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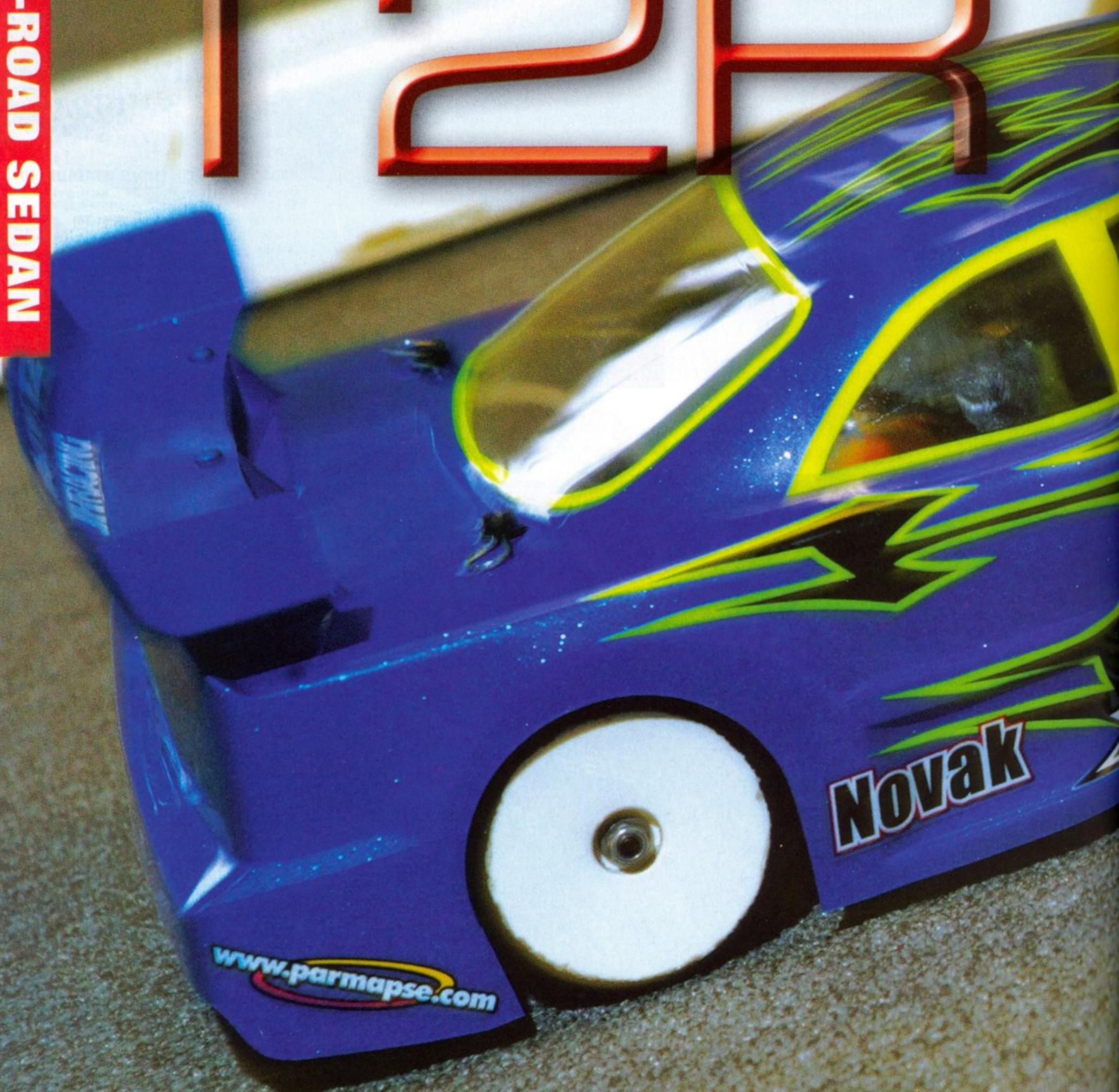
DRIVEN REVIEW

Text by Carissa Figelski

Photos by Walter Sidas

XRAY

T2P2R





FAST FACTS

MANUFACTURER: Xray
VEHICLE: T2R
CLASS: 1/10 electric on-road
DRIVER: Beginner to intermediate
AVERAGE PRICE: \$199.99
SPEED: 32.66 mph

Touring cars have become more sophisticated and elaborate, and this has been reflected in their price tags. Many young or new racers looking to step into this competitive class are hit with sticker shock. In response to the hope for something in moderation; Xray, who is known for its superior parts and quality, brings to us the T2R. The T2R is a kit geared toward the average racer. Its design comes directly from its big brother, the famous Xray T2. Let's take a closer look at the newest member of the family.

PERFORMANCE

SURFACE: The racing surface at R/C Madness is a smooth carpet track. We were in luck to have a great groove already on the track from the previous race day. The layout was fast with just a few technical sections.

ACCELERATION AND BRAKING—

Acceleration was no problem with the Reedy modified motor. With the correct gearing, the T2R got up to speed out of the turns and had plenty of straightaway rip with little effort. Braking was adjusted on the Novak GTX speed control with just a change to the profile in the modified setting.

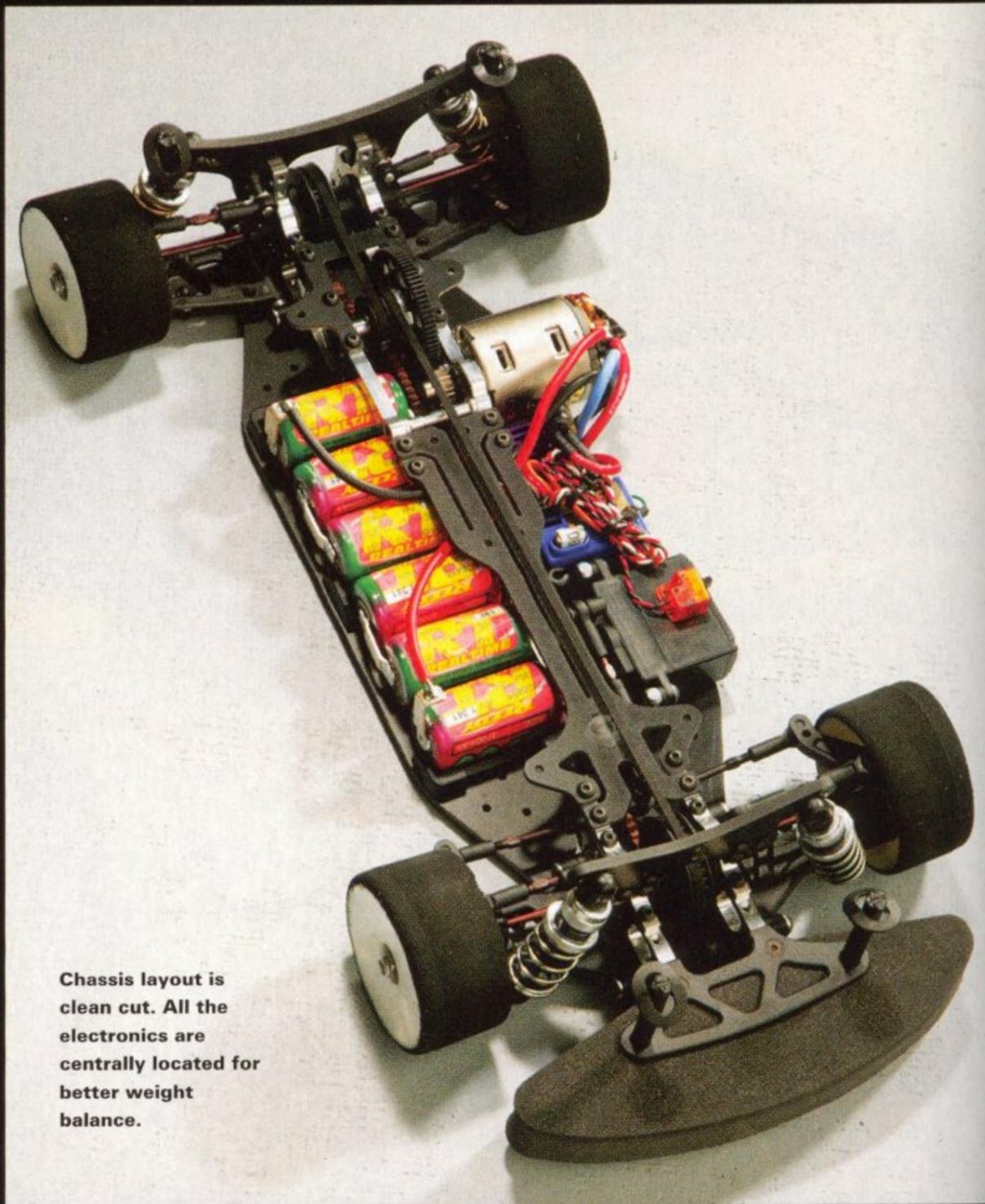
RATING-9

STEERING—The track layout consisted of a couple of fast sweeping turns and a few tight 180s, which required the car to have a lot of off-power steering. I was quite impressed with the box stock setup. The T2R comes with four-degree hub carriers up front, which is standard. Through the sweepers, the car had plenty of steering; but when it came to the 180s, the car had a slight push into as well as out of the corners. It was still very controllable through the corners, but I did feel that the T2R needed stiffer springs and shock oil to help it get through the corners efficiently.

RATING-7

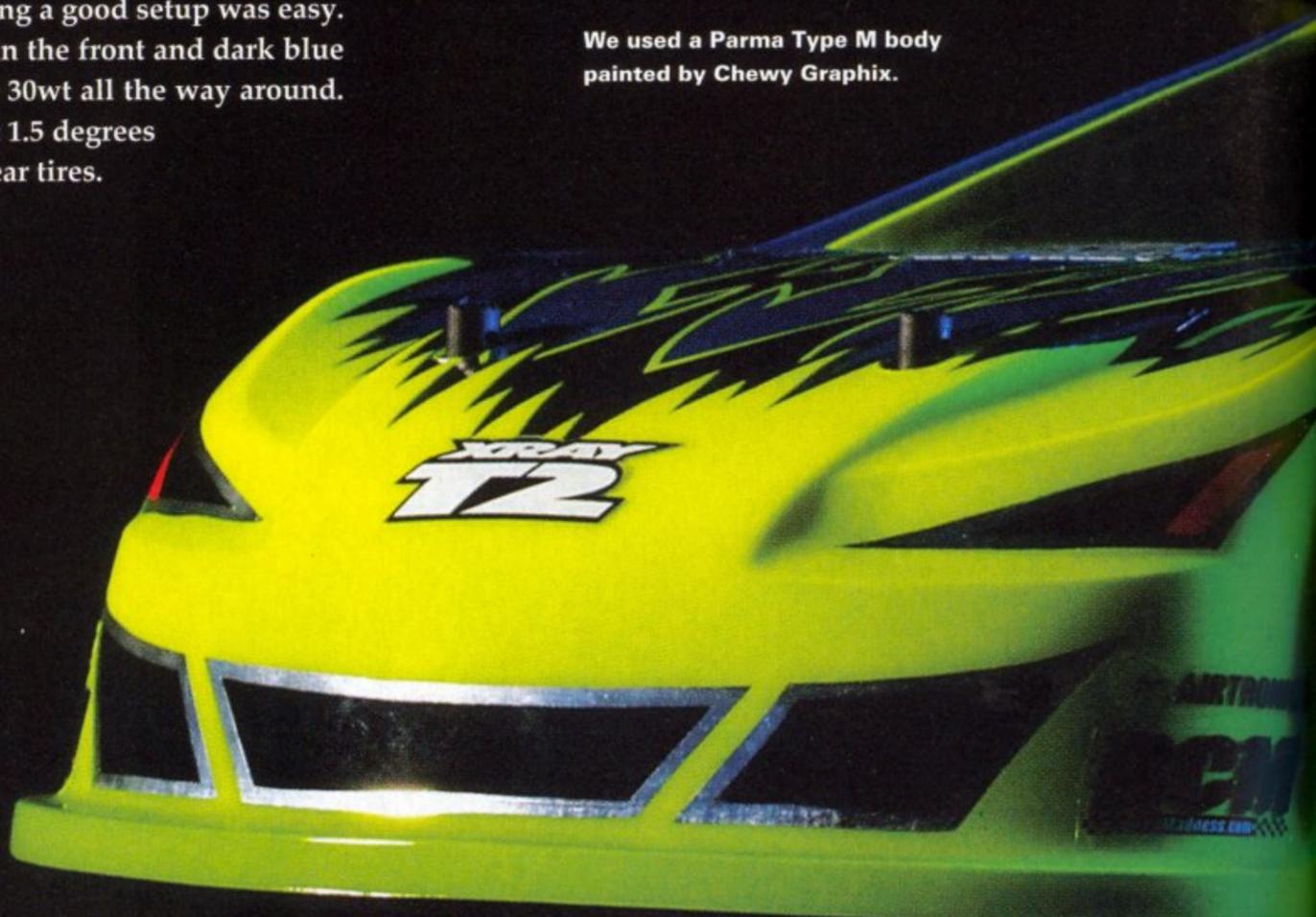
HANDLING—The T2R is very easy to control right out of the box. The stock setup gives a starting point to those who are new to touring cars. I printed out a Mike Blackstock's Snowbirds setup sheet for the T2 for foam tires on carpet. The T2R and T2 have the same suspension, so finding a good setup was easy. I changed the spring rates to light purple in the front and dark blue in the rear. I also changed the shock oil to 30wt all the way around. I rechecked the camber and it was at about 1.5 degrees negative and 1.5 degrees of toe-in on the rear tires. The push it had before was now gone and the car was even easier to drive and control.

RATING-8



Chassis layout is clean cut. All the electronics are centrally located for better weight balance.

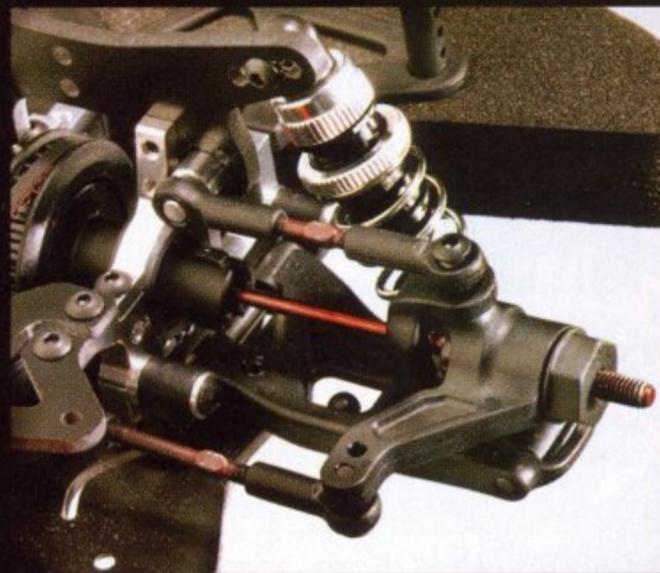
We used a Parma Type M body painted by Chewy Graphix.



INFO CENTER

CHASSIS—The T2R comes with a 2.5 fiberglass multi-flex technology chassis and top deck. It does offer a little more flex than what you would like for carpet racing, but this is easily fixed by adding the stiffener posts. When you are ready to hit the asphalt track, you can adjust your chassis flex by removing the designated screws on the bottom of the chassis and on the top deck. All the electronics are placed as close to the center of the car as possible. A nice feature of T2R is that it is styled after its predecessor, the T2, so upgrading to the carbon fiber chassis and top deck is a direct fit. The batteries are strapped in with tape, but for those of you who like a shortcut, the T2 battery strap will fit perfectly. **STEERING**—The steering is operated by a center point servo saver assembly. Ackerman can be adjusted on the steering block where two locations are provided. It may also be adjusted by changing the forward or rearward position of the servo saver. Pay attention to the brand of servo you choose and pay close attention to the spacing of the servo. If you do not use enough of the included spacers, the servo arm screw may drag on the top deck. Overall, the steering has very little play and many tuning options. **SUSPENSION**—The T2R is equipped with thick 4mm fiberglass shock towers. It uses the same style shocks as the T2. You have the option of an adjustable piston or a fixed piston, and the shocks are all threaded for easy adjustments. The front end is a common four degree c-hub suspension. The rear hubs have one degree of outboard toe-in built in. The arms, c-hub, and rear hub are easily interchangeable with any T2 part. This makes finding replacement parts easy. The hinge pin blocks are attached in a user-friendly manner. You may change your roll center and the track width simply by removing a couple of screws and adding the provided shims. No need here to remove any bulkheads or other parts except for the tires; the screws and blocks thread into the outside of the bulkhead instead of from within. **DRIVE TRAIN**—Driving the T2R is a dual Kevlar belt system with a drive train ratio of 1.7. Unlike the T2, the T2R comes with plastic outdrives on the adjustable ball differentials. I don't see any major problems with the plastic outdrives. They seemed to hold up run after run. Standard on the T2R are nice Hudy spring steel cvds.

These driveshafts are almost indestructible and come with a plastic cap to help reduce wear on the outdrives. An excellent feature on the T2R is the use of wheel nuts for all of you who have lost those annoying 4mm wheel screws and washers in the past. Connecting the motor to the car's drivetrain is an aluminum solid layshaft equipped with a fixed pulley and 84-tooth 48-pitch hardened spur. **ELECTRONICS**—Electronics are not included with this kit. You may choose your own depending on your budget. We chose to use the Novak GTX, Reedy motor, Reedy battery, JR 4800s servo, and a Futaba 3-pack radio system. **BODY, WHEELS AND TIRES**—You may also choose the body and tires of your liking. Depending on the track you are at, you may want to ask around for local racers' opinions on what they use. What worked well for us were the new Parma "M" body and Jaco double pink/orange and double pink tires. **ASSEMBLY NOTES**—The instruction manual is one of Xray's best features. It provided colorful pictures and easy to follow steps. Make sure that you don't forget to read the additional instructions included. Some of the steps in the manual are slightly different, so make sure the additional instructions are handy. If this is your first kit, then you are lucky. Xray includes many helpful brochures and even a nice setup book explaining all the different setup theories. All the parts go together smoothly and require little to no trimming. Setting up the car properly can be tricky. Don't be shy to ask one of your track's local hot shots to give you a few tips. This will make it much easier to drive the first time you put the car on the track. Tools you may want to have handy for assembly are as follows: 1.5mm, 2mm, and 2.5mm Allen driver; X-acto knife, needle nose pliers, flat head and Phillips screw driver, scissors and a body reamer.



Tough spring steel tierods are used for the camber and steering links. Tough composite steering knuckles and c-hubs are included. Two Ackerman locations are available on the steering knuckle. Plastic wheel hexes attach the wheel to the drivetrain.



The rear hub carriers and arms are made extra sturdy to withstand impacts. Here you can see that the hinge pin block can be easily accessed for added tuning. Wheelbase may also be changed with the included spacers.





AUTHOR'S OPINIONS AND RATINGS

Ratings: 1 to 10 (Poor to Excellent)
Rating Category: Entry-level to intermediate class

■ **CHASSIS**—The chassis and upper deck are made from fiberglass to save on cost. Chassis is equipped with the multi-flex technology and is highly durable. Easy to upgrade to the carbon fiber chassis, everything mounts exactly the same way to the T2.

RATING-8

■ **DRIVETRAIN**—T2R uses a two-belt system. It works very effectively and efficiently. Plastic outdrives are standard for the racer model, but seem to be very durable. The T2R has great driveshafts made from spring steel. Wheels are secured with wheel nuts instead of the old 4mm screws.

RATING-9

■ **STEERING**—The steering assembly is smooth and has little play. Moving the servo saver post or moving to one of the two locations on the steering knuckle may adjust the Ackerman. The T2R uses strong, spring steel tie rods for the steering as well as the camber links.

RATING-9

■ **SUSPENSION**—The T2R has a highly tunable suspension. There are many shock locations on the shock towers as well as the arms. Camber locations may be changed by simply removing the screw and rotating the ball stud to the desired location. Roll bars are easily installed, but are an optional part.

RATING-9

■ **BODY, WHEELS AND TIRES**—Body and tires are not included with this kit. We used a Parma Type M body painted by Chewy Graphix.

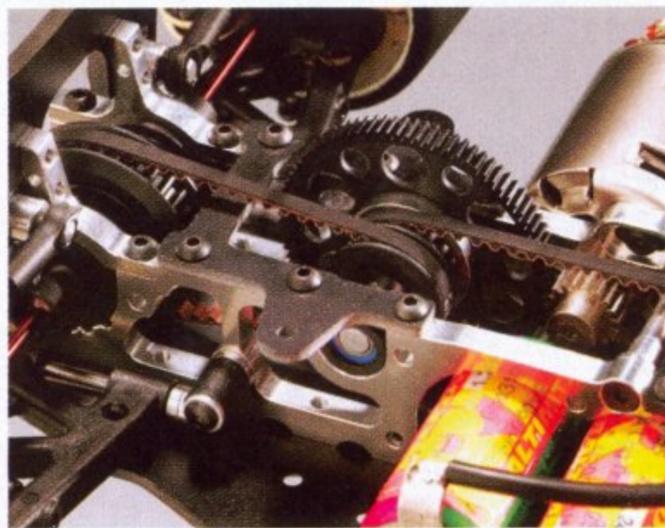
RATING-N/A

■ **DURABILITY**—Nothing had broken during the test runs with this car. I can foresee that it may be possible to break a knuckle or c-hub, but these parts are offered in aluminum as an option.

RATING-9

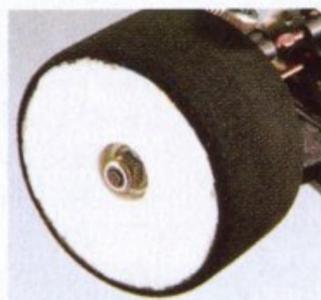
■ **EASE OF USE**—If this is your first car, you may want to seek experienced help for the proper setup. Spur gears may be accessed easily through the top of the rear bulkhead. Roll center blocks may be changed with ease now that the screw is located on the outside of the bulkhead. Camber link changes are made easy, just remove a screw and rotate the ball stud.

RATING-10



Easy access to the spur is made by removing six screws on the upper plate, and then the layshaft just slides out the top. Getting the power to the wheels are two super strong Kevlar belts. The rear bulkhead is shaped to form fit the batteries since the car has an ultra low center of gravity.

The T2R has a heavy-duty 4mm shock tower. There are six locations on the shock tower for tuning options. There are four different camber locations located on the shock tower. The stiff 6mm body posts mount directly to the shock tower.



The Jaco wheels were secured by a 4mm nut with a flange. No more losing your wheel screw during your race!



What we liked—

- ⊙ Same set up as the T2
- ⊙ Tunable suspension
- ⊙ Readily available upgrades
- ⊙ Classic great Xray design and quality

What could be improved—

- ⊙ Include a battery strap, possibly fiber glass as well
- ⊙ Would like to see as a full-blown RTR

CONCLUSION

Is there an Xray vehicle out there that doesn't exhibit the highest material quality or top notch performance? The answer is no, Xray only builds high quality vehicles and the T2R is no exception. From the build to the handling and durability on the track, the T2R totally impressed me. This is a great vehicle for newbie racers to get a hold of, grow into, and use on just about any on-road race course from carpet to pavement.⊙

Links

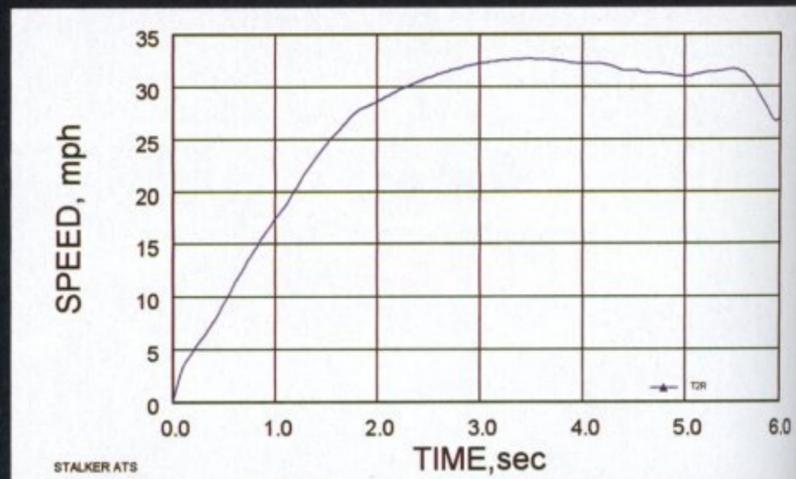
Chewy Graphix, mattjski@cox.net
 Futaba, www.futaba-rc.com
 Jaco, www.jacoracing.net
 JR, www.Horizonhobby.com
 Novak Electronics, www.teamnovak.com
 Parma/PSE, www.parmapse.com
 Reedy, www.rc10.com
 Xray, www.teamxray.com

For more information, please see our source guide on pg. 249.

TECH SPECS

SCALE: 1/10	CASTER: 4 degrees
DRIVE: 4WD	GEAR RATIO: 1.7:1
LENGTH: 14.6 in. (372 mm)	MOTOR: Not Included
WIDTH: 7.4 in. (189)	TIRES: Not Included
CHASSIS THICKNESS: 2.5 mm	WHEELS: Not Included
CHASSIS MATERIAL: FRP	ACCELERATION:
WHEELBASE: 10.1 in. to 10.3 in. (257mm to 261mm)	0-10 mph: 0.53 sec.,
RIDE HEIGHT: 4mm	0-20 mph: 1.17 sec.,
REAR TOE: 1 degree	0-30 mph: 2.28 sec., 3.42 sec. @ 32.66 mph in 115.23 ft.

RADAR DATA



HELPFUL HINTS

GOT TO GET: 2-channel radio system, servo, body, motor, speed control, pinion, 6-cell battery pack, paint, droop gauge, camber gauge, ride height gauge, and tweak board are a touring car must have.

RECOMMENDED UPGRADES: Light purple springs, dark blue springs, battery hold down, chassis stiffener posts
COMPETITORS INCLUDE: Associated TC4 RTR, HPI Sprint 2 RTR, Hot Bodies Cyclone S, Losi XXX-S RTR