

By Chris Deakin

12 months 3

Yokomo YR-F2/SP



Note the spacers included under the rear wing, these give a little more down force.



Try and keep the wiring neat as it has to cross over the main chassis plate.

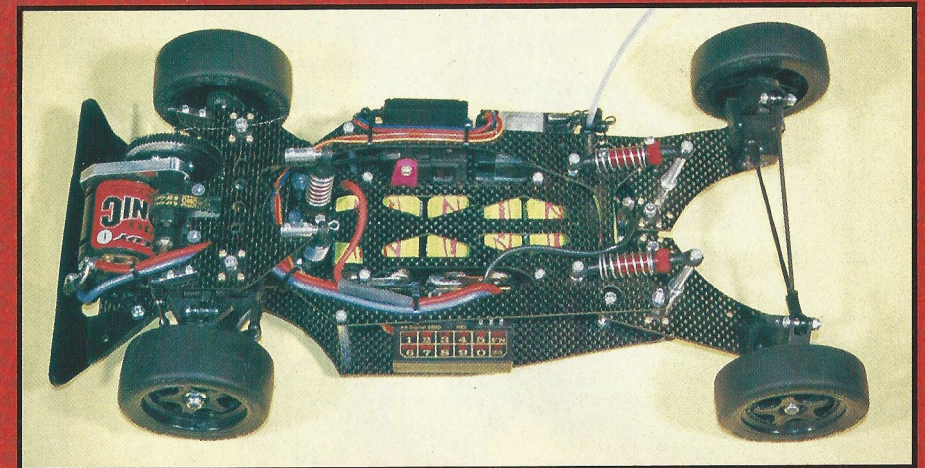


You can see the in-line layout of the nicads, note the Associated covering for the bottom of the chassis, saves all that kerbing damage.

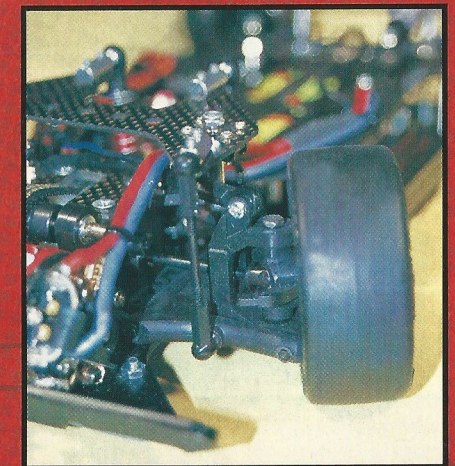
In June 1996 RRC set about bringing all you lucky readers the best survey of the emerging class of Scale Saloon racers, a "Shoot Out" no less. The testers "Car of the day" award went to the Yokomo YR-F2, a really "wacky racer", to be more serious Yokomo had come up with a totally unique FWD racing car. Its simplicity only masked by its performance. In its basic form the F2 did lack one or two points, one, it was bushed, two it had no form of shock absorbers, and was prone to "bounce" on all but the smoothest surfaces. Yokomo are not slow in coming forward, and have not only addressed the F2's deficiencies but have improved it even further, the SP having a top line spec, in fact they leave nothing else for you to buy.

Top Spec

As we at RRC have built and run several of Yokomo's cars in the recent history, it was no surprise to find a major amount of carbon in the SP. In fact there is not a single glass fibre part in the kit. Apart from the change of mate-



Completed rolling chassis, the tyres fitted are Yokomo Beltec's. Standard width fronts, narrow rears, not the kit tyres.



The pushrod connects to the top roll control plate, then to the in-board shock absorbers.

rial for the chassis plate, Yokomo have also changed the "Stick Pack" nicad location for an "in line" layout, this will allow people with saddle pack nicads to run them, and not have to rebuild their packs. As the SP has proper oil filled shocks, mounted in-board, the nicads are located a little further back in the chassis. This became quite noticeable when fitting "Corally" style connectors, the connector having to be fitted behind the cell pack, see photo.

Nearly the Same

Other than the fitting of the shocks, the only major design change is in the rear suspension. In many peoples eyes the original F2 did not conform to the regulations for Scale Saloons. The regulations state that a car should have four wheel independent suspension. In its origi-

nal form the F2 had a combined rear axle/anti roll bar, a flat beam in fact. This gave the F2 a very stiff rear anti-roll bar, in the effort to reduce the inherent under-steer of FWD cars. As the SP has spring damper units fitted the need for the stiff rear anti-roll bar was not required, so the SP has two carbon trail arms, but with the same style of transverse link location.

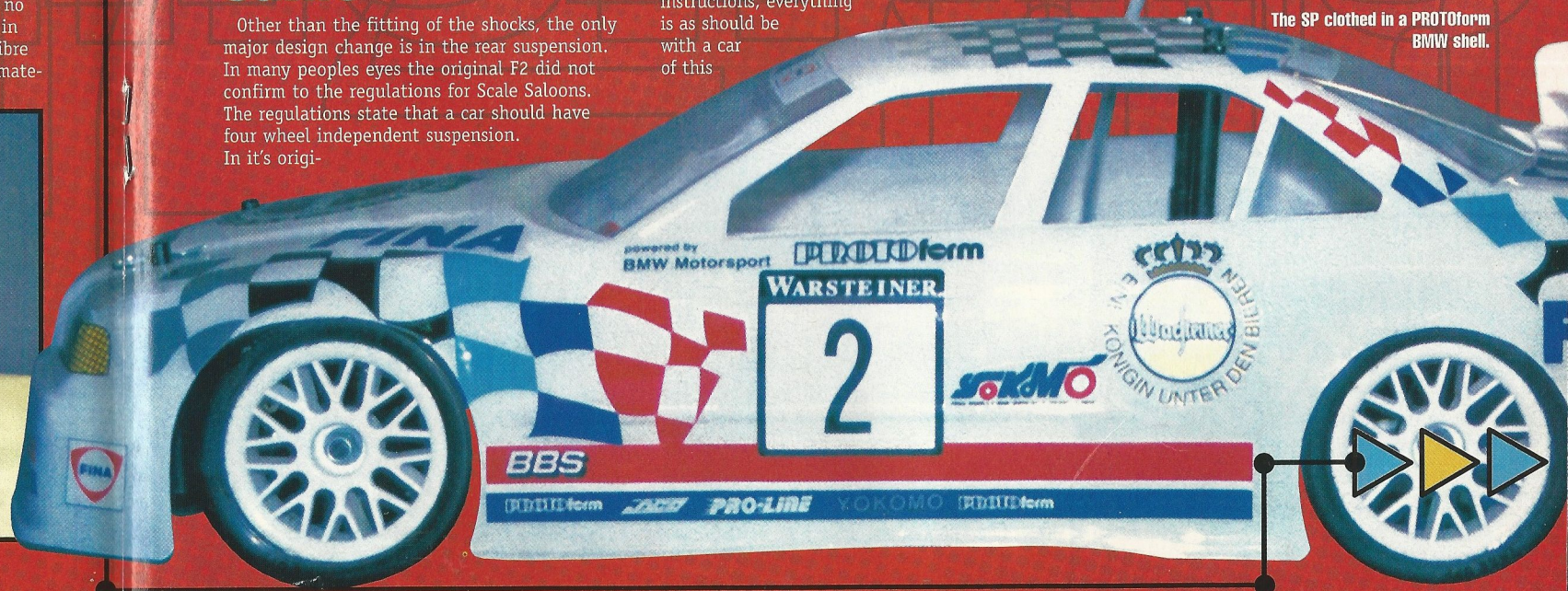
At the front of the car nearly all the same components are used, plus the insertion of ballraces. Most of the parts coming from the YR4 parts bin. Even since the SP has come out Yokomo have made one further refinement. It was found when racing if you "kerbed" your car quite hard the spur gear could strip, this was located to a slight degree of flex in the right hand plastic side plate, just where the top bearing for the layshaft mounts. Yokomo have re-designed the alloy mount for the motor so that it fits round the boss on the end of the side plate, and supports it, so no more stripped spurs.

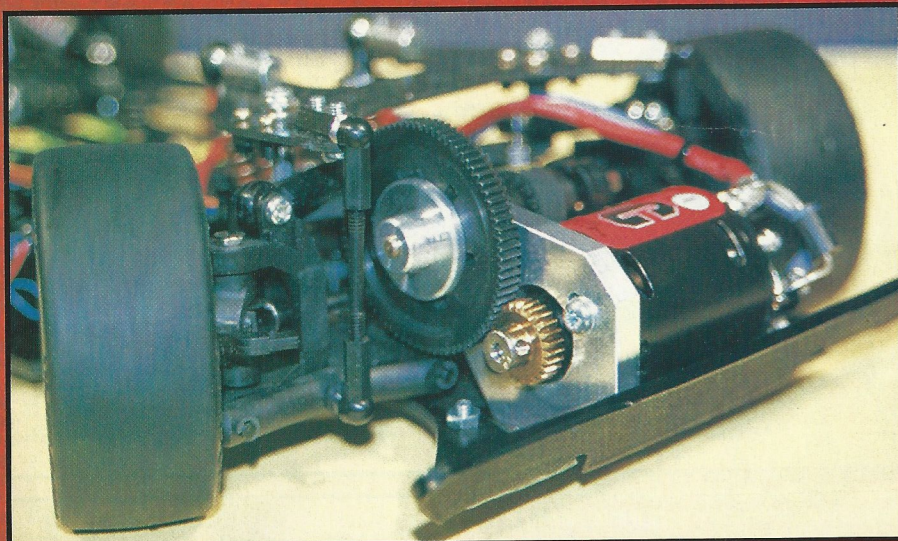
Build Time

As with all current Yok's the instructions are mostly pictorial, but they are more than clear enough. There is very little to add to the instructions, everything is as should be with a car of this

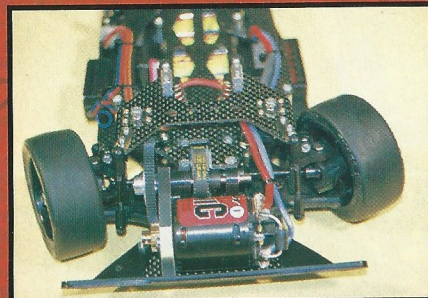
quality. We have the standard gripe concerning the lack of greases supplied for the assembly of the diff, Yokomo do suggest which greases to use, but don't supply them. So just build to the plan. I would recommend that you have a vernier around as several of the links and shocks have to be adjusted spot on for length, the SP being very sensitive even to the smallest of changes, in fact major set up changes don't really seem to be needed.

The SP clothed in a PROform BMW shell.

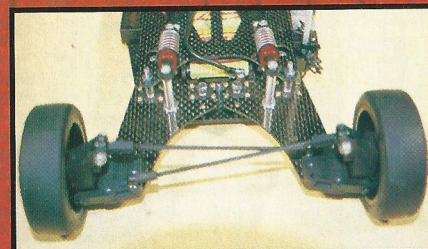




Reedy Power.



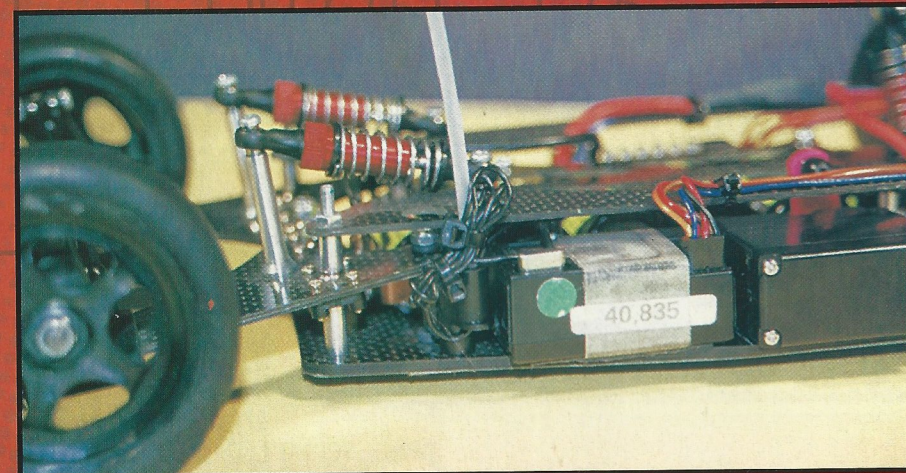
The latest alloy motor mount now wraps round the plastic side plate, supporting the layshaft mounting point.



Trailing arms and transverse links, fully independent.

When installing the electric's try to keep the wiring as neat and as short as possible, because the speedo has to be on the opposite side to the receiver, and the wires have to cross over the chassis.

A pillar mounted to the rear trailing arms operates the rear shocks.



setting in, mid corner traction was around the same, but exit speed was much faster, much less wheel spin. With a fully ballraced transmission I was under geared compared to the bushed F2. A spur gear change being required. Several 19 second laps were stored in the memory of my JR X756, well on the pace for that 16 lapper. How to improve it ???

Run Two

With the F2 the adjustments you could make were limited, not so with the SP. My aim was to improve the mid corner grip, at this point the car would have started to squat at the rear, as the power was supplied, transferring the weight to the rear and thus the grip. So my aim was to raise the rear ride height without actually stiffening the rear suspension, so the overall length of the rear shocks was extended (ball joints screwed out) and 6mm of packers was added. This meant the rear ride height was now higher than the front, ie a nose down attitude.

Guess what, it worked, smug "b.....r" aren't I. Mid corner the throttle could just be dumped, a light amount of understeer could just be felt, but not enough to slow the run. A check on the computer showed a 16 lap 310.27 run, a lap clear of the F2, and I must admit, it was fairly easy.

Foam as well !!

It would appear that the F2 SP is not just a good "Rubber" car as Phil Shannon has been a regular "A" finalist in the RRC On-Road series running foam tyres (Jaco Blue or Aqua front-Green rear), also Phil has found that the SP runs very well on carpet again running on foam tyres. The only real changes Phil makes is to run the rear stiffer than the kit for tarmac (copper springs - 40wt oil) for an improved turn in. Phil does feel the way to balance the car is to add grip at the rear by running a softer tyre than the front, then adjusting the front, else the car could spin-out..

For carpet stiffer all round (gold springs all round - 40wt oil - add spring spacers to rear increase turn in) seems the way to go, again with Jaco Blue or Aqua tyres on the front and Greens on the rear.

Last Lap

The SP has all the ingredients of the F2 and a great deal more. It's totally adjustable, stronger and a whole lot faster, in fact it can embarrass the 4WD cars with its nimble handling, and at 1400 GMs it's 100 GMs lighter than the 4WDs, so even with reasonable traction it will be very quick. All the carbon parts are of the highest spec, the ballraces have the latest type of seals for minimum friction, a total racer.

The SP is available from most good model shops check out the add's in RRC. **BRC**



The SP comes with one pair of wide slicks and one pair of standard slicks, if you intend to race the car in B.R.C.A. events you can not use the wide ones, pictured is the "normal" B.R.C.A. spec widths.



Quick Spec

2WD: Fully Ballraced: Belt Drive : Carbon Chassis: Carbon Top Deck: Adjustable Ball Diff: In-Line Nicads: U/J Drive shafts: Alloy Oil Filled Spring Damper Units: Independent Suspension: Front, Bottom Wishbone - Top Link, Inboard Front Dampers, Pushrod Operated, Carbon Anti-Roll Plate: Rear, Carbon Trailing Arms, Transverse links, Inboard Rear Dampers, Operated By Trailing Arms. Adjustable Body Mounts: Multi Spoke Wheels. Moulded Slick Tyres.

Testers Kit

Radio	JR X756
Servo	KO 1002
Receiver	Hi-Tech 40 meg Mini
Speedo	GM Galaxy (Standard Profile)
Nicads	Reedy Zappers
Motor	Reedy Tri-Sonic 12x 5
Bodyshell	PROTOform BMW
Tyres	Kit Yokomo Beltec Yokomo Narrow Beltec (All Rubber Tyres)

