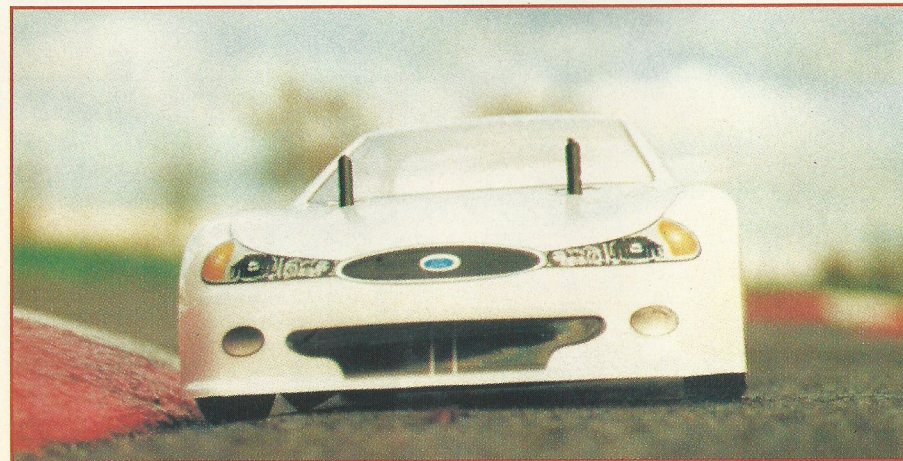


# american influence

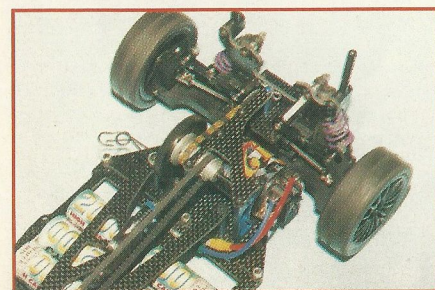


The latest car from Yokomo is the J-type Pro and as the name implies it is aimed squarely at top end of the racing market. The Pro continues Yokomo's evolution of the YR4. It is essentially the car that was run at the IFMAR World Cup by the Yokomo Team and saw Masami Hirosaka and Barry Baker both finish with perfect scores. It has also won the invitational class at the first annual Reedy Touring Car Race of Champions held in California, in the hands of Brent Wallace. The first thing you notice when opening the box is all the nice blue anodised alloy parts, which helps make the car look really trick. It has the usual carbon-fibre chassis and top deck, along with a complete set of ball-races and continues to use the large volume shock absorbers.

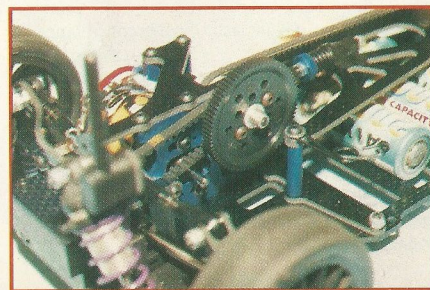
## Changes

One of the first things you notice is that there is a different V-shaped top deck which is bolted directly onto the front bulkhead and also supports the steering bellcranks. The rear of the top deck is mounted on two aluminium posts which are attached to the chassis via a lower crossbeam. All of which helps stiffen the

chassis. Instead of a one piece front bulkhead you now have two separate blue-anodised blocks which also puts the wishbones at a flatter angle. Another consequence of this is that the steering hub carriers have had to be changed to compensate for the different caster angle. The one-way front differential has been dispensed with in favour of the more conventional ball-diff, which is what most drivers were already doing with the J-type. Another nice touch is that nearly all of the Phillips screws have been changed to allen/cap-head screws. There is also a very nifty little wire transponder holder, which has been positioned to offset some of the motor weight. The blue-anodised motor mount has also had a redesign and has been machined to reduce the weight as far as possible, but without sacrificing any strength. The layshaft now sits up high, allowing the use of larger spur gears and clears the batteries easier. The motor sits down nice and low in the new mount, helping to keep centre of gravity down low. There is a slightly longer rear belt and to ensure that the belt clears the motor-shaft and pinion, a ball-raced belt guide is supplied and is attached to the motor mount. The car comes with fixed 4wd as there is no one-way supplied for the layshaft but it is available as an option. A nice set of wheel-



Rear of car with the transponder mount clearly visible



Blue alloy motor mount is new

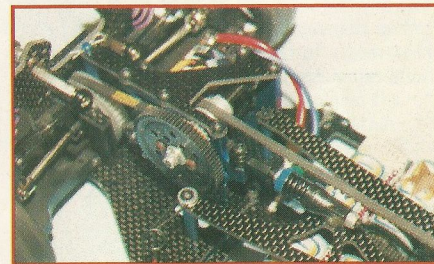
## Yokomo J-Type Pro



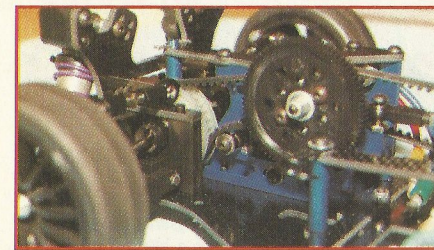
rims are supplied but no tyres, as Yokomo knows that the driver will want to be able to choose the tyres that he knows will work best. Finally they have also included a set of the hardened drive shafts, which are a lot better than the version kit item. One thing that hasn't changed is the lack of a sticker sheet, Yokomo still are missing the boat on this cost-effective form of promotion that virtually every other manufacturer employs.

## Building

I built the J-type Pro as per the kit (J-type) instructions, although the supplementary sheet for the Pro was still in Japanese, but fortunately this didn't prove to be much of a problem. The battery slots still have to be filed, it would be nice if manufacturers could do this - it is one messy job that I don't enjoy. The only quibble I have is having to use double-sided tape to fit the servo. A nice set of servo posts would be far better and keep the servo nice and secure. The cells can be run in 3x3 formation (normal saddle-pack) or 4x2 (four cells on the right and two on the left) on the chassis plate, but you still have to tape them in. I ran mine in the normal 3x3, but a number of drivers at the worlds were running them in the



Revised top deck stiffens the chassis, gives more front end grip. Note the transponder mount

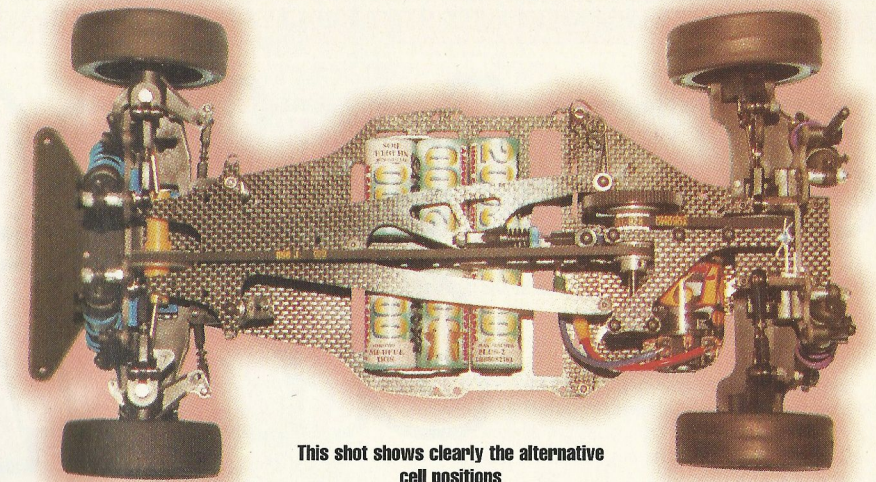


The longer rear belt now has a couple of ball races to guide it

4x2, I will have to try this at some point. The only changes I made was to drop in a pair of Delrin diffs, fitted the foam bumper and put on 50g of lead to bring it up to weight. The CML-Fastrax optional spring kit was also used - the blue spring on the front with 50 wt oil and the purple spring with 40 wt oil in the rear, which is the same set-up that I used to run on my J-type.

## Running

As it was a bit on the cold side at Ashby for the first time out with the Pro, I opted to fit some Ride V tyres on the rear and the VS on the front (the V compound having the lowest operating temperature in the Ride range). First impressions on the handling was good but I felt the car lacked a bit of speed due to it being in permanent 4wd. So it was back to the pits to fit the one-way bearing on the layshaft and then back out onto the track to see if that was the cure. Sure enough, the Pro now felt a lot quicker and the handling seemed to be improved as well and the overall level of grip was pretty good too. At the end of the day the Pro was fourth on the grid for the GT/Open A final - using a Protoform Porsche Boxster bodyshell - and finished the race in third. Not too bad for the first time out with the Pro. The second time out was at Aldershot where the track conditions were mix of damp, slippery patches and the odd dry spot. For the last round of qualifying I swapped the springs round (stiffer ones now at the back) and this gave a bit more front-end, but coming out of the hairpin the back-end would just begin to break away - it was quite controllable and very enjoyable. At the end of the day, I managed to put the car fifth on the grid, despite not quite



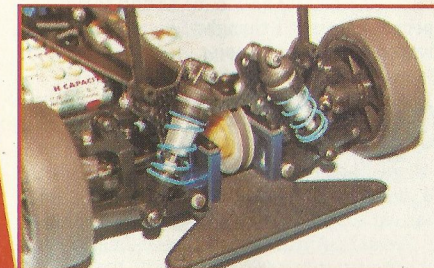
This shot shows clearly the alternative cell positions

getting the right tyres to go with the conditions and that aside the car still felt pretty safe, just lacking a bit of front-end grip. The final wasn't that brilliant, getting caught up in a first corner accident and then collected a couple of errant cars going the wrong way. I was certainly glad I had fitted the foam bumper and there was no damage, just a free floating receiver and speed controller. I have still haven't quite got the handling I would like and I did notice that Chris Grainger was running some stiffer black springs on his car, which was going very well. Needless to say, I now have a set of those and will be trying them out in the near future.

So if you are looking for a new scale tourer then the Yokomo J-type Pro is well worth considering and is distributed by CML and available in all good model shops for £245.

## Postscript

CML informs us that the Pro is now called the Pro-USA and incorporates a number of changes over the kit reviewed. Firstly, there is a new instruction book which answers one of my crit-



New blue alloy bulkheads give less castor on the front wishbones



Optional Nylon front diff

icisms. Tyres are now included - some Yokomo firm Sprints. A Protoform Honda Accord is supplied as standard. Best of all the adjustable layshaft, that can be switched from fixed 4wd drive by removing single pin to the one-way bearing, is now included. All of which makes the car an even better buy. **RRCI**



## Quick Spec

1/10th scale 4wd electric touring car. Carbon Fibre chassis. Fully ball-raced

## Tester Kit

JR Apex radio  
Futaba Receiver  
KO 1001 Servo  
MRT V-trac FP Speedo  
Ride V/VS tyres  
Yokomo/AGR 2000 cells  
Yokomo/AGR 12 turn motors  
Protoform Boxster/Mondeo bodysells  
Gearing 27/83

## Likes

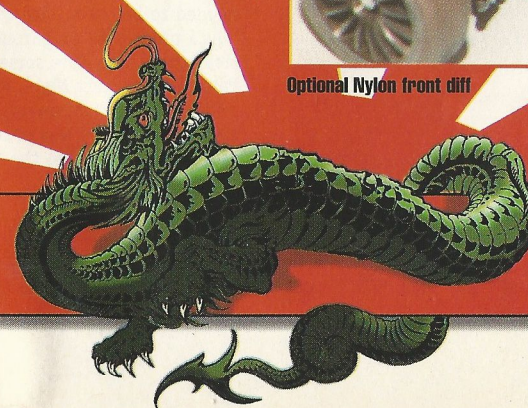
Ease of build, Quality, Hardened driveshafts

## Dislikes

Supplementary Instructions in Japanese  
No servo posts



# EASTER'N DELIGHT



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