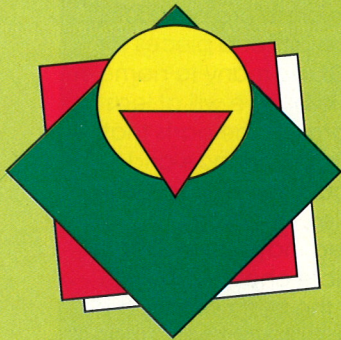


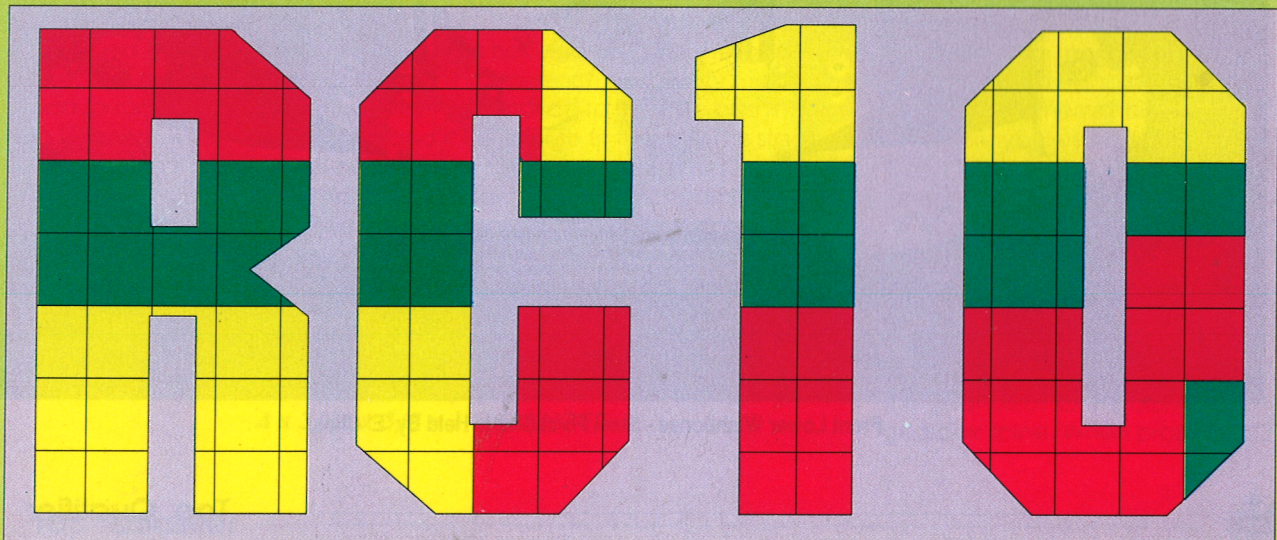


AA TEAM ASSOCIATED



All motor sports have their legends, their greats. Most often these legends tend to be people rather than machines or pieces of equipment, take for example the current formula one leader, everyone knows the name of Ayerton Senna, but I bet that there are some of you that can't name his car? You see it's nearly always the same, the man is remembered and the machine is

forgotten. In most cases this is both a great pity and a slight insult because more often than not the machine plays as important a role in legend making as the man in it. Could Senna be in the position that he currently is without the wonderfully developed and fantastically tuned Mc.Claren? Whilst not wishing to take anything away from a man who is obviously a genius behind any wheel, one has to doubt that Senna could have driven a Ligier or a Ralt into the same place!



**WHAT IS HE GOING ON ABOUT!**

Put simply I am saying that in general, people are remembered long after any other contributing factor in their success. In our sport there are one or two exceptions, one we have looked at previously, and in this issue we look at Associated's RC 10.

First introduced into the U.K. during the 83/84 season, yes, that long ago, the RC 10 was a winner right from the start, hundreds of clubmen, national and international racers saw the car perform and decided rightfully that this was for them!

The story begins some two years before that back in the U.S.A. when Associated, having decided to release a serious racer, built several prototypes, delivered them into the hands of up to thirty racers and then let them race and make changes as they felt fit. Each week a development seminar took place at Associated's factory, where each and every racer who had a car would meet and would discuss the car in depth, what changes they had made, if any, how they felt it could be made better, discussed breakages and remedies, in fact

scrutinised the product in detail. After a period of eighteen months race development, scrutiny and improvement, the car was finally released onto the racing scene. Only then did it become the overnight success that we know today!

The RC 10 passed with flying colours proving to be strong and very reliable

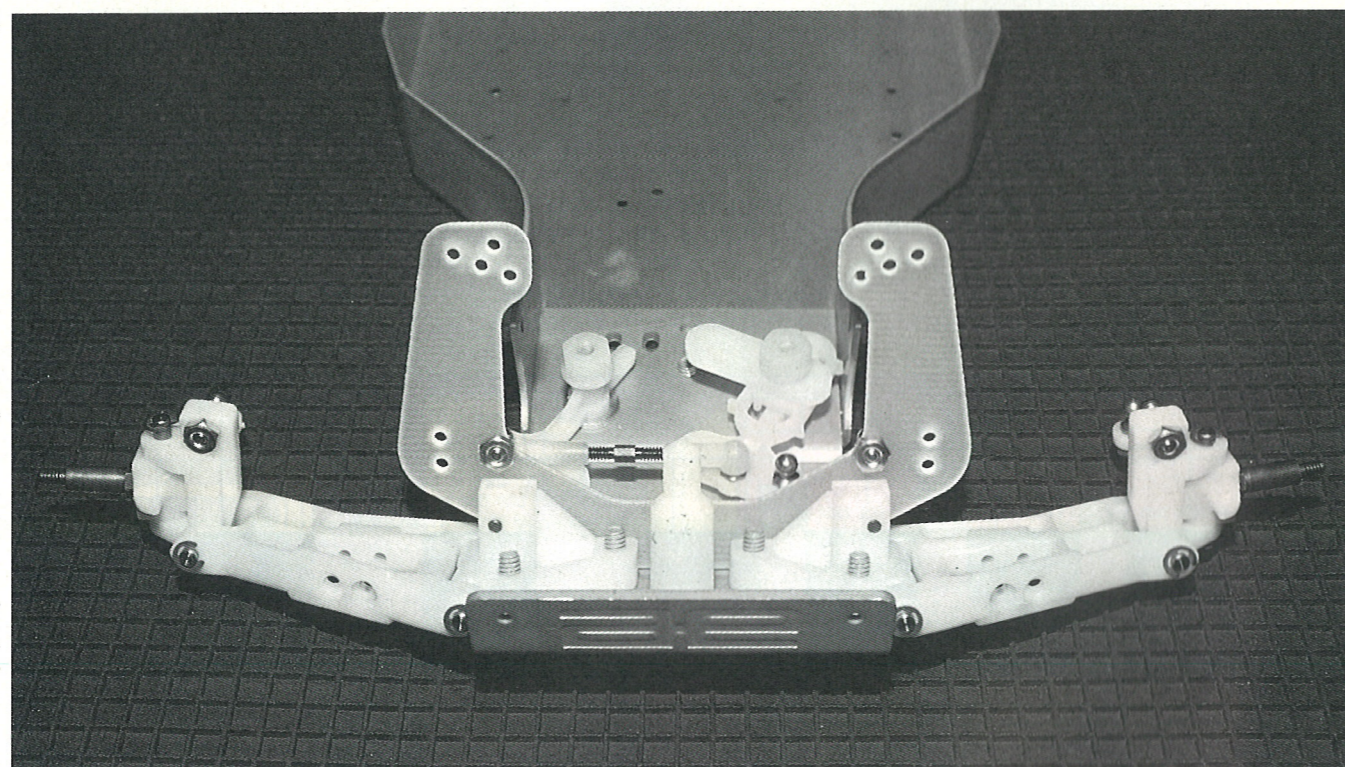
So with the advantage of race bred development under it's belt the car was passed onto Joe public, me and you, who let's face facts can break any car quicker than a heatseaker up a jet pipe! This was the next big test, the RC 10 passed with flying colours proving to be strong and very reliable, the alloy chassis took the worst punishment without breaking, the gearbox stood up to anything and boy did the rest of the car handle, it was the fastest thing in a straight line and around the corners! As if more proof were needed the RC10 has gone on to win just about every major title worth winning in

the world and has been relatively unchanged in the whole of it's six year existence.

AFTER SALES AND BEEF UP O.K!

There are many companies that have or still are producing alternative bits and pieces for the RC 10, too many to name in one article but we will at least outline some of the parts that you can alter, change and swap should you wish to. Several companies, including Associated, have produced a carbon fibre chassis although currently the trend seems to be toward the original alloy, the total reasons for this are not all clear but one area that the original chassis scores high in, at least in this country, is the extra weatherproofing it affords, one other more serious reason that I have heard is that the alloy chassis actually absorbs impact vibration better, stopping the shock from being transmitted to your radio gear!

Gearboxes are another area that have been explored by some. In the U.S. there are at least two, probably more, that are on offer. These range from high tech ball and belt versions to monstrous chain drives that look drastic but work very well.



Front Lower Wishbones - Steel Pivot Shafts Held By 'E' Clips.

**WHAT'S NEW THEN ?**

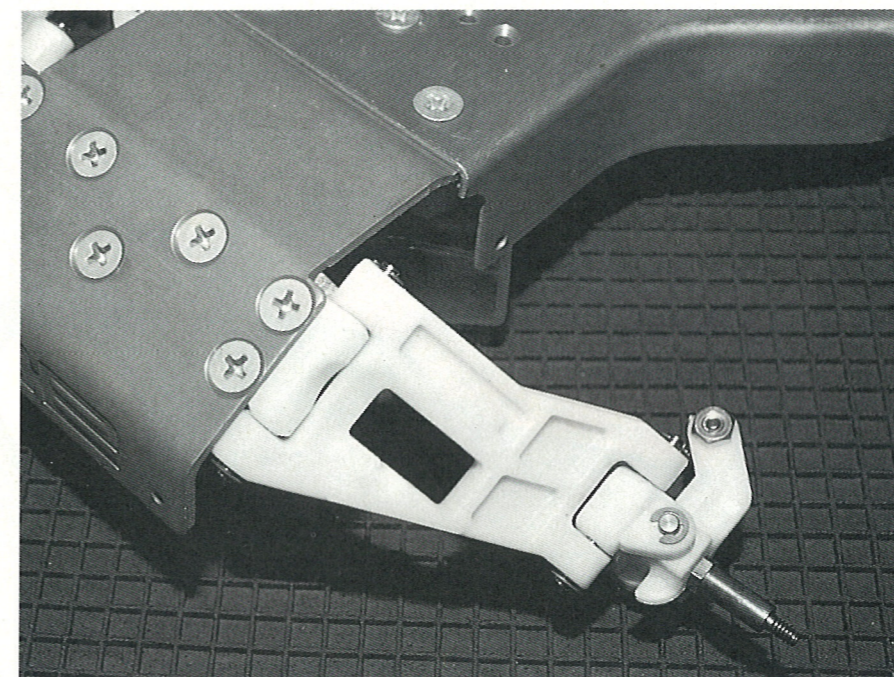
Well there are no fewer than thirteen improvements incorporated in the latest version, none of which are purely cosmetic, all serving a sound purpose. From front to back they are as follows; long lower wishbones, low profile wheels and tyres, new front shock tower featuring new shock mounting positions, longer front shocks, and in-line front axle and steering blocks. The rear of the car has a host of new features too; new, stronger idler gears, (remember our earlier comment) low profile wheels and tyres, rear hub carriers, new dust cover and on car

adjustable turn buckles. With an improvement list like that, one thing for certain, Associated have not been resting on their laurels, or anything else for that matter!

YER KNEE BONES CONNECTED TO YER THIGH BONE

The one, single most important line missing from all assembly manuals is, "First put the kettle on and make a hot cup of coffee." Even if you don't drink it, this very act gives you time to sit down and look at the instruction manual before you rush off and attack anything with the wrong size spanner! So preferably whilst drinking your coffee, take a long hard look through the book of words. Actually Associated's instructions are wonderfully put together with large, clear photo's at every step, do make certain that you only open each bag of bits as you need them though, otherwise you will find that you won't know which screw to put where or when.

In general you won't find any assembly problems if you follow the instructions, however there are one or two points that need to be stressed to the first time builder. The first concerns fitting the gear pivot to the aluminium gearbox spine. When properly



Alloy Screws Need Carefull Tightening.

Actually if you are going to get any problem with this car, it will be in the gearbox dept. To be fair though, this has nothing to do with Associated's design but has everything to do with the fact that since the RC 10 was launched, motors and cells have been developed that produce about twice as much power as they were doing in 1983, consequently idler gears are the one component that, particularly if not properly maintained, can strip when used with heavy motors and monster cells. Again, replacement idler gears made from steel are readily available from several sources. In fact Associated have just released the new Stealth gearbox onto the market which has several areas of improved design ready built into it, including a clutch, tungsten carbide diff balls, a low inertia drive train that uses 48 DP internal spacing and uses an extra low final drive ratio of only 2.25 to 1.

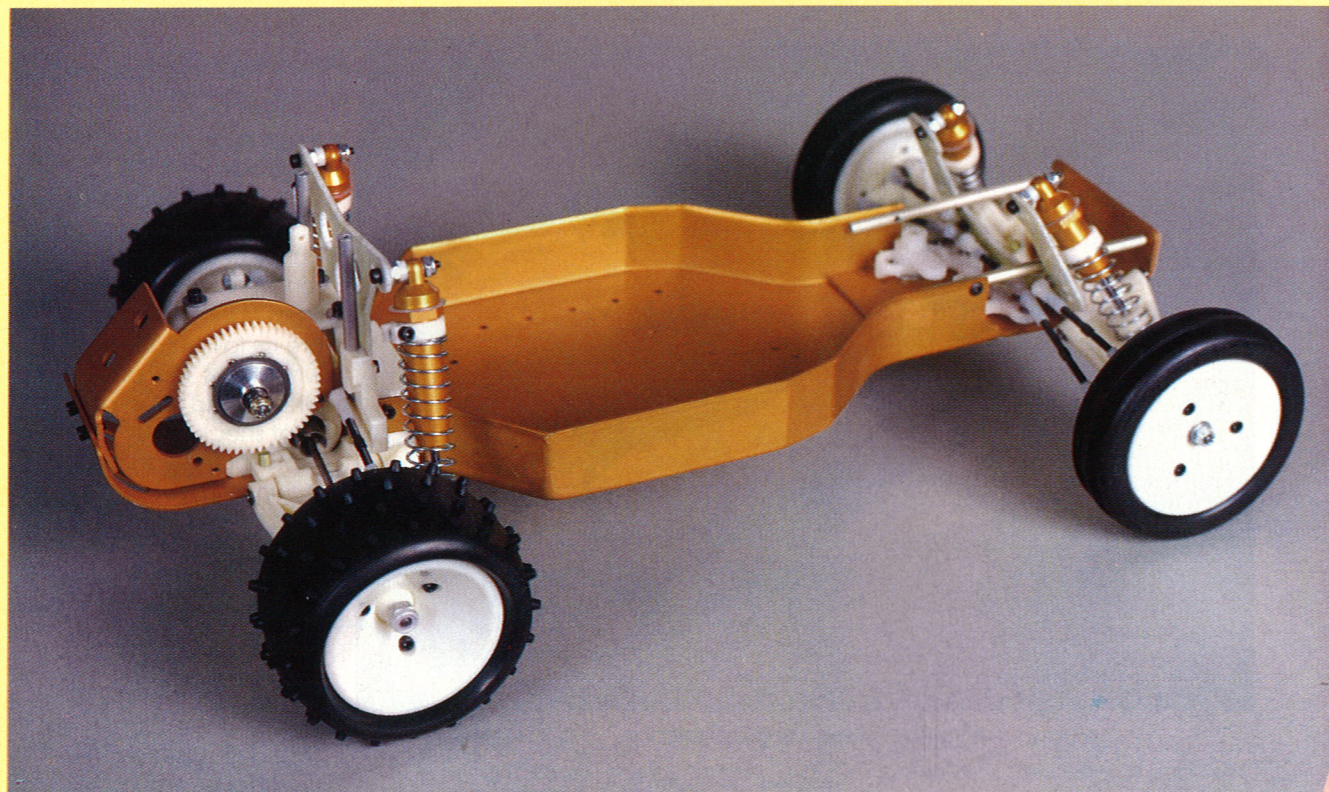
Several spacers and adapters are available in order to convert the RC 10 to use most of the popular wheels and tyres, as are longer suspension arms, several bodysells and last but not least even a 4 WD conversion kit!

THE LATEST VERSION .

In some ways the latest, Championship version, goes back to the very roots of the RC 10. With the same attention to detail that Associated have always given their cars, some very important changes have been made in order to give the driver of this car the edge. There is however one bag of bits that this version doesn't come with, and that is ballraces. Although it is not essential that these are fitted, - Associated supply oillite bushings for each and every moving part to run in - it is generally accepted practice to change bushings to bearings whenever possible and it is easier to fit them at this stage than to strip the car down and fit them in three months time! Again there are several suppliers of bearings for this car. I phoned Stuart McAllister at Holcomac (see this months add for further details) to supply bearings for the review model and they were with me the next day. These are the sizes that you will need:-

5 x 1/4 x 3/8 x 1/8 FLANGED
5 x 3/16 x 3/16 x 1/8 FLANGED
2 x 3/16 x 5/16 x 1/8
4 x 3/16 x 3/8 x 1/8 FLANGED





What you get in the kit for your money!

installed the pivot flange has to sit flush against the spine, this is no mean feat and you may find that subtle persuasion from a tapometer (hammer) is needed to seat the pivot properly. This is O.K. but just two words of warning here, first remember that the spine is manufactured in aluminium and is prone to bending when hit if,

A; the spine is not supported properly when the pivot is being persuaded to seat, or

B; you hit the whole shooting match with a four pound lump hammer.

The idler gear pivot needs the same type of persuasion, and is then secured using a curved 'E' clip. This must be fitted as per instructions, with the curve up! Yes it does go on easier the other way around, it also comes off just as easily, you have been warned! These are the only points that needed special mention, everything else in the box was as simple as A B C to assemble and should provide no problems whatsoever, even to the first time builder.

As far as radio installation is concerned the RC 10 will take just about anything that you wish to put into it with ease, although

you may need to drill another servo post location hole if a large servo is being fitted. This is no problem, just mark where you need the hole drilled and centre punch this mark to stop the drill making random skidding type patterns over your lovely anodised chassis.

Associated's latest RC 10 is smooth over the roughest ground, fast as you like on the straights, and does she go around corners!

The best battery box in the world is supplied as standard, Associated's cell holder is tough, foolproof and quick release.

Ready to go? So are we, let's take a look at what we found

NOT THAT MANY OF US EVER GET TO DRIVE A 911

Once and only once did I get the chance to have a play with a Porsche 911, it was then that all the price prejudice and jealous thoughts of poser drivers

stopped, after driving one of these machines you can see exactly why someone who could afford £35,000 for a car would pay all that much money to own one! Simply put the car is a real drivers machine, she goes where you put her and only where you put her as if on rails, she is an extension of your thoughts, moving under the slightest of commands and alive to your every whim! Your confidence grows with such a machine and soon you are hugging the tightest of lines as you manoeuvre around curves and bends that most other cars wouldn't be looking at, at half the speed, ah I remember it well!

Now that the advert for Porsche cars is out of the way, (I'll take my back-hander in goods thank you!) it must be said that apart from the price tag, Associated's latest RC 10 is exactly the same driving experience, smooth over the roughest ground, fast as you like on the straights and does she go around corners!

Bearing in mind that there are two definite types of track in the U.K., the true off road track and the bowling green, all out speed variety we decided to

take ours along to the type of track that would really test the car, true Off Road.

ANOTHER EIGHTH OF AN INCH SHOULD DO IT!

This is the bit that is so vital to any car and also the bit that most drivers put off until race day. Don't, it'll cost you. If you have built a new car and your track is open in the week, pop down and spend an evening trying different set ups. If your track isn't open in the week then pick a club day to set things up, waiting for the first big meeting is far too late to start fiddling and experimenting.

So straight from the box we charged our first set of S.C.E.'s, strapped them in and let the car do it's own thing a while. We had filled both the rear and front shocks with 40 grade silicone oil and were using soft springs all round.

Straight line stability was excellent, helped no end by the built in toe in that the new car has, along with the new low profile tyres. Our test model,

adjusted to the settings that were given in the manual, had a little positive camber when under no load, when loaded this disappeared, we wound off the camber until it was a degree or two negative at rest, as far as we were concerned the first setting worked much better!

A set of cells later had us swapping the front shock oil for 30 grade. This coped better with the larger than average bumps and ripples.

A point worthy of note here is that the new front end geometry does work very well under load, due no doubt to the fact that this new system, while still giving the desired amount of kick up, has the castor blocks set at a true 0 degrees to the vertical. This ensures that the right part of the tyre, the very bottom is always in contact with the surface of the track.

The car was always willing to steer no matter how fast or off line it was hurled into a corner, in fact the RC 10 is a perfect lady at all times understeering slightly if pushed and oversteering

gently when the power is taken off. You can drive around some tracks using more throttle than steering, try it it's fun!

After the day was over it was probably fair to say that all settings given in the manual were bang on, there is no doubt that some of you will use others, driving styles and preferences differ as do track surfaces but as a starting point use Associated's own measurements and set up, it works.

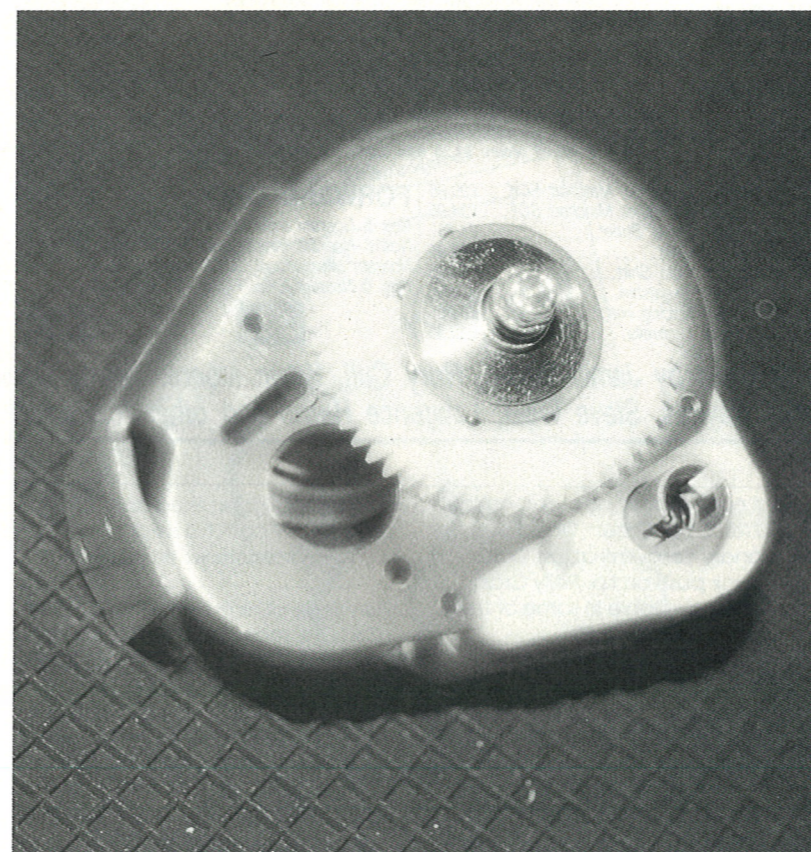
THE FINISHING FLAG.

How we can sum up this U.S. legend in a few brief words I don't know. It is a superb top quality product ideal for beginner and top racer alike. It has won more titles than any other 2 W.D. car ever and it is still winning them, remember Craig Drescher in the British Grand Prix. This latest version is an even bigger improvement from the box than any basic version yet released.

Finally I must go back to the world of full size cars for a moment, if only to pinch a line from a series of commercials made for television which ended by saying, "One day all cars will be made like this" I think you could safely say the same about the RC 10!

**MAIN ASSOCIATED IMPORTER:-
TED LONGSHAW MODEL CARS
P.O. BOX 89
ORPINGTON
KENT
BR6 7JJ**

**TEST CAR SUPPLIED BY
J.S. RACING
3 ST GEORGES PARADE
WOLVERHAMPTON
WV2 1AZ**



The Assembled Gearbox.

