

Procat is Schumacher's new racing car. Procat is the racing car!

● New wheel guards keep even more debris away from those expensive bearings.

● Tried and tested shock absorbers remain unchanged, wing mounts are a nice touch and are simple to use.

● Transmission, although it looks familiar is now foolproof both to set up and use.

○ 48 DP quick release spur gear. See text for explanation.

○ One way roller clutches are used on the front of the Procat.

Schumacher's belt drive is retained although a fixed drum differential is now used, much easier.

SCHUMACHER PROCAT

The story begins some years back, a small British company who had already developed a very successful one twelfth car, made the decision to branch out into the very rapidly expanding world of one tenth off road racing, sometime later the Cat was born. Two things were very pertinent about the Cat's arrival, the first being that without doubt it was technically years ahead of anything

else then available, as a result of that very few people really understood the car and how to make it go properly. Poor instructions and very lively handling over anything but the smoothest terrain compounded the problem further. There was no doubt about it Schumachers were sitting right between the frying pan and the fire, on one hand they knew, as well as more enlightened amongst us, that techni-

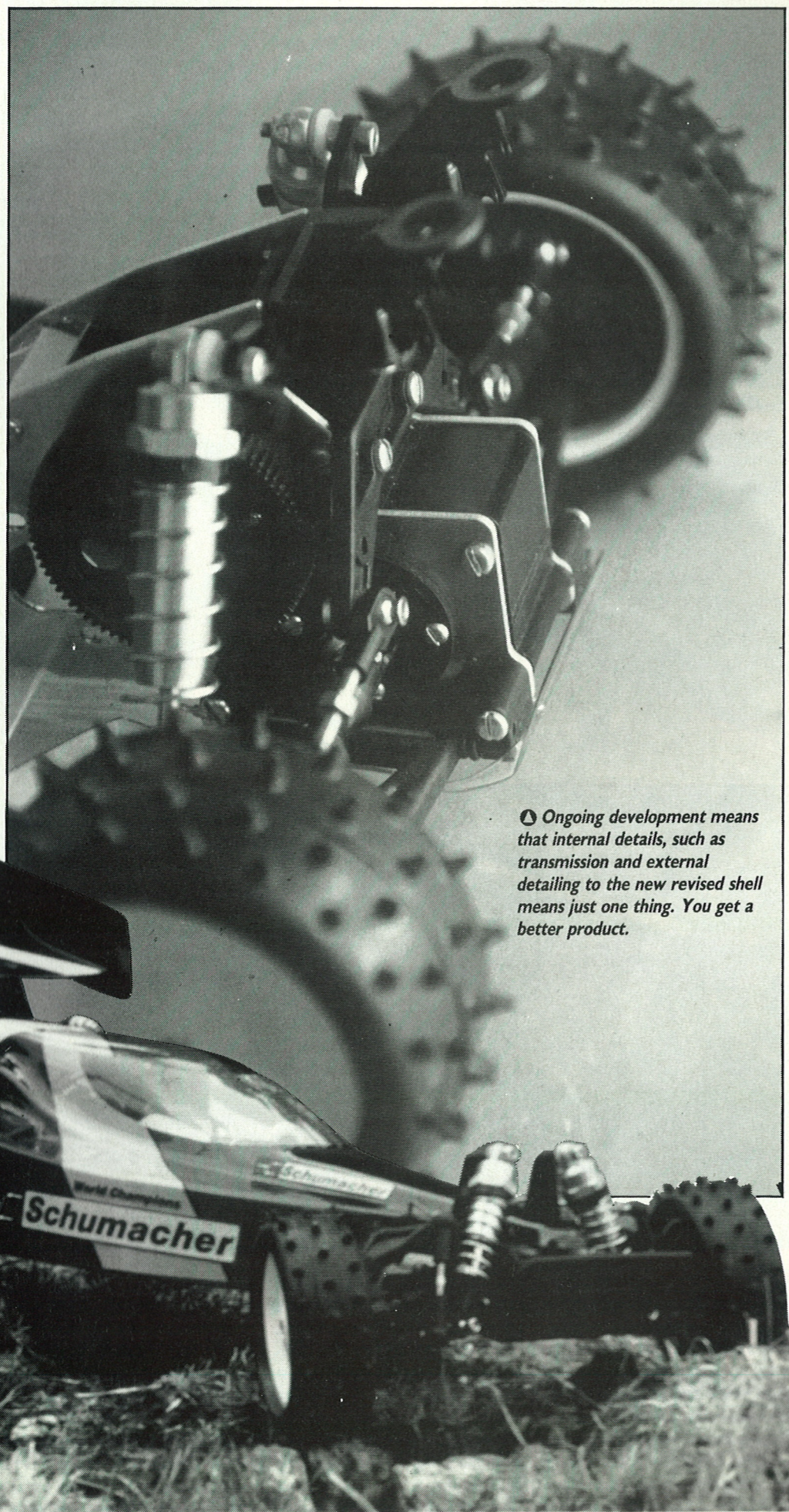
cally the car was perfect. On the other hand results on the track were nowhere near where they should have been. A long wheelbase car was tried and immediately the Cat became a tame tiger, suddenly the car was doing all it should plus a great deal more besides. Success breeds success and further development followed until eventually the Cat became the 4 W.D. car! As time passed more and more

drivers eventually became aware of what it was that made the Cat tick, instructions were improved and the Schumacher Cat became the only 4 W.D. car to race, in fact it was not unusual to arrive at a 4 W.D. meeting to find it 80% full of Cats! It was the 1987 one tenth World Championships that really proved that the Cat was a true winner when a Cat driven by Masami Hirotsuka dominated the whole event, finally it was official the Cat was indeed a worthy world champion. Since then the Cat has become the bench mark for all 4 W.D. car manufacturers and over three years since it was first released is still regularly winning races at club, national and international level!
With all of the above in mind, how do you go about taking the Cat into what is now the third generation? Well Schumacher have in the shape of

the Pro Cat, there are several major changes incorporated into the new design all of which are improvements to the car which should enhance the overall performance. Does it? Let's take a long look.

Front to Back

As you would expect Schumacher have retained much of the original cat, this ensures that, no new untried components are waiting to fail and you can have complete faith in the structural integrity of the car that you are driving. If you are already a cat owner the Procat offers instant advantages in as much as the system will not be alien to you and many of your existing spares will still fit this new car. The front of the Procat remains virtually unchanged, retaining the unique Schumacher kick back system to soak up all of the impact from any incident you may find yourself involved in. Wishbones, top and bottom gear casing and shockers remain exactly the same high grade material as the cat. One way roller bearing driveshafts are also fitted ensuring that the same tight turning adjuster, more commonly termed the front diff casing is also retained. Procat's chassis remains as a fibreglass item with cell



Ⓞ Ongoing development means that internal details, such as transmission and external detailing to the new revised shell means just one thing. You get a better product.

recesses already cut out allowing six or seven cells to be used, new quick release battery straps are provided and are strong and secure in use. The chassis is if anything a little more spacious than the Cat allowing for easier positioning of equipment as well as an even better weight distribution!

Back

The rear of the Procat is where all of the major design changes have taken place, externally the lower wishbones are a new design of lightweight construction, owing much to the Top Cat, these are an interesting item insofar as four different mounting positions for the shock absorber are provided, as well as two different hinge pin positions at each of the two inner ends of the wishbone, this should allow you to dial the car to suit any surface that you may be driving on.

Top links are on car adjustable for ease and precision.

The spur gear is a very different kettle of fish to anything yet seen as it is held in place using a drive pin and an O ring, it sounds crazy but try as we might we could not get our review sample to part company with the layshaft while in use, so we can say without doubt that this set up works and works well, in fact when you do wish to remove the spur gear it can be off and an alternate item fitted in seconds. As is now the accepted norm a 48 D.P. pattern is used, the kit gear being 86 tooth. Finally back to the wheels, new Top Cat style wheels are used front and rear and do improve the look of the Procat no end, the rear wheels also use a new improved dust guard which should keep even more debris away from the all important bearings.

Internally the gearbox retains the same principle as the Cat, that is by using a layshaft and drum diff arrangement. However, there have been some extremely subtle changes to the design of both of these components to render them more user friendly both in construction and use. Here again we must use the Cat as a reference. Whilst the differential and layshaft could be terribly built and adjusted and the car would still run, awfully, but to it's credit it would run, the new arrangement will not allow this situation to occur. Should you now find that you have made some drastic mistake, you now cannot adjust the layshaft incorrectly as it is self adjusting, the car simply will not run. A solid drum diff is employed, again a much stronger and easier to maintain unit than the original three piece differential.

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So what have we got? It would seem that what is combined in the new Procat is the very best of Schumachers dedicated, ongoing development programme. Open the box and quite simply what you are presented with is the very best in racing technology today. Every component that makes up the Procat is a tried tested and proven component at the highest racing level. There is no doubt that this car will carry the Schumacher legend into the 1990's, it has all of the traits of its predecessor being sure footed and extremely swift. The Procat though has one more major advantage, it is also much simpler to assemble, understand and maintain in top working order. A winning recipe in anyones book!

Schumacher Procat available from all Schumacher agents now. ○



On the very edge, you can be with this new car.

Ⓞ Front roll bar and those superb Schumacher shocks ensure all stays on the road.

Ⓞ On car linkages keep adjustments very simple.