

# RC10L

# TEAM ASSOCIATED

ASSOCIATED ELECTRICS, INC.  
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## RC10L ON ROAD

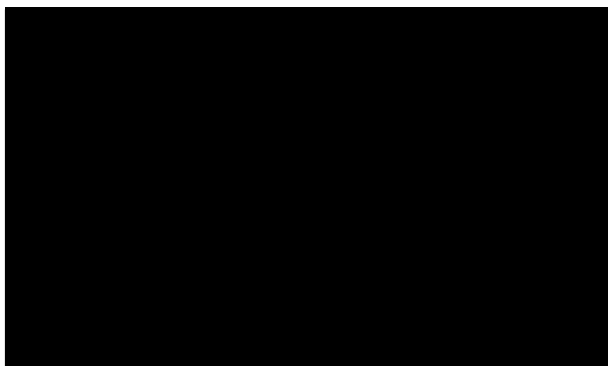
Associated's on road foray began with the RC12e 1:12 scale electric car, which went on to win numerous National Championships. It was later followed by the RC12i, which won the very first 1:12 World Championships in Anaheim, California, and then again won the next World Championships in Denmark. The RC12L followed this winning tradition by taking 1st, 2nd, 3rd, and 5th at the World Championships in Las Vegas.

This winning 1:12 design was the basis for the RC10L 1:10 scale car. Besides the fact that the 10L was larger, it also uses a shock absorber to dampen the rear end, and the rear axle assembly is longer.

The RC10L proved itself on both road courses and flat oval tracks. For the growing popularity of high banked oval tracks we developed a Super Speedway version, the RC10LSS. This car had a narrower wheelbase and body for higher top speeds, reduced battery current draw and longer run times. In 1993 we released our newest versions, the RC10LS and RC10LSO, which included our new Dynamic Strut Front Suspension and new shock with Teflon piston and assembly parts.

## RC10LS GRAPHITE

The RC10LS takes the RC10L to the next level of performance with the addition of Associated's Dynamic Strut Front Suspension. This front end allows you to change caster, camber and spring rates quickly and easily. Included is caster change, which gives you a car with a more aggressive steering response going in and coming out of corners. Better rear end handling is accomplished with a rear chassis brace and Teflon shock pistons with Teflon assembly parts. For the 1:10 on road oval racer who wants everything.  
#8010, \$250.00



## RC10LSS SUPER SPEEDWAY

The RC10LSS car is based on the design of our Nationals-winning RC10L. The 10L was designed for the flat oval tracks and road courses, while the 10LSS is designed for the larger oval banked tracks, like Whippoorwill and the Thunderdrome-type tracks. These banked oval tracks come with a different

set of race problems than flat oval tracks, and the 10LSS addresses these problems with a narrower width. This means that you'll be pushing less air, which will increase your speed; and because you're pushing less air (drag), you'll have reduced current draw on your batteries and get longer run times.  
#8005 (fiberglass chassis), \$195.00  
#8006 (graphite chassis), \$235.00



## RC10LSO NARROW OVAL GRAPHITE

The RC10L Super Speedway car has proven the validity of the narrow car and body for banked tracks. The RC10LSO enhances the 10LSS with the addition of the Dynamic Strut Front Suspension. This new front end gives you the ability to change caster, camber and spring rates quickly and easily. With more suspension travel than before, improved camber changes and Teflon shock piston and Teflon assembly parts, this kit is made for the discriminating racer who wants to use all the fine-tuning options at his command.  
#8012, \$250.00

### FEATURE COMPARISONS

	fiberglass chassis	graphite chassis	bearings	bushings	narrow	Dynamic Strut front suspension	price
8001*	•	•					195.00
8002*		•	•				235.00
8005 SS*	•	•		•			195.00
8006 SS*		•	•	•			235.00
8010 LS*		•	•			•	250.00
8012 LSO*		•	•	•		•	250.00

\* does not include body, motor, battery, radio and all electrical.  
Due to on-going R&D to improve our kits, some photos may not accurately reflect the latest edition.  
PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

## RC10L BASIC KITS

The first of the RC10L designs scaled up from the World Championship-winning RC12L. It's offered in both fiberglass and graphite versions, which makes it ideal for both a quality fun car and an entry level racer. In the very competitive on road and oval racing arenas, the RC10L proved itself to be no wimp when it comes to racing, winning the '89, '90, and '91 ROAR On Road Modified Nationals and setting the first Thunderdrome Insane Speed record of 56.5 mph in 1988.  
#8001 (fiberglass chassis), \$195.00  
#8002 (graphite chassis), \$235.00