



The Merkur XR4Ti GTI body is deadly looking and handles well. Car is deceptively fast on the track.

## BOLINK

# ELIMINATOR

by MIKE LEE

**O**NE OF THE FASTEST-GROWING segments of model racing is  $1/10$ -scale road racing. There's nothing like the rush of speed and acceleration from a road car as it punches down a straight. It puts the feeling of speed and power back into the hands of the driver.

One of the pioneers in the  $1/10$ -scale road racing scene is BolINK R/C Cars, Inc.\* Way back in 1979, BolINK had one of the first road cars for this size category—the Digger 10. This car wasn't really a road car, rather, it was a road car adapted to run off-road. For a car between the then-blossoming  $1/12$ -scale and the established  $1/8$ -killer cars, the Digger did a pretty good job of handling the paved raceway. BolINK has returned to the  $1/10$  scene with the Eliminator 10, an all-new chassis design for the road-racing circuit. The Eliminator 10 is the larger version of the Eliminator 12, and both were designed to be top-notch competitive cars for the serious racer. Both versions have single pan-type chassis designs with full-floating rear suspension and both use 6-cell saddle packs. The similarities end here. The Eliminator 10 has a rear suspension pod that's dampened with two oil-filled shocks, a cast-aluminum motor mount that's integrated with the axle mounts, and a fiberglass front end with adjustable caster. It's also very lightweight.

Like all road cars, the Eliminator 10 is easier to assemble than its off-road counterparts. The front-axle plate is attached

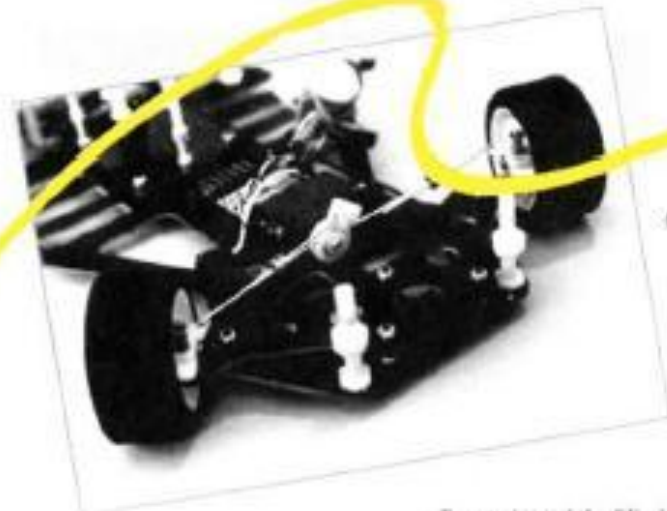
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FOR 10



DIAL "S" FOR  
SPEED

Photos by Mike Lee



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## BOLINK ELIMINATOR 10

Type ..... On-road  
Scale ..... 1/10  
Sug. Retail Price ..... \$199.95

### DIMENSIONS:

Overall Length ..... 19 inches w/body  
Width ..... 9 inches w/body  
Height ..... 4 1/4 inches w/body  
Wheelbase ..... 10 1/4 inches  
Front Track ..... 8 1/4 inches  
Rear Track ..... 8 1/4 inches

### WEIGHT:

Gross (w/bat.) ..... 42 ounces  
Balance (f/r) ..... 45/55

### BODY:

Type ..... Ford Merkur  
Material ..... Lexan

### CHASSIS:

Type ..... Plate (pan)  
Material ..... Fiberglass

### DRIVE TRAIN:

Type ..... Spur gear  
Differential(s) ..... Ball

### SUSPENSION:

Front: Type ..... King-pin  
Dampening ..... Coil spring  
Rear: Type ..... T-plate  
Dampening ..... Twin oil shocks

### WHEELS:

Front: Type ..... One-piece nylon  
Dimensions (D/W) ..... 1 1/4 x 1 3/8 inches  
Rear: Type ..... One-piece nylon  
Dimensions (D/W) ..... 1 1/4 x 1 3/8 inches

### TIRES:

Front ..... Foam  
Rear ..... Foam

### ELECTRICAL:

Motor ..... BolINK stock  
Battery Required ..... 6- to 7-cell saddle pack

### OPTIONS AS TESTED:

KO Propo EX-7 radio, CX-II electronic speed controller, graphite rear axle, aluminum hubs.

### COMMENTS:

Easily assembled car that's simple, yet fiercely competitive. No special skills to assemble or drive. This car renders excellent performance for the price. Would like to have a rear wing included.

Front view of the Eliminator shows the locking nuts used to adjust the caster of the front end.

to the main chassis plate. The front-axle assembly is rubber-mounted to the main chassis to allow for some suspension action, and also to permit caster adjustment. Caster adjustment requires only a shift in the mounting bolt position.

Stub axles are then pressed into the steering blocks and mounted to the chassis via a large, polished kingpin. Each axle has a small spring on the kingpin to provide the spring suspension action of the front wheels. There isn't much movement up front but you won't be jumping off of stadium jumps with a road car.

The rear-end assembly starts with the radio tray, which is a simple fiberglass plate. (There are no holes for the radio because it will be held in place with double-sided tape.)

The tray is mounted to the T-plate of the rear suspension, then both are mounted to the chassis as a unit. Make sure that when the unit is mounted, it moves fairly freely, as this

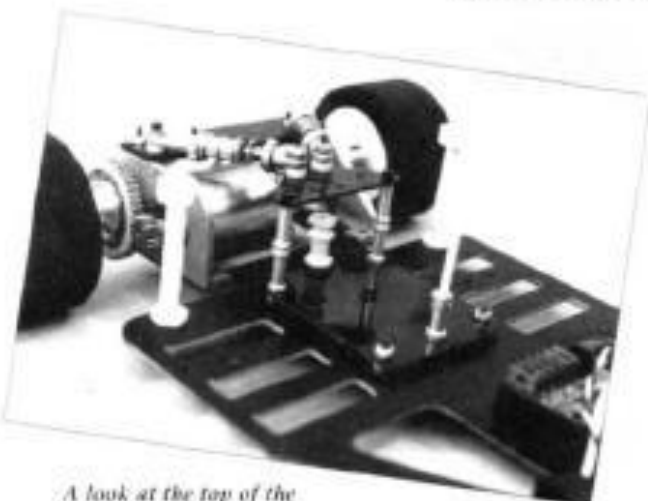
is the key to a good rear suspension.

The rear-end assembly is an aluminum part mounted to the top of the T-plate. In this unit, place the bearings, rear axle, and the rear-suspension components. A top shock mounting plate finishes off the top of the rear end.

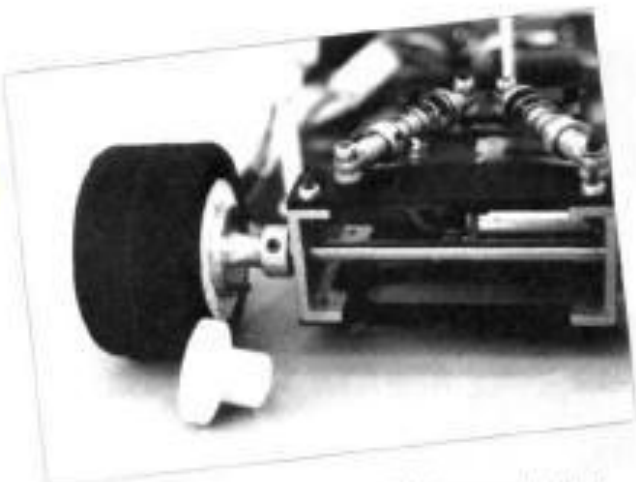
Attach the shocks and move onward.

The radio installation is next, and this is one of the easiest radio installations you'll ever perform.

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A look at the top of the main chassis. This area has loads of room for the radio and batteries; even standard-size radio components fit easily.



Aluminum wheel hubs were used because the supplied set of nylon units were out-of-round and degraded handling.

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speed controller is a multi-band resistor type with wiper controller. There's nothing wrong with this type of controller, as it will give a smooth response and provide braking action when desired. In fact, I prefer this type of mechanical speed controller over any other. But when I can afford the luxury of an electronic controller, I go for it.

The motor supplied with the Eliminator 10 is a stock BoLINK unit for road use. Typically, I've found that the off-road motor (with its higher torque for dirt digging) works well with  $\frac{1}{10}$ -scale road racing; you can gear up and still have lots of punch out of the turns. Standard stock road-racing motors lack this punch, but have a higher top end. I prefer the punch.

The road-handling is taken care of by a set of BoLINK's own wheels and rubber. Medium-traction, low-profile foam tires are mounted to solid-hub wheels of light nylon. Like most foams, you have to dress them a bit before racing. I used oil of wintergreen, and the bite I got was perfect.

All six batteries are mounted in a saddle-type arrangement, with three cells on each side of the chassis. BoLINK thoughtfully arranged for the driver to have several packs ready by having the

batteries pre-mounted to a battery mount block. This is a simple, plastic battery holder that you affix to the battery with instant glue. Once all three cells are glued to the holder (or to each other), the pack can be mounted to the chassis with two screws, and you're done! No tape or cable ties to mess with.

At the rear axle is a ball differential that's fully adjustable and uses standard 32-pitch gears and six to eight balls for diff action. The axles have oilite-type bearings on them, and these are satisfactory as long as you keep them well oiled. BoLINK's ball bearings are optional; I sprang for them and for machined-aluminum wheel hubs on which to mount the tires instead of the standard plastic hubs. The aluminum units are a lot truer. I also traded the steel rear axle for a lighter graphite one.

The body posts are made from  $\frac{1}{4}$ -20 nylon bolts mounted to the chassis. These are very lightweight and strong. No doubt they'll withstand a rollover. A fiberglass whip antenna finishes off the rolling chassis.

I fitted the BoLINK Merkur XR4Ti GTO body to the Eliminator 10 chassis. This is a low-profile body with a nice,

painted in the white, yellow and red of the MAC Tool Logo, with decals from BoLINK to add the finishing touch. In no time at all, I had a Concours-winning body.

The first time out, I found that the Eliminator 10 handled well. With a little tire dressing added, it handled well right off the bat. It isn't as nimble as its  $\frac{1}{10}$ -scale cousins, but then this is a larger car. It appeared that the Eliminator moved slowly, but don't be deceived. It'll leave any off-road conversion in the dust—no sweat!

Because the car tends to push, handling in the corners leaves a bit of understeer. An adjustment to the dual rate from the transmitter cured this and made the understeer mild and quite predictable. Acceleration isn't quite the type you'll find with a drag-racing machine, but it's quite manageable; just put the hammer down and go.

The front-end adjustment is one of the jewels of the Eliminator. If you have to make an adjustment, the result is immediate and obvious—you can feel the change right away. Smaller cars require more experimentation (by way of process of elimination) to effect a handling change. The same is true for the rear-end

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T-plate adjustment; simply tighten or loosen the adjustment nut, and you get instant results.

The only beef I had was with the differential adjustment. The steel axle uses a  $\frac{1}{4}$ -20 nylon nut on the axle for adjusting. The thread size is too coarse and makes the diff adjustment very sensitive. A little tweak this way and you lock up the diff; a bit the other way and you spin the diff to death. On the graphite axle, the thread size is changed to 8-32. This is more like it, and allows for finer tuning of the diff setting. While it's still a little sensitive, it's not nearly as bad as the steel axle.

Overall, the Eliminator is a wonderfully predictable car to drive and dials in very quickly. Its looks on the track are deceiving—it's much faster than you think. In fact, the only other car that's going to stay with the Eliminator is another competitive  $\frac{1}{10}$ -scale road racer. If you want to give  $\frac{1}{10}$ -scale on-road racing a try, consider the Eliminator 10. You'll get good results the first time, and your car won't have dirt in it or on it.

### ELIMINATOR SUPER 10 '91 SPORT ON-ROAD

#2821  
.... \$79.96



This step-up from the ELIMINATOR '91 sport is loaded with many special features. The **SUPER SPORT 10 '91** uses the standard ELIMINATOR front suspension and kingpin brace for precise steering. The rear end has a special shock dampened rear pod. Other features include a stainless steel rear axle, ball type diff., adjustable wing, low profile tires, and a wind tunnel tested clear body.

#### ELIMINATOR SUPER COMBO DEAL:

- 2ch RADIO W/ ESC
- 7.2V RACING BATTERY
- AC/DC FAST CHARGER
- SUPER SPORT 10 '91
- 17T PINION GEAR
- JOEL JOHNSON STOCK MOTOR

#2821C ..... \$229.95

Radio system is a pistol/wheel type



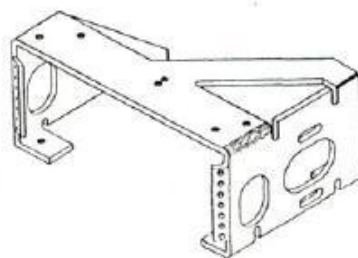
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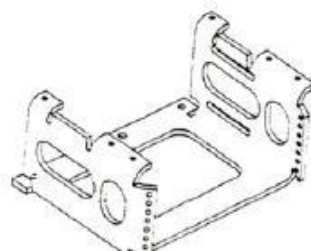
PAN CAR MOTOR PODS ..... \$39.95  
LIGHTER THAN STOCK. CAN REDUCE MOTOR TEMPS BY 40%.

AVAILABLE FOR ASSOC. 10L, BOLINK ELIMINATOR, TRC PRO 10.  
HYPERDRIVE VERSIONS ALSO AVAILABLE.

INCLUDES RIDE HEIGHT ADJUSTERS, MTG. HDWE., MOTOR COOLER SPACER.



ELIMINATOR 10 TRC PRO 10



ASSOCIATED 10L