

**Jason Dearden reviews,  
interviews and runs the  
911 Turbo SE.**

**What's It All  
About?**

The Schumacher Road and Track 911 Turbo SE is the latest release from this now well established and successful organisation. The 911 has been introduced to broaden and diversify Schumachers product range together with the Sierra Cosworth 4 x 4 and the Shot Gun monster truck.

The 'Road and Track' cars are based on the world class 2WD Cougar and 4WD Procat. The 911 is basically a Cougar with a more realistic 911 flatnose saloon bodyshell. The 911 turbo is aimed at a much broader market than the out and out racers previously produced by Schumacher. It's eye catching lines and competitive price for what is nothing less than a world class car, will probably make it Schumacher's most popular model.

☛ **That smooth steering set up.**

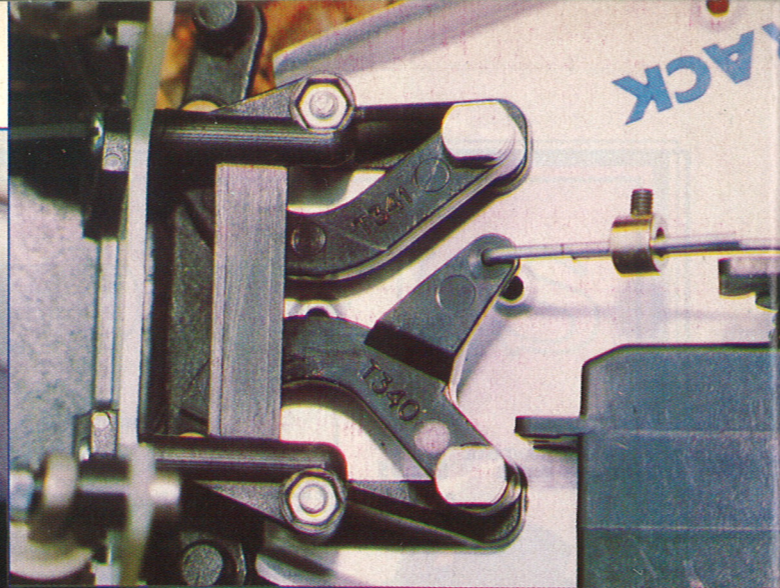
**But I want to Race!**

Yes, the 911 turbo is aimed at the novice to a certain extent, but it is also designed to win Rallycross and flat track races. With the relevant suspension adjustments the 911 turbo can be everything from an all purpose street racer, to a lean, mean rallycross machine or even a super low ultra fast track car.

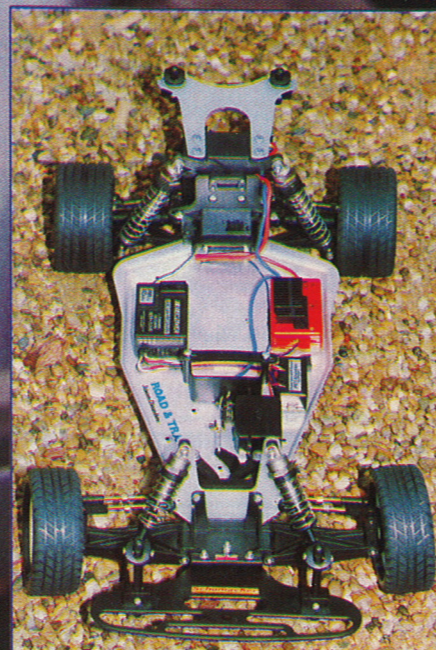
**The Concept**

The concept behind the 911 is to attract newcomers to the sport with an attractive car which they could take to the highest level of competition. Gone are the days of buying two or three cars during your learning period. The 911 will, overall, make a smaller hole in your

**Schumacher  
911 Turbo SE**



● **The bare bones of the 911.**



pocket and it has re-sale value if the driver can't fulfil his/her dreams. Schumacher can also offer extensive spares back up for what is a very easily serviced car, not to mention the tune up goodies available.

**Specifications**

The 911 Turbo SE features fully independent suspension. Each wheel rides on double unequal length wishbones with oil filled shock absorbers and coil springs. The wishbones are mounted onto a very rigid single piece alloy chassis.

Suspension adjustments include camber on all corners, caster/rake angle on the front, springing, up-stops and down-stops. Anti-roll bars are also available not to mention the superb shock absorbers. It is even possible to adjust the rising rate of the suspension and the Ackerman angle.

This may all sound very complex to the novice but the adjustments are explained in the manual and once set to suit the application chosen should only need minor tweaks to fine tune the car.

Onto the transmission, which features a 6mm wide Kevlar reinforced belt to transmit the power from the motor to the differential. It is a ball type unit with 14 balls. The drive rings have hexagonal centre holes which locate onto the matching hub. This prevents any slipping and does away with glueing them in place. The primary drive from the motor to the layshaft is by means of 48 dp gears, which are available in a wide range of sizes to gear the car to suit the conditions, track and motor, for optimum performance. Rapid gear changes are made easy, as the spurs are held in place a rubber 'O' ring.

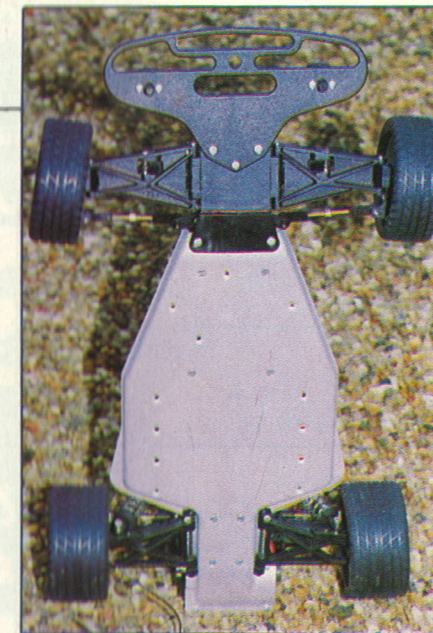
**First Impressions**

The kit arrived in a large white box with a smart picture of the 911 Turbo SE on all sides and will be easily spotted in model shops. All parts except the chassis etc. are bagged and labeled clearly with a brief description and code. The building instruction manual goes into every conceivable detail, with written instructions and diagrams at each stage of construction.

**Building the 911 Turbo SE**

Follow these points and you will have no problems.

1. Check your birth certificate. If



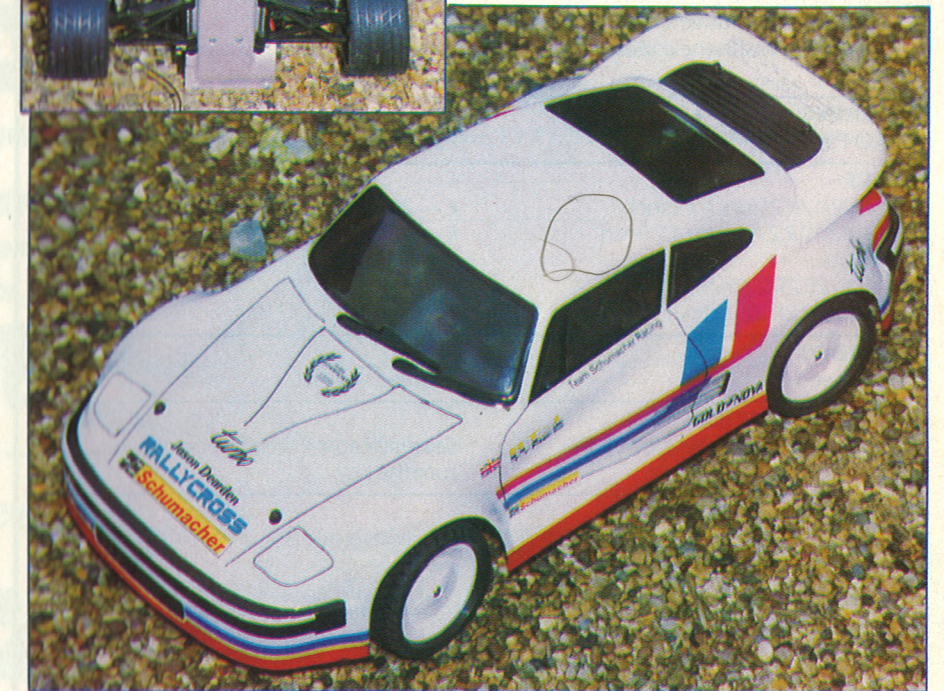
☛ **The smooth alloy underpan can be seen here.**

letter — starting at the front of the manual.

4. Fit radio gear, receiver, servo, speed controller, motor and nicads. Tools required, soldering iron, suitable connectors. Use car manual and those for the radio gear.

5. Paint bodyshell and wing. Follow instructions in manual and those on the paint.

6. If under 14 start washing pots. If over 14 test car in garden,



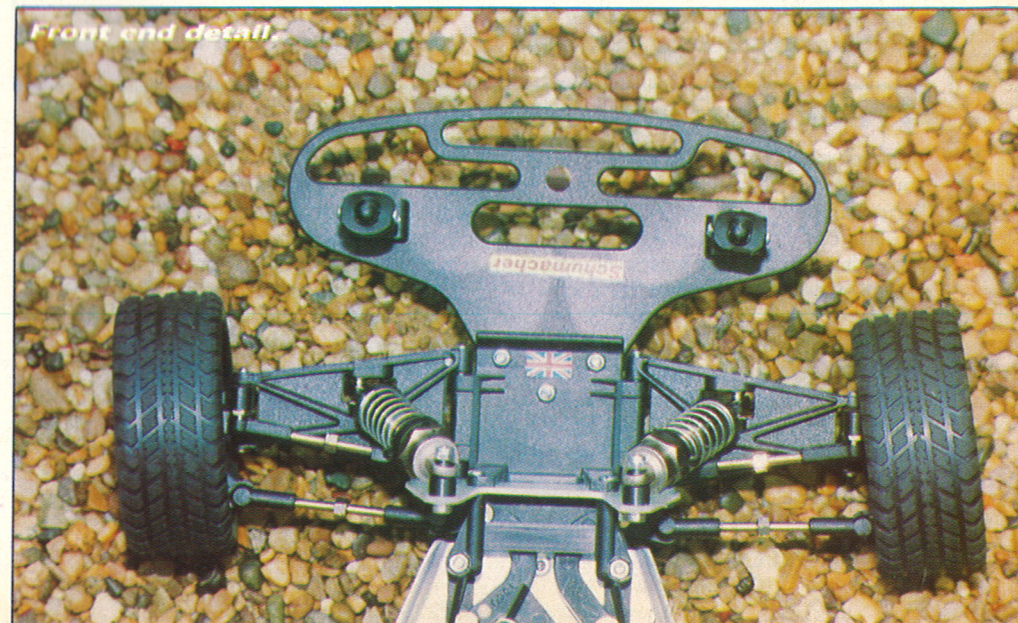
over 14 years old continue to 2. If under 14 recruit adult assistance. Reluctant adults can be bribed with favours, eg. washing the pots, weeding the garden.

2. Acquire tools listed in manual. Screwdriver, spanner, drill, pliers, scalpel, file, cutters.

3. Follow instructions to the

cul-de-sac or local park. To ensure continued friendship with wife, mother, neighbours or park attendant seek permission first.

I came across no problems when building the kit and there is even a small bag of spares to cope with the odd little clip which insists on hiding in the carpet and not in the model.



## FACT FILE — BACK TO BACK

### 1/10 SCALE 911 TURBO SE    PORSCHE 911 TURBO

#### PERFORMANCE

0-60yds 3 seconds  
 Top Speed 35mph (estimated)  
 Fuel con. see motor for details.  
 Range 100 yds  
 Power: Load'sa watts @ 28,000!!rpm  
 Torque: Too much @ zero revs.  
 'That's electric motors for you!'

Too much wheel spin.  
 161mph  
 22mpg  
 300 miles/tank.  
 250 bhp @ 6100 rpm  
 210 lb/ft @ 4800 rpm

#### COSTS

Price (UK) £119.50  
 Tyres £11.10 per set  
 Body Parts £11.95

£47,200  
 F—£190, R—£412.39  
 Rear bumper £787.54

#### SPECIFICATIONS

##### Suspension

Rear: Twin wishbone coil over, oil shocker, telescopic drive shafts.  
 Front: Twin wishbone coil over, oil shocker.

MacPherson struts, coil springs, telescopic dampers, anti-roll bar.  
 Semi trailing arms. Telescopic dampers, Anti Roll bar.

#### STEERING

By, KO Fet Servo, PS-902

Power assisted rack and pinion.

#### TYRES

F—40/20 2R 2¼ inch x 1 inch  
 R—30/20 2R 2¼ inch x 1½ inch  
 Scaled up  
 F—400/20 ZR 22 inch x 10 inch  
 R—300/20 ZR 22 inch x 15 inch

F—205/55 ZR 16 inch x 6 inch  
 R—225/50 ZR 16 inch x 8 inch

#### GEARBOX

Single speed

5-speed manual

#### DRIVING POSITION

Standing, plenty of head room, leg room.

Seated (leather) feels fast before you turn the key.

#### HANDLING

As kit, excellent on grass, gravel, dirt, too safe on tarmac. Easily set to suit personal opinion.

Above average (still dreaming!)

#### CREATURE FEATURES

Ventilators see 'Wind' for details.  
 Heating supplied by the sun and thick coat.

Heater, radio cassette (6 speakers), central locking, electric windows. Headlamp wash. Anti lock brakes, etc.

#### DIMENSIONS

Wheelbase 280mm  
 Length 480mm  
 Height 160mm  
 Width 255mm  
 Ground Clearance 15mm

2275mm  
 4250mm  
 1320  
 1652mm  
 120mm

#### CONCLUSION

If you like the look of it then go to your local model shop and get one today — or buy the conversion kit for your Cougar.

If you have the money buy one, and for the same price as the optional burglar alarm you could have the matching 1/10 scale model.

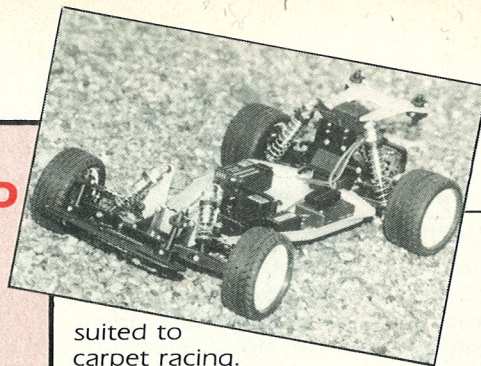
## Track Testing

Up to now I have tested the car outside on tarmac, grass and gravel, and inside on a carpet track.

The car was set up as detailed in the kit with minimum spring spacers to prevent the shell catching the tyres.

On tarmac the car generally understeered especially under hard acceleration. It can be said that more lively handling could be required on tarmac to lap as quick as possible. More caster and

moving the cells further forward should cure this. Next onto loose dirt/gravel, this is what the car is set up for, it is stable, fast and under acceleration the tail drifts progressively making cornering a fast, enjoyable, spectacle. As on tarmac, on carpet the car is not at home using the kit set up, it's too safe under acceleration. The high grip causes excessive body roll and when pushed hard the rear end will let go in a big way a'la the real 911. This is a product of the kit set up and the road tyres which are not



suited to carpet racing.

## Conclusion

At £119.50 its great value, great fun, and looks wonderful. I predict that this car will dominate many Rallycross and flat track races. It's a winner, so if you want to win go and get one!

If you have been drooling over this car and you have a Cougar then a conversion kit will be available soon.

## Interviewing the Schumacher 911 Turbo SE

**Q.** What's your favourite pastime?  
**A.** Racing.

**Q.** What type of racing?  
**A.** Rallycross, street racing and super fast flat track racing.

**Q.** How can you make such claims?  
**A.** I have race bred parents, who knows what it's all about?

**Q.** What would you say are your most attractive features?  
**A.** My realistic curves, flat nose, Kevlar drive belt, multi-adjustable suspension and my whale tail rear wing.

**Q.** What turns you on!!?  
**A.** A motor, batteries, a speed controller and young Cougars.

**Q.** What turns you off?  
**A.** A lack of either motor, batteries or speed controller, oh and monster trucks.

**Q.** How do you spend your evenings?  
**A.** Alone in a cold shed at the end of the garden.

**Q.** Who's your best friend?  
**A.** Next doors moggy...he keeps me company at night.

**Q.** What's your greatest fear?  
**A.** My owner's left thumb/trigger finger, oh and injection mouldings.

**Q.** What do you wish for?  
**A.** I would love my driver to have at least some grey matter between his ears.

Thanks for your patience and frank answers.