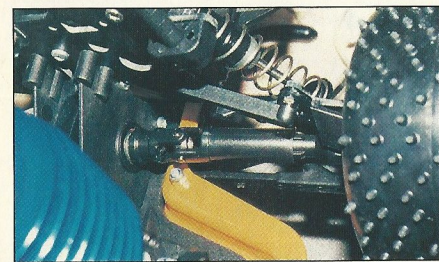


the Schumacher Nitro 21 XTreme

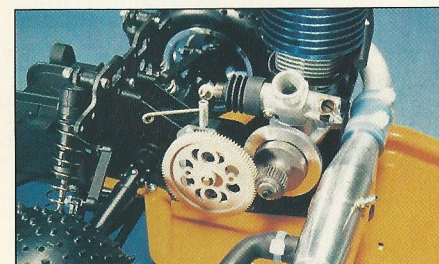


The rolling chassis - as it comes but with the wheels on.

This has to be just about the most outrageous car I could dream of, apart from the new TVR that is... A couple of weeks ago I was presented with a box with the words, "This is right up your street." I looked at the box and thought "It's a 1/10 Nitro from Schumacher." Editor PE had a bit of a silly grin on his face at this stage and so, sensing a set up, I looked further. Umm it was almost ready to run with a bright yellow chassis, the front and rear suspension was already fitted including the shocks and steering, and the battery box at the back over hanging the rear axle! Wait a minute, that engine looks pretty darn big... It's a Thunder Tiger 21XT, the one that chucks out 2.1 BHP at 30,000 RPM - and it's fitted to a two wheel drive 1/10th chassis. This will be very very silly...



Rear suspension, note the universal joints and telescopic drive shaft.



Thunder Tiger 21 XT with the CNC pipe. Just look at the one piece clutch bell and pinion gear - great.

A look at the paperwork showed even more interesting statistics, 0 - 60 KPH in 1.5 seconds, 940 BHP/TON, 100 KPH max. speed (with optional gears), and it takes 2.9 seconds for the scale 1/4 mile.

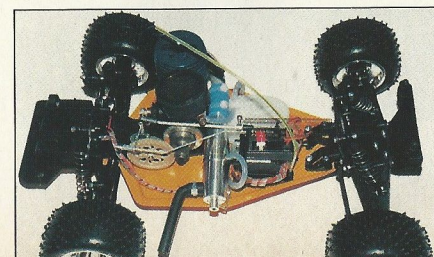
By this time the editor's silly grin had transferred itself to my face, so I said 'Yes, you're right, it is right up my street (or will be). Thanks!' As he went off I heard something about 'petrol heads' and 'want the review in three weeks'.

## Back home I took a closer look

First impressions were right, it is a .21 powered 1/10 chassis, but it's more than that and is designed as a pure fun machine with outrageous performance.

Starting at the front, the suspension is the familiar lower wishbone with a single fixed length upper link and plastic bodied shock absorbers - I should point out that these are Engineering Polymer Suspension Components, and not just ordinary plastic! The stub axle assembly again uses plastic components although the axle itself is ball raced. The steering linkages are a set length which gives an interesting geometry - close to zero toe in at neutral, pronounced asymmetric steering so the inner wheel turns in further than the outer giving a pronounced negative camber angle on the outer wheel. In other words it runs a lot of ackerman. The rear suspension is similar in respect of the fixed length wishbone and links, but I

Ready for the body - the battery is in the back, you can see the size of the air filter as well.



was pleased to see that the axle is supported with dual ball races.

I mentioned at the beginning that the car is 'almost ready to run', and all the above is factory assembled, as is the transmission, so I haven't been able to look at the insides of the sealed transmission. If I had, I would have found a belt drive as the second stage reduction, driving the ball differential which has universal joints taking all that power through the telescopic drive shafts to the rear wheels. I would also have seen that the shafts were ball raced.

That big TT 21XT rear exhaust, pull-start race engine with the nice blue anodised head is also factory installed, along with a new CNC Tuned pipe, and very neat is all is to. I particularly liked the looks of the clutch and pinion gear, very solid and the mesh with the main gear was spot on. A nice point here was the easy access to the main gear making it a quick and simple job to replace if necessary. Mounted behind the gear is a simple disc brake.

## Adding my bits

You get quite a lot of paper with the kit, an Instruction Manual and five further sheets. It is one of these additional sheets that tells you where to start building and refers you to the appropriate part of the manual. Typical of me was to read the manual first, then realise that a lot of it was irrelevant, and lastly to find the 'START HERE FIRST!' sheet. Oh well, if in doubt read the instructions - the supplementary ones first!

There isn't much to say about the radio installation, it's straightforward and the only points to be wary of is the servo saver - don't over tighten its fixing screw as it will foul the servo case, also you may find it necessary to trim off the ends of the servo saver spring as everything is a tight fit. Setting up the throttle, brake and steering linkages is well covered in the manual and won't present any difficulties. The fuel tank is a self assembly job and you need to fit the fuel tube to it before screwing it to the chassis.

Aren't those big chrome wheels tasty! They're

Power on - wheels spinning, rearing up and on its way.

another new item with this Nitro 21 XTreme and give good ground clearance for the Storm which, combined with the soft suspension, makes the car a mean looking monster.

The last bit of construction was the body posts which need trimming off flush with the bottom of the mounting blocks to avoid fouling the suspension.

## A bit of fun

So with everything set up and ready to go - it rained and rained, so the STORM just sat there waiting for the storms to abate, when they did the local river was 20 feet up. My suggestion of seeing the STORM driving out of the storm floods didn't go down well with the Mr Editor, so it was off to the local BMX track to try it out there.

I filled the tank with 5% nitro fuel (18% synthetic oil - I know that's a lot of oil but it is what I use in my helicopters), a finger over the exhaust pipe and a few pulls of the starter saw fuel flowing to the carb. As it happened it wasn't enough fuel, but once I'd richened the bottom needle, the engine burst into life. The tick over was a little low and that was easily fixed with the throttle slide screw. With the back wheels off the ground, the pick up was crisp and so we popped the body on (a bit of a fiddle as the pull start cord rests in a recess in the body shell) and we were ready to roll.

Wow! does this thing go, touch the throttle and it is gone, wheels spinning, dirt flying, front rearing up, and that was in the wet and slippery conditions. After a while I leaned out the engine and there was yet more power, now it was getting really very silly. In the treacherous condi-

tions, to go where you wanted required careful use of the throttle, a bit too much and the back overtook the front which meant DOUGHNUTS. We simply aimed the STORM towards the camera and at the right place applied more lock, opened the throttle and round and round it went, put opposite lock on and it went the other way. Unfortunately this was a bit fast for the camera, but it was fun. You could also get it doing the same thing from a standing start and, while trying out all these tricks, we could see the front inside wheel lifting off as more weight was thrown over. Also, where the grip was better (read drier ground) both front wheels came off the deck showing that wheelies in the dry will be no problem (You bet, NO problem Ed.). In fact, come to think of it, the STORM reminds me of the Schumacher Viper in some ways - good acceleration and wheelies at the drop of the hat - it's just that the STORM has ten, no twenty times the power!

## So what do I think?

What can you say about a STORM Racing Truck with a monster of an engine? It's big, bad and monstrous fun. It takes no time to build it, it has all the right parts in the right places to handle the power, while the front end is almost under engineered - until you remember that it's not designed to stay down on the ground for long!

The engine and pipe combination works really well, with excellent pick up and it drops back to a steady tick over every time. The clutch engages nicely and there is no tendency for the engine to bog down, a good thing too as in the wet, a steady progressive throttle is needed to keep it pointing where you want.

In the dry and on a good surface, the accelera-

Mud churning and creating ground clearance at the front!

tion is simply awesome, the very rearward C of G encourages wheelies and yet, in the dry, it's hard to hang the tail end out.

As far as it being a Racing Truck, it reminds me of the American Monster Truck races - you know the ones where they drive over lots of other cars and the one to do it quickest is the winner, with 1/10 nitro cars I think I'll put my money on the STORM. **RRCI**

### Likes:

All the fiddly bits done for you.  
Terrific engine - big powerful and easy to use.  
It's absolutley looney!

### Dislikes:

Instructions are too bitty.  
Fuel tank too small.

It's moody, and just look at that ackerman steering.

