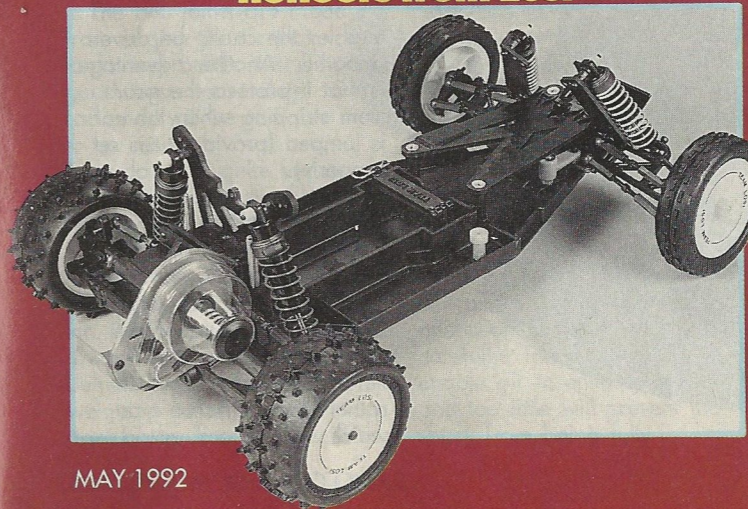


YOUNG PRETENDER

New slimline body on the Losi SE fits tightly to the chassis to protect from dirt. Rear wing uses neat plastic buttons that turn and lock into place. Take a look at those wheels!



Andy Carter builds the latest challenger for 2WD honours from Losi



Not so long back, we were reviewing a car that had been developed from a serious World Championship contender into a supposed world beater. The car?, the car in question was the Losi JRX Pro and it was billed as being the ultimate version of the original JRX2 and the biggest challenge to the Associated RC10, so what exactly is a JRX Pro SE? The SE version of the pro kit has many 'exciting upgrades' as the box proudly displays. The car is, in fact,

based on the one used by the Losi team at the Detroit World Championships last year.

Instructions
Obviously, the car is going to very similar in construction to the Pro kit which it

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supersedes but the box informs us that there are '14 new components' which will enhance the car's performance.

The first thing that most

people do upon opening a new box is to dive straight for the instruction manual and to flick through it nodding and grunting intelligently.

The manual, in this case, proudly presents the Losi JRX Pro. A quick look reveals an addendum entitled the JRX Pro SE and you would be well advised to read the opening introduction.

To use the original Pro instructions and only make references to the SE kit through an extra 2 page manual does, in my opinion, reduce the clarity of the manual so BEWARE!

Having just said that though, the instructions do consist of step by step assemblies with the use of exploded diagrams to aid the construction. Whilst not as good as Tamiya instructions, they are good enough to be used as a good explanatory guide.

One thing that I do like particularly about the manual is found at the back. Team Losi have taken the time to put pen to paper and explain a lot of these Buggy racing terms that we take for granted, talk about incessantly but do not necessarily understand fully. In all, there is 5 sides of 'Tech Tips' to follow which will help the average racer to set up his/her new car - a task can seem virtually impossible - full marks for team Losi!!

Chassis

The chassis has changed since the JRX Pro Kit. Gone is the graphite composite flat plate chassis and in its place is a moulded plastic chassis. This doesn't seem like an upgrade? But don't be fooled by appearances. The chassis is immensely strong and has some distinct advantages because it is moulded.

Using a mould tool to form a chassis enables different recesses and locations to be formed. An example of where this is an improvement is the hexagonal shaped recesses at the front of the chassis that provide a positive location for the steering pivots. Another area where this has been used to an advantage is the nicad holder. The chassis now forms an integral holder which not only holds the nicads but also increases the torsional strength of the

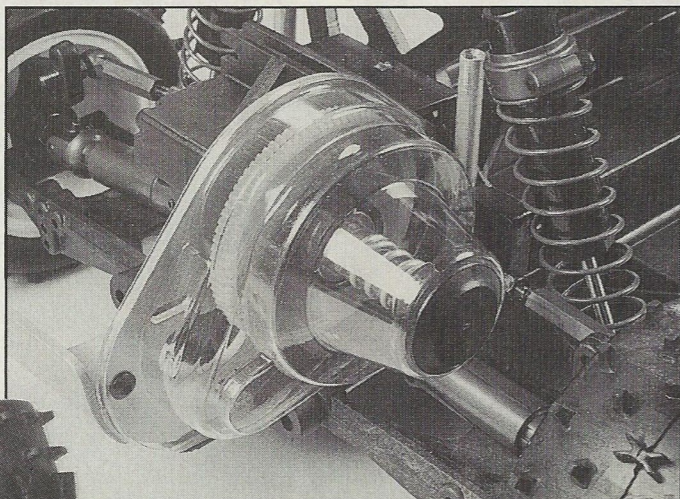
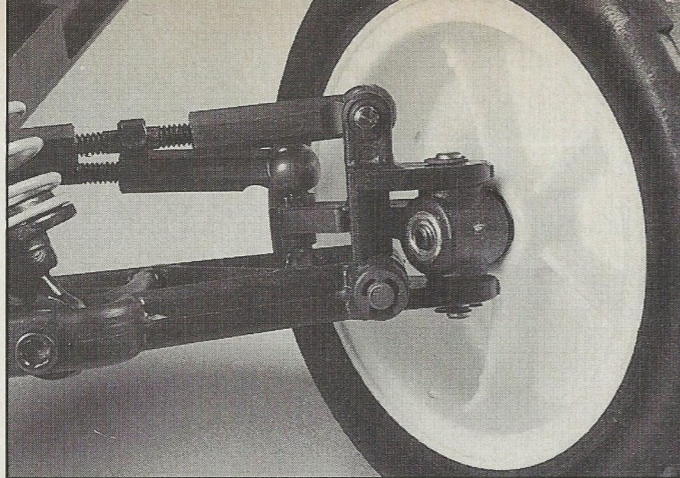
chassis. The chassis also 'Lips Up' at the sides which provides adequate weather protection without the use of an undertray when used with the standard 'Slimline SE' body.

The body itself does take some getting used to as it doesn't have the usual Buggy look about it. It makes the car look very long and narrow but, as said earlier, it will cover the chassis well.

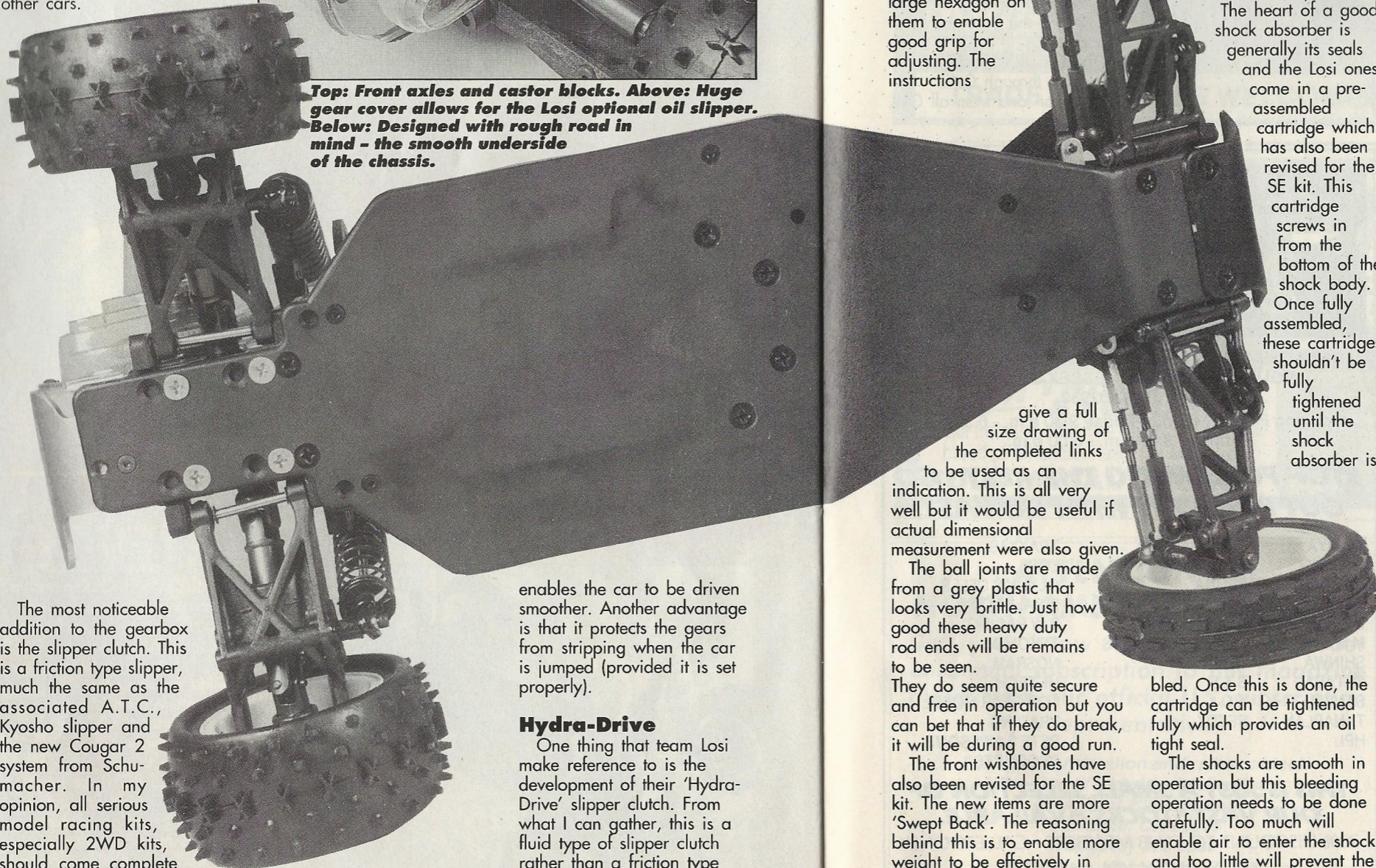
Gearbox

Next up is the gearbox. This in itself hasn't changed much since the Pro kit. The differential has 12 balls, now made from Tungsten Carbide, and it still sits between the layshaft and the driveshaft counter gears. I like this arrangement as it makes the differential easier to adjust than if the diff is at the base of the gearbox as with most other cars.

The most noticeable addition to the gearbox is the slipper clutch. This is a friction type slipper, much the same as the associated A.T.C., Kyosho slipper and the new Cougar 2 system from Schumacher. In my opinion, all serious model racing kits, especially 2WD kits, should come complete with slipper clutch as it



Top: Front axles and castor blocks. Above: Huge gear cover allows for the Losi optional oil slipper. Below: Designed with rough road in mind - the smooth underside of the chassis.



make the car even better.

The driveshafts haven't changed and they still require assembly - much like the Schumacher items. Once all together correctly, the gearbox is very free and smooth in operation.

Next on the list is the suspension. The rear suspension hasn't changed from the Pro kit and the SE utilises the same wishbones. The rear uprights are non-directional (so you can't put them on wrongly)! They have several different mounting holes in which to adjust the camber link and the camber change through the suspension movement.

Turnbuckles are provided in the kit with a large hexagon on them to enable good grip for adjusting. The instructions

give a full size drawing of the completed links to be used as an indication. This is all very well but it would be useful if actual dimensional measurement were also given.

The ball joints are made from a grey plastic that looks very brittle. Just how good these heavy duty rod ends will be remains to be seen.

They do seem quite secure and free in operation but you can bet that if they do break, it will be during a good run.

The front wishbones have also been revised for the SE kit. The new items are more 'Swept Back'. The reasoning behind this is to enable more weight to be effectively in front of the front wheel centre

line thereby increasing the front end grip.

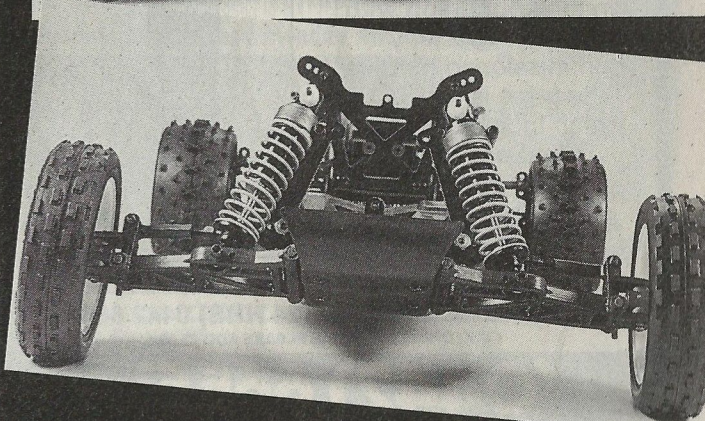
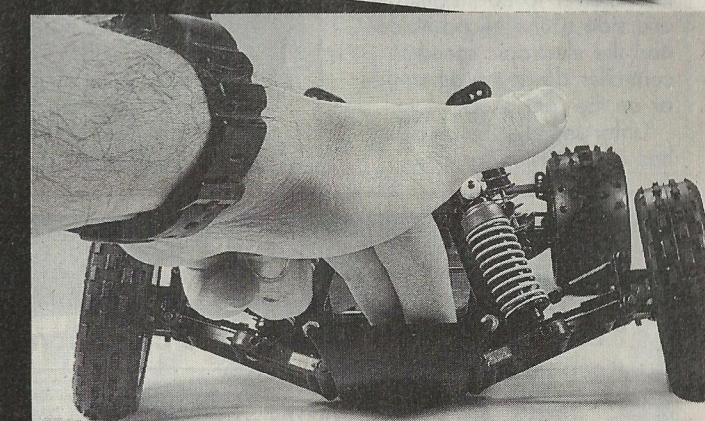
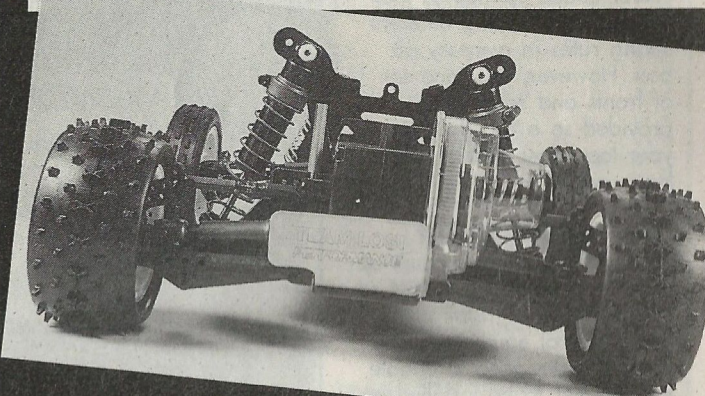
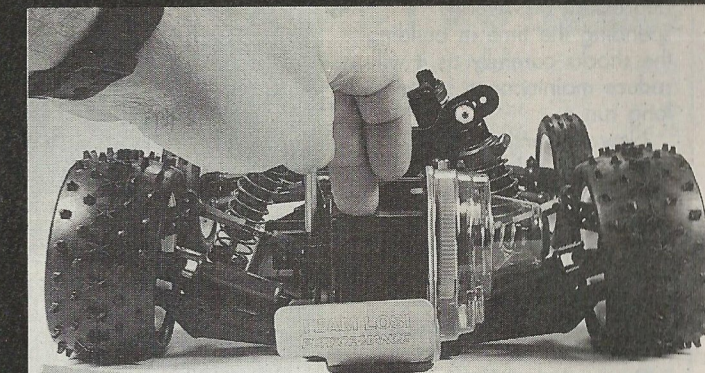
Shocking!!

Team hard body! Sounds more like a name for a football hooligan organisation rather than the name team Losi have affectionately given to their new shock absorbers. The reason for this name is

The rear uprights are non-directional (so you can't put them on wrongly)!

that the shock bodies are now hard coated to minimise wear. The pistons are also now Teflon coated to alleviate this problem.

The heart of a good shock absorber is generally its seals and the Losi ones come in a pre-assembled cartridge which has also been revised for the SE kit. This cartridge screws in from the bottom of the shock body. Once fully assembled, these cartridges shouldn't be fully tightened until the shock absorber is



Long shocks feature at the rear of the SE and medium length at the front.

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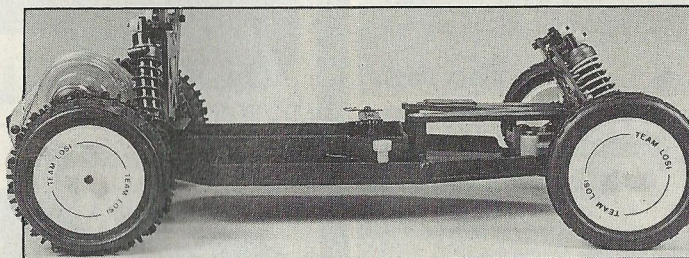
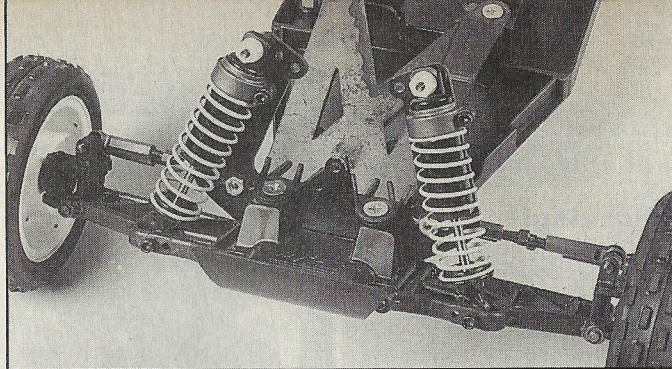
depressed. It is worth spending the time in building the shocks carefully as it will reduce maintenance in the long run.

New SE version shock towers and colour coded springs finish off the upgrades to the kit whilst neon yellow wheels and the infamous Losi X pattern/staggered rib tyre combination finish off the car. I must admit to liking the colour coded springs as they will facilitate finding different spring rates in a messy pit box. However, only one set of fronts and rears are provided so a trip down to your local Losi stockist may be in order.

One Small Point

The RCMC car was built up initially as a rolling chassis so I didn't need to install any radio control equipment. The chassis is designed to enable the receiver to be installed on one side of the Nicad holder and the electronic speed controller down the other side or on the rear shock plate.

Unfortunately, the chassis has no provision for any



Neat and clean chassis on the SE version needs the servo to be taped and not bolted in.



steering servo mounts. Indeed, the instructions refer to just using servo tape after roughing up the chassis with a little bit of 600 grit sandpaper. Personally, I think this type of fixture is not good enough and servoblocks provide a more positive servo location. It is only a minor point, but I feel that it wouldn't have hurt to pre-drill the chassis and provide servo mounting blocks.

In Conclusion

There is no doubt as to what area of the market this kit is aimed at. Even though initially, the chassis doesn't look as good as the old graphite one, it is certainly very strong and has many good points about it. Once again, then, team Losi have produced a very well engineered car, certainly an improvement over the JRX Pro that has the credentials (if not the looks) of beating the RC10 and the Schumacher Cougar 2.

The Losi JRX Pro SE is available through CML distribution and from all CML Stockists.