

We take a look at three different ways of fine tuning your car and conclude that Schumacher's is by far the best

SCHUMACHER CAPACITY METER

If you took a cross section of drivers and asked them how much could you safely gear up? you would receive several different answers, some of them completely unprintable. There are many different reasons exactly why these answers would vary, the main one would be due to the method used to determine how much energy remains in the battery pack at the end of a race or put another way, how much energy you didn't use. Today we take a look at some of the methods available to the modern racer and try to evaluate the best.

Method One

Car light bulbs, a stop watch and an immensely complicated mathematical formulae. This method has been used fairly successfully over the years, however, the more numerically illiterate amongst us, and I am well and truly at the bottom of this long line of drivers, don't stand a snowball's chance in the hot place of working the answer out correctly. Result, overgearing, bits of very expensive equipment melting, dumping and frustration! It is not uncommon to see off road vehicles suddenly begin to perform perfect aerobic manoeuvres high in the sky after a full race meeting of dumping disasters. Whilst this is both graceful and beautiful to watch, not to mention highly amusing, it is extremely damaging as both your car and your reputation as Mr Cool shatters into a thousand tiny pieces.

Method Two

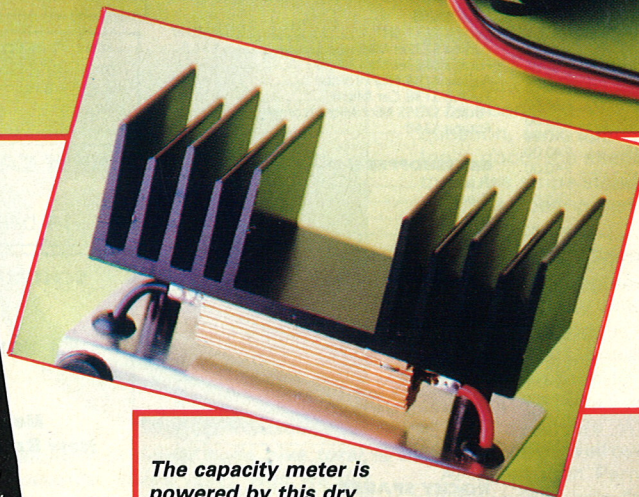
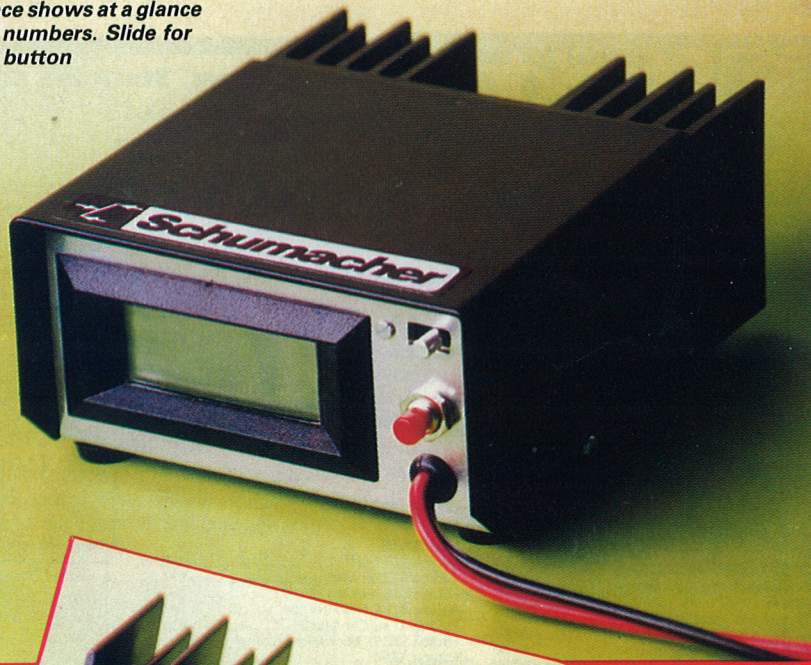
Method two is ideal for the driver on a tight budget as it involves almost no equipment whatsoever. One forefinger, a mouth preferably yours and a fresh breeze is all that is needed. All you do is put your finger in the air as possible, you can then use the time it takes to dry to guess what pinion you're going to use next! Unfortunately there are few drivers who have successfully mastered this method and are still around to tell the tale, the main side effect can cause an otherwise good driver to take that awesome, irreversible decision and become a trainspotter!

Method Three

This is the preferable way of checking how much energy is left in your pack, you don't need to be Einstein, your finger stays dry, although it is needed later. This method was developed by current 4WD World champions Schumacher and is all housed in one neat, strong case to save wear and tear and is called a capacity meter. In use the capacity meter could not be easier to get on with, just run your race, plug your cells in and this is where your finger comes in, press the button. All you do now is sit back, have a cuppa or a soft drink and wait. Meanwhile a liquid crystal display is showing you exactly how much energy (displayed as a percentage) is left in your cells. If you are up by one tooth, multiples of twenty percent mean that you can safely gear up by the same number of teeth.

So much for what the meter will do at the track, at home it is just as useful as it will allow you once charged to identify your very best packs of cells. So now you know the best method of battery checking and tuning your car throw away your light bulbs and your train spotters log book (how come this guy knows so much about train spotters anyway?) get down to your local Schumacher stockist and get your capacity meter before the opposition does. Price £99.00 approx. □

Large clear face shows at a glance those magic numbers. Slide for on/off, large button for go.



Large heatsink means that the unit will run cool, but watch your pit box, aerosol cans or tent.

The capacity meter is powered by this dry cell. Should you find you are suddenly the owner of a pack of cells that would start a 747 then chances are that this needs replacing.

