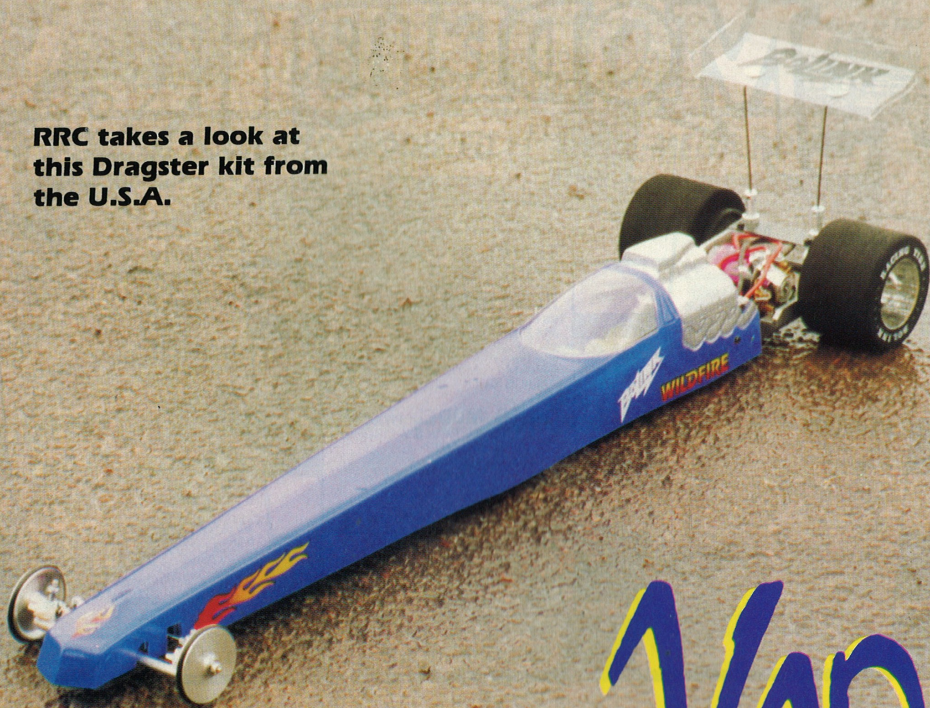


RRC takes a look at this Dragster kit from the U.S.A.



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BOLINK

Dragster

"The need for speed" is something common with r/c car racers, no matter what part of the sport they partake in.

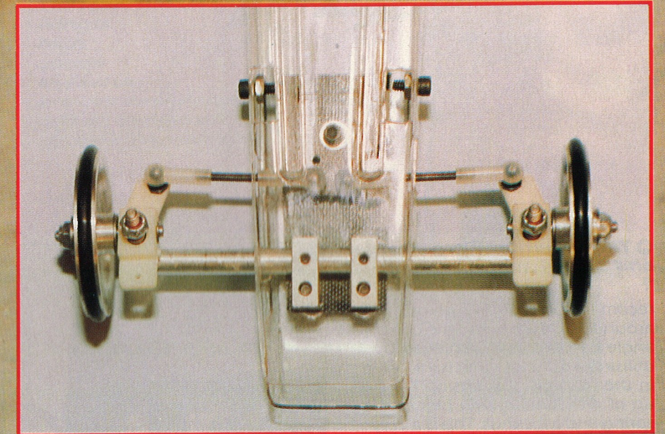
In the efforts to increase speeds we have seen motor turns fall and the price of engines/motors and nicads rise which, considering the current economic climate, isn't exactly welcome.

It was nice therefore to see a pure speed machine arrive at the RRC offices in the form of....a dragster! Bolink, the well known U.S. manufacturer have, amongst other things, produced a tenth scale, electric powered drag racer. To say that we were eager to build the kit and test it on a scale 1/4 mile would be something of an understatement!!

Specification

The kit comes (not surprisingly!!) in a long, thin, rather plain looking box with a photo of the finished article decorating the exterior. Inside, you are greeted with the usual blister packs containing parts for each stage of construction, to make the build almost foolproof.

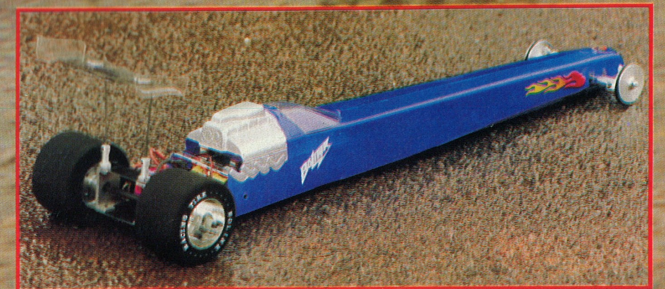
Also included are three moulded pieces of polycarbonate. "Three???" I hear you cry, "Yes, three!" One is obviously the body shell and looks rather like a baseball bat with an

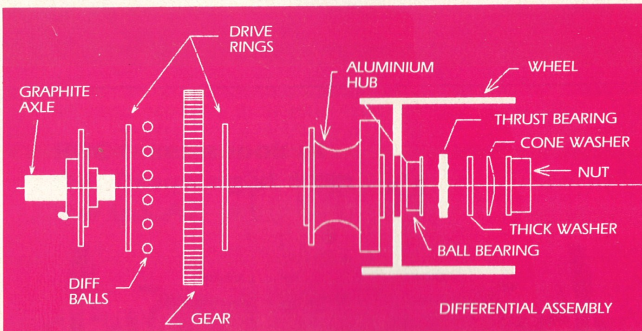


You can just about see the ballraces in the wheels. The suspension set up is simple and effective.

engine on the end! The other two pieces are the chassis. Yes really! They are moulded with longitudinal ridges, giving a considerable amount of rigidity and once the top half has been fitted to the bottom half it is surprising just how strong the chassis structure becomes.

The front end of the car consists of a small rectangular piece of graphite onto which two aluminium axle supports are attached. By simply unscrewing two grub screws and swivelling the axle, the amount of castor can be infinitely adjusted. The instructions

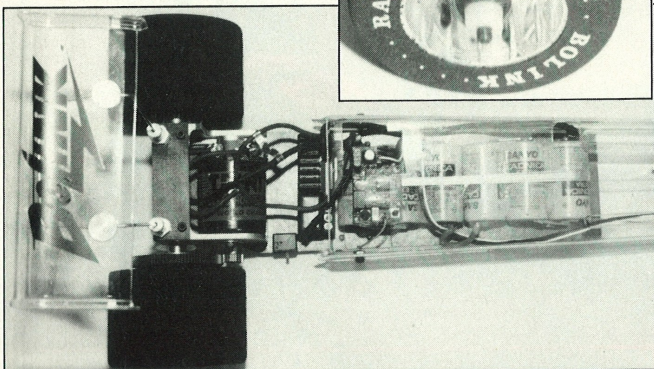
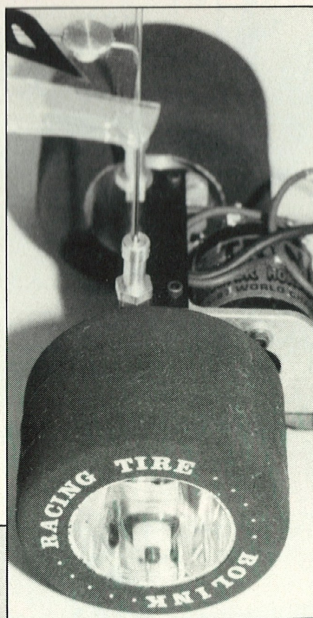




☉ The rear wheels are 2" wide and 3" in diameter.

recommend a starting point of around 30 degrees and the correct angle can be easily achieved by utilising a template that is included in the manual. Suspension is made up of a nylon steering block, a spring and a locknut. This is a very simple way of achieving the desired function and should work well. Once built the suspension does feel slightly on the soft side but only a track test will prove if this is the case.

The steering linkage is provided by a metal plate that swivels around a small post. This results in a very slop free, positive steering system that will serve the dragsters turning requirements adequately. The front wheels are ballraced to provide as much efficiency as possible. They are well made from aluminium and are fitted with 1.5" diameter 'O' rings that act as tyres.



The Noisy End

The rear end of the car is again mounted on a piece of graphite, to increase rigidity and serve as a platform for the radio gear and nicads. The rear axle carriers appear to be made from aluminium, with the right hand one acting as the motor mount. This will, of course, aid motor cooling (especially with

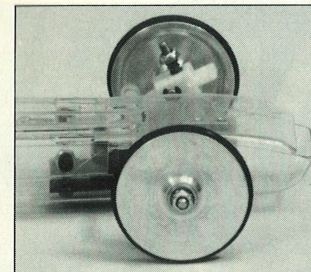
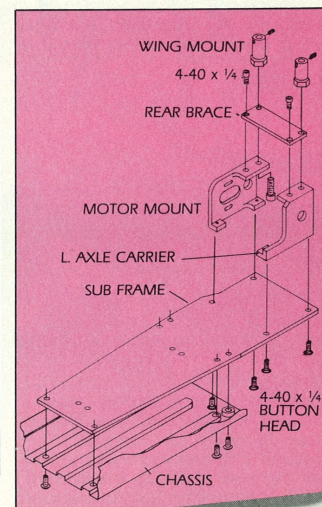
☉ Rear end details.

some of the hot winds that will be used). The axle supports are strengthened by a graphite rear brace, onto which the wing mounts are attached. The usual circuit car type differential is fitted and contains a 90 tooth 48DP spur gear. The whole diff assembly is mounted onto a graphite axle that is ballraced at either end to provide a friction free ride for the huge 2" wide, 3" diameter tyres.

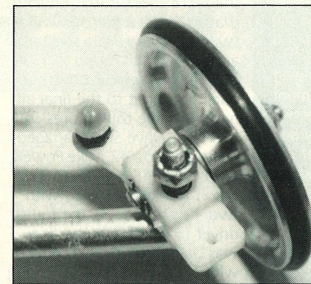
Once the rear end assembly has been attached to the lower chassis, all that remains is to decorate the body and install some small(!) radio gear.

The Body

The body that comes with the dragster is 23" long and has a nicely detailed engine moulded in its back end. If you spend time when painting the body you can end up with a superb looking r/c model car that, at the very least, is different. Even with a very simple paint job and the application of some "Autographics" decals (available from TMS) our car looked really good.



☉ Front aluminium wheels, notice 'O' ring tyres and large amount of castor.

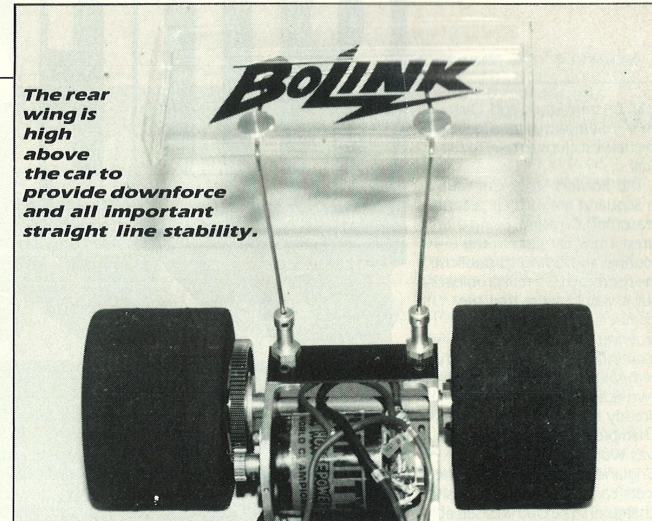


☉ Front end steering and suspension details.

Radio Installation

This was, to be honest, quite difficult to do. The rear graphite plate is just long and wide enough to fit 6 cells in and consequently doesn't leave much room for radio gear. A Futaba 148 servo was fitted halfway down the polycarbonate chassis with some servo tape and was quite secure. Even though the servo is attached to the steering linkage by an 11" long piece of piano wire, the steering movement feels quite smooth and free.

Fitting the speed controller and receiver was the largest problem because there was approximately 1.25" of room between the nicads and the motor. It was decided therefore to fit a Sanwa Super Vortex forward only speed controller, as it is one of the smallest and



The rear wing is high above the car to provide downforce and all important straight line stability.

thinnest speed controllers available.

The receiver used was a Futaba micro 40mhz type and had to be fitted on top of the rear most two cells. This was quite convenient however as crystal changing was easy and accessible.

It would have been an insult to the car to fit anything other than the hottest motors, so we put a Trinity 12 x 1 modified in. A 21 tooth 48dp pinion was fitted, and gave the car an overall ratio of 51 mm per rev!!

Track Test

Unfortunately, when it came to test the car the weather conditions were far from perfect, it rained! Believe me, trying to control this monster in the wet with a 12 x 1 behind it was pretty impossible. Less than a quarter throttle could be applied before the back end would break away. If full power was applied from a standing start the dragster would remain stationary, wheelspinning for well over a second, trying desperately to get some traction. After a few

minutes of practice however, the car could just about be held on line, with again, hardly any throttle being applied, it was VERY fast. am confident that if conditions were right the Bolink dragster would be the fastest electric r/c car I have ever seen.

If you are looking for an alternative form of racing, or you just want something different to do, the Bolink dragster must be the thing to go for. If several people got together to race these vehicles it would be an awesome spectacle.

Available from your nearest Bolink dealer. ●

