



METEOR

Radio Race Car reviews the new $\frac{1}{10}$ winner from Mardave, the Meteor.



Keep it straightforward and keep it simple, these must have been the design concepts behind the new Meteor from Mardave. Both of these have been accomplished in a masterly way to produce a car of outstanding capabilities and high quality. Enough of the superlatives lets talk about the car itself.

The Meteor is well presented and packaged, once the box lid is lifted the metal one piece chassis and pre-assembled gear box are the first things to catch your eye, both are finished to a high standard with all flashing removed from the plastic gearbox components, all mounting holes are pre-drilled in the chassis. The other side of the box contains a box! The lid of which includes the moulded driver figure, on opening the lid there is a complete tray full of individually bagged parts, all clearly marked as to what goes where.

Left: Flat metal chassis provides plenty of space to mount radio gear. Right: Meteor gearbox comes ready assembled, shown with coverplate removed.





*Above: Mardave speed controller, sold as an extra and very good value for money.
Left: All set up and ready to go, the Meteor's rolling chassis.*



Front Suspension

The suspension mounting bracket is fitted to the chassis along with the front bumper using self tapping screws, make sure this bracket is fitted firmly as all other suspension bits and pieces are fitted to or hung around it. Before going further it is necessary to push fit the front stub axles into the steering arms, there is no need to use anything other than a firm push against the workbench to seat them in place, and once seated it is difficult to remove them, so don't be tempted to use a press or the like, next to be fitted are the steering arms to the steering uprights followed by the front wishbones, hinge pins and E clips. It is easier as the instructions state to fit one E clip before sliding the hinge pin into place. Lastly the uprights are fixed to the wishbone by a further hinge pin, again it is easier to fix one E clip before assembly.



Rear Suspension

Without trying to oversimplify things, the rear suspension is assembled in more or



Top Left: Batteries are held firmly by locating cups that are fixed through the chassis.

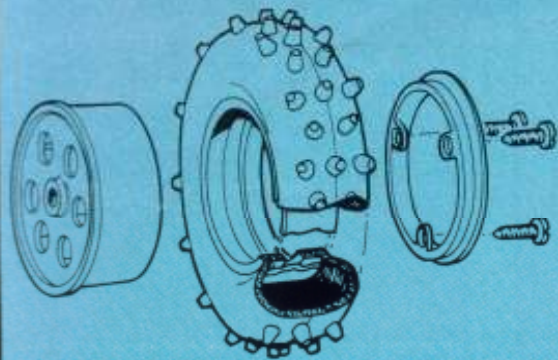
Centre left: A very nice touch is the aerial safety guard, supplied in the kit.

Bottom Left: With its single wishbone layout the Meteor is easy to set up to the conditions on the day.

Above: Front suspension unit with Mardave shocker in place, these shocker units are both functional and reliable.

Below: The Meteors flexible plastic bodyshell can be finished using proprietary car spray paint.



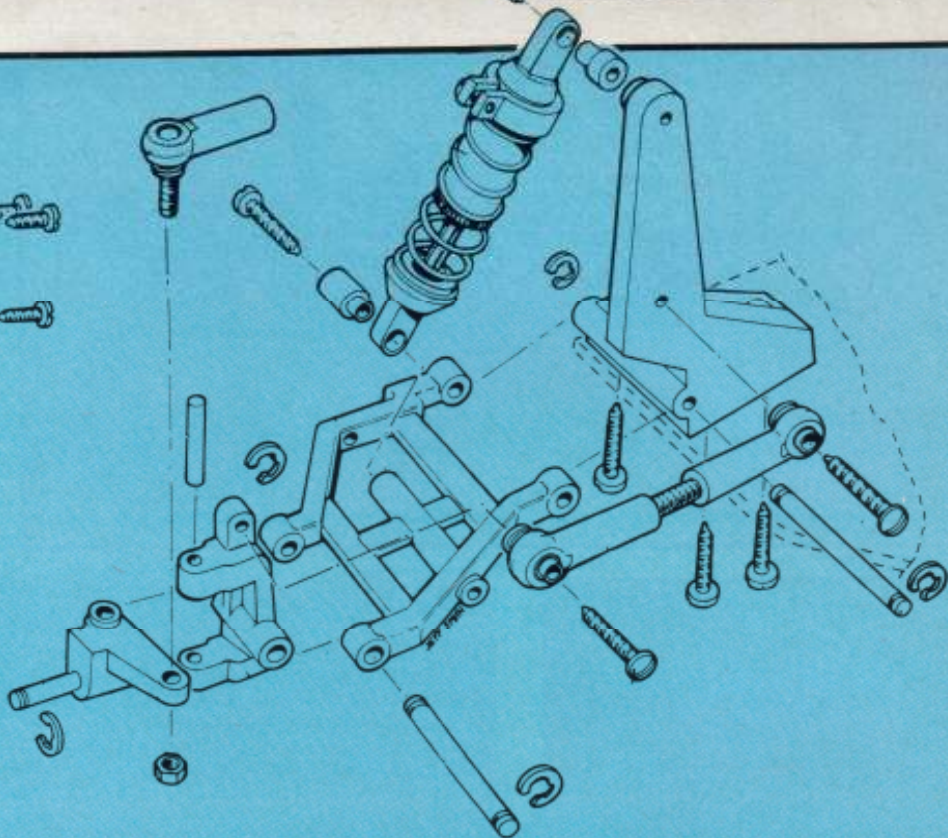


Above: Mardave's system of locking the tyre to the wheel works very well, ensuring wheel and tyre do not part company.

Right: Front suspension assembly is quick to build and most importantly easy to maintain trackside.

Right Centre: The Meteor's gearbox comes pre-assembled, however, an exploded view is included in case maintenance is needed.

Bottom: Rear suspension unit is as free as inherent maintenance problems as the front, drive cups run in twin ballraces.



less the same fashion as the front, with the exception of ballraces for the drive cups to run in.

Shock Absorbers

Mardave have produced their own coil over oil shocker units for the Meteor, they are units of high quality that fit and work well and most importantly do not leak, springs on both front and rear are soft yet progressive giving a no bounce characteristic. Front units are shorter than the rear but all internal fittings are interchangeable making spares carrying an easier task.

Wheels and Tyres

Tyres both front and rear are fitted to the wheels by means of a plastic ring that fits inside the tyre, the tyre, complete with ring is then held in place by a locking ring and groove system that is screwed to the wheel by self tappers, this keeps the tyres well and truly in place under any type of condition and on any surface.

Onboard Controls

The type of radio gear used is based purely on personal choice the steering servo is connected via a cam and spring type saver to the steering linkage, this type of servo saver works well and does a first class job of eliminating bump steer.

Radio gear in general is to your own choice, Mardave do offer a mechanical speed controller at a reasonable price, or an electronic speed controller will fit with ease.

Conclusion

All in all the Mardave Meteor is a first class, well thought out car, in action we have seen it win against the best, and all that with a prototype car. The Meteor offers very competitive racing at a very competitive price and whether novice or seasoned veteran these days that has got to be good news. Watch out for the Meteor this coming season, its a winner.

Available from your local Mardave stockist price around £60.00.

