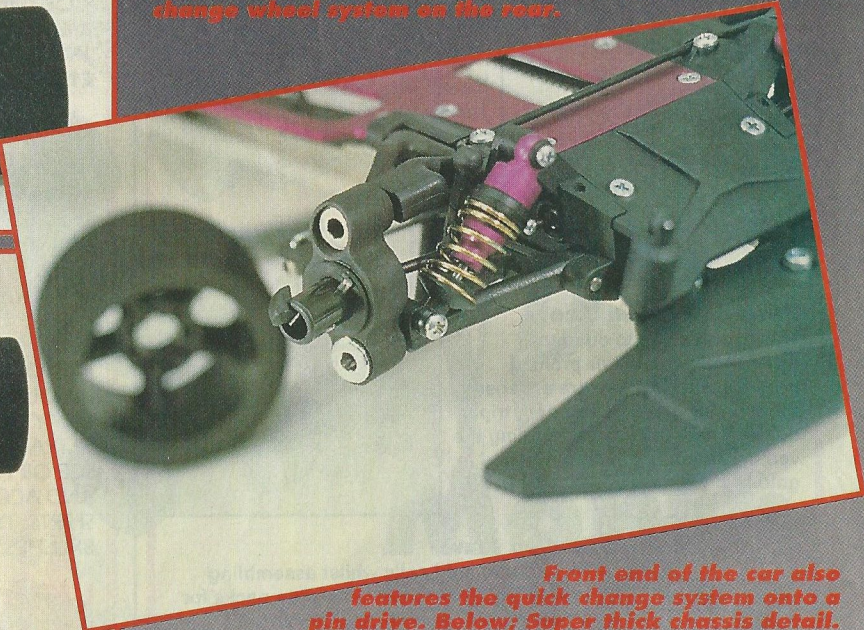
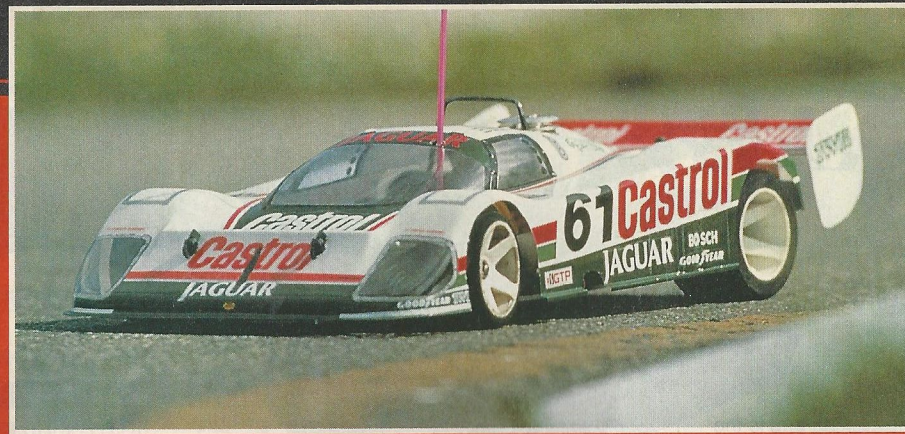
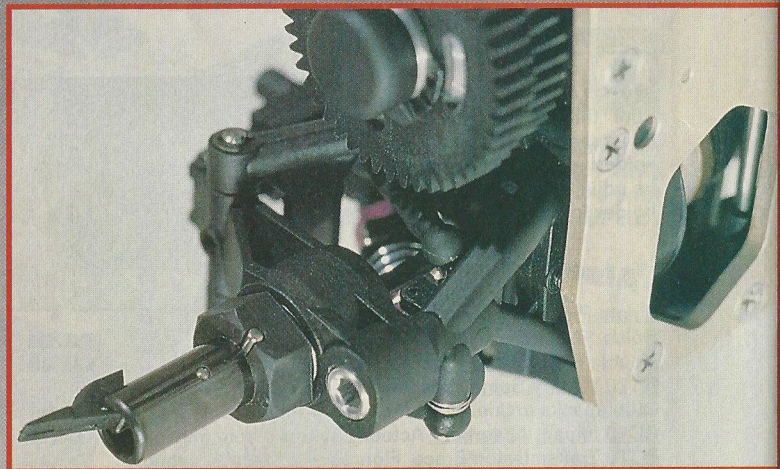


Lefty 4mm thick chassis gives the Excel a tough base. Purple top plate certainly stands out. Above: Quick change wheel system on the rear.



Front end of the car also features the quick change system onto a pin drive. Below: Super thick chassis detail.



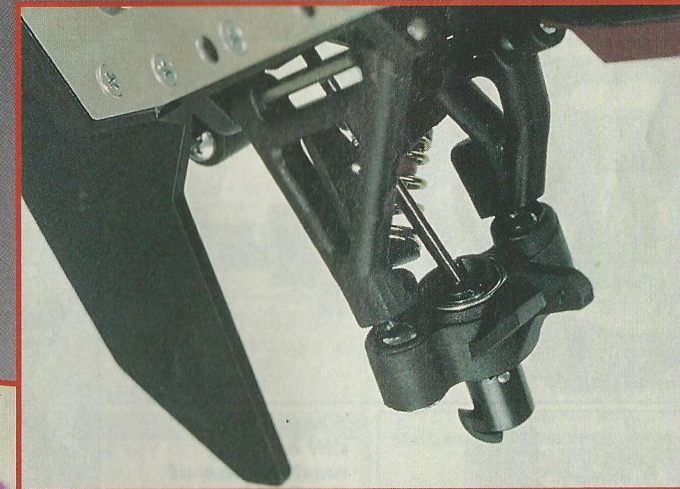
## Impact Updates

Away from the 1:8 scene, the Serpent Impact range of 1:10 cars are selling well and being raced in Europe and in the States. The latest parts from the Serpent factory are two new bodyshells.

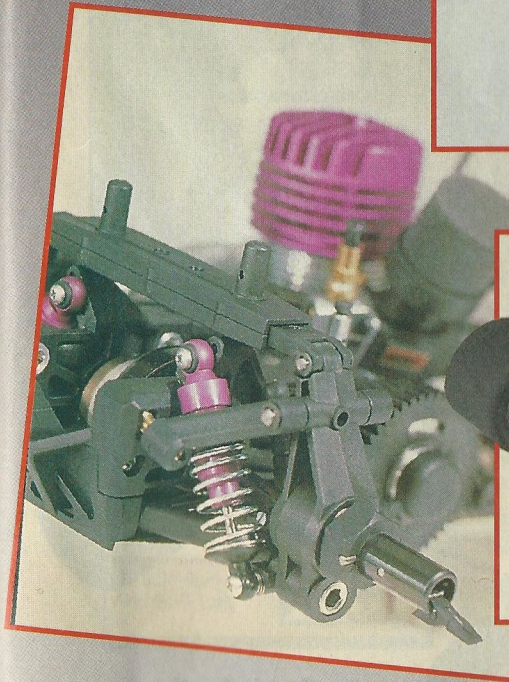
The mean looking BMW M3 Coupe and Jaguar Group C and the latest additions and from the photos above and to the right the sleek, good looks are apparent.



Colin Leake takes a look at the new Serpent Excel



Appearance of the new Excel is very smart with black plastic and purple coloured parts.



The all new Serpent Excel is Serpent's third generation four wheel drive racing car and is virtually new from the ground up. It features a very ridged 4.0mm thick 7075-T6 alloy chassis topped by a 2.5mm thick radio plate made from the same material.

Front and rear suspension units are of a totally new design featuring a modified roll-centre with every conceivable type of adjustment being made possible by the use of adjustable ball-type pivot points. The suspension components are very chunky indeed and are made from a composite nylon material that combines, extreme stiffness and impact resistance with impressive heat stability.

To give improved steering in terms of cornering power without losing stability inclined king-pins have been used at the front.

Front and rear anti-rot bars are of a new design that should prove to be much easier to set up and will retain their working efficiency without developing any play over a long period. At the back there is a choice of two mounting positions.

### Adjustable Set-up

Serpent have retained their well proven adjustable shock absorbers complete with coil springs for the suspension but those at the front are mounted in a more upright position and those at the back are mounted inside the wishbones out of harms way with a choice of three mounting positions.

A very ridged and secure quick release front wheel design is now used with inboard one way bearings. Optional none quick release front axles are available for drivers who wish to use up their existing wheels.

The bearings used throughout the car, with the exception of the middle and gearbox lay-shafts are of a new larger diameter but light weight design which are claimed to be far more ridged than those in the old car.

### Various Drive Systems

Drive to the rear wheels can taken either through Serpent's very effective adjustable differential, a traditional solid rear axle or a unique shock absorbing solid axle.

Drive shafts all round are longer and thinner yet because they are made from a new material they are actually

# EXCEL ORATOR



# EXCELORATOR

stronger and more durable than those in the previous car. At the back the drive shafts are dramatically longer with the ball and pin drive being set inside the rear upright.

The twin brake disks are the same as on the previous car but the position of the operating cam has been changed to apply the pressure nearer to the centre of the discs to give smoother more progressive braking.

Both the adjustable Centax clutch and the new improved gearbox come as standard.

No detail seems to have been too small to escape Serpents attention. I was glad to see that at last they have got round to slotting the engine mounting holes and that it is now possible to get to the rear ride height adjusters without having to remove the top wish-bones!

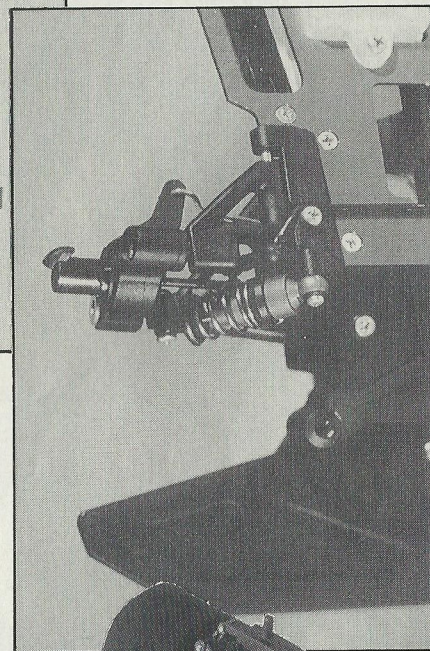
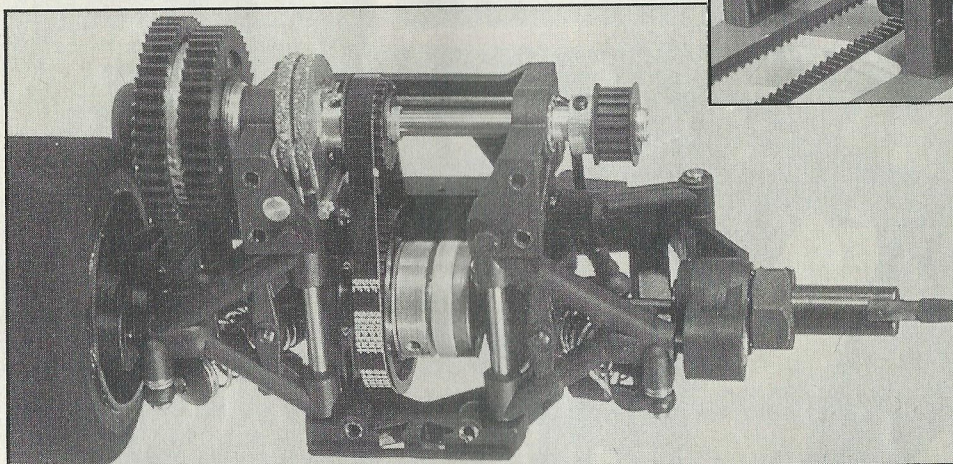
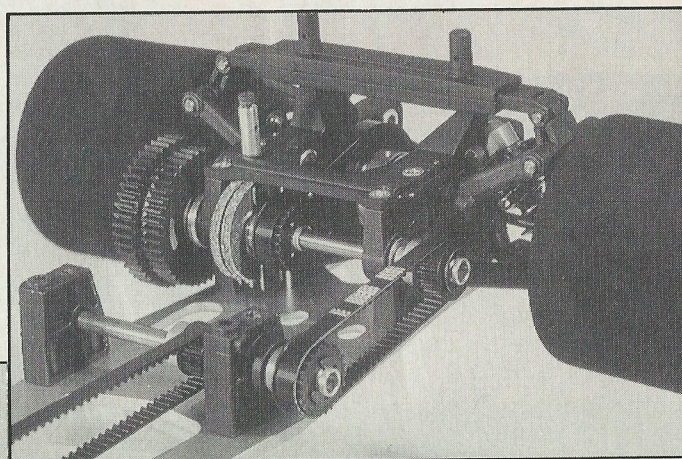
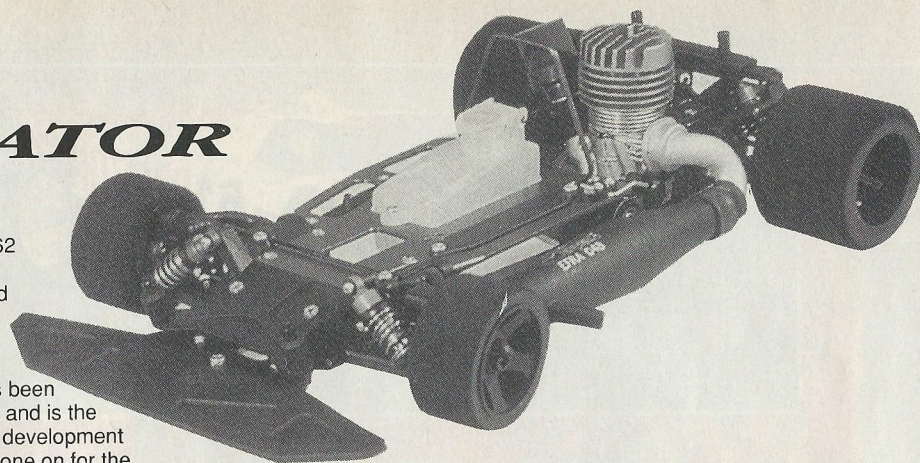
The body at the front is

shaped to fit most popular Porsche 962 bodies and was developed in a wind tunnel to give improved aerodynamics.

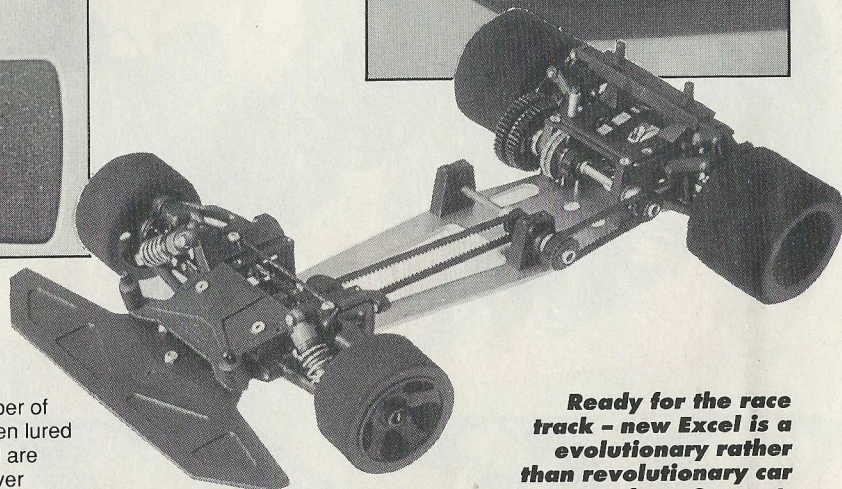
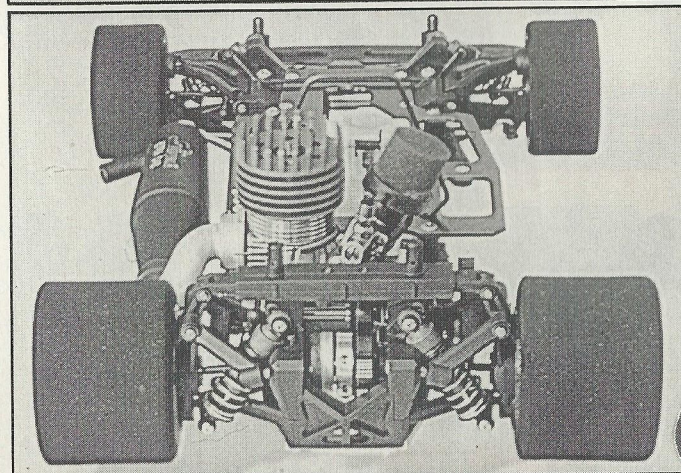
The new car has been a long time coming and is the result of a test and development program that has gone on for the best part of two years. There are those of us who have been all too ready to moan about the length of time it has taken but having seen the car it certainly looks as if the wait will have been worth while.

## Time Tested

This must be the most competent, and thoroughly tested Eighth Scale Circuit Racer of all time and as such will no doubt present a considerable challenge to rival manufacturers



**Above; Alloy diff housing must be one of the few parts not to receive the purple treatment!**



**Ready for the race track - new Excel is an evolutionary rather than revolutionary car from Serpent.**

mounted on a new integrated front end and at the rear the previous flimsy body mounting system has been replaced by a more workman like self centering device that puts the down force generated by the body straight onto the rear uprights.

The front bumper, which is mounted at an angle of 8 deg, is

to come up with an effective answer. Unfortunately for them their task will be made even harder by the number of top drivers who have been lured by the cars potential and are known to be changing over to the Serpent camp.