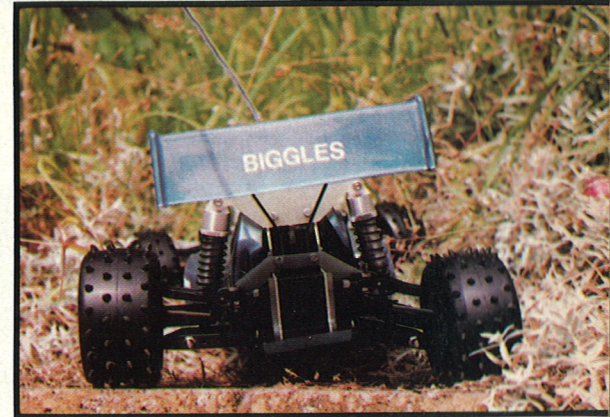
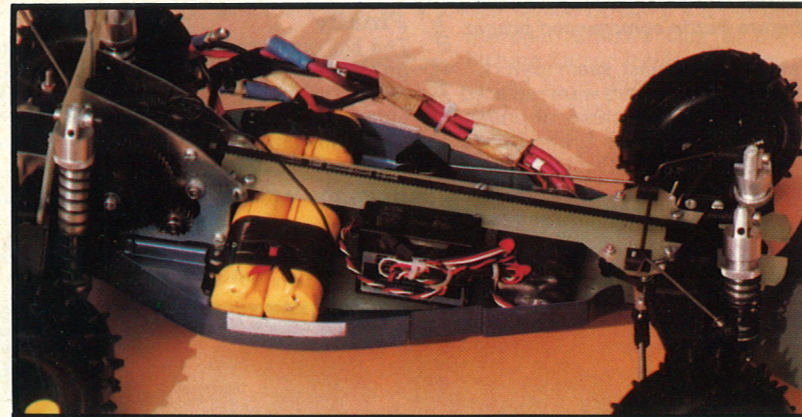
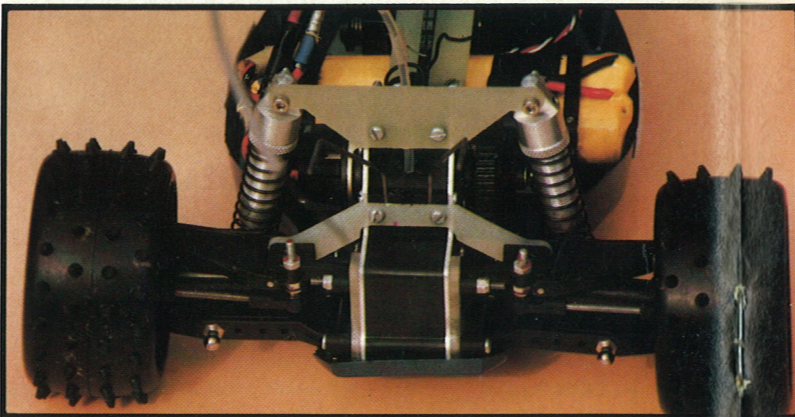
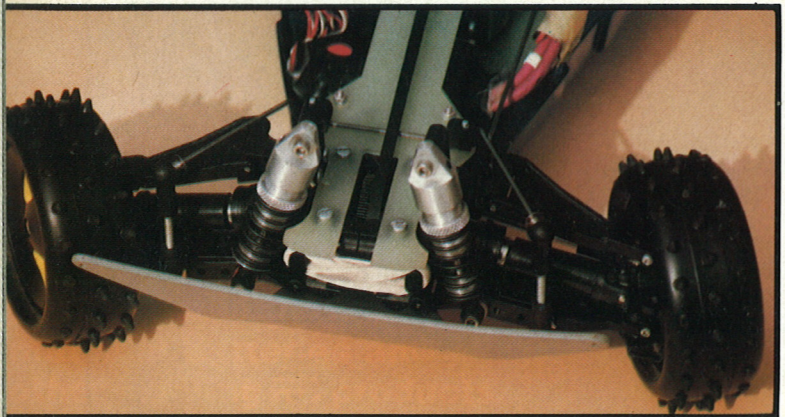


# The BIG CAT



Roller clutches plus a front differential are employed, this ensures maximum speed, endurance and grip in all the right places.

A T.M.S. widening kit was fitted so that the rear anti-roll bar could be removed. This improves the overall handling capabilities of the Cat especially its tendency to flip during tight cornering. Schumacher are also producing a kit that does exactly the same.

All radio gear fits neatly and safely between the chassis plates.

The rear suspension travel is superb, giving the new CAT built in flexibility over the roughest conditions.

A little over twelve months ago, a 1/10 off road car was launched onto the U.K. market that left a storm of one kind or another in its wake. Criticism of all types was reigned on the car, most of it unfounded, but nonetheless understandable, people don't accept change too kindly and the Cat was, indeed still is, different in concept to most other 1/10 scale cars.

The biggest difference is the choice of ball differentials, used throughout the car.

Again not a new idea 1/12 drivers have been using ball differentials for some years, but it was a new concept to the world of 1/10 racing. The Cat is most definitely not a car that you construct with one eye on the T.V. and the other on the pile of sandwiches you are about to demolish, it needs careful, deliberate construction. Maybe 1/10 drivers had things too easy over the years, building cars that were A.R.T.D., to borrow a phrase from the flyers (almost ready to drive) not that

there's anything wrong with A.R.T.D. cars, it's just that the Cat doesn't fall into that bracket. Finally the Cat likes to do one thing and that is go, it has a certain amount of disregard for its own internals and no matter how badly set up will still try to win races for you, it will probably flail itself to death in the attempt and make a fool of you, but even the worst possibly adjusted car will still run. Twelve months on the mechanics are properly understood and more impor-

tantly accepted by 1/10 drivers, cars are being set up to give optimum performance.

### A Lot Can Happen In Twelve Months

Having built a short wheel base Cat from the original instructions, the thought of building another was not filling me with glee, however having built one, perhaps the experience would stand in good stead for what was to come. As the box lid was lifted

the first thing noticeable was the instruction booklet, on opening the cover a full size key of the screws, bolts and fixings is shown, very useful as there are quite a few fasteners of one type or another used throughout the construction of the car. Photographs are now shown clearly and in just the right detail explaining order of assembly or where to find a certain component. All parts are now bagged as a complete assembly wherever possible so the need to find parts

Twelve months on, the CAT has turned from a defiant little upstart into a rather cultured lady.

from four or five bags has been stopped, again a great help.

**And Then There Were Two**

Much modification has been carried out to the big Cat most of which centres around the front and rear suspension. Front wishbones are stronger with damper pick up points relocated. Rear, top wishbones are also revised along the same lines.

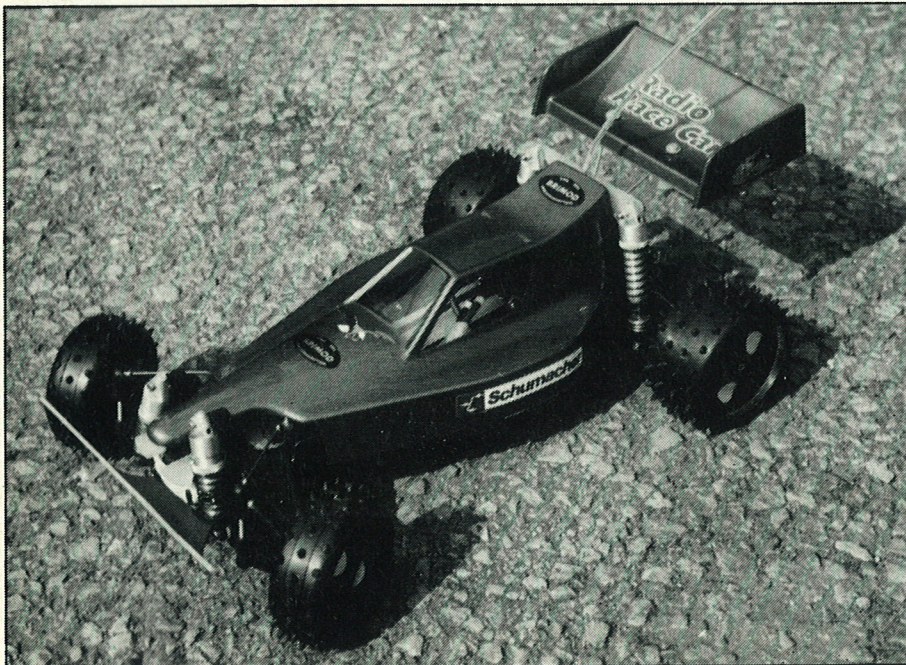
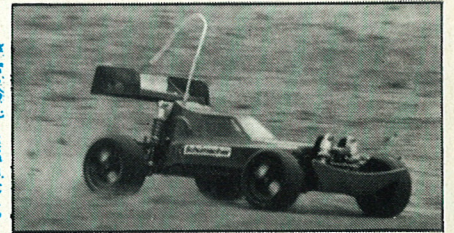
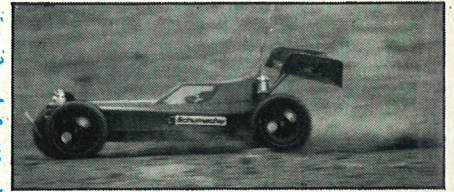
Although an extra, it was decided to fit the front differential while building the car. This really improves smoothness of operation on the front end, no doubt aided by the new standard thrust race. As most of you will have guessed the review car is a long wheel base version, this in itself has revised the cars handling, improving the road hold-

all components is very good, nothing left to refinish or remove as in some kits.

Pay strict attention to the instruction manual, follow it to the letter and you can't go wrong. You will be rewarded with a car that performs along with the very best and is strong into the bargain. In short the L.W.B. Cat is at the top of the list as far as this reviewer is concerned and certainly should be considered by any serious racer.

**We Also Tweaked This Dept.**

As the photographs clearly show we have added some bits and taken away others, please bear in mind that the following are not recommendations for use, some are no more than personal preferences, others came about through lessons learnt the



*Right let's go, all the bits are now screwed together to make one great package, finish is by Pactra paint and managed to win a concours event before battle commenced proper.*

ing properties no end. Gone are the skipping, twitchy characteristics the Cat once had, replaced by a smooth undulating calm, this unfortunately gives the impression that the car is not that quick, wrong!

hardway and for me at least, seem to work.

First the standard shockers were replaced with Brimod units, again personal preference being the reason. The Brimod units are manufactured to the highest standards

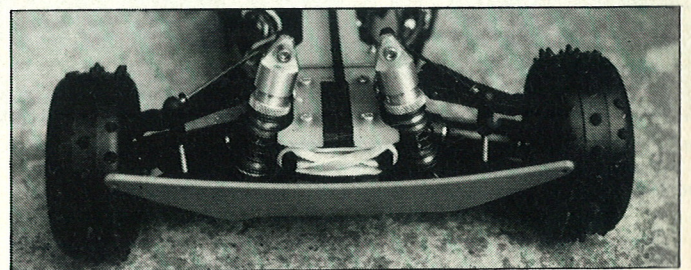
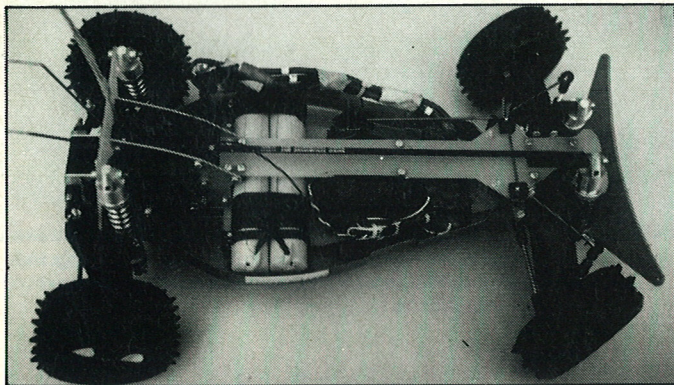
product. Radio equipment is Acorns, batteries are Sanyo S.C.R.s and last but by no means least is the speed controller, this controller has to be one of the most pleasant units we have ever encountered. It is user friendly, small, robust and very, very reliable and is available from Model Images, Letchworth aptly called the Black Box.

**Finally**

The big question has to be how does she go? The answer is, superbly. The big Cat has manners, she is no longer the defiant little upstart that we all tried hard to tame. Instead she has grown into a well mannered lady, predictable, smooth and calm to

*Left, all is safely gathered in, the lexan undertray does keep the worst of the weather at bay.*

*Below, new style bumper now available from Schumachers protects even more of the car.*



Last but by no means least, the steering linkage has been updated using brass bushes and a stronger idler bar, although as on the rest of the car use threadlock liberally, otherwise you could part company with your intended direction.

**This bit goes where**

The Cat, thanks to a clarified instruction manual can be assembled in two nights work, ours was honest, the overall finish of

of engineering, they don't leak, they are very strong and most importantly they do the job 100% efficiently. A rear widening kit has also been added, this increases the stability of the big Cat by an alarming degree, another feature that helps is that it allows the rear top wishbone to be dropped bringing it parallel to the bottom wishbone, the rear roll bar can also be removed. Schumacher's are producing their own mod here although the one fitted is a T.M.S.

handle. Precise to the inch, if you're up to it. The big Cat is tough and strong, she will withstand the toughest of knocks and shrug them off. Mechanically the Cat is still a bit of a black art to most, although this shouldn't be, instructions are precise and if followed, the car will run perfectly.

Again we have to say well done Mr. Schumacher you have a winner sir! Cat available from Schumacher stockists price £175.00 for standard L.W.B. version.