

There are many different reasons why 1989 will be remembered, in years to come we may well all be telling our grandchildren that it was one of those glorious summers that they don't make anymore. All due no doubt to the amount of S.C.R.'s or S.P.G.s or something like that floating about in the greenhouse layer! The r/c car world will no doubt remember 1989 for different reasons of their own, some amongst them will remember that this was the year when electric circuit racing began, Dave Gale certainly will he has just become the first national one tenth on road champion. One thing that the rest of us mortals will remember without doubt is the car he used to take that championship, the Associated R.C. 10 L.

The Associated made a late appearance to the series and began the home run with only four meetings of the series left, history now shows that the 10 L managed not only to win that and the other meetings but did it in style, showing the cream of the crop a clean endbell and managed one more lap than anyone else. In a sport where tenths of seconds can mean the difference between an A final or a C final, a whole lap is the difference between the Wright brothers flyer and a 747 equipment wise.

What else can you do between tea and the time you go to bed

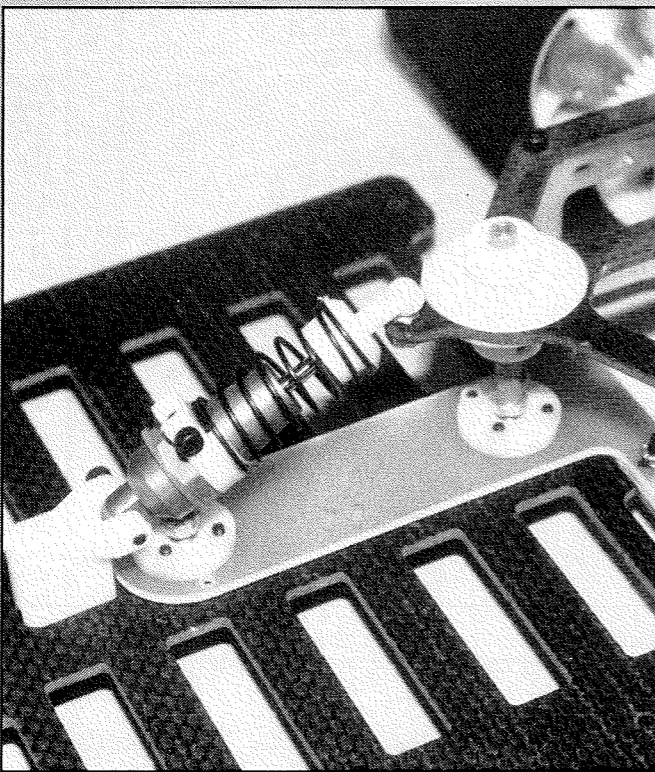
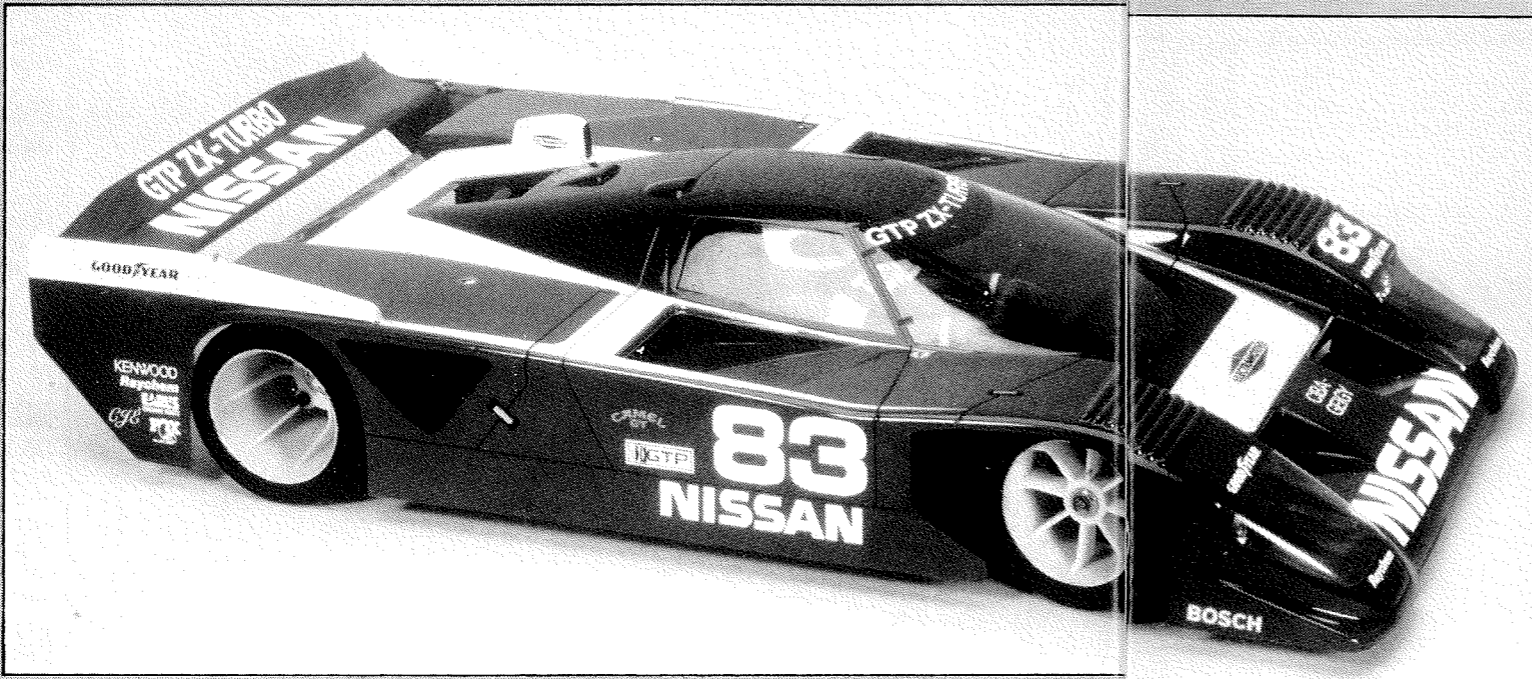
The question that has been on everyones lips since they first saw this car run is, "What makes this car run so smoothly?" I wish I knew, the only two things that stand out are the intrinsic proven simplicity of the design. Let's face it one of the most successful 1/12 cars to date is also Associated's, and the high quality of engineering that you are presented with straight from the box. There is nothing at all that makes this car stand out from the crowd other than those two features, no super adjustable front or rear, no gadgets, widgets or wobbly bits to play with just a car that Associated know will work and does.

As we have already implied you can put the whole car together including radio gear between tea and the time you go to bed or you could read five or six chapters of your favourite book and take two nights depending how lethargic you are feeling at the time. The car is sold in two different versions, graphite or fibreglass, either are terrific value for money, the graphite version especially.

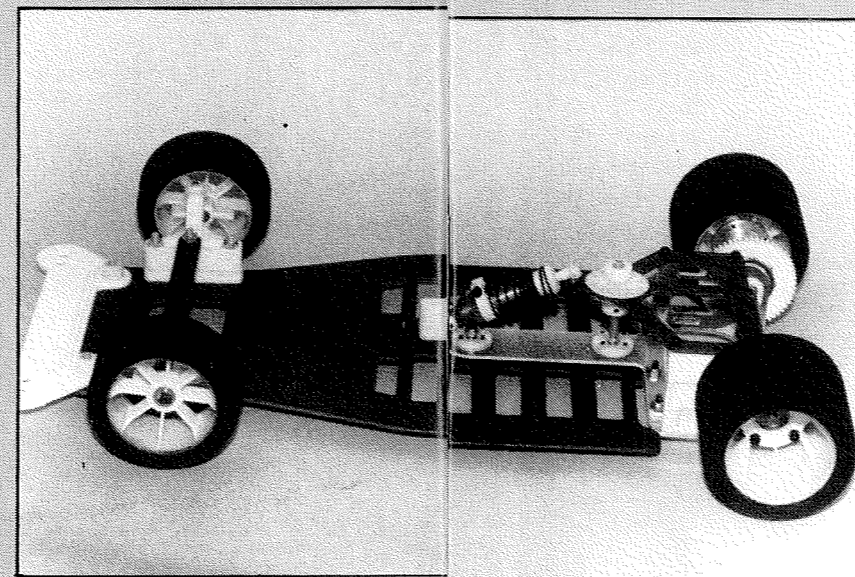
Construction begins at the front of the car by screwing the bumper into

ASSOCIATED RC-10L

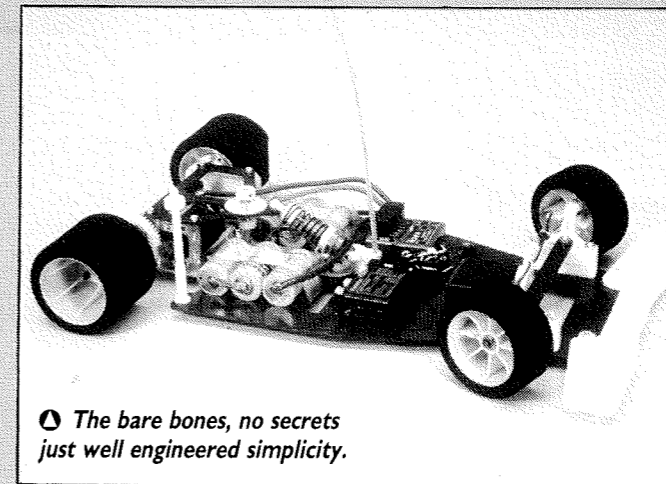
Associateds new on road racer the 10 L could well be the car for 1990? Time will tell.



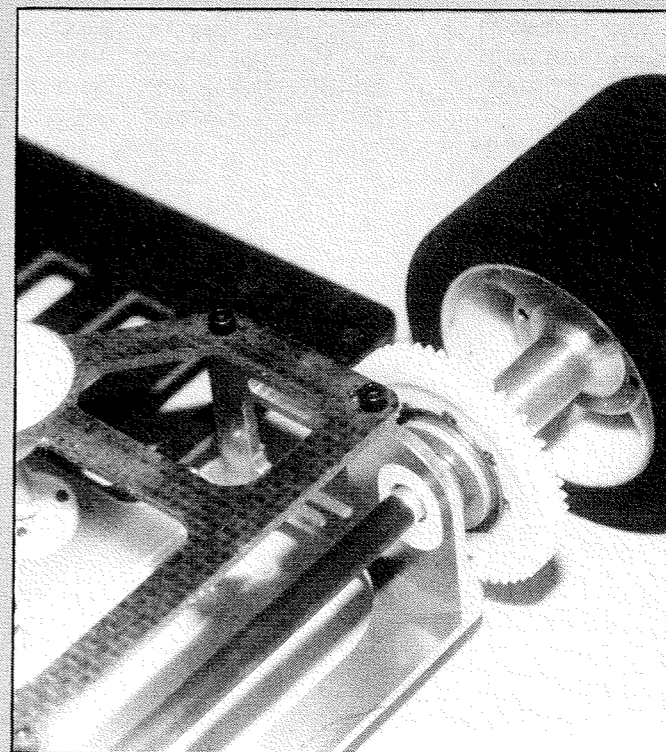
⦿ *Associated damper takes a lot of sting out of the rear end, the all important friction damper sits behind.*



⦿ *All dressed up with nowhere to go but to the top.*



⦿ *The bare bones, no secrets just well engineered simplicity.*



⦿ *The rolling bare boned chassis, no magic bits, no over complicated bits, it just works.*

⦿ *Spur gear as supplied is 32DP. Note axle ride height adjuster set in rear pod.*

place, all components are held firmly to the chassis using alloy screws or bolts. Nylon uprights hold the front wheels in place and are tied using a graphite tie strap, castor and camber can be added if so desired by using shims under the nylon blocks, uprights and axles are stainless steel, great for our winter season, front wheels are held in place using E clips, no great problem security wise but do carry some spares, they're not given the nickname of lead footed fleas for nothing. Seriously, having driven a car for a season with this method of location you can guarantee that the one thing to hold you up will be the E clip as it launches itself at the horizon, or into your already overfull pit box.

Moving toward the rear of the car we find a purely conventional fibreglass T bar system that moves around two ball and socket joints, this in turn is firmly bolted to the rear pod. The pod is an interesting item and is constructed from three different types of materials. The left hand upright is nylon, the right hand upright, the motor carrier is alloy. This is a sensible move as alloy not only distributes more of the heat created by the hard worked motor but also does not deform when hot and pull the motor out of mesh or worse split. The bottom plate is also constructed from alloy in order to remove as much heat as possible. Top deck of the pod is again carbon fibre. This top deck also acts as the damper plate for the longitudinal movement of the car; it is the one area that special attention should be paid to as the adjustments that you make here will affect the overall handling of the 10 L greater than anything else you may adjust at this stage. There is no ideal adjustment you must get out there and drive the 10 L until you are happy with the settings. Finally the damper is constructed, adjusted and fitted, again you will hear several different views on how this should be set up, listen to them all and then make your own mind up. A carbon fibre rear axle and differential kit is also included in the Associated 10 L, this is both light and extremely strong, in use the diff is light and easily adjusted, remember the more you tighten the diff the less turn in you will get, this is more noticeable than you would expect and again is another area that deserves to be experimented with in order to achieve the best results. Finally there are some items that you don't get with some other cars currently on the market, namely all bearings, wheels

and tyres. A superb Jaguar XJ-10 bodyshell is also available. Very finally, the tyres that come with the kit are obviously produced specifically for the U.S. market where the use of additives is legal, they may not suit all circuits in the U.K. However you will be pleased to know that they do suit something that we get a lot of here, wet and damp tracks.

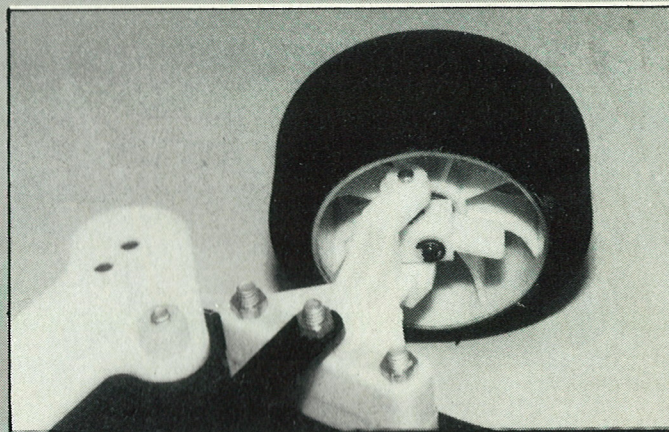
And so to Bed

Well what more is there to say, the car is only just on general release and it is already a champion, you can't get

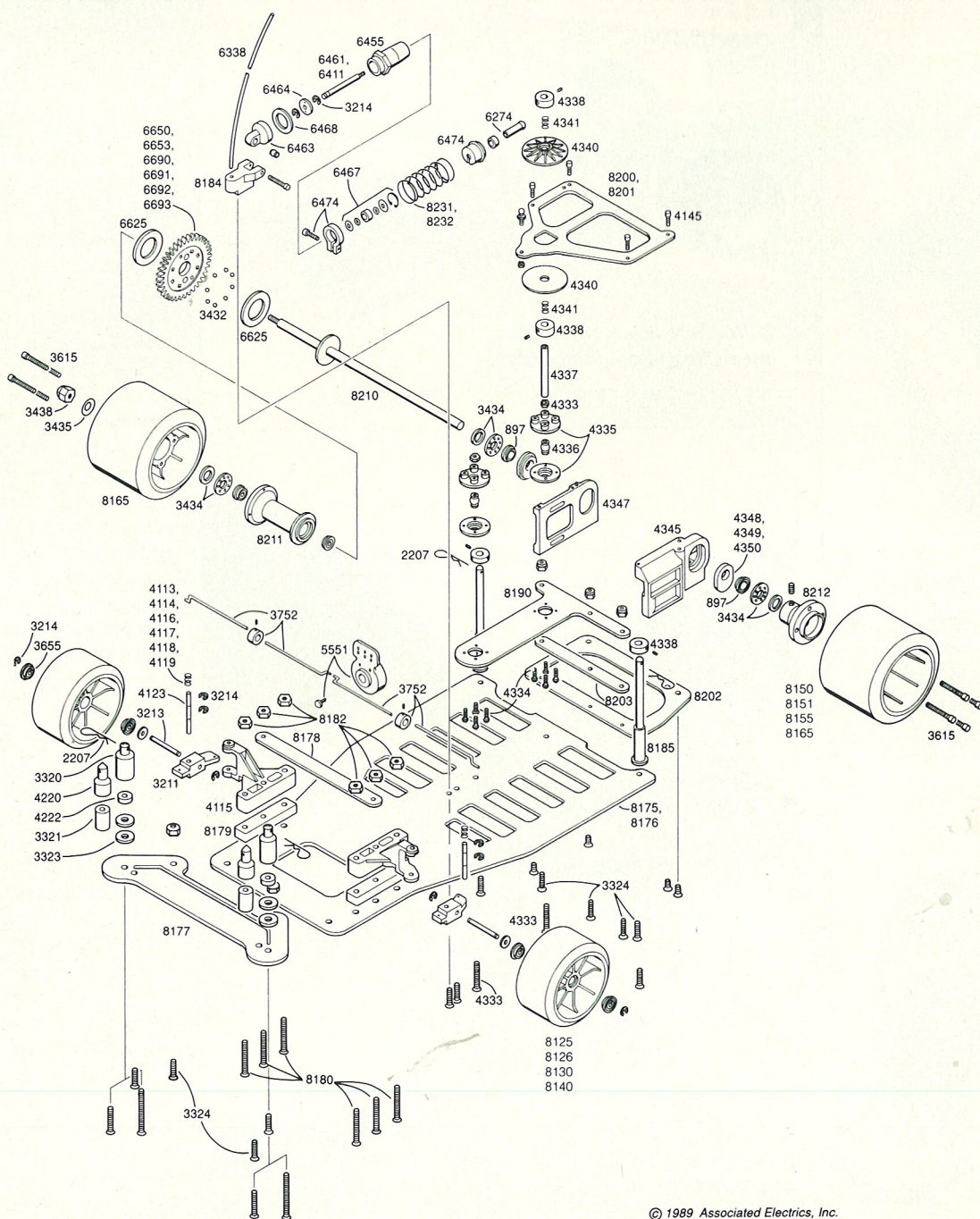
better than that. If you are going to be frantically deciding which car to place your money on for next season then the Associated 10 L has to be a safe bet. One thing for sure you will certainly see a lot of the 10 L next season it has already impressed a lot of the U.K.'s top drivers, it has impressed us too.

Associated products are available from your nearest Associated dealer.

○
 ● **Front uprights and all wheels are moulded in tough nylon.**



PARTS IDENTIFIER DIAGRAM---RC10L



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