

The Associated RC10 has been designed as a racing machine, and no more. Its price and overall conception has one specific aim in mind, and that is to win races at the highest possible level.

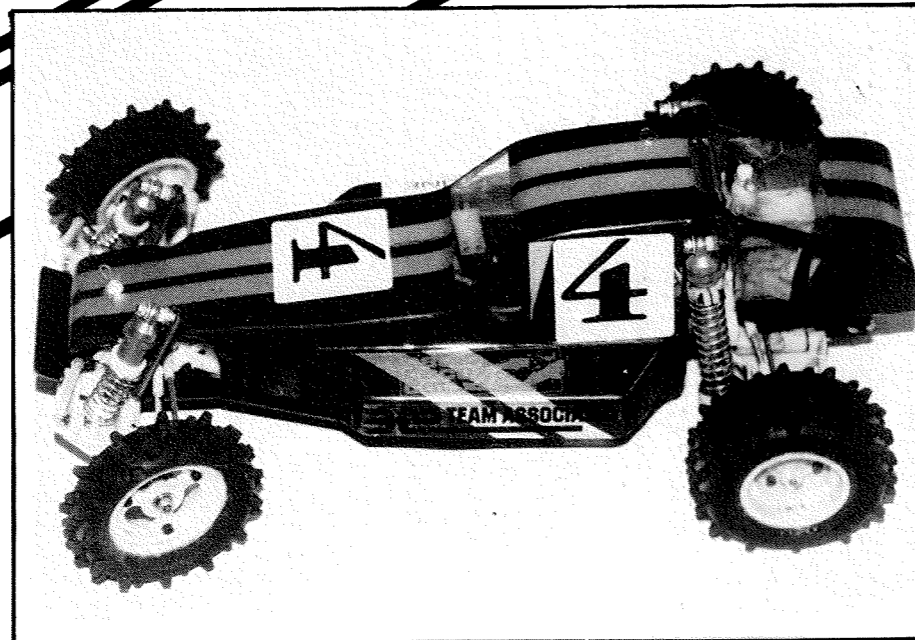
Never slow to capitalise on a good thing, the first 1/10th World Championships has been held in the USA this year, and I personally see one of the top Associated drivers in a strong position to walk off with the trophy. (Shades of 1/10th World Champs held in the USA.)

That title of course (if they actually do carry it off) is money in the bank to any manufacturer capable of capitalising on it, through advertising and increased sales.

Those experienced in any form of model car racing, will know that having purchased and assembled an already proven product, does not automatically assure you of being a winner when you race it.

The Associated RC10 is designed in such a manner, and produced to their usual high quality that it is difficult for anyone to assemble a bad car. The only thing you could get wrong is the finer tuning of parts, in order to get the best from the car on any given terrain.

The quality of the mouldings allows for very smooth, precise suspension travel, and the shock absorbers in my own personal opinion, are the foundation of the car's exceptionally smooth handling.



The Associated RC10 used by the writer.

The chassis design allows for high strength and rigidity, thus making the suspension take all of the movement from the track surface. The chassis design greatly aids weather proofing, if used with the kit body, because of its raised sides, and the close fit of the body over those sides.

The gear train, well sealed from dust, runs very smoothly, and should

run virtually untouched for months. The limited slip differential is simple to adjust, but *never* run with the lexan diff. cover off, because dust and dirt will soon ruin the efficiency of this part.

One point I should mention at this juncture, is that the differential axle is retained by a circlip, offside to the diff. gear. This section of the axle prot-

ruces through the drive train housing, running in a ball race, which in turn has a separate nylon housing to retain it. Somehow, this circlip became detached during a recent race meeting, and deposited a number of vital parts around the track. Parts that you wouldn't normally carry as spares, although in this case all of ours were located and assembled again on the spot.

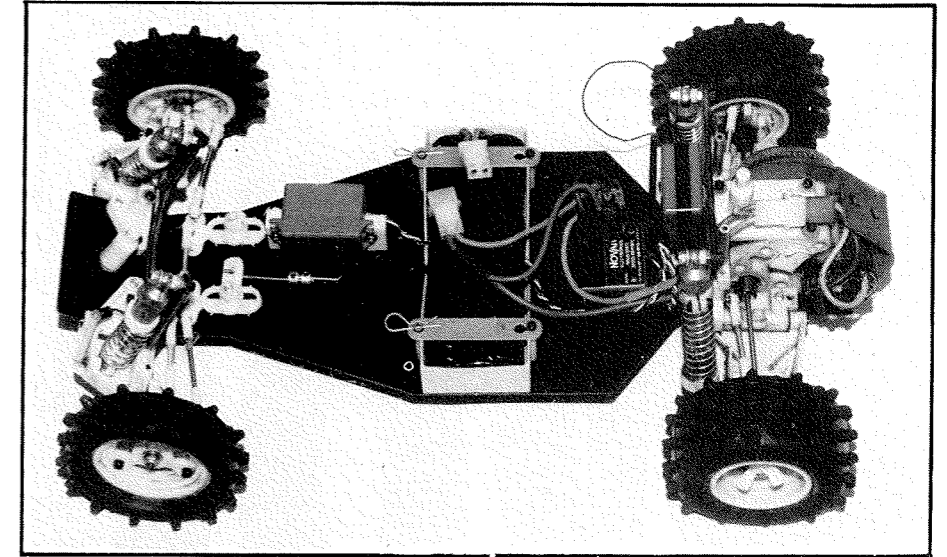
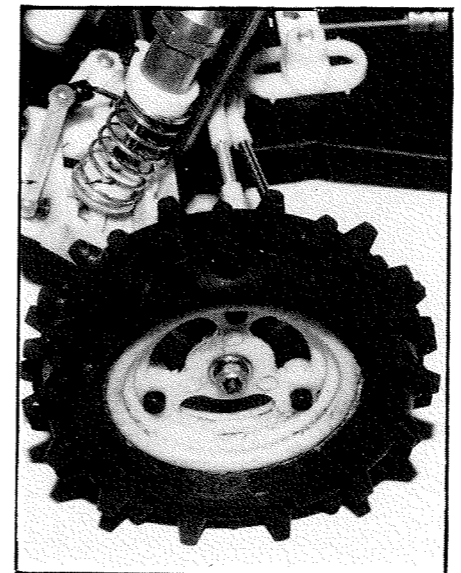
The disturbing thing was that other Associated owners confirmed that they had experienced similar occurrences, so beware, constantly check for any signs of a loose circlip — if in doubt, replace it.

When working out different suspension settings, two things will remain constant, the in-built rear wheel toe-in, and the front wheel caster.

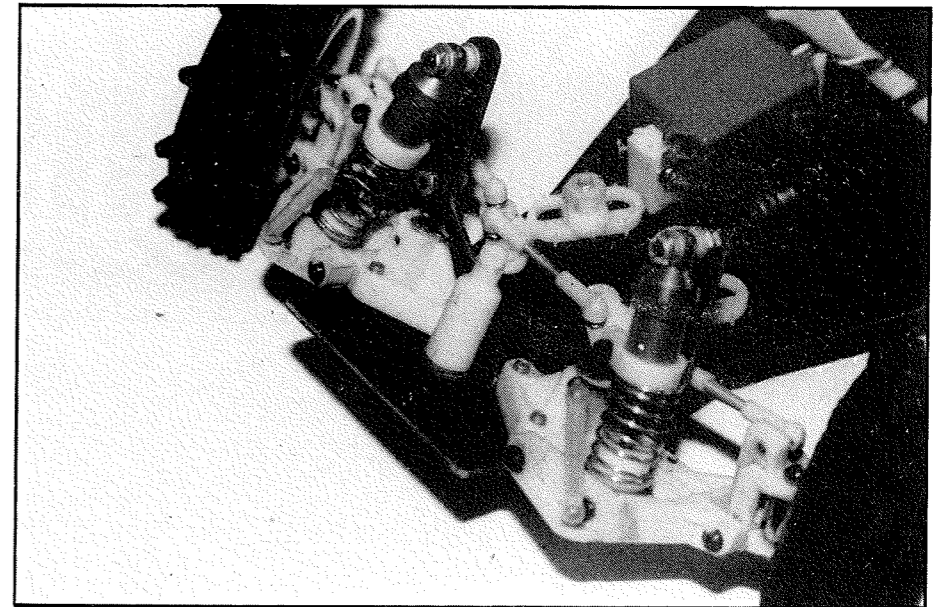
The adjustable upper links on both front and rear suspension are given specific lengths and locations. By using these settings, we first ran our car during April at a 'Club Rally' at the Baggeridge Buggy Club circuit near Wolverhampton. The ground was relatively soft, offering good grip with kit tyres and it was not deemed necessary to alter any settings, other than slight adjustments of front springs (we were using the harder of the two offered in the kit) to induce a little less of the car's natural understeer characteristics.

A month later under totally different conditions, during the Baggeridge round of the Northern League Champs, we ran on very hard dirt, with a lot of surface dust. In order to find any grip with kit tyres, major changes to both front and rear suspension were effected by shortening the upper suspension links, to create ever increasing amounts of negative camber until we finally got the car to perform respectably.

Fitting MRC tyres radically improved the car's handling.



Below the bodyshell, the RC10 features a straightforward equipment layout on the D&D graphite chassis. Below, front suspension and steering linkage, a familiar trouble spot on some cars but not the Associated.



Its third major outing was at Donisthorpe, for their Midland League Round, and here we tried out MRC tyres all round. Not made to suit the shape of the Associated wheel rim, the tyres have to be glued on with cyno-cement. With these high grip, real rubber tyres we had to dial out all of the previous negative camber, until we ran with approximately 3-5 all round, and further stiffened the suspension via the coil springs on the shock absorber.

We made the 'A' Final but bowed out early when we suffered a broken track rod after hitting one of the track's immoveable marker pegs.

During all of these runs, the speed of the car was never in question, easily being as fast or faster than most on the straights. We alternated between 12 and 13 toothed pinions on the motor, to suit the conditions of the day. We stuck with the Associated kit Yokomo 28 turn throughout, and found no problems running effectively

through five minute heats.

Further tests will be carried out altering the battery position, as provided on the chassis, and also by moving the rear wishbones forward, again utilising the holes ready drilled in the chassis, to give us a shorter wheelbase, and thus a better 'turning in' effect on corners.

The car runs so effectively that its weight of approx. 3 lb 11 12 ozs, needs little reason to be reviewed for further lightness. Few places show any real volume of material that can be removed, so we have taken the step of trying out the D & D Graphite, carbon fibre chassis, sent to us for appraisal. Very expensive but obviously strong and light. Is it cost effective? That remains to be seen.

Further details of spares and kits from Ted Longshaw Model Cars, PO Box 89, Downe Orpington, Kent, Tel. 0689 55313. Say you read about it in Radio Race Car Magazine.