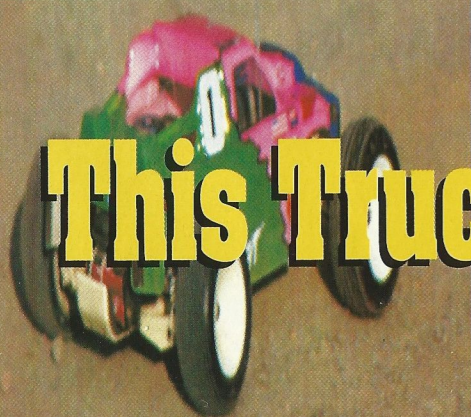


TEAM ASSOCIATED RC10GT GAS TRUCK

Reviewed by
Jon Tanner



This Truck is so much fun, does 'GT' really mean 'Good Time'?!'



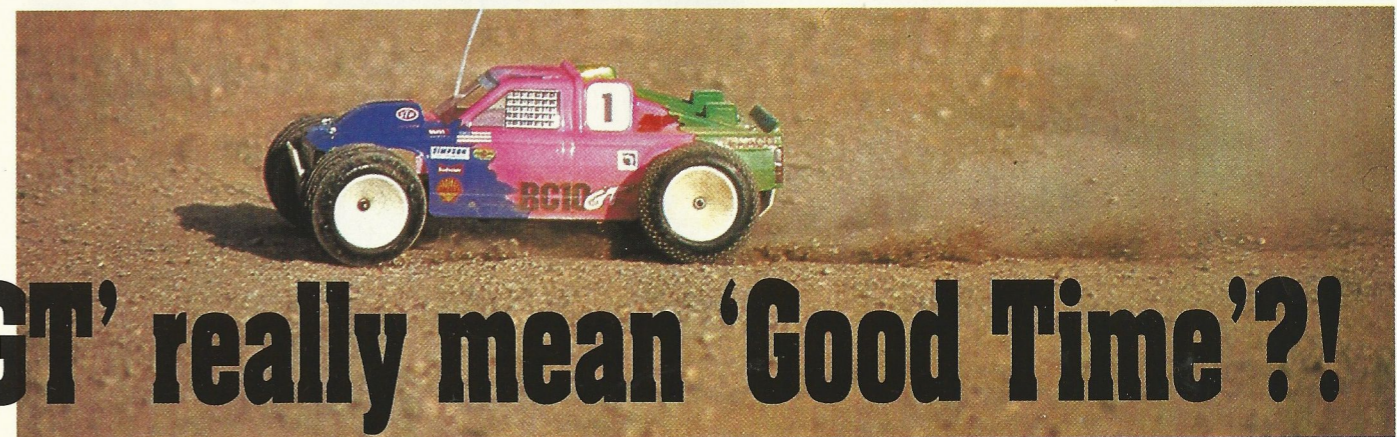
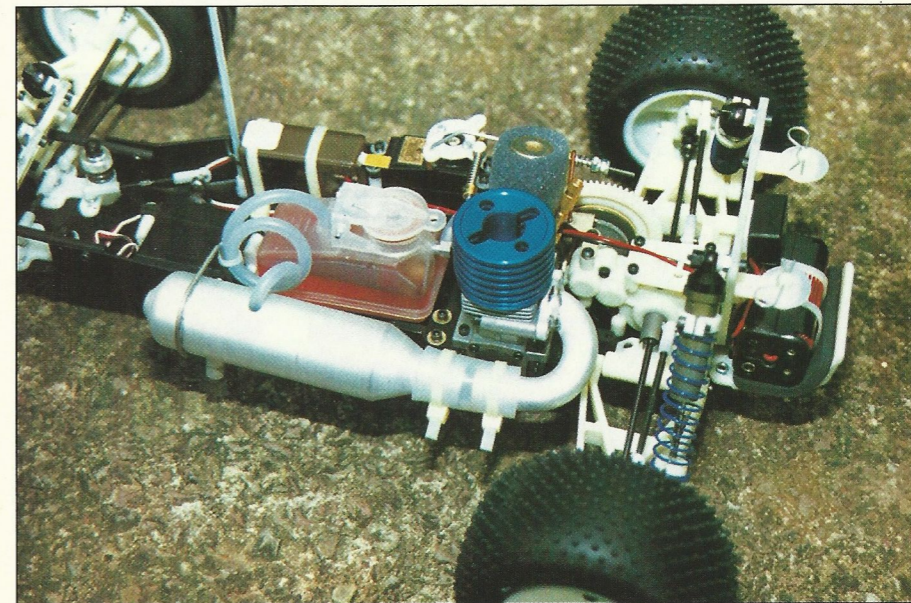
Team Associated's new 1/10 Gas Truck; the RC10GT, was designed for the increasingly popular IC powered Stadium Truck Class racing in America, and whilst many of the components may look familiar to Off Road enthusiasts, the GT features a totally new chassis, a new 'laid down' transmission design with a 2.60:1 ratio specifically for IC engine use, a new 'High Torque' differential and a 'chicken hopper' tank with an enclosed fuel filter for a constant pressure fuel feed, plus a highly effective disc brake. Add Team Associated's highly respected name and we have an exciting package!

The arrival of the RC10GT prompted us at RRC to give a total novice to r/c model cars a chance to give the beast a thorough inspection -

Building The RC10GT

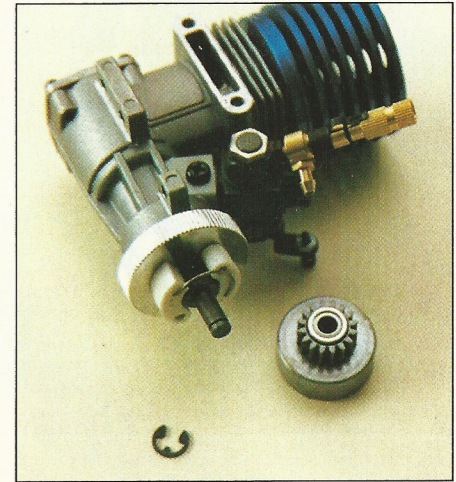
Not having built a model car before, the first thing that struck me about Associated's RC10GT was the quality and attention to detail evident in the production of the kit. Every component was neatly packaged in numbered plastic bags, with no less than three good quality booklets: the Kit Instruction Manual, Engine Installation Manual, and a Complete Catalogue, leaving the builder in no doubt about any stage of the construction and setting up procedure.

The # 7066 kit reviewed includes the exhaust manifold (header) and pipe, plus the twin element air filter.

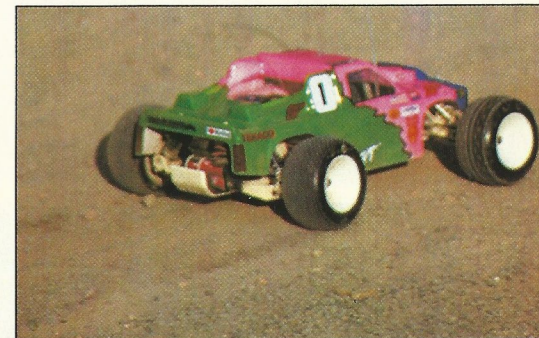


both on the building table and in action. Our reviewer, Jon Tanner, although a very experienced helicopter pilot, had no experience whatsoever with cars prior to the RC10GT, so was a prime candidate!

The RC10GT is available in eight (yes eight!) versions, the review kit being the #7066, which is the Ball Raced, Non Pull-Start kit including an Engine Installation kit. The other versions cover bushed kits with or without Engine Installation Kits plus those for pull start engines.



The Yokomo .12 engine fitted here with the twin shoe clutch. A choice of four spring retaining positions gives differing characteristics to the take up of the drive. A heavily tensioned spring will allow the clutch to 'bite' only at high revs, whilst a light tension will allow the GT to pull away at a moderate power setting. The latter is preferable in low grip situations.



I will point out that the RC10GT is supplied completely in kit form. Everything you need is included, excluding a few tools, but the RC10GT is built 'from the ground up' with none of the assemblies supplied ready built. Building the complete car makes it possible to appreciate and understand everything about the model's mechanics, but the down side is that the construction is time consuming and great care is needed with some of the fiddly bits. So, if you want 'instant racing' or don't like building, get someone else to build it for you! Another point is that all of the fasteners are American sizes. Suitable Allen keys and a flat spanner are supplied, but a selection of B.A. spanners and nut drivers will prove useful. Much use is also made

TEAM ASSOCIATED RC10GT GAS TRUCK

of screws self tapping into nylon components, so care is needed not to over-tighten these - you have been warned!

The first few pages of the Instruction Manual give general advice about reading the instructions BEFORE starting - a good idea! The pictorial instructions are really well presented and include the part numbers and full size line drawings of the nuts and bolts etc. Some parts had been upgraded in the review kit, but the relevant component bags contained revised instructions to cover the changes.



The instructions are so good, that building the RC10GT was basically a relatively simple assembly job, with not the slightest bit of trouble experienced with any of the components. If only all models (helicopters included) were like this!

The Front End

The front axles and king pins mount onto the lower wishbones and both sides are hung off the front bulkhead. The GRP shock tower is bolted to the bulkhead and the upper tie rods are added. The front assembly bolts to the aluminium chassis nose plate which is then bolted to the black anodised chassis with special screws that double as the pivots for the steering arms and servo saver. I liked the two nose brace tubes that brace the top of the bulkhead to the chassis, these transmit knocks through to the chassis and strengthen the front end considerably.

Stealth Transmission

A new Stealth Transmission has been specifically developed for the RC10GT using a reduction of 2.6:1 that is ideal for this type of truck. As this kit is the ball raced version, the transmission is also fully ball raced while the basic kits use bushes. Plenty of care and attention during construction will ensure you won't have any problems.

Rear End Assembly

Building the rear end is straightforward although a couple of the countersinks in the chassis could have been a little deeper to let the screw heads sit flush.

Assembly of the rear suspension is similar to the front apart from the drive shafts which in this kit use universal joints (pre-assembled) on the outboard end.

The basic suspension and transmission assemblies were now complete, and I was impressed with the smooth action of all the moving parts.

Quite a lot of work had gone in by this time, but thanks to the build being problem free it had all been very enjoyable!

Shock Assembly

Team Associated's shock absorbers have an excellent reputation. The RC10GT is supplied with the latest version which includes three full sets of their new moulded Teflon shock pistons and a new moulded internal shock seal assembly.

The new seals consist of two 'O' rings sandwiched between spacers and are held in place in the shock body with a plastic clip. The review kit has the hard anodised shock bodies and assembly was fine although I had to spend a little time working the air out of the shocks to get the correct amount of rebound on all four shocks.

Wheels And Tyres

Two types of wheels are shown, three piece wheels for the bushing kits and one piece wheels for the bearing kits. The tyres are a snug fit and a few drops of Cyano is all that is needed to retain them.

Oddly enough it was fitting the rear nyloc nuts which secure the wheels that caused me more trouble than anything else. The nuts are a tight fit in the wheels and I didn't have a thin walled socket to fit so I had to tighten them with a pair of flat nosed pliers!

With the big wheels and tyres fitted, you know you've got a truck on your hands!



The throttle and brake linkages are easy to set up using the output disc provided in the kit. The battery pack is retained behind the transmission, while the throttle and steering servos are screwed to moulded nylon posts. The 'flip-top' fuel tank allows quick and easy refuelling without stopping the engine - great for 20 minute races!

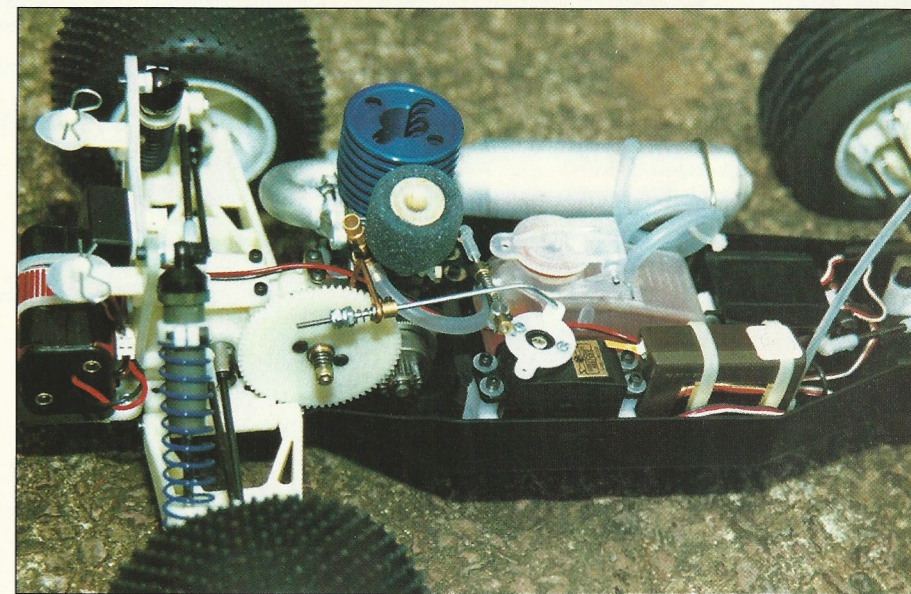
Radio Installation And Fuel Tank

I had a slight problem fitting the servos and the receiver as the gear I had is a bit larger than standard. If you look at the photos you will see that the steering rod is at an angle because the servo is taller than standard ones and the ball had to go on the outside of the arm instead of the inside. If you use standard servos the steering rod will line up much better. The end result doesn't really matter except that there is some side loading on the steering link, it hasn't popped off yet though.

Installing The Engine

The choice of engine for the review was the Yokomo RX-12C. Many of the photos in the Engine Installation Manual are of this engine, so Team Associated must think it's OK as well!

The first job was to cut the crankshaft to the required length. To help the builder achieve this small task easily, the collet and flywheel are fitted, then secured with a special nut. The crankshaft is then cut off flush with the nut. Good guidance is given regarding the use of a Dremel tool and cutting disc to cut the (very hard) crankshaft. The



whole engine should be put in a plastic bag with the crank shaft sticking through a hole. This will keep the engine clean. Protective glasses are a must when doing this job. Once this has been done, it is dismantled and the throttle arm adjusted to suit the RC10GT. When all is done a spacer is fitted, then the collet, after which the flywheel is retained with the special clutch nut.

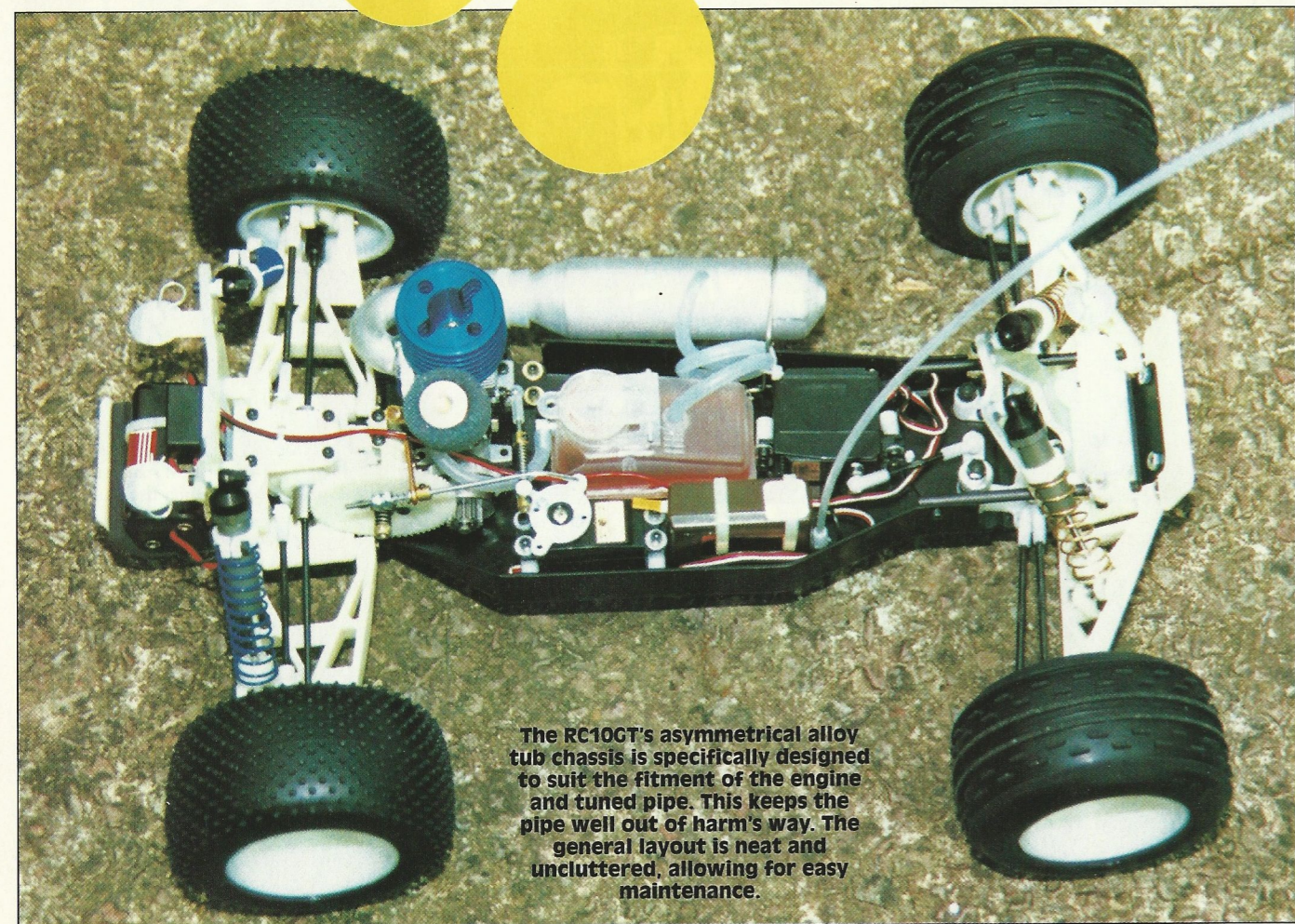
Next come the clutch shoes and spring, which has a choice of four positions to allow for adjustment to the point at which the drive is taken up. Flanged bearings are then fitted in the clutch bell which is slipped over the shoes and the retaining 'C' clip fitted.

Bolting in the engine shows one of the

advantages of using a non pull-start engine - it fits really low in the chassis and hence lowers the C of G. A strip of paper was used to set the back lash between the gears, and when the motor was firmly bolted in, the paper was removed. Easy!

The next item was the fuel tank, which includes a built in filter with the pick up and a quick fill top and has the exhaust pressure inset so that it acts as a 'chicken hopper' supply.

The Engine Installation Package includes a header (exhaust manifold) and pipe plus all the necessary fittings including a two stage air filter. The details regarding fitting the throttle and brake linkages are quite comprehensive, a great help to those new to IC powered models.



The RC10GT's asymmetrical alloy tub chassis is specifically designed to suit the fitment of the engine and tuned pipe. This keeps the pipe well out of harm's way. The general layout is neat and uncluttered, allowing for easy maintenance.

TEAM ASSOCIATED RC10GT GAS TRUCK

The Bodyshell

The Lexan bodyshell is a good quality moulding, and was nicely sprayed for us by Kim Jordan of SpeedSports R/C (021) 486 3860. When fitted the shell does look a bit odd as the wheel arches don't match the wheel centres, and the lower front edges had to be cut back to clear the lower wishbones. I also cut out half of the front screen and most of the rear deck to give good access and cooling for the engine.

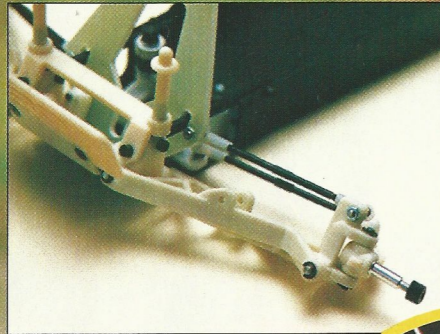
Odds And Ends

The rest of the manual contains further advice for the beginner, plus maintenance and Tuning Tips. Also included is a VHS video tape: 'How to Tune Your RC10GT Engine'. What a great idea! Electric racers will find this a real aid when setting up the engine, but unfortunately this one didn't track properly, although the sound was fine!

Plenty of conventional suspension tuning is possible with the RC10GT, camber angles front and rear, different shock mounting positions, oil weights and pistons etc. The inboard end of the rear upper tie bars can be fitted in different positions and the ride height can be altered. The front castor angle can also be altered from the standard 30° setting. Toe-in/out adjustment at the front is facilitated by the use of turnbuckles, but to change the rear toe-in/out setting the rear suspension mounts and/or rear hub carriers have to be changed.

How Does It Go?

The suspension geometry was set up as per the manual (all that was needed was a couple of turns on a few of the turnbuckles) and the engine's needle valve was set rich. The Yokomo started easily, and after warming up off went the RC10GT for a gentle run on part throttle to give everything a chance to bed in. After a couple of rich runs the mixture



The front end follows conventional practice; a stout nylon lower wishbone with an adjustable upper link.



was carefully leaned out until it was running smoothly, with the bottom end mixture needle also needing to be leaned slightly to achieve a good pick up. This proved awkward to get at, so I filed a tip onto the end of a small screw which slipped between the tank and carb into the recessed idle needle. The only other way to adjust the bottom end mixture is to take the tank out!

Drive Time!

To a complete novice the RC10GT feels very nimble indeed! The initial runs on tarmac showed its excellent handling, as no matter what I did it wouldn't roll over, and even clipping kerbs at speed (whoops!) didn't unsettle it. This shows just how important it is to have a low centre of gravity.

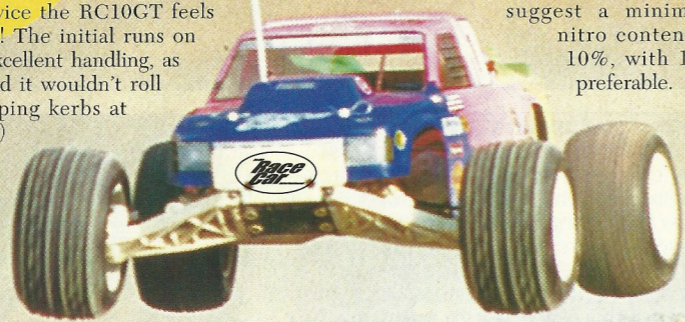
By this time my young nephews, Richard and Nick, were aching to have a go. Richard's first

comment was "It handles well", then showed what he meant by drifting it about as if it was a rally car, whilst Nick was impressed by the top end speed. Both Richard and Nick have experience with electric cars, but were most impressed on their first acquaintance with the RC10GT.

A trip to the local BMX track with Jonty the Ed resulted in the GT being run solidly for something like half an hour, taking on fuel at pit stops. Jonty literally threw the RC10GT over the jumps, where the truck's overall balance proved very good as it consistently took off and landed level. Mind you, the occasional tumble resulted in nothing more than the GT having to be righted, after which it was back to more fun! After literally dragging him back to the office, Jonty reckoned that driving the RC10GT hard over the loose, bumpy track was more fun than he'd had for quite some time, and that IC Truck racing really should take off (intended pun!) in this country as it has in the U.S.A.

Overall impressions? The RC10GT is great fun to drive, strong, remarkably stable and withstands a surprising amount of abuse. The kit is well thought out and of a very high quality. The instructions are first class, but I wouldn't like to see a youngster build it without help. The engine is set very low in the chassis, which is good for the centre of gravity, but small stones can easily jam between the gears and the chassis. At speed the steering became a little vague due to the slow and under-powered servo, so to get the best out of the RC10GT a fast, high power steering servo, possibly of the KO FET variety, is a real necessity. After quite a few runs now, the only maintenance required to date has been adjustment of the brake and slipper clutch, but other than that, no problems!

My nephews and I have enjoyed driving the RC10GT on a wide variety of surfaces from tarmac and gravel, to dirt tracks and grass, so I can say from experience that regardless of where you run the RC10GT, you're bound to have lots of fun! Warning! Youngsters always seem to refer to cars of this type as being 'petrol cars'. DON'T attempt to run the engine on petrol, it is a glow ignition engine requiring an oil, methanol and nitromethane fuel mixture available from your local model shop. I suggest a minimum nitro content of 10%, with 15% preferable.



The Associated RC10GT is imported and distributed by Ted Longshaw Model Cars, P.O. Box 89, Orpington, Kent. Tel (0689) 855313. Available from good model shops.



**RC10GT GAS TRUCKS
RUN AWAY WITH THE
1994 NORRCA
NATIONALS**

NOBODY KNOWS GAS RACING

LIKE THE TEAM!

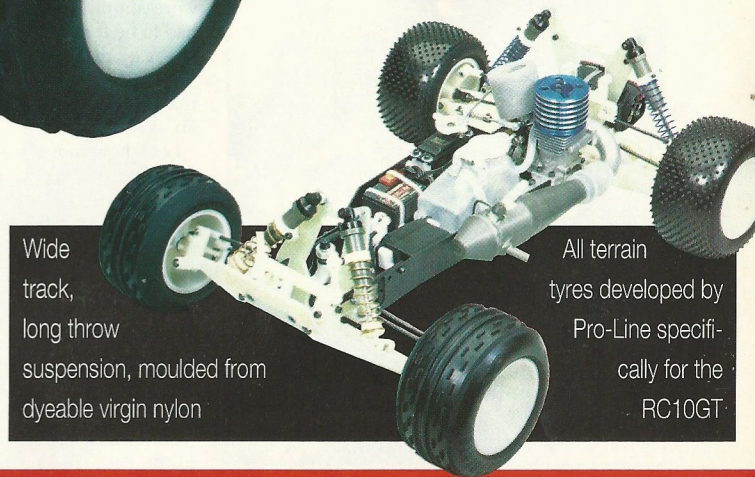


With over 25 years of experience racing RC gas cars and winning two IFMAR Gas World Championships, Team Associated knows gas racing. That's why the Team built the RC10GT, the most advanced, high performance vehicle of its kind.

The truck features competition proven four wheel suspension with precision coil-over shock dampening. Our World Famous Team Associated Stealth ATC gearbox is also adapted to the RC10GT to get all that nitro power to the ground, whilst our race-ready disc brake gets it all slowed down in a hurry.

Enjoy the sound and power that make gas RC racing come alive. The RC10GT is the ONLY gas truck with Team Associated's proven performance and reliability.

BECAUSE NO ONE KNOWS RC GAS RACING LIKE THE TEAM!



Wide track, long throw suspension, moulded from dyeable virgin nylon

All terrain tyres developed by Pro-Line specifically for the RC10GT

DISTRIBUTED IN THE U.K. BY

**TED LONGSHAW
MODEL CARS**

PO BOX 89, ORPINGTON, KENT. TEL: 0689 855313 FAX: 0689 850461

DISTRIBUTED WORLDWIDE BY

ae TEAM ASSOCIATED

3585 CADILLAC AVE. COSTA MESA, CA 92626 TEL: 714-850-9342 FAX: 714-850-1744