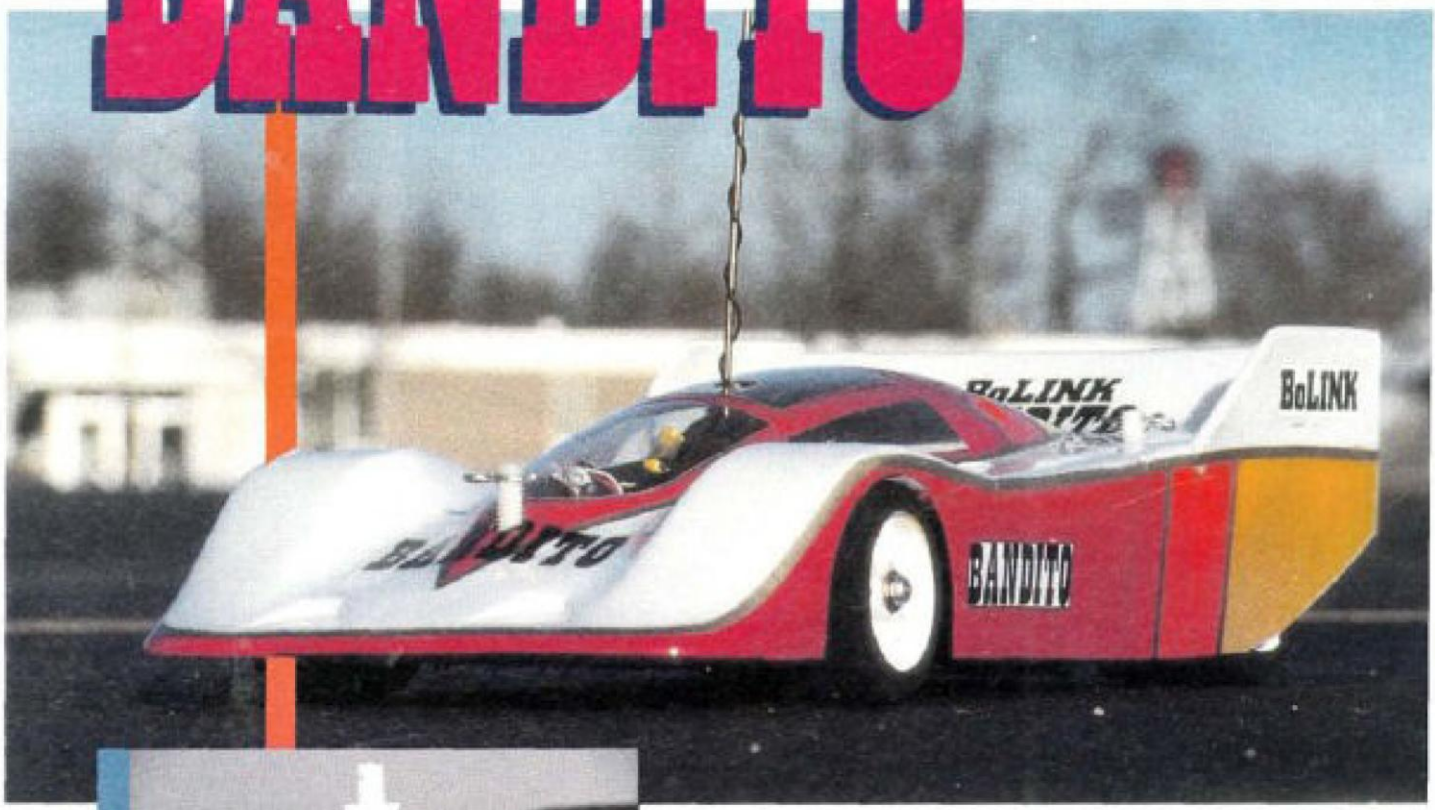
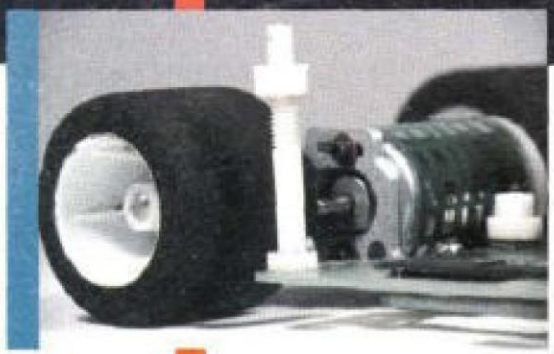
BANDITO

BoLink





BoLink's body posts are light and easy to adjust.

BoLink provides a handy system for mounting the resistor.

A-arms provide independent front suspension.

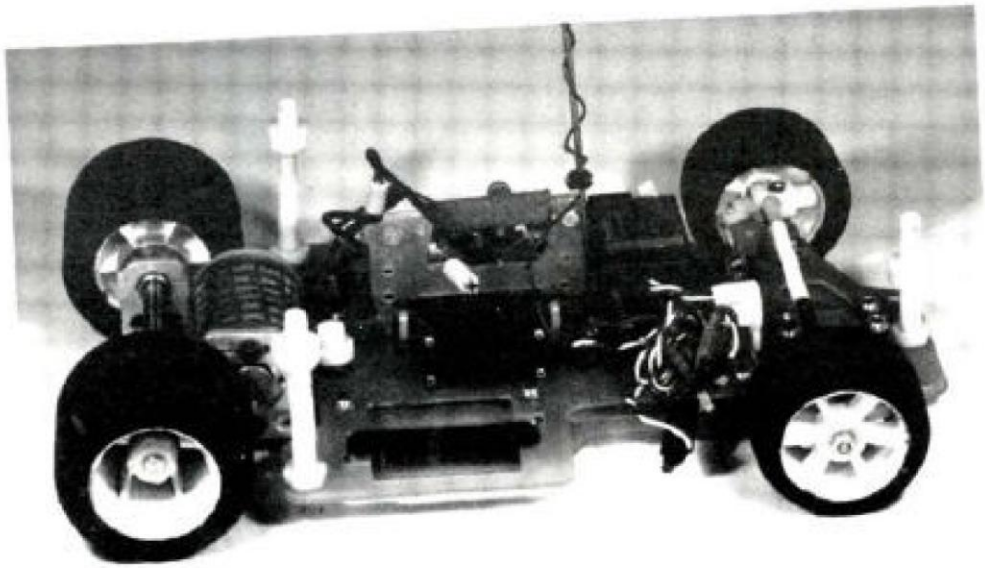
by the *RADIO CONTROL CAR ACTION* STAFF

BOLINK R/C Cars* of Georgia hopes to bushwack the competition with the Bandito. A 1/12-scale road racer, the Bandito is available in either a 6-cell version or the 4-cell that I tested. BoLink believes their cars should be competitive and easy to maintain; the Bandito is both.

THE KIT. The Bandito features an independent A-arm front suspension system. There are separate coil springs, but a monoshock dampener ties the two A-arms together. BoLink uses a raised radio tray on the green fiberglass chassis. The lower portion of the chassis has a large T cut out for the rear suspension. The aluminum one-piece motor pod is lightweight. Batteries, motor and differential are all included in the kit. I chose a Futaba* Magnum Junior radio with two S-32 servos and a FP-R2H lightweight receiver. A clear Schkee body is included in the kit.

CONSTRUCTION. The Bandito goes

Bushwhack the competition with this 1/12 asphalt burner

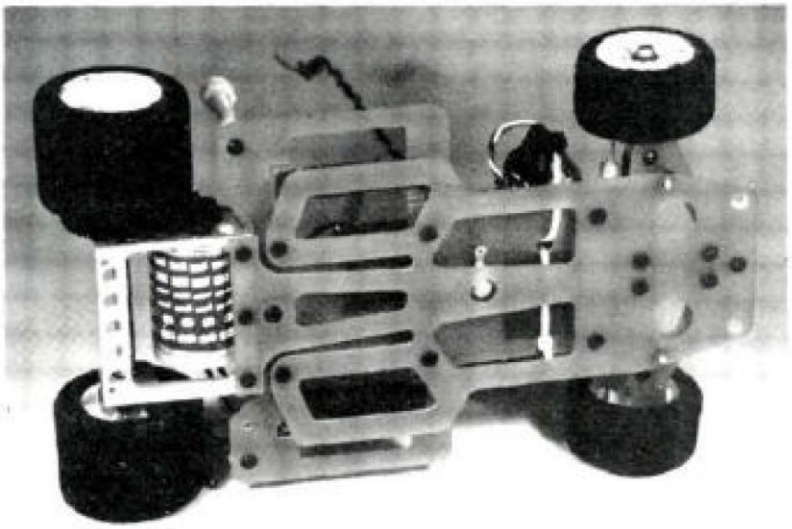


Bandito suns body shows well-thought-out and compact design. Chassis and raised radio compartment are of fiberglass.

together very easily.

The four-page instruction sheet has two full pages of drawings. When the A-arms are installed, you must be sure they move freely, or the front suspension won't work properly.

I installed the new threaded stub axles instead of the standard axles. When using the threaded axles, be careful not to make the locking nuts too tight or you'll cause the front wheels to bind.



Rear suspension is born from cuts in the lower chassis plate.

Instead of using the standard front springs, I installed a softer set of Delta* springs. The stock springs were too stiff for the 4-cell setup. The resistor bracket was easy to mount on the S-32 servo. This system maintains proper alignment between the wiper arm and the resistor.

You wouldn't want to use servos any larger than the Futaba S-32; there isn't a lot of room to mount the radio equipment. Be sure to put a flat spot on the roll-over antenna for the setscrew to tighten against, or it'll come out of the car.

PERFORMANCE. The Bandito handles very well. Understeer was a problem at first, but I corrected that by making the front springs a little softer. Now the car can cut to the inside of the tight turns. The rear suspension provides plenty of traction. The stock tires worked well on carpeting. The stock motor runs for 8 minutes with no problem. It has plenty of power for the stock motor class.

BoLink has built a sturdy, straightforward racer. The Bandito doesn't require a lot of adjustments to get it to run well—it's ready for a 1/12-scale shootout.

**The following are the addresses of the companies mentioned in this article:*

BoLink R/C Cars, 420 Hosea Rd., Lawrenceville, GA 30245-4695.

Futaba Corporation of America, 555 W. Victoria St., Compton, CA 90220.

Delta Manufacturing, 27 Race Car Court, Lorimor, IA 50149. ■