

Team Losi



KIT REVIEW

XX CR

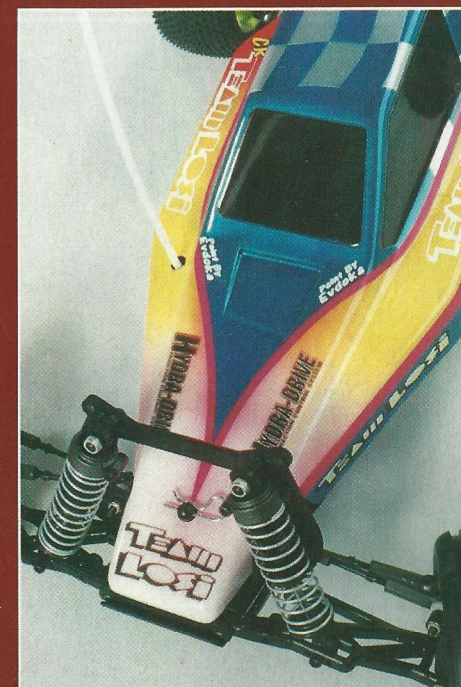
After an impressive debut at the World Championships in Basildon, the Losi XX has been constantly tweaked and developed into the renowned, two wheel drive car that is so respected and driven by the many thousands of people around the World

The extension to the name, has more meaning to it than is first thought, the initials CR standing for C Release. The original model was naturally the A Release, then after a period of time, a few subtle alterations took place and this model was referred to internally as the B Release. Launch of the CR has come about due to a number of modifications that have occurred, and as a result Team Losi the company felt that the new car deserved a new identity.

Although the CR is very different in looks to the previous models, Team Losi have been careful to allow, all current owners of XX cars, the chance to upgrade easily. Thus, upgrade packs are available, containing all the necessary items required to convert your XX into a CR.

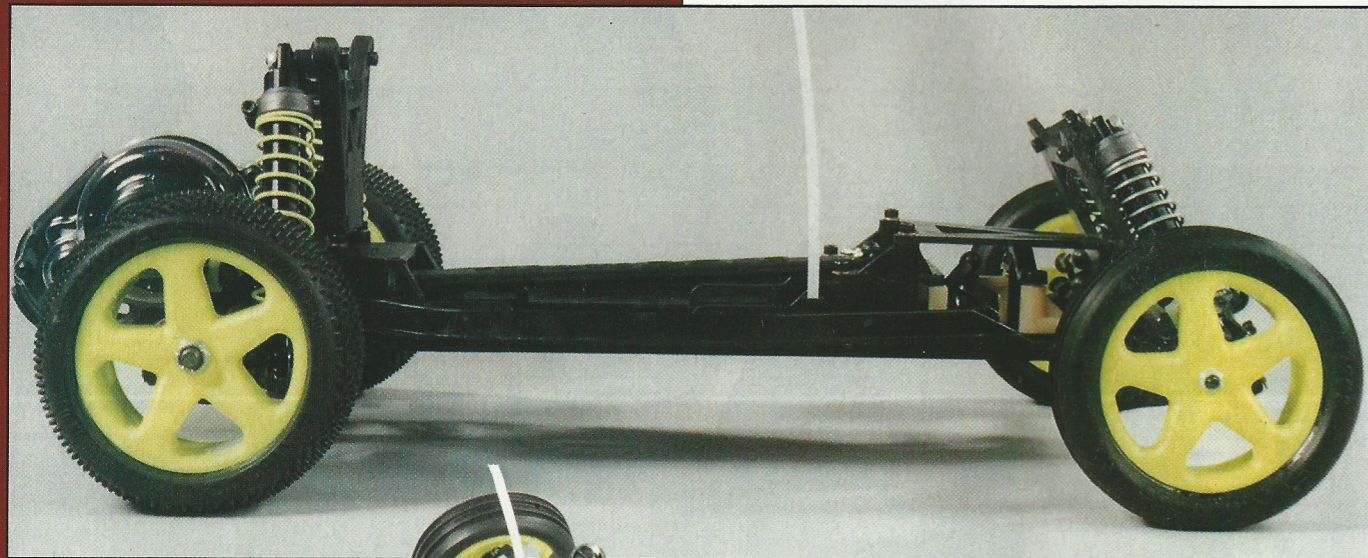
In not Out is the future

The most significant change between the XX and the CR is the rear suspension, a development that members of the Team have been working on for over a year and a half. This was to ensure that the revised modular unit was 100% correct, before placing it on the market. Early Losi models, such as the JR-X Pro buggy and the LXT truck, had the toe in on the rear positioned inboard rather than on the rear hubs as per the original XX. After carrying out much testing on many different surfaces and in many countries, the R & D employees at Team Losi believe that placing 3 degrees of toe in on the squat plate, is better than the hub. Each method





Team Losi's XXCR comes with yellow rear and silver front springs. Also in the kit are the Hydra Drive and the new larger V wing. Below; Could the chassis be any neater? A clean design is very important to the Losi design team. New bodyshell is lower and sleeker than the old XX kit.



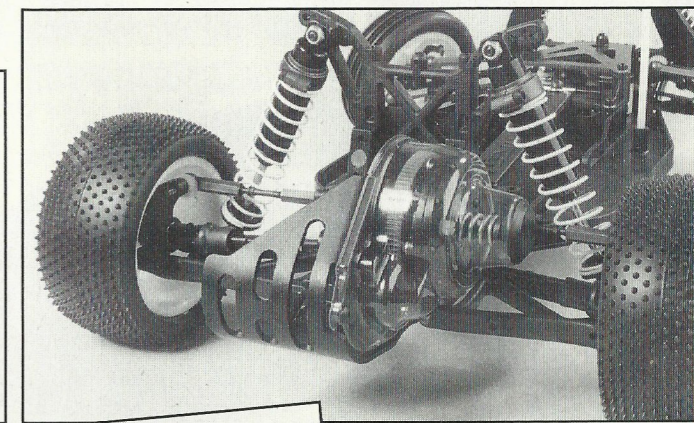
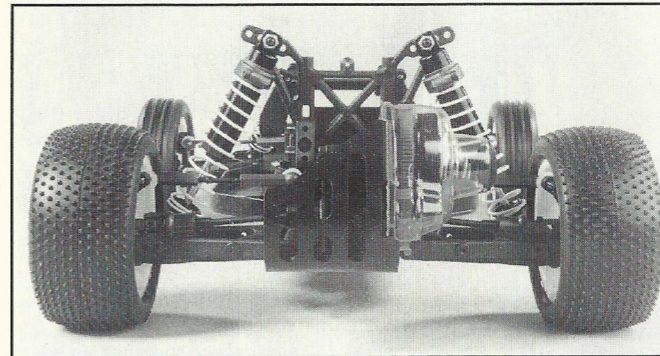
has its own advantages and disadvantages, but the new design has more to offer in terms of set up.

A complete re-think has taken place at the rear of the XX, incorporating all new features. The suspension plate that the wishbones used to fix to, is a new two piece design, utilising a moulded bracket that screws to the suspension plate. The bracket is interchangeable with others soon to be made available, so that both toe in and anti squat can be adjusted.

Short and sweet

Because of this design, the wishbones needed to be made shorter so that the car complied with the rules. In addition, the holes in the wishbone have been repositioned to the layout of the Team drivers cars. Compared to the old wishbones, the holes are equivalent to positions 4 and 5. The shock absorbers now fix to the wishbone much further out, and results in the car driving much flatter, and reducing excessive roll in the corners. The new wishbones are in fact sided, and if fitted incorrectly, the wheel base will be different to the instructions, and the handling characteristics will alter.

New rear hubs hinge at the end of the wishbones, and have just two holes drilled, rather than the previous five. Adjusting between these two holes can noticeably affect the cars handling. In the instructions, Team Losi are keen to advise the settings that they feel works the best the majority of the time, but this is something that can be tried at the track, back-



to-back in order to achieve the ultimate set up.

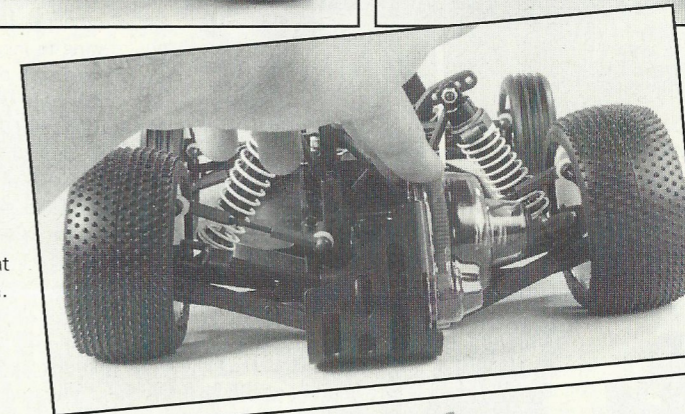
The CR rear suspension is in keeping with the Losi theory of modular design, and will fit directly on to the original XX and vice versa. The main reason behind the change is the way that the car drives with inboard toe in. On slippery surfaces, the driver will find that the car is easier to drive, as more grip is generated under acceleration. There are of course benefits on high grip surfaces, but it is easier to tell the effects on a loose surface. The end result, is a more stable car, one that feels nicer to drive, especially in the hands of a beginner. A more experienced driver, would be able to improve the car using the new suspension design, working upon the potential that this design has to give.

Restraining cells

Moving forward, the chassis virtually remains the same, except for some very small detail. A battery brace has been incorporated to replace the Velcro straps that were used before. The strap is a smart moulded design incorporating the Team Losi logo, that fits between two slots in the space where the foam block sits. At the front, it is restrained by a new moulding, held in place with a body clip. Battery changes can now be made much quicker, while there is less chance of the batteries coming out.

Increased turn in

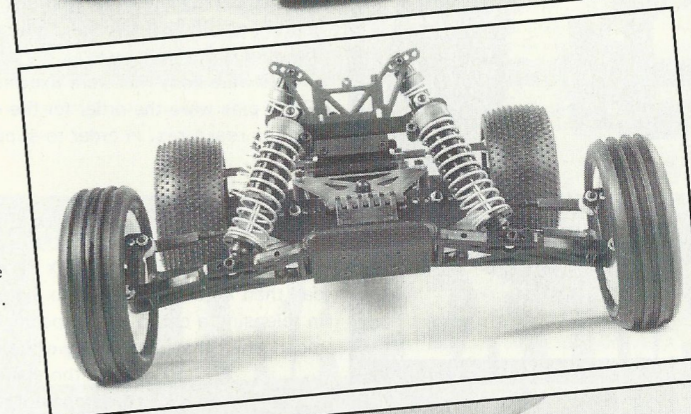
With some interesting changes made to the rear of the car, the front is no exception, with a number of new parts included in the kit. Firstly, 25 degree caster blocks are standard in the box, but this time, they have two holes as pivot points for the camber link. The new hole allows the use of an even shorter link, which will increase grip in the corner. The 25 degree set up improves turn in and steering in the corner. On the exit though, this setting would have more understeer than a 30 degree option.



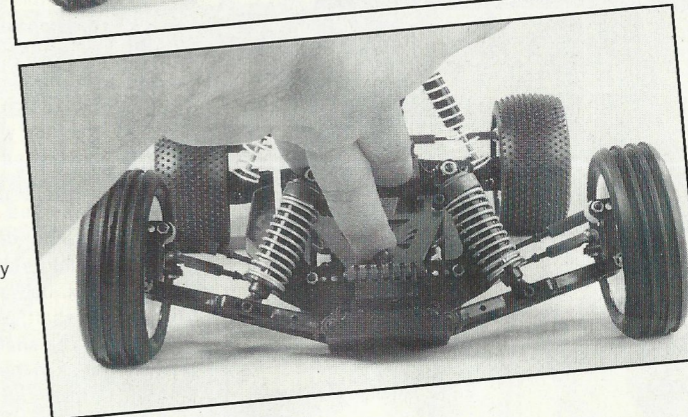
Under the body the car has been designed to be easy to set-up and easy to drive.

Suspension travel is set via the instructions to an easy to drive starting point.

Front suspension movement is shown here. Note the shocks mounted in the centre hole on the wishbone.



These caster blocks come with their own steering arms, which are moulded to eliminate any unwanted bump steer. These two items, once fitted together, pivot around new style front wishbones. At first glance, they look exactly the same, although on closer inspection, they have the option to fit a roll bar which will be available in the near future. In testing, the roll bar was found to smooth out the steering, and prevent the car from diving in the corner. A roll bar may or may not work better on the track, so it would be worth trying it on and off.

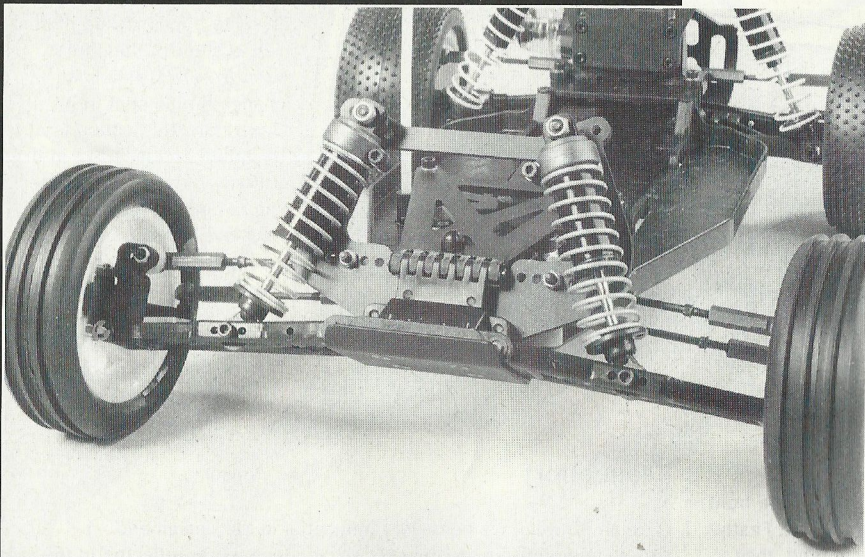
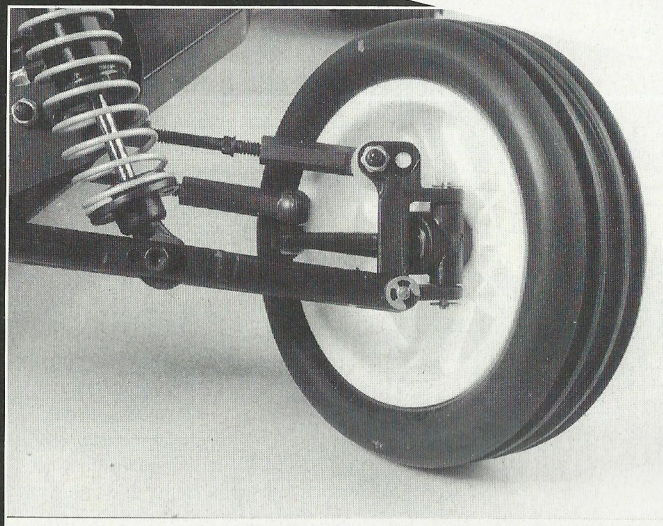
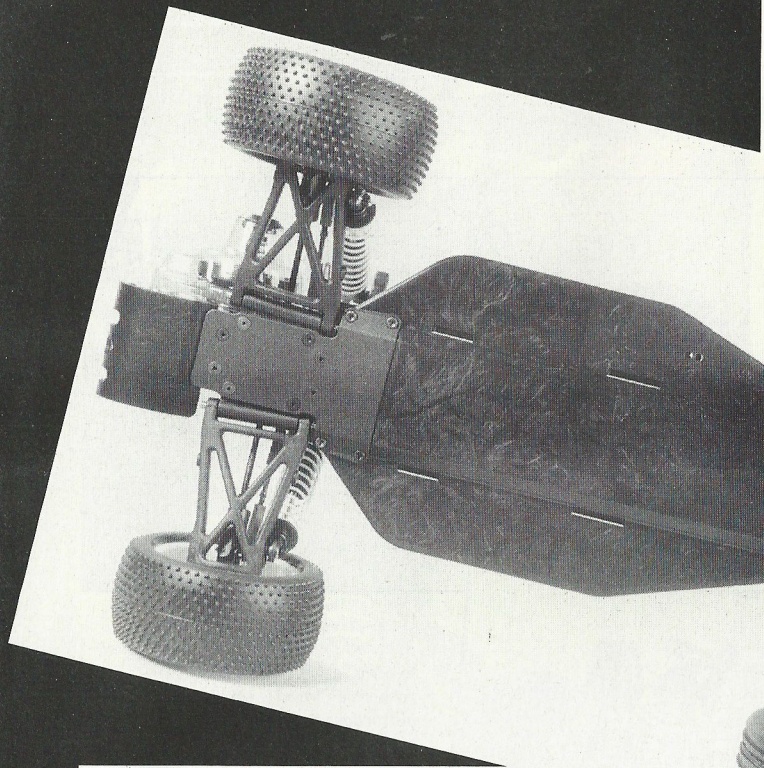


For quite a long period of time now, a steering option has been available which can change the amount of Ackerman. This option is now standard and included in the CR kit. This addition to the kit is helping Team Losi to achieve an even more competitive package out of the box, without requiring any essential upgrades.

Many of the upgrades are now "in the box" resulting in a very cost effective kit.

Team effort

Brian Kinwald has been very influential in the design and development of this new model, which is noticeably reflected in the overall kit specification. A moulded front bulkhead brace is included as first seen on Kinwald's car, and this reduces the chance of the hinge pins doing any damage to the bulkhead. First seen on the XXT truck, the brace is also the front support for the optional roll bar.



Top; The underside of the chassis is smooth but allows for the cells to sit low. 25 degree castor blocks are now in the kit. Losi front end; Well proven design is known around the world.

Smart spray job

The general appearance of the CR has been under the surgeons knife to help change the identity. The introduction of a number of new items, helps to identify existing XX parts and items from the CR kit.

A new body shell called the XXL, is more sleeker in design, to the original, and adds an air scoop for speed control cooling. To coincide with the shell, is a V wing to increase rear down force. Slightly smaller in overall size, the design is a refreshing change from the norm.

Fortunately, Tony Evdoka from Evdoka Paint was on hand to professionally spray the shell. Another brilliant paint job would be sent to the office on the supplied shell, displaying just a little of the talent and enthusiasm for the job that he has.

Finally, spoked wheels have become very popular recently, so Losi decided to supply theirs in the kit. These wheels are not only smart in terms of

looks, but are lighter than the disc versions that preceded them. Of course, rigidity still remains high so virtually eliminating the chance of the wheels flexing in use.

Gold wide body ribs were fixed to the front wheels, while Silver IFMAR pins were the order for the rear. Team Losi Clouds are inserted into the rear tyres, in order to support the tyre in use.

New and improved

In summing up, the Losi XX CR can be considered more as a new car, than a development from old. The Team has done an excellent job in releasing a car to Team specification. Many unsponsored drivers moan when they don't receive the equipment that Team drivers get.

What they fail to see is that often enough, development and prototype parts are given to the drivers for evaluation. They may or may not work. But at the end, if it does work, you will see it in production eventually, and this comes about from the hard work that both the Factory and the drivers put in.

The new car utilises many new parts, but the favourites still remain such as easy-to-work-on modular design and hinged front end, while the faithful Hydradrive, remains standard and in the box. Upgrades are available such as aluminium layshaft, aluminium driveshafts, titanium nitrate shock shafts and the graphite impregnated chassis parts. Eliminating these items though, the CR has an impressive standard specification, and so deservedly competitive straight out of the box. It is a superb indicator to other manufacturers of how to make a good kit, priced economically and suitable for all. This is a kit that certain manufacturers could look to emulate in their own designs in the future.

Thanks must go to Helger Racing for supplying the kit (01279 641097), and Evdoka Paint for providing us with a stunning piece of airbrush artistry (01468 587587).

