



**Radio Race Car take an in depth look at Associated's RC10, 1/10th Scale Electric Racing Buggy.**

It was last year during the 1/12 electric World Championships in Denmark that RRC first saw the Associated 1/10 off road car.

This pre-production car was in fact Gene Hustings own outfit that he had been using at different tracks to check out handling.

Well, the months rolled by as Associated got their production together (they never like to release a product until it has been thoroughly tested). Then just as good as their promise a kit arrived for review from their California factory.

The presentation and packaging is excellent with a strong box housing the kit that can be used for storage later on.

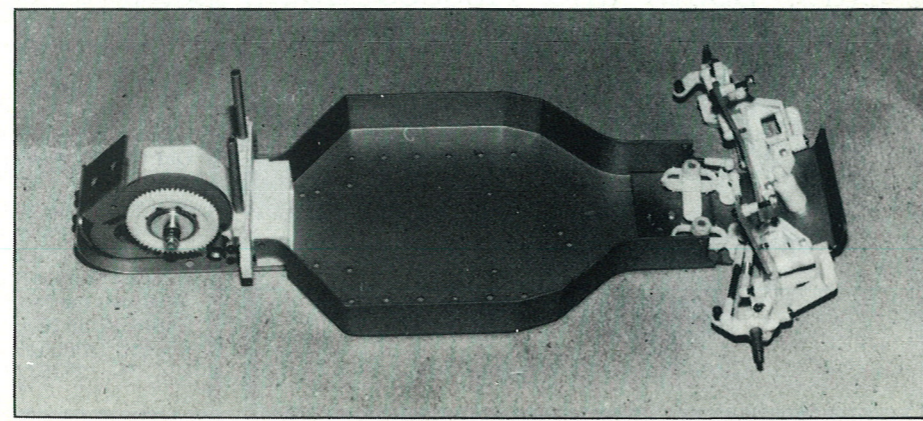
The building instructions are really something else! Providing both written instructions and an illustrated booklet showing the building sequences 'blow by blow' with no less than 190 photos! This does make assembly clear and straightforward.

It is immediately apparent that a great deal of thought has gone into designing the R/C 10 to allow the

driver plenty of alternative when dialling his car into a particular track.

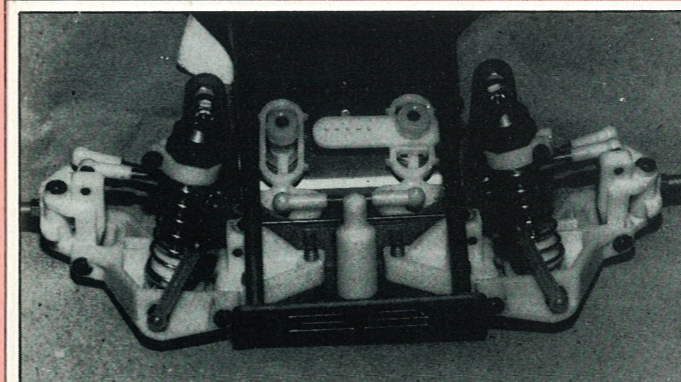
The chassis is of the 'bath tub' variety and is constructed from aircraft alloy finished in anodised gold. All the necessary holes are accurately pre-drilled and countersunk where required. As with other Associated cars extensive use is made of lightweight alloy screws allowing easy maintenance with little weight penalty.

**"Bath tub" chassis with front suspension and gearbox in position.**

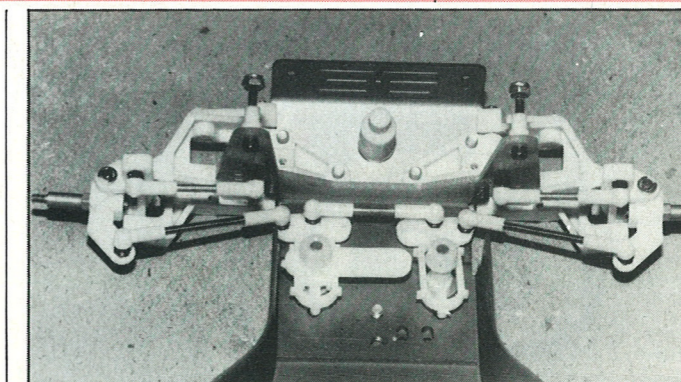


The front suspension is completely new in design and is constructed from high quality nylon mouldings. It was found that the accuracy and quality of all the nylon moulding throughout the kit was very high and all parts really did just 'float' together requiring little or no work to obtain a perfect fit.

The R/C 10 uses a front wishbone system with adjustable top ball joints for camber variation, the moving parts



**Front suspension showing anti-roll bar linkage and shock absorber.**



**Steering assembly, note the two servo savers. The one on the right acts as an idler eliminating bump steer.**

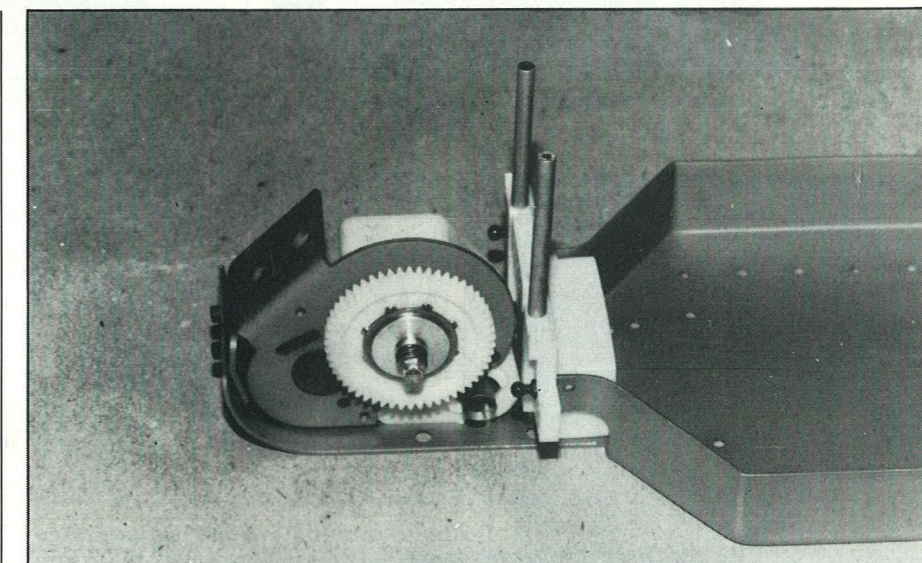
use steel pins to pivot on, which are kept in position by 'e' clips.

The ball joints used on the suspension are steel and are secured where required by a metal nut (don't forget a drop of loctite), the knuckles are nylon and though a tight fit once in position are smooth and slop free.

A two servo saver system is used for the steering, one linking to the servo itself, the other acting as an 'idler' preventing 'bump steer'.

Perhaps the most complex item to build is the gearbox, but with the clear instructions no difficulties should be encountered. On our review car we did have a small problem with the final drive gear which would not accept the drive shaft. This seemed to be due to a manufacturing fault — but a simple phone call to Simon McCrae at SRM Racing (one of the distributors/importers) had a new part to us in 24 hours. Not bad, huh?

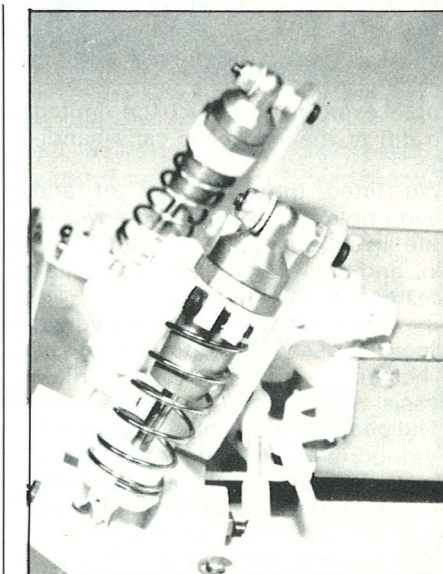
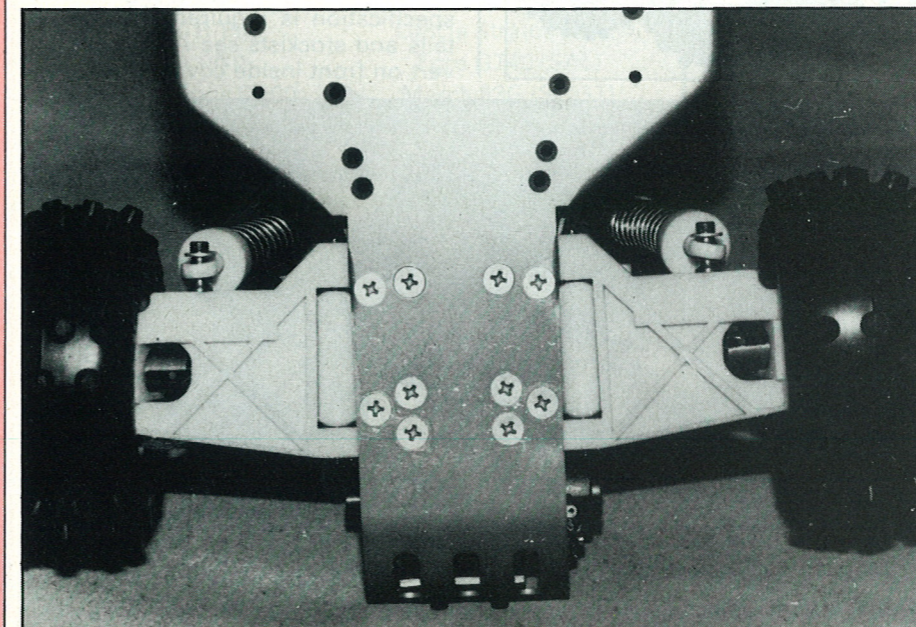
The gear box is a beautiful bit of design providing a smooth transmission that is light but sturdy enough to handle 7 cells and hot motors if you want to use them. The drive train utilises a 'ball' type differential similar in design to the well tried and proven



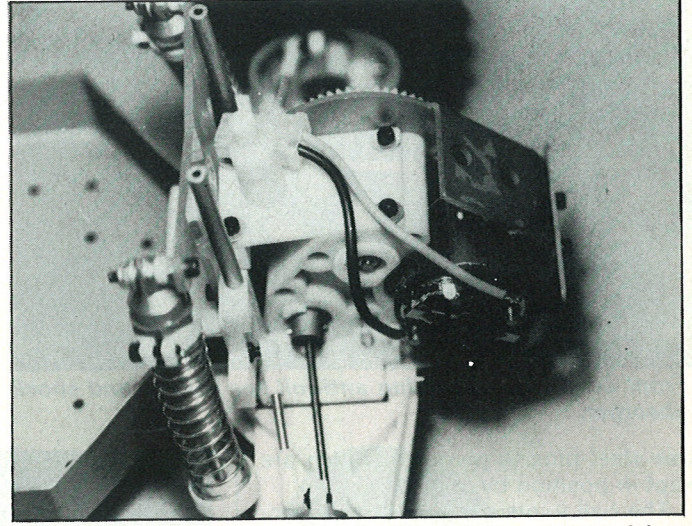
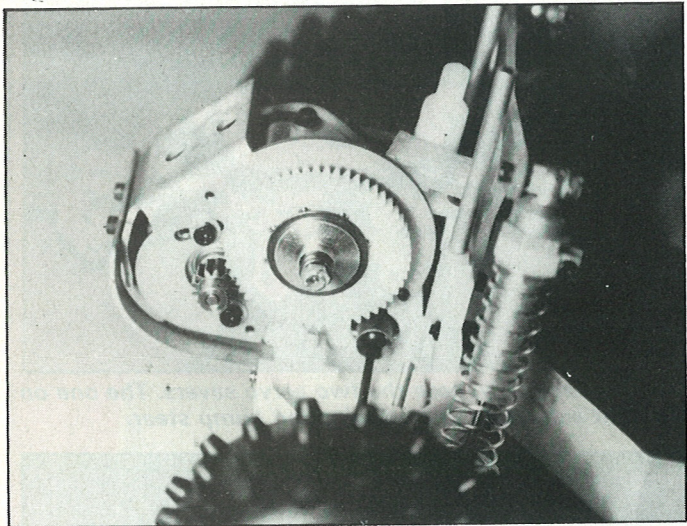
**Gearbox in situ awaiting all the suspension parts.**

unit used in the Associated R/C 12i circuit racers. In order to make the best use of the diff an ingenious layshaft is used in the gear box onto which the diff is located. Once assembled it is a

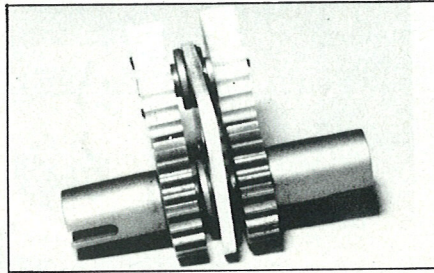
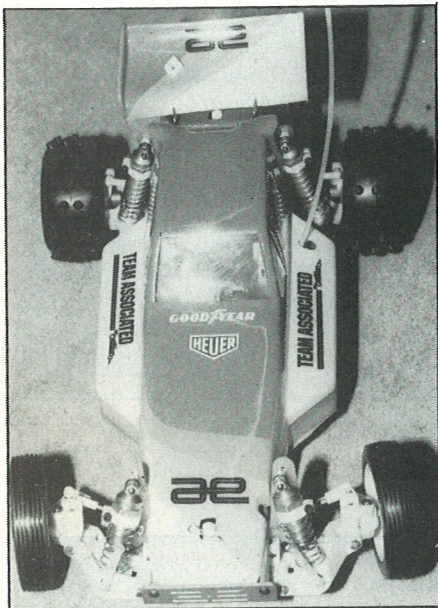
**Neat pre-drilled holes and alloy countersunk screws make for easy assembly.**



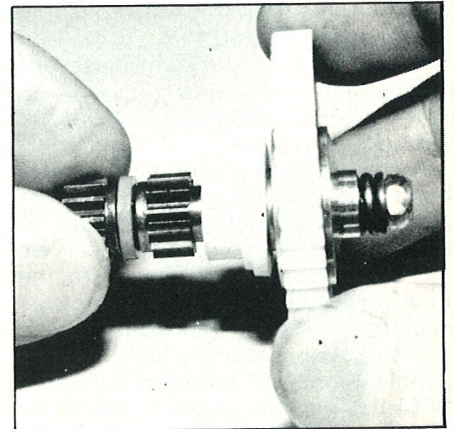
**Front shock absorbers; these are excellent units that should provide good all round service.**



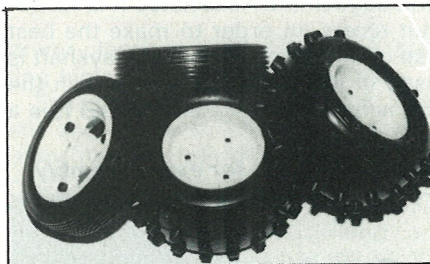
Two views of the rear suspension and drive system. Note how accessible most of the parts are. It all makes for easy servicing.



Above and above right: Output drive gears and ingenious layshaft system used in the gearbox.



The RC10 uses a combination of ribbed on the front and studded on the rear.



simple exercise to adjust the limited slip diff to maximise the car's handling.

We fitted the ball race kit and though not cheap it must be a worthwhile investment in order to lose friction, and if you are going to fit ball races now is the time to do it!

By now the R/C 10 is really coming along and assembly onto the chassis is helped by the accurately drilled chassis.

The oil filled shock absorbers are really good (we raved about the shocks on the Associated R/C 500 1/8 circuit car some time ago), each unit has no less than two PTFE and two O rings giving a really effective oil seal. The shock absorber body is machined from alloy and anodised an attractive gold. The coil over springs are easily and quickly adjusted, the kit also includes a choice of springs, heavyweight or standard.

Fitting the radio of your choice is made simple by having mounting blocks included in the kit. The speed controller that comes with the kit is a

heavyweight ceramic wiper type that is well known for its reliability and simplicity. Most of the wiring is pre-soldered and has a receiver battery eliminating diode already in place.

The car is topped off by a strong clear lexan bodyshell that adds a stylish finish to a very attractive and competitive 1/10 off road car kit.

Prices vary depending which specification is required. For full details and stockists see Associated advert on front inside cover.

