

# Schumacher C.A.T.

## Radio Race Car gets a look at Schumacher's foray into 1/10th off road buggies.

It was obvious to us that Cecil Schumacher had faith in this car, when he suggested that we picked a track of our own choice to try out his new C.A.T. (competition, All Terrain) 1/10 off road racer.

This car has been long awaited, and we at Radio Race Car, had the opportunity to give it a test run. The chosen track was the Worcester Model Car Club Circuit as it is ideally suited to four wheel drive.

Top Schumacher driver Andy Dobson came along with team boss Cecil, as he is currently running the prototype, at national level meetings, and now down to the details we have all been waiting for:-

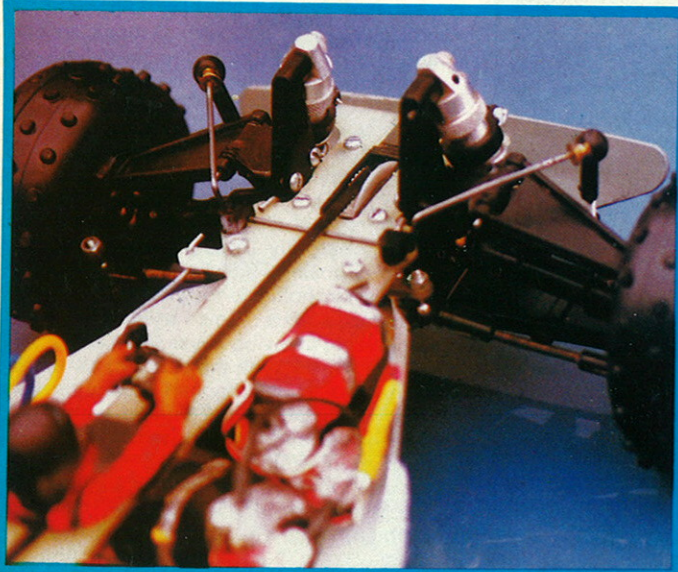
### Chassis

The flat pan chassis is made of G.R.P. as is the case with his 'B' and 'C' 1/12 circuit cars. The chassis has a lexan undertray which can be left off if not needed, but is necessary on wet days to protect the radio gear. This tray, along with the lexan body-shell, form a reasonably waterproof compartment when they are fastened together with velcro strips.

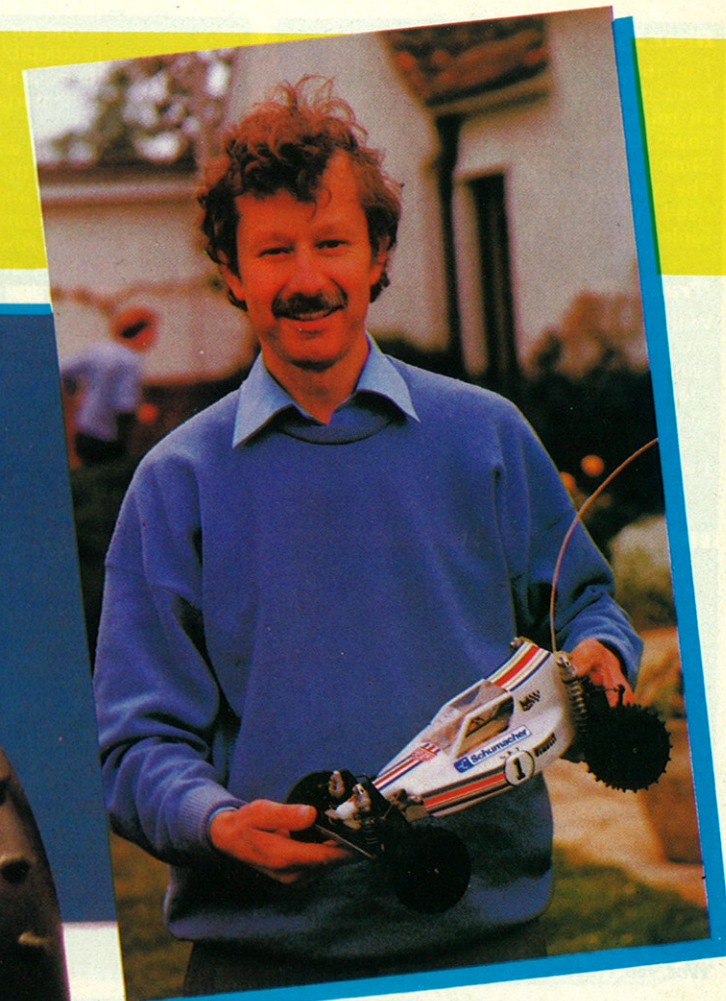
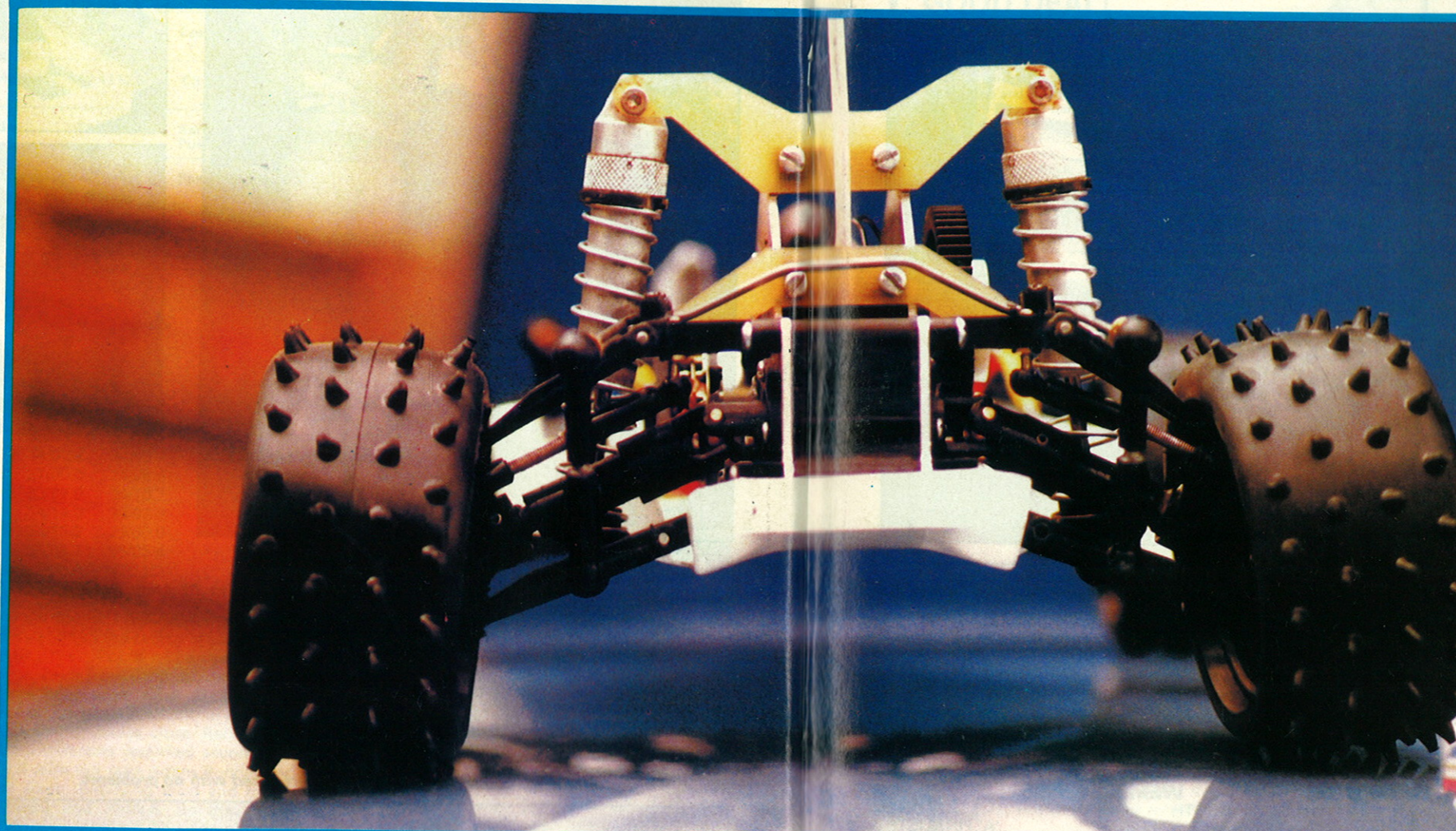
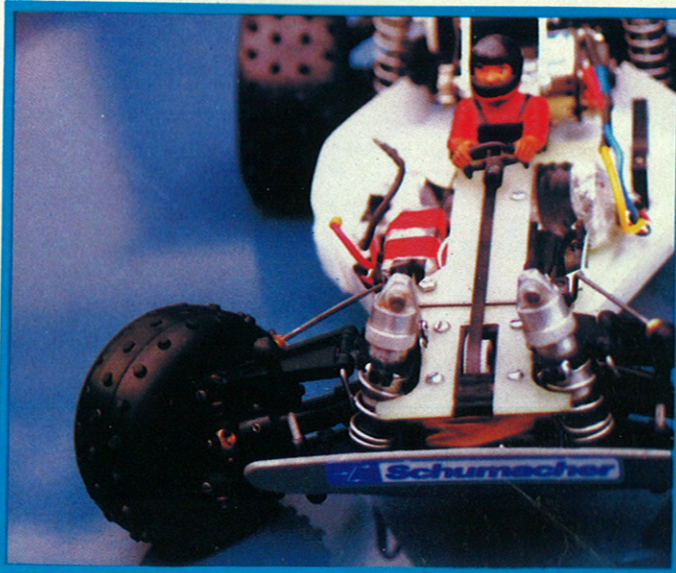
### Front Suspension

The double wishbone suspension with individual dampers, is nothing new in itself, but the quality of the mouldings was excellent. Brimod dampers were used on the car we tested, but when the kit is released, it will use his own design dampers. To prevent damage to the front end in a collision, a unique design is incorporated. The front will compress on impact, and then recoil back into alignment, this is due to an elastic 'o' ring located between the top two wishbones.

Drive belt and front anti roll bar. Also shown tie rods with screw in balljoints.



Front assembly showing 'prototype' Brimod dampers and light-weight bumper.



A proud Cecil with his latest creation.

### Transmission

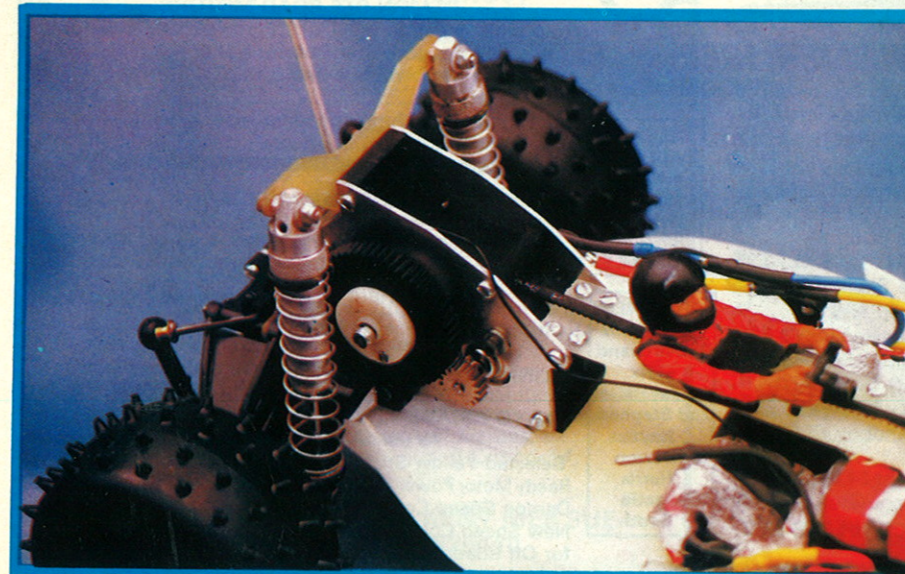
The two axles run with a toothed belt between them, with two small belts inside the rear gearbox. The belts appear quite strong, so they shouldn't be any problem. Everything that needs to be ballraced is, and these are included in the kit as standard.

The driveshafts are of a new design, using universal joints, and a 'telescopic' square section. When the suspension rises or falls, the two sections of the shaft contract or expand in/out of one another. The sections are in lightweight plastic, and brass.

One of the most interesting features of the transmission is the fully adjustable torque limiter, which enables you to adjust how much torque you want supplied to the front wheels. It is very simple to adjust:- you place a screwdriver in a slot in the left hand drive shaft to lock it, and then turn the right wheel until you get the required amount of torque.

The wheels are of Schumacher's own design, and include a quick release feature, a single allen screw, which means the wheel can be taken off in seconds. There is a shield to protect the bearings on the inside of the wheel, from stones and mud. The wheels are a fairly universal size, and quite a few commercially available tyres will fit the C.A.T. hubs. The tyres supplied with the kit are low profile spikes, made of a very soft compound, and they provided adequate traction on the dusty surfaces we tested the car on.

Spur gear with pinion meshed in, a full range of spurs will be available.





**Rear Suspension**

The rear suspension is identical to the front, in that the same wishbones are used all round. This keeps the cost of spares down for the owner/driver, and the Model Shop need to carry a vast array of items. The damage saving mechanism is not used, as this is not required on the rear. (unless you race backwards!)

**Track Test**

With a good driver (Andy Dobson) driving the car, it was obvious that this could be a winner, but as yet, the car is unproven in the hands of the top 1/10th drivers. When the car is available (which it should be by the time this issue goes to print), we should have started to see it's capabilities.

The weight of the prototype car we tested was 3lbs 12ozs, but as with most

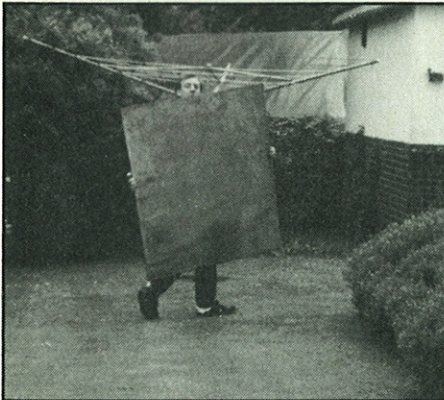
cars, there is scope for lightening. The car handled very predictably, and went where it was put on the track and should find wide popularity, once it starts to get used by the 'top men'.

Team Schumacher will be offering a full back up service as they have done with their previous cars, and all developments will be available as conversion kits (if it can be developed any further) as they are introduced. In the offing at the moment are a

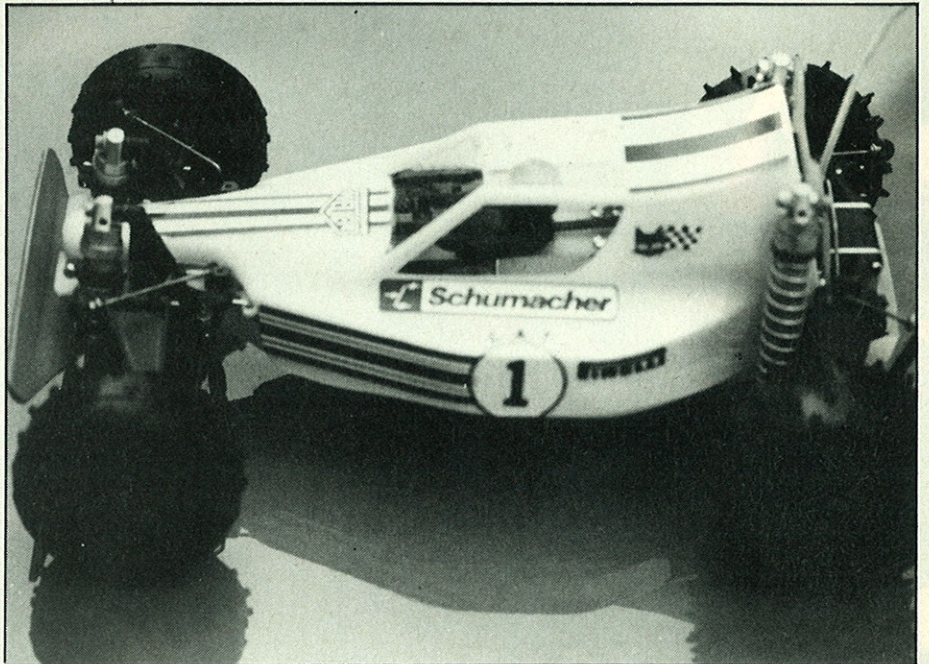
two speed gearbox with reverse! and a quick change battery facility, that has been used to good effect by the team in 1/12th endurance racing.

Well done Cecil!!  
Should soon be available from your Local Model Shop priced at around £175.00.

*The C.A.T. complete with fully enclosing body shell and ready to go.*



'Wot, No Tracktite'



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