

RACER NEWS

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A Mightier Motor?

In our August '93 issue, we took a sneak peek at Trinity's new Slot Machine 2 stock motor. At the time, the only available samples of this powerplant were preproduction prototypes, so we couldn't accurately report on its performance.

But when the Slot Machine 2 hit the hobby-shop shelves, we threw it on the dyno to see how it would stack up against the current king of the hot stockers, the Speedworks Green Machine.

We tested both motors in a strictly "out-of-the-box" configuration, (we didn't change the brushes or springs), and we didn't give them any break-in (in addition to that done by the manufacturer).

We tested the motors on the Competition Electronics TURBOdyno, using the settings in its power-down memory that are recommended for testing stock motors—a constant 5 volts and six constant torque levels (the sixth torque level demanded more amps than my supply could provide, so only five are given here).

The information in the chart shows that the SM2 turns more rpm and puts out much more power at each torque load than the Green Machine. The SM2's efficiency is also higher at lower loads, but if you look carefully, you'll see that it's also drawing more amps, though this isn't a concern in stock class racing.

GREEN MACHINE					
SLOT MACHINE 2					
Step	rpm	Torque	Watts	Efficiency	Amps
1	12,659	1.4	13	39	6.7
	17,152	1.4	18	42	8.4
2	11,945	2.9	26	56	9.2
	15,633	2.9	34	60	11.3
3	11,053	5.0	41	66	12.5
	13,542	5.0	50	64	15.4
4	10,200	7.0	53	67	15.8
	11,515	7.0	60	61	19.6
5	9,408	9.0	62	64	19.2
	9,802	9.0	65	54	24.0

Out of the box, the Slot Machine 2 is our choice for longer tracks where you need higher speeds. For tighter, twisty tracks, install heavier brush springs to decrease its rpm, raise its torque and, possibly, raise its output of watts even more.

We thought that the Green Machine would be an impossible act to follow, but it's looking as if the money Uncle Ernie has spent on designing and tooling the new Slot Machine 2 was well-spent!



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