

# CIRCUIT

## Racing

**S**ome two hours of track time have passed with most encouraging results. The quality of the kit has been matched by quality on the track.

In the South there are now several cars Cor-rallying around. This makes comparisons easier. A second works driver, Andy Benson, has joined the Team. Andy is sponsored by *Intronics* and had his first competitive outing at Watford in July. Of the five on hand three made the A-Final, one on its very first outing qualified third!

The initial set-ups given previously were followed by myself, and Glyn Pegler. Glyn found his car to give terrible oversteer (a repeat of the car-rolly!), and mine understeered into oblivion! The first agreed point of attack was the castor angle. After removing all washers (hopeless we went to five washers under the front pivot. This 15° castor angle was excessive, and a compromise, three washers (Glyn) and four washers (me) has suited us both.

Matt Ford uses his car with an older design on front pivot, the equivalent of three washers, and Andy Benson's car is as per kit; two washers. Not much then in the way of hard and fast rules on castor, but majority agreement on an increase of at least one washer over that stated in the kit instructions.

Do remember to reset the front ride height and wheel inclination (camber) when adjusting castor, the penalty for forgetting is at least no removable comparison of settings, at worst dire consequences of over/understeer.

On the subject of camber, there is a measure of agreement. We all use a simple rule of thumb. The camber is correct when the tyres wear flat over the area treated with *Tractite*. In practice this means the front wheels are upright when the car is placed on a flat surface fully loaded.

### The PK Model Racing

'Corally' continues to

grow in popularity at the

highest levels of 1/12th

scale competition.

Pete Winton continues

the story

Ground clearance is also important at the front. Aim to keep a full 4-5mm clearance between the chassis and the ground at all times. When experimenting with castor, recheck ground clearance.

Settings for the rear vary considerably. The Laser duo (Glyn and I) ran the rear quite tight. Set the nylon nut to just touch the top of the washer with the car at rest. My car runs with the nut done up 1½ to 2 complete turns from this position.

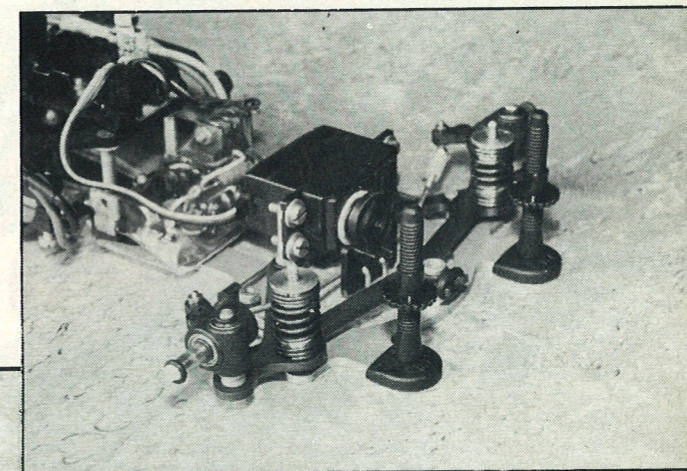
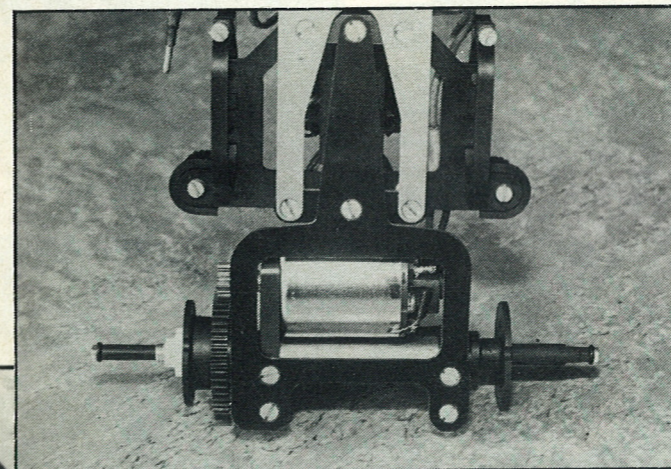
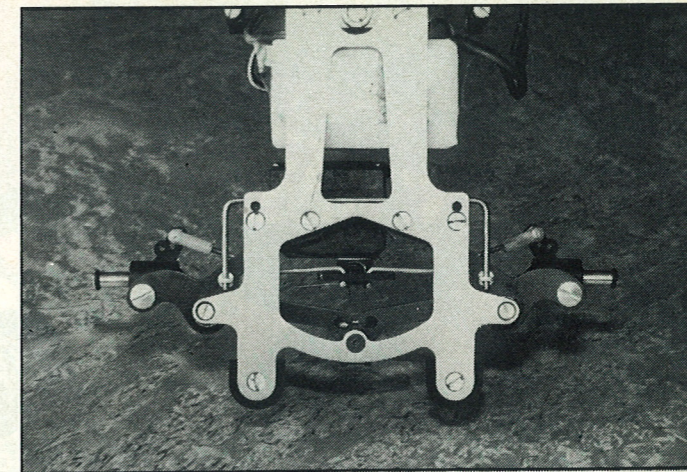
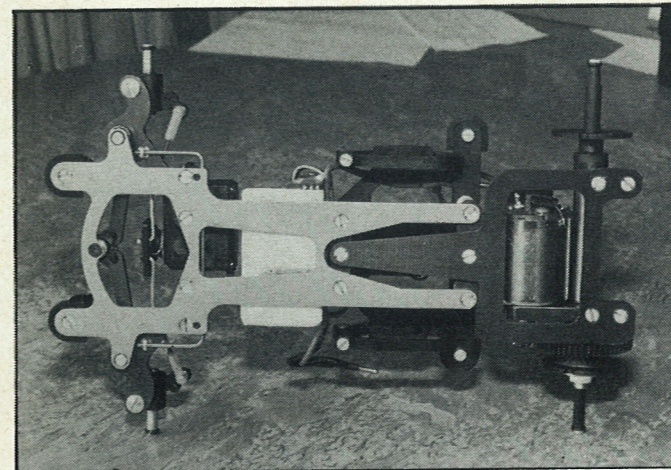
The others all run with the nut **UNDONE** one flat from this position. The difference comes in balance of the car. Slackness of the nut makes the car understeer into the corner, tighten the line when the power is

*Below: the 'Corally' rear-end showing axle tube and rear hub mountings. Right: ready to go fitted with Lazer FET speed controller and Demon motor (see on Test). Futaba SP-1325 servo provides the steering.*

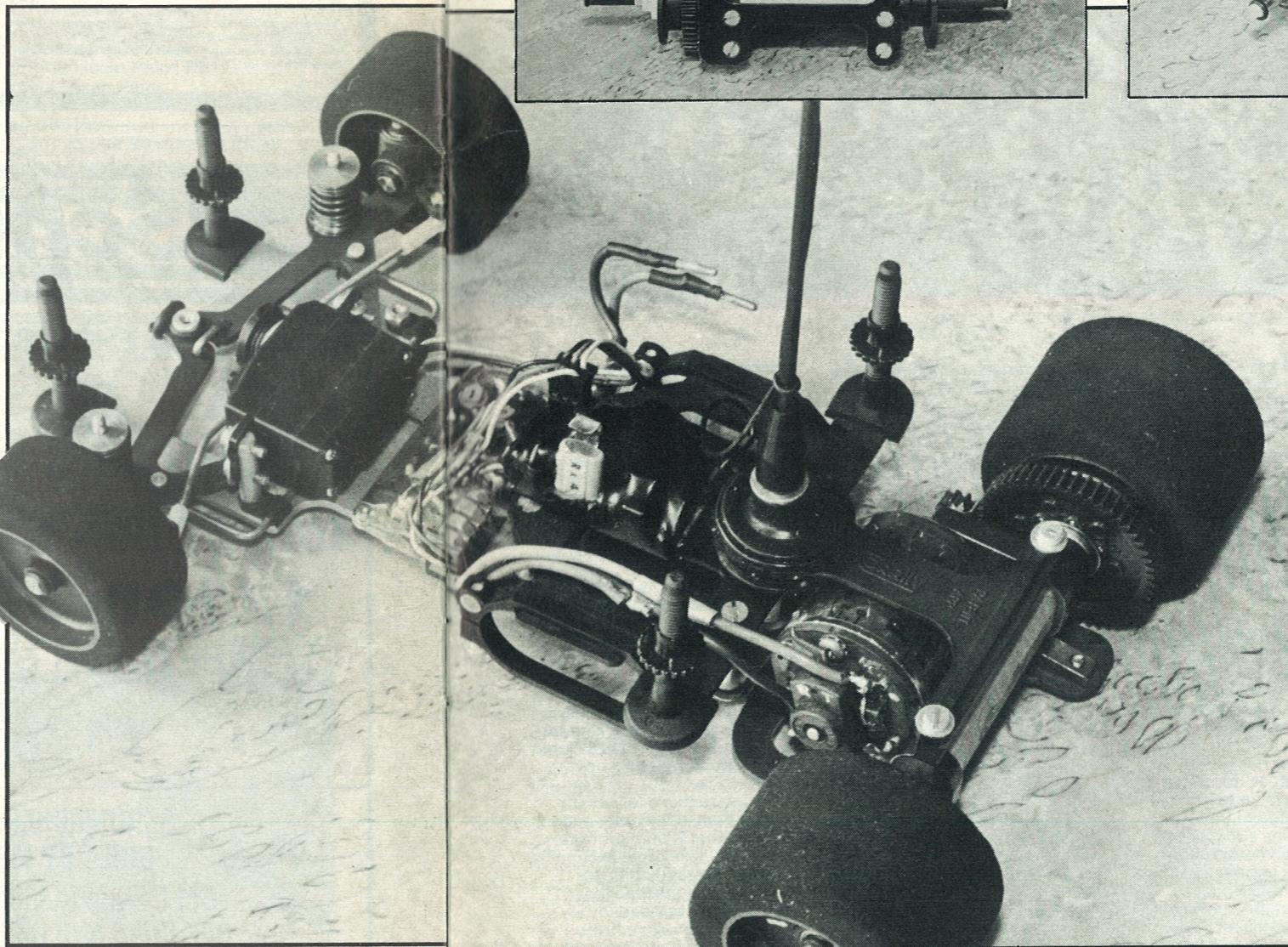
removed, and then understeer a bit when the power is applied to accelerate away.

Tightening the nut gives the car a better balance in the turn between oversteer/understeer. I find handling is more neutral. I can only suggest you test until a setting is found which suits your style.

Talking of style leads me to the final point. Driving style. The car generates very high levels of grip on the face of it. However, this does not lead to the expected high speed turn-in or higher cornering speeds. The style we all now adopt is slow in — fast out, and this has proved the best.



*Top left: the underside of the ally/carbon fibre chassis. Top right: the front-end from underneath. Above: the front-end from underneath. Above left: carbon fibre rear 'T' piece. Above right: close-up of the front dampers.*



The chassis changes direction, without throwing the rear of the car out, and so the car can be turned into a corner with precision only if the speed is right.

On acceleration the rear stays almost glued to the track, making for a fast exit speed. Knowing this, it is possible to apply power quite early in the turn. The approach seems to be slow in, then early power to get the 'fast out.' This is not to say that the car requires a greater level of skill than any other. It is different to the 'C car' requiring a different style.

Going slightly slower into the corner allows the driver to get closer to the corner marker, applying power early gives better speed to the next corner. Once mastered it is really easy, and much quicker in terms of lap times than you think.

Overall the car seems much more forgiving to drive, and there is little question in my mind that is the best overall package currently available. That is not to say it will turn you into a world-beater, or that there is anything wrong with any other car available. It is purely a personal viewpoint from someone who finds the car to his liking, and is very lucky to be able to afford to buy one.

This month's racing bill for spares has been nil. My thanks to Ian Spashett and John Ford for their help in setting the car, and especially to Pete Jones of *Tru-Tyres* for truing the four sets of wheels in 24 hours to get me going.

