

# Corally's Ultimate F1

**N**ow, let's get one thing straight right away - I like F1 cars. When the Tamiya Eurocup started I just had to have a go. The cars looked brilliant, were great fun to drive and I was lucky enough to race at some excellent meetings. Eventually

though, the novelty started to wear off. The trouble was, good though the Tamiya F1s were, they didn't really handle as well as I would have liked them to; and they just weren't plain quick enough either. Having to cure the car's understeer by sticking a huge lump of lead on the front

didn't say much for the adjustability of the chassis, and when a modified motor was plonked in the back, the car just couldn't handle the power and leapt about all over the circuit. What I really wanted was an F1 car that had all the set-up features of a full-blown Pro-10,

and could even use the same awesome modified motors and cells. It had to be a guided missile down the straights, but it had to be able to negotiate the corners at speed as well. A Tamiya F1 simply wasn't the answer, so my ideal F1 remained a dream - until now.

Corally are the company I have to thank, for they have just unleashed the most awesome F1 beastie ever; the Corally F1. It may not be the most imaginatively titled car on the market, but it is set to blow the doors off the F1 racing scene with performance that leaves the rest stuck firmly on the starting grid.

So, what is it that makes the new Corally F1 so special? For starters, it uses stick-pack cells mounted down the middle of the car. This layout was pioneered in on-road racing by the innovative Trinity Evolution-10, a car that won the Pro-10 World Championships first time out. Arranging the cells in

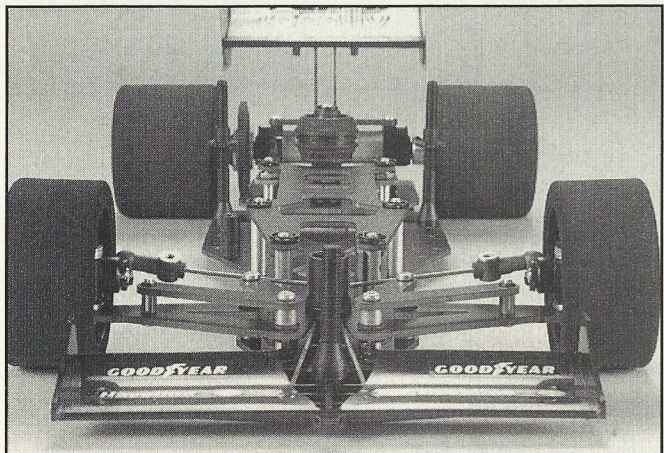
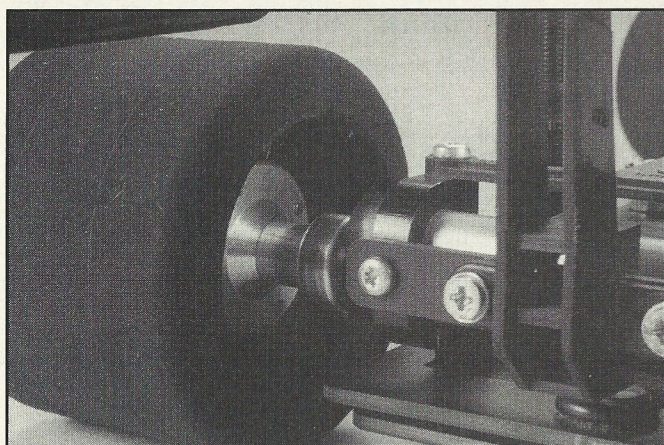
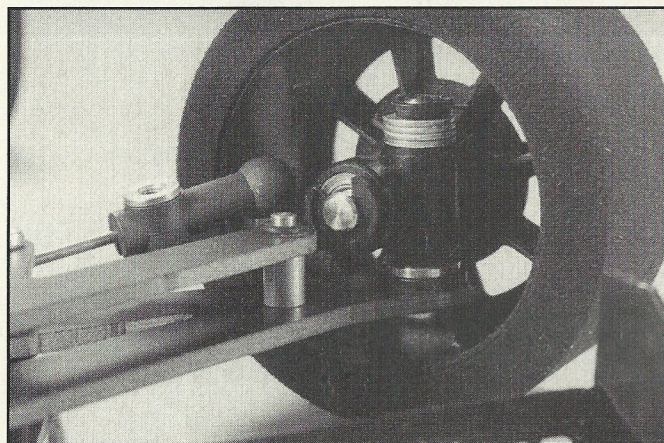
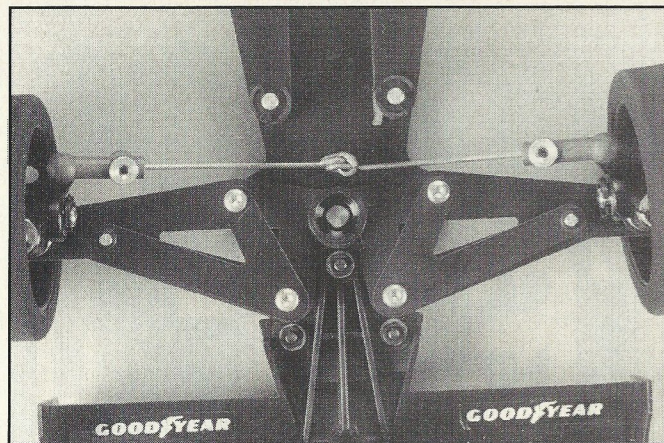
this fashion gives the best possible weight distribution and allows the car to change direction extremely rapidly, giving superb steering response. Inserting the cells into the Corally is a little tricky, involving the removal of six plastic C-clips and the top retainer plate, but once in place, the cells

won't budge an inch in any direction. The superb weight distribution is further enhanced by a centrally mounted motor, an obvious design feature that many kits still seem to overlook. Corally haven't compromised one bit on the suspension either. The pivoting rear pod comes

**A design classic and an awesome performer, Corally really have created the ultimate F1. If you thought Tamiya F1 racing was fun, wait until you get a load of this!**

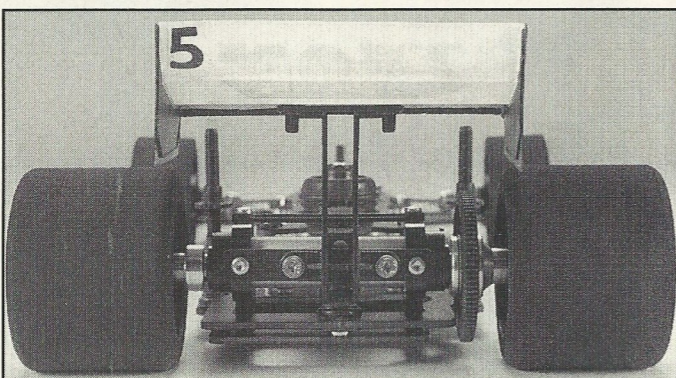
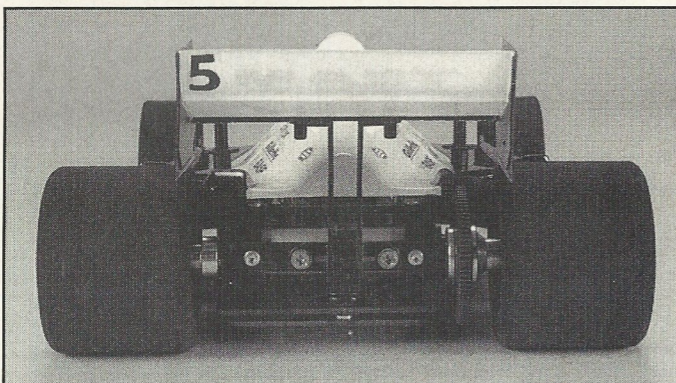
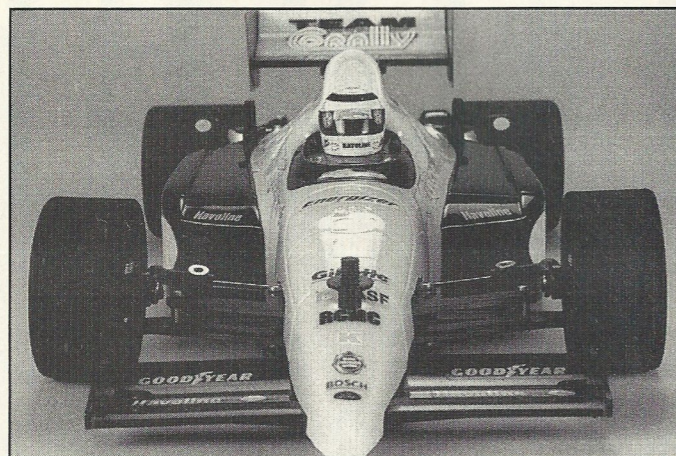






straight from their championship winning Pro-10 car, allowing super smooth movement in all directions. Once filled with 'goop', the damper requires almost no maintenance at all. Indeed, some Corally Pro-10

drivers have been known to only rebuild their dampers once a year. Front suspension is provided by a sliding post damper system; the plastic damper housing sliding up and down on an aluminium post,



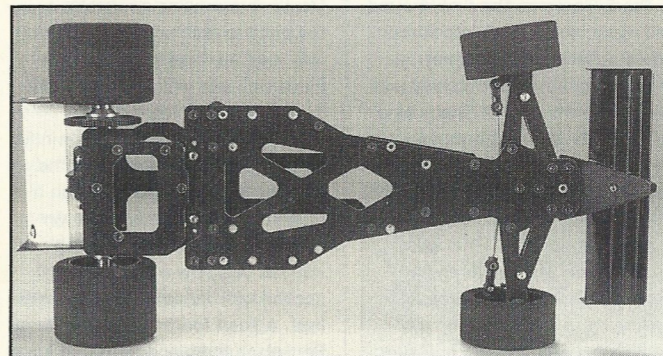
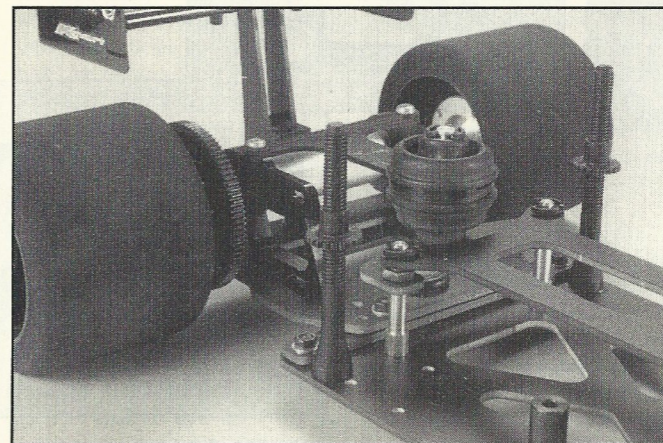
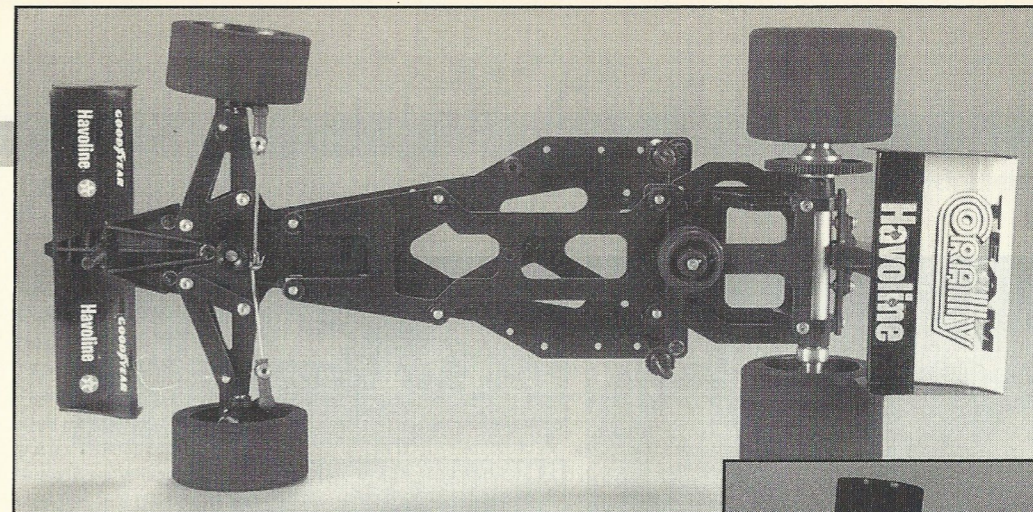
with damper syrup being applied to control the damping effect.

A moulded wedge that sits on the top of each front axle beam allows independent adjustment of the caster and camber on each front wheel. Oval racers will find this invaluable, as the car can be set up with stagger to negotiate the banked circuits. Flat track racers will benefit from the ability to run with increased caster, improving high speed stability, while the adjustable camber facility allows you to maximise the use of your tyres and avoid 'coning' the rubber.

The black fibreglass chassis is exceptionally rigid, the adjustable ball differential comes complete with a lightweight fibreglass axle, and the car

is ballraced throughout. When you also take into account that the Corally comes with an aluminium motor mount, fine pitch 48dp gears and high-quality 'Torx' screws all as standard, you can clearly see where your money has gone. Upgrade a Tamiya F1 to this specification, and the final price you pay isn't going to be much different.

Of course, a car brimming with such advanced features can often lose out on the construction phase. Sometimes, the more complicated the manufacturers make it, the more difficult the car is to build. There are no such problems here though; building a Corally F1 is an absolute doddle. You just open the box and ...

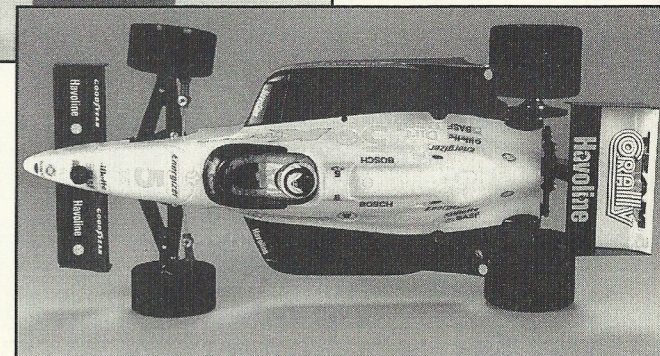


well, that's it really! Yes, you've guessed it, the F1 comes ready built and what a great job the factory has done. The quality of the kit is second to none, with superb countersinking, immaculately cut chassis pieces and factory pre-set dampers. There really isn't much left to do before you can actually go racing. The time saved can be usefully spent reading the excellent instruction manual. This covers all aspects of setting up the car and contains a wealth of useful information.

There are still some jobs to complete though, and mounting the steering servo properly is probably the most difficult one. Like the latest Tamiya F1 releases, this goes 'upside-down', attached to the provided plate with double-sided tape. A bodyshell is the next consideration, as this item is not included in the kit. A careful choice is required here as the wheels and tyres on the Corally F1 are pretty big.

What this means for scale aficionados is that the lovely scale Tamiya F1 bodyshells look a tad tiddly on this chassis. They don't look awful, more 'not quite right'. Indycar bodyshells however, look the absolute business. Parma's neat Indycar bodyshell fitted the chassis superbly and matched the big wheels perfectly. With a Tamiya Ferrari front wing screwed in place,

Corally's chassis design is well thought out and neatly executed.



together with a Tamiya rear wing mounted, the completed car looked pretty special. Now it was time for some real fun to begin - track time beckoned.

### Red Five Alive!

"Wow!" is the word that best describes this car on the track. It is sensational. You can drive it smoothly like a Pro-10, or power slide it with bucketful's of horsepower, the handling is that good. The F1 generates almost as much rear-end traction as Corally's Pro-10 car, but it has unbelievable front turn-in as well, giving real road-hugging performance. Those used to driving Tamiya F1 cars might find it all a bit of a handful at first, as the amount of front-end bite this chassis generates really is incredible. Tiny stick movements are all that are necessary to guide the car through the bends, the complete absence of any understeer allow you to pick precise racing lines. The F1

responds to tyre choice like a Pro-10 car, enabling it to be set-up extremely easily, and the suspension is excellent, allowing it to soak up the bumps with ease.

And can the Corally F1 handle modified motors? You bet! The F1 is actually lighter than a Pro-10 car, so with a modified motor in place and a set of SCRCs strapped in, it's hold on to your hats time! This car really is ballistic. With a 13 triple motor strapped in, the acceleration and top speed was incredible and after a couple of laps I had a big grin right across my face. This is fun with a capital F.

There really isn't much more I need to say about this car. I just love it. It's one of the best handling 1/10th on-road cars I have ever driven, has a build quality second to none and looks an absolute dream. In fact, the only downer could be the current lack of meetings where you can actually race it. Forget that for now though. This car comes supplied with fun factor ten. It's the best F1 ever and I want one now!

