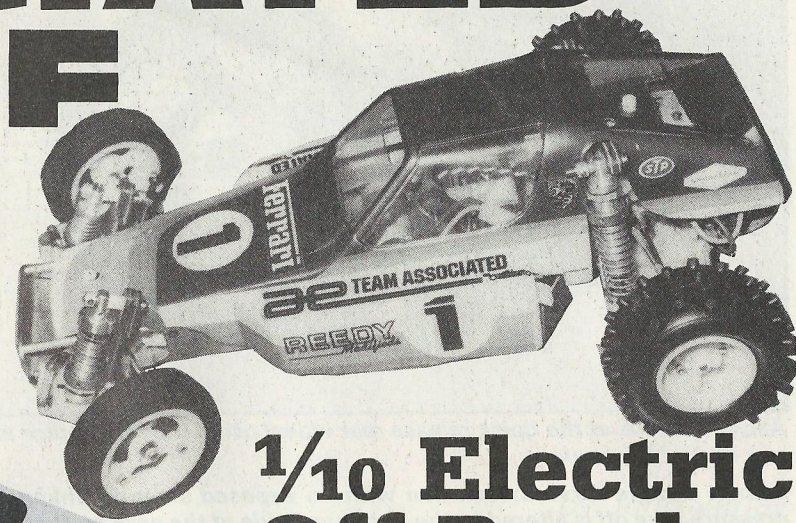


ASSOCIATED GO OFF THE TRACK!

1/10 Electric Off Roder



When news that the Californian company Associated Electrics were building a 1/10 scale off roader first broke it would probably be an understatement to say that interest was keen. The Americans have always taken their racing very seriously and the Associated team are no exception.

A prototype car was spotted some months back and Radio Race Car printed some pics, but at that time design was very much in the "melting pot" and few details were available (remember the early PB "red herring" suspension cars). At the recent 1/12 World Championships it was discovered that Associated's Gene Husting had his pre-production off-road car with him.

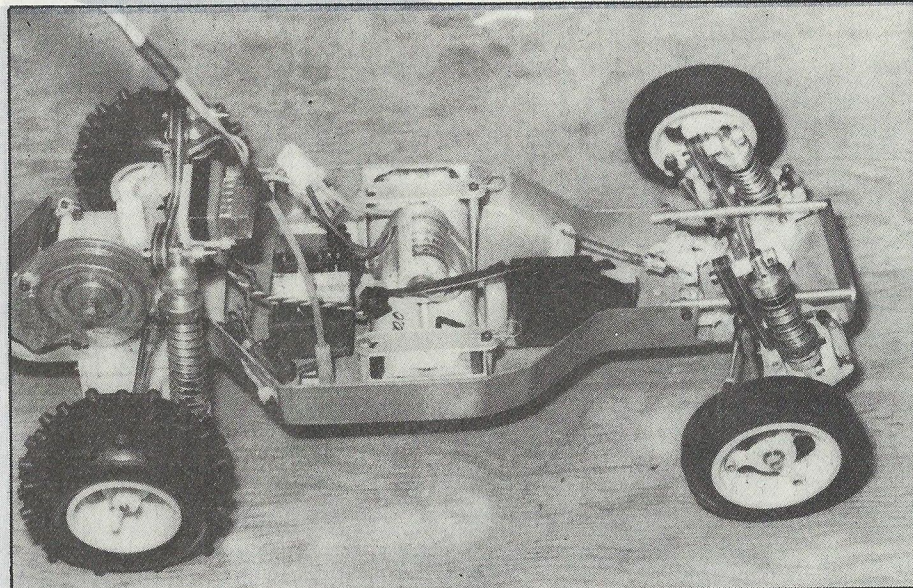
Following a little arm bending the car was temporarily entrusted to the care of RRC for a close examination.

Chassis

The car uses a strong alloy chassis pan that doubles as a radio crate, this gives an immensely strong and rigid structure with little or no flexibility onto which the suspension is mounted.

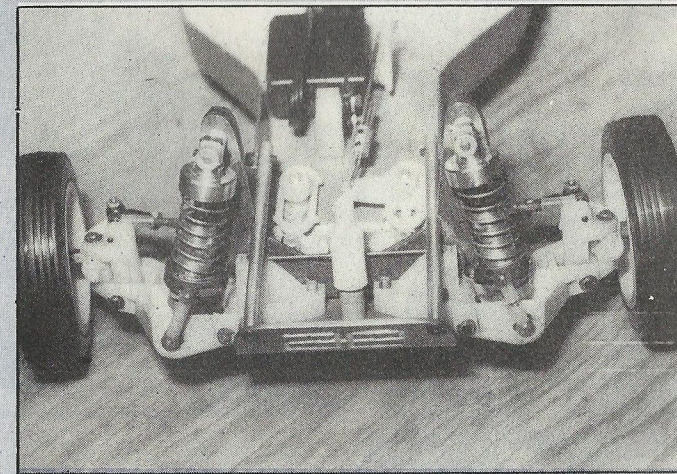
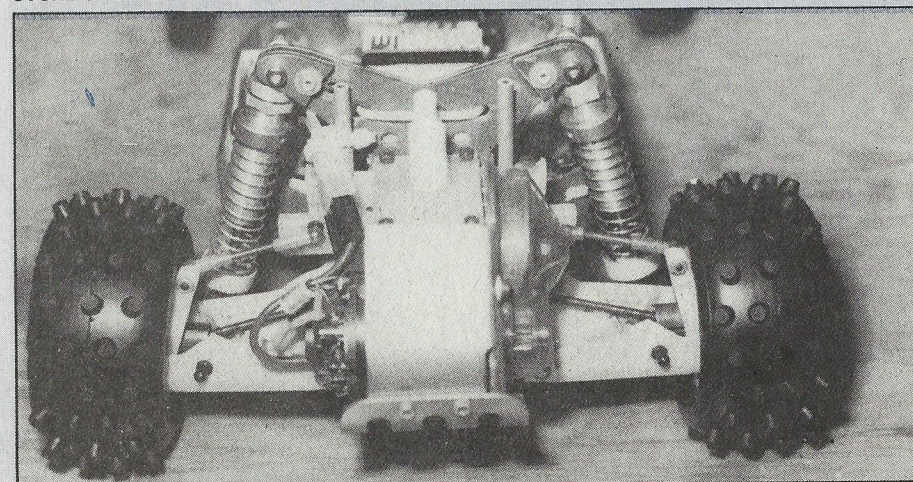
The suspension components are manufactured in a strong moulded plastic similar to that used on its stablemate, the 1/8 RC500 and the highly successful 1/12 RC12i, whose reliability and impact resistance are well known.

Both front and rear suspension have provision for a wide range of variations that allow drivers to "dial" the car into different tracks and conditions to give the required handling. It should be noted that many of the ball joints in these photos are purely "prototype" and will be replaced by stronger and more suitable ones when production commences.

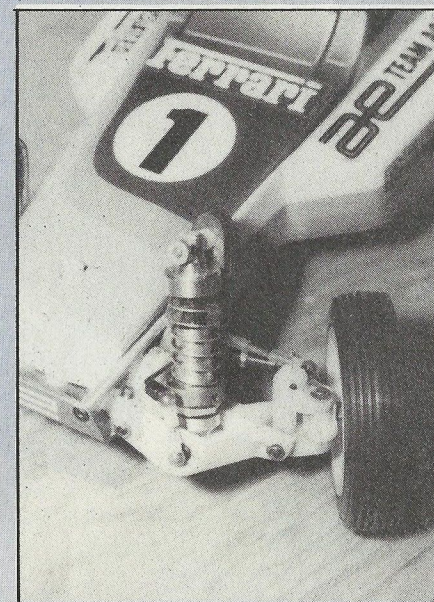
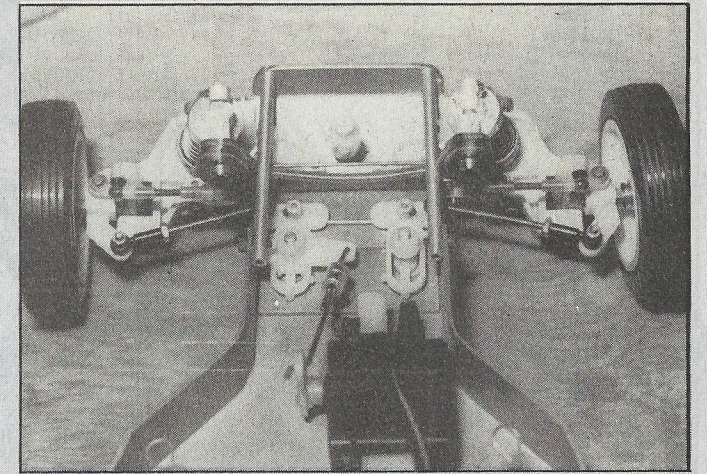


Good overall view of the alloy chassis pan showing the ease that the radio and speed control can be fitted. Note the latest Novak speed controller using FET's is installed.

Rear suspension details again with high volume shocks top mounted onto glassfibre bracket. The motor has substantial alloy shields to protect it in the event of a hard rear end shunt.

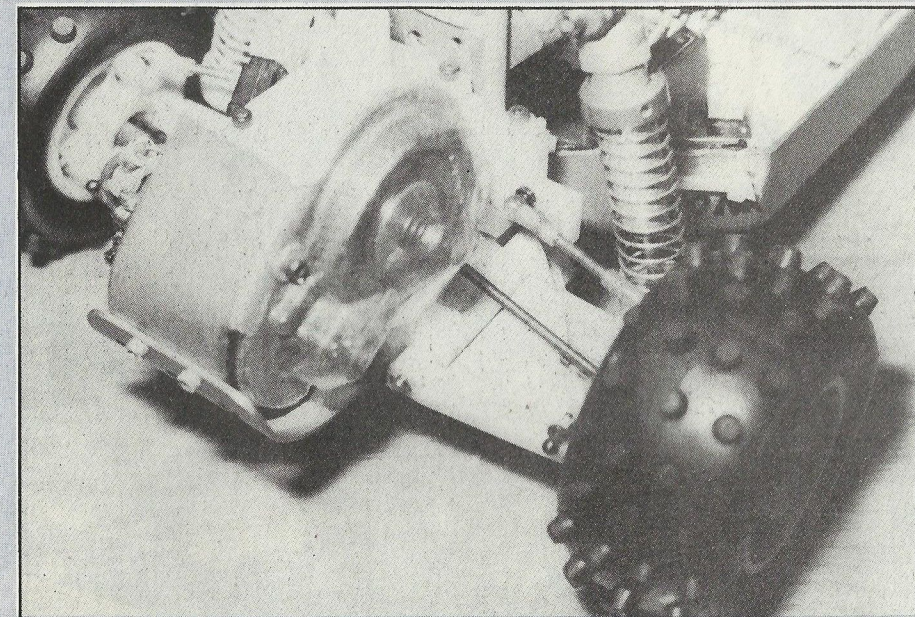


The steering system uses no less than TWO servo savers and by doing so eliminates "bump" steer.



Front suspension details. Note superb shockers and front anti roll bar.

Motor gears and differential are covered by a light plastic cover giving rapid access. The diff is very similar to the well proven 1/12 unit.



The rear suspension is by way of a large lower swinging arm with an upper pivot arm that can be altered to give a wide variation of movement.

Shock Absorbers

These, like the rest of the car, are different from the usual stock kit shock absorbers. These are really superb and should be a real boon towards improving long term handling (they don't need refilling all the time). Machined to very high standards that have been developed for the 1/8 cars they incorporate a high internal oil volume and adjustable coil over shockers.

Transmission

The drive shafts are of the ball and pin variety and are very smooth in operation. The motor is mounted on the rear of the gear box and is protected by a strong alloy bumper.

The differential is in many ways

similar to that in the 1/12 RC12i and is the limited slip type. It uses a large diff gear and has a spring on the clutch adjuster to assist in adjustment.

Gear ratio changes couldn't be simpler to carry out, just remove the clear plastic gear cover and replace either the motor pinion or the diff gear or even both if the mood takes you.

Rear wheels are also simple to change being secured by a nylon wing nut. The hub will also accept other wheels and the Associated wheel will accept other manufacturers' tyres.

The general quality of the car is as would be expected from a market leader, good with many design innovations that should satisfy even the most critical. The car has been purpose built and designed to be above all a racer and highly competitive. There is ample scope for the weight watchers to shed many an ounce if they feel it would be an advantage but the weight as it comes is not high.

How many of you noticed what's different? No... well the car is sporting a seven — yes, seven — cell battery pack that really makes the car perform. In the States this is how they race the modified class and geared to run for four minutes the cars really do go!

How would drivers like to run this class (7 cell, 4 mins. and fast) in the UK?

The Associated 1/10 off roader should be available around the end of September and is distributed by Elite Models in Mansfield.

Watch for full review in RRC soon!

