

TEAM CORALLY SP 12X



1/12-SCALE
PAN CAR

AT A GLANCE
WHO MAKES IT:
Team Corally

WHO IT'S FOR:
Intermediate to advanced
racer

HOW FAST: 31.72 mph

HOW MUCH: \$275

WHAT WE LIKED

- Accepts standard U.S. wheels
- Ultra-stiff chassis with minimal cutouts
- Ceramic diff balls and thrust assembly
- Ceramic bearings throughout the car



WHAT COULD BE IMPROVED

- Body mounts
- Steering tie-rods

THE BOTTOM LINE

Corally has always been a leader in the 1/12 market and with the new SP12X, they will certainly maintain their position up front. This all new design just plain works.

With the recent growth in the 1/12 industry, there is a demand for competitive cars in the U.S. market. With a world champion win in 2006, Corally has answered that demand and designed a winning platform, the SP12X. They didn't just answer the demand with bold new graphics on an old platform, they gave the car an exciting new look with all new suspension up front and redesigned rear pod that makes it very user friendly yet solid. It's never too soon to ramp up for 1/12 racing; check out what the SP12X has to offer.

S P E E D M A C H I N E

DRIVEN REVIEW TEAM CORALLY SP12X



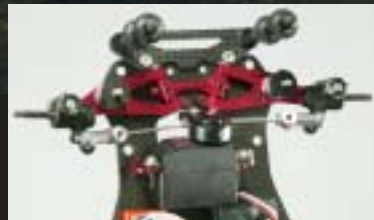
Right: Rear damping is controlled by a VCS micro shock in the center of the car. Shock oil weight and spring tensions will be determined by the track surface you are running on.

You may have seen this tube on many of Corally's past models. This aluminum tube is not only for its good looks, but adds support and strength to the rear pod.

Corally offers three different tensions of front end springs for maximum tuning ability. Springs can be changed easily by removing the top washer and locknut.



No more having to search for or order the Corally 1/12 tires. Corally answered our wishes and made a hub that will fit any standard U.S. tire.

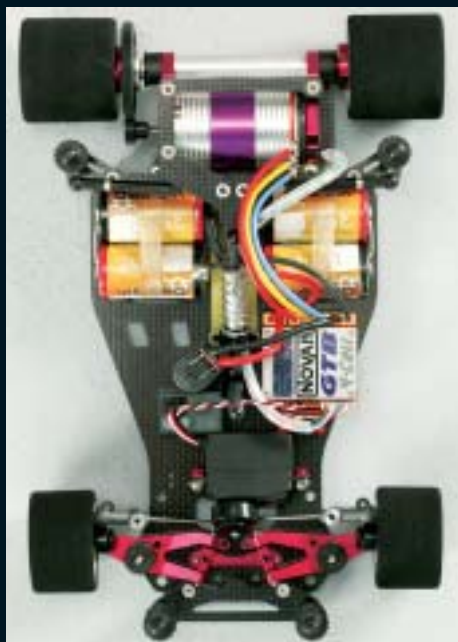


The Corally front end is easy to build and adjust. The lower arms are made from a durable aluminum material and anodized red to complete the Corally look.

WHAT YOU NEED TO KNOW

■ The U.S. spec kit comes with light-weight duraluminum rear wheel hubs that will fit just about any standard 1/12 tire. This is a major relief to every Corally fan out there. No more worries about your local hobby shop not carrying tires that will fit your ride. Now you can get any brand of tire and they will all mount up flawlessly.

■ The Corally front end is definitely different from what we see here in the U.S. With a closer look, this front end is much simpler and very easy to assemble. Ride height is adjusted with washers under the steering blocks and the front end springs can be easily reached by removing one locknut. If you are still leery of the Corally front end, then Team Corally made it easy to attach your favorite pan car front end by providing pre-drilled mounting holes on the chassis.



The SP12X offers a lightweight 2.4mm woven-graphite chassis. In the U.S. spec kit there are minimal cutouts, making the car ultra stiff on high-traction applications.

■ A smooth diff is an important factor on a 1/12 car. Corally made sure to include ceramic diff balls and a ceramic thrust assembly to ensure a silky-smooth diff. Along with the ceramic diff balls and thrust assembly, Corally added ceramic bearings throughout to give this car an easy ride. Other cars normally offer these additions as hop-ups, but Team Corally went the extra step to include them as a standard feature. This car definitely gets you more bang for your buck.

■ On many 1/12 cars you will notice the trend of chassis design to show the least amount of cutouts. The SP12X has a beautiful woven-graphite chassis that is 2.4mm thick. The only cutouts are for the batteries and the servo. This reduces the amount of flex in the car in high-traction situations.

DIMENSIONS

LENGTH: 10 in. (255mm)
WIDTH: 6.7 in. (170mm)
WHEELBASE: 7.76 in. (197mm)
WEIGHT: 30.2 oz. (85g)

RECOMMENDED ACCESSORIES

Corally 31T pinion – 2531; front springs, soft – 4.0 T/1.5mm – 75564; SP12X – front springs; hard – 3.0 T/1.5mm – 75566; T-bar, soft – 1.6 mm GRP – 74730

COMPETITORS

Team Associated 12L4, Team CRC Generation X, Speedmerchant Rev 4, Darkside Motorsports Mx2,

LINKS

Futaba, distributed exclusively by Great Planes Model Distributors, www.futaba-rc.com, (800) 682-8948

Corally USA, www.corallyusa.com, (407) 681-5905

Novak Electronics Inc., www.teamnovak.com, (949) 833-8873

Trinity Products Inc., www.teamtrinity.com, (732) 635-1600

Parma/PSE, www.parmapse.com, (440) 237-8650

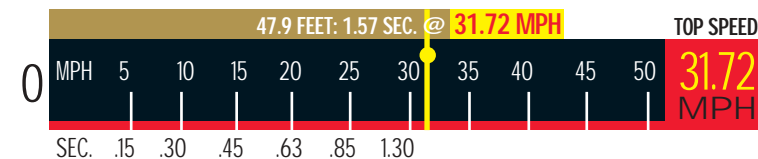
For more information, please see our source guide on page 201.

THE LAST WORD

After driving the SP12X, I can assure you that this car lives up to its world champion status. Now that you are open to any tire and front end on the market, you are sure to see many more Corallys in the winner's circle at your local track. If you're looking for a pro level 1/12 kit to get you to the top of your game, I recommend you take a look at the SP12X. You won't be disappointed. ☺

RADAR DATA

ACCELERATION:



PERFORMANCE SCORECARD

TEST VENUE: R/C Madness, Enfield, CT
CONDITIONS: Smooth indoor ozite carpet track

STEERING

Understeer **Neutral** Oversteer

COMMENTS: The steering on the 12X has a great feel in all situations. On power, the car motors through corners and carries a lot of speed, which is great for putting down good lap times with the stock motor. Off power in tight switch-back corners the steering is very responsive to input almost to the point of being darty, but it doesn't oversteer.

BRAKING

Poor Fair **Good** Excellent

COMMENTS: In stock racing, brakes are seldom used. Since many of us are old-school racers and are not quite used to the brushless feel, the Novak four-cell ESC is fully programmable to add in some drag brake to get that brushed motor feel. With some drag brake set, it was nice to see the car didn't sway up when I let off the throttle; it maintains a smooth pace.

ACCELERATION

Poor Fair **Good** Excellent

COMMENTS: Acceleration was not an issue with the 13.5 stock brushless motor. Through the tight turns it carried great speed and exiting the turn there was no lag in acceleration. The 13.5 was comparable to a brushed stock motor in overall speed; however the 13.5 seems to have the advantage in cornering speed over the brushed motors.

TUNING OPTIONS

SUSPENSION

- Adjustable ride height (front and rear)
- Camber (front)
- Toe (front rods)
- Three Ackerman positions
- Droop and up-stops (via setscrews in each front arm)

SUSPENSION

Poor Fair Good **Excellent**

COMMENTS: Wheeling the SP12X is the serious racer's dream; the car has a nice fluid feel from tight corners to wide sweeping corners. There were no indications of sticking damper tubes or any issues; the car drives with a nice smooth feel.



DURABILITY

Poor Fair Good **Excellent**

COMMENTS: Since the track was still green, the traction was a little loose to begin with. The SP12X took a couple of hard whacks to the wall, but didn't seem to sustain any damage. We did have one part break during testing, and that was the cross brace where the body mounts attach. Apparently UPS can do more damage than we can do on the track.

NEEDED TO COMPLETE

- Two-channel radio and receiver
- One midsize high-speed steering servo
- Speed control and motor
- Tires
- Body
- Pinion gear
- Four-cell battery pack

WHAT WE USED

- Futaba S9650 high-speed steering servo, FUTS0650, \$54.99
- Novak four-cell brushless speed control with 13.5 stock brushless motor, NOV3043, \$264.99
- Futaba 3PK three-channel transmitter, FUTK2055, \$369.99
- Parma Speed 8, PAR10125L \$16.99
- Trinity IB4200 four-cell pack, TRI20049 \$39.99
- Spektrum DSM Micro receiver, SPM1210, \$99.99

TOOLS

TOOLS INCLUDED: N/A

TOOLS NEEDED: 2mm Allen driver, 5mm and 9mm nut drivers, needle-nose pliers, doubled-sided tape, curved Lexan scissors

HARDWARE TYPE: Metric hex

TIPS

- Don't show up to the track with dragster-size foam tires. We tried the 12X's Speedmind tires down to 1.62 inches for the front and 1.68 inches for the rear.
- Use CA glue to seal the edges of the chassis. This will help prevent the chassis from splitting in an accident.

DRIVETRAIN

- Gear ratio (via spur gear and pinion gear)
- Differential stiffness (via diff grease and locknut)

MISCELLANEOUS

- Optional mounting locations for a standard U.S. front end