

East Power
Ni-MH Rechargeable
4200

BATTERY WARS RAGE—TRINITY'S LATEST ATTEMPT TO WIN - EP4200's

Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • Autobots

RETRO!

Kyosho's Ultima R85
Looking to Repeat History

ALSO TESTED:

KYOSHO MINI INFERNO ST 09

CORALLY RDX PHI

XRAY NT1

SEPT 2007 / ISSUE 142



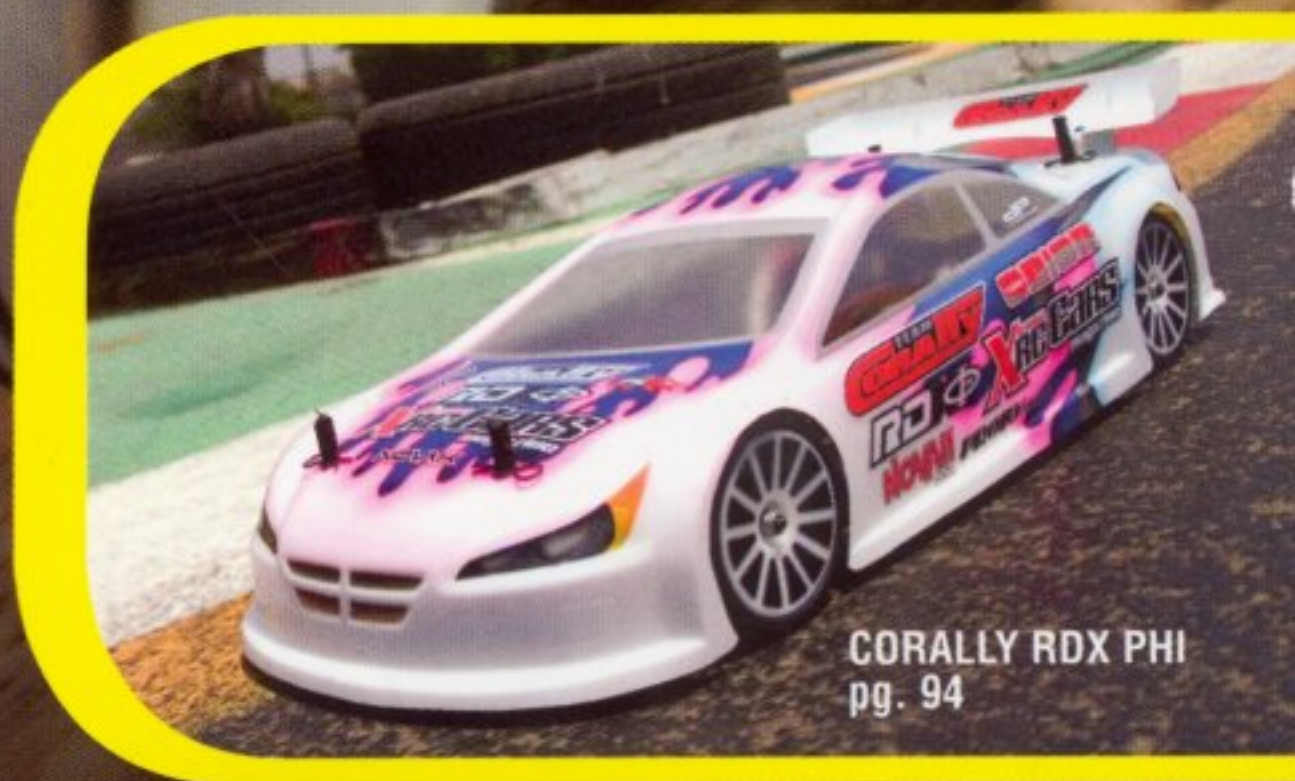
www.RC411.com



21

Pages of
How-To's

- Upgrade a Transmitter
 - Build a Turnbuckle
 - Use Internal Graphics
- And Tons More!



CORALLY RDX PHI
pg. 94

When does XRAY go RTR with this one?



XRAY NT1

Words: Derek Buono ■ Photos: Carl Hyndman

Forget luxury, XRAY means performance.

XRAY has lots of things going for them. If their top-of-the-line fit and finish isn't making other companies tremble, it's their amazing packaging and slick advertising. Throw in the fact that they won't stop until something is perfect—even when many consider it to be. They go one step further. XRAY started out with a touring car. At the time it wasn't really the best handling car, but it looked good, and was marketed well. They have since expanded to most of the major markets, and their latest venture almost makes that journey complete. The NT1 is XRAY's first nitro touring car. They are entering a field full of cars that are at the top of the game. It's a budding touring car market where you can gain supporters by having a well-packaged car. Folks demand performance, and there is no time to wait out the changes. But with that field of superstars comes a lot of knowledge about what works and what doesn't, so the NT1 is starting at a much higher position than their first electric. It's already winning races around the world, but can it crack into the highly loyal field of nitro touring car owners? We'll have to wait to see what happens in this small but important class, and until they find their spot in the hierarchy, we're going to give it a beating.

XRAY invented the "luxury" market.



XRAY NT1

• 1/10 ON-ROAD TOURING CAR • 1/10 ON-ROAD TOURING CAR • 1/10 ON-ROAD TOURING CAR

VEHICLE FEATURES

You'll find lots of attention to detail in every XRAY product, and the NT1 is no different. Things fit together just right. Their own features list calls out the freest drivetrain out there, and I laughed at that until it was built and the drivetrain did spin very freely, even before being run.

▶ ABOUT TIME!

Look! An enclosed radio tray. It's usually not a big deal when it comes to features, but we mention it because the class is depressingly void of a good radio box to protect the receiver from damage and the elements. The NT1 gives you a decent amount of room for an average receiver, and it's enclosed, so wires aren't hanging out.



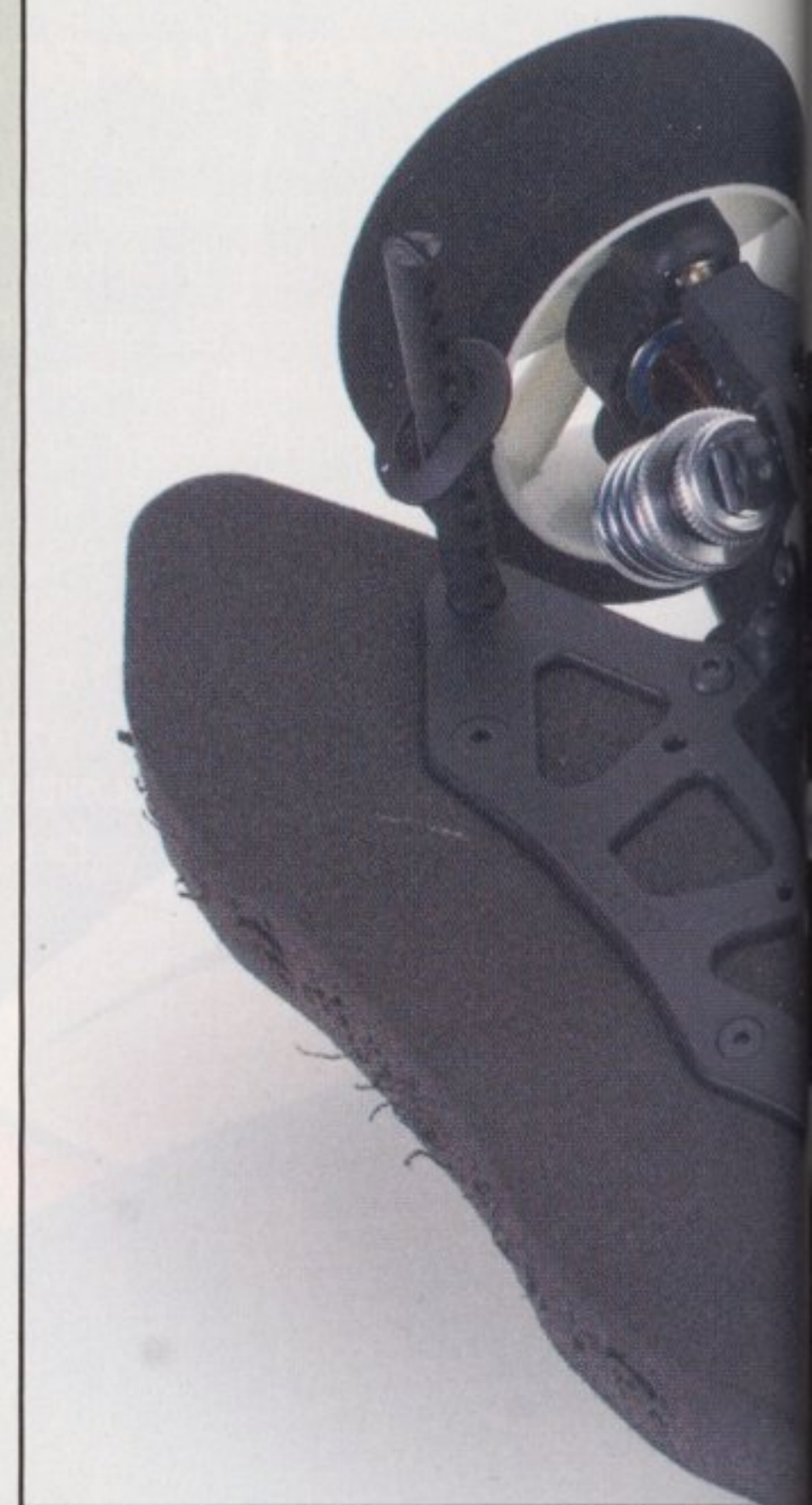
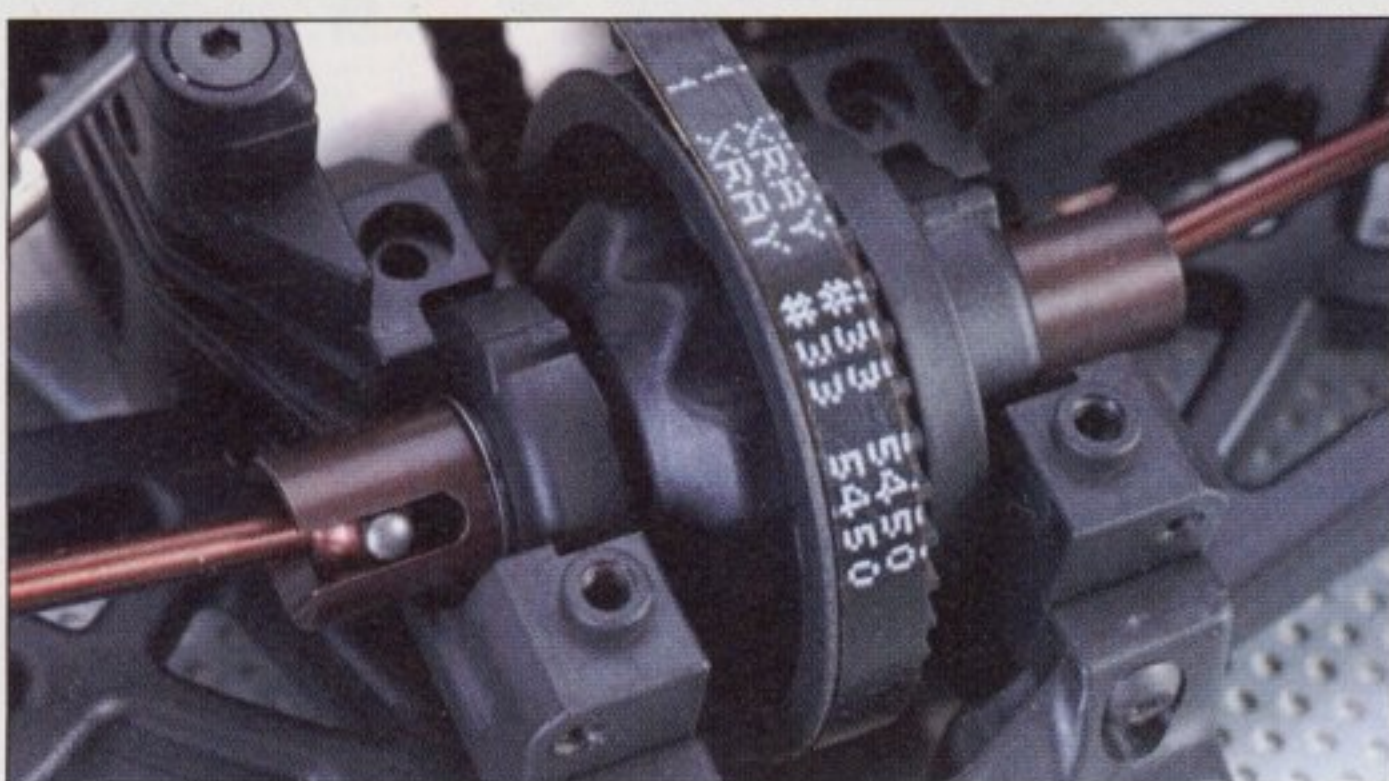
▶ MESH SHIRTS ARE BACK



XRAY's engine mount system is awesome. Once you get your initial setting, you can simply remove the top portion of the assembly and not worry about setting the mesh again, because that setting is stored with the mount. It makes taking out the engine easier, and there's less chance of stripping gears after reinstalling it.

▶ MINI DIRTS

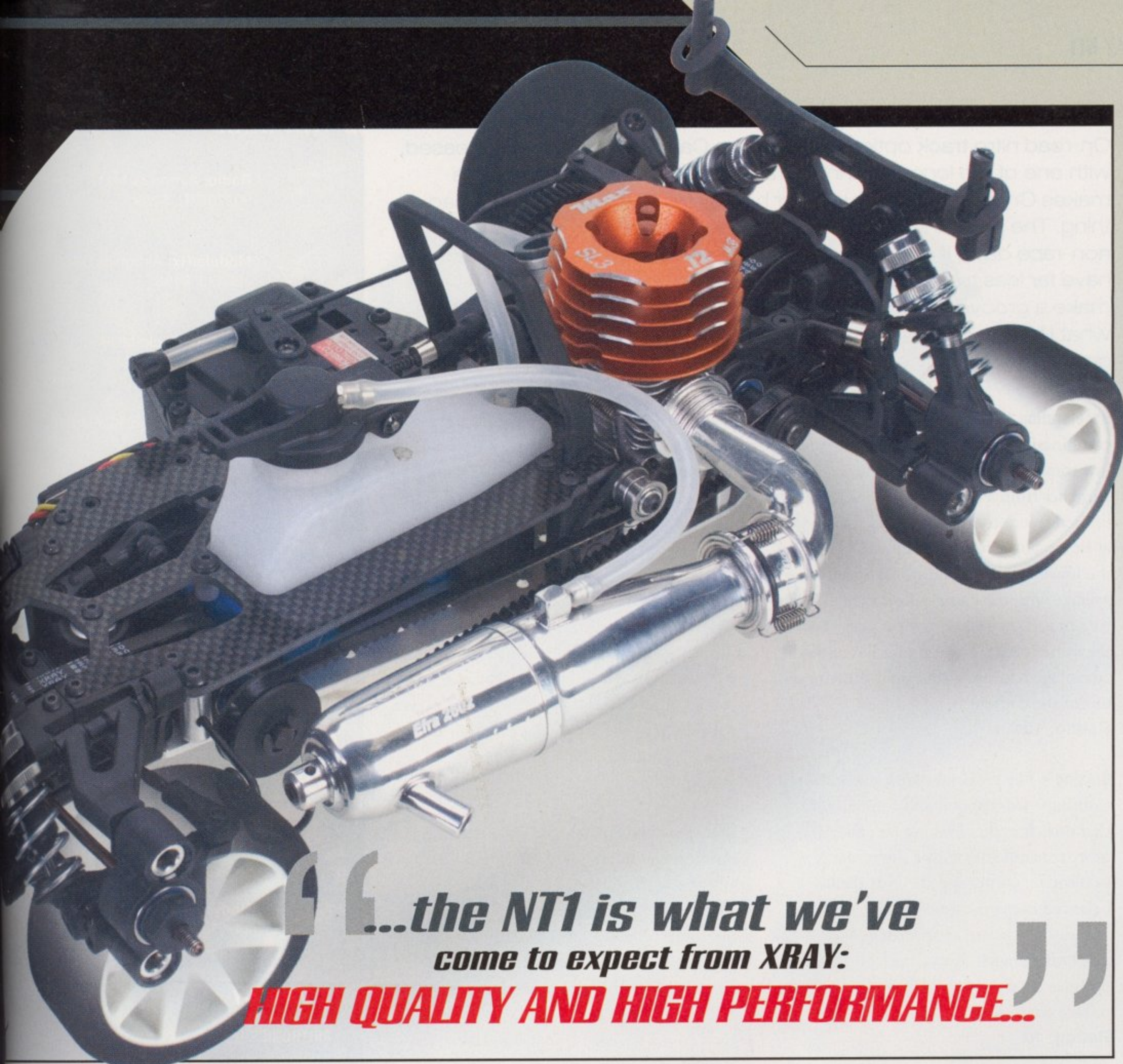
The diffs are some of the smallest gear diffs on a touring car. That means less mass to move and lower CG, since they can sit lower in the chassis. This will help the car launch better out of the hole and be able to handle high traction conditions.



▶ INSTRUCTIONS AND SETUP

Game, Set, Match. XRAY has become the benchmark in the world of instructions. It's got the right mix of text and pictures, it's full color, and it comes with a really detailed tuning section. While other companies seem to be cutting back on instructions, this kit breaks from the pack with the best set of instructions around.



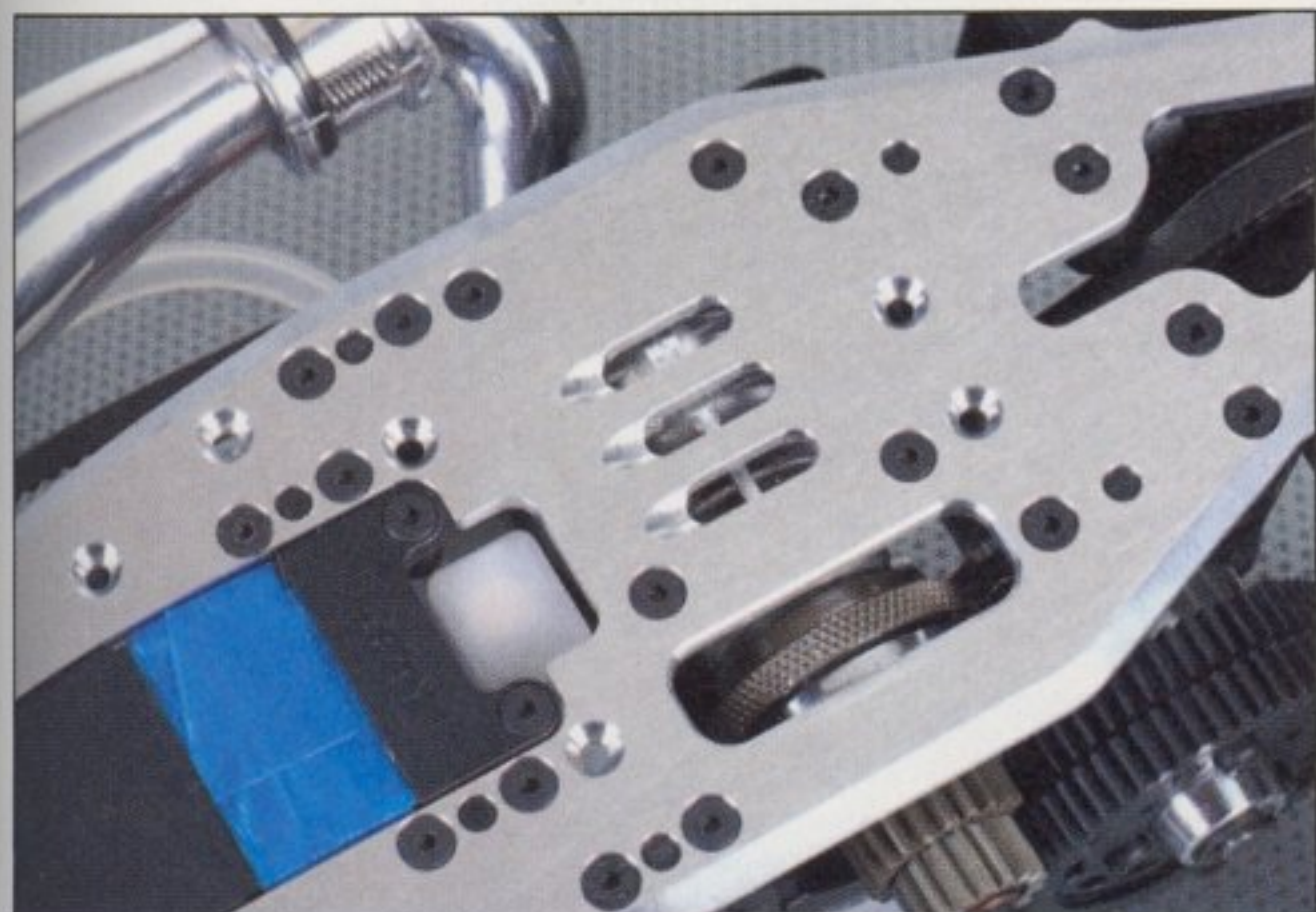


The fuzzy bumper is our exclusive.

*...the NT1 is what we've
come to expect from XRAY:*
HIGH QUALITY AND HIGH PERFORMANCE..

➤ NO EXTRA PARTS

XRAY may not have invented the technology, but their Integrated Suspension Settings makes adjusting the geometry of the car easier because you don't have to switch block or add any parts to do most of the tuning. Simply move the suspension blocks that are part of the arms, and you'll be able to alter roll center, anti-dive, or anti-squat.



➤ THE INTANGIBLES



Strange word, but it's used in sports to talk about things players do that aren't kept in stats. The NT1 has a lot of intangibles. The drivetrain was one of the smoothest I've ever felt out of the box. All the edges of metal parts are beveled, and flashing isn't in places you'd think. Parts seemingly fall into place without effort. Do other cars have some of these intangibles? Yes, but XRAY started this trend, and it continues here.

TESTING

On-road nitro track options in Southern California have just decreased, with one of the longest running tracks now covered with dirt. This makes Crystal Park Raceway our home test track, which isn't a bad thing. The permanent track is one of the largest in the area, and on non-race days, it can pose a challenge, since dust makes the track have far less traction than on days where it has been treated and cars make a groove. While these conditions are not ideal for testing, it's what I had to deal with, as the club race wasn't at a time where I could get in some real race testing.

Acceleration and Speed • As I expected, the combination of super free drivetrain and low rotating mass made for some impressive launches from a dig and out of corners. The limited traction did make it a little tricky at times, and a revised setup will help in the lower traction conditions. Speed is on average with the competition (which is why it's not a 10 because every car goes about the same speed), but it might have a slight advantage because of the sight-blurring rip out of the corner.

Rating: 10/8

Braking • The kit comes with the option of running a front spool, and I opted in for that one. It makes braking far easier and more controllable, with a slight sacrifice in ultimate corner speed. With the kit balanced correctly, it was easy to nail the 180-degree corners. I approached them hard and braked hard. Again, the lower traction did make it necessary to brake earlier than in race conditions.

Rating: 10

Low-Speed Handling • Over the past year I've raced with both the Mugen and the Kyosho, and I have a very good grasp on the different feel of both. It's almost like XRAY targeted the middle ground on this one, as the steering feel was really good. Direction changes were quick and had a good, natural feel. Some kits require what I refer to as "fake steering," which is getting the car to turn by sliding the rear out instead of using balance and a natural feeling. You can, of course, tune the car to steer better on power with the rear diff weights, which will also increase confidence if you need it.

Rating: 8

High-Speed Handling • The track was the limiting factor here, with the surface being a little less than ideal. This required a softer clutch and a smoother drive or you'd be caught out a little. Even with the traction being low, the XRAY inspires confidence. Full tilt down the back straight can intimidate some, but let off and let the NT1 turn in and it's hard back on the throttle.

Rating: 9

TEST GEAR



Radio: Airtronics M11, 90270TXR, \$289



Module/Rx: Airtronics DSSS, 468470, \$190



Receiver Pack: MDP 1600mAh, 10211, \$20



Servos: Hobbico, KCAM0316, \$99



Engine: Max Power, 12602, \$375



Pipe: Max Power, MX02602, included with kit



Starting Box: OFNA Truestart, 10248, \$170



Fuel: Byron Race 30%, \$20



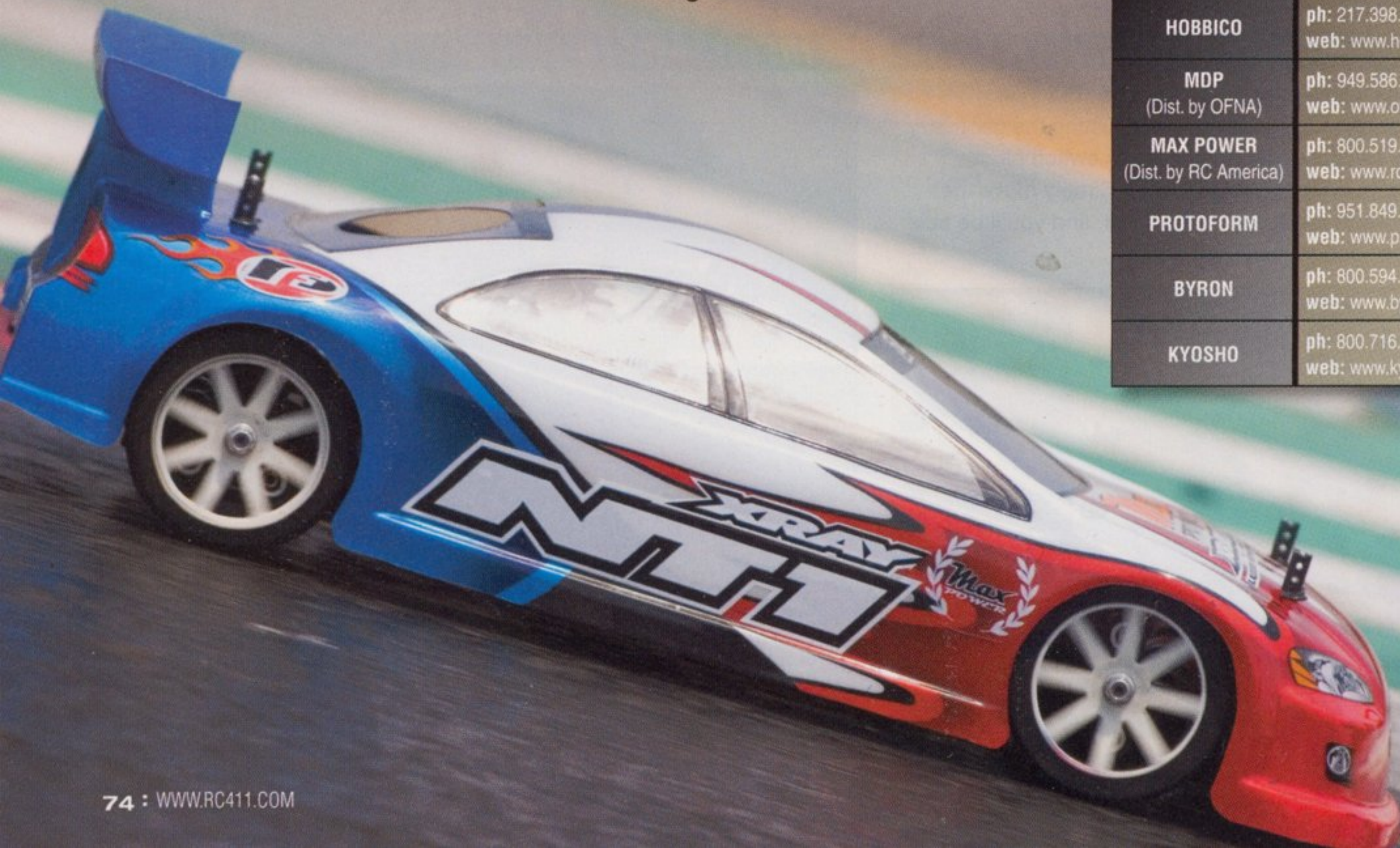
Tires: Kyosho 40-Shore 36234-35, \$15 per pair



Body: Protoform Stratus 3.1, 1477-00, \$26

CONNECT

AIRTRONICS (Dist. by Hobby People)	ph: 800.262.1178 web: www.airtronics.net
HOBBICO	ph: 217.398.3630 web: www.hobbico.com
MDP (Dist. by OFNA)	ph: 949.586.2910 web: www.ofna.com
MAX POWER (Dist. by RC America)	ph: 800.519.7221 web: www.rcamerica.com
PROTOFORM	ph: 951.849.9781 web: www.prolineracing.com
BYRON	ph: 800.594.9421 web: www.byronfuels.com
KYOSHO	ph: 800.716.4518 web: www.kyoshoamerica.com



Wrenching

Maintenance • Working on the car is easy once you figure out where you need to wrench to achieve what you're doing. I'll get more track time with the car in the next few months to see what wears faster, but tuning the car was easy, and since the fit and finish is so good, it was a pleasure.

Rating: 10

Wear and Tear • Dogbones? Why they chose to include these, other than to keep the kit price lower and make a sale at the time of purchase, is beyond me. Every kit I've ever tested with front dogbones has sent one of those pre-historic links out of the car and lost on the track. I threw a bone out once, but you can bet the first upgrade on the car will be CV axles. The front bumper is a little soft, which can also lead to higher breakage, but as long as you're not ramming things it should be fine. Reports online of knuckles breaking seem to have been fixed by an optional stiffer bumper. I'll keep an eye on the belts over time. Something tells me that when a kit builds as freely as this one, belt wear might be higher. I might be wrong, but it's something to watch.

Rating: 8

Tuning • I'd almost say that tuning the NT1 is perfect, simply because of the tuning book they give you with the kit. If you have

any questions about what change does what, the booklet addresses it and even gives you a recommended procedure to start with. Which change do you make first? XRAY suggests it for you. They have a big team, and collecting data helps the end user!

Rating: 10

Conclusion

Nitro touring isn't as popular as it should be, but that doesn't mean there isn't a good selection of high-end kits if you're a die-hard racer. Nitro touring provides levels of excitement that no other class can offer, and the NT1 is on its way to making a name for itself. It's going to have a tough time, as the level of the competition has been evolving for longer than XRAY has been making kits. Still, XRAY has to be one of the most determined companies, and when they enter a market, they go in with the goal of making the best. The NT1 is what we've come to expect from XRAY: high quality and high performance. Years ago they used to be called the luxury brand. My suggestion is to change that logo to the performance brand, because everything they do seems to be oozing performance. ⚙

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

10	INSTRUCTIONS
10	PARTS QUALITY/FIT
8	DURABILITY
10	TUNABILITY
9	OVERALL PERFORMANCE
8	VALUE

+ HITS

- Enclosed radio box
- Instructions and tuning guide are incredible
- Fit and finish are what you expect from XRAY—near perfect
- Includes front spool option and diff in the kit

- MISSES

- Standard size switches don't really fit in the allotted switch location?
- Dog bones? Dog bones! One more time ... DOG BONES?
- Thanks for the set of rims, but they are basically a set of four templates for cutting out circles

The dogbone machine should be locked up next to VX-gas, never to be used.



XRAY NT1

• 1/10 ON-ROAD TOURING CAR • 1/10 ON-ROAD TOURING CAR • 1/10 ON-ROAD TOURING CAR

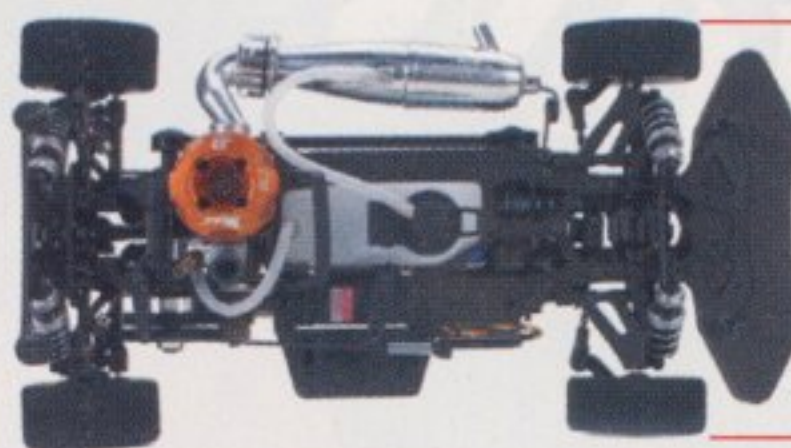
CONNECT:

MANUFACTURER: Team XRAY
PHONE: 800.519.7221
WEB: www.rcamerica.com

VEHICLE INFO

VEHICLE: NT1
SCALE: 1/8
TYPE: 4WD Nitro Touring Car
PART #: XRA330000
STREET PRICE: \$450
PRICE AS TESTED: \$1,530
SETUP TIME: 10 hours
EXPERIENCE LEVEL: Advanced

DIMENSIONS



7.68 in.
(195mm)



10.16 in.
(258mm)



RUNNING WEIGHT:
3 lbs., 6 oz. (1,530g)



0.2 in.
(5mm)

TECHNICAL INFO

CHASSIS

LAYOUT: Double deck
THICKNESS: 3mm
MATERIAL: Aluminum 7075 T6
FUEL CAPACITY: 75cc

SUSPENSION

TYPE: Pivot ball
TURNBUCKLES: Turnbuckles (Spring Steel)
STEERING: Mono-crank w/built in servo saver
SWAYBARS: Adjustable blade

SHOCKS

BODIES: Threaded plastic
DAMPING (F/R): 600 wt. oil (Hudy)
PISTONS (F/R): 2-hole/1-hole
SPRINGS (F/R): XRAY Silver (17.5 lbs)

DRIVE TRAIN

TYPE: 4WD triple belt
DIFFERENTIALS: Spool/Gear
DIFF FLUID: 60K (rear)
TRANSMISSION: Two-speed
SPUR GEAR MATERIAL: Plastic
CLUTCH: Cyntax-style
AXLE TYPE: Dogbones
BEARINGS: Metal-shielded

NITRO GEARING

	1st	2nd
PINION/SPUR:	16/59	21/52

GEAR RATIOS:

PRIMARY:	3.69:1	2.48:1
INTERNAL:	1.97:1	
FINAL:	7.27:1	4.89:1

BODY, TIRES, WHEELS

BODY: Not included
TIRES (F/R): Not included
DIAMETER/WIDTH: N/A
HEX SIZE: 12mm
WHEELS: XRAY vented

ITEMS NEEDED

Radio, receiver, steering servo, throttle servo, receiver battery, battery charger, engine, pipe, manifold, fuel, glow plug, glow igniter, body, paint, tires

MAIN COMPETITION

Kyosho V-One RRR WE, Mugen MTX4R, Serpent 720, Team Magic G4-S

WHO IT'S FOR

Advanced touring car racer

