

**JUNE 99**  
Megamix Review

# movi star

**T**he Review Mega Mix this month is a Monster! No less than eight model reviews and an update on last month's offering - that can't be bad.

We kick off with another contender for the title of best Rally Car. The Yokomo MR-4 is all new and available as a Toyota Corolla WRC or the ever popular Subaru WRC. It stands out for the attention to detail in terms of keeping dust and foreign bodies out of the works. Well engineered, get the full low down on what I thought of it in the next few pages.

The Touring car phenomenon shows no sign of abating and this month we have three. The American influenced, Japanese produced, HPI RS4 Pro2 Super Tourer relies on a revised version of the orthodox two layer, belt drive, carbon chassis. Incorporating lessons learned at the World Cup it is state of the art. Not so orthodox are the next two. The Tenth Technology T1 is a heavily revised version of the Predator DTM range which has seen a lot of success from those who really got to grips with it. The T1 aims to capitalise on the Pred's strengths and add a more user friendly side to its armoury. The first indications are that the T1 could be a winner. Then we have the Walfisch, a very different approach indeed. Sharing some design clues with on-road IC cars and others with more traditional Super Tourers the Walfisch definitely makes a statement. And you can win one!

Another new writer is blooded with a Tamiya. This time the man that sells real Mitsubishi Evo rally cars builds a 1:10th scale one, see how he got on. Nitro fumes abound with the next couple, a HPI 'Super' RS4 makes quite an impact as does the Traxxas 4Tec, speed freaks both - and I finally got out to play with last month's cover car, the Kyosho Volvo S40 and I had a ball.

Last but by no means least a Traxxas Monster Truck, the Sledgehammer makes a plea for the 'forgotten class' of club racing. Looks fun!



## The Yokomo MR4 - Rally

### The next big thing?

The Touring car phenomenon has been amazing. Hardly a week goes by without another product announcement adding to the mountain of kits and bits available for Scale Saloon racing. But have you noticed just how many rally cars are being announced? Could rally cars be the next big thing? You can use the purpose built rally cars on mixed surfaces like loose gravel, well cut grass, astro' and broken tarmac unlike the Touring car which is only comfortable on a billiard table smooth surface. A few rally race meetings have already taken place and indeed, Race Car have promoted a couple of them and the Race Car series has a class for standard rally cars. I am a fan you see of WRC, World Rally Cars. But then, you have probably guessed that.

### Not a converted scale saloon

The very best of the new crop of rally cars are not simply a Subaru, Toyota or Ford body on a scale saloon. No, the best are re-designed for the job in hand with longer travel suspension and some form of dirt, grit and grime protection for the running gear within.

The latest, in more ways than one - it is a bit later than planned - is the Yokomo MR-4 Rally. I first saw a prototype of the Rally at the IFMAR Worlds' last summer and I wanted to build one then. The production version is quite different from first the prototype I saw - much less of a repackaged YR4 variant and now a far better engineered solution to the challenges meeting a rally car.

Available with a Subaru Impreza WRC or Toyota Corolla WRC body it has finally made it to the shops. The Subaru body includes decals for McRae '98 or Kankunnen '99.

Was it worth the wait? Let's see shall we. Our sample, provided by CML Distribution, was complete with a full ball race kit, a Novak Explorer II Esc and a Yokomo Zero J stock motor.

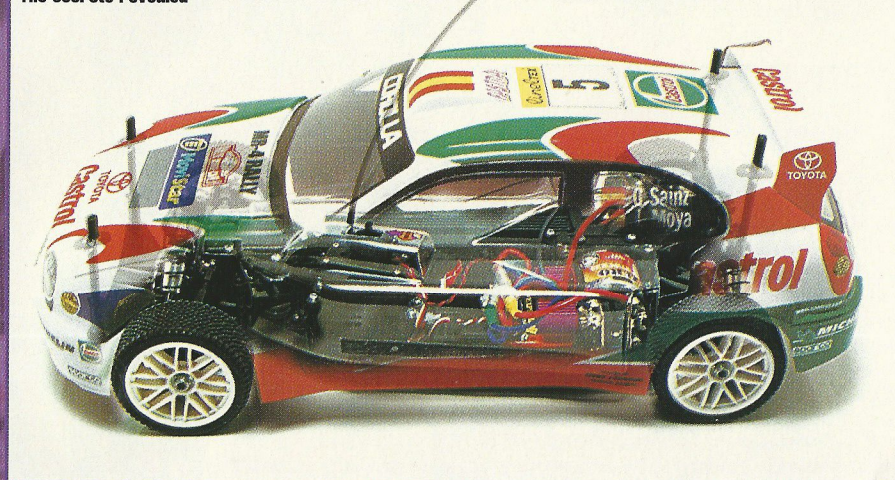
### Sharpen that screwdriver - here we go!

Only joking. The very clear, 40 page user guide starts off by very helpfully indicating which tools you will need to complete the M4.

Nothing out of the ordinary is needed. I would add a vernier gauge of some sort and make sure that your screwdriver is a nice new one so the centres of the screws will survive, you are going to be applying some serious torque to some of them!

Before you start I suggest that you first of all read through the instructions, you will get a good feel for what is to come. Secondly there are some additional and replacement parts. Take the supplementary sheet and write onto the main instruction manual wherever you need to add/subtract or substitute new parts -

#### The secrets revealed



it works for me. A simple note in the margin saying 'see add on parts' or similar will suffice.

Now that I have built an MR-4 I would suggest that the fit and finish of the parts is as good as the very best. So, if something does not fit, re-check the instructions, you probably have it wrong.

### Build it

As is my usual style I won't give you the - screw 'A' to subframe 'B' blow by blow - but I will try to pick out the bits that caught me out or those which need close attention.

Please note that the small panels on each page with the caution graphic are well worth studying closely - it may save you a lot of re-work later!

First off some of the screws are very hard to screw in all the way. Try putting a small drop of silicone oil (you have more than enough for the dampers provided in the kit) or a little bit of grease onto the tip of the longer screws before you get them started.

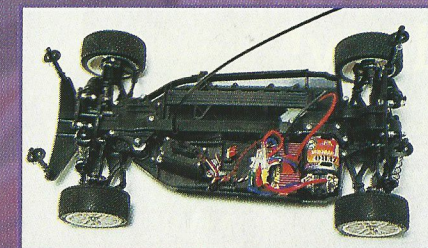
The main chassis pan felt very heavy, with the rather robust construction of the car I thought the finished item would be very heavy. Not so, my sample would require a small additional weight to run as a BRCA scale saloon. The material is a form of Graphite reinforced plastic but beyond that I only know it is relatively light, very stiff and very strong.

When you build up the two ball diffs just check that you are using the correct outrives, they are all different.

Page nine and the inner suspension pins, pay attention. I was rushing the job, asleep or being dense, whatever I ended up fitting one front and one rear hinge pin at each end. The difference may only be a couple of millimetres but they need to be correct. OK, I should have



Rear wing unlikely to influence the handling, scale and therefore very small



Neat battery strap is reversible for stick or saddle pack style batteries

been more careful but would it hurt manufacturers to question a design where two identical pins are used which differ in length by 2 mm? Re-design the parts to use the same pins front and rear.

On to Page 10 and here I suggest you grow at least one more arm. If you don't you might find the next half hour just a wee bit frustrating. The reason is that you have to fit a number of parts, fitting very closely, whilst at the same time keeping the various belts, diffs and pulleys in place - tricky. The backbone, Lexan and plastic transmission covers, and the motor dust cover show a close attention to detail to help keep the transmission functional in unfriendly terrain.

Very impressive, a nicely engineered model. I decided to ignore the recommendation on page 17 to have zero toe and set my Yoke to around 1 - 1.5° toe in (front of wheels pointing in very slightly) for additional stability. Zero toe will certainly give a sharper acting steering set-up but my aged reflexes would not cope.

When you get to page 18 do remember to centre your steering servo BEFORE you fit it otherwise you will shout and stamp your feet later....

I found that a simple way to check if the steering servo arm fouled the floor of the chassis was to gently insert a strip of paper between the two. Mine certainly did but rather than use the taller mounts as per the instructions - and so make the C of G higher - I simply ground off the extra thread length on the bottom of the ball stud.

Page 23 covers the shocks. The shocks are alloy bodied and silky smooth, take your time, they are worth it.

### Completion

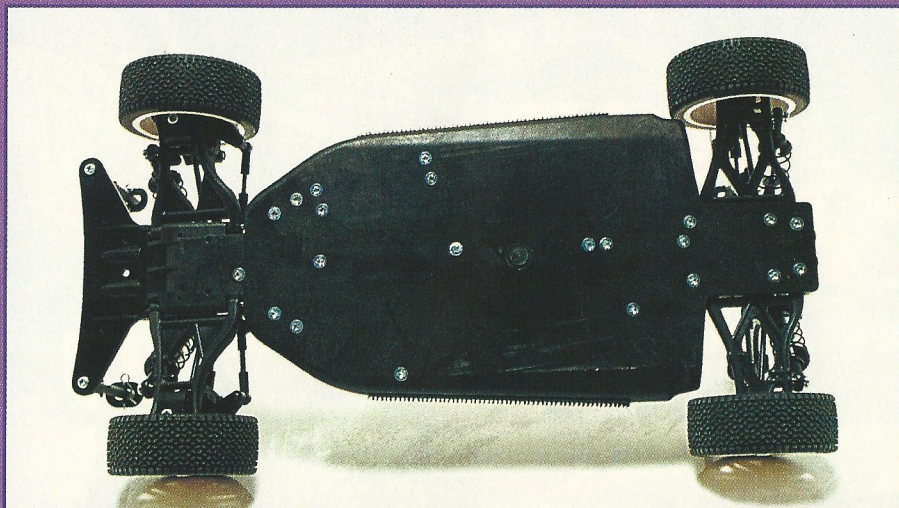
I fitted the Yokomo Zero J Stock motor, Novak ESC and a trusty Futaba receiver. To finish off the body mounts are fitted, these are very neat with nice load spreading plates to sit under the body shell. When it came to the body shell, well you know what I am going to say don't you! It was a TA moment. Enter stage left one Terry Atkinson painted and decalced body shell. Excellent as always - thanks Terry. I trimmed the body and the inner shell. One moan here is that Yokomo missed a chance to really pep up the scale look of the car with the inner shell. Why not mould a driver and navigator into the inner shell? The strange buggy like inner shell does the job but driver figures would have been better. Moan over.

Overall this is a class act. The competition heritage is clear all the way through. The car appears to be immensely strong and would probably make an excellent scale tourer with a set of slicks and a hotter motor. Because of the 'engineered solution' approach it is not a fast

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The nicely recessed chassis ensures that the Yoke does not 'snag' on the rough stuff

build, this is unlikely to worry a typical owner, half the fun is building it.

## Time to get the Yoke dirty!

I was determined to give the poor innocent Yoke the first thrashing of its life as soon as possible. I had a few reasons for this, time to print was short, the sun was shining and the car looked like it would be fun. So on the way home from taking the photographs at the studio I stopped off in the foothills of the Malverns where a nice smooth(ish) gravel track was waiting..



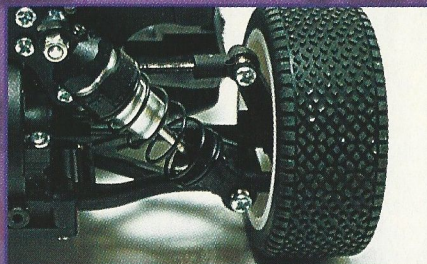
Built in servo saver a definite plus

Whoohah! this is a real rally car. The Yoke takes off like a scalded cat on gravel with stones kicked up from all four wheels and a gentle weave as the amount of traction available varied between the four wheels. Putting a gentle 'Scandinavian double flick' before a bend sets the Yoke up nice and sideways for yet another full bore, opposite lock, corner exit. The track provided a couple of gentle undulations which at full chat downhill were sufficient to gain me some 'air miles'. This is addictive stuff and I had put three charged packs through the Yoke before time ran out and I had to move on. The Novak Explorer II was nice and smooth although I might have preferred a reversing ESC when I got stuck in the grass at maximum range! The Yokomo 23T stock motor gave the car that extra boost over the normal silver can motor some kits supply. On the loose the motor balanced good drivability and power with excellent run times of around 7 - 8 minutes on the gravel.

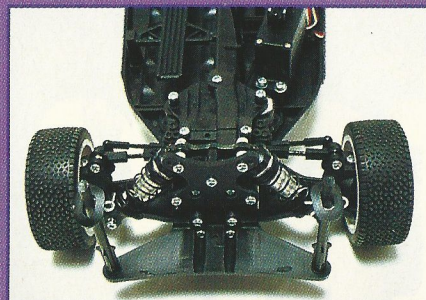
Some of the bigger bumps cause the car problems as it simply ran out of travel but then again they would probably cause a 1:8th rally-cross buggy problems! Generally the long travel suspension soaked up everything I threw at it and more.

The severity of the track can be judged by the fact that the wheel rims, which were not the kit item, were damaged in a half dozen places. The underside of the chassis had numerous scuffs and scratches. NOTHING broke, the alloy bodied shocks did not squeak nor leak a drop of fluid. When I began to clean the car I found that the coating of dust was virtually all on the outside of the inner shell. This is 'one tough hombre' that I will enjoy using.

Our thanks to CML Distribution for supplying the review model **NRCI**



The 'pimple' pattern hot lap tyres give a pretty good grip on loose surfaces



Stout front bumper and those super smooth alloy shocks



Yokomo Zero J Stock motor crowding out the Novak Explorer II Speedo

## Quick Spec

4WD Electric 1:10th Scale Rally Car. Belt drive system with Ball Diffs. Part ballraced. Graphite reinforced plastic construction. Independent suspension with wishbones and alloy bodied, oil filled, coil over shocks. Polycarbonate body and inner shell. Requires 2 Channel Radio, Servo, Speed Controller, Nicad, Charger and paint for Polycarbonate to complete.

## Tester Kit

Radio: Futaba Attack 27 MHz  
 Servo: Futaba 3003  
 Speed Controller: Novak Explorer II  
 Motor: Yokomo Zero J Stock 23T  
 Nicad: Various 7.2v stick packs  
 Other: Full ball race set, Terry Atkinson paint job

## Likes

Build quality  
 Attention to detail  
 Protection  
 Pace and handling

## Dislikes

Extended build time  
 No national rally series to race it in

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