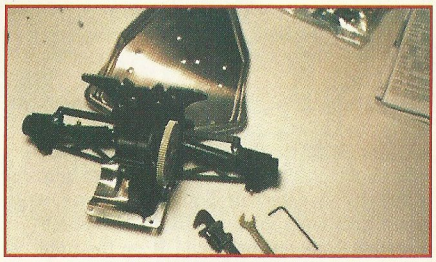
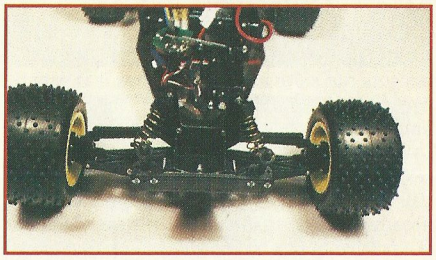
# Schumacher Club 10 Storm Turbo

Macho good looks improved with simple red colour scheme

The ingredients, add a few hours work to produce a Storm!



The tough chassis plate forms a solid base



Simple, strong, Schumacher

# desert storm

Having cut my teeth in 'Radio Racing Land' on the impressive 1:8th scale gas-powered Kyosho WCR Escort (March '98 issue), your worthy and ever-enthusiastic Ed' suggested having a go at this smaller scale electric beast from the excellent 'Schumacher' range. This was especially interesting as it featured a rather nifty electronic speed controller giving smooth performance rather akin to an Electronic Speed Control (Esc), a distinct advance over the old three speed contact and reverse system originally supplied. This kit also features 12 ball-races as standard (other manufacturers take note!) which eliminates the most obvious first 'Hop-up' and produces a superbly free-running and competitive chassis straight out of the box.

The 'Club 10 first time racing' offering from Schumacher is designed primarily to be a fun, easy-build introduction into the world of Radio Control Racing.

It is available in two neat body styles: The 'Storm' racing truck with its aggressive styling and massive wheels, (The subject of this review), or the European Championship winning 'Cougar' Desert Racing buggy with its CAT tyres. The concept of the 'Club 10' chassis also means that with a few extra parts you can transform the body styles from one to the other as required, or even to a touring car if you fancy it.

The kit comes in the usual strong attractively illustrated box and on my example had a couple of stickers on it denoting the Ball-bearing and Turbo speed-control upgrades, now included over the original product spec. The box photos show adjustable metal suspension links and track-rod arms and these are shown in the instruction book to be fitted to the Touring car version. The items provided in my kit are actually simpler to assemble one-piece plastic components, the shocks are similarly illustrated as alloy components and these also are provided in a hard nylon material, the well-illustrated instruction book shows all these parts correctly though.

## The Build

Build-up was very quick and pleasurable, as a first time kit should be, you don't want to be put off the hobby before you've even started!

The transmission was the first item to assemble, and this was very straightforward. The differential is pre-assembled and it's then only a matter of popping in the ball races, gear wheels and shafts as per the illustration, and screwing the two gearbox sides together making sure that the flange on one side snugly fits into the recess on the other. Check for free rotation. When fitting the spur gear onto the input shaft of the gearbox, the instructions show you that a small 'O' ring 'F' secures this gear in place, this seems to have superseded by a plastic clip now and can be found in bag 1, so don't go searching for that elusive 'O' ring like I did because it is not there! Drive shafts on next, a bit of a fiddle getting the universal joints in, but eased considerably by the little fibre tool provided allowing them to be levered into place. Rear suspension next, very straightforward, just follow

the drawings. Make sure that all of the ball-races are well seated down into their housings and that all of the ball studs are fitted to the right holes, also take care that you are looking at the right illustration for your car as all three variations are shown and can differ slightly.

Assemble both suspension units to the floor-pan using the steel pins provided, clipping the moulded link arms (Make sure you use the correct ones by comparing with the actual size drawings) into place over the ball studs. Attach the fibre shock bracket taking care not to over-tighten the screws. The gearbox assembly can now be screwed into place having connected the telescopic drive shaft halves together at the same time. Check for free movement of all components.

Front suspension next, a little more complicated due to the steering gear, but again not a problem thanks to the clear illustrations. The nuts 'A' are a tight fit in the front inner hubs so make sure that they are pushed well home otherwise they will rub on the inside of the hub assembly. Look for the 'L' and 'R' on the front yokes to make sure that you have put them on the right sides! Assemble each unit to the floor-pan and attach front strap, steering lever and radius arm. Make sure that these steering components can move nice and freely as it is easy to over tighten the steering pivots 'F' thereby stiffening up the whole lot. This could obviously lead to damage to the servo as well as poor steering response. Attach fibre front shock bracket and fit ball studs where shown. Assemble the shock absorbers noting that a choice of damping rates is available to you by exposing different sets of holes in the inner and outer piston unit. I went for a medium setting by leaving three holes open. Follow the drawings carefully and make sure that the foam pad 'G' (volume compensator) is wrapped around the bobbin before snapping into place. Attach all the shocks to the chassis and make sure all moves freely where it should and doesn't where it shouldn't!

Fit the tyres to the rims and secure using super-glue, applied carefully by pulling the bead slightly away from the rim and letting a drop drip in, capillary action will take it round a fair way, then repeat further round until it is secure. Do remember to always wear eye protection when performing this task!

Fit the wheels to the hubs and make sure all revolves freely.

Following the sequence in the drawing, fit the NiCad holder and straps, speed controller and servo posts followed by the motor, gear, cover and rear bumper. The speed controller and servo is fitted before the steering servo otherwise you can't get to the fixing screws. Attach the link wires loosely together with the wire clamp, leaving the final adjustments to be made when powered up.

Make up the servo-saver provided and fit to the steering servo, fit servo to the brackets then set the steering trim to neutral using the radio gear connected as described in the instructions. I found that the steering link wires were slightly too long and I reduced them by a good centimetre and a half, otherwise they fouled the steering arm. Clamp together with the wire clamp, tightening lightly so that final adjustments to straight line running can be made once under power.

# Body works

In a couple of evenings all the basic work above was done resulting in an purposeful looking chassis, leaving just the body work and mountings to sort out which always takes the longest since it's the bit that everyone sees! Still, its worth a bit of extra time spent to achieve a nice tidy job and being a freelance design sort of vehicle, you can go to town on your colour scheme and graphics!

I won't go into fine detail on the body preparation and painting since I covered that fairly comprehensively in the March '98 issue, but I will emphasise a few important points though.

Cut out the body shell profile carefully using a pair of sharp scissors just outside the marked line then file to it, this prevents any possible miss-cuts over the line that could start a crack that may creep across the whole body in use. Use curved scissors if possible for the wheel arches. Finish the edges using fine 600 grade wet and dry, drill the mounting holes, deburr, then wash in a mild detergent solution to remove all traces of grease before applying the supplied window masks and painting with 'Pactra' (I decided on a nice bright red base colour) or similar racing finish from the inside of course! Apply decals to taste!

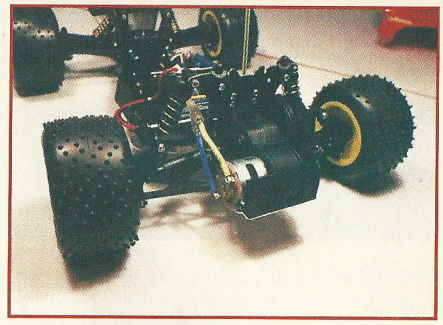
# What'll she do mister?

Having connected up all the electrics, routed the wiring neatly and securely around the vehicle, and charged up the NiCad, it was time to go and play!

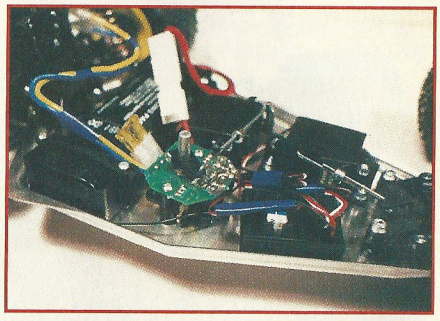
I first found a nice flat area of tarmac and set-up the steering and throttle characteristics. This didn't take long, so I gave it a quick thrash around my favourite car-park to see how the handling and power delivery felt on the smooth. Very impressive methinks, for a standard motor the 540 performs well in this weight of machine, and that throttle is oh, so smooth compared with the notchy three speed type. Anyway, jack up the ride height using the spacers provided on the shocks, fit the body on, and on to the rough stuff - great fun, the speed doesn't seem to diminish much and a bit of over-steer into loose surface corners is easily corrected with a flick of the control stick. It will travel over some fairly rough terrain without grounding too much and has a surprising amount of grip for a 2WD. When 'yumping' over the humps the 'Storm' keeps its back end down fairly well and therefore lands in a controllable fashion.

# All's well that ends well

In conclusion then the 'Club 10' is a good value start to off-road racing. It is nicely engineered and fun to build. The 'Turbo' speed controller is very nice giving smooth predictable acceleration without lurching off in stages, wheel spin can also be easily controlled. What is nice about the electric car though is its convenience. Although I love my 'gasser' it is so handy just to switch on and go racing, no fitting the body on and then having the engine stall! No half-bricks chucked over the wall from unenlightened neighbours! The only thing is - I MUST get some more cell packs! **RRCi**



**Motor is well protected by the chassis**



**The very smooth FET mechanical/electronic speed controller**


**Massive 'go anywhere' pin tyres**

## Quick Spec

1:10th scale 2WD electric off road racing truck. 540 motor with new 'turbo' electronic speed control. Full set of sealed Ball bearings. Pre-assembled differential. Telescopic drive shafts. Pressed alloy chassis with tough Lexan body shell. Oil-filled adjustable shocks with carbon-fibre top mounts.
Requires: 2 channel radio, receiver, 2 servos, battery pack, charger and polycarbonate paint to finish.

## Tester Kit

Transmitter: Futaba Attack 2DR
Receiver: Futaba R122JE
Servos: 2 off Futaba S3003
Riko 7.2v - 1800mAh NiCad pack

## Likes

Excellent value & quality.
Easy, fast build.
Proven World Championship winning design.
Ideal first-time racer.
S-M-O-O-T-H performance from the new electronic 'Turbo' speed controller.
Ball bearings as standard.
Go anywhere fun.

## Dislikes

Instructions could do with a little clarification in a couple of places.

'This kit also features 12 ball-races as standard'