

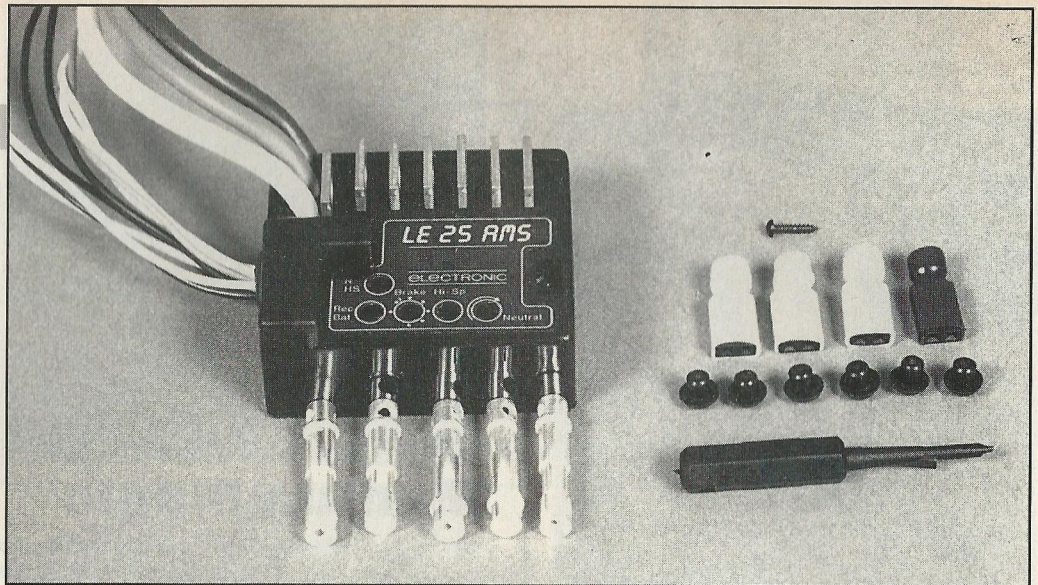
LRP have enjoyed an excellent reputation for motors, their latest product is a high spec speedo...

It is interesting to see how some products climb to the top of the popularity polls after starting from relative obscurity. Some products achieve greatness through advertising, some through hard selling and some manage because of the right kind of endorsements. The LRP E.S.C. (electronic speed control) has made a name for itself in yet another way, by winning races. LRP did not even exist a few years ago and then, up and coming star Jurgen Lautenbach decided that as well as winning races perhaps there could be some business opportunities in this RC game. So was born the brand LRP (Lautenbach Racing Products).

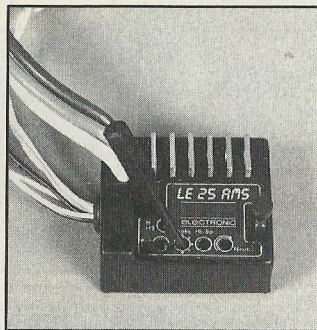
Initially it was motors that carried the LRP brand name. As is the case with most motor builders it was a matter of badge engineering in the early days, but very quickly the skills of winding and balancing were acquired and soon true LRP motors appeared on the scene gaining a substantial reputation for quality and performance. Battery matching soon followed and then the next logical step was to control the motor, so out came the electronic speed control. Initial products were packaged in the familiar shrink wrap, this has now made way for a much more professional looking moulded plastic case.

What then is different about the LRP compared to any other speed control? I guess that to be honest, not a lot. That is not run down the LRP in any way, but quite honestly when you are looking at speed controls in the top performance bracket it more or less assumes (perhaps unfairly) that they will perform. The LRP speedo delivers the goods without flinching. The speedo provided for testing was fitted in a Pro 10 car and the level of control was excellent.

Proportional control over the full power range of the motor plus built in torque control which worked admirably, preventing unnecessary



# LRP LE 25 AMS



Neat size and layout is part of the LRP speedo attraction.

wheel spin off the start line. In addition there was no significant heat build up in the FET stack, and all in all I would say that this is a first class speedo.

So is there anything to set the LRP apart from all the others on the market. Firstly it should be recognised that it wins races. Ok, we know that this is just as much a matter of driver ability as speedo performance, but at least it does provide some kind of evidence of reliable performance and the list of names who use the speedo is pretty impressive. To back the reliability claim the instructions tell you that the speedo has gone through an extensive testing programme before you, the customer get your hands on it.

In other words it left LRP in working order, so don't try telling them it was faulty on arrival, just admit that you connected the wires the wrong way around. The only

slightly daunting thing about this speedo is the amount of wire appearing from the black case, looking a bit like coloured spaghetti hanging from the edge of a plate. As you might imagine every wire has a purpose, although you might not need all of them in your own installation. Some way of bundling the wires together and keeping out of the way and clear of water must be thought about.

In modern jargon speak let's have a look at what the LRP speedo has in value added features. I have already mentioned the torque control, in fact it is a little more sophisticated than just straightforward torque control in as much as there are four alternative colour coded chips that can be plugged in. Each chip provides a current clamp. This controls the maximum amount of current through the speedo so controlling the amount of torque delivered by the motor to the road wheels. A word of warning here, as I can see that these little "chips" are going to be the easiest of things to lose, so make sure they are kept in a safe and secure place. Another current limiting option (available as an extra) is a plug in potentiometer to give infinite control up to 100 amperes deliverable to the motor. Other set ups on the speedo are fairly conventional, with a three colour LED to help setting up. Initially there is a neutral setting, then a full throttle setting to

ensure that maximum power is delivered to the wheels and finally a brake adjustment. As with most of the modern speed controllers regenerative braking is provided as the norm. The makers instructions say that the unit features AMS, which is the "Advanced Modulation System" where 3000 hz is modulated on top of a 50 hz base frequency. Up to this point I was quite happy to go along with the spec and claims for the speedo. Now the claims of "maximum efficiency, faster reaction time and sensitive throttle control" do seem to be pushing it a bit. So not wishing to either disclaim or support this bit of information I will conclude by saying that the overall dimensions are 42mm x 36mm x 21mm (my measurements not LRP's).

So, should you go out and buy an LRP speedo? I suppose the answer to that must be "only if you want the best". Surely, just going by the list of top racers who use this speed control it must rank as one of the best of its type available.

Not cheap though at £127.95 and available from:

Jamie Booth Racing,  
42 Hedley Drive,  
Blue Bank Vale,  
Brimington  
Chesterfield,  
Derbyshire S43 1BF.

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