

RRC reviews Schumacher's newest 'Monster Baby' — The Storm.



Storm Specification

The Storm has the following features 'as standard':

New, lower, meaner, lighter 'racing' style polycarbonate truck shell.

Cougar 2 style 'electric red' anodised chassis.

Turbo vane truck wheels and Vee 2 and 4 real rubber racing tyres for all types of tracks and conditions.

Sealed ballbearings throughout (including wheels and transmission).

High torque Kevlar belt-driven system for high efficiency and low rotating mass.

Large diameter 23mm Pro Diff with tungsten carbide diff balls for ultimate efficiency and accuracy.

Fully sealed differential and thrust race for extended life and reduced maintenance time.

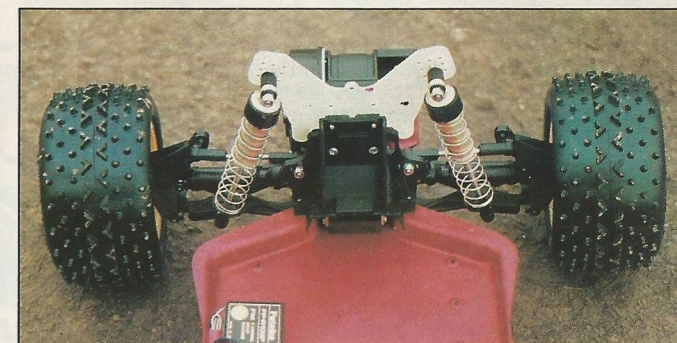
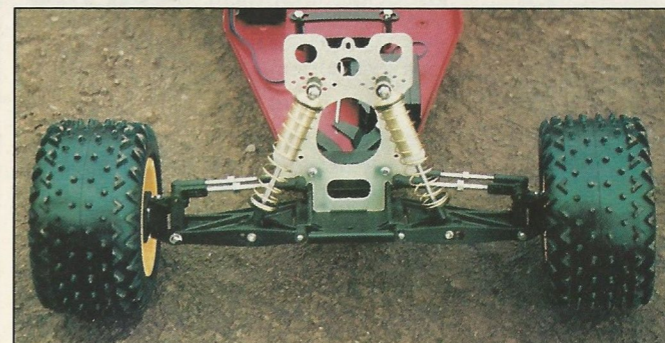
Lightweight slipper clutch with quick change 48DP (diametrical pitch) 'whisper' gears.

Fully independent suspension with Schumacher's superb new hard anodised 'vari shock' oil-filled shock absorbers.

P.E.P. moulded wishbones for greater strength.

Schumacher

STORM



Hot on the heels of the release of the Cougar 2, comes Schumacher's latest baby, the Storm. The Storm is a racing monster truck based on the Cougar 2 chassis, incorporating all of the latest features like P.E.P. (performance engineered polymer) wishbones, Pro differential, with tungsten carbide diff balls and quick gear change, lightweight slipper clutch.

The popularity of monster truck racing looks set to increase quite dramatically, especially now that a national race series (run by the BRCA) has been organised. In the USA, where we expect a lot of these trucks will be sold, monster truck racing is reported to be as popular as 2WD racing (both exceeding 4WD in popularity by a long way!).

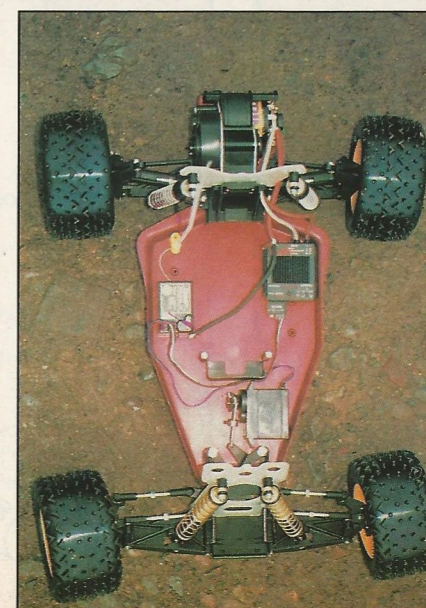
Overall chassis detail showing KO servo, Corally speed controller, Futaba receiver and Trinity motor.

New varimount GRP shock absorber towers front and rear for fully adjustable suspension geometry.

With the exception of the ballraces, drive belt and wheels and tyres, all of the above are new improved features to the Storm when compared to its predecessor, the Shotgun.

Construction

Even if you have never built a radio controlled model car before and the Storm is your first attempt, it should pose no problems at all. The quality and



'understandability' of Schumacher kit instructions have improved beyond all recognition over the last few years, and the ones included in the Storm kit are as good as any produced by any of the larger Japanese companies.

All the parts of the kit come in separate bags to make construction simple and straightforward (i.e. all the shock absorber parts, and all of the transmission parts come in separate plastic bags). Before you build the kit it is worth remembering to read the whole of the instruction manual because there are some very useful and important constructional 'hints and tips'.

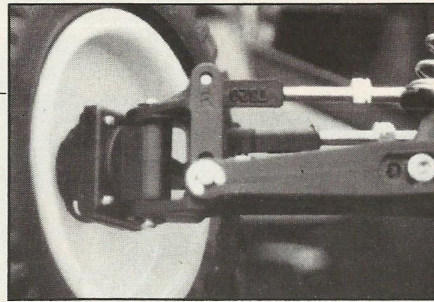
Construction begins with the differential. It is of the adjustable 'ball' type using the latest in tungsten carbide diff balls, which are extremely hard. Using these balls in the differential means that it doesn't have to be taken apart after every meeting and rebuilt. Indeed 'carbide' balls can be left in the diff without it being altered for two to three months!! The diff has to be lubricated to provide a smooth and efficient action. We normally use VRP Lubridiff when building ball differentials, but this time we chose to use some of the new HML Pro Diff Lube, which seemed to be as good, if not better, than the VRP. Only a very small amount needed to be put onto the diff rings to get a really good diff action.

Once the differential unit has been built and adjusted so it doesn't slip, the gearbox half of the famous Schumacher telescopic driveshafts have to be fixed in place with the supplied tool. When completing this stage of the build it is important that you place the mouldings in a basin of hot water so that they don't 'snap' when they are placed over the universal joints. Building the rest of the transmission is a simple affair. The new design slipper clutch is really very good indeed, as not only is it easy to put together, the whisper spur gears can be changed without altering the slipper setting which is obviously beneficial once the correct setting has been found.

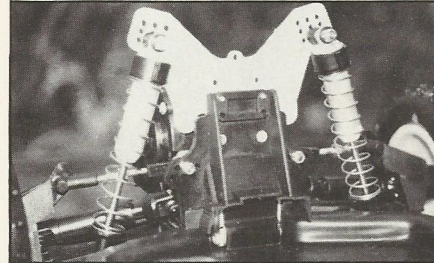
To almost complete the rear end construction, the wishbones and rear bulkhead are installed onto the chassis, along with the new rear multi position shock tower/body mount. The lower rear wishbones/suspension arms fit onto the new 1/8in. pivot pins absolutely perfectly and there is no binding or slop.

The front hub carriers and suspension are next to be constructed and again everything fits very well, making suspension movement smooth and free. The steering mechanism is then attached to the chassis. As we intend to race the Storm competitively, we will fit the Schumacher ballraced steering system at a later date. This gives a much more smooth, positive 'feel' to the steering, and is especially important with the extra weight of the monster truck wheels and tyres.

The new hard coated 'Vari shock' shock absorbers included in the kit really are excellent. They are very easy to build and use and most of all they are



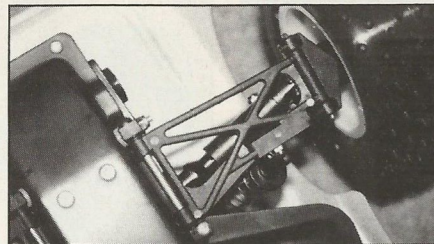
Front hub carrier utilises a single bearing.



New improved rear bulkhead.

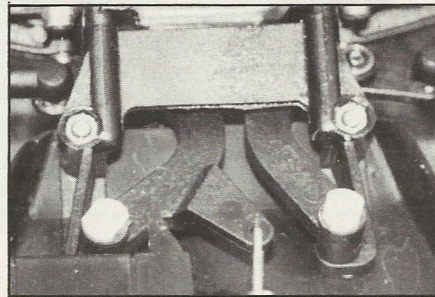
incredibly simple to adjust. Unlike other shock absorbers, the effective thickness of the oil can be altered in a matter of a couple of minutes. Also, because no oil actually has to be changed in the shock absorber, adjusting them is a lot less messy than with standard shock absorbers. These new shock absorbers use a two-piece piston which can be altered to let different amounts of oil flow through it. If four holes are open on the piston, the shock absorber is on its softest setting. If there is just one hole showing, the shock absorber is on its hardest setting. Quick, simple and easy is the best way of describing them, well done Schumacher!

New P.E.P. rear wishbones.



Ready to Roll.....
With the shock absorbers and wheels and tyres fixed into place, all that remained was to install the radio gear

Standard 'bushed' steering.



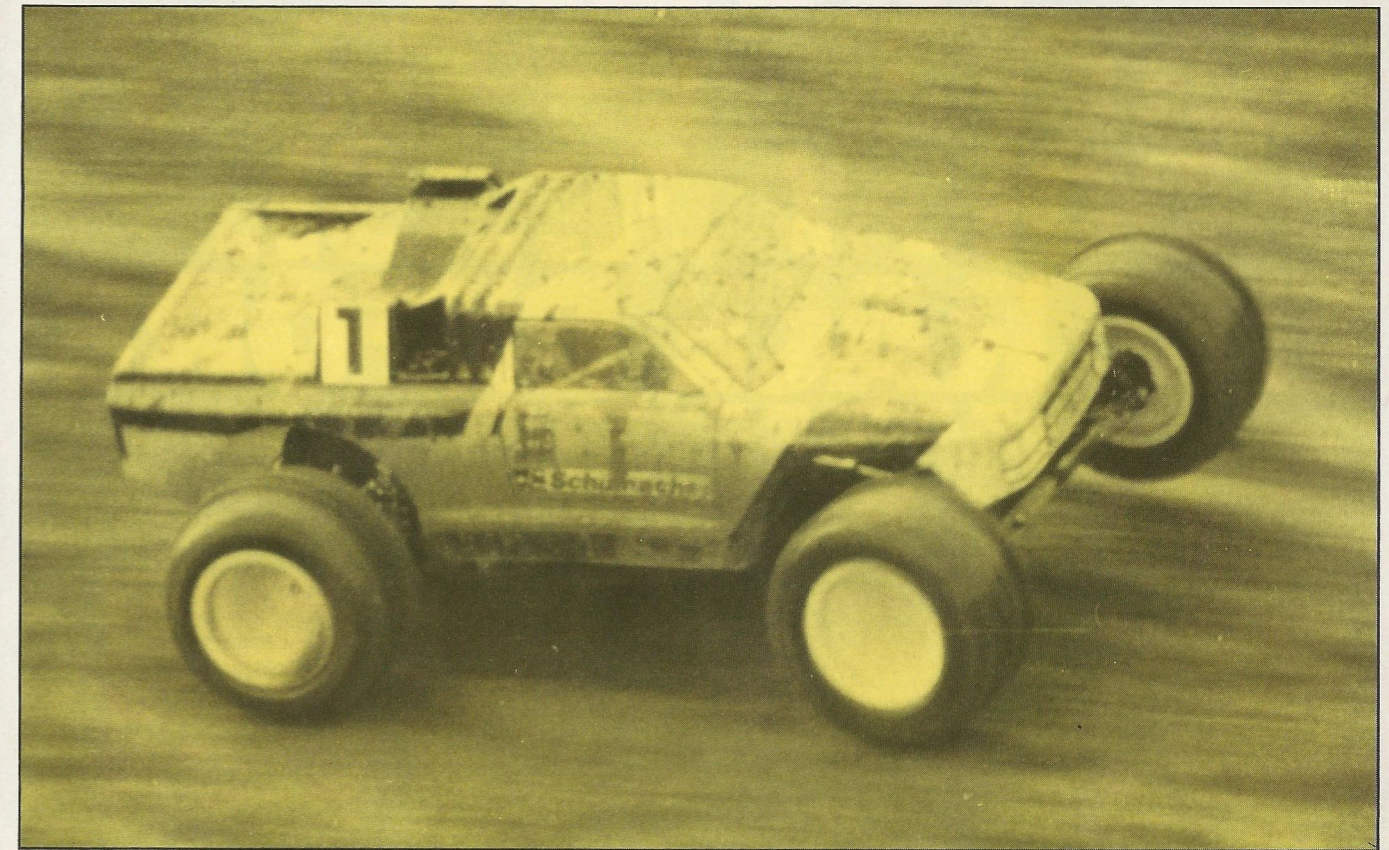
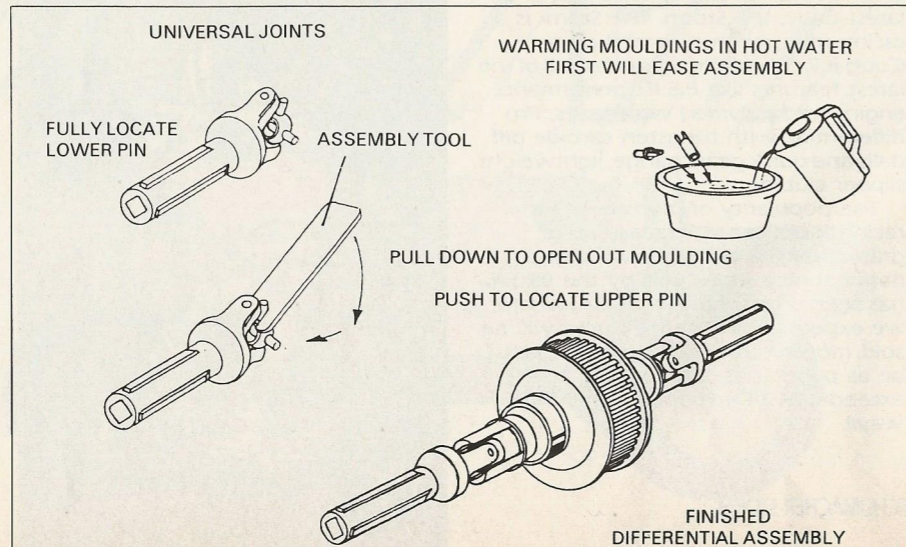
and paint the new low, mean design bodyshell. For turning power we decided to use a KO PS-301BS ballraced servo. For rear wheel turning power we opted for a Trinity 'Joel Johnson' 17 triple modified motor. To power the motor Galeforce 1400 SCRs were used in conjunction with a Corally MMS II Motor Management System. Transmitter power was by a KO Esprit II with a Futaba FP-R103F 40MHz micro receiver.

The first impression one gets when driving the Storm is how much easier it is to control when compared to a standard buggy. After just a few minutes use you get enough confidence to approach difficult jumps and turns you wouldn't even consider with a buggy. Turning was surprisingly responsive and positive, and the actual turning circle was comparable with a buggy. With the shock absorbers set up as mentioned earlier, the Storm handled all jumps, bumps and ramps well, landing on all four wheels if the throttle was shut off just before it hit them. The Vee 2 and Vee 4 tyres as expected provided lots of grip and the new body made the truck look so low, fast and mean it was great!

Conclusion

There is no doubt the Storm is a vast improvement over its predecessor the Shotgun. This is because the Storm uses many of the new Cougar 2 transmission and suspension units, which have already proven to be excellent at the highest levels of competition. One thing is for certain, the Storm is going to be one tough truck to beat this year!!!

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PLEASE SEND S.A.E. to Dave Tomlinson 49 Appletree Rd., Hatton, Derbyshire. DE6 5EF. Or John Robson 1 Aldersleigh Drive, Wildwood, Stafford. ST17 4RY. FOR ENTRY FORMS.

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