



Run for cover here comes the...

KIT REVIEW

supplied ready assembled, and the assembly of this seemed to have followed some of the steps from the manual but not others. Strange, I thought, but decided to press on regardless and build the gearbox, sorting out any problems later....

The gearbox built rapidly into a small, compact and very smooth unit, with the next step the drive shaft assembly (real care was needed here), being sure not to split the nylon as the pins go in (boil everything to make it flexible). Suddenly, the whole thing was together! What confusion?

The Front Suspension

Removing the parts from their numbered bags reveals two sets of different steering blocks, but unfortunately a quick look at the Storm supplement doesn't help, so I used the ones that differed from those pictured in the Cougar 2000 instructions (simple really!). Also different from those in the Cougar kit are the centre track rod and bottom plate, but this is pretty straightforward. Next comes the top chassis plate which, when clamped to the spacer 'gates' on the bottom plate forms a rigid box section, to the



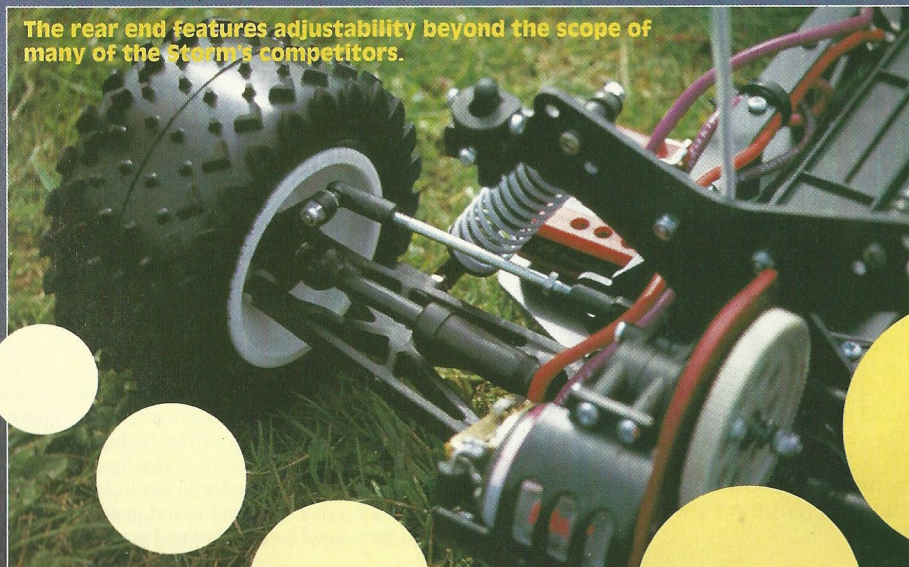
The front end showing the long throw shocks, the braced shock tower and integral body mounts.

Richard Isherwood reviews Schumacher's latest offering for Truckies, the Storm 2000.

What is more, he won with it first time out!

When the Editor asked me if I would like to review the Storm 2000 truck, I suddenly realised that it was actually quite some time since I had built a Schumacher

kit! However, on opening the box and taking a quick scan of the contents; the lexan shell, wheels, tyres, instructions and the cardboard box nestling along the one side containing the



The rear end features adjustability beyond the scope of many of the Storm's competitors.

polythene bags of screws, small parts etc., I felt quite at home.

Before beginning the build, a good read through the instructions is definitely worthwhile and recommended. They are supplied in two separate sections; first the Cougar 2000 instructions, upon which the Storm is based, and a separate Storm 2000 supplement. I found that marking the places in the Cougar manual where reference to the Storm supplement was required was a great help (just a little tip!).

Initial Preparation

The first job was to remove the 'burrs' from the nicely routed black fibreglass (WFE) chassis and shock tower parts, these being left by the cutting tool at its start and finish point. This is easily done with a large file, the next operation whilst the file is handy is to chamfer the slots in the chassis where the cells sit, removing any sharp edges and allowing the cells to sit properly in the slots. After a quick rub around the edges of all of the parts with fine grade wet and dry paper, the Storm was ready for assembly.

The Chassis

The chassis assembly goes together really quickly, a series of black nylon mouldings forming a cage into which the cells fit, the 'gate' like mouldings forming a 'box' section with the upper and lower chassis plates, the complete assembly held together with self tapping screws.

Transmission

Assembling the transmission requires the first reference to the Storm 2000 supplement, and I must confess this caused me some confusion. The differential came

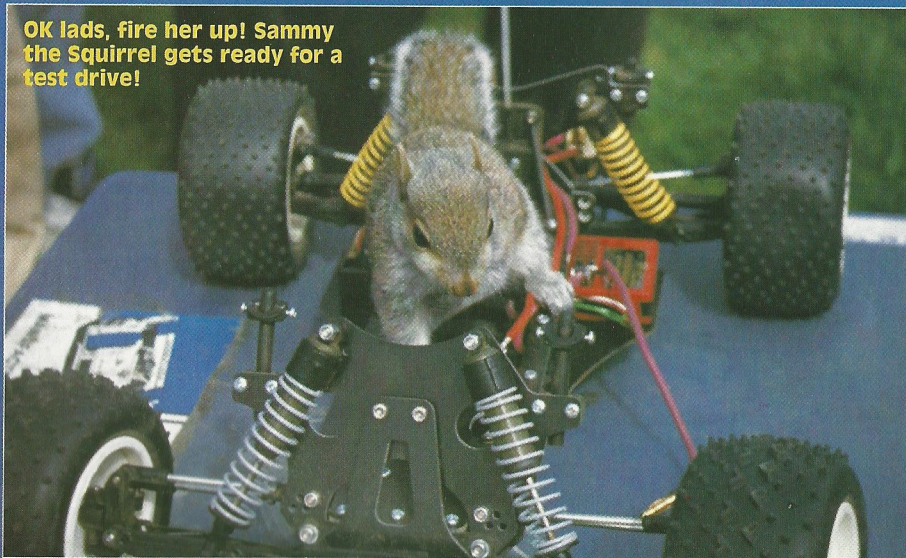


STORM

the STORM is here!



OK lads, fire her up! Sammy the Squirrel gets ready for a test drive!



front of which attached the front suspension pod, just like that in the Cougar 2000.

Rear Suspension

Referring once again to the Storm 2000 supplement to assemble the rear bulkhead and shock tower, things went together nicely, the rear suspension assembly is very straightforward but has lots of scope for tuning, thanks to the multitude of pick up points for the top links etc. With this all in place the transmission slides in to the rear of the chassis box section, leaving the shocks to complete the 'nuts and bolts' side of building the Truck.

Shock Absorbers

These are the standard Schumacher units and go together very well. However some hints regarding which of the many variations of set up/shock mounting position suit different situations would have been helpful. I chose to use 4 hole pistons and 20 weight silicone oil front and rear.

The shock mounting positions I chose were:

Front: Bottom hole on shock tower, outside hole on wishbone.

Rear: Middle hole on shock tower, inside hole on wishbone.

To complete the Storm 2000 it was only a matter of minutes to install the receiver and my trusty M-troniks speedo, and to mount the nicely painted shell (thanks Rob!).

Whippin' Up A Storm!

Off we went to the North East Truck regional at Scarborough, the Storm 2000 being totally untried. On arrival, a large multi surface track, with some absolutely huge jumps and bumps greeted us, in other words the perfect track to try the

Storm 2000 out on! It was a case of getting some Amps into the cells and getting out to practice.

The Storm handled great on the smooth parts, but was a real handful on the bumps, so after a quick visit to Paul Kemp to borrow some yellow springs, the Storm was given another run and immediately the difference was noticeable, the truck riding the bumpy sections nicely. It felt competitive now, so the first Heat would be interesting.

Round 1 was obviously the Storm's first run in anger, so I took what I thought was rather a cautious approach, but the car was good, and at the end of the round held FTD! This remained the situation through rounds two and three, so at the end of the day the Storm 2000 finished up top qualifier. Not bad at all on its debut!

We were beaten off the line in the A Final by second qualifier David Brear's RC10T, but after a superb, hard race, which saw the two cars pull away from the rest of the field, the Storm 2000 ran out the winner.

My overall impression? A very impressive truck kit. To win first time out is recommendation in itself (Sammy the tame squirrel was certainly taken with it too!).

The Storm 2000 Truck is manufactured and distributed by Schumacher Racing Products Ltd, Hanson Business park, 71-73 Tenter Road, Moulton Park, Northampton., NN3 1AX. Tel: Sales (0604) 790770. Available from all good model shops. (if not ask why!)

