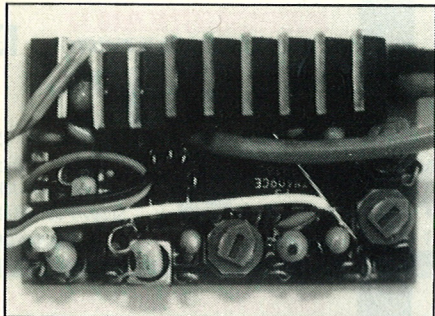


A great deal of interest has been created recently concerning Torque Limiting Speed Controllers (TLC).



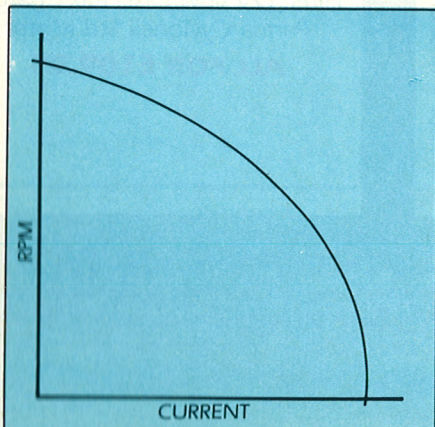
Tekin, Novak and Nosram have all produced versions of this latest type of speed controller.

To get an idea of how they work and why they are such an advantage, we talked to Nick Marson of Nosram. He told us:

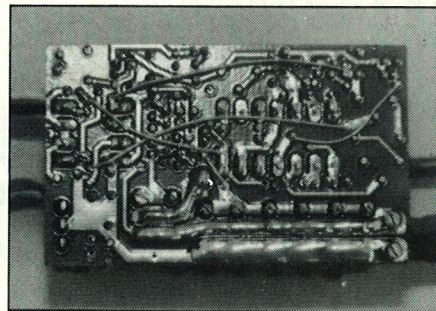
"Basically we have been

working on an adjustable torque limiting speed

controller for about a year now. The diagram helps to explain the theory behind TLC speed controllers.

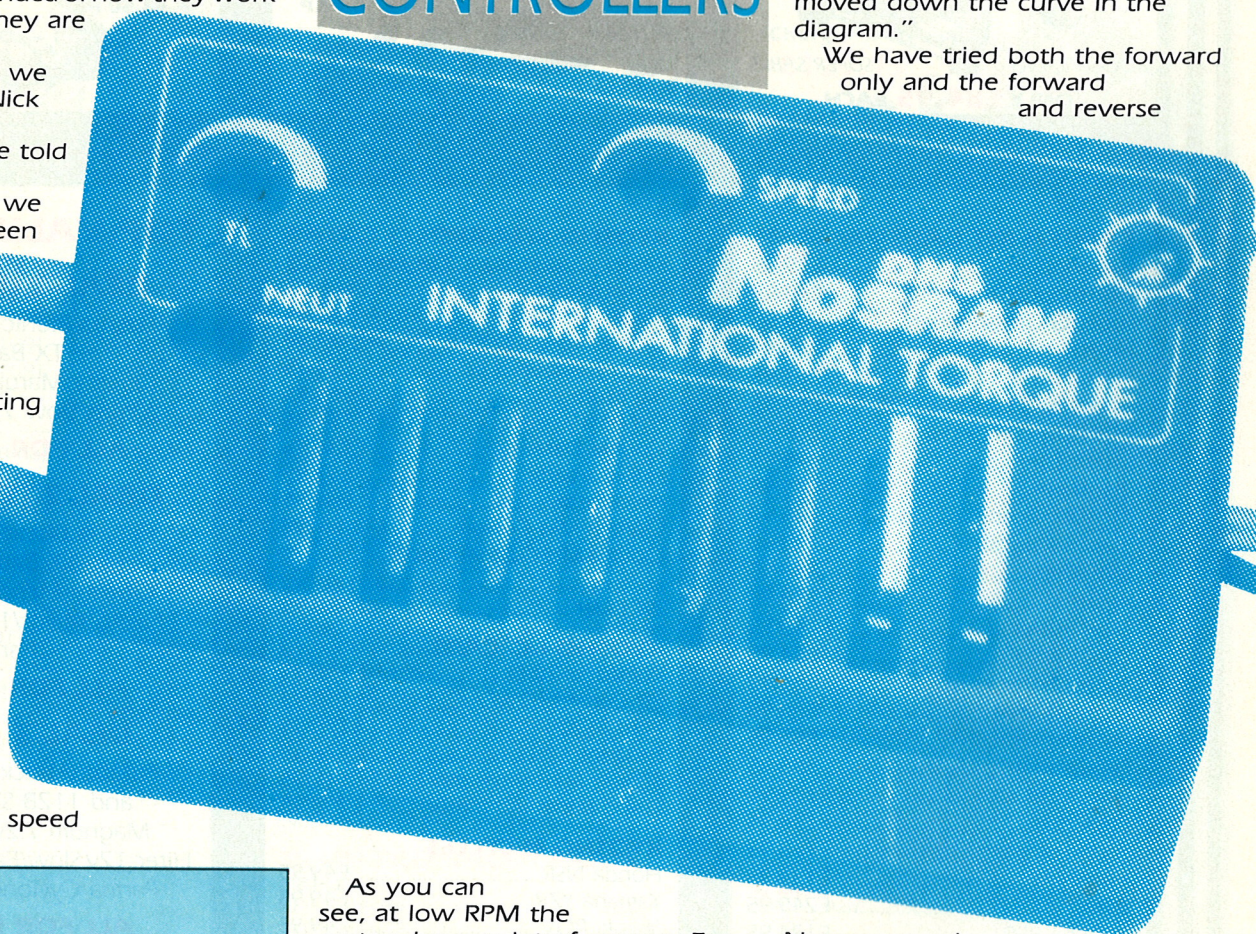


TORQUE LIMITING SPEED CONTROLLERS



motor tries to draw more current than has been set on the adjustable torque limit pot, the speed controller modifies the drive to the motor until the motor requires less than that which was set. In practical terms the drive to the motor is modified until it has speeded up and moved down the curve in the diagram."

We have tried both the forward only and the forward and reverse



As you can see, at low RPM the motor draws a lot of current. For example, a 12 turn motor will draw a lot more current than a 21 turn motor, referring to the figure this means more torque. At the start line or in slow corners this excessive torque can result in wheelspin or wheelies. Both look very spectacular but are ineffective in lap times and nicad duration.

A torque limiter continuously monitors the current drawn by the motor and prevents the aforementioned problems. If the

Nosram speed controllers on off road buggies and circuit cars; both performed faultlessly. The torque limit feature worked just as we expected once an explanation had been given to us.

Excellent results have already been obtained with the Nosram TLC speed controllers by Jamie Booth, Rory Cull and Kevin Moore in off road and Jimmy Davis in Pro Ten. There seems no doubt that TLC is the way to go! ●