BIG FUN!

Model Cars has a real laugh with the Schumacher Nitro 10.

There are two reactions to the Schumacher Nitro car when people first see it. Firstly, electric car drivers don't like it. They see it as another noisy, smelly IC car that never starts properly, costs to much to run and has a performance they expect to be no where near as good as their latest electric racer.

The second is from people already well versed in the use of IC cars. Their reaction is that an IC engine belongs in an 1:8th scale car, not in a converted electric buggy. They also see the 2.5cc engine and have no hesitation in assuming the performance will be naff compared to the more usual 3.5cc.

Both these reactions are typical of what we have come across since owning a Nitro 10. Both are completely wrong and unfounded.

The fact is that the car is a real revelation, a real step in the right direction towards finding something the public want. Lots of people give up with their electric cars because the battery runs down too quickly and takes what seems an age to charge up. Often these same people have a go at IC. They find the kits hard to build, the instructions difficult to understand and if they can get them started! -the performance not what they had expected.

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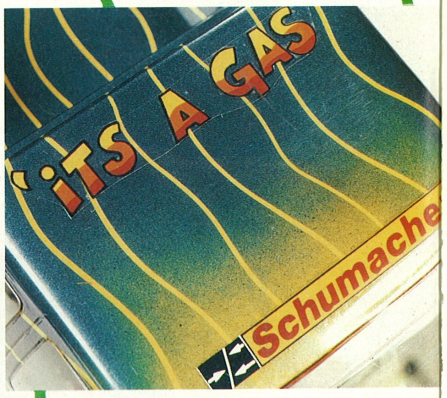
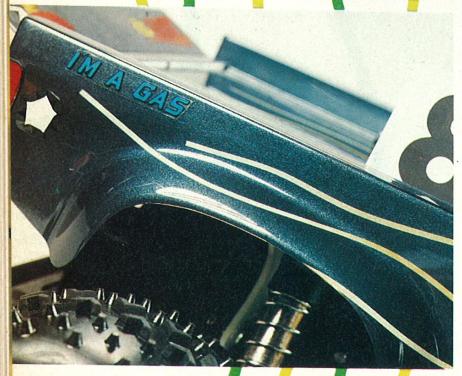


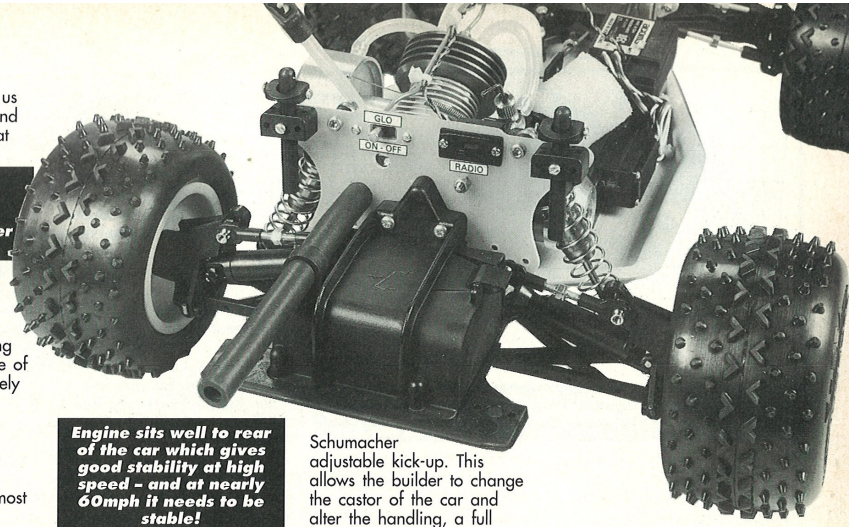


Nitro 10 Racing Truck features the same shell as the Shotgun and thanks to CJP of Schumachers has an excellent paint job. Kit comes with Vee2 and Vee4 tyres and yellow wheels. Schumacher truck pinspikes will also fit.

This hobby for most of us is all about having fun, and the Nitro 10 is excellent at delivering just that.

Rear bulkhead houses the electric switches and shocks. Also exhaust exits neatly through long rubber tube after passing through bulkhead.

Schumacher have come up with a combination of an easy to build kit, a reliable engine and starting system and a running time of up to 20 minutes, this surely must be a winning combination.



Engine sits well to rear of the car which gives good stability at high speed – and at nearly 60mph it needs to be stable!

Kit Details

The Nitro 10 borrows most of its chassis parts from the Shotgun truck kit, which in turn is basically the Cougar 2WD car with big wheels and a truck body and mounts.

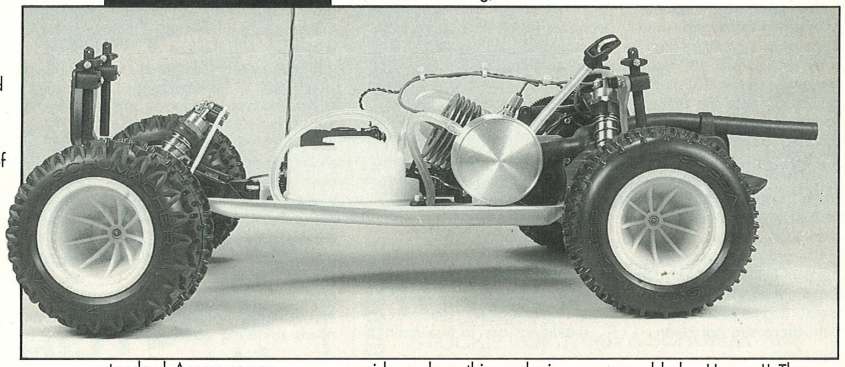
This means the chassis and many of the components are all ready proven to be good. In fact the Cougar is the present European Champion.

The chassis comes complete with the gearbox and engine already fitted. The chassis is made from a stamped alloy pan and is nicely finished with a smooth brushed look. The instructions start with the assembly of the gearbox, this is not needed as the transmission is already assembled.

Page 8 of the instructions is where the assembly starts proper with the servo mounts. This is where we found the first small problem! The servo positions didn't allow for standard Acoms servos, Futaba fit fine but a slight re-work with a file was needed to fit the slightly larger Acoms units.

The steering servo is fitted with a servo saver (in the kit) and the servos bolted to the chassis.

The suspension of the car has been seen before. The front end uses a tough wishbone and adjustable top link and features the Schumacher adjustable kick-up. This allows the builder to change the castor of the car and alter the handling, a full guide on how this works is given in the instructions.

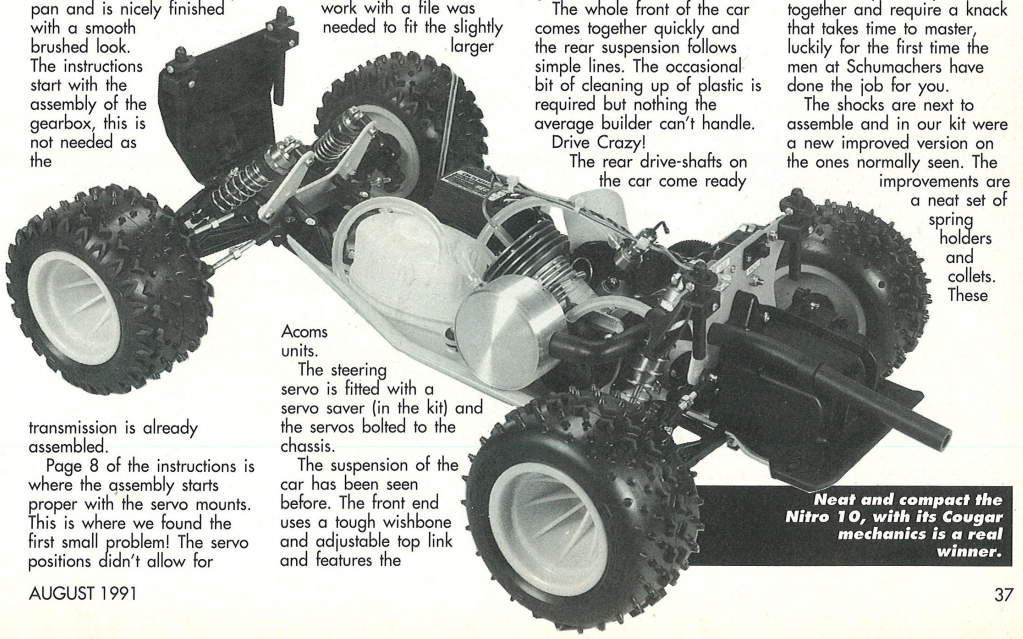


The whole front of the car comes together quickly and the rear suspension follows simple lines. The occasional bit of cleaning up of plastic is required but nothing the average builder can't handle.

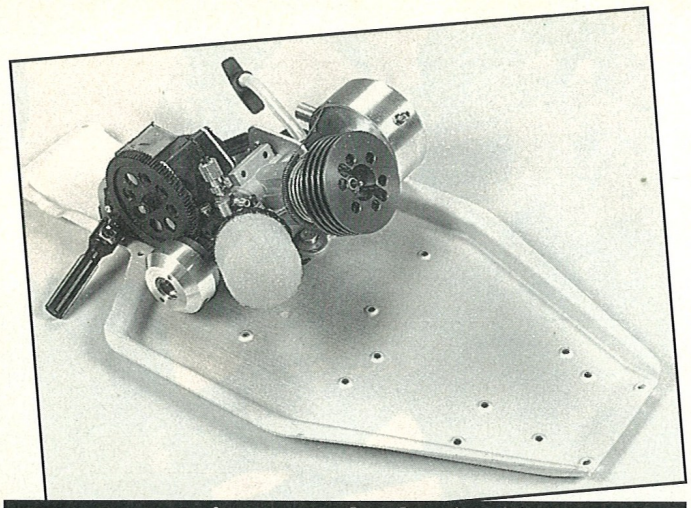
Drive Crazy!

The rear drive-shafts on the car come ready assembled – Hooray!! These are a real pain to put together and require a knack that takes time to master, luckily for the first time the men at Schumachers have done the job for you.

The shocks are next to assemble and in our kit were a new improved version on the ones normally seen. The improvements are a neat set of spring holders and collets. These



Neat and compact the Nitro 10, with its Cougar mechanics is a real winner.



As it comes - the chassis with the engine and the gearbox ready in place when you open the box.

are very neatly moulded and stop the spring rubbing on the shock and taking off the coating – very clever.

You now have a chassis with servos fitted and suspension complete. The body mounts are next up and are really clever. The rear mounts go onto the rear fibreglass bulkhead, and give a strong mounting position. The front go onto the plastic moulded bumper. The mounts are fully adjustable to put the bodyshell at any height, and give good support.

The engine comes in for the next set of attention. The brake shoe is fitted to the plastic engine mount, the instructions are not clear about this point as the shoe needs to be tightened only to the point of still being able to 'float'. This means not tight!

The engine also has a brace to the rear shock mount to help support it. This consists of a ball end and a steel rod. This is adjusted to give the correct gearmesh and we found needed to be fully tight to create a proper gear mesh – don't forget to do up the long allen bolt that clamps the engine mount to the engine – this isn't referred to in the instructions.

Tank Time

The fuel tank is a really nice piece of kit. The mouldings are in two main parts that are sealed by a rubber 'O' ring. The lid also has a seal which when in the closed position gives a tight seal. A filter is supplied and fits to the bottom of the tank. All the fuel pipes are included and the fitting of the tank is simple.

The radio fitting is a little tricky and requires thinking about. The throttle linkage needs to be set correctly so that there is a small amount of play. The throttle is opened and closed by the wire link, when the throttle is fully shut the brake needs to be not applied so that the car can roll freely. When extra movement is applied the brake should start to rub on the drum. We found that the rods needed trimming down to allow free movement – this may vary with the use of different servos.

The rear of the car is where the radio batteries and the single cell that powers the glow supply are mounted. A plastic box contains just enough room for the batteries and the wires lead through to the radio receiver and the rear mounted switch for the glow supply. From the other side of this switch the lead goes to the glow plug. All the wiring is included and only needs soldering up. This is a little confusing but becomes clear when you work out where the wires go!

Running Up

The instructions go further to describing the way to start and set up the engine than any others we have ever found. Setting an IC engine is something that takes time to learn how to do properly and the instructions take you through the various stages in such a way as to make them easy to understand and help keep your engine in one piece!

10% nitro fuel is recommended and this is what we have used. The pull start system is very strong and shows no signs of breaking – a point not many other pull-start cars can claim.

The performance of the car is outstanding – it really does shift!

The instructions give a possible speed of up to 60mph for the truck and at top speed the car is almost uncontrolable – it's that fast!

We named the article 'Big Fun' because that is just what the Nitro range of cars is all about. The engine in our car has run well now for over an hour and is only really just about run in. The car runs on a full tank of fuel for around 15-20 minutes which seems a long time compared to an electric car and the performance is greater.

There are a few small drawbacks in that at the moment if you want to race your Nitro there is no specific class, although we're sure it won't be long before there is and at the moment a set of races is being set up by Schumacher.

The kit does require a little more skill in building and operating than an electric car but the problems are soon overcome. The initial cost of the car seems high but when compared to a few sets of batteries, motor and charger the price is quite acceptable.

Overall the Nitro has proved to be one of the most exciting and memorable kits we've ever reviewed, the sound of the engine and shear speed win over anything the electric car world has to offer. We love it, go out and have a go, you may just get hooked!

Air filter and radio in place. Note ready bent servo connections. Servo saver is included in the kit.