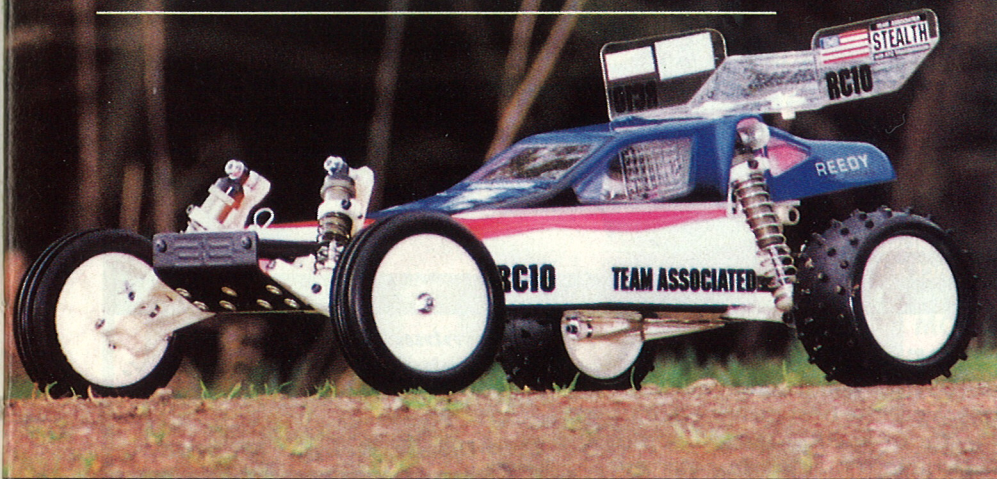


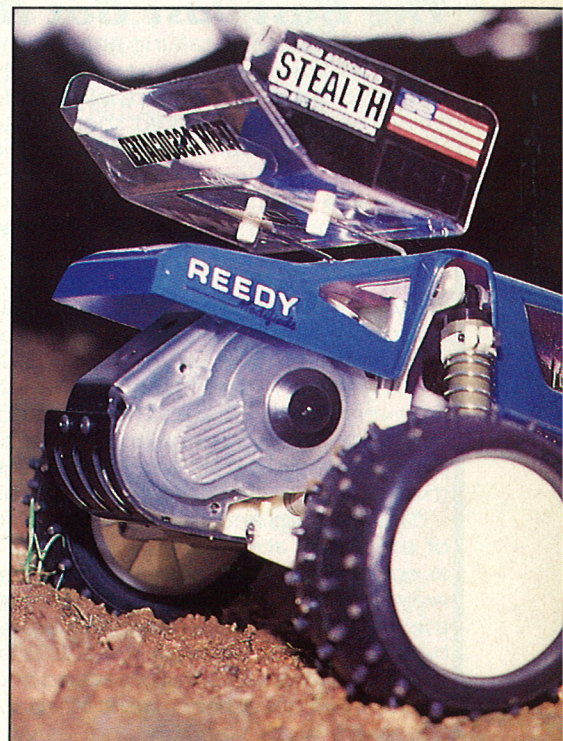
**Another RC10! But wait,
this one's different.....**



TEAM ASSOCIATED



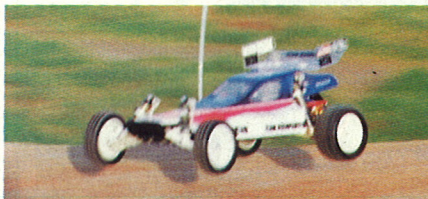
TEAM CAR



RC10 Team Car

What is it that made the RC10 unique, famous, an individual? Visually it was the gold bathtub alloy chassis and shock absorbers. Physically it was the superior engineering development and design which has continued throughout the car's long life.

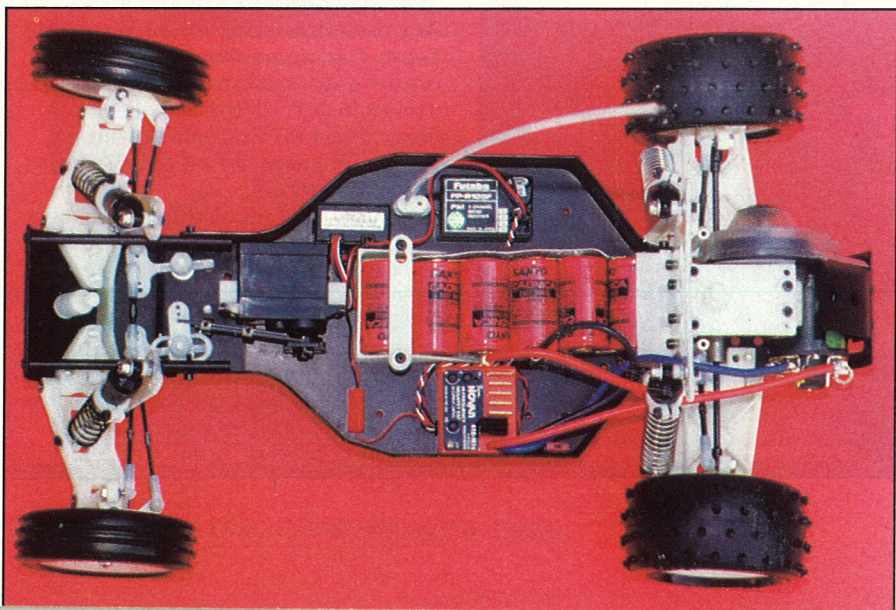
So what has changed? Well compared to the original car, nearly everything (see pages 42/43). The RC10 Team Car is available in two versions, with either a graphite or alloy bathtub chassis.



Reedy motor, Novak hi-frequency speed controller, Futaba 40mHz micro receiver and KO Fet servo were used for the track test.

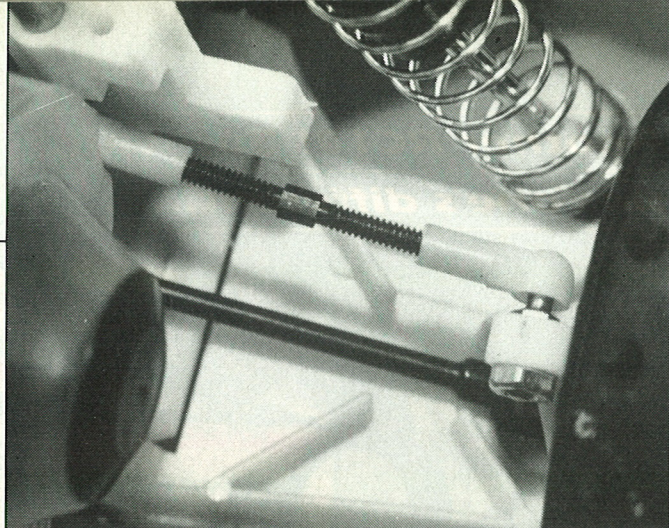
Team Associated's RC10. What can you say about the car, what can you say about the company!

Well, the company is based in Costa Mesa, California, US of A, and the car is their most successful product, indeed it is THE most successful model car ever in terms of world championship wins and numbers sold. Why then are we reviewing the RC10 again? Basically because the car has altered, significantly, for the first time since it came out all those years ago.



Bold, Black and Beautiful

The kit we were sent for review was the alloy bathtub model which was more than welcome because, now that the alloy bits have been anodised black instead of gold, this version of the RC10 becomes possibly *the* most attractive 1/10 scale off road model car available. The new black chassis, motor plate and shock absorbers really makes the car look different, mean, in fact a 110% racing machine.



The Best Just Got Better

Possibly the biggest talking point of the RC10 when it first came out was the shock absorbers/dampers. Basically they were the best designed units available because they actually worked without leaking every couple of runs! The Associated gold shock absorbers have remained popular ever since, and you will regularly see other makes of cars with replacement shock absorbers, which just happen to be of the Associated gold variety.

It was a bold move then by Associated to change the design of the shock absorbers because many people considered the gold units very hard to beat.

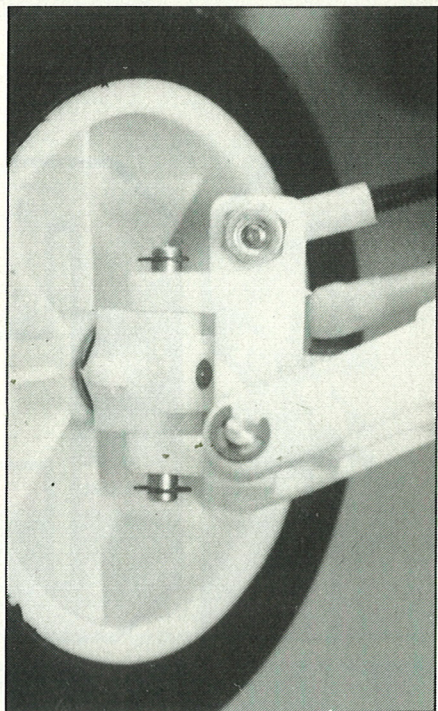
The new RC10 shock absorbers have undergone a total redesign. The alloy oil-filled chambers have been anodised, coated in Teflon and are now much harder. Also three, yes three, sets of different tension springs are included in the kit as standard. This means that you can experiment with different weight oils and spring set-ups, so the car can be dialled in for every type of track. The standard Associated 30wt oil is provided to fill the shock absorbers with, although it is advisable to replace this with a synthetic type that won't be affected by temperature, as it was found that when it was very cold the standard oil can become a bit too thick.

The 'O' rings and spacers, etc, which prevent the oil from leaking out of the shock absorbers are now put into the chamber through the top, as opposed to being put in from the bottom. This means that there is no way that the seals can come out/explode, thus reducing the chances of the shock absorbers leaking drastically, unless of course the 'O' rings are badly damaged through the shafts becoming pitted.

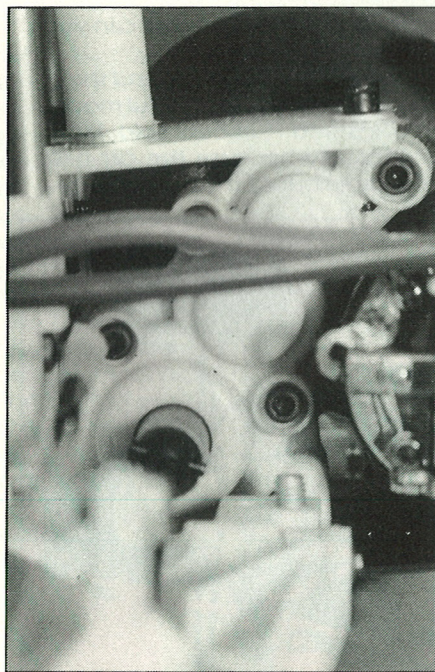
So, apart from looking great and being the same type as those used by Masami Hirotsuka, the current off-road world champion, these new shock absorbers work superbly and, as yet, not a single drop of oil has leaked from them.

⊙ **Turnbuckles are used throughout the car for easy, quick adjustment.**

⊙ **In-line steering axle blocks.**



⊙ **Those new teflon coated shock absorbers.**



TEAM ASSOCIATED STEALTH with ATC TRANSMISSION

Another vital feature which sets the Team Car apart from its predecessors and the competition is the inclusion of the excellent Associated ATC Stealth gearbox, which includes an all important slipper clutch.

As you may recall the Associated Torque Control slipper clutch transmission was reviewed in the March issue of the equally excellent *Radio Race Car*. The conclusions drawn from the review were fairly obvious. To date the ATC is, in our opinion, the best off-road gearbox available, and it now comes as standard on the Team Car.

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CONTINUED FROM PAGE 28

Body Beautiful

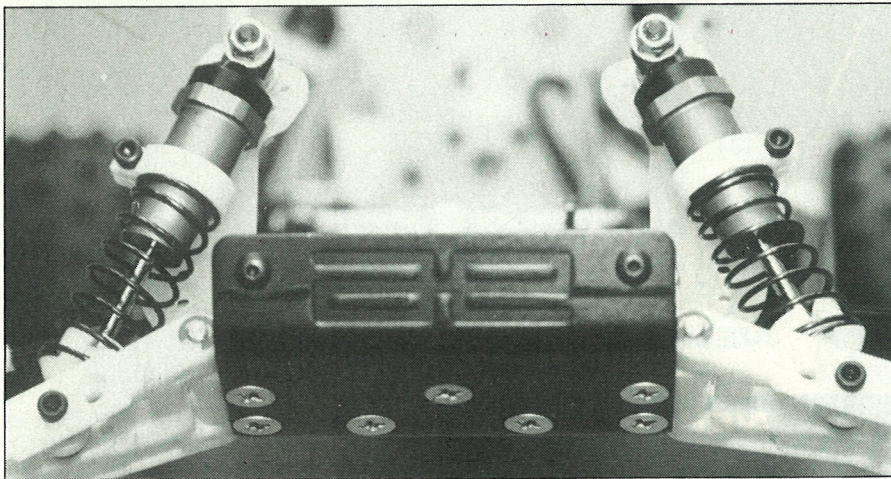
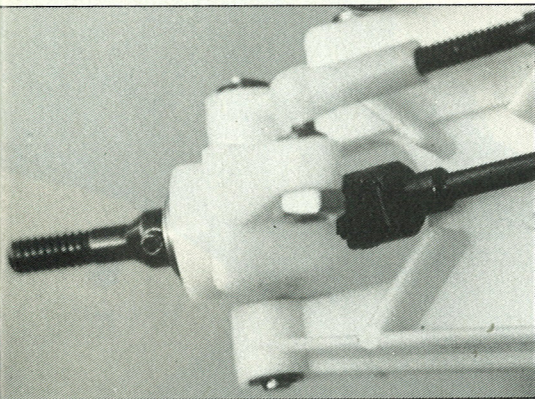
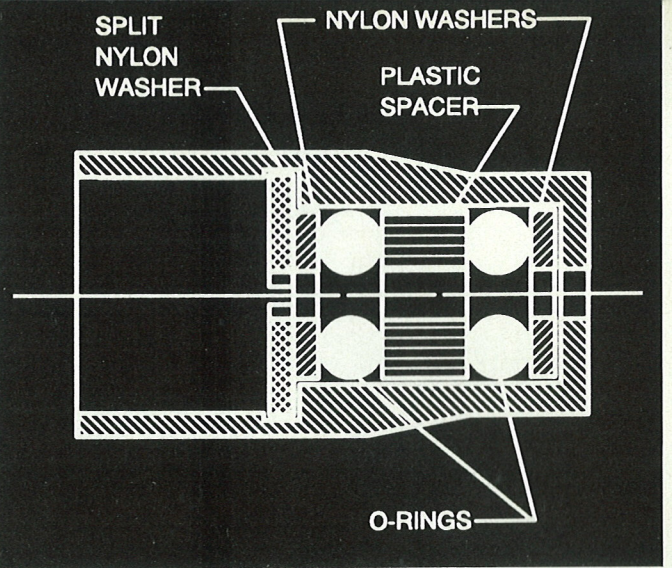
One of the other most noticeable features of the Team Car is the new body, named the Viper. As usual it is made from polycarbonate and the quality of moulding is excellent as with all Associated bodyshells.

The new body (and wing) really sets the Team Car off and once built you feel as though you own a car identical to those used by the real team drivers.

○ New hub carriers and UJ driveshafts can be seen here.

Ultra
SERIES

○ New multi-position front shock tower.

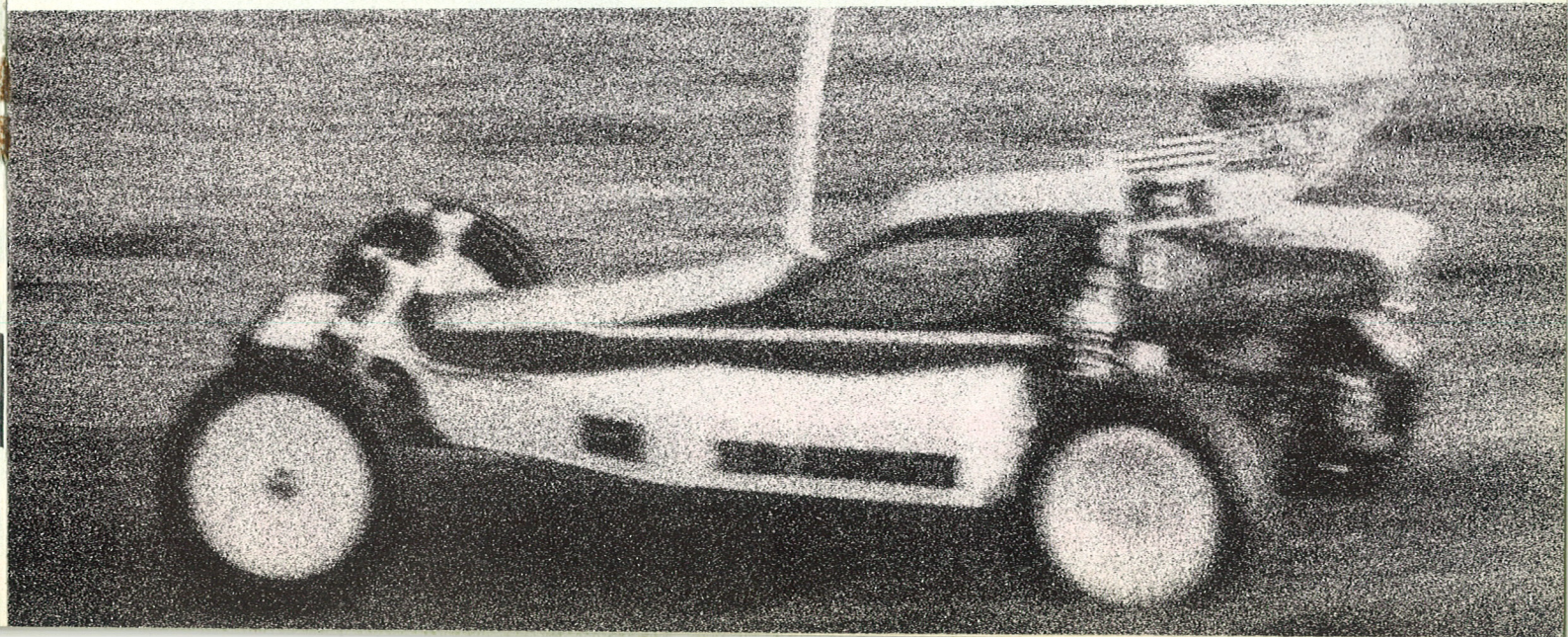


To Sum Up.....

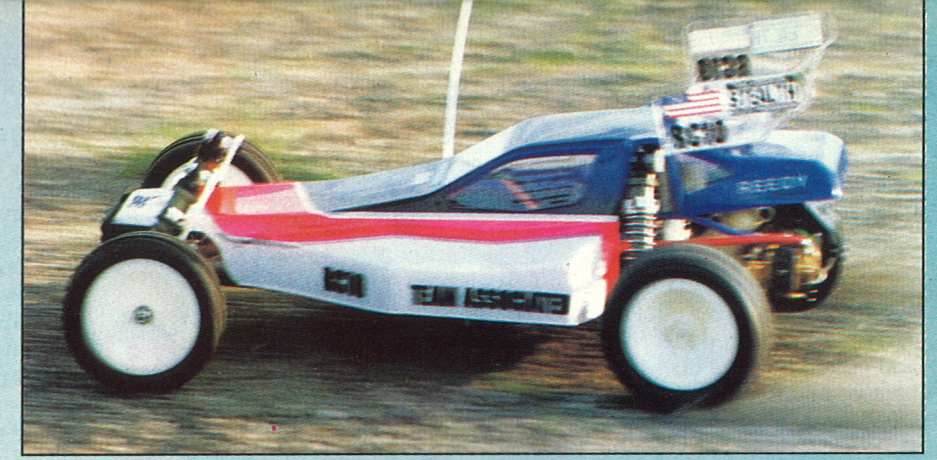
Superbly engineered, presented, packaged and designed. There is little doubt that this will be the car to beat. It must be THE most competitive 2WD off-road racer straight from the box, especially with the ATC transmission, and being fully ballraced.

Upon opening the instruction booklet the first thing you read is: "Your RC10 Team Car is the latest state-of-the-art, 2WD off-road racer in the world. There is none better" — We have to agree!

Available from your nearest Associated stockist.



TEAM ASSOCIATED
RC10
 TEAM CAR



NEW STEALTH TRANSMISSION

NEW DUST COVER

NEW TURNBUCKLES, FRONT AND REAR

NEW LOW PROFILE REAR WHEELS

NEW REAR UNIVERSAL- DOGBONE/STUB AXLE
NEW LOW PROFILE REAR TYRES

NEW REAR HUB CARRIERS

NEW HARD ANODISED, TEFLON COATED SHOCKS AND NEW SPRINGS FRONT AND REAR

NEW FRONT SHOCK TOWER

NEW SHOCK MOUNTING POSITIONS

NEW LONGER FRONT SHOCKS

NEW BLACK ANODISED CHASSIS

NEW LONGER FRONT A-ARMS

NEW LOW PROFILE FRONT TYRES

NEW ONE-PIECE, LOW PROFILE FRONT WHEELS

NEW INLINE FRONT AXLE AND STEERING BLOCKS

NEW VIPER BODY



Advanced, Competition Version of the RC10

Radio
Race Car
 International