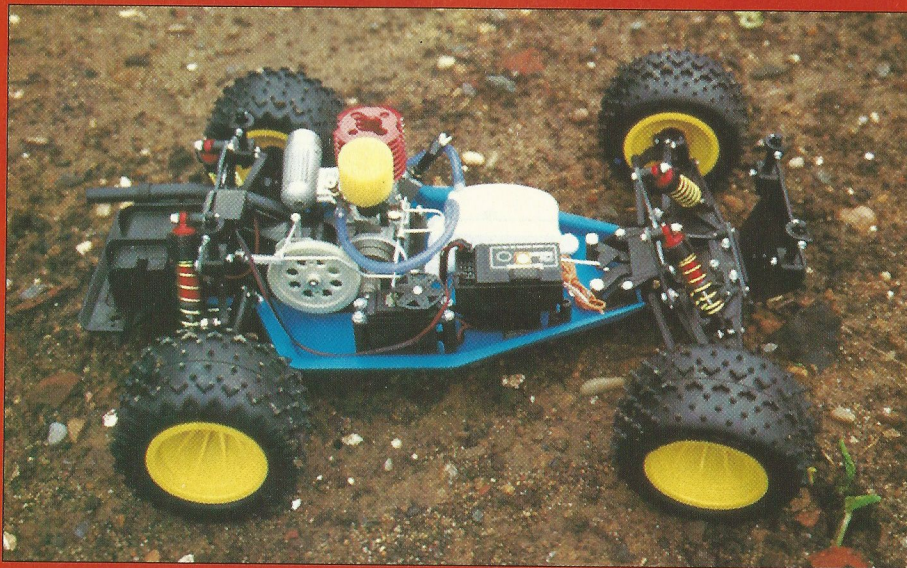


# Schumacher

# Nitro

## Storm Truck

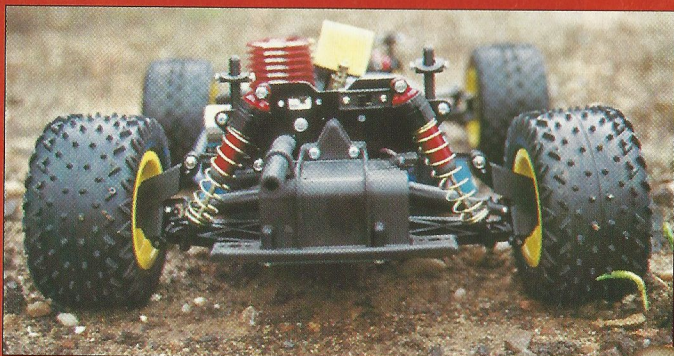
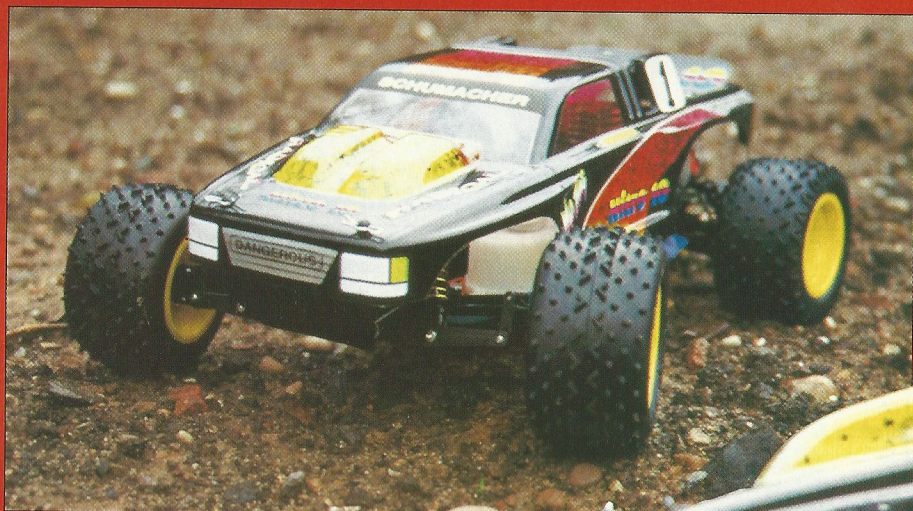


**Novices can put this truck together in 8 or 9 hours, but don't expect to achieve quite the same effect when spraying the bodyshell. That was painted by a real expert!**

potential to its utmost, so gave the project a whole new slant by adding an 0.15cu in Irvine glow plug engine they were using for another project. They didn't really know how the truck would cope with the added weight now situated in the centre of the car. The idea was a revelation — the IC truck handled the added power with ease, and was so well mannered it caused an enormous stir when it was launched. Tests were then carried out using higher final drive gear ratios and incredible speeds were achieved — 50 mph plus!! Nitro trucks were born. Magazines around the world gave the original Nitro truck rave reviews and proclaimed it: "Fun Car of the Year", "IC product of the year", and so on.

The British firm of Schumacher, a company usually associated with innovative 1/10 electric Off Road racers, just for once weren't the inventors of truck racing! Truck racing is an American phenomenon, probably evolving from the Tamiya Monster Trucks which were specifically designed for fun, with most of them popping wheelies better than they rode bumps or turned corners! The model racing trucks which are so popular in the States are based on the full size 'Stadium Truck' racers which are low, stable and very fast, and in fact model racing trucks are so good at riding even the toughest Off Road conditions that an electric motor rarely pushes them to their limits. Any car which has such oversized tyres, zero overhangs front and rear, impressively long suspension travel plus being almost as wide as it is long, is going to take some real abuse!!

Schumacher can take the credit though, for the final and most satisfying metamorphosis of the radio controlled truck — the addition of a powerful internal combustion (IC) engine! Back in '91 the test drivers at Schumacher realised that the electric motors used in the racing trucks weren't really testing the awesome chassis



**No, it isn't a gun barrel sticking out of the back! The rubber exhaust extension neatly carries unburnt oil to the back of the chassis, rather than having it spray onto the radio gear etc.**



**The huge ground clearance, massive tyres and substantial bumper all combine to guarantee a whole load of fun when driven hard over rough terrain!**

The Nitro 10 Storm is Schumacher's second generation IC truck, and like its predecessor gives hours of all terrain fun without a charging lead in sight. The '94 spec Nitro Storm is a development of the old theme, maximum fun with minimal hassle and maintenance, so it was our brief to check out what's changed, what's been improved, and how it goes together.

### First Things First-The Build

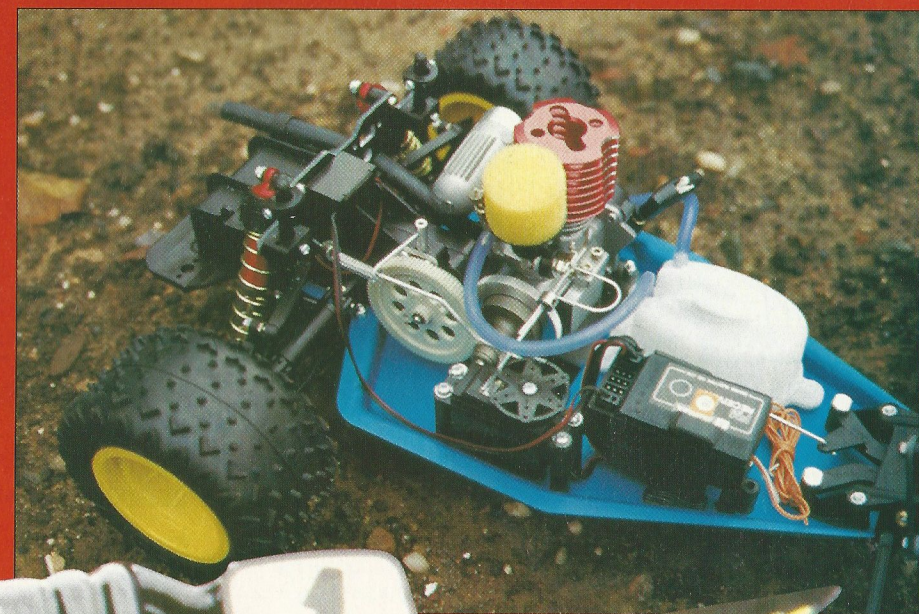
As I have built more Schumacher kits than I can remember, I thought it best for review purposes that a less experienced person should have the job, so that he could spot any problems during the building process that I may have passed over.

I think I'm safe in saying that it's unlikely than someone totally new to model cars would start off with the Nitro Storm, so I asked a friend of a friend who had built a kit of Japanese origin a few years ago to have a go at putting the Storm together, so thanks must go to Mike Best.

Mike did get it together alright after about 8 or 9 hours work. There was a little head scratching from time to time, but the basic rule is to follow the diagrams and don't be afraid to open other bags to get to the components you require. The bags are packed as complete sub-assemblies rather than in the build order. The differential is supplied ready assembled which saves a lot of time and potential problems later once the car is

running, the only problem was that the outer belt guides aren't in place, even though they are shown as being so in the diagram, even though the recommendation is "If you have any problems refer to the diagram. If you have any problems refer to the serving instructions in the back of the manual". Stage 1, of the instructions shows how to assemble the layshaft assembly, but after much searching for the components, Mike eventually found the layshaft pre assembled, which was very nice, but it would help if the builder was informed of the fact! In section 4, a diff tool is referred to, and Schumacher addicts will know that this is a

**The neat and uncluttered radio and engine installation. The U-bends in the throttle linkage take up excess travel and prevent the servo stalling.**



**WARNING!**  
Trucks can be addictive

slotted glassfibre plate, but this is not however made clear, and again Mike was left scratching his head until he consulted the diff re-build guide once more, only to find that it wasn't the precision piece of kit which had initially come to mind!

On the whole the Nitro Storm went together quite well. A piece of glasspaper was used to smooth off the burrs found on the glassfibre plates, but neither this or the alternative of a file was mentioned in the tools required guide. Mike liked the hardware list down the side of each page, but spotted a couple of anomalies, so again the rule is to follow the exploded diagram at each stage. This may seem a little critical to the experienced builder, but it's fair to say that



Reviewed by Jason Dearden and Mike Best



Schumacher's presentation of their instructions still falls a little short of their predominantly Japanese competitors, but once built the product is really first rate.

### **Specification:**

#### **Suspension**

Both front and rear suspension is independent, with unequal length wishbones controlled by oil filled shock absorbers and coil springs. The shocks and springs can be adjusted to alter both the ride height and damping to adjust the handling. Alternative springs are available as an after market 'tune up'. The camber angles are fixed by moulded suspension top links, rather than adjustable items.

#### **Engine and Transmission**

The '94 Nitro 10 Storm comes fitted with a 0.12 Leo engine which runs on 10% nitro fuel and produces ample grunt with a controllable power curve. A twin shoe centrifugal clutch is fitted, which engages the transmission when the engine's revs rise. There is a geared drive, which can be changed using 'Speed Secrets' gears to suit any unusual applications or to give more speed. The final drive from the layshaft to the differential is via a Kevlar reinforced belt, proven by Schumacher over many years of competition to be incredibly durable and efficient. The diff runs in ball races but the rest of the transmission and rear wheels run in oilite bushes, which keeps the initial cost down but they can be replaced by ball races if desired for more efficiency and speed at a later date. A 'can' style silencer is fitted, with the exhaust exiting to the rear of the car through a tube. A tuned pipe set-up is available for those feeling in need of more speed!!

The whole car is based around a quite solid, pressed aluminium chassis.

#### **Other Features**

The Nitro is fitted with a flip top fuel tank

which allows the truck to be refuelled whilst the engine is running to ensure the fun doesn't have to stop every five minutes. Adjustable and easy to use body posts are used on which to mount the tough Lexan bodyshell, which put the finishing touches to an excellent kit. The engine is fitted with an all important recoil (pull cord) starter, and so does away with the need for a starter box or motor.

#### **Track Test**

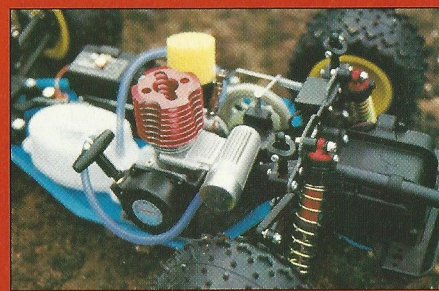
Fast!! Damned fast!! The Nitro Storm handles really well and is incredible fun to drive for both the experienced racer and the novice. The racer can explore the power sliding and stunt driving capabilities, whilst the novice can just tootle around getting to grips with their driving technique before hitting the throttle and experiencing the awesome power that an IC engine gives once the revs are up!

This '94 spec truck is easier to start than its predecessor, and is a little less insane in the power department making it more usable for the novice. The Leo engine provides a little less power in standard trim than the original truck's Irvine engine, but it can be upgraded to ridiculous proportions, and of course engines can be changed for you real speed freaks out there who require ever increasing power.

A few areas have been strengthened such as the front suspension, whilst the gearbox and rear end

have been simplified to reduce the need for maintenance. The recoil starter has been redesigned, as this was an unreliable component on the old car, and no problems were incurred with our review example. Between us we gave this beastly some real abuse, after which there were no signs of damage apart from a few scratches on the bodyshell, so the improvements have obviously worked. This truck scores 12/10 for its fun factor and convenience, because with just your transmitter, fuel can and car, you can have fun all day. No batteries to charge, great!

**The Leo engine's pull-start mechanism is neatly contained in the black housing. Simply pull the T-handle to fire the beastly up! The batteries to supply power for the radio gear are contained in the box behind the shock tower.**



#### **Will your money be well spent?**

Well £225 is a lot of anyone's money these days, but when you consider that further purchases are limited to a basic two channel radio set, plus some fuel to get the Nitro Storm up and running, it starts to look like very good value for money indeed! An electric package would work out to be considerably more should the buyer be aiming for similar performance...

The smell of racing fuel can become addictive, and if you want to bomb around your local park or BMX track for hours at a time, then this is certainly the truck for you. Schumacher have made worthwhile improvements over the old car, the Storm being stronger, more reliable and more user friendly in terms of starting, servicing and the power delivery. Another important factor is that the spares are readily available from all model shops and the car can be upgraded to keep the driver interested as he/she gets to grips with it, but saying that, it does take some time to master this power crazy monster truck!!

The Nitro 10 Storm is manufactured and distributed by Schumacher Racing Products Ltd, Northampton, England, and is available from all good model shops.