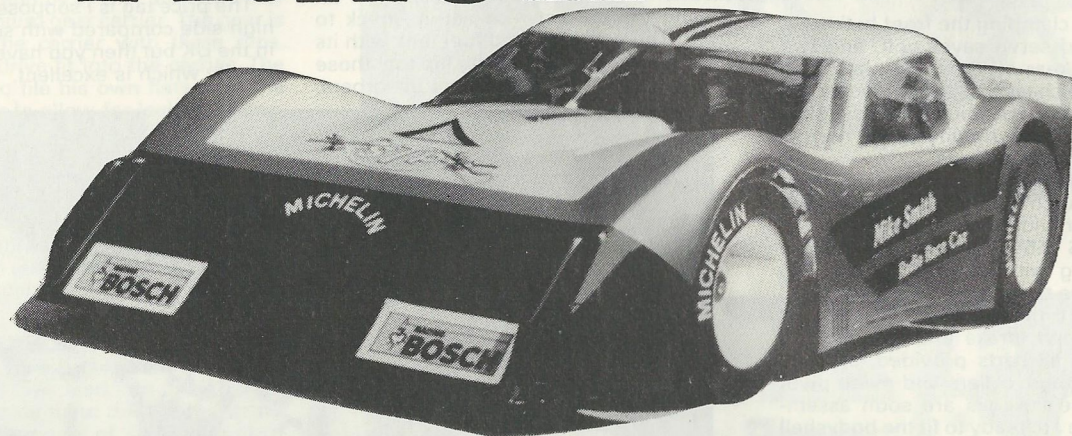


Kit Review by MIKE SMITH

BoLINK ROUND TRACKERS



The U.S.A. are the real oval-keenies, whilst here in the U.K. we are content with stocks, speedway and hotrods, back in the States, they 'oval all ova the place'!

This ovalism fanaticism prompted BoLink Industries to launch a new formula in true American stock fashion. This new concept aptly named 'round trackers', formulated in the words of 'Round trackers news sheet 1' by the need for limited cost competitive racing.

Both sides of the Atlantic appear to suffer the same problems of escalating costs, spending £200 on a car, then £500 to make it competitive may suit 'American Express' but obviously not the race fans.

Introducing a limited cost class in an already established formula tends to be very much an 'in like a lion, and out like a lamb' affair, but a completely new formula with cost as its main foundation stone should be a roaring success.

The round trackers are 1/10th electric American Stox oval racers, built for asphalt or dirt circuits. Along with the cars BoLink have set out an extremely comprehensive list of construction rules, aimed to keep the sport together and aid the setting up of a National Body perhaps sometime in the near future. To keep the early pioneers together, Bo-Link are also producing a series of round tracker News Sheets with up dates, tuning tips and general gossip (see construction rules).

Round trackers embrace four classes of racing.

- C-1 Stock and late model — dirt
- C-2 Stock and A.S.A. — asphalt
- C-3 Open wheel modifieds
- C-4 Sprint cars

There is also quite a comprehensive list of bodies for each class, e.g. Mustang, Camero, Corvette, Chevy Monte Carlo and the 1983 Ford Thunderbird can all be used in classes 1 and 2, whilst the Chevy Cavalier, Cadillac Eldorado and the Pinto Modified are for use in class 3 with the Outlaw Sprinter and Sprint car for use in class 4.

These Body classes allow the same car to be used for all types of envisaged racing, with the Sprint classes the only class where slight tuning is permissible.

BoLink produced the kit in seven stages of completion. BL/1020 Assembled Round Tracker, set up for asphalt, complete except for 2 channel radio system.

BL/1021 Assembled Round Tracker, set up for dirt racing, complete except for 2 channel radio system.

BL/1320 Round Tracker Kit, set up for asphalt, complete except for 2 channel radio system.

BL/1321 Round Tracker Kit, set up for dirt complete except for 2 channel radio system.

BL/1322 Roller Kit, add your own electrics, radio and body.

BL/1420 Round Tracker Asphalt RTR, needs only transmitter batteries to run.

BL/1421 Round Tracker Dirt RTR, needs only transmitter batteries to run.

The car to be reviewed was the BL/1020 complete except for 2 channel radio system.

The Kit arrived in a strong, but plain box, which gave no indication of its contents, RRC are quick off the mark to bring you kits, 'hot off the press', this often leaves manufacturers with little time to let the paint dry, let alone stick labels on packages, but one thing about this plain package is that when you lift the lid 'POW!' it hits you, not physically of course, but what an impression, firstly, 1/10th scale would be expected to be somewhere in size, slightly larger than 1/12th, slightly smaller than 1/8th, but 1/10th scale of a Southern styled Corvette is quite a handful. According to source Bo-Link pull their bodies in a dust free room from a polycarbonate called Tuffax, however they go about it, the result is quite staggering.

The Kit we had was almost completely built (though they do come in a variety of assembly variations) and so it was necessary to 'take apart' rather than put together.

The catches holding this purple and silver dream machine's body in place are easily removed, with a tendency to spring across the room and hide themselves in the most inaccessible places, but with body off and clips retrieved, we reveal a rugged precision built car.

The chassis components are all constructed from glass reinforced plastic and utilise a similar system of 'rocking'

BoLINK

front and rear axles seen on other cars in the BoLink stable.

The battery holder is also GRP and the Ni-cads are retained by the use of 'O' rings.

The resistor type speed controller was already wired and assembled (see diagram) ready for attaching to the throttle servo. Servo tape, throttle linkages, colleted steering arms, charging leads and servo saver were also packed in the Kit enabling me, with the aid of a Futaba twin channel to complete the kit very swiftly.

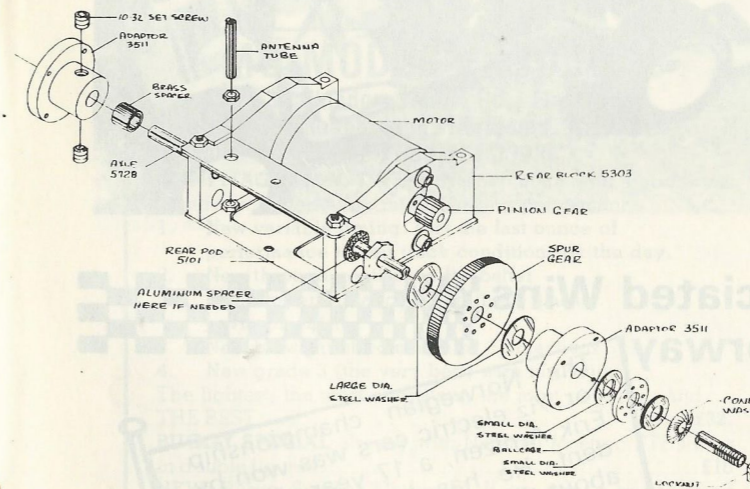
TRACK TEST

The construction is such that the car will take quite a pounding, as I found out when I tried to race with some 1/8th IC Stocks. The car handled superbly on rough or smooth tarmac, with quite exhilarating performance, enough to show the stock lads a thing or two.

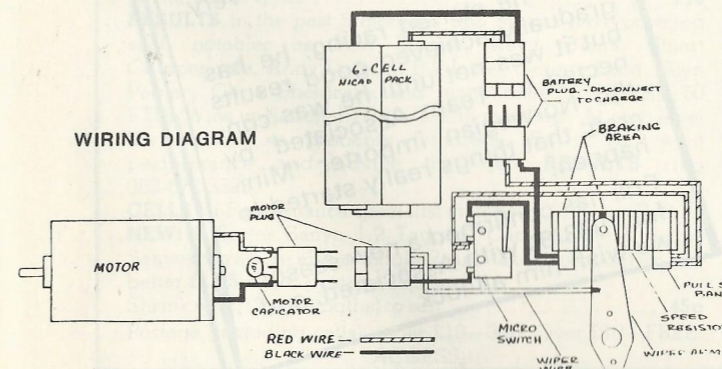
I managed to get the car run over by a novice white top, his 7lb lump of lead did little damage, but enough to make me remove the car while the going was good. Once track activity had subsided sufficiently, I ventured forth once more, this time on my own and in the correct clockwise direction.

An empty track certainly allows the use of the car's potential, the car handled so well that I immediately wanted to fly out to the States and give them all a good thrashing, but I think the Ed may have thought that that was taking the track test a little too far.

The problems with this all American concept is that it doesn't take account of the British weather, although I think it would be well worth the effort to protect the electrics from the elements, or if the worst came to the worst, race on large indoor ovals. Any one interested let us know at RRC!



WIRING DIAGRAM



For anyone interested here are the rules that are currently being used in the U.S.A. for this class of racing.

IF THESE RULES DO NOT SAY YOU CAN DO IT, YOU CANNOT!!

GENERAL CAR RULES

Section 1: Dimensions & Specifications:

- 1.01 Wheelbase 10 1/4" measured from centerline of front wheel to centerline of rear wheel.
- 1.02 Maximum width chassis parts, tyres and body 8 3/4".
- 1.03 Wheel diameter minimum of 1 3/4".
- 1.04 Tire size—front width 3/4" minimum — 1.3" maximum. Rear—1 1/2" maximum width. Diameters—Front 2 1/4" minimum, Rear 2 3/8" minimum.
- 1.05 Chassis clearance—Front and rear axle heights may be changed to suit track conditions as long as stock parts are used and chassis is not low enough to cause track problems or consistent dragging of chassis.
- 1.06 Caster/Camber angle may be changed.
- 1.07 All fiberglass chassis parts must remain in original form and position.
- 1.08 All plastic chassis parts—i.e. A-Arms, Steering Blocks, and Motor Blocks must be original factory equipment or authorized replacements.
- 1.09 Only factory authorized original or accessory wheels allowed.
- 1.10 Any bolt on accessory parts approved by BoLink allowed.
- 1.11 Tire compounds, gear ratios and bodies may be changed (refer to Body Section for approved bodies).
- 1.12 Hand cutting of tread design allowed for dirt, however, tire specs. must be maintained (Sec. 1.04).
- 1.13 Bumpers—optional—should not extend more than 1/2" past front of body.
- 1.14 Any type steering linkage acceptable.
- 1.15 No aluminum chassis screws allowed.
- 1.16 One spring on front pod and one spring on rear pod allowed for pod movement to aid handling on rough tracks. Spring rate optional.

Section 2: Electrical & Radio:

- 2.01 Motors—only BoLink round tracker factory sealed motors allowed. Absolutely no ball bearings in motors in any case. See Hobby (Stock) & Limited Sportsman (Modified) Rules for specific motors for each class.
- 2.02 Batteries—6 Sub 'C' size batteries for car power only—must be 1.2 Amp Hour maximum. Batteries may not exceed retail value of \$6.50 per cell. Separate on board radio receiver pack allowed.
- 2.03 Speed control—only stock or factory authorized speed control resistors allowed. Mounting method optional.
- 2.04 O-rings that hold batteries into radio tray may be replaced by tie straps.
- 2.05 Any type motor plugs or battery plugs allowed.
- 2.06 Any radio, receiver, servos (maximum of 2) and servo saver allowed as long as radio equipment and frequency are F.C.C. approved for R/C car racing.
- 2.07 Radio off-on switch is optional.
- 2.08 Receiver antenna mounting optional. Rollover antennas allowed but not recommended for dirt.
- 2.09 Reverse speed allowed, but should be used carefully.
- 2.10 Full speed throttle bypass allowed.

Section 3: Bodies:

- 3.01 Any type body mounting system allowed that properly attaches body to chassis, mounting system that allows body to come off frequently must be changed or repaired. Car without body cannot be scored.
- 3.02 Bodies must be trimmed on factory trim lines. Wheel well should not be excessively larger than tires and excessive body cutting and modifications should not be allowed. Race Director or Race Committee discretion.
- 3.03 Windows may be cut out on factory outlines for some classes, see Body Classes for specific rules.
- 3.04 Driver figures are recommended for realism, but not mandatory.
- 3.05 Any add on air devices as allowed in Body Class Rules must be properly attached to body whenever car is on race track.
- 3.06 All bodies must be painted and have clear or cutout windows (if class allows).
- 3.07 All bodies must be 1/10 scale replicas or full scale race cars and must be on 'round tracker' approved list.
- 3.08 All bodies should be mounted on chassis high enough to prevent constant dragging on track surface.

Section 4: Body Classes:

These Body Classes have been set up to approximate the types of racing found on full scale oval race tracks.

- C-1 Stock & Late Model — Dirt
- C-2 Stock & A.S.A. & Asphalt
- C-3 Open Wheel Modifieds
- C-4 Sprint Cars

Body List

Body	MFR.	Class
1/10 A.S.A. Mustang	Parma	1 + 2
1/10 A.S.A. Camaro	MRP	1 + 2
1/10 Corvette	BoLink	1 + 2
1/10 Firebird	BoLink	1 + 2
1/10 Chevy Monte Carlo	Parma	1 + 2
1/10 1983 Ford Thunderbird	BoLink	1 + 2
1/10 Chevy Cavalier	BoLink	3
1/10 Cadillac Eldorado	BoLink	3
1/10 Pinto Modified	MRP	3
1/10 Outlaw Sprinter	MRP	4
1/10 Sprintcar	BoLink	4

4.01 Stock & Late Model Dirt:

No external wings allowed.

Front stiffeners max. size $\frac{3}{4}$ " \times 2".

Rear spoiler height $6\frac{1}{4}$ " high measured from ground level on flat surface.

Rear side dams $6\frac{1}{2}$ " high measured from ground level. These may *not* extend forward of centerline of rear wheel.

Front and rear windows may be cut out.

4.02 Stock & Late Model Asphalt:

No external wings allowed.

No front stiffeners.

Rear spoiler height 5" high measured from ground level or $\frac{3}{4}$ " added to molded in air dam on body whichever is *less*.

No side dams allowed.

Front and rear windows may *not* be cut out.

4.03 Open Wheel Modifieds:

No external wings.

No side dams.

Maximum $\frac{1}{2}$ " high rear air dam added to molded in air dam shaped interiors may be used to help air flow.

Windows may be cut out on factory trimlines, but enough material should be left for roof strength.

4.04 Sprint Cars:

Sprint Cars may use scale appearing wings. Wings must be properly mounted to car so that they remain on during race.

Rear wing maximum 6" \times 6" and side dam max. $2\frac{3}{4}$ " high by $6\frac{3}{4}$ " long mounted to wing.

Front wing $2\frac{3}{4}$ " long \times $3\frac{1}{2}$ " wide and side dams max. 1" high \times $3\frac{1}{8}$ " long.

Windshield and other areas of cockpit that are meant to be open, may be cut out.

Section 5: Hobby Class (Stock):

5.01 Specified stock factory sealed motors only.

5.02 Absolutely no ball bearings or ball type thrust bearings allowed.

5.03 Absolutely no lightening holes allowed in chassis parts, radio tray or wheels & adaptors with the exception of 2 (two) max. $\frac{1}{4}$ " diameter holes in each wheel to allow molded tires to breathe.

Section 6: Limited Sportsman Class (Modified):

6.01 Ball bearings allowed on front & rear axles.

6.02 Lightening allowed on wheels, hubs and fiberglass chassis components allowed.

6.03 No graphite components allowed.

6.04 Authorized factory sealed motors for stock & modified classes only allowed. No ball bearings allowed in motors.

Section 7: Scoring:

7.01 Car must have body in place to be scored—car with no body or body not attached properly must be black flagged (removed from track until body is properly attached).

7.02 Car numbers must be $1\frac{3}{4}$ "?? high on both sides of car, with a minimum stroke of $\frac{3}{8}$ "??. Car numbers must be legible, legible means easily recognizable as the number it should be, and alt.#1 black on a full white background, or alt.#2 contrasting to background (acceptability is up to Race Director or Race Committee's discretion).

Details of radio installation etc. with body off. Note rocking front end.

