



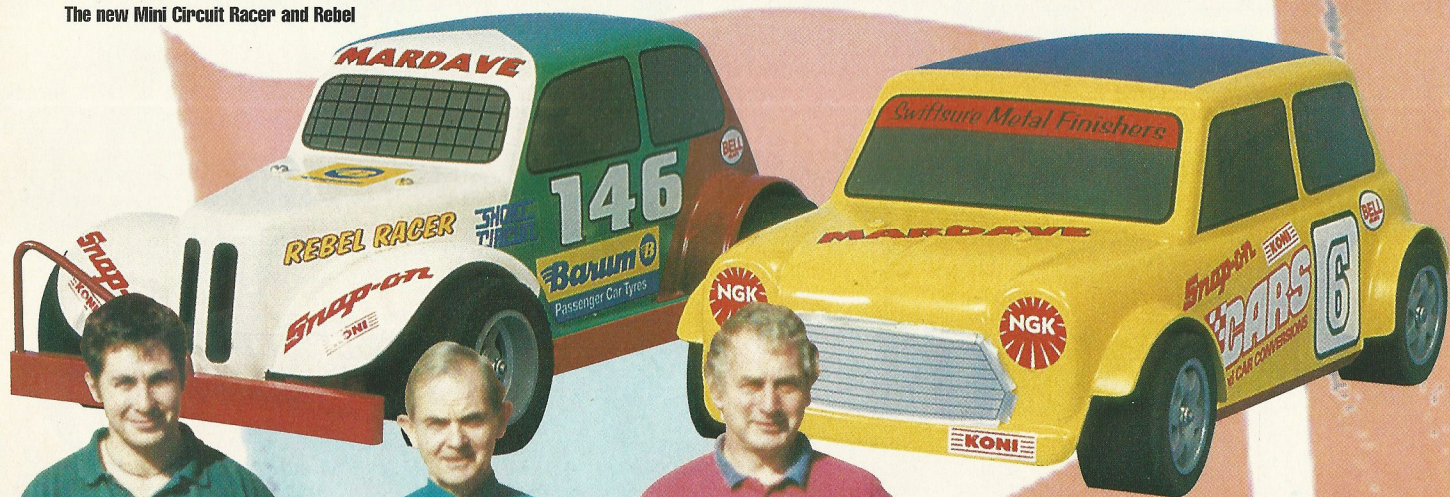
Wild Willys Coupe fits the 'V' chassis using the V Dub fitting kit

# Best of British



RRCi visits the Merry Men of Mardave

The new Mini Circuit Racer and Rebel



The Merry Men of Mardave

**E**stablished by Wes Raynor in 1970 - Mardave can claim to have won the first ever UK R/C Race Car meeting way back in 1971. During those first few race meetings Mardave delivered their first 6 dozen race cars. After only four years of operation business was sufficiently good for the new company to have moved to the present premises in Leicester. The focus for Mardave has always been to provide a huge fun factor per £ especially for newcomers to the sport. To begin with Mardave were heavily involved with producing the British Stock Cars, robust cars for a heavily 'contact' based racing series. Indeed the Stockmaster continues to sell steadily. The range expanded into Off-Road cars and the Cobra continues in the range as a rugged 2WD in Sport or high specification 'TQ' form.

One of the most significant models released was without doubt the Ministock. The 1/12th model of the Mini, armoured to cope with a distinctly 'contact' form of short oval racing launched a completely new racing class. The model has been in production right up to the present day but beware, if you want one in the collection you had better move quickly as its days are finally numbered! Many, many racers cut their racing teeth on one of these tough little cars and at a budget price, racing simply does not come any cheaper than this. The

1/12th scale electric cars, primarily intended for racing indoors on carpet, make up the bulk of the range and sales for Mardave. Many of these are based upon full sized, short oval racers. The Peugeot 205, Ford RS Turbo and Renault Megane, Willys Coupe and Nastruck pickup all make excellent carpet racers. New releases are the circuit racing Mini and the 'Rebel' racer. The circuit Mini updates the Ministock theme with a smart new bodysell while the 'Rebel' is based upon the Reliant powered oval racers appearing at tracks around the country. A little similar to the 'Legends' concept these tough little cars have a 1940's looking shell to give them a distinctive appearance. The odd one out in the 'V' series is the V Dub which in standard form has larger rear tyres to make it more suitable as an outdoor 'Sport' model. By substituting the normal rear wheels/tyres this too can be used for indoor oval and circuit racing.

A new item for 1996 was the introduction of the 1/8th scale IC powered ITC Mercedes, a big car at a distinctly small price. The model initially suffered a bit as there was not a recognised



Mr Mardave himself



Simple, robust front end

Mighty Megane Mardave style



class for it to race in but that is now changing and you can expect to see them appearing at your local 1/8th IC Oval meetings wearing the Merc' shell and possibly some others as well....

All of the range share the basic Mardave attributes, low cost, robust, fun! If you are about to buy your first R/C car or would like to compete in R/C Racing for the first time then read on....

## Mini Test - The Mardave Peugeot 205 Hot Rod

As a callow youth I had a go at 'no contact' short oval racing, no contact? You have to be kidding. On two occasions I managed to slide most of the length of the straight on my roof as a result of some gentle persuasion from a fellow Hot Rod driver!

So now I get my kicks with various types of

### Quick Spec.

1/12th Scale Electric powered R/C model for indoor oval racing or general sport use. Kit is complete with standard 540 type motor and mechanical speed controller. Supplied with an ABS body and a decal sheet which includes windows, grill, lights etc.

### Testers Kit

Radio:	Acoms Techniplus Alpha
Servos:	Acoms IC AS12
Battery Pack:	Mardave V24, 4 Cell
Battery Charger:	Mardave V40

### Likes:

Robust design  
Simple and effective body fixing  
Fun per £

### Dislikes:

Er, sorry can't think of any!





model cars, and it's safer and cheaper. Model car racing does not come any cheaper than 1/12th scale oval racing using the Mardave "V" series cars. A quick browse through this magazine should locate a 'deal' price for a 'V' series, cells, charger and radio of around £100 and you are ready to go racing.

## Better Builder

The assembly instructions, backed up by an exploded parts diagram are excellent. Clear and simple with photographs of all the major sub assemblies they guide you through a pleasant, none taxing, evening of "screw V2 to V14 with the M3 screw...." Easy peasy. Building this car reminded me of making Meccano or Lego models, the powder coated chassis and radio plates even look like Meccano parts with their bright yellow finish. The front suspension uses a simple, tough, design which I call sliding pillar - rightly or wrongly. The stub axle/kingpin assembly has a coil spring arrangement giving a simple but efficient spring fixing. Have a look at the photographs to see what I mean. The rear pod was built as standard but I will fit a major 'Hop up' later - a pair of flanged ballraces! These should make the whole thing smoother and make the car slightly faster as well as giving the cells an easier ride. Retro fitting the ballraces should take about 2 minutes at a guess.....

I have built the 'Pug' as standard except for taking Oval Man Trevor Tennant's advice and added a couple of washers under the front fixing of the lower wishbones to put some castor into the front end for better stability.

The bodyshell has one or two small surface defects but you have to look at it in the context of the price, if this was a £100 model I would be very critical of the shell's finish but when a new, replacement shell, is listed at £3.25 stop moaning!

The only other aspect of the build worth a mention are the body mounts. They are brilliant! The body hinges back on the rear bumper after pressing a neat release catch under the front of the shell. The body is re-attached by simply hinging it back into place and clicking the catch home, simple and effective. Other



manufacturers please note - no body clips to lose!

## Job Done

I cannot see how the boys at Mardave make any money at all. These cars are built well with no apparent corner cutting and they contain almost everything a racer needs. I know that the following is strong for these cars but why is their not a National Winter League? These are ideal trainers. So come on, start up a 'V' class in your club and bring more people into the sport.

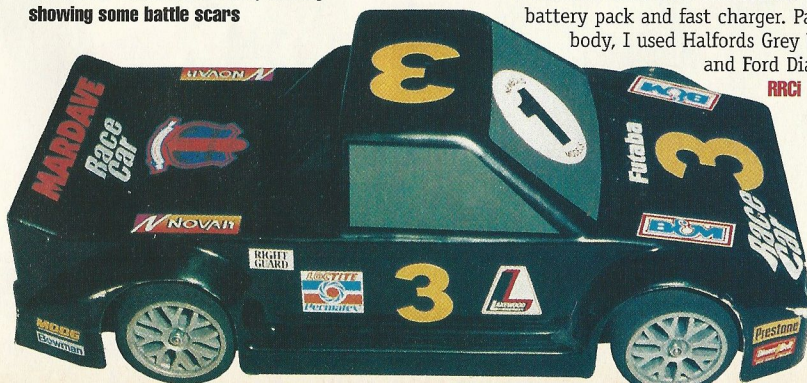
## Own Up Time

Now I will be honest, I was not very excited about the thought of building a Mardave Hot Rod but how wrong can you be! I am now very excited by the Mardave because it is such a terrific little car. It represents extraordinary value for money, it is going to be almost indestructible in normal use and when it does fail the parts are SO cheap that it will be up and running again without a second thought. As soon as I get a chance I will give it an airing at an Oval race meeting, watch out for the white 'Pug' with "L plates....."

Here in the UK we have legislation that protects buyers rights and it all hinges around products being 'fit for the purpose' well the Mardave is really Fit! It is designed to give new racers a low cost, easy to build, easy to race introduction to the sport and it succeeds 100%. So is it cheap and nasty? NO WAY. Highly recommended.

Our Oval racing expert Trevor Tennant has also been sampling the joys of 'V' racing with a Nastruck, what did he think?

The Trevor Tennant Nastruck, already showing some battle scars



2 channel radio with two servos. 4 Cell Nicad battery pack and fast charger. Paint for ABS body, I used Halfords Grey Undercoat and Ford Diamond White.



Look out for a white 'Pug' with L plates...

## Trev' tells all

The Notts. and Derby club this year have offered an electric powered class to the new driver. Existing drivers are penalised to give the new drivers a chance. The idea is run out of the box stock cars with little or no modifications allowed. The Mardave V12 cars are ideal and the latest version, the Nastruck, is the best yet for the club class.

I assembled my sample kit one evening and spent another night finishing the body. The car features a powder coated alloy pan chassis with independent front suspension like the Pro 10 cars and floating rear pod similar to the older style 1/12th scale circuit racers. The only changes I made were a couple of 3 mm diameter flat washers under the front suspension arm between the chassis and arm. This adds some castor angle to the steering geometry and helps the car to track straight better. A pair of flanged ball races improves the speed and battery duration. For a track as big as the Notts. and Derby oval, requires the biggest motor pinion that will fit. I have raced our car once and in spite of being under geared it was great fun to drive and could mix it with anything in the electric formula on the day we raced. What a great way to get into oval racing without getting involved with a lot of hassle. Well done Mardave, how about a Chevy Monte Carlo, so an Earnhardt replica can be raced?

## Required For Completion