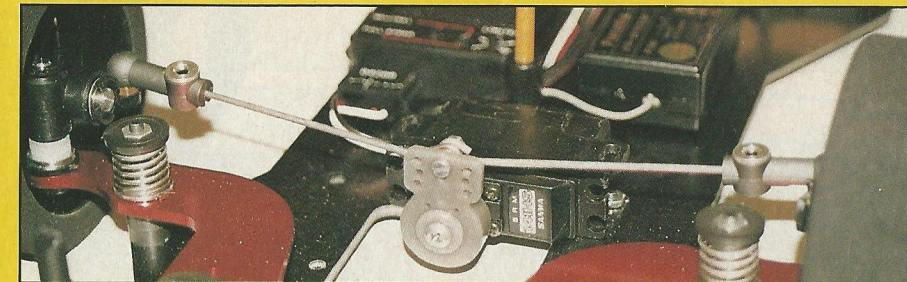
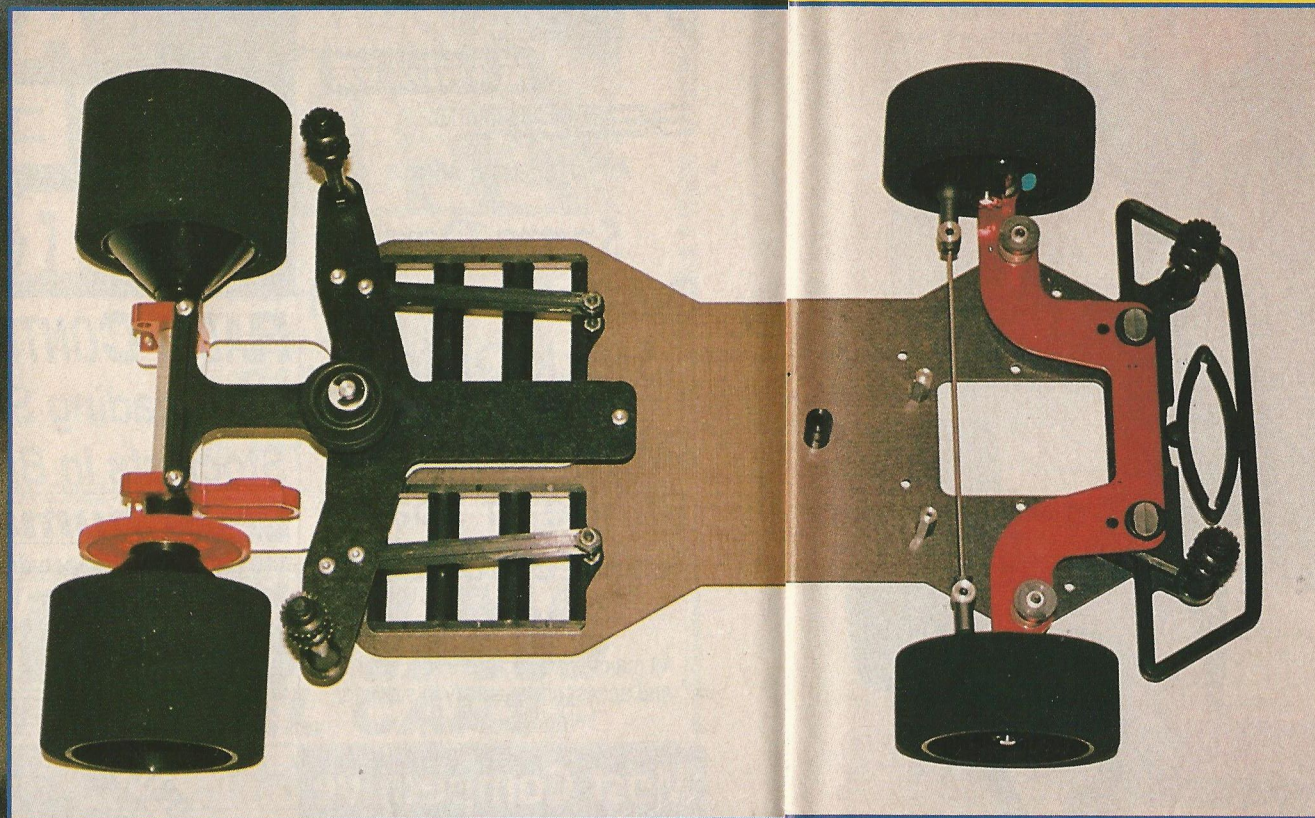
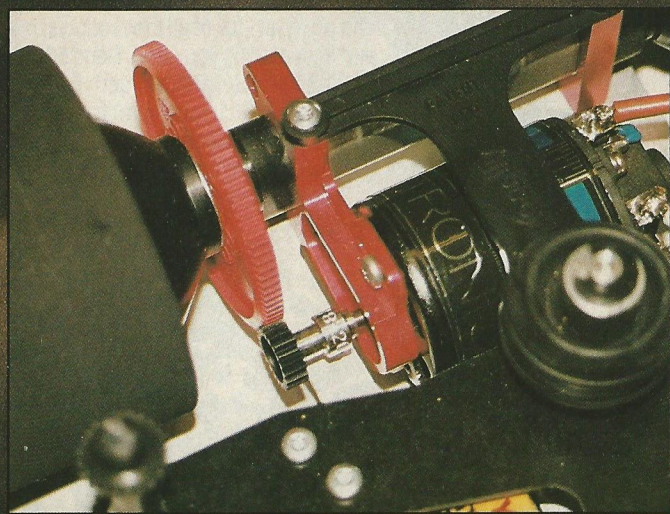
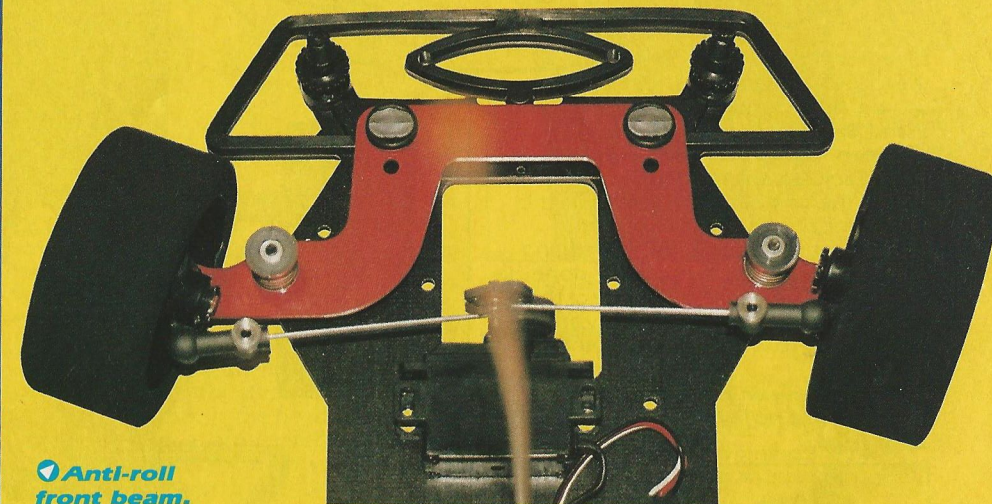


Rob Hopkins reviews Corally's latest Pro Ten challenger.

➤ New hard anodised 48DP pinion can be seen here.

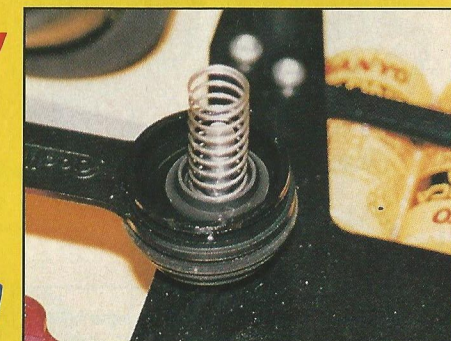


➤ Steering geometry.



➤ Anti-roll front beam.

➤ Internals of the rear damper.



However in this day and age, you must give people what they want, and the people wanted graphite. Being a forward thinking company, that listens to what the buying public want, Corally have incorporated a graphite chassis onto their new car.

The other main point of interest on the new car is the front end described as an 'anti-roll' front beam. This is quite a unique design and utilises a single

Over the past couple of years Corally have become very well known in the R/C model car racing scene. Primarily for their circuit cars, and then for their revolutionary speed controllers. Corally have an extensive range of cars and goodies that cater mostly for the 'committed racer' side of the market.

The main reason for Corally's rise to fame is the fact that their products are possibly the finest quality you can buy. This is no exaggeration. Their cars use components of the highest quality; each and every product is so perfectly finished

that no other manufacturer has yet been able to compete with the build quality of Corally cars.

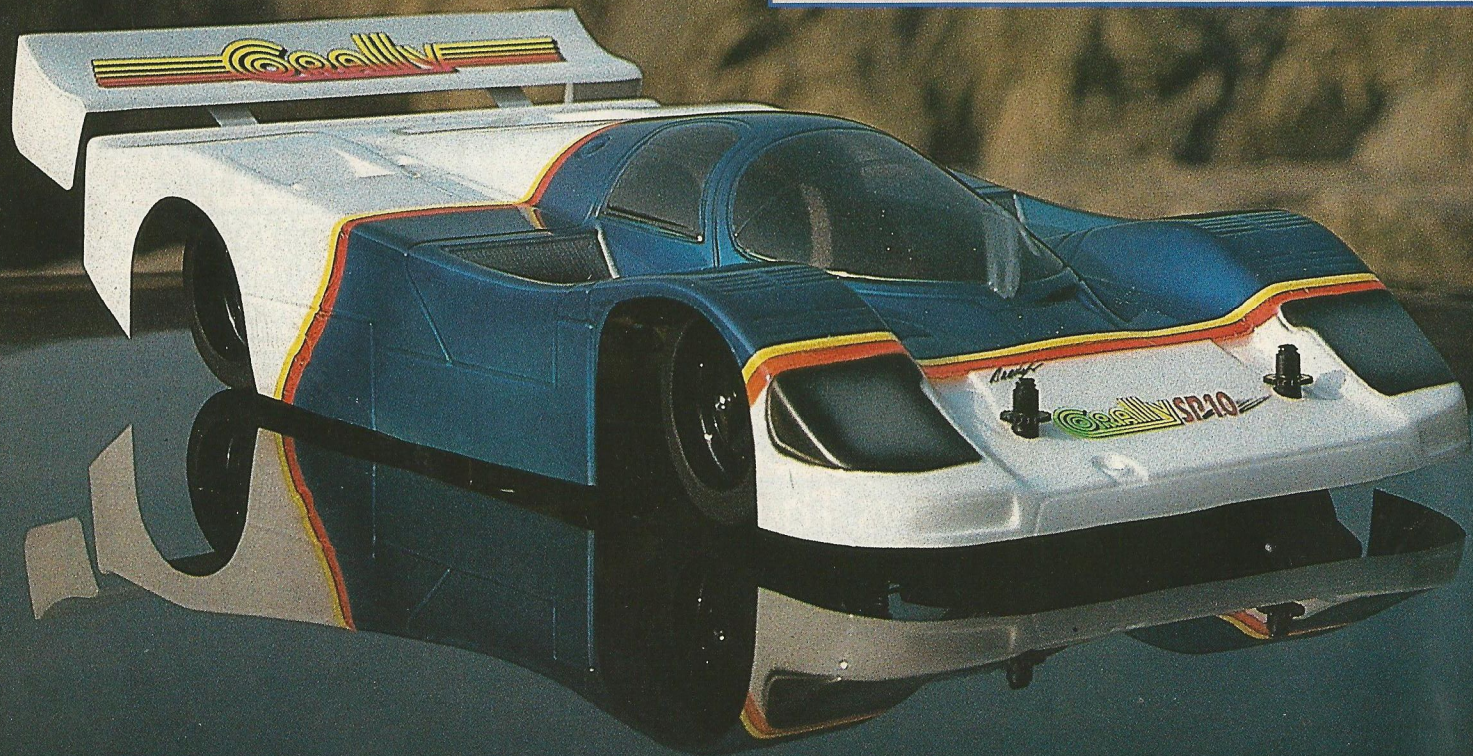
Eurochamps — One and All

As mentioned, Corally were initially known for their electric powered circuit cars (1/12 and 1/10 scale). Both are the current European champions in their respective classes (SP12 in 1/12 scale and SP10 in 1/10 scale). Since their victories at the European

championships, both cars have been updated and somewhat re-designed.

Corally SP10G

You may not have noticed the subtle difference between the name of the old car and the new one. The difference is 'G', standing for graphite. The original Corally circuit cars used a metallic material called 'Coral' for the chassis on their cars. It was extremely good stuff, having equal rigidity in all directions.



CORALLY

SP10G

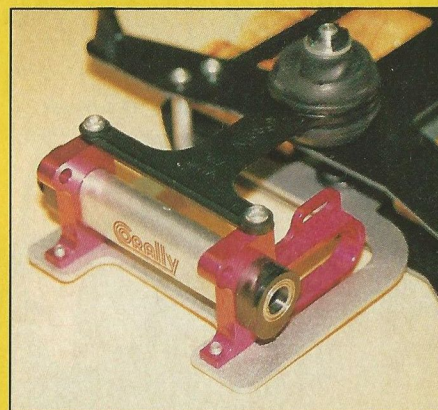
piece of 'U' shaped coral, which is pivoted at the front on two 'balls'. These balls allow the beam to pivot up and down from the front, providing vertical suspension movement. The damping action is provided by two small 'O' ring/spring dampers at either side of the beam, just to the inside of the wheel axle block. Tension on the springs can be altered by simply turning the retaining collar down on a threaded post/screw.

Another superb feature and one that is unique to 1/10 scale Corally cars is the 'camber/caster' adjustment system. This is a design whereby the caster and camber can be altered independently or

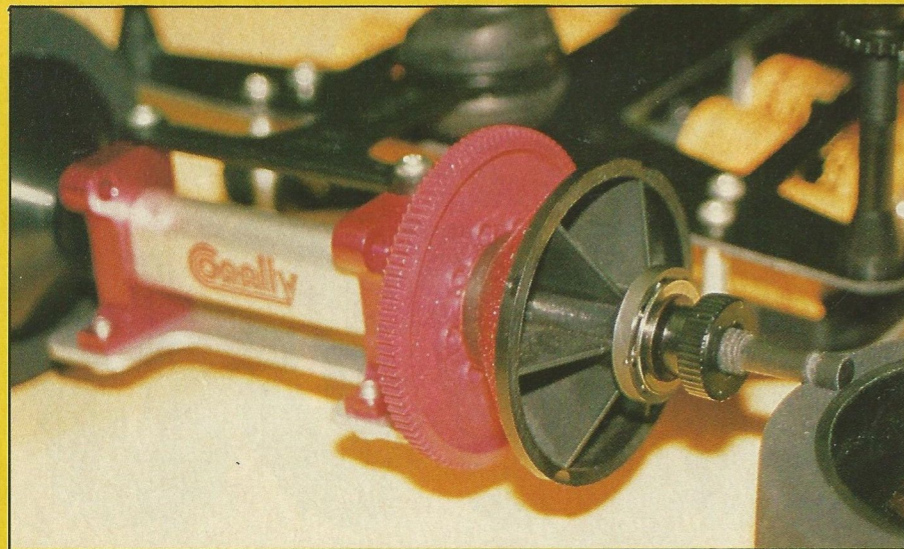
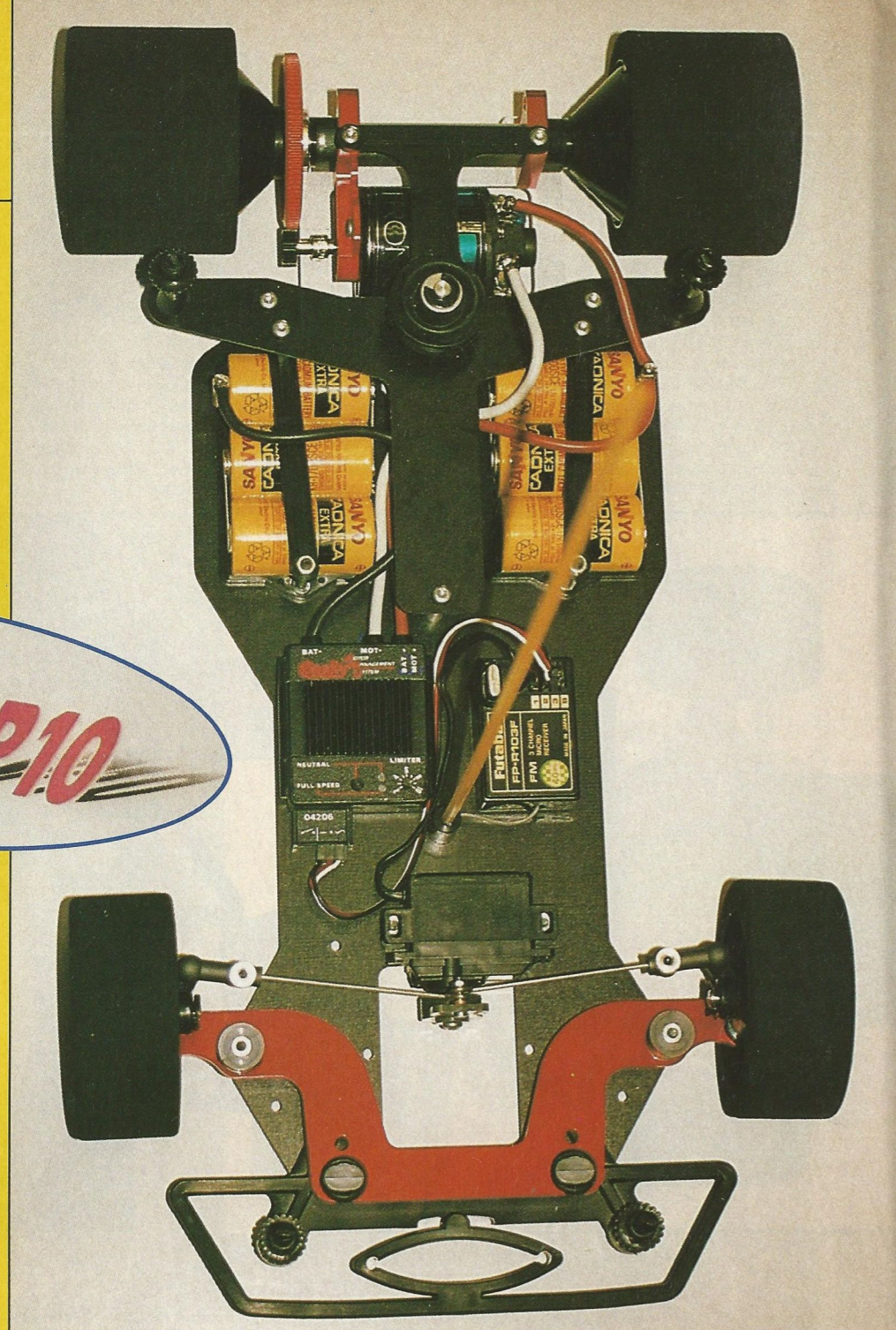
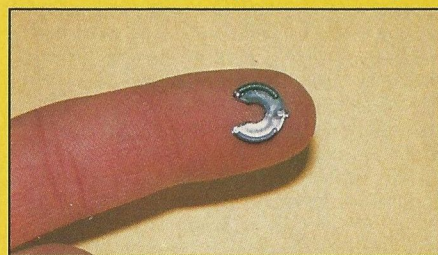
Corally SP10

together in the following amounts: They can be altered independently between 0 and 8 degrees, or both together between 1.5 and 6 degrees. This gives a lot of adjustment, much more so than any of the competitors' models in this class. Not only is the amount of adjustment impressive, the speed and simplicity with which it can be done is also impressive. Again this is one of the best features of Corally cars; they are an absolute joy to work with, everything is

➤ **Rear power pod showing plastic ride height adjusters with bearings.**

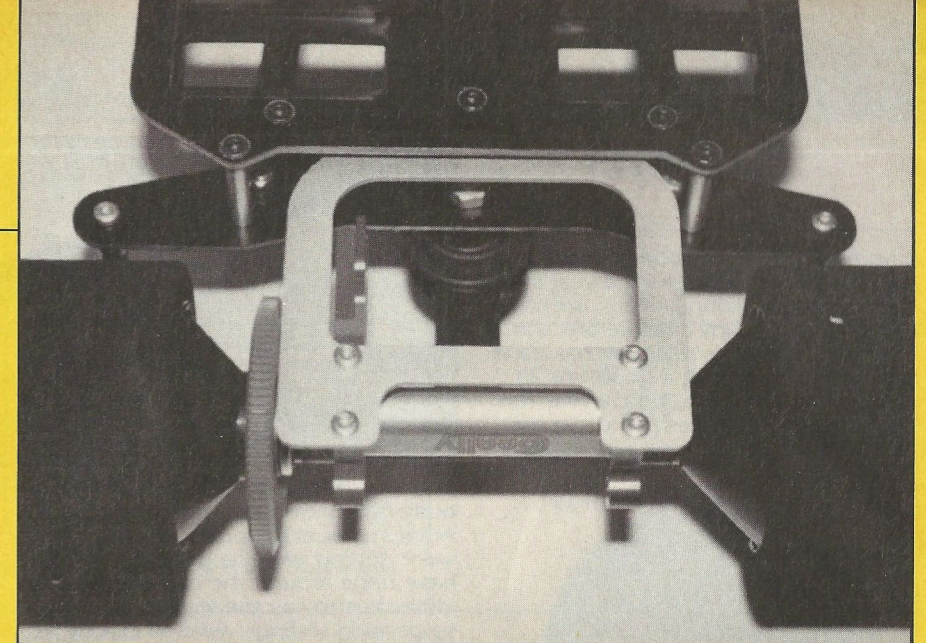


➤ **Most of the car is held together with these small plastic 'C' clips.**

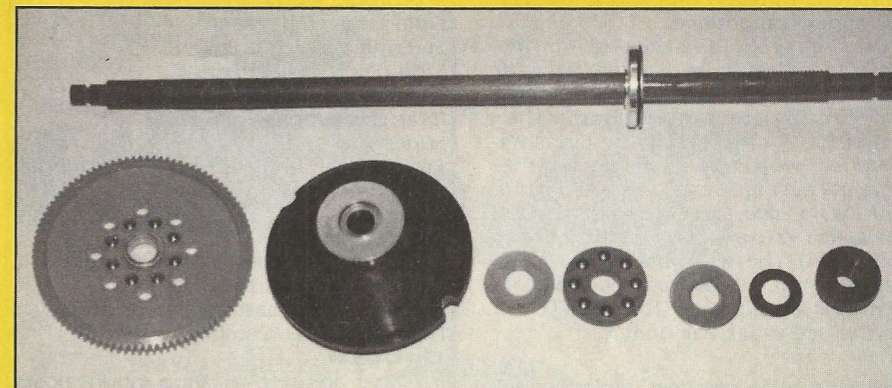


so quick and easy to adjust. One of the reasons for this is that most of the car is held together with tiny plastic 'C' clips that can easily be removed and installed with your fingers. Believe us, this is a brilliantly simple system.

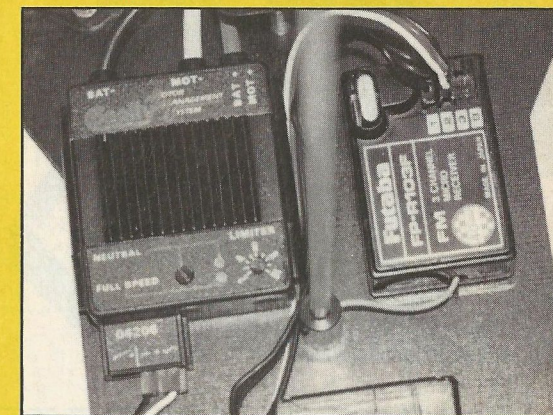
Ride height can also be adjusted at the front (again something missing from most of the competition), simply by placing three small white washers above or below the plastic axle blocks. The axle blocks have two bearings set into them through which the axle runs. This system is known as 'live axle', and has featured on some makes of circuit cars for many years.



➤ **Coral T piece.**



➤ **The super smooth differential.**



➤ **Corally MMS II, Futaba receiver and Sanwa 141HS servo were used in the 10G.**

The Back Bit

The rear end of the SP10G uses a free floating pod/T-bar/silicone damper arrangement. The silicone filled damper contains two spring pressured washers inside a chamber that is filled with a very viscous damper syrup. The damper controls the side to side movement of the rear end, while the coral T piece controls the up and down movement.

The motor is positioned exactly in the centre line of the car for perfect weight balance. Because of this, the spur gear is further away from the motor than in other designs of cars, so long type pinions have to be used. Corally provide these individually or as a set. In the kit we received there were some of the incredibly sexy new hard anodised pinions, and these should be available now.

If you already have a Pro Ten racer and you are going to switch to a Corally, you may be concerned about the wheels. Why? Well, as with their other cars, Corally have their own design of wheels that fit the car. The majority of replacement wheels for Pro Ten cars on the market however are of the American BBS type. If you already own a Pro Ten car the chances are you will have a lot of your 'race rubber' on BBS style wheels, so you may think a change of car would be awkward. In fact it wouldn't be as the nice people at Corally have thought of this as well and can provide BBS wheels adapters to fit the SP10G. What this means is that nearly every single make of wheel on the market will fit onto the Corally, not bad eh?

Rock 'n' Roll

When you get your SP10G you will find that it has already been constructed. It isn't every manufacturer that presents its cars factory built!! Also included in the box is a comprehensive set of instructions, spares, a pinion, a screwdriver for the special 'torx' screws that are used throughout on the car (it is impossible to strip the head on these screws). A set of attractive stickers are also provided to finish off whatever bodyshell you wish to use. We chose to use an Andy Porsche, and it really looked the part.

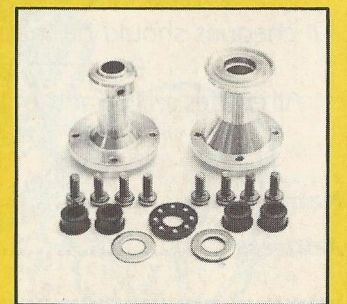
To power the 10G we chose a Corally Motor Management System II (in our opinion possibly the best high frequency speed controller on the market), a Sanwa 141HS servo (possibly the best servo on the market for 1/12 and 1/10 scale circuit cars), a Futaba 40MHz micro

receiver and to finish it off an LRP modified motor. With this combination the car, as standard (out of the box), is more than capable of winning any race (provided the right person is pushing the sticks!!!).

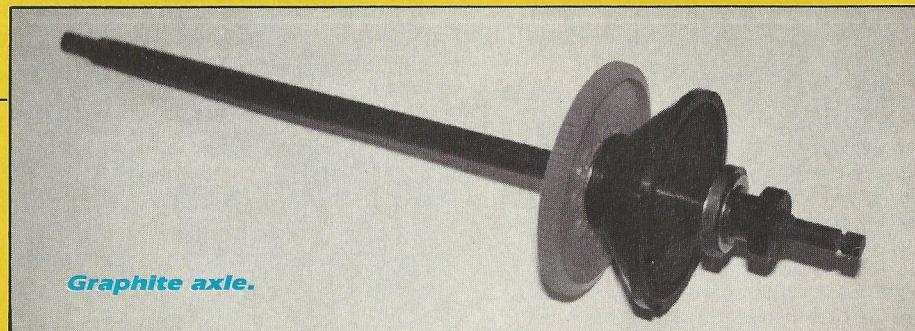
Track Test Time

At the time of reviewing the kit (early March), the weather wasn't ideal for Pro Ten racing, but we waited until the forecast looked good for a thorough

➤ **BBS wheel adapters.**



days testing. The location was the Ashby track, the venue for this year's Pro Ten European Championships. We have raced at Ashby many times before, and the fastest time this reviewer has done around the track was a good(ish) 23 lapper with a Lynx II. The car was run first with kit tyres (green at the rear and blue at the front). It was perfect. After



only the second run with the car (the body had been substituted for an Andy's Lotec at this point) the times we were getting were as good as we ever have done around the circuit. It was impressive to say the least. The suspension settings were all exactly as they came out of the box, and the car was super competitive.

The Corally SP10G is the best Pro Ten circuit racer we have ever reviewed. It is as simple as that. When the Euro's are held at Ashby later this year most of the cars in the A main should be Corally's. There is a wealth of talent driving the car at the event (Oscar Jansen, Constant Paul, David Gale, Piet Goemans, Jimmy Davis, Ralf Kruse — current European Champion). These are the drivers who may win, but the biggest favourite of them all is the Corally SP10G itself, it is hard to see what will beat it.

➤ Front axle carrier, ride height adjuster washers and damper can be seen here.

SP10G

Wheelbase: 258mm 10.2"/258mm 10.2"

Front width: 208mm 8.2"/211mm 8.3"

Rear width: 211mm 8.3"/240mm 9.4"

Chassis: Graphite

Rear axle: Graphite

Motorpod: Coral*

Differential: Ball type

Steering: Centre point

Ride height adjustment,

Front: 4 positions

Rear: 6 positions

Suspension,

Front: Coral* anti-roll beam, coil springs

Rear: Free floating Coral* T-bar

Damping,

Front: 2 dampers

Rear: Fully enclosed silicon damper

Bearings: 10 ball bearings

Front bumper, battery clamps and holders, Caster/Camber system.

Options:

- T-bar adjuster — Wing mount posts
- Extra hard coil springs
- Oil filled shock absorber set