

## Schumacher 911 Turbo Porsche

There was a time when a review of a new Schumacher car came around every year or so, and it was only companies as big as Tamiya that always seemed to have a new kit ready for sale to go into almost every issue of Model Cars, but those days have certainly gone now.

Here we are just reading the latest copy of model cars off the shelves with the Shotgun review, and what lands on the RCMC desk, but yet another new and exciting release from the model builders of Northampton.

## Rallycross - A New Era

We all know that Rallycross took off in a big way over a year ago, at the time all the racing was by enthusiastic drivers (mainly from the south east) racing their cars with the available bodyshells thrown on just to do something different. The class was fun but the lack of an available kit meant that if you wanted to join in, you had to do all the tricky work yourself (like fitting the body).

Now though Schumacher have produced two excellent

kits that cater just for this class, this is probably due to one Mr Tim Walden who showed interest right from the beginning and started the ball rolling as far as Schumacher getting involved.

### 911 Turbo Time

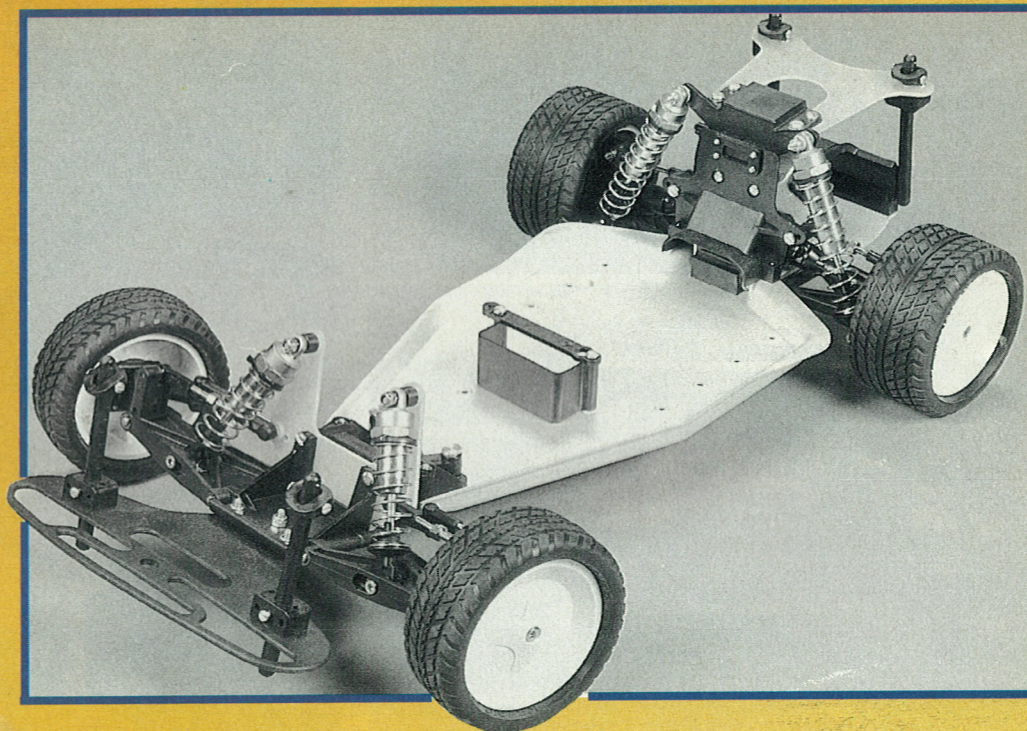
The first kit we decided to look at was the 911 Turbo SE, this is a two wheel drive kit based on the Cougar chassis with a number of

detailed changes to make it suitable for Rallycross use.

To start with the Cougar is no mean chassis having already more than proven itself at National and International level, so Schumacher started with a winner on which to build a successful Rallycross car.

The chassis is formed from a stamped alloy pan which is

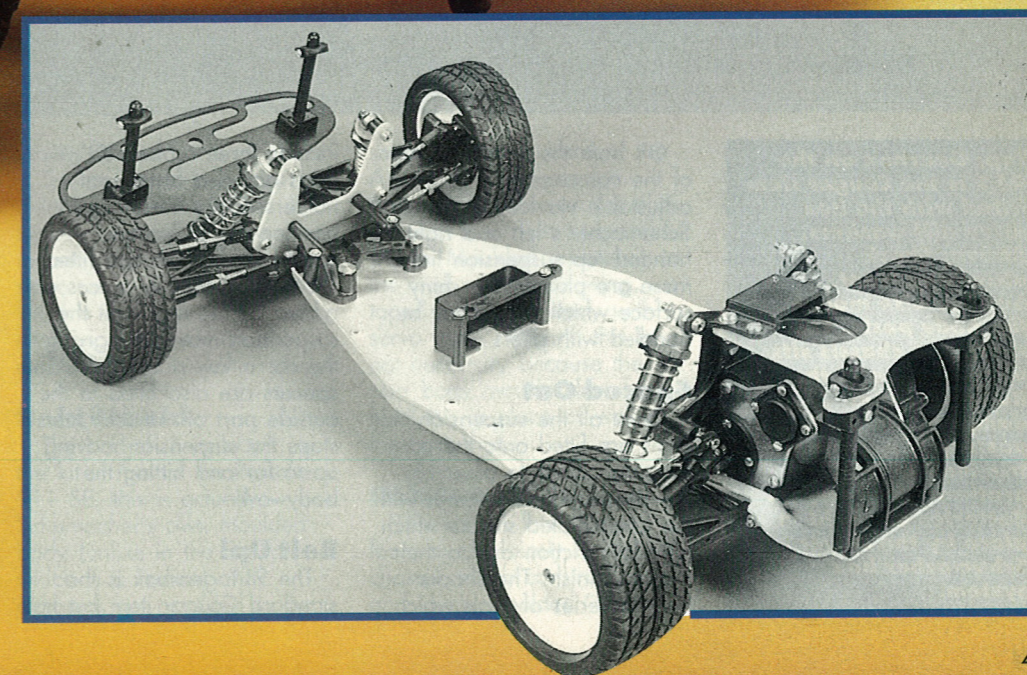
finished complete with countersinks and all pre-drilled holes. Assembly starts with the rear suspension, this includes the mounting of the rear bulkhead. This is screwed to the chassis as are the rear suspension mounts and suspension arms. Assembly moves next to the front, the suspension mounts from an excellent moulding that holds the shock bracket and also doubles up as the



Model Cars Builds the Latest Good Idea from Schumacher

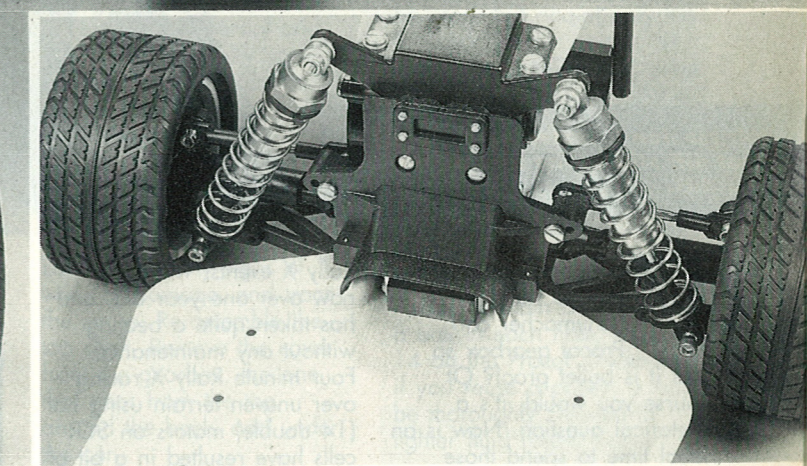
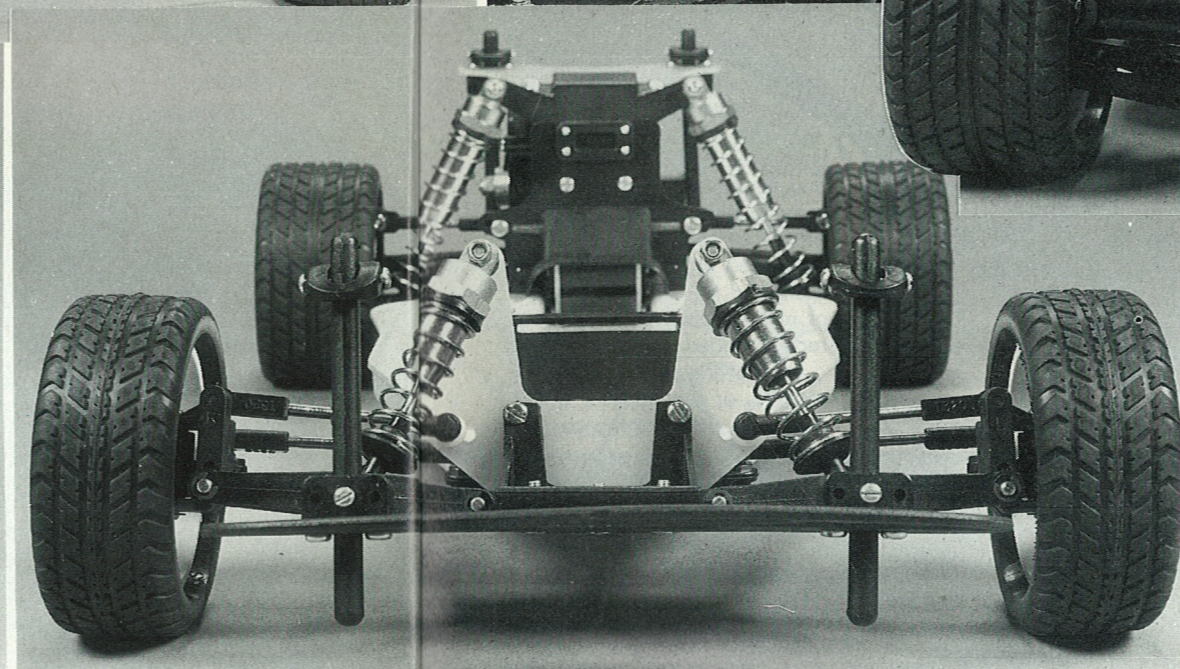
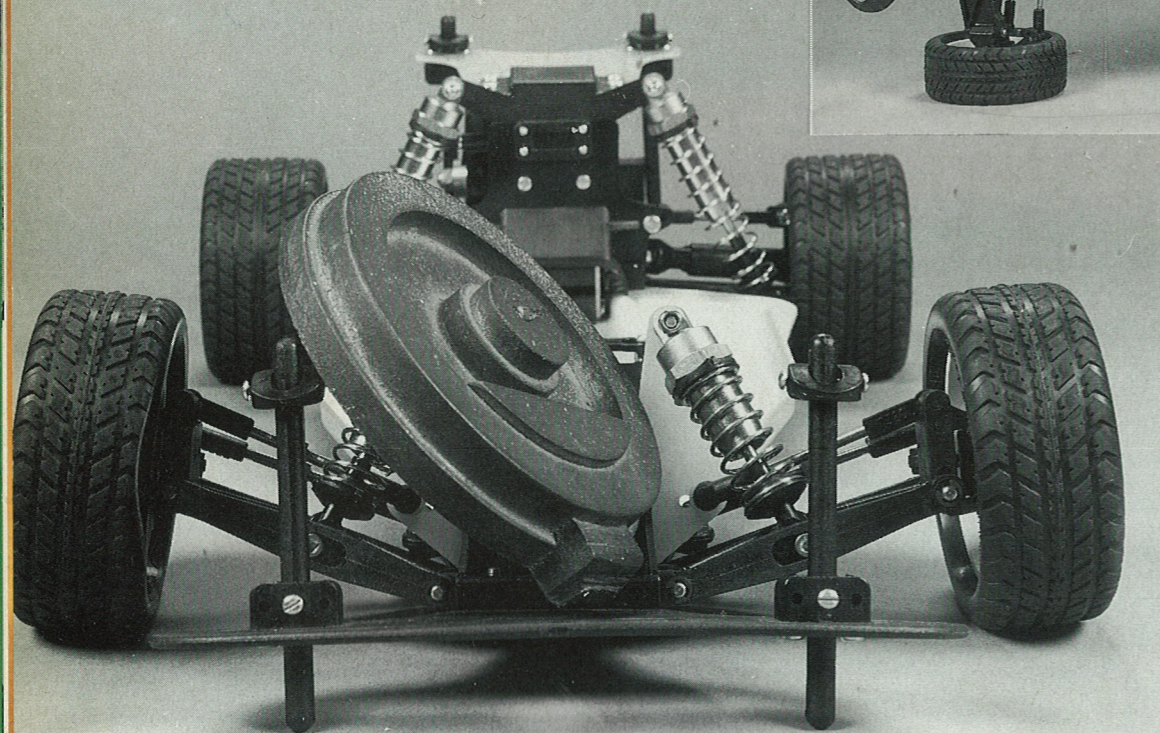
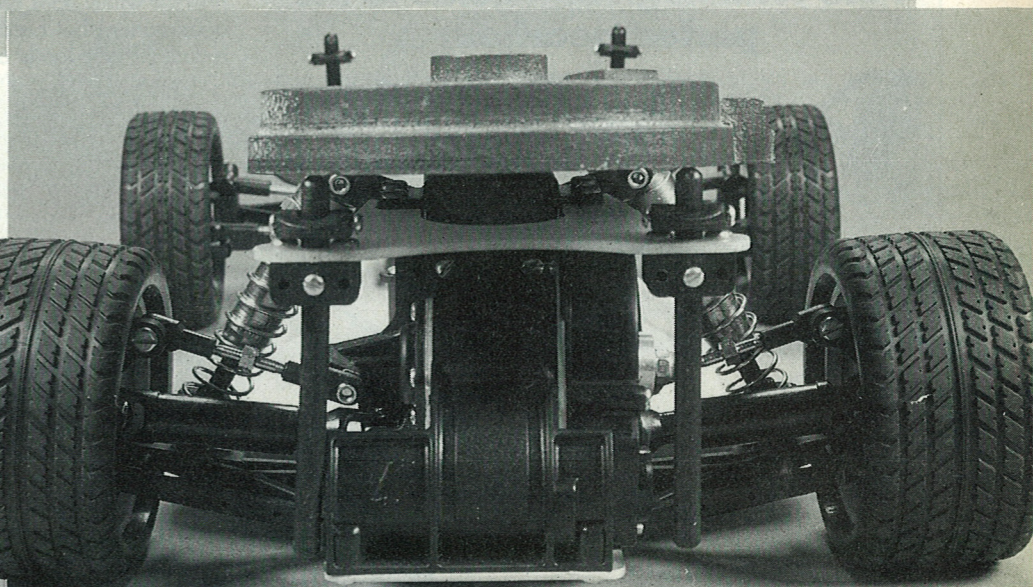
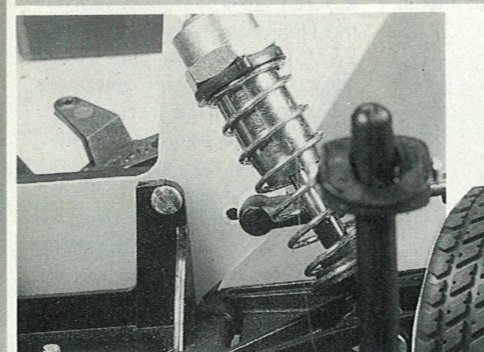
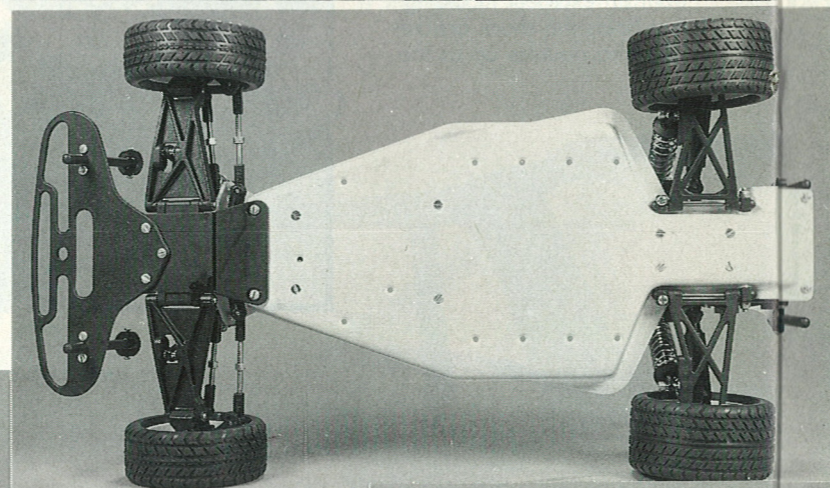
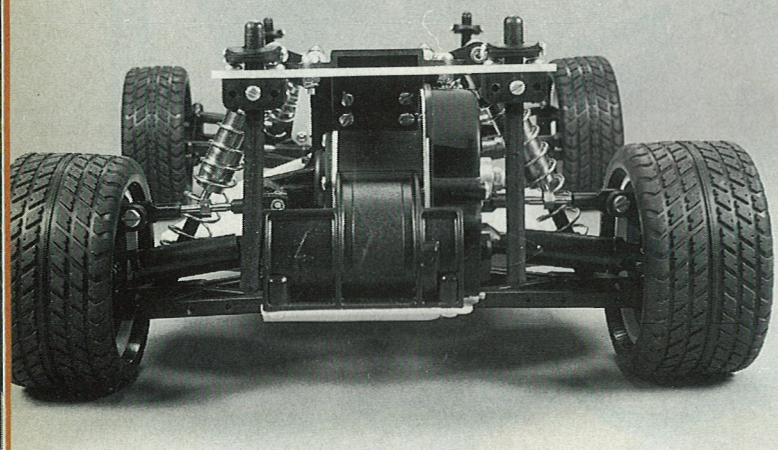
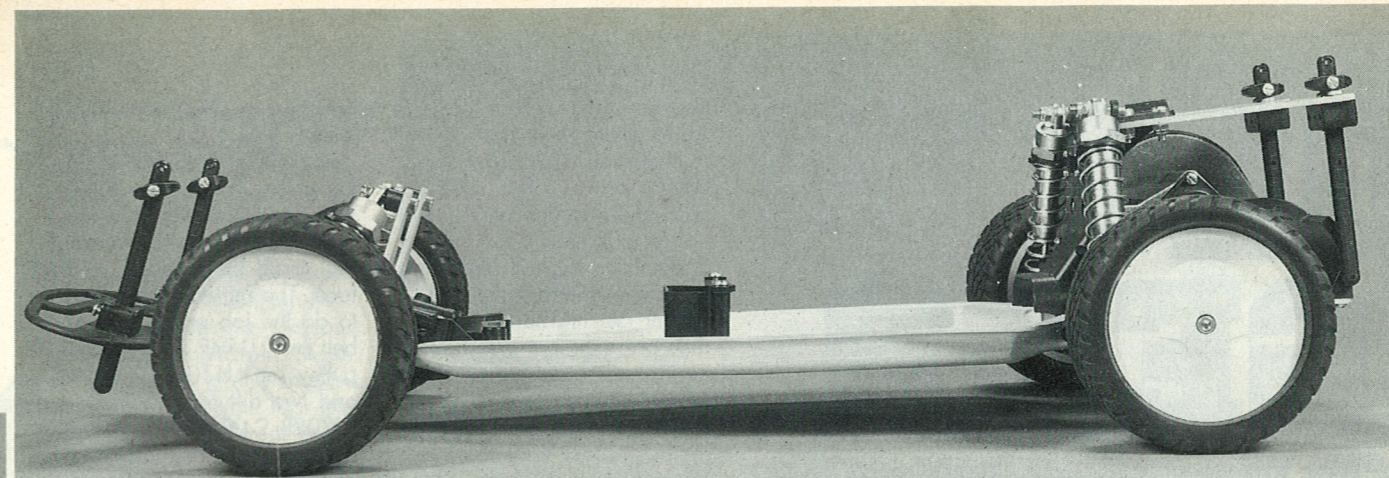
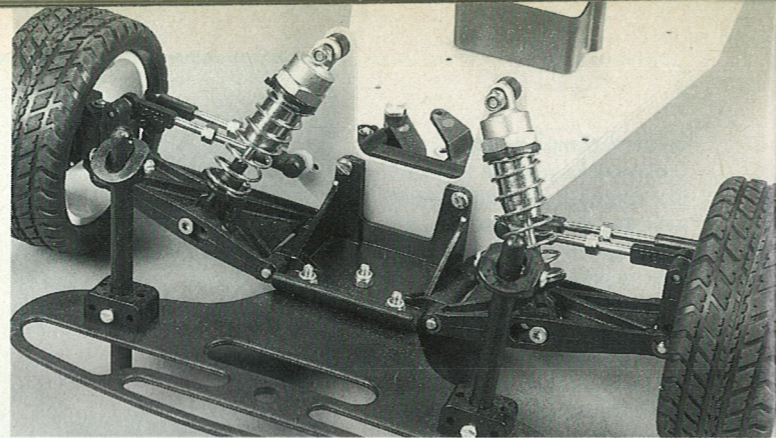
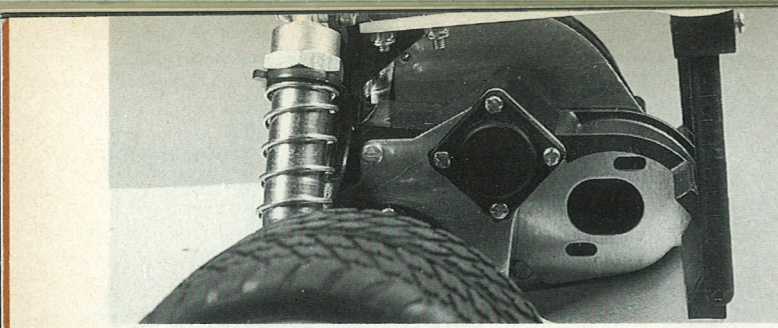
# SCHUMACHER PORSCHE 911

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front of the car, this is a very strong moulding and fits snugly to the chassis to give a smooth undercarriage to the chassis.

The suspension arms are fitted using two 3mm pins and "C" clips, as are the hub carriers. When the front suspension shock bracket is fitted the amount of castor can be set. This is done by adding spacers between the bracket and mounting, the whole front end pivots and locates at the angle desired by the amount of spacers added.



**Top: Gearbox on the 911 is the Cougar item fitted with the hex drive diff washers. Above; Shock absorbing front bumper also mounts the body posts. Top right; The chassis sits very low due to the Rallycross spec dampers. The body posts may need to be trimmed as they protrude the bumper. Batteries are held in place by the clever Schumacher box system.**

On both the front and rear of the car camber is adjustable via four of Schumacher's left and right handed top suspension links, these are basically pieces of rubber tubing that limit the suspension movement giving the car a low ride height. The spacers are also fitted to the outside part of the shaft, this stops the suspension moving up to far and hitting the bodywork.

#### Spaced Out

Once all the suspension arms are fitted onto the car the time comes to assemble the shocks. The kit comes with the latest plated shocks which give low friction due to their slippery finish. The shocks have a series of seals which

include three rubber "O" rings and two brass seal holders. Once these are in position the Rallycross suspension limiters are fitted. These are basically pieces of rubber tubing that limit the suspension movement giving the car a low ride height. The spacers are also fitted to the outside part of the shaft, this stops the suspension moving up to far and hitting the bodywork.

#### Belt Up!

The 911 gearbox is the standard Cougar item but has

the latest Schumacher diff innovation - hex drive diff washers. Instead of the washers being glued to the drive units they now are free to move to give a smooth action and are driven via a hex system. This makes assembly of the diffs quick, easy and foolproof. The rest of the gearbox contains all the regular Cougar parts including the drivebelt, those clever tensioners and in our review kit a set of ballraces.

Once this is finished only the wheels and tyres need fitting for you to have a

rolling chassis.

#### Mounting Excitement

What must rank as one of the main features of the kit is the excellent set of body mounts. These are specially moulded and made from plastic, and are mounted from a glass fibre stay and the front bumper. They have a clever design which allows the washer that the body rests on to swivel to the angle of the body. The mounting points are well spaced and hold the body in a good

strong position.

The last parts to be put onto the chassis are the battery clamp and servo mounts, also the Schumacher servo saver is included in the kit, this is a bonus as it must rank as one of the best available.

#### Bold Mould

The bodyshell included in the kit is that of the Porsche 911 SE, this is actually Schumacher's own moulded body (unlike in the Sierra which is a Parma) and although not moulded to the

same quality as some of the American and Japanese bodyshells makes up for it in its very mean yet purposeful shape. Moulded separately to the shell is the rear wing, we taped this to the body with servo tape, although this is not necessary because the rear body mounts cleverly hold this in place as well as the bodyshell.

#### Points of View

This kit has lots of nice features, the nicely finished chassis, tough construction and lovely moulded "blue

rubber" tyres spring to mind immediately, but there are also nice touches such as the excellent body mounts and even a small but useful bag of spares.

All these added to the fact that the chassis is bound to handle well and really we feel Schumacher have hit on a winner.

As said there is also a four wheel drive Sierra on the way and with Rallycross catching on in a big way all over the UK, I'd get yours soon, they may soon be hard to find!