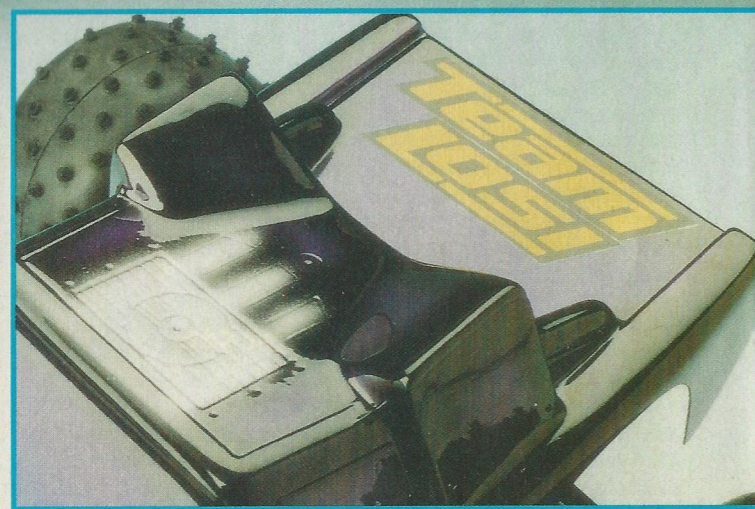


LXT *from the* U.S.A.

At its first major race the Losi LXT couldn't have performed better, a true challenger for truck honours has arrived...

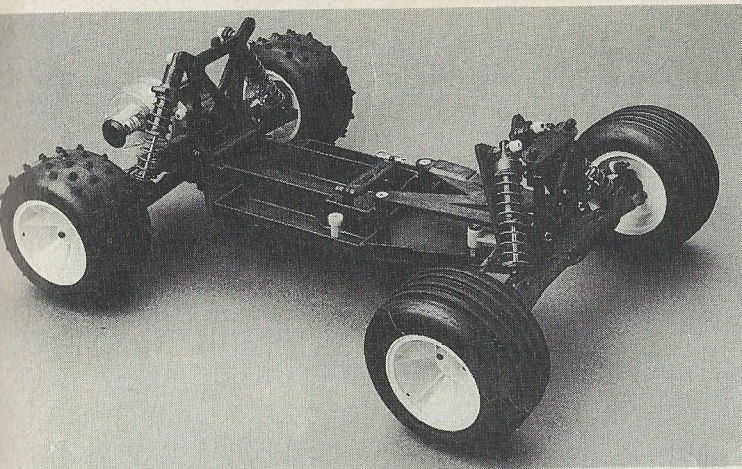


In the last issue of RCMC we featured a small report on the USA Winter Nationals. Although the report covered just three pages, there was some information included that gives an indication of

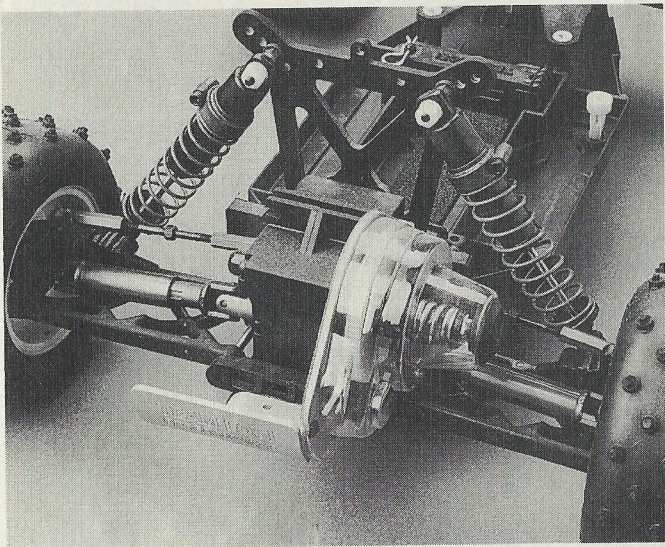
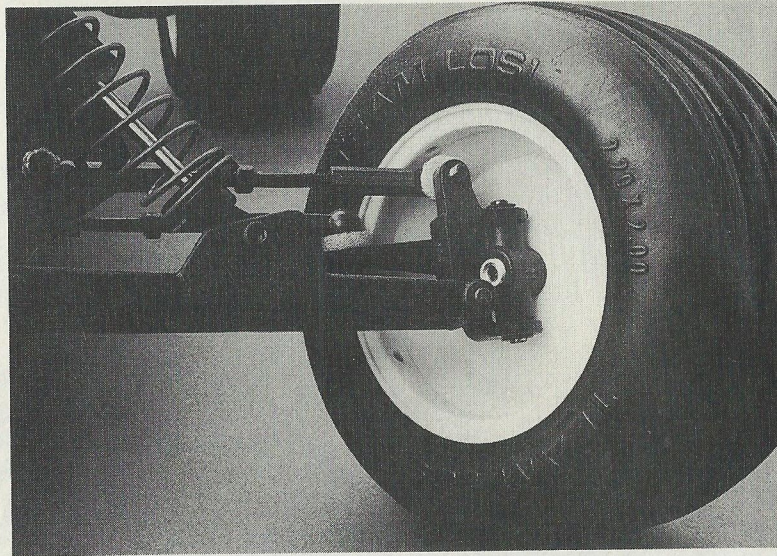
just how important this kit could be. For the first time in ages the Associated domination was stopped at this meeting by a new car release, in the Truck A final 7 out of 10 of the finalists were driving the new Losi LXT, and

the winner, Jay Halsey took the car to victory - not a bad start for the new truck. Most of the car has been seen before, the gearbox, chassis, dampers and suspension mounts are all from the 2WD Losi car. The

suspension uses new wishbones longer in length to give the car extra width, new shock brackets to take the long shocks all round and new wheels and tyres to finish the truck spec off. In typical USA style the



Below: Car comes with a large amount of castor as standard. Bottom: Slipper clutch is housed in a large lexan moulding that will be able to take the Losi Hydra Drive when it arrives.

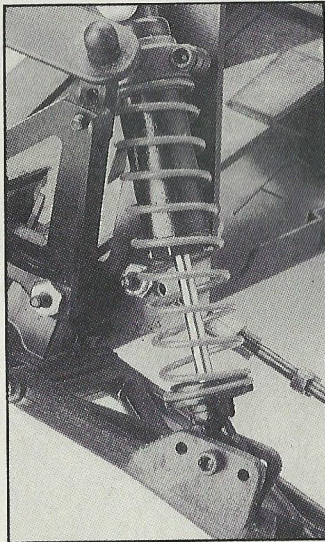


car's tyres are studs on the rear and ribs on the front made from the magic Losi rubber. These are fitted to new one-piece wheels which are moulded in bright yellow. Fixed to the outside of the wheel is a lexan shield to keep the dirt out and this allows the wheels to be painted any colour quickly and easily.

Ballraces are used throughout (as this is a real racing truck) and suspension is easy to tune due to the options given to adjust shock angles, camber and castor. The 'Hard Body' shocks are easy to fill but leak if not tightened properly, and are fitted with the red Losi springs which are fairly stiff.

A slipper clutch is fitted to the car and the fitting will allow the Hydra Drive system to be fitted when Losi eventually get it out. The chassis is moulded from tough glass reinforced plastic and is shaped to give a very tough base for the car. Inside there is plenty of room for the electrics but a set of servo posts wouldn't go a miss.

Topping the car off is a lexan creation designed to allow the body to sit very low



over the shock mounts, this is achieved cleverly by moulded bulges in the bonnet that allows the brackets to tuck up inside.

As trucks go the LXT is bound to prove popular in the USA, it is already proven that it can perform in the right hands and with the Losi design it will certainly be able to take the knocks.

OUR VIEW: Aimed at the racing market and with truck meetings springing up all over the UK is well worth considering.

