

# Track Test

AT LONG LAST, a British product that meets the Japanese challenge in R/C Car Kit production, is now a reality in our model shops and on the race-tracks. The 'Apache' 1/10th scale electric Buggy from *Mardave* has been produced to offer the best of many worlds for buggy racing enthusiasts. Ease of construction for the first-time buyer, solid reliability on the track, race winning potential and above all value for money. Basically, the 'Apache' bridges the gap between High Street department store 'run-a-longs' and R/C cars proper.

## Construction

The 'Apache' has been designed for ease of assembly with the minimum number of tools. The chassis is partially assembled and

comprises of a pre-formed alloy plate to give maximum rigidity and strength. The gearbox and motor are also in-situ and requires no immediate attention. The instruction sheet suggests that the front suspension be tackled first and with the aid of the informative 'exploded view' diagram was soon underway.

Injection-moulded, nylon parts make up the front suspension system, with double wishbones either side and coil-spring shock absorbers. All the moulded parts fit together nicely and require only little attention with a modellers knife to remove excess moulding material.

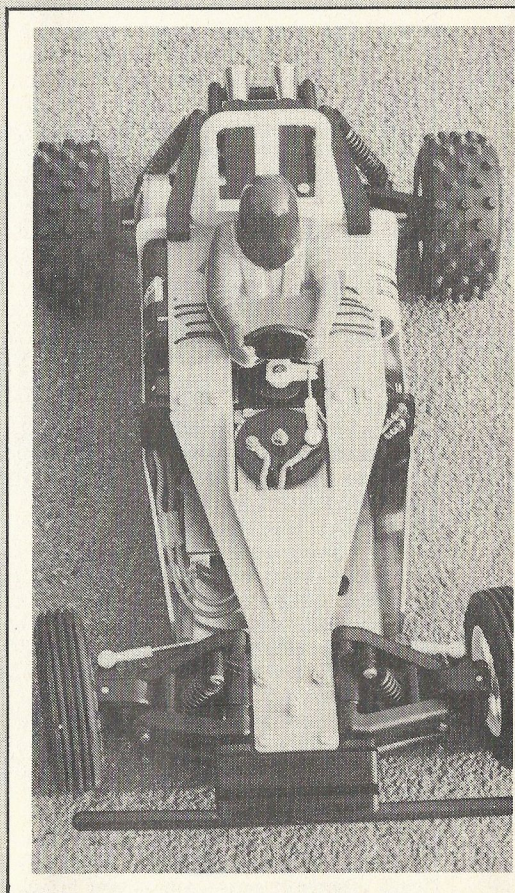
The servo-saver and track-rods, should be installed and adjusted next in accordance with the instructions. The track-rod connections should be set so that the front wheels point inwards (toe-in) slightly.

At the rear of the car, universal joint drive-shafts take the power transmitted from the gearbox to the

# MARDAVE

# Apache

Introduce yourself to the thrills of Off-Road racing with this budget priced, 1/10th scale electric buggy.



Above: the completed 'Apache' chassis goes together to form a very robust and rigid structure. Note: some thread-lock should be applied to the speed controller disc nut to stop it vibrating loose.

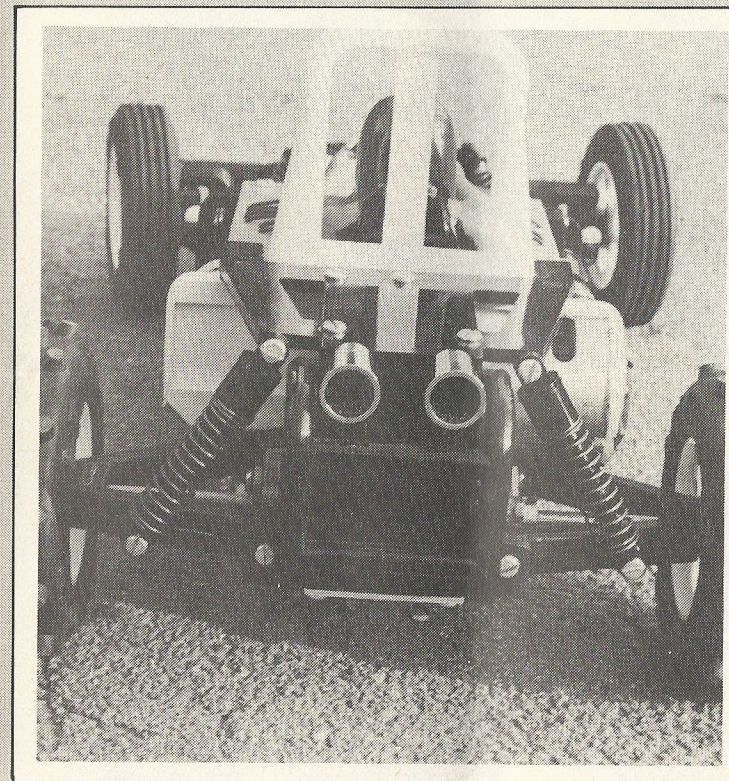
rear wheels. This construction step merits particular care and attention to ensure trouble-free operation. A suitable thread-locking compound is recommended to stop the lock-nuts from vibrating loose and should be available from most hardware shops.

Single wishbones provide the rear suspension with, again coil spring shocks providing the suspension springing.

As soon as you have fitted the wheels and tyres together and installed them onto the car you will have a basic rolling chassis.

## Radio Installation

In keeping with overall design philosophy the installation of radio



Above: the two top decking pieces, protects and retains all the radio gear.

Right: the rear suspension and drive universal joints should be carefully assembled and checked over periodically to ensure trouble-free operation.

gear has also been made extremely simple. No nuts and bolts are required only double-sided servo tape to stick the servo's and receiver into place.

The steering servo and speed controller should be assembled together as can be seen from the appropriate photograph. The speed controller itself is of the printed circuit board type and will provide reliable operation.

*Mardave* can supply a six-cell Ni-Cad pack and resistor quick charger in the 'Apache' kit, although at a higher cost; for first-time buyers this is a good idea as the Ni-Cad pack has to be produced in a particular configuration to fit into the chassis area.

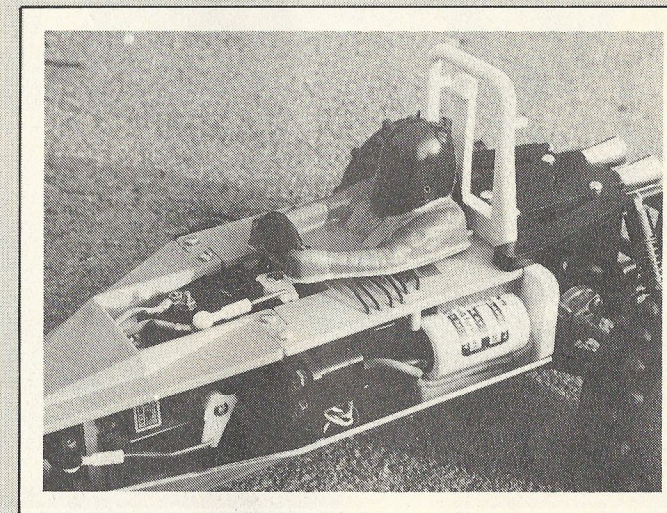
The two top decking pieces hold

everything in place and also help to stiffen up the chassis.

## Body Beautiful

The 'Apache' kit features a very tough injection-moulded 'Baja' style bodyshell as standard. As far as the kit is concerned this is probably the single most expensive item in production terms to be included. No work is required to prepare the body

Below: the rear suspension layout and gearbox all manufactured from tough, injection moulded nylon parts.



for fitting to the chassis, except to decorate it with the self-adhesive stickers provided.

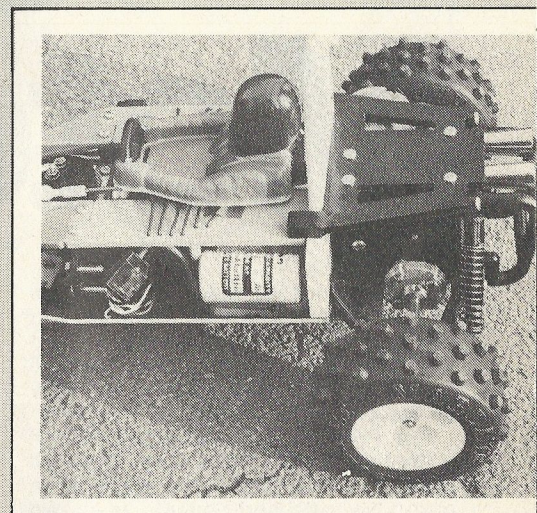
## Out on the Track

Before actually setting the wheels in motion I squirted some '3-in-1' oil into the gearbox to provide some lubrication to the gears. That settled, I plugged in, switched on and punched the throttle. The result was quite exciting — it's always great to see your handiwork perform as it should. The 540 size motor puts quite a lot of power through the rear wheels, so much so that spins are easily resulted on loose or wet surfaces.

Unfortunately the position of the motor greatly obstructs the rear suspension movement on one side,

also the coil springs are set very soft, and the chassis does tend to 'bottom out' after a jump. In contrast the front suspension I found to be perfectly capable of handling any rough stuff.

The 'Apache' is quite a stable car at speed but does tend to suffer from understeer (not enough steering). Apart from this the 'Apache' is real enjoyment to drive whether racing for fun or in competition with other drivers.



The proof of the pudding is whether or not the 'Apache' will appeal to all levels of enthusiasm. With this car I think *Mardave* have done just that. The 'Apache' looks and acts the part and has been seen in the hands of novices and experts alike.

**Manufacturer/Distributor:** *Mardave R/C Racing, 7 Heanor Street, Leicester.*

Price: Standard kit £48.00  
Ni-Cad Pack: £12.50  
Charger: £4.95