

Benchmark

MRT Vtrac

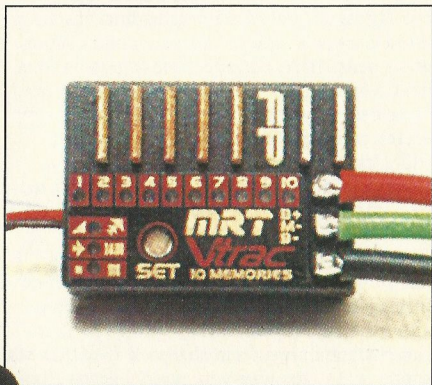
The Vtrac comes complete with their 'Dynamic Throttle Response' (DTR) system. This continuously controls the power rather than just limiting the current peaks as with most current limiting. The way the DTR operates means that the feel of the throttle is good, especially at low to mid speed. There are ten default set-up memories built into the Vtrac and you can customise the configurations without the need of a separate programmer.

Tip

The Vtrac comes with solder posts that allows you to easily change wires, always make sure that you use at least a 25 watt soldering iron and don't let the posts get too hot when soldering the wires.

The Vtrac has all the usual features that you get on a speed controller these days: Regenerative braking, BEC, Fet lead, one-touch set-up. Unlike some of its rivals, there is an internal thirty amp schottky diode and six forward fets, which means that it isn't quite as small as some of the speedos currently on the market.

You can change the throttle rate, power control, start response, brake response, brake minimum and maximum settings. On the default settings it is only the throttle rate and power control that differ. Default memories 1 to 5 are set for punch, with 5 giving the most punch, and 6 to 10 are set for smoothness which will give



more duration. The throttle rate is used in conjunction with the power control and sets the rate of throttle increase above which the power control becomes active.

Having wired up the Vtrac, adjusting it to your transmitter is a doddle using the one-touch set-up and will be set to default 1. To change defaults, all you have to do is press and release the set button - the selected default is shown on the LEDs (numbered very handily from 1 to 10). To cycle through the defaults press and release the set button until you reach the required default, then all you do is switch the Vtrac off which exits the memory select mode.

Race test

The first time I ran the Vtrac was in practise for the Mendip Pro-10 National. My sample of the Vtrac was a FP (Fully protected) version, although as it was nice and sunny it didn't really matter. The FP version is protected against moisture and MRT also offer buyers of the FP the opportunity to have their Receiver FP'd as well, a nice touch. After my first run, I changed to the No.9 default as Mendip is a long track where duration is usually a bit of a problem. The car felt smoother and the duration was better, but I decided to give the No.10 default a try. It didn't feel that much different from 9 on the track, but there again going from 1 to 9 was quite a big change. For raceday I left it on 10 and I qualified eleventh overall and won the B final in my best showing this season, which must say something I suppose.

Conclusion

The MRT Vtrac is well worth considering if you are looking for a new speedo and is available from various model shops or directly from Model Racing Technology at 258 Dover Road, Folkestone, Kent, CT19 6NS, Tel/Fax:-01303-259196. Price £134.95 **RRC**

Quick Spec

Case Size	40 x 29 x 16 mm
Weight (No wires)	Approx. 34 grammes
Cells	4 to 10
Drive On-resistance	0.000875 (Ohms)
Drive Current	600 Amps
Internal Schottky Diode	30 Amps