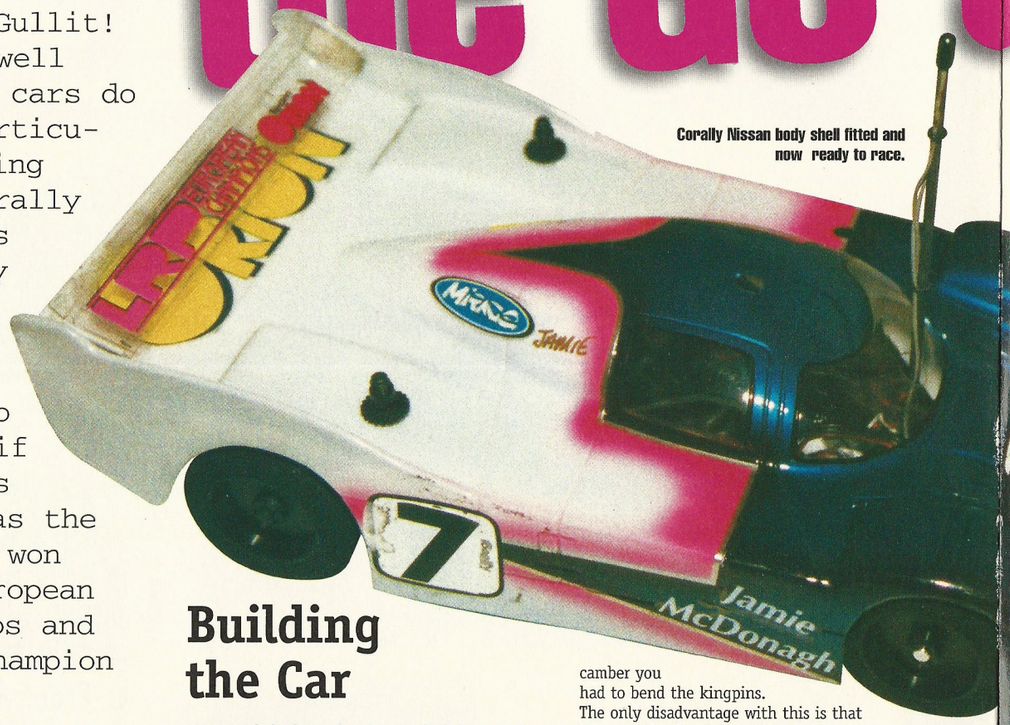
Jamie McDonagh

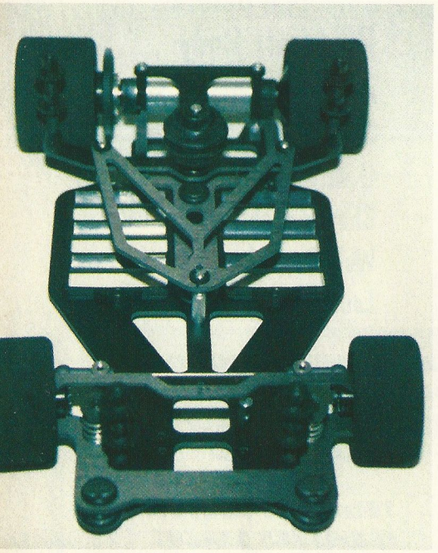
Corally SP12G3 Review

the G3 summit!

After some negotiations I finally got my hands on the new 1/12th car from Corally. This car supposedly being the best thing to come out of Holland since Ruud Gullit! As you may well know 1/12th cars do not have particularly exciting names so Corally kept to this tradition by calling it the SP12G3. The new car had a lot to live up to if was to be as successful as the SP12G which won numerous European Championships and the World Champion SP12G2.



Corally Nissan body shell fitted and now ready to race.



Ready built, so you won't have to keep looking for that missing screw!

Building the Car

I opened the box expecting to find dozens of little bags and pages of instructions to tell me how to build the car, but with this being a Corally, the car comes ready built, so you do not have to look for that all important screw only then to find it is missing!

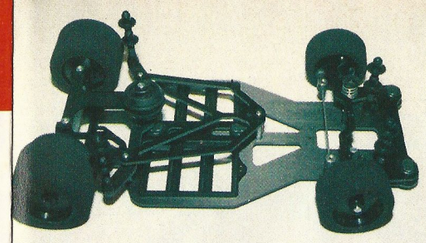
The Car

Corally have kept to their unique design of circuit cars and have not been influenced by the American style, though the 'G3' bares little resemblance to the original 'G' and there are a number of changes from the 'G2'.

The main changes are at the rear of the car where there is a new longer graphite T-bar which is still raised slightly from the rear pod, which gives more options on to positioning the pivot balls as they have drilled extra holes in the chassis. The rear pod has been cut down slightly to save weight but it still remains rigid. The 'G3' still retains the old free floating tear damper so you can still get your hands in a mess with all the damper syrup. There is little change to the front end, it still uses the anti-roll front beam with an O-ring damper system inside the springs. One addition to the front end is the camber beam, this fits onto the kingpins where the front ride-height washers are situated. This is a good feature from Corally as in the past to change the camber you had to bend the kingpins. The only disadvantage with this is that it means the front end ride-height is less adjustable but this can be overcome though by replacing the standard steering blocks with smaller caster/camber ones.

The car now has a more flexible graphite anti-roll front beam which generates more steering than the standard coral front beam. The chassis is still made from graphite but the batteries are now situated closer together to enable the car to change direction quickly. The battery straps have gone and been replaced with a graphite brace which is attached to the chassis with 3 'C' clips. This now enables you to change the batteries in a matter of seconds and the graphite brace also helps to strengthen the chassis. The only problem with this new method of keeping the batteries in is that if you have a bad crash, which no doubt will happen when getting used to the car, you could find the batteries on a different part of the track from the car! It is a good idea to replace the nut at the front of the battery trays with an old battery post, which should help to keep the batteries in place.

The wheels are attached to the car as they always have been with a 'C' clip, which also means you can change the wheels or adjust the ride height in a few seconds. The car comes supplied with trued and glued Gold rear tyres and Silver fronts. These tyres are suitable to race on most tracks as this is tyre set-up most of the Corally drivers actually use on their cars.

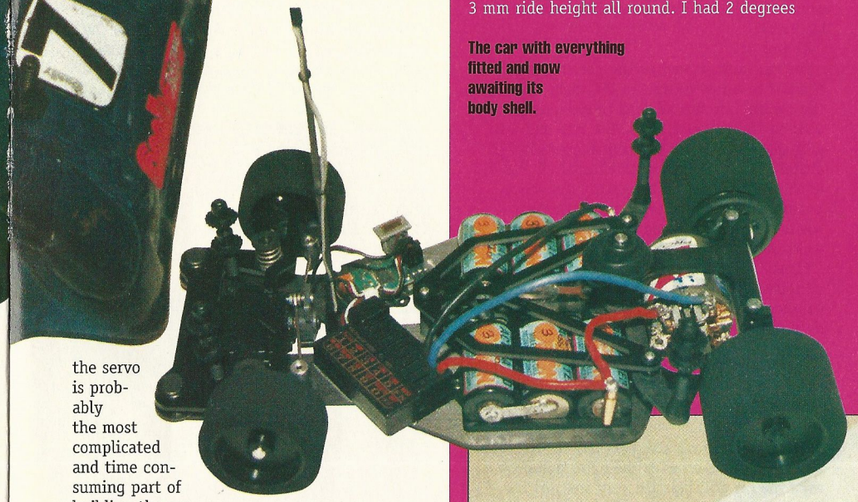


The 'G3' as it comes straight out of the box.

Fitting the Radio Gear

The first item to fit is the servo. I fitted an Airtronics 94144 servo for this review but the car is designed to also fit a Sanwa or small Futaba servo. The servo is bolted straight to the chassis and because it is mounted the opposite way round to most other cars, it leaves a lot of room for the rest of the electric's. Fitting the servo is probably the most complicated and time consuming part of building the car, as you must make sure that it is mounted square to the chassis otherwise your car will not handle properly. Once you are satisfied you have fitted the servo you should fit the servo saver with the centre point steering. It is best to do this now otherwise you will struggle once you have fitted the speed controller and receiver.

Next I fitted the speed controller, for this I chose to use a Helbing 3000. Although this is a fairly large speed controller it went in the car very easily but I had to mount it at slight angle to make sure it would stick properly to the chassis as there are two large holes cut out in the middle of the chassis to save weight. The receiver also had to be fitted at an angle, I fitted a Futaba 103R receiver minus the case. The only reason I did not use a case was to save weight and not because there is not enough room. You could probably fit a standard receiver in the car if you wanted.



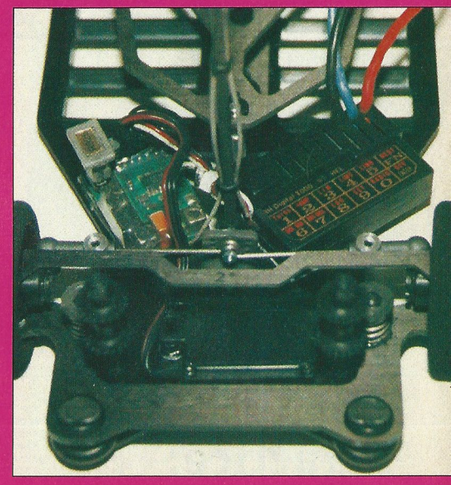
The car with everything fitted and now awaiting its body shell.

Track Test

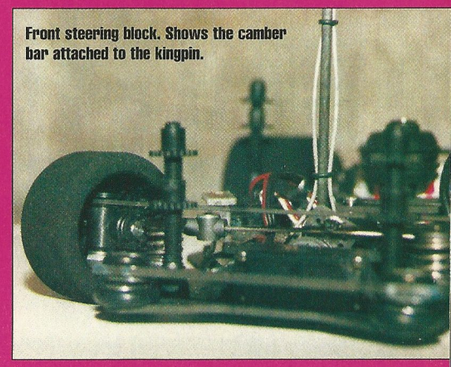
I decided to be daring by first using the car at the final national meeting of the season held at Chesterfield. The track was a fairly tight and twisty design so this would prove to be a perfect test for the 'G3'. As this was standard day I fitted an AGR 27 turn motor and used Orion SCRC's. The body shell I decided to use was a Corally Nissan and tyres chosen were the ones that came with the car, Gold rears and Silver fronts.

The next thing I checked was the ride height. This is very important with a 1/12th car as it totally affects the handling. I set the car with 3 mm ride height all round. I had 2 degrees camber set on the front end as this is the beam that came with the car, but if needed other camber beams are available in 1/2 degree steps. The only adjustments I made to the car from the out of the box set-up was to move the front pivot ball on the T-bar to the rear hole and to change the 48dp spur supplied to a 64dp spur gear.

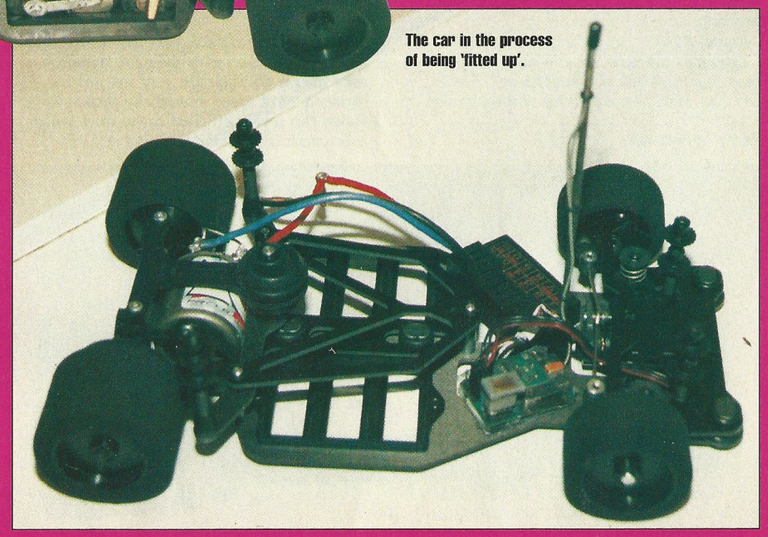
Front end featuring new camber bar.

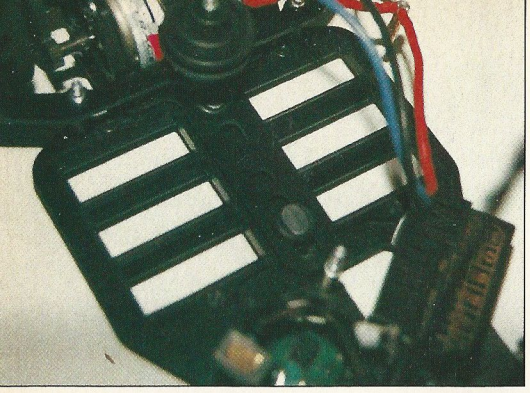


Front steering block. Shows the camber bar attached to the kingpin.

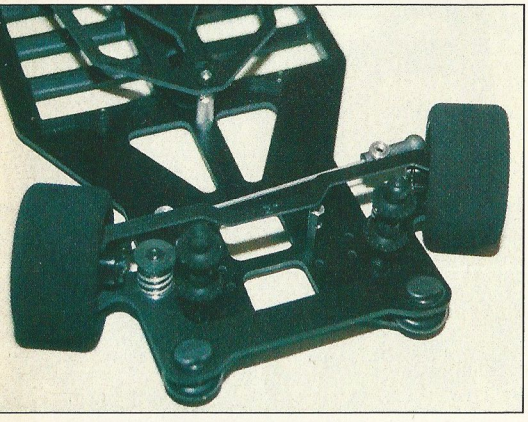


The car in the process of being 'fitted up'.





Longer T-bar plus batteries closer together.



Front end before electric's fitted.

Practice:

I thought it was best to have a practice before qualifying started. Even with little grip from the carpet the car felt very fast to drive but perhaps a little unstable, it was hard to tell at this early stage though as the grip was low.

Round 1:

I made a simple adjustment to the car before the first race by moving the front pivot ball on the T-bar to the middle hole as I was told this should make the car more stable. On the track the car still felt very fast to drive, though it felt as there was a slight problem as the rear end tended to slide and on some corners the rear end would just break out causing you to lose control of the car. I inspected the car after the race and found that because the batteries were closer together the battery wire was pushing down on the T-bar, but even with this problem the car was still able to put in some very fast laps.

Round 2:

I changed the tyres as after one run they tend to go soft and not work as well. I still used the same compound but slightly smaller in size, so the ride-height had to be adjusted accordingly. After checking the battery wire was not catching on the T-bar it was time to test the car properly.

It handled superbly and was very stable to drive but still generated a lot of turn-in and loads of steering out of the corner. The steering out of the corner took a bit of getting used to as on the exit of the corner I kept clipping the hose. The car was able to change direction very quickly but unlike a lot of cars it did not scrub off speed when doing this. The time I got in this race was very quick and put me challenging for a top ten position. I checked the tyres after the race to see how much they had worn down, they had only wore 1 mm off the tyres which is about average in 1/12th racing.

Round 3:

For this race I added some damper syrup to the front dampers to give the car a bit more damping at the front end. The start of the race did not go to well as I made quite a few mistakes, which made my mind up to really put the car through it's paces. No matter how fast I went the car held its line and carried the speed through the corners. The grip did not wear down either during the race. I was able to put in some extremely quick lap times with the car. After checking my lap times I calculated that without the few mistakes at the start of the race I would have improved my time by a lap which would have put me in about 9th position at the end of qualifying. I once again checked the tyres and because the car was not scrubbing off any speed they only wore down by 1 mm.

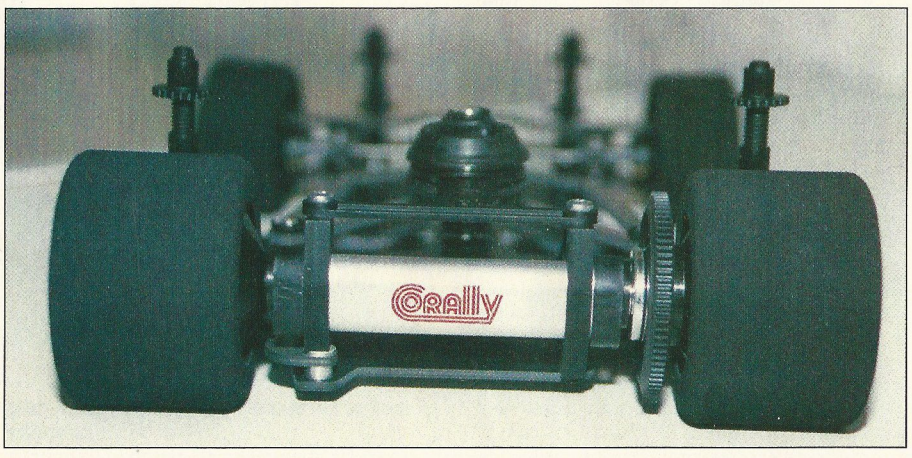
Round 4:

The car went so well in the previous race I decided to leave the set-up the same. This time the car did not feel as good to drive as it had done in the previous races. The rear end was probably a bit to low causing the car to be unstable around some of the corners. I was unable to improve my time so at the end of qualifying instead of being in the 'A' final where I could have been with this car, I had to make do with being at the front of the C final.

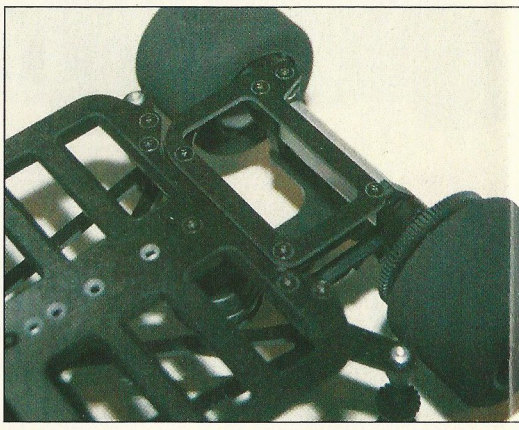
Final:

I raised the rear end for the final and the car handled superbly again. I was able to drive right behind the car in front as I felt confident that the 'G3' would do what I wanted it to. The only problem I had was that some corners had tape on the racing line so if you caught the tape with the back wheels the car would spin out.

I also used the car the next day for the modified class and even with the extra power being used the car still handled very well. As the 'G3' carries a lot of speed around the corners it makes this a very efficient car to drive which is essential when using modified motors.



View of the rear end.



The cut down rear pod.

Conclusion

After driving this car I was very impressed with how easy it was to set-up and how well it performed on the track. The 'G3' is probably the best car I have driven and that was without even testing different set-ups before hand. The Corally G3 does not have as many set-up options and parts to adjust as most 1/12th cars on the market, but when the car handles this well out of the box who needs adjustments. It is also a little more expensive than the other cars available, but all the parts on the Corally are engineered to a high standard and don't forget it comes ready built. I am sure with the drivers that Corally have this car will be able to win many European Championships and maybe even the World Championships next year.

All Corally cars and products are available from: Mirage R/C Enterprises Ltd, PO Box 29, Ashby de la Zouch, Leicestershire, LE65 2LN Tel - 01530 413183 Fax - 01530 412373. **RRCi**

Tested at Chesterfield and came out with flying colours, despite failure to make the 'A' Final.

Likes:

Ready built
Camber beam
Graphite brace for quick battery change

Dislikes:

Servo fitting - time consuming
Few set-up options and parts to adjust
Little more expensive

Testers Kit:

Radio:	JR Apex
Servo:	Airtronics 94144
Speedo:	Helbing 3000
Nicads:	Orion SCRC
Motor:	AGR 27 Turn Std
Body shell:	Corally Nissan
Tyres Front:	Kit Corally Silvers
Rears:	Kit Corally Golds