

3/11 Marui
BIG BEAR



A new class from Marui, this 1/12th scale 'sport buggy' is reviewed by Radio Race Car

The pages of this magazine regularly extol the virtues of 1/10th scale off road kits, which finally end up being assessed against each other in racing situations. Here we have for assessment a 1/12th scale kit manufactured by Marui of Tokyo, Japan, that has no pretensions to being a world beater, but has been introduced onto the market for one purpose, offering fun and pleasure to the builder and user.

1/12th scale in off-road kits are somewhat unusual, but with its enormous semi pneumatic tyres, this kit appears to be of 1/10th scale.

The design is kept very simple indeed, with a moulded boxed section central chassis member, linked rear suspension with pivoting independent front suspension.

The kit comes well packaged and presented with a comprehensive, well

drawn, building instruction booklet. also with the instructions comes a single sheet, with the complete exploded view of the entire assembly of parts.

Chassis

The main chassis member is a one piece moulded affair made into three separate box sections. The front box even allowing for the mounting of all suspension parts and providing room for positioning of the steering servo of your choice. The centre section provides space for your six cell nicad pack, mounted firmly in a transverse configuration. Behind the nicads is room for the throttle servo, linked up to Marui's own speed controller.

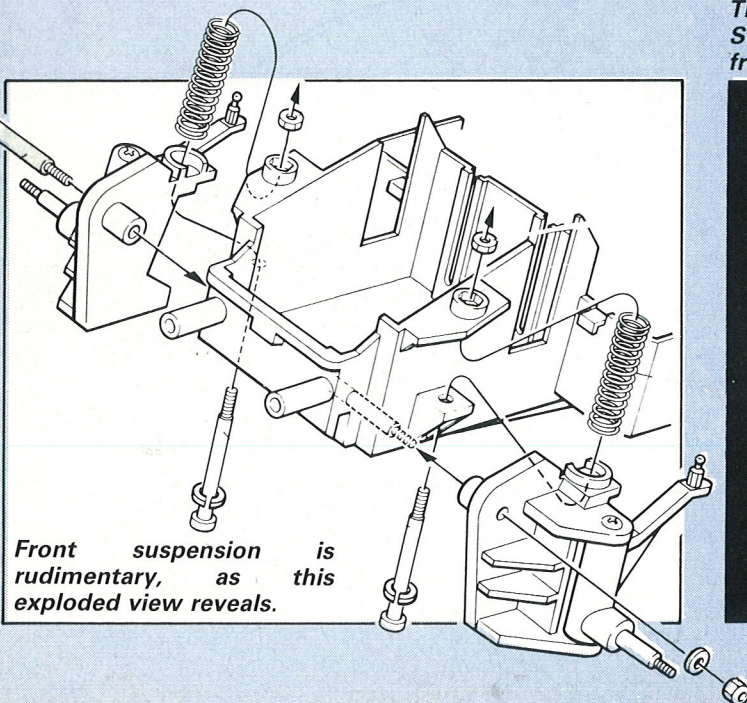
The controller comes ready factory assembled and is of the printed circuit design, allowing three forward speeds and full speed one reverse. Your servo

is simply attached to the main pressed steel mounting bracket with double sided tape. This bracket acts as a heat sink and also retains the two resistors, for use in the first and second speed sections of the printed controller board. Writing is already attached, with a plug for connection to the battery pack, thus leaving you the sole job of soldering the positive and negative wires to the motor.

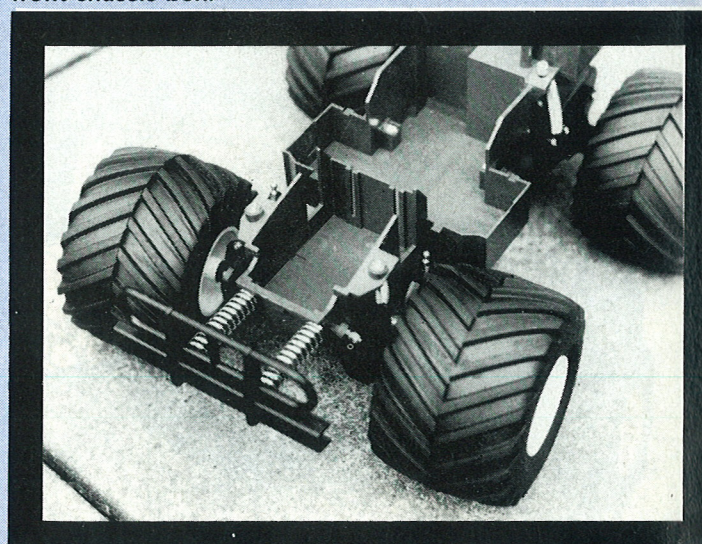
To finalise our look at the chassis, here is a moulded tray extension to the rear, holding the receiver battery pack and receiver if you choose to position it there, although the instructions show the receiver as being positioned on top of the steering servo at the front.

Simple lugs are moulded onto the chassis thus allowing retention of nicads, receiver and its battery by rub-

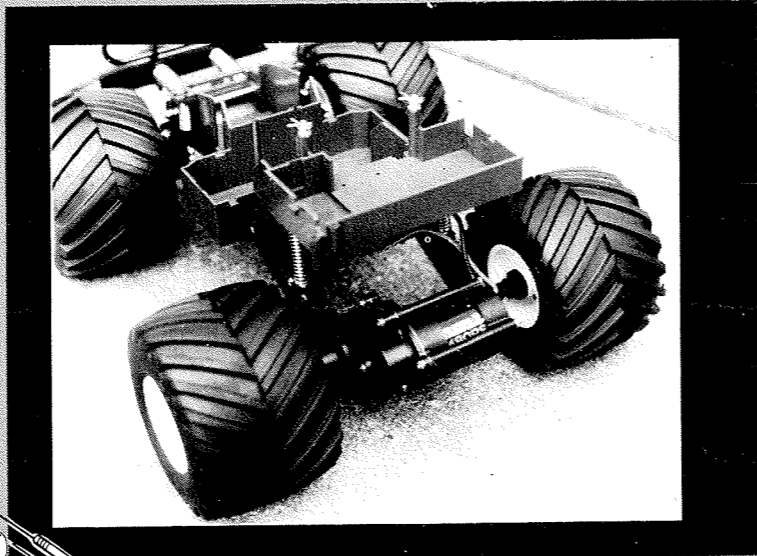
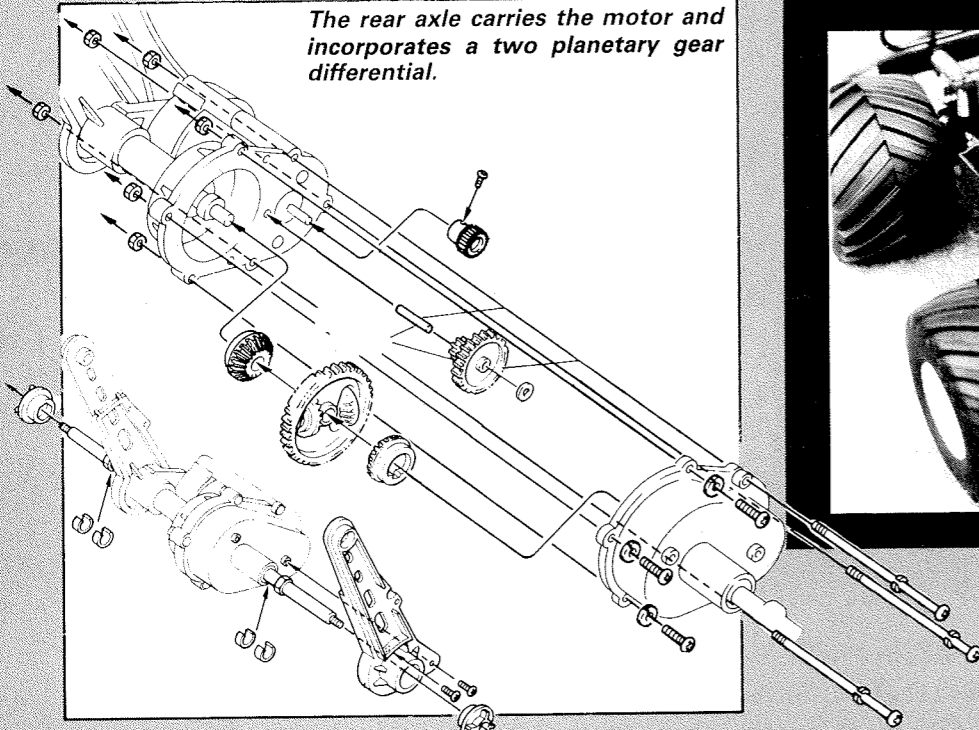
The front of the chassis is protected by a sprung bumper. Steering servo with disc-mounted saver is fitted in the front chassis box.



Front suspension is rudimentary, as this exploded view reveals.



The rear axle carries the motor and incorporates a two planetary gear differential.



As may be seen, the rear axle is supported by two coil springs. No independent suspension here!

Rear Suspension & Gearbox

The rear suspension operates through nylon moulded trailing arms. The arms do not act independent of each other, but are linked via a torque tube which extends from the gearbox housing.

The gearbox includes a smooth running nylon bevel gear differential, with spur gear train to the motor.

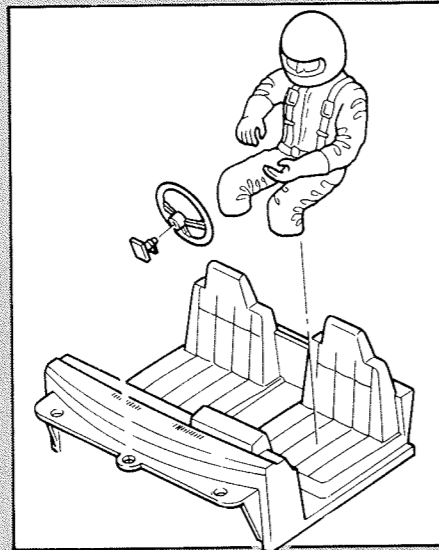
The motor supplied with the kit is a Mabuchi high power tuned motor type M480S offering very lively performance with reasonable running time. As with the front suspension the rear travel is contained via a fixed compression spring on each arm.

The hubs are two-part assemblies and along with a tubular insert, firmly clamp those enormous moulded tyres.

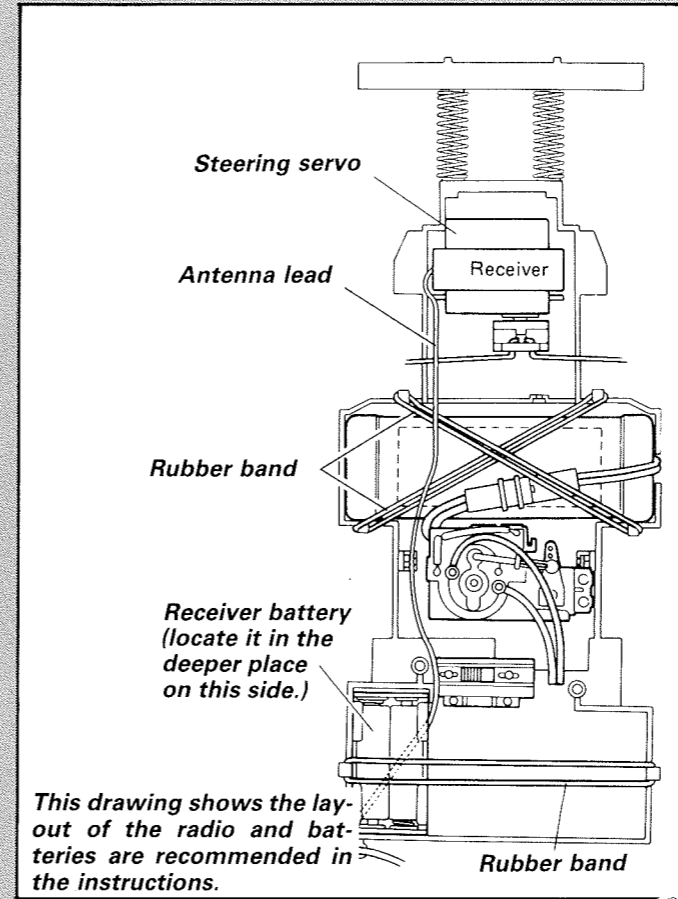
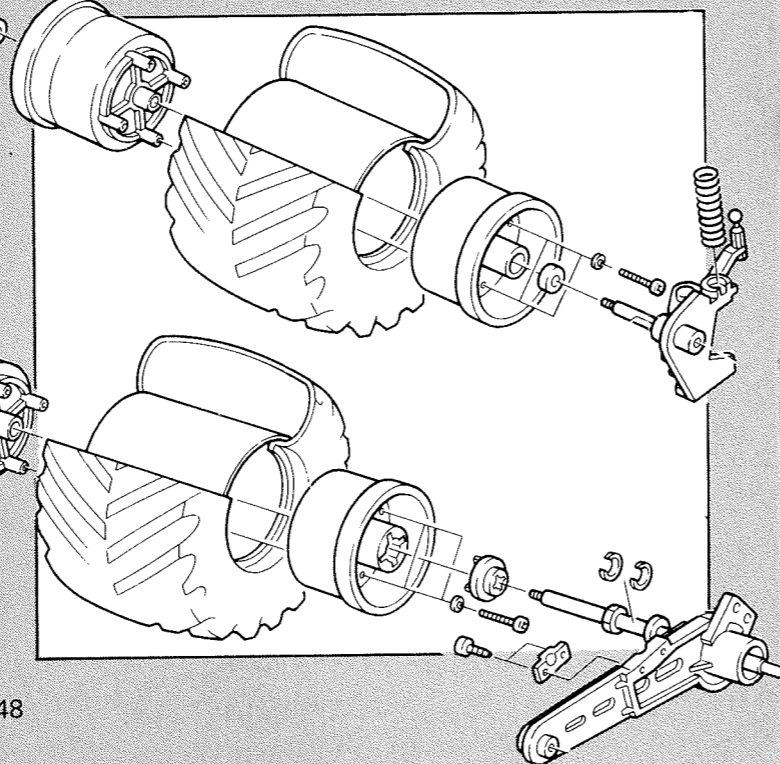
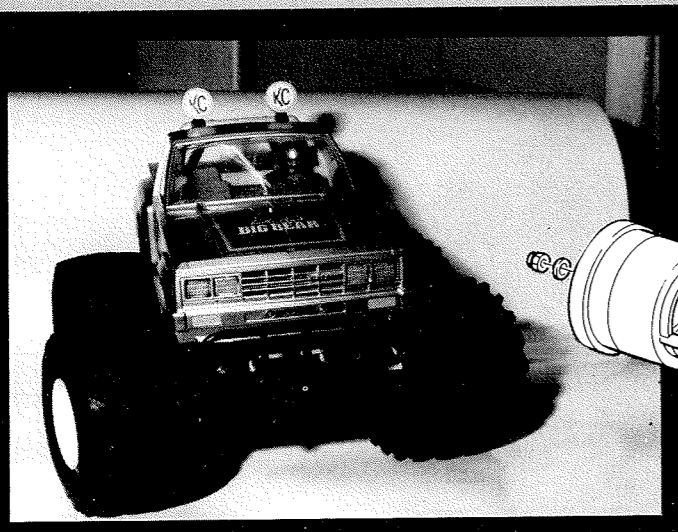
ber bands stretched between the lugs. Front Suspension

The front suspension is designed in the form of pivoting independent suspension arms. The design and movement of these arms pays no heed to basic suspension geometry, but are merely a form of allowing the front wheels to move when they come upon uneven terrain. This keeps the building, upkeep and manufacturing costs down to a minimum.

The suspension is a two-part assembly with a nylon moulded suspension arm pivoting via a single shaft mounted through the chassis frame. The nylon steering arms are steel tube bushed, and come with ball joint assemblies for track rod arms. Fixed compression springs take up the suspension travel.



The scale bodyshell looks lost on those huge wheels.



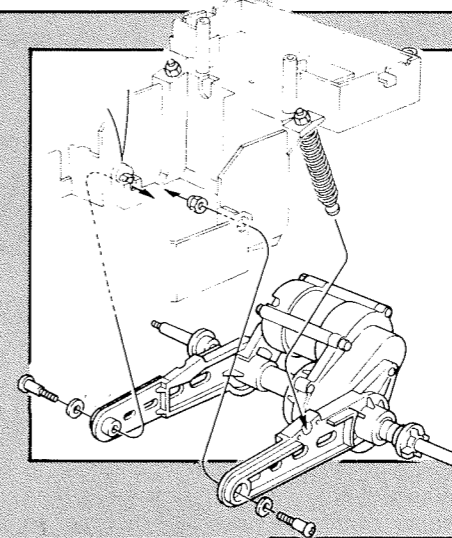
This drawing shows the layout of the radio and batteries are recommended in the instructions.

Rubber band

The front bumper is attached to the chassis by two firm compression springs, which are capable of taking the hardest knocks.

A well moulded ABS Datsun pick-up body is supplied with roll cage and moulded driver figure. The body comes along with its own set of decals to add that final touch to the finished car.

To conclude, the kit is simple to build and run. It will cover the worst of terrains and comes back for more. With its large turning circle you will need plenty of room if you want to throw it around.



The Machui motor supplied allows a high turn of speed and can allow you the odd 'wheelie'. Great fun for a youngster on holiday, using it on the beach and dunes. With its high ground clearance and boxed chassis coupled with the fully enveloping body moulding it offers good waterproofing if used on areas of wet ground.

Further information from your local model shop or through the exclusive distributors in the UK. Amerang Ltd., Commerce Way, Lancing, Sussex BN15 8TE.

Say you read about it in Radio Race Car Magazine.

