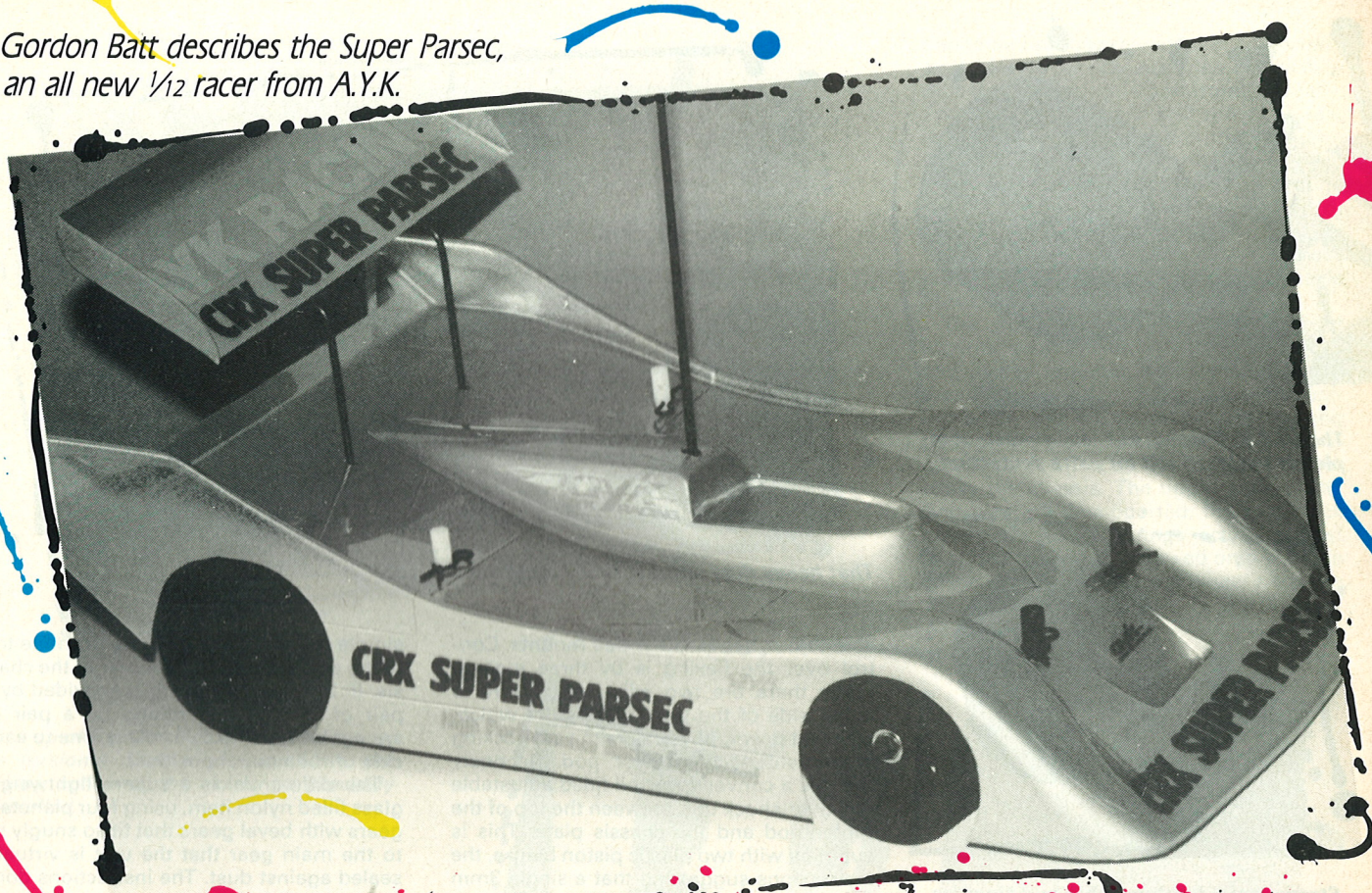
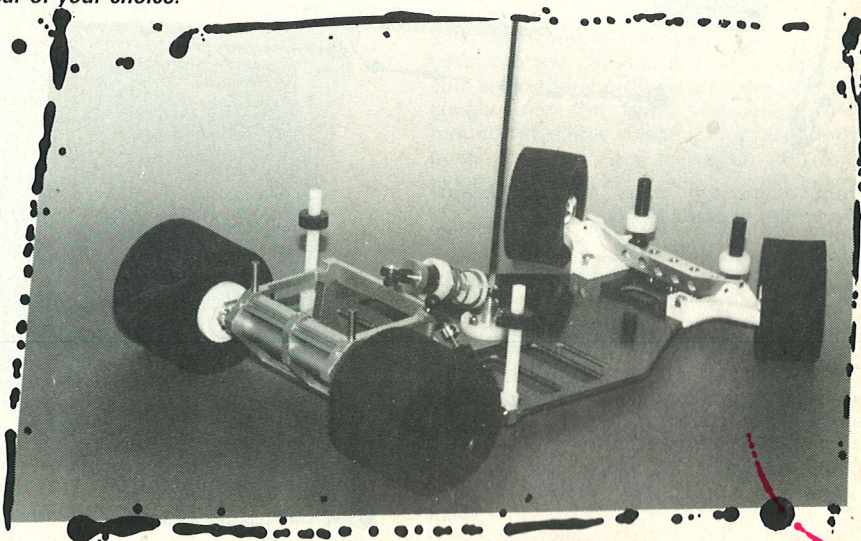
Gordon Batt describes the Super Parsec, an all new 1/12 racer from A.Y.K.



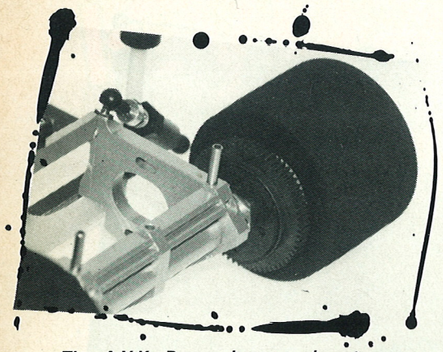
AYK SUPER RACING

Rolling chassis, ready to go with the radio gear of your choice.

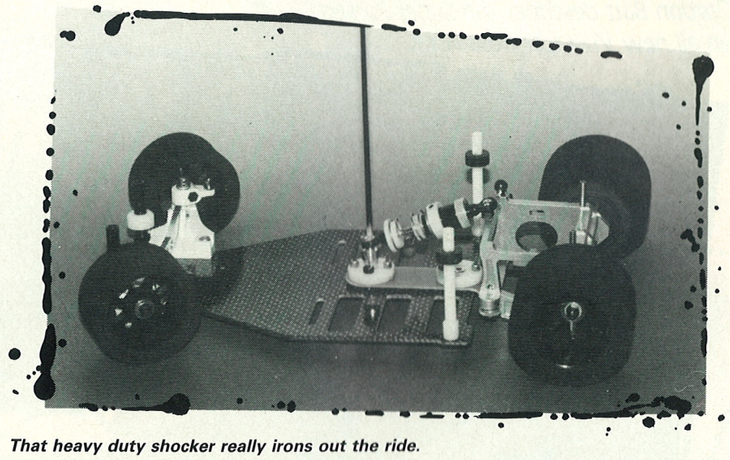


A.Y.K.'s Super Parsec 1/12th scale racer looked impressive right from the first time it was seen on the track, having that indefinable something that made its handling and road holding a sight to behold. What that 'something' was will perhaps never be obvious to the unaided eye, but this is what the Super Parsec consists of.

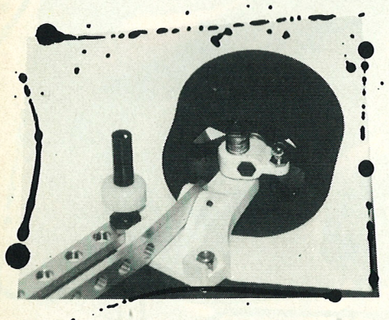
Ultra light weight and flexibility only where it's wanted was obviously the watchword of the manufacturer. The main chassis plate is formed from a carbon-glass-carbon sandwich with a sub-chassis from epoxy glass to support the motor pod. This sub-chassis is supported on two ball mounts which provide about 3mm clearance between the plates, which allows the unadjusted mount to rock freely from side to side while vertical movement is possible thanks to the epoxy glass being



The A.Y.K. Parsec has an almost completely enclosed diff for extra protection.



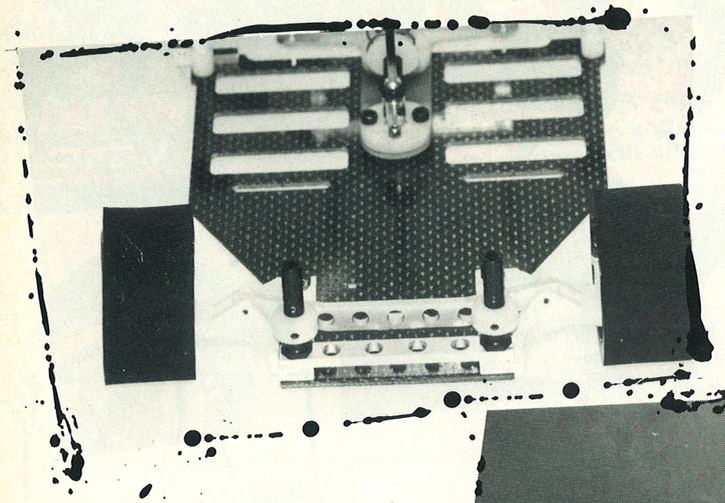
That heavy duty shocker really irons out the ride.



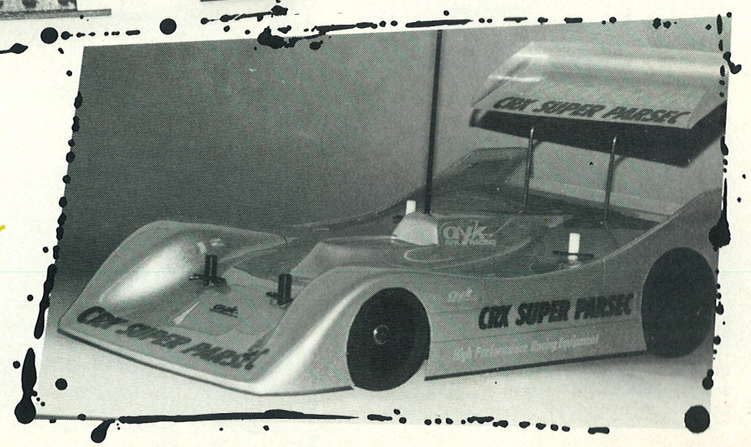
Strong, solid front uprights and kingpins.

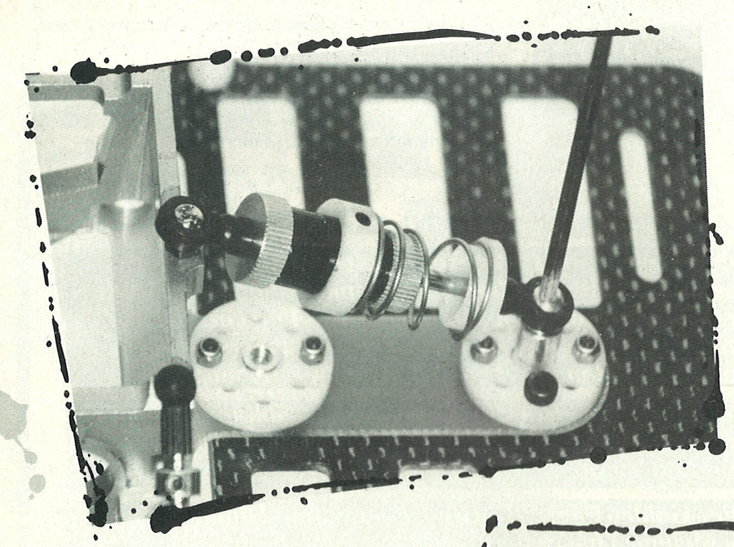
able to flex between the ball mounts. Control over the flexing is by three means; firstly there are two adjusting screws to either side of the front ball mount which, screwed down, physically limit the rocking movement of the motor pod. Secondly there is a conventional oil filled adjustable coil-over-shock unit between the top of the motor pod and the chassis plate. This is supplied with two plastic piston blanks, the instructions suggesting that a single 3mm wide flat is cut on the side of the piston. Another noteable feature is the use of a flexible rubber oil-seal/diaphragm to separate the air space from the oil. Thirdly, and in some views most significantly, there is a simple roll damper extending from the top of the pod sideways to the rear of the chassis. In this case, damping is provided by a pair of O-rings and tuning by a pair of springs with adjustable collets, one to each side of the neutral position.

The differential is a superb lightweight glass filled nylon item, using four planetary gears with bevel gears that fit so snugly up to the main gear that the unit is virtually sealed against dust. The instructions don't help the builder, some common sense and forethought is needed to compensate for the poor exploded diagram. The flanged bearing in the centre of the main gear did not fit in our sample and the gear centre



Front aluminium cross member keeps everything in place firmly.

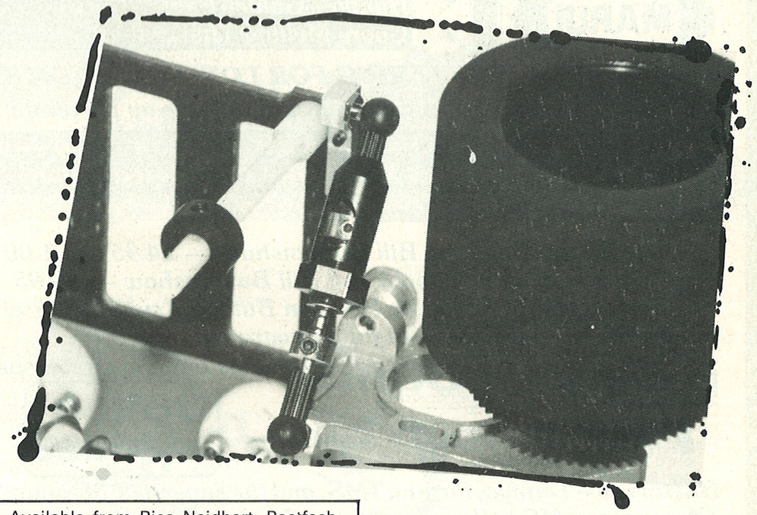




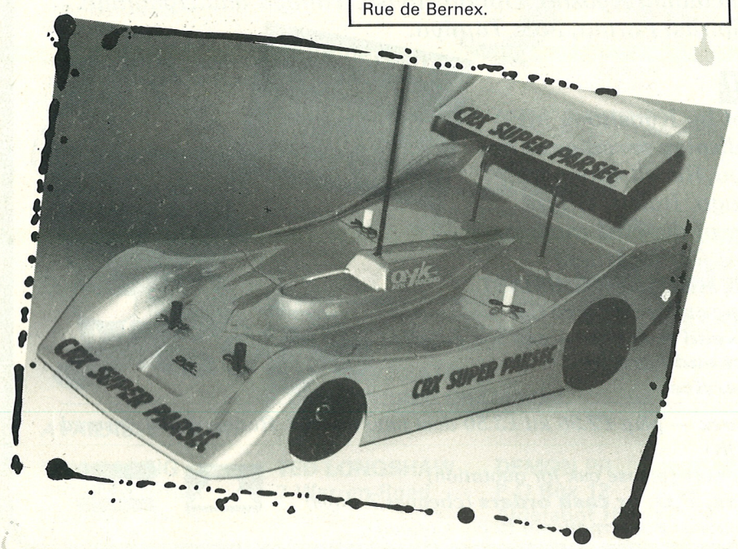
Close up of the shock absorber, and below the torsional damper which allows the rocking action of the car to be precisely controlled.

had to be carefully reamed out, not as easy as it sounds for obviously the centre may drift if the reaming is performed casually. The outer bevel gear and the right rear wheel are also ball raced onto the carbon fibre axle, while ball races are also employed on the axle as it passes through the light alloy motor pod. Our sample kit had a couple of resin beads on the outer surface of the axle, when removing these it's important to avoid carving into the axle fibres.

The front end has separate king pin mounts, these are fitted to the chassis plate and locked together with two light alloy bars, one secured by the front body mounting posts and the other by pins passing through the plastic supports. The latter required some effort as it is designed to prestress the chassis. The upper ends of the king pins are unsupported, the axle block having the usual springs acting against moulded nylon nuts screwed onto the tops of the king pins. The front wheel hubs are



Available from Rico Neidhart, Postfach, Case Postale, 1233 Bernex, Genève, 363 Rue de Bernex.



ballraced onto the stub axles.

The kit provides a pair of alloy servo mounts for the steering servo but only one hole is drilled into the chassis plate to accept them. To save weight or purely for convenience, many racers would employ servo tape to hold the servo in place. Six locating holes for the nicads are already cut into the chassis and a length of self adhesive fibre tape is provided to secure the cells into the chassis. A fibre aerial post cum self righting probe is provided, this fits snugly into the front sub-chassis ball mount with a little scraping. The front body posts are from alloy tube, the rear from nylon, both have adjustable support collars for the body shell. A rear wing support is included with adjustable wing mounting plates, this fits into the motor pod and has simply to be bent over to the appropriate height and angle. A conventional flying wedge GT body called Precede is included in the kit, formed from Lexan it is untrimmed and unpainted. The only unsatisfactory aspect of the kit is the quality of the smaller ball joints, these are rather tight unless carefully trimmed away to the point that they can hardly hold their balls and most racers will rightly choose to replace them.