

KIT REVIEW

Schumacher seem to have been real busy lately, after the Cougar II Works came the Cougar 2000, then came the Cat 2000 which no-one expected and just as you thought its safe to go back to the model shop RCMC are bringing you proof that development never stops at Schumacher's with the first look at the new Storm 2000 racing truck.

So what is the new Storm 2000 all about? Well, technology moves on and Schumacher have implemented all the new designs and improvements they have developed for the 2WD and 4WD cars and put them into the truck. The main features of the truck are the gear drive gearbox, enormous suspension arms, new driveshafts, variable cell position, new wheels and a super stiff two layer suspension system.

The basis of the Storm is the glass fibre chassis, this has enough slots for seven cells for US racing, or this gives you the option to change the weight distribution for handling changes. The chassis is fan shaped to allow for the receiver and speed controller to have somewhere to sit. At the rear of the car the Left and Right handed suspension hangers are screwed into place and hold the 3mm suspension pins that in turn keep the enormous suspension arms in place. At the outside of the suspension arm is the rear upright

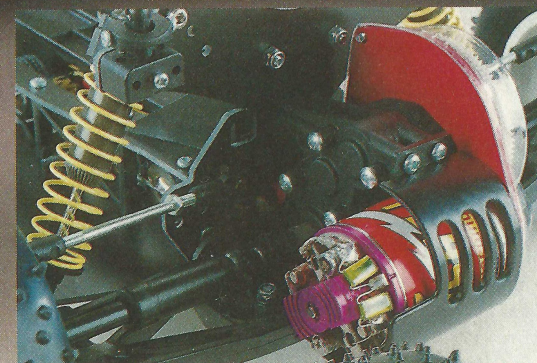
that holds the bearings and driveshaft. It's here where some of that clever Schumacher design comes in with a set of alternative inserts for the suspension arm to alter toe-in and ride height. Unlike some ideas that turn messy the Schumacher design is simple, light and effective – it also doesn't bring any weak points to the rear suspension.

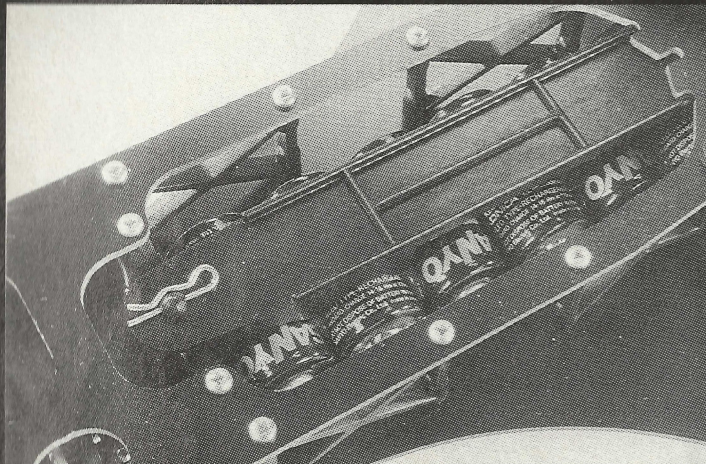
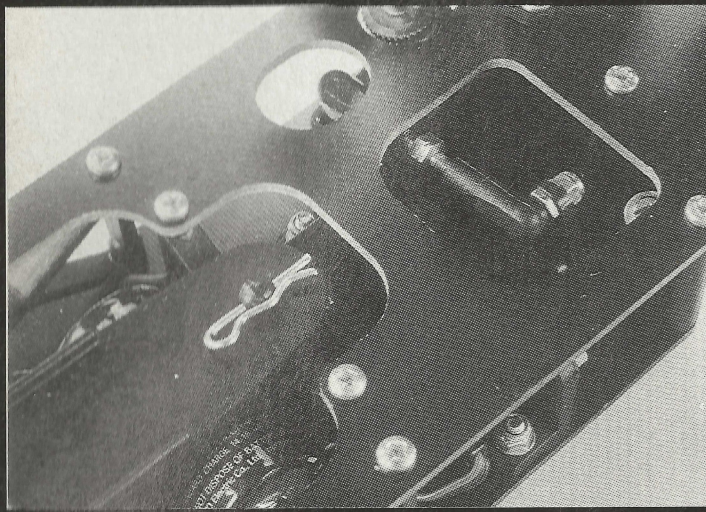
Gearbox

The gearbox on the car is very simple and quick to assemble, just a few small lightweight bearings to pop into place, then the ready

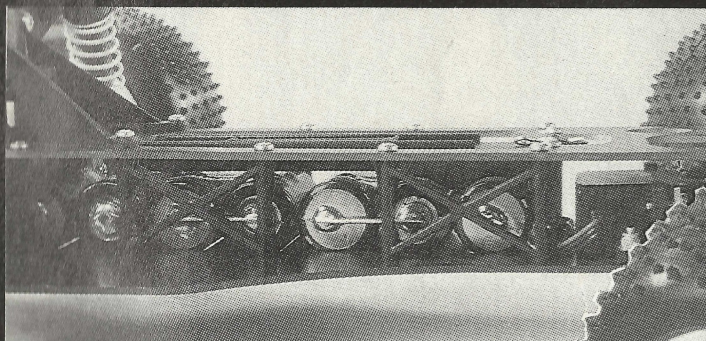
Schumacher have used all of their racing knowledge to produce their most competitive truck yet, the Storm 2000....

Stormy weather...

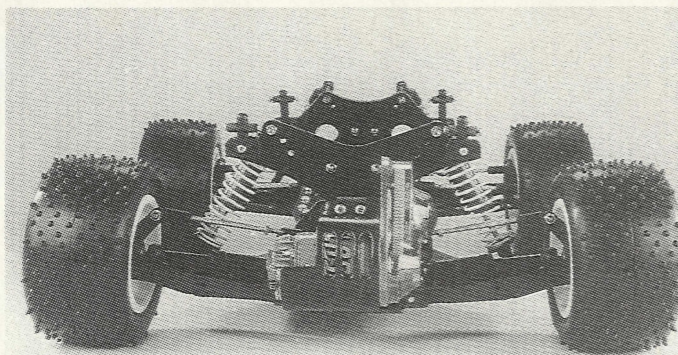




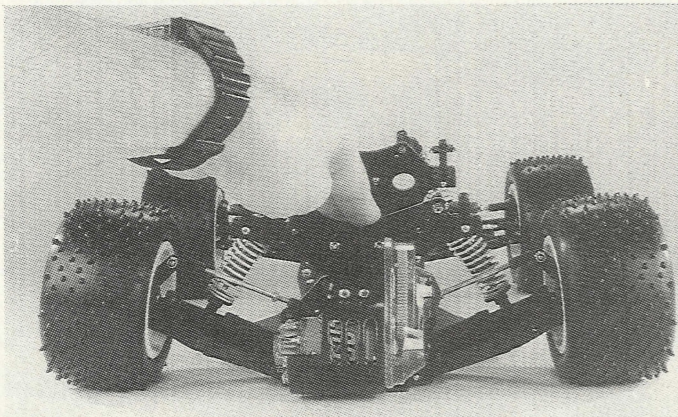
Clever battery strap will hold stick or saddle batteries firmly in place



"the Storm 2000 has been constructed using all the lessons learnt from the successful Cat and Cougar 2000 cars"



The Storm is full manufactured to the legal limits making it very wide indeed...



assembled diff unit, and pop it together via four long screws into the anodized motor plate. The gearbox is free and smooth, although the almost glass like gearbox moulding tends to amplify the noises from inside allowing a slight rattle when driving. The gearbox is supplied with slipper clutch.

The rest of the suspension on the car is pure



Schumacher, long suspension arms pivot on 3mm pins kept in place by small E clips.

Incorporated into the shock brackets are the body mounts, these are fully adjustable and are easily adjusted to fit the Storm body.

The shock absorbers are the Pro type, these units have an unusual method of stopping air bubbles using a foam insert, these work very well but seem tricky to fill

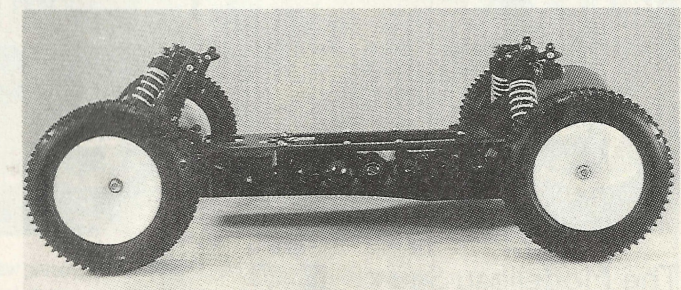
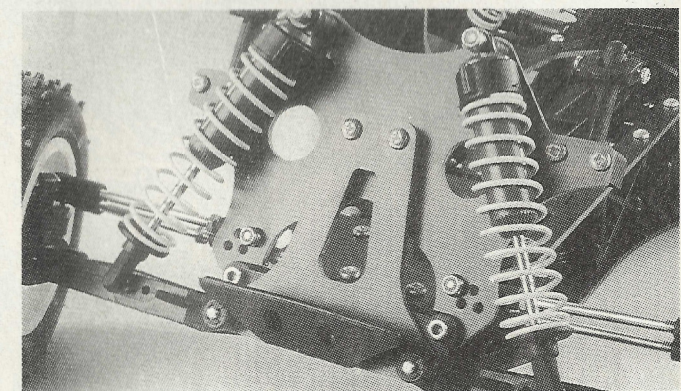
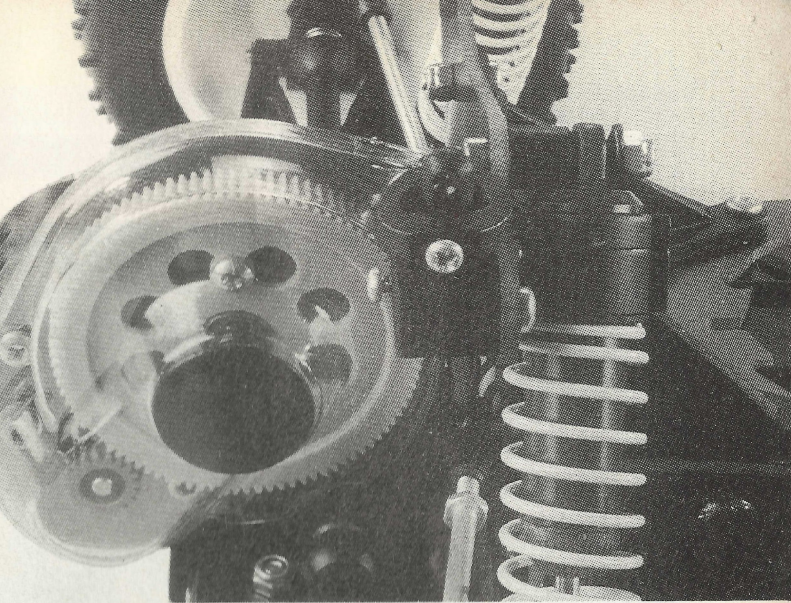
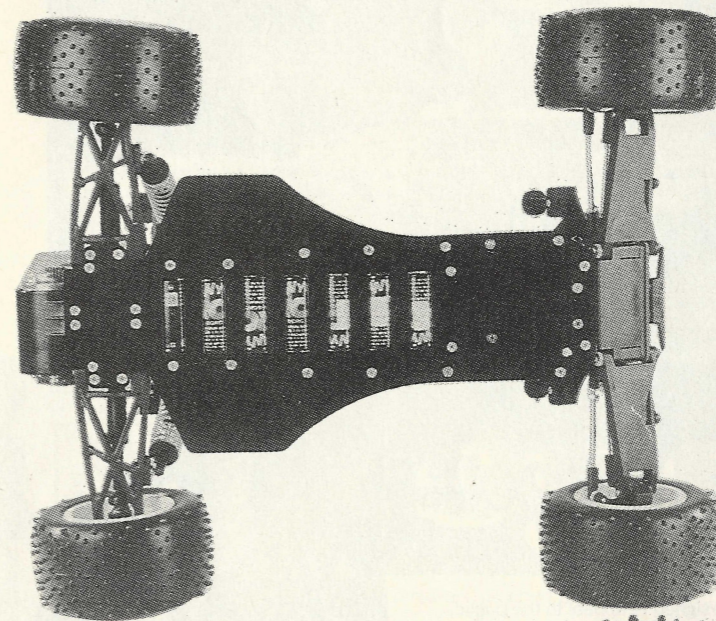
at first, after a little time though it becomes obvious that the foam needs to be oil soaked to work as well as it can. The dampers are adjusted via a clever hole adjustment system that allows the damping to be changed from a single type of oil, care must be taken when cleaning the damper parts before assembly as it would be easy to remove vital tiny mouldings on the pistons.

Fully adjustable

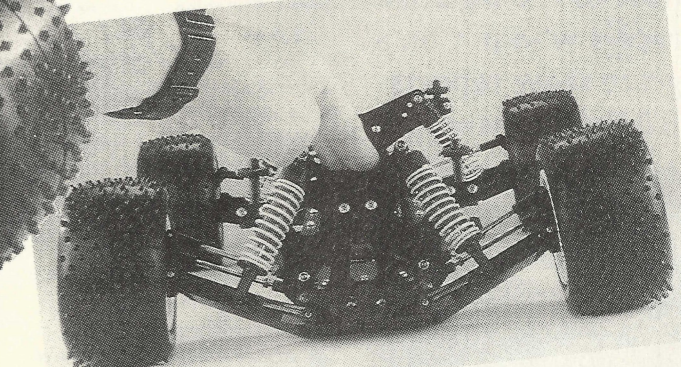
Schumacher's Storm is really aimed at the driver who wants to adjust the car to suit his driving – most people want to do this but are often in a position where the cars they drive are adjustable but don't know what to do. Schumacher's latest car instructions come with a massive backup of set-up information, this is where they really score. It is difficult to give a definite set-up

- but Schumacher make a number of recommendations and explain what happens when you change certain areas of the car. All this is fascinating stuff! – the instruction include all sorts of useful information that will help anyone.

- The Storm is of course not yet proven in competition, but the ideas used are similar to those on the successful Cougar 2000 and Cat 2000 – so watch out the competition!



New wheels have very low flex, are light and smooth to resist mud and dirt!



Storm 2000 has a super stiff double layer chassis that will be protected in kit form by a moulded undertray. These pictures are of prototype model.