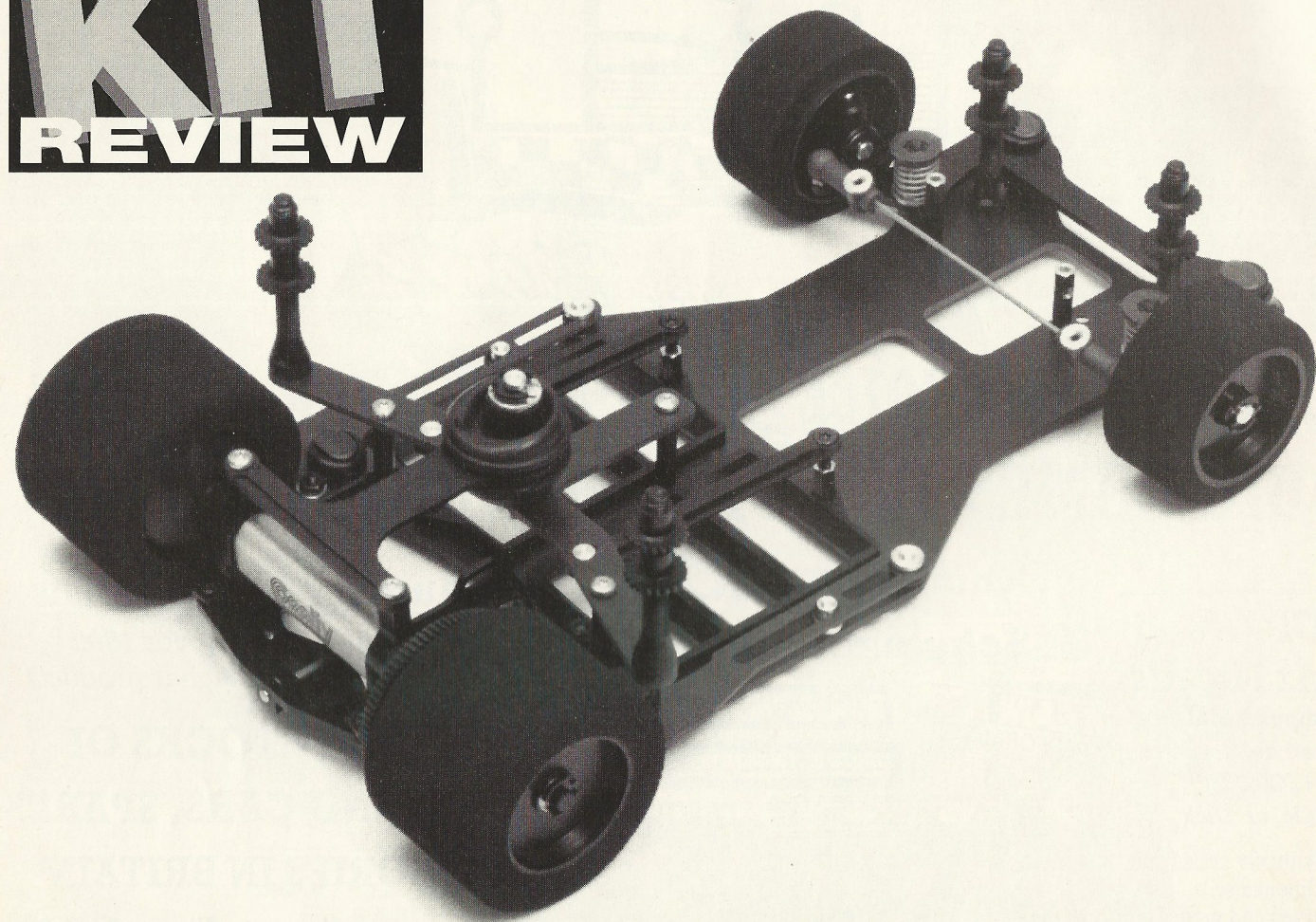


The latest and quite innovative 1/12 car to come out of Holland

KIT REVIEW



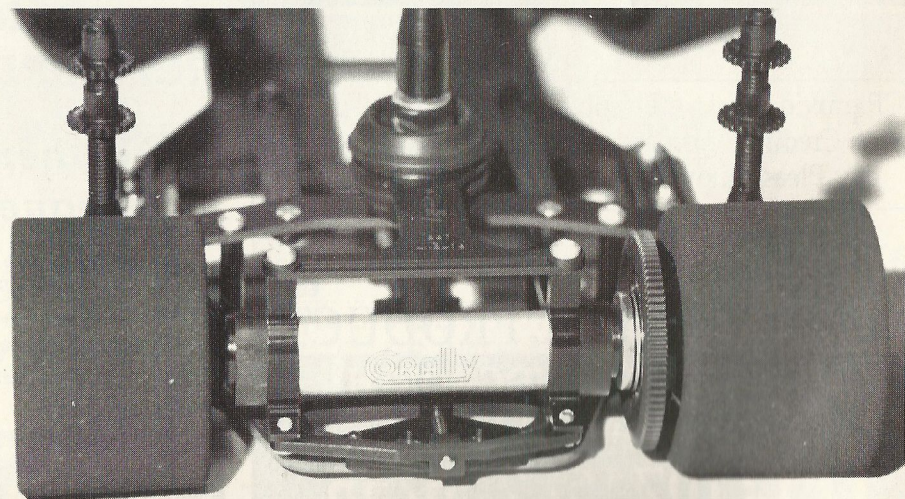
A brief history...

Some years ago now, a young Dutchman called Constant Paul became fed up with his CB set, so he swapped the transceiver for a Schumacher 1/12 'C' car and took it home. Now, that car was very successful in its own right, but his Dad thought he could improve upon it and so went about re-engineering the entire thing. The end result was the first Corally, and everybody thought it was never going to catch on, being over priced, over engineered and with no drivers to promote it. Slowly but surely this situation changed, the price remained fairly static and after a period of time it didn't seem too expensive. The advent of carpet tracks everywhere and the improvement seen in the power available meant that drivers needed the strength that the Corally offered, so the drivers came flocking from various sources. One of these drivers was a home brew, one David Spashett, the son of Corally's UK distributor, so it was obvious he was going to run one, but over the last few years his incredible success has put the car into the top spot many times.

Meanwhile back in Holland, the home of the Corally, one Oscar Jansen switched to this car and rapidly came to the fore by becoming their test driver/engineer. The original car, the SP12, was updated to become the SP12G, prompted by

The motor pod pivots from below the motor, the pivot bracket mounting to the "yoke" mounted to the side beams.

Corally SP12V



Associated's roller coaster A Final domination with their new 12LW at the 1990 World Championships in Singapore. Was the then new 12G going to be the car to match the 12LW? Both David and Oscar became European Champions driving the 12G, and a string of victories across Europe can also be attributed to it. In 1/10 circuit it was a similar story for the Corally car, this sharing many of the same design principles as the 12G, so they became the car to have. In 1992 the chance to prove the 12G at World Class level came in America, resulting in two Corallys in the A Final, David Spashett and Frenchman Jose Rosas distinguishing themselves on the Associated 12 LW's home ground.

Even at this point Constant and Oscar had been planning the next variation, but this particular car never made it into production. Next came what some of you may have seen in Lyon at the European Championships in 1993, the Galaxy. This looked similar to the then new Trinity 1/10 Evolution car, the main idea being to mount the cells closer together in the middle of the chassis to reduce the effort most saddle packed cars have in cornering. Although two of the cars made the A Final it didn't go into full production!

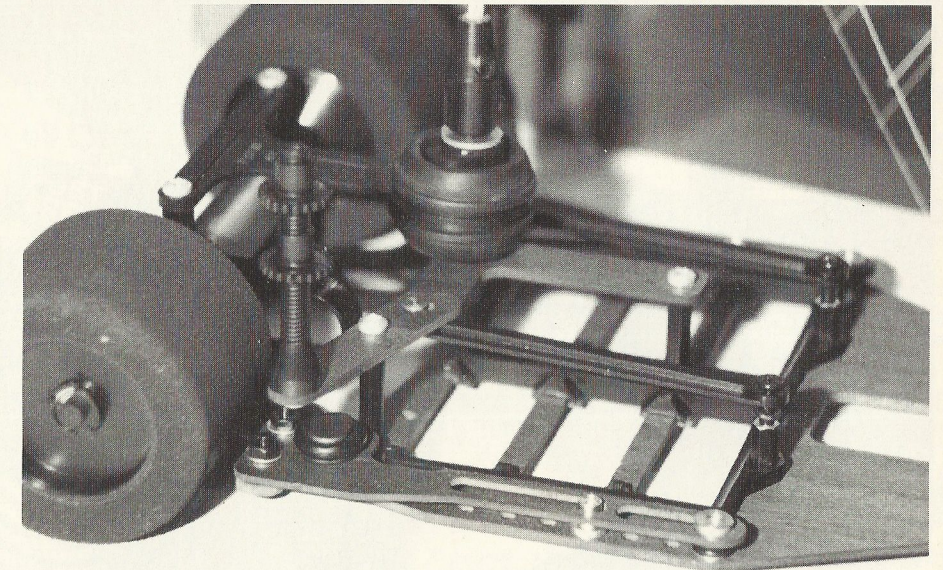
Enter the SP12V!

What has gone into full production though is the SP12V, this car dropping most of the previously seen ideas. The rear pod pivot is now an expensive looking item under the usual motor pod that is bolted to a "yoke". This is then suspended from two "trailing arm" type beams that are attached along each side of the main chassis plate. Most of the car's construction is in carbon fibre, it retains the 12G's Coral front beam suspension and motor pod, and the cells are still held in plastic "crates," although these have been cut down to reduce the overall weight in the car provided for review. The same rubber sealed rear damper, as seen on the first cars they ever produced, is again used on the SP12V. One pain, as far as reviewing Corally cars goes, is that

they always come ready built, it must be the cost of packaging them in Holland I guess. This removes the opportunity of doing a bit by bit build, so instead you get a bit by bit rebuild!

Chapter One

The saga began at Derby on a cold wet weekend, all were huddled round a glowing pack of nicads to keep warm! My 12G wanted to stay at home on the Sunday, so David S offered me his car to try. This was easily done, I copied the relevant data from his FF3 to mine and away we went. Well, not quite, I don't possess the stock of rubber he has, so it went out with what I'd got, small diameter "squidgy" Kawadas on the rear and hard Kawadas on the front. It handled great, and I wanted one from that instant, except it

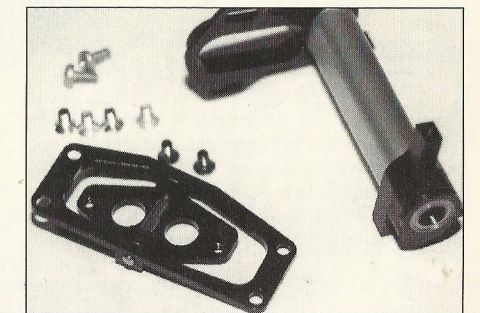


The secret of the 12V's adjustability is the positioning of the pivot points along the side beams. Moved towards the front of the car they give safe handling, whilst towards the rear things become more interesting! Note the mounting points drilled in the chassis.

weighed in at a massive 970 grams. As an experiment, I went home and added 100 grams to my 12G and that improved the handling (!), so was it the car or the weight? At this point in time the V stood for vague, and not just regarding the handling as reported, but the very principles that made this car work. The 12G wasn't readily accepted initially but duly became a success, so perhaps this new one was worth sticking with. The way I was able to put it through the chicanes astounded David Hall so much that he got hold of one to play with as soon as he could!

turning ability. It should oversteer really, but there seems to be some compensation as the car actually gains stability! This sounds confusing I know, but that's how it is.

The next thing was to pick a happy medium and play with the tyres. The recommendation is Golds on the rear and Silvers on the front. This worked very well, you can then make the car both fast and stable with clever "saucing" of the tyres. The trick is to do the rears early, to keep the grip throughout, and alter the time you do them before a race and the amount of Tractite to



The pivot bracket to which the motor pod mounts. The smaller inner section mounts to the chassis "yoke".

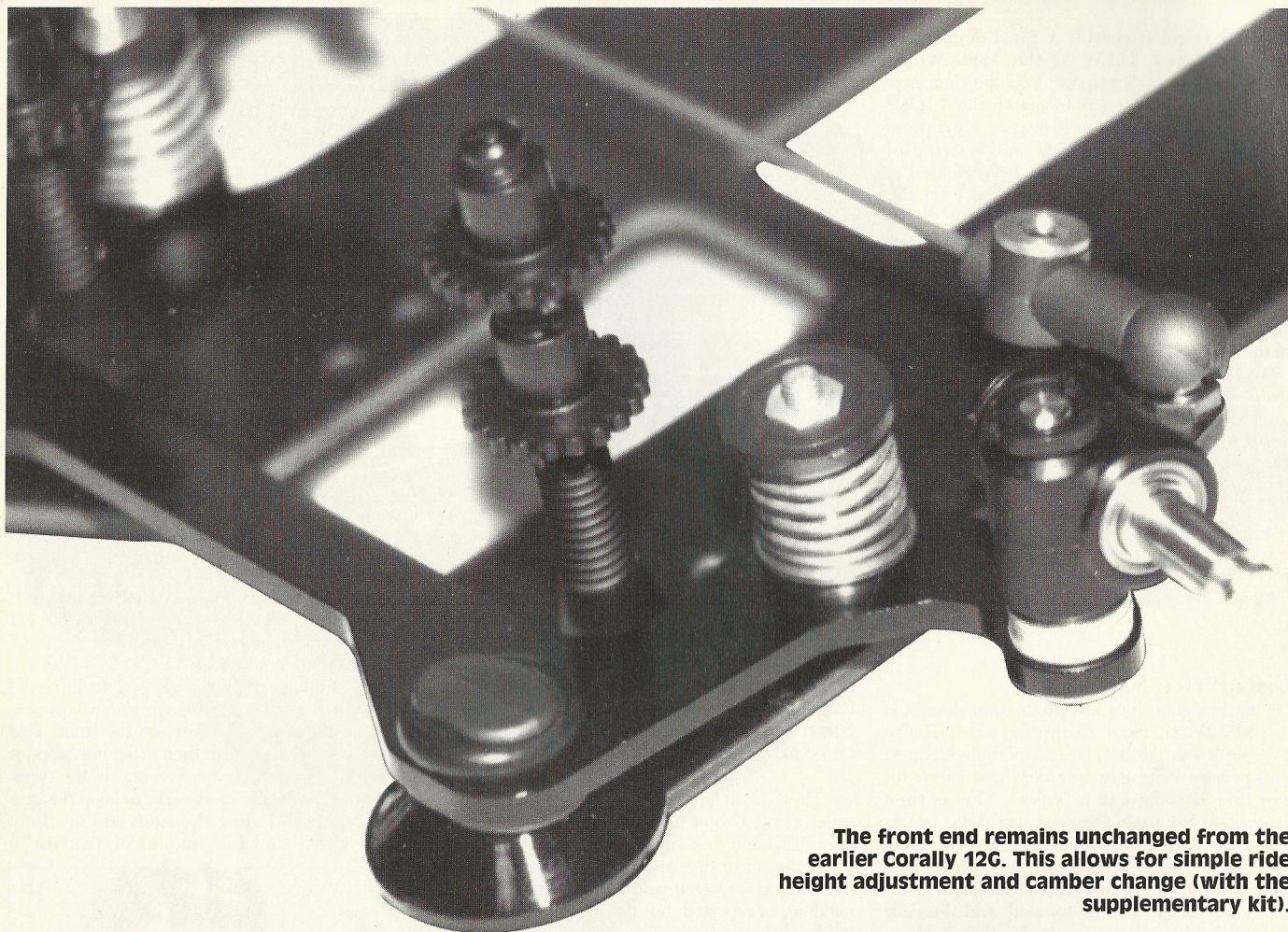
achieve a change in the handling. The size of the fronts is important. Try to run them large, this seems to guarantee that the grip will remain throughout the race

Chapter Two

My home National at Crewe, so never enough time to really do anything but I had a 12V to run, so I tried. The first of the rebuilds took place, as I broke one of the side beams, which are actually a bit fiddly to replace in a rush. While the car was apart I decided to play with the side beam pivots, but from the limited number of 12V users at the meeting I was unable to glean what the magic set-up was going to be, as they were as much in the dark as myself! Basically though, if you put the pivot points further forward the more you allow the suspension to work, this was duly tried and I found that the car "pushed" or understeered as a result. Rather than change anything else, I persisted in only altering the pivot points, as these do have a profound effect on the cars handling. If the grip is high, you can move the pivot points back towards the rear of the car and increase the precision of the car's

Chapter Three

At last my own 12V to play with, down to the Club and lo and behold, a nice short tight track. The 12V seems to love them! I've replaced most of the original screws with alloy ones of the slotted type instead of the Torx that are supplied, and put my own lightened controller in, so the weight is now down to 930 grams. It will go even lighter with Panasonics and a decent lightweight bodyshell. The motor pod is already waisted down to the bare minimum and there is a temptation to run small tyres to reduce the weight further, but don't bother, the handling suffers. There's more reward available in running lightweight radio equipment, Oscar has his car down to 865 grams (!), whilst David S seems untroubled by the weight. I managed to lose my way with the damper syrup, as when the grip



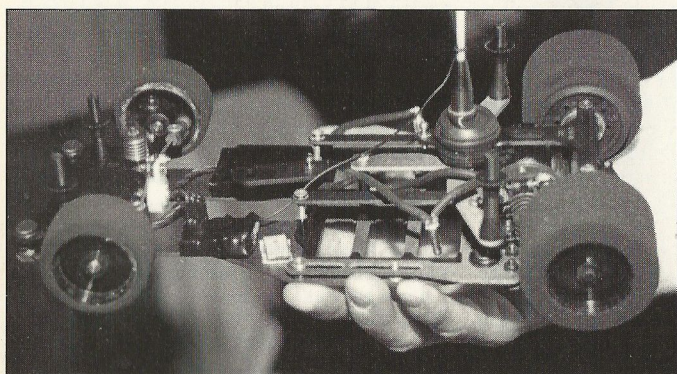
The front end remains unchanged from the earlier Corally 12G. This allows for simple ride height adjustment and camber change (with the supplementary kit).

comes up you can stiffen the rear with thicker syrup but this doesn't help you when you go out on a low grip track the next time. This has always been a feature of the Corally cars and the only unpleasant chore to do on the car is "mucking out" the damper, yeuk!

Chapter Four

The Birmingham National, a whole host of top Corally drivers present, including Oscar, so I was bound to get the formula right here! Nope, each one I asked advice from gave me different answers for different reasons, nothing definitive. The grip wasn't that good and some yearned after the 12G, but that wasn't really working any better

The complete car. Note that this example has a conventional rather than centre point steering linkage, and the ballast weight on the chassis.



Corally SP12V

though, as everyone was having trouble with whatever they drove. Here the theme of experimentation with the 12V was altering the rear pod's angle by jacking up the front of the beams by a millimetre or so to give anti-squat, or more accurately, castor on the rear. This had the effect of making the car too sensitive around corners though, maybe a good thing on other tracks, but here the result was that the rear end would ~break away" very suddenly, not at all desirable! Basically, all I gained from this meeting was that I wasn't running the right tyres, needing Golds for the rear and hard Silvers for the front. One thing I did learn is the importance of the correct maintenance of the rear pivot or tilt plate, as it is called by Oscar. The amount of play is critical, you don't need any as it makes the steering very sensitive, but it must not bind at all!

This latter item must be checked with the damper plate loosened from the motor pod.

My Conclusion...

Well, the 12V, I assume that's for "Victory", has already shown itself to be a proven winner in the hands of a few top drivers. Some still

switch back to the 12G occasionally, but are no more successful when they do. It's build quality is excellent, as a change in the chassis component suppliers has improved this factor. The early production cars suffered with niggly details such as the difficulty in getting the cells and motors in and out, so this has been dramatically improved with some subtle chassis redesigning. There was some flex in the original rear yoke, but this has now been replaced with another stronger version and improves the cars' predictability. The weight was a put off to begin with, but it's now been reduced to the same as the 12G, although the thinning down of some of the components does not appear to have weakened the car in any way. Its key strength is its sheer tunability. It should be a car for any track, it's just going to take a little time before the ideal set up is found, as there's a lot to alter and after all it is a totally new car. One undeniable aspect though is that it will end up as a winner, whether it's at this year's Worlds I don't know, but it's got "The Right Stuff" in it somewhere, it's just knowing how to get it out! Over the next couple of months, many will be "homing" in on it, there's a lot to learn about it but the information regarding set ups will increase as more people start to drive it. It's an expensive car if you've got to switch "marques", but I should imagine that many existing Corally12G drivers will make the changeover. One aspect of the 12V is that you can make it handle just like any other popular car, so the 12v should get a few other drivers who failed to appreciate the handling of the 12G.

The Corally12V is manufactured in Holland, and distributed in this country by Ian Spashett at: Intronics, Claerwen, Bexhill Road, Pevensey, East Sussex. BN24 5JT. Tel (0323) 763688