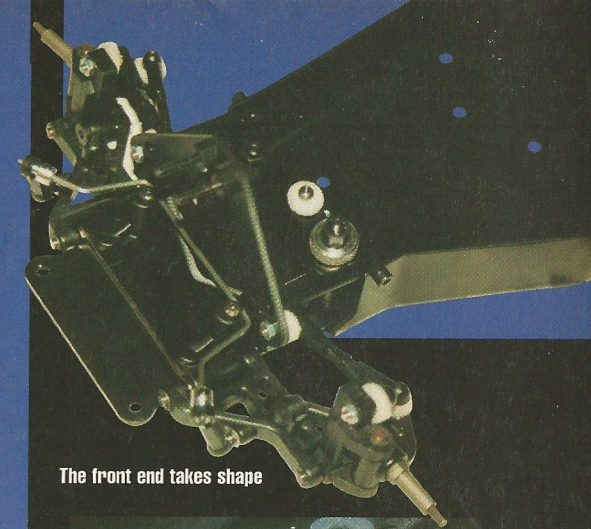


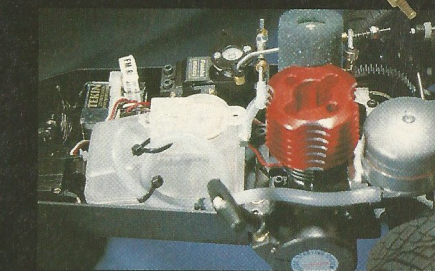
The bright and attractive packaging



The Tony Evdoka paint job really sets this car apart from the rest



The front end takes shape



This PD .12 is pure Dynamite

RRCi joins the 'Good old boys'

Associated Dual Sport IC powered Nascar Truck Review

Nascar is the national governing body for the top level tin top racing in the USA - the Winston Cup. The tube frame, 650+ BHP race cars are clothed in steel panels that replicate 'full size' US saloons, and the racing is terrific drawing huge crowds. To support these million dollar teams the Craftsman Truck series acts as a feeder and as a 'Formula 2' category series to finely hone the skills and talents of the next generation of Nascar stars. The Craftsman Trucks are basically Winston Cup Nascar racers clothed in copies of the full size, and that means big, pickup trucks so popular in the USA. How popular did you ask? Well the 'F' series Ford Pickup, as modeled here in Nastruck F150 form, was not only the best selling pickup in the USA last year - it was the best selling vehicle! Or should that be veehickel? These trucks race at tracks around the country ranging from 1/2 mile ovals to the super speedways with a couple of road courses thrown in for good measure.

And boy do they race! At speeds up to 175 MPH average around the bigger ovals, these things are quick. If you get the chance tune into the ESPN coverage of the Craftsman series on Eurosport, truck racing makes excellent viewing.

This Truck

This 'F' series is a 1:10th 'Gas' truck for strictly on-road use produced by the USA based Associated company. The RC10 D/S, for 'Dual Sport', is designed for fun or on-road racing. It is available as a BMW M3, a Chevrolet Camaro or as an F150 Nastruck. Unfortunately the kit falls outside of current racing classes, a shame as we will see as it can move a bit.

The RC10 D/S is available as a Sport or Racer version. Common to both kits are the tough, black anodised chassis. The Teflon coated - hard anodised oil filled shocks. Stealth transmission. Scale type wheels with BBS type inserts and soft compound tyres. The chassis features fully independent suspension with double wishbones, coil over shocks and anti roll bars (Stabilisers).

The Racer kit also features a tuned pipe exhaust system and full ballrace set rather than the bushes and standard silencer (muffler) of the Sport kit. We had a Sport kit but after sampling the performance we may upgrade it to the full Racer spec' later to get even more!

Quick Spec

- Anodised aluminium chassis
- Independent suspension with wishbones and coil over, oil filled shock absorbers.
- Standard fit anti roll bars.
- Adjustable 'Slipper' clutch.
- Disk Brake
- Optional Racer or Sport specifications
- Soft compound, realistically treaded, tyres
- Scale type wheels with optional 'BBS' type inserts
- Choice of bodysHELLS
- Choice of engines

Power source

The kit will take a number of different .12 sized engines but I am a fan of the power of the Dynamite PD, Paris Dished, .12 sized engine. With no UK distributor for the Dynamite engines at the time we went to press we put in a call direct to Horizon hobbies in the USA. They were happy to supply a pull start version for the test. The Ron Paris design thrives on revs but it is not the most user friendly engine in the world during the break in period. This is a race engine with a prodigious amount of power. Once broken in it is a sweet and willing engine but I would probably not recommend it for a first time 'gasser'.

OK let's build it now

I found little to comment on with the build. The instructions are clear with useful little cartoons to help the newcomer wherever confusion might arise. Make sure you follow the correct Sport or Racer version of the instructions. Associated supply a number of additional update sheets for the kit. I follow a plan with update sheets of marking the manual with a fluorescent marker pen in the places where the update sheets should be used so that they are not missed. Take care when building and adjusting the differential to ensure it operates smoothly. I managed to build one shocker with

the top on a wee bit askew so that it leaked, and silicone fluid is the devils own job to clean off your nice anodised aluminium chassis! My fault not the kit but easily done so take care. I checked out the suspension, as always, by making sure that each corner would fall under it's own weight and was totally free before connecting up the anti-roll bars and coil over shockers.

Run time

The setup sheets at the back of the manual are excellent. I setup the RC10 fairly soft which is my preference. The detailed setups help you to understand what you are doing, why, and what might be the effect. Neat, other manufacturers please note. I followed the instructions for breaking in the Dynamite PD engine exactly. As they made clear in the instructions this engine will not want to idle smoothly until it is fairly well run in. After that the engine is sweetness itself. One point about the engine, even with the Sport silencer

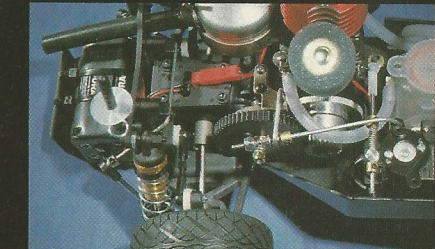
it is pretty loud, on a 'pipe' it really wails - magic noise but not for the street! I gave the car a run at the Ashby Woulds circuit, my nearest tarmac circuit to home. I had the 'slipper' clutch a bit loose to begin with so the car was a tad slow as a result but that certainly helped the running in. Once the engine was ready to be opened up I started to really enjoy myself. The Nascar body looks terrific, even though Jason at CML had 'borrowed' my Tony Evdoka shell for the IMS and forgot to return it! Ah well the silver one looks pretty good. The car has a lot of presence on the track and has a really good stance, it basically looks the part, a very cool racecar. What was a big surprise was the grip level I cannot believe that the shell is giving much downforce but I may be wrong. I might just be getting better at driving these beasts, Nah!, it must be the toe-in and the soft compound tyres with the sophisticated chassis setup work together here. If the stock and oval boys fancy something different as a non-contact class I would love to see a field of 10 of these things on a short oval, that would be fun!



Throttle and brake linkage detail



Front end features trick looking gold shocks



A good view of the rear end with the slipper clearly visible

Testers Kit

- Futaba Radio
- Tekin Receiver
- Futaba 3001 Servos
- Tornado Fuel
- Ripmax Glowstart

Likes

- Quality of components
- Dynamite PD .12 - power and noise
- Grip
- Tuning and setup tips

Dislikes

- Non-standard wheels and fittings
- Need for different tools

Sum up

We like it. The real Nastrucks are awesome and the 'Associated' looks the part. The Dynamite PD .12 fits in well and is one hell of an engine which deserves to get a UK distributor soon. I don't know how it is that you know it but somehow this is clearly not a Far East designed product. Overall the car somehow manages to convey a feeling that it is as American as Thanksgiving Day. Hardworking, well built and good value, maybe that's why BMW, Honda and Mercedes build cars in the USA? The RC10 Dual Sport Nastruck - recommended for Petrol heads and oval addicts everywhere.

My thanks to CML and Horizon Hobbies **RRCi**