

YOKOMO HOT DOG REVIEW

by John Cheyne

Hot Dog But
No Onions!



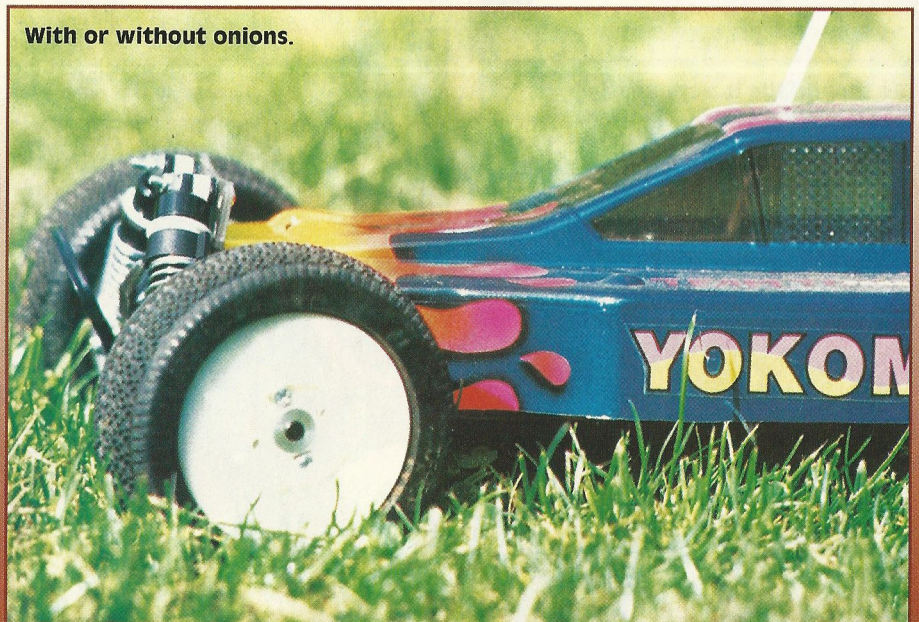
“That looks like an On-road chassis with Off-road suspension” I said looking at the picture of the Hot-dog on the side of the box. “That’s because it is.” said the Editor in reply. “So is it meant to be a tarmac car that can take a few bumps, or an off-roader that can corner on the flat?” I asked quite innocently. “Both!” said the Ed. Eyes raised to the heavens. “Now stop asking stupid questions, go off and build it, and then tell me if it works.” and with that he went back to reading the Beano and mumbling to himself.

Having read the blurb on the side of the box I realised that just this once the hairy chinned man in charge of this magazine was right! Mr Yokomo himself (or whoever writes on his boxes) describes the Hot dog as a car.....”for fun driving on almost any surface....The Hot Dog 4 uses the main chassis from our YR-4 on-road car and the suspension from our Works’93

off-road car to give you superior driving on both paved surfaces or open dirt areas.”

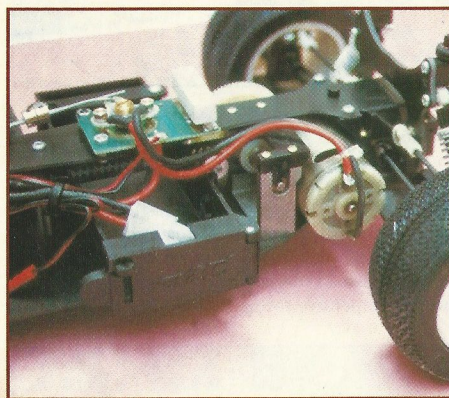
So the Hot dog is an attempt to build the ultimate fun car, that can be blasted around the garden, the pavement, an off-road track, a car park etc. and yet can easily be converted to a more serious on-road car (the YR-4) if your tastes turn to more competitive racing.

With or without onions.



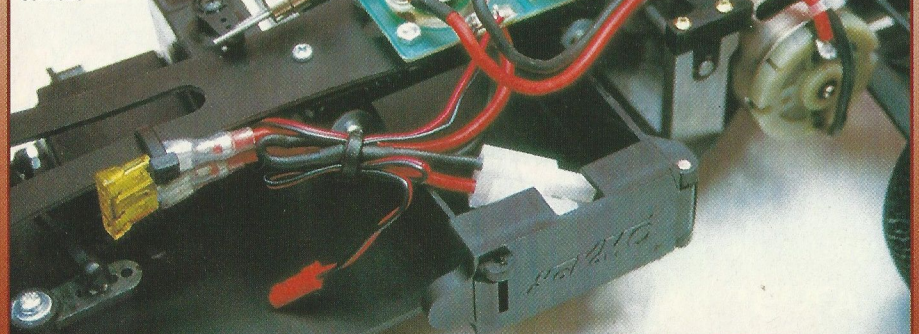


What goes up must.....



The speedo fits in very neatly.

The mechanical speedo and motor are a part of a "Starter Pack" which will be available from C.M.L.



basically putting together a YR-4, there's a nice feeling that what your building is a well engineered racing car rather than a beginners toy.

Next comes the suspension assemblies. This is where the car differs from the YR-4 most radically, as the suspension arms and the shocks are both longer than those supplied with the on-road version. Everything goes together pretty easily, although I would recommend that you don't watch Match of the Day while your constructing as it means you end up building 3 left hand assemblies and only one right hander! Oh well easily fixed. Apart from that minor hiccup (definitely my fault, not the instructions) everything was going swimmingly until I went to put the springs onto

Up and over.

The Build

Like all the Yokomo kits I've set eyes on, the Hot Dog comes nicely packaged with all the small parts in well labelled bags and a good set of instructions to inspire confidence in the builder. The instructions themselves consist of a series of well drawn exploded diagrams with a key to parts used in each process down the side, and explanatory notes where necessary.

The building starts with securing the battery box, belt runners, bulkheads and motor mount to the chassis. The motor mount supplied in the kit is made of alloy which should dissipate the heat from a hot motor a lot better than the plastic jobs you find in many intro-level kits. Next comes the centre shaft and both front and rear ball diffs. The diffs are a bit fiddley as construction involves placing 8 tiny ball bearings onto a washer, before slotting the lot together. Until everything has been tightened up with an Allen key the ball bearings are only held in place with a little dab of diff grease (which incidentally is not supplied in the kit) and it would be easy to lose one at this point. To be completely fair to Yokomo, I didn't have any problems and there are a couple of spare bearings supplied in case any do go missing.

With the diffs complete you can really crack on with the build job and you'll soon have the front steering assembly, the main drive belt and the upper deck in place. Because at this point your

It goes on Tarmac as well.

the shocks. They just seemed so tight I felt sure I must be doing something wrong, the trouble was I couldn't think what. The springs simply felt too long, and a quick check against the box top photo showed that the springs in the kit have about 3 or 4 more coils than the ones in the photo, anyway they do go on with a squeeze, and I'll get back to this problem later.

All that's left to do now is paint and trim the rather nifty looking bodyshell and fling in some radio gear and a motor. The kit I built did not include a motor or speedo but I'm reliably informed by C.M.L. the car's UK distributors, that they will be selling a version complete with motor and mechanical speedo (see pics).

Hot Dogging

The first surface I tried the Hot Dog out on was certainly a testing one, as I took it to some rolling hills near my home where people go to walk their dogs, fly the odd kite and generally enjoy the fresh air. The hills are criss-crossed by rough dirt and gravel tracks that offer a tough challenge to both car and driver. After a few spins round the relatively flat car parking area to trim the steering I plunged the "Dog" down the first rutted rocky path. The power was delivered to all four wheels nice and smoothly, so I was pleased to see that despite the fiddley bits the diffs were working nice and efficiently. My worries about the hard springs were partly confirmed however as the car

shot over some particularly bumpy ground. Instead of soaking up the bumps, the Hot Dog began to bounce around and lose traction and eventually ended up jumping nose first into a ditch. To the car's credit it was completely undamaged by this mishap, but it was pretty obvious that over very rough ground the hard springs and 30wt shock oil supplied with the kit were just not forgiving enough. At the end of the first dirt track was an area of short grass and smooth sun baked earth, so this was the next test surface. My "Dog" was much happier on this surface as it showed an impressive turn of speed and some sure-footed handling. The springs weren't such a problem here and once I'd set out a rough track I really began to enjoy myself.

Tarmac trials and hillclimbing

Since the Hot Dog is designed to be used on any surface, I felt that the dirt tests were not enough to judge performance alone, so I headed for a place by the River Severn that I know which has a long wide tarmac

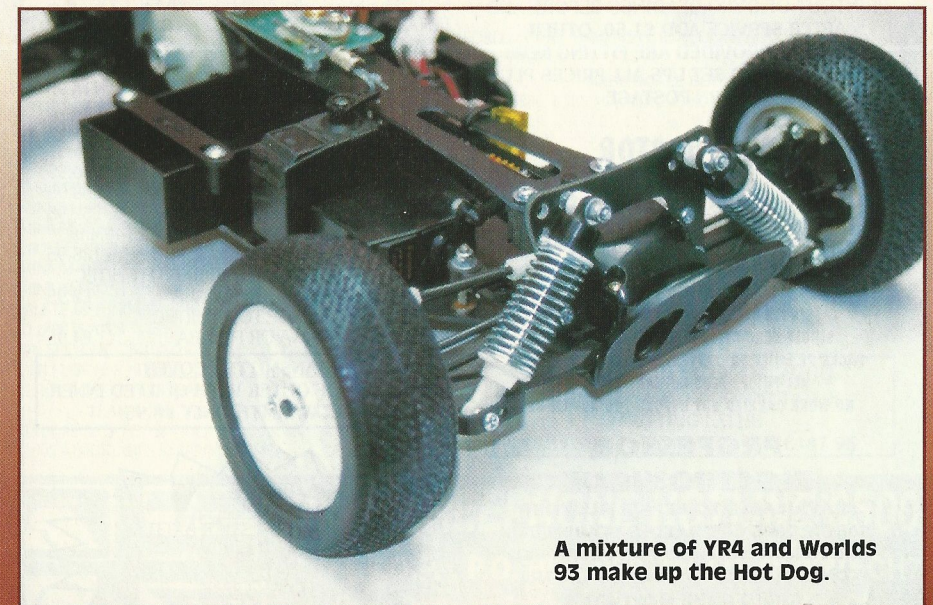


area that's fairly free of traffic, as well as some wickedly sloping grass banks that lead down to the river itself. The night before

I got hold of a YS2F spring tuning pack from CML which contains 4 different spring types and swapped the front springs for some shorter ones which seemed to damp the front end better once I'd added a large spacer and re-filled one of the shocks that obviously had a fair bit of air in it. So it was with renewed confidence that I hit the throttle for the "Dog's" first taste of tarmac. Straight line speed was excellent, even using a 1400 sport pack, and the front end soaked up the few bumps and pot holes without any problem. As one might expect with Off-road suspension and four wheel drive, the car has a fair bit of under-steer during high speed cornering, but it's just a matter of learning to dab the breaks at the right moment and the problem is solved. The kit tyres worked well on the tarmac and offer a nice balance between Off-road grip and On-road stability.

With the front suspension problem solved and a bit of practice completed on the tarmac, I was feeling more than happy with the Hot Dog, so I decided to give it the final and ultimate test. This involved a grass bank with patches of dry dirt which was so steep it was impossible to scramble down without using your hands to steady yourself. The bank rises about 20 feet above my head and certainly poses quite an obstacle.

The Hot Dog was superb. I had three fully charged battery packs with me, but by the time they were used up I was desperate for more action. The Hot Dog was in it's element on the bumpy dusty bank. It charged up and across scrambling for grip on the near vertical surface, but every time it seemed that it must lose traction and come tumbling down, it found some grip from somewhere and blasted onwards. Once at the top of the bank I turned it nose down and it would come hurtling at me like a missile, then a dab on the breaks and a well timed movement of the sticks would send it skidding at right angles back across the slope, churning up the dust as it went. Wow! this is one dog I don't mind taking for a walk, and you don't even need a pooper scooper!



A mixture of YR4 and Worlds 93 make up the Hot Dog.



Reedy Firepower.

In Short...

The Hot Dog is a quality piece of engineering that is a pleasure to build and a blast to use. Apart from the springs I have very few bad things to say about the car except that for Off-Road use I would recommend getting hold of an undertray, as the "On-Road" chassis offers little protection from dirt and loose objects like stones which have a habit of jumping into the gearbox, an undertray is available. Basically if you want a car to use on a number of different surfaces, that could be raced at club level as a buggy or with a few modifications as a scale saloon car, then order yourself a Hot Dog (but go easy on the onions!).

Likes

- Quality engineering
- Good looking bodyshell
- Very reliable (in 2 weeks of thrash testing, nothing broke)
- Easy to convert to a Scale Saloon Car

Dislikes

- No undertray supplied with kit
- Springs supplied were a little too long
- Rear wing has recesses that are almost impossible to paint

QUICK SPEC

4WD Drive. Twin Belt. Adjustable Ball Diffs. Ollite Bushes. U/J Drive Shafts. Fibre Glass Chassis. Fibre Glass Top Plate. Stick Pack. Alloy Motor Mount. Independent Suspension. Top Link And Bottom Wishbone. Coil-over Oil Filled Shock Absorbers. Moulded Spoked Wheels. Worlds Championship Pattern Tyres.

TESTERS KIT
 Speedo- Novak Explorer
 Motor- Reedy FireHawk Stock.
 Cells - Reedy 1400 SCR
 Steering Servo- Futaba 148
 Receiver- Futaba Attack

OPTIONS FITTED
 Ballrace Set
 Spring Set