

The Yokomo YR-4 Saloon Circuit Racer

RRC takes a close look at a new concept for Yokomo, a 4wd car designed specifically for tarmac racing.

Over the past five years, the name of Yokomo has been synonymous with 1/10 off road success, their cars taking World, European and British championships to name but a few. Breaking away from the 1/10 off road scene, Yokomo have released a new, scale racing car called the YR-4. Based on the same scale as the Tamiya saloon cars, the YR-4 (GT 4WD) meets them head on in regard to design and performance.

The car is packaged in a very colourful box, which is well detailed, down to having an exploded diagram of the YR-4 on the bottom. The box itself is surprisingly small until you realise there isn't a bodyshell included! After contacting Yokomo, they stated that the reason behind this was to enable the builder to use whatever bodyshell he chooses. All the Tamiya saloon shells should fit, so there's a good range already on the market to choose from.

The Transmission

The drive system used for the YR-4 is the two belt system that has served Yokomo so well in their other off road 4WD cars. Limited slip differentials are used at the front and rear ala the Works 92/3, these rotating in large 15 x 10 bearings, although rather than using bearings within the differential, Yokomo have opted for bushings, presumably in an effort to keep down the cost. The centre shaft is similar to those used in the off road cars, although this one is devoid of the one way bearing — just direct drive. The 3mm pitch drive belts are used front and rear, the front belt being supported by two rollers, which carry the belt over the batteries. A thick GRP chassis provides the basis for the car, this being pre drilled and slotted giving belt adjustment for the rear belt. Aluminium bulkheads front and rear bolt directly to the chassis, along with a magnesium motor mount, all this supporting the drive train. Upon completion the belts are surprisingly loose compared to previous Yokomo



Any of the Tamiya saloon car bodies will fit the YR-4, the Lancia Delta Integrale is pictured here.

models, so there is no need for modifications here. Nylon caps screw onto the bulkheads and centre mount, holding down the drive system and providing the mounting points for the top plate. Again machined from black GRP, the top plate screws to the bulkhead caps using six screws, as well as being connected to the chassis via a centre post. This set up provides a very rigid set up indeed from which the suspension can work properly.

The Suspension

The steering set up used for the YR-4 is the same as that used on all of Yokomo's models: A dual bellcrank set up, one incorporating an adjustable servo saver, both being connected by a link of pre bent piano wire. Small snap-on ball joints complete the assembly. The wishbones used on the front are a completely new moulding and have an excellent finish, they are also very short! Works 93 hub carriers are used, these having 5° castor machined into them. The steering blocks and kingpins are again sourced from the Works 93. Hefty ball joints make up the adjustable upper link, this mounting to the hub carrier and the inside of the shock tower.

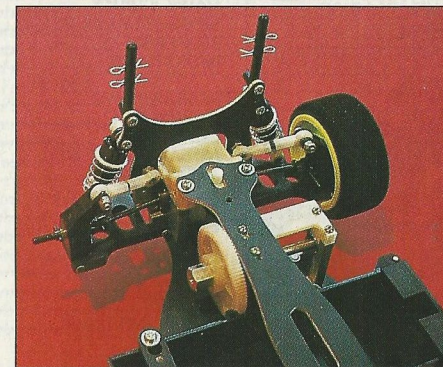
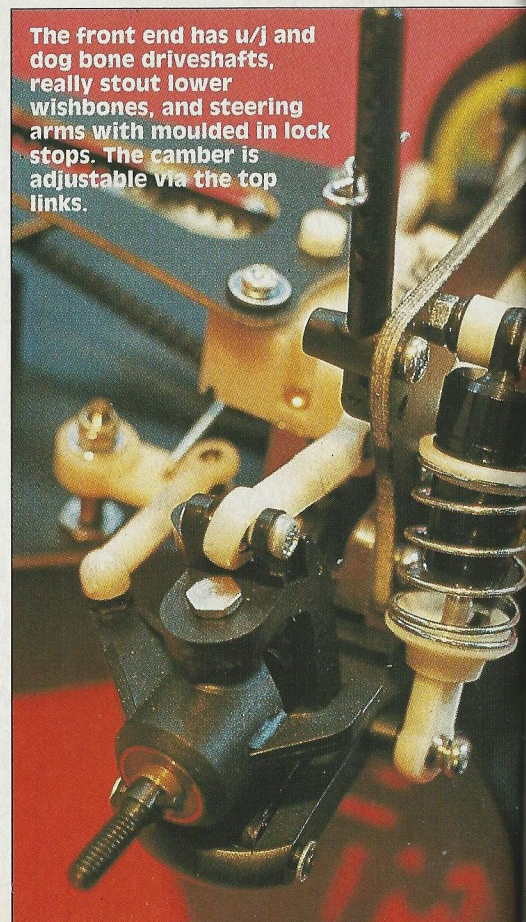


The very neat and compact chassis of the new Yokomo YR 4.

A nice touch on the YR-4 are the little universal driveshafts, these are used front and rear and should hopefully provide many hours of trouble free running. Two rubber sealed bearings support each driveshaft at the front and rear. The front shock tower bolts straight onto the bulkhead, providing not only the mounting for the shocks but also the body posts, which are adjustable. The shock absorbers are extremely small compared to Yokomo's buggy versions, although they remain oil filled. They are fully adjustable for their action, with a range of springs and pistons being available separately as optional parts.

The rear suspension is much like the front in

The front end has u/j and dog bone driveshafts, really stout lower wishbones, and steering arms with moulded in lock stops. The camber is adjustable via the top links.



The YR-4 has short, stiff wishbones and should perform well on tarmac or carpet.

design, again with new arms. These arms actually sweep forward from the pivot, which is quite unusual, perhaps for more grip?

The same type of upper link is used as at the front, along with the mounting of shocks and body posts. The rear shocks are the same size as the front, so mounting low slung bodies shouldn't prove a problem.

Ancillary Equipment

All the necessary servo mounts are provided, together with pre drilled holes in the chassis. A custom made six cell battery box is supplied, mounting across the centre of the car and under the front belt as previously mentioned. This box

has a neat hinged door on one end, enabling a stick battery pack to slide into place beneath the belt.

All that remains now is to mount the tyres and wheels. The tyres appear to be of the same compound as Yokomo's popular 1/10-1/12 tyres, and so should provide excellent grip indoors on carpet. The wheels supplied are of a typically modern spoked design and so should compliment any of the saloon bodyshells available.

The bodyshell that was chosen was the Tamiya Nissan GTR, although there are many more to choose from within their range. The dimensions and design of the YR-4 are very similar to the Tamiya Mercedes 190E, RS Escort and Lancia Delta, etc and if allowed to race alongside one another, should provide an excellent spectacle as well as great racing and enjoyment.

There shouldn't be any reason why the YR-4 and other scale saloons can't follow up the success of the F1 cars. Certainly, now winter is coming, racing cars such as the YR-4 could provide a welcome break from the rigours of off road racing, as it is perfectly suited to the small halls that many clubs race at during the winter months,

in fact more suited that a buggy! It's about time another class came about to rival 1/10 off road, as the off road scene is beginning to be squeezed dry. Maybe this type of scale saloon racer will provide this new energy, it's certainly a refreshing change! Distributed by: C.M.L. Distribution, 4, Court Street, Upton upon Severn, Worcs. WR8 0JT. Tel: (0684) 594662.

