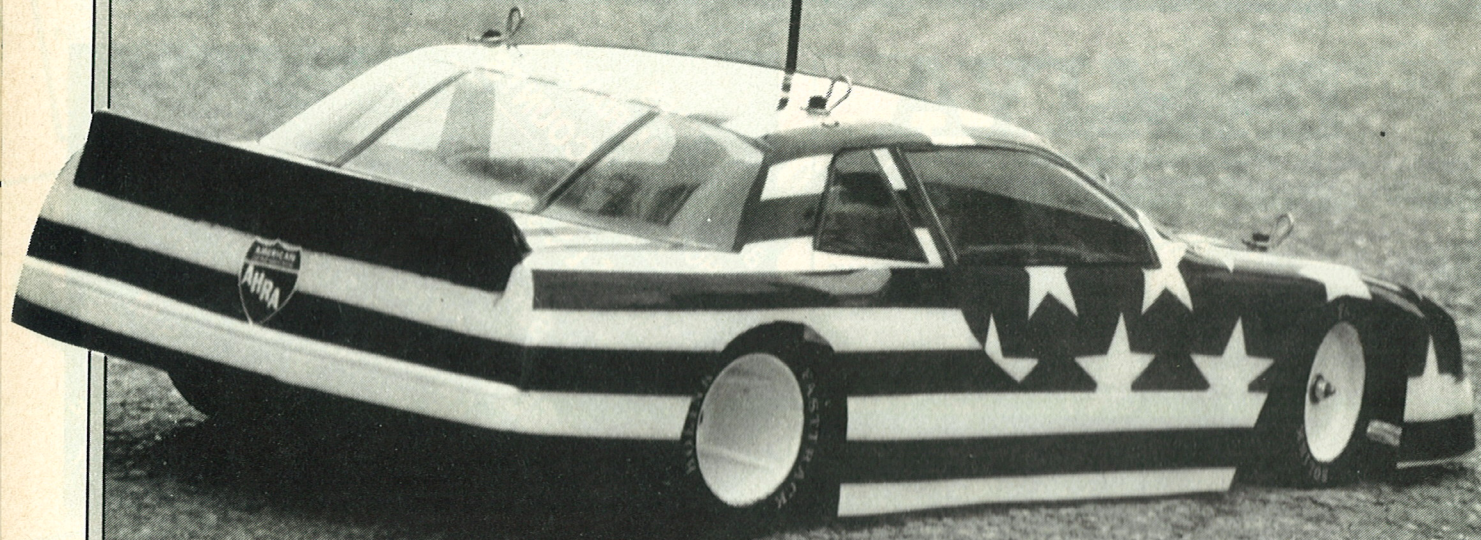


**BOLINK**

# ELIMINATOR SPORT

The second of our budget 1/10 circuit cars this month is the Sport from Bolink.



The second car that fits the bill in the budget stakes this month is the new Eliminator Sport from Bolink. The Sport is built around the car that holds several major U.S. titles at present and that should be pedigree enough in itself. The Sport is undoubtedly a quality item intended for the on the edge racer who wishes to try his or her hand at circuit racing,

but can't or won't spend extra cash just like that. You can if you wish upgrade the Sport to full race blown Bolink spec either in stages, as your pocket allows, or in one fell swoop if your budget can take it. Bolink make available each and every one of the extra special competition parts such as ballraces, aluminium motor mounts, competition suspension,

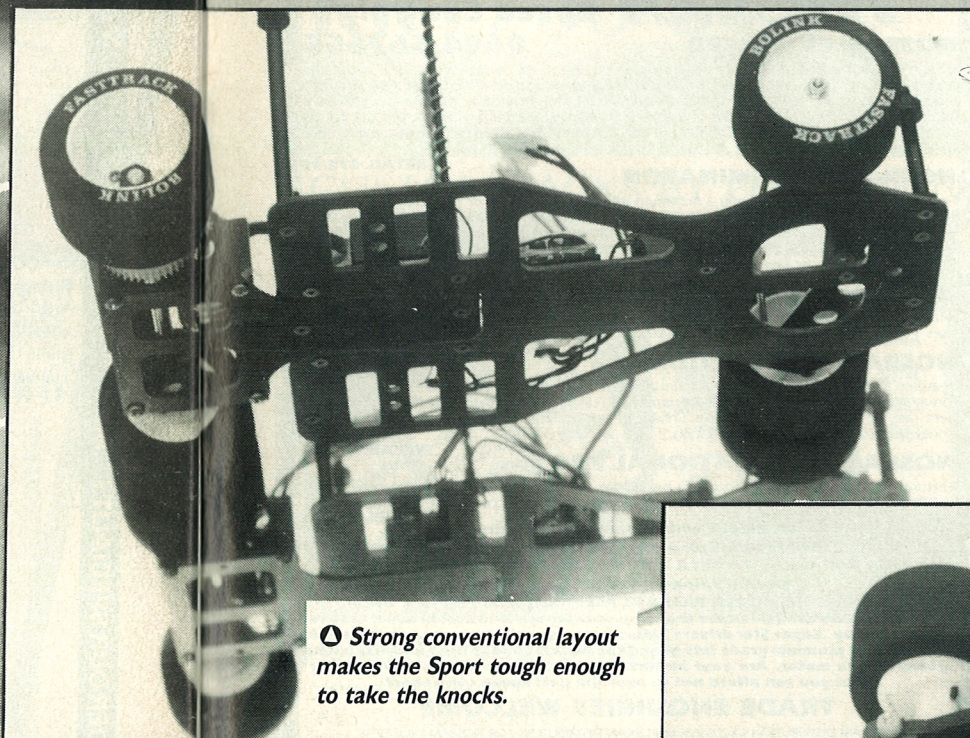
graphite axle, etc on an individual basis.

### One Evening Building Time!

Assembly begins with the chassis and front axle, the axle is of the beam type and bolts to the chassis floor. Provision is made for the caster angle to be adjusted using silicone O rings as a pressure pad against which adjuster

bolts are tightened or loosened to suit. Steering blocks are attached to the end of the axle using steering posts bolted firmly in place. Springs are supplied in order to give an amount of suspension travel.

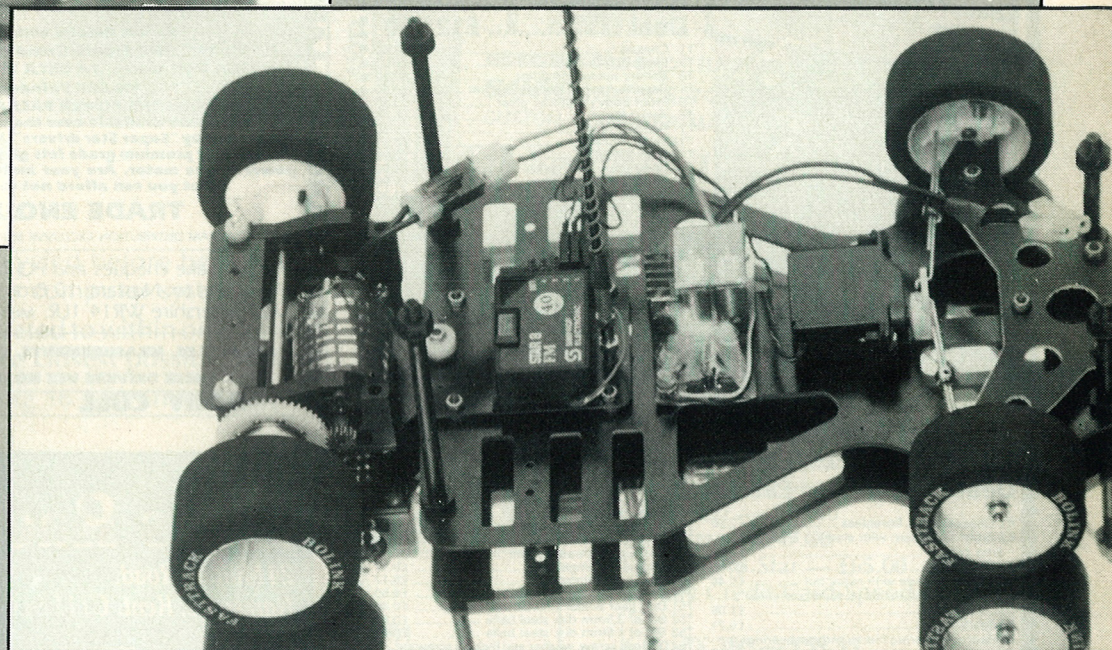
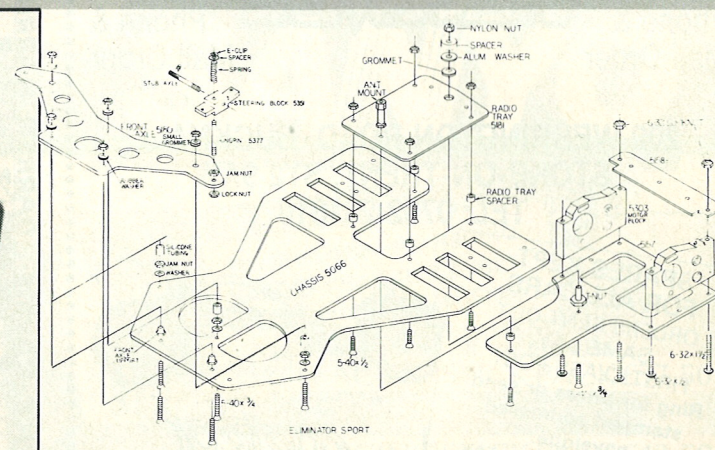
The radio tray is fixed in place next and to this is bolted the rear end assembly, T bar, motor mounts and all, again all this assembly moves



Strong conventional layout makes the Sport tough enough to take the knocks.

around a silicone grommet which will need greasing in order to provide the correct action, simple but very effective!

Next the differential is constructed, just follow the instruction to the letter and you will not go wrong. For those of you who have not built a ball diff before, just remember that everything revolves around the balls and you won't go far wrong, oh and just one more tip don't overtighten the diff, it works a lot looser than you think. All that is now left to do is mechanical speed controller and radio, paint the body-shell and away you go. All you have to supply from the above list is the radio, now that's got to be good. The price although yet to be confirmed should be under the £100 barrier. ○



Lots of room for any radio equipment.

Axle blocks are tough nylon, springs are hard to give maximum traction.

A motor, wheels and tyres are all supplied in the kit.

