded linkages for the camber and steering ensure perfect geometry and easy maintenance



The short course body offers lots of protection for the suspension aided by a large rear bumper

SPEC: 2WD MOULDED CHASSIS CLASS: 1:10 SHORT COURSE COST: £179.99

ON TEST



The LRP Twister S10 SC is a supremely easy machine to get going with. As the RTR name suggests, it comes completely built and set-up, and requires you to do just four things to get it going – buy a battery for the truck, buy a suitable charger, charge the battery and then fit eight AA batteries to the transmitter. Of course the fifth step is to switch it all on, but that's fairly obvious really! We chose, as you'd imagine an LRP battery for the truck. The fairly basic but still usable 1600mAh NiMH and a great little workhorse, and we charged it at 3A on our fast peak charger. The included speed control does not have a LiPo cut-off, so you're better off with NiMH unless you upgrade to something with LiPo support. The good news of course is that NiMH packs with high capacity aren't expensive now. Anyway, onto the track

and the latest Twister is a surprisingly good handler, much like it's buggy brother. Being a short course truck means it does pitch about significantly more than a buggy, but it's great fun to drive and really does stick well on most surfaces. There is an obvious downside though, and that is the speed out of the box. We realise this is an entry-level kit but even so, the standard 540 motor and heavier SC chassis don't make this a rocket ship! Many vehicles in this class now tend to use an 8.4V NiMH pack as standard now, and some are even brushless, but by keeping the motive power simple, this LRP does feel like it could handle a lot more oomph. We're tempted to fit one of the LRP Speed Kit in future to give it a bit more go as the chassis is really very good for the money and it's an enjoyable thing to drive.





Note the optional vertical bull stud positions as well as hex wheel fitting so optional wheels can be used



The brushed speed control is so simple to use and is tiny too



The gearbox sits behind the tower and features a durable gear diff and slipper clutch



LRP installed their own servo complete with partial metal case to aid heat dissipation

SPECIFICATION

Model:	LRP S10 Twister SC RTR 2.4GHz
Scale:	1:10
Class:	Off-Road
Application:	Fun/Competition
Format:	RTR
Power:	Electric
Chassis:	Plastic
Drivetrain:	2WD
Transmission:	Gear
Differential:	Gear
Shocks:	Oil-filled
Bearings/Bushes:	Bearings

TECHNICAL DATA

LENGTH:	530MM
WIDTH:	297MM
HEIGHT:	195MM
WHEELBASE:	3314MM
WEIGHT:	2500G

WHAT WE USED - Electric Kit

TRANSMITTER:	LRP A2 STX PRO 2.4GHz STEER WHEEL (KIT)
RECEIVER:	LRP A3 RX DELUXE 2.4GHz (KIT)
SERVO:	LRP R-7260 (KIT)
SPEEDO:	LRP RUNNER REVERSE V2 (KIT)
MOTOR:	LRP 6540-SIZE (KIT)
BATTERY:	LRP 1600MAH NiMH

OPTIONAL PARTS

- 71110 LRP Power Pack 2200mAh 7.2V six-cell NiMH stick pack
- 124504 Aluminium Suspension Arm Holder Rear
- 124518 Metal Gear Set
- 124601 Aluminium Front Hub Carrier Axle - blue (2)
- 124602 Aluminium Upper Shock Mounting - blue (4)
- 124519 Turnbuckle Set
- 80570 S10 Twister Speed Kit - 45kph

VERDICT

- + Based on a well-tested chassis
Excellent speed control and motor, decent rubber
Modern looks
- A little slow for someone with experience

RACER RATING

★★★★

CONTACT

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SUMMARY

A solid 2WD short course machine for those wishing to get into this exciting class. A logical upgrade path means the car can grow with your abilities too.

types with the normal 2.2/3.0" design and use the almost standard hex fitment. LRP's on overdose VTEC tyres come pre-mounted and work very well on a range of surfaces.

FINAL THOUGHTS

So here is a fairly run of the mill (design-wise) 2WD SC machine that offers plenty of what you need, and none of what you don't. By this we mean, you get decent build quality from a respected brand name, reliable electronics that you can certainly keep some of as you upgrade and things like decent tyres too. What you don't get is a very high specification overall, but you aren't paying for it either. We reckon most people taking this to a track would buy a faster motor and more capable speed control, as well as a couple of LiPo battery packs, and then you have something that would be very usable, and still cost less than kits with no electronics. If you want a cheap plaything to bash around the garden or park, then it is also very commendable too, and we can see LRP selling loads of these. What we also like is the obvious hop-up progression that LRP provide and detail in the manual that shows how you can best upgrade the chassis and the electronics, and what you need to do at each stage for best results. The back up that a company like LRP provide is not to be sniffed at when considering an RC purchase, and we think that a lot of beginners to RC would have less problems if they thought about things like this. ■

LRP include their own A2 STX Pro 2.4GHz steerwheel and matching receiver

