

**Schumacher**  
RADIO CONTROL MODEL RACING

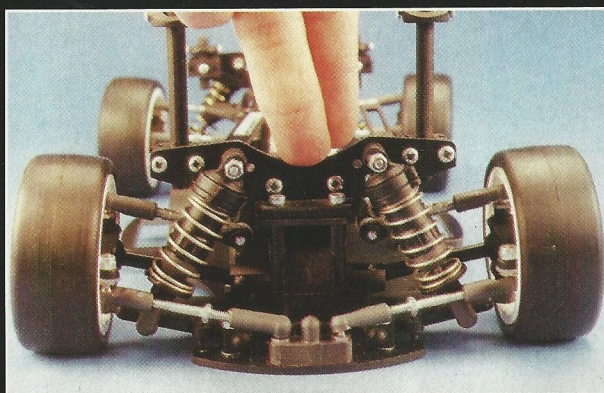
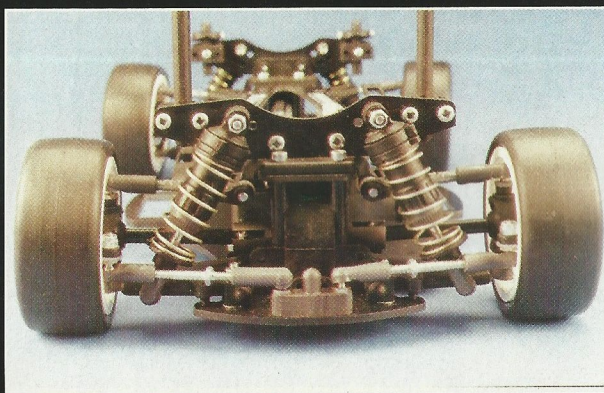
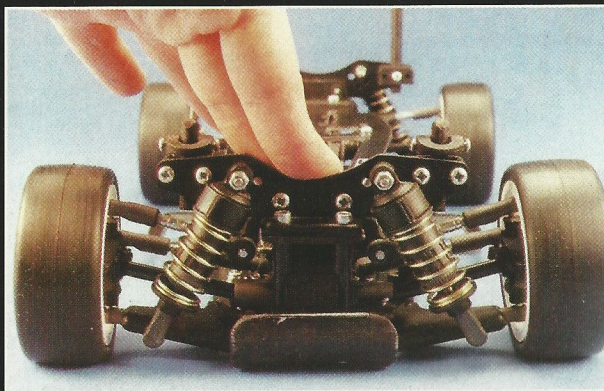
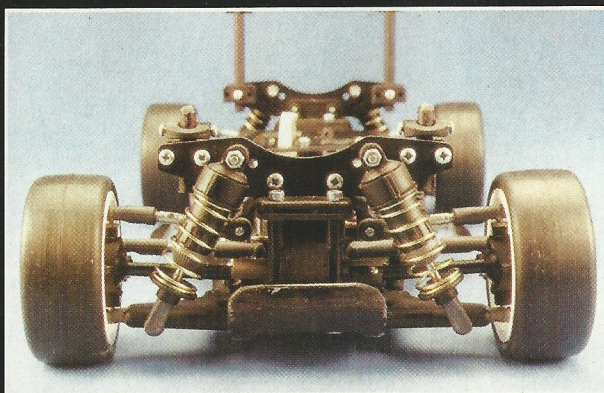
If you want an easy to drive, ready built racing machine then Schumacher have the car for you. Their new SST (Schumacher Slim Touring) takes the BMW M3 theme to the max...

**Ultimate Driving Machine**

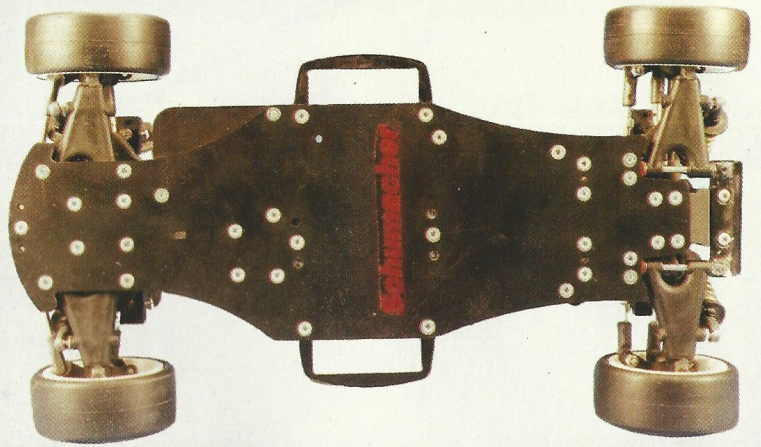
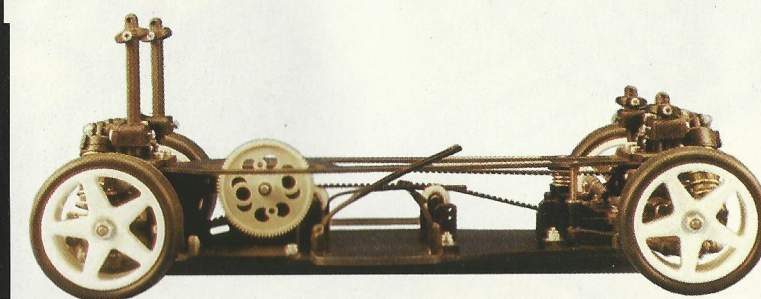
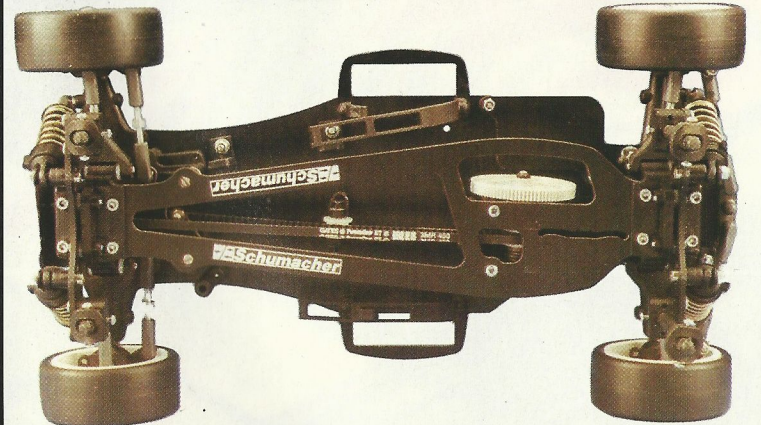
**BMW M3**

SST  
200





Details of the inside of the M3 show attention to detail and adjustments. Various shock positions are given and the rear can toe-in adjusted. Short plastic oil filled dampers provide the suspension - ride height changes are made with slip in wedges of various sizes. Body mounting posts are adjustable to take different body styles. Right; Cell position is slightly towards the rear of the car. Note; car shown here is prototype.



**T**ouring Cars just seem to be it these days. The BBC state that in the UK they are virtually as popular as F1 - they really do seem to have captured the imagination of race fans. The trend for Touring Cars is now the same in Radio Control. Every other car that is released seems to have a body shell on top that captures the lines of the real Touring Cars.

Tamiya started the trend and now a number of other manufacturers have cars on the market. The latest comes from UK manufacturers Schumacher.

**Past, present and future**

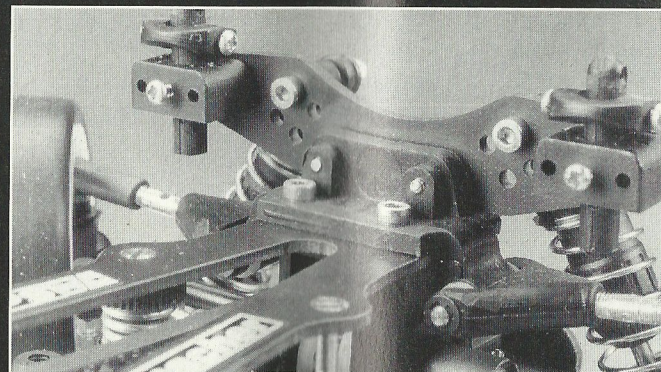
Schumacher are well known for their off road models. World, European and various national championship titles the World over have been theirs and for many years they have been at the cutting edge of off road.

Many will also know - but not all, that their Touring Cars are also champions. In the hands of Pete Stevens and others the on road chassis has proven to be very competitive on all levels.

With their off and on road knowledge Schumacher have entered into making a slim car to take on Tamiya, Yokomo and Tenth Technology in the large market that is Touring Cars.

**The speeds**

With their smaller size the cars are lighter than their wide brothers. This means that the speeds of the cars are high. Power to weight ratios of the Slim cars are very high - in fact the cars are often over powered. At BRCA meetings the slim cars are just a touch slower than the wide cars but this is on foam tyres. Many of the proposed racing for the cars will be on more user friendly rubber tyres. Expect to have to drive your cars with milder motors at first as speeds will be high.



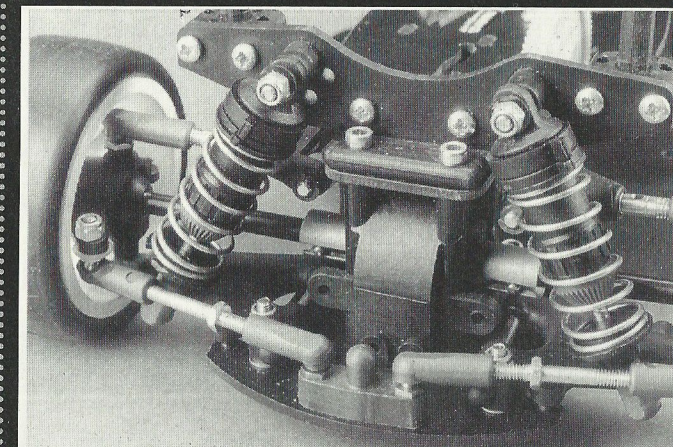
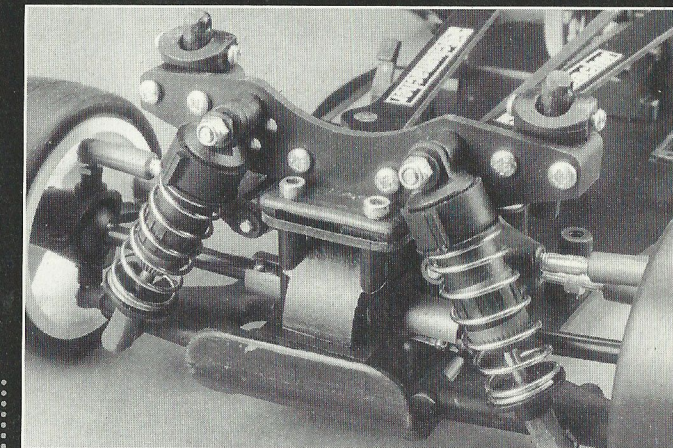
Schumacher's car has been designed and manufactured using many of the lessons learnt from other cars. Although the car is aimed at a very wide market from first time buyers to full time racers the design has been worked on hard to give the best handling along with simple maintenance and ease of build. Ease of build though is not something that is immediately needed as the Schumacher car becomes the first to come ready assembled.

**The design**

First things first. The car you see here is still in prototype form - a full review will follow in RCMC of the kit car but please remember that some of the parts may look a little hand made and the overall spec will be slightly different. The car is based around a glass fibre chassis plate and a glass fibre top plate. This forms the tough and rigid chassis from which the car works.

Four wheel drive is used, full time - no one way roller. This was decided after careful testing with drivers - the car in 4WD was easier to drive.

Ball differentials are front and rear, these feature 4mm balls and use a mix of plastic drive gears, steel output shafts and a hardened steel thrust



Drive shafts on the car can just be seen - these are moulded from plastic for lightweight and use a 'UJ' on the outside and a ball and pin on the inside. Rear of the car shows the toe-in adjustment - ideal for making the car steer as required.

race. These are driven by two belts from the centre of the car. A long belt takes the power to the front and the a shorter rear belt goes to the rear. A set of pulleys take the long belt over the battery pack. Fully adjustable double wishbone suspension is at both ends of the car that can be tuned for camber, castor, toe-in and anti squat. Oil filled dampers are on each corner moulded from high quality plastic and have a number of positions for differing settings.

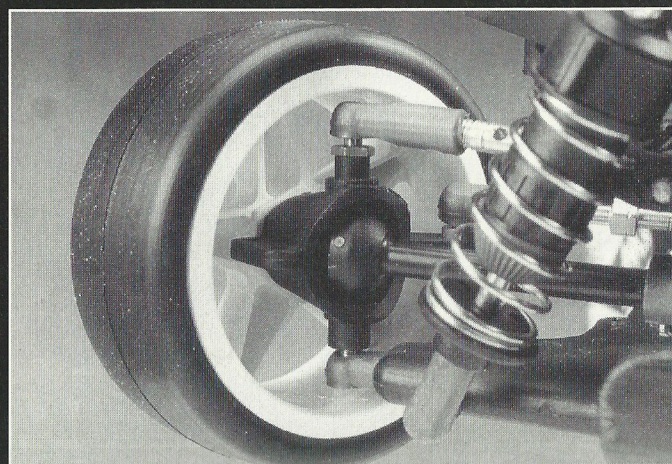
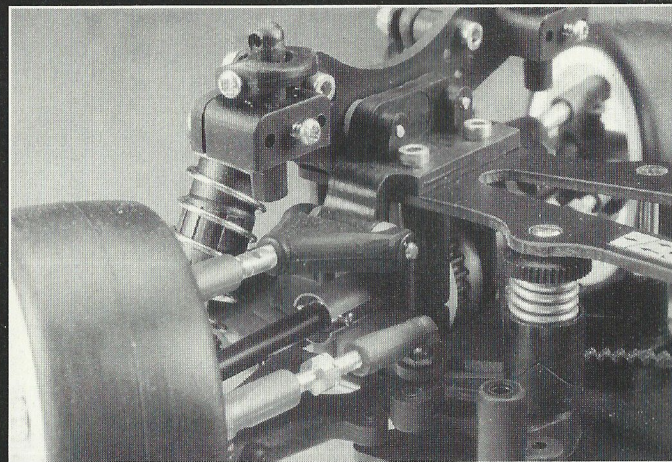
An ackerman steering set up has been used on the car. This allows the inside wheel on turning to turn more than the outside wheel allowing the car to be smoother in the turns and allow less tyre wear. The servo position allows for a solid mounting and a central centre of gravity.

Suspension detail features a number of new areas for Schumacher. Firstly the top links of the suspension are now moulded, whereas on over Schumacher cars they tend to be a ball jointed link. This allows a stiffer suspension and also allows the hub to be connected via a single ball - allowing the rear of the car to have toe-in adjustment and at the front easy castor changes.

Also at the front the hub carriers have an inclined king pin position. Seen on other cars in the past this is new for Schumacher. The idea is a more progressive and positive steering - only testing will tell how the car works but Schumacher claim a high performance with ease of drive...

All this may sound a little complicated but really these are just features of the car that can be experimented with at a later date - there is no need to adjust the car from the box to drive, race and have fun with it from day one.





Top; Solid front wishbones and moulded top link. Above; Hubs feature a 7.5 degree incline for maximum steering. (These parts are seen here in prototype form).

**Features:**

- Lexan BMW M3 body shell
- Decal sheet
- 5 Spoke wheels
- Blue rubber compound tyres
- Oil filled dampers
- Adjustable suspension
- Glass fibre chassis
- Adjustable body mounts
- Part ball raced
- UJ driveshafts
- Full time four wheel drive
- Full series of optional updates
- Fixed top link suspension
- 6 language instructions
- Ready built

Five spoke wheels will come in various forms and colours...



**More features**

The car is based around the tight rules for Touring Cars which means that the car is slim - this means that a neat design is needed for all the RC equipment and battery to fit. Schumacher have done this by having the servo and receiver at the front of the car and the speed controller mounted on a plinth at the rear of the car opposite the motor.

There are a number of other design features that have been incorporated into the car, these include;

- Roll bar connections moulded into the wishbones - roll bars will be a Schumacher 'Speed Secret' option.
- 7.5 degree kingpin offset
- Plastic moulded drive shafts with UJ
- Low centre of gravity
- Quickly removable gearboxes
- Suspension limit stops

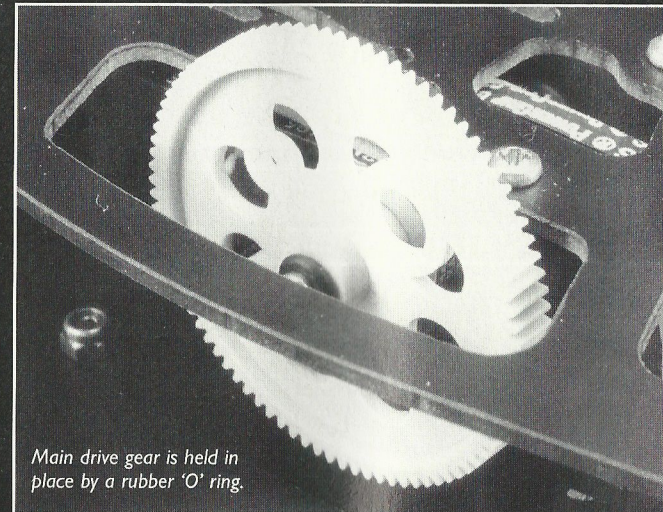
Also in the kit will be a set of 5 spoke moulded plastic wheels, these will be fitted with Schumacher slick tyres moulded from their Blue compound rubber. The wheels certainly look the part and fill the wheel arches of the M3 in just the right way.

The look of these cars is basically the most important thing. And the Schumacher car is topped with a stunning BMW M3 body that more than performs the job of making the car look stunning. The two door car in neat and compact and features a separate rear wing and a Schumacher decal set that

**On the track**

So far the Schumacher SST has had limited success on the track. Pete Stevens has scored a number of reasonable results but until recently the spec of the car and the testing has continues to make the car easy to drive and competitive.

On track success for the car is important but with the kit being supplied ready built there are other markets that the SST is aimed at. With a very reasonable success rate on the track and the ability for the car to be used by beginners the SST may hold all the cards.



Main drive gear is held in place by a rubber 'O' ring.

enables the builder to use a one colour paint job and still get an excellent look.

The body shell is mounted to the chassis by a set of adjustable body mounts. These swivel to the correct angle of the body and give a firm fitting from the glass fibre brackets.

**Overall design**

The chassis on the SST is smoothly designed, curves have been used to give an ergonomic look and feel to the design that gives the car a very neat and purposeful look.

Many areas of the suspension and steering use ball joints. In these areas they need to be wobble free and tough - so that in accidents they stay in place. The Schumacher 'Ball Grippers' are the ball joints used and these are more than up to the task.

The battery is held into the car using the famous Schumacher battery straps - quick and firm hold is assured with these as they are a totally sorted design.

So that's just about it. A car that is well designed and tested but seen here in prototype form. The cars should be available as you read this and the kit offers many things, a full blown race design but ready built for ease of use. A fully available set of options to make the car fully race worthy yet a spec that is excellent straight from the box. An excellent body and decal set plus 5 spoke wheels.

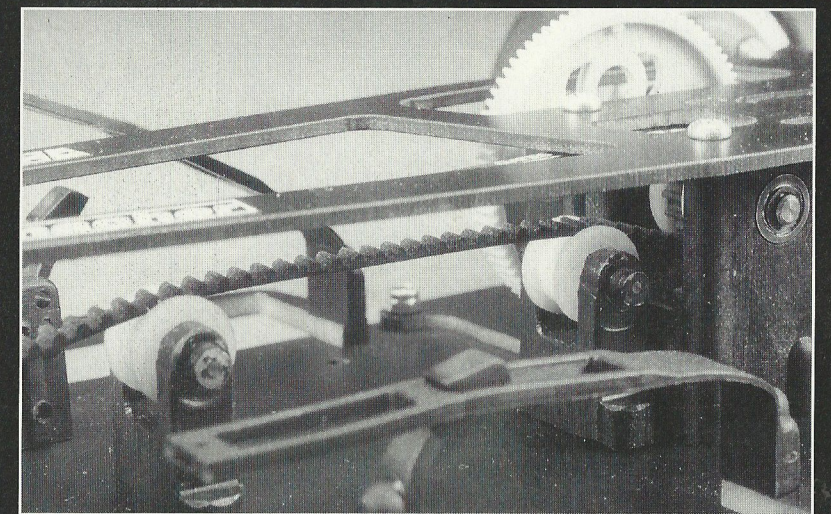
With all this Schumacher probably have a winner on their hands. As yet we haven't driven the car in anger but we will... So if Touring Cars will be your side of the hobby for 1996 take a look at the Schumacher before you make your choice.



**IN RCMC SOON**

We go testing with the Schumacher Team. Team development man Phil Booth takes us through the set up of the SST and shows why many of the designs on the car are there.

**Don't miss the full test run soon in RCMC.**



The four wheel drive system on the SST uses a belt to the front wheels - this is taken over the battery pack with two pulleys. Also seen are the battery straps that snap into place to keep the cells in the car and release quickly.

