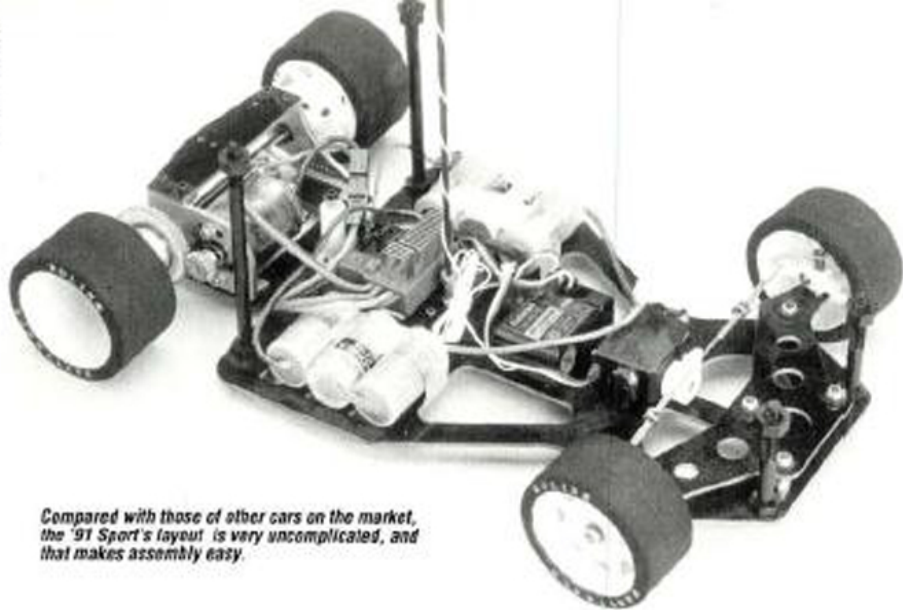


PHOTOS BY JOHN HANSEN

'91 SPORT



Compared with those of other cars on the market, the '91 Sport's layout is very uncomplicated, and that makes assembly easy.

Now Bolink offers another Sport, and like the Eliminator, the '91 Sport is available in two versions: with electrics (mechanical speed controller and motor) and without them. My review kit was the second type—a rolling chassis only. Choice of motor, speed controller, batteries and radio system was left entirely to me.

THE KIT

The '91 Sport kit has a black fiberglass chassis (to which the front axle, rear

brace, radio tray and T-plate are attached), Bolink's Buick Grand National body, a set of tires mounted on one-piece rims, a steel axle with ball differential, a fully adjustable front suspension and Oilite bushings for wherever they're needed. The most impressive change is that the '91 Sport has aluminum motor mounts; the original Eliminator Sport had mounts made of nylon. Also important is the improved rear suspension that goes with the new motor mounts. The '91 Sport has a

vertical silicone-tube damper, whereas the Eliminator Sport relied on a T-nut and a rubber grommet to handle damping.

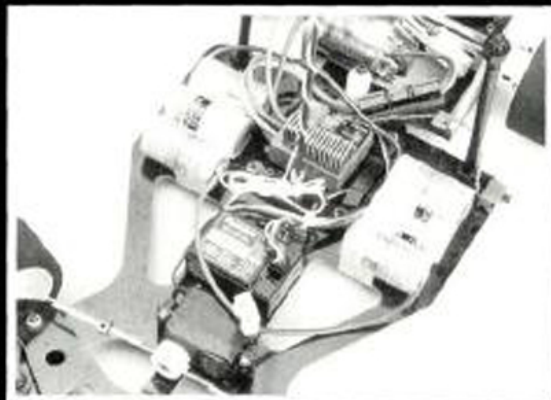
ASSEMBLY

According to the instructions, assembling the '91 Sport is a relatively simple 10-step process. (A supplementary page describes the installation of the motor mounts and the vertical damper.) Even beginners should be able to assemble the kit in about two hours, after which time you should

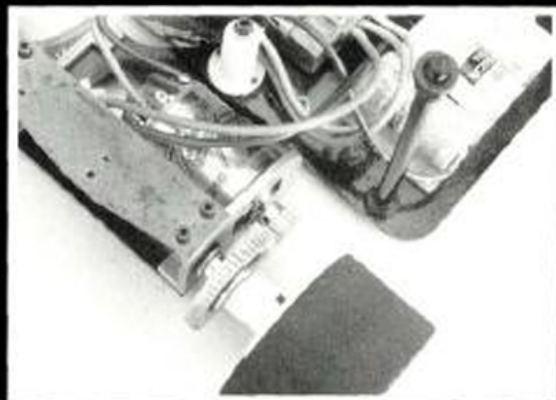
have a complete rolling chassis that's ready for the installation of the radio and the battery. After that, it's time for body preparation. (Take your time. This is what your fellow R/C addicts will see first.)

The instructions give helpful hints on body painting, assembling your own saddle-pack batteries and modifying the car to take servos other than the Futaba S-132H and the Novak NES-1A, for which the '91 Sport's chassis has been drilled.

There are five pages of
(Continued on page 64)



All the radio gear fits in the center of the '91's chassis, and the batteries fit into slots on the sides of it.



The '91 Sport's rear end resembles those on the earlier Eliminators, but instead of using a shock, the '91 has a white, silicone-tube damper that's just in front of the motor.