



It was only a matter of time before Team Associated decided to release a monster truck to compliment their range of World Championship winning R/C cars.

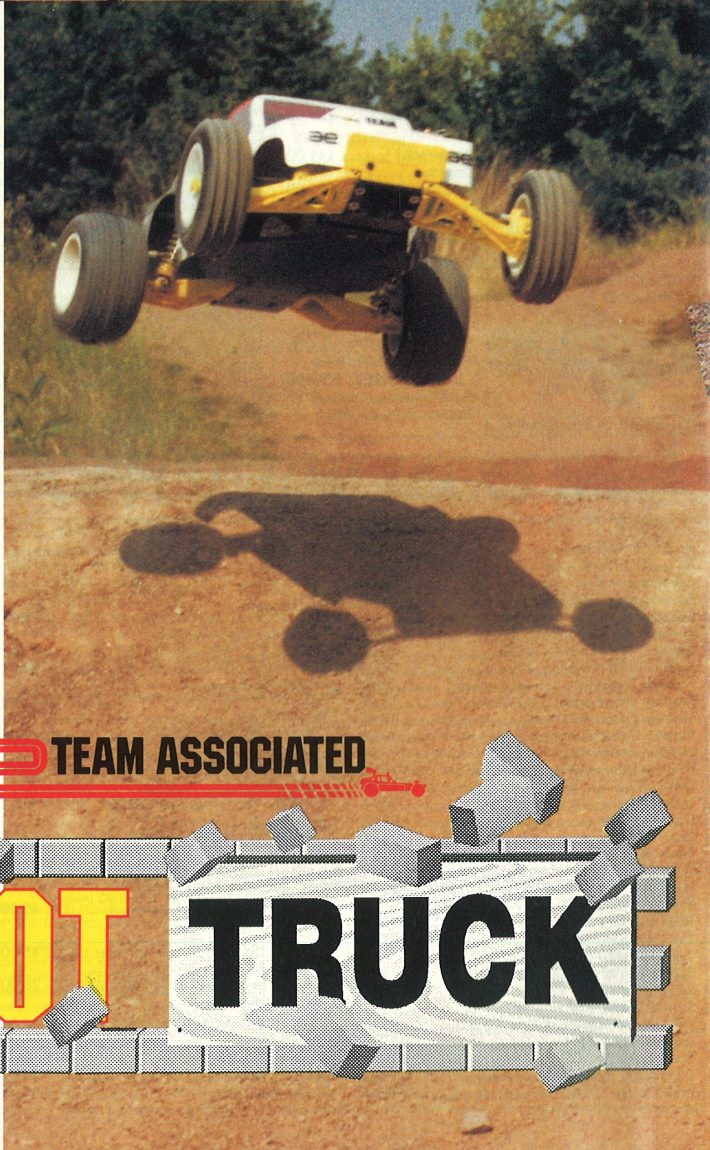
Over the last eighteen months or so monster trucks have become more and more popular, particularly those that can be raced competitively. With the launch of the RC10T, R/C truck racing will enter a new phase. The RC10T is a purpose built racing truck, not simply a buggy with a couple of monster proportioned mouldings and truck body bolted on.

RC10T

It is evident from the first time you open the box that Associated have used all of their World Championship race winning experience to design the RC10T. Even though it is a purpose built truck, the RC10T does utilise a few components from the Team Car (RRC June '91), but why not when they are some of the best available items on the market?

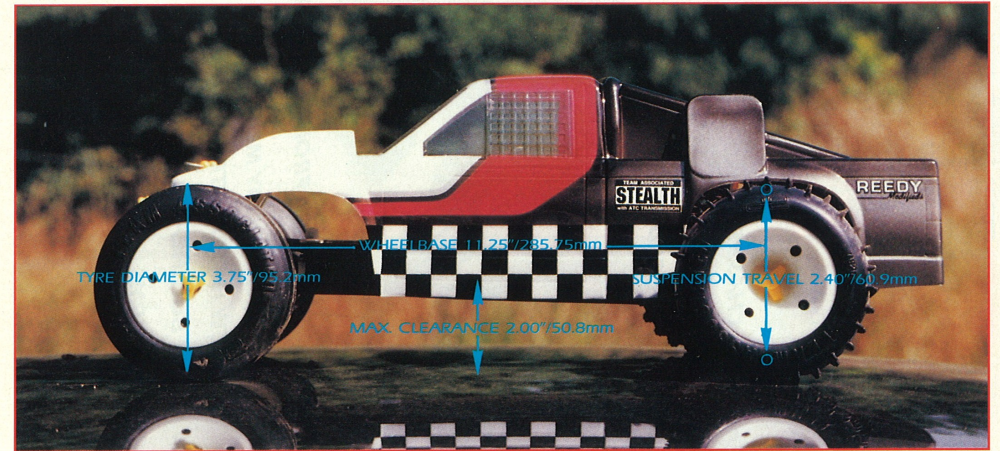
The Stealth ATC transmission (RRC March '91) is used on the RC10T, basically because there is nothing better, especially when you consider that it will have to cope with the extra demands and stresses that can be placed upon the transmission systems of racing trucks.

Associated's latest, hard anodised, Teflon coated racing shocks are used all round on the 10T, with longer units positioned at the front, again to cope with the extra rough ground and treatment likely to be encountered by monster truck racing.



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RC10T TRUCK

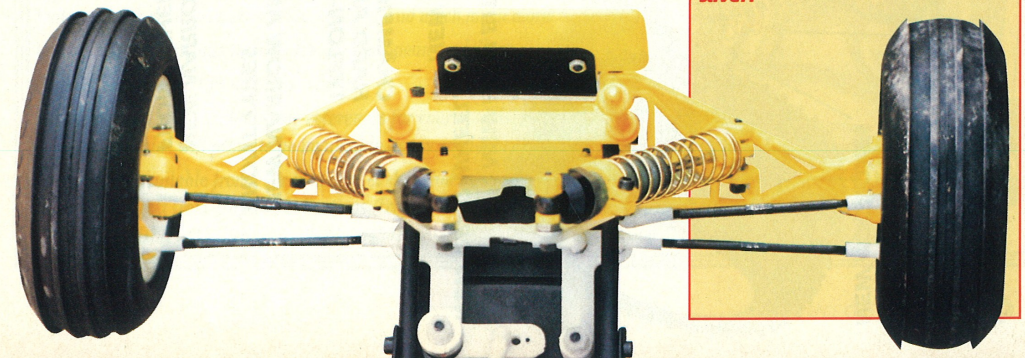


Apart from the front hub carriers the only other item used from the Team Car is the famous aircraft alloy chassis. This is a very tough, rigid, strong unit and has plenty of room for most types of radio gear.

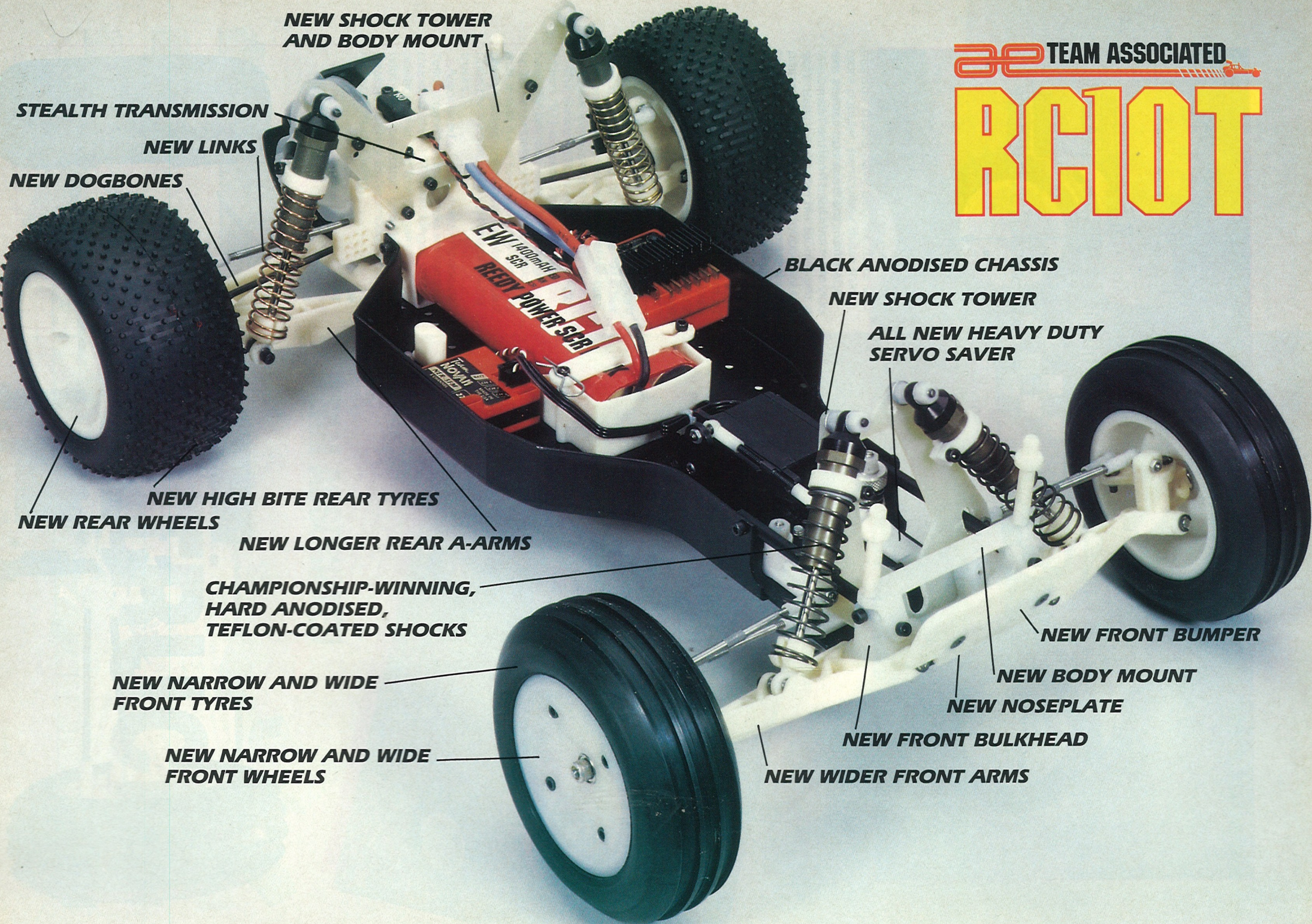
What's New?

To make the 10T the most competitive truck 'out of the box' Associated 'looked at the truck rules and found out what they were allowed to do'. To maximise the racing ability of the 10T the following parts were made especially for the truck:

1. New rear shock mount and body support posts.
2. New turnbuckle links for the front and rear upper suspension and steering.
3. New dogbone driveshafts (a massive 89mm long).
4. New front and rear three piece wheels to eliminate tyre slip.
5. New longer lower rear and front suspension A arms.
6. New front and rear rubber tyres.
7. New front bulkhead.
8. New noseplate/bodypost carrier.
9. New front bumper.
10. New front shock absorber tower.
11. New heavy duty servo saver.



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RC10T



**NEW SHOCK TOWER
AND BODY MOUNT**

STEALTH TRANSMISSION

NEW LINKS

NEW DOGBONES

BLACK ANODISED CHASSIS

NEW SHOCK TOWER

**ALL NEW HEAVY DUTY
SERVO SAVER**

NEW HIGH BITE REAR TYRES

NEW REAR WHEELS

NEW LONGER REAR A-ARMS

**CHAMPIONSHIP-WINNING,
HARD ANODISED,
TEFLON-COATED SHOCKS**

NEW FRONT BUMPER

**NEW NARROW AND WIDE
FRONT TYRES**

NEW BODY MOUNT

NEW NOSEPLATE

**NEW NARROW AND WIDE
FRONT WHEELS**

NEW FRONT BULKHEAD

NEW WIDER FRONT ARMS

As can be seen the changes are many and varied to give the 10T every possible advantage. The arms make it very wide indeed to ensure it is as stable as possible when cornering and jumping.

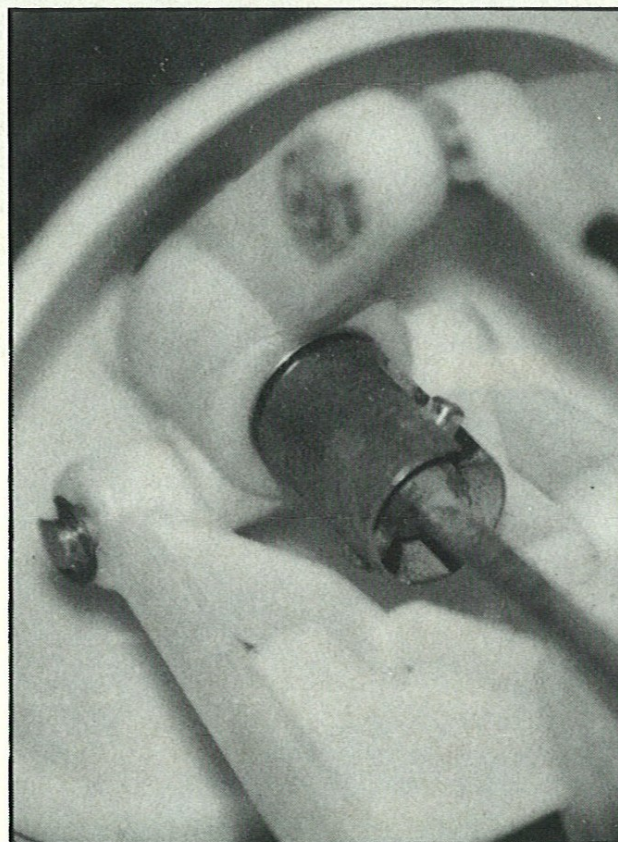
The new shock absorber towers alter the suspension geometry slightly on the rear, and quite radically on the front. More importantly though it means that the top of the shock absorbers sit underneath purpose moulded protrusions in the bodyshell. This means that the body sits very low on the chassis to presumably reduce the centre of gravity, enabling the 10T to corner even faster without rolling.

Because the body is so low it gives the 10T quite and unusual appearance, very low, squat and wide; not at all like a 'monster truck'. But, the RC10T has been designed for maximum race winning ability, it hasn't been made to enter monster truck concourse competitions, but *it has* been designed to win races!!

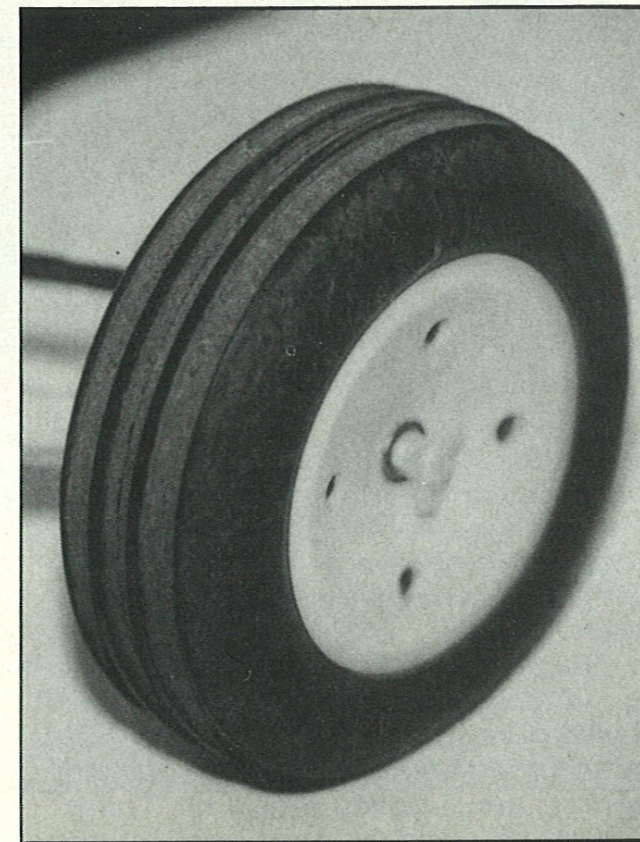
The Build....

Building the RC10T was simplicity itself, and took a little over six hours. All of the bits were present and correct, everything fitted accurately and easily and no parts at all were missing.

The most time consuming part of the construction process was the 'Stealth ATC Transmission'. It really pays to take



🕒 **Rear driveshafts/drive cup coupling can be seen here.**



🕒 **Narrow front rib tyres make the 10T very safe to drive.**

⊙ *Associated 30wt pure silicone oil was used all round on the RC10T.*



⊙ *New rear shock absorber tower.*

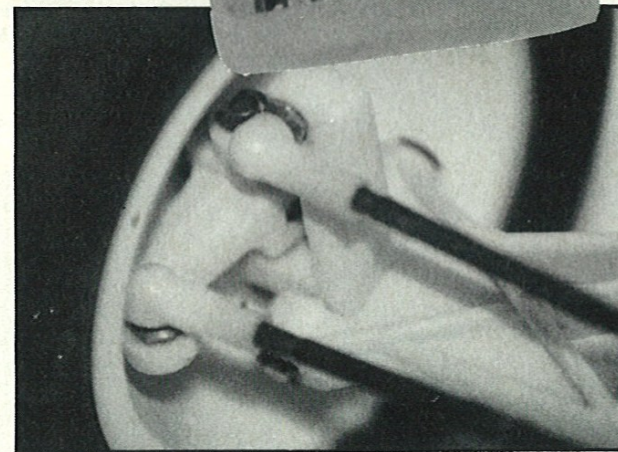
your time when building the ATC because correct assembly will reward you with a smooth differential action that won't need any adjustment until the diff rings need replacing after many hours of use.

The shock absorbers were filled with some of Associated's superb 30WT 100% pure silicone shock oil. Only one set of heavy tension, gold coloured springs are supplied in the kit. These should be good for most applications although the front ones might be substituted for Associated green springs

Front end details.

at a later date because the front springing feels a little on the hard side (see track test).

The truck is, as expected, fully ballraced for total efficiency and reliability, and the whole drive train is very free and smooth. One of the most significant differences between the RC10T and the RC10 is that after over six years on the market a new type of servo saver has been included in the kit! It is quite surprising that the original design lasted as long as it did, but it obviously works because Cliff Lett still



⊙ *15° castor blocks come as standard in the kit.*

uses one in his RC10, and if Cliff uses one there is no reason why anyone else shouldn't!

Associated obviously felt that the extra rough treatment the truck is likely to be put through warranted a redesign of the old, 'faithful' servo saver. The new unit is made from a similar nylon material but is much thicker, chunkier and presumably stronger. The actual servo saver action is taken up by a large spring on top of the left hand two piece moulding. The new servo saver is great and will protect a servo from the heaviest of knocks and bumps.

It is a really nice touch by Associated to provide two different sets of front wheels and tyres. One is a thinner set of wheels with ribbed tyres, the other is a much wider set of wheels with rib/staggered rib tyres. Both sets will be very useful under differing track conditions (see track test). The rear tyres are made from the same type of rubber compound as the fronts and have a pin spike/shallow paddle pattern design.

All of the wheels are of a three piece design. A circular centre rim fits inside the tyre, which is secured by two halves that are screwed together. The advantages of this include the fact that the tyre is absolutely secure on the rims and will not spin round or come loose upon acceleration. The disadvantage is that changing tyres on the rims is quite a slow process, but this shouldn't need to be done too often as the tyres supplied in the kit seem to be of a quite hard wearing compound.

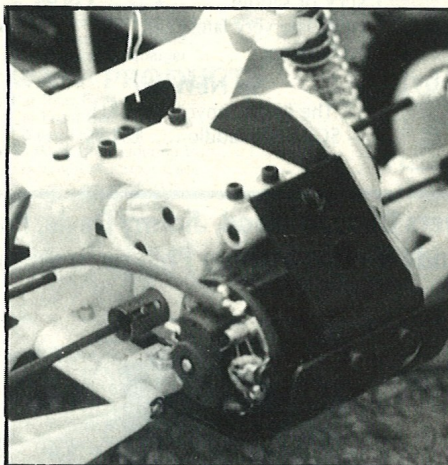
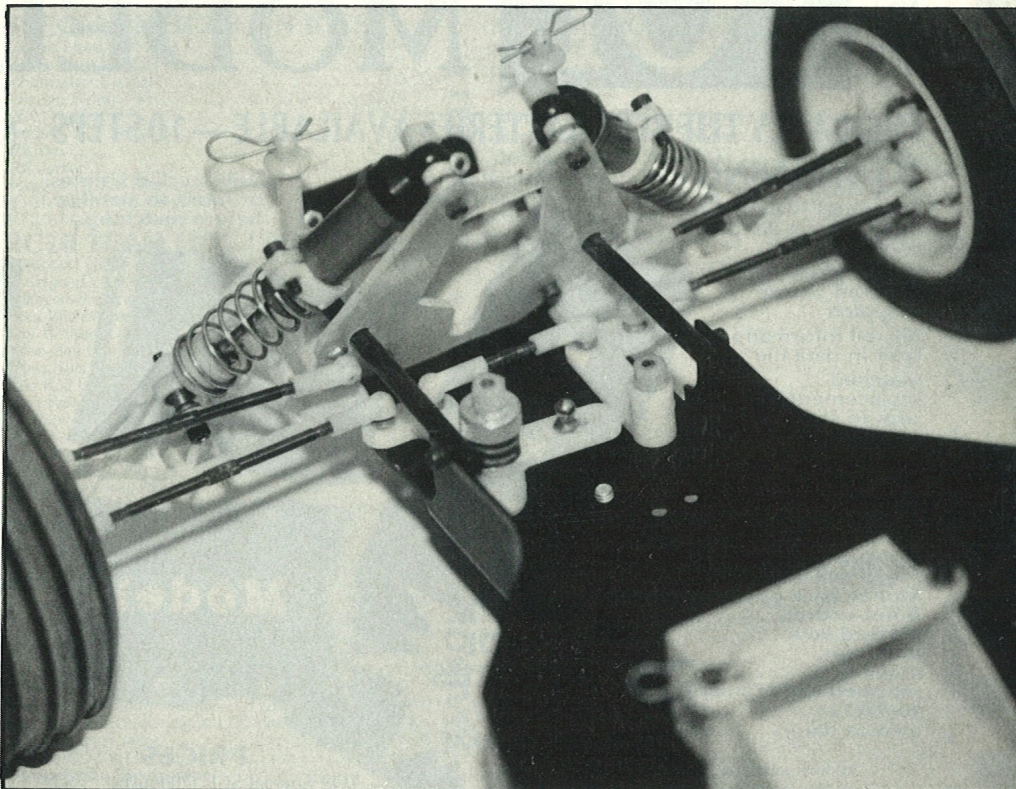
Thoughts before we run it....

Having built the RC10T after an enjoyable six hours we had been left with several impressions and thoughts about the kit.

1. **The RC10T is up to Associated's usual, impressive, high standards of design and manufacture.**
2. **It is fully apparent that a great deal of thought has gone into designing the RC10T, to enable it to win races. Everything has been taken to the limit of the rules so it is the fastest, widest, meanest and lowest R/C racing truck on the market.**
3. **The servo saver is a vast improvement and should really be included in future Associated off road kits.**
4. **The Stealth ATC transmission is as impressive as the first time we saw and built it.**
5. **It was an excellent idea to include two sets of front wheels and tyres.**
6. **The plastic parts look dead sexy dyed fluorescent yellow!**

Track Test Time!!

To be honest, we couldn't wait to run the RC10T, and we expected a great deal from it!



➊ **Stealth ATC transmission comes as standard in the 10T kit.**



With the radio gear fitted, body sprayed and nicads changed we were on our way to the local dirt track. The narrow, ribbed front tyres were tried first and they made the car feel really safe, giving a touch of understeer, making high speed cornering smooth and predictable.

With the 30wt oil all round and the kit springs the car felt really good so we decided to play with the tyres before moving onto the suspension.

The wide front wheels were put on for the second run with the car, and what a difference! The steering was much sharper and responsive as the wider tyres provided considerably more grip. It was now possible to lose the rear end with a quick flick of the steering and a touch of brakes, but once power was re-applied the 10T gripped instantly and brought itself back into line. On the fine/dusty loose surface the rear tyres gave lots of grip, good news!

The 10T jumped very well indeed, with both the chassis and ATC coping with the heavy landings (it was going fast with a 14 turn motor in it by the way!). The nose rode a little high so instead of the soft green springs a pair of Associated Silver springs were put on the front. This made the car fly flatter over the big jumps and gave a little more turn in with the ribbed front tyres.

It was only after we had run out of batteries that we decided to 'call it a day', as the RC10T had been so much fun!

There is absolutely no doubt it is a quality kit and if you want to race monster trucks and you want to win, buy an Associated RC10T.

Available from your nearest Associated stockist through Ted Longshaw Models. ●