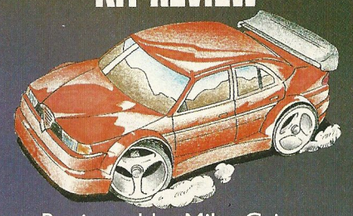
Touring Car Wars

KIT REVIEW



Reviewed by Mike Caine

If you walk into a model shop and see a 1:10 scale Touring Car kit complete with motor and speed controller and Parma body shell for under £70 you take a second look...

That is the reason why Schumacher's Wildcat Touring Car is all set to revolutionise the RC car market. Revolutionise may be a strong word but when the body shell is painted and in place on the car it looks great - and if you drive it, the illusion of this being a real racer is further established. Add to this that models of Touring Cars are now big business and it starts to become clear just how clever the thinking behind this car has been.

The concept

The Wildcat Touring Car is a two wheel drive 1:10 scale RC car kit. The car has a very simple specification with no differential and no rear suspension. The car has a very limited front suspension 'flex' and comes complete in kit form with a motor and mechanical speed controller. The chassis design is very similar to the Vyper featured in last month's RCMC. This is a simple two sided chassis base connected by a series of moulded plastic tubes. In the case of this car the sides of the chassis are the latest Schumacher moulded plastic items that are formed in a bright yellow finish. The car is fitted with a set of three spoke plastic wheels and very low profile tyres. Topping off the model is a choice of Parma body shells from their Touring Car range. The overall package therefore when complete gives the owner a 1:10 scale Touring Car that looks very low, mean and sleek for under £70! The performance is of course not dramatic but this can be altered...

Building the Wildcat is very simple and takes only a short time. The Schumacher instructions are quite short but cover all the areas of construction required to complete the model. The chassis is constructed using the moulded plastic side plates and plastic tubes. At this time the battery holder and front suspension arm are also fitted as the box section unit comes together. Next the drive system for the car is constructed. A solid steel rear axle is used that rotates in moulded plastic bearings. These moulded bearings have been cleverly made to the same size as standard Schumacher ball bearings and can therefore be replaced with them. This will free up the drive system and make the car run smoother. The reduction gears are then fitted and the motor

and drive pinion placed into the car. The whole drive set-up is then protected from damage and made very safe by being covered in a lexan shield.

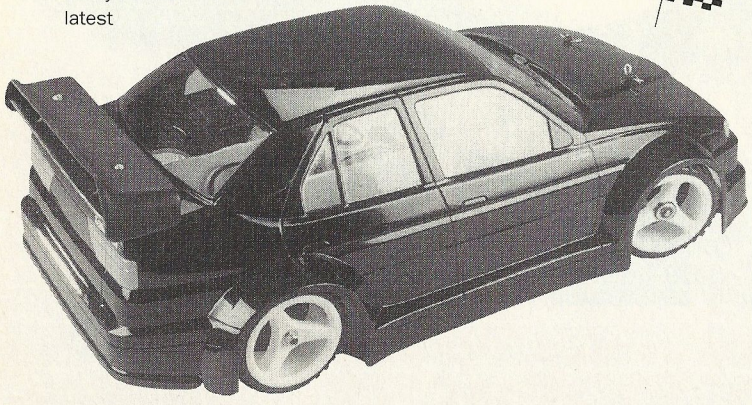
The front suspension and steering of the car is very simple and basic. Moulded blocks and steel pins hold the front wheels in place and steering is transferred from the servo to the wheels via piano wire links that can be altered in length via collets.

Complete picture

The chassis then needs the speed controller to be placed in positions next to the throttle servo and the car is nearly complete. The wheels and tyres on this kit are really nice. The stiff, white Schumacher three spoke wheels are included and are used with a set of the ultra low profile blue compound rubber racing on road tyres. These need to be peeled on to the rim and require a small amount of glue to keep them firmly on the rims. These wheels and tyres really make the car and with the lack of suspension the body shell can be mounted really low to the ground.

Radio installation in the car is quick and easy. The servos are taped in to place with provided servo tape and then tie-wrapped down to make them very secure. Servo connections need to be completed and the trimming is left to the modeller - needing to align the front wheels and make sure the speed controller is central for the transmitter sticks.

To make a really good job of the car the body shell needs a good paint job. The Parma body in the kit is crisply moulded and cries out for time to be spent making it look just right. When complete and mounted low over the Wildcat chassis the model could easily be the latest £500 4WD car as far as can be seen - only you will know what lurks under the body shell...



Faster Wildcat

Speeding up the Wildcat Touring is a fairly simple job. The plastic bearings in the kit are easily replaced with Schumacher ball races and this will 'free up' the car considerably. A faster motor can then replace the 540 type supplied in the kit. A medium wind of around 16-17 turns will make a dramatic difference as the car is ultra light weight and a modified motor in the back will certainly make it move at high speed...

The Schumacher Wildcat car offers the chance to own a good looking RC car for a very reasonable amount of money, its tough, up dateable and surely clubs out there will soon have a class of racing for these cars - what more do you want?

Angry looking Alfa body via Parma is supplied with the Wildcat kit and all for under £70!