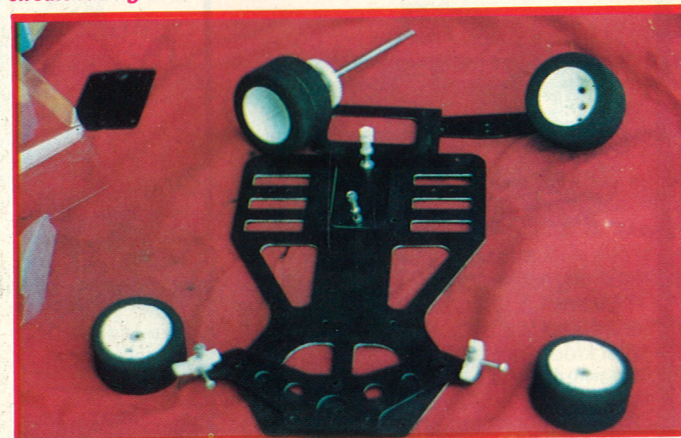




The easiest way yet of keeping batteries held securely must be Bolinks battery blocks, simple quick and safe.

Left, the saloon shell really gives the Eliminator an aggressive look, a simple three colour scheme added to by the simple but very effective measure of adding the headlights.

Nice to see that Bolink like other manufacturers have kept the complete layout neat and simple, the very essence of what 1/10 circuit racing is all about.



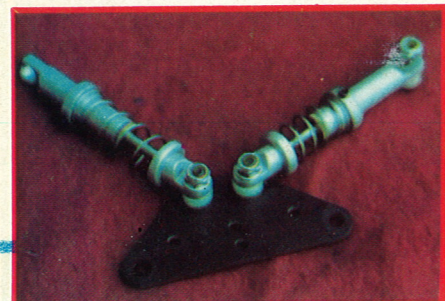
Kevin Griffin reviews Bolinks latest addition to this fast growing, new, exciting formula.



ELIMINATOR

1/10 CIRCUIT RACER

Suspension is provided for the rear of the car by these two oil filled dampers, they are very positive in their action and extremely efficient.



As promised by Radio Race Car, here is another review on a car for 1/10 circuit racing. Again, it is a car originating from America, where this form of racing is already well-established and very popular.

The car for review is the Eliminator, produced by a well known company in the USA, but not so well known over here, Bolink.

Bolink have been producing cars right from the early days of Radio control car racing and are quite well known for their 1/12, cars so I think we will find that their entry into 1/10 will be a worthy one.

Now then, let's get down to the kit. First of all, we get a rather nice box to open. This bit is always exciting for me, it's just like

Christmas, not knowing what you will find inside. Well, I wasn't to be disappointed. What was to be found was a very complete kit indeed, complete with mechanical speed control and a Bolink motor, which looks to be very up-to-date Yokomo car with wet magnets and heat-sinks on the end bell. The body shell provided in the kit is a well-moulded Pontiac saloon, worth spending a few hours on with a paintbrush.

Congratulations to Bolink on their packaging. All groups of parts are sealed in their own plastic bags and numbered in accordance with the instruction manual, which I found was very well-written and everything very well explained, leaving you in no doubt as to where each part

should go. The only criticism that I have is, when assembling the differential, to have to read the instructions and look at a diagram two pages further on is difficult, but it is only a minor problem. Other than that, the instructions were good and for a change, written in American English rather than Japanese English.

The front end of the car differs from some other 1/10 circuit cars that we have reviewed, in that it does not have a beam axle. Instead, it has carbon fibre plate mounted on rubber mountings, to which the king-pins are bolted. The steering block sits on the king-pins with the stub axles pressed into them.

The chassis radio plate and rear T plate are again all made from carbon fibre. The chassis conforms to the normal configuration for 1/10, that is, the battery location is for saddle pack. The method that Bolink have come up with for holding the battery packs in the car is, I think, one of the best I've seen so far. It consisted of two white nylon blocks, one to be fitted to each half of your saddle pack and this is then held onto the chassis via two small screws, much better than actually taping the batteries into the car.

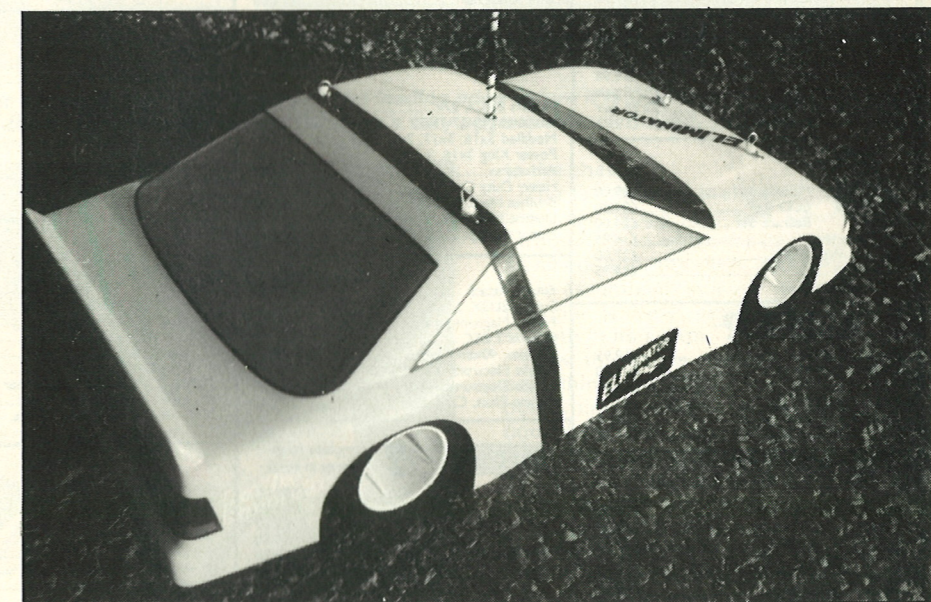
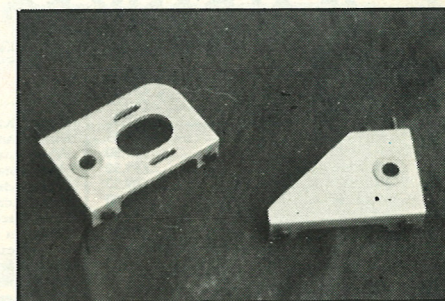
Assembly

The assembly of the car will take you a couple of evenings, plus another couple to trim the body shell, paint it and install the radio gear.

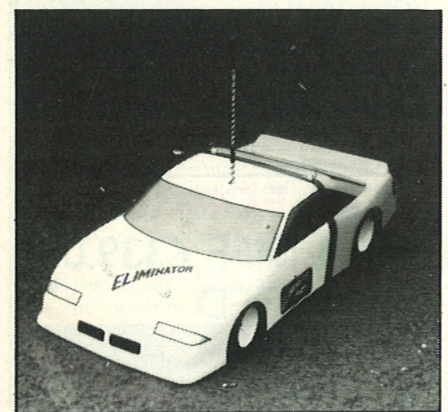
While on the subject of assembly, it would be pointless to go into great detail as the instructions are so well written and the assembly quite basic. If one follows the

three rear ones are rubber mounted so as to allow you to adjust the amount of caster you require. The normal setting is one or two degrees positive caster, ie. the king-pins should be just leaning towards the rear of the car. You will find that the more caster angle that you dial into your car, the more under-steer you will have. Once you have bolted the front of the car together with the steering blocks mounted on the axle plate, you can attach the two front wheels.

As the 1/10 car does not require much

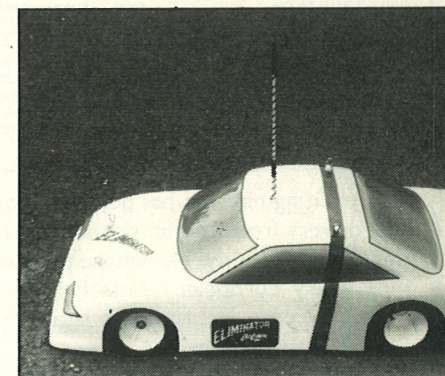
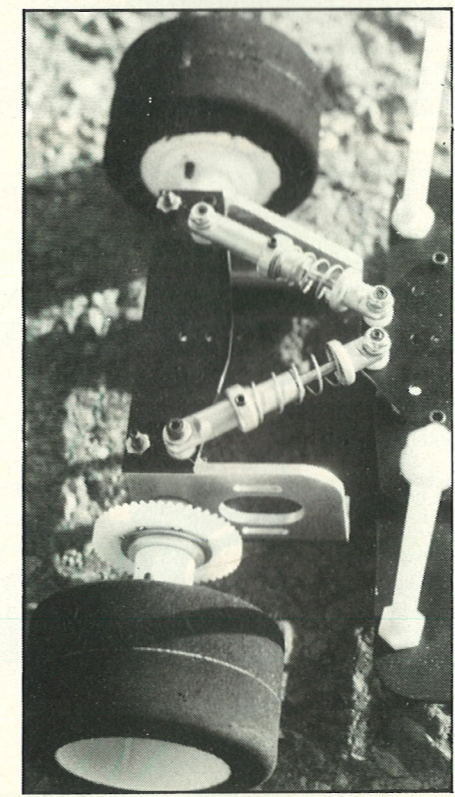


Top and below, alloy side plates act as motor and rear axle mounts, they are also a superb heatsink dissipating most of the motor heat. A top plate holds everything together and doubles as a damper mounting.



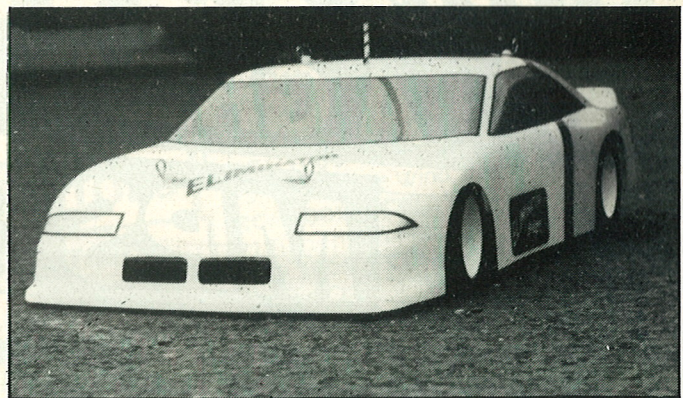
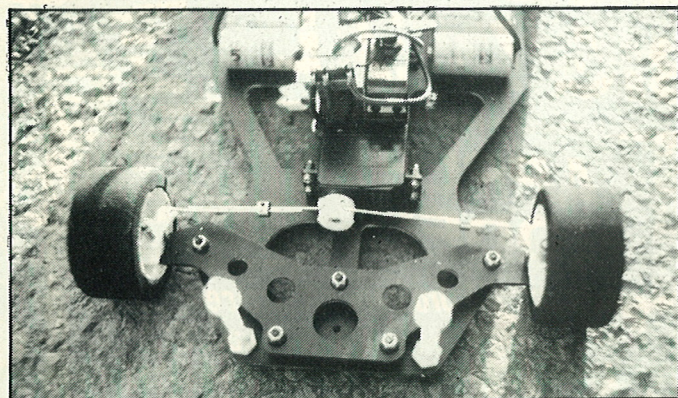
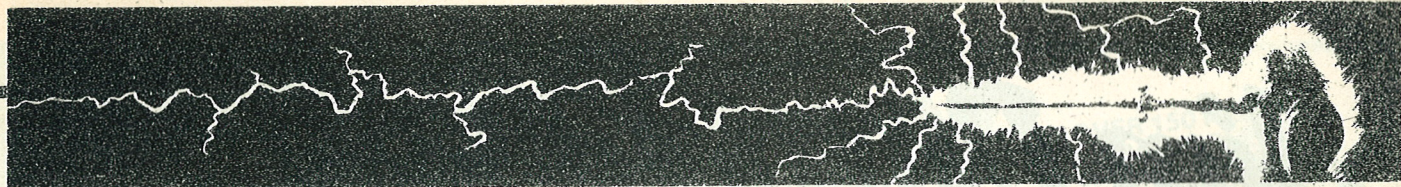
instructions to the letter, then you cannot go wrong. One point, the bearings supplied with the kit are a very tight fit in the motor and axle sideplates. It does say in the instructions to be careful pressing them in. The way to put them in was to place the sideplates one at a time in a vice with the bearing lined up in the start of the hole and then gently close the vice, checking from time to time, that the bearing is being pressed to the housing squarely.

The instruction manual starts with the assembly of the front of the car, the axle plate having a five point mounting. The

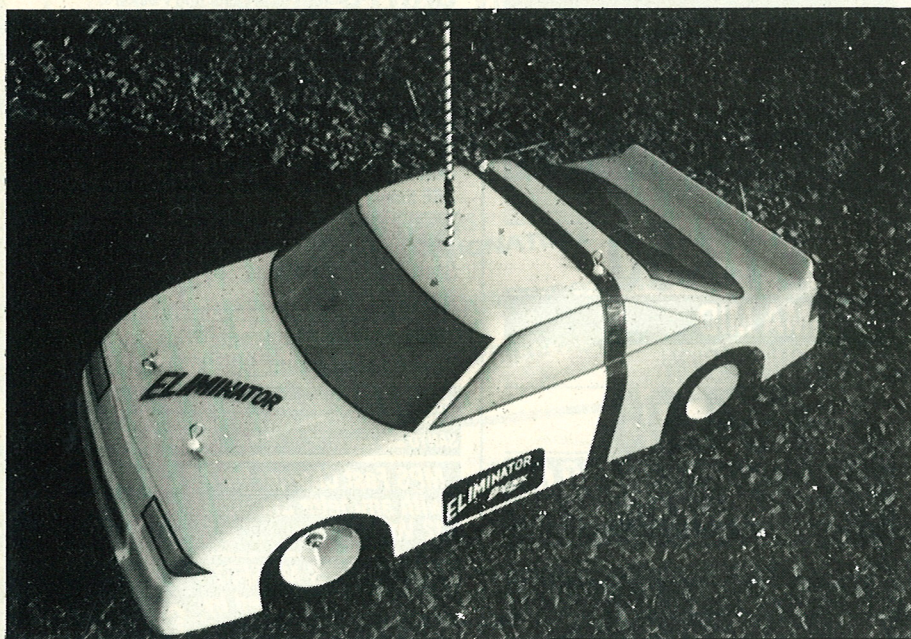


overall suspension travel, you will find that on the front of the car, the only suspension movement is governed by a small spring keeping the stub axle assembly under tension, allowing it to move about 1/4 inch up and down. Now we have finished with the front of the car, let's tackle the rear.

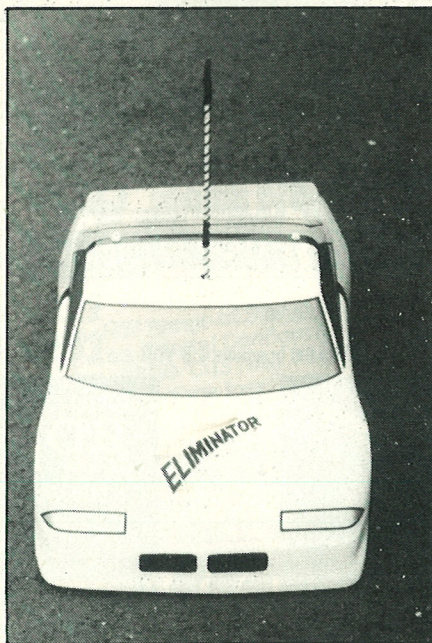
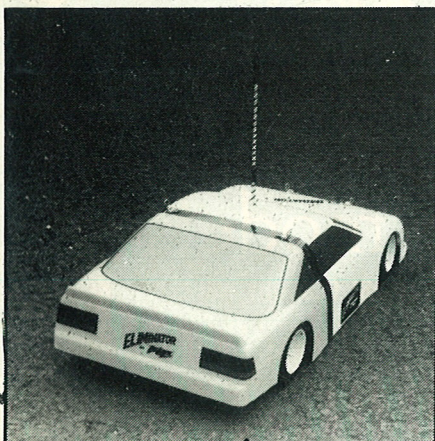
Two axle mounts with bearings fitted are held onto the T plate by four screws in all. These four screws must be locked in with the Threadlock. Loctite 242 is one of the best on the market, but I am sure that there are other brands that will be just as good. If you don't Threadlock these screws, the vibration will loosen them. Next step is to assemble the shocks. These are quite nicely



Above, the beam axle is adjustable for caster by wedges or shims placed at the leading edge before it is tightened down, around two degrees is the norm. Right and below, once the body is painted, the car takes on a very aggressive look indeed.



made. They are simple to assemble, with a good exploded diagram telling you all you need to know. This whole assembly then mounts to the main structure on two mounting points, the rear of which is a pivot that is adjustable, allowing you to adjust the amount of side roll, that is, the amount of twist the T plate has in relation



to the chassis.

The last step of the construction of the basic car, is the rear axle which is again carbon fibre to which the ball differential is attached and the two aluminium hubs. Once assembled, you will find the ball differential is very nicely engineered and smooth in its action.

Now the car is basically finished. The only thing left between you and all the other miniature Derek Bells, is the installation of the electrics. I decided to call this stage electrics rather than Radio installation for two reasons. One is that the kit provides you with a motor and two, it also includes a good quality wound resistor type speed control.

Now, a number of you will say that, "Oh, I won't use that speedo, I'll just put my electronic one in." Well, I thought I would use the resistor type provided and, believe me, it is very good, providing you use a very smooth forwards action, with good braking and a full power reverse through a micro switch. You have to assemble the speedo and mount it on the side of a servo, which is a little fiddly, but it is well worth it and I think you will find that it propels you along as quickly as the electronic equivalent. The rest of the radio installation is easy and any make of radio will fit with loads of room to spare.

Well, that's about it, other than the running of the car. All in all, the car went together very well indeed, everything fitted perfectly. The instructions were very clear and easy to follow and I enjoyed building it (perhaps not as much as I am going to enjoy running it).

As regards the price of the Eliminator competition, it is £56.50 and well worth every penny. It is available from your local model shop or direct from Ted Longshaw Model Cars and spare parts are all ex-stock, as Ted reliably informed me.

A Clubman version is also available from Ted Longshaw with a glass fibre chassis, steel axle and oilite bushes for £89.95.

So come on all you 1/10 circuit racers, let's get some more meetings organised. This is still a very young form of car racing and so much scope for all you budding future champions. Just think, next year you could be the first British 1/10 circuit racer champion.