

LOOK OUT! BOLINK'S TRUCKING!

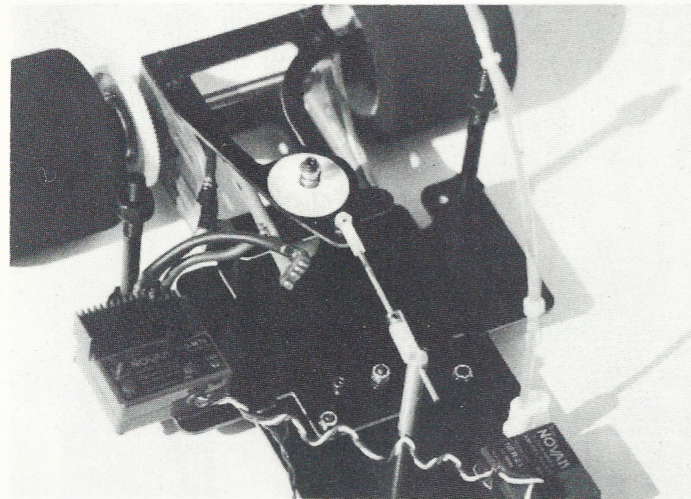
BoLink's Super-T & Nastruck

By Jim McLelland



WITH NASCAR'S new Supertruck series creating a real stir in the racing world, now you can stir some up for yourself with BoLink's Super T and Nastruck RC Supertruck kits. The Super T is based on the ever popular BoLink Legend car and the Nastruck is designed around the rules for the Trinity Spec class of cost controlled racing.

The Super T was the first to roll off the line and with its vertical dual plane chassis, similar to the



Legends car, helps to make the Super T a great starter kit for anyone wanting to get started in R/C Racing. On the other end is the BoLink Nastruck, the Nastruck features a pan type chassis with a solid rear axle and T Plate suspension. This design is compatible with the Trinity Spec Car and is legal for all classes of competition in this series.

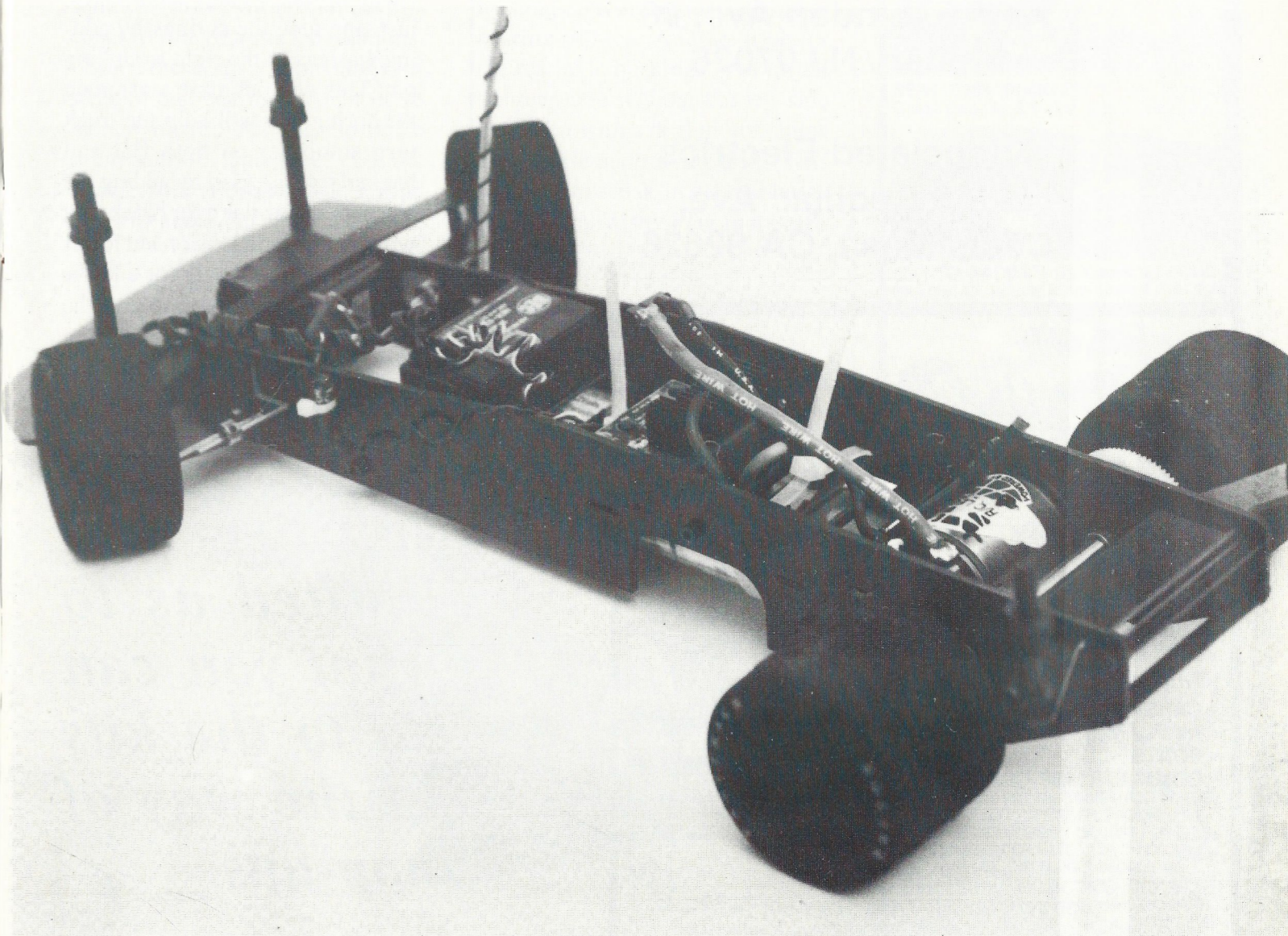
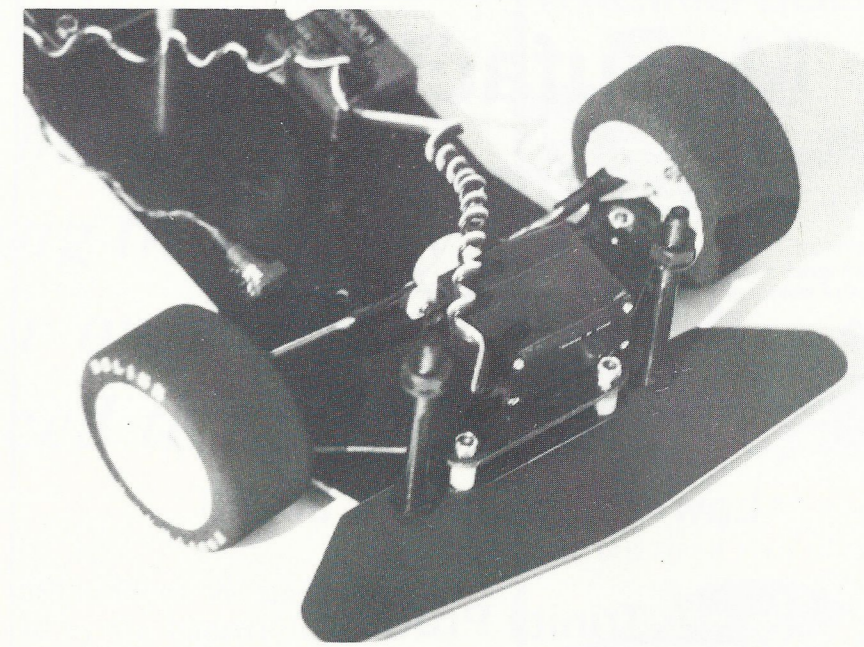
Both the Super T and Nastruck

Top: A close-up view of the rear suspension on the Nastruck.

Left: The supplied Chevy Supertruck body is a real looker, but for racing you will need to add a rear spoiler.

Top: The front king pin suspension is similar to its Legend counterpart. Bottom: As you can see the SuperT's chassis is of a simple, yet effective design, similar to it's BoLink Legend counterpart.

feature clearly written instructions and include a Lexan Chevy Supertruck body. All you will need to complete these kits is a BoLink/Trinity Spec motor, a battery pack, ESC, charger and a 2 channel radio system. Everything else is in the box and ready for assembly. Now there is no need to



Manufacturers Mentioned In This Article

**Bolink R/C Cars
420 Hosea Rd.
Lawrenceville, GA 30245**

**Trinity Product
1901 E. Linden Ave. #8
Linden, NJ 07036**

**Associated Electrics
3585 Cadillac Ave.
Costa Mesa, CA 92626**

As for the Nastruck, Trinity has set the rules for racing in the Spec class, with these rules

you are very limited as to what you can do to the kits in the way of hop-ups.

explain how to build these guys, even the most novice builder can have these kits built in less than two hours, but if you plan to race either of these truck kits, there are some tips I'd like to pass along.

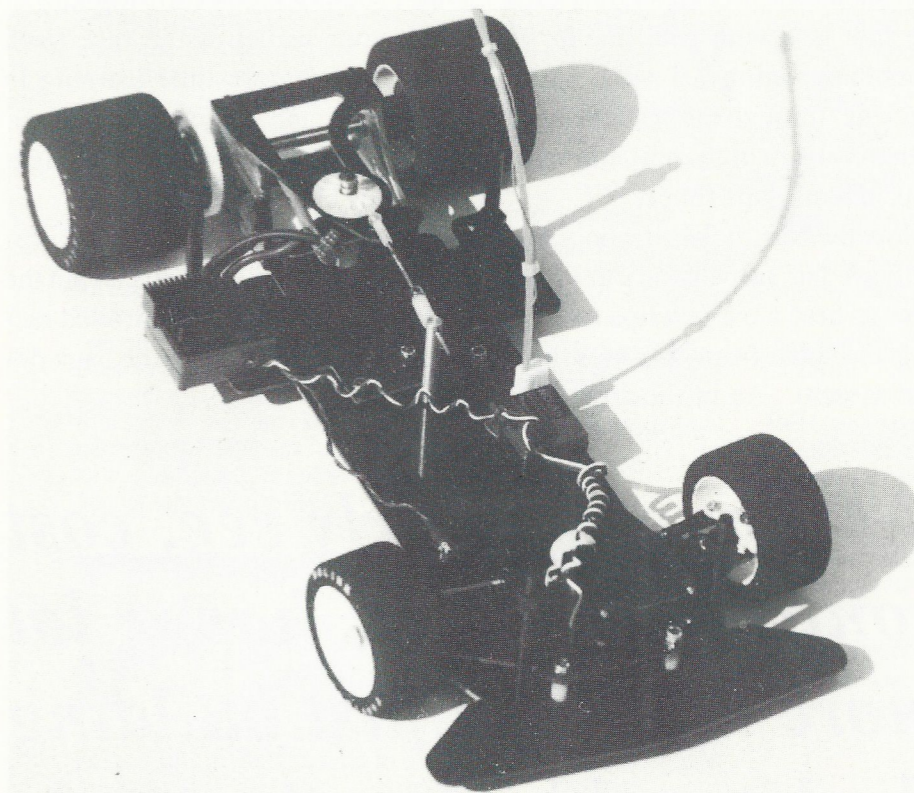
Now the Super T was designed to be raced under the Legends rules, but these may vary depending on your local track. As for the Nastruck, Trinity has set the rules for racing in the Spec class. With these rules you are very limited as to what you can do to the kits in the way of hop-ups. Starting with the front suspension since you cannot change the spring rate by changing the springs themselves, just fine tune the springs by adding washers to the right front king pin. This will put more tension on the spring and will help the truck turn smoother on both flat and banked tracks. Also by adding the washers under the axle block you will not only add tension but lower the chassis ride height for a lower center of gravity. Also to give the front suspension some damping

Of course, this will shorten the life of your bushings, but I have been doing this on my Legends car for over a year and only replaced the bushings twice.

ability, I coated the king pins with BoLink's Mega Lube silicone, you can experiment with different silicones to suit your track conditions.

Since these kits use bushings instead of ball bearings, you need to work with the bushings to make them smooth and free. I have found using Power Surge's Zinc Oil will make bushings seem like

ball bearings, the zinc oil fills in all of the imperfections in the bushings and makes for a smoother bearing surface. Another trick for the rear axle bushings is to install the rear axle without the left side hub, then with a drill motor chuck up the axle and run the drill. This will help to break-in the rear bushings and make your car more effi-



cient. Of course, this will shorten the life of your bushings, but I have been doing this on my Legends car for over a year and only replaced the bushings twice.

Another area of importance is the diff assembly, since you cannot upgrade the diff, there are a few tricks to make the action smoother. First CA the aluminum diff ring adapter to the nylon diff hub, then put a few small drops of CA on each of the diff ring carriers. Now before the glue dries install the diff ring and turn it slowly until the glue grabs hold. Then if you have any CA residue, take a razor blade and scrape away any excess. Doing this bit of extra work will ensure a slip free diff.

Next use a quality diff lube on the rings like Associated's Stealth diff lube, then assemble the diff so when you hold both wheels tight you should be able to slightly turn the spur gear with your thumb. A smooth operating diff will help the truck get through the corners more effectively, which will improve your overall laps times.

Now the Nastruck is the only one with a T bar suspension out of the two, so here are a few tips for getting the most from this very limited system. As in the front sus-

pension you cannot change out any of the parts in the rear dampening system on the Nastruck. Here, as in the front suspension, you can add washers to the springs on the dampening disks to increase the tension on the disks. Also by trying different silicone lubes you can control the amount of dampening on the rear axle, the same can be said for the fuel tube dampner that runs fore and aft on the chassis. By working with different types of tubing you can adjust the pre-load on the chassis for better weight distribution.

As you can see cost controlled racing has a lot more to it then just building the kit and hitting the track. The beauty of it is that the racer who thinks and works hard on car preparation and driving skill will be the one that comes out on top. And with BoLink's Super T and Nastruck you can stop throwing your wallet at the race track and spend more time learning to maintain and drive your race car instead of trying to find the right gear or batteries to go faster.

So with BoLink's line of cost controlled race kits you can put the fun back into radio controlled racing, without breaking the bank doing so.

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