

BOXING *Clever!*

To say that this is something different for Schumacher is an understatement. The Nitro Burner is ready built, RC equipped and 1:8 scale...

... 'please note that the instruction manual should be followed with care and is very clear on the steps'...

For several years now, a rather sweet smell has been wafting through the corridors of an established R/C model manufacturer based not in Japan or California, but here in good old England – to be more precise, in the vicinity of Northampton. The company name?, for those who haven't already guessed it, the company name is Schumacher Racing Products and the sweet smell is the smell of success.

Schumacher Racing Products have been at the fore-front of Model car racing technology, predominantly throughout the field of electric powered cars but gradually, the

sweet smell of success is being joined by an equally sweet smell, the smell of glow fuel as the company add yet another, well engineered model car to their ever increasing

range of Glow engine powered – the Nitro 10 series.

Just in case you're beginning to wonder, No, this car isn't just a re-badged version of an existing model but is in fact a representative of a new series of Nitro 10 models – The Nitro Burners.

The three models within the range: A monster truck, a buggy and a rallycross car all represent a subtle shift in the marketing angle being adopted for this type of vehicle by Schumacher.

The shift is that all three cars come pre-assembled with, in U.K. Specification kits, a Futaba 2 channel R/C outfit already installed. This type of approach is a new venture for the company who hope to exploit the market where customers are not interested in spending a great deal of time

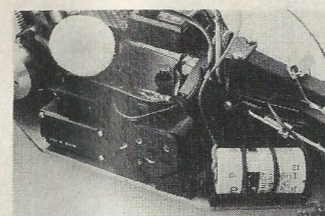
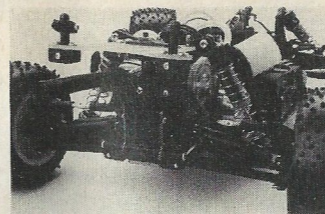


building a model car, they just want to race it as soon as they can. The version sent to the RCMC offices was the buggy and, as can be seen from the photos, it has a low slung dune buggy style bodyshell which incidentally comes pre cutout and drilled. This leaves just the finishing to be done and one hole needs to be drilled for the receiver aerial wire.

Sorting Out The Differences

This car is more than just a four wheel drive version of the existing Nitro 10 cars, it has some worthwhile modifications where it looks as if the company has acted on some minor criticism of the earlier Nitro 10's. For instance, there is now a larger Nicad battery for which to supply the on board glow and the toggle switch that activated the glow has been replaced by a push switch which now resets after letting go. This does mean that the switch has to be kept pushed down whilst starting the car but it also means that the on board glow supply shouldn't run down unnecessarily because you can no longer leave it switched on. The nicad itself (a 1700mAh SCE) should provide good enough capacity to see through an entire day's racing or running around. It can be recharged simply by connecting a 12v battery

charger across a pre-installed resistor which will drop the current to a suitable level for the cell. Please note that the instruction manual should be followed with care and is very clear on the steps involved! As the car comes pre assembled, the instruction manual doesn't outline every step involved throughout the assembly of the model. Instead, it provides a good reference for any problems that may be encountered either before, during or after running. This includes the setting up of the throttle/braking servo and the steps involved in starting and setting up the engine. The manual also includes a fully labelled exploded diagram and a parts list should your car ever need replacement parts. The basis of the car has been taken from the Bosscat which is the company's state of the art four wheel drive electric racing buggy. Obviously, certain items have changed in order to incorporate the i.c. engine but the driveshafts, belts and differentials have all been retained from the standard Bosscat which really is a testimony to the strength which is built into the Schumacher cars! The suspension also, is pure Bosscat and the car retains the unique crashback front end which, in the event of a collision, allows the front suspension arms to move backward absorbing the energy of

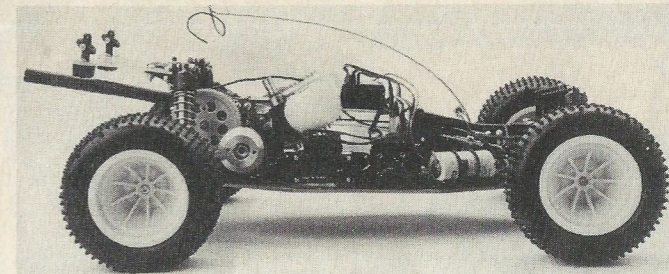
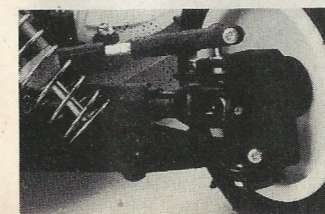
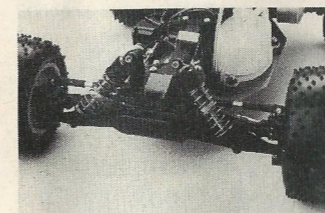


Single re-chargeable cell is held in place by a rubber O ring.

the crash rather than just shattering. The top links are fully adjustable and the car comes complete with turnbuckles to provide easy length adjustments. The chassis is however different than



the carbon fibre one found in the Bosscat. This time it is made from high grade aluminium alloy which is anodised electric blue, along with the rear gearbox sideplates. The dampers provided are the adjustable Schumacher items found on their electric cars and are red anodised instead of teflon coated. This does make them look very attractive but they will probably wear out slightly quicker than the extremely durable, but more expensive teflon coated items. Suspension is pure BossCat using the red dampers.



Low C of G gives the Nitro Burner a speedy slick look.

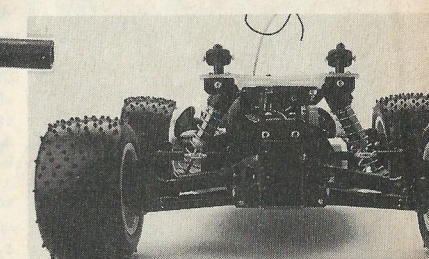
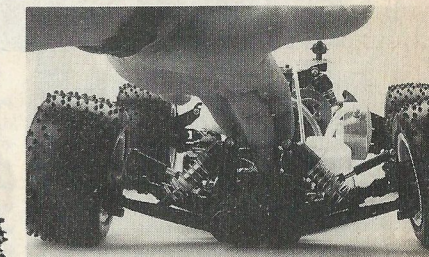
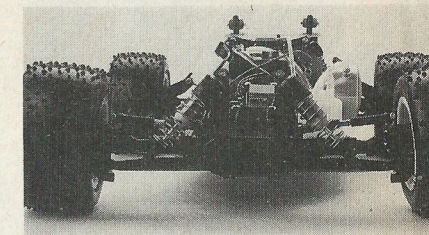
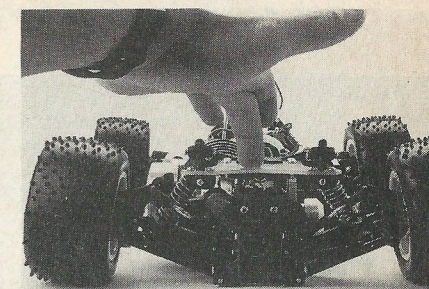
Conclusions

This is yet another, superbly engineered car from the Schumacher camp. It retains all the versatility of an electric powered car but mixes it with the excitement gained from an i.c. engine powered car.

Being four wheel drive, the car is a lot easier to drive than its two wheel drive stablemates on slippery surfaces and

it also endows the car with phenomenal braking capacity without the car spinning out. This is no doubt aided by the exclusion of the one-way roller driveshafts found on the Bosscat which makes the car predominantly two wheel drive in a straight line. The car is extremely fast and speeds of up to 45mph can be achieved. The engine itself is a 2.5cc unit built and designed by Irvine engines in the U.K. especially for Schumacher for use throughout the Nitro 10 range.

Suspension on the move - lots of travel from the BossCat components.



Rear shock bracket plays host to the body mounts and glow button.

Stop Press

To all you speed freaks out there. If 45mph sounds slow to you, then Schumacher have just released the answer - A tuned pipe and manifold which will give a substantial power increase, somewhere in the region of 40 to 55 per cent. These are available from any of the Schumacher stockists across the country and are numbered U1311G and U1336F for the pipe and manifold kit respectively. The car itself, although it has a much smaller engine than the bigger 1/8th off road buggies, has a very high power to weight ratio which has made the car competitive at 1/8th scale meetings. This, however, is not the target market for the model and certain minimum weight rulings in the 1993 BRCA rules for 1/8th scale rallycross has meant that the low weight advantage that this model has cannot be exploited at this type of meeting. Therefore, Schumacher envisage the market for this type of vehicle to be within the fun sector where the added speed, noise and realism will hopefully win out over its electric powered rivals. There is no doubt that this car has a very high specification straight from the box which, when added to the minimal amount of hassle and fuss needed in order to get the car running should result in the car becoming very popular as The Ultimate Executive R/C Car. Priced around £449 complete except paint, Transmitter and Receiver batteries and glow fuel, the 4x4 Nitro Burner represents the First complete i.c. car deal with this type of performance.

