

BoLINK BIGGER DIGGER

Radio Race Car Kit Review with Competition Tips by Colin Spinner

THIS kit arrived on my doorstep accompanied by strict instructions from RRC's editor to 'Go forth and compete'.

In his opinion, here was something different that would be competitive straight out of the box. The sample supplied was 'ready built' and only needed the radio equipment installed and the wheels fitted—oh yes, and just to make it look pretty, stick some of the decals on the pre-painted lexan bodyshell.

In true RRC tradition, I took it apart first! The design concept is very simple. It features a contoured GRP chassis carrying two pods, the power pod at the rear end and a rocking plate supporting the steering at the front end, with a lightweight lexan radio box in between. Add four moulded tyres, a Schumacher type differential, a resistor wiper control complete with microswitch reverse, the bodyshell, and there you have it.

Obviously that doesn't really suffice as a kit review so read on for the in depth details.

CHASSIS A 2mm GRP chassis, nicely waisted and carrying the motor plate and steering plate which are fixed through rubber washers to give flexible movement. At the front end a similar arrangement exists with the addition of an adjustable spring to control the movement. It is necessary to bend the bolt slightly to ensure easy up and down movement. Two aluminium body posts and a lexan skidplate/bumper complete the front end. The fretted motor pod carries the moulded axle blocks which are one item that leaves a lot to be desired. They obviously began life in 1/12 electric Swedish minicars and have been re-drilled to give a higher centre line to the rear axle. Unfortunately there is not too much plastic between the old and the new.

MOTOR AND REAR AXLE The motor fits between the axle blocks in 1/12th style and features clever lexan 'caps' which fit each end of the motor to seal it from the elements. A gear dust-cover (2 part) is also supplied and it is necessary to remove the axle to fit it. The rear axle is, in fact, the BoLink version of the well known Schumacher differential with a suitable adaptor spigot fitted to carry the moulded wheels and tyres. Here again the various components were dismantled and reassembled to give smoother running. The axle runs in two oilite bushes which I replaced with ballraces (more of that in the competition tips).

FRONT SUSPENSION All that's needed here is to fit the wheels which are retained by a circlip (again the oilite bushes were replaced with ballraces). The track rods are the American style, i.e: bent wire rods with a fixing collet. You may wish to fit ball joints etc, but experiences so far prove that the kit version although very basic does work. The servo saver supplied wouldn't fit the

output shaft of my Acorns servo—so I fitted a Schumacher unit—not a lot different really.

SPEED CONTROLLER AND RADIO BOX The resistor type controller was originally fitted to the car and it worked reasonably well. As you can see from the photos, an electronic unit has now been fitted purely as a personal preference. The instructions refer to fitting the steering servo in the radio box. I did initially but then changed it to the position shown. The drive batteries supplied were General Electric 1.2v 1Ah, which I promptly discarded. There is ample room for receiver and battery pack if required. The instructions refer to the preferred U.S. practice of tapping the drive nicads.

WHEELS AND TYRES The front wheels had moulded rubber ribbed tyres (already glued on in our sample) and the rears were the 'Spikey' type (again already glued on).

BODYSHELL Pre-painted lexan Mears type—although there are other variants available.

SUNDRIES Other features of this kit include 'Hot wire' resistance type charge cord (don't leave it on the dining room table when charging), plugs and sockets for motor and drive nicad, and a sticker sheet.

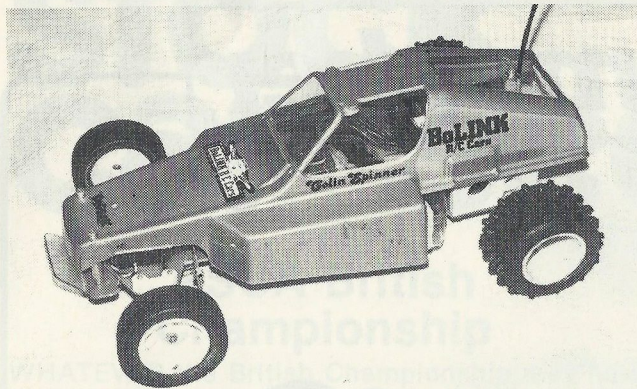
DRIVING IMPRESSIONS The obvious advantage immediately noticeable is the ready to run weight—just 3lbs 2ozs, compared with 5lbs for Rough Riders, etc. The car is fast, responsive and forgiving. A low centre of gravity assists the handling and coupled with the wheel track width—some 8½ inches—is very stable. There was plenty of power left after a five minute run despite running without a receiver nicad. This could be very interesting . . . let's take it to a meeting.

The kit is priced at £66.00 and available through retail outlets or Cec Schumacher at Schumacher Racing Products, Church Brampton, Northampton. A full range of spares plus tune-up goodies are to be made available.

COMPETITION MODS



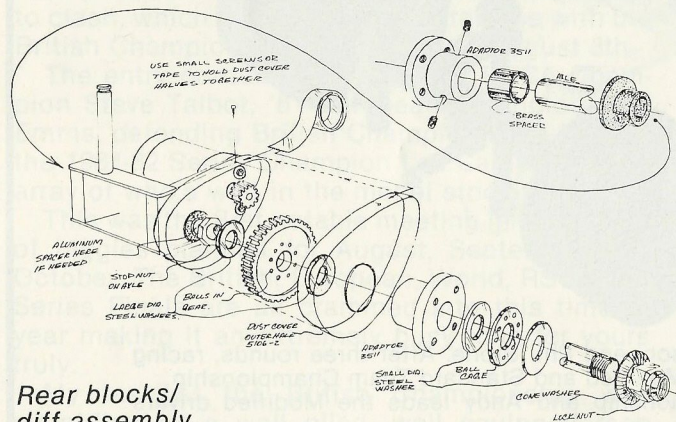
Steering servo fitted to suspension plate—gives more positive direct action and is unaffected by rocking action thus eliminating 'bump' steering. Be sure to coat in grease or silicon.



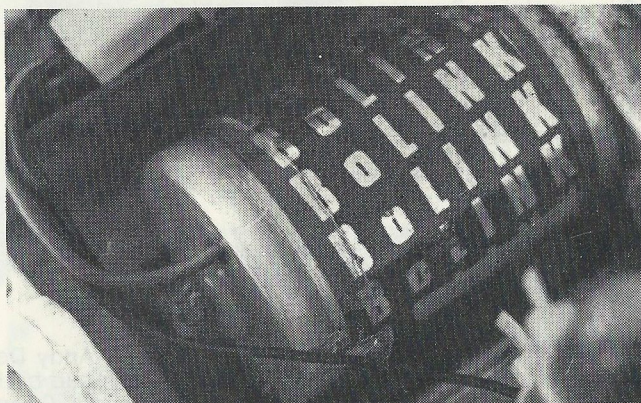
The Bigger Digger—ready for action!



Electronic speed controller referred to in text.



Rear blocks/
diff assembly.



Clever plastic caps fitted to motor.