

# M

# ardave

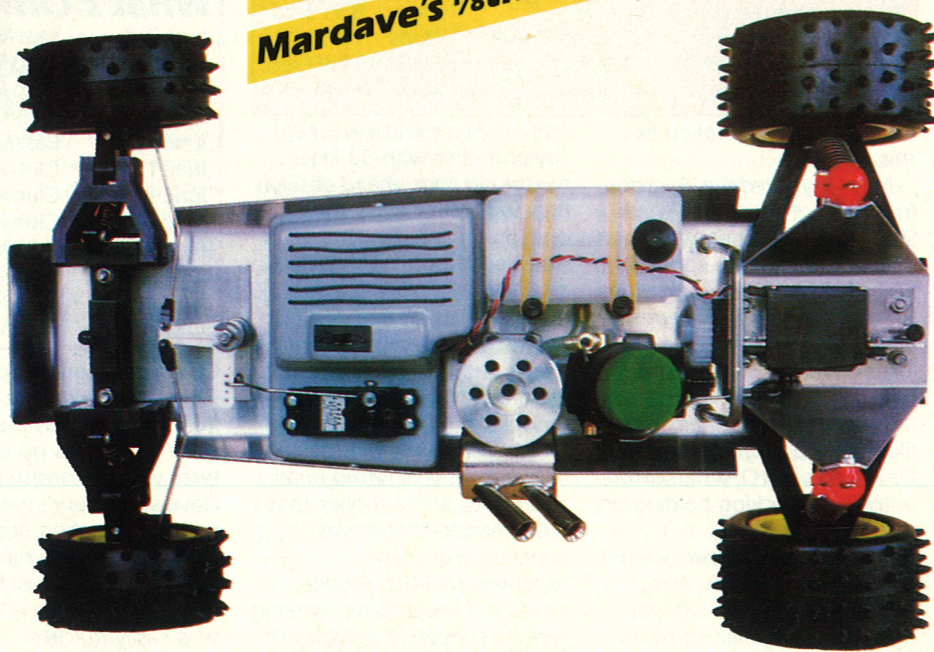


# M

# arauder

**Greg Halliday checks out  
Mardave's 1/8th I.C. off-roader**

The Mardave Marauder was first introduced back in 1981. Because of its extremely competitive price it has enabled quite a number of drivers to try out the 'He-man' end of the sport without resorting to a visit with the local bank manager, or taking out a second mortgage on the wife and kids! Many were convinced enough to fully take the plunge and went on to 1/8th circuit and off-road racing. Nowadays competitive 1/8th four-wheel drive racing has become extremely expensive, with only the best batteries and motors providing sufficient power and duration to win. A competitive set-up can cost as much (the i.c. boys say more) as a 1/8th scale



MARDAVE MARAUDER



• The Mardave Marauder - an excellent introduction into 1/8th.

competition i.c. car and engine. Little wonder then, that interest in this area of the hobby is once more on the increase.

### The same recipe?

The Marauder has always been a simple, rugged, reliable, no-frills car. It is rear-wheel driven and does not have a differential fitted. The chassis is made from folded aluminium, with chunky black nylon mouldings forming the double wishbone front suspension and swinging arm rear suspension, reminiscent of the full-size single-seat 500cc sand buggies and the earlier Volkswagen Beetle. The steel drive shafts use neoprene doughnut type universal joints, just like the Lotus Elan. The ride is controlled by springs only, without any form of damping, and apart from the now modified gearbox, ballraces are not fitted. Well, you wouldn't expect them to be for the price, would you?!!

But Mardave have made a number of refinements to the Marauder over the years, culminating in this latest version which has just been released. It now sports bright yellow disc type wheels, spiked tyres instead of the earlier foam type (although these are still available in slick form for tarmac racing) and twin ballraces are fitted to the gearbox input shaft. The engine flywheel now mates with a much tougher nylon spur gear, plus there are a number of other detailed refinements including the option of an oil-filled rear deamper conversion kit. I must say I was impressed by the sheer size of the mouldings; they looked as if you could drop the car from the top of a multi-storey building

• Simple, rugged construction. Ideal for the first time buyer.

MARDAVE MARAUDER



without any breakages!

For this review I decided to let my 15-year-old son, Paul, have a go at assembling the car. Although he has raced 1/10th off-road on numerous occasions, he has always got me to put the car together for him. (Is he crafty or am I just dull?!). Anyway, we thought it would be a useful experience that could benefit other first time builders.

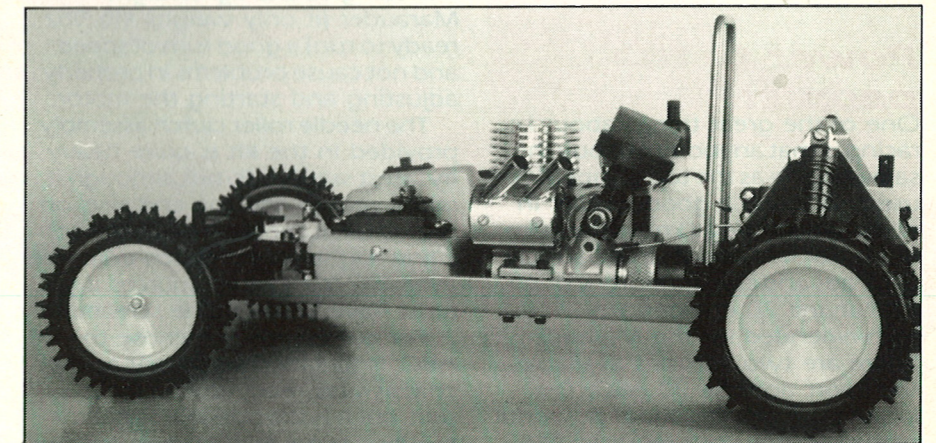
### To work.....

Before commencing construction we took the black nylon suspension parts, placed them in a saucepan full of hot water and brought them gently to the boil. We left them

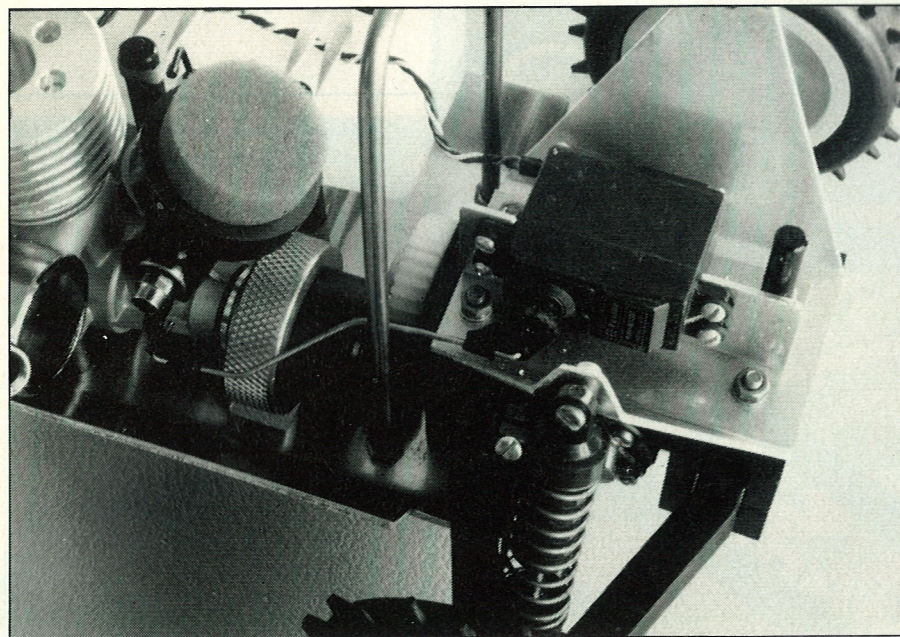
simmering for over an hour before turning them onto a plate, giving them a liberal dousing with salt and vinegar and eating them with some of the local chippy's best greasy chips!

Of course the eating bit is untrue, as is the salt and vinegar, but did you know that for maximum strength and flexibility nylon plastic needs a high moisture content? The Marauder instructions reminded us of this sometimes forgotten fact, hence the saucepan and boiling water episode. It's a point worth remembering if you suffer from breakages on any car.

The cut edges of the aluminium chassis are quite sharp and need some careful filing to prevent the odd cut finger! There are also a number of other aluminium parts in



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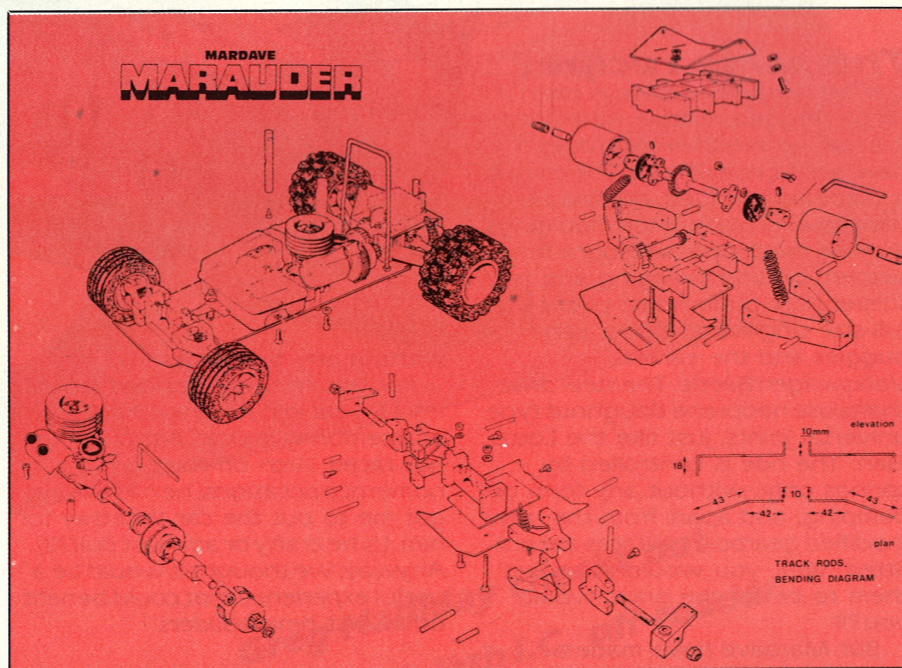
◉ **The throttle servo sits securely behind the engine. A Futaba S138 was used for the review.**

gears. Check it carefully before tightening. One thing we did find a little disconcerting was the necessity for drilling out the mounting holes on the engine; make sure you leave the blanking plugs in the exhaust and carburettor apertures whilst doing this, as engines don't like swarf churning around inside them! Finally, we added the optional M142 chromed twin pipe silencer, and the foam air filter.

the kit, a chassis doubler, a rear damper mount/gearbox cover and a throttle servo mounting plate; all benefit from the same health and safety treatment. A nice touch is that the gearbox is part assembled by the factory and apart from greasing the bevel gears, it can be fitted straight onto the chassis. If you are using the rear damper conversion the kit gearbox top needs to be discarded and replaced by the one in the conversion pack. This has longer supports for the dampers. Take care when fitting the gearbox top as Paul discovered it is possible to fit it the wrong way round! Although the front wheels are held on the stub axles by the conventional nut method, the rear axles are actually driven into the back wheels; if you want to change to another wheel/tyre combination you will also need a couple of spare rear axles. (Mind you, at 40p each I don't think this will cause you much financial bother!) If you really feel that you would rather have the rear wheels held in place by nuts, then worry not, Motile Model Development of Nelson, Lancs. can supply conversion axles.

### Power to the people!

One of the great things about i.c. racing is that anybody can buy the same engine as the top competitors use and this is a good leveller in competition. We all know the same thing doesn't apply to the supply of nicads and electric motors, don't we? Irvine 20 engines are recommended for the Marauder. There are two versions available, the Sport and the 20 ABC. The latter engine is the more powerful of the two and costs less than £55.



Most other power units will also fit in the Marauder, but I would be careful not to overpower the car if this is your first venture into the 1/8th scale world; you might be better off buying the 'Sport', which will still give the lightweight Marauder (it only weighs 41b 9oz ready to run) a good turn of speed and not cause problems in properly adjusting and starting the motor.

The needle roller clutch assembly provided in the kit is quite heavy by latest standards, but although it might reduce the top end revs on the motor, it certainly helps smooth idling. Lightweight clutch units are available from other sources if you must have your engine screaming!

For our review we chose the 20 ABC. Installation was easy as the chassis was ready drilled for this unit, but it is still possible to get the meshing too tight between the spur

### Shopping List (as reviewed)

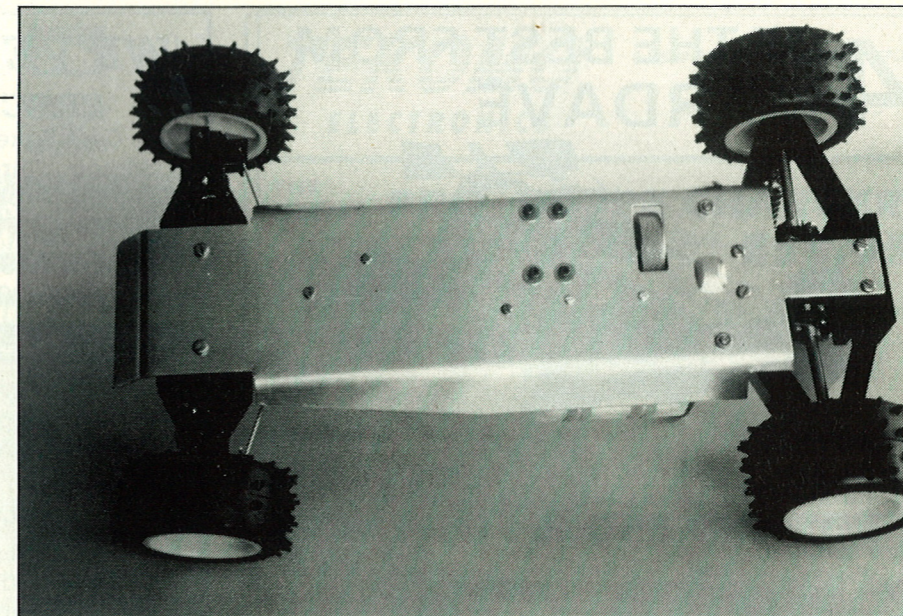
	£
Mardave Marauder kit	54.00
Irvine 20 ABC MkII car engine	54.50
M146 damper conversion	5.50
M142 silencer	4.50
M144 foam air filter	1.55
	120.05

### Home run

The shock absorbers look like Meteor rear units with heavier springs. Assembly of these is straightforward and we chose to use the two-hole pistons with 30WT damper fluid. Don't forget to seal the damper body/base joint with either PTFE tape, or my alternative — the neoprene 'O' rings available as replacements for Associated units. (This point was omitted from the instructions.) You also need to widen the lower damper fixing slots in the rear wishbones when using the conversion kit, and this is best done before assembling the wishbones to the gearbox. The rear of the bodyshell also needs additional trimming when carrying out this conversion.

The fuel tank is held in place with elastic bands on two plastic pillars. These bands and the fuel tubing are not supplied in the kit.

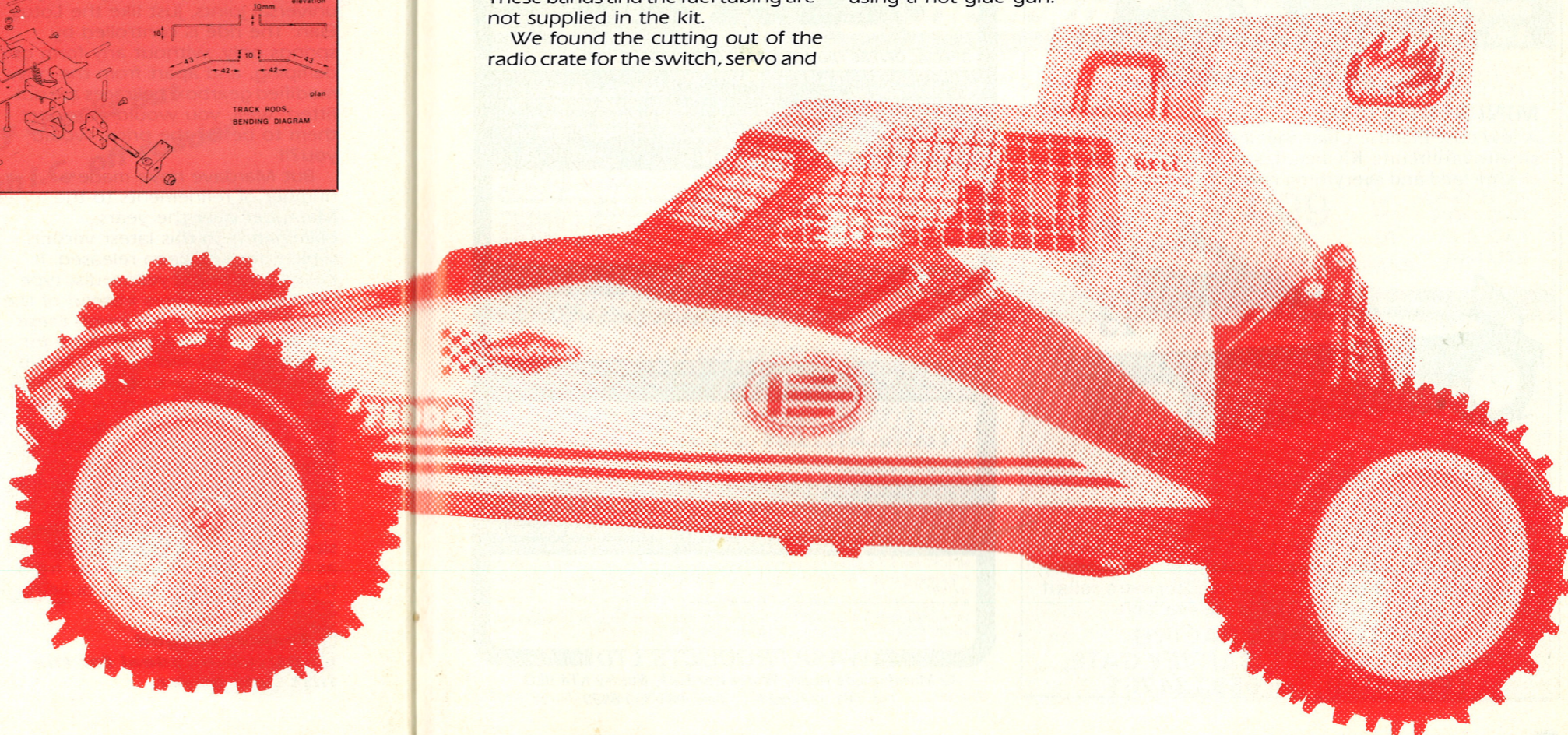
We found the cutting out of the radio crate for the switch, servo and



aerial windings and also cutting out the ABS shell and wing quite time consuming, but the final results of taking your time are well worthwhile. On our car we left the white areas on the shell the original colour and sprayed the remaining areas fluorescent pink (so I can see it as it disappears into the distance!) and yellow, with cellulose paint. The shell was decorated by the addition of some RRC stickers and some from the vast selection on the optional Mardave sponsor decal sheet. Finally, the windscreen wire mesh was cut and secured in place using a hot glue gun.

### That's not quite all, folks.....

There is nothing over-complicated or very difficult about the Marauder. Paul found construction generally easy, although the instructions could have been made clearer for first time builders by the addition of a few assembly diagrams. If you have built a buggy before, I wouldn't think you'll have any difficulty at all. In next month's issue of *Radio Race Car* I'll tell you how we got on with the Marauder track test! Order your copy NOW!



MARDAVE MARAUDER

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