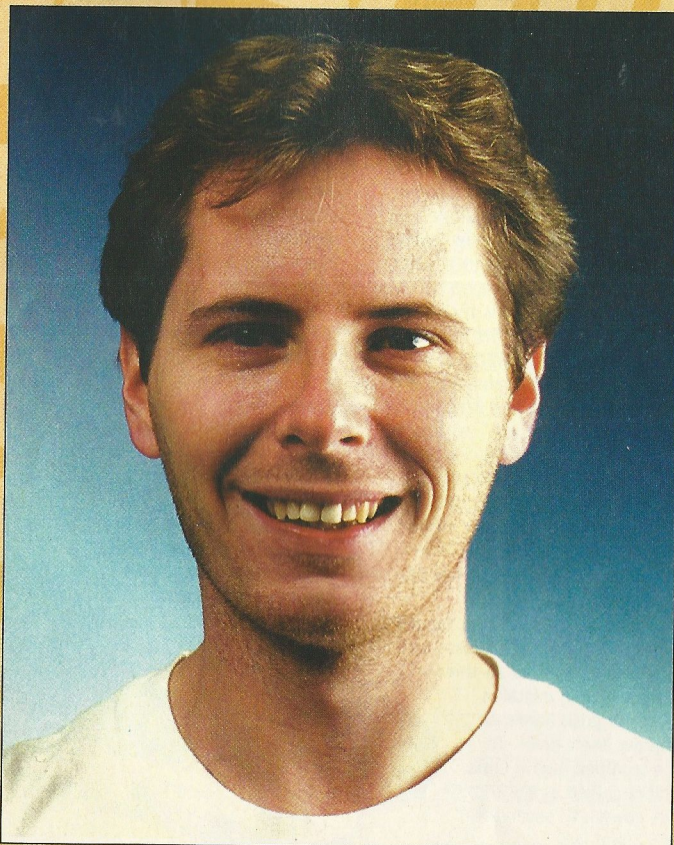


PHIL BOOTH

TEAM talk

SCHUMACHER NEWS

The L.R.P Touring Car Masters Eppelheim



Touring car racing is a growing part of our hobby, and also an important part of Schumacher Racing's business, so when an invitation arrived from Jurgen Laughtenbach to compete in the L.R.P Touring Car Masters Race, held in Heidelberg Germany, arrived at the factory we decided to gather a team of drivers together and head for Europe.

We already knew that the L.R.P race was certain to attract a very high quality entry, but you can imagine our surprise when we arrived at the track to find no less than three top line American drivers present. This was going to be a tough race.

It did not take us long to work out the reason for the American invasion. The L.R.P race is held on an indoor carpet track, using rubber slick tyres, and with the forthcoming World Cup Race in England also using the same format, this would give all the drivers entered, the opportunity to get some valuable information on car set up and tyre behaviour.

The first major surprise was the

amount of grip the slick tyres generated, resulting in most cars grip rolling on the tight corners, so for team Schumacher drivers the car set up was low and hard. So hard in fact that Oscar Jansen using his vast knowledge of carpet racing, asked me to fit his S.S.T shock absorbers with small additional springs on the shock shafts to make the front of the car very stiff.

Barry Baker with his Yokomo set the initial pace closely followed by Christian Wittke driving for H.P.I. Team Schumacher drivers initially had a few problems with both the tyre choice, and the car set up, in the first round of Qualifying, this was a little disappointing after a very promising practice session earlier in the day.

In fact Oscar Jansen thought we were too far behind the pace to catch up, but this was the first time he had raced touring cars for Team Schumacher, and after a few technical adjustments he was top Qualifier in the next round! At this point I will admit that this Oscar does know how to drive a racing car, and as I mentioned earlier this was the first opportunity that I have had to work with Oscar Jansen, as one of our drivers, (unfortunately only for this race) and he reminded me of some of the other top level drivers that I have had the pleasure of working with. All totally committed to winning races, and all equally confident in their own ability. That is provided the car is capable of doing the job.

From a car set up point of view, it proved very difficult for most drivers to find a comfortable balance between the very fast sweeping bends, and the two chicanes, and I was amazed that the Yokomo drivers were able to find a good set up on this high grip track with a very flexible car. But the Schumacher S.S.T worked best with a more rigid set up in terms of the chassis and springs, but was not very sensitive to the damper oil viscosity.

Most touring car drivers seemed to have learnt the black magic art of making slick rubber tyres work on carpet. The aim is not just to get maximum grip; this can sometimes make the car very aggressive to drive. What the drivers are looking for is a good balance, to enable them to put in a consistent performance, without having to fight the car for the entire race.

All Team Schumacher drivers spent most of the second day of qualifying, trying to remove the copydex from their fingers, after following the universal trend of gluing the foam insert to the inside of the tyre. Another more questionable method of treating the tyres involved soaking the foam insert with additive. I think the idea must be to allow the additive to permeate the tyre carcass over a period of time, from the inside.

By the end of Qualifying we had managed to get six Schumacher cars into the A main, and of course we were looking forward to a very competitive set of finals.

As often happens, things did not work out exactly as planned, with Oscar Jansen finishing in a fine second place at the end of a very enjoyable meeting. **RRCI**

The final results were as follows;

1	Christian Wittke	H.P.I.	Germany
2	Oscar Jansen	Schumacher	Holland
3	Barry Baker	Yokomo	U.S.A
4	Thomas Sesterhenn	Schumacher	Germany
5	Teemu Leino	Schumacher	Finland
6	Benjamin Groschel	H.P.I.	Germany
7	Sebastian Wartelle	Schumacher	France
8	Steven Pole	Schumacher	England
9	Ralf Helbing	H.P.I.	Germany
10	Marcus Lubke	Schumacher	Germany