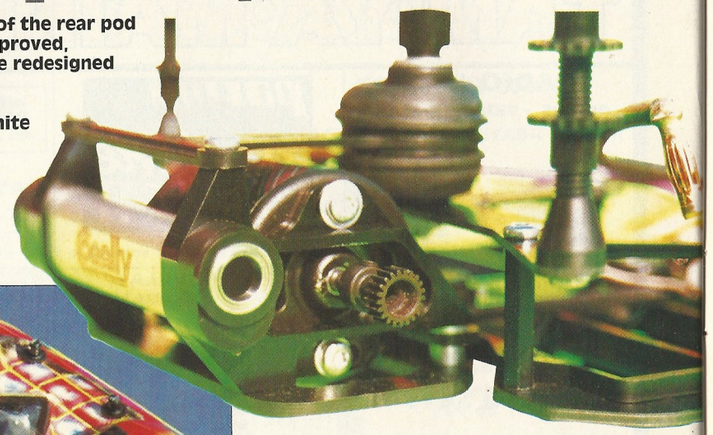
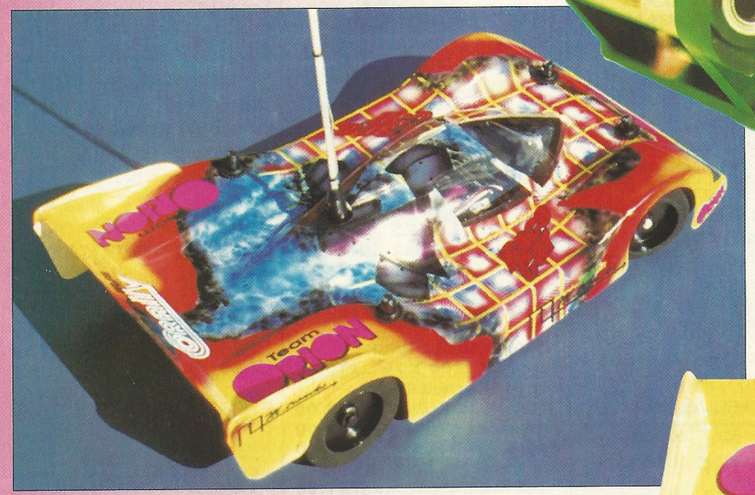
# The first European 1/12 car to win the IFMAR World Championships!

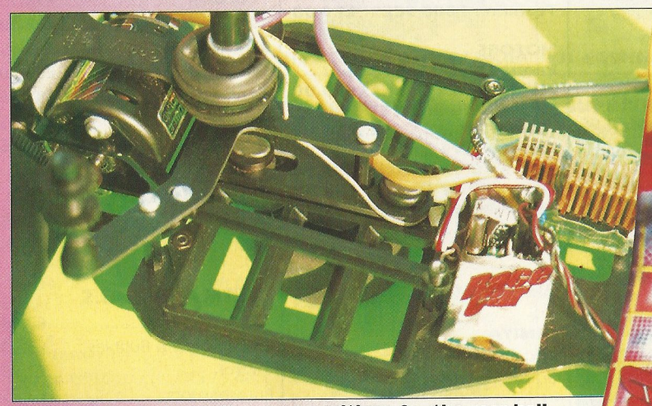
# The Corally SP12G2

Top level 1/12 racing is the 'F1' Class of the electric car racing World. To win the IFMAR 1/12 World Championships, in which event the World's best drivers such as Masami Hirosaka, Joel 'Magic' Johnson, Mike Blackstock and Oscar Jansen take part, something special is needed. In David Spashett's case, the 'something special' that gave him the edge he needed to win was Corally's latest 1/12 car; the SP12 G2. The American Teams have always had things pretty much their own way at every 1/12 World's until this summer's event, but the advantage enjoyed by an 'on form' David Spashett with his SP12G2 was so obvious that he was openly regarded as being in a Class of his own by rival Teams!

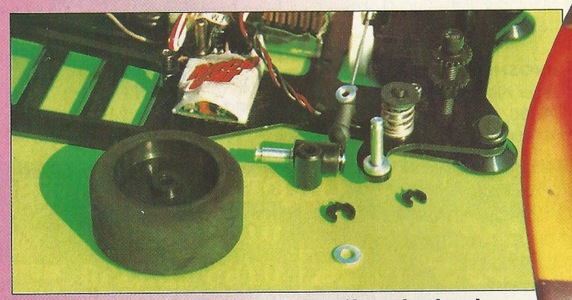


**The rigidity of the rear pod is greatly improved, thanks to the redesigned Coral motor mount and 2.3mm graphite mounting plate.**



**The graphite T-piece offers two positions for the rear ball pivot, allowing adjustability of the rear suspension's stiffness. Note the space available for mounting the receiver and speed controller. The battery clamps come in useful at hectic Club meetings!**



**By simply removing two 'C' clips, both a wheel and the ride height can be changed in a matter of seconds. The front spring tension is adjusted by the upper collar, whilst damping is provided by a rubber 'O' ring within the lower spring collar. Neat!**

### *A Ready Built 'Kit'*

All Corally cars, both 1/12 and 1/10, are supplied ready built, requiring only the installation of the electronics and motor, plus the spraying of a bodyshell, to make them race ready. I've seen quite a few over the years being 'built' during practice sessions, then make the A Finals! This underlines just how easy Corally cars are to set up, but I digress, what's in the box? The expectant purchaser will find a completely built rolling chassis, already fitted with trued and glued Gold rear and Gold Star front tyres (as commonly used by one D. Spashett!), a pinion, a bag of screws, nuts etc, plus a Torx driver to suit. A sprue of spare plastic 'C' clips and rear ride height adjusters is also be found. The comprehensive instruction booklet provides all the information a novice would need in order to make the car ready for the track, plus tips on achieving the handling desired.

### *Vive le difference!*

At first glance, the G2 looks very similar to the earlier SP12G, as indeed it is, but a closer examination reveals some subtle differences, the major change being to the rear motor pod and the rocking T-piece. The SP12 used a one piece Coral T-piece onto which the motor pod was screwed, with the motor projecting through it underneath. The G2 uses a new graphite T-piece not dissimilar in design to those on some of its competitor's chassis, with the Coral rear pod then mounted to a 2.3mm thick graphite plate spaced below the T-piece. The rigidity of the rear pod is now incredible, and with the new and stronger Coral motor mount and rear bearing carriers perfectly aligned by the alloy tube, the axle spins so freely it's easy to see where the car's top speed and duration comes from! The only other obvious change is to the rear damper and body post mounting plate, the G2 using the 1.5mm thick graphite version from the SP12V chassis.

Apart from the aforementioned items, the G2 is identical to the earlier SP12G: The Coral anti-roll front beam and dampers, chassis design (although now produced from a higher quality graphite), differential, rear damper and wheels remain as they have been since the introduction of the SP12G.

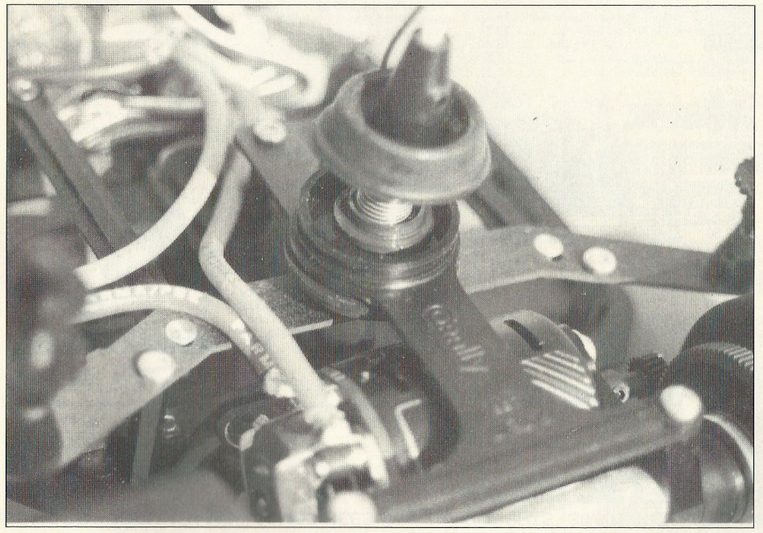
### *Easy Radio Installation!*

Many 1/12 cars call for cramped radio installations, but with the Sanwa 141HS servo bolted flat to the chassis behind the front beam, there is acres of space in which any type of receiver and speed controller will easily fit (Futaba and KO servos are catered for by alloy mounting posts that are in fact assembled to the chassis as supplied). My usual Futaba micro 40Mhz receiver was used in conjunction with the very latest M-troniks CM900VHF 7.5 Khz speedo. This should prove useful for Modified 1/12 racing using SCRC-SP cells, where part throttle operation is the norm...

For the purposes of the test drive, a Corally BRCA spec 27t motor was used, as we only race Standard Class motors at the Central Club. The kit's 48 d.p. spur gear was swapped for a StarForce 100 tooth 64 d.p item, complete with a matching Corally pinion, but otherwise the car was mechanically in 'out of the box' trim.

A word here about the Protoform Nissan P-35 bodyshell. MTS Racing (0275) 374261) now import and distribute the Protoform range, and once Mervyn Halliday (Marc's Dad) had applied some of his impressive airbrush artistry to it, the shell looked really awesome! Too smart in fact to use, so an Associated Nissan was pressed into service for the shakedown runs.

**The renowned Corally rear damper. The rubber 'boot' prevents the ingress of dust and dirt, maintaining the damper's smooth operation.**



### *On The Track...*

Gold Star front tyres give a lot of steering, so a set of firmish TRC Purples were run to start with, treated with Tractite to within 4mm of their outer edge. The kit's Gold rears were treated across their full width as per usual practice. As for the damping, the front dampers were given a liberal dose of thick Corally silicone 'goo', whilst the rear damper was run as it came ie., lightly damped.

Fred Hatfield and quick F2 driver Antony Griffin (driving my old SP12G) were the main competition for the evening, so, not having driven a 1/12 car since the Oakdale National (!), I was pleased to get around the tight track OK, although the Purple fronts gave too much understeer. The next two runs saw the car getting better using Gold Star fronts with Kawada rears, but the last run was really good, using the kit tyres all round, and with the rear T-piece pivot moved to its forward position. This measure softened the rear end, giving more grip, with the result that the G2 was then the quickest car on the track. As a comparison, Antony's 12G put in one 9.98 second lap, while the G2 did five laps under 10 seconds, the fastest being 9.82.

The G2 carried speed through the tight corners very well, with the high speed steering phenominal! I might put a washer under the front beam next time out to increase the turn in a little, but altogether I was very impressed by the SP12G2. Most of David Spashett's rivals at the World's were too, or should that be depressed?! Why was it so fast in Paris? David's driving and Oscar's 14x3 motor had much to do with it, but the graphite T-piece comes into its own on a grippy track. Being stiffer than the earlier Coral item, the rear suspension is harder, therefore the steering response is improved.....

David Spashett is presently writing an article for RRC in which the SP12G2 will play a large part, so keep an eye open for the lowdown on 1/12 racing from the World Champion!!

The Corally SP12G2 is manufactured in Holland by Corally B.V., and is available in the U.K. from Ian Spashett at Intronics, Claerwen, Bexhill Road, Pevensey, East Sussex. BN24 5JT. Tel (0323) 763688