



Big Fun in TWO
small Packages

MG16 RALLY & TOURING CAR



RTR KIT

1/16 NITRO RALLY & TOURING

AT A GLANCE

WHO MAKES IT

CEN

CLASS

1/16-nitro

WHO IT'S FOR

Beginners to intermedi-
ate drivers

HOW FAST

21.83mph

HOW MUCH

\$199



WHAT WE LIKED

- Powerful 2.5cc engine
- Compatibility with 1/10-scale gear ensures a wide selection of options
- Durable and designed for abuse
- Included digital radio is better than those with many RTRs
- Price

WHAT COULD BE IMPROVED

- The bodies' looks probably aren't for everyone; optional bodies would be a bonus

THE BOTTOM LINE

The MG16 line offers an inexpensive, fun way to started running nitro RC.

CEN is best known for its large RC vehicles. So how did it approach the "mini" market? By stuffing 1/10-scale gear into the 1/16-scale MG16 monster truck. The MG16 is popular among bashers, and it was logical to take its attributes to different platforms. CEN has now released 1/16 rally (RY) and touring car (TC) versions of the MG16. Let's take a closer look at the features that differentiate these cars.

WHAT YOU NEED TO KNOW

- The RY and TC have the same chassis as the MG16; it's flexible and durable where it needs to be. The beefy 4WD drivetrain is designed to take the abuse that most newbies will heap on it. The main differences between the two cars lie in their suspensions, tires and bodies.
- The RY has larger tires that stand out from the body and give it the look of an off-road vehicle, but its shorter shock shafts give it a lower stance that's great for the street and help it to meet CEN's dual-purpose intentions. A hatchback body completes the rally car look.
- The TC has narrower suspension arms, and its linkages are more inboard to give it better on-road geometry. This narrower stance also tucks the tires inside the body, which has a familiar "bug" look.
- The included, hard-compound tires should grip well enough for play and last a long time. Both cars use standard 1/10-scale tires and wheels, so upgrade options are nearly unlimited.
- The included Skyion DSX radio is a huge bonus in an RTR package. It has digital settings and 10-model memory, and I already use the radio with some of my other cars.

PERFORMANCE

The MG16 RY and TC sat beside several larger vehicles and a few thoroughbred racers that the guys fawned over on this particularly cold test day. Our photographer did his best to maintain his composure but could sit idle no longer and asked for the CENs to take the spotlight. Despite the chill, the RY fired up immediately, almost in defiance of the other cantankerous rigs on hand. The engine easily lit up all four tires and the car immediately bounded over the terrain with hardly a care. Whether it was drifting around the large tabletop or pummeling the chassis across the cratered landscape the RY lived up to its rally designation well. The car is somewhat limited in suspension travel but apparently nobody passed that bit of physics on to the MG16. About the only thing that slowed the car was the need to pit for fuel a little more often than we're used to. The MG16 TC's powerplant runs just as eager as its sibling and quickly traverses whatever open asphalt is at your disposal. It may not win any awards on a skid pad but the car turns predictably and follows your commands well. Based on everyone's input who ditched their high-dollar rides to drive the MGs, you can best sum up the cars by the guy's post-thrash smiles. The MG16 is about fun and quickly reminds you why most of us got into RC in the first place.



The chassis is filled to capacity, but all the parts are nicely laid out and easily accessible.

NEEDED TO COMPLETE

12 AA batteries, fuel, glow-plug igniter

WHAT WE USED

Traxxas Top Fuel,
Dynamite Dyna Glow



The MG16 line comes with standard RTR fare, with the exception of its radio; it's excellent and sets the MG16 line apart from the crowd. Only a few extra items are required to get the cars up and running.



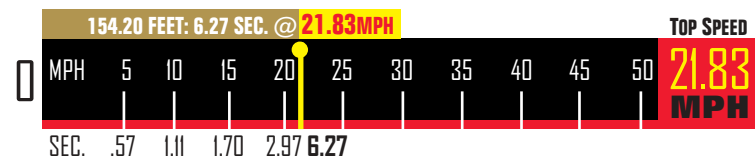
The alloy wheel hex and beefy hubs show that the MG16 line is solid where required, and the upper link flexes enough to absorb impacts.

The plastic-body shocks are the same as the ones on the MG16 monster truck, but they have shorter shock shafts to reduce ride height and make the cars suitable for road running.



RADAR DATA

ACCELERATION:



The stock tires should last a long time, and they're a standard, 1/10-scale size, so there's a wide variety of options, if you feel the need to upgrade to something with more grab.



The large front bumper provides ample protection, and it's a good thing to grab when you're tugging on the pull-starter.

The 2.5cc engine looks massive in a car of this size, and it has the performance to match.



The MG16's servos are adequate, but you may want to upgrade to a stronger steering servo. The radio is sealed in its own box. This is probably the only part of the Rally car that wasn't affected by sand during the photo shoot.



THE LAST WORD

I bet that the only hardcore racers who have read this far are those who are looking for a good time with RC; the MG16 1/16 line is built for fun. By delivering two cars that really have too much power and are designed to withstand abuse, CEN gives us entertainment, amusement and excitement in abundance. ©

LINKS

CEN Racing, distributed by Genka Trading

Corp., cenracing.com (714) 792-1923

Dynamite, dynamiterc.com

Traxxas, traxxas.com

For more information, please see our source guide on page 185.

THE SPECIFICS

CHASSIS

LENGTH 12 in. (350mm)

WIDTH 9.61 in. RY (244mm), 7.21 in. TC (183mm)

WHEELBASE RY 7.48 in. (190mm) TC 8.15 in. (207mm)

TYPE Molded base w/molded radio tray, upper brace

MATERIAL CEN's patented HIC composite w/aluminum motor plate

WEIGHT 65 oz. (1,842g)

SPECIAL FEATURES RX batteries are accessible via a door in the bottom.

The chassis is very flexible and nicely forgiving for beginners. The use of 1/10-scale gear in a car of this size makes the chassis look a little cramped, but it's surprisingly easy to wrench on.

SUSPENSION

TYPE Lower A-arm, molded upper linkage

SHOCKS Plastic oil-filled

WHEELS White 10-spoke (RY), white split-spoke (TC)

TIRES U-lug knobbies (RY), low-profile street treads (TC)

MATERIAL HIC composite

The suspension is made of the same composite as the chassis, so it is flexible and forgiving. Both cars use shorter shock shafts, and the springs are stiff to give them better street manners.

DRIVETRAIN

TYPE Full-time 4WD

TRANSMISSION Single-speed, with slipper

DIFFERENTIALS Gear diffs

BRAKES One fiber disc and steel pads

DRIVESHAFTS Steel dogbones

BEARINGS Metal-shielded ball bearings and bushings at the wheels

The drivetrain is built extra-stout, and like the rest of the car, it should stand up to plenty of abuse. It works fairly smoothly, but I recommend that you replace the wheel bushings with bearings.

POWER PACKAGE

TYPE CEN 2.5cc (.15ci) nitro engine

CARB Slide-valve, low- and high-speed needle adjustments

EXHAUST Aluminum muffler

CLUTCH 2-shoe composite

It may be true that having a 1/10-scale engine in a 1/16-scale vehicle is excessive, but for many people, this will be what draws them to these cars. The mufflers may limit performance slightly, but the engine has more than enough get-up-and-go for cars of this scale.

