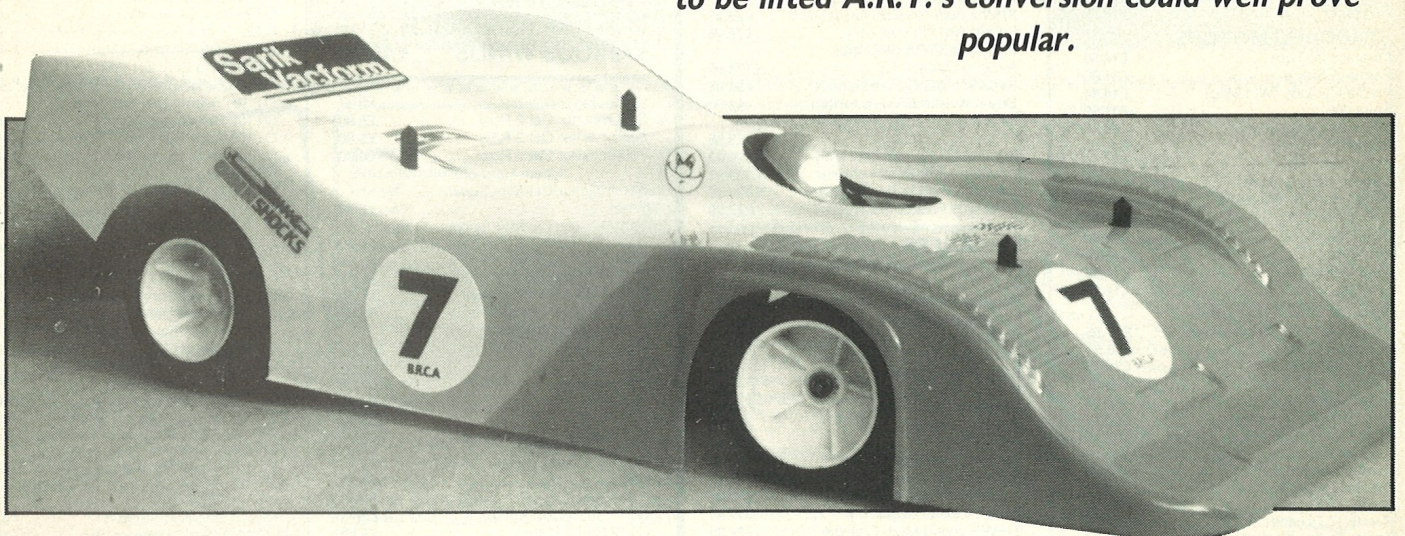


ADVANCED RACING TECHNOLOGIES

"ON ROAD RC 10 CONVERSION"

With the Independent rear suspension ban about to be lifted A.R.T.'s conversion could well prove popular.



The RC10 has been around for a few years now and during that period various conversions have appeared for it. You can make it into a 4 wheel drive version, an oval racer, a truck racer, and perhaps now, the ultimate, a mid-engined independent suspension 1/10 circuit car! Based on the Lucas Agitator, (which incidentally won first place at the 1989 American ROAR National Championships), A.R.T.'s conversion enables you to have a go at 1/10 circuit racing for

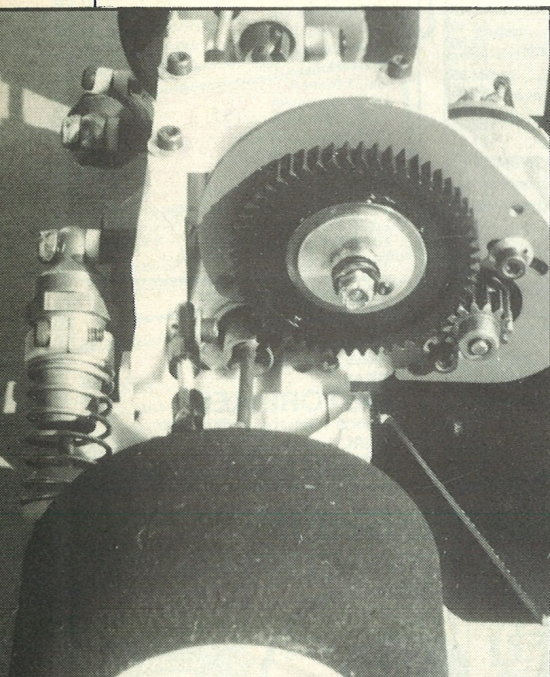
less than £50, plus the cost of a body-shell! Provided you have an RC10 lying about and set of foam tyres, you're in business. I think I should point out that this year, fully independent suspension cars are not legal for BRCA competitions, but all that should change in 1990 if the rule amendment proposed is accepted at the 1/10 circuit AGM. In any case, that doesn't stop clubs from allowing their use other than in BRCA competition, or for anyone to use just for fun!

The Conversion Kit

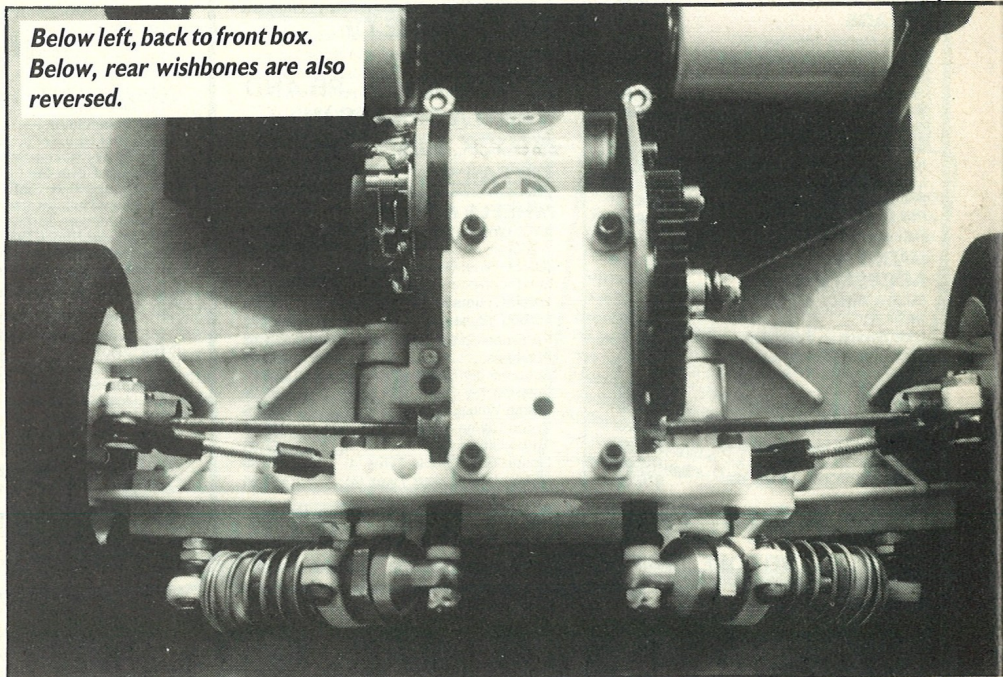
Take a look at the photographs and I am sure you will agree that this conversion certainly looks the part. The front end is pure 'Agitator'. It is beautifully manufactured and literally falls together — a point discovered by your Editor when he reviewed the full 'Agitator' car back in the February 1989 issue. The front end beam has a rocking saddle block system for ad-

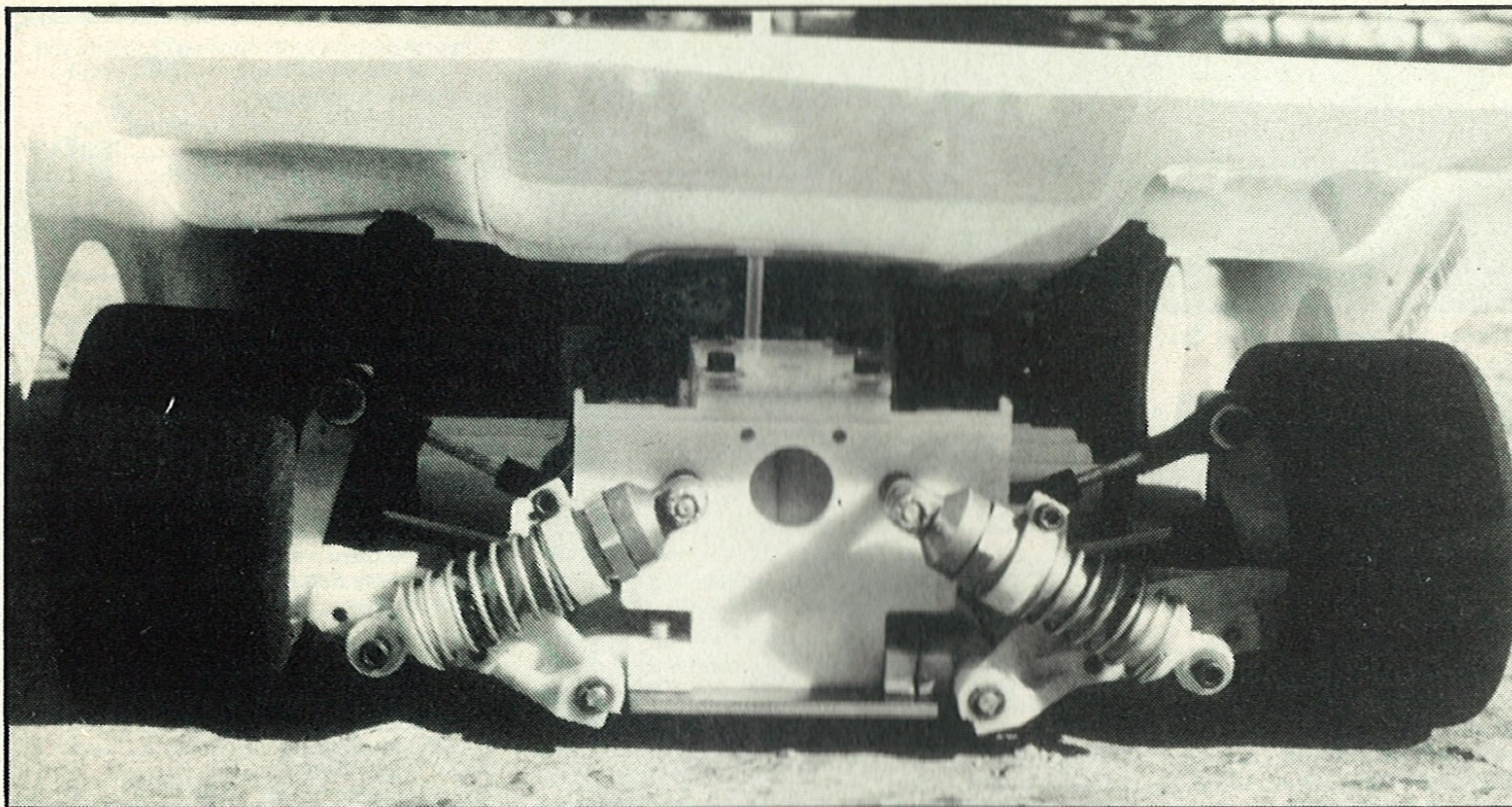
justing castor and the king pins are in stainless steel. Coupled with a rubber 'O' ring bump stop below each steering arm it makes for a very smooth operating front end. Only one set of front springs are supplied with the conversion, but stiffness can be adjusted by inserting washers to shorten the spring travel. Camber is adjustable by placing shims at the outer ends of the saddle block.

The black glass-fibre chassis is a two-deck affair with the servo



*Below left, back to front box.
Below, rear wishbones are also reversed.*





mounted on the upper deck utilising the RC10 servo mounting posts. The aerial too is taken from the Associated. Body posts and steering links are provided, but the necessary servo mounted servo-saver is not supplied.

Cannibalizing Your Associated

In actual fact, apart from cutting off the guard from the motor mount bracket, (part No 6607), and cutting off the battery box attached to the rear bulkhead, (part No 6323), no ir-

Looking more like a real car every day, nice rear end layout.

recoverable damage will be done to your beloved RC10! Unless you normally use your nicads longitudinally and feel you need a full guard around your motor, nothing needs to be replaced to rebuild the car. If you look carefully at the photographs you should see the clever way the RC10 transmission and wishbones have been re-used. Firstly the wishbones are reversed and on opposite sides and also

the gearbox is reversed with the motor driving on the opposite side! To do this it is necessary to replace the differential assembly in the opposite side from where it was originally located. Finally the Associated front end shock absorbers are fitted to the rear using the gold springs and 30wt damper oil.

The Finishing Straight!

Wheels and tyres are not supplied with the conversion, so we contacted Ted Longshaw who came up with

Bolink parts that fitted straight on and, as a bonus, can also be used on the Associated. A bodyshell is also necessary and ours is fitted with the latest Sarik Lola T530, nicely finished by Mark Stockford.

As yet we have not run the car on the circuit, but a quick blast down the drive indicates that this car is quick, (mind you, we did fit a fifteen double!), and that the suspension works.

Conclusion

As a full blown competition independent suspension car the Lucas Agitator RC conversion may eventually fall behind the breed of purpose designed cars the new class is likely to spawn, but certainly at its price it has no equal as a cheap introduction to see if you like driving circuit cars.

One last point, I asked the organisers of the Oakdale indoor buggy meeting if I could race the car as an RC10 if I put a buggy shell on it. I don't know why, but they said No!!

The Lucas Agitator RC10 On-Road Conversion and all Advanced Racing Technology products are available from: Holcomac Marketing Ltd, Britannic House, 17a George Street, Stroud, Glos. GL5 3DP. Telephone: 0453 752846. ○