

THRASH TEST

LRP S10 BLAST 2 MT/MT BL

SPEC: 4WD MOULDED CHASSIS **CLASS:** 1:10 OFF-ROAD FUN **COST:** £146.99/£194.99



**TWO
TIMES
THE FUN**



LRP S10 Blast range has had a recent revamp with upgrades to the chassis components and electronics in the form of the Blast 2. In this issue we put the brushed and brushless forms of the monster truck head to head and compare the MTs

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A mains charger is included in the package with the brushed model

The AI Runner V2 speed control is matched to one of LRP's Blast 540 brushed motors

There are lots of Ready-To-Run (RTR) cars and buggies to choose from as this format is very popular and has been for some time. Pretty much all the major manufacturers now produce RTR models and you don't get much bigger in the RC industry than LRP. Since starting out in the mid-80s with brushed motors and electronic speed controls, LRP has grown considerably in size and products available, which now even covers air and water in the form of RC planes and boats. Cars and electronics are their main focus still with championship winning pedigree filtering down to their impressive RTR line-up.

Their car/buggy RTR product range covers most scales from micro to 1:8 as well as on and off-road in electric and nitro formats. The S10 (1:10 scale) RTR Blast series covers most if not all aspects of RC

racing and shares chassis parts and electronics from different types of on- and off-road vehicles. This helps keep build design and production costs low so LRP can offer fantastic high spec'd products for superb value.

The S10 Blast 2 monster truck does just this and sees improvements from the original Blast MT whilst still keeping the cost and initial outlay affordable.

SPOT THE DIFFERENCE

With two large boxes arriving at Racer HQ, your scribe and resident RTR expert started dissecting the two trucks straight away. The boxes themselves are highly informative and feature full scale cut away illustrations with what's included along with the all-important LRP quality seal.

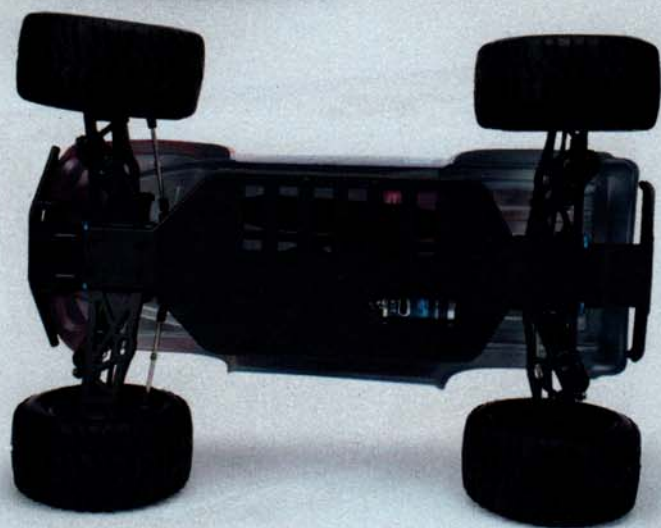
Both RTR trucks are factory built with all

electronics fully installed and feature LRP's 2.4GHz radio systems. The brushed MT also includes a 1600mAh NiMH battery complete with a mains slow charger that takes around six hours to charge. The BL truck does require a separate purchase of LiPo battery and charger, while both trucks require eight AA batteries for the steering transmitter. Despite this, they both come under £200 (£150 for the brushed version) and this is great value considering we are dealing with one of the top RC brands.

With boxes opened, the first and most obvious difference from the brushed and brushless versions is the body colour schemes. The design for the white/blue (brushless) and red/blue (brushed) truck bodies is more complex than the original version and is made from tough durable polycarbonate. Window decals are pre-applied along with lights



“All in all two very good trucks for bashing that are fun to thrash about at their respective speeds.”



The motor has been specifically chosen for use in the S10 Blast model range



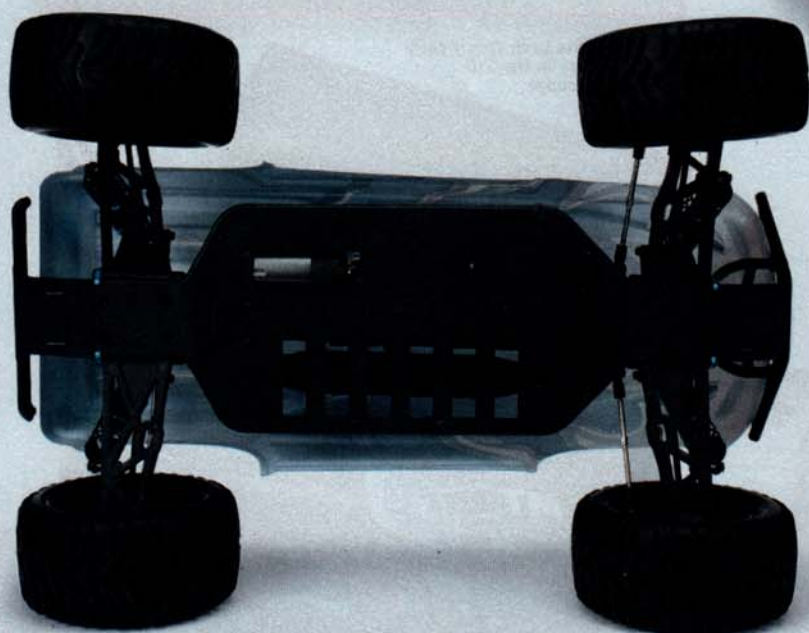
Unlike the brushless RTR, a 1600mAh capacity battery is included



Here you can see a cut-out in the chassis for the motor that reduces the centre of gravity and aids cooling too



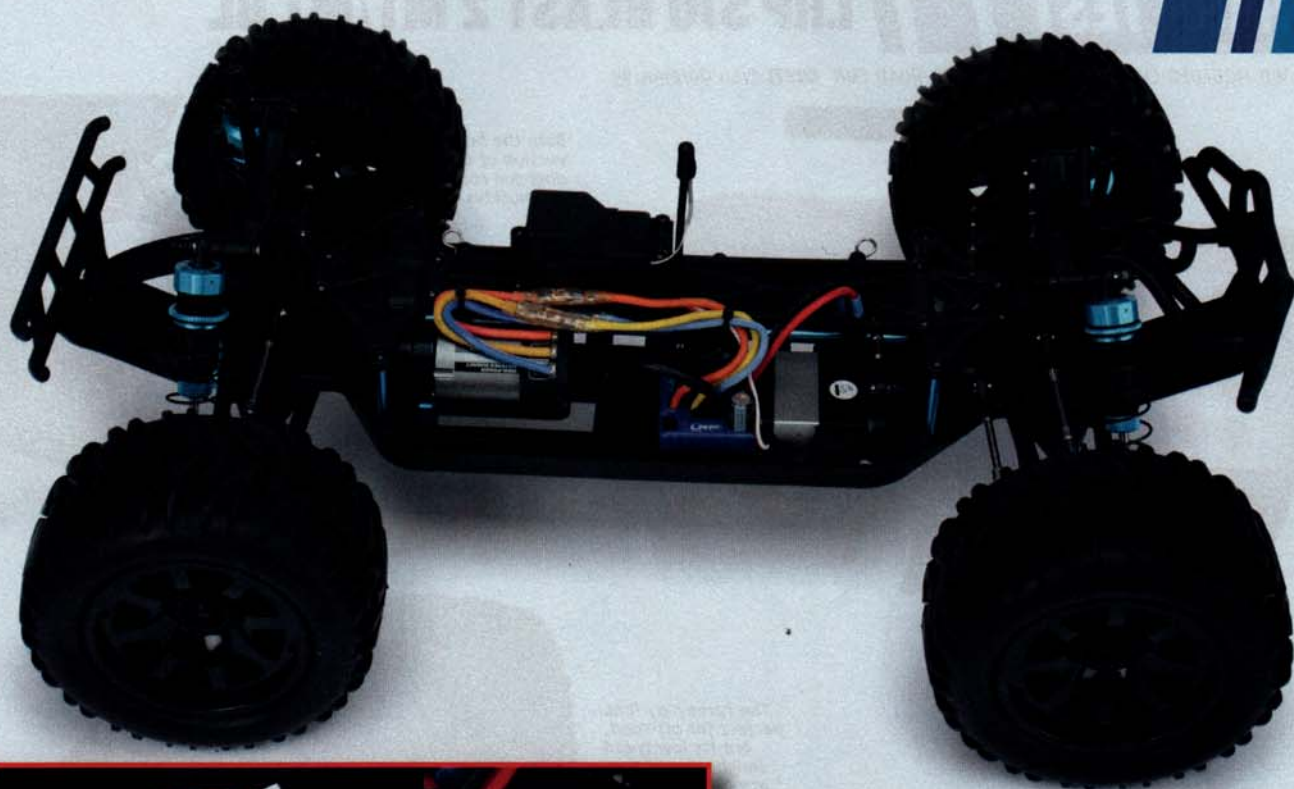
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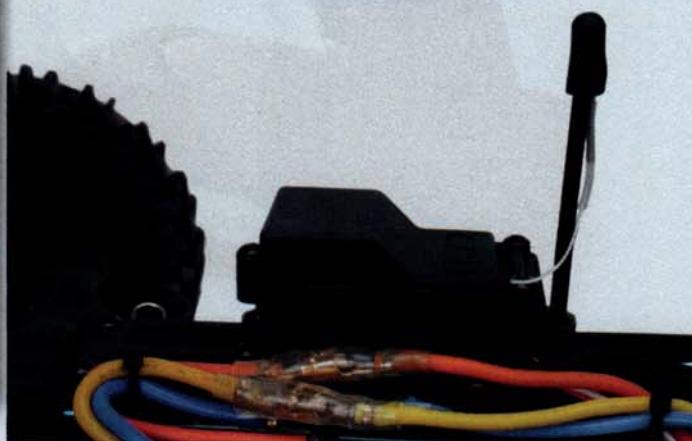
At either end of the chassis are big tough bumpers to handle any scrapes and knocks



Cut-outs exist for a battery in saddle format to keep the weight low as well as one for the brushless motor



The brushless speed control is a Spin Pro



Both models position the receiver in a neat protective moulding on the top deck to prevent against water ingress



The sensored motor included in the BL model is a Vector K7 4300kV

PROS AND CONS

Both trucks are supplied RTR, but the biggest negative with the BL version is that you have to source your own 2S LiPo and charger (two LiPos if we are being realistic). With the separate purchase necessary to get the BL up and running the brushed MT wins hands down in terms of the complete package. Even if you decide to add spare NiMH batteries and fast charger to your brushed MT you are still getting great value for money.

Obviously price is a major factor in deciding your chosen model and with this in mind the brushed is great value for money especially when you are dealing with a major brand like LRP. Another selling point is outright speed and for that there is no question the BL wins on excitement levels and thoroughly deserves its higher price on joy factor alone!

Both trucks are packed with high spec parts and the chassis are identical apart from the speed control and motor differences. Although the brushed Runner speed control is not LiPo compatible, LRP do produce their own external low voltage cut off unit that plugs into the receiver. A decent LiPo installed in the brushed truck would certainly give it some more pace. There is nothing stopping you upgrading to the brushless set-up once you thrashed the brushed truck around to the best of your ability and LRP do battery/speed control combos for different speed levels if you wish to do so. There is also a good selection of tune-up parts to help improve the overall performance of both trucks.

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The A2-STX Pro radio uses 2.4GHz and a FHSS system that sees the radio and receiver hop from free channel to free channel to avoid signal interruption

Both the brushed and brushless version of the MTs feature dogbone rear driveshafts and turnbuckles all round



The tyres may look perfect for off-road, but its low tread height means they are pretty good on the street too



Oil-filled shocks are long in length to allow the Blast MTs to handle rough tracks and big jumps

and front grill. We like the style of both bodies and they certainly looked the part whizzing around together during our thrash test.

Underneath the pick-up truck styled bodies, the models share exactly the same chassis with the only difference being the motors and speed control.

SAME CHASSIS – SUBTLE IMPROVEMENTS

The Blast 2 MT not only shares its chassis with the original MT, but also with blast 4WD buggy (BX) and stadium truck (TX). The conventional 4WD layout is used once again with a tough countersunk moulded plastic chassis as the base. On the left hand side sits the battery and the chassis caters for both NiMH and LiPo cases. The electrics are located on the right-hand side and both the brushed and brushless units have a very tidy and well laid out install from the factory.

The plastic top deck is where we see some of the changes from the original as it now encloses

the main spur gear at the rear, helped by the newly designed front and rear gearbox casings which help keep the elements from entering the transmission. Also a new feature is a rubber sealed splash proof box attached to the top deck that houses the LRP-branded 2.4GHz receiver.

Another upgrade from the original MT is a reinforced front suspension arrangement. A good improvement as this is generally the area that will take the full force of any 'mishaps'. The chassis is also protected front and rear by strong plastic bumpers.

TOUGH TRANSMISSION

Despite the different power and torque from the two separate motor set-ups, the transmission in both trucks is identical and features front and rear steel geared differentials. Power is transferred through an adjustable slipper clutch on the propshaft that helps with traction duties. We felt the factory settings were spot on during our test so

we did not play with its settings.

The front-end now comes with CVD driveshafts for better efficiency during steering duties while the rear sports the more standard dogbone steel versions. The whole 4WD transmission is ball raced, again aiding in better overall efficiency and performance.

Both trucks feel smooth when turning the wheels by hand helped by using 48dp pinion and spur that was nicely meshed from the guys at the factory and should stay that way helped by the new closed front and rear gearbox casings. The blue main propshaft matches the big bore alloy shocks and lower suspension mounts and gives the chassis the 'blue is better' theme.

BRUSHLESS/BRUSHED POWER

Obviously the main difference between these two trucks is the power source. The original MT came as brushed powered only, so now you have the choice of brushless and LiPo power with the MT BL. LRP

Racer Tips

With the alloy threaded shocks you can easily adjust the suspension settings on both trucks to best suit your surroundings. A lower overall ride height will help improve the handling, but will limit off-road capabilities. Also make sure all four shocks are set equally for a consistent performance. Further chassis set-up opportunities and driving tips are described and detailed well in the included instruction manual.

The front suspension detail on one of the S10 Blast 2 MTs. Note the captured hinge pins and rose joints for strength and durability



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ON TEST



Once again we headed off to our multi-surface test venue to give both Blast 2 trucks a hard time on our gravel, grass and tarmac surroundings. We sourced a couple of mid-spec 2S LiPos for the BL version and the kit 7.2V NiMH for the brushed truck, as well as some spares too. Not to mention another pair of hands so we could run and photograph the trucks together. As mentioned, the main difference in these two RTR trucks is the speed control and motors installed. Needless to say you don't have to be too experienced to know the BL version with LiPo power will be much faster than its brushed sibling. After a quick function check and usual photograph sessions our two experienced bashers were let off the leash on the loose gravel area first.

First impressions of the BL were good with the chassis fighting hard to keep all the power and torque at bay. The soft suspension compresses a lot during on power activities and also at speed. The MT BL is a quick truck for sure if not a little lively on the loose surface. Once underway the 4WD transmission just about keeps the truck pointing in the right direction, but it is very easy to spin or sometimes roll over especially with the grip and speed combined. Although equipped with 4WD, it does drive like there is more power going to the rear wheels, but this is just due to the amount of torque and punch the brushless combination provides.

With the MT BL throwing dust and debris everywhere we turned our attention to the slightly more tame brushed MT. With the kit battery installed the acceleration is definitely more manageable than the BL, but we still managed to spin all four tyres on the

loose stuff. With less power the chassis copes very well over the terrain and there is abundance of grip to play with. It is still fun to slide around on the gravel, but we were a little surprised it was not faster if we are honest. Saying that, the speed is ideal for a beginner that we think the brushed RTR is designed for. We moved both trucks onto the short and long grass and both had much more grip to play with naturally, which caused the BL to roll over some more on the odd occasion – some quick tweaks to lower the ride height helped with this. The brushed MT did lose a bit of performance with the added terrain, but still manages to cope well helped by the generous ground clearance. We found some mounds to jump over and both trucks are great fun to get airborne. The BL obviously obtained more air and distance, but the brushed was still gaining some impressive height. The identical suspension set-up on both trucks took all the landings (some harder than others) well and they both proved to be tough and durable.

With a mid spec LRP 2S LiPo installed we had roughly 25-minutes of hard and fast bashing with the brushless MT. The chassis certainly took some punishment with scratches to the underside, but nothing too drastic and the truck stood up well to the punishment we gave it. The same applies to the brushed version although it obviously does not match the speed of the brushless so the chassis is not under as much stress. With the kit spec 1600mAh NiMH battery run time was around 15-minutes. All in all two very good trucks for bashing, pretty much go anywhere off-road and fun to thrash about at their respective different speeds.



started out with just electronics so it would be madness not to have their own equipment installed!

The brushed truck now features a higher torque 540-size motor that has an internal fan to keep things cool. Like the original MT the motor is connected to the LRP Runner brushed speed control that has now been updated to the V2 spec and features an on/off switch and is 100 per cent waterproof. The LRP Runner V2 has the standard forward/reverse and brake functions and has an automatic set-up feature for instant plug and play fun. This is a great brushed unit as the Runner name has been around for a while now.

The BL truck features LRP's Spin brushless speed control and Vector K7 4300kV brushless motor. This combination coupled with a suitable LiPo means the MT BL has some serious power available. The Spin speed control is fully programmable if you wish to adjust the settings and matches the brushed LRP for water proofing capabilities. It is also capable of running up to a 4S 14.8V LiPo for ultimate performance out of the box.

Also worth mentioning is the fact that the brushless set-up in this truck is of the sensorless variety as supposed to the majority of non-sensored brushless RTR trucks available. The sensorless technology provides a more controlled throttle feel when it comes to acceleration and braking/reverse selection and again highlights the quality LRP put in to their models.

EVERYTHING ELSE

A 27MHz radio was used in the previous MT range so it was no surprise to see an update and both trucks now include LRP's renowned A2 STX Pro 2.4GHzZ steerwheel system. This is seen on all new Blast models and features the usual throttle and steering

trim controls as well as end point and dual rate adjustment. It fits comfortably in the hand and all controls are easily accessible.

As mentioned the Blast 2 MTs now feature water/splash proofing thanks to the new sealed receiver box, waterproof speed controls and LRP's own steering servo. This means bashing can continue in all weather conditions, useful in the UK for sure. Although fully waterproof LRP state that the trucks should not be submerged in water – this is really just applying common sense though!

A monster truck will not be so monstrous without massive wheels and tyres. The Blast 2 MT features LRP's VTEC-branded rubber pre-glued onto black split rim replica wheels. These tyres provided plenty of grip on our test and also dished out lots of debris thanks to a generous tread pattern. The wheels are attached to the hubs via the standard 12mm plastic hex.

Finally the big bore suspension features threaded bodies on the anodised alloy shocks. This helps with fine-tuning your ride to different terrain. The chassis also features an abundance of adjustment via turnbuckles front and rear for camber of the wheels as well as toe in/out on the front. The turnbuckles have different mounting options along with the top and bottom shock locations. All this helps fine-tune your truck and gives you some understanding on how set-up changes alter the handling. ■

SPECIFICATION

Model:	LRP S10 Blast 2 MT/MT BL
Scale:	1:10
Class:	Off-Road
Application:	Fun
Format:	RTR
Power:	Electric
Chassis:	Moulded
Drivetrain:	4WD
Transmission:	Shaft
Differentials:	Gear
Shocks:	Oil-filled/threaded bodies
Bearings/Bushes:	Bearings

TECHNICAL DATA

Length:	450mm
Width:	315mm
Height:	205mm
Wheelbase:	315mm
Front track:	260mm
Rear track:	255mm
Weight:	1930g

WHAT WE USED - Electric Kit

TRANSMITTER:	LRP A2 STX PRO 2.4GHZ FHSS STEERWHEEL (KIT)
RECEIVER:	LRP A3-RX DELUXE FHSS 2.4GHZ (KIT)
SERVO:	LRP R-7103WPP (KIT)
SPEEDO:	LRP A1 RUNNER V2 (KIT)/LRP SPIN PRO (KIT)
MOTOR:	LRP BLAST 540 (KIT)/LRP VECTOR K7 4300KV (KIT)
BATTERY:	LRP 1600MAH 7.2V NIMH (KIT)/LRP 3500MAH 7.4V 25C LIPQ

OPTIONAL PARTS

- 122524 ALUMINIUM FRONT HUB
- 122525 ALUMINIUM STEERING KNUCKLE
- 122526 ALUMINIUM REAR HUB
- 122505 REAR CVD DRIVESHAFT
- 122503 ALUMINIUM WHEEL ADAPTER
- 122510 CARBON REAR SHOCK TOWER
- 122509 CARBON FRONT SHOCK TOWER
- 122513 COMPLETE SPOOL

VERDICT

- Fantastic build quality and spec
Brushed model offers great value for money
Brushless performance

- ➔ Runner speed control not LiPo compatible

RACER RATING

★★★★★

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SUMMARY

The brushed and brushless versions of the Blast 2 MT have been subtly improved from the original and make a very good choice for off-road bashing. The pace of the brushed truck will not entertain an experienced RC enthusiast for long, but is ample for the younger racer or first timer and fantastic value for money. The BL is definitely worth a look if you are thinking of upgrading or want to experience brushless and LiPo power as it is a fast and exciting 4WD truck to thrash about. Both trucks are great to take off-road and cope very well with different surfaces and are equally fun to drive at their respected speeds. The build quality is very good as you would expect from LRP and both chassis are packed with high quality components as well as being tough and durable so should last a long time if looked after.