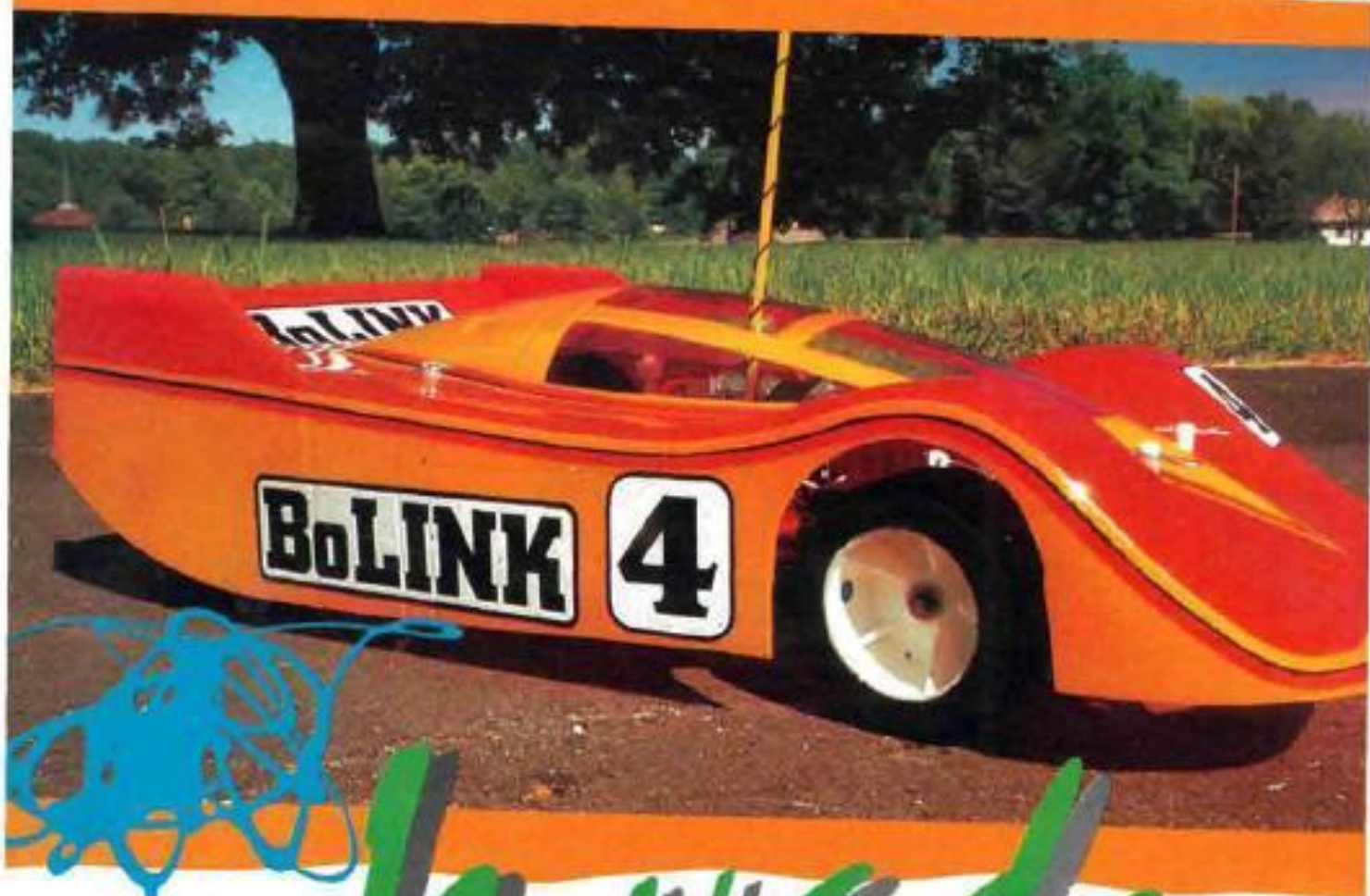


Track Report



BoLink

Invader

article and photos by RICH HEMSTREET



*Sure-footed 1/10
pavement prowler.*

BOLINK R/C CARS* is located near the heart of Dixie. Down south, racing means stock cars on dirt bullrings and super speedways, and sports cars running through the streets of Miami and the hills of Road Atlanta. The cars BoLink designs and sells are aimed at their immediate market and the latest BoLink car is the Invader, a 1/10-scale road racer.

THE KIT. The car is packaged in a sturdy, colorful box. The Invader kit has just about everything you need to get on the track. You'll only need to add a 6-cell battery pack and a two-channel radio. I chose to use a Futaba* Magnum Junior with S-32 servos.

A clear Schkee sports racing body is included. The Invader features independent front suspension with separate adjustable coil-over shocks. At the rear a mono-shock keeps the tires on the pavement.



saver on the Futaba S-32. The wire steering linkage is durable and, best of all, it is very easy to set the toe-in. Be sure that the Invader is sitting at the proper ride height when you set the toe-in.

The BoLink speed control is pre-wired; all you have to do is attach a servo to the mounting plate and install the power plug for your receiver. There is even a dropping diode included in the kit.

The differential is the tried-and-true ball type. The instructions include diagrams for both the differential and the wiring. There is also a diagram of the entire chassis assembly that shows all the part numbers. This will be very handy for ordering spare parts.

PERFORMANCE. Building the car went well, but it didn't give me a clue as to how it would handle. I was surprised by the great handling of the Invader. The car has a very low center of gravity and only weighs 3 pounds, which made for a very quick machine.

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CONSTRUCTION.

The parts are in bags that are numbered to correspond with the step in which they are used. This makes construction much easier, since you don't have to look through all the screws to find the ones to use in a certain step. You have to build the three coil-over shocks, and the oil is included for filling them. It would be nice if manufacturers would list the capacity of their shock absorbers. Then you could use a medical syringe and put in whatever is called for.

The rear axle pod is connected to the main frame by a fiberglass T-bar. The front end has fiberglass swing arms that are connected to the coil-over shocks. When putting the Invader together, be sure to

follow step 2 carefully. The swing arms must move freely on the screws. If they are too tight, be sure to open up the holes as the instructions indicate.

I used an MRC-Tamiya servo



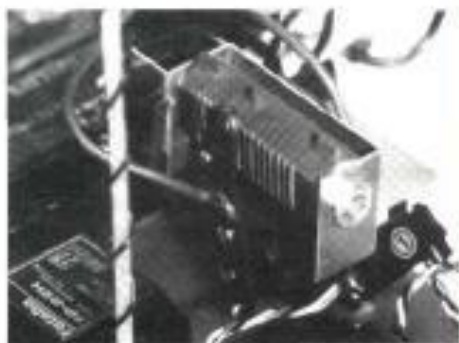
Invader



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Independent front suspension with coil-over shocks.



Neat pre-wired speed control with built-in reverse.



Coil spring on the rear mono shock is fully adjustable.

This car has controlled oversteer. You can kick the rear end out and power slide through a tight turn, but you can't spin out. At top speed on pavement, the Invader would turn very quickly without flipping. The differential worked well; the car went very smoothly through every turn.

According to BoLink's advertising, this car is easily adapted to oval dirt track racing. I put a set of BoLink grooved and cross-cut dirt track tires on and installed a wild-looking BoLink NDRA Firebird body for hitting the dirt ovals. With the new tires installed, I was able to handle hard-packed dirt. The car did have some oversteer, but I controlled that by removing the rear shock and letting the rear end flex freely. On loose surfaces, the front end had too much bite. I think if you installed spiked buggy tires on the rear, you might increase the rear traction a great deal.

As it is, the Invader is a remarkable car that runs great on pavement and very easily handles hard-packed dirt ovals. So, if you're looking for a very good $\frac{1}{16}$ -scale pavement racer with a split personality, try a BoLink Invader.

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

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

Fuaba Corporation of America, 555 West Victoria, Compton, CA 90220.

Model Rectifier Corp., 2500 Woodbridge Ave., Edison, NJ 08817. ■



Aluminum motor mount acts as a heat sink.



Full view of Invader's independent front suspension.



Heavy rubber O-rings hold the battery in place.