

See the CML stand at IMS in January



All electronic components mounted in a protected, inboard position on the moulded composite chassis.

**ATACT™ Steering**  
 Associated True Ackerman Concept. Revolutionary new patent-pending design enables the steering geometry to be optimised for the most perfect Ackerman possible. Built-in adjustable servo-saver. Steering 'rack' glides on dual bearing posts.

**Lowest Centre of Gravity**  
 All drive train and electrical components are mounted at or below chassis level to give the lowest possible centre of gravity. This results in higher cornering speeds and less traction rolling.

**Super-Efficient Shaft Drive**  
 No more belt flexing, stretching, breakage or slippage problems. Woven composite tubing drive shaft has exceptional torsional rigidity, won't flex or twist under hard acceleration or braking. Longer run times, more acceleration, and higher top speeds than belt drive systems. Floating shaft design doesn't bind up the gears like other shaft drive designs.

**Stick Packs, Saddle Packs or Side-by-Side Cells**  
 Battery configuration allows racers to use the most popular battery packs without having to build saddle-style packs. Quick-change battery system eliminates the need for tape.

**TC3 Gearcase**  
 Gleason System™/barrel-cut composite bevel gears for run times up to 25% longer than most belt-drive systems. Race-proven Stealth ball differential for absolute straight line acceleration. Fully enclosed transmissions for low maintenance. The Team version sports Teflon-sealed stainless ball bearings.

Left to right weight distribution is within 2%, easily compensated for by the additional weight of a transponder.

**Quadrasyymmetric Suspension**  
 All four suspension arms are equal length for ease of tuning and a well-balanced suspension package. Inner and outer pins, as well as front and rear hinge pins are equal distances from the chassis centerline. No E-clips are used on any suspension hinge pins.

Fits all of industry-standard touring car wheels and tyres.

**Fully-Adjustable Motor Mount**  
 Enables a full range of gear ratios from 5.5:1 to 11.5:1. Engineered to keep the motor as low as possible in the chassis for the lowest centre of gravity. Quick-change design that enables motor changes in seconds by loosening one screw.

# The new Associated T3 Touring Car

# Scoop!

## Project Roswell Uncovered

The eagerly awaited Associated TC3 finally broke cover at the RCHTA fair in Chicago. A full review will follow in the new year. Once we manage to get hold of a TC3 we won't let go! Deliveries should get underway in March 1999 and CML will be distributing the car in the UK. Until then take the Race Car guided tour of the features that should make the new car 'state of the art' in Scale Touring cars.

