

As the sun peeps through the storm clouds and we emerge from our hibernation without the protection of our thermals. We again think to last years

glorious summer. Time to blow the dust off our prize models or look forwards to the local model shop for new inspiration. If you fancy a little noise and the addictive smell of glow

fuel fumes and longer running times, cast your eye on this, the Traxxas Nitro Stampede it's worth a good long look. Attractively packaged the large box arrived on my doorstep for a test. The box has lots of useful information to make sure your on the right track.

Not much to build

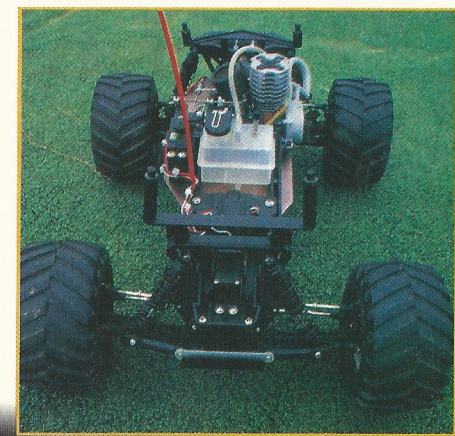
This model rolled out of the box 90% built. All that is required to finish the job is 2 channel radio gear

LOOK OUT BOY, IT'S A
STAMPEDE!

**TRAXXAS NITRO
STAMPEDE
1/10th SCALE NITRO
MONSTER TRUCK REVIEW
BY ANDY RENNIE.**



Ready to rip.



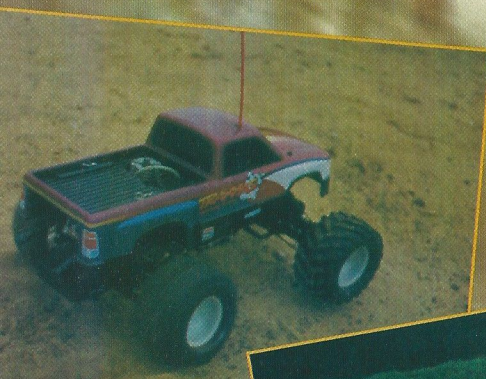
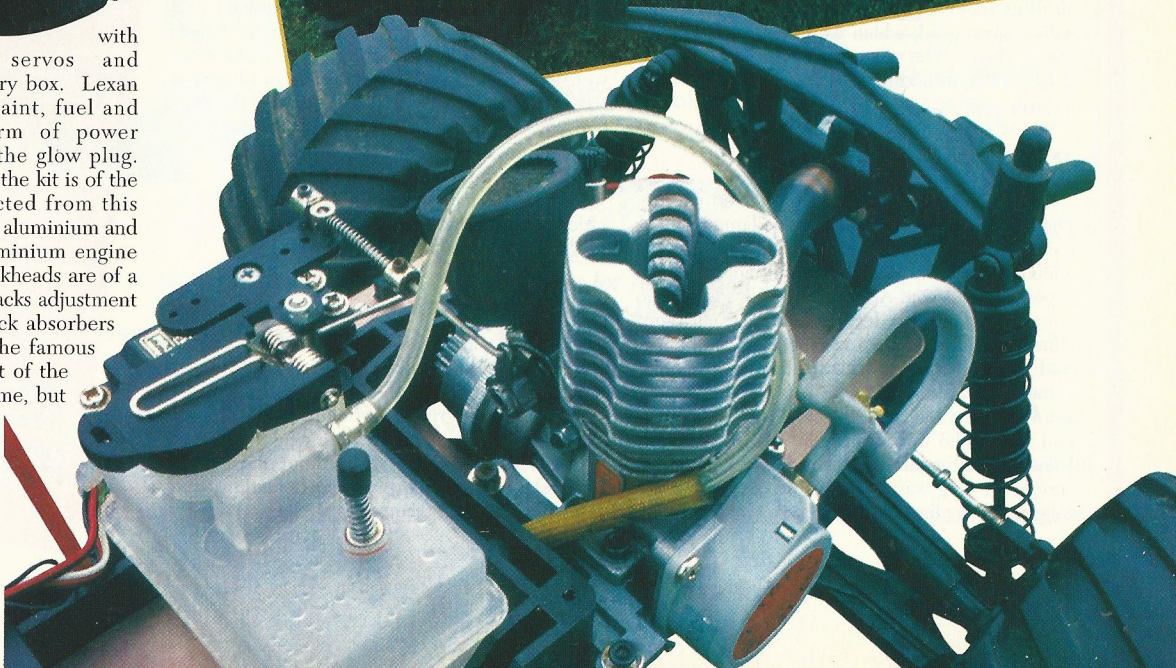
A first full of ground clearance.



Ten... Nine ... Eight...
Seven... Six...

with 2 servos and battery box. Lexan body paint, fuel and some form of power source for the glow plug. On close examination the kit is of the usual high quality expected from this Company. The chassis is of T6 aluminium and fibre composite with a cast aluminium engine mount and adjuster plate, the bulkheads are of a fibre composite very strong, but lacks adjustment to dial those shocks in. The shock absorbers are a plastic bodied version of the famous tried and tested TRX 1. The rest of the suspension carrying the same theme, but with nylon extra long wishbones.

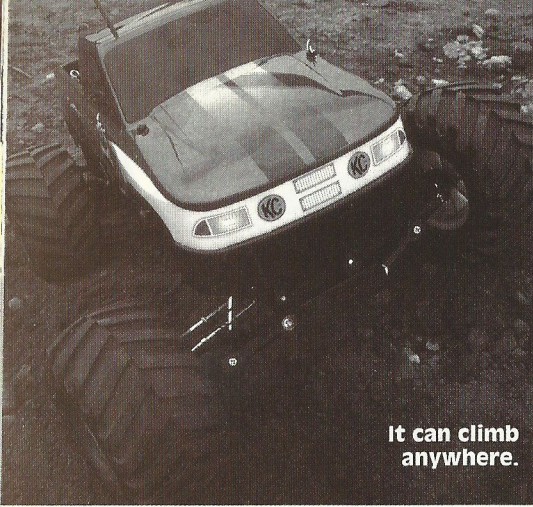
TRX-12 motor, the heart of the beast. Note the substantial pull-start mechanism.



Look out boy it's a STAMPEDE"



Everest Next !!!



It can climb anywhere.

An all new transmission

The transmission is also well made with an all new planetary gear differential and uses steel intermediate gears. The gearbox is free running and fully ball raced. The drive gears are of course pitch (32DP), and is driven through metal bodied centrifugal clutch with plenty of adjustment for gear meshing.

The drive is finished off with a neat and effective Slipper

exhaust is spacious and strong being held in place by two body clips.

When the radio has been tested for easy action movement and correct positioning of the throttle and steering we can move on.

Time to make some noise

The fuel recommended was Dynaglow 10% Nitro. This has the specified oil content to keep the beast sweet. Two turns out on the needle valve and fill her up. Check you get a good glow on the plug, then pump the tank plunger. This takes a while as there is a lot of fuel line. The pull start is well designed and is comfortable, and with just a couple of pulls she roars into life. I was surprised how quiet it ran. (I am still talking to the neighbours).

The engine was run for 3-4 minutes with care being taken not to run to hot. Now off we go to the local tarmac track to run it in.

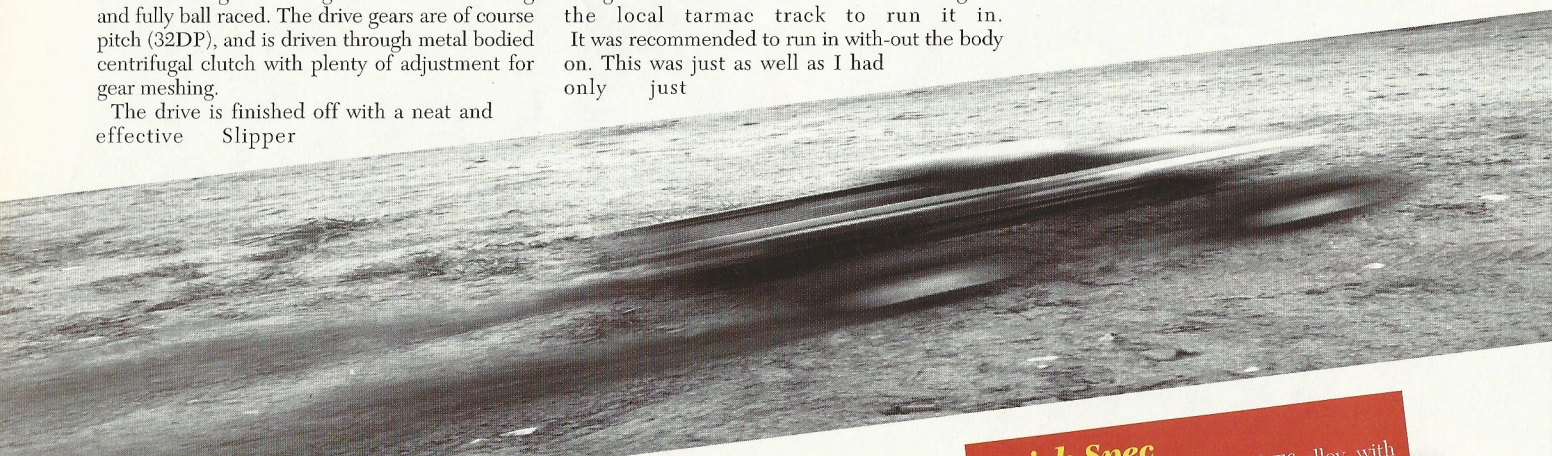
It was recommended to run in with-out the body on. This was just as well as I had only just

The Fun just goes on and on

With the body nicely painted this kit is very functional, attractive and great fun, even though the decals were for the electrical version of this kit. The engine is gussy and reliable and quick. As the ground clearance is so great the truck can climb where others fear to tread. Built to take all knocks and bumps you can dish out and with a parts and parts upgrade lists to help you get back on the track, if you do manage to break it.

An out and out quality kit for novice and expert alike. 9/10.

Available from your local friendly hobby store. Thanks to Traxxas UK for increasing my "Winter Fun" by 100% and Mr Joe Barr for the photography.



given it to Steve Brown (body painter).

Clutch and telescopic drive shafts. Stopping power comes courtesy of powerful disc brake. The wheels are of nylon and support the giant 4 1/2" tall grippy paddle type tyres, medium compound and hard wearing when your hammering around your local supermarket car park. The wheels have Oilite bearings but can easily be changed to ball races at a later date.

A proud puller

Moving to the noisy bits, proudly sitting in position, is the Traxxas TRX-12 engine with a sturdy recoil pull start, and side exhaust port. With a more than adequate air cooled head of cast aluminium. The carburettor is of barrel construction with an impressive rubber and foam air filter, fuel is fed from a strong nylon 75cc tank with a sprung lid, which would put any mouse trap to shame. The exhaust is fed by a 12mm bore silicon tube to a rubber silencer with twin tail pipes.

Radio installation

Well that's what you get now what do you do. Dig deep in to the box and find the large bag that contains the bumf. This comprehensive wad is aimed at the entry level, but would not insult the experts among you. Also in there are some radio fixing hints and the decal sheet. Read all bumf carefully before you start, especially the engine manual. Here we go, the radio fitted was a Futaba Attack 40 meg with a 148 servo for the throttle and a high torque S9401 on the steering end. The radio went in a treat with the receiver locating in a forward mounted cradle, some foam rubber packing was added, as my receiver was a bit on the small size. The battery box under the

Track Test

A nice cold day and the TRX12 cracked into life and after richening-up a few notches the motor was consistently lapping at half throttle. After a tank full of fuel the engine was loosening up and was purring By the third tankfull the motor was leaned off two turns and the speed was abundant. At this point I was shaking with cold (well I think it was the cold) the engine would constantly empty the tank and a run of around 12 minutes was possibly.

The truck was driven straight from the box and was running around to high, so the suspension was run at its lowest settings but keeping the drive shafts parallel, this definitely helps the handling department no end and increased the stability. But I did find myself compensating for understeer. The instructions were consulted to see which grade of oil was in the shocks and I decide to use 20wt in the front and 30wt in the rear. This increased the steering considerably. The rest of the set-up was:- 1° rear camber, 3° front camber and 1 1/2 deg toe-in and we were in business. On the fourth tank the receiver battery was going flat and I realised how long I had been enjoying myself

Sunday Drive

The Sunday arrived and off to my local off-road track. Two more tanks of fuel and lots more converts. For off-road the kit tyres are not really suitable. In the grip department Losi staggered ribs and some Trinity spikes bringing up the rear kept the Traxxas on the straight and narrow. The off-road steering department was helped by using 10wt oil in the front shocks.

Quick Spec

- Chassis** Moulded plastic and T6 alloy, with front and rear stiffening braces.
- Front Suspension** Single nylon lower wishbone. Single top link. Turn-buckle camber adjustment. Oil filled coil-over shock absorbers. Clip-in ride height spacers. Fixed caster. 15 deg chassis kick-up. Turn buckle track rods.
- Rear Suspension** Single nylon lower wishbone. Single top link. Turn-buckle camber adjustment. Oil filled coil-over shock absorbers. Clip-in ride height spacers. Telescopic drive shafts.
- Power Plant** Traxxas TRX-12 two stroke, glow plug engine. Barrel carb. Pull start. Ballraced. Two shoe sprung clutch. Custom twin exhaust silencer.
- Transmission** Three shaft ballraced gear box. 3.72 internal ratio. Planetary gear differential. Slipper clutch on gearbox layshaft.
- Brakes** Disc brake operating on layshaft.
- Wheels** 2.2inch one piece moulded composite wheels.
- Tyres** 4.5 inch rubber paddle tyres
- Dimensions** Length 16.75 in. Width 12.75 in. Wheelbase 11 in. Weight 5lb 10 oz

The Testers Kit

- Radio Servo's** Futaba Attack 40meg Futaba S9401 (High Torque) steering Futaba 148 (Standard) throttle/brake
- Receiver Battery** 4.8v four cell pack DynaGlow 10% Model Technics F4 Hi-tech Red Glow