

How to make more fun

In the previous Nitro 10's (this relates to the scale by the way) a Leo .12 pull start engine was fitted. A simple easy to start, set up and run. Performance, well adequate I think. Well Schumacher have gone one better, well several better in fact, in the touring car we now have a Leo .21 power plant, still put start, still easy to start but now nearly twice the power, a real fire breather.

What You Get

Having struggled away from the Schumacher headquarters under a monster sized box, showing a choice of Calibra or Merc on the front. It was back to Brum, for the build, ho, ho. Brake the seals and I was greeted by a Parma "C" Class "wide" bodyshell complete with banana wing. Then wrapped in bubble wrap was a complete rolling chassis, nearly everything was fitted, engine, suspension wheels. So what was I to do for the next three days. As I'm an idle g...t, if you want a detail of a Mark 3 mechanics then you will have to get Mark Christopher's review of the Nitro 21 from last year. Basically you get a fully ballraced, belt drive gearbox, ball diff, sliding spline drive shafts in a 2WD, pressed alloy chassis, disc brake,

Schumacher Nitro 10 Touring Car

Formula

For Fun

the two halves together. Then add the radio gear.

No, that's where I came to blows with the .21. As the Leo has a "slide" carb fitted, the linkage has to pull and push, but the two lengths of travel required, ie throttle and brake from the servo are quite different. The first thing you need to get, the longest servo operating arms you can get. Most standard servos only come with 4 hole horns, but in most cases longer ones are available, Futaba have 5 holes and disc types available, Ted Longshaw Models has several types which should cover JR/Sanwa servos. For Techni-plus people you may have to do what I did. Make something, well I needed something to do didn't I.

Throttle and Brake

As I had only standard short horns available I needed to extend the pick up for the throttle override with a small piece of glass fibre. Do be

had in my pit box.

Paint Job

A quick and simple paint job was done using custom colour "one coat" paint and the Schumacher decals in the kit. In fact if you want to make the job even quicker Helger racing have pre-cut masking sheets to fit most of the Parma body range. Take care over trimming and positioning the shell as the wheel arches are a little tight, with the amount of suspension the .21 has.

Having spent just four hours on the "build", the car was complete, painted, ready to run.

You don't need much

As the engine has a pull start, you don't have to drag piles of kit around to start it. Schumacher have a small glow plug driver

Quick Spec

2WD IC belt drive. Ball diff. Full ballraced. Pressed alloy chassis. .21 Leo engine. Pull start. Centrifugal clutch. Quick fill fuel tank. Independent suspension. Bottom wishbone. Top link front and rear coil over oil filled adjustable shock absorbers. Disc brake. Disc wheels. "Rally Tyres". Mercedes bodyshell. Pre-built.

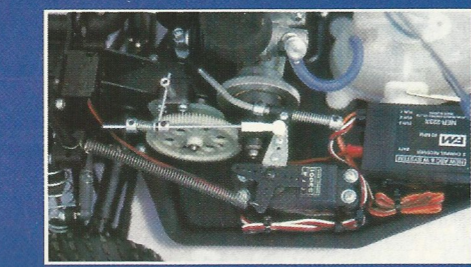
Testers Kit

Radio	Attack
Receiver	Futaba Attack/JR X756
Servos	Futaba 3001/Futaba 17M
Fuel	Penn Models 16% Red Plus
Glow Plug	OPS Silver/Kit Leo
Tyres	Kit RT3
Body	Parma "C" Class Merc



careful though, the throttle has to travel much further than the brake. So make sure you can get full brakes before the spring on the throttle override goes solid. You may have to move the brake link pick up closer to the centre of the servo. It sounds complicated, but it really didn't take that

Shows the editor's mod to the throttle linkage.



independent suspension, with adjustable oil filled shocks and turnbuckles to tweak the angles.

What you do

Well it's very little actually, read through the supplements that cover the .21 part of the car. Dig out the small bag of parts, build the fuel tank, lubricate the big "0" ring before screwing

- 1) Make sure you can get full throttle.
 - 2) Make sure you can get full brakes.
 - 3) Made sure the throttle closes completely at idle without the brakes on (radio neutral).
- Mounting the steering servo was a breeze, the collets allowing the centring of the steering with any servo set up. A sprung servo saver being included, because I was using an old pattern servo the spring did foul the case, so I had to resort to using a large Kimbrough I

which operates from a standard nicad pack, which will fit in most peoples pockets. So with a small bottle of fuel and your two channel radio your off and running.

Start Time

Having 16% Nitro fuel already, it seemed logical to use this with the .21. After filling the tank and priming the fuel system by blowing into the fuel tank pressure point, I tried to start it, no joy. After several pulls on the starter cord quite a large amount of fuel was dripping from the exhaust, so the motor was too rich, half a turn in on the main jet had the motor running, a further quarter turn in reduced the exhaust smoke to an acceptable level, also half a turn in on the slow running. Now this won't work on all the Leo's fitted to the .21s. If you have a problem be patient, read Schumacher instructions, do things slowly in small amounts, you will get it running.

Track Test

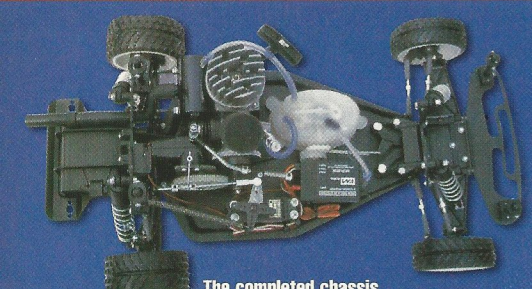
Back to Bedworth, a few pulls and I was up and running, with a hole cut in the screen for cooling, the fun began. The .21 is blisteringly quick, so much power it got me sweating. Handling wise, understeer was the name of the game, very safe and secure. But after a few laps a tyre had detached itself, in my haste guess what I hadn't done, yes not glue on the tyres.

After a short delay for the glue to dry the fun re-started, and it went on and on. Having run several cars recently, the .21 has taken pole position in my stable. If I'm fed up it's grab the car up the local car park and let the fun begin, in a safe and controlled manner of course.

Formula For Fun

Well Schumacher have cracked it, with no real build to do, you can be up and running in not much more than an evenings work. The Leo .21 is powerful and user friendly. With the refined Mk3 mechanics and Schumacher's extensive parts back up, "down time" should be limited. Then of course there's the fun level, can you cope??

Available from all Schumacher fun shops (list price £295) check out the ads in RRC. RRC

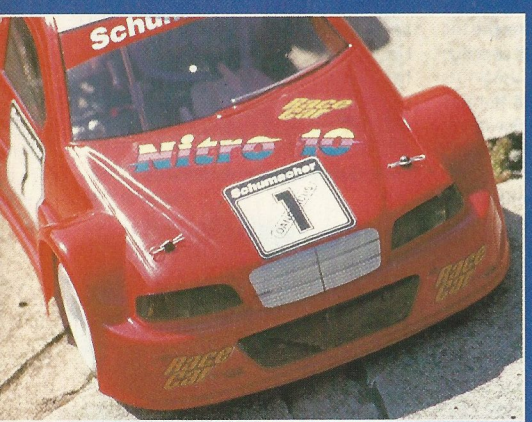


The completed chassis.

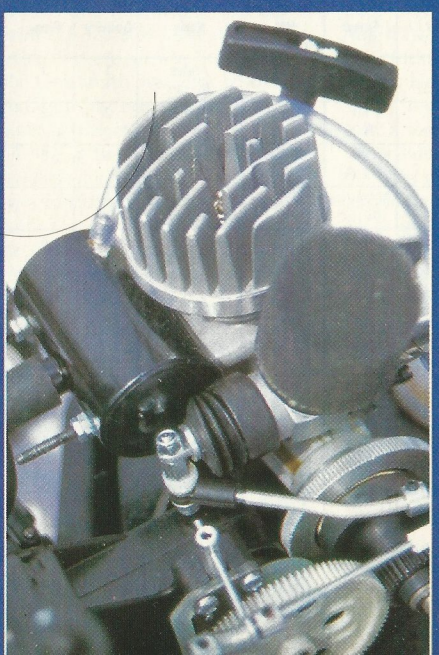
Bored, fed up, it just isn't happening, need some real low-cost fun. Schumacher have just the answer for you; a simple to run, hugely powerful play thing, a Nitro 10 in fact.

Been around for a while

The Nitro 10 range have now been with us for quite a while, based on the Club 10 2WD car of some while ago, Schumacher have refined and developed it to the Mk3 set of mechanics we have to review, but what's this, this is no kit. It's built already, just the radio gear and fuel tank to fit. This is pretty good. But it gets even better, what's that hiding in the corner, "come out boy!!!" you're too big to be a ten, your a twenty one aren't you, but the box says Nitro Ten, er.....



The heart of the matter. The Leo .21 pull start engine.



The Nitro goes round and round and comes out here!