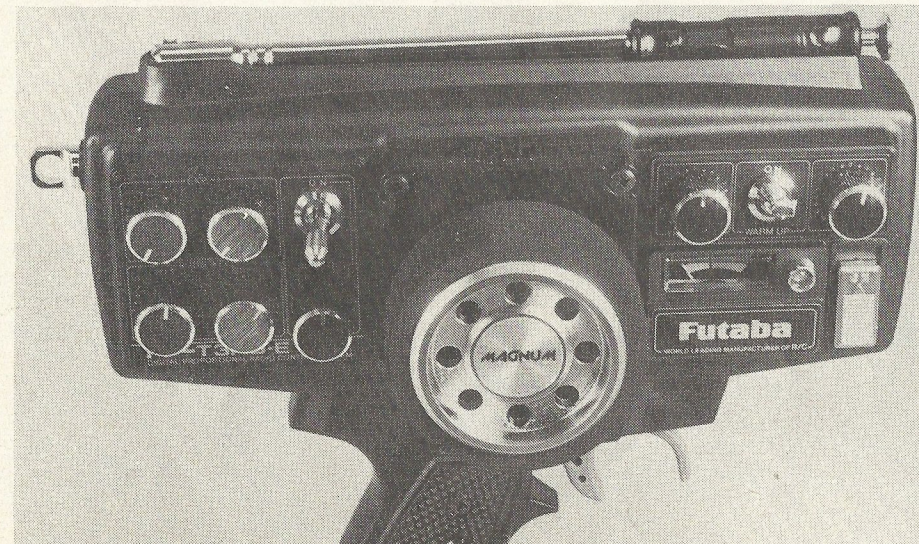


R/C Test Report



Futuristic styling makes the 'Magnum' particularly attractive as well as functional. The transmitter head will swivel through 180° to allow left or right hand operation of the steer wheel.

Below: the 'Magnum' transmitter head affords the user very quick control adjustment of all the vital functions. The aerial folds away flush with the transmitter top out of harm's way. The steer wheel itself can also be adjusted for spring tension so that the driver can 'feel' the steering.



WITHIN THE competitive sphere of Model Car racing, design, development and fine tuning of the competitors and manufacturers' product continues at furious pace. Nevertheless attention is now being reflected from the on-track equipment to the R/C equipment itself with the introduction of specialist car R/C systems. The latest development in the field comes from the giant Futaba Corporation of Japan with the introduction of their 'pistol-grip' 'Magnum' transmitter set-up. The basic idea behind the system is that a trigger-grip type throttle provides a more natural action to the user than the normal transmitter stick. The steering wheel set-up follows this same principle; by making the action easier and natural the driver

Futaba Magnum

has greater control over the car.

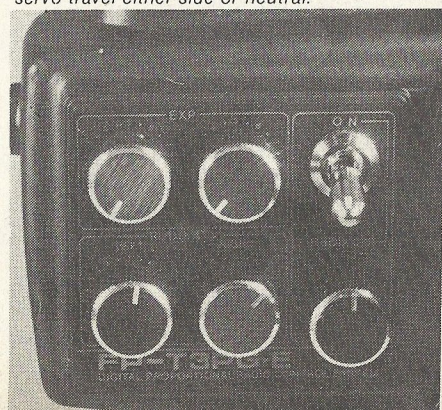
The American and Japanese exponents of the R/C car racing art are great believers in this and European drivers using twin-stick transmitters are considered something of an oddity.

The 'Magnum' system comes in two forms, FP-T3PGE designed for IC powered cars and FP-T3PGM for the electric variety. As an 'all singing all dancing' piece of equipment the 'Magnum' must be hard to beat as it incorporates everything the enthusiast needs to set-up his car perfectly. Servo-reversing, adjustable servo throw, end point adjustment and exponential are just a few of the features.

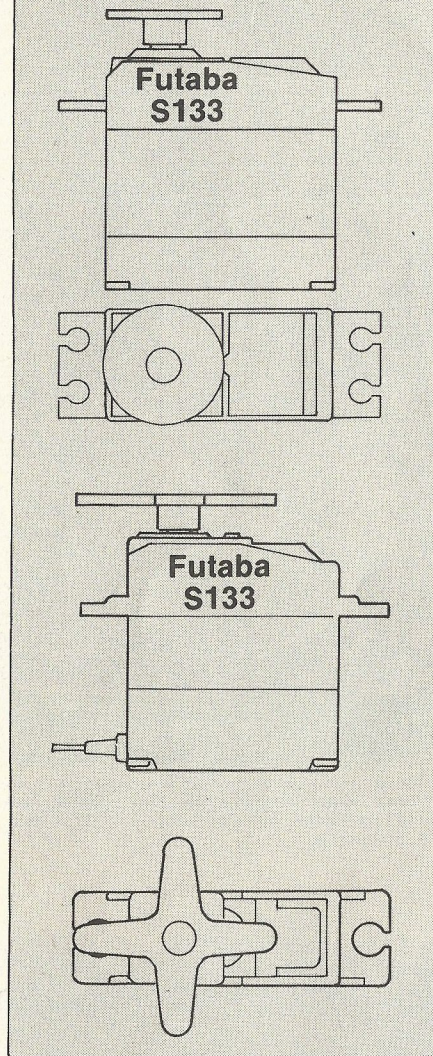
UK distributor: Ripmax Models, Ripmax Corner, Green Street, Enfield, EN3 7SJ.

Price, complete system including receiver ni-cad pack and charger plus two sizes servos approximately £250.00.

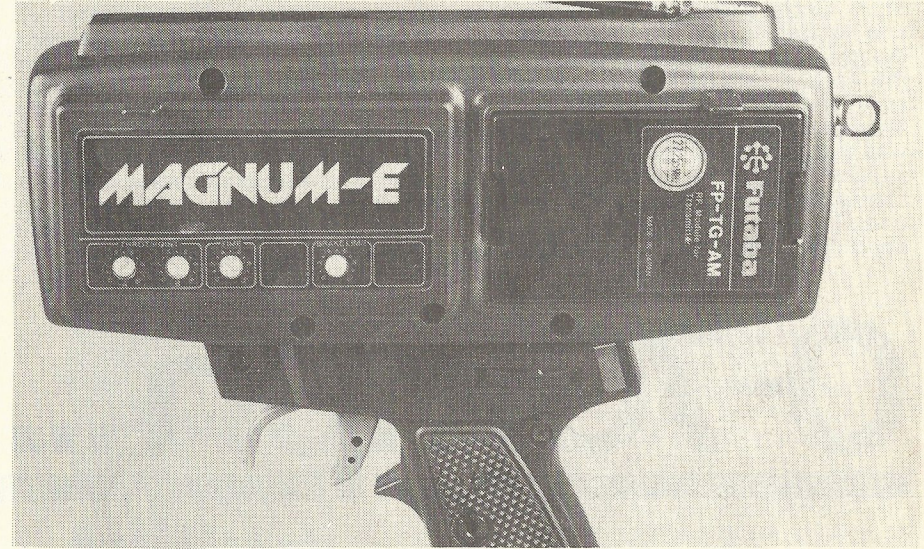
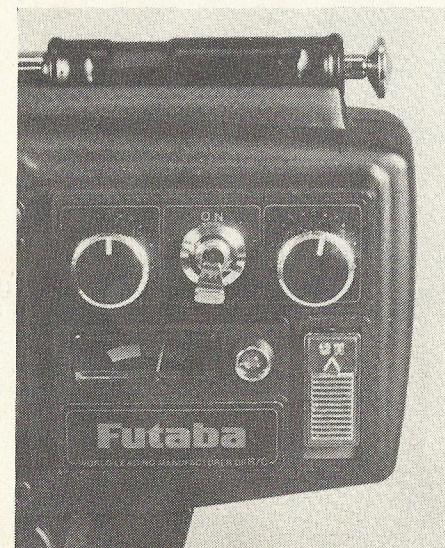
Below: on this side of the IC version we have clockwise from top left, throttle exponential knob (IC) or throttle trim (electric). Rudder exponential. Rudder dual rate switch, this allows either full servo travel when off or a preset throw adjustment between 40 per cent and 100 per cent when on. Rudder A-V knobs, adjust the end points of the servo travel either side or neutral.



Full-size



Below: clockwise from top left, throttle trim knob. Warm-up switch (IC only) - this function when on, will automatically blip the throttle for you to preset pulse time (remember to switch it off). Third channel trim knob for extra servo. Power switch and battery state meter.



The flip side of the 'Magnum' reveals the RF (radio frequency) module. When removed the blank socket reveals the servo reversing switches for all three channels. On the left hand side are the throttle warm-up adjustments (IC version only) which set the amount of servo travel and also the pulse time trim. The trimmer disc set just above the hand grip allows easy thumb adjustment of the brakes.

The Magnum transmitter base contains the transmitter Ni-cad pack which can be removed according to personal preference. The pack can then be carried in your pocket and connected via a power lead. Below left and right: the Futaba min-receiver (that's the corner of the 10p coin) and transmitter RF module.

