


# THRASH TEST

# SON OF A GT

## The legend lives on



 Following in the footsteps of such a dominating predecessor can't be easy – whatever it does, some will always compare it with its illustrious predecessor. A more difficult task cannot be imagined, apart from maybe the poor soul who'll inherit Steve Jobs' shoes at Apple. And what about the poor old design team? Spare a thought for them too. Faced with the design brief of making the world's most successful 2WD gas stadium truck - a vehicle that has never lost a US ROAR National for 13 years even more successful, the guys at Team Associated's 'Area 51' Design Works facility must have felt like looking to the skies themselves for some unearthly inspiration.

### THE DESIGN BRIEF...

The GT2's design brief was simple if not daunting; to create a worthy successor to the GT that could beat the original, maintain all of its legendary handling prowess, add a few creature comforts to make it easier to work on and to make it even more bullet proof. Like I say – simple!

With inputs from the equally as legendary factory team pilots of Jared Tebo, the two Ryans, Cavaleri and Maifield, Taylor James and Richard Saxton, the handling prowess was always going to be assured. Though not conclusive by any means, the 12 inch drop test gives you an indication of just how sorted the damper and spring rates are. Too soft and the chassis will slap unforgivingly on the floor. Too hard and it will bounce or

rebound uncontrollably. Either way, if the suspension isn't totally sorted, you're going to struggle putting any power through the rear wheels or controlling the truck through the corners, bumps and jumps – whether you're racing around a track or simply 'bashing' down at the local woods or fields. The GT2 simply sneers at the drop test – its supple suspension moving partly through its travel and absorbing the energy of the drop like a sponge filling with water. That the dampers and springs remain

unchanged from before is testament to the design of the original and the countless hours of track time that has gone into the development of the renowned associated ride. The Associated shock absorber design goes back a long way and is characterised by a plush suspension movement, capable of soaking up both the small bump ripples and the big jump shocks without ever allowing the bump energy to unruffle the chassis in any way. The dampers on the RS version would have not been out of place on a

Spare a thought if you will for the new Team Associated RC10GT2, successor to the US ROAR National all-conquering 1:10 2WD gas stadium truck that has graced the race tracks of the world, annihilating all that have dared to race against it since 1993



range-topping vehicle a few years ago but nowadays, the ultimate in shock absorber design, with threaded shock bodies and super low friction shock shafts is reserved only for the more exclusive Factory Team kit. The blue anodised dampers on the RS version can be upgraded to the Factory Team versions but their action is equivocal in all but the most extreme of race situations and they'll keep the GT2 well controlled for the lifetime of the truck without any problems.

### THICKER FLATTENED CHASSIS

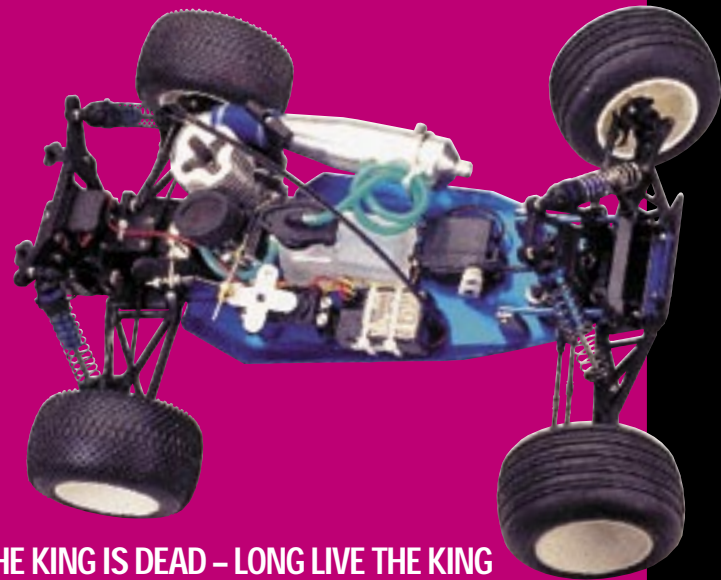
The chassis itself though has changed from the predecessor. Originally an aluminium tub like the original iconic RC10 before it, the GT had previously already undergone a mid-life face-lift

in 1999 when the tub was replaced by a single aluminium plate chassis. This time round, the GT2's chassis is again a flat plate but is now 4mm thick. The design team recognised that the old chassis allowed too much engine induced flex to occur which was now a problem given that the power output of the modern engines was now much greater than before. What was needed was a much more controlled chassis that would flex in the right places but would provide a more stable platform to enable a more efficient power delivery in all conditions. To accomplish this, the 4mm anodised chassis plate is coupled to a moulded top plate and radio tray that is itself easily removed to facilitate cleaning and maintenance. The result is a much more rigid structure than before with almost zero

front to rear chassis flex but with an acceptable amount of torsional flex that is said to add to the truck's fine handling attributes. The radio tray also houses a moulded receiver box which helps to protect the heart of the truck's RC system, which in the case of the GT2 RS (Race Spec) RTR features the accomplished Associated branded XP27 27MHz steerwheel system. The receiver battery is now also housed in a moulded box at the same rear position as before and which serves to protect the battery under any impact. In fact, Associated claim that the battery box itself is stronger than any of the competition's current offerings – thus underlining their commitment to detail, durability and user friendliness.

The fully ball raced drivetrain too has been redesigned and strengthened

in order to cope better with the power outputs from today's 2cc to 2.5cc engines. The transmission gears have been redesigned so that there is less stress being placed upon the differential gear and the overall reduction ratio of 4.09:1 ensures that the truck is never short of bottom end drive and torque. To cope with the rigours of today's extreme tracks, the slipper clutch has also been redesigned. The dual plate friction slipper clutch is easily adjustable with a small socket driver to help further protect the drivetrain from impact loads caused by landing from big jumps and it also helps to fine-tune the acceleration characteristics of the truck to reduce unnecessary wheel spin or to prevent popping wheelies on high grip surfaces.



### THE KING IS DEAD – LONG LIVE THE KING

The original RC10GT was legendary but times move on and even legends can't last forever. Since 1993, the RC market has changed dramatically; back then, an RTR was considered a toy. Real RC cars needed to be built but nowadays, only the highest of competition chassis's remain un-built with manufacturers finding ways to pack more and more features into their market offerings.

The competition inspired GT2 is a worthy successor to the original RC10GT. Underlining this, in it's inaugural outing last year, an out-of-the-box GT2 took off where the GT left off, winning the 2006 ROAR Nationals thus continuing the blood line.

In the UK however, the race scene for this type of truck is virtually non-existent which is a

real pity. At a time when other classes are trying to control or reduce costs, it seems ironic that the relative simplicity of a 2WD chassis configuration continues to be overlooked in terms of a reduced cost race class. Until the race scene re-establishes itself for 1:10 2WD stadium trucks, the majority of UK based GT2's will never be run at their full potential – almost like owning a Porsche just to go to Tesco and back with.

Without a race class, the GT2 RS is almost over-specified as just an RTR truck. With an RRP of £239.99 it isn't the cheapest truck on the block and many uninitiated prospective buyers may find it difficult to understand why there are other, cheaper RTR trucks available. To criticise the GT2 RS for not being the cheapest truck is missing the point – here is an RTR truck that is more than just an RTR; it is an RTR for the discerning enthusiast. The RS stands for Race Spec and just one drive of the GT2 reminds you of its race inspired design brief and heritage.



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New slipper clutch design is easy to use and maintain



The redesigned battery box - according to Associated, it is the strongest on the market

Oil-filled shocks work well and there is a range of optional springs to tune the handling

Below: Fibre brake disc and neat moulding to keep the receiver lead out of the way

The GT2 is a very neat package with the heavier items centralised

Included in the package is a fuel bottle and glow start

One of the most significant changes to the drivetrain almost goes undetected though. The twin shoe clutch, commonplace on most 1:10 nitro RC cars and trucks, now incorporates individual, tuneable clutch springs – a feature that is normally reserved only for the larger 1:8 scale models with 3.5 to 4.6cc engines. Adopting technology from their successful Nitro TC3 Touring car chassis, the new clutch system results in a much snappier feel to the truck's acceleration which, when coupled with the reduction ratio of the transmission equates to a very punchy drive which is essential in race situations.

## PULLING POWER

Power for the RS RTR truck comes courtesy of the Associated 2.5cc pull-start engine. Whilst others have dropped the familiar recoil pull-start system in favour of rotary driven starters, the recoil unit is still a familiar sight on many recreationally biased engines and vehicles. The key to a successful pull-start experience lays in understanding how much fuel needs to be in the piston chamber and the carburettor at the time of pulling. Too little and you'll quickly develop arm ache. Too much at the engine will lock

up and won't turnover. Over-extending the pull-start won't help matters either but the GT2 instructions give a good indication of how best to get the engine started and our testing discovered that by dropping three to four drops of fuel directly into the combustion chamber (by removing the glow plug),

the engine would reliably fire on the first or second pull every time!

The Associated engine boasts true 90-degree porting which is claimed to give a higher power output but is more expensive to produce. The 2.5cc unit fitted to the GT2 RS will, they claim, produce almost one horsepower which, for a standard type of engine is quite respectable and for which they claim

results in the GT2 being able to reach speeds of up to 40mph depending on fuels and settings. Since the US based race class for the GT2 is based upon high-performance, high revving 2cc engines that actually produce more power than the included unit, the drivetrain in the RS spec GT2 with it's 2.5cc engine is unlikely to become too heavily stressed since it has been designed to cope with much larger power outputs.

Power is transmitted, on the RS version via a pair of standard dogbone drive shafts via the ball raced rear hubs to a set of rather neat, racy looking studded rear tires which are pre-glued onto their white-dished rims. The range topping Factory Team version sports a CVD driveshaft equipped quick release style rear wheel and axle combo, which is compatible with the RS if you so wish but again, like with the dampers, the standard driveshafts are more than capable of working efficiently and without fuss for a long while.

Adorning the chassis is the new Associated Interceptor truck body shell – a racy looking affair that comes pre-finished in an eye catching blue and white flame effect print which is worthy of any custom finish paint job.

## PRO-LINE DIRT WORKS AND WABASH WHEELS

Power sliding and wheel spinning is great fun but it soon shreds the kit tyres, especially if your initial running is tarmac based like ours was and so we quickly needed a new set of tyres of our GT2. Courtesy of CML Distribution, we were able to fit a set of the excellent Pro-Line 'Dirt Works' tyres on their new universal 'Wabash' chrome spoked wheels. The Dirt Works are best described as a 'cross-over' tread that can be used on dirt, grass and tarmac. They'll last a fair bit longer than the kit tyres without seriously compromising the truck's off road abilities. The chrome Wabash wheels add a bit of bling to the GT2 and are a departure from the kit's competition inspired bland dished wheels and has the advantage that with different adaptors they'll fit a huge range of different trucks.





## ON TEST

From the first opening of the throttle, the GT2 makes its intentions clear. This is far from your normal entry level RTR and shows its race heritage immediately. There's a sharpness to its acceleration that belies its RTR status, courtesy, we suspect, of the revised clutch springs. In fact, the acceleration is not unlike its electric stable mates, the RC10 and RC10T and by quickly dabbing the brakes and snapping open the throttle at mid speed, we were able to provoke the chassis to power wheelie on tarmac – a feat that is normally beyond the reach of nitro powered cars.

The handling is sublimely compliant. Described by Associated's race team as

'neutral' the chassis demonstrates a degree of understeer at speed. Dabbing the brake as you turn in quickly tightens the turning arc without causing the rear end to break away. Snap the throttle open at this point and the truck can be launched into a full on power slide, which can be easily prolonged with judicious use of opposite lock from the steering servo. On a damp surface, the handling becomes even more fun as the rear wheels can quickly light up and spin causing the truck to perform 360-degree spins or sideways power slides – depending on whether you can catch the truck with your steering reactions or not. In race conditions, this hooligan behaviour can be

easily tamed by backing off the slipper clutch a touch but outside of the race track, it just adds to the grin factor.

The GT2's handling is confidence inspiring. In the hands of an inexperienced novice, it will provide a trust worthy introduction to the world of off-road RC cars. In more experienced hands, the GT2 reminds us just how pure a 2WD race inspired chassis really is. The GT2 forgives the novice but rewards the expert. Its handling is safe without being dull. The chassis is edgy in the way that only the best competition cars can be and is testament to the heritage that the GT2 draws upon.

## “The new Associated Interceptor body is racy looking with an eye design worthy of any custom finish paint job.”

### RUNNING THE GT2

Billed as an RTR, the GT2 RS comes virtually complete but it's worth noting that a few additional tools and extras are still required. A smart fuel bottle is included, along with a D-size battery powered glow clip, which is a neat touch. However, you'll soon need a plug spanner and it's a shame that, like with so many of the other so-called RTRs on the market, you're left to source your own one. On our truck, we fitted a five-cell NiMH rechargeable receiver pack in lieu of the four-cell battery box that comes with the GT2. In the UK, the majority of two-channel radios and the aftermarket rechargeable receiver batteries come with the smaller BEC style plug between the switch and the receiver battery box and so we opted to change the plug on the GT2 to suit our receiver battery pack.

The GT2 comes equipped with a throttle return spring, which in our opinion is an essential detail that is often overlooked. This little device that is no more technical than a coil spring, should close the throttle to a safe idle in the event of power failure to the throttle servo. There is no visual indication of the charge state of the receiver batteries and so you will rely on this little lifesaver to shut off the throttle and prevent a run-away if you don't charge or change your receiver batteries regularly enough.

The problem we encountered with the GT2 RS was that the return spring would not overcome the resistance in the Associated branded metal-g geared servo, thus rendering this feature dangerously useless. We fitted an electronic failsafe unit that would shut down the throttle in the event of any interference being encountered but in our opinion, any type of nitro powered

### WHAT WE USED

#### Nitro

**Transmitter:** Associated XP2 27MHz steering wheel (kit)

**Receiver:** Associated 27MHz

**Steering Servo:** Associated S1903 metal gear

**Throttle/Brake Servo:** Associated S1903 metal gear

**Receiver Pack:** AA batteries

**Engine:** Associated .15X pull-start (kit)

**Pipe/Manifold:** Associated (kit)

**Fuel:** O'Donnell 20%/Model Technics Big Bang

**Glow Start:** Associated (kit)

car should have a fully functional throttle return failsafe and it is the only negative point for the GT2 that the stock servo prevents the spring from working correctly. Midway into the test (after about five tanks of fuel), we swapped over to a high-speed, ball raced servo and found that the spring was able to work correctly, thus identifying the problem to be with the stock servo.

### FUELLING YOUR DESIRE

Fuel choice is largely left to you. The Associated instructions give no minimum oil content recommendation but simply state that you should use a fuel that is designed for cars as opposed to aircraft with no more than 20% nitro. One of our favourites is O'Donnell and this is actually the preferred manufacturer of Associated. For our test, we tried a couple of fuels to see how the truck ran using the aforementioned O'Donnell in the latter stages but starting out with Model Technics Big Bang fuel with their 'Sical' additive and 20% nitro methane. We've used the Big Bang fuel before in 3.5cc engines and found that it lives up to its manufacturers claims of being easy to set on the carburettor and controlling the head temperatures, even if the engine is set a little bit too lean. This time however would be



WHAT: team associated rc10gt2 rs / SPEC: 2wd alloy chassis / CLASS: off-road / COST: £239.99

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## OPTION PARTS

- FT hard-anodised 6061-T6 chassis
- FT Unobtainium coated shock shaft
- FT CVA joint with quick-change hubs
- FT blue aluminium servo mounts
- FT polished and blue anodized tuned pipe
- FT hard-anodised shock bodies
- FT light outrdrives
- FT blue titanium turnbuckles
- FT blue aluminium flywheel
- FT aluminium accessories

The front suspension draws on Associated's vast experience of producing winning 2WD chassis'

The narrow blue alloy chassis adopts a clean design and is finished to a high standard



The XP2 radio with easy reach controls for trim settings and more



the first for a 2.5cc engine and it was interesting to find that our previous results from the 3.5cc engines were mirrored with the smaller Associated engine. In all our testing, the head temperatures remained below 225 degrees Fahrenheit and the engine ran superbly, even from the initial tank. Idling is superb. The engine will tick over reliably for long periods and will then accelerate cleanly throughout the rev range without coughing or stuttering at all. Run times will top the ten to 12 minute mark per tank although after running in and tuning, we were averaging about nine minutes to a tank. The instructions tell you to run-in the engine for the first two to four tanks without fitting the body shell to allow for additional cooling during this important period of the engine's life. Although the body is pre cut to fit the chassis, it strangely requires the front and side window to be cut out to aid the engine cooling. It's a small point

but since the RS version of the GT2 is aimed at the RTR market, we can't help but wonder whether this small detail might be missed by the majority of the new owners which could result in their engines running hotter than designed.

Another small irritation is the fact that the air filter, a two-stage foam affair, needs to be oiled as the instructions suggest. This wouldn't be a problem in itself but for the fact that there's no oil included with the kit. Air filter oil is cheap and readily available but we can't help but worry that this small point will be missed (like with the window cut outs) by some of the target market in their adrenalin-fuelled rush to run the truck for the first time. Come on guys, can we have a little sachet of your excellent air

filter oil included in the RS kits along with the windows being pre-cut please? 🇬🇧

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## SPECIFICATION

Model:	Associated RC10GT2 RS
Scale:	1:10
Class:	Off-Road
Application:	Entry-Level
Format:	RTR
Power:	Nitro
Chassis:	Alloy
Drivetrain:	2WD
Transmission:	Gear
Differentials:	
Shocks:	Oil-filled
Bearings/Bushes:	Bearings

## TECHNICAL DATA

LENGTH	420MM
WIDTH	330MM
WHEELBASE	285MM
WEIGHT	1850G

The radio tray including fuel tank can be removed as a module for ease of maintenance

## SUMMARY

WHAT ELSE CAN YOU SAY EXCEPT THIS KIT HAS DEFINITELY ACHIEVED ITS TARGETS SET BY THE FACTORY AND THE END RESULT IS ONE FANTASTIC KIT. WITH THE POTENTIAL TO UPGRADE TO FACTORY TEAM SPEC AT EASE IN SIMPLE STEPS, THE RS SPEC GT2 HAS THE ABILITY TO KEEP YOU ENTERTAINED WHETHER A RACER OR SOMEONE LOOKING FOR FUN.

## VERDICT

- ⊕ SUBLIME HANDLING / SNAPPY ACCELERATION
- FACTORY PAINTED BODY
- ⊖ THROTTLE RETURN SPRING

**RACER RATING ★★★★★**