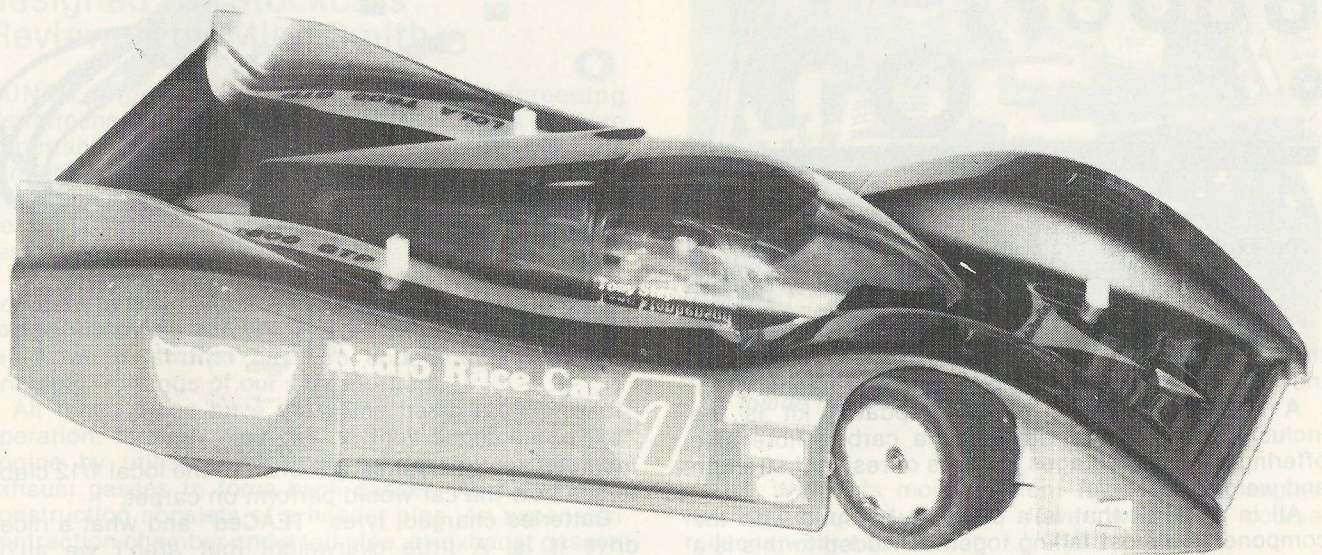


ASSOCIATED RC12i REVISITED



POSSIBLY the reason behind the world wide success enjoyed over the years by Associated is their constant search for improvement.

RRC first reviewed the RC12i in issue 10. This was the first of the new Associated "Suspension" 1/12 Electric that had been designed to continue the success of the 12E the 1/12 car that became a by word at all levels of racing until ousted by the phenomenal rise of the lexan "trough chassis" cars lead by Neil Francis and his Phantom design.

Since its review some 9 months ago the 12i has made a remarkable impression on the 1/12 scene winning both the Euro and the World Championships. At club level, especially with the increase of carpeted venues, the car has grown in popularity providing good handling and rugged construction.

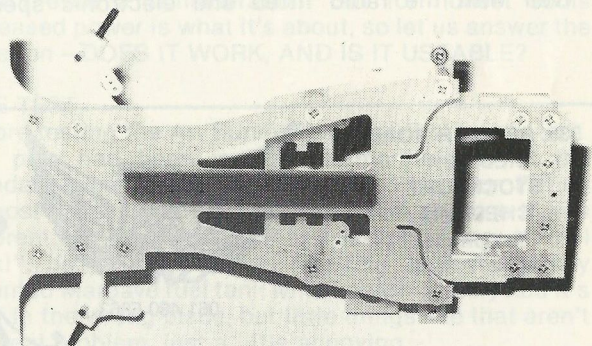
The latest chassis has been designed to optimise the performance of the new sprung front end. Mounting hole layout is the same as the previous 12i chassis. However changes have been made to the shape, the rear "roll" slots have been extended and the front slots removed — thereby stiffening and strengthening the front whilst increasing flex at the rear.

As on previous models a stiffening rib is employed, but instead of kydex a carbon fibre rib is now used. This is glued to the chassis using cynoacrylate adhesive making sure it is in exactly the right position and that the chassis is on a perfectly flat surface.

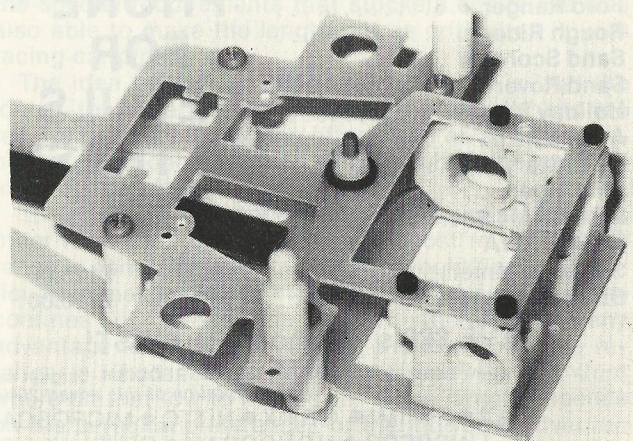
General assembly is very straight forward using the aircraft alloy screws that have become so familiar to most 1/12 enthusiasts.

Along with the new sprung front end are a set of spacers offering a choice of 0° or 5° castor. A useful addition allowing drivers to "tune" their car to a circuit with a minimum of fuss.

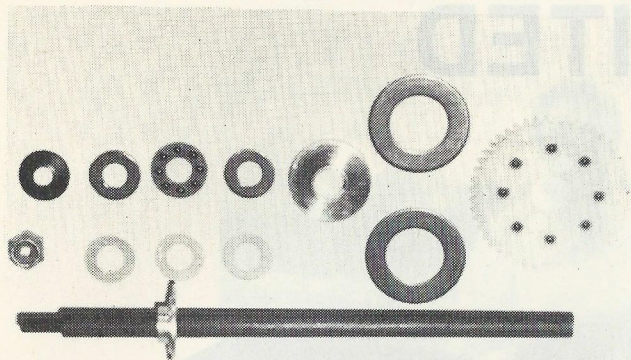
With this latest chassis comes a new radio tray. This now has a four post arrangement that not only gives greater suport to the chassis at specific points but also improves battery pack installation. A point to remember is not to over tighten the front radio plate screws, or



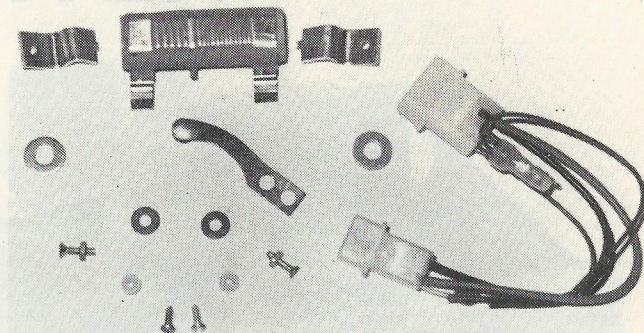
Latest chassis details. Note no fretting at the front now with the sprung blocks and elongated rear slots for extra flex.



Radio Plate detail with the later 4 post configuration.



The excellent and very popular Associated diff now included in the kit with carbon fibre axle.



Speed controller as supplied: complete and ready assembled plugs makes it simple and straight forward to fit.

those on the front brace between axles, as this can induce chassis "tweak" which will impair handling.

A further refinement on this updated kit is the inclusion of a differential using a carbon fibre axle offering many advantages in terms of resilient strength and weight.

All in all a kit that is a pleasure to build with the components almost falling together. Added to this is a 38 page instruction booklet that provides information and tips far beyond the building stage and a number of supplement sheets passing on mods and improvements as the factory team continue to develop the car.

Well with the radio fitted and electronic speedy

installed I enthusiastically rushed to the local 1/12 club to see how the car would perform on carpet.

Batteries charged, tyres "TEACed" and what a nice drive it is. A little overweight (but aren't we all?) compared to some of the cars, but this can soon be trimmed off.

It is easy to understand the amazing popularity of this car that has reappeared on the 1/12 scene with success after success, including the European Championship.