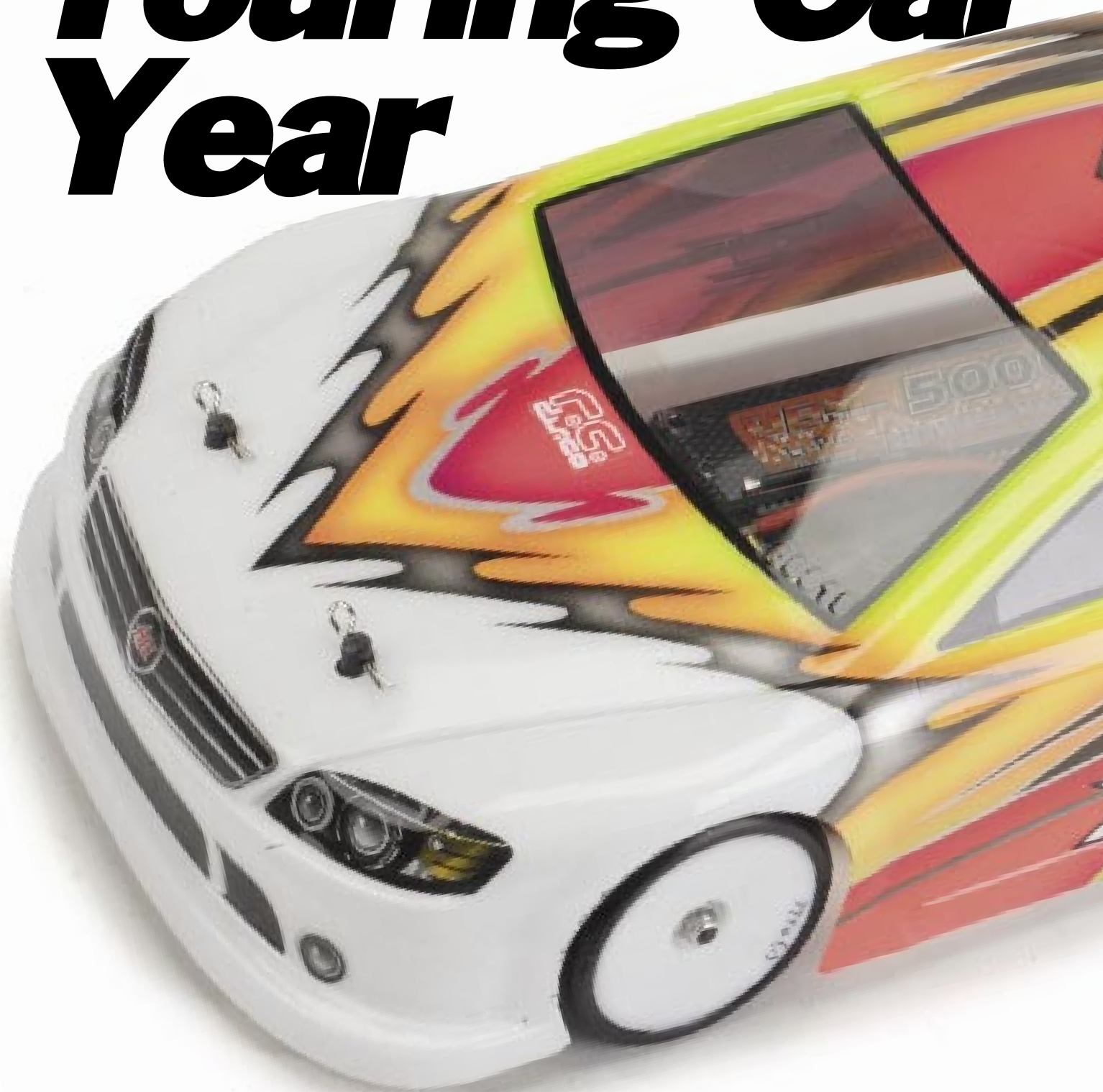
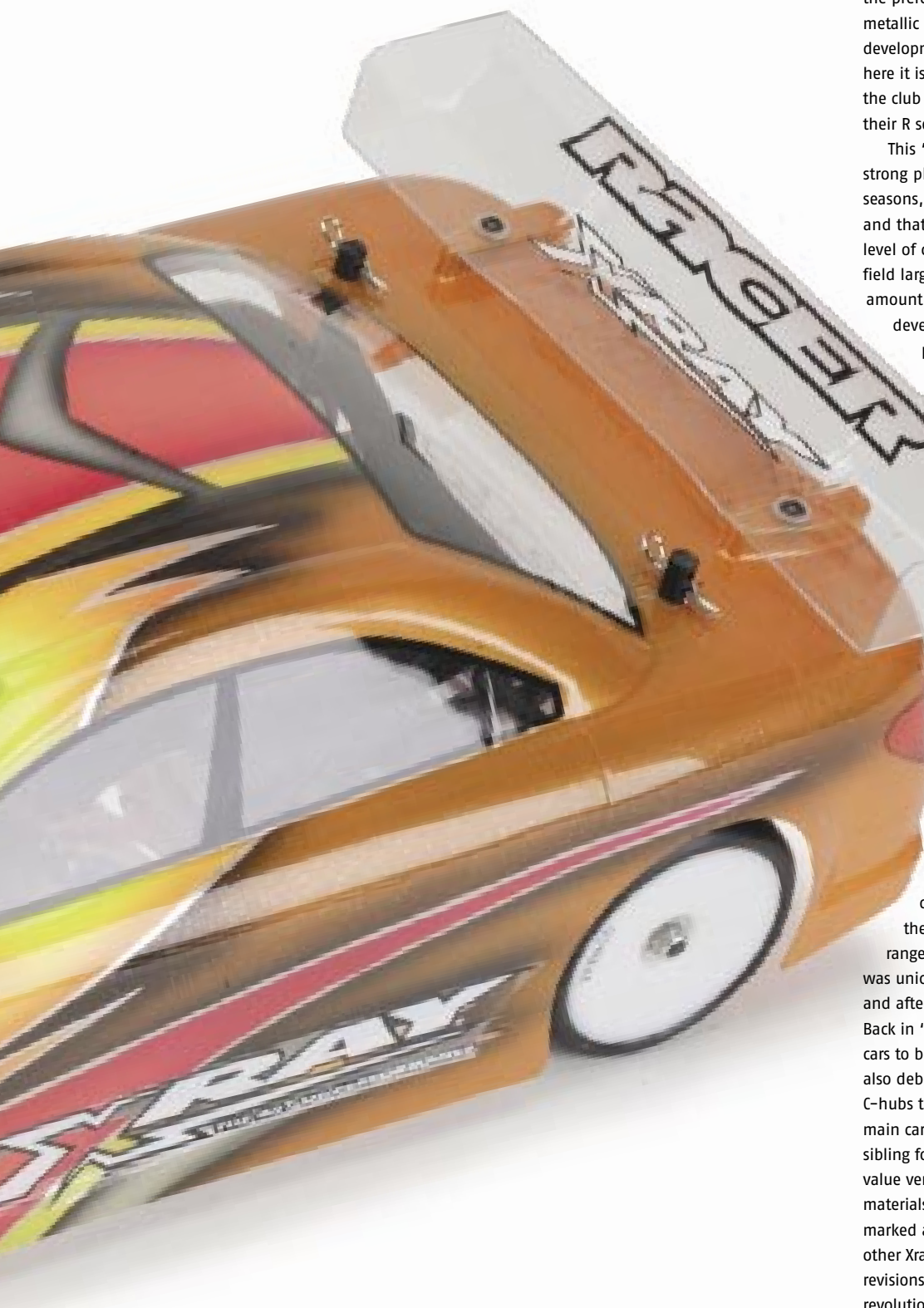


**SPEC:** 4WD FIBREGLASS CHASSIS **CLASS:** 1:10 ON-ROAD COMPETITION **COST:** £199.95

# ***Happy New Touring Car Year***





It's that time of the year again when the next Xray touring car appears. It's an annual event timed to coincide with Christmas and in the prerequisite perfect Xray packaging and the metallic shiny box top you will find all of the year's development parts packaged into a nice new kit. So here it is then the new T3R and a model aimed at the club racer market, which Xray has identified with their R series of cars.

This 'value' range of cars really does have a strong place in the market now. Over the last few seasons, the price of touring car kits has rocketed and that's for several reasons. With a very high level of competition the top manufacturers have to field large factory supported teams with a massive amount of research and testing going into the development of every aspect of the car. The production cars have to be as close to the factory team drivers' cars as possible and as a result the very highest quality parts have to be in those kits. In addition, the weak pound, the higher costs of labour and materials and the recession all mean that it's now a large investment to stay at the cutting edge each year.

The T3R represents a compromise of the latest Xray suspension geometry, chassis layout and drivetrain balanced against cost. After all there are far more drivers enjoying themselves at club races each weekend than there are national level drivers racing.

## R IS FOR RACING

Now this range of cars actually stands the test of time a little better than the main, date stamped factory kits. Over the years there have only been four versions in the R range. Back in 2001, the T1R was released, that car was unique amongst Xray touring cars both before and after as it featured a moulded tub chassis. Back in '01 it wasn't uncommon for top line touring cars to be produced like that. The car interestingly also debuted Xray's return to short wishbones with C-hubs that very rapidly found their way into the main car, so it was almost in front of its expensive sibling for a while! The T2R came in 2006 and was a value version of the first T2, produced from cheaper materials with less options in the kit and this also marked a return to a twin deck chassis just like all other Xray tourers. The T2 range had a lot of subtle revisions through its lifespan (rather than the large revolutionary steps the T1 series went through) and in 2009 an updated T2R Pro was released reflecting the newer suspension design and chassis layouts. So enough of the history lesson, where does this actually leave the T3R?

Well, we are one season into the life of the T3 series and the R is very similar to the first T3 kit. It features all of the main T3 selling points - high

***With all the geometry of its more expensive brother, the T3R looks to do the job for the club racer at a much more wallet-friendly price...***



**SPEC:** 4WD FIBREGLASS CHASSIS **CLASS:** 1:10 ON-ROAD COMPETITION **COST:** £199.95



Nosram Storm Evolution 10.5T motor was perfect for testing



Fibreglass is used for the chassis, top deck and shock mounts



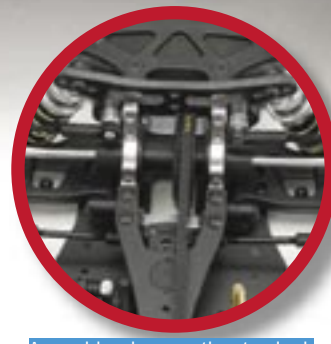
The rear diff is a ball-type version with a spool up front



Servo was spaced to make the linkage nice and straight



Motor mount and rear gearbox housing are separate items



A spool has become the standard for the front axle in touring cars

quality, great strength and massive adjustability. Its main chassis has been machined out of fibreglass sheet rather than the more expensive carbon fibre. The chassis has cell slots, but the kits also includes the plastic parts for mounting a LiPo pack. Fibreglass also makes the car a little more flexible and this material is carried over into the shock towers that are massively thick for both strength and to gain back some of their rigidity. The alloy bulkheads have all been left in their natural silver, which for many people is actually a positive over the orange featuring more regularly on the main line Xray kits. The belts are the same, as are the pulley ratios, geometry, front spool, shocks, etc. It's perhaps easier to tell you what's actually different. The T3R intriguingly features aluminium driveshafts both front and

rear whereas the main T3 features steel driveshafts at the front for greater strength. The shock springs are the gold and silver progressive items that debuted on the original T2 and are a great compromise for both carpet and tarmac. They also go some way towards supporting the car as the kit does not come as standard with anti-roll bars. The premium cars come with black anti-roll bars and the later range of laser-engraved black springs. The suspension parts supplied are also quite interesting, they feature the same geometry as the latest Xrays, but they are not quite the same parts. The suspension arms are the same part numbers as the latest tarmac edition cars, but the rear arms are V1 arms that only feature two balls for the anti-roll bar mounting. The front C-hubs are the non hardness marked 4-degree parts

(mediums on the T3) with smaller driveshaft holes making driveshaft replacement harder. The rear uprights are hard 1-degree outboard toe-in units like the US versions of the T2'08 and the T2 Pro and this makes them handed unlike the 0-degree mediums in the later T2 and T3 rubber cars.

## MANUAL INSERTION

The kit has an addendum manual to go with the standard manual that sees the T3R built with less inboard toe resulting in the same overall toe in setting, this combination will tend to give a slightly more locked in feel to the rear of the car. So it seems that main suspension package is both a combination of some older parts that are at the factory (although by no means lower quality), but also a compromise between the US foam-type cars

Access to the rear diff is easy. Note the use of protective covers on the drive pins in the diff slot



## WHAT WE USED

### Electric Kit

Transmitter: KO Propo Esprit III Universe  
Receiver: KO Propo KR-297FZ 40MHz  
Servo: KO Propo PDS-2343FET ICS  
Speedo: Tekin RS Pro  
Motor: Tekin Redline 10.5T  
Battery: VB Power 5000mAh 45C

## OPTION PARTS

- 302401 Front Anti-Roll Bar Set
- 303401 Rear Anti-Roll Bar Set
- 303212 Turnbuckle – Top Arm
- 302612 Turnbuckle – Steering
- 306515 Front Top Deck Mount

## VERDICT

- ⊕ Great value compared to top of the range T3 Impact absorbing front bumper
- ⊖ No anti-roll bars or turnbuckles as standard

Racer Rating: ★★★★★

Composite moulded caster blocks and steering arms, just like the top of the range T3 model



We used a VB Power LiPo for testing and at 5000mAh and 45C, offered plenty of power and runtime



The shock absorbers use a combination of moulded plastic and aluminium

The Ackerman can be adjusted on the servo saver by sliding the pivot point forward and back

Aluminium rear driveshafts match the colour of the bulkheads



and the EU rubber versions. The car does feature a front spool, a first in the R range and this latest Xray spool is a moulded part with replaceable drive cups and this makes it cheaper than a front differential and frankly the better option. The rear diff is that from the T2 Pro featuring plastic outdrives and loose balls rather than caged ones in the thrust race assembly. You also have to build the diff yourself unlike the premium kits, and it will do you good knowing how it all works! The drive ratio is 38/20 and it seems that Xray has finally settled on a good ratio that works well in most situations. Most Xray drivers will have 36 and 38T pulleys, various belt lengths and 16/18/20-tooth layshaft pulleys – it never hurts to keep them all in your spares box. The car has adjustable threaded shafts as the suspension arm

top link but not turnbuckles, but we think that is one area that a lot of drivers would like to invest in as soon as possible.

## PREFERRED PARTS ON THE R

The T3R actually has a couple of features that we prefer over the T3. For example, it has one piece front (rear) and rear (front) aluminium suspension mounts, they cross the chassis linking both sides of the suspension. Whilst heavier, they increase the cars rigidity, helping balance the lack of carbon fibre chassis. The car has also got the impact absorbing lower front bumper (under the foam part) and that really helps to protect the car when being driven by those without Alex Hagberg's or Teemu Leino's skills...

Assembly is typical Xray, just that, assembly,

there is no cutting grinding or fitting – it all just drops together perfectly. Whilst others have caught up, it has taken a while and none have surpassed this legendary build quality yet! Once built, you have full adjustment of all major set-up items like caster (with option parts) camber, roll centres, diff heights, toe-in/out, Ackerman ride height, etc.

## TIME FOR TEKIN

We finished our review car off with KO Propo radio equipment and the Tekin RS Pro Speedo. These new timing speedos make a 10.5T motor as fast as a brushed modified on six-cell NiMH from just a few seasons ago. Running the car with a 10.5T seems a good test of how it will typically be raced. ■



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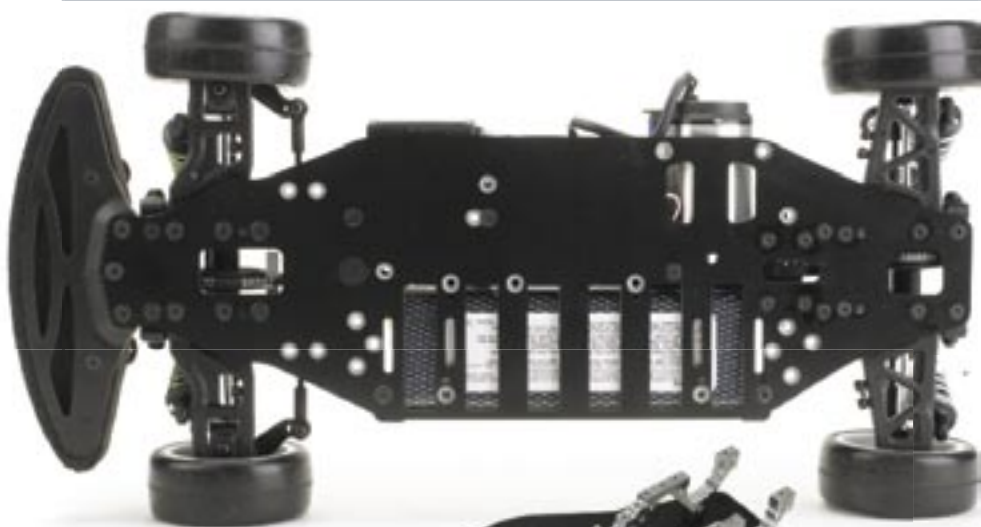


## ON TEST

We tested the car on a number of occasions and on a number of surfaces, fortunately we had a T3 to compare the car to. The R feels almost identical when they are set-up the same, it may in fact generate a tiny amount more grip but feels slightly less reactive. However the ideal set up definitely includes roll bars that are not included in the kit. We found that the front

stiffening upright that fits behind the steering system also helped the feeling of accuracy when driving on tarmac and also seemed to help not overheat the front tyres on carpet. When using an anti-roll bar and chassis stiffeners the lap times were within a few per cent, not bad for a car that costs only 57 per cent of its more expensive brother!

*"In testing, we found that the T3R generated more grip than the T3 we were comparing it to making it ideal for the driver with less experience."*



This is how the T3R arrives from the factory



We bolted on a new set of tyres carried over from the summer season

## SUMMARY

So overall, Xray has built another high-quality, high-spec value kit in the T3R. It drives well and for just a tiny bit more money can have all the parts really necessary to race it. We would suggest the anti-roll bars to get the best out of it and preferably turnbuckles - come on Xray, there must be some of the old plain silver parts around that aren't laser engraved, put them in the T3R Pro! The T3R is a very strong car and since it shares all of its consumable parts with the rest of the range, it is always going to be easy to keep it running. This all adds up to making the T3R and ideal club racing package.

## SPECIFICATION



MODEL:	XRAY T3R
SCALE:	1:10
CLASS:	ON-ROAD
APPLICATION:	COMPETITION
FORMAT:	KIT
POWER:	ELECTRIC
CHASSIS:	FIBREGLASS
DRIVETRAIN:	4WD
TRANSMISSION:	BELT
DIFFERENTIAL:	BALL/POOL
SHOCKS:	OIL-FILLED PLASTIC
BEARINGS/BUSHES:	BEARINGS

## TECHNICAL DATA

LENGTH:	375MM
WIDTH:	190MM
HEIGHT:	82MM
WHEELBASE:	260MM
WEIGHT:	1350G

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