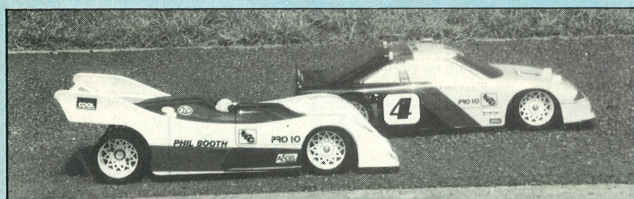
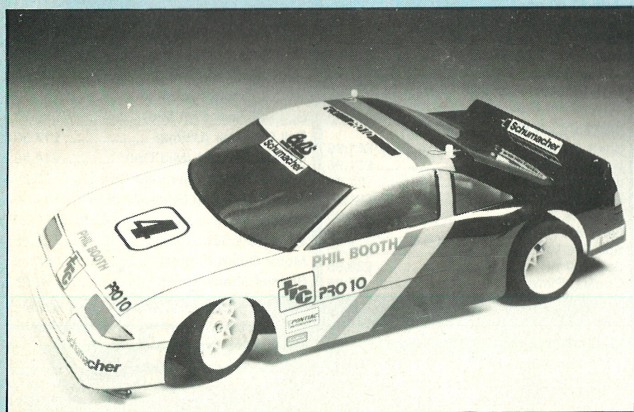


# TRC One Tenth Circuit Car

Radio Race Car looks at Schumachers new circuit car.



Saloon style, wont it be nice to say look at that Sierra/Chevrolet go.



If someone mentions Florida to you what is the first thing that you think of, sunshine, oranges, shorts, Miami Vice? What about Lake Whippoorwill? Lake what? Whippoorwill, according to our dictionary, a Whippoorwill is a small, darkish coloured bird somewhat akin to the Nightjar, however it has an annoying trait, that of hollering it's name at all and sundry. We must therefore presume that Lake Whippoorwill has an abundance of these feathered opponents to the noise abatement society. We can further hope that no one ever teaches these birds the art of synchronisation.

There is one other claim to fame that Lake Whippoorwill has, it played host to the US one tenth circuit car National Finals this year and guess what was the winning car? The TRC of course.

### The Phone Rang

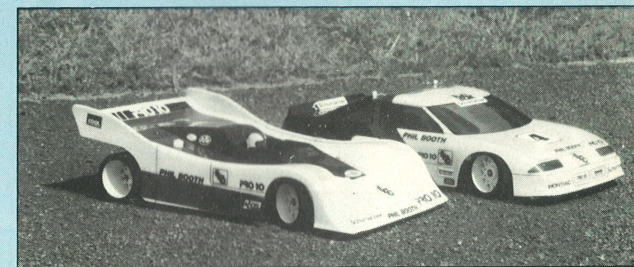
As in all the best suspense novels the phone rang, a voice at the other end of the phone whispered, tried to communicate, hoarse gruff words were being spoken. A chill ran down my spine. Was this the beginning of some horrible nightmare, who did this disembodied voice belong to, maybe it was the tormented soul of some poor undead r/c driver trying to contact the world he didn't want to leave? In a flash it became clear, this was no spectre, no ghostly apparition, it was no more than Tim Walden suffering from one of the worst head colds I've ever heard, he did sound bad!

Anyway the upshot of it all was we received a TRC one tenth circuit car for review, the same TRC car that took the US National title at Lake Whippoorwill, you know the place with the noisy birds!

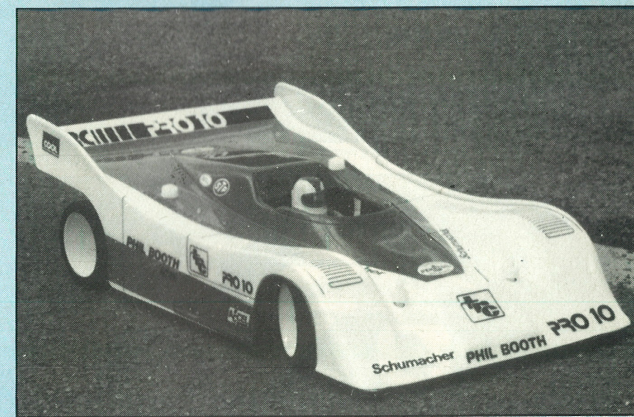
### And All Because

It had been a long time since anyone had sent me chocolates, but there on the desk was a parcel that could only be a large box of chocolates. As the wrapping paper was ripped off I remember thinking how peculiar the wrapping paper was, still perhaps plain brown is in this year, you never know these days! Then a compliments slip fell from the wrapping, Schumacher Racing Products, surely this couldn't be, surely not, but here it was the TRC one tenth circuit car all packaged in a box that would be easily dwarfed by a large box of chocolates, well reasonably large. Inside neatly packaged and presented lay several pieces of car.

The first piece to catch your eye is the black chassis, these days, black chassis are normally made from dyed GRP, not so with this car, black means graphite and graphite will give you the stiffest chassis whilst saving you the most weight. Beam axle, this component is certainly built to last from aluminium and both kingpins have to be drifted home, this is a task that needs great care and patience if it is to be done successfully. Do not be tempted to put the kingpins in place with one almighty blow of the hammer because they will bend or deform, the kingpins have to be drifted into place firmly but little by little, you must also ensure that both kingpins are of equal length otherwise your car will lean to one side or the other. The rear pod is assembled next, this is the part of the car that holds the motor, transmission and axle in place, it is also the main adjustment point of the car but more about that later. A single easy to assemble shock absorber soaks up all the loads that the car is liable to be subjected to under racing conditions.



Le Mans style and what a beauty the wedge shape is, aerodynamically perfect too.



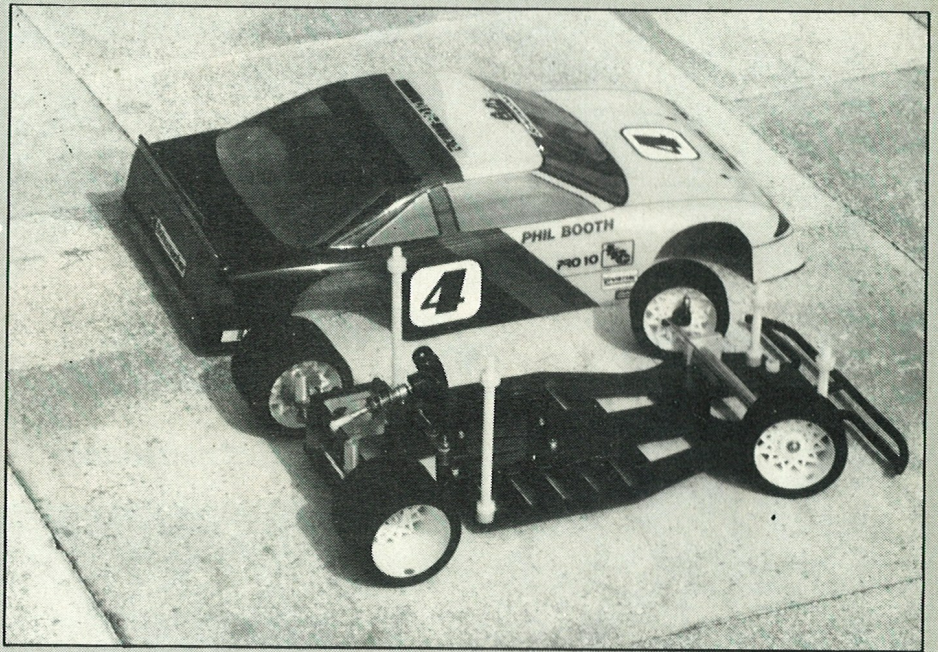


**Building**

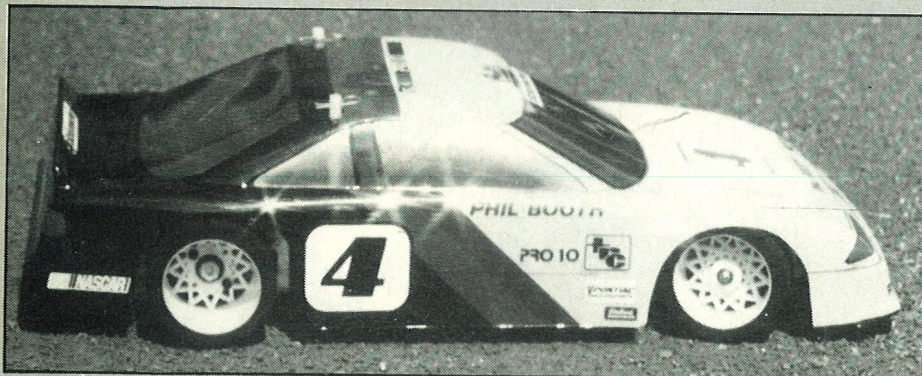
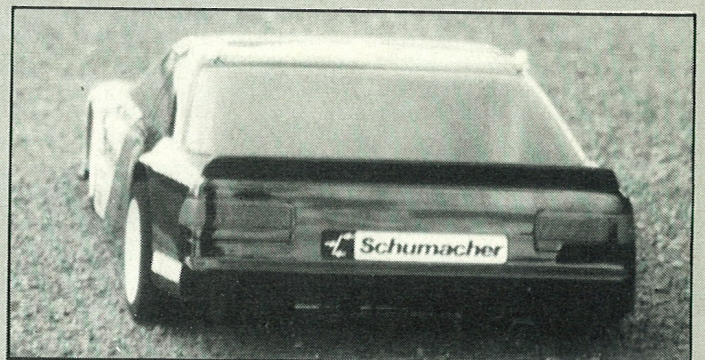
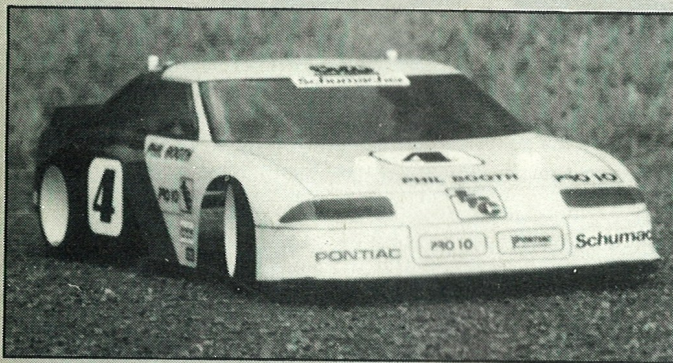
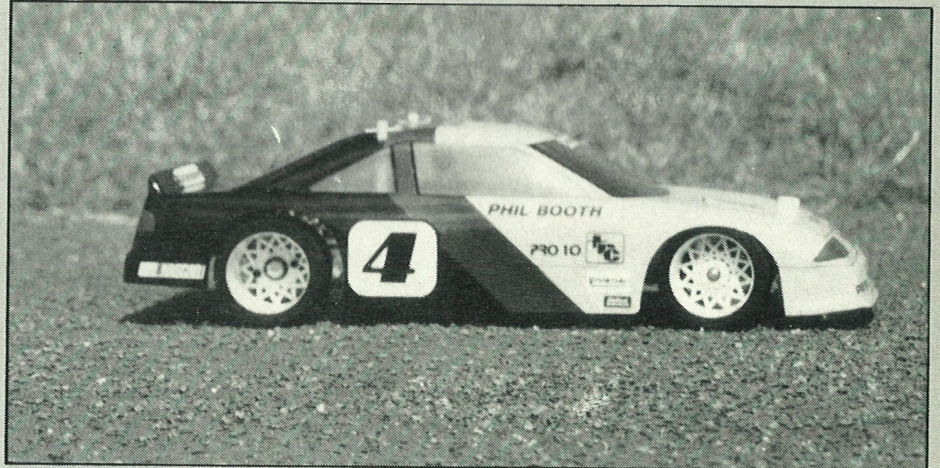
There really is very little to say about the building section of this review as once the kingpins were driven home the rest was very straightforward. All parts were a joy to assemble as they fitted straight from the box with little or no filing, adjustment or upset, just follow the instructions. Setting the car up is where it pays to spend the most time making sure the car is absolutely 100% free from tweaks and the chassis is running flat. This is easy to do once you become accustomed to the car as there are only two adjustments to make. Where the rear pod attaches to the chassis there are two spring loaded screws secured with lock nuts, it is these screws that adjust the horizontal relationship of the pod to the chassis and thus enable you to run the car as flat as possible, should you take the car racing and you should! Then it is advisable to check that the car is running flat often, this is what's known as checking the tweak.

**Driving**

A new experience awaits the builder when the car is complete, only test drive on flat, smooth surfaces, total ground clearance is around the three eighths of an inch mark. This ensures that the car can be driven as fast as possible around all the corners and take it from us the TRC can be driven very fast, Radio Race Car took the car to Lilford Park where it proved to be both reliable and strong, we saw the guy who was driving it leave the straight at around 35 mph, do two full somersaults hit the catch fencing and then get straight back in the race.



TRC rolling chassis simple, workman like and efficient.



**Conclusion**

This is one of a variety of one tenth circuit cars being imported into the UK at present, it is one of the best! Maybe the fact that it bears more than a passing resemblance to the Schumacher C car has something to do with that?

TRC Circuit car is available from Schumacher Racing Products stockists everywhere.