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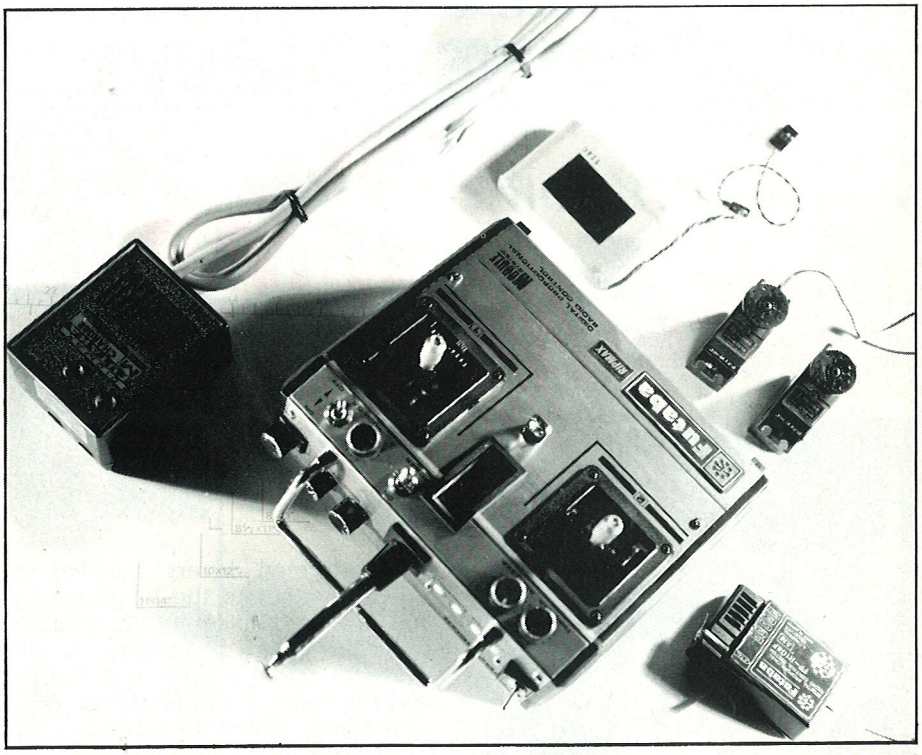
FP-3 EGX



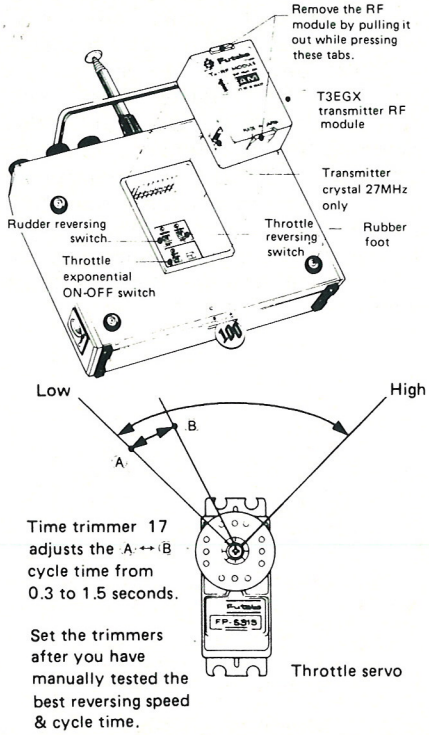
When we described the 'steerwheel' Magnum transmitter in our previous issue, it seemed that all this fantastic system lacked was a form more familiar to the British racing enthusiasts. The use of a trigger and wheel can be adopted very quickly thanks to the well thought out design, but most drivers would still prefer a pair of sticks.

This new system from Futaba includes all the functions and features of the Magnum, but wraps it all in a more familiar package with the various twiddly bits in carefully considered locations.

To the left of the centre line are all the throttle controls, which includes the stick with a choice of five neutral positions from all forwards to an approximate 60-40 split in favour of the brake. Across the top left of the transmitter is the warm-up switch and the flush fitting screwdriver-adjuster pots that control the frequency and amplitude of the servo's 'twitch' when the warm-up feature is switched on. (The warm-up switch automatically 'blips' the throttle to keep the engine warmed up, but can be set so precisely that the engine won't exceed the revs at which the clutch engages.) Also on the left top is the adjuster for the top limit of the throttle servo throw and to the upper left are two ratcheted knobs for the throttle and steering (alias rudder) exponentials. The throttle exponential has to be switched in by a concealed switch behind the plug-in r.f. module in the transmitter back while the steering exponential can be brought in at any time.

On the centre line is the power meter and the on-off switch, which has a positive locking action. To the upper right is the steering dual-rate switch with a ratcheted knob that controls the percentage (from 40% to 100%) of maximum throw. Two more ratcheted knobs to the top right regulate the throw of the servo to left and right to equalise the turn radius, the Adjustable Travel Volume. On the top right edge is a ratcheted knob for the third (or auxiliary) function.

The car-borne pack is notable as it includes a five cell, six volt, 500mAH pack for maximum servo speed. The servos are FP-531S types and two are supplied with the basic FP-3EGX outfit. Output power is 69.5 oz/in. and speed is given as 0.22 secs for 60°.



Measuring 1.6 x 0.79 x 1.4 inches and weighing 1.75 oz., they are not micro servos, but the whole system is apparently biased towards the 1/8th scale car enthusiasts.

The three function FP-R3L receiver is not a modular item (i.e, it is to a fixed frequency band) and so is quite compact, measuring 1.46 x 2.09 x 0.75 inches and weighing 1.3oz.

To complete the set, a nicad charger is included, plus the usual items of servo mounts, spare outputs, frequency flag and a neck strap.

The FP-3EGX is widely available from car specialists, costing around the £245 mark.