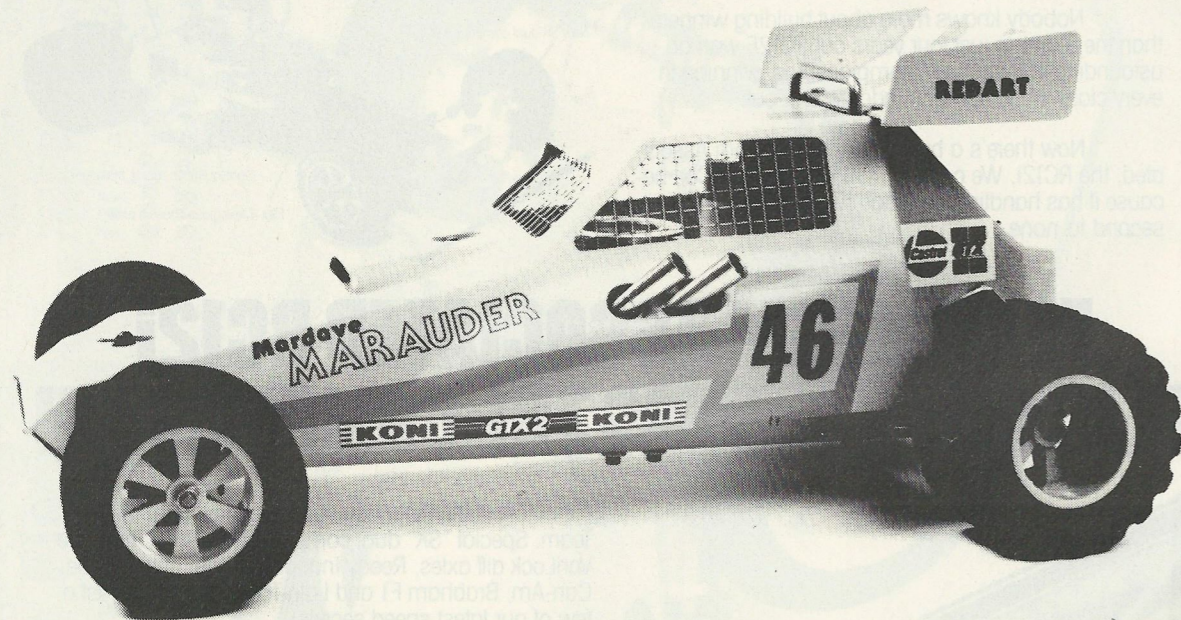


MARDAVE MARAUDER



MARDAVE Racing of Leicester is fast becoming a legend in its own lifetime. Mention the Mardave name to score upon score of racing enthusiasts the world over and it will conjure up visions of their very first tentative steps into the fascinating world of radio control model racing. Why should this company's products appeal to so many people? Well, the answer is simple — price and quality. A package that is hard to beat. Mardave can supply a vehicle to cater for most tastes at a price that would not even pay for the chrome plated plastic bits on many of the imported opposition. Mardave is, and always will be, a name at the forefront of radio control modelling.

With the above criteria in mind, Wes Raynor (Managing Director of Mardave) turned his attention some time ago to the fascinating new era of off road racing rapidly gaining popularity in this country. All the existing models were imported oriental dirt racers. The first dirt racers brought into the country were nearly all electric and mostly 1/10th scale. This must have given Wes a real headache, deciding whether to opt for a similar formula or (as is normal of Wes) anticipate even greater things yet to come. The latter is what Wes has done with the fabulous Marauder—1/8th scale IC powered off roader. This attractive machine has given the enthusiastic dirt racer a chance to race on a budget that could not possibly be conceived with 95% of the imported opposition.

The Marauder has marked a new era in Mardave's racing history. It is the first of the Mardave range to utilize the highly glossed

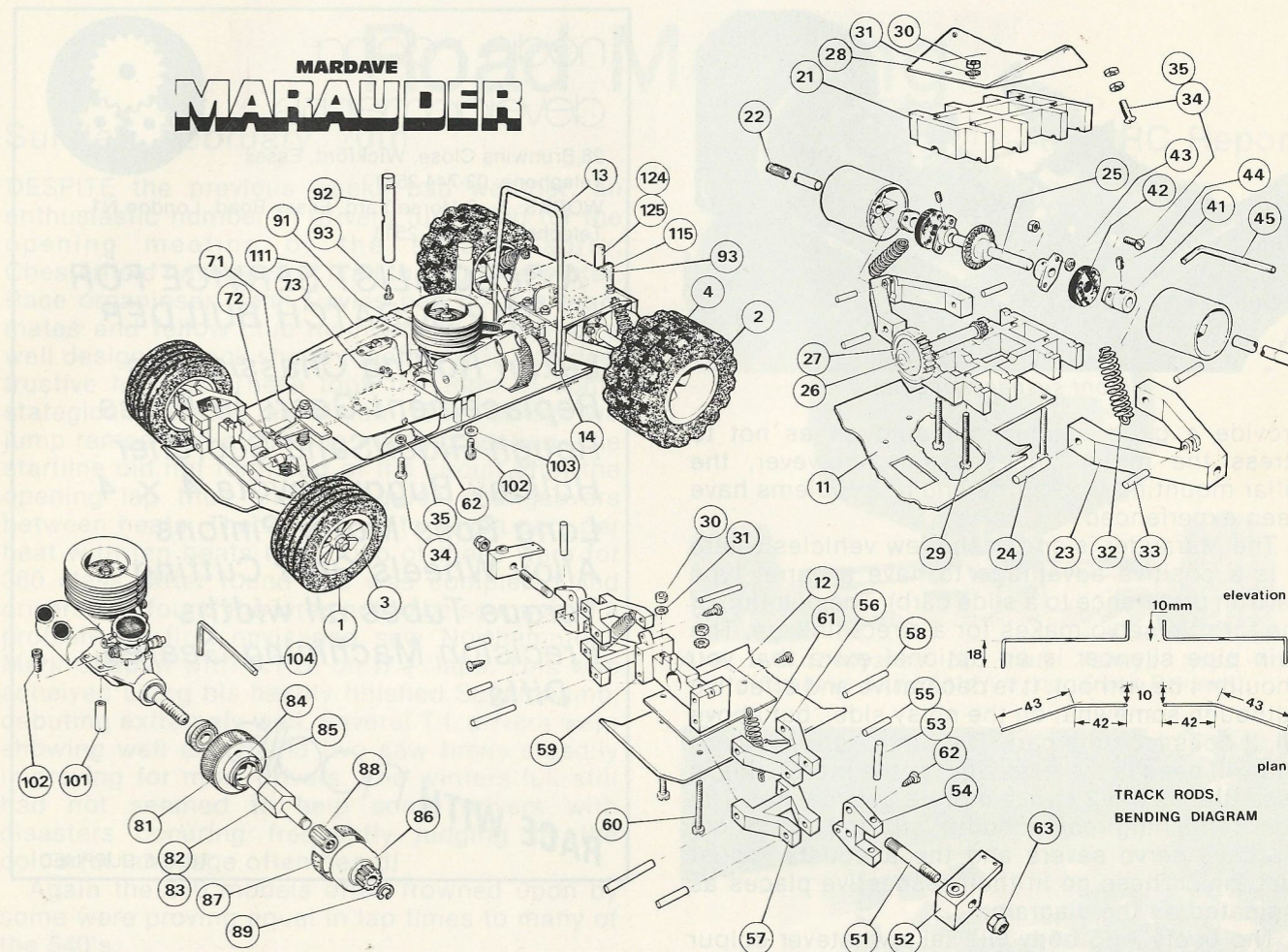
coloured box and individual component packaging much favoured by the orientals. In the past, Mardave have put less importance on the packaging being concerned with giving value for money in components and not wishing to waste it on glossy boxes. (well the principle was right Wes, but I guess everything has to change eventually!) Somehow though, Marauder has managed to combine all — excellent quality, nicely presented and still that legendary low price.

SO WHAT DO YOU GET FOR YOUR MONEY?

On opening the box you will be confronted with all the bits to build this terrain-hugging dirt racer (minus radio and motor as per normal). This time you will find your Marauder bits nestling in their separate vacuum formed little bays. The exploded drawing supplied will give you a foolproof method for assembly. The biggest component in the box is the rigidly formed dural chassis and this is the backbone of the car and the bit you are going to hang everything else on.

THE FRONT SUSPENSION

As good a place as any to start? Very little problem should be encountered assembling the nice injection moulded parts. All the holes are accurately drilled (but at the worse should only require a clean out with a reamer or, at a pinch, a twist drill). However, don't overdo it — the parts are designed to be a push and snug fit. Fitting the coil spring can be a little fiddly, but time spent on this assembly will be rewarded with hours of enjoyable racing.



THE REAR SUSPENSION

Again, here you will find a profusion of well manufactured parts, considerably more beefy than the front, but only to be expected as it houses all the main transmission. The cleverly designed moulding that houses the gearbox assembly, is retained on the chassis by four main bolts. It houses (or has affixed to it) all the components that make up the back axle and rear suspension. No difficulty was encountered on the model I assembled and providing careful attention is paid to the exploded drawing and instruction when assembling these components, faithful service on the track should follow.

THE WHEELS

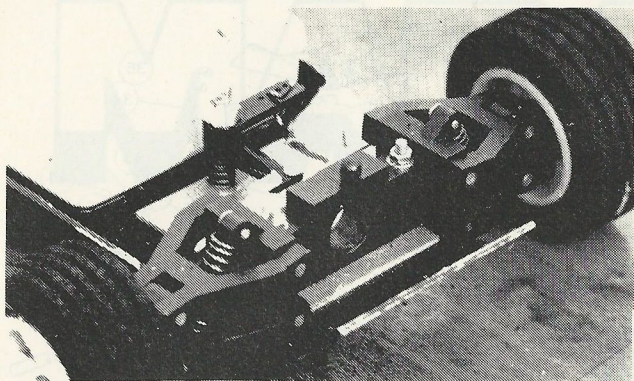
At this point, a rest may be required from the intricacies of suspension assembly and this may be a good time to bond the wheels to the tyres. This job must be done carefully as these four bits of rubber are the only contact with the ground and should they come adrift the race, or even just forward motion could be lost. Many people favour cyno or a modern glue with lots of sticking power — where wheels and tyres are concerned — forget it. It will stick but it will not last. You need a good contact adhesive like Evostik, Thixsofix or something similar. Rough up the wheelhubs with

coarse grade abrasive paper, then apply a coat of glue to the wheels and tyres and leave to dry for about 20 minutes. Apply another thin coat of glue to each surface and slide the tyre onto the hub. This will make a band that will be almost impossible to break.

THE MIDDLE SECTION

With both ends of the car assembled it only leaves the middle bit to fill in. This area is filled by another legendary Mardave component — the radio box. These were first used in their racing and stock cars and gave excellent protection for the radio gear. It is not surprising this feature has been retained in the Marauder. The receiver and it's battery power supply plus the steering servo and switch harness should be located in this crate. The throttle servo nestles between the back wheels above the gear box. One good point about the servo location is that the linkages are very direct, making for very simple adjustments.

The Marauder will take a variety of motors and again fitting should not present any problems. A 3.6mm drill may be required for cleaning the mounting holes, so that they will accept the 10mm long socket screws which attach the mounts to the motor. I would prefer to use alloy blocks to mount the motor mainly because I think it best to



Front suspension detail.

provide a good machined mount so as not to stress the motor unnecessarily, however, the pillar mounting works fine and no problems have been experienced.

The Marauder is one of the few vehicles where it is a positive advantage to have a barrel type carb (in preference to a slide carb). The position of the throttle servo makes for a direct linkage. The twin pipe silencer is an optional extra that you shouldn't be without. It is decorative and effective (although somewhat on the noisy side), but above all, it does look the part. The other optional extra you will need is the heat sink for the motor, this is essential as the 2 stroke motors get very hot. The odd remaining components are the good old Mardave servo savers and the adequate robust fuel tank. These go in their respective places as indicated on the diagram.

The beefy ABS body will take whatever colour you decide on. Cellulose aerosols are suitable and the colour choice is wide. Trim the shell to the cut lines and fit the windscreen mesh for that final snazzy finish and you are ready to go.

DRIVING THE MARAUDER

The Marauder has been seen sporting a Veco 19 in most photographs, however, not having a Veco 19 or 21 to hand, a Webra 21 ABC car was fitted and presented with no problems.

Now, the Marauder is light, and the Webra powerful, and together prove to be a formidable pair.

It is just as well Mardave have just marketed a replacement to the not so tough neophrene rear tyres in the kit, as these would have a high wear rate on some surfaces. However, the new rubber 'spiky' tyres are just the ticket giving a much improved grip and wear factor.

With the Webra the car was quite a handful to start with, but on the whole its behaviour was predictable.

The power could be put down smoothly as the knobby tyres fought for grip, the general response to the steering was good and difficult terrain was navigated with ease.

All in an excellent piece of machinery and one that would be difficult to beat at this price (£49.50) so if you fancy the off road scene then look at the Mardave Marauder, it could just be the one for you.