



AGITATOR

Following the success of the 1/10 scale Agitator a 1/12 version is now also available from Lucas

This is the latest 1/12 circuit racer to reach our shores from an as yet, fairly unknown American company, Advanced Racing Technologies.

The car boasts some impressive features as yet unseen on any other 1/12 car. Apart from using the highest quality graphite and being fully ballraced, the car has an adjustable wheel base and employs Load Actuators in the rear suspension, making this one of the most tunable cars around.

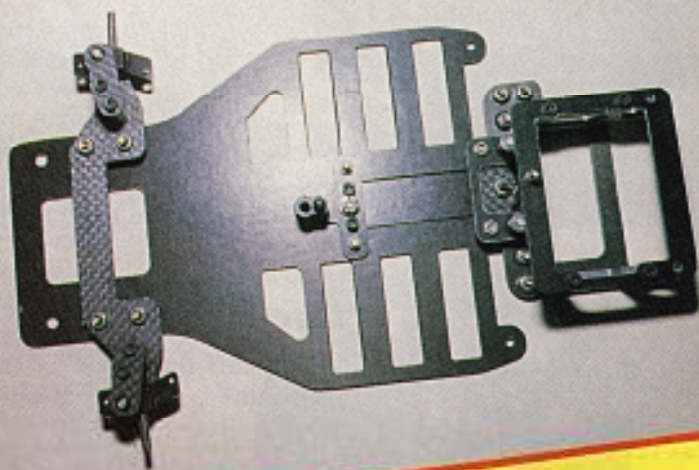
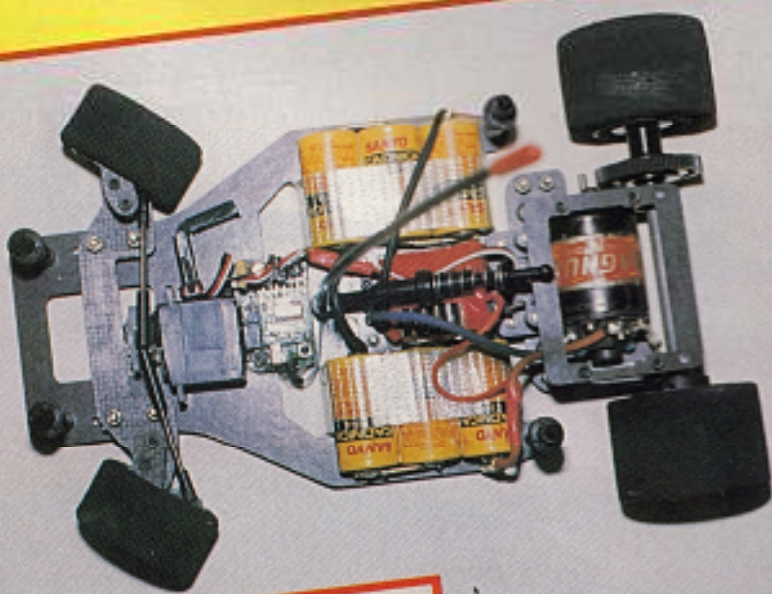
Load actuators have the effect of evenly distributing the weight between all four wheels, therefore creating a far more balanced and stable car, enabling it to corner faster and more precisely. The actuators employ four springs, altering the weight and combination of these alters the way that the car handles, e.g. if the lower springs are made lighter, more rear end grip will result and vice versa. This feature could prove invaluable on tracks with differing amounts of grip.



it would save messing about with different tyre combinations for a start!

The actuators also provide the main damping for the side to side movement, while a plastic, silicone filled damper takes care of the up and down movement.

All the pieces that are needed for each stage of construction are clearly labelled in separate bags, making construction that little bit easier. The instructions provided are very clear and easy to follow and are accompanied by some good photos, which are generally excellent. The sticker sheet provided is the best I have seen in a 1/12 kit, and will enhance whatever body you fit. The main thing you do notice about the kit when you open the box is the omission of wheels and tyres, but this is no major problem as both Parma and Associated hubs fit direct and are fairly inexpensive.

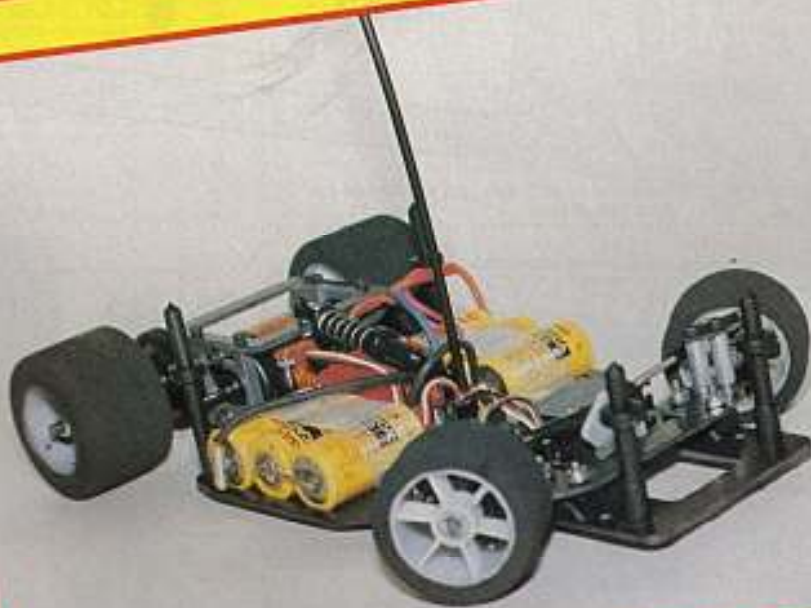


● Lock to spare, generous chassis shaving allows more lock than you could ever use.

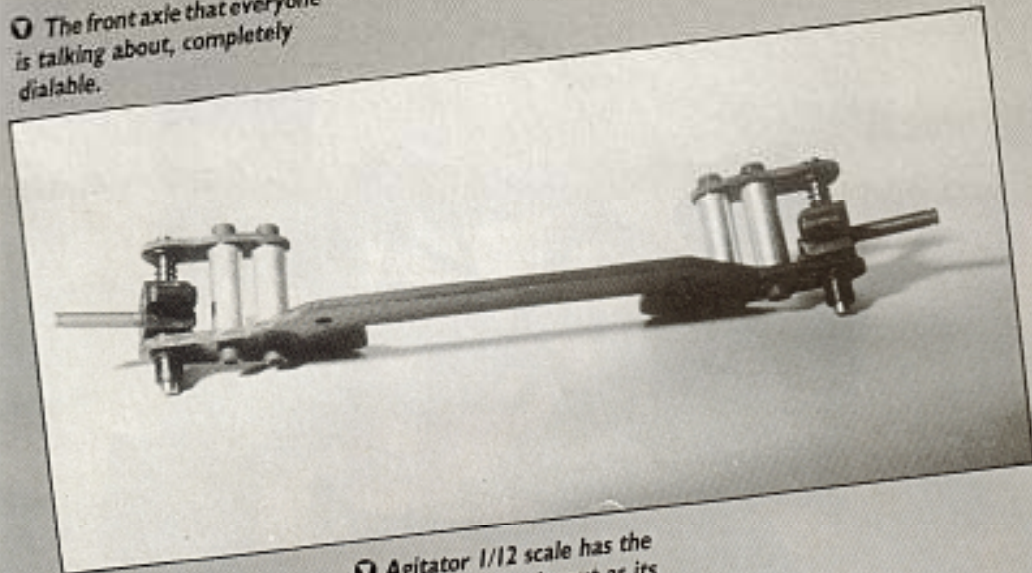
● Neat clean and simple chassis lines and all very tuneable.

● Close up of the load actuators, they really work.

● Centre mounted shocker soaks up the loads.



⓪ The front axle that everyone is talking about, completely dialable.



⓪ Agitator 1/12 scale has the same neat design layout as its larger 1/10 big brother.

Construction

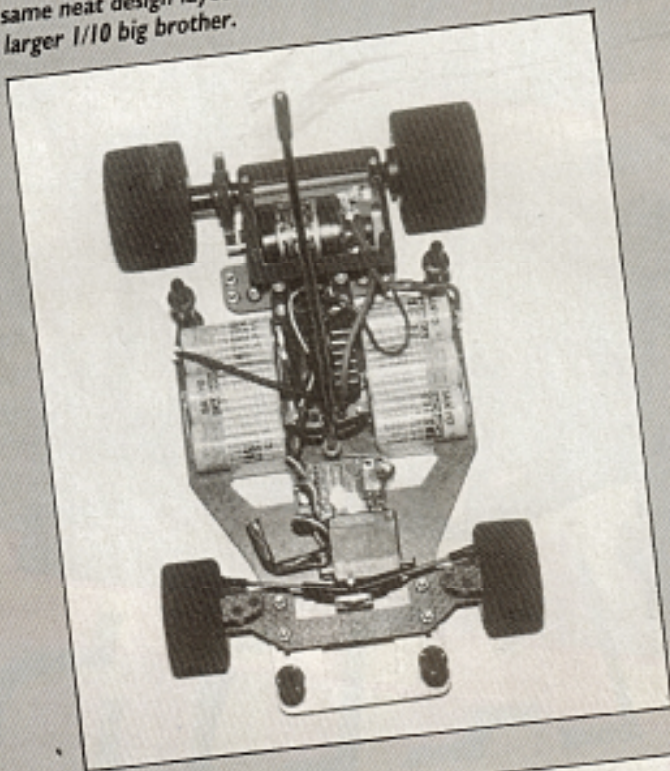
I won't dwell on this aspect, mainly because if you follow the instructions to the letter (and read them through first!), you can't go wrong. Instead I shall mention the points that I found of particular interest when building the kit.

Firstly, time and care must be taken when preparing the chassis, i.e. filing the slots for the ni-cads and sanding the edges of the chassis with some "wet and dry" so that the battery tape doesn't rip after a collision. This will not make your car go any faster but meticulous preparation is the only way to win (so I have been told) and it pays to take your time on a kit of such high quality.

The mouldings in the kit are very good and are made from black Delrin, but be careful when screwing into it because once it has stripped, that's it!

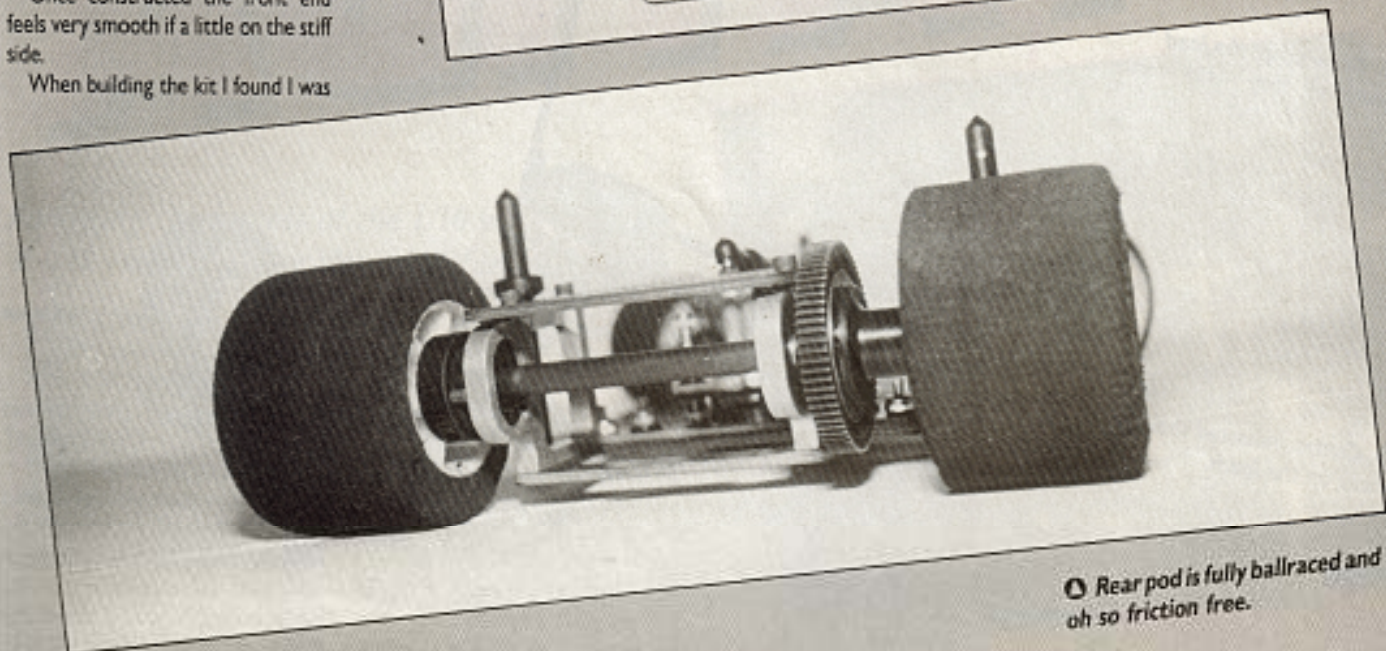
Once constructed the front end feels very smooth if a little on the stiff side.

When building the kit I found I was



one 'O' ring and two small white washers short. The 'O' ring problem was cured by substituting a thin piece of silicone tubing for it, this seemed to work perfectly well. The washers seemed of little significance so I left them out, running the car will show if they are needed at all. This is the main gripe about the kit, and it really is of no great consequence as I am sure that the problem will be rectified in the full production kits.

The only other problem found in the whole kit was the glassfibre piston for the shocker. If you are careless and screw the threaded rod too quickly into the piston it will split, this will then widen the bottom of the piston and the action of the damper will be restricted and consequently ruin the handling of the car. If you are clumsy (like me) and you split the piston, just take a knife and cut about 3-4mm off the split end and start again. (I did this and it worked fine.) The Agitator is a very easy kit to build and if time is taken very enjoyable, when finished it is a very strong car. Several things impressed me with the car, the main one being that the diff is fully ballraced. It is the Associated type diff but the bonus is that the spur gear is ballraced, so you can now use 64dp gears without fear of tearing them to shreds. Once built the diff is very smooth and free and should give excellent service. Also the right hand hub carrier has two grub screws fitted that prevent the hub from slipping (nice touch!). Finally the body posts, these are top quality items and are extremely strong and are easily adjustable.



⓪ Rear pod is fully ballraced and oh so friction free.

Finally . . .

Right, the car is built, looks good, and now just needs radio gear. Fitting this was no problem as there is masses of room. I used very common radio gear, a Futaba S135s servo, 40MHz micro receiver and an Intronics Firefly speedo, and it all fitted in a treat.

The car utilises centre point linkages for the steering (à la Corally), and once these were installed I was ready to go. I packed my pit box and I was off to Stafford to try out this new contender.

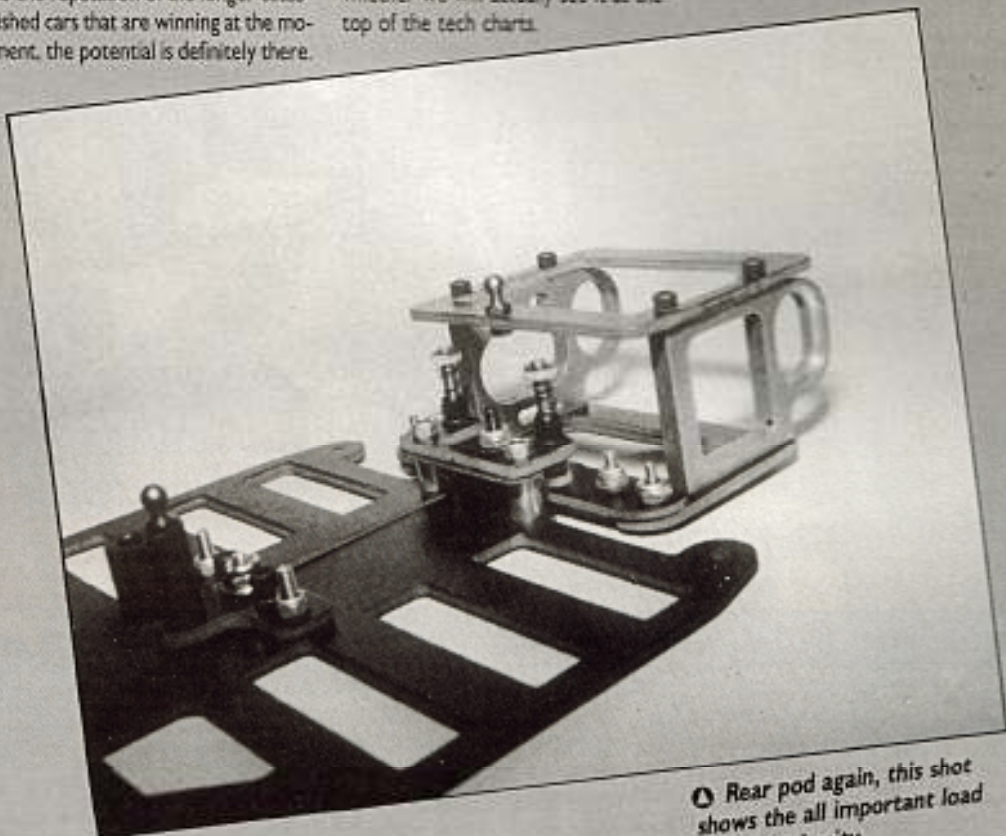
Maiden Voyage

Well, how did it perform? Excellently! To say the car was smooth would be an understatement, down the straight and round the long sweeping turns the car seemed to float along being very stable indeed. The only noticeable characteristic that the car displayed, apart from the smooth ride, was a slight bit of understeer, possibly because the front end was slightly stiff. But only time, and more experimentation will tell. Having only driven it for two races I can only get a vague impression, but there is no doubt at all that the car can be a winner!!

There is no doubt in my mind that the car could do some serious damage to the reputation of the longer established cars that are winning at the moment, the potential is definitely there.

It is just a matter of top drivers having the commitment to use the car as to whether we will actually see it at the top of the tech charts.

Available from: Holcomac Marketing Ltd, price approx. £175.00.



○ Rear pod again, this shot shows the all important load actuators in situ.

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