

TEAM

Talk

At long last YOU can buy the RC10 the team run!

On a smaller scale it's easy to compare Associated Electrics with the McLaren Formula One Team, both build race winning cars, both have the best drivers in the world, and both go about their business in a renowned and professional way.

In the States the Associated/Reedy way of model car life rules OK, they seem to win virtually every big race there is, and the RC10 is thought of as the car to drive.

In the UK though, until recently only the Associated team drivers have had access to the Stealth gearbox and other small mods which transform the car to be competitive on our high grip UK circuits. Schumacher have won the sales race with their competitively priced range that were designed for the UK market, and with the above mentioned parts not available for the RC10, drivers have chosen the Cougar.

Now the RC10 is available as both Craig Drescher and Rory Cull use them - the option of another car is there.

The kit though is not that used at the last world champs, Associated fielded special cars for that event that were virtually all new. They didn't want them photographed, and did themselves no favours in not making them available to the public - hopefully this will not happen at the worlds to be held in August later this year, as the team drivers have been using standard cars since the last championships. In fact the car they have been using is the subject of this review, so is this the car to have? Is this what you



need to race in the UK? Or is it still not a match on grass for the Cougar....

New Spec

Although many of the parts seem to have been seen on the Graphite version of the RC10 the instructions state the many new features of the Team Car kit, these include;

- New Stealth transmission
- New Turnbuckles front and rear
- New low profile wheels and tyres
- New rear universal dogbones
- New one piece front wheels
- New Viper bodyshell

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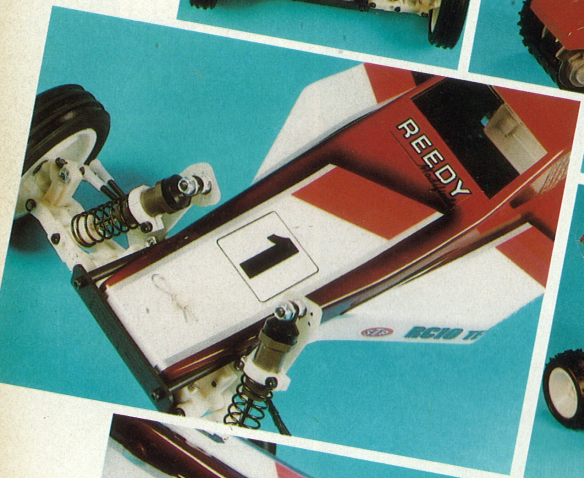
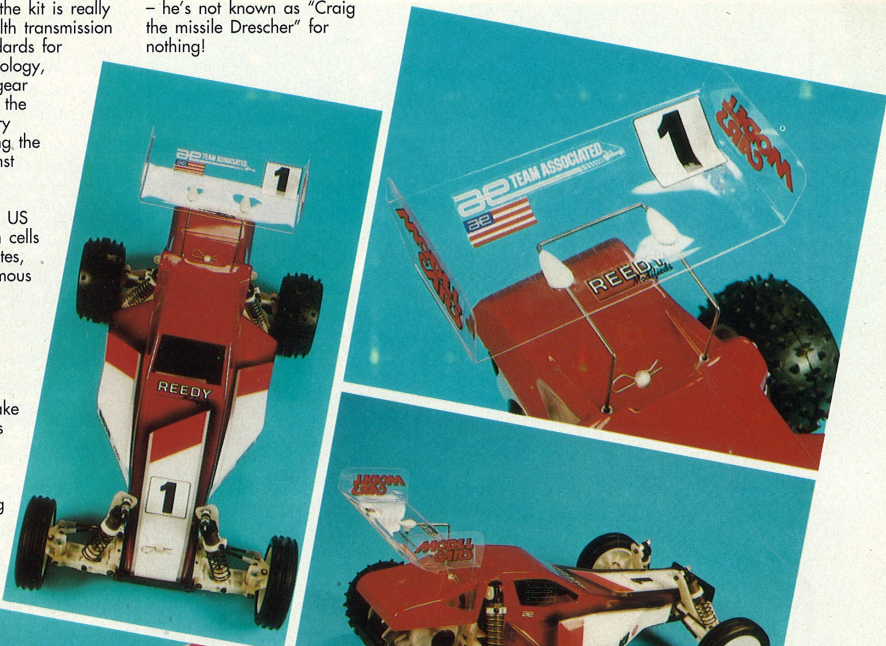
- New in-line front axle and steering blocks
- New longer front "A" arms
- New black anodized chassis
- New longer front shocks
- New shock mounting positions
- New rear hub carriers
- New hard anodized, Teflon coated shocks
- New springs front and rear

Going through these points one by one we can surmise

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how much of the kit is really new. The Stealth transmission sets new standards for gearbox technology, although still gear drive not belt, the gearbox is very efficient. Testing the gearbox against its beltdrive competitors is difficult, in the US they run seven cells and four minutes, this puts enormous loads on the gearbox and the Stealth has been designed with this in mind - make no mistake this gearbox is efficient, ask anyone who has seen the speed of Craig Drescher's car

- he's not known as "Craig the missile Drescher" for nothing!



The new 'Viper' body is not dissimilar to the 'Mirage' as used by the team last year. The kit comes with the latest style of Associated wing.

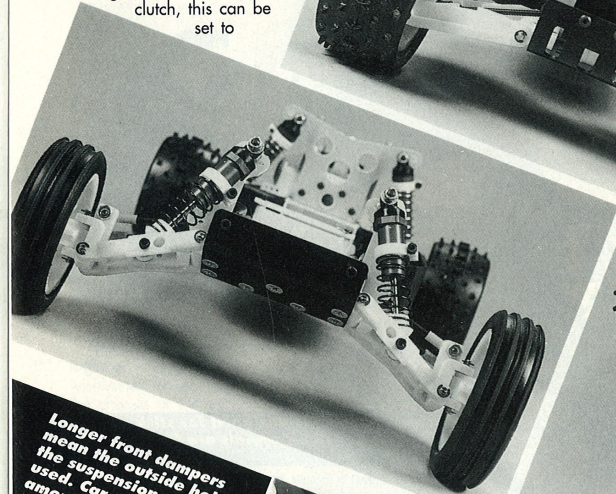
What is also a main feature of the gearbox is the materials that some of the components are made from, the diff uses Tungsten Carbide balls, these are incredibly hard and will outlast the diff washers many times over. The fact of the matter is that the RCMC test gearbox has been

used for almost eight months and has never needed a diff rebuild, the diff remains set, needs no adjustment and always remains very smooth, this is due to the Tungsten balls and the special grease developed for them.

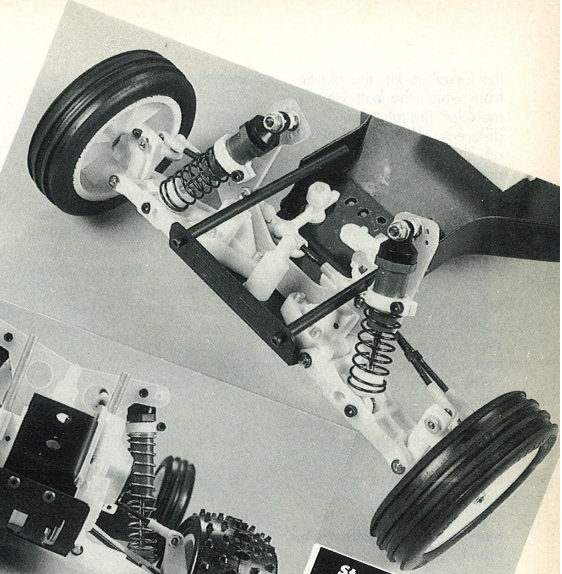
The gears are moulded in 48 dp, and the gearbox has an overall ratio of 2.25, this will require a new ratio chart which will soon be available. The box comes with class three ball bearings which we presume means very good quality which is how they appear.

The next main feature of the gearbox is the slipper clutch, this can be set to

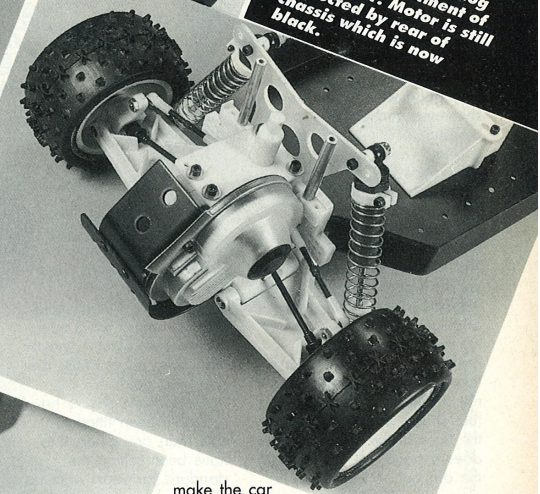
allow a variable amount of slip to be transferred to the wheels of the car, basically this means if your car has too much wheel spin or is wheelieing on high grip circuits you can adjust it to stop this happening and



Longer front dampers mean the outside hole in the suspension arm is used. Car still has a large amount of 'kick-up' on the front.



Stealth gearbox is small and neat - note new cover with rubber new for quick adjustment of the slipper. Motor is still protected by rear of chassis which is now black.



make the car much more driveable. This is done by a simple system of a washer (that feels like cardboard) between two alloy discs, varying amounts of pressure hold the three together via a ballraced spring tensioner, the system is incredibly simple, well designed and works very well - anyone out there who thinks this is an unnecessary feature - it is - if you like lots of wheelspin! But if you want to proceed round the circuit as fast as possible give it a try!

The gearbox also comes with a 48dp spur gear which is quick release and is covered by a new dust cover that allows for quickadjustment.

Star Turn

The new Turnbuckles seem the same as those in

the Graphite kit, the plastic from which the ball joints are moulded though seems different, all the Turnbuckles are the maximum length and require strong hands to get them down to the recommended sizes. They have left and right handed threads and are adjustable via the new spanner in the kit – this now has the provision for the balljoint adjuster on its smaller end. The links are strong, pivot freely and don't require replacing.

The low profile wheels are the same as those that have been available for some time, they are light, strong and tough and are finished with a smooth surface to keep the mud off. The front tyres supplied are ribs and the rears are a pin pattern which require gluing, we ran our car with Losi "X" patterns on the rear which are commonly used in the states.

The rear dogbones are also as seen before, they have a UJ joint on one end and a standard dogbone on the end which goes into the diff, the units are finished in black, are tough and also have a very good wear rate. The shimming of the shafts in the bearings is taken care of by 5 shims which are placed either side of the bearings, this gives a no-play setting yet a very free one.

Snake in the Grass

The new Viper bodyshell is spot on! The old RC10 shell was far too long and rather angular and wasn't used by the team drivers, they preferred the Mirage from RC Products and the new Viper is not a million miles away from that shape. The body hugs the lines of the underpan and does a good job of keeping the dirt out. A new wing is also in the kit, this is a good shape, has big sideplates and can be cut to give different amounts of downforce.

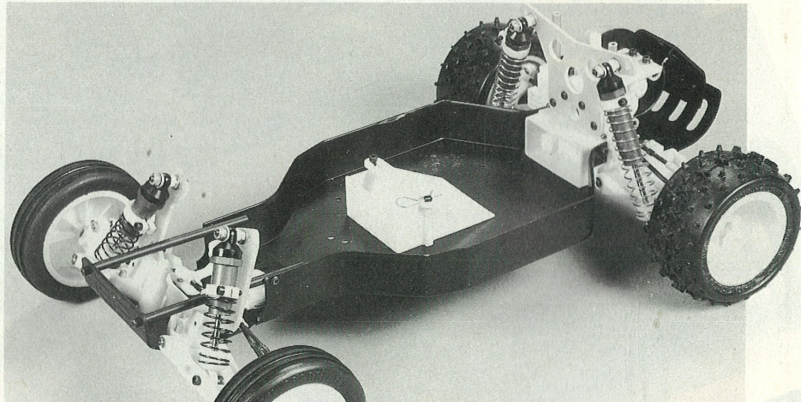
The front end of the car claims New in-line axle and steering blocks, these seem the same as the Graphite version and keep the steering point in-line with the kick-up on the chassis. Not included in the kit are any alternative front castor blocks, the team seem to always use 20 or 25 degree blocks and these are available from Associated, well I suppose you can't have

everything!

The suspension front arms are claimed to be longer, they are over the original RC10 but are the same as in the Graphite kit. The front end does however have a nice new shock tower, it has provisions for three mounting places for the long shocks and three for the short ones. The suspension arms also have two places – more places, more to choose, more testing!!!

Time Test

The Associated chassis in it's gold colour has certainly stood the test of time, on the



Battery location is designed for stick packs. Below; Super sleek wheels are feather light and stiff.

box of the new kit they claim the only change required to the original design is the colour! and that's where it ends, the old faithful gold has been swapped for a new professional black – maybe more with it but I miss the good old gold!

Associated's shocks have probably been fitted to more cars than any other, they have been setting the standard for years and most other makes of cars go better with them fitted. Now though just as the competition thought they had caught up they've gone and improved em! The new ones are longer at the front, have all their internals fitted from inside – to keep the dirt out and are coated with a hard anodizing process then Teflon to stop them wearing out, making the oil dirty and also giving them a smoother action. The shocks are simply excellent, are easy to build and are surely the new target for others to aim

at.

The kit also now has three sets of springs as standard, these being gold (hard), silver (med), and green (soft). All these springs have been available for some time and are used by the team.

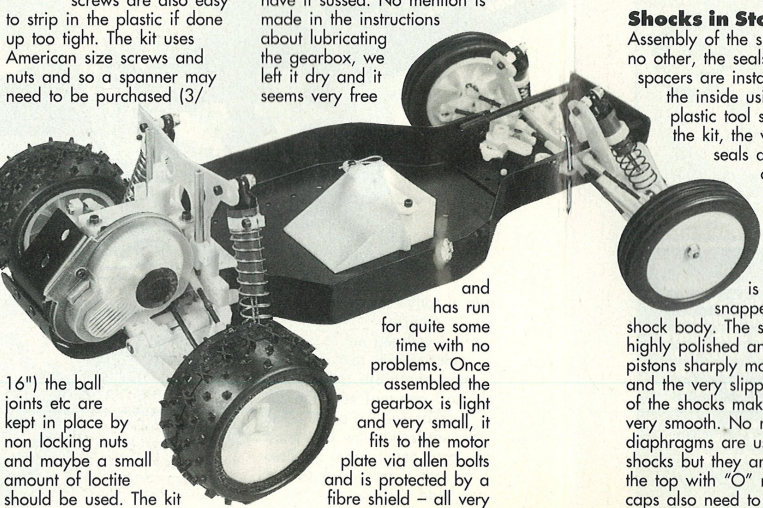
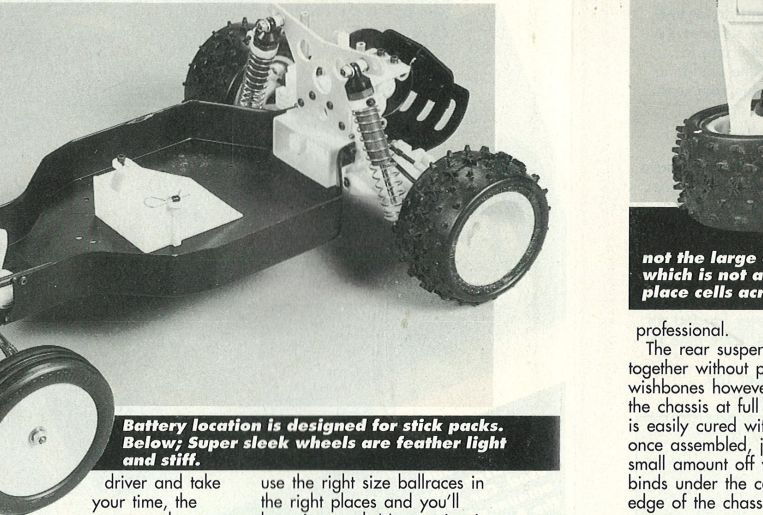
That's It

So that's what is in the kit, are there any problems in building it? The instructions are very clear, don't mess about and get you building straight away. The main components are held to the chassis with alloy screws, these if slipped on are ruined so find a suitable screw

is supplied with around twice as many "E" clips as required so don't panic if you have some over at the end of assembly!

The ball joints are a real tight fit on the Turnbuckles, these need to be held in pliers and the thread put into them with the supplied spanner on the turnbuckle. The servo savers appear a little brittle, we warned our ones up in a cup of hot water before installing the ball joints – maybe not necessary but just in case.

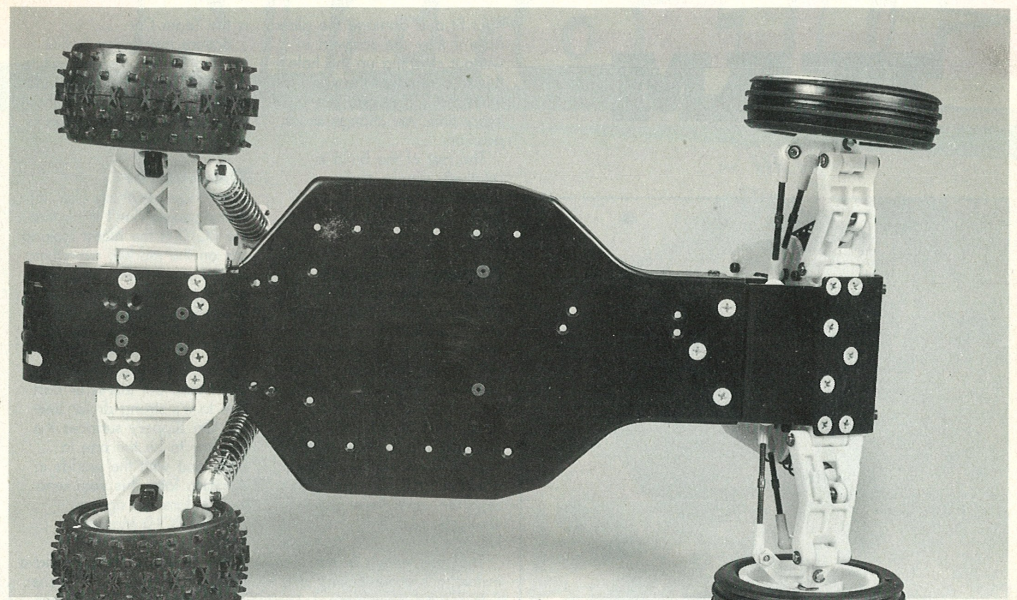
The gearbox assembly is very well explained and is pretty easy, make sure you



16") the ball joints etc are kept in place by non locking nuts and maybe a small amount of loctite should be used. The kit

use the right size ballraces in the right places and you'll have it sussed. No mention is made in the instructions about lubricating the gearbox, we left it dry and it seems very free

and has run for quite some time with no problems. Once assembled the gearbox is light and very small, it fits to the motor plate via allen bolts and is protected by a fibre shield – all very



Gearbox is now held in place by small allen bolts which is not adjustable. Extra holes in chassis are to place cells across the chassis and not in line.

before putting on – this seems to keep the threads from locking up alloy on alloy.

The shock brackets front and rear have alternative

positions, the bolts which fit into the holes are a really

professional.

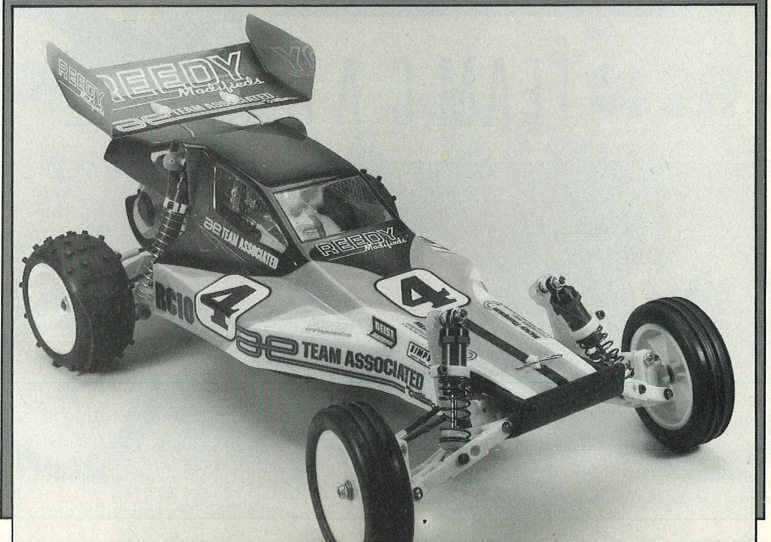
The rear suspension goes together without problems, the wishbones however bind on the chassis at full droop. This is easily cured with a scalpel once assembled, just take a small amount off where it binds under the car on the edge of the chassis.

Shocks in Store

Assembly of the shocks is like no other, the seals and spacers are installed from the inside using a simple plastic tool supplied in the kit, the washers and seals are placed on the tool along with some oil and the split washer, this is then snapped into the shock body. The shafts are highly polished and the pistons sharply moulded, this and the very slippery surface of the shocks makes them very smooth. No rubber diaphragms are used in the shocks but they are sealed at the top with "O" rings, the caps also need to be oiled

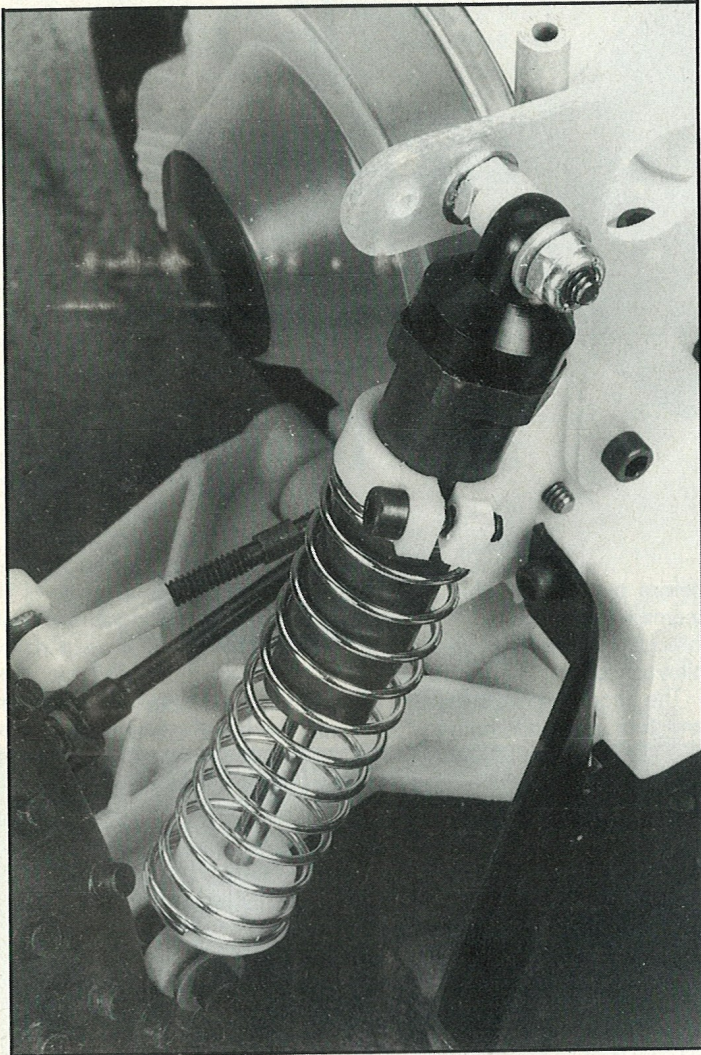
The Perfect Set-up – According to Rory and Craig:

Both Rory Cull and Craig Drescher have agreed to give up their secrets on how to set-up the Team RC10 that they have been running with much success over the past year. The basic set-up they use is as follows; Dampers; Rear oil 25wt with Green Spring on inside top hole, outside hole on suspension. Front oil 25wt, Green or Silver Springs, on centre hole shock bracket and outside hole suspension arm. Front end uses 25 degree castor blocks. Colls in centre of car, and run short wheel base on slippery tracks and long on fast gripping tracks.

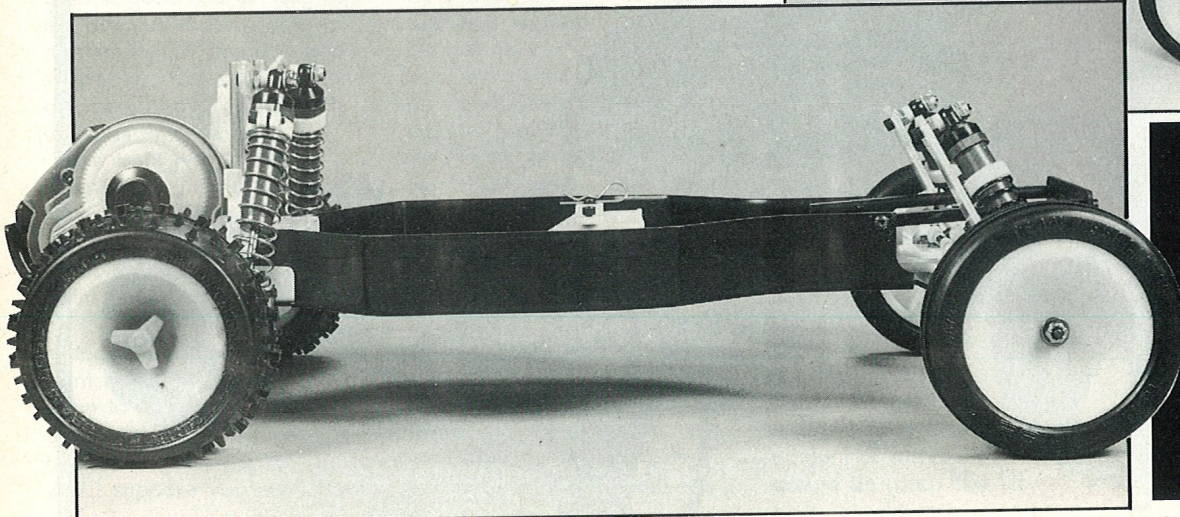


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tight fit and damage the glass fibre if they are screwed in without cleaning up the hole, this also removes the need to wind the bolt in and out every time you change shock position.

The rest of the build is relatively simple, radio installation layout is shown and a set of servo posts is given.

Disappointments

There are a small number of Disappointments that can be easily rectified. The servo saver is still the same as the original kit, this after a time becomes full of play and the instructions advise that tie-wraps can be used to beef this up. This however means that servos could be damaged - this is soon put right with a separate servo saver but it would be nice if it was in the kit.

The rear wheels in the instructions show locking nuts - in our kit these were missing, a small point, but they can be difficult to get hold of being American size.

As mentioned earlier there are no alternative castor blocks in the kit, the kit items produce an easy to drive car, and this is a good place to start, but the team tend to run 20 or 25 degrees and as this

is the Team Car.....

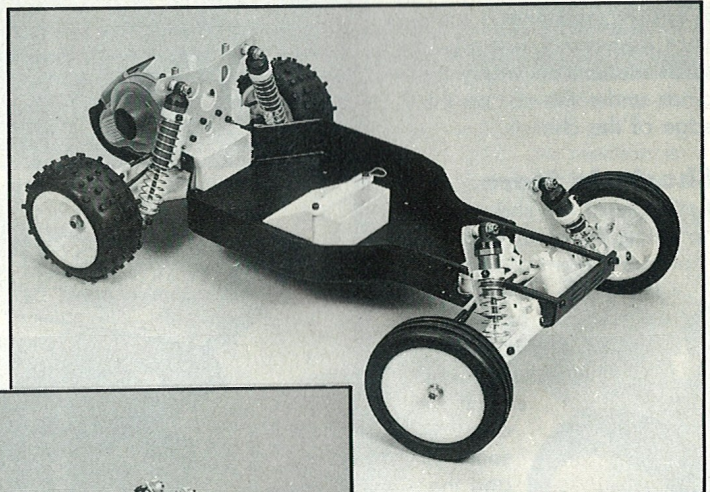
Battery installation is fine for stick packs, the neat white plastic holder is supplied and works fine but if you want to fit saddle packs installation is left to the builder.

The Answer

Apart from anything else not many people don't think that the RC10 is the nicest looking car on the market, everything on the car is well designed and the kit has a very professional look to it, the question is, is it the car to drive? There's no doubt that the car on a world level has few rivals, but this is in part due to it's strong driver line-up. On slippery surfaces the car has to be the one to back and with the worlds in America later this year who would dare bet against another RC10 Masami Hirotsuka win?.

For the UK though we have grippy tracks, Craig Drescher and Rory Cull make the car win against hot competition and this proves the car can compete on our surface, again it's probably a question of whether the car suits you - but if you've ever fancied an RC10 then this is the time to try one.

Available from Ted Longshaw Models.



The new Teflon coated shocks have a green finish with black tops. Left; The car set with the longer of the two wheelbases, note plastic rear wheel nuts - not advised.