

THE KO EX1

THE GEAR THAT COULD MAKE THUMBS REDUNDANT

The K.O. Digiace EX1 radio control system, who's waves were to conquer Britain isn't even making a ripple or, as it seems, but why? the Americans and Belgians go a bomb for it, but in Britain twin sticks reign supreme and the rule of thumb is going to take some shifting. We, unlike the Americans don't appear to give the steering wheels a chance, of course, if you are quite happy with your twin stick, the expense of trying a steering wheel transmitter could be a little too much, especially if in the final analysis, you don't take to it and no amount of sales jargon will tempt Mr Average amidst a recession; to experiment with his hard earned cash.

The appearance of the EX1 may look more suited to the film set of Star Wars but given a chance, this unit could change as many minds as it turns heads, for it does have some quite remarkable features.

WHATS IT GOT THAT TWIN STICKS HAVE NOT.

I imagine the best way to describe this radio gear is to dispense with the "technical over your head stuff", and concentrate on the advantages over conventional gear.

First advantage reverse rotation.

Have you ever been in the position of having to re-route a throttle or steering linkage because your servo rotates in the wrong direction? Well with a flick of a switch behind a secret compartment, you can reverse the rotation of your servos, this of course will get you out of tight problems, especially when extra space is at a premium.

Second Advantage Steering Kickdown

This little switch also behind the secret compartment gives you the opportunity to alter the degree of response of your steering servo from the normal positions, which is full response, to A or B settings which you can set to your own preference or race conditions, so, on wet greasy surfaces you change the servo response, not, your driving style.

Third advantage, more lock to right or left.

The trim operating the steering servo is, as with most radio gear, but by altering the steering balance control, you can have more left or right lock depending on the race circuit, this of course doesn't alter the centralising of the servo and minor adjustments for straight line running can be instigated with the trim in the normal way.

Fourth advantage, throttle control

On conventional radio gear if you alter the trim on the throttle to the low position tick over, it also alters the top range of the servo and vice-versa, move the trim to open full throttle and you alter the tick over, "like being in bed with a short blanket pull it over your shoulders and your feet hang out, pull it over your feet and it shoots round your navel." The throttle trim on the KO super steering is more like having two trims, one for the lower range, shut off or tick over and one for the top range full throttle, each setting doesn't affect the other," almost magic isn't it.

Fifth advantage, 3 channel

The third channel can be used for needle control on the carburettor, tuning your engine whilst its racing around the circuit can of course be a real advantage on the IC stock car scene, no more shouting to the marshall or mechanic to rich it up a bit.

Driving with the K.O. super steering wheel

I haven't previously driven with a steering wheel transmitter and, had to admit even with all the excellent control features, I was a little bias against the concept of a steering wheel, opposed to a twin stick, to which I am more proficient, visions of getting my proverbial manipulations in a twist filled my head. The notion "THERES NO WAY I'LL GET THE HANG OF THIS" was foremost in my mind, as a marshall placed the car on the race circuit.

You hold the transmitter as you would a pistol in your left hand, the response of the trigger action is quicker to respond than

that of a twin stick, the steering wheel, which is the main frightener, doesn't take much to get used to, although it certainly is different, after about 5 mins driving, I found the wheel to be extremely accurate and precise.

I loaned the car and radio to the "Hey, can I have a go drivers" who had formed a small queue at the side of the drivers rostrum, the impression gained from myself and other drivers was a favourable one, and all expressed the view how easily they had adapted to the steering wheel set up.

The advantages over a twin stick are quite incredible, and although the steering wheel may be a little off-putting to most twin stick users, it could not in anyway be classed as a disadvantage, I can summarise the KO EX1 in one sentence "If you could try it, you would buy it"

Model Name EX-1

Transmitter	PT-210: Normal trigger (type A) Back trigger (type B)
Receiver	KR-381 (3 channels)
Servo	PS-30BH X 2
RX nicad battery	5N-500 AA (6 V) flat pack
Battery charger	Charger for 5N and 8N
Other	Colored ribbons, horn, screws, limiting spacer, tuning tool
Options	TX nicad battery (8N-500AA) Porsche type steering wheel Datsun 280Z type steering wheel

Specifications

Transmitter PT 210

Operation system 2 channels + 1 spare channel; pistol grip engine control and steering wheel type steering control.
 Transmitting frequency Any frequency assigned for R/C
 Modulation AM or FM
 Output power 500 mW
 Power supply AA-size battery x 8 (12V)
 Nicad type dry batteries are available.
 Current consumption 130 mA
 Size 204 x 162 x 45 mm
 Weight 680 g (with dry batteries)
 720 g (with the nicad battery pack)

KR-381 Receiver

Frequency One of channels 4 through 6 on 27 MHz or one of the 72 MHz channels.

Mode AM
 Sensitivity 3 UV
 Selectivity 3 KHz/-3 db
 Power consumption 10 mA/6 V
 Size 55 x 37 x 20 mm
 Weight 4g

Servo PS - 30BH

Torque 3.2 kg/cm
 Speed 0.3 s/60
 Resolution 4 us
 Pulse width 1.85 ms + 550 us
 Current consumption 4 mA (stopped)
 Stroke + 450(including trim angle)
 Motor type 5-pole micromotor
 Size 41 x 35 x 21 mm
 Weight 45g

Battery charger

Input voltage 100 VAC/50-60 Hz
 Output current 50 mA
 Charging time 15 hours

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