

Schumacher **BOSSCAT**



THE NEW *Boss?*

Is this the biggest release for the 1:10 market in years? It could be...

BossCat

This car is probably the biggest release for the off-road market in the UK for years. The Schumacher Cat, Cat XLS and Procat have been the most popular choice of car in clubs up and down the land for years and the release of the virtually all new BossCat will probably send racers running

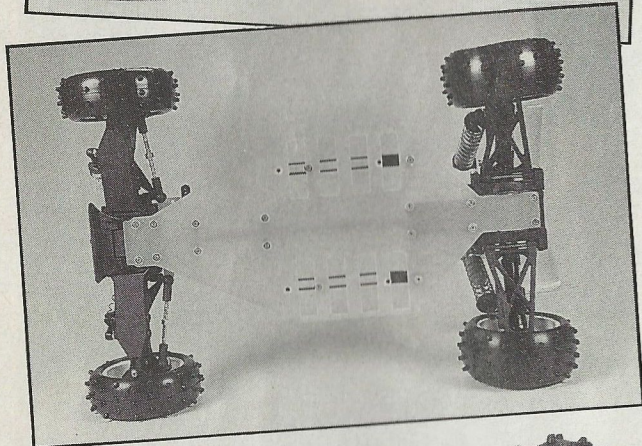
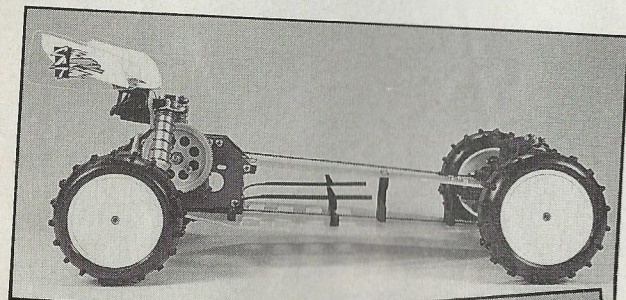
down to their local shop to buy the latest in technology from Schumacher.

We at Model Cars were sent our BossCat in a prototype form, this must be remembered when you look at the photos or even digest what we write about the new car, this is not the final version but you can bet it's pretty close!

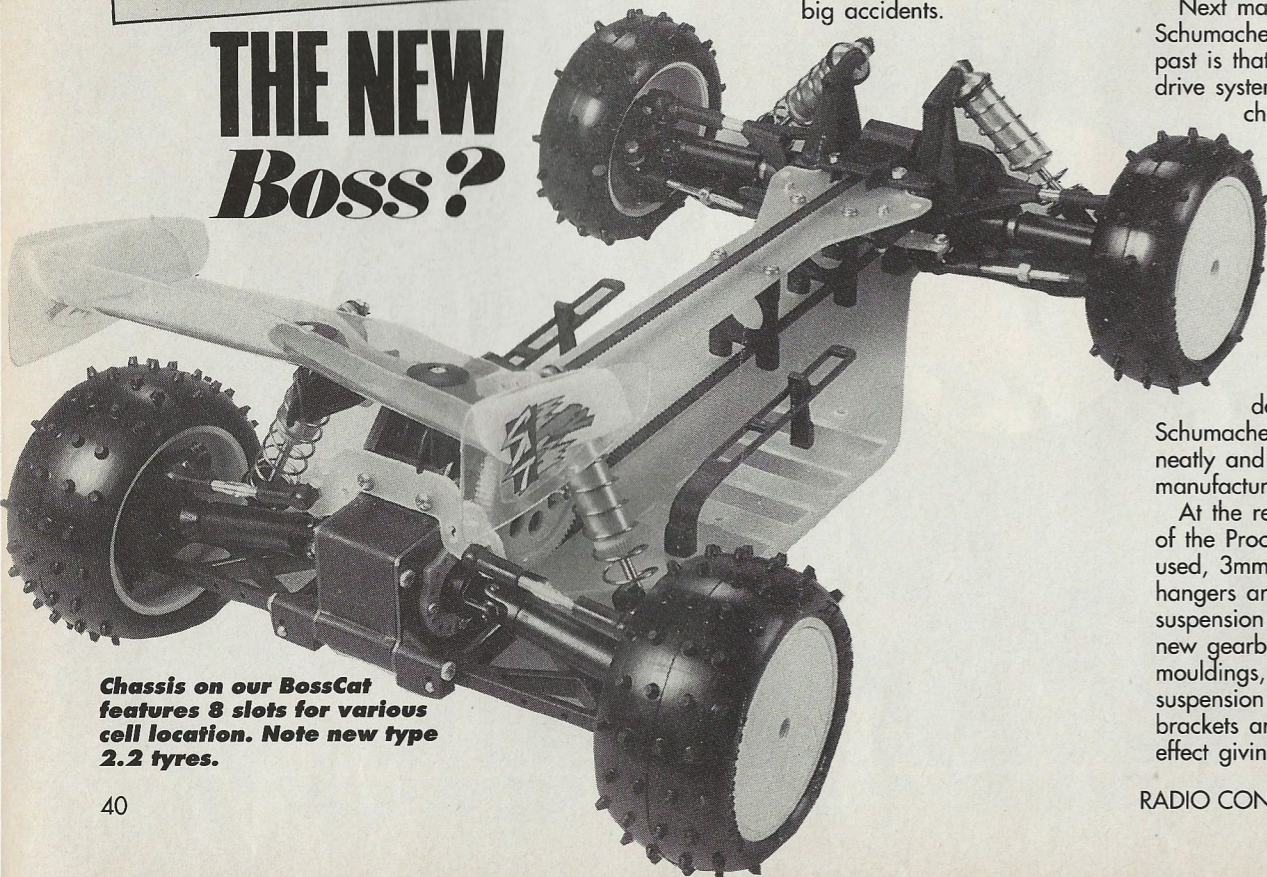
Start at the Beginning

Starting right at the front of the new car; to look at all that's new we find a new

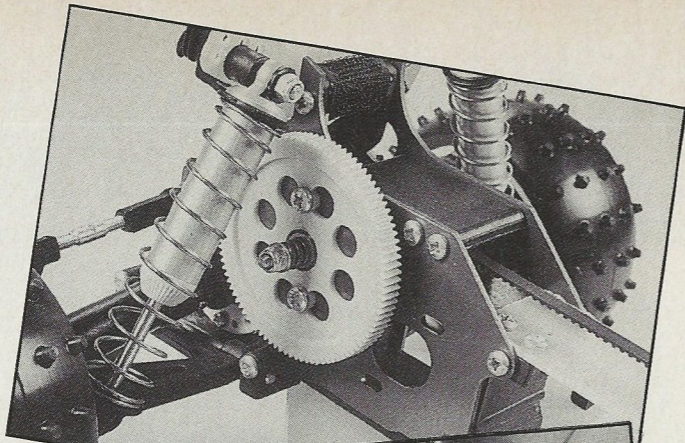
bumper - good start! This is connected to a new front diff housing, new top and bottom chassis (which will be in Graphite on the finished car) and what is virtually a whole new front end. New wishbones are tougher and are smoother, two shock positions feature and the plastic used throughout on the car is the new PEP (performance engineered polymer) that most of Team Schumacher used last year. A new hub is used in conjunction with an adjustable top-link, this allows camber to



THE NEW Boss?



Chassis on our BossCat features 8 slots for various cell location. Note new type 2.2 tyres.



New gears removable without disturbing slipper clutch. Crashback in action is a real suspension saver.

be altered quickly, castor is also adjustable by moving plastic spacers on the suspension mount. The new hard anodised medium length shocks are fitted complete with new springs, these are the adjustable type as seen on the Cougar II. The new front suspension is still designed around the 'Crashback' system and this as always will save the car in big accidents.

The new front diff housing is designed to load the diff from above, this means quick and easy maintenance although now with the new 23mm tungsten balled diffs this is hardly ever necessary as the sealed in thrustrace keeps in good condition far longer than the old type ever could.

Moving Back

Next major change to Schumacher cars from the past is that the belt for the drive system runs over the chassis, this gives a smoother bottom and more ground clearance over the Procat - all these points have obviously been well thought out and as usual with the design team at Schumachers everything is neatly and lightly manufactured.

At the rear of the car some of the Procat parts have been used, 3mm suspension hangers are used with Procat suspension arms and hubs, new gearbox side plates, mouldings, shock and suspension glass fibre brackets are used to good effect giving multi positions

for the suspension and dampers. Again the new style of dampers are used fitted with new springs.

In the rear is another super smooth sealed 23mm diff and the belts and drive parts look very similar to the Procat. New whisper style gears in 48dp bolt onto the all new alloy slipper clutch and this will certainly make the drive system very smooth.

To finish off the car is fitted with the two-piece 'Aerodisc' wheels, why 'Aerodisc' we're not sure but it certainly sounds good! These are 2.2" and suit the new range of

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tyres that Schumacher are now manufacturing. A new bodysell and undertray is also included but our car does show an early version which is missing a little detail.

So to sum up, the new car is really an evolution of the Procat and not a revolutionary new design. There are many improvements in the drive system and suspension and the BossCat

Rear end is conventional but belt is now under the chassis.

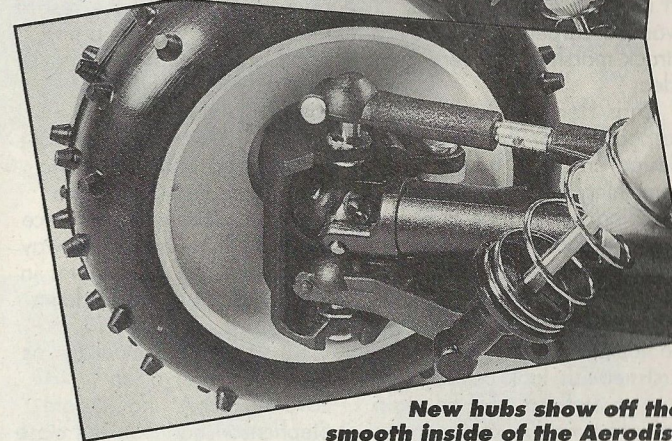
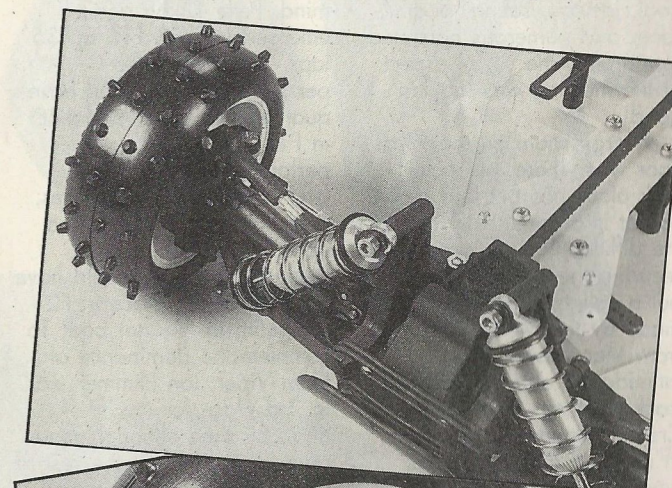
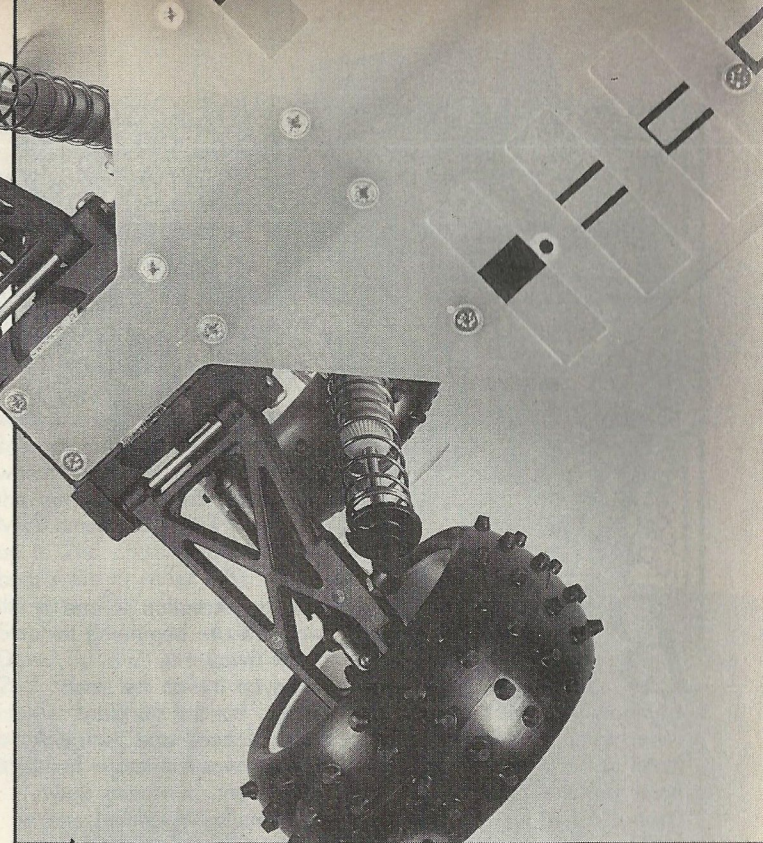
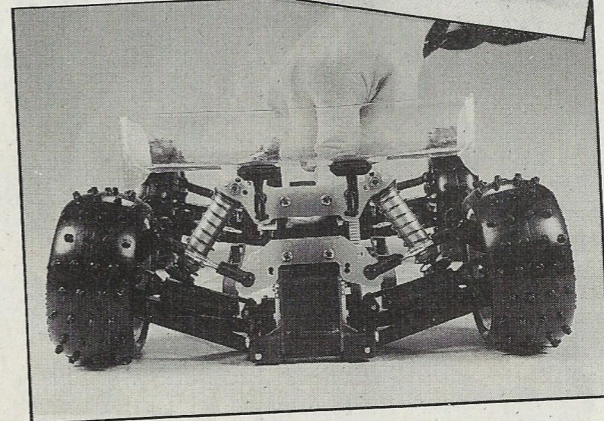
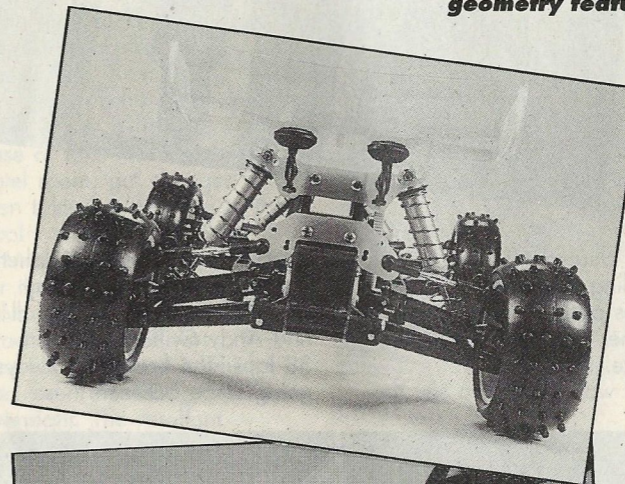
still features all the best points from it's predecessor.

We managed to give our BossCat a quick run recently at the end of a local meeting, the big question is how does it feel? Well it felt easier to drive! The car felt a little more forgiving than a Procat and reacted in a less fussed and

smoother way, our small test really was too small to make comment, it will take time to see if BossCat can be a winner just like the Procat.

With Kevin Moore (now signed for 2 years), William Mitcham, Ben Sturnham and Phil Davies the car will be a winner - the point is whether it will be better for the average racer like you and me! We will have to wait and see.

Increased rear suspension movement and new geometry feature.



New hubs show off the smooth inside of the Aerodisc wheels.

Round Up

Available April 1992
Graphite Chassis and shock towers
New body and wing
New front suspension
Revised rear suspension
Belt over chassis
23mm sealed diffs
Tungsten carbide diff balls
Hard anodised vari shocks

New slipper clutch and 48dp
Adjustable camber and castor
Teflon impregnated shock pistons
PEP plastic pats
2.2" Aerodisc wheels
New wing mount
See your local dealer for full spec car.