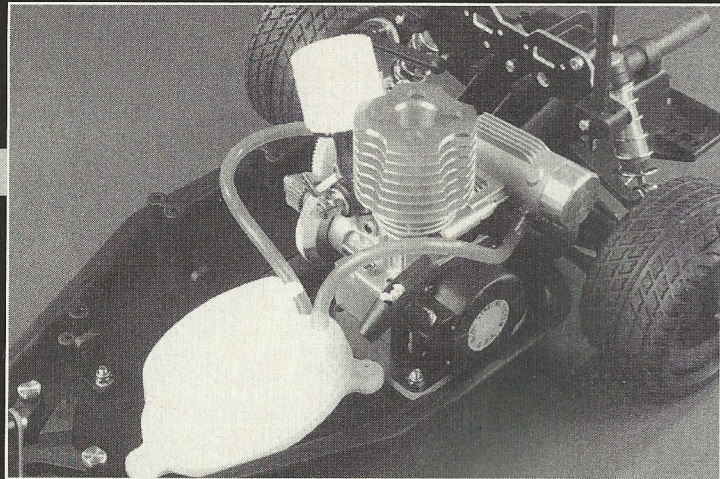


Schumacher have become one of the largest manufacturers of IC 1:10 scale cars and their latest release is the first on a new chassis with a new engine, RCMC take a close look at the on road Escort Cosworth version...

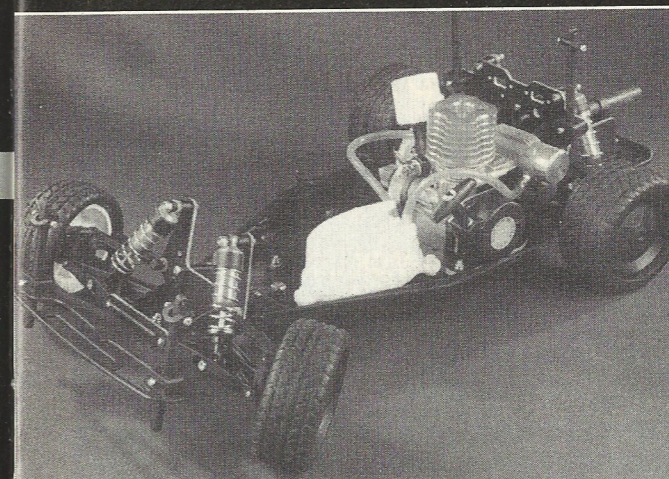
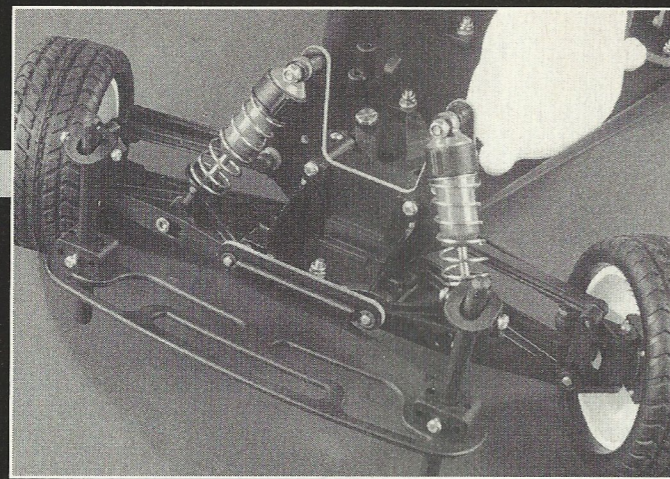
**S**chumacher's Nitro 10 range of cars has helped bring IC driving to those who may not have tried the experience if a well known name like Schumacher had not started making kits. Many are put off by the IC scene as requiring special skills to build and run the cars reliably, but with the Schumacher range the modeller could rely on the fact that the kit would be manufactured to the same levels of user friendliness that the other Schumacher electric kits were.

Schumacher initially built their cars using chassis already in the line up and progressed through various levels of kits from a basic 2WD car to a sophisticated 4WD car based on the Bosscat drive system. The cars we tested were always good fun as the Irvine engines installed were always powerful resulting in a car that was fast and capable of sometimes being almost over powered to the point of being able to have just a little too much fun ending in distorted bodyshells!

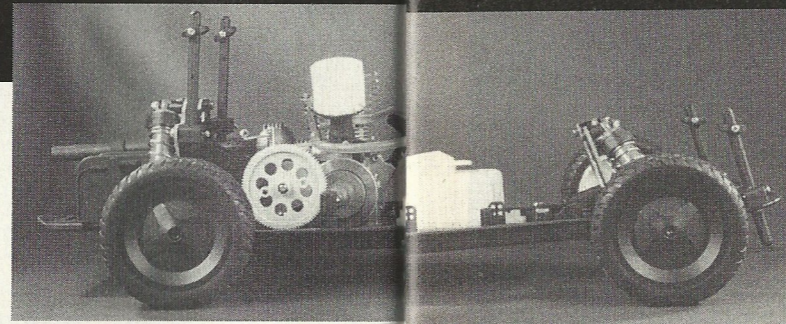
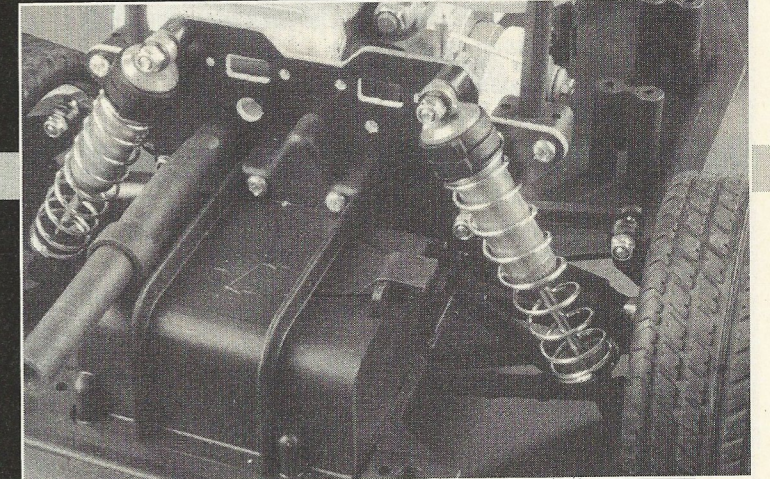
The new kit seen here has a whole number of changes from the earlier range of cars. The car is based around an alloy stamped chassis that is anodised in a very nice if rather bright electric blue. The front of the car is pure Cougar, that is a simple 2WD set-up that has an adjustable kick-up as in off road with oil filled dampers and a glass fibre shock mount.



Left: Neat and well designed Dynamite engine included in the Schumacher Nitro kits.  
Right: Front bumper acts as the body mount as well - note oil filled dampers mounted to glass fibre shock mounts.



Right: Rear of the car has a moulded battery box that keeps the batteries safe and also helps the handling by keeping the weight at the rear. Also note the neat exhaust that allows the gases to leave via the rear!



system that has been specially designed for the Nitro cars. Designed into the system is a disc brake, this is very well made and is very strong - the car will stop when asked! Adjustable gear ratios are available for the car as extras. The Schumacher drive shaft

Castor is set at 90 degrees to the suspension arm and the car uses the original Cougar one ballrace system for the front wheels. Gold springs are used on the red alloy dampers, these are the Schumacher fully adjustable type that work very well and have been well proven - a setting guide is given so don't forget you will need some 30W silicon oil to build the dampers..

### Make it simple...

The car has moulded suspension top links and steering arms that removes the need to make up the links - these just pop into place and the suspension and steering is set-up - easy! One point that is a little annoying is that with the kick-up the wheels tend to move forward and backward as the suspension moves - this makes lining the wheels up with the body a pain - maybe the on road version could have had level front suspension arms?

Lastly at the front is the bumper and body mount. This has been

seen on past kits and makes the body mounting simple, adjustable posts are easy to use and allow the body to be mounted at the requires height.

Moving further along the chassis, all the servo mounting brackets and servo connections are supplied, the instructions are clear on the radio installation and this is a simple task requiring an RC system that consists of two servos, receiver, battery pack and switch.

The fuel tank in the Cossie is excellent - the builder assembles it and it is a very neat piece of work. A simple rubber O ring joint seals the two halves and the tank has a good strong seal and spring unit to keep the fuel in while allowing fast pit stops!

Next on the chassis is the engine, this is an American Dynamite .12 pull start unit that is new to the Schumacher range. The engine is neatly made with a barrel style carburettor, all fuel lines and air filter are supplied and the engine is made to a very high quality, the red anodised head is very attractive and matches the dampers!

One of the most impressive features of the car is the engine fitting and clutch system. Sometimes in IC kits this is a problem area but Schumacher have addressed this problem and made sure the design is more than up to the job. The alloy mounts are machined from solid and bolt via Allen bolts to the engine, the engine is then bolted to the chassis via a thick glass fibre plate to the chassis using large Allen bolts and specially made steel washers that clamp the engine firmly into place. Also very nicely made is the clutch - simple in design the unit is very chunky and seems almost 'over tough' for the job - this is really good as the clutch is often a place of problems but that shouldn't be the case with this kit - even the clutch bell is held on by a 3mm bolt - not a fiddly C clip!

### Up the back

The suspension on the back of the Cossie uses components already tried and tested on other Schumacher cars. Again oil filled dampers of the fully adjustable type are used and pre-moulded top links make for quick assembly and probably help with the competitive price of the kit. A glass fibre shock mount is the mounting place for the suspension that also features adjustable toe-in and metal bearings in the wheels.

The biggest feature of the car is the all new gearbox and drive system. The older Nitro cars featured the off road gearbox but the new car has a smooth new set of mouldings that features a pre-built differential and belt drive

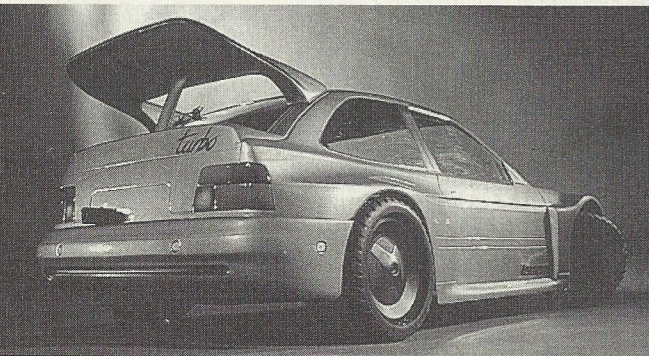
system is used and these are now easier than ever to build - popping into place with ease. The exhaust fumes from the engine pass through the silencer and then over the gearbox and out the rear of the car via a long rubber tube - keeping the inside of the car clean from oil. At the very rear of the car is the moulded compartment for the battery box, this keeps the battery out of harms way and helps make the car stable in

the handling stakes. Gone is the fussy and rather complicated glow plug system - now a normal 2v supply and lead is required. Topping off the model is the Escort Cosworth body - a multi piece moulded affair made for clear lexan moulders; Parma - the shell is really nice and is the perfect way to finish off this nicely made and well thought out kit.

With a price of around £225 the Cosworth version complete with

engine gives you a car that will be able to be raced, updated and be driven hard. The kit will handle even though the supplied 'Blue' type rubber tyres are a little hard in the damp! The kit is well designed and uses proven suspension systems that work well and can be tuned to make the car perform.

Overall the kit in our opinion is a success, well designed and fun to drive - we advise you take a look at this and the other cars in the new Nitro range available with or without engines before you make your choice of IC powered car!



# RS COSWORTH