

Associated RC10 Championship Edition

The 'Little Brother' To Associated's World's Winner



Believe it or not, over 10 years have passed since Associated released the original RC10 onto an unsuspecting 1/10 Off Road Buggy market! The RC10 was, back in 1984, the most advanced buggy available, with quality and performance far in excess of its 'competition' at that time. The next 10 years have seen the RC10 evolve without ever being radically changed, and it has dominated 2wd racing Worldwide, winning numerous National, European and World titles. Only two years ago at Basildon, England, Associated captured their 4th 1/10 Off Road World Championship with an RC10 that was not all that dissimilar to the original.

For all Associated's high profile success at the big races, they have also recognised the need to offer the 'Club Racer' an affordable, yet race worthy car. With the RC10's pedigree, an entry level vehicle was always going to be a good move, and so it has proved with the RC10 Championship Edition. Associated tell us that for all their success at high profile races, only 10% of their cars are ever raced, and that the RC10CE and the RC10ST Sport (the Stadium Truck equivalent) are their biggest selling kits. They feel that by providing an economy version of the RC10, the user only has to decide when to upgrade it to have a World Championship winning car without needing to buy a completely new and more expensive model.



What's It All About?

So what of the RC10CE? Well, on first appearances it looks like any other RC10. This is mainly due to the almost legendary and now instantly recognisable aluminium tub chassis, the design having remained the same since the RC10's introduction. There are, of course, different versions of the tub, with the World's car having a lighter milled-out version, anodised black in preference to the gold version found on the RC10CE. Actually, the gold colour was that used up until recently, and many reckon that gold still looks the best! The CE's nose plate, although gold like the chassis, has been modified like that used on the World's car to remove excess weight.

Something that I noticed immediately upon opening the box was that the traditional white nylon parts have been replaced by black components. Associated say that as they were already including the new and stronger composite material suspension arms and hub carriers in the CE, as on the World's car, they felt that it would be better if all of the parts were moulded in black. As a result, the finished car looks very smart.

Regarding the suspension, well there's not a lot

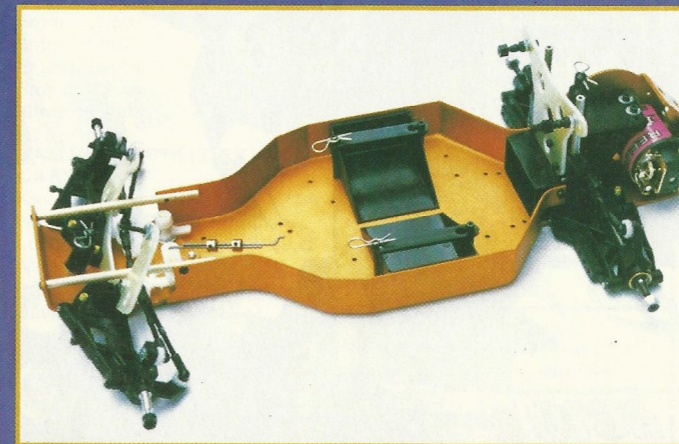
to say really other than it's the same as the World's Car, and many RC10 cars before that! The rear suspension still uses the original suspension arms, hub carriers etc. Dog bones and stub axles replace the more complicated universal drive shafts, although for this type of car, they are probably better, providing a more durable rear drive train with reduced maintenance and cost. They are supported in the carriers by sintered bronze bushings (these being preferred over plastic or nylon for durability).

The front suspension features exactly the same wide track front wishbones, aluminium axles, in-line steering blocks and 30° carriers as used on the World's car, whilst fibreglass (GRP), rather than carbon (graphite) shock towers are provided, with a number of shock mounting holes for fine tuning the handling. Another notable inclusion is that of turnbuckle type links for use on both the front and rear suspension and steering linkages. The steering system consists of two nylon bellcranks, which also double up as a simple servo saver. We would also recommend the use of a Kimbrough servo saver rather than a plain servo output arm (a little word to the wise...).

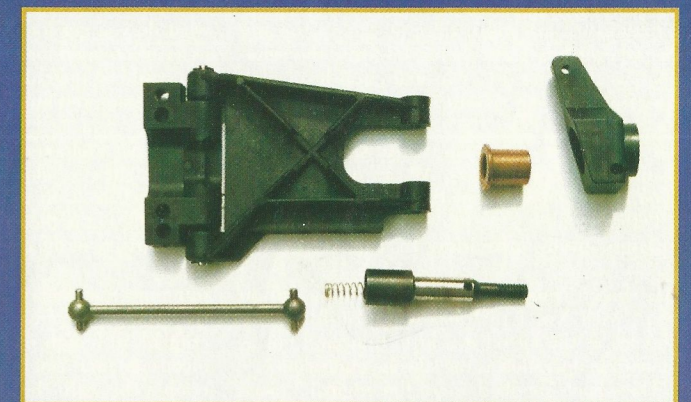
Complete with STEALTH...

Until recently, the RC10CE was supplied with Associated's old style transmission. With the power produced by today's hot motors this proved a little lacking, so, realising this, Associated now include the STEALTH transmission with ATC (Associated Torque Control) in the RC10CE kit. The STEALTH - a unit that has more than proven its capabilities on the track, was originally used to win at the '89 Worlds in Australia, and is also included in the World's Car. It contains three 48-pitch gears with an overall ratio of 2.25:1. The STEALTH transmission also features a fully adjustable ball differential, and more notably also features a slipper clutch (the ATC), which is a real help on a

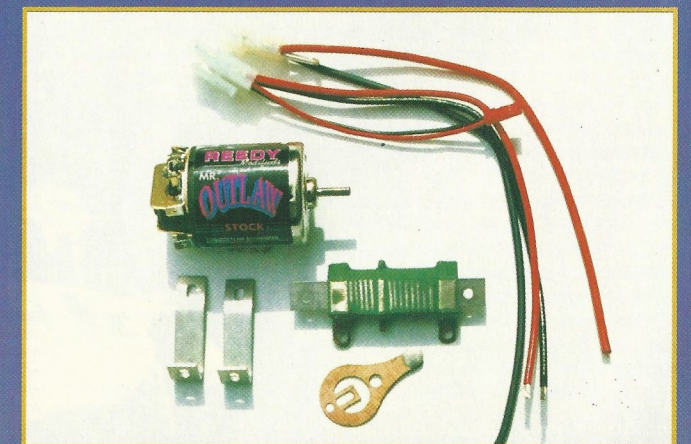
The ATC (slipper clutch) is the Granddaddy of them all. This helped Associated to win the '89 World's, and, with the STEALTH gearbox, has given Associated every World title since!



The 'Championship Edition' of Associated's RC10 looks very smart in its black and gold colour combination. The latest 'World's Car' spec composite material used for the suspension arms is very strong and rigid.



One of the rear 'corners' before assembly. Simple eh?



The inclusion of a 'proper' Stock 27 turn racing motor, a Reedy Outlaw, means the RC10CE is no slouch in comparison with other 'entry level' cars. The ceramic resistor speed controller is a rare sight these days, but provides more than adequate control for racing in the 'Standard' Class.



The three-piece wheels allow them to be assembled around the tyres, rather than the tyres stretched over the wheels, which sometimes poses a problem for novices. The tyres supplied are adequate, although are more suited to dirt style tracks than grass.



The substitution of ballraces for plain oilite bushings enables the RC10CE to be sold at its bargain price. They're perfectly adequate for outright novices until more speed is required as experience is gained.

2wd car like this, especially in the hands of novices. It is compact, light, and easy to construct and mount.

Compared to some of the other 'entry level' cars in this price bracket, the shock absorbers provided in the RC10CE have got to be close to the best. They are based on the shock design supplied in the World's car, ie the seals are mounted from the inside in order to reduce damage, but rather than the hard Teflon coating as used in the World's car shocks, the RC10CE shocks come gold anodised, matching the rest of the car. The shocks' action, and actual 'damping' capabilities, are more than adequate for any beginner/Club' racer, being basically the same spec as those used to win many top level race meetings during the RC10's long career. To change the damping, the racer can either change the oil's weight, or fit alternative shock pistons, available as option parts. All are of the 2 hole type, the difference being the size of the holes!

Different springs are also available, with Green springs being provided in the kit. CML (Associated's UK Distributor) recommend using Associated silicone shock oil (35 front and 30 rear, with No. 1 pistons) when building the shocks, as the kit oil is a little thin, and not as smooth in operation as the silicone equivalent.

The wheels supplied are of the original 3 piece design, which are again ideal for an 'entry level' kit as they are reusable. The front tyres included are the customary 'ribbed' pattern, while the rears are a step spike design. Perhaps the front tyres need replacing for driving on grass, but the rears are perfectly adequate.

The body shell supplied is the Viper, as included in the older 'Team Car', and also included is a clear polycarbonate wing, plus wing mounting wire and buttons.

A Reedy 27 turn Stock motor is supplied (a nice touch), which provides much more power than the 'budget' 540 motors commonly found in such kits, and comes complete with a suitable 48 pitch pinion and connector.

As for the speed control unit supplied, to many of you reading this who have only taken up r/c car racing in the last few years, this will look very strange! In fact it's a ceramic resistor type, and offers the driver 'proportional' forward drive, altogether much more progressive than many of the 'wiper-board' 3-step units. It should also handle most mild modified motors. Speed controls like this were used even at World

Championship level in 1/12 cars before reliable electronic speed controls came along, so can be relied upon to perform more than adequately. Racing in the RRC Standard Class is well within the scope of a speed controller of this type

Finally...

Well, for a RRP of under £140, the RC10CE represents excellent value for money. Yes, this is probably a little more than some other manufacturers' entry level cars might cost, but what do you get for your money? Although sold as a car intended for fun or novices, the RC10CE can easily be upgraded into a competitive racing car. The sintered bronze bushings are better than most, and provide a fairly free running car, but by the simple addition of ballraces the RC10CE can be brought very close to the spec of a top-line 'World's Car'. OK, the chassis and shocks are a little different in their finish, but the basic design, geometry etc of the car is the same.

Certain items probably only provide minor differences, and all of Associated's accessories for the World's Car are interchangeable. The speed control, although obviously not as good as an electronic unit, can be raced quite effectively, so couple this with the Reedy 27t motor and you have a good starter package. Another plus point is the inclusion of turnbuckles. Although by no means the best available, they are perfectly functional for this level of kit, and an enormous help to a novice.

With the Off Road racing scene being so competitive and demanding on both the track and the

pocket at the moment, it's important that beginners and novices are encouraged into taking up racing and joining Clubs. The common problem is that, after buying a new kit, the newcomer then finds that he has vastly inferior equipment upon joining a Club, and therefore then has to 'dig deep' again for a new, more competitive car, often resulting in the beginner (or his/her parents) becoming disillusioned with the sport. With the RC10CE, and others like it based around a 'full blown' racing car made cost effective by the substitution of certain initially non-essential items, newcomers to 'proper' R/C racing can start off with an affordable outlay and then 'upgrade' as they gain experience and skill. However, if they don't want to race, then the car still has all the qualities to perform in the garden or the street without falling apart or breaking, and has a comprehensive spares back-up built up in the trade over 10 years. If they do choose to race, then they'll have as good a car as any available to race with.

Overall, taking its pedigree and history into account, the Associated RC10 Championship Edition is well worth more than a second look by those looking for a 2wd car that won't break the bank.

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