

**Schumacher**



The ideal club-racer's car, featuring much of the advanced technology featured on the 'C-Car'. Once adjustment is made, the 'Clubmans' is a steady performer.

# "Clubmans"

The 'C' car from Schumacher was released amid a blaze of secrecy late last year and early users lost faith quite easily. Quick to spot the areas where improvements could be made, Schumacher duly made changes and the 'C'-Car is now to be seen in increasing numbers around the tracks of the UK as more and more satisfied owners spread the word. However, in response to public demand, Schumacher have now released a new lower cost version called the Clubmans' which demands the use of Associated front steering blocks. These replace the wishbone set-up which appears to put off beginners due to its apparent complication. It should be noted that the chassis plate to take the Associated blocks is drilled differently to the 'C'-Car chassis component, and it is therefore only possible to upgrade the 'Clubmans' to a 'C'-Car by buying a new chassis and wishbone front suspension kit.

**The budget-priced alternative for competitive 1/12th scale racing**

### Construction

Fairly straightforward but care should be taken with the following items:

**Rear axle tube:** Due to machining tolerances it is possible for the tube to 'pick-up' in the hole in the rear block. Once this happens you will feel the tube jam solid and freeing it off is nearly impossible. Make certain that the axle is a slide fit in the rear block by rubbing the rear tube down with 1200 grit wet and dry. Do not attempt to push the items together if there is any jamming or resistance when you push

the axle tube into the axle block. Once in place, fit the circlips.

**Rear damper post:** make sure that this item is secured solidly to the shaker plate. The M4 screw provided has a heavy countersink and when done up tight does not always clamp the post tight. If this is the case with your items, use a washer under the screw (not the post) to increase clearance.

Since the instructions are non-existent, I would suggest the following assembly sequence to allow a reasonable chance of success!!

- (1) Assemble rear motor blocks and tube.
- (2) Screw blocks and tube (pod) to 'T' piece.
- (3) Assemble front and rear stops to 'T' piece.
- (4) Assemble rear pod 'T' piece assembly to chassis and shaker plate posts.
- (5) Screw damper post and body posts to shaker plate.

- (6) Screw shaker to four posts.
- (7) Places spring and lower washer on damper post and fit top plate to rear pod.
- (8) Finish damper assembly and fit whip aerial.
- (9) Screw front blocks and body posts to chassis.

### Setting up

Set your rear strap O rings to the stiffest setting (3 1/8 in. dia. 'O' rings) for carpet and the softest (1 x 1/8 in. dia. 'O' rings) for silicone. Once assembled, undo the two screws to the softest setting available such that the ends of the screws are flush with the top of the nylock nuts. Fit all the other components to the car and treat the tyres ready for your first run. If you find that the car oversteers left and understeers right, then tighten the right hand screw (looking from behind the car) of the rear strap 1/8 of a turn. Try the car again. Keep tightening the same screw 1/8 of a

whether you use the sprung Associated blocks, or the solid type.

### Track Impression

With the rear strap adjustment facility it is possible to set this car up to go with the best (at this point I must confess that this is not a kit review, since all I did was to take my 'C' car front end off and replace it with the Clubmans chassis and front blocks (solid type). However, I did have the new three screw rear strap, so the track

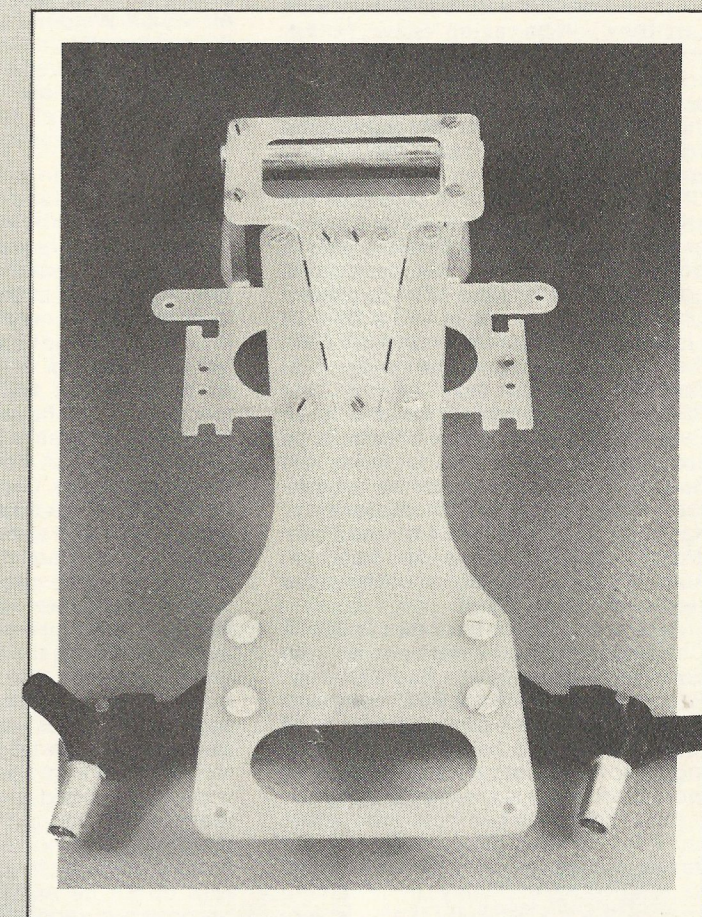
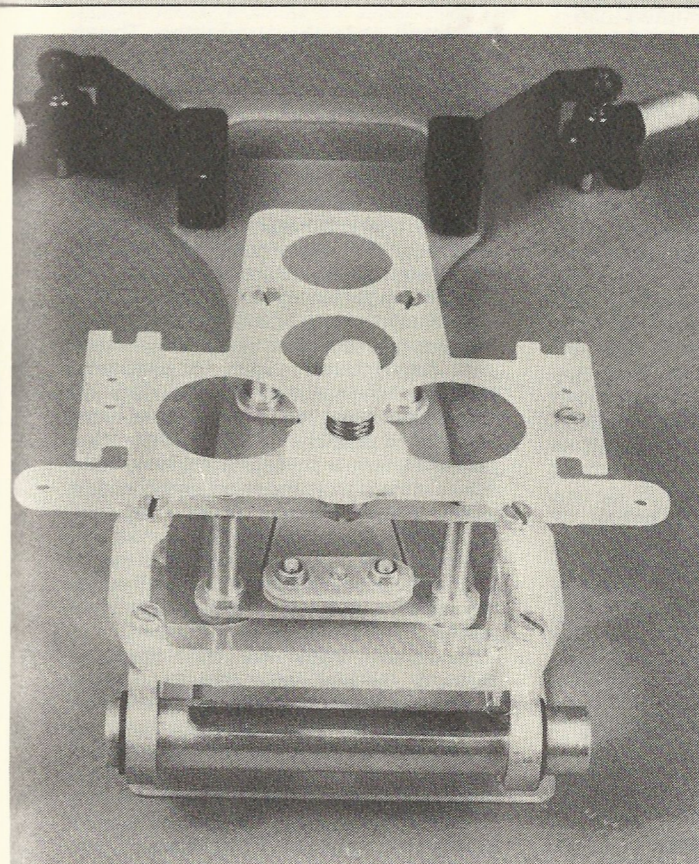
enjoyment and potential to please all abilities of driver at club level.

### Conclusions

The 'Clubmans' competes with the Associated '12i' Parma 'Panther', Demon MF83 and of course the 'C'-Car. Pricewise it looks attractive assuming you already have some Associated front blocks. A conversion price table is shown below and is for basic chassis' only.

Parma Panther Conversion Kit:

Below left: the 'clubmans' features the same rear-end system as the 'C-Car' including the new rear strap system and wider GRP top-plate for easy motor removal.



The 'Clubmans' chassis is drilled to accept Associated steering blocks with specific recommendations to use the sprung variety. Full 'C-Car' specification can be achieved by purchasing a new chassis and front wishbone suspension system.

£35.00 (including front blocks and servo saver);

Schumacher Clubmans: £35 (no front blocks);

Associated 12i: £49.95 (including graphite rear axle);

Demon MF83: £34.50;

Schumacher 'C'-Car: £45.00 (no steering blocks).

The big plus is its track behaviour and general sturdiness of construction. The big minus is the very poor assembly instructions and that most parts have to be fitted rather than assembled. Definitely a case of enlisting a knowledgeable helper if you're not sure of your ability. Overall though a worthy contender and well worth considering if you are still running a Lexan chassis (even for silicone racing) since the rear strap adjuster can be set for silicone type softness.

turn until you get equal steering effect in each direction. If you have oversteer right and understeer left adopt the same procedure with the left hand rear strap screw. When you have equal balance decide if you now have too much oversteer or understeer. Loosen both screws equally to increase understeer, tighten equally to promote oversteer. I cannot give any steering settings since these depend on

impressions are gained with an 'as kit' set-up). I had no difficulty in maintaining my normal placings at the club with this car, and liked its track manners very much. It can be made very docile (chronic understeer) or very lively. I used Delta 'A' tyres all round, treated across the full width front and rear. Certainly there is not the ultimate grip or precision of the 'C' Car wishbone set-up but there is enough