

## KIT REVIEW

Report by Mike Caine

## KIT REVIEW

Traxxas are now experts at producing cars that are easy to use, build and operate. Their latest release the Nitro Stampede is neat, compact and ready for the track in minutes...

Sometimes car choice doesn't come down to specification or price, sometimes you take one look at a model and you know you like it.

That happened to me when I pulled the Traxxas Nitro Stampede from its box, there was just something about its shape, design and feel that I liked - so be prepared for a biased and favourable review!

Traxxas have been in the RC car market now for a number of years, their TRX-1 race car was a show stopper. It also showed very well at the Detroit World Championships some time ago.

Since then the Traxxas company has changed, new owners and a new way of thinking has meant that the race scene is now not their thing. All the experience and skills are now aimed at making the best cars for popular use, ie. ready to run, IC powered, electric powered and even cars with RC installed.

### The Nitro Stampede

Kit reviews that mention the box drive me mad! but... on this one occasion I'm going to. Unlike most kits that have a box with a lid revealing the contents the Traxxas box opens at one end - out pops the car - ready assembled - the box also features a number of action shots of the truck in action.

Ready assembled cars have their advantages and disadvantages, normally they are factory assembled but still need to be cleaned up, checked over and generally put together properly. The Stampede though

## TRAXXAS STAMPEDE SPEC

### Traxxas Spec;

Scale 1:10  
Length 16.75 in.  
Wheelbase 10.5 in.  
Width 12.75 in.  
Weight 5lb 6oz  
Tyres Rubber  
Engine Traxxas TRX-12  
Exhaust Rubber twin  
Carburettor Barrel  
Transmission Gear  
Diff Planetary  
Gearbox Ballraced  
Wheels Bushings

### What you will need;

Glow starter  
Fuel  
Fuel bottle  
Small screwdrivers  
AA batteries for transmitter and car  
After run oil (to put in engine)  
Spare glow plugs  
In line fuel filter  
Paint  
Super glue

### What we like;

Suspension set up is excellent  
High top speed  
Slipper clutch as standard  
Chassis design  
Excellent instructions  
High quality parts and mouldings  
Neat body shell  
Quick to drive

### What we don't like;

Bump steer  
No masking for windows  
No fuel filter fitted

### About the TRX-12 Engine;

- Large finned head for cooling
- Smooth carb with rubber boot for protection
- Double O rings on needles
- Tough re-coil starter that has been well tested
- Ball bearings on clutch bell
- Ball raced crankshaft
- Engine specially designed by Traxxas for the RC car use the Traxxas specially

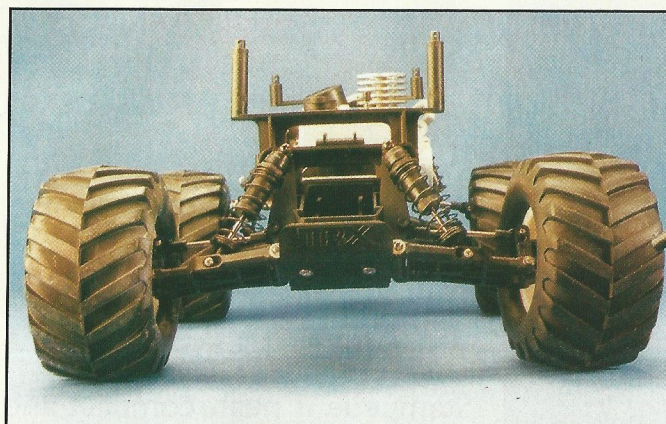
designed TRX-12 has amazing power for a .12 size engine. Reliability has also been found with the design allowing good cooling and a very well made high quality carb. Traxxas should be congratulated on making IC driving so easy...

### PRICE;

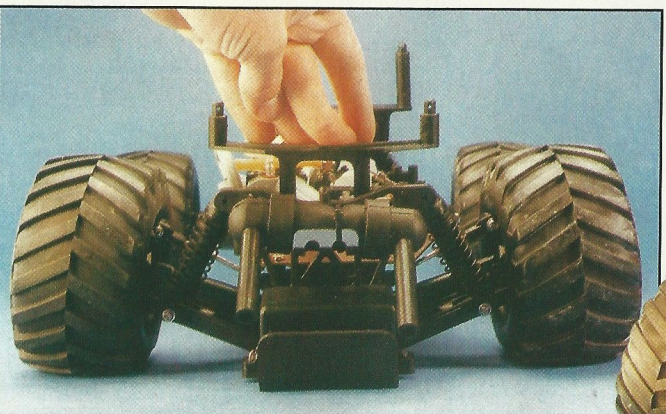
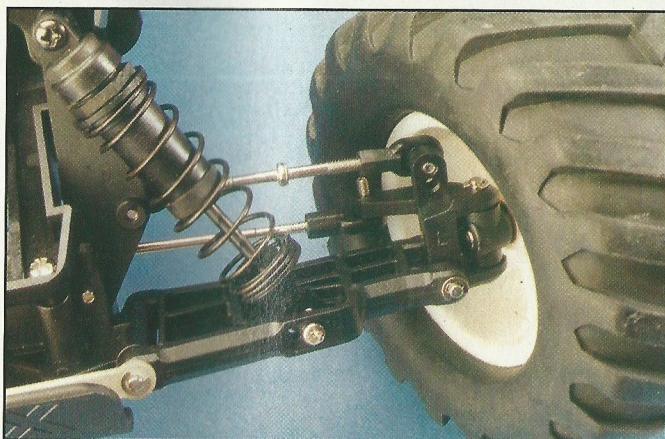
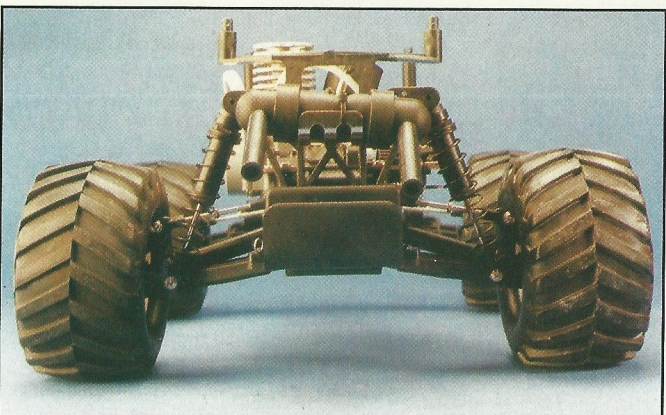
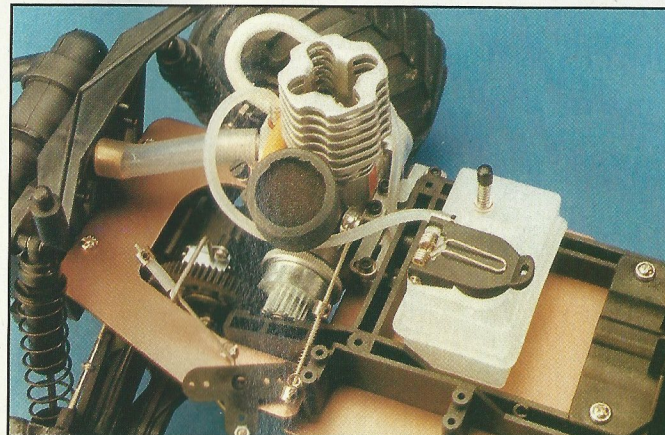
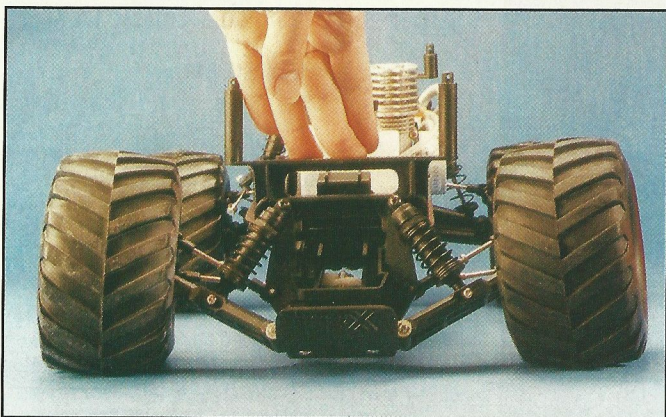
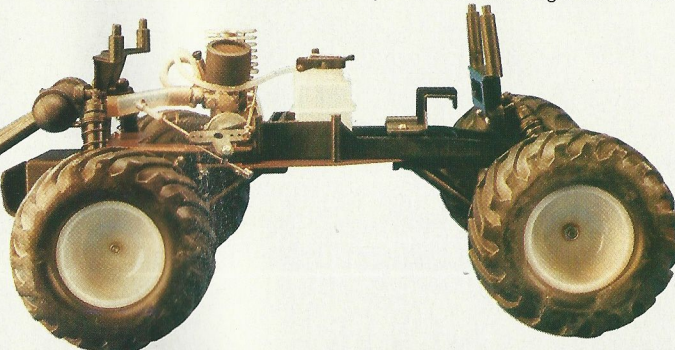
The Traxxas Nitro Stampede cost £270.00 from all good model shops.

On the  
**Right**  
**Trax**





Blend of alloy and plastic moulded chassis gives the Stampede a unique look. Massive ground clearance is given to the car with the design. Below; Engine sits in the centre of the truck for the maximum weight distribution.



Plenty of soft suspension movement means soaking up the bumps will be no trouble for the Stampede. Twin exhaust is a cool addition to the sound and look of the car. Right; Smooth body is the best part of the kit! - Seriously the truck is a mean looker...

is very well assembled. Most impressive is the suspension, the feel is just right - someone at the factory has selected just the right oil and pistons, as the suspension is smooth and well damped. No oil leaks are evident and the springing is also just right.

The design of the Nitro Stampede is really very radical in places. Suspension is partly from the electric Stampede but that is where any similarity ends. A purposeful and cleverly designed chassis has been made that offers the serious Monster Trucker what much of the opposition don't - excellent ground clearance. This has been achieved by the use of a chassis that involves a plastic moulding and two levels of alloy. The clever design allows the suspension to drop down from the chassis towards the ground giving an excellent 100mm of ground clearance.

**Spec facts**

The front of the car has solid plastic wishbones, hubs and steering blocks like most popular 2WD cars, these pivot on steel pins (with a nice shiny finish) with adjustable top links - these have left and right handed threads for ease of change. Ball joints are used for the steering and the suspension top links. Two positions are given for the shock mounts on the suspension arm and they come pre-fixed to the outer setting.

Oil filled coil over shocks are fitted. These are plastic units with a sliding collar that can be spaced for changing the ride height. As already mentioned the oil/piston setting is just right giving the car a damped feeling correct for its weight.

The steering servo mounts directly to the plastic chassis and a large chunky servo saver is included that steers straight to the wheels.

A rigid body mounting is fitted to the shock tower to hold the body shell in place.

The centre of the car houses the receiver and fuel tank. The tank has a strong flip top lid and features a clever pump device to feed the fuel from the tank to the carburettor before starting. All the fuel tubes are fitted but it would be advisable to fit a fuel filter.

The rear end of the car uses plastic wishbones and adjustable top links as at the front. Again the same

spec but slightly longer dampers are fitted to the rear. Optional shock and camber link positions are available to tune the rear end although the pre-settings seem very competent.

At the very rear of the car is a moulded box, held in place by clips for the radio batteries. A piece of sponge is also in there but make sure the batteries are firmly in place before your first drive.

**Mid engined...**

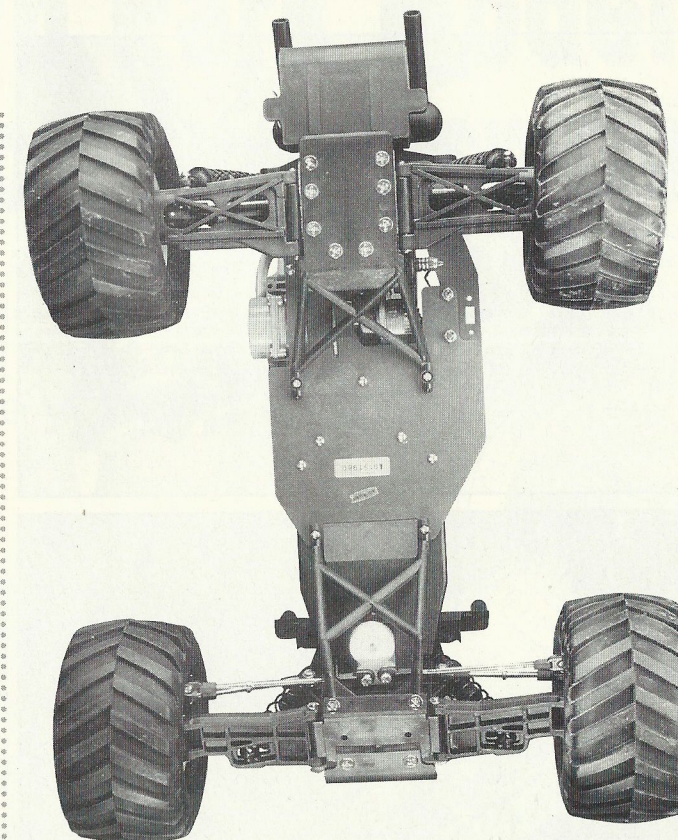
The centre of the car holds the gearbox and engine. The gearbox was specially designed for the Nitro Stampede and looks and feels a very purposeful unit. The gearbox is fully ball raced and features the standard style gear differential. A tough 4mm top shaft is used to which a full spec slipper clutch is fitted along with the disc brake.

The brake is there for obvious reasons but the purpose of the slipper clutch may need explaining;

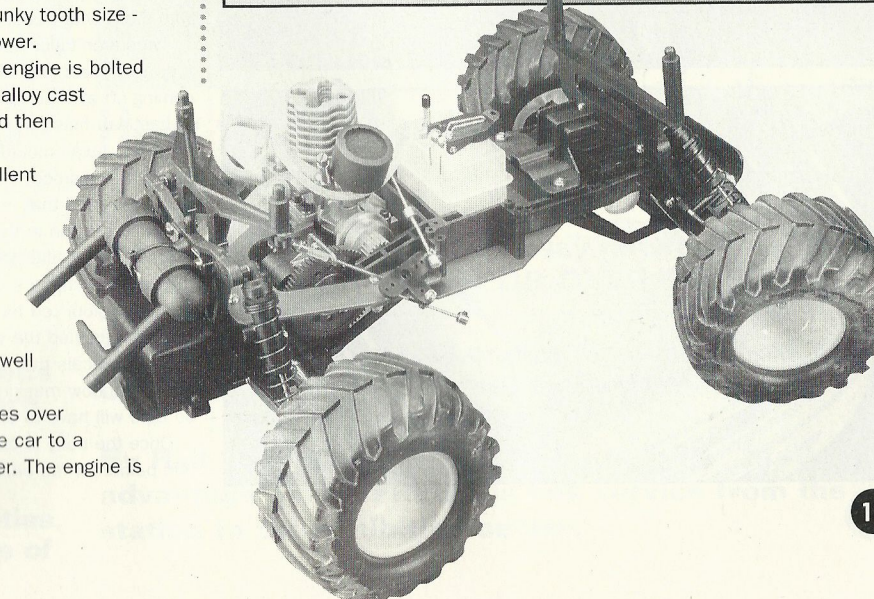
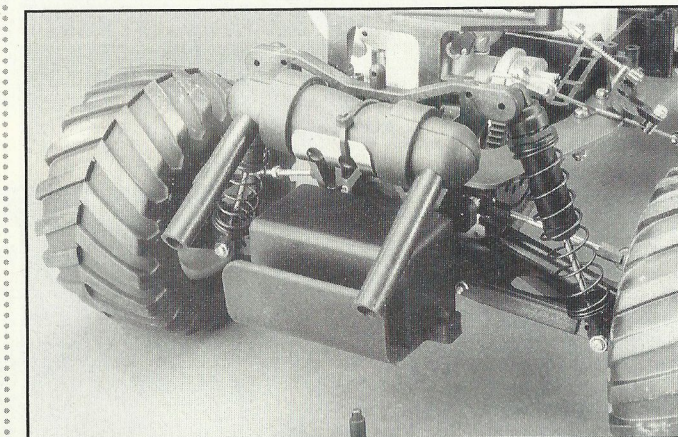
The slipper acts in a number of ways to help the car. Firstly it allows the transmission to slip a little under hard acceleration, but most importantly when landing from jumps and tough driving the transmission (drive shafts, diff and gears) are saved from sudden shocks and forces that can wreck the drive and strip gears. Slipper clutches are all round good items to have on a car but rarely come as standard. They can also be a little hard to set but the Traxxas item comes pre-set. Finally in the drive train are the slider plastic drive shafts. These cannot fall out and are toughly designed.

The disc brake is also pre-set as are the throttle linkages. The main spur gear is moulded from plastic and has a chunky tooth size - ideal for IC power.

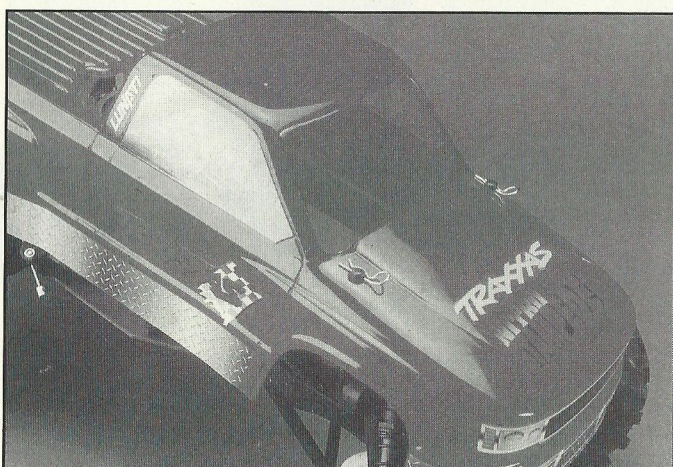
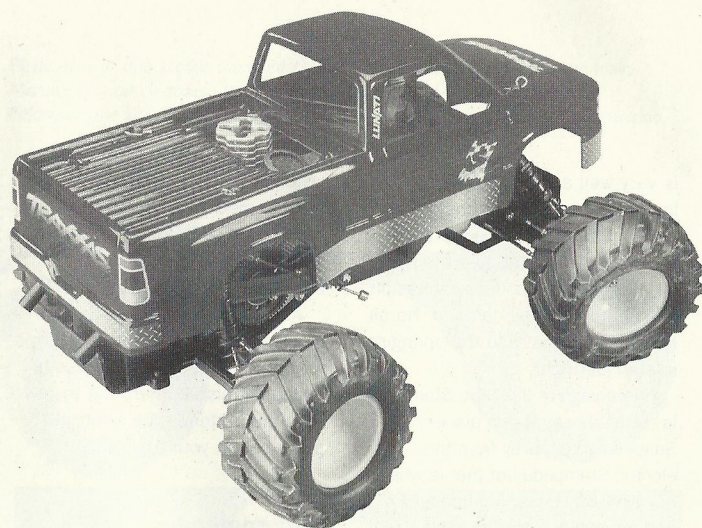
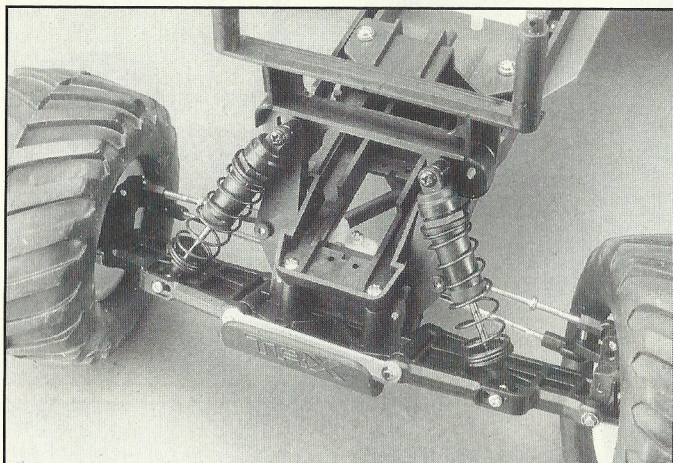
The TRX12 engine is bolted to the car via alloy cast mountings and then onto the alloy chassis, excellent for heat dissipation. Fitted with its own pull starter the engine is compact and well finished. The exhaust passes over the rear of the car to a rubber silencer. The engine is



Underside of the car as the kit is pulled from the box - note the pre-fitted servo saver already in place. Below; Rubber exhaust means quieter running. Bottom; Air filter can be seen and moulded fuel tank.







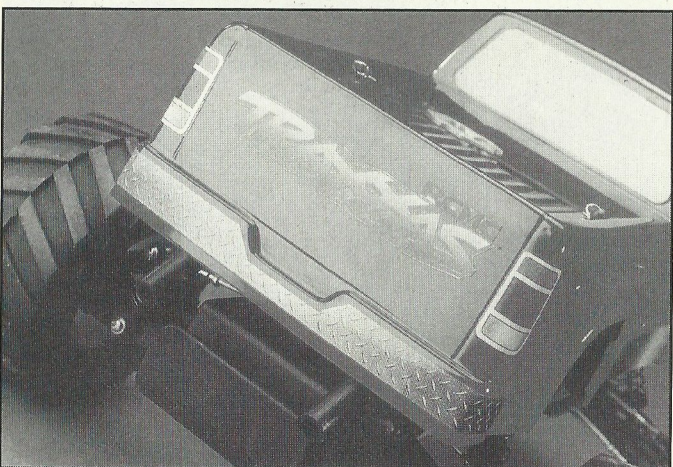
Simple front suspension has some available adjustments.

Left; The body shell on the Nitro Stampede not only looks good but is specially moulded with a neat hole in the rear for the engine and air filter to protrude through.

chassis with the steel body clips. In fact all the metal parts in the car are nicely finished with a shiny surface - this goes for the suspension pins and screws too.

So with all that the car will be ready for the off.

Traxxas recommend that a certain type of fuel is used for the TRX12 engine. A fuel with 18% oil with 3-5% castor in that is used, also 10-20% nitro is ideal. Model Technics Duraglow 10 or Flair FL7042 will both be fine. You will also need the other items featured in the panel to make the car run.



fitted with a barrel style carb and rubber air filter with foam insert (this needs to be oiled before use).

A pressure nipple for the tank is also fitted to the manifold to keep the fuel pressure high. Two needles are featured on the carburettor for tuning and one for the minimum tick over speed.

The Traxxas instructions include a separate book just for the engine - this really is an excellent guide to tuning and indeed re-building the engine. Read this carefully you will learn a lot!

### Keep on running

Driving the Stampede is a lot of fun. For a .12 size engine the thing is really fast offering good bottom end power and a high top speed. Handling is good seeming to soak up bumps with ease and yet turn and jump with ease.

Starting the engine was easy;

1. Remove glow plug
2. Fill tank with fuel
3. Pump fuel to carb with tank pump
4. Pull engine over until fuel comes from head
5. Insert plug
6. Connect glow supply (1.5)
7. Firmly pull starter
8. Engine starts
9. Run slowly to bed in

### Get to grips

Another smartly designed feature of the car is the wheels, these are totally smooth in finish and dished on the outside and ribbed on the inside - they just look excellent fitted with the rubber treaded tyres.

Tyres aren't glued as standard so a drop of super glue will stop them coming off at important moments.

Lastly to finish the car (or truck) off is the lexan moulded body shell. A very smooth shape has been designed that features a moulded section in the rear for the engine and air filter to pop out through. We chose a can of Custom Colour red for our truck and then applied the very brightly coloured decals that come in the kit. No window masking is included so tape will have to be used.

Once the body is cut out, drilled and painted it fits easily onto the

Once the engine has had a few tanks of fuel you can start to lean out the engine (according to the instructions) and then the truck really starts to move.

This really is one of the nicest trucks on the market and the high quality of build and parts make it a real find.

**Caution:** If you do go to see one at a local shop take **£270** (approx.) with you to avoid disappointment.

