

Schumacher

1/12 Electric

STOCK CAR

The Outlaw is the latest from the Schumacher stable and is reviewed by Mike Smith

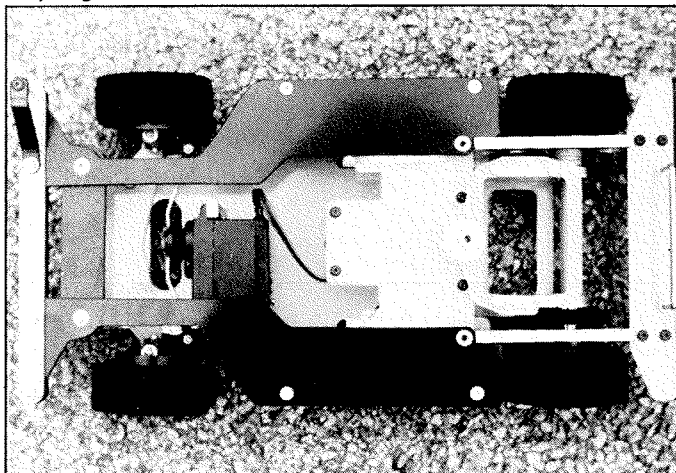
If you have difficulty in fitting all in a twenty four hour day then spare a thought for Cecil Schumacher, for in Rudge in Northampton they have devised an eight day week which just allows time to develop the new Off Road car with a little spare to fill the growing demand for a top grade 1/12th Electric stock car.

If your impression of 1/12th stocks are like one of the lost tribes of Africa, a little primitive with an aversion to change, then you would be forgiven for thinking that invasions of this nature are unwelcome, on the other hand if you have seen some of the masterful attempts whilst working within the rules to drag the stock car scene into the twentieth century you can shout Eureka, something at last has been done to allow the not so engineeringly minded to purchase in part, or whole, equipment that has been on the cars of the more gifted driver for quite some time.

'Well! we have the technology' coined the phrase at Schumacher.

'I have the will and determination' cried Trevor Tennant, 'we can rebuild the concept of the ultimate driving machine'. That's me taking my usual over the top mellow dramatic stance, but the true fact is that demand was already present and Trevor, who had previously worked on the design had the time that Schumacher did not, so he greatly assisted the launch of the 1/12th Schumacher electric stock car kit.

As we received the car at Stockcar World minus the infamous Jiffy bag.



The Review

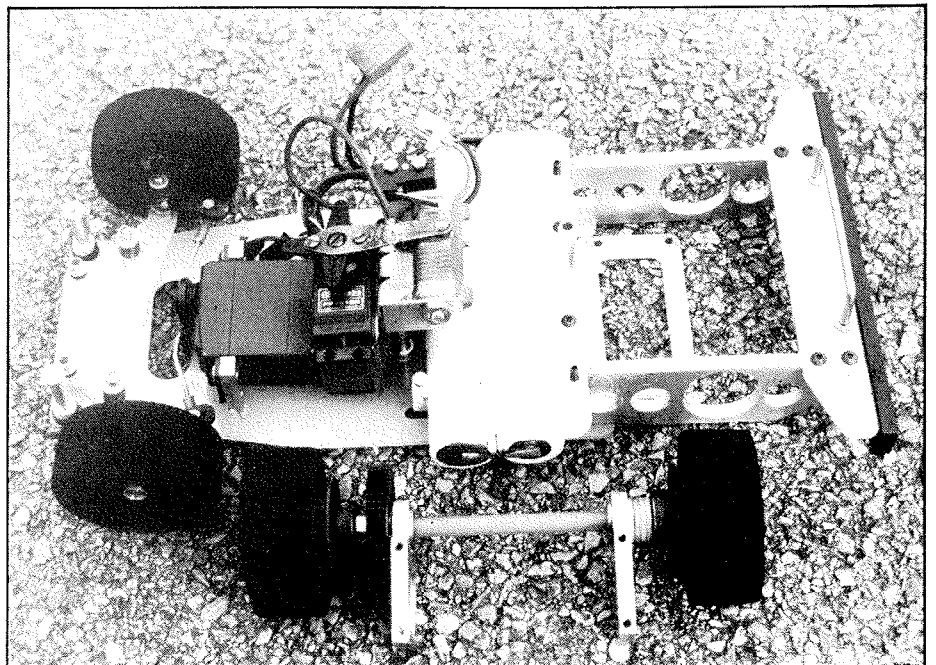
It would be an over statement to call this a complete kit because it is marketed in a

similar way to the Schumacher C Car, in as much as you can buy just the components you need or a complete rolling chassis. We got hold of a complete rolling chassis delivered by the G.P.O. and despatched in just a Jiffy bag, this lack of protection allowed our loving caring postal service to do the first initial test, whether the corners of the bag were torn by the car wishing to race through the postal system or just the postman trying to double it up to get it through the letterbox one cannot say but if the car can survive that then I suppose there is little point in testing on a relatively tame stock car circuit.

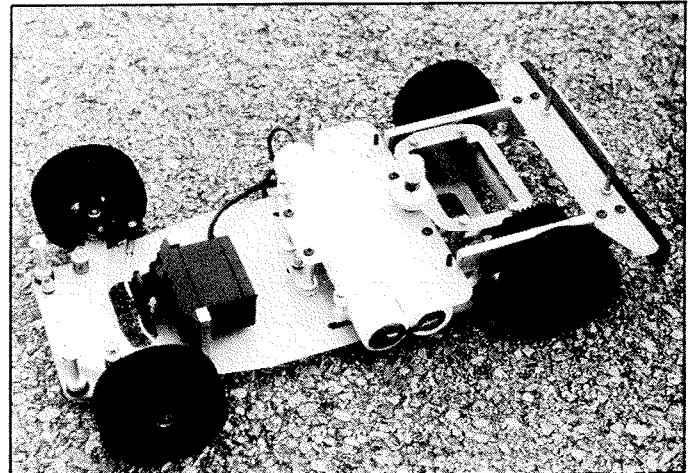
Once de-Jiffy bagged the car looks quite impressive, you could be forgiven for thinking that this was a circuit car with legalising additions in the form of a stock car chassis draped around a Schumacher C Car, and of course you would be right. Previous attempts to legalise circuit cars have come unstuck with the present regulations but this one fits the bill without exception, although one gets the feeling that if a few knowing bodies had thought this concept possible a closer look at the construction rules would have been undertaken.

With the car arriving assembled there

Rear axle removed showing the aluminium motor mounts and the solid rear axle.



Schumacher disrobed giving a good view of the running gear and looking distinctively like a circuit car.



was little to do in the way of construction, although it was necessary to dismantle the rear end to mount the standard Mabuchi motor, actually getting at the motor and the gear once assembled is near on impossible which seems a little unnecessary when you appreciate all the time and effort that goes into making the rest of the car so easy to get at, perhaps in manufacture it was thought that with such ease of operation on the rest of the car the time spent on this area is more than compensated for, although to be fair it appears a simple enough task to modify yourself, apart from this the rest of the car held not a murmur of reservation.

The battery mounting is designed to take six cells in strips of three which is the established circuit car method, these are laid fairly centrally across the car and are well protected by the nerf rails which sweep down completely concealing them, the design is such that battery change can be facilitated in a matter of minutes rather than the ship canal job required on some stock cars.

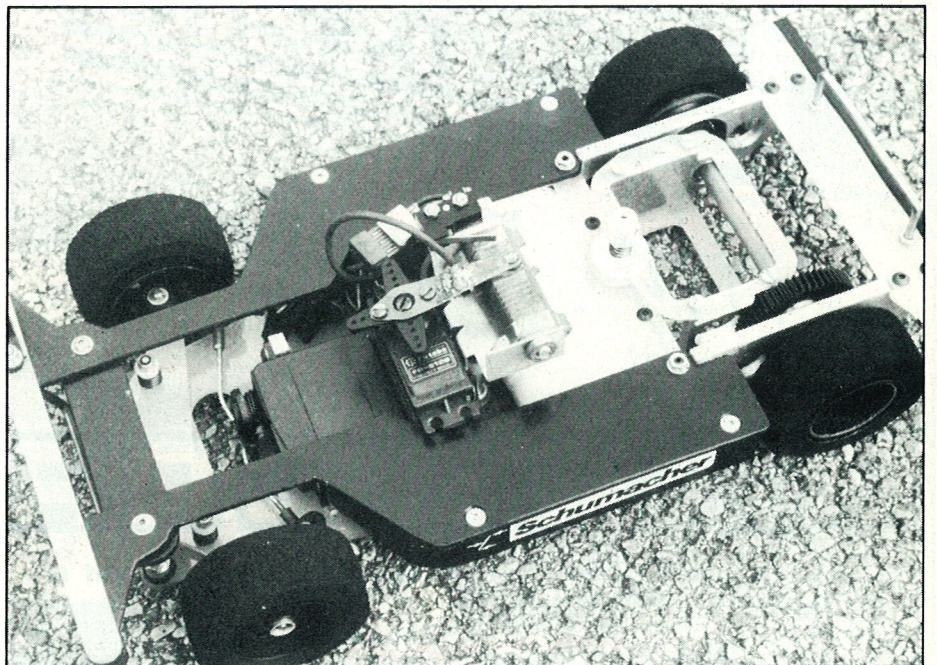
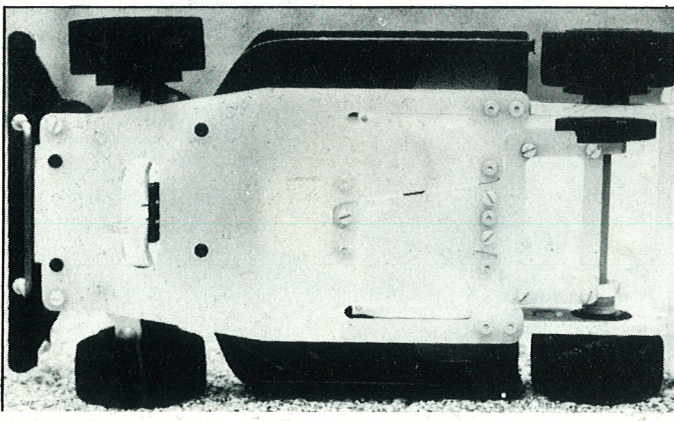
The whole car offers circuit car ease of operation with stock car robustness, it enables the driver to set the suspension and steering in a way that was hereto virtually unheard of, one of the more pleasing aspects about the car is that sleeved rear wheels and the rubber O ring mounted front wheels enable Lotus type pit stops with you as the only pit crew necessary. From the front live axles to the aluminium motor/axle mounts, the car shouts quality which has to be expected from a stable of such Pedigree.

Driving the car

Although the Post Office had done the really tough testing it was still thought necessary to give the car a good old thrash around which I thought could present difficulties as the Electric stock car scene is a little thin on the ground in my area, fortunately Pendle and District Model Car Club decided to revamp or re-launch their 1/12th stock car section which provided the time, place and circuit to race the car, ironically it was Pendle who hosted the first 1/12th National, so it seemed quite fitting that this new concept to the stock car scene should be reviewed on the Pendle track.

With the batteries fully charged and tyres in place, coated incidentally in silicone as most stock car clubs have not yet been carpeted, we made our first attempts, with this infinitely adjustable car and listening to

This is a side of the Schumacher you are not liable to see on the circuit but does show the adjustments to the rear suspension and how easily the rear motor mount could be fitted to existing



The Schumacher Car with stock car chassis concealing and protecting the batteries.

how Les Pipe used to tell me about dialling in the suspension to suit the circuit I started dialling, unfortunately I must have got a couple of wrong numbers, one of which was the speaking clock telling me it was time to dial again, what was remarkable was the car's response to even the smallest amount of adjustment switching from over steer to under steer as I merrily got my wires crossed. Eventually I decided to tighten the rear right down, leaving the front just moveable, this was a similar set up to a standard Mardave and provided a platform on which to start.

After familiarising myself with this set up, which was extremely effective, it was decided to try a slightly softer compound of tyre on the rear and ease the front suspension a little.

This proved to be the right number for Pendle at least, it was difficult to believe that this car was void of a differential with almost full power being applied through the bends alarmingly early, catapulting the car down the straight in a 'that's never a standard motor fashion', unfortunately neither time nor race control in the form of Mr McGlynn with his usual catch phrase 'come on lads we have to be out for half

past ten', allowed me any more tweaking time so here ended the track test.

Summary

It is hoped to carry on the car's testing at the next meeting and no doubt follow up articles will appear, going off first impressions it would seem that this car is not for the faint hearted or the novice driver, but for the person who has been hampered by his own inability to manufacture components. How many complete cars will be seen around the circuits will be difficult to assess but it is obvious that many of the parts will interchange with existing cars giving the enthusiast a choice of a little piece of Schumacher or a lot remembering 'a little Schumacher goes a long long way'.

As for price the complete rolling chassis is not cheap, working off the individual unit prices we would have spent somewhere approaching £90.00 for our particular rolling chassis but of course this included every possible item.

For more details on prices or components to suit your particular need contact Trevor Tennant, 2, Cardigan Road, Bedworth, Warwickshire, who is acting on behalf of Schumacher in the stock car field.

The makings of a stock car.

