LONG TERM TEST

and

fundamental changes from the 10V's predecessor, the 10G, are found at the rear of the car, as the only real change at the front has been the change from a Coral (alloy) front beam to a graphite (carbon fibre) version. The lack of a conventional 'Tee-bar' has allowed the cells to have been moved much closer together, the central positioning of the weight allowing the car to both enter corners faster and to change direction quicker. The Coral alloy motor pod is of essentially the same design as those seen before, but instead of



The secret of the 10V's handling and superb traction - the rocking rear pod.

being mounted on a 'Tee-bar', the 'T-bar' has become a 'U-bar' (and no, you can't eat it!). The U-bar has two pivots balls attached to it to give the motor pod its side-to-side rocking movement. The whole arrangement in turn fits onto the 'tilting plate' which the allows up and down movement of the motor pod. The pivots on the carbon side-bars can be used to stiffen or soften the rear suspension by moving Corally differentials are well know for their

The most famous and successful Corally 10V in the World - David Spashett's own car. David's own 'tweak' is running the cells further forward to put more weight on the front tyres. It works, Dave has just put 2 laps on the lap record at Stafford Awesomel

The Corally 10V has proved to be a very suc<mark>cessful car, David Ga</mark>le taking the 1994 European Championship, and the car also finishing second at the World's in David Spashett's hands. In Britain it also won the '94 RRC Oval Series, and is the only car to have turned in 33 laps on the TEMAC Oval. One of the great features is that it comes already assembled, so all you have to do is to install your radio equipment and away you go. This is particularly advantageous when you only receive the car the day before a race meeting, as I did.

For those who might be replacing their previous car with a 10V, and have a stock of 'American' style wheels, the car is available with alloy adaptors for the front and rear to suit, Corally's own wheels being unique to their



smooth action. The 10V's

is no exception.

them backwards or forwards, a useful little method of setting up the suspension and therefore achieving different handling characteristics. There is an optional shock absorber set available, but to date I have yet to see them being used, and I've never found them to be necessary.

I must confess that I made a couple of small changes before I even ran the 10V, one of the advantages of having previously run a Corally! First of all I changed the front beam's pivot balls to those from Corally's 1/12 car, then



removed one of the plastic spacers from beneath the beam, both measures effectively lowering the whole beam, allowing the use of smaller front tyres without altering the castor angle.

Getting To Know The 10V

After my first run, a stiffer set of front springs was also fitted, as the car tended to 'tuck' a little in the corners. Some more damper syrup was also put into the rear damper to increase the

damping (Corally's 'hard' thick syrup works better), and then I was happy! So, the first time out saw

us in the A Final, using Ellegi 30° fronts, UFRA SE Soft (Silver) tyres on the rear, a Racecraft Nissan shell with a trimtab, and a Trinity 14 dbl on 39mm p/r. The Final was spoilt though by inconsistent handling, which was later traced to a loose screw on the front of the motor tilting plate (probably the most inaccessible screw on the whole

Since that first race meeting, now quite some time ago, the 10V has also taken to the banked Ovals quite well, David Gale's 10V taking the '94 RRC

Oval Series title, and yours truly setting the outright track record at TEMAC when winning the 3rd leg of one of the A Finals. When fitted with TRC Radials (Golds, with a harder Silver right front tyre), an Andy's '92 Lumina bodyshell and a Trinity 12dbl, the 10V made some of the dedicated Oval machinery look slow...

More Recently...

1995 has seen a change to additive racing, resulting in most drivers using various brands of Greens on the rear, and a

it all... preference for the use of longer wearing Jap rubber on the front. The preferred front tyres for the 10V are Corally Gold Stars or Ellegi 28/30°, with Jaco Pinks and PB Jap Mediums also in use.

Overall?

Andy's Nissan

shell says

In all of the time I've been driving it, the 10V has performed very well, has always been easy to set up to suit all of the British tracks, and I reckon there's only the one minus point to raise: The graphite radio/body mount tray isn't really thick enough for the job, and can break when the car lands upside down in an accident. Oh, and if you want to run the maximum ride height possible on the rear, the lip on the left hand side ride height adjuster will need trimming, otherwise it won't fit properly, but apart from that, the Corally 10V is well worth considering if you intend to race Pro 10 or Oval!

The Corally 10V is distributed by Intronics, Claerwen, Bexhill Road, Pevensey, East Sussex. BN24 5JT. Tel (01323) 763688.