



Funny word storm. One vowel, four consonants, many uses. Salesmen say their products are going a storm, weathermen say there is going to be a storm, politicians cause a storm and we can be said to storm out of the house or office etc. Storming Norman Schwarzkopf. The more you think about it, the more useful the word becomes – which may be why the new Schumacher stadium truck is so named.

The Storm is based on the

new Cougar 2 2WD car released last month and features the best of that car along with new parts suited particularly to the demands of truck racing.

We get new features, and improvements over the outgoing Shotgun truck. Perhaps most importantly the Storm uses the latest Schumacher Pro-diff with its fully bearing supported design large wheel diameters and the ease with which trucks ride the bumps encourages high torque loadings which all put extra load on the differential.

The Pro-diff design helps cope with that load more reliably and allows a much

smoother diff action to be maintained for longer. Standard fitment includes three ballraces and tungsten carbide balls, the same combination we found so effective in the Cougar 2.

The gearbox also features the latest Schumacher slipper clutch with its ability to swap spur gears without changing the clutch setting. Trucks being that much easier to drive. This is of arguable benefit but it does contribute greatly to cushioning the loads of

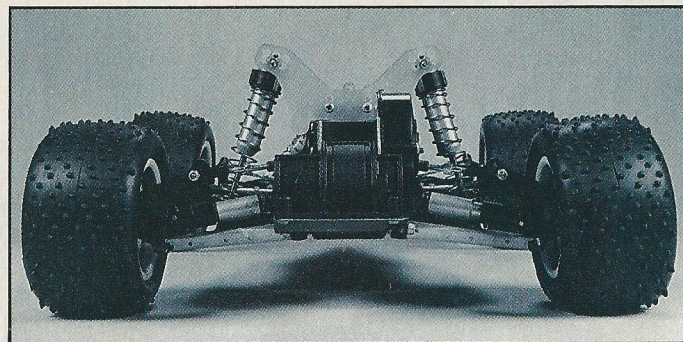
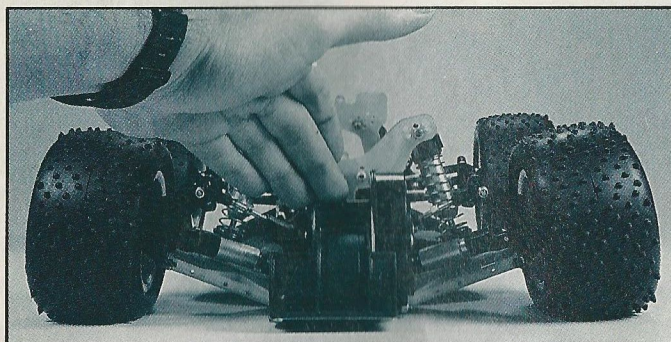
landing from jumps – for that it is to be welcomed.

Differences from the Cougar 2 centre mainly on the need to mount the truck body. The damper mountings thus double up as body mounts, and there is a bumper at the front to protect the truck from those inevitable, ahem, hard landings!

Otherwise, we get the latest vari-shocks featuring teflon impregnated pistons and hard anodised bodies for minimum friction. At last, we also get the promised ground

1992 sees the first national championship for RC Trucks, Schumacher's contender will be the Storm...

STORM BREWING

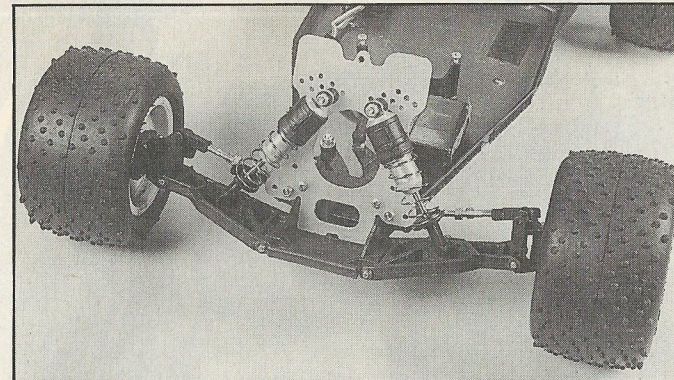


Our Storm was one of the first off the production line and featured an early bodyshell, some more detail and sharpness will feature on the kit item. Our car also features swept back suspension arms on the front from Cougar II.

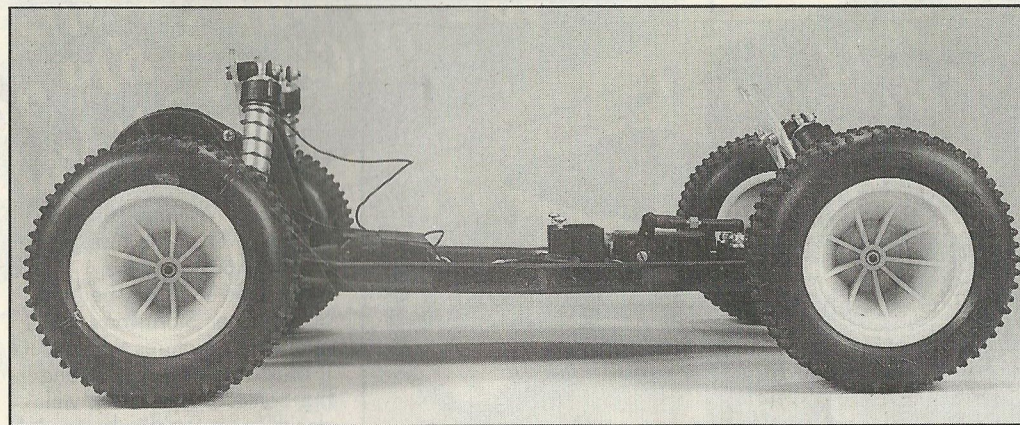
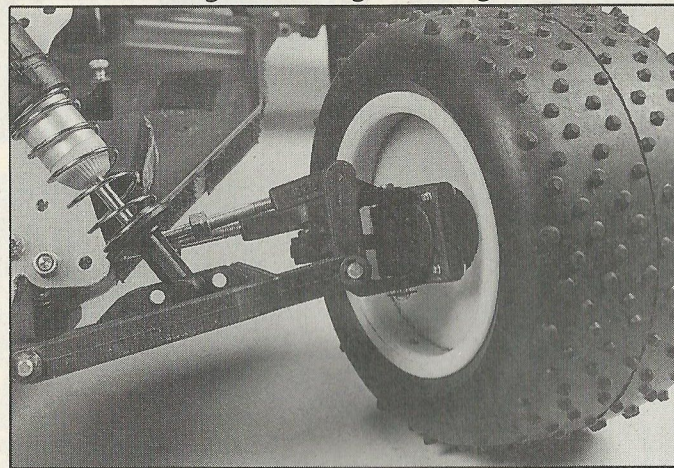
piston rods which put the vari-shock on a par with the standard setting Associated design. These finely finished rods reduce the friction between itself and the O-Ring seals.

Vari-shocks are easy to assemble and volume compensating thanks to the closed cell foam insert. Placed in the bottom of the damper body this improves the action an sets standards others can only copy.

The Schumacher Storm is clearly a racing stadium truck. As well the Pro-diff and slipper clutch, the kit comes fully ballraced. Whilst this endows the rear transmission and drive train with almost bullet-proof qualities, the single bearing

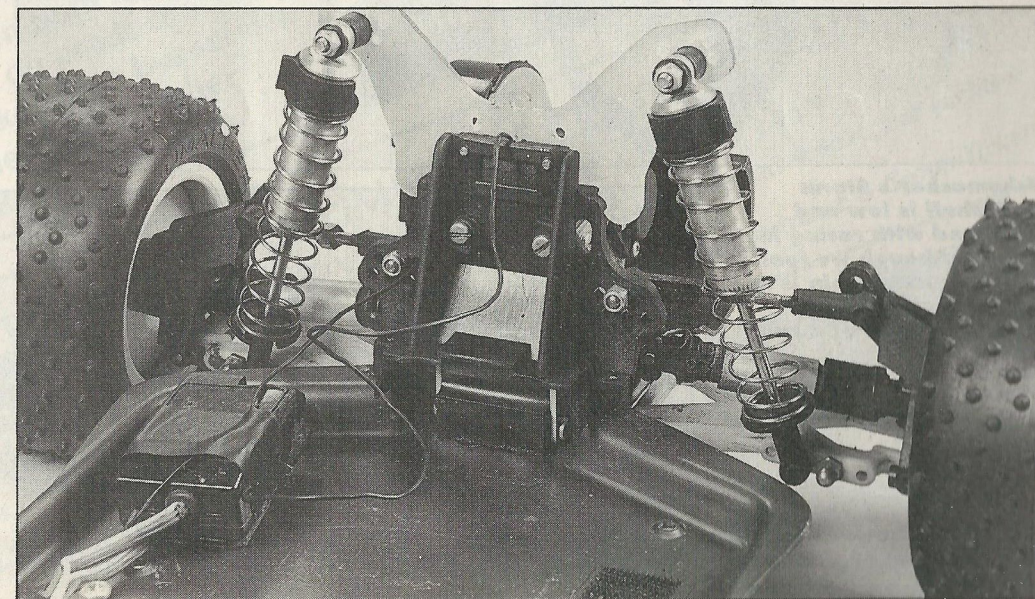


Shock bracket offers many different places for the shocks and also supplies mounting for the body. Below: Mounting for the single bearing front wheel.

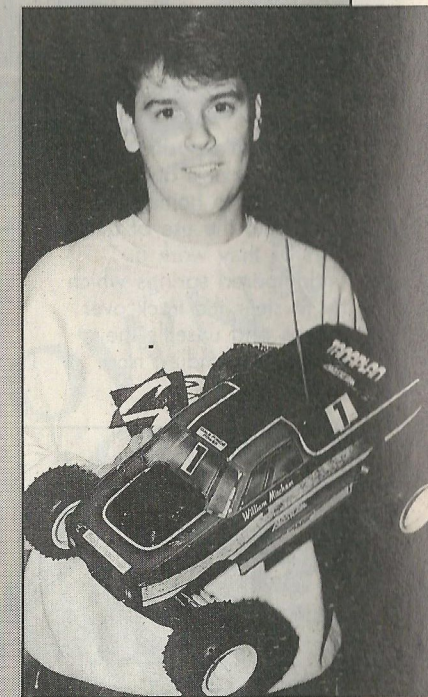


at the front (one for each wheel) takes a real pounding.

This design is marginal in the Cougar 2, but in the truck it borders on the 'poor'. Our Shotgun bearings quickly wore and allowed the wheel to rock in camber. We replaced it with the twin-bearing kit (U815 £18.80). For a complete cure, but it remains a niggle on the standard truck. Storm uses the original Cougar 1 front wishbones to give the best stability on a longer wheelbase. These wishbones are also a bit stronger than the Cougar 2, so benefits all round in this area.



William and his dad Brian Mittham have become part of the new Schumacher Super Team, with an impressive performance in Detroit William has shot to RC stardom and is now fully sponsored by Schumacher and Tanaplan. The pair stormed the Stadium Truck race at the Model Engineer recently taking TQ and First place in the A final, the car William used was run very low, featured a rear anti-roll bar and was heavily damped. The car was also fitted with the Cougar II front wishbones. The win for William gave the Schumacher Storm a win first time out!



FIRST TIME OUT!

Completing the 'I am a racing truck' theme, all the suspension and steering links have turnbuckles fitted

for easy adjustment to suit track conditions. The Storm cannot be compared to the majority of stadium trucks available, it is clearly a racing design which is built to last. That fact is reflected in its price, thus pitching the Associated RC10T as its only main (and serious) competitor.

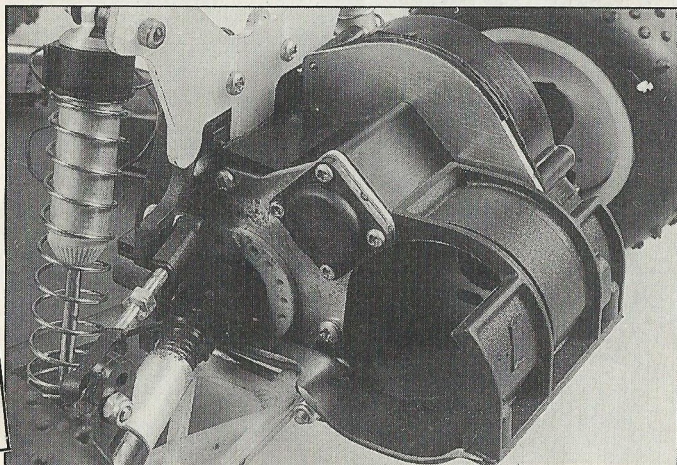
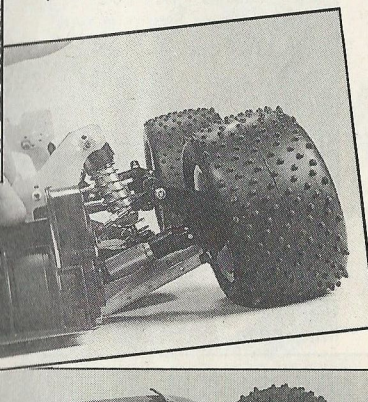
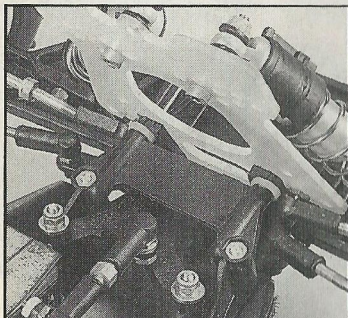
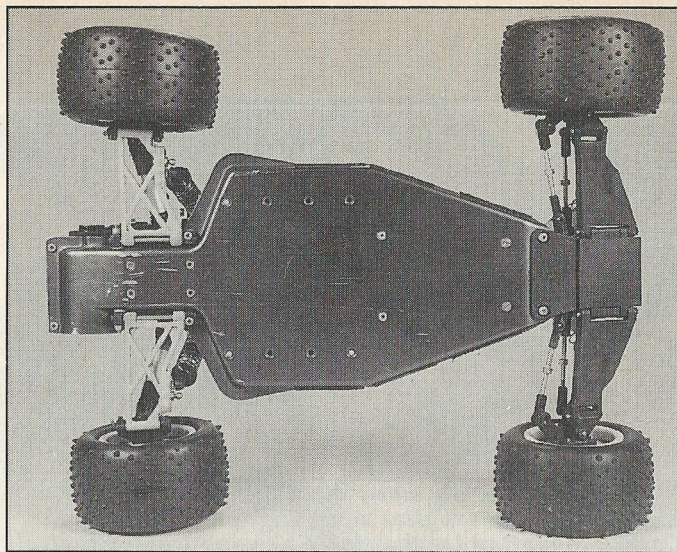
The British Radio Car Association has drawn up provisional rules for truck racing - the Storm complies fully in all respects. There is a good range of tyres available from Schumacher, and some of the tyres from other manufacturers will fit

the handsome varied wheels.

Adjustments to the springs, and damper pistons should make the truck work well on any circuit. Always try to use the available positions in the damper mounts and wishbones to home your set-up. Avoid the use of anti-roll bars as they work as undamped springs which try to steer the truck over bumps and unsettle the chassis on landing from jumps.

especially dirt and clay, go for the 'green' grades either in pin spike or Vee. This lower hysteresis rubber gives a noticeable improvement in grip in these situations, but will be too grippy on grass.

Lastly, the body - you either love it or hate it. Would no comment give you any clue to my thoughts? The body is well detailed and nicely moulded, but it needs proper painting and all the many details properly picking out to make it look good. It is a better job than many, but certain details are shamelessly angled to the needs of racing at the expense of a proper representation.



This is a racing truck, its price and attention to detail leave no doubt here. It caused a storm at the Model Engineer meeting by taking FTD and a win on its maiden outing thanks to the magic thumbs of William Mitchum. At this level of the market its only competitor is the Associated RC10T. The Schumacher Storm has a number of features which put it ahead of the RC10T, and the battles on the track will decide who breaks the tape first - it should be exciting to watch.

An excellent truck - storm down to your dealer and buy one!

Schumacher's Storm bodyshell is low and designed with racing in mind, although we feel the low slung cabin is a little too low to be a representation of a true Racing Truck.

Tyres are not quite as critical on a truck as a 2WD car, so the Super Vee tyres will work on almost any truck with a reasonable amount of grip. On slippery tracks,

