

Bodyshell supplied and sprayed by P.M.N. Models.

As one tenth circuit racing grows even bigger in the U.K., R.R.C. brings you yet another supercar, the Lucas Agitator.

The name, Advanced Racing Technologies most likely means nothing at all to you, we must admit that it meant nothing to us either, up until a few weeks ago that is. However, we believe that if the Agitator, A.R.T.'s new one tenth circuit car, is imported into the U.K. you will soon recognise the name and in a big way! The Agitator has been developed over the last year and a half by Lucas Garneau, regarded as one of the best designers of r/c cars in the United States. This car is a winner.

Why?

There are many reasons why but top of the list must come manufacturing excellence, the Agitator is manufactured so that everything fits 100% perfectly, straight from the box. Some may say 'so what?'; well quality like that is hard to find these days, only a handful of r/c car kits have it and all of that existing handful are in the legendary class when it comes to track performance. A good start then for our Agitator.

Most of the main components are man-

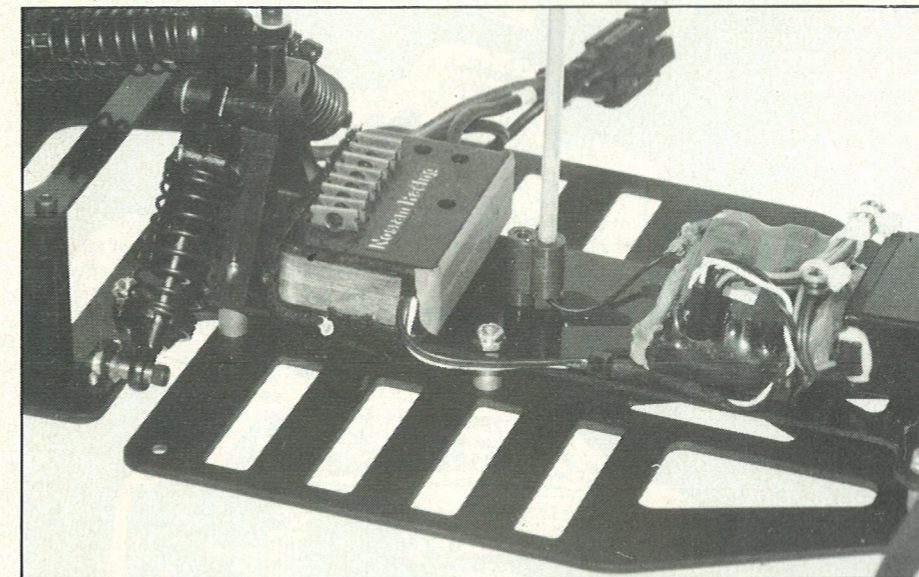
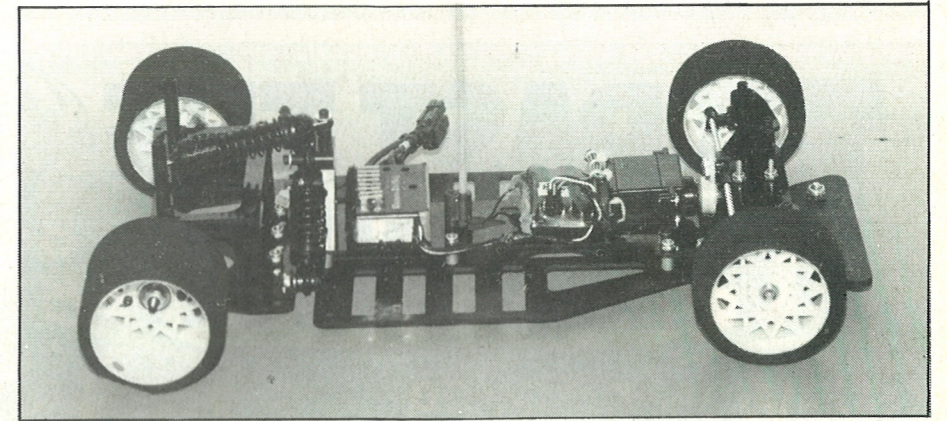
ufactured from a material called Delrin, something new to us we must admit. Delrin seems to possess the qualities of both glass or carbon fibre and yet still retain some flex when needed, say in a very high speed collision.

Fibre filled nylon is the basis of the motor pod and here another difference is highlighted access to it when installing or changing motors is from underneath, this provides a huge area for those with not so dainty fingers to work in and stops

capacitors and tags being inadvertently bent out of position, something that can happen on certain of the other circuit cars.

Rear suspension is provided by coil over oil shock absorbers, in fact three shock absorbers on to provide some longitudinal damping and two for lateral stability. Tweak settings are also adjusted by altering each shocker's spring rate exactly, it sounds crude but in practice works extremely well. Spring rates are adjusted by altering collar settings around the shocker case. There is a choice of material for the main chassis either fibreglass or carbon fibre.

Right, rolling chassis minus batteries, tyres and rims are not supplied in the kit so we fitted T.R.C. greens for these photographs.



Special points

Again two things really stand out as being either a good idea or working extremely well. Each of these things are at either end of the car so let's look at the front end first. A saddle block on which the front beam axle sits is adjustable to enable you to alter castor settings. The whole arrangement works well and is extremely easy to use and adjust. The rear of the Agitator has some surprises in store too. First the motor pod, you are able to adjust the angle of the pod in relation to both the ground and the T bar, this gives more or less grip depend-

Above, a neat radio deck is supplied that also acts as a chassis brace, end result is a strong flex free structure.

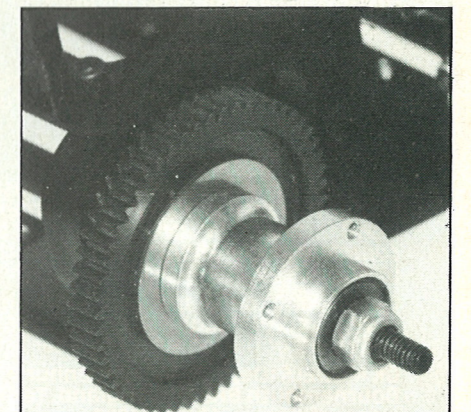
ing on the amount of adjustment dialled in. Surprise number two is the amount of bearings and ball races across the rear axle, no fewer than seven, this makes for a very smooth differential action as well as providing superbly precise adjustment for the amount of neutral turn in that can be obtained. You try altering your differential setting, you will find that the more you slacken it, the more turn in you will get under power, don't just take my word for it

have a go, who said there was nothing to fiddle with on a circuit car then eh!

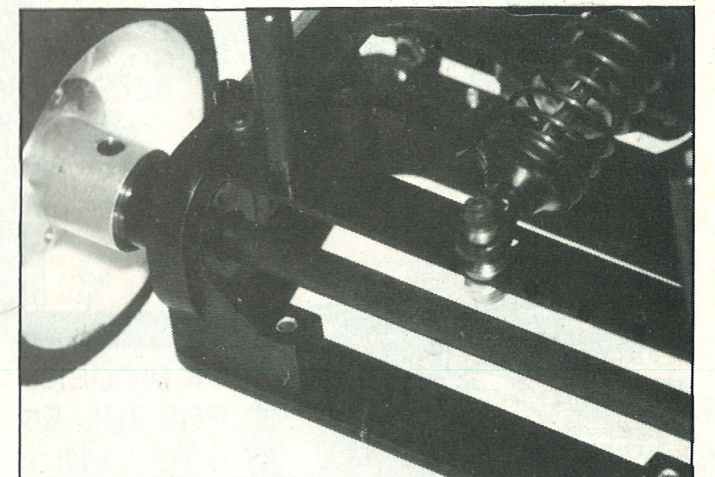
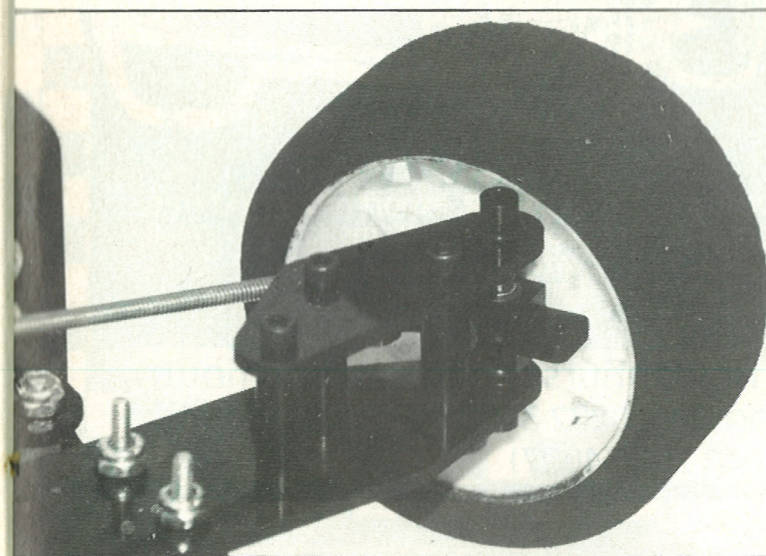
Conclusion

It must be said that at this point in time the car has so impressed us that it is intended to race the Agitator under the R.R.C. banner next season. We feel that the car is the right product for any circuit, can easily be adjusted to suit any conditions and most of all is user friendly in all aspects, including the most important, handling manners; it has got plenty. We hope to trace the progress of the Agitator over the course of next season's racing, we'll keep you in touch.

Agitator available from Advanced Racing Technologies, 460 Cypress Lane — Suit F, El Cajon, Ca 92020.



Above, completed differential, the Agitator hub is also ballraced.



Front end detail showing wishbones and kingpins. Above view through motor pod showing graphite axle, ride height adjuster and access slot in bottom of pod.