

## UPDATE

**S**chumacher's slogan has always been 'Technology you can buy', buy which they mean that all the parts used by the team drivers are available to you from your local model shops.

That little slogan has been sorely tested this season (1992) as the team worked hard to get the Cougar up to the competitive level of the Associated RC10. Development parts rained down harder than an August Bank Holiday shower, to the



# The WORKS!

Pete Winton looks at Schumacher's latest two wheel drive car that offers Team Specification that you can buy!



extent that even some of the team drivers could not keep pace.

Now you can get the parts which have proved so successful in raising the performance of the Cougar 2. As usual, there is no need to rush out and buy a new car, Schumacher have a range of parts that the racer can choose to suit their needs and their pockets.

Cougar's overall layout is very familiar to us all. The works spec car is subtly, but importantly different. With one eye on the 1993 World Championships in England, Schumacher started their development programme at the dirt track in Tamworth. By taking the level of grip down as low as Tamworth on a sunny day, as opposed to the local grass track on a wet autumn weekend, Cougar started to display some unwanted habits.

U1346P (£7.99) and U1355Y (£9.99) are new carbon fibre shock mounts – rear and front respectively. These are the first two items on offer to update your Cougar 2 Team to Works Spec. The depth of your pocket will decide how essential these are to your car, being identical to the glass-fibre items.

Next on the list comes the pro shock-absorbers, U1357A (medium front £19.50/pair) and U1358B (long rear £19.50/pair). These come with the latest ground piston rods and low drag seals and are a noticeable improvement on the early shocks. The body's are hard anodised for very low friction and long life; the new colour-coded sprints are painted for ease of identification. Fully assembled they are not quite as good as the class-leading Traxxas items, but they come very close and are better value for money.

The rear suspension and gearbox are what all the years development has been for, and represent the biggest leap forward for Cougar 2. The Works rear suspension conversion (U1363G £19.50) is aimed solely at putting more power onto the track. The bottom pivot for the rear hub carrier is moved closer to the drive shaft by the use of a new wishbone and smaller ballraces. This reduces the jacking effect on the wheel during cornering. The smaller hub carrier and ballraces reduce the unsprung weight improving performance over bumps.

The inner wishbone pivots are revised to give more 'anti-squat' angle, improving grip under acceleration. Notice how the chassis is cut away near the rear bulkhead to allow clearance for the wishbone – another 'Works' mod.

The 'Works' transmission conversion moves the position of the differential relative to the wheels allowing the driveshafts to run straight from the gearbox to the hubs. The old swept back driveshafts could impart unwanted up or down forces on the wheel which have now been eliminated making the car more driveable in slippery situations. The transmission conversion is U1354X at £17.50.

Fitting these parts to Cougar 2 sport, racing and team cars requires you to cut away the chassis for the suspension, and to drill new holes (template provided) for the transmission conversion. The 'Works' chassis is designed for the Works parts and saves you the job at £17.88 each (U1348R).

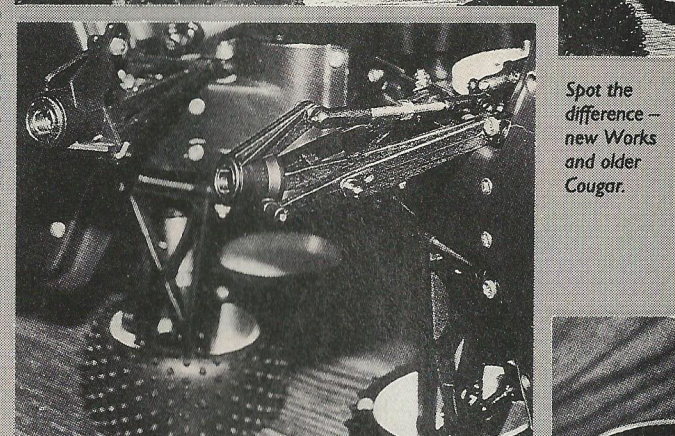
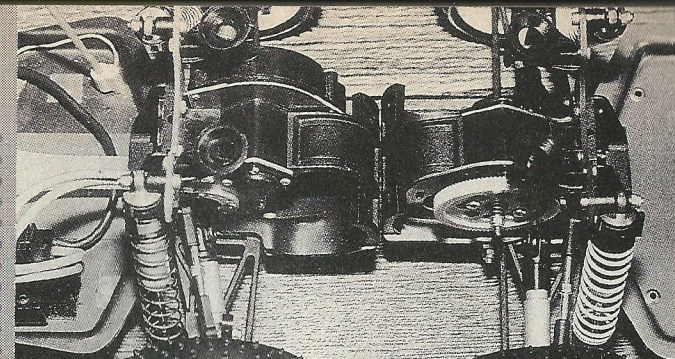
All the parts are up to Schumacher's now very high standards. Do not be put off by the apparently flimsy nature of the new gearbox assembly – once bolted in place it works perfectly. Belt adjustment is now impossible unless, like me, you drill a small hole in the back of the plastic housing. Insert a small screwdriver to test the tension as the cams are moved. Correct tension is easily obtained.

The total 'Works' conversion comes to £114. For the dedicated racer who makes a substantial purchase each year to keep their 2WD car competitive, this is the equivalent of getting a new car for a very competitive price.

The club racer should seriously consider the rear suspension and transmission conversion especially if they run on a low grip track. A good halfway house would be to fit the new transmission and modify the Cougar 2 chassis to increase the 'anti-squat' angle. This is especially effective for racers on grass, where the new rear suspension gives a less noticeable gain.

Our full track test will follow. However, having applied some of the mods during the year, we did notice an improvement in handling. All the conversion parts are highly recommended. Despite the apparent domination of the RC10 in 1992, those jumping ship to Associated for 1993 may well find they have to jump back again when the Cougar 2 'Works' gets into its stride.

Left; Latest Cougar features the latest coloured springs and Teflon coated dampers.



Spot the difference – new Works and older Cougar.

