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RACER

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Adam Rogers won
the KO GP for a
second time

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Under the skin of Team
Magic's brand new M1
rallycross buggy

THE ULTIMATE CLUB RACER

Xray's T2R offers
stunning performance for
Saturday-job earnings!



LOVE OVER 8IGHT

How Team Losi aim to raise the bar in rallycross with their radical new car

FUEL FOR THOUGHT

Insight into Model Technics SICAL fuel

THRASH TEST



It has been a few years since Xray released a 'cheaper' or 'value' version of their touring car. They have been very prolific in the last couple of seasons within other classes but have never stopped developing the touring car. The car seems to get revised at the end of each summer season as they apply the knowledge that they have gained throughout the previous season, and the last revision was a total redesign – it was called the T2.

The T1R was released at the beginning of 2003 and was a plastic

version of the then current T1 and in some ways was actually a little better than its more expensive brethren, it used the shorter suspension arms and 'C' hub suspension and its moulded plastic chassis also had a little more flex improving feel in low grip conditions. The T2R follows in the tradition of changing the expensive carbon fibre parts to cheaper materials but with the T2R that has simply meant substituting the carbon with sheet fibreglass parts, not moulded plastic items. The only other significant change is with the differential

outdrives, the machined ally being replaced with plastic parts.

PACKAGED PERFORMER

The T2 is a very adjustable car and most of the setting changes don't require you to purchase any extra parts. It has already been proven just how fast the T2 is against the best touring cars in the world with Paul Lemieux taking a podium position at the worlds in Italy. It is also a proven winner on carpet using both foam and rubber tyres, a pretty amazing all

round ability. For a full overview of all the details you should read the April 2006 copy of Racer that reviews in detail the original T2.

HIGH SPEC, QUICK BUILD

Typically the car only needs assembly as opposed to 'building'. Let me make that clear, the quality of parts is that high – typical Xray quality so virtually no sanding, cutting or 'fitting' of parts is required, everything fits together almost perfectly, guided by the very

Xray's Xtra Value

If you ever speak to a racer about a club-spec car and they can normally inform you of all the cut-corners and cheaper options. But with the new T2R from Xray, those corners are just a little harder to find

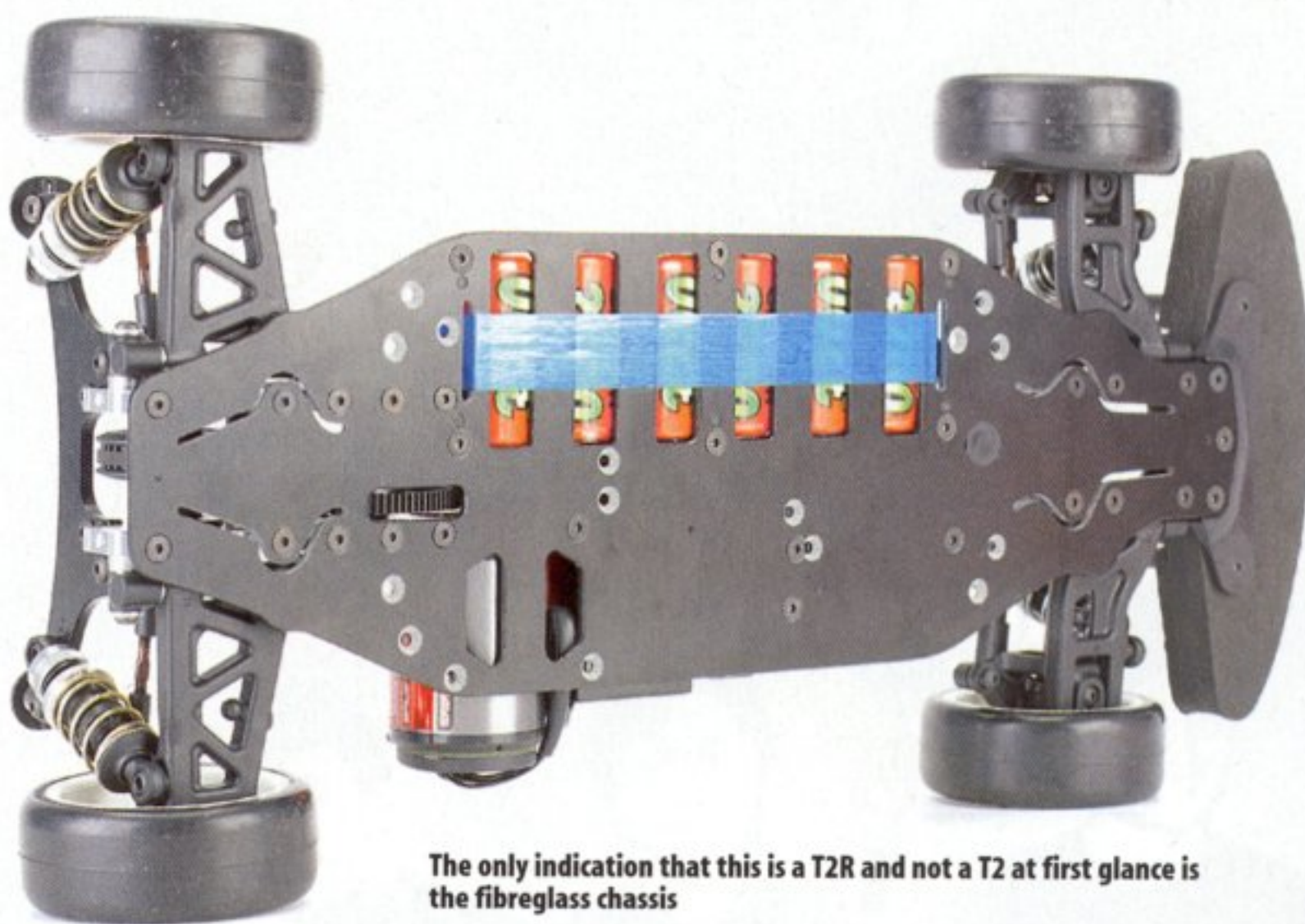


well presented and clear manual.

The first parts requiring assembly are the differentials, these normally come assembled in T2 kits but self-assembly has been a cost saving measure in the R. It never hurts to know how things work and they drop together easily, just be careful with the thrust balls as they are loose uncaged balls. The diffs are a slightly different design to the ally versions but equally effective, the plastic outdrives are moulded then have had the faces that the diff rings sit on machined to run perfectly true. In fact there may

be a minute inertia/weight saving using the plastic versions! The car is supplied with two differentials and not the adjustable one way as used in the T2. This will actually be better at some circuits especially if it is used indoors, of course the one-way system is available as an option and will fit straight in.

The diffs drop into the machined bulkheads, which are identical to the T2 but these are now bolted to a glass fibre chassis as opposed to a carbon one. The fibreglass material is noticeably more flexible than



The only indication that this is a T2R and not a T2 at first glance is the fibreglass chassis

THRASH TEST

ON TEST

On the track the car drives almost identically to the T2 although it always feels like it is one 'stiffness' setting softer than the T2. In fact we found that the 'R' seems to generate a little more grip using rubber tyres on carpet than the carbon version of the car. It seems a tiny bit less reactive than the T2 and this is probably down to the extra flex and less 'spring' with this chassis. We used the car both indoors and outdoors on rubber

tyres. The front differential was great indoors and for outdoor use we substituted the front diff for a spool. This is just driver preference but does seem to be the best setting. Should you get a multi way front diff at least you will have a spare rear diff! Lots of set-up sheets are available from the Xray website and these can be used as a great starting point whilst you find what works for you. We don't really know how Xray managed

to produce this car so cheaply, it is basically everything that the T2 is but for considerably less money. You can easily change all of the parts to make the car the same as the T2 but its performance is already almost indistinguishable from its more expensive brother. Frankly this car is amazing value and performs as well as the best cars available, it just remains to be seen if Xray can improve their car any further with the T2'007!

"We don't really know how Xray managed to produce this car so cheaply!"

the carbon fibre but is also better damped. In other words, it is deader in character and doesn't spring back so much. It also weighs a little more, but the T2 needs weights to make it to the minimum specified in the rules anyway! The same glass fibre material is used for the shock towers and top decks.

The rest of the transmission is the same as the T2 including the lightweight spring steel drive shafts, and low friction belts. The transmission is well laid out, very free running and efficient.

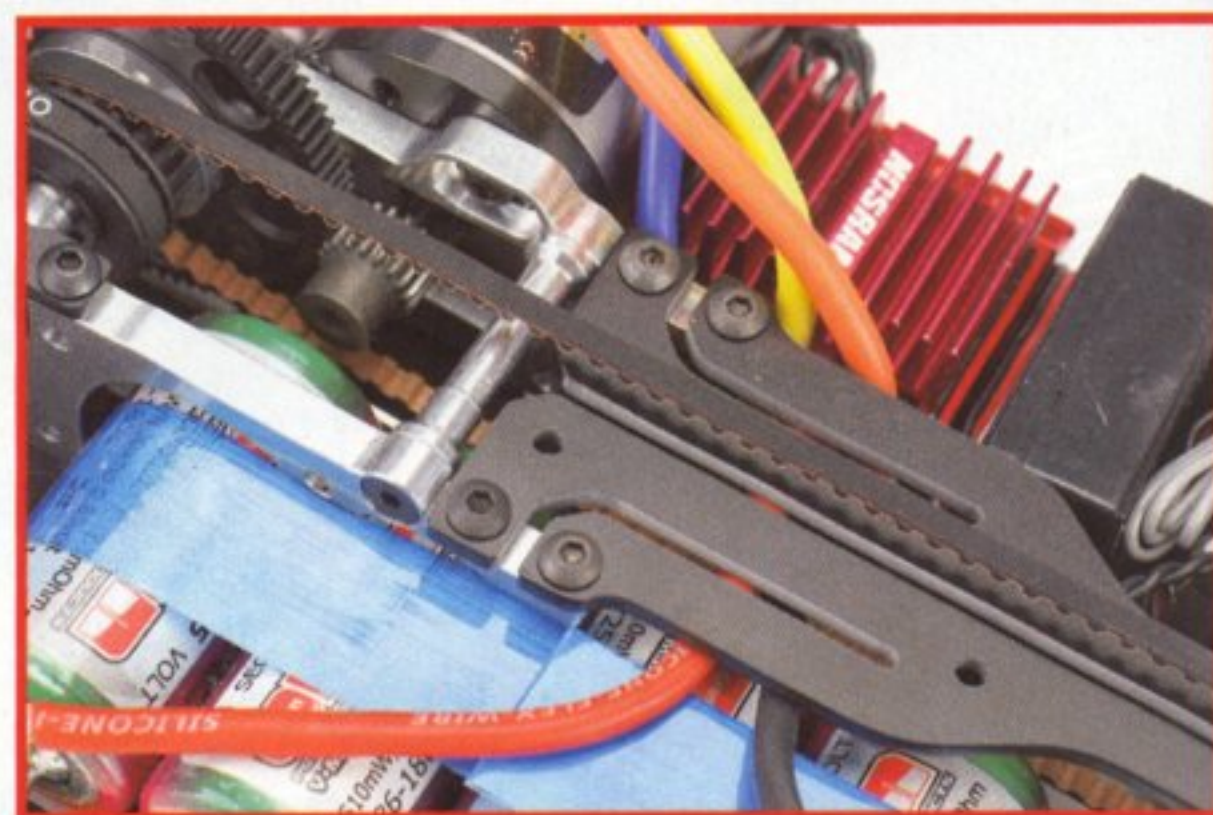
PROVEN T2 DESIGN

The suspension package is the also taken straight from the T2 parts bin, optional caster blocks are available for the front and the car comes with easily adjustable inboard toe angle and different blocks to change anti dive angles. You can also adjust the top link positions front and rear and there

are multiple Ackermann positions available. It is all well proven, light and strong. The only parts different to the T2 are the hex drives as the 'R' uses moulded plastic parts and not the alloy machined clamping types as used in the T2.

FLEX HAPPY

When complete the chassis is more flexible but there is not as big a difference as the comparison between the carbon and glass fibre chassis' would have suggested. The car still features Xray's patented Multi-Flex Technology and with the addition or removal of certain bulkhead mounting screws the amount of flex changes. The car is not supplied with additional posts to further stiffen the car but these are available as options and are required for the stiffest setting as you would probably only need these when using foam tyres or on a very high grip day outside. <<



The Multi-Flex Technology is evident in the T2R using a fibreglass top deck

OPTION PARTS

- Two-degree rear hubs
- Four-degree rear hubs
- Shim sets to adjust the rear toe in
- Shim sets to adjust the wheelbase
- Front anti roll bar
- Rear anti roll bar

WHAT WE USED

Electric Kit

Transmitter: KO Propo Esprit II Vantage
Receiver: Futaba R203HF 40MHz
Servo: Futaba S9550
Speedo: Nosram Matrix Evolution brushless
Motor: Nosram Storm Four Star brushless
Battery: Team Orion GP3700
Bodyshell: Moorespeed Mazda



Hudy Spring Steel is utilised on the driveshafts and turnbuckles

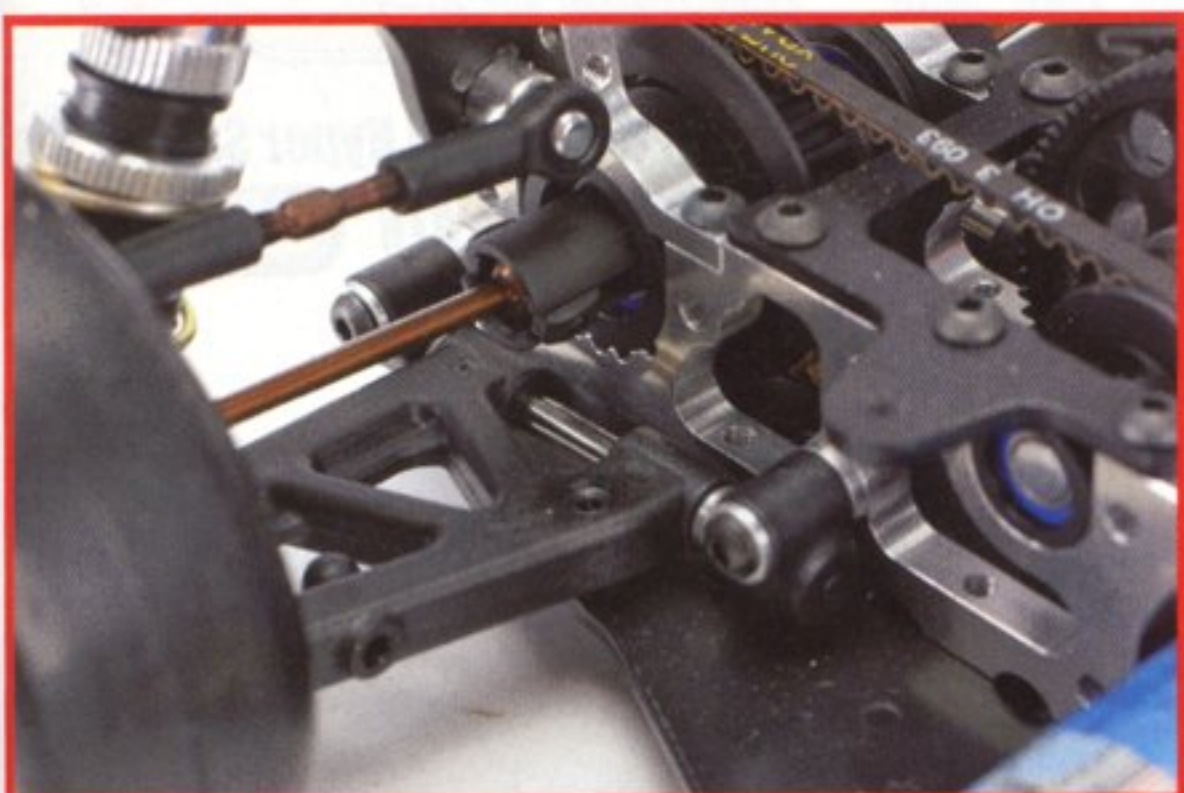


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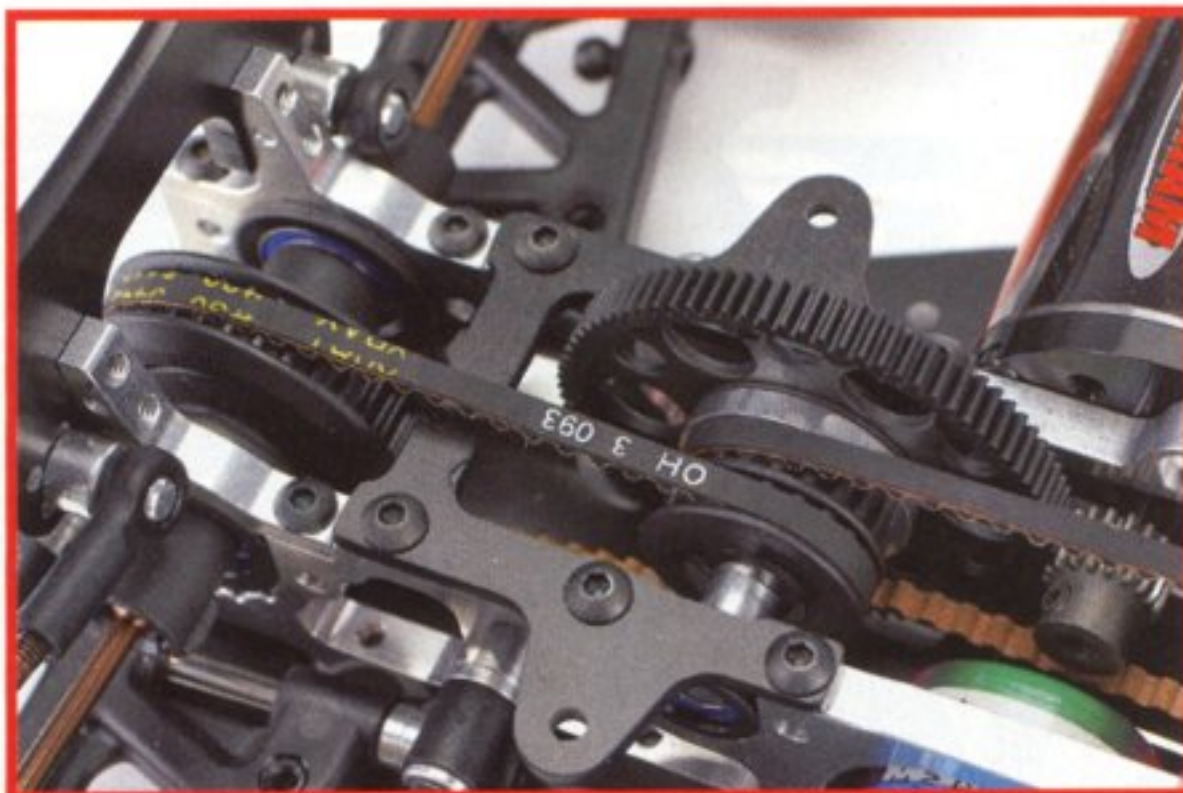
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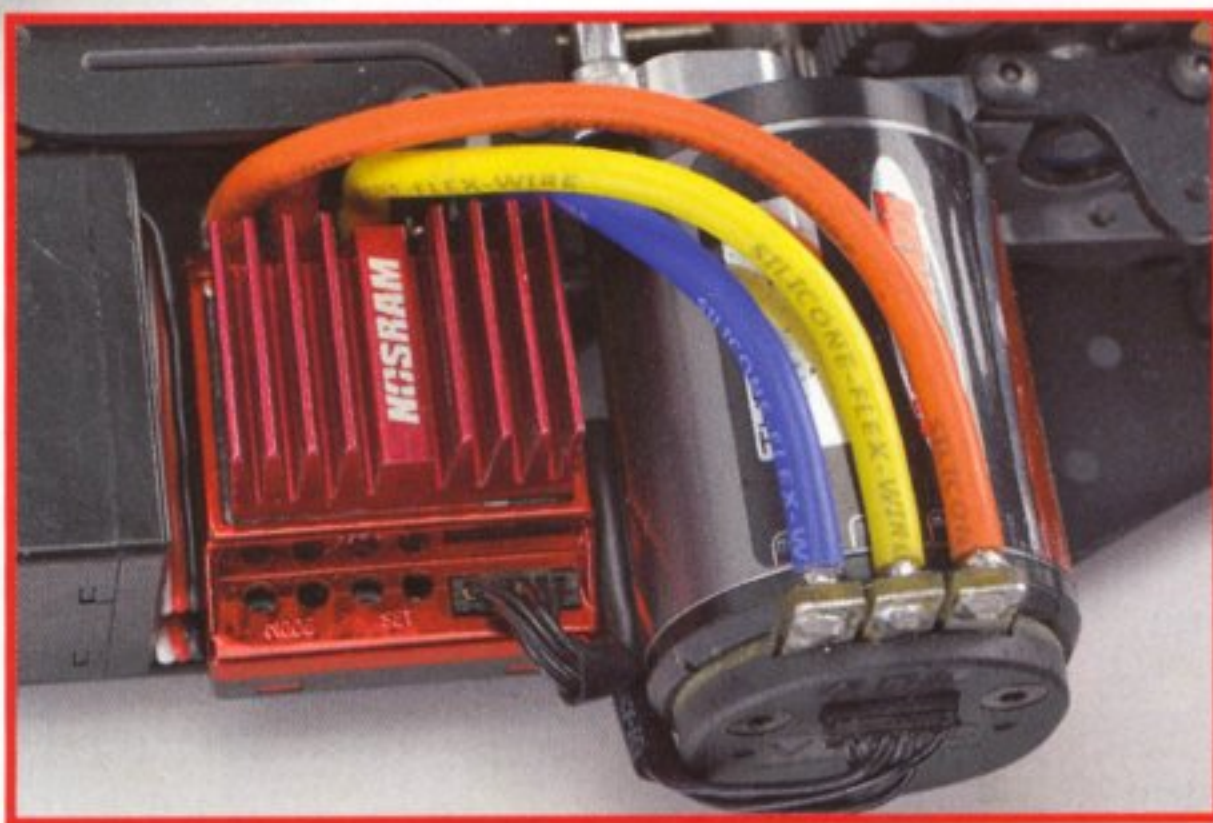
Website: www.mirageracing.com
www.teamxray.com



The high-quality mouldings are an Xray trademark as are the machined components - two key areas that belie the low price



Access to the transmission is made easy with the T2 design - removing the layshaft takes a very short period of time although with Xray's reliability, you won't need to do this very often anyway!



The Nosram brushless system has been used a lot by our test team so it made sense to install it into the T2R for testing

SPECIFICATION

Model:	Xray T2R
Scale:	1:10
Class:	On-Road
Application:	Competition
Format:	Kit
Power:	Electric
Chassis:	Fibreglass
Drivetrain:	4WD
Transmission:	Belt
Differentials:	Ball-type
Shocks:	Oil filled
Bearings/Bushes:	Bearings

TECHNICAL DATA

LENGTH	420MM
WIDTH	195MM
HEIGHT	115MM
WHEELBASE	258MM
FRONT TRACK	186MM
REAR TRACK	190MM
WEIGHT	1515G

SUMMARY

WHAT MORE CAN WE SAY. IF YOUR BUDGET IS LIMITED, THIS COST-EFFECTIVE VERSION OF THE T2 IS A MUST. WITH GREAT HANDLING OUT OF THE BOX AND THE POTENTIAL TO UPGRADE IF YOU REALLY WANT TO, THIS KIT SHOULD BE AT THE TOP OF MANY WANTED LISTS.

VERDICT

- ⊕ LOW PRICE, OVERALL PERFORMANCE
- ⊖ NO TYRES IN THE KIT

RACER RATING ★★★★★