There is no doubt that Associated Electrics are the best in the business at winning. They now have a total number of World Championship titles of 10, a formidable achievement that no-one else comes close to.

With an unrivalled pedigree anything they produce should be looked at carefully, and normally is by racers and other manufacturers alike. This review has a look over the RC10L, a car that has already seen success but has been slightly modified to keep the engineering side sharp.

Chassis Design

The RC10L has a neat and simple design (most good designs are the simplest), the chassis when complete looks uncluttered and purposeful. The base of the car is the Graphite flat chassis pan. This has a number of slots for the cell location which allows a silly amount of cells to be fitted! (10), or for the weight distribution to be altered.

The chassis needs some

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The RC10L is already well established, RCMC have a look at the latest specification kit

Track Talks!

Track Talks!

attention before building the kit. We used wet and dry paper, around 400 grit to give the edges a smooth finish. You should also file the edges of the cell slots to an angle to allow the cells to locate snugly.

The front suspension again follows the simple and uncluttered approach, two white nylon blocks bolt to the chassis which carry the steering blocks. The kit includes wedges to set the castor of the suspension but the instructions advise a zero set-up to start. Between these two blocks a neat Graphite strap gives extra strength and stiffness.

The steering blocks are assembled with pins and E clips, this is tricky but spares are given and a couple of goes gets you use to it!

Once complete the suspension movement is silky smooth – this is probably why the car is so smooth to drive.

Still at the front the kit comes supplied with a Kimbrough servo saver, this large unit bolts to the servo and takes the steering rods out to the wheels whilst offering protection to your servo. The servo is taped in (again supplied) and this gives a reasonable mounting.

Get Back

The rear of the car is where most of the components are found. The pod is assembled from an alloy machined casting, plastic moulding, Graphite toplate and alloy pan. This forms a stiff box which is the rear pod. Rear axle is carbon and a ride height system is employed using off set bearing blocks. Changes to the old car include the diff that now uses a new system of alloy cone washers to assure the bearings are doing the work. When finished the diff really is smooth, the only unfortunate detail is the 32 dp spur gear, why this and not the new super Associated 48 dp gear is included seems to be a mystery.

Two types of T piece are given in the kit for different handling capabilities, we fitted thick which is bolted to the rear pod. Make sure during assembly that everything is square and not twisted or tweaked.

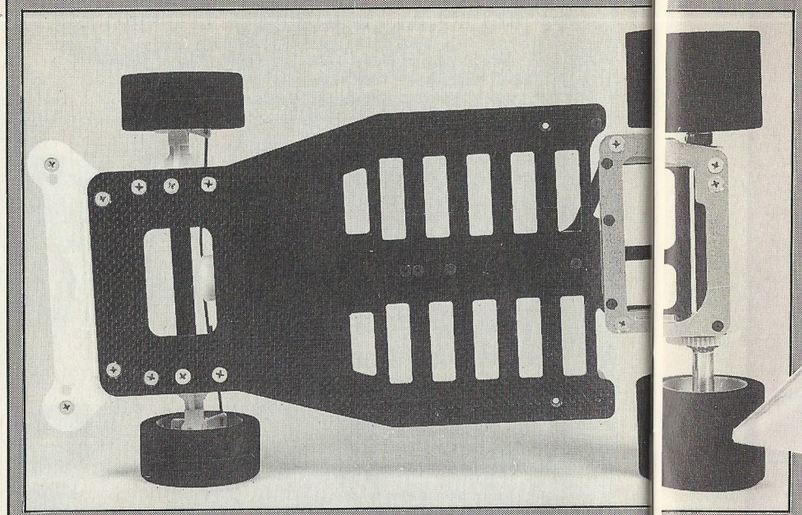
The T piece swivels on the Associated captive ball sockets which are again, as you guessed a beautiful fit and work very well.

To control the rear of the car the famous gold Associated shock is fitted, simply fill with oil, slip on the spring and good old USA engineering does the rest to give you a lightly damped, positive rear end!

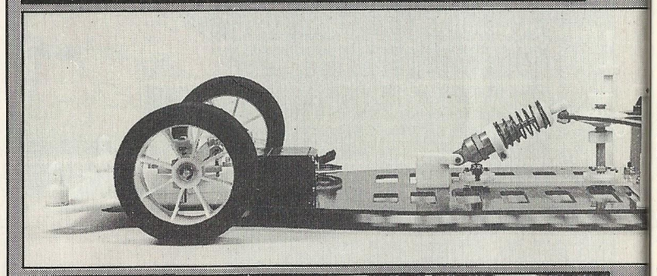
The Business

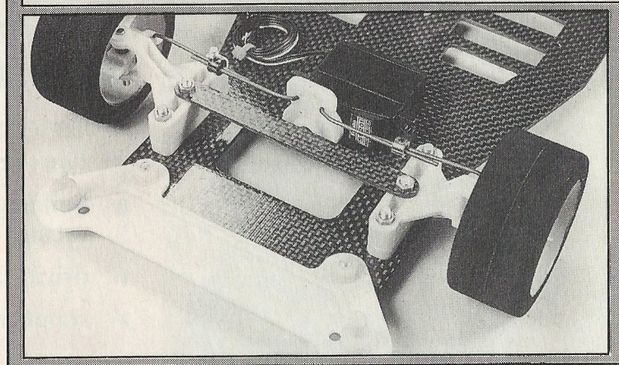
Apart from the glued and trued wheels and tyres, alloy screws (which are great) and the rear post assembly the chassis of the RC10L should now be complete. No bodyshell is included in the kit but a front bumper and body posts are, and in variable heights. Overall the car fits together nicely, is clean and simple in design and will of course handle well. How well will depend on the set-up and the driving, our RC10L is easy to drive and because of the lack of complication easy to set-up. There are more complicated cars on the market but we feel the RC10L takes a lot of beating. Results seem to back us up.

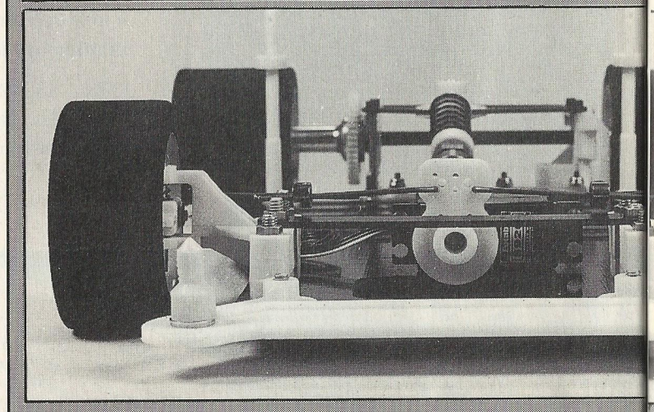
See the Associated stockists for prices.

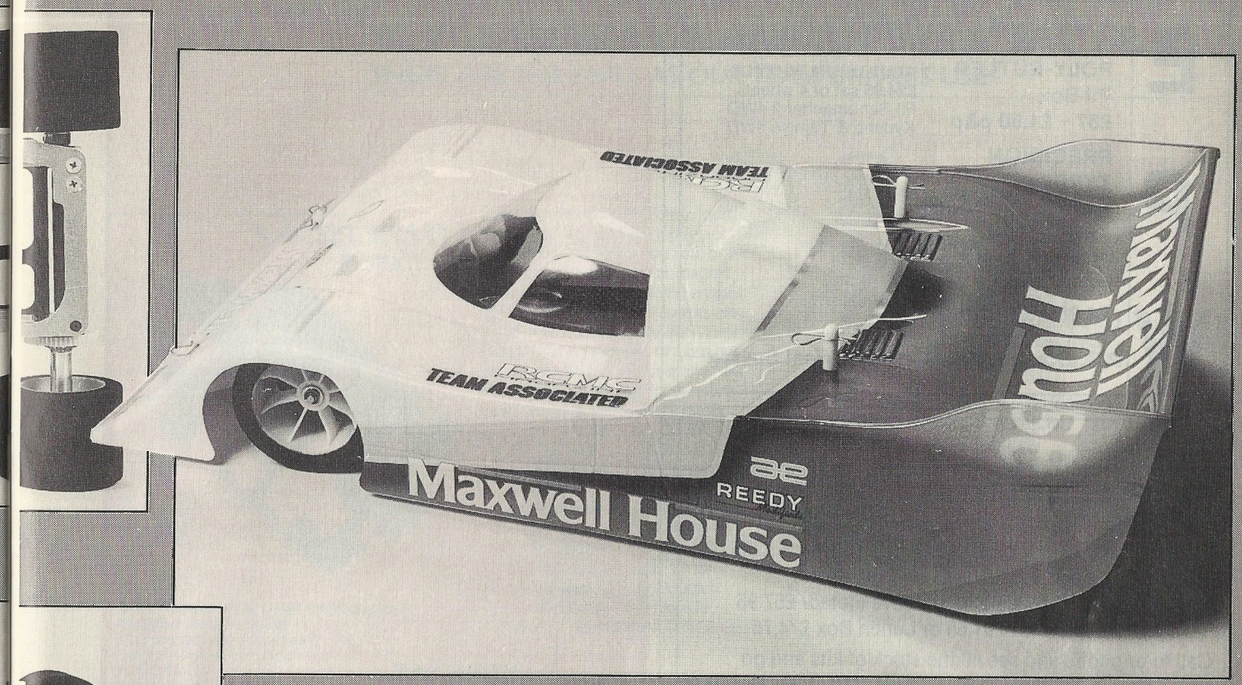


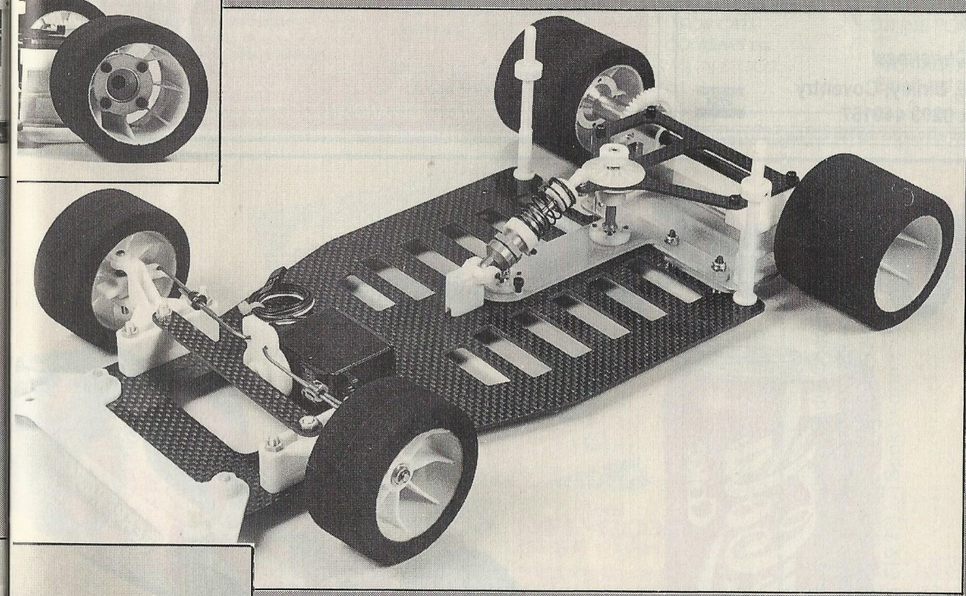
Super Smooth; Underside of the car shows clearly the slots for the cells. Also alloy rear pod off to one side to allow for centre mounted motor.











Above; We fitted latest Parma Intrepid bodyshell to our car. Left; Single damper controls the rear end. Glued and trued tyres come in the kit.