

# Thin Generation

RC10 T3 Review

**97** has been a very busy year for Associated, new cars have been coming out of the Costa Mesa factory nearly every month. Not only that they have had the World Off Road Championship to prepare for. So it was more than a surprise to find they had time to create a totally new Off-Road racing truck, the T3.

In the States truck racing is arguably the largest racing class, with their bright and butch bodyshells, massive suspension travel and big wheels, they regularly outperform their "skinny" 2WD cousins. Yet here in Europe it really hasn't "bitten" quite so hard, and I'm at a loss why, as many of you out there in racing car land will know, I'm a confirmed tarmac man. But a racing truck could push me onto "tracking" the grass, having built, tested, and raced the XXT, I was more than hooked. Trucks are so much more fun than any other off road class, in my view. Their nimble handling, masses of ground clearance means they can cope with anything, and with Associated's new T3 I think even more people could be tempted onto the rough.

## 90% B3=T3

Associated's T2 truck (UK RRCI/BRCA Series winner) was a bit of an odd fish in Associated's catalogue, other than the transmission, it used a completely different set of parts to either the RC10T or the new B2. This

meant if you raced 2WD off-road, or had the RC10T already, a totally new spares package had to be acquired. This I suspect kept several people from going trucking (at the time the base for the Losi XXT came from the XX 2WD buggy). Well Associated have got the message, the "new" T3 carried 90% of the new version of the 2WD buggy released at the World's, the B3, the B3 being the fastest car at the Worlds, so straight away the T3 starts with a World Championship pedigree.

## 7037 Lands in Birmingham

Three "specs" of the kit are in the new range, 7003 Basic, 7013 Sport or the 7037 Team, this is the car that (7037) I suspect most people will buy, and this is the kit that with thanks to CML Distribution, the UK Associated agents, was supplied to RRCI.

As you can expect with a "Team" spec. kit you get all the "bells and whistles", but no electrics, so it's ballraces, CVDs, Teflon shocks, one piece wheels and the very latest Proline

Tyres, and just for a change, they will work in the UK.

## So what's different?

With the T2 being such a success it was quite a shock to find how different the T3 is, gone is the pressed alloy chassis, this is replaced with a lighter, stiffer, long wheel base moulded composite tub, in fact nearly identical to the B2/B3 pattern. The internal ribbing not possible on the alloy T2 tub, makes the T3 chassis so much stiffer. The long wheel base should help over the rougher tracks.

Hung on to the top at the rear we have B3/B2 type rear plate and suspension mounts, in kit form they have 3° of inboard toe-in (better on the bumps) and 3° of anti-squat, the anti-squat can be adjusted with the smart alloy washers. The toe-in can also be changed by using different mounting blocks. All the moulded parts are made from Associated new high carbon composite material, this is really stiff without being brittle. Long slender wishbones connect the hubs to the car.

Ultra smooth Teflon coated hard body shocks mount to the integral rear bulkhead/shock tower and to new brackets on the bottom wishbones. The shocks have got to be the best in the world, they don't leak and stay consistent. The T3 has longer bodies and shafts compared



Smart Ford shell courtesy of Craig Hughes' Airbrush

with the T2, for much improved wheel movement. Green springs keep the chassis off the bumps. Twin bearing rear hubs support MIP CVDs drive shafts, this is a first for Associated, the CVDs are normally fitted by owners (the CVDs are the industry standard) after the truck/or buggy has been bought, this represents a saving of at least £30. Nice one Associated. Spacers on the rear hub allow a small change in wheel base.

## B2/B3/T3 Gears Up

The very latest version of Associated's World Championship Stealth transmission is fitted to the T3, fully ballraced, carbide diff balls, and a new diff ratio of 2/40:1, this is identical to the B2/B3. This will give the T3 a much higher top speed, with the new 2000 Mah nicads allowing lower wind motors, the T3 should have punch and staying power. Finally a revamped slipper clutch completes the package at the rear.

## Back to Front

Just like the rear the front has a totally new look, a full set of B2/B3 parts are utilised. 30° axle blocks are used along with optimised ackerman. Extra long wishbones should give even better rough-track handling. All the parts are moulded in the same composite material as the rear, so not only are they stronger, but also lighter in weight.

Extra long Teflon coated shocks mount on brackets on the bottom wishbone to a new glassfibre "tower", a graphite one being available as an option, although I doubt that it would be needed. A rather weak front body mounts just in front of the shock mount, via the moulded brace for the "alloy" front kick up plate and twin bell crank steering system, this as an integral sprung servo-saver.

Just like the rear, green springs keep the chassis out of the mud.

In the team kit yellow one piece wheels are supplied, at the front Proline "edge" tyres sit on the rims, "mini" pins at the rear.

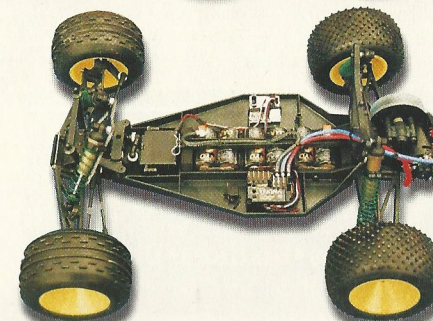
The whole shooting match being topped off with a very smart "Ford" bodyshell, and it really is very smart.

## How did it build?

The T3 does slip together very well, with the very clever set of tools and the very clear pictorial instructions, anybody can build it. All the fits and finishes, are just so. No trimming, or fettling being required. Care is needed when threading any bolts into the chassis, it would be wise to acquire the correct 4-40 (American thread) size tap and a little cutting compound, do be very careful, especially if you intend to build your car with one of the very "cool look-



Is this the view the opposition will get?



From the top the huge amount of space for Radio gear shows up clearly

ing" alloy screw sets. A small amount of Loctite should be used on the mounting pins for the steering bellcranks.

Also it's a good idea to add a little lube to the gearbox gears, I used a Chris Grainger racing grease.

Space is not a problem with the T3, so any pattern of radio gear will fit. With this quality of truck a high spec. set of kit should really be fitted, I used a KO Fet servo for steering control (all popular makes will fit), a Tekin G9 speedo and Tekin 40 mhz receiver. All the racing gear was fitted just as the instructions. In-line nicad packs have to be used. A Reedy power plant was bolted to the alloy motor mount (10 Double Sonic).

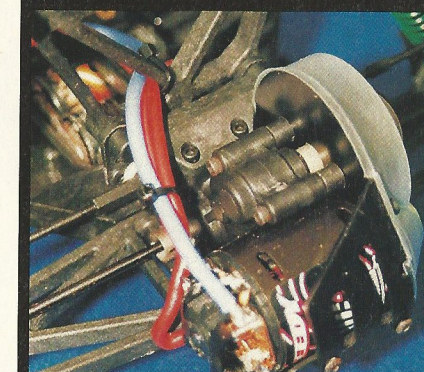
Finally CMLs "super star" airbrush artist Craig Hughes blew some Pactra paint over the "Ford" shell. Although not shown a small clear trim tab was fitted to the bodyshell prior to the track test.

## Tune Ability

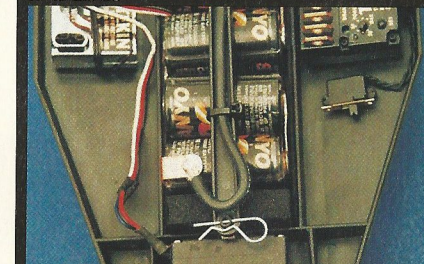
One point is often missed when people buy their respective cars, will it tune, and do you have special bits to make it work? Well the T3 has a lot going for it, firstly Associated's design team has done a lot of work for you already, but the T3 has plenty built in to play with.

Battery Placement: Pads allow four different "weight" positions, these can give more or less steering or rear traction, also this changes the way the truck "flies".

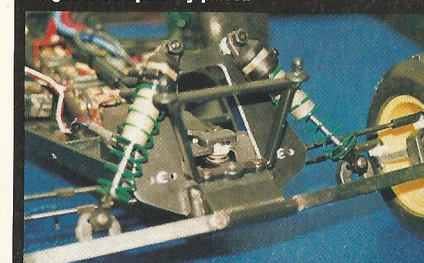
Anti-Squat: Shim the rear blocks for more or less traction, less squat will cope with the



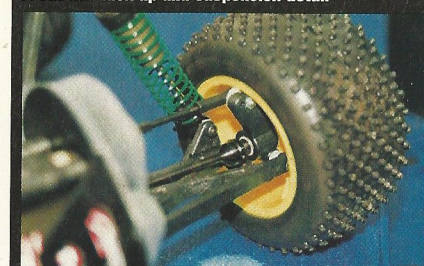
The new gearbox and final drive brings the T3 closer to the B3



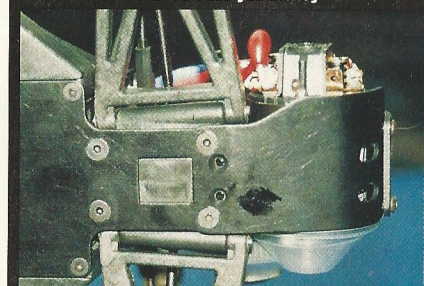
Neat arrangement of foam spacers allow battery weight to be optimally placed



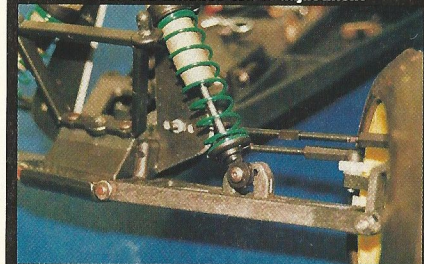
Front end kick up and suspension detail



Standard fit MIP CVDs save you money



The new rear end includes toe in adjustment



Anodised shocks are fitted with Green springs



Here's looking at you kid



bumps better, but will give less grip overall. Camber Link Position: Several positions are given front and rear, this can effect traction, stability and handling on rough tracks. Steering Ackerman: Two choices of steering link position, for either forgiving or aggressive steering.

Wheel-base: Two shims are located on the rear hub carriers, giving three "lengths" of wheelbase, short more steering, less traction, long more traction less steering and increased stability.

So along with the ride height, shock pistons and static cambers (turnbuckle adjusters), the T3 can be quite simply tuned to suit the day, once the right tyre combination has been found.

## Time for some fun

Straight from the box handling was simply magic, the more than ample suspension travel traversed the bumps with real poise. Turn in was a little "woolly" but the grip on leaving the corners was stunning. Flying was a little disappointing at first, the truck coming down very heavy on the nose.

After a quick read of the instructions I tried a couple of fixes, on the first run I had the cells all the way forward, this I moved all the way to the rear. To help the turn-in I lowered the front ride height and moved the top link (front) position to give a shorter link (more camber on roll).

## Second Run Grin factor 9

The next five and half minutes was a total blast, I wanted nothing more from the T3, the Reedy 10 double, 2000 nicads and the new

gearbox ratio gave amazing acceleration and a blistering top speed. Bumps, what bumps, changing line in the middle of a corner was a breeze, so nimble on its wheels. Several high speed jumps were "staged", every time the truck landed well, the kick-up, smooth bottom, shocks etc., giving so much confidence. Grip was just enough to let the rear slide if provoked with a heavy throttle thumb, but even this was tamed with a small adjustment of the slipper clutch. Just to make my day one of the clubs drivers turned up for a bit of practice with a 2WD buggy. The T3 made mince meat of it, so much so, the incumbent left heading towards Kit's and Bit's muttering, "I gotta get one of them".

## Bump stop

The Associated T2 was a good truck, the T3 is a great truck. By changing the design and using the "B" type of parts, Associated have built a real honey. Stronger, lighter and faster than the T2, T3 is a winner from the box. The quality is second to none. I suspect the T3 will find a place with many of you out there. If you already run a B2/B3 the T3 will be a simple car to run, also you will already have the right cells and motor. If the T3 is going to be your first truck you have made a great choice.

### •Likes•Likes•Likes•Likes•

Tool kit, Instructions, New chassis, 90% B2/B3 parts, Quality, Strength, Handling

### •Dislikes•Dislikes•Dislikes•

Front body mount

"Dave Duggan is one of the UK's top drivers, Dave has won the first BRCA/Radio Race Car truck championship using both the Associated T2 and T3 during the year, RRCI finally caught up with Dave and got his view of the T3. The T3 is a quantum leap over the T2, which was a magic "tool". It just does everything better. It has more grip, is better over the bumps. A weakness of the T2. With the new gearbox ratio top speed and battery duration is light years better. Adding the CVDs will save people money, and they are much smoother in operation. By using so much of the B3, you will not have to carry so many spares. Already the car is quicker than the T2 and I have only raced it once, in total kit spec. with no mods at all.

I do think a stronger brace will be needed for both the gearbox and the front suspension. But these are very cheap and readily available I would give Associated 10 out of 10 for the T3". **RRCI**

### •Quick Spec •Quick Spec•

2WD. Moulded composite chassis. Stealth transmission. Fully ballraced. In line nicads. Independent suspension. Top link, extra long wishbones. All round MIP CVD drive shafts. Hard anodised oil filled coil over shocks. Steel turnbuckles. Moulded dish wheels. Proline tyres. Lexan "Ford" bodyshell.

#### Testers Kit

Radio: KO Vantage Esprit II  
Receiver: KO Mini/Tekin Silver Mini  
Servo: KO 1006 Fet  
Nicads: Reedy Zappers 1700/2000  
Motor: Reedy 10 Double Sonic  
Speedo: Tekin G9; torque limit 60 amps  
Tyres: Kit