

The Honda NSX is not what we have come to expect from Yokomo, manufacturers of world championship winning off-road buggies. Whether the release of this new car is due to the fact that Mr Tom Yokobori (President of Yokomo) owns a Honda NSX, or whether Yokomo are trying to get their share of an apparently increasing side of the R/C model car market (ie realistic looking performance models), we cannot say. Whatever the reason, we are glad Yokomo decided to produce this car, as it makes a refreshing change.

The Concept

The NSX from Yokomo has the following features:

1/10 scale.


Rear wheel drive via a belt-driven geared differential.

Fully independent suspension with coil

over oil-filled shocks at the rear. Superbly realistic moulded polycarbonate bodyshell. Two deck black FRP chassis with protective polycarbonate undertray. Crashback front suspension system. Plastic universal joint/telescopic driveshafts (similar to Schumacher). Fully ballraced wheels and drivetrain. It seems as though the car has been designed to be as realistic as possible.



YOKOMO



How would you describe Yokomo's new Honda NSX?.....

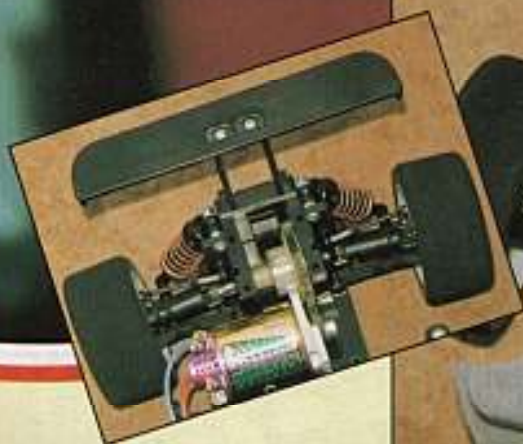
HONDA



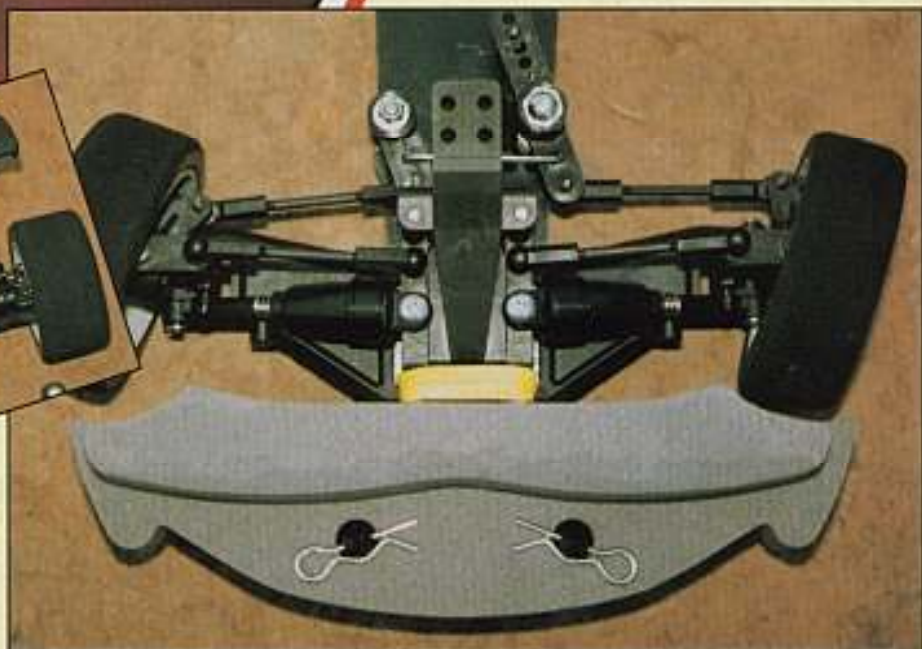
yet still have a fairly high performance level. It is very light indeed and being 2WD should move quite rapidly.

The Build

Although building the NSX was no problem, life could have been made an awful lot easier if the instructions had been better, especially if English translations for each stage of construction had been provided. As it was, we had to study what can only be described as poor illustrations very carefully indeed. The car should have taken a little over an hour to build, as it was it took two-and-a-half.



ⓐ Rear end transmission and suspension detail.



ⓑ Front end suspension detail — Notice rubber bands for 'crashback' system.

NSX



⓪ Rear oil-filled shock absorbers.



Once we became familiar with the instructions and the pieces provided in the kit, we set about building the car. Construction begins with the shock absorbers, which are the same units as those found on the front of the Yokomo Works '91 car. All four shock absorber bodies have to be filled with oil, which is provided in the kit, and appears to be very thick. (This car has been designed with road racing in mind, it definitely can't be used 'off-road'.) The rear shock absorbers have gold, coil-over springs over the shock absorber body, which is a fairly traditional design. The front shock absorbers are unusual in as much as two very small springs are placed below the shock absorber body, around the piston rod. Front suspension travel is thus limited, but as already mentioned this car doesn't need a lot of suspension movement for the terrain it is going to be used on.

Once the shock absorbers have been built, all of the track rods and upper suspension links have to be assembled. This is an easy job, but it is quite boring to do, so it is best to get it 'over and done with'.

The differential sits in between the two rear wheels and is supported by bearings, which sit in a plastic housing made up of three mouldings. The diff is of the 'geared' type and once sufficiently lubricated with the provided grease, gives quite a nice smooth action.



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When assembled, the diff is set aside while the front end of the car is constructed.

The steering system design has been borrowed from the Works '91, which has proven to be reliable and efficient in operation. A sprung servo saver takes care of any sudden shock that the steering might receive in an accident, to

Once each side of the front suspension has been installed the shock absorbers are snapped into place on two pivot balls. The suspension is held in place by large elastic bands, which are more than strong enough for their intended job.

A nicely moulded battery case sits across the chassis, just to the rear of its

HONDA NSX



○ Nicely moulded wheels with foam/rubber tyres.

prevent damage to your servo. A front plastic moulded bulkhead is screwed to the front of the chassis, onto which two further mouldings are attached. Because the car features 'crash-back' suspension, these mouldings are pivoted at the rear, around which the whole suspension can move if the car crashes heavily. The lower plastic suspension arms are located onto these pivoting mouldings.

The arms are excellent quality and are very lightweight indeed. The wheels are held into the front hub carriers using a design very similar to that used on Schumacher cars. This has probably been done so that as small a screw as possible goes into the wheels, to make them look as realistic as possible. They wouldn't have quite the same effect if a huge locknut was holding them in place.

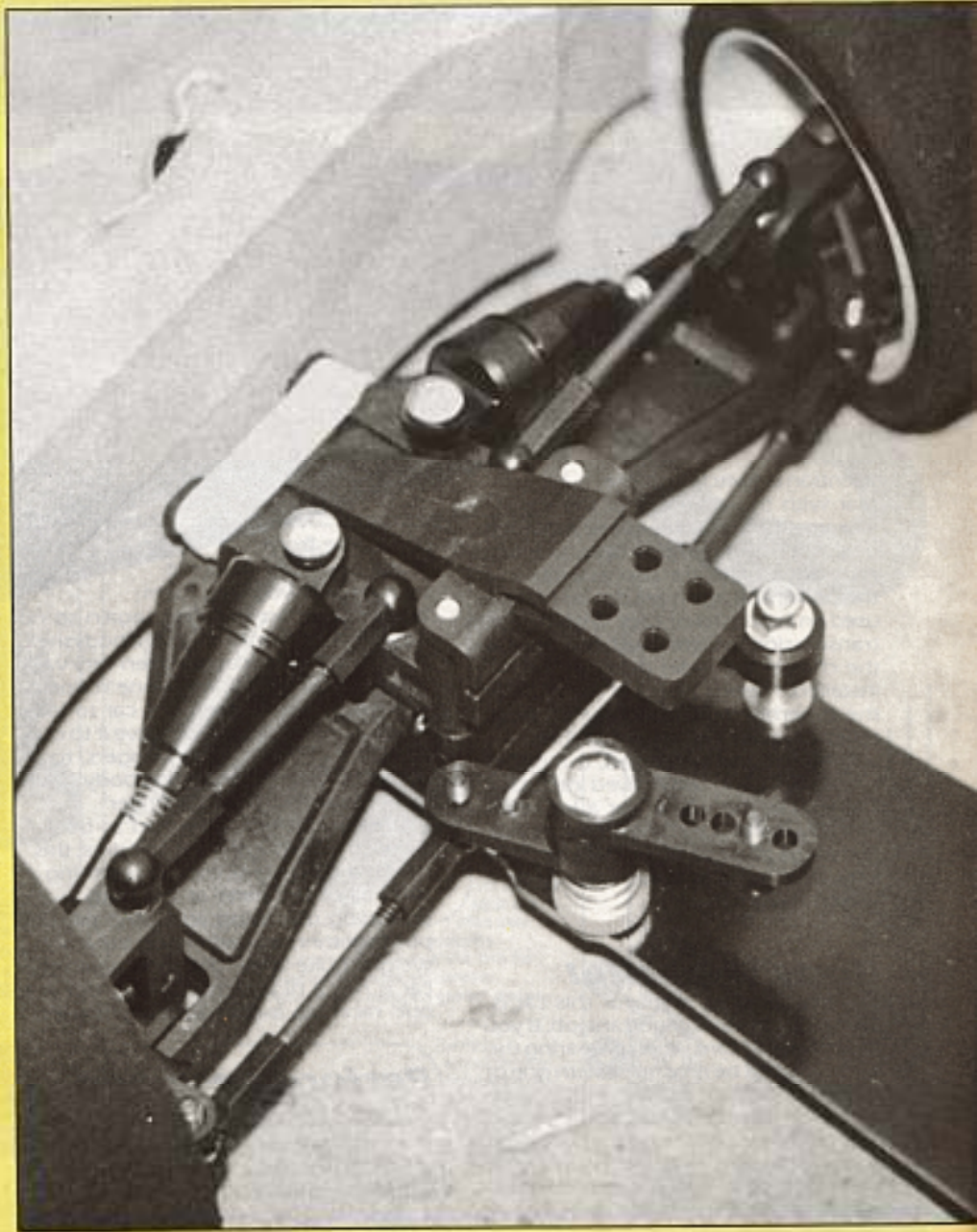
centre, and has been designed to accept 'stick pack' type batteries. The batteries are installed into this carrier from the side via a neat little hatch, which is held in place by a metal 'body pin'.

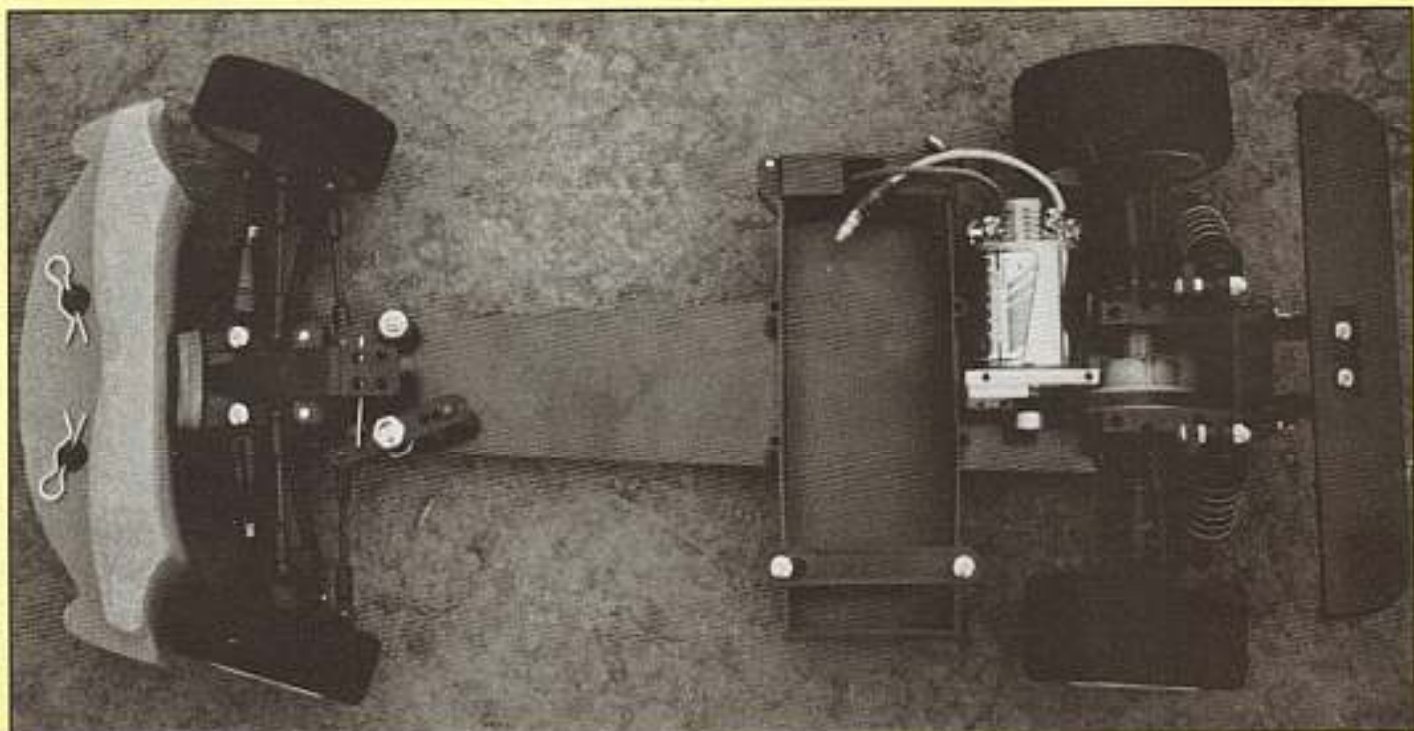
When the front end has been



○ Silent belt drive system.

○ Steering mechanism showing sprung servo saver.





Rolling chassis.



completed, attention is switched to the rear with the assembly of the aforementioned three-piece moulded gearbox. The tiny telescopic, universal joint driveshafts are also assembled at this point, and again are similar to those used on Schumacher cars. When the rear transmission system has been fixed to the chassis the radio gear can be installed. There is plenty of room under the superbly moulded body, so most types of radio equipment will fit.

With the radio installed, the upper chassis deck can be screwed into place. This makes the whole car a lot stiffer and also enables the receiver to be put above the batteries if you so wish. (This may be a good idea for easy/quick crystal changes.)

Body Beautiful

Getting the body right for this car is probably the most important job. If you take time and care when preparing the body you will be rewarded with one of the most realistic looking model cars available. One of the reasons for this is that the body is held in place by 'velcro' at the sides and back, so nowhere are there any small plastic protrusions coming through the shell to ruin the

scale effect. The front of the body is supported by a large, two-piece foam bumper/support structure, again so no bits need to stick through the bodyshell. This aspect of the car has been very well thought out indeed, well done Yokomo.

Because we wanted our car to look as realistic as possible, we gave it to our regular body artist, John Rogers, to decorate. Not only did the body have to be painted, the large driver figure/cockpit moulding had to be detailed. Again with care and time, this can be made to look like the real thing. With all of the parts of the body (including rear wing and wing mirrors) put together, the whole construction weighs quite a lot, but then again this car is not a high performance 'out and out' racer, so it doesn't really matter.

Performance and Conclusion

The car drove very well indeed, the belt drive transmission making the car almost silent and it felt very smooth. Speed with a 19x2 modified motor was good and

with a very standard pack of SCRs we got around seven minutes running time with the supplied gear ratio.

The only bad points about the car are the poor quality of the instructions, and the screws. They all have flat ends to them which makes it extremely difficult and frustrating when trying to 'tap' them into plastic. This is something Yokomo should look at improving in this kit.

Apart from these small gripes, the car is good. It does the job it was designed for, and does it well. It is one of the nicest looking scale models on the market today, and its performance wouldn't be put to shame by some of the most expensive purpose-built circuit cars.

Available from all good model shops through CML Distribution.