

QUICK SPEC

Wheelbase 366 mm
Length 550 mm
Width 450 mm



WARRIOR OF THE WASTELAND

So here I am once again with another review, but something that's very different and way out of my usual comfort zone (I normally build and race all my cars!). So that's a big hint and yes it's an RTR. I had mentioned to the ED a couple of months ago that I was thinking of buying

something fast, big and for pure fun. I fancied undertaking a bit of bashing in the fields by my house. A parcel arrived at my work soon after that conversation with the words: 'BIG', 'FAST' and 'FUN' written sarcastically on three of its sides in thick black marker pen... definitely from the ED!

THE MARKETING BUMF...

"The Flux Marauder is guaranteed to impress you and your friends! Powered by an awesome 2260 kV motor and twin Li-Po battery packs, you'll be pulling wheelies and getting air like nobody's business! With easy plug-and-go convenience is the hallmark of electric

Type: 1/8th 4WD Brushless MT**UK RRP:** £349.99 (including two LiPo's)**Manufacturer:** BSD Racing**UK Distributor:** www.centuryuk.com**Words and images: ????????????**

RC trucks, and the Flux Marauder is no different. Just plug in the two supplied matching LiPo packs and you are off and running! With water-resistant dual steering servos and a water resistant brushless ESC, there really is nothing stopping the Flux Marauder from going anywhere!"

Now that's a statement of intent! But I'm never one to truly believe the marketing hype of companies, I prefer some good old scientific testing, the proof of the pudding and all that! So to that end I embarked on a good old RRCi bashing marathon that would test every aspect of the design...

FIRST IMPRESSIONS COUNT

So, my first impression with it out of its box... "Wow this thing is big"! (and I mean really big!). It reminds me of another very well know brand and iconic water proof bashing truck, and has a lot of the same features, but for a fraction of that trucks price. It's powered by two 2S

This is no Savage... it's a 4S Warrior!

standard and are all the same front to back so parts wise this means a pack of spares will fit all the shocks, this is a big plus point with a basher. BSD has done this with a few components on this car: front and rear diff gearbox housings, turnbuckles, upper wishbones, front and rear hubs are all non-sided so a pack of two can repair two breakages so this works out cheaper in the long run and I'm pretty sure this wont break easily.

TOUGH DIFFS

Well once again this is another BIG point on this car, it's has both front and rear diffs and a central diff. Each having four hardened steel bevel gears internally, although I didn't take mine apart, I did have a good look around on the web and found some pictures of the internals, and I would be shocked if anyone managed to strip them. They are huge and look to be made of a good quality hardened steel so they should be up to a fair bit of abuse. Drive shafts are massive dog bone style shafts and once again are truly over specified, so if one managed to pop out during use I'm pretty sure you could spot it easy enough and there's no way you will bend or break one.

The included tyres are big, very big. The wheels are in three pieces and screw together forming a bead lock to stop the tyres coming off the rims. I haven't seen many brands doing this with monster trucks. These days most manufacturers rely on glue but this can give out if the car lifts

"I'm expecting this to be a bit of a handful, in a good way!"



Hopefully the bumper remains just an aesthetic touch, but it's nice to know it's there if it's needed

LiPo's, a huge Hobbywing 1/8th motor and ESC and two steering servos. I'm expecting this to be a bit of a handful, in a good way!

Included is a 2.4 GHz steering wheel radio that has steering rates sub trims and reverse options pretty much standard these days but being 2.4 GHz is a big bonus as quiet a few companies still ship 27 or 40 MHz radios with cars of this price range to cut costs but not here this also has a very nice comfy feel to the grip and good weight balance and also suitable for smaller hands making it ideal for family fun.

The power plant is a 2260 kV 8th scale motor running on two LiPo's linked in series giving a total of 14.8 volts. This produces a healthy 33,000 rpm and bags of torque. The LiPo's that come with this car are 3200 mAh hard cased packs with tried and tested Deans connectors fitted on them. They are super lightweight which is good as this thing is H.E.A.V.Y. Steering is taken care of by the two (yes two!) water resistant steering servos, they are standard size but seem to have more than enough power between the two of them.

Big bore shocks come as



Big, bad and bead-locked



Big bore and oil filled, you see the theme emerging yet?



You gotta love a nice Monster Truck (I say nice, but this thing can be an animal too!)



Twice the torque while sharing the load, that's the theory anyway!



The included 2.4 GHz combo had great range and every trim I could ever wish for in a RTR basher



Throttle and steering trim, and steering rate... what more could I need?

a wheel, I've even seen tyres explode under duress. Beadlocks are definitely the way forward. The tyres are very soft and have a deep tread, so they should be super-grippy on most UK surfaces.

FIRING HER UP!

So let's charge this beast and get out doing some testing. Oh wait, there's no charger, but that's no real biggy, as these days even a sophisticated LiPo charger can be bought for around £25-£30, it's just worth making the point you will need to buy a charger

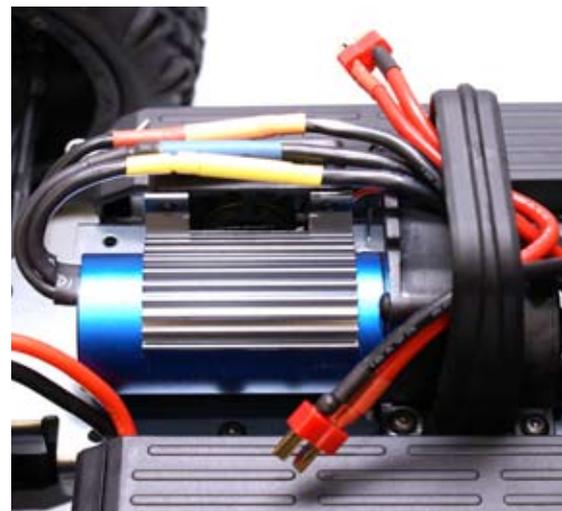
TOP TIP

Go for a dual channel one then this would half your charging time! Remembering you need to charge two packs, and they must be charged to the same level before each run to avoid over discharging one and damaging it in use.

So once we were charged and ready to go I arranged to meet another member of the RRCi crew to do a dual photo shoot at a secret location in Worcestershire. Most of the crew do the same as you can't drive and shoot at the same time. We decided to meet on a Sunday morning at the end of November as this looked to be the only dry day for a few weeks. It rained all day the day before and we even thought of calling off the shoot, but then we thought hey why not? Both of our vehicles are very water-resistant so why not put that to the test too?

Well we both got up nice and early and met at the location, a woods covered in freshly fallen and very wet leaves and lots of mud. Some of the drop-offs had been made into a bit of a BMX track by local kids, we are talking big drop-offs of 20 ft plus with a good 30 ft to clear before the down ramps - this was surely going to kill our cars. But we don't do things by half, we decided to get a few 'smaller' action photos in the can first and as suspected, the marauder was a real animal.

I have never driven anything with as much grunt as this. It wasn't mega fast, probably in the 45-50 mph bracket, but it had incredible amounts of torque. Just about crawling pace was enough for this thing to climb 30 odd feet up a slippery embankment I couldn't believe it didn't just loose traction or tip over and roll back to the bottom. I was staring to get a feel for how the car handled by this point, its amazing fun as a hill-climbing vehicle.



Massive torque and power from a huge 4-pole motor



How's that for a neat place to put the ESC and receiver?



Even the motor gets its own heatsink and fan!

TIME FOR SOME JUMPS

It soon became apparent this thing was so heavy it needed some real pace to get any airtime. Not an issue for the truck itself, but a bit of an issue when it comes to taking pictures of it when it's licking past at around 40 mph. Clive was giving it his best shot though, and even if he was complaining of getting covered in mud and wet leaves I was having far too much

fun with this thing. I started pushing it harder and harder, and this meant I also had some of the biggest crashes I have ever witnessed. So many times I thought to myself, "That's it, I must have broken something that time?" But no... this is what it's truly built for, it sure can take a real 4S beating! The worst thing that happened was some brown stuff getting on the body that we were convinced wasn't mud, but it soon washed off!

It's been a long, long time since I've had this much fun with anything R/C. By this point Clive had taken so many pictures he had to go back through them and delete any he thought looked out of focus. It was time to go really big. We had spotted a nice straight drop off, leading to a gradual slope further down into the forest a good 40 ft or so. Well you can guess the rest. I lined the car up and hit full throttle and just held it open until I hit the drop off bang on the money. The truck just flew straight and flat for a good 30 ft. It was amazing to watch, just kind of followed the ground about a foot off but gradually descending and going downhill! I repeated this jump a few more times and it did exactly the same thing. The overall balance of the truck gives it this flat jumping characteristic, you hit and simply let off. Unless that is you slam on the brakes to lower the nose, or hold the throttle totally pinned to raise it.

A FULFILLING EXPERIENCE

By this point the truck was pretty dirty and very much wet, thankfully with it all still working fine. Its two steering servos don't seem to do much when the car is stationary, i.e. they have a tough time turning the huge wheels, but once it's on the move, they provide more than enough steering throw to very effectively move this heavy truck around. It's worth mentioning that by this point we had been running the car for a good 20 minutes and we hadn't been holding back at all with the stuff I was trying with it. This included throttle pinning back flips and brake grabbing front flips. It was silly really, and the more I look back at it, the more I'm actually shocked this truck remains to this day in one piece.

Compared to BSD vehicles of a few years ago the build quality is through the roof good. Admittedly everything has a bit of play in it. To the racers out there they may think otherwise, and see it totally the opposite way. But for a basher this is a very, very good thing, the soft plastics and



Big bore shocks have alloy-threaded bodies and are tough as nails



Everything's built tough. I tried and failed to break the BSD



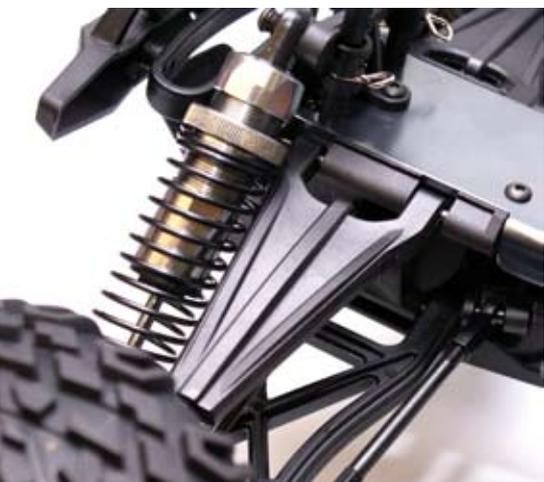
Note: the spacers that set caster position and angle



At 3200 mAh there not huge capacity cells, but they are included as part of the RTR price



Note: the steering knuckles aren't handed so less spares are required



Upper arms are solidly moulded, lower are lightened



Note: turnbuckles set camber angle



Is that a roll bar or carry handle? Either way it's a nice addition to the design!



Look how low all the components sit, this is a MT that handles too



Hold the throttle on for nose high action

extra play make these trucks ultra-forgiving and durable to the point we where I was pretty much trying to break it on purpose and it wouldn't have it at all, and you have to respect it for that.

We gave up the durability testing when the batteries finally went flat at just over 25 minutes.

So that was the end of our session. I've become quite attached to this truck, it is truly fun, and I'm really am looking forward to running this one again, in fact once the cells have charged while I type this, I shall do just that, there's a certain BMX track the ED keeps talking about I want to try and a legendary gap jump that only Speedy Steve has attempted so far.

MY PERSONAL CONCLUSION

I think the rest of my words have pretty much covered it. If you want something that's big, fun and pretty much

unbreakable (I'm not saying you wont break it, but if you do I would like to know how you did it!) then this is the bashing vehicle for you. Admittedly you really will need a big open space to run it in, and nothing will prepare you for how much sheer torque it can deliver. Then there's the amazing price. I can't see any better value for money in the current market that is this big, this strong and this powerful for under £400 when you factor in a balance charger. The other good news is that spare parts are cheap and readily available too. The only thing I would invest in is a twin charger to charge both packs at once. Oh, and avoid anything that looks brown, but isn't mud!

RRCI

TECHNICAL SPEC

REQUIRED TO COMPLETE

A balancing LiPo charger

DISLIKES

Low mAh packs supplied
No charger included

LIKES

Amazing value for money 4S basher
Build quality and durability in use
Twin LiPo's included in package
Symmetrical parts aid repairs
Torque and then some
Water resistant

CONTACT

www.centuryuk.com



Love the shell design – bright, modern and tough