



TEAM ASSOCIATED TC5



PRO BOAT MINI-V



LOSI MEGA BAJA

RC **TRUCKS** **CARS** · **NITRO** · **ELECTRIC** & **BOATS** **Driver**

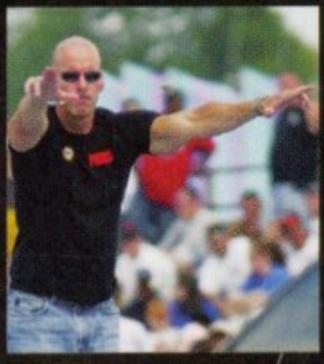
LiPo Power!
20 Trick Chargers

HOW TO

- Jump like a Pro
- Build a club track
- Install Baja 5B LEDs
- Read glow plugs

NEW COOL GADGETS

LRP Pulsar 3 Charger
Losi 8IGHT Starter Box
Novak Brushless Crawler System



PINKS!

ON THE SET ...

LOSE THE RACE, LOSE YOUR RC

4WD FURY!

EXCLUSIVE!

HOT BODIES
Cyclone D4

12 MUST-SEE MACHINES!

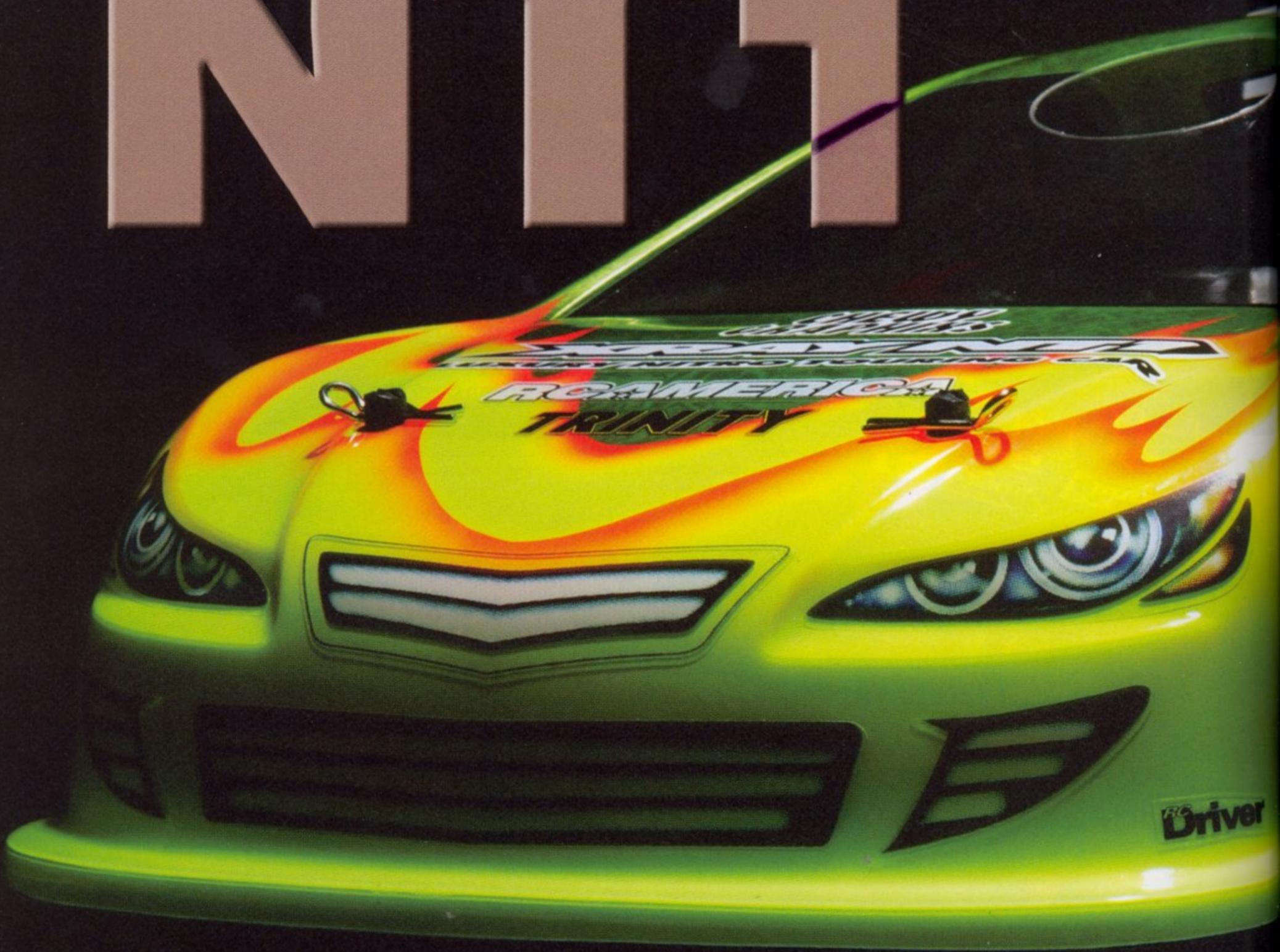
OCTOBER 2007 ISSUE 46

\$4.99US \$6.99CAN



TEAM XRAY

NT1



For race updates and more information go to our website:
www.rcdriver.com

Date: July 13, 2007
Driver: Carissa Figelski
Track: R/C Madness, Enfield, CT

My first official race with the new NT1 was at R/C Madness during the regular Saturday racing. The track had been recently resealed and was very smooth. It also had a nice flowing rhythm with a tight chicane before the entrance to the straight. I pretty much ran the car box-stock just to get a feel for the track and the car's capabilities. I did alter the 2-speed to make it engage earlier, since the straight was slightly shorter than I'm used to.

In the morning on race days, the track is treated with grape

soda to increase surface traction. The NT1's stock setup seemed to work well, but the car was a little loose.

I was happy with my NT1's durability. I caught a few corners and cringed as the car smacked the boards, but to my surprise, the car stayed together and my mishaps didn't affect its handling.

I ended up as TQ for the day and finished the Main in first place. I was very pleased with the car's performance and durability. I do have a few more setup changes in store for the next trophy race: I'll go with a lighter diff oil in the front and rear differentials and softer rear springs.

COMPETITION
TESTED

RTR KIT

**1/10
200MM
NITRO
TOURING
CAR**

AT A GLANCE

WHO MAKES IT:

Team XRAY

WHO IT'S FOR:

Intermediate to advanced
racers

HOW FAST: 60.01mph

HOW MUCH: \$499.99



WHAT WE LIKED

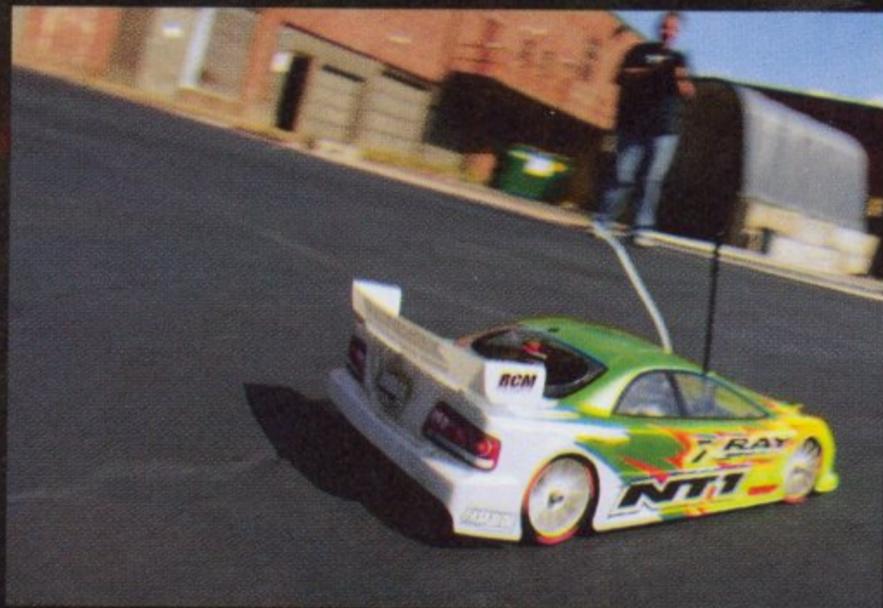
- Great instruction manual and additional supplements
- Easy access to the receiver pack
- Unique gearing design
- High-quality parts allow easy assembly
- Radio tray can be removed as one unit
- Easy diff access

WHAT COULD BE IMPROVED

- Switch mount could be larger to accommodate regular-size switches

THE BOTTOM LINE

The Cadillac of all 200mm nitro cars!



Today, Team Xray is a household name, just like Team Associated or Team Losi. With many national titles worldwide, it was only a matter of time before Xray would dive into the on-road nitro scene.



The NT1 has all the characteristics of a typical XRAY product from the great quality and design to the awesome handling. If you're looking for the next step to that first-place podium finish, then definitely take a look at the NT1.

—Carissa Figelski

WHAT YOU NEED TO KNOW

- The radio tray is made from 2.5mm graphite that not only looks cool but is completely functional. The tray can easily be removed with all your electronics for cleaning purposes as one whole unit. The radio tray includes a compact receiver box that has a plug on top for easy access to your crystals or receiver.
- The NT1 comes complete with two-piece motor mounts. These motor mounts allow you to remove the motor with four screws from the top. Additional mounts can be purchased so you can have various motors assembled and ready to install.
- The thin steel brake disc can be deceiving at first, but with precision-cut vents and high-grip brake pads this system is extremely functional. With the high-grip brake pads and ventilated brake disc working together, you are almost guaranteed fade-free braking.
- Everything in the NT1 is low and light to ensure a super low CG. The six-bevel gear, oil-filled differentials are small and light. The internal gears are made from pressed steel and are further machined to make sure they operate smoothly. If your setup requires a front spool, a block is included in the kit to lock the front diff. This is a great added feature, since it is a common optional part with most other brands.
- Tension adjustments on the front or rear belt can be made by simply removing the eccentric bushings and moving a notch forward or backward depending on the tightness of your belts. A side belt tensioner is also included that is fully adjustable and rides on a ball bearing.
- The NT1 comes fully equipped with high-speed, blue shielded bearings for the entire car.
- With XRAY's high standard of quality, this car goes together almost flawlessly. I was amazed at how well everything fit together. This car is definitely a snap to build for any level of racer.

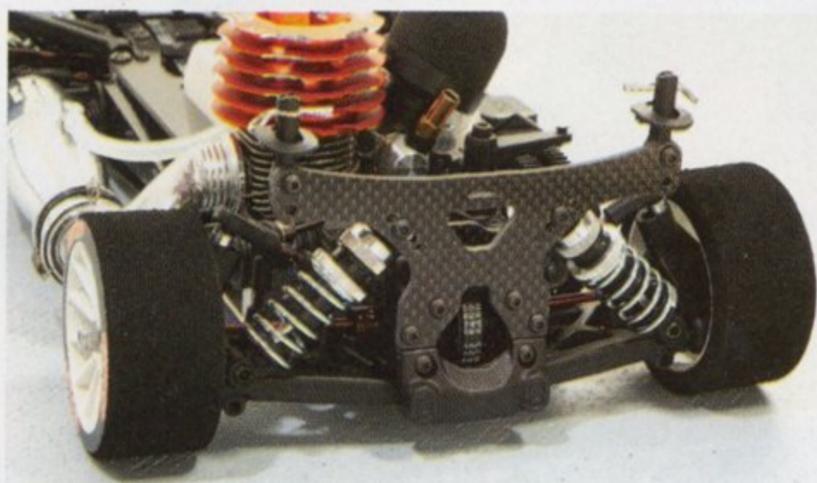
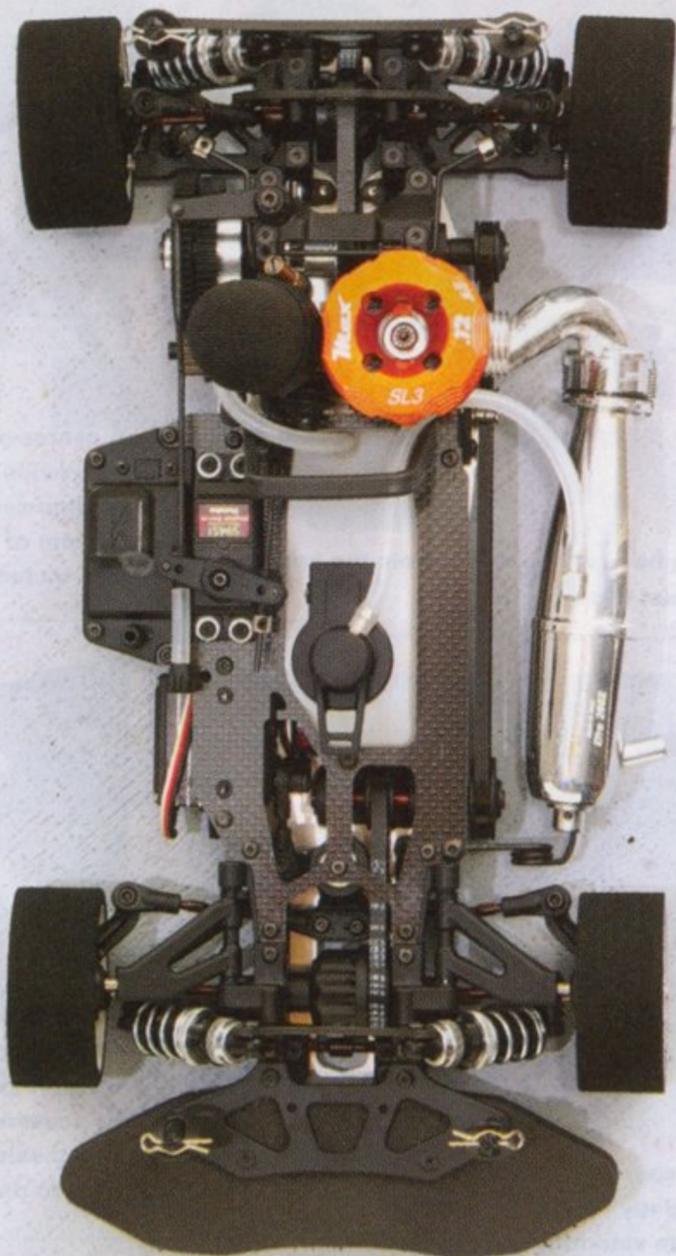
NEEDED TO COMPLETE

- Two-channel radio and receiver
- Two high-speed/high-torque steering and throttle servos
- Motor, pipe, and manifold
- Tires
- Body
- 5-cell receiver pack
- Starter box

WHAT WE USED

- Futaba S9451 high-speed/high-torque throttle servo—FUTM0241, \$74.99
- Futaba S9350 high-torque steering servo—FUTM0235, \$99.99
- Spektrum DSM—SPM1012, \$179.99
- Airtronics M11—AIR90270TX75, \$269.99
- Parma Type M body—Par10219, \$21.99
- GRP foam tires 37-shore front—GANC1505 \$16.99; 35-shore rear—GANC1555, \$16.99/pair
- Max Power MX-T .12 Max SL3 and Max Power pipe combo kit—MX 02602,
- Byron Fuel 20%, \$24

Everything on the NT1 is laid out in a precise and neat fashion. Everything from the fuel tank to the differentials is lowered to provide the lowest CG.



The rear suspension offers a clean and fully adjustable design. A 3mm rear graphite shock tower and a front 2.5mm graphite shock tower are standard equipment on the NT1. They offer multiple mounting locations, as well as increased durability.



The radio box is completely sealed to protect your delicate radio equipment from dust and dirt. If a thin layer of silicone is added around the edge of the box, it becomes water-resistant.



The front swaybar is fully adjustable. It allows quick adjustments on the fly during race day.

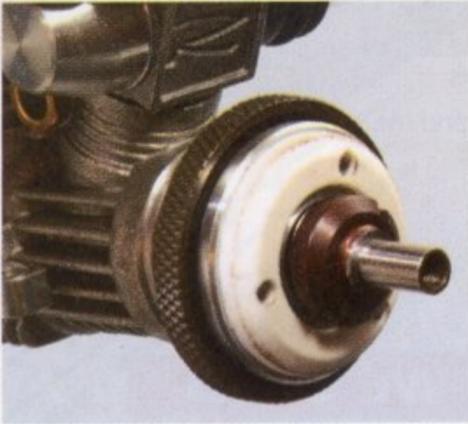


During our test, we used GRP tires. These tires are made from a high-quality foam material that provides excellent traction and wear.



The rear assembly is similar to many of the 1/8 on-road cars on the market. The NT1 offers a beefy rear hub assembly to ensure maximum durability.

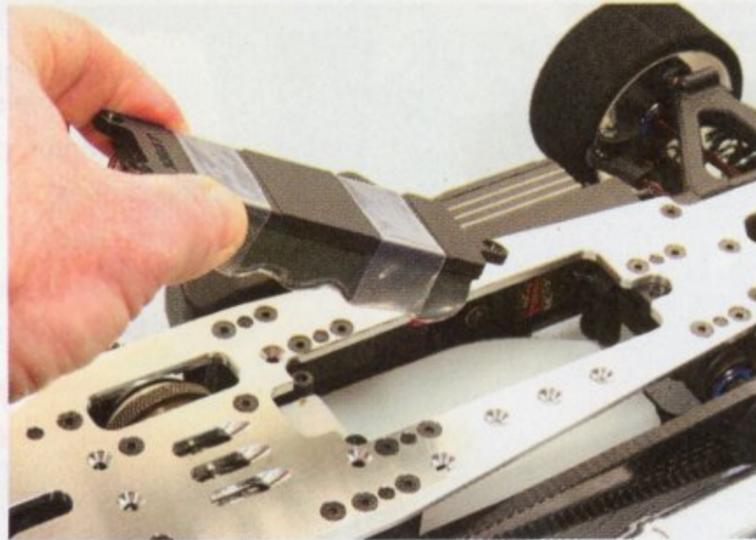
■ DRIVEN REVIEW XRAY NT1



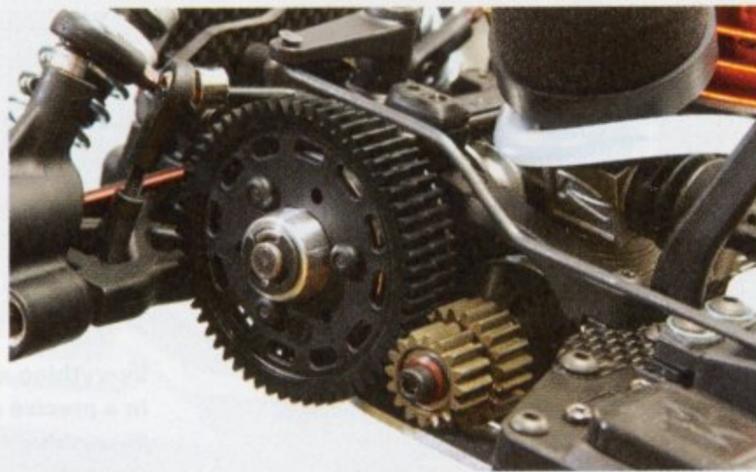
The clutch is fully adjustable. With just a turn of the nut either way you can adjust how early or late the clutch will engage depending on your driving style.



Camber and caster can be easily adjusted through clips and the pivot balls. Track width may also be adjusted through the pivot-ball front suspension.



The receiver pack can be easily accessed from the bottom of the car by removing just three screws.



The NT1 comes with spur gears that are molded with XRAY's Absolute True technology. This allows the gears to be wobble-free and to operate smoothly and quietly.



A center-mounted servo-saver rides on bearings to provide smooth operation. The servo-saver tension can be adjusted by the collar on the bottom of the post. Various Ackerman inserts are also included for maximum adjustments.



By removing just a few screws, the rear diff can be accessed easily to change the oil or to make belt-tension adjustments. A 2mm roll bar is standard to prevent chassis roll.



DIMENSIONS

LENGTH: 14.6 in. (370mm)
LENGTH: 7.9 in. (197 to 200mm)
REAR TRACK WIDTH: 11.8 in. (300mm)
WHEELBASE: 10.2 in. (258 to 260mm)
WEIGHT: 3.6 lb. (1,620g)

RADAR DATA

ACCELERATION:



PERFORMANCE SCORECARD

TEST VENUE: RC Madness, Enfield, CT
CONDITIONS: Semi-smooth asphalt track

STEERING

Understeer **Neutral** Oversteer

COMMENTS: Plenty of on- and off-power steering through many of the tight turns. The only problem with steering I had was a minor radio adjustment. It seems as though the radio had drag brake added in, so it was making the car extremely loose going into the corners. Once I made the necessary radio adjustment, I had no problem apexing into the turns tightly.

BRAKING

Poor Fair Good **Excellent**

COMMENTS: I was amazed at how reactive the brakes were. I actually had to take a lot of brake out. Even after running the car for over 20 minutes, the brakes were consistent the whole way through. With a 45-minute Main in this car's future, I have no doubt there will be minimal brake fade.

ACCELERATION

Poor Fair Good **Excellent**

COMMENTS: With the Max Power .12, my NT1 was definitely not shy in the power department.

The Max .12 and pipe combo made this car sound like an 1/8 around the track. With the clutch set just right for our track, the car accelerated smoothly out of the corners. Only a minor 2-speed adjustment was necessary to kick it into second just a touch earlier.

SUSPENSION

Poor Fair **Good** Excellent

COMMENTS: Basically, I built the car box-stock for suspension. I only adjusted the ride height and droop settings a little bit higher, and the car seemed to work flawlessly. It had very little body roll, and the car was planted to the track. For my regular weekly racing here, I don't see a need to make any major changes to the suspension. The car worked almost too well for my liking.

DURABILITY

Poor Fair Good **Excellent**

COMMENTS: I and a few other eager drivers at the track drove the NT1 for over 20 minutes and broke nothing. There were a couple hard whacks to the boards, but the car stayed solid. I did have the rear upper link come off, but that was purely builder error. I must have missed the Loctite on that one.

TOOLS

TOOLS INCLUDED:

Tie-rod wrench

TOOLS NEEDED

1.5mm Hex driver, 2mm hex driver, 2.5mm hex driver, 3mm hex driver, needle-nose pliers, Lexan scissors, body reamer, X-Acto blade, digital calipers, clutch tool, Hudy glow plug/10mm wrench, shock absorber assembly tool, 7mm nut driver

HARDWARE TYPE

Metric hex



RECOMMENDED ACCESSORIES

Hard front bumper—XRA331221; graphite upper bumper holder—XRA331215; CVD driveshaft—55mm Hudy spring steel—XRA335130; aluminum wheel hub—XRA335250; rear adjustable rollbar set—XRA333401

COMPETITORS

Mugen MTX4R, Serpent 720, Kyosho V One RRR Evo, Team Associated NTC3

SUSPENSION

- Adjustable ride height (front and rear)
- Camber (front)
- Adjustable Ackerman (via different Ackerman inserts on the servo saver)
- Toe (ft. turnbuckles)
- Droop (via setscrews in each front and rear lower arm)
- Adjustable shocks (four-step externally adjustable shock pistons or option of a fixed piston)
- Anti-dive/anti-squat
- Adjustable track width
- Front end (multiple spring rates available)
- Roll center (adjustable front and rear)
- Adjustable belt tensioners
- Adjustable front roll bar

DRIVETRAIN

- Gear ratio (via optional spur gears and pinion gears)
- Differential stiffness (via diff oil)

MISCELLANEOUS

- Radio box features an easy access plug for quick changes of crystals for those of us still using a crystal type radio system.

THE LAST WORD

I was never into racing 200mm nitro, but since this car has come across my path, you will definitely see it at the track weekly. The NT1 has all the characteristics of a typical XRAY product from the great quality and design to the awesome handling. If you're looking for the next step to that first-place podium finish, then definitely take a look at the NT1. It is sure to bring every racer to the top of their game. ©

LINKS

Airtronics, www.airtronics.net, (714) 978-1895

Byron Originals, www.byronfuels.com (712) 364-3165

Futaba, distributed exclusively by

Great Planes Model Distributors, www.futaba-rc.com (800) 682-8948

GRP, distributed exclusively by Great Planes Model Distributors, www.grpgandini.com (800) 682-8948

Parma/PSE, www.parmapse.com (440) 237-8650

Spektrum, distributed by Horizon Hobby, www.spektrumrc.com (217) 352-1913

XRAY, distributed by RC America, www.teamxray.com (800) 519-7221

For more information, please see our source guide on page 225.