RCMC KIT REVIEW

Buyable Winner

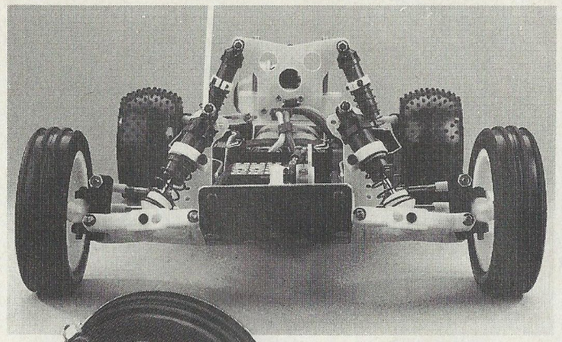
Well here goes.... the most difficult part of reviewing car kits for RCMC is when you have to review something that everyone, or at least nearly everyone already knows about. The RC10 hardly needs a review, it is by far the most successful RC Car ever made - and that's a fact.

Without going over every title the car has ever captured you will know from reading this issue that a near standard RC10 in the hands of Brian Kinwald has just won the World Championships. If a car is only as good as its last race then that fact makes this car, the RC10 the best available.

Next of Kinwald

After the World Champs Associated must have been mightily relieved. Losi had come so close to taking the title that even the top brass must have felt they were at least fortunate to gain another title. Although there were more RC10's than anything else in the final, the car in qualifying had looked second best to the Losis. The fantastic part about the RC10 though is its ability to work on every surface and always work well. When the rains fell at Basildon the RC10 continued to work giving Brian Kinwald every chance to win from 8th on the grid. The fine handling Losi did not fare so well in the wet...

The RC10's ability to create grip and yet be simple to drive and soak up the roughest bumps is no accident. The car has been continually improved over the years and although the car looks very familiar now to it has in the past, things have changed.



Continual improvements

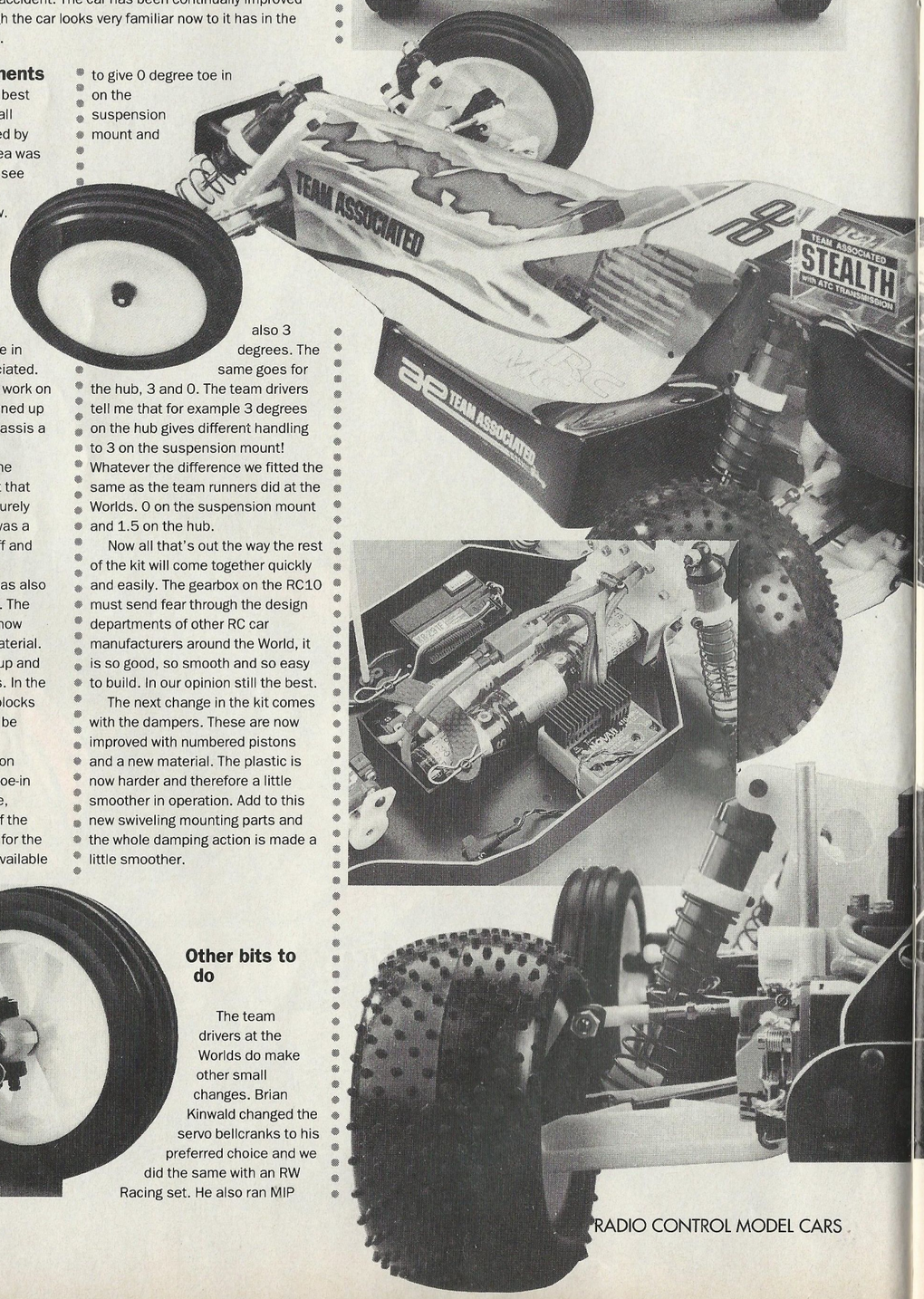
We decided to build the best 2WD from the box with small improvements that are used by most RC10 drivers. The idea was to re-look at the RC10 and see what had been changed since the last RCMC review. There have been changes, they are small but they do make a difference.

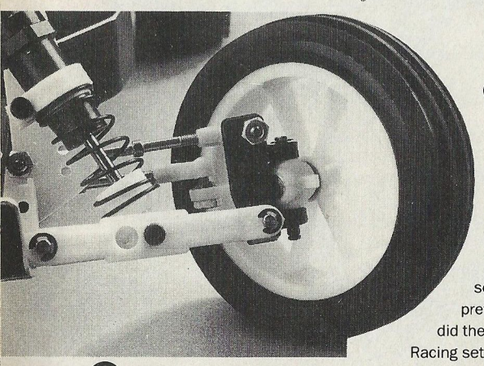
The basic tub of the RC10 has not changed. It does come in black now in the box but is also available in various colours from Associated. We started by doing a little work on the chassis. Firstly we cleaned up all the edges to give the chassis a silver edge - this is purely cosmetic, next we cut off the excess chassis at the front that sits under the servo, this purely loses a little weight. Next was a few sections of rounding off and the chassis was complete. Suspension on the RC10 has also undergone a minor change. The rear suspension arms are now moulded in a new stiffer material. These need to be cleaned up and made free on the pivot pins. In the kit 15 degree front castor blocks are included, these should be changed to 25 degree.

At the rear the suspension mounts have 1.5 degrees toe-in and the rear hubs the same, totalling 3 degrees. Most of the team drivers change these for the optional parts. These are available to give 0 degree toe in on the suspension mount and also 3 degrees. The same goes for the hub, 3 and 0. The team drivers tell me that for example 3 degrees on the hub gives different handling to 3 on the suspension mount! Whatever the difference we fitted the same as the team runners did at the Worlds. 0 on the suspension mount and 1.5 on the hub.

Now all that's out the way the rest of the kit will come together quickly and easily. The gearbox on the RC10 must send fear through the design departments of other RC car manufacturers around the World, it is so good, so smooth and so easy to build. In our opinion still the best.

The next change in the kit comes with the dampers. These are now improved with numbered pistons and a new material. The plastic is now harder and therefore a little smoother in operation. Add to this new swiveling mounting parts and the whole damping action is made a little smoother.





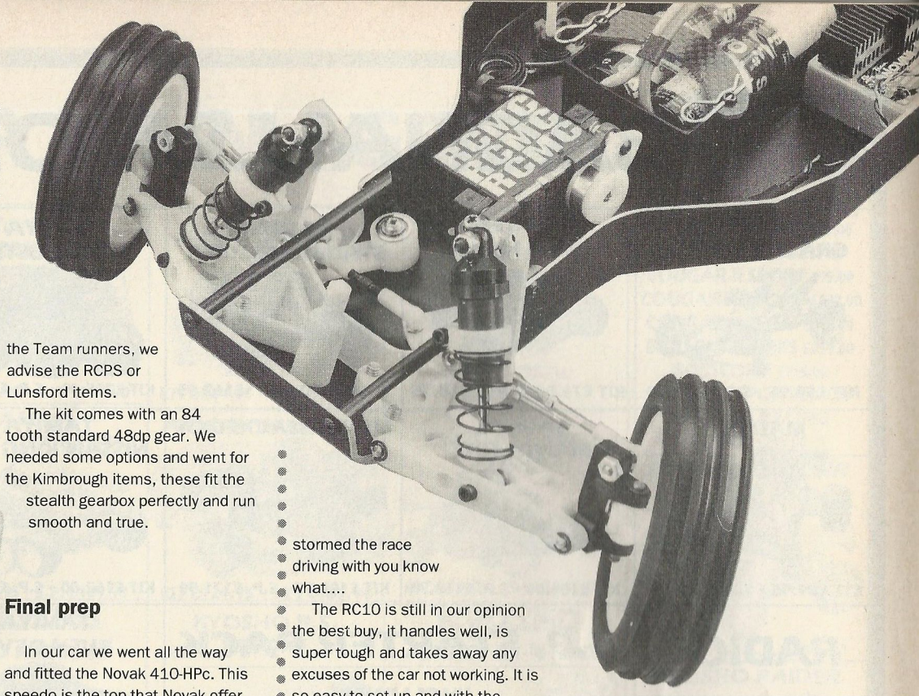
Other bits to do

The team drivers at the Worlds do make other small changes. Brian Kinwald changed the servo bellcranks to his preferred choice and we did the same with an RW Racing set. He also ran MIP driveshafts although many others ran the standard items.

Making the car a little lighter is also top of the list on the RC10 build up, alloy screws are incorporated where they enter plastic and this can reduce the weight of the car quite a bit, we used the Parma items. Also the plastic rear gearbox brace is often replaced as are the track rods. The kit items are just about the worst bit of the kit, they do tend to bend easily and are not used by any of the Team runners, we advise the RCPS or Lunsford items.

The kit comes with an 84 tooth standard 48dp gear. We needed some options and went for the Kimbrough items, these fit the stealth gearbox perfectly and run smooth and true.

Associated alloy chassis has been rounded off and cleaned up, car here fitted with Proline tyres, paintwork by Pete Darwell.



Final prep

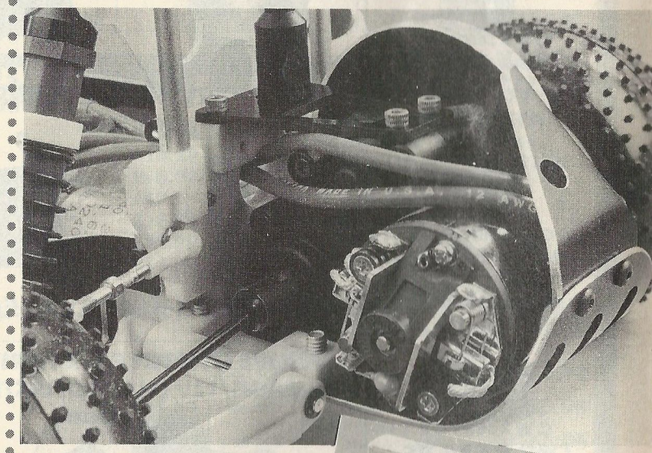
In our car we went all the way and fitted the Novak 410-HPc. This speedo is the top that Novak offer and is superbly made. The speedo fits easily into the tub chassis and is supplied with all the plugs required to fit it. The 410-HPc is fitted with a torque limiter, which is ideal for slippery surfaces. In our test the speedo has proven faultless, working smoothly and coolly and giving excellent duration.

We tried the RCMC RC10 (lots of RC's in there!) at the British GP at Southport. Our can was on the track brand new and never run. The car handles well, as you would suspect. Turning was sharp, bumps were handled well and the gearbox was whisper quite and smooth. At the end of the day we set the car short wheelbase, 30wt oil in the rear, with green springs. At the front we ran 35wt oil and black springs (all supplied in the kit), Green Schumacher rubber all round, 2 row on the front and minis on the rear were the standard and that was it - good enough for the A final! Well -almost! A second out of the A was the final result and we were more than pleased with the handling. At the end of the day, one Craig Drescher stormed the race driving with you know what....

The RC10 is still in our opinion the best buy, it handles well, is super tough and takes away any excuses of the car not working. It is so easy to set up and with the stealth transmission is easy to drive even on the slipperiest surfaces.

All in all it is the most successful RC car ever, and it thoroughly deserves it.... ●

Supplied from Ted Longshaw Models. All parts and updates also available from Ted Longshaw Models. Tel 0689 855313.



Novak 410-HPc

We drove the car with the latest version of Novak's 410-HPc. This speed controller is the one used by Brian Kinwald and most of the other World Championship finalists win the World Championships.
Novak speed controllers have been at the very top of the competition stakes for a number of years and now they are distributed in the UK by Ripmax.
The 410-HPc comes with Hyper Fets and a torque limiter. All the necessary connections are included as are a full set of instructions and a set of heatsinks (not shown).