

FAST TRACK REVIEW

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I'm always drawn to a select few vehicles in the *Driver* garage. When we reviewed the CEN MT2 (June 2005 issue), I had just about as much fun as is legally allowed, only to have to box it up and send it off to Chris all the way in Kansas. When we got CEN's new Magnum NX, the followup to the MT2, I couldn't wait to get it all dirty... for old times' sake. The Magnum NX may look like any other monster truck, but one look under its Lexan hood and you'll see that the NX isn't your everyday RTR basher. A race-bred chassis layout, plus-sized engine with two-speed tranny, and upgraded radio gear add up to so much more than just your average entry-level basher. Check it out for yourself!



FAST FACTS

MANUFACTURER: CEN Racing
VEHICLE: Magnum NX
CLASS: 1/10 Nitro off-road truck
DRIVER: Beginner to intermediate nitro enthusiast

PRICE: \$299.99

SPEED (AS TESTED): 40.69 mph

ACCELERATION: 0-10 mph- .70 sec,
 0-20 mph- 1.41 sec, 0-30 mph- 2.85 sec,
 0-40 mph- 6.14 sec; 7.58sec. in 336.97 ft.
 @ 40.69 mph

ADDITIONAL ITEMS NEEDED: Fuel,
 AA batteries, glow starter, fuel bottle

CEN RACING

MAGNUM NX



INCLUDED ACCESSORIES:
 Skyion digital radio with 10-model memory, Allen wrenches, pre-painted body with rear spoiler, extra shock preload C-clips

THE RUNDOWN—

CHASSIS—CEN revised the chassis for the NX to increase its rigidity. Gone is the nose plate, and in went an upper backbone that runs the length of the main chassis. The backbone also operates as home to the radio gear. Underneath the tray lies the steering servo bolted directly to the main chassis for more solid steering and a lower center of gravity. Underneath, the aluminum chassis is countersunk to keep all mounting screws safe.

The NX has plenty of ground clearance to get through the roughest of terrain. One of the biggest improvements in the Magnum is its feel. The stiffer chassis provides a much more responsive feel and helps the truck maintain a solid stance over rocks and branches. Off normal jumps, the truck doesn't bottom out, but sending it airborne off a BMX-sized jump can really punish the bottom of the truck. The countersunk screws, although they got filled with the usual dirt, remained unscathed on even the hardest of landings.



you can chuck off those other RTRs' radios and use the DSX for all of your vehicles. On the steering side, the basic steering servo gets the wheels turned well, but a faster servo would help the NX turn like a top performer. On the green light, red light end of things, the included high-torque, metal-gear servo is more than adequate for stopping the truck time after time, even from full speed.

BODY, WHEELS AND TIRES—Stylin'! A more race-oriented stadium truck body crowns the NX and features a blue and white wave pattern and a full set of decals. Chevron-style monster truck tires mount to white plastic cone rims.

The Magnum's stadium body gives it the look of a pro racer and even has a spoiler so you can adjust for different track setups. On blacktop, the tires offer tons of grip and long wear. Off-road, the treads work well on hard-packed dirt but kick up some rooster tails on the soft stuff.

ELECTRONICS—The designers at CEN went all out when they put the NX together. A full-option Skyion DSX radio is included with the truck, as are a standard steering servo and metal-gear, high-torque throttle/brake servo. The DSX shares many features with high-priced upgrade radios, for example, 10-model memory, digital dual rate and trims.

We gave CEN some flack for its previous radios, but the DSX is one of the nicest RTR radios I've seen. With its 10-model memory,

DRIVETRAIN—The Magnum NX may not have a Hemi, but it sure got a boost in power. A plus-sized .18 engine is bolted to a centrifugal two-speed tranny. The combo is good for 40 mph while the NX's 125cc tank will keep you trucking for more than ten minutes. The adjustable two-speed drives put the twist on a center-shaft drive system, through a pair of gear diffs and to the wheels via a set of universals for smooth, efficient power.





CEN gives you a great truck that's fun to drive and includes good equipment and plenty of power. The best part? You get all that for just 300 bucks!

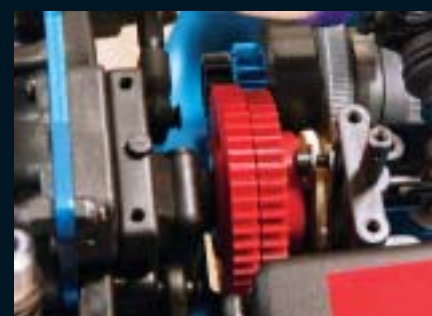


Nestled into the Magnum NX is CEN's powerful .18 mill with pull-start, rotary carb, foam air filter to keep out dirt and large, black heatsink head.

With the top deck removed, you can see the simple dual bellcrank steering system. A built-in spring helps absorb shock to the steering components, while adjustable rods allow tuning adjustments.



What sets the Magnum apart from its predecessors is a new, one-piece aluminum chassis, which replaces the old MT2's two-piece affair. The new design is far stronger.



An adjustable 2-speed, in conjunction with the powerful .18 engine, helps propel this truck up and over 40mph. A large fiber disc brake slows this truck and its large wheels for corners.

This truck would just seem incomplete without this big honkin' chrome bumper; just plain mean! Behind the bumper are the oil-filled coil-over shocks, bolted to aluminum shock towers.



The included Skyion high-torque throttle/brake servo pumps out a whopping 100 grams of torque, and its metal gears guarantee it will be able to do it time after time.

CEN RACING MAGNUM NX



TECH SPECS

CHASSIS

MATERIAL	Aluminum
TYPE	One-piece with integrated front kick-up
LENGTH	17.125 in. (435mm)
WIDTH	13.9 in. (355mm)
WEIGHT	6.6lb (2994g)
WHEELBASE	11.7 in. (299mm)
RIDE HEIGHT	0.8 in. (20.3mm)

AUTHOR'S OPINION: The NX's chassis is very well made. The countersunk holes keep everything protected, and its angled edges and top brace make the setup ultra stiff.

RATING-9

SUSPENSION

MATERIAL	Composite
TYPE	Double wishbone
SHOCKS	Oil-filled coil-over
ADJUSTABILITY	Pivot ball

AUTHOR'S OPINION: The truck's suspension is very similar to the MT2's, which makes finding parts very easy. The arms are strong, and the pivot ball suspension makes adjustments very easy. If anything could be improved, it might be more durable pillows on the pivots' suspension; after some tough trashing, things were getting a little loose.

RATING-7

DRIVETRAIN

TYPE	Shaft drive 4wd
DIFFERENTIALS	Bevel gear (F/R)
DRIVESHAFTS	Constant velocity shafts
DRIVE	Full-time 4wd

AUTHOR'S OPINION: The center-mounted 2-speed and universals are very efficient and make the most of the upgraded powerplant. Speaking of that, the .18 has plenty of power to get the NX moving.

RATING-8

ELECTRONICS

RADIO TYPE	Digital radio system
ENGINE SIZE	.18

AUTHOR'S OPINION: It's nice to see RTR radios taking a big step. The Skyion radio, although still AM, has a lot of great features and could easily become your full-time radio for all your cars. The throttle servo has plenty of power and is strong enough to take a beating. It would make a great steering servo, too.

RATING-8

DURABILITY

AUTHOR'S OPINION: The new chassis design is much stronger than the MT2. The top plate and edged chassis eliminate slop and make the NX one tough truck. Nothing really broke, though after some tough running, the pivot ball suspension loosened up.

RATING-7



CONCLUSION

The NX is a lot of fun, plain and simple. Its increased horsepower, the upgraded radio, and a great performing chassis pick up where the MT2 left off. The .18 mated with the two-speed tranny provides good low-end power as well as a solid top speed. I'll admit that things loosened up in the suspension, but I gave the truck a pretty good beating. CEN gives you a great truck that's fun to drive and includes good equipment and plenty of power. The best part? You get all that for just 300 bucks! If you're looking for a truck that's just plain fun to drive, the NX was made for you. ☺

Links

CEN/Genka Trading Corp., www.cenracing.com, (714) 792-1923

For more information, please see our source guide on pg. 193.

WHAT WE LIKED

- ☺ .18 engine has plenty of power
- ☺ Top-notch radio system
- ☺ Racing body looks great

WHAT COULD BE IMPROVED

- ☺ High-speed steering servo
- ☺ Racing tires would help on loose-packed dirt