

First let me establish that I have run Corally cars at National level and 'down the club' for many years now and I 'luv' em! So the prospect of reviewing the latest from our congenial Dutch friends was very welcome.

The test track, so to speak, was the E. Sussex Superprix where I was presented with a complete car from Team Corally drivers, Constant Paul and Oscar Jansen. It was to be run with Team Corally motors and cells. Installation of a receiver was all I had to do and I was helped by Oscar with that! Yes, I know, some guys have all the luck don't they.

Most reviews would normally have to be a step by step account of construction and advice on deburring and removing the odd bits of sprue, but these cars come ready made so I can't do that. It will be more a question of taking it apart and poking it about.

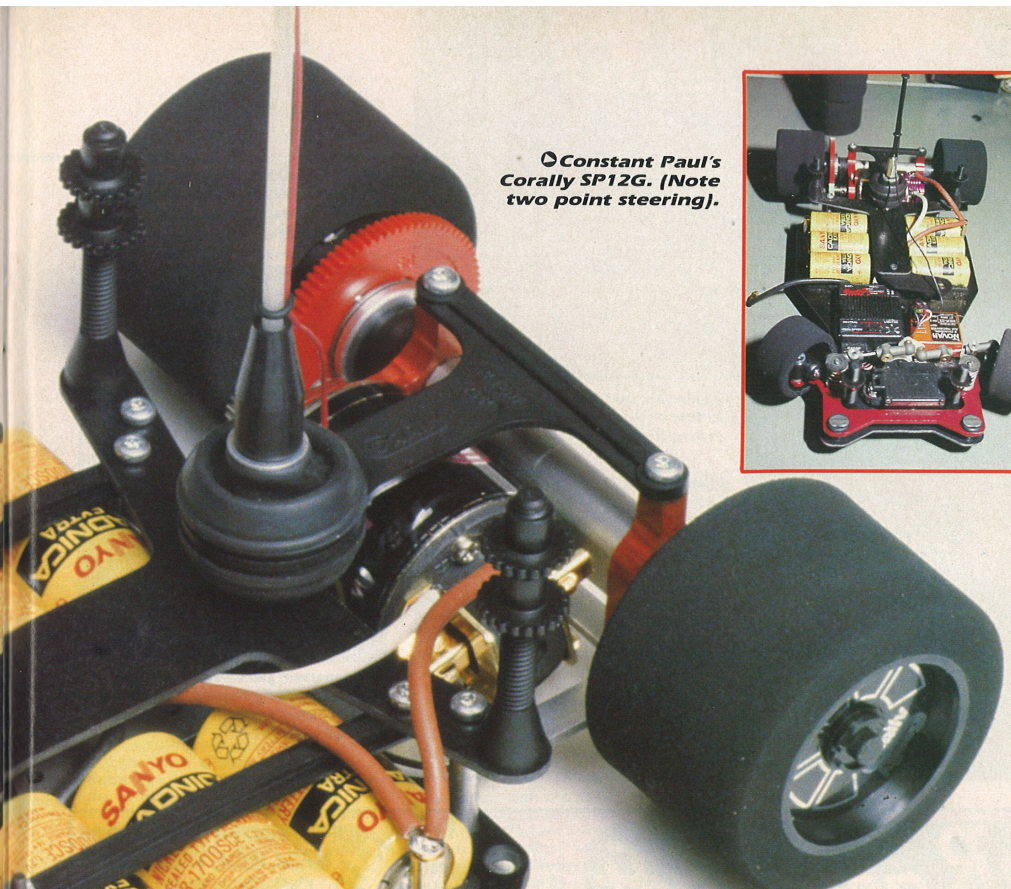
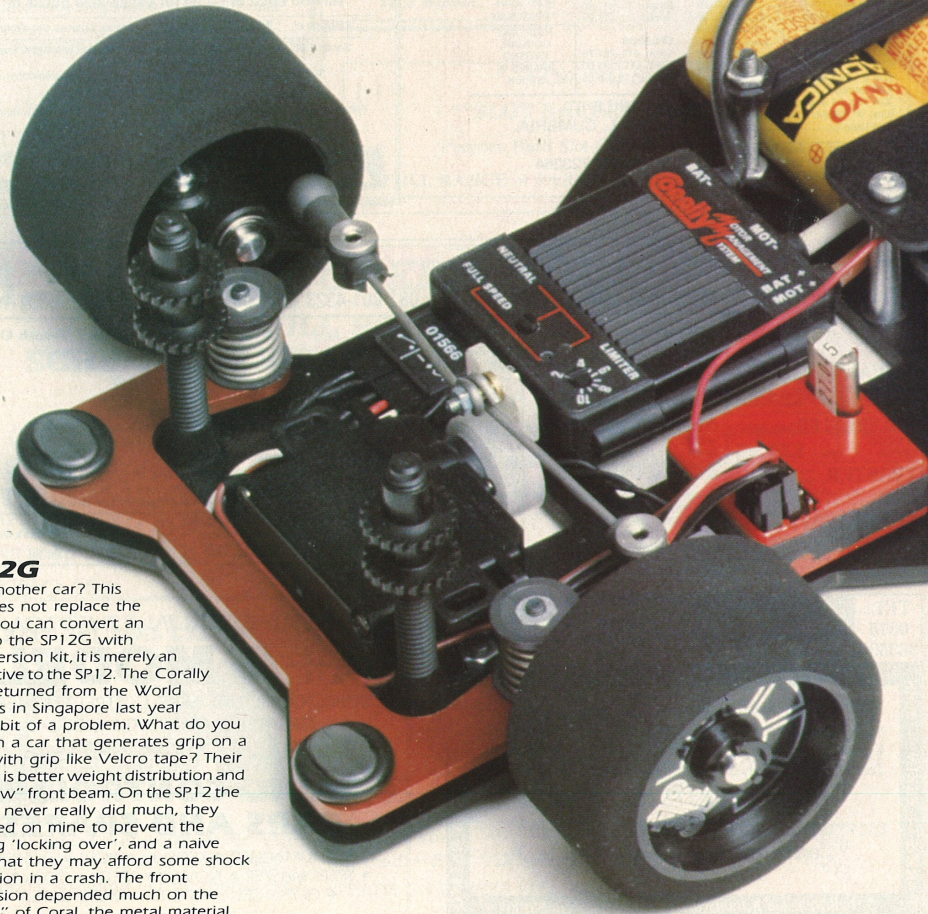


SP12G

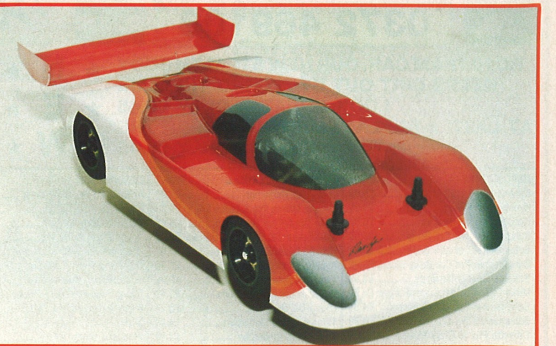
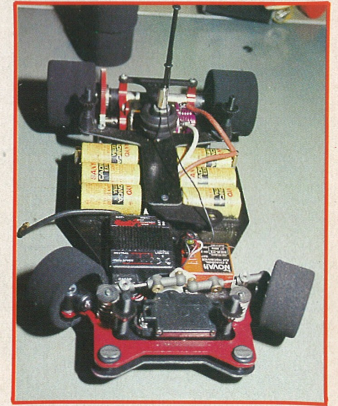
Chris Hardisty reviews and runs the new Corally SP12G — an alternative to the SP12.

SP12G

Why another car? This one does not replace the SP12, you can convert an SP12 to the SP12G with a conversion kit, it is merely an alternative to the SP12. The Corally team returned from the World Champs in Singapore last year with a bit of a problem. What do you do with a car that generates grip on a track with grip like Velcro tape? Their answer is better weight distribution and the "new" front beam. On the SP12 the springs never really did much, they remained on mine to prevent the steering "locking over", and a naive belief that they may afford some shock protection in a crash. The front suspension depended much on the "spring" of Coral, the metal material



Constant Paul's Corally SP12G. (Note two point steering).



that the front beam is made from. The new front end is very dependent

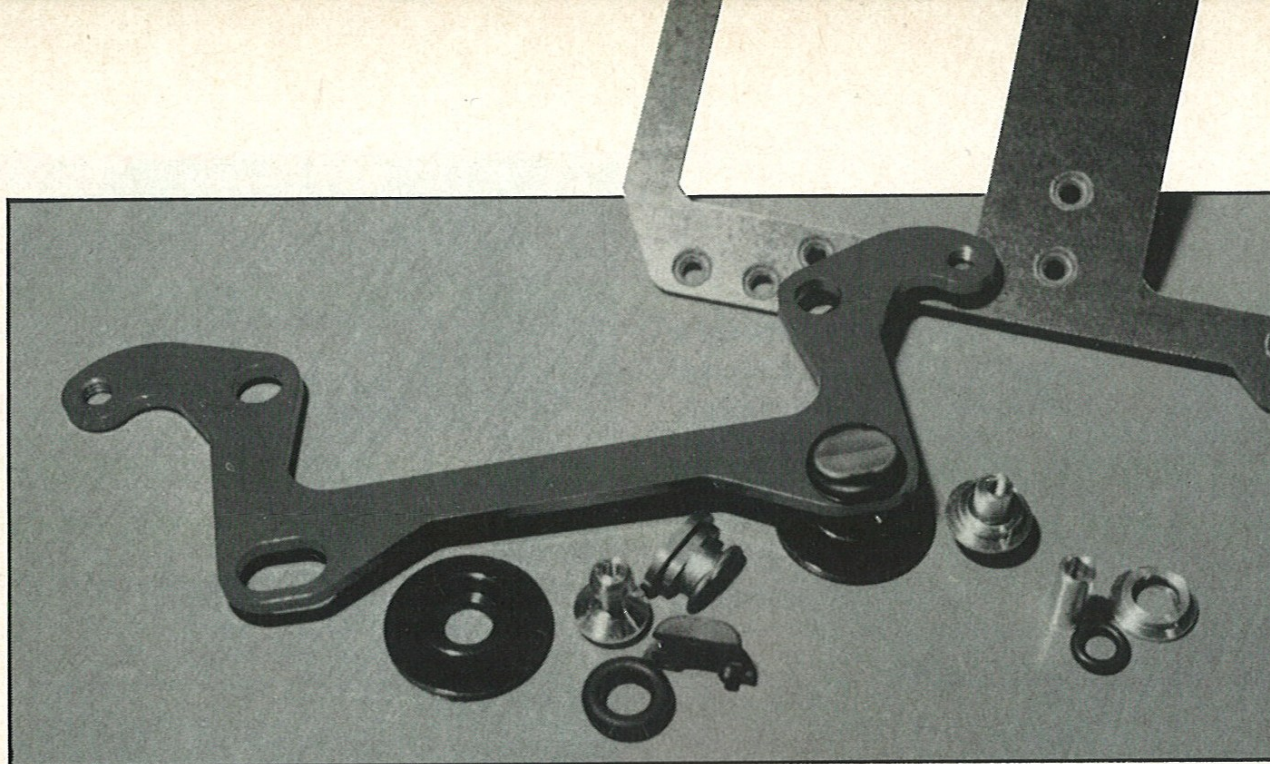
on the coil springs that hold the beam down. It is "U" shaped and pivots on balls on each of the front corners of the chassis. The cups that enclose the balls are the same type that are used on the rear "T" piece. This movement is damped by an aluminium collar with an "O" ring inside that slides up and down the post that the springs screw down onto. This needs lubricating with a little damper syrup.

The motor end is a la SP12, utilising a Coral "T" piece, same differential, same motor pod, same rear damper. All well tried and tested so why spoil a good thing? Gone is the metal (Coral) chassis, replaced by one made from a composite graphite material. A consequence of the change is that it will be easier to build

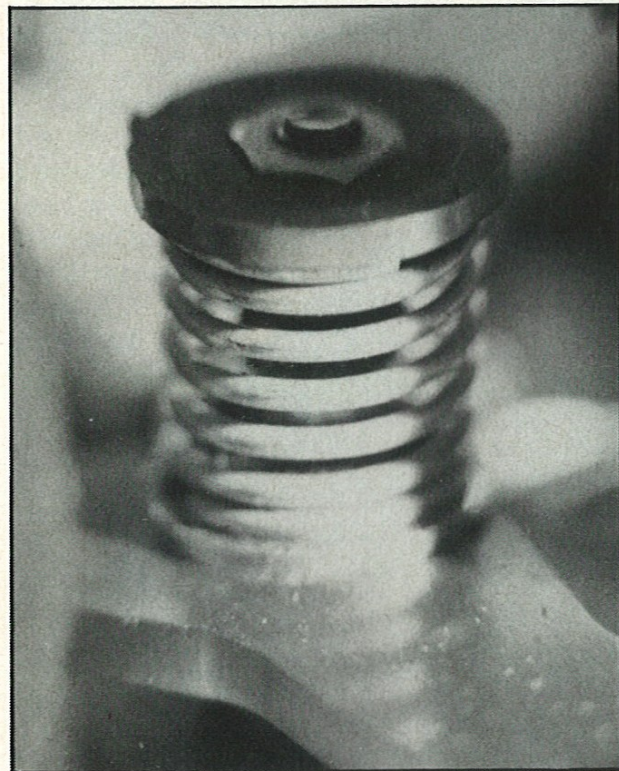
the car down to the weight limit of 879 gm. Using my Futaba 40 mhz receiver the car weighed in at 905 gm. While on the topic it is worth pointing out that the AMB transponder is supposed to go between the cells and receiver, but I opted not to take the case off so it would not all fit, the Tekin and Novak receivers fit easily though.

Batteries are held in with the standard Corally crate, these must be used as they

stiffen the chassis. A clamping system is provided if you decide not to fit, ie. glue, cells into crates. This works well and does not stress the chassis. Numerous servo mounting options are provided, the most eloquent being the Sanwa 141 bolted to the chassis. The metal servo posts provided also double up as rear wing mounting posts when screwed in to replace the damper bar screws.



⊕ **SP12G front end detail including new front beam and pivot balls.**

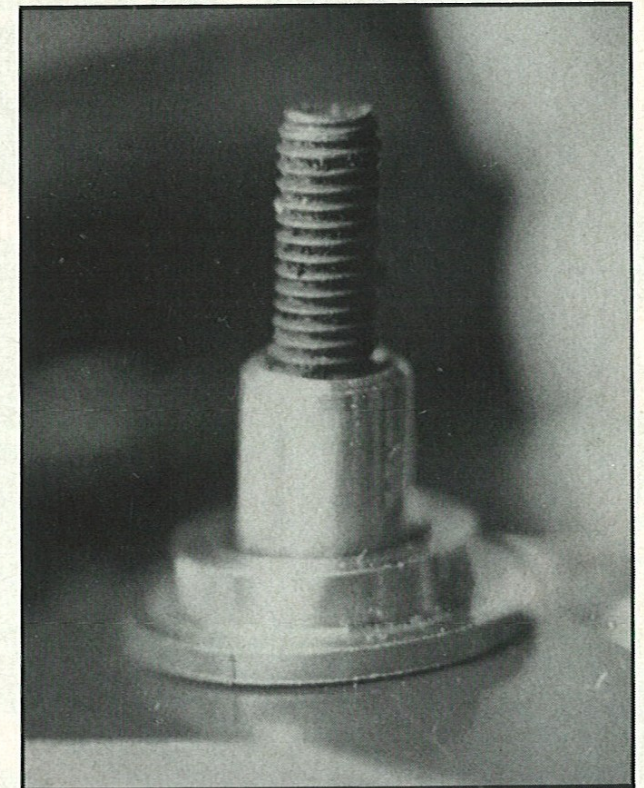


⊕ **Front spring setting is critical for the SP12G's handling.**

Setting Up

Setting up is simple, the spring tension is the biggest factor in the equation. Tightened down to the stops the SP12G should handle similarly to an SP12. With the springs loosened the cars rear swings after the front, ie. it fishtails. This is only when the grip is poor and the handling is probably more predictable than the SP12 which tends to give less warning than the SP12G. In spreading the weight about the steering servo has moved in front of the wheels and the point about which the car turns has moved forward. This calls for more rear grip, so you can really be generous with the Tractite on the rear!

A variety of tyres were tried, all had



⊕ **Damper post and collet. Rubber "O" rings situated inside the lower rounded metal collet.**

🔍 Oscar Jansen's Corally SP12G.

different opinions on which worked best. I was tempted to follow Oscar but he treats the fronts full width (he likes a lot of steering in reserve!). There is not a "standard" setting or combination of tyres, the car is stable but tunable and it will be a case of making it right for the track on the day. Most SP12G users should soon establish what they've got to do to it to tailor the handling for them.

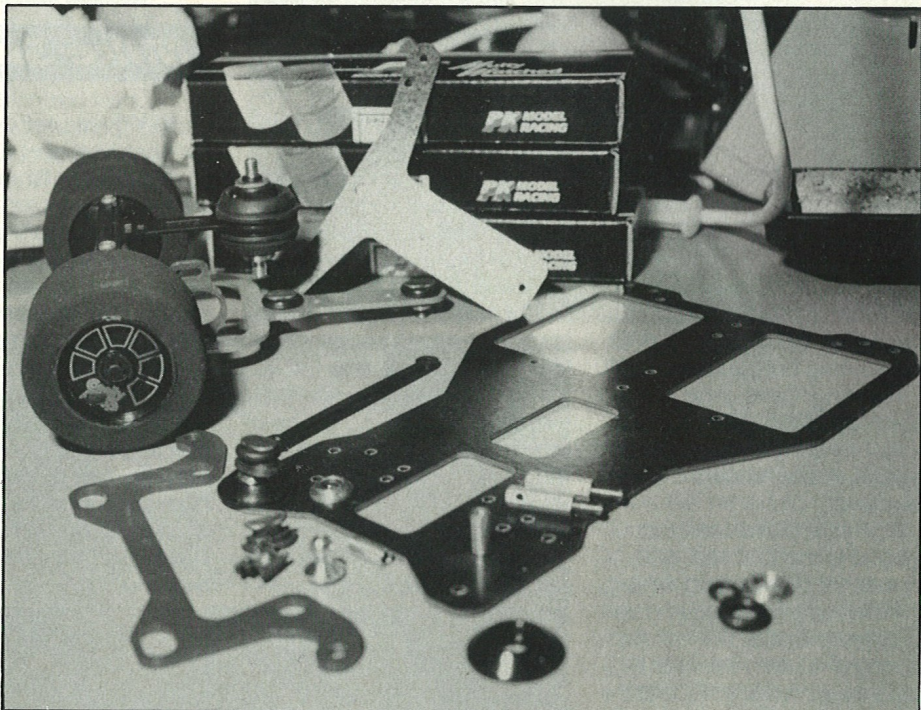
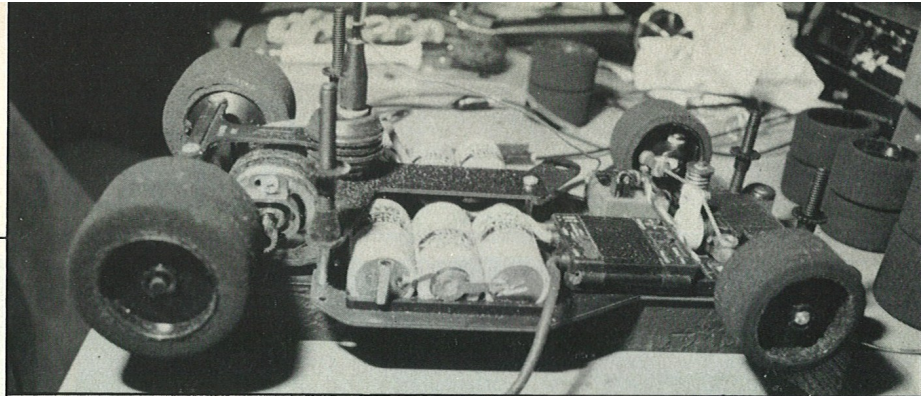
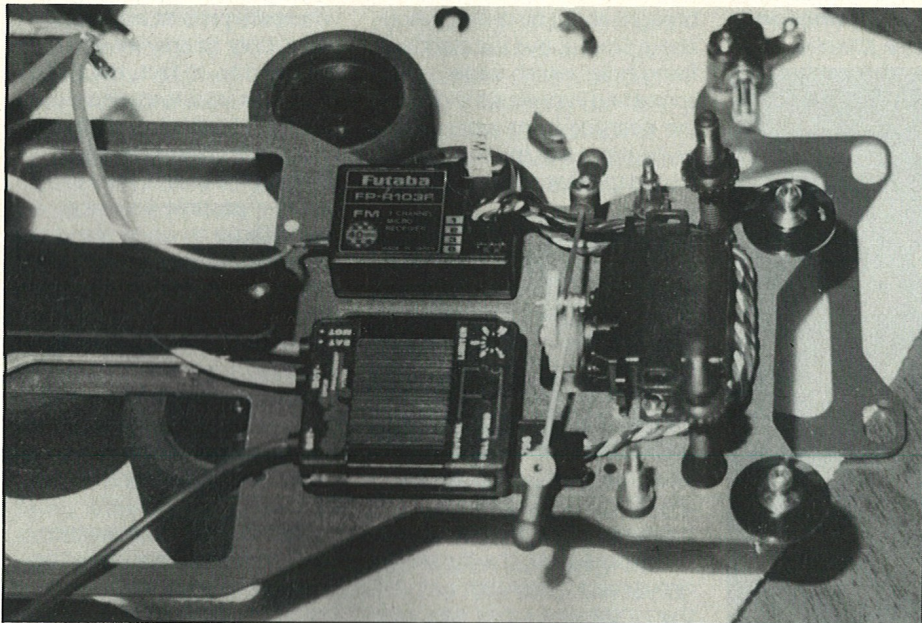
Drive Time

So how does it drive? The test car had an MMSII and a Sanwa 141HS servo in it, the first run was spent learning how to replace anticipation with reaction (I have some 132's for sale now!). Low grip and bumps, Oscars cells and motor, my brain and thumbs, oh dear! It was great, despite having to cope with the aforementioned it really went round corners at speed.

The second run was spent seeing how close to the hoses I dared risk, that takes confidence, it certainly copes with those blasted Bot dots. Second and third runs on tyres that work is no problem provided they haven't gone too soft. A test of a chassis is how much poke it can handle before it becomes a stunt car and even using the power sources I had (Oscars motor and nicads) it didn't misbehave. Poor prep left me with no grip in some heats and being the dogged type I stuck with it, maintaining a good speed and getting around was no problem, more violent stuff simply reminded me of the lack of grip.

As the test venue was full of such talent this report should include some of the opinions of such. All the drivers that had the new SP12G were either already racing for Corally in some capacity or for Intronics, the UK distributor, and therefore were well

🔍 Radio gear fits in very easily.



acquainted with the SP12. From the three Davids, Spashett says "brilliant", Hall says "excellent" and Gale was a little more technical with "it's going to be the DB's on the high grip track". All three used the car for the first time that weekend, David Gale finished second to Oscar ahead of Constant Paul and Phil Davies!

Two other drivers, Peter Riley and Jason Dearden, converted through the event and both took to the car quickly. Peter summed up in over 2,000 words and Jason described it as something unprintable but enjoyable.

🔍 All the bits.

Enough from the sycophants, committed Associated and Kawada men scoffed but went quieter when Phil Davies "had a go" with Oscars car during a break. Sub eleven second laps were good and I timed two successive quick ones before it went flat! Phil described it as "edgy".

Conclusions, well sort of

Why should this handle any better than its predecessor? First, it has a lower centre of gravity. Secondly, the front suspension should help with bumps. Recipe for success, maybe, but this car will probably require a bit of tuning to suit different circuits, a good point perhaps? This should allow you to balance the equation that's got optimum handling on one side.

It could be a different story at next year's World Champs, whatever happens, the reaction of Corally has given us all another car to enjoy.

It's available from Intronics, Claerwen, Bexhill Rd., Pevensey, E. Sussex. It should be available everywhere in the world by the time you read this. The price, £175 for the car and £150ish for the conversion, I say ish because I haven't seen the exact price written down anywhere yet. ●