

OUCH!



**Model Cars
Builds
Schumacher's
Monster Truck
Racer**

YOUNG

Schumacher Racing Products are best known nowadays for their excellent range of 1:10th off road racing buggies aimed at the serious racer. The Cat in XLS form dominated the club scene when it was released and in the hands of Masami Hirosaka the Cat shot to fame when he took the world title at the Romsey world champs meeting in 1987. The Schumacher range is now renowned as one of the best in the world and both the present models, the Procat and Cougar hold various titles around the world. The range of products on offer has recently increased by three with the addition of two

road and track cars (a Procat and Cougar with bodyshells) and the launch of the Shotgun, a 2WD monster racing truck.

Of course the Schumacher name first came to light through Cecil Schumacher's legendary differential and C car which reigned supreme for many years in the hands of Andy Dobson and Phil Davis. Now though the company has Tim Walden, who has been instrumental in producing new products - the latest of which is the kit to be reviewed, the Shotgun.

What it's All About

Monster truck kits really first came onto the scene with the introduction of the Tamiya Blackfoot many years ago, the kits were easy to build

and were not designed for racing, but gave excellent fun for those wanting to mess around outside the house. Now though truck racing is big business in the USA and most of the top manufacturers have a truck conversion kit on the market. This is basically what the Shotgun is - a conversion of the successful Cougar complete in one box.

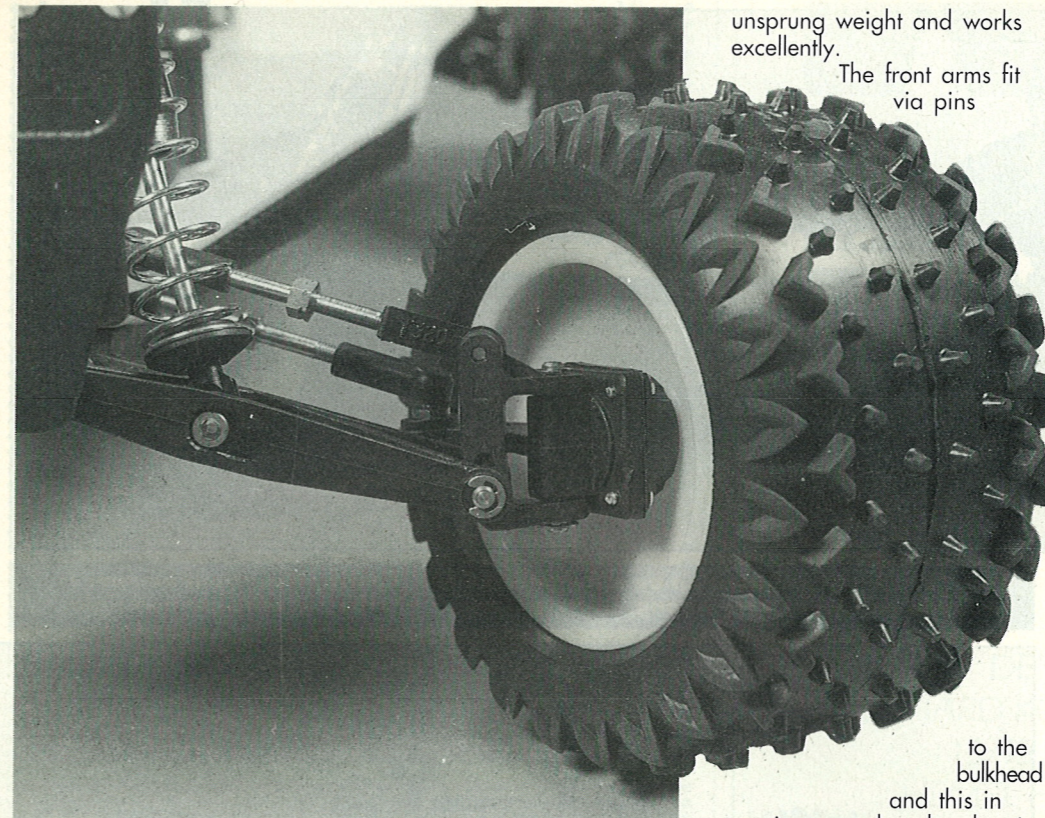
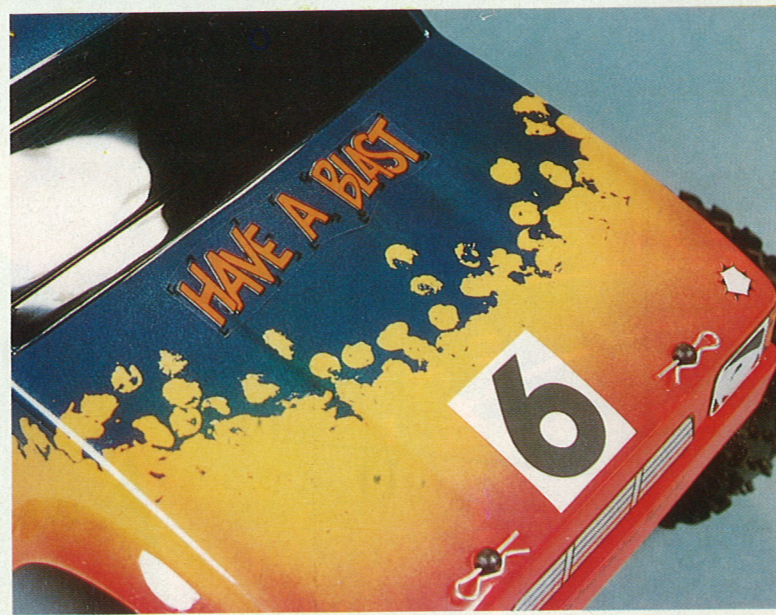
On With the Building

The kit is supplied with

SHOTGUN



SHOTGUN



unsprung weight and works excellently. The front arms fit via pins

oilite bearings throughout the gearbox, these can be easily replaced with sealed ball bearings which are available from Schumacher themselves. These are probably the best investment you can make at this stage to improve the performance and increase the life of your Shotgun.

Assembly starts at the rear end with the bolting on of the rear suspension to the alloy chassis, this soon comes together and forms a good solid base from which the suspension can work. The rear suspension features new

and friction. The dampers are long throw front and rear and when assembled and filled give a smooth action (although it took a couple of attempts to achieve this) with around 30 wt oil.

The front suspension is next and starts with the installation of the bearing into the steering block, I say "bearing" because clever old Schumacher's have designed the car to have just one on each wheel! - this cuts down



hub carriers formed in the usual plastic but in a much chunkier form - these may well find their way into the Procat and Cougar kits.

Shocking Assembly

The shocks in the kit are the latest type coated in the plating that allows low wear

to the bulkhead and this in turn is screwed to the chassis, the "castor" or "rake" angle can be easily and cleverly adjusted by means of fitting spacer washers, this is recommended to be set at 20 degrees, this is a good starting point. Changing the "rake" angle allows the handling of the car to be

latest diff parts to be made by Schumacher, these are namely the "Hex" drive washers, before these the washers needed to be glued to sandpaper before being installed - not an easy job! Now the washers are simply dropped on and your on with the rest of the assembly.

Schumacher diffs are renowned for their smoothness and the Shotgun is no exception, the gearbox is easy to assemble and when complete is fitted top the chassis with self tapping screws.

Body Building

The Shotgun has a comprehensive body mounting kit that will accept most truck bodies, the body post placement is good giving a sound base on which to mount the body.

Schumacher have in the past moulded their own bodies but this time have gone to Parma for the Shotgun item. The body is the standard "Stadium Racer" Parma shell and when covered in the Schumacher stickers made specifically for the body looks most acceptable.

To help protect the body the Shotgun has a large bumper at the front that should protect the body from knocks.

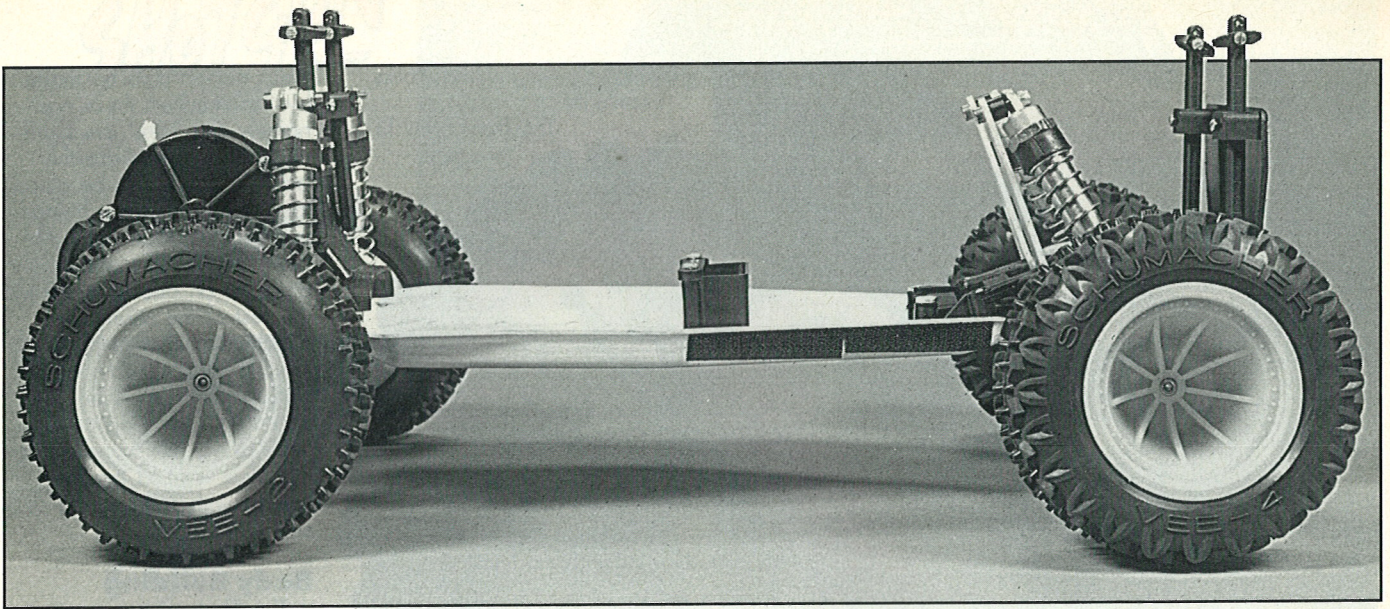
The Schumacher chassis is light, simple and easy to build - and also a lot of fun!

tuned to the track you are racing on, ie; less "rake" angle will give more turn in and less power on steering. This may sound complicated but try it, it does really work!

The secret of Success?

Well the chassis is good and light, the gearbox is efficient, and the components have already proven themselves reliable on the Cougar, so what has the Shotgun got over it's

Belt-Up! The Shotgun features the



Top; The chassis is based on an alloy pressed tub. Centre; New front bumper is included and looks very strong. Bottom; Cougar gearbox is efficient and light.

competitors? Well they're round, black and could be the edge the Shotgun needs to blast the opposition into the weeds. Yes the Shotgun has an all new and very professional looking set of racing tyres, moulded of course in the magic Schumacher "Blue" rubber.

The tyres are named Vee 2 and Vee 4, according to the number of "V" patterns and a little birdy tells us at RCMC that the tyres have already proven very successful in the USA, taking honours at the national truck champs.

Well, a good chassis good tyres and easy to get hold of cheap spares, what are you waiting for! get out and get truck racing. Available at your nearest Schumacher dealer at around £139.50. Bearing update kit £9.95.

