



XRAY'S X10 LINK:

A DIFFERENT TAKE TO ON ROAD

XRAY have recently released their latest offering for one of EP On Road's newest classes – World GT. Dubbed the X10 Link, this successor to the original X10 has been totally redesigned to be compatible with all of today's latest battery and motor technologies. The new World GT class sees the revival of the once mighty 1:10 Pro 10 pan cars, with sleekly styled GT bodies and spec motors helping to make this class accessible to racers of all skill levels again, after simply becoming too fast to race. **ANTHONY ATTACK** builds the X10 and goes racing.

MAIN CHASSIS

AS THE name suggests, the most significant change XRAY have made with the new car is the utilisation of a new link style rear suspension.

This new system not only has its advantages in handling and tuning but removing the T-bar used on the old car has also opened up the centre line of the chassis significantly.

This allows the new car to accept just about every battery configuration imaginable, including 1 or 2 cell LiPo and

anything up to 6 cells for those still running the old NiMH packs.

The main chassis has been designed with both carpet and asphalt racing in mind and is machined from 2.5mm thick carbon fibre.

All of the battery locators have been included with the kit, so your batteries will be safely secured to the chassis once taped in, regardless of what type of cells you choose to run.

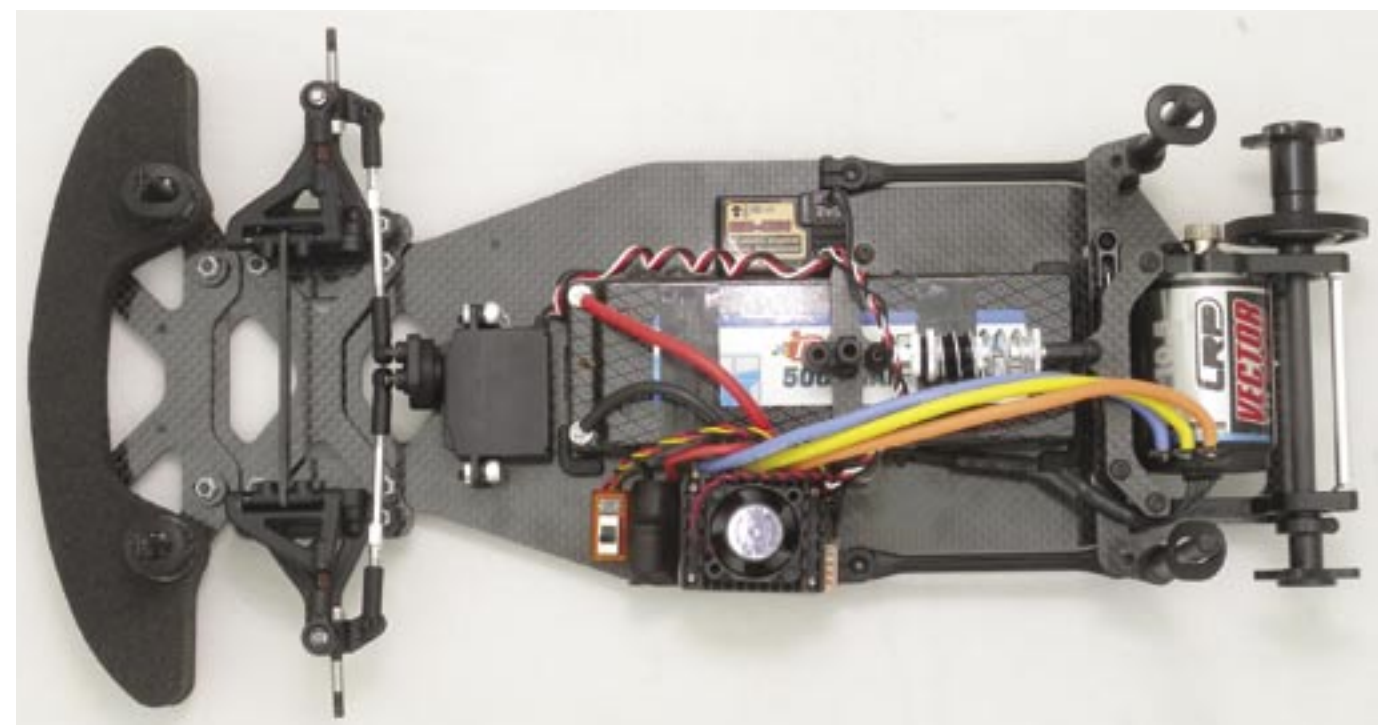
XRAY have pre-drilled the chassis to accept both mini and standard sized servos.



In addition, there is enough room on the main chassis for just about any combination of ESC, servo and receiver—making it easier for the racer to

use their choice of electronics.

FRONT SUSPENSION



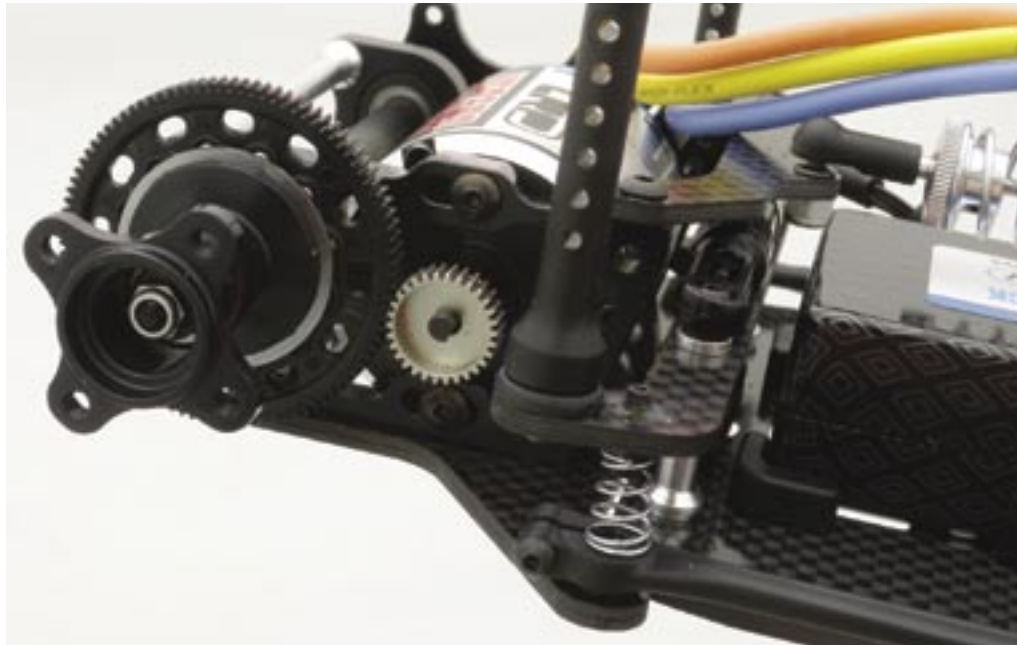
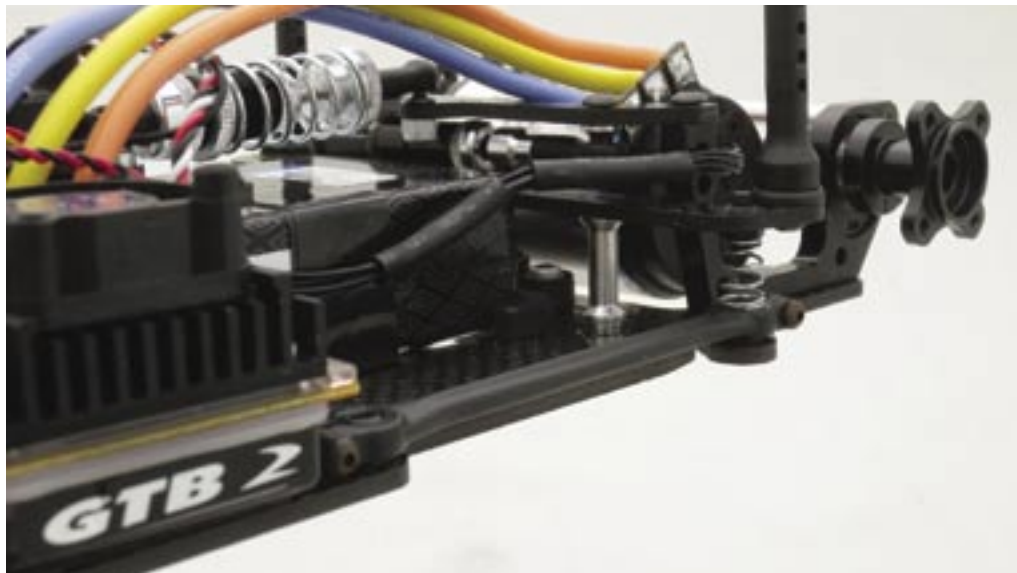
THE X10 Link borrows its front suspension from its



smaller cousin, the XII, using riser plates and a 2.5mm carbon fibre arm mounting plate to adapt this suspension to the larger car.

The mounting plate provides the additional benefit of offering three different wheelbase options.





and bumps.

The front ride height is primarily adjusted by changing the amount of shims between the lower arms and the arm mounting plate.

The shims above and below the steering spindle can also be used, providing a finer adjustment, allowing you to maintain your desired ride height as the tyres wear.

REAR SUSPENSION

THE NEW link system uses a link bar down either side of the chassis, plus a centre pivot point

to connect the rear pod to the main chassis.

Side-to-side dampening of the rear end is now controlled by a laterally mounted oil filled shock absorber, in addition to a small spring on top of the rear of each link.

This leaves the car's centre shock absorber to soak up the bumps, using an oil filled shock, with a coil over spring.

Overall the new link system gives more consistent results, while requiring a lot less maintenance to ensure optimum performance.

The centre shock is used

to set the middle of the car's ride height, measured at the rear of the main chassis, while the ride height of the rear pod is adjusted by changing the bearing mounts that the rear axle runs on.



XRAY have included a set of five mounts, with offsets ranging from 0-2mm, in half millimetre increments, allowing you to fine tune the rear ride height as the tires wear.

THE BUILD

UPON opening the box it quickly becomes apparent that the X10 Link lives up to XRAY's high standards.

A glossy manual guides you through the build step-by-step, with concisely written instructions and clear illustrations.

In addition to the quality of all the parts (which fit together perfectly without any binding or tweak that could potentially ruin the car's handling), it makes for a kit that is easy to build for racers of all skill levels.

Further improving the accessibility of this kit to newer racers is the inclusion of a pan car specific set-up book.

This book not only explains how certain changes will affect handling but also details how to properly set up and align your kit—which is vital for getting the most out of your car in any of the pan classes.

The whole front suspension assembly went together without any hand fitting required to

achieve a smooth action.

The car's two aluminium shock absorbers were easy to assemble and both built up to be smooth and leak free.

The differential also built up extremely well with an exceptionally smooth action using XRAY's own spur gear (which uses 12 diff balls instead of 8 that some cars run).

Completing the differential is a thrust assembly, which takes the side-load off a bearing that would otherwise need frequent replacement.

This ensures that the diff stays smoother for longer, requiring less maintenance.

With the kit fully assembled, the next step was to mount the electronics and get the kit ready to hit the track.

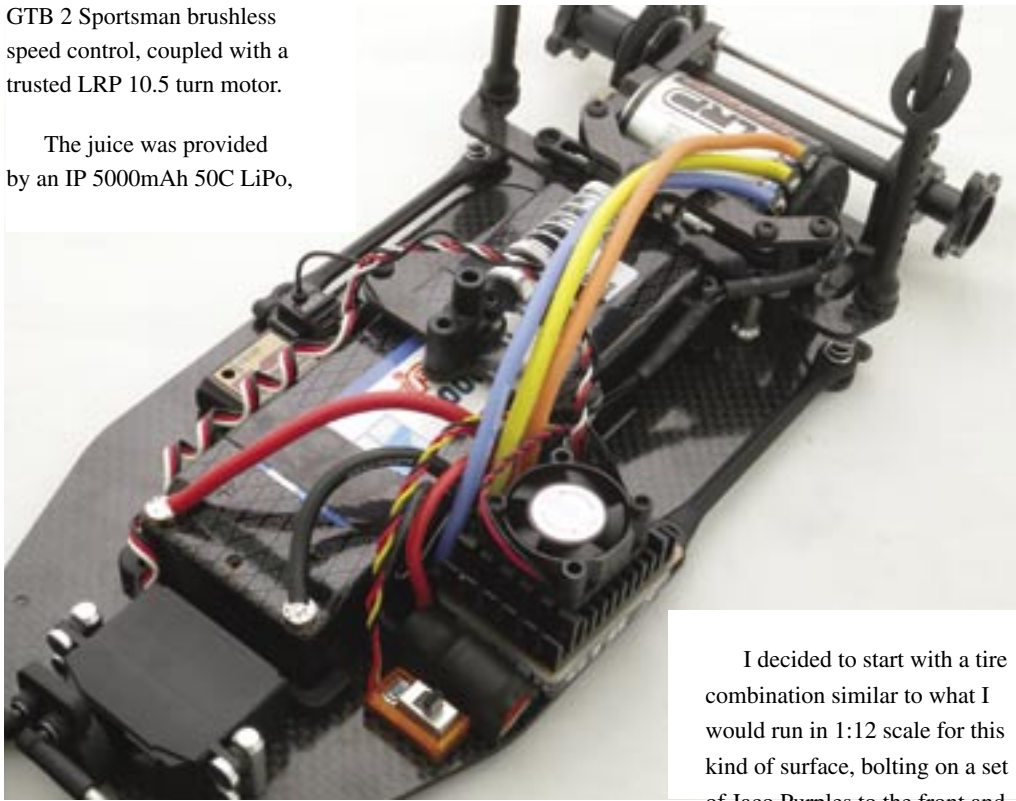
I opted for a Futaba S9650 Micro servo to take care of the steering.

While small, it still has more than enough speed and torque to allow me to put the car where I want it on the track.

In the horsepower department I fitted Novak's new

GTB 2 Sportsman brushless speed control, coupled with a trusted LRP 10.5 turn motor.

The juice was provided by an IP 5000mAh 50C LiPo,



which is more than enough battery in this class of racing.

With everything mounted checked the car on Hudy's new setup station for pan cars, to check the camber, toe and steering throw.

Once everything was correctly set, there was only one thing left to do... hit the track!

TRACK TIME!

I HEADED down to Logan for their Wednesday night racing, which serves as their 'Formula 1' night.

Along side the F1's they also occasionally get a few other types of pan cars such as 1:12 running from time to time, so it made for an interesting comparison.

I decided to start with a tire combination similar to what I would run in 1:12 scale for this kind of surface, bolting on a set of Jaco Purples to the front and Jaco Greens to the rear.

For the body, having not run this class before, I went for PROTOform's Sophia GT shell which has proven to be a popular choice in this class elsewhere.

I used the first couple of runs to dial in the amount of additive I was using on the front tires, looking for a good amount of steering without the car

