

# YANKEE



Radio Race Car tests the new 4WD Off Road Car from Yankee the Electra

## Electra

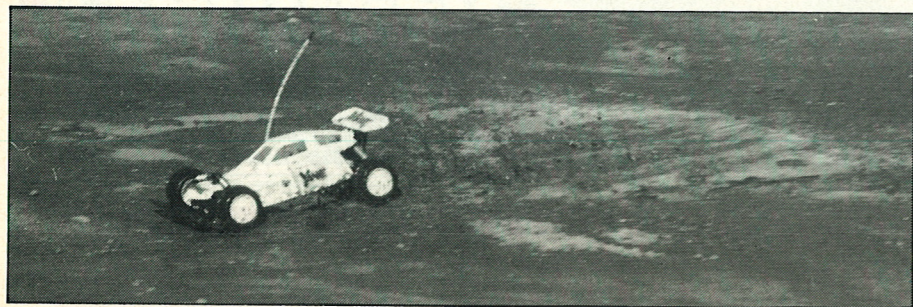
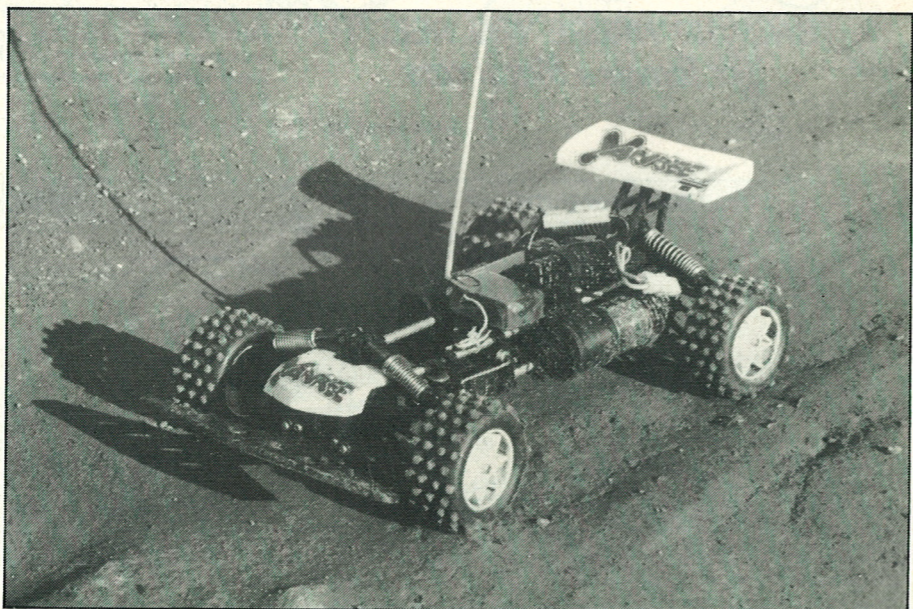
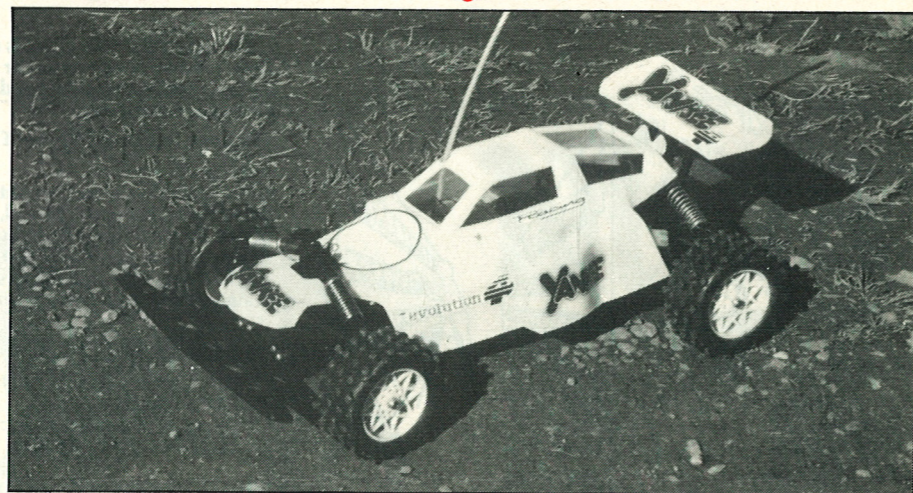
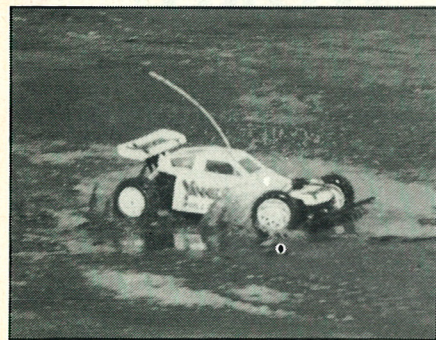
History tells us that the last time a Yankee set fire to anything in a big way it happened to be Atlanta, Georgia. This coming season a new breed of Yankee is let loose onto the U.K. Market, the Electra is a 4wd 1/10 off road car manufactured by Yankee, a leading French manufacturer. So how big a box of matches does the new Yankee carry? Radio Race Car takes a look at the all new Electra

### First Impressions

The first thing that is immediately noticeable is the cleverly designed open rail chassis, each of the floor rails is hexagonal in section and locates onto both front and rear gearbox, giving a strong, sturdy chassis which although prone to small amounts of flex, springs back into shape as soon as any induced tension is removed. Fittings throughout the car are manufactured from a nylon type material. At first inspection items such as wishbones seem to be quite frail, that is until you realise that they can be bent double without the slightest hint of even a stress mark appearing.

Fixing points for such items as front and rear suspension and steering geometry are

*The Yankee in action, a tough reliable work horse that is built to last.*



all direct onto the alloy chassis rails, these are all push fit and secured using e rings. The electra's motor is mounted almost centrally but offset to the left hand side of the car and drives through a centre differential, a six cell battery pack fixed the opposite side of the car counterbalances this perfectly.

Shockers on the new Yankee have an anodised aluminium body, incorporating the same nylon material as used throughout the car for both top and bottom fixing points. The shockers are of conventional

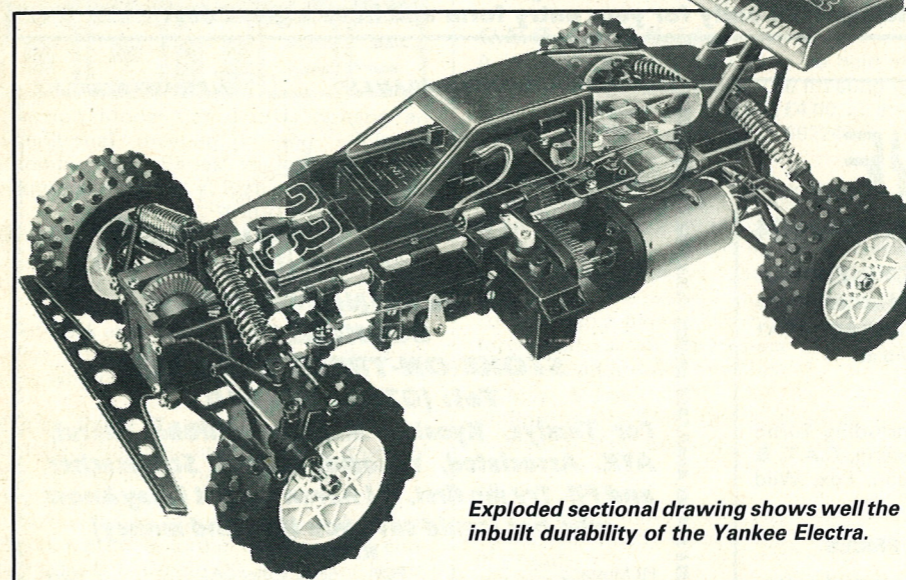
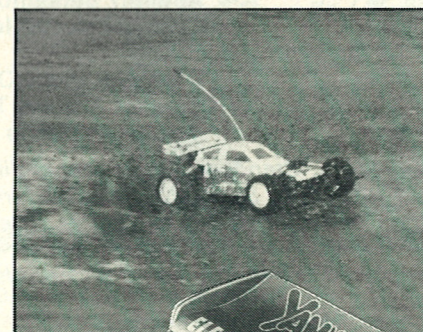
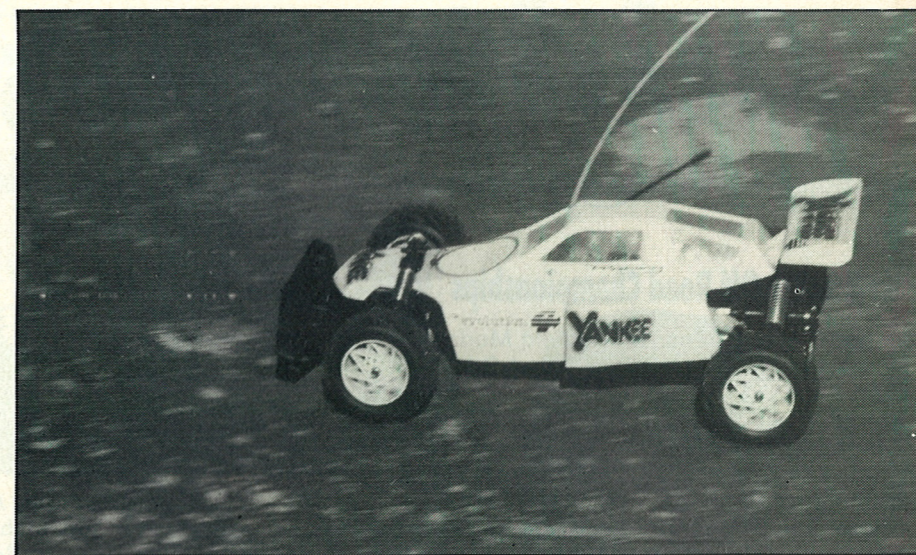
coil over oil type and are fully adjustable using a threaded collar.

Tyres are a spike block as standard and are glued onto the hub, drive is transmitted to all wheels using nylon drive and propshafts which seem to work well and although some rough treatment was meted out, they showed no signs of parting company with the rest of the car.

### In The Rough

It must be said that the overall impression of the Yankee Electra was one of extreme durability, the car is built to last and will take a lot more punishment than some cars currently available and still come back for more. Straight line stability was very good showing no tendency to bump steer. The Electra is a car that needs to be driven hard before the best is gleaned, four wheel drifts are a delight to execute and very predictable. Top speed cornering is not recommended if accurate line is called for, a much tighter, sharper course can be driven if the throttle is eased as the turn is approached and then re-applied, driving the car through the bend.

At all times during our test the Electras drive train performed superbly, transmitting power to the corner it was most needed. Again it must be said that the quality of manufacture showed in performance, both gearboxes giving off no more than a slight whine at all times. Duration time proved to be more than adequate and provided a decent set of cells are used, five minute races would present no problems to any driver.



*Exploded sectional drawing shows well the inbuilt durability of the Yankee Electra.*

### All In All

The Yankee Electra is an honest, strongly built racer that will take the heaviest of knocks without complaint, you wouldn't need to take out a second mortgage in spares to keep the car going, in fact most items are identical front and rear so two of everything would do very nicely. Performance in general is very good when you bear in mind that the test was carried out using a Kyosho 480T endurance motor albeit modified. The Electra weighs in at 1663 grams complete with radio equipment and battery, so for a vehicle that appears to be a lot of fresh air held together by pieces of car is no lightweight. However you can't have the best of both worlds and as previously mentioned she is built to last.



To answer our own question then, the Yankee Electra carries a big enough box of matches to allow someone to start a blaze without being a professional arsonist. The Electra will win and win consistently, but perhaps even more in its favour is the fact that the Electra won't break or fall to bits at the slightest knock or shunt. The new Yankee Electra will be a serious competitor in '87 and is certainly worth watching out for, especially if you still haven't decided which car to run this season.

The Yankee Electra, available from any Yankee stockist or from J.P. Turner, Orchard Corner, Augustine Road, St. Pauls Cray, Orpington, Kent. Price approx £166.00.

