

THE WORLDS?

Has the new Yokomo Works got the right stuff to win the next worlds?

With no expense spared Model Cars brings you the kit review of the year, and before anyone else!

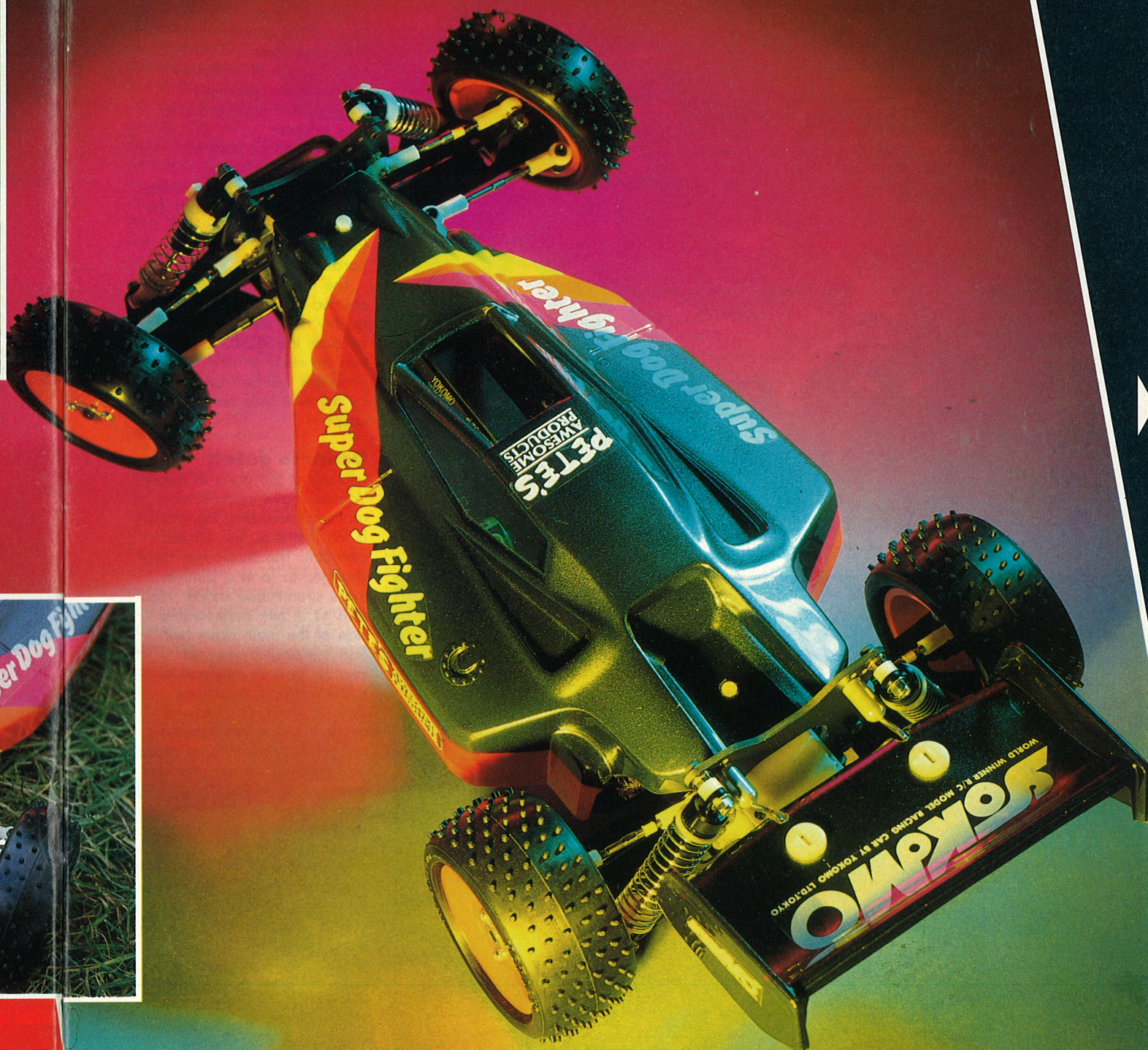
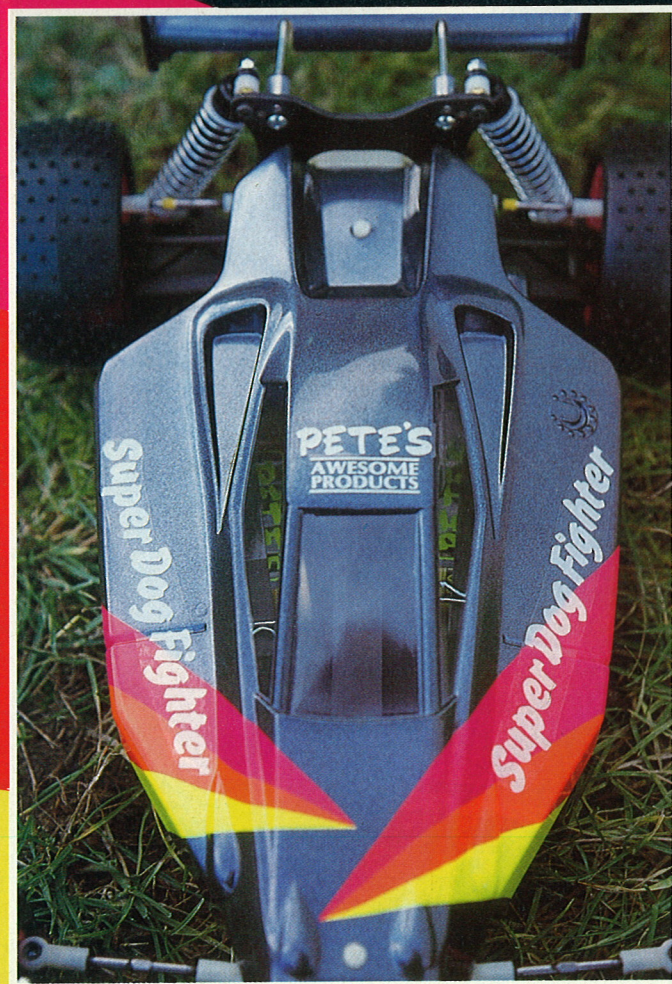
That may sound a little over the top but the latest Yokomo Works Dogfighter, designed in part by World Champion Masami Hirotsuka could well be the car to have after the World Championships later this year. The new car has a number of changes that make it look very competitive, but it's main

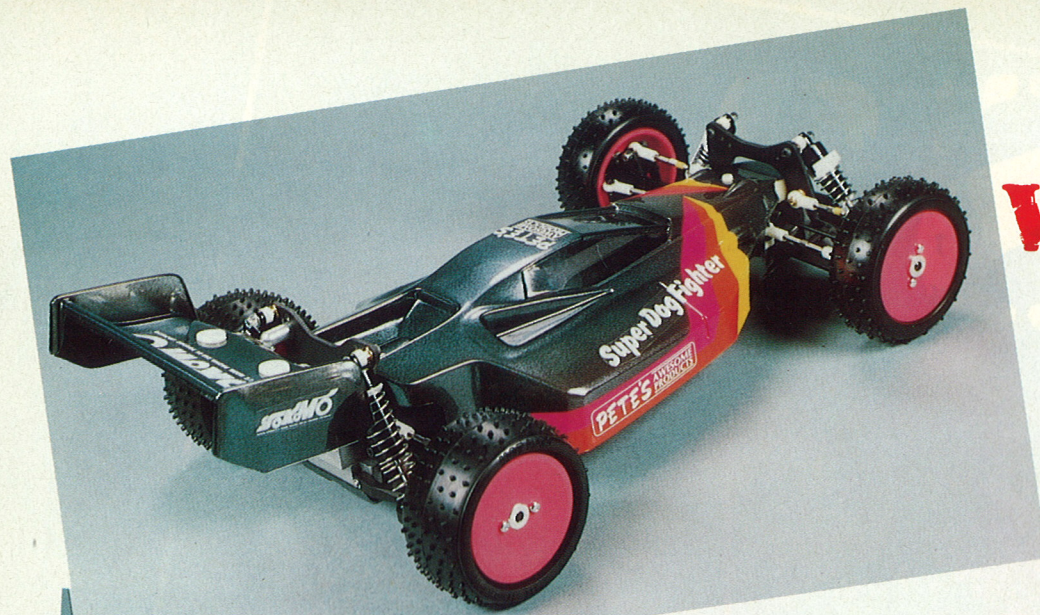
advantage will be that the line up of drivers including most of the best the USA and Japan have to offer mean it will undoubtedly play a major role at and after the Worlds.

For the purposes of this review the car was rushed to Pete Stevens for the build up, Pete has been running Yokomo's for quite a while and has a vast knowledge of the old car - therefore the comparisons with the new car and the new bits would be easily highlighted.

What is new?

Well a quick look at the car with the bodyshell removed





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would give an impression of not to many changes, this though is not really the case. A quick run through of the major changes are;

- New graphite chassis
- New suspension arms
- New shock brackets
- New shock absorbers
- New springs and tensioners
- New ball joints
- New 48dp gears
- Fine tooth belts
- New body and undertray
- New steering geometry
- New double ballraced one way adapter

This could be said to amount to a new car, although the gearbox castings remain the same as does the motor mount and the diffs (although these may have harder balls).

The new parts in the kit seemed to vary slightly in quality, this we presume is because the RCMC example was an early kit and that any problems will be ironed out by the time they are in the shops.

Down to detail

Looking at the parts in detail Yokomo have made some real improvements, the chassis is the first item that attracts attention. The shape has been changed to form a slimmer, more streamlined shape. The cells sit in two banks either side of the main drive belt and are angled inwards slightly towards the front of the car. Our chassis was 3mm to short, this allowed the rear diff to be exposed - not a big problem as a piece of tape soon stopped the dirt from getting in but 3mm to short it was! The new suspension arms are what may make the car a real advantage over the old one. The arms are longer, stronger and are made from a new plastic which is claimed to be lighter! The arms give 3 shock mounting points on the rear and 2 on the front, the arms are well moulded but do feel a little flexible. The shock brackets have been seen before on the works Dogfighters over the past year or so, they are made of

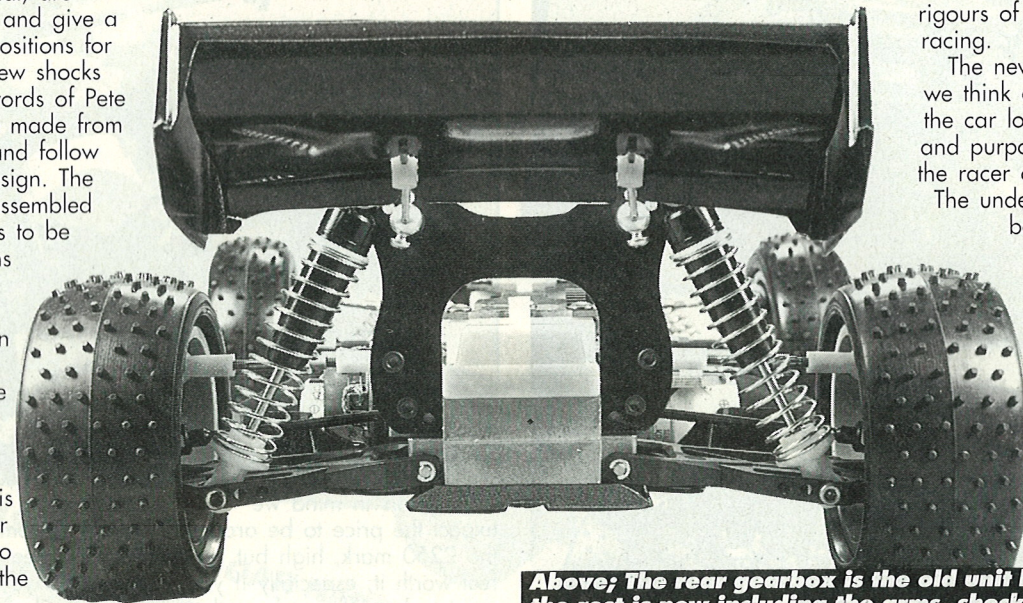
a Graphite material, are smoothly finished and give a good variety of positions for the shocks. The new shocks are really nice (words of Pete Stevens), they are made from aluminium alloy and follow the Associated design. The seals are ready assembled and all that needs to be done is the pistons fixed to the shaft and the oil to be added. The design does not use diaphragms in the caps but even so the shocks feel very smooth. A really nice touch is the spring retainer that is placed onto the shock before the spring, this little moulding keeps the spring central to the shock and stops the spring rubbing on the shock body - a clever idea. Also the ride height adjusters are moulded with a little "T" on their side which allows them to be pulled off by a finger "ring" which is included in the kit, this is simply worn by the driver and hooks over the "T" on the shock rings, this makes altering the height really fast even when fingers are cold and therefore slow.

One of the first things that needed to be replaced on the old car was the ball joints on both the steering and the suspension. This is no longer the case as the kit is supplied with a full set of strong ball joints. These are used in conjunction with left and right handed tumbuckles

and a really neat alloy adjuster (in the kit) which works very well.

The drive system of the Yokomo has always been thought of as very efficient, here though is where many of the changes have taken place. The main gear (spur) is moulded in 48dp, from here on the one way adapter is now double ballraced and is beefed-up. This was a problem area on the old car and will come as a relief to new owners, the belts are now fine pitch which is the way most manufacturers seem to be going, whether this is a change for efficiency or just to follow trends only time will tell. The diffs in the car seem to have not changed,

although they feel so smooth we wonder if they



Above; The rear gearbox is the old unit but most of the rest is new including the arms, shock brackets and shocks. below; New set up includes a large amount of toe in on the rear. Undertray gives a smooth finish although bumper sticks down and reduces ground clearance.

may be of the same variety now found in the Stealth RC10, ie; harder balls. If this is the case the diffs stay smoother longer and need replacing hardly ever, this may not be the case but the tie-up between Associated and Yokomo could well explain the source of the balls if they are the harder type.

There's More!

Other changes that will have a direct effect on the handling are the changes in the steering set up. This has been changed to a similar set up to the team cars and gives more lock and power-on steering. The same servo savers are used and these may need some work

on them to handle the rigours of todays off road racing.

The new bodyshell is we think a real winner, the car looks low, mean and purposeful-just what the racer ordered!

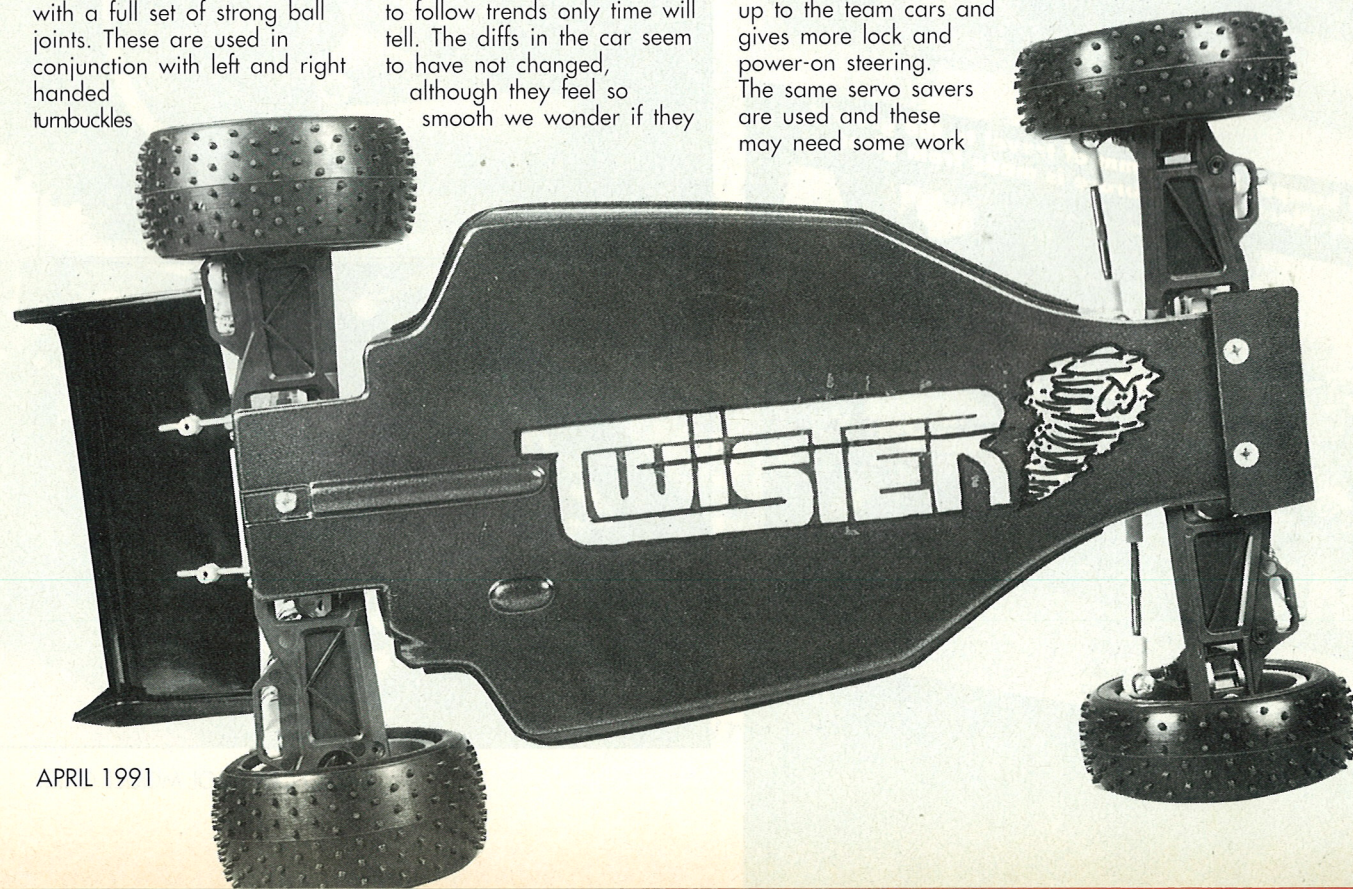
The undertray fits the body snugly and both the mouldings are to the usual Japanese standards.

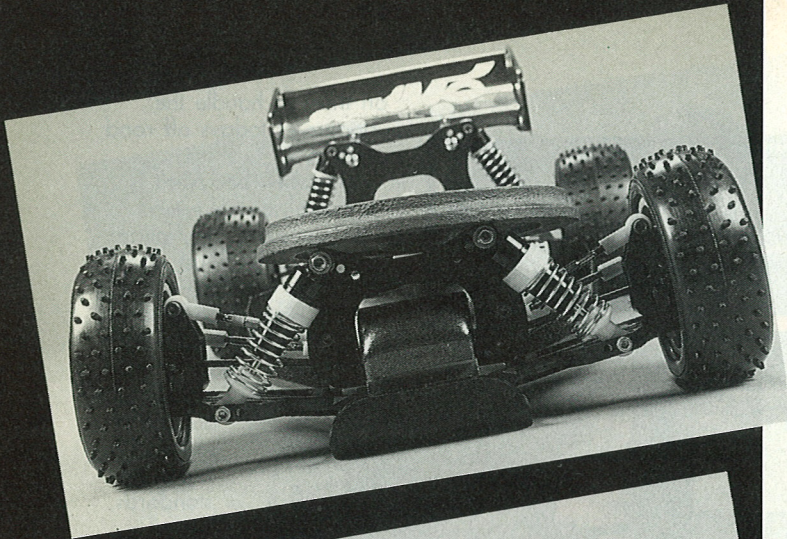
No Problem

There was no real problems.

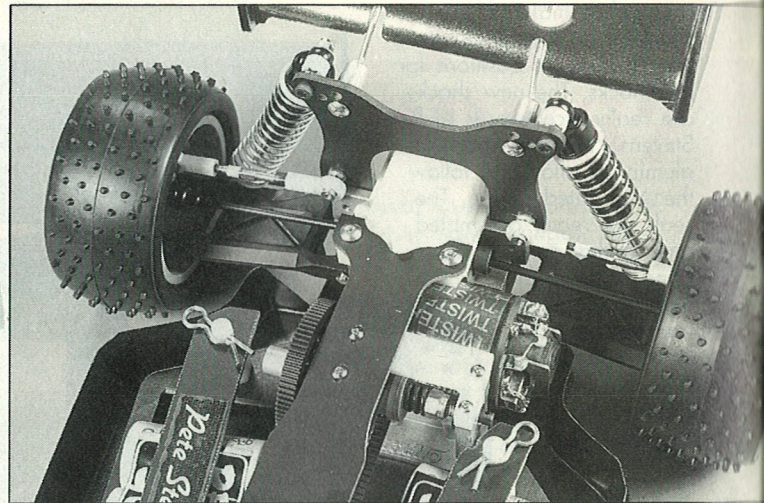
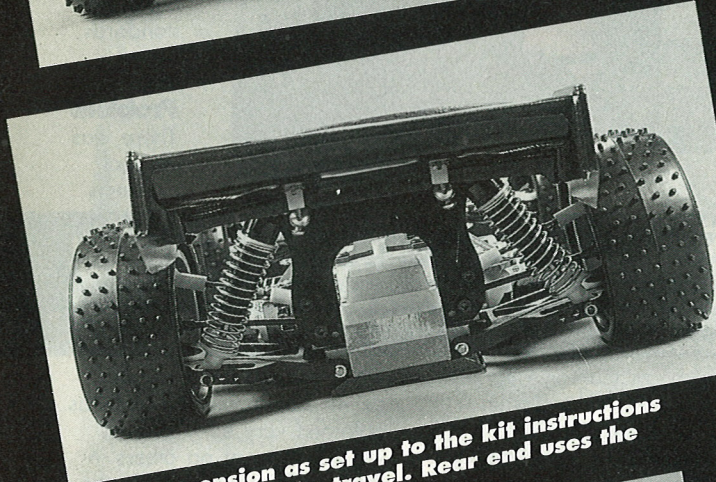
with the building of the kit, as we said earlier our kit was obtained very early and as yet we know of no others in the UK. This may explain the few small problems we found that are hardly worth mentioning.

The kit is obviously aimed at the serious racer, the kit has almost all you need to compete on a very high level. There's no need to update the shocks or most of the kit parts which was the norm on the old kit, in fact the kit is virtually the best money can buy.





The front suspension as set up to the kit instructions uses spacers to limit the travel. Rear end uses the full length of the dampers.



With this in mind we expect the price to be around the £250 mark, high but we feel worth it, especially if you want to be different from the rest of the crowd.

Next month we'll give you the low down on the cars performance and what we feel can be done to improve it.

Our thanks must go to Pete Stevens for the build up and information.

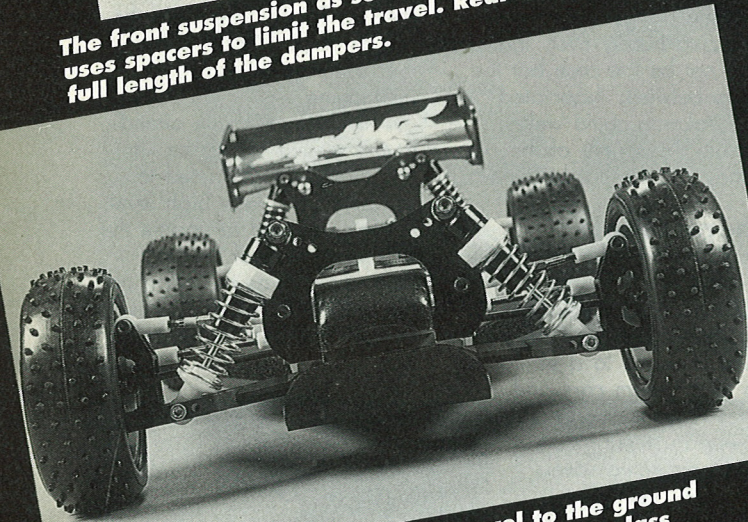
confirmation that the new Works Yokomo has just taken the top three places at the Reedy Sanyo International Race of Champions. Masami Hirotsuka won the event with the Yokomo and his RC10-some debut for the new car!

'Availability and price not yet known.

Below; Front UJ's and suspension arms - these do seem a little flexible. Bottom; Neat fibre straps hold the batteries in place.

Stop Press!

We have just had



The front bumper loses 3mm of travel to the ground clearance. Neat new top brace is made from glass fibre.

