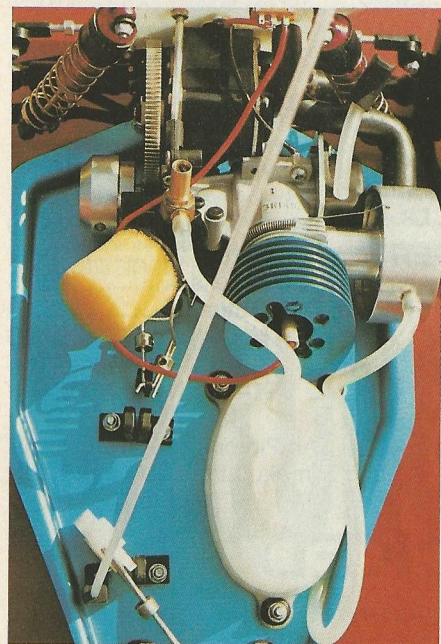


My initial thoughts when I was first asked to review the new Schumacher Nitro 10 Mk II, were of the sexy red chassis. When told it was to be the Storm truck version however, I remembered how much fun I had driving the Mk I truck in the RRC photo session.

The Nitro 10 was first launched almost a year ago with a wide range of cars. Since then, they have not surprisingly, grown in popularity with clubs all over the country, accommodating them on and off road. Schumacher, like all other RC companies are all the time developing and testing and as a result of this, they have put all their latest equipment onto the new Nitro 10 MK II.

The Storm Nitro 10 MK II is based on the very popular electric Storm, which was based on the well proven Cougar II, so basically it's a Cougar II with big tyres. Unlike the Cougar II, the Nitro 10 is only available in one specification, but this is still high, but if you do want to upgrade it, it would cause no problems, with a full range of Speed Secrets parts available.



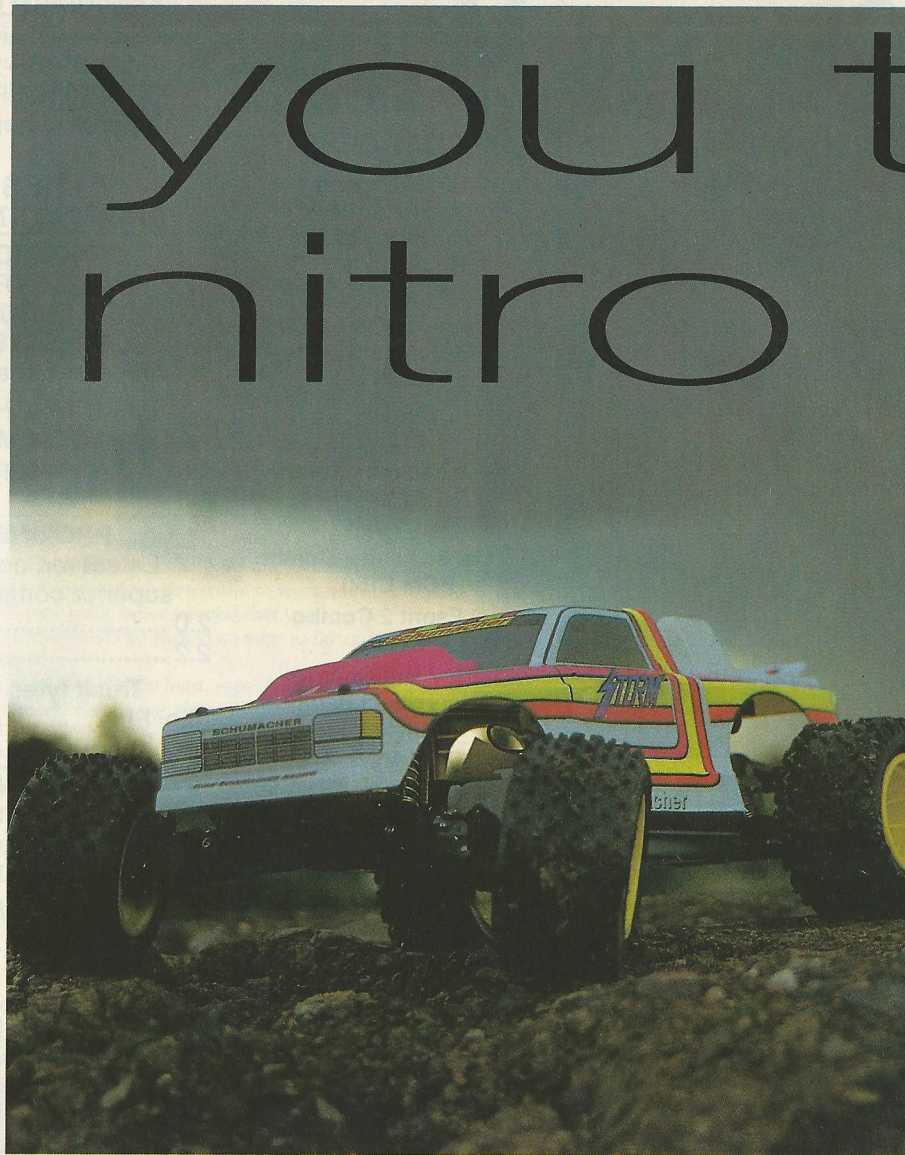
Everything but the radio gear.

Building

The box it all comes in is impressive to say the least. Upon opening it, my expectations were to suffer a blow (or were they?). The sexy red chassis was blue (!), much better. If the red chassis resembled Madonna, then the blue chassis resembled Naomi Campbell!



Sexy blue chassis!



you too can nitro two

Also to my surprise, the engine and diff were already assembled and fitted, less work for me I thought. Indeed, it took only three hours to fit the suspension, steering, fuel tank, battery box and bodyshell and this was only the second off road car I've built.

This was mainly due to the excellent thirty page instruction manual, which is full of building info, building tips, engine info and set up tips, well done Schumacher.

The only thing left to do before play time was to install the radio equipment. This was one of the first jobs in the instruction manual, but I've always built the car first and then installed the electric's. The good thing about the Nitro 10 is that you don't need the very latest radio equipment.

A couple of average size servos, a receiver and a transmitter is all you need, about £50 worth. You'd spend double that on a decent speed controller alone. A little fine adjustment is needed, which is explained very well in the manual. Five AA batteries to power the radio and glow are also required and we were ready to start.

Getting Started

Starting a Nitro 10 is like trying to fix a television, if you know what you're doing it's easy, if you don't, it isn't easy.

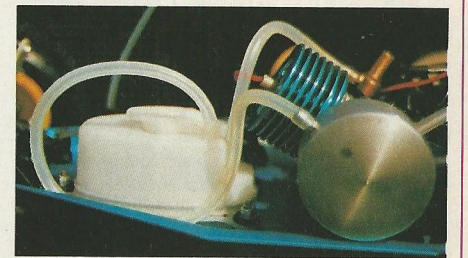
1. Fill the fuel tank with 10% Nitro/20% synthetic oil, fuel.
2. Soak the Air filter with fuel (this is only needed when the filter feels dry when touched)
3. Prime the engine, this draws the fuel up from the tank into the combustion chamber. This is achieved by pinching the exhaust pipe and pulling the pull start four or five times.

Through my experience, I have found two methods of ensuring the engine receives the correct amount of fuel/air mixture. I would advise the first method to start off with and the second will come with experience. Take the air filter off and with the radio gear switched off, open the inlet hole so that it's a quarter open by moving the throttle servo. Replace the filter and start. Once the engine is running, you can switch the radio gear on, now the revs will be controllable.

The other method is to raise the throttle trim on the transmitter to a certain point, switch all the electric's on and start, this position will be found with practice.

4. Switch on the glow supply.
5. Pull the pull start very quickly, about ten times, rest for ten seconds and pull again. This can be repeated four or five times. Nine times out of ten, the engine will now be running. If it isn't, it is possibly due to one of the following.

Fuel tank and pull-start.



Pre-assembled/tested gearbox.

Trouble Shooting

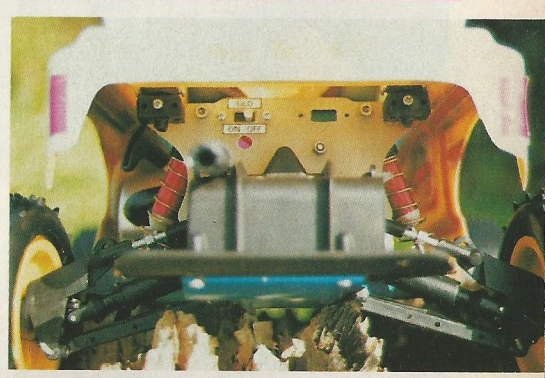
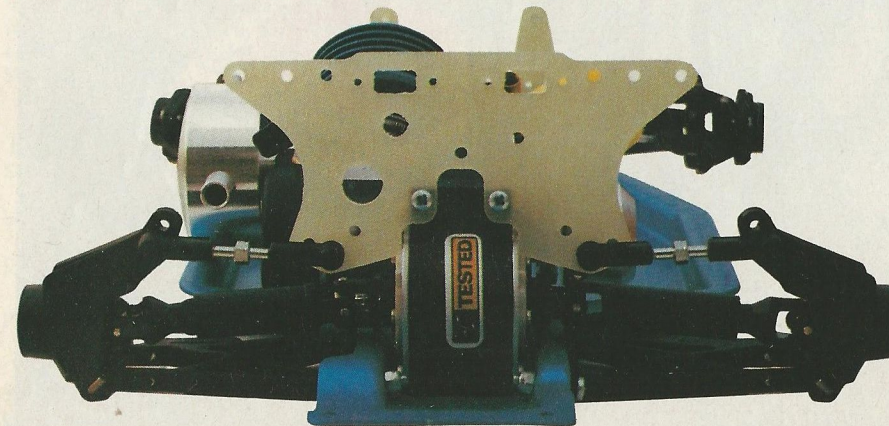
A. Glow Supply. This causes most of all starting problems. You must use a rechargeable cell to power the glow. To check the glow, you just remove the plug, earth it on the engine and switch it on, with a fully charged cell, the glow should be very bright red, if it's dull then the cell is at fault, or if there's no life at all, then the plug needs replacing.

B. Engine not receiving fuel. This is caused by insufficient priming, an easy check is to look at the fuel pipe going from the tank to the carburettor. If there are air bubbles in it then

recover step 3.

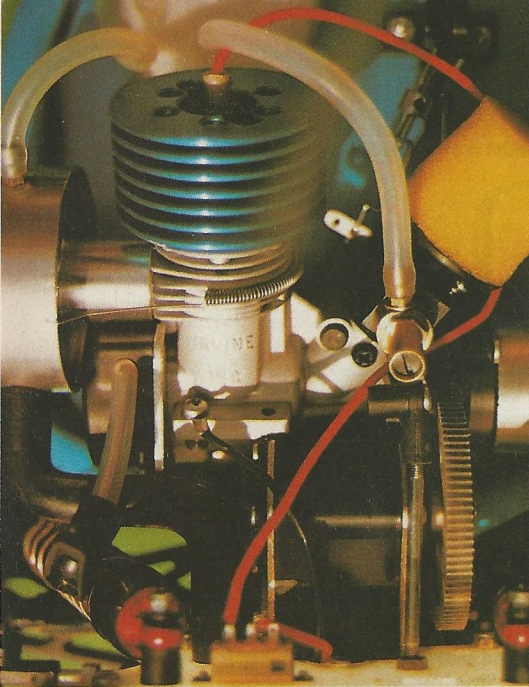
C. Engine Flooded. If this is the case, then whilst starting, the pull start will suddenly tighten. To release the fuel, remove the glow plug and pull the pull start until fuel starts spraying out.

If you follow the above steps, then you shouldn't have any problems. If on the other hand you do, then return the car back to the shop you bought it from, they will return it to Schumacher. There is will be checked over and returned ASAP.



Easy access to switches etc beneath the bodywork.

you too can nitro two



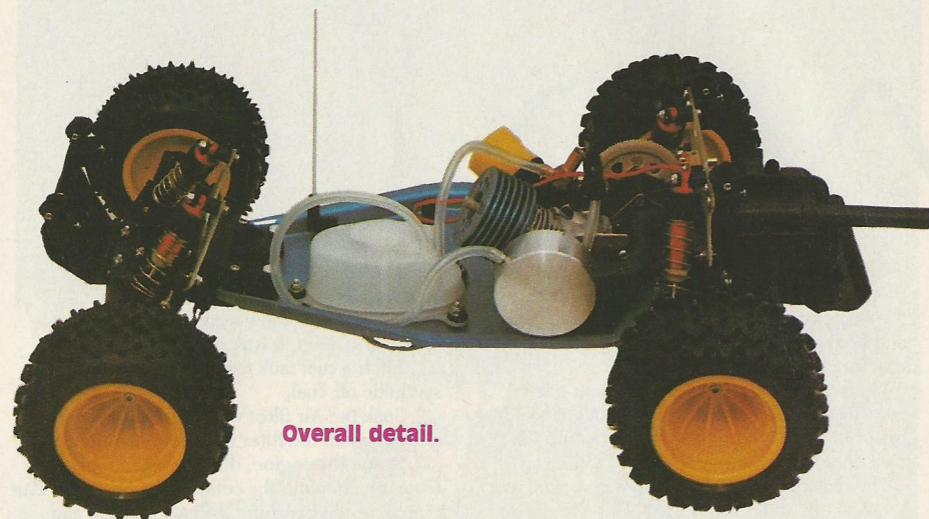
Close-up detail of the engine.

The Engine

Once the engine has burst into life, for the first time you will find that you have to let it tick over for two or three minutes until the engine is thoroughly warm. Then for the part that requires will power for the first hour of use, you should only use a maximum of half throttle. (Once you reach this point though, it is so tempting to open it up fully!).

When the ever lasting hour has elapsed, it's then you realise the speed of the Nitro. The downfall of the wide power band is at low revs, the car is slow from a stand still, once past the ten mph mark, the Nitro is ballistic, with power increasing with revs. Between 0 and ten mph, Ernie the milkman will be in front, between ten and 60 mph, both the milk float and a Porsche 911 will be trailing!

The secret of driving a Nitro fast is to carry speed and revs through the corners, the more revs you keep the better the acceleration out of the corner will be, an art that drivers like Jimmy Davis have perfected.



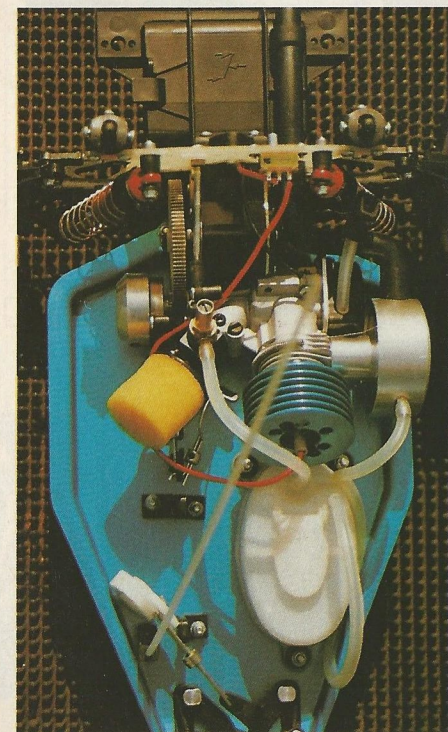
Overall detail.



Handling

Obviously the Nitro 10 Storm is designed for off road use, but whilst running the engine in, I found it performed well on road. High speed steering was perfect, but there was a little too much at low speeds. Later on, this came in useful when keeping the power on through the corners, with the oversteer sometimes changing to power on understeer.

With the engine now ready to be crashed and, with a little low speed engine adjustment, it was



Power and transmission details.

time to go off road. Huge amounts of grip are generated by the massive tyres, enabling the giant to climb any mountain, then with a blast of full throttle, it will serge into the air and land without injury.

The jump factor of this car is second to none (except Eddie Edwards). It will answer any task asked of it, damaging nothing but the body. Hit the power at the wrong or right time and you can be Wayne Rainey, with the front wheels pawing the air, go into a corner too fast and you can be Carlos Saintz opposite locking. You can have so much fun with these cars and it put RC racing back into prospective, racing is for fun, not for getting worked up over!

Speed Secrets

There is a full range of tune up parts available for the Nitro 10, all of which are designed to enhance the handling and reliability of the car. Schumacher very kindly sent me an assortment to try and test.

I fitted the 23mm sealed pro diff (team spec) to my car, this took a while to assemble and fit, but the diff action was improved immensely and so I've been told it will remain as good for a long time.

Roller driveshafts were fitted too. I found that these made acceleration better on a bumpy surface, also making the car smoother over the bumps. I didn't receive any twin bearing mods for the front hubs (out of stock) but I've been reliably informed that they improve front wheel efficiency.

Anti roll bars are available front and rear, these generate grip where applied and a full range of tyres are available in both blue and green compounds.

There is a range of three gears to change the ratio of the car, you have to change both gears to do this. The gears are well worth having so that you can change the top speed of the car to suit different tracks, the speeds are 40 mph, 53 mph and 60 mph, look out for your local PC when playing in the street!

Summary

The great thing about the Schumacher Nitro 10, is the flexibility of its uses. You can take it down the park and have hours of endless fun, only stopping to refuel. You can take it to your local club and compete (providing it's outdoors), the opportunities to run Nitros are everywhere.

For an initial lay out of about £350, all you'll need to keep buying is fuel and tyres, that is if you don't break it!

During my long experience of Nitros, I have suffered only two breakages, firstly I had a pull start break which finished the rest of the meeting off (keep a spare) and secondly, I've snapped a wishbone, but this is understandable hitting a lamppost at 40 mph! So basically, if it's a lot of fun you want, then ask Kelly Labrock for a date, failing that, then buy a Schumacher Nitro 10 Storm.

Thanks to...

Schumacher for providing the kit.

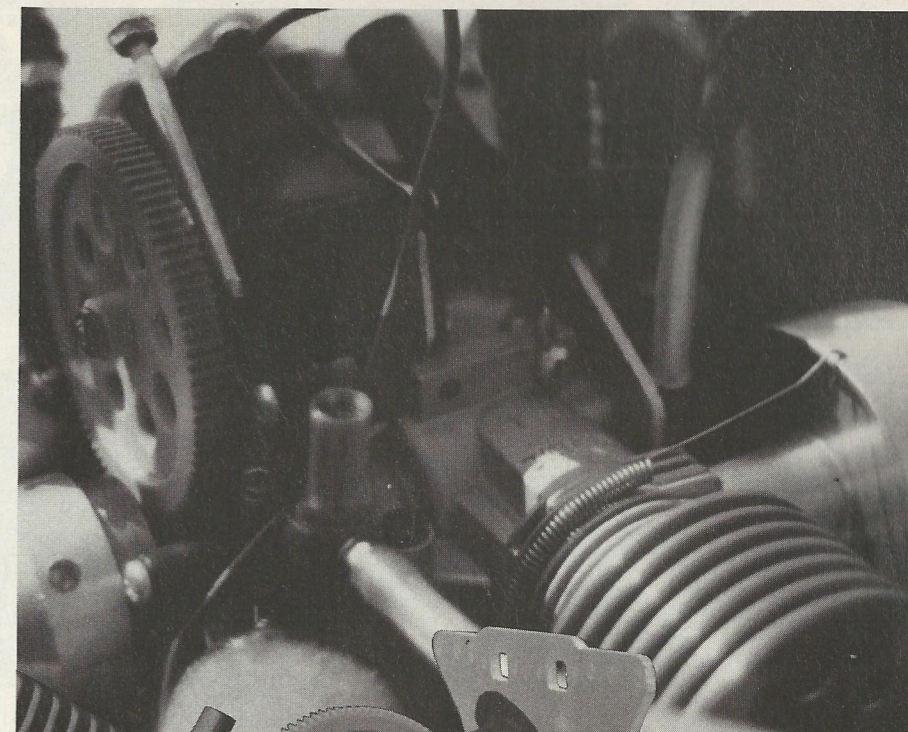
Jimmy Davis for parting with his gorgeous body (shell).

My neighbours for putting up with the noise for an hour.

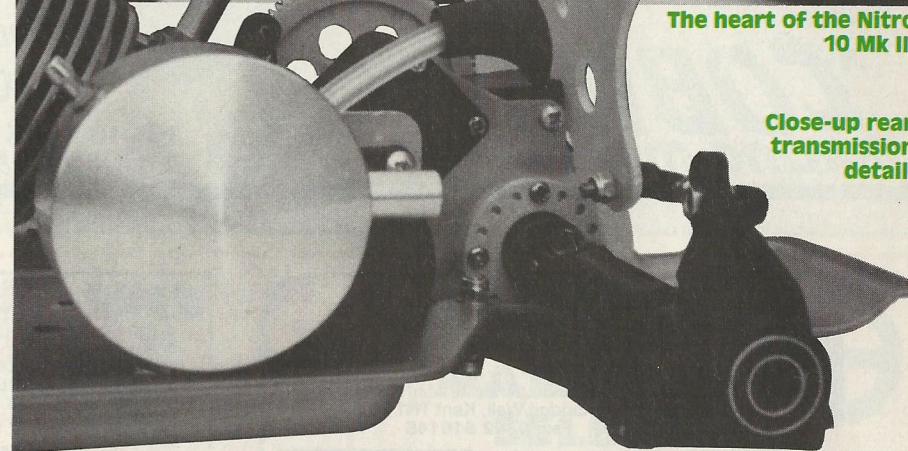
My friends Jason and Iain for their photographic skills.

My mother's sink for swallowing a lot of mud.

'Whisper' type gears are used in the kit as standard.



The heart of the Nitro 10 Mk II.



Close-up rear transmission detail.

