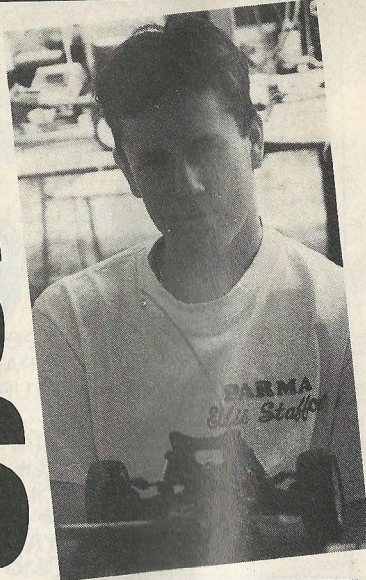


the BUSINESS MACHINES



Here's an exclusive look inside the two European Championship winning cars belonging to Craig Drescher and Ellis Stafford.

The British rule OK in 1:10 off road in Europe and that's a fact. This year in Denmark the majority of places in the final, and in fact the top 30 were taken up with British drivers. As a country (we) went to Denmark with a single European, be it double Champion Craig Drescher and returned with two. Ellis Stafford took the 4WD title and Craig retained his 2WD Championship in fine style to continue the British domination of the World's most popular RC class.

We at RCMC are proud to have been associated with these two drivers for sometime, you may have noticed that both guys run RCMC stickers on their cars and have been loyal to the mag in giving us information on how to set up cars in the past.

Now though we have an Exclusive. Here are both Craig's and Ellis' cars straight from the track in Denmark and ready for examination.

The Drescher RC10

Craig's Associated RC10 has hardly changed for the past three years, the basic components are just so good that the American built car has needed hardly any development to remain competitive in a fast moving competition arena. The basic facts are that You can buy what Craig has won both the National and European

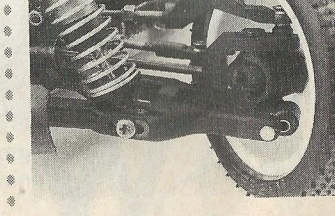
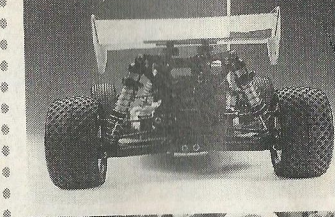
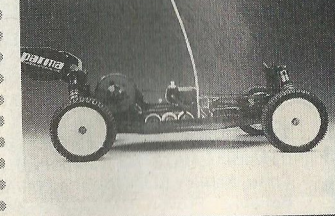
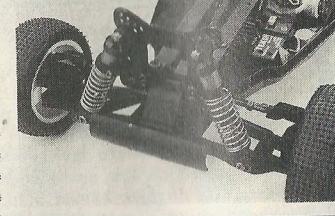
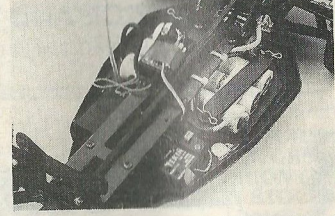
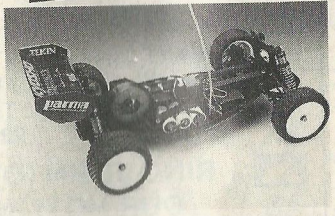
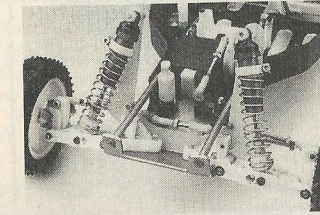
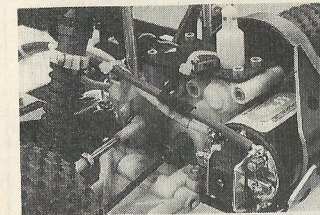
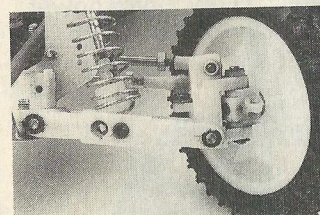
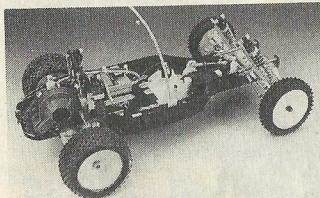
Championships with – so why is his car so good? Well, the fact of the matter is that most of Craig's success comes from his enormous driving skills, he does though always have a neatly built, well set-up car that we can all learn from – so here's a closer look...

The base of Craig's car is a standard RC10 chassis, this has been played with a little on a milling machine but the weight lost is small. The front section of the car's chassis is a standard part but coated in a colour that is not available from Associated – on close inspection the part is the same as standard in all ways except colour – Craig has again played with it to lighten it but there are no geometry changes from the standard.

Starting at the front of the car standard wishbones are used together with the rest of the standard kit plastic parts. 25 degree castor blocks are used together with

Craig Drescher's neat, tidy and mean RC10.

Kyosho are now European Champions care of Ellis Stafford and his ZX-R.



standard ball joints. New track rods are used that have adjustable left and right handed threads, but again these would seem to have no real advantage over the standard items.

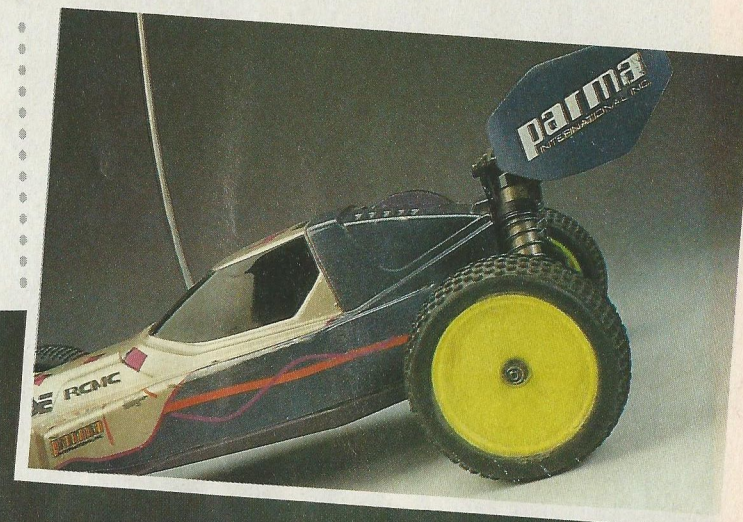
The steering pivots are changed to the Houge replacement items, these seem to leave the standard steering geometry but remove wobble found in the standard items.

As Craig's car is pictured here is straight off the track in Denmark and is therefore fitted with the long shock tower and Associated rear dampers on the front. This was how the car went best on the dust in Denmark but isn't how Craig runs the car in the UK. Normally he uses the standard long front shocks fitted with silver or green springs and

standard places!

A small gearbox plate is made from carbon and replaces the kit plastic item. Standard driveshafts are used, as are rear hubs and ballraces.

Double top; RCMC looks inside Europe's top off road cars.



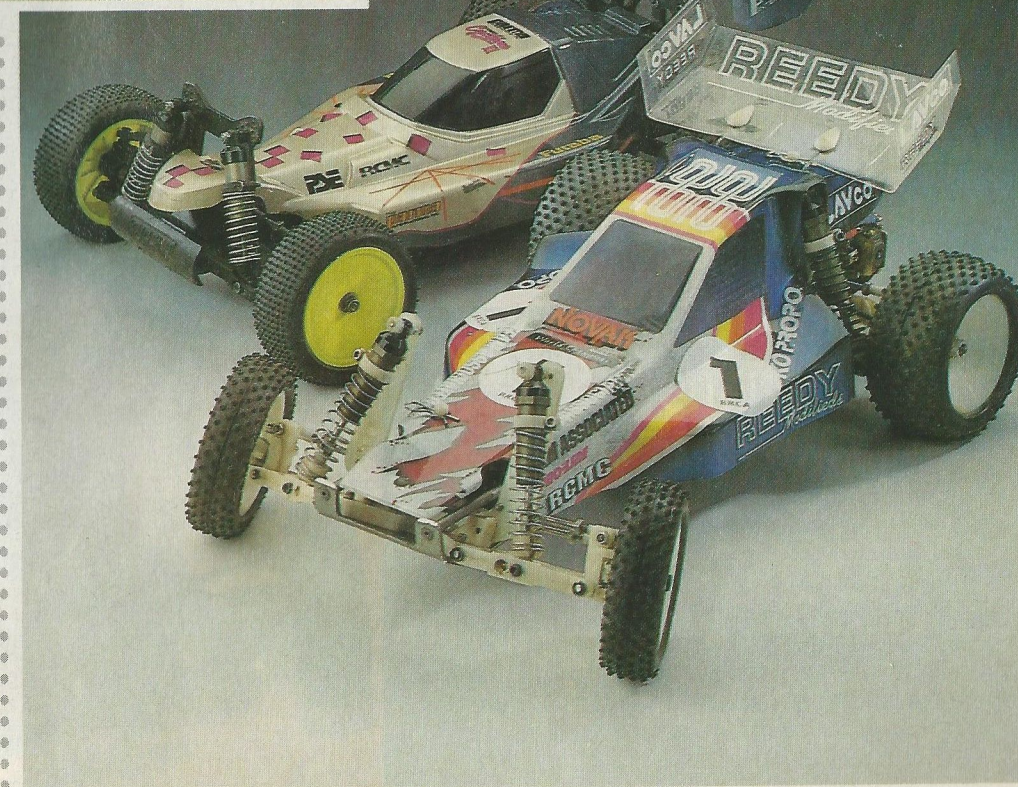
around 25wt oil.

The top suspension link should be fitted to the innermost hole with the wheel upright at the cars highest point. Set the car with a small amount of toe-in and ensure that the steering is super smooth and evenly adjusted on both throws – this is easily done with the superb Associated parts.

Back to back

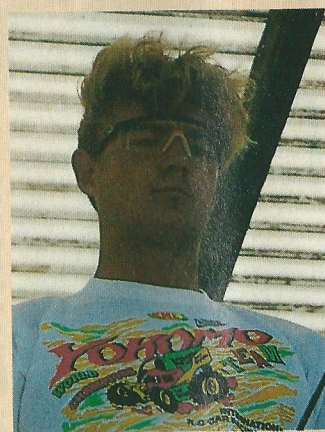
The rear of Craig's car is again not far from standard. The rear suspension arms and other plastic parts are standard, you will notice that some of the parts are differently shaped to normal but this is just the product of Craig's fiddling with a scalpel! The gearbox components are all standard but have been carefully cleaned, fiddled with and made to work extra smoothly.....

Rear shock bracket is non-standard and made from carbon – could this be his secret? No! all the holes and mounting points are in the



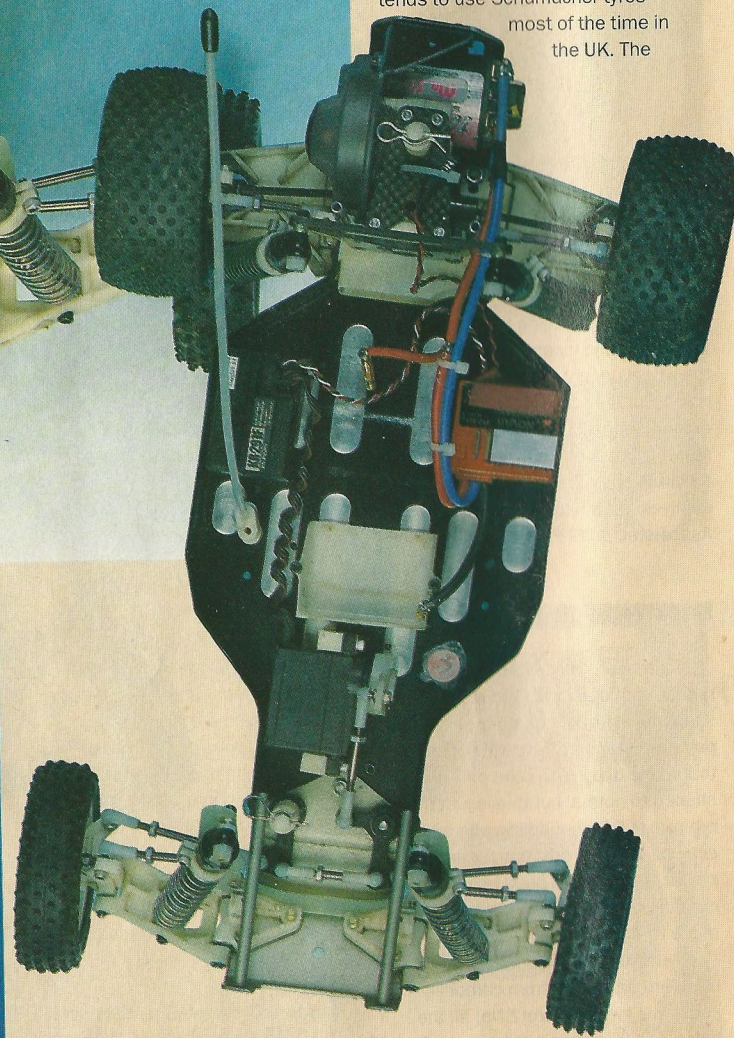


GRAIG DRESCHER'S RC10



The shock absorbers are standard fitted with green springs and 20-30wt oil, they are positioned on the outer hole on the wishbone. The only real change to the rear of the car is the positioning of the rear toplink in the gearbox, this is moved toward the outside of the car by 6mm giving a little extra camber change.

At the Euros Craig used Losi groove spikes on the front and Proline 7081's on the rear, but tends to use Schumacher tyres most of the time in the UK. The



SETUP GUIDE

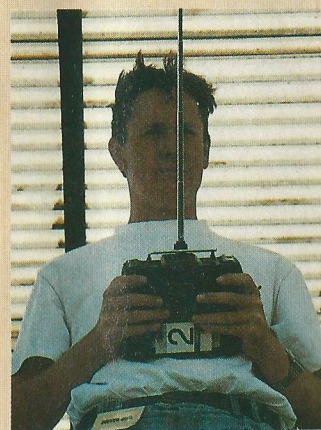
RC10

Front shocks green/silver springs 25wt oil
Rear shocks green springs 20-30wt oil
Caster 25 degrees
Toe-in 1-2 degrees
Batteries standard position

Camber – upright at full height front and rear
Slipper clutch working for approx one metre
Shocks fitted in outside holes on wishbones

RADIO CONTROL MODEL CARS

ELLIS STAFFORD'S LAZER ZXR



secret to Craig's car lies mainly in his superb preparation, all parts are tuned and fiddled with so that they work smoothly and cleanly. All wiring is kept very neat and tidy and nothing is left to chance – all faulty parts are changed and his car is thoroughly checked and cleaned between each run.

The Stafford ZXR

Ellis Stafford went to the Euros in Denmark knowing that he had a very



SETUP GUIDE

ZXR

Team Chassis cells set backwards
Front shocks with 25wt oil silver springs
Rear shocks 25wt oil black springs
Caster 5-7.5 degrees
Camber – upright at full height front and rear
Toe-in 1 degree
General keep car low and lightly damped

DECEMBER 1992

good chance of coming away with a top three place, he had backing from Kyosho and Parma on hand, a top 4WD car in the Lazer ZX R and plenty of power from his Parma motors and batteries. During qualifying Ellis always looked like a threat for TQ and in the last but one heat he took TQ with a brilliant 15 lapper. His car was fast, handled well and was being driven in Ellis' usual style – flat out!

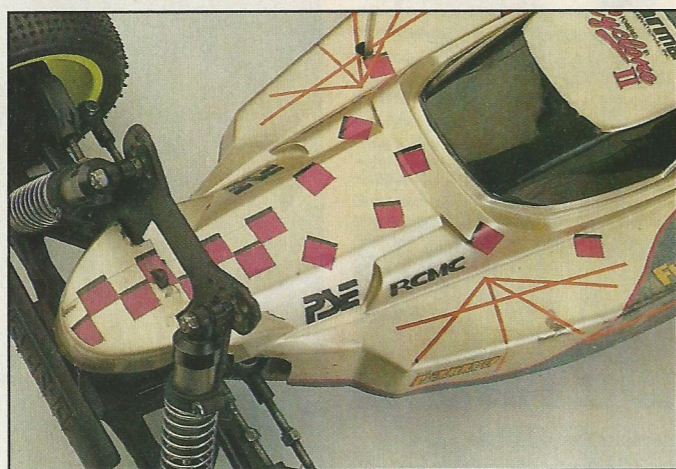
In the finals Ellis showed that his TQ position was no fluke storming to two fifteen lappers and taking the title of Eurochamp or 'Eurochimp' as he is now known!

Ellis' car was again not far from standard, it had a few new Kyosho parts installed but with the Ripmax Tealike goodies now on offer the car is virtually buyable.

Starting with the chassis...

The chassis on the Team Lazers sits the cells towards the back of the car more than the standard item, this makes the car more stable, on Ellis' car this is in the form of a Team Chassis which is now available from various manufacturers and from the Tealike range. Front suspension is virtually standard except for the shock bracket and castor blocks, again both these items are available. The shock bracket gives extra positions and is stronger than the kit item. The castor blocks are available in 5 and 7.5 degrees and the Team swap these quiet a lot to get the right balance.

All camber and toe-in is set



virtually as the instructions advise with upright front wheels and a slight amount of toe-in.

At the rear of the car no big changes have been made, standard plastic parts are used and Ellis uses the 2 degree toe-in option. The standard rear wing mount is used as is the undertray and body.

... 'Ellis Stafford has a very aggressive style of driving – he is always going for TQ on the track...'

At the Denmark Euros Ellis used Soft Kyosho micros on the front and Jammin Step Cut on the rear, like Craig in the UK most top drivers including Ellis run mainly Schumacher tyres.

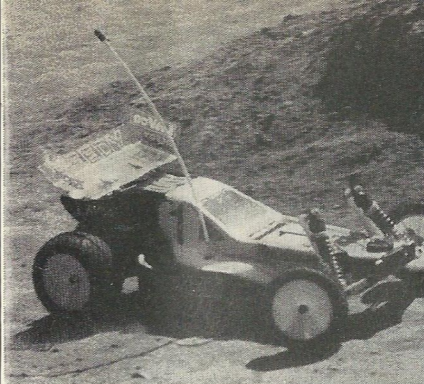
The biggest two items on Ellis' car that he feels made a difference on the day to the car going well were the development Kyosho shocks and the Tekin 410K speed controller.

The shocks on Ellis' car were very smooth Teflon coated items complete with rubber external seals to keep the dirt away from the O rings, Ellis kept the damping very light and the car rode the bumpy track very well.

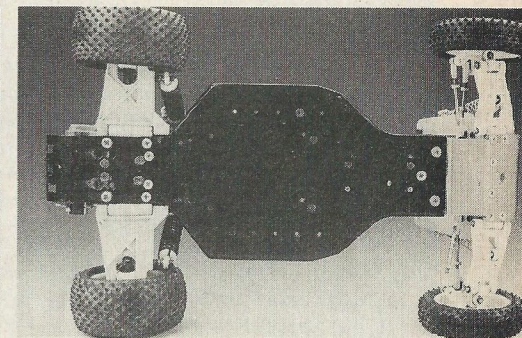
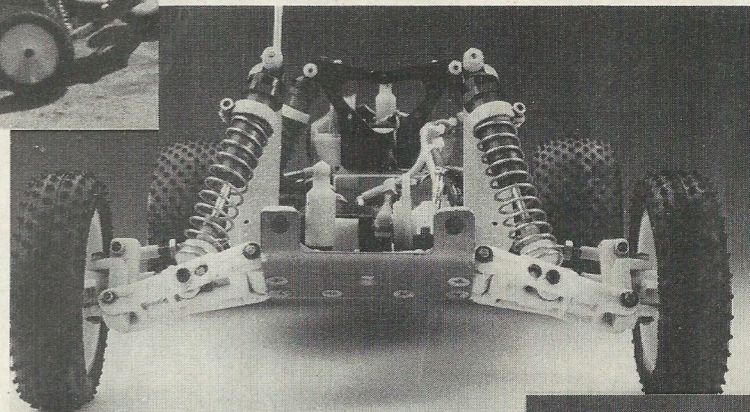
Ellis Stafford has a very aggressive style of driving – he is always going for TQ on the track and therefore can be a little heavy on the throttle. Ellis felt that he set his Tekin 410K to a point where he could still drive to his usual style and have enough duration to last the full five minutes, this seemed to work very well in Denmark and other Tekin drivers are now looking more closely at the 410K.....

Overall winners

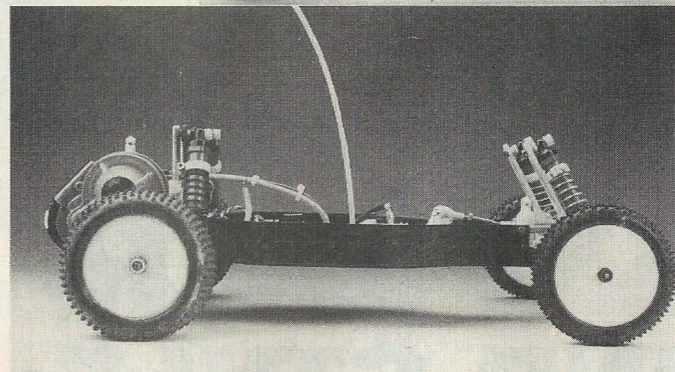
Although we would love to be able to give you both Ellis' and Craig's secrets of success that is impossible, both drivers have a lot of



Long throw front shocks on Craig's Euro winning car are discarded for the UK.

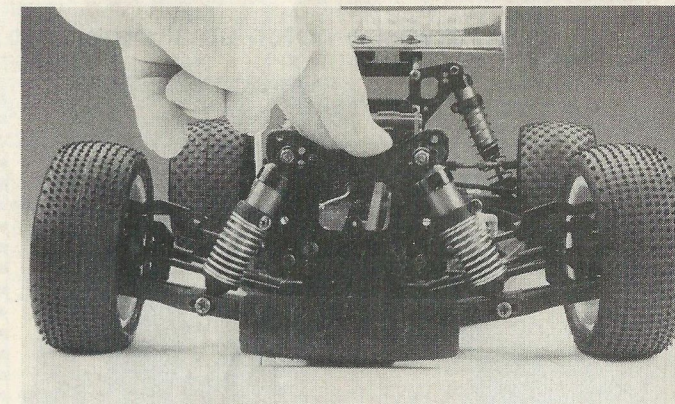
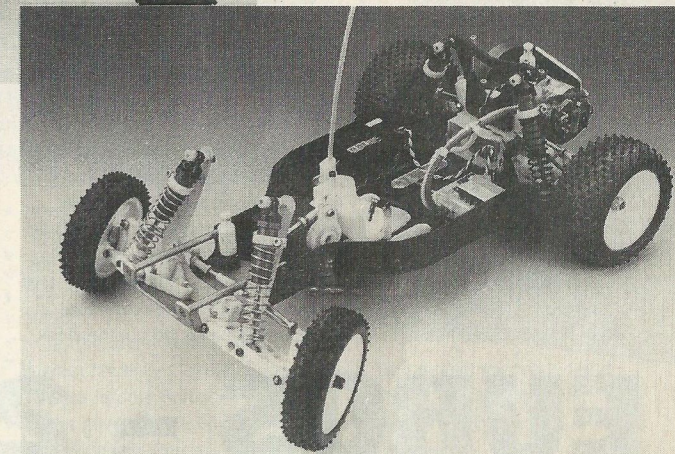


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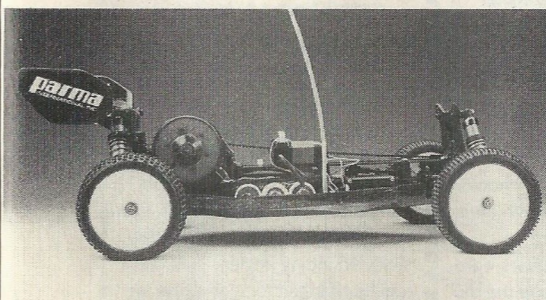


skill that they have developed over the past years. What we feel we must point out though is that both of these winning cars are full of preparation and good set-up ideas. The cars feel 'just right' and even

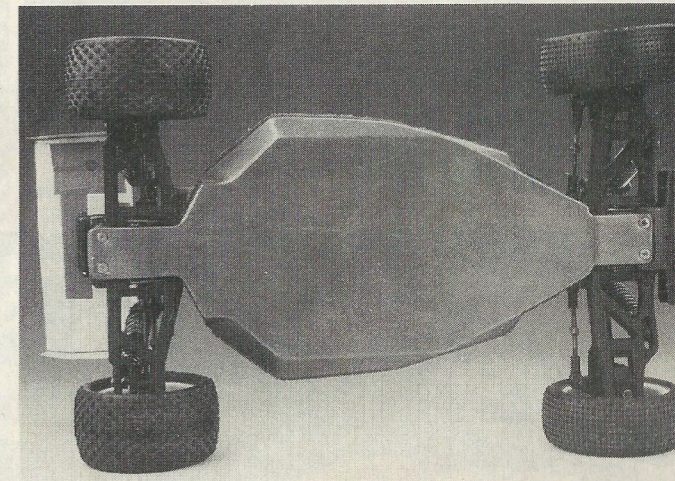
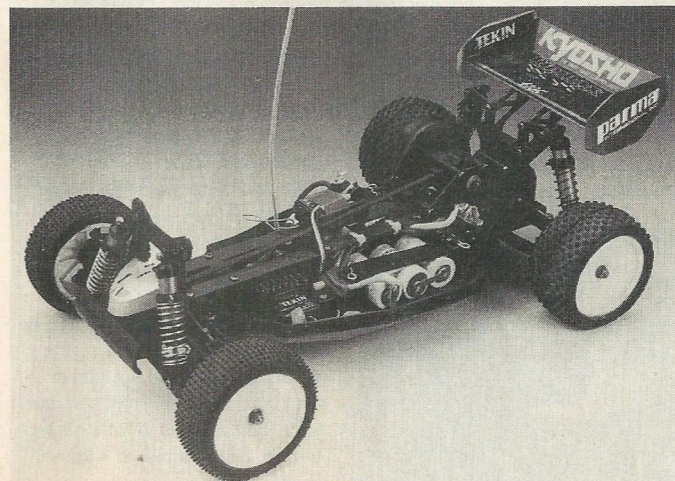
with large amounts of skill all drivers still need their cars to be good. So the answer is to prepare well, keep your machines in good order and learn from the top drivers.... it's as easy as that!



Apart from the Team Kyosho prototype shocks you could own this car!



LAZER ZX R



the **BUSINESS MACHINES**

Craig's RC10 is crowned with a Pete Darwell painted Turbo Mirage bodyshell.

