

# Racing Lines

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AUSTRALASIA'S PREMIER RADIO CONTROL CAR MAGAZINE



## HPI'S BAJA 5B

*It weighs over 9kg  
and goes 60km/h!*

### REVIEWED:

- > ASSOCIATED RC18B
- > GEN MAGNUM NX
- > XRAY NT18T
- > HIMOTO TORPEDA

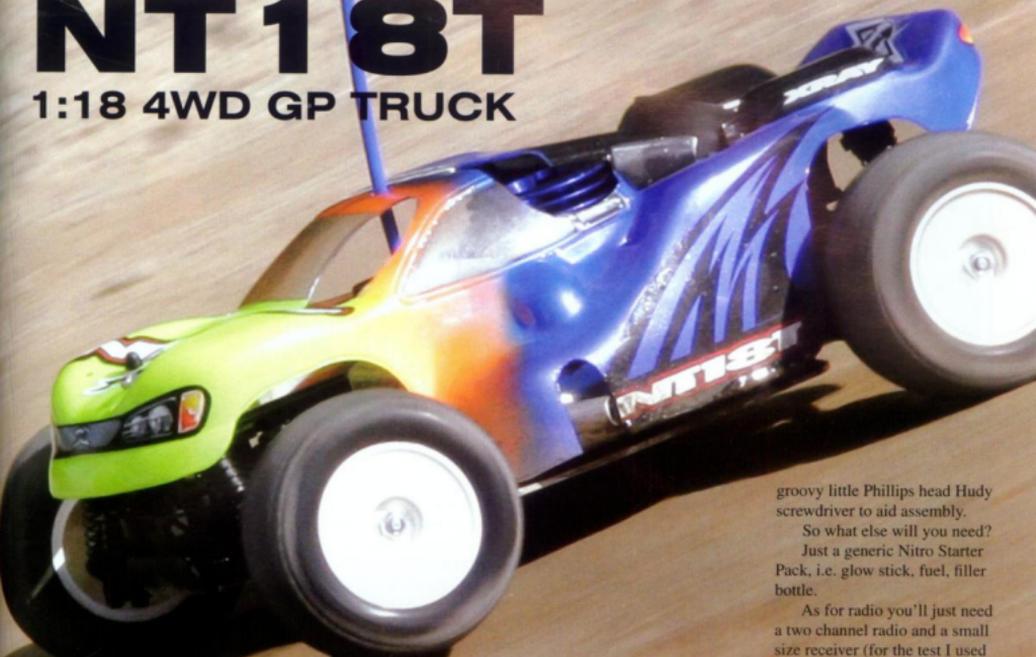
FIRST LOOK: ASSOCIATED GT-2  
1:10 GP STADIUM TRUCK



XRAY'S

# NT 18T

1:18 4WD GP TRUCK



**I**t's micro, it's nitro, it's XRAY—that's the catchy slogan written on the box to attract customers.

What's missing is, it's fun, it's well built, it's fast and, have I mentioned it's fun?

The XRAY NT18T is an exciting new direction for the popular 1:18 scale off road scene, which has created a lot of interest over the last couple of years.

Up until now we have only been able to get EP off road cars, using 280 and 380 size electric motors for power.

Should you want some serious power, you needed to hunt around for a brushless motor and speed control system which is good and boy, do they get a move on!

For some, they are still just missing that excitement only a two stroke engine can provide.

XRAY have only recently released the NT18, a nitro powered 1:18 touring car we reviewed in the June issue (#118).

The little noisy tourer was absolutely ballistic and brought a whole new dimension to the micro car scene with its little 0.8cu internal combustion engine providing the mojo.

With the success of the NT18, it's now time for the 1:18 off road market to be graced with the NT18T.

## Pandora's box

When you get to opening the tiny box, you'll find that it is stuffed full of value and really helps you on your way.

Included in the box is two mini metal geared servos, a 4.8 volt nickel metal hydride receiver battery and an on/off switch which really helps.

Sometimes tracking down

groovy little Phillips head Hudy screwdriver to aid assembly.

So what else will you need?

Just a generic Nitro Starter Pack, i.e. glow stick, fuel, filler bottle.

As for radio you'll just need a two channel radio and a small size receiver (for the test I used a Futaba R133F FM receiver) and to start it, you'll need a starter box as it is a bump start engine included.

XRAY does have a special Micro Starter Box for this but I used my own starter box designed for 1:10 touring cars and this worked fine.

And of course you will require paint for the bodyshell, typical of any do-it-yourself kit.

## The build

Building the NT18T confirmed it was the usual XRAY excellence of high quality plastics, fitting together

specific radio gear for these little beasts can be a little difficult so full marks to XRAY for their inclusion.

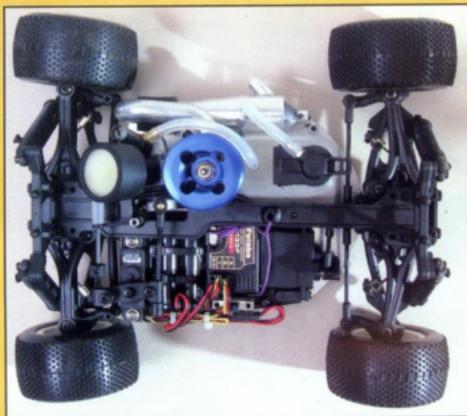
The engine, which has a tiny little displacement of 0.8 cu.in of pure Japanese power, also comes with the kit.

Performance is enhanced with the use of a slide carburetor with low and high speed tuning needles.

Bolting to the side of this little power plant is an extremely well finished tune pipe for improved performance and added bling.

Topping off the value is a





without any additional filing or trimming.

Following the instruction manual was made easy by the superb layout and directions.

As the norm with almost all shaft driven cars nowadays, you'll start off with diff assembly.

It's a pleasant surprise to discover they have already been assembled at the factory and for which I was very thankful because let's face it, who really wants to be messing around with miniature balls late at night in the cold and dark backyard R/C lab?

So with the diffs already assembled, they are ready to slot into place in the housings



and although there isn't any supplied grease—nor does it specify to use any lubricant on the pinion and crown—I did apply a smear of light automotive grease to them.

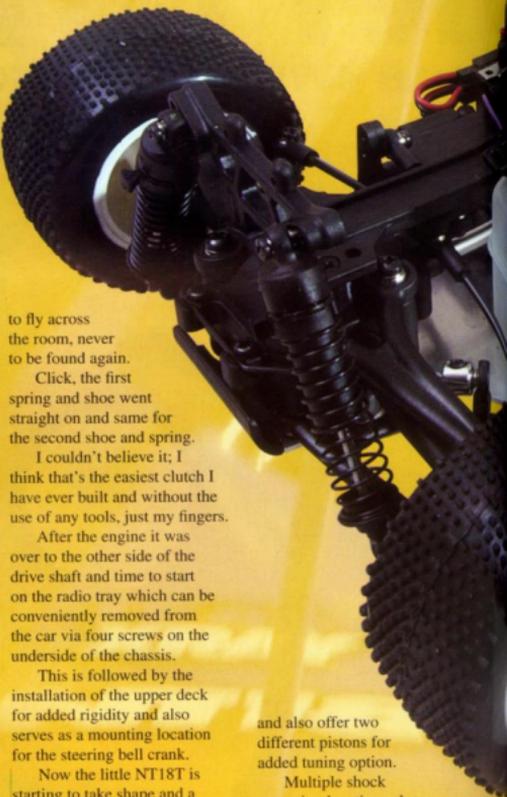
The NT18T uses the same basic driveline as all XRAY's 1:18 cars so I was excited to see that they have done away with the plastic spur gear (which is even pictured on the box and all adverts) and replaced with a hardened steel one.

Proof of XRAY's ongoing research to make sure they get it right before it is released to the masses.

The suspension bolts straight onto the diff housings, before mounting the complete units to the main alloy chassis plate.

Next on the agenda is the engine and when I opened the parts bag containing the fly wheel and alloy clutch shoes, I was starting to get a little nervous as I know how much of a pain they can be without a clutch tool.

I gritted my teeth and waited for the tiny little springs



to fly across the room, never to be found again.

Click, the first spring and shoe went straight on and same for the second shoe and spring.

I couldn't believe it; I think that's the easiest clutch I have ever built and without the use of any tools, just my fingers.

After the engine it was over to the other side of the drive shaft and time to start on the radio tray which can be conveniently removed from the car via four screws on the underside of the chassis.

This is followed by the installation of the upper deck for added rigidity and also serves as a mounting location for the steering bell crank.

Now the little NT18T is starting to take shape and a few finishing touches like the oil filled shocks, which are as smooth as the full size versions

and also offer two different pistons for added tuning option.

Multiple shock mounting locations also help get the little off roader dialed.





A set of soft rubber knobby tires with foam insets is included and requires fitting and gluing onto the rims.

Painting bodies is not my forte so I went with a simple three colour fade and let the included stickers dress it up.

Cutting out the body is a little finicky so a Dremel or similar rotary tool is handy to have on hand.

All up it probably took me at least four hours including painting the body.

The Hudy Phillips head screwdriver is a great inclusion but the following tools will greatly assist the build, 1.5mm hex wrench, small and medium set of pliers, sharp knife and I like my single sided cutters (plastic nippers) to quickly remove parts from the parts trees.



When XRAY release new products, they really do what they are intended to do so I shouldn't have been surprised at how well the NT18T worked on a proper off road track.

I was, however, for never in my mind did I expect to soak up the rough and tumble that off road tracks provide, especially after being chopped up after so many qualifying heats.

Although it handled the Maitland track with great ease, you'd have to expect it not to do so well on extremely rough terrain such as what we would expect of a larger scale car nor would I use it on long grass as it would have to much resistance

and would only decrease life of the clutch and drive line.

Overall, the NT18T is the first of a new era of RC and sets a high standard for any other company to match.

For fun, or even for racing, the NT18T is a great little package.

The parts quality and fit is as good as it gets but then, it is what you expect of XRAY. The drive line appears next to bullet proof and spins effortlessly and is silky smooth.

So if you're looking for something new and a little different, pick one up next time your at your local hobby shop.

## The Specs

**Manufacturer**  
XRAY

**Model**  
NT18T

**Type**  
1:18 Nitro 4WD Off Road Truck

**Importer**  
Custom Model Cars

### Dimensions

LOA .....	228mm
Wheelbase .....	150mm
Track rear .....	184mm
Track front .....	182mm
Height .....	86mm
Weight (RTR, dry) .....	692g

### Technical

#### Chassis

1.5mm alloy base plate with composite plastic upper deck.

#### Suspension

Molded plastic upper and lower wishbone without chamber adjustment, oil filled composite shocks.

#### Transmission

2 shoe alloy centrifugal clutch, one piece centre alloy drive shaft, single disc brake, front and rear ball diff, universal shaft front and rear.

#### Engine

Supplied XRAY .08cc side exhaust bump start, slide carb, supplied all-in-one alloy header and "can" exhaust pipe, glow plug supplied.

#### Additional items required

2 channel radio, including receiver, fuel and starting equipment, bump starter box and paint for body.

#### Additional items used

Futaba R133F FM receiver and 3PK transmitter, Hot Stuff 15% fuel and Parma Faskolor paint.

#### Our thanks

Our thanks to XRAY for the review NT18T. Custom Model Cars are XRAY's Australian agents and you can purchase the NT18T and other XRAY products from your local hobby shop.

If not, ask them to contact Custom Model Cars for more information.

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## DOWN 'n DIRTY

Driving is the reason we all buy RC cars and I had the perfect venue—Maitland's off road track.

I couldn't think of any better place to test the NT18T than a place with more jumps than you can poke a stick at.

Typical of the procedure for all nitro cars I run, the first tank is used to run up and down the street or lapping around the local car park and netball courts.

Maitland was no different, except it was in a hotel's car park on the Saturday night of the Maitland Cup.

Starting was as simple as any other nitro engine, however I soon learnt that it does not take anywhere near as much fuel to flood these little engines.

A couple of bumps and fire away, the engine ran fine on the factory needle setting.

A tank of fuel didn't seem to last long at all, possibly because it was running nice and rich or maybe cause I was having a so much fun.

I played around a little with the tuning and soon I was just having too much fun and getting

close to six minutes out of a tank—which I thought was pretty darn good.

As for performance, the NT18T really gets up and goes, so well that it is almost ludicrous.

The next day I packed it in with my other off road cars to run at the Maitland Cup. Unfortunately the only time that I got to get the NT18T out on the track was in the break between the qualifying heats and finals.

Time was a little limited but provided for a good test.

The large (well, for its size) cushy tires allow for it to put the power down really well, even over the rougher parts of the track.

Because of its small size, the NT18T had no issues getting around the tightest part of the track.

I did take it easy on the jumps, after all they are intended for the larger 1:10 cars and trucks.

The NT18T didn't seem to mind the larger airs nor seem to bottom out a great deal.

On the box it is advertised that it will produce speeds of over 50km/h but unfortunately I wasn't able to get anywhere near these speeds on the track, however it reaches these kind of speeds quite easily out in the street.

