

P R E V I E W

ADVANCE ENGINEERING
MAGNUM 10**LOADED TO GO!**

LONG KNOWN for its 1/16-scale Custom Street Machine, Advance Engineering* now enters the racing market with its Magnum Series cars.

The Magnum will be released in both 1/10 scale and 1/8 scale, and (with the obvious exception of size) the cars are very similar. Advance has done away with the traditional T-plate design by using a five-link

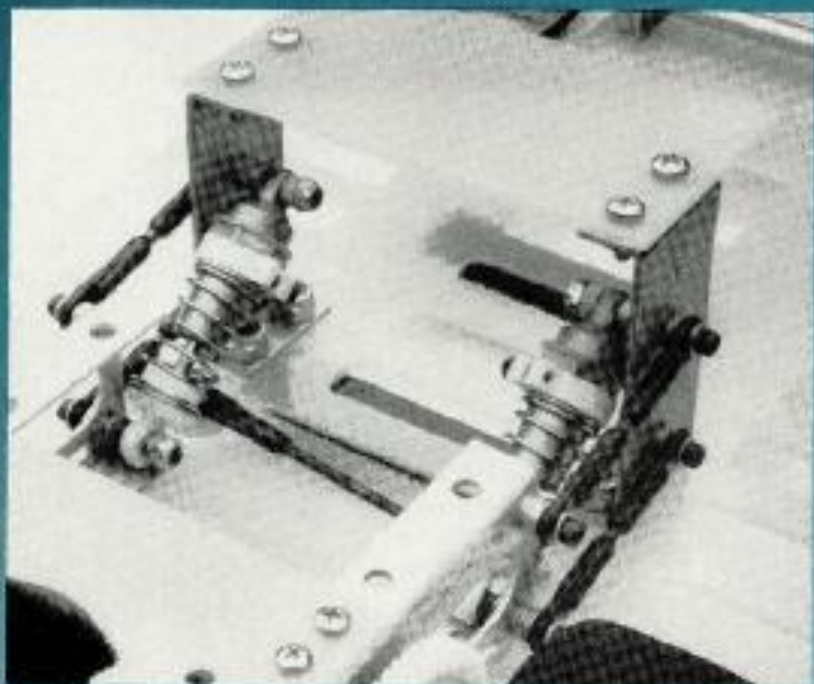
suspension, and a pair of oil-filled coil-over shocks handles the dampening.

On the front of the motor pod, there are four attachment points for the linkage rods that keep the pod aligned during up-and-down movement. The fifth rod, or "panhard rod," of the five-link suspension is used to center the pod from side to side. (This type of suspension was used successfully on Composite Craft's Predator Lynx.) For dampening, the Magnum cars use two diagonally mounted, oil-filled, Associated* shocks, which are the same as those used on the front of the RC10. The sides on the prototype pod are of thin alu-

minum, but Advance says they will, in future, be made of a thicker stock to prevent them from being damaged during collisions. The slots for the motor are longer than average so that larger spur gears can be used for higher ratios, and they're cut into both sides of the pod for use with the Hyperdrive system. A steel rear axle includes a pro-type, three-bearing, ball differential and, although the prototype is shown with 1/8-scale Advance wheels, the kit will include hubs designed for almost any 1/10-scale wheels.

The front end has a standard 1/10-scale suspension with a solid bar axle and kingpins, but for a little more beef, the 1/8-inch axle on the prototype will be increased to 3/16 inch.

For the weight-conscious, the Magnum will be available with a graphite chassis—a

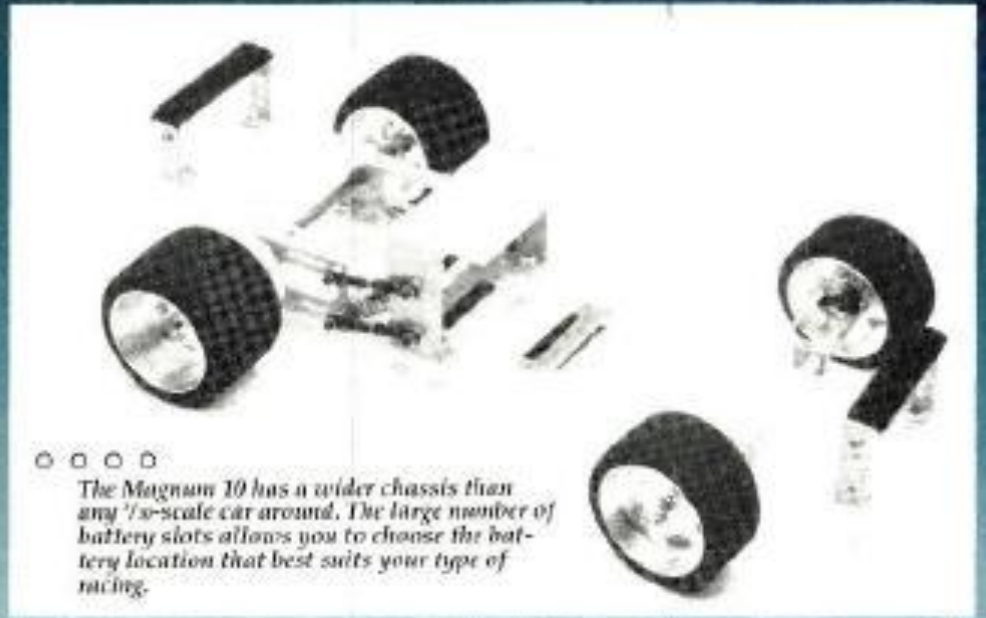


The multi-link suspension is a departure from the conventional T-bar design; we'll see how it works! Two Associated shocks provide rear dampening.

standard for hard-core racers. This chassis will be considerably stiffer, and it should meet the 42-ounce minimum-weight requirement. The Magnum's fiberglass chassis and its graphite chassis are much wider than those of most other on-road cars, and to allow weight biasing for every conceivable track condition, 18 battery slots have been cut into both.

Since I've only seen the prototype and haven't run one of the cars yet, I can't describe its performance, but I know the Magnum's features have worked well in other on-road cars.

It won't be long before we can get our hands on one of the Magnums for a



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The Magnum 10 has a wider chassis than any 1/8-scale car around. The large number of battery slots allows you to choose the battery location that best suits your type of racing.

Full track report, so stay tuned!

There are disadvantages of the experimental approach to design, but...

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