

Having reviewed Advanced Racing Technologies' Agitator XII in the March issue of *Radio Race Car*, it was nice to be given the opportunity to take a look at its latest big brother, the Agitator 2.

In the United States the Agitator XII has become extremely successful. Amongst its achievements it took FTD at the largest 1/12 meeting to take place in the US and has become one of the most highly competitive cars available. The car has been proven in this country too, with Mick Farrell achieving some excellent results.

It is the success of the Agitator XII that prompted ART to scale it up into a Pro Ten car, the result of which is the Agitator 2.

AGITATOR

The previous series of Pro Ten cars from ART were very good but never seemed to achieve the results that they deserved. With the Agitator 2, however, this situation will surely be rectified.

Why?.....

Upon opening the kit box you are greeted with a large "bag of bits" that contains smaller bags for every stage of construction. In fact, the only things not included in the bag are the chassis, instructions, decals and wheels.

The instructions are clear and precise and contain detailed photographs to make construction as simple and enjoyable as possible. With every step of construction carefully followed it took just under four hours to build the car. No problems whatsoever were experienced during



RRC
looks at
ART's latest
Pro-Ten car



construction, as every part fitted accurately where it was supposed to and not a single piece was missing.

The carbonfibre chassis and motor pod sections are made from extremely high quality graphite and are neatly cut out and finished. It is advisable however to smooth the edges off with some sandpaper.

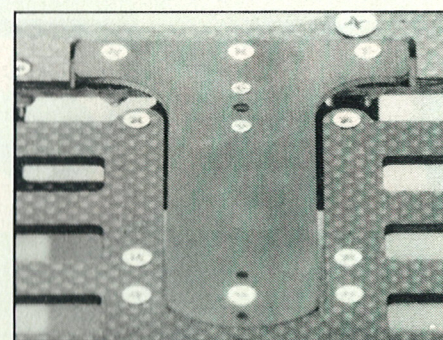
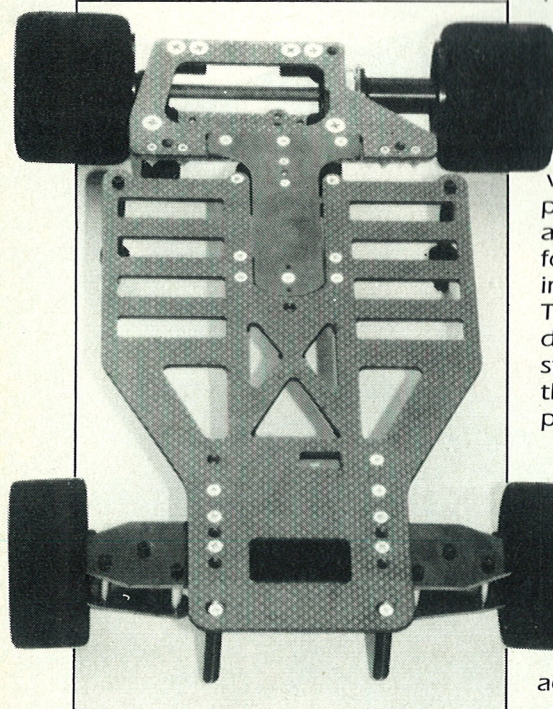
A rather interesting idea that is employed with this car is the utilisation of a GRP radio plate that sits directly on top of the main chassis, therefore adding a considerable amount of strength to the whole structure.

The now famous Agitator front end is obviously used in this car and here too the parts are made from black GRP. The front end is exactly the same as that used on the XII, except that a couple of degrees of camber have been built in, which will greatly aid straight line stability. Castor on the front end can easily be adjusted by altering four locknuts on the lower beam.

The most significant change that has been made to the Agitator 2 is the rear end, particularly as it now uses "load actuators".

Load actuators have the ability of evenly distributing the weight between all four wheels which gives a very well balanced car. They use four springs, two above and two below a GRP plate construction. By simply altering the strength of the springs you can

Under view of the Agitator



The three screws that hold the adjustable 'O' rings can be seen at the rear of the T-piece.

finely tune the amount of grip obtained at the front and rear end of the car.

Another feature that allows you to adjust the amount of rear end grip is the way in which the rear motor pod is attached to the T-piece. Three cone nuts pass through the T-piece into the pod and are secured in place by some small 'O' rings and locknuts. By altering the amount of compression on the 'O' rings you can alter the amount of grip that the rear end generates.

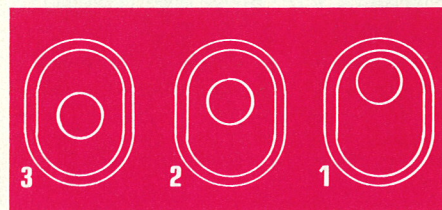
All of this means the Agitator 2 is probably the most dialable car available and with the vast differences in the amounts of grip that different tracks offer the more dialable a car is, the better.

One significant difference between this kit and the Agitator XII is the inclusion of some wheels. The ones in question are made from black delrin which is a very hard, strong, durable plastic. As well as the left- and right-hand differential wheel hubs being made of delrin, the silicone damper that controls the vertical movement of the rear pod is also made of delrin. This item again is a larger version of the one found on the Agitator XII with one important exception, the piston. This is now made from a slightly different material and is much stronger. This means that when the threaded rod is inserted into the piston it won't crack.

Setting up

Once you have completed construction of the car all you need to do is to install the radio gear, paint a suitable body and set the car up as best you can before you actually race.

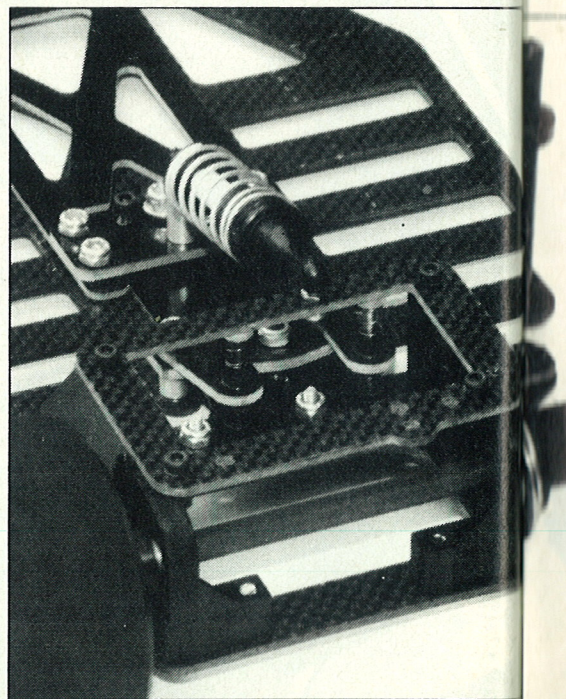
The first thing to do is to correctly set the ride height using the adjusters in the rear axle carriers. Three sets of adjusters are supplied in the kit, all with different "off sets" to alter the amount of ride height. The instructions suggest that you use the number 3 off set, but this actually gives a touch more ground clearance at the rear, so I used the number 2 off set as this gave about 9mm clearance all round.



The springs that are supplied with the load actuators seem to be about perfect as they allow for quite a lot of rear end movement and are quite soft. A couple of the more recent Pro Ten cars that are doing very well at the moment also have very free rear ends, so it definitely seems to be the way to go.

Also supplied in the kit is some silicone damper fluid. This is for the silicone damper (surprise, surprise!!) that sits in the centre of the chassis. To obtain the best results from the car the damper should be cleaned out and refilled after every run as this will keep the handling as

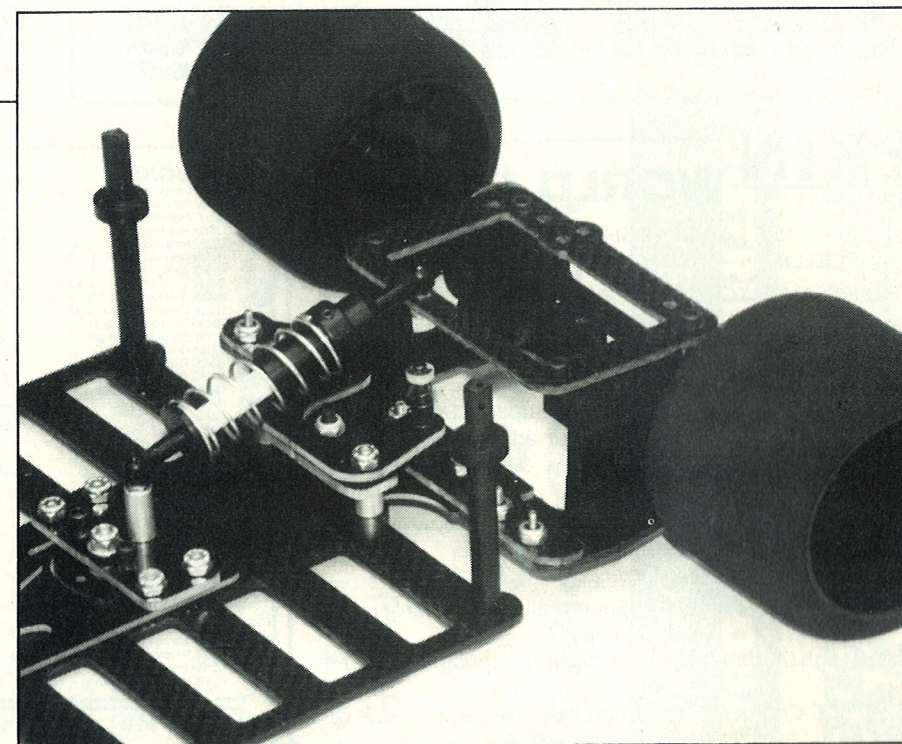
You can clearly see the "load actuators" in the centre of the picture.



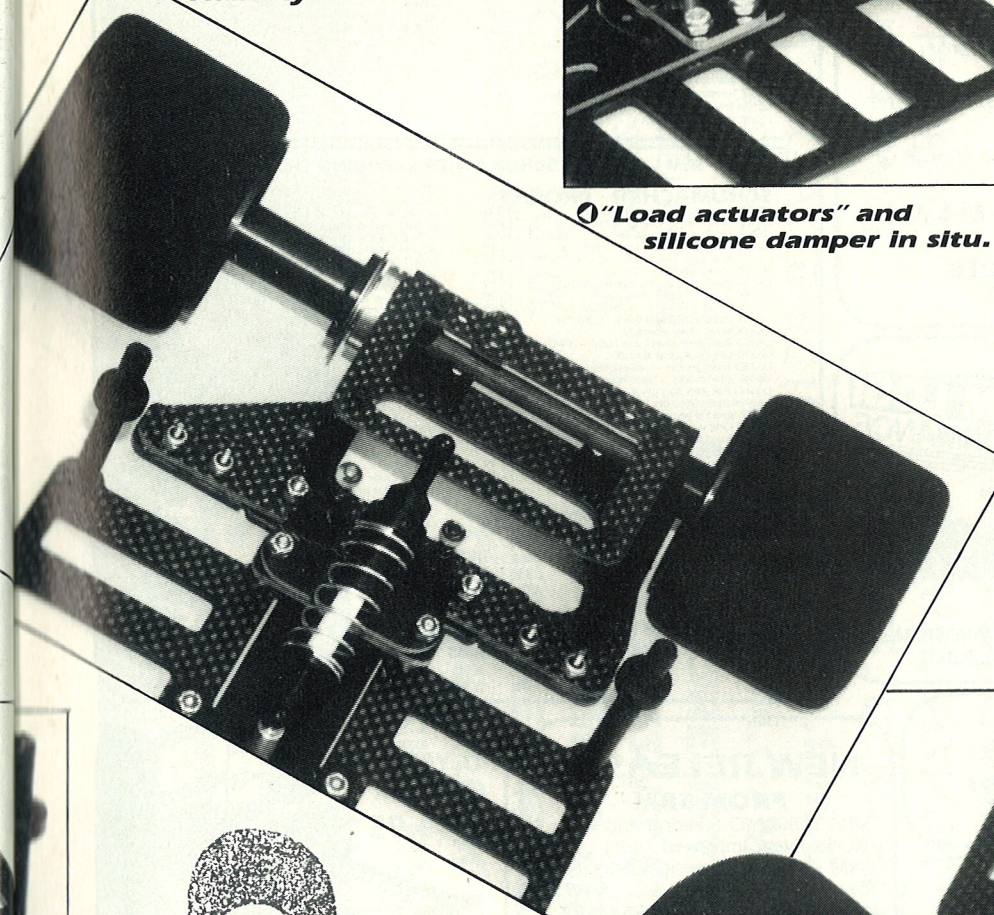
consistent as possible.

Nearly every type of radio gear will fit into the car, so no problems were encountered there. An "Andy's" Jaguar body was obtained, clad in suitable colours and fitted to the car. The body posts supplied in the kit are strong enough to withstand hefty collisions but will, on the other hand, bend slightly to absorb any unwanted shocks.

The rear end is very wide to provide plenty of stability.

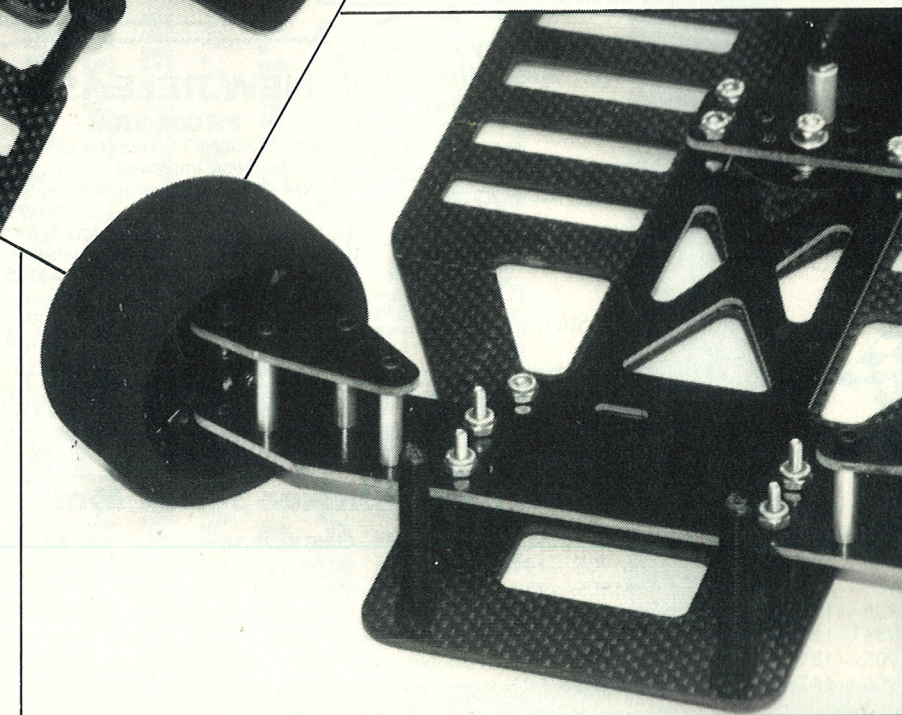


"Load actuators" and silicone damper in situ.



AGITATOR 2

The famous Agitator front end. Plenty of lock and adjustability.



Final Impressions

Basically the car is a winner. ART have got all of the best aspects of Pro Ten cars and put them together to make one car. The most appealing thing about the car is its "tunability". It gives the owner options to try and obtain grip, for example, when all else has failed.

At around £175 the Agitator 2 is also very competitively priced. Expect to see this car doing very well around the circuits!

Available from Holcomac Marketing Ltd.