

The Team Losi XX was the first buggy to be competitive straight out of the box, where previous kits had required a great amount of money to be thrown at them, in order to improve the reliability and handling. The domination of the XX forced other manufacturers to fight back with new models, such as the Team Associated RC10 B2. This has resulted in better products at the end of the day for the customer.

Gas or petrol powered vehicles have written another new chapter; an opportunity for people to come into the sport not just to race. The Losi XX was fun to drive, required few extras while remaining strong and reliable. In today's climate, money is important and often fun requires large sums of money. Gas trucks need very little after the initial purchase, run times are long, damage is minimal, while the fun factor is incredible. Allied to a robust engine, owners can race or play for hours, instead of waiting for hours while batteries charge.

The gas powered market has developed much slower than its electric brother, although now there are many manufacturers involved. Associated released one of the first reliable and exciting models in the rapidly growing R/C sector. The Americans were immediately hooked and a small niche was to rapidly grow. At this time, Team Losi, Associated's main stateside competitor had little to offer. Much research went into a gas powered truck, including XXT based prototypes. Interestingly though, the predecessor to the XXT would be chosen as a base for their new gas truck called the GTX.

Re-designed

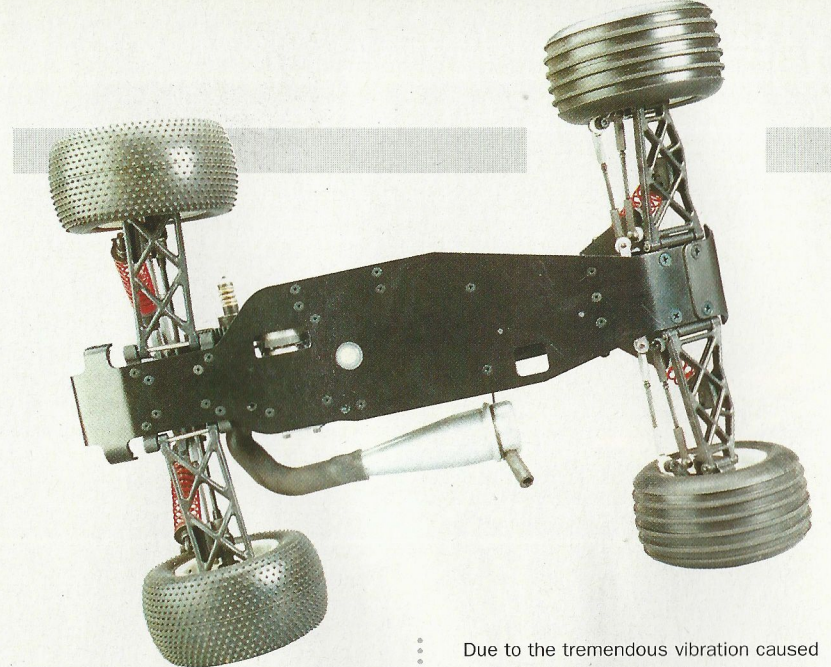
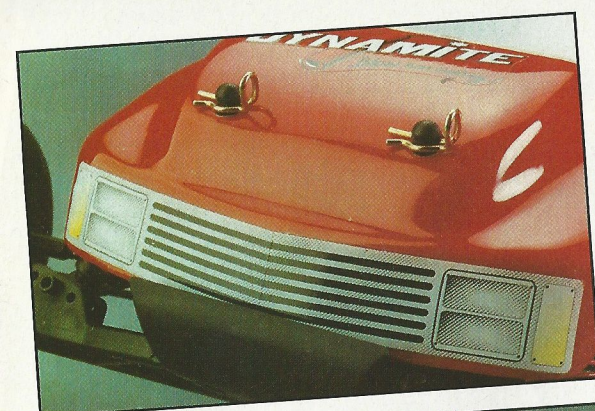
From the outset the GTX just looks like the old LXT with a revised body shell, yet underneath the new body the truth is revealed.

Designed around a smart black anodised chassis, the GTX makes use of the twin deck principle, employing a plastic chassis brace to increase overall rigidity. The chassis alone appears very flexible as it is surprisingly thin and light when compared to other manufacturer's designs. Others have tended to utilise thicker materials to dissipate the heat as well as providing a rigid

Losi have finally entered the gas powered truck racing scene with their GTX - although it uses some previously designed parts the truck has been designed with winning in mind

**LOSI
GTX**

THE GAS GUZZLER



base for the suspension. Internally the LXT has been used a donor vehicle for the GTX; anyone familiar with the LXT will recognise the similarities instantly.

The front suspension is LXT throughout utilising the same shock tower and body mount. At this point, I hoped that a precedent would not be set for the rest of the truck as the front castor blocks and steering arms required reaming out, in order to move freely in the suspension pins. Once cleaned up, the action was smooth and light, just like the rest of the truck was to be. This completes the front half of the truck; making it one modular unit.

The LXT theme continues further back with the steering which is exactly the same as the electric truck. Racers who ran the LXT had the option to fit alternative system easily, including servo braces from companies like 'Jammin', like this will still fit.

Due to the tremendous vibration caused from the engine, you are advised to make applications of threadlock to prevent the screws / bolts coming loose. This applies to the majority of the bolts that screw into metal. Four countersunk alloy screws fix the front suspension to the chassis, while four bolts hold the steering on, including two for the adjustable servo mounts. With the front suspension and steering in place, the centre chassis brace can be fitted. This incorporates the fuel tank within, and allows the tank to sit suspended on rubber grommets. The tank has a flip-top lid for ease of use, while a filter at the bottom allows constant supply preventing any possibility of leaning out when the tank runs low. The grommets are installed simply to help reduce any chance of the fuel foaming.

Installation of the chassis brace is once again carried out as a complete unit and is fixed with five countersunk screws from the underneath. After this, attention turns to the rear half of the truck and the drive train.

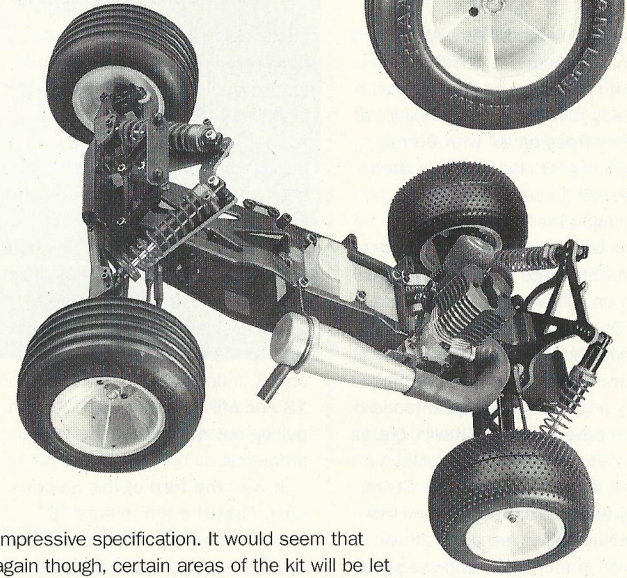
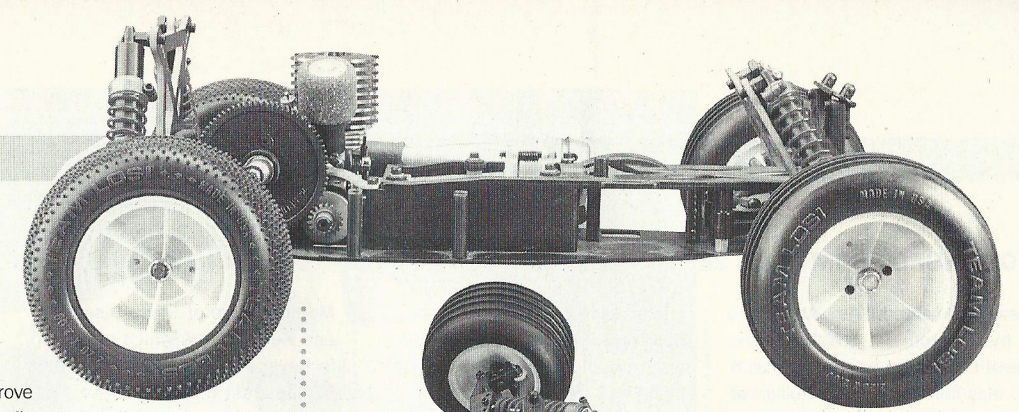
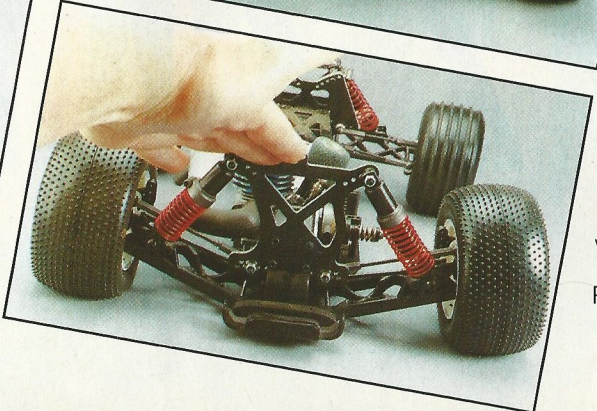
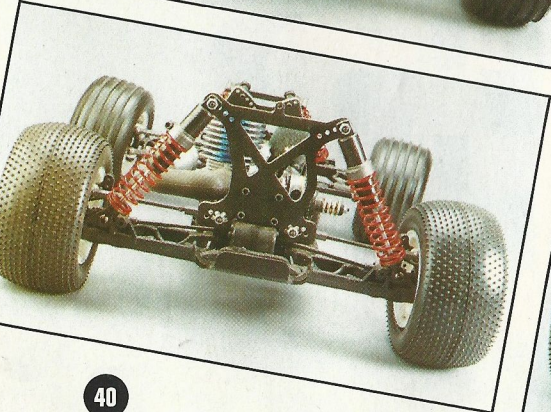
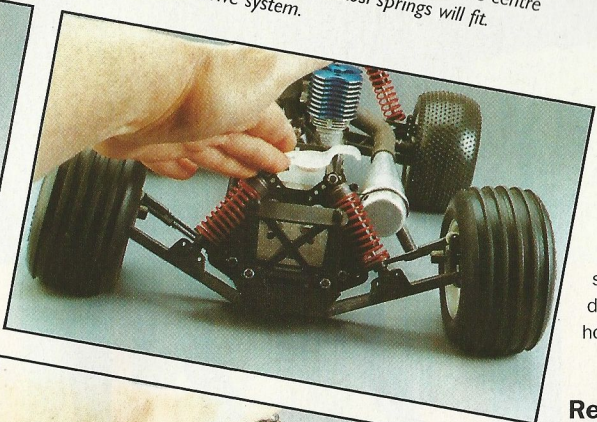
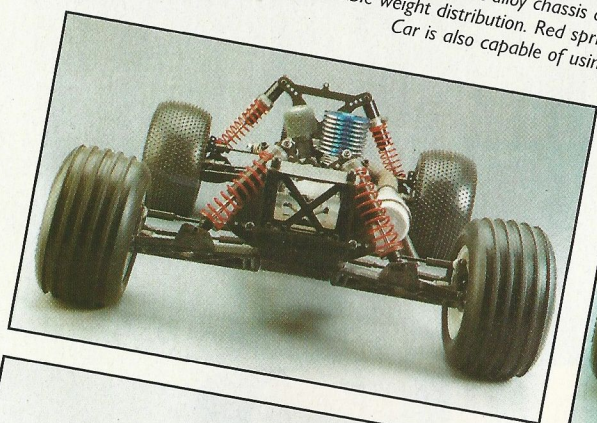
Transmission

The gearbox layout is in the Losi XX style with 3 main gears. There are of course small differences including a much larger idler gear to improve durability. The layshaft accepts the standard slipper clutch but with the option of a 'Hydradrive' if so wished. The spur gear is large, 76T in 32 d.p, and works against a clutch housing with an 18T sprocket.

Rear suspension

Utilising the tried and tested design of the LXT, the GTX rear suspension is very similar. Due to the mid-mounted engine though, the shocks hang at the back of the truck staying well clear of the drive. Settings are as

Inside the body shell the car has a neat alloy chassis and OS engine fitted here. Losi made fuel tank sits in the centre for the best possible weight distribution. Red springs are given all round but any of the Losi springs will fit. Car is also capable of using the unique Hydra Drive system.



per the truck, which was well proven on and off the truck.

Inboard toe in can be found, which was standard issue on the LXT. This helps to improve grip under acceleration and helps the car to pull away on slippery surfaces. Unfortunately, there is always a drawback or two; in this case on extremely rough ground the rear will hop with inboard toe in. Outboard versions will tend to handle the rough treatment much better.

Shocks

Losi have retained their successful cartridge shock absorber design which is carried over onto their gas vehicle. These operate smoothly and effectively as everyone expects nowadays. Losi supply 30 wt oil with the kit, pink pistons (56) and red springs all round. This is a good basis to start from although it would appear that the Team tends to soften the rear just a little more. They replace the red spring with a pink one, while the piston gets one hole drilled out bigger to the bigger 55 size. Fine tuning is made simple by either changing the oil or the piston size. If these changes are adopted, the truck would virtually resemble Brian Kinwald's, that was so effectively raced to win its first major race at Hemet CA. It was the first race for Brian with the GTX after building it just the night before.

Body shell

A new truck deserves a new body shell and this is no exception. Team Losi have tweaked, played around and adjusted, which results in a shell that fits the GTX, that looks a little like a XXT. The rear half of the shell is where most of the changes have occurred. A spare tyre has been moulded into the bed which is a neat method of allowing plenty of internal clearance. Richard Delves of Helger Racing sprayed the body as per the box and did his usual exceptional job.

Engine

An OS engine was kindly supplied with the kit but it was the model without the pullstart. This has both disadvantages as well as advantages. A lower centre gravity, less reduced weight and size are just some of the advantages, while requiring a starter box is probably the biggest hassle. The carburettor required to be turned around, so that access would be easier and adjustments quicker. Before fitment to the engine, the clutch received a little work at this point to improve the bite and pick up; the shoes were turned around and roughed up a little so the clutch action would become more aggressive. This can help to make the engine feel a little more like an electric powered buggy - more responsive and punchy. The brake pad / shoe works against the clutch housing, thus providing consistent and proportional amounts of brake.

Conclusion

White wheels complete the rolling chassis and Losi supply H.T ribs for the front and Gold pins for the rear. These are fitted to the LXT style wheels to provide a decent level of grip and wear on most surfaces.

All in all, the find kit is

of an impressive specification. It would seem that once again though, certain areas of the kit will be let down, like the inferior turnbuckles. The adjusting nuts on the turnbuckles are too small so end up bending off easily. They are also likely to bend as per the standard items on the XX and XXT. Replacing these will greatly reduce the chance of a turnbuckle snapping or putting a stop on your enjoyment. The gear mesh is not s Losi hoped for fortunately, it is possible to move the engine about a bit on its fixings to allow a much more precise mesh. There is no chance of the engine moving a great deal though as the chassis has holes rather than slots for the engine to bolt through.

Due to tight deadlines and schedules RCMC were unable to test the truck properly. In the near future, we hopefully will get an opportunity to do so. This will evaluate the truck as a whole, getting a proper understanding of the GTX as a whole package.



Some of the GTX's parts come from the LXT electric truck - but not too many... Neat engine installation and clutch set-up feature on the car.

