

**L**osi really came close this time, after years of wanting to take the 2WD World title it looked at this year's race that Losi would finally do it. First and second on the grid, the first leg of the A safely tucked in Joel Johnson's pocket and the top drivers from the rival teams struggling. All they needed was another clean start and the title would be theirs. In fact they got the clean start, the problem was that after a few laps it was raining, and Losi's dream went out the window as the RC10 seemed to revel in the slippery conditions.

That is now history, a little rain and a bad bounce had robbed Losi, and in fact robbed the RC World of a fresh start and a new winner. The positive side of the World Champs is that we have a new Losi 2WD car, a car that took TQ and looked excellent....

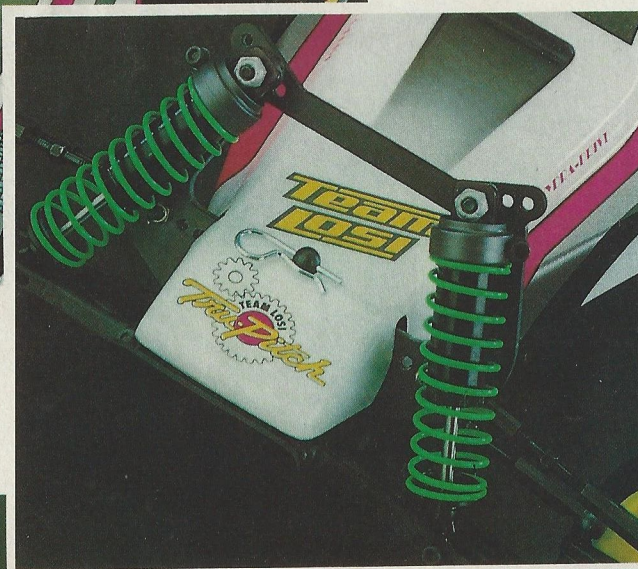
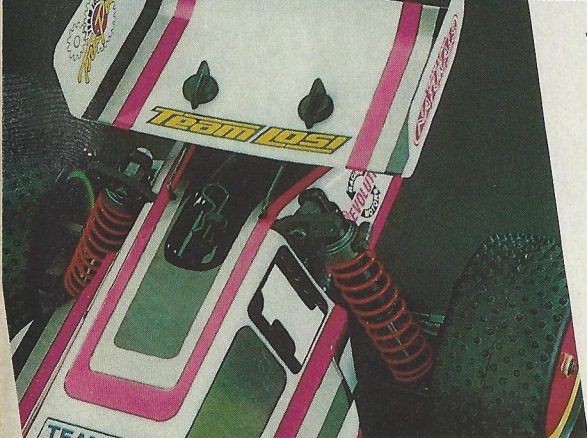
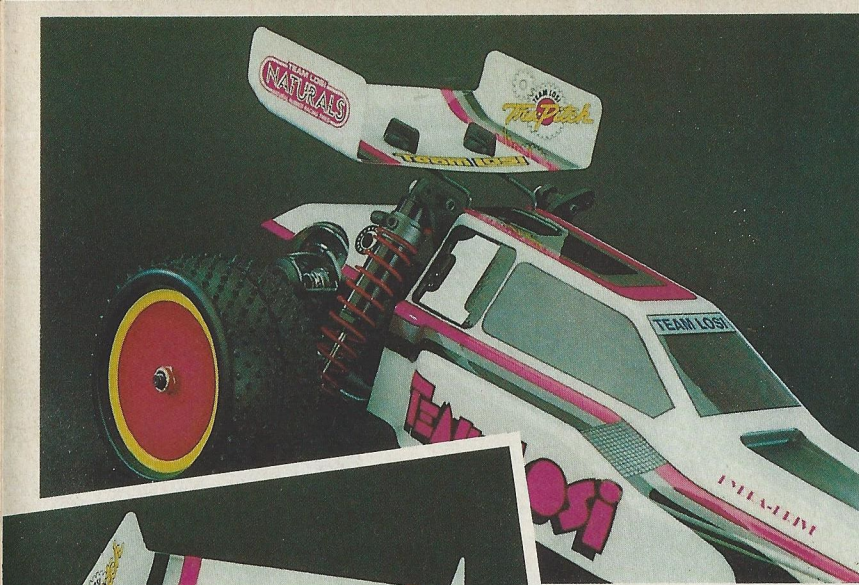


The Losi XX is a car of a new breed, long suspension arms and a new set of standards for 2WD, RCMC take a close look at the XX ...



# XX

Marks the spot! ▶▶



### A fresh new start

Apart from a new car Losi now have a new UK distributor. Helger Racing have been the Parma agents for a number of years and now add Losi to their range.

So we have the XX or Double X as it is known, rumours have it that the car was named after a field trip to London's West End by Team Losi but that's enough of that...

The car was described to us by Gil Losi Snr at the

World Champs, he says that the car is virtually 'all new', only the smallest parts being taken from the older Pro SE. If we start from the front of the car we can see why it has taken the Losi Team a full two years to develop the finished article.

Firstly we have the suspension, the arms are long in length and are designed with strength in mind, they are moulded from a plastic/carbon composite which is extremely strong. They are connected to a new front bulkhead which also locates the front bumper. The design here looks fairly straight forward and simple. On the hub side there are some interesting features, firstly the car has 'live' axles, these have been used to remove play and incorporate new wheels that feature a lexan dish. The axle blocks are also of a new design having the wheel axle behind the pivot point - sharp steering and handling being the reason behind this.

Other points to mention are the ball joints designed for the car although previously seen, and the front shock bracket made from thick material which is light and strong. Shock absorbers are the Hard Body type that have been used on previous Losi cars, these have a good reputation and seem to work very well and are easy to fill.

### New location

Moving slightly further back on the chassis we come to the servo installation and steering pivots. Here again everything looks simple but it is obvious that a lot of time has gone into the design. The servo is bolted into place on small posts and is finally clamped by a swivelling top plate. This stiffens the front of the car at the same time. Under the plate are the pivots for the steering, these have been made to incorporate a servo saver which works very well and is supported by a clever plastic

moulding that keeps everything stiff and in place. Captive nuts are a nice touch here and small points like this are evident all over the car.

The whole front suspension is of course bolted to the chassis, this is via a pivot which will allow the car to have changeable kick-up. The chassis is made in one piece from a plastic/carbon composite, it is light and strong but also a little different in design. The chassis has a lowered slot into which the cells fit, the chassis then has two higher slots down each side, this gets the weight low, and keeps the chassis incredibly stiff. In fact the chassis of the XX is one of its nicest features.

### Latest generation

The rear of the car is probably where most of the work is done and Losi have incorporated some of the latest generation thinking into the design, the car therefore has long, long wishbones...

The base for the rear end is the bulkhead, again in the tough plastic this is the mounting point for the rear suspension, gearbox and shock bracket. The bulkhead seems very small, compact and low, this is to keep as much weight as low as possible, only the shock bracket extends higher than the top of the tyres.

The bulkhead has a number of optional holes for the top suspension link, and to match these are a set on the outer hub. The wishbones are long and of a design being seen creeping into RC cars. They are shaped in such a way as to give strength and allow the drive shaft to sit very low. The arms are almost scooped out from above and the design means they are tough and light.

The suspension arms mount to the chassis via a plastic moulding, this can be changed with the removal of eight screws and changed to alter toe-in and anti-squat. This idea removes the system of bolt-on suspension blocks and simplifies the rear of the car.

New driveshafts are of a clever design that contain both metal and plastic parts, this allows easy maintenance and the option to service the units and not completely replace them, they pass through new hubs and into a new wheel made for the car. These new wheels will also fit the SE kit.

Shocks are of the Hard Body type and are mounted to a 4mm thick shock bracket.

### XX transmission

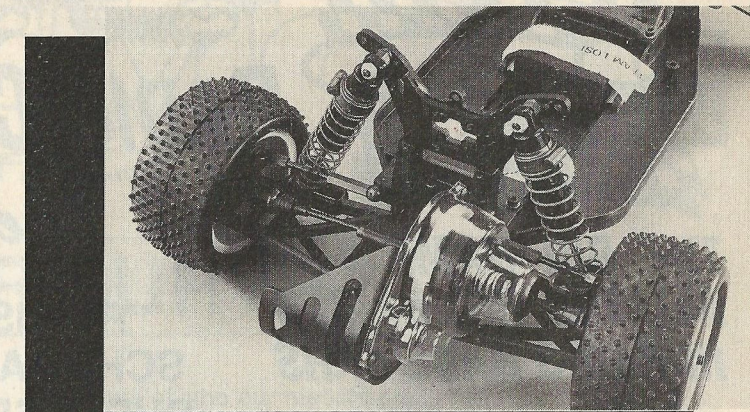
The transmission of the XX may hold the key as to how well the car goes, it is a design not radically different to others but with a plan of keeping the weight low. The gearbox is designed so that the transfer gears move rearward and keep the moving weight low, this has helped the overall balance of the car, - remember, low weight equals good handling....

Of course the car will come with Losi's own Hydra Drive, this was used exclusively by all finalists in the last World Champs and has revolutionised driving cars on bumpy tracks. At the very rear of the car is the alloy wrap round bumper that serves as the motor mount

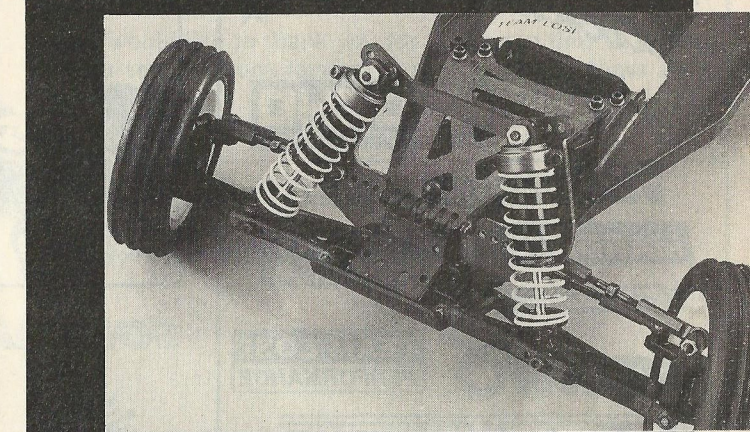
and heat sink, anodized black and low - of course.

The car we examined is still not the finally finished item, we believe that the kit will include everything you see here including alloy nuts, Hydra Drive and even some of the excellent Losi Gold tyres, but until the finished spec is known we cannot be sure.

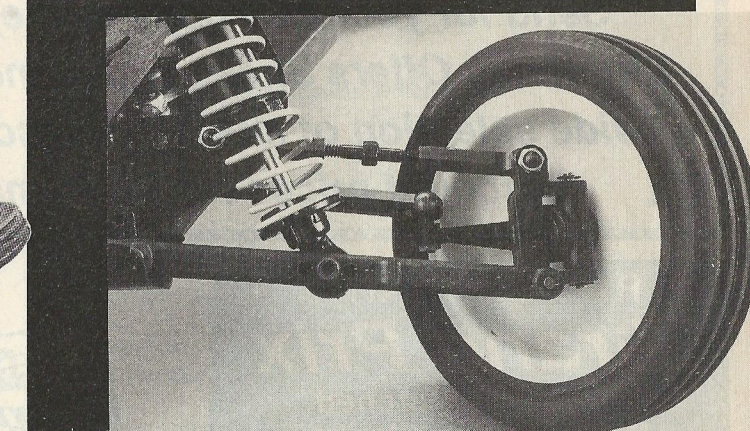
Losi have spent two years designing the XX, they have some of the most advanced machinery available and even use computers to simulate the stresses and strains of off-road racing to design and choose plastics that will be up to the job, the car had virtually a dream debut at the Worlds and with a strong team already being built in the UK Losi are sure to play a major role in 2WD here and in Europe.



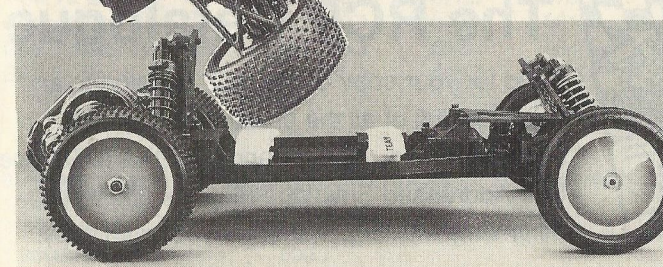
Rear end of the Losi XX is uncluttered but has all the geometry required. Kit will come with Hydra Drive as standard and was used by all this year's Worlds 2WD A finalists.



Front suspension has trailing hubs and live axles, Hard Body shocks also feature - clever body mount is moulded into toplate.



Close-up of the trailing hubs. Left; Underside of the chassis showing distinctive slot for cells



### AVAILABLE FROM

Available from all Losi stockists, for more information contact Helger Racing, Harlow.

Above; Cells held in place by lightweight Velcro straps. Right; Ready for the UK! The Losi XX will surely feature in 1994's top ten in the UK.

