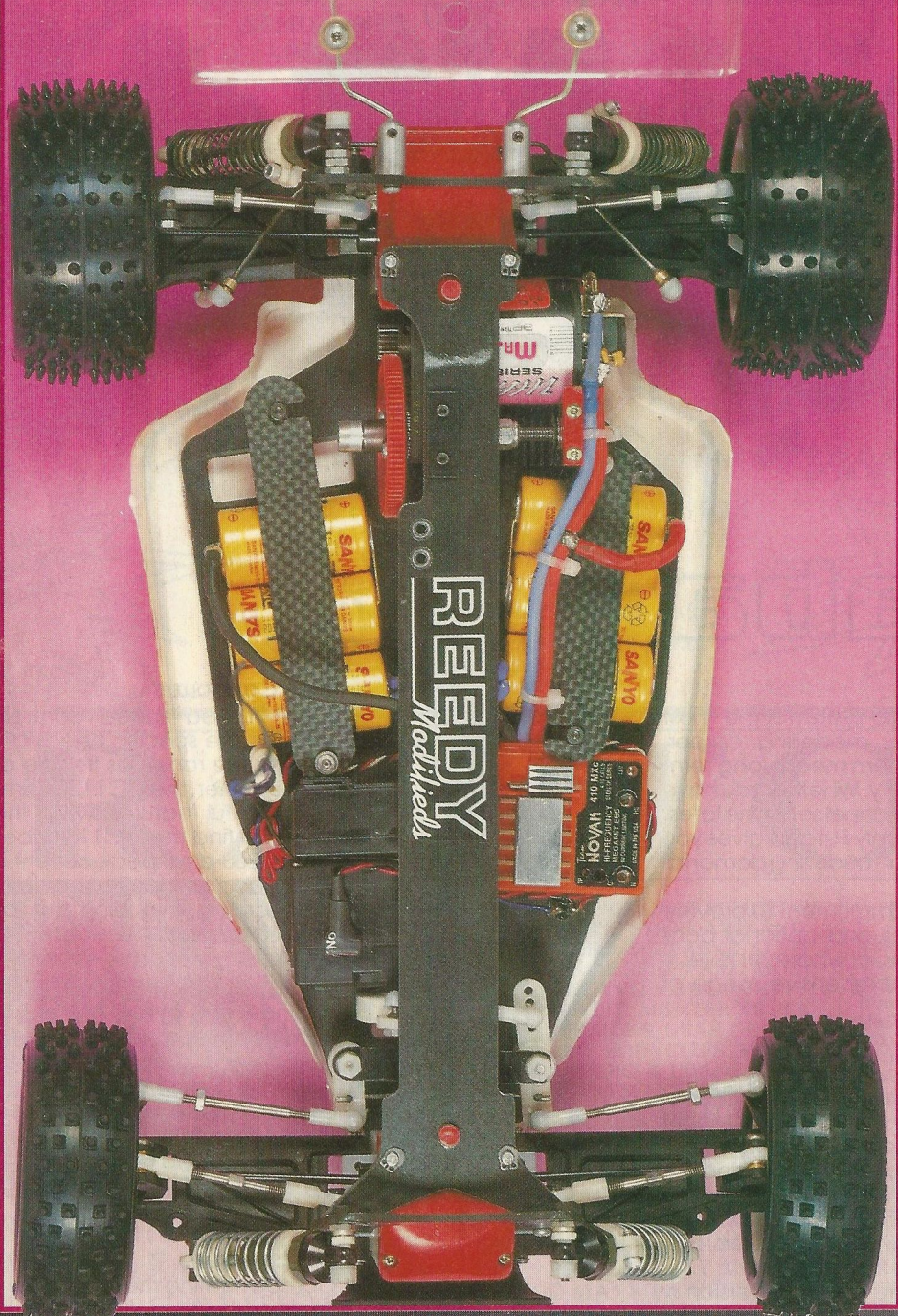


REEDY
Modifieds
TEAM ASSOCIATED

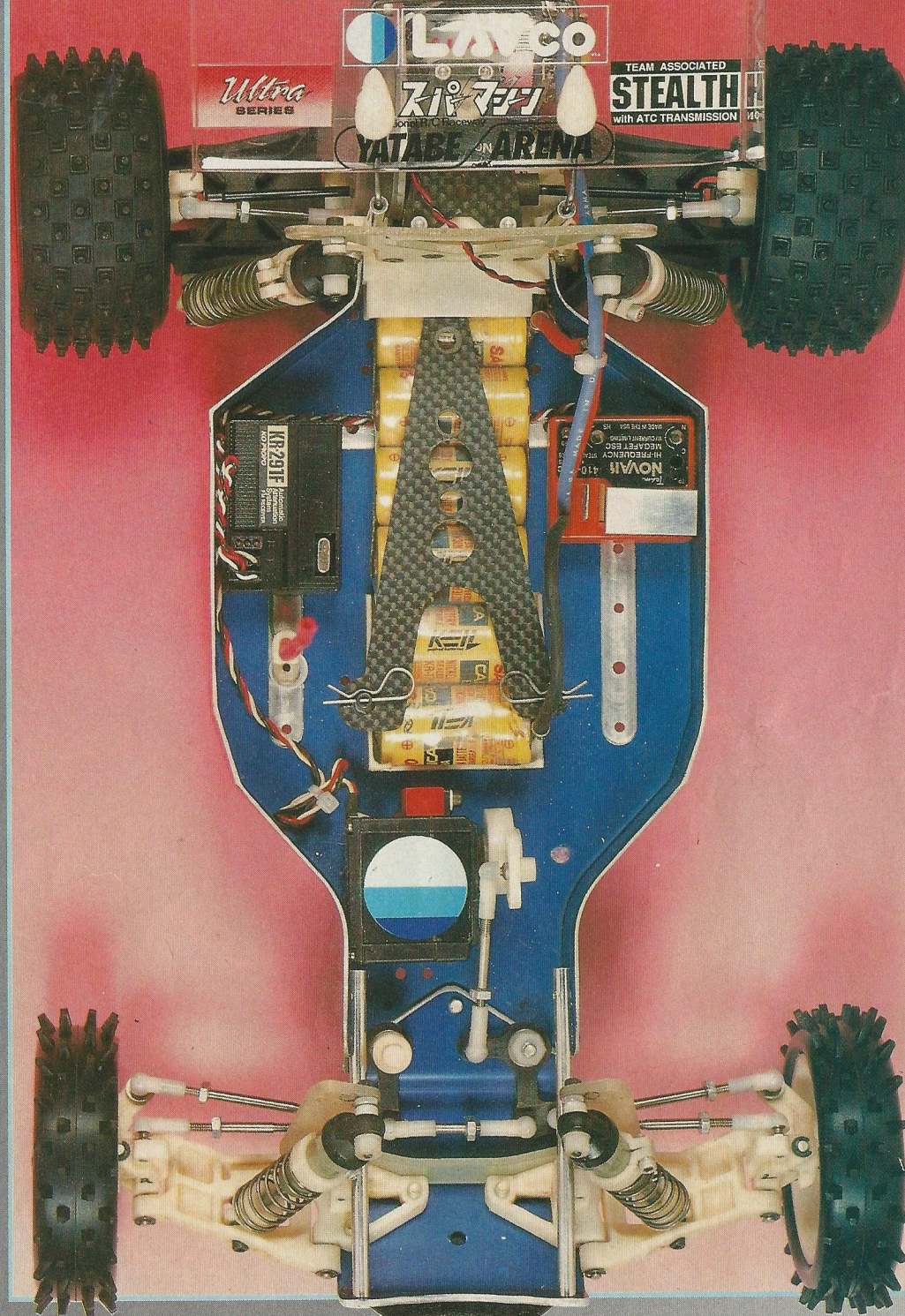


The Yokomo Works '91 of Craig Drescher features Reedy motor, Novak speedo, Keil batteries, KO servo and radio, Associated shocks and a series of Jammin update products including diffs and top brace.

CHAMPION'S CHOICE

RADIO CONTROL MODEL CARS

REEDY
Modifieds



Attention to detail is the trade mark of Craig's RC10. Note the neat wiring of the speedo - all wires kept to a minimum length. Again Novak speedo, Keil batteries and this time a Futaba 131SH servo feature. Craig has a special Blue chassis - although it is no different in design to the standard item.

During the 1991 off-road 1:10th season Craig Drescher has raised his game to an all time high. In 2WD he has been dominant.

Only one of the six rounds of the championship got away from him, and that was to his new Associated team mate Marc Neale. With four wins in the first five meetings Craig had the championship wrapped-up before the last

round, and confirmed his dominance with a win at the Southport meeting - taking TQ and all three legs of the A final which has become the

norm for Craig.

In 4WD, although not dominant at national level - only winning two meetings - Craig has been working on

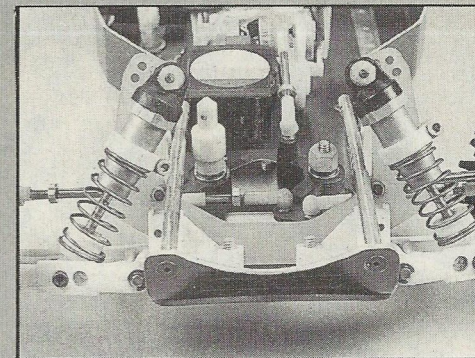
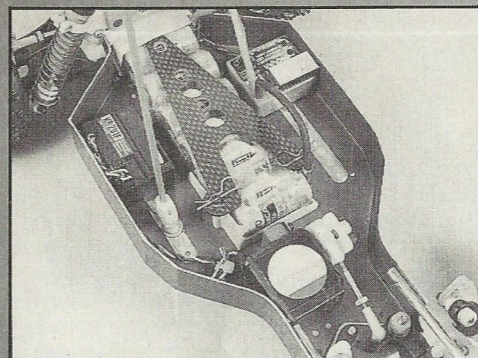
Craig Drescher is the Champion of Europe in both 2 and 4WD - RCMC take a close look at his cars

his Yokomo to get the handling right, with a TQ and win in each leg of the A final at Southport, Craig is ready for the 1992 championship.

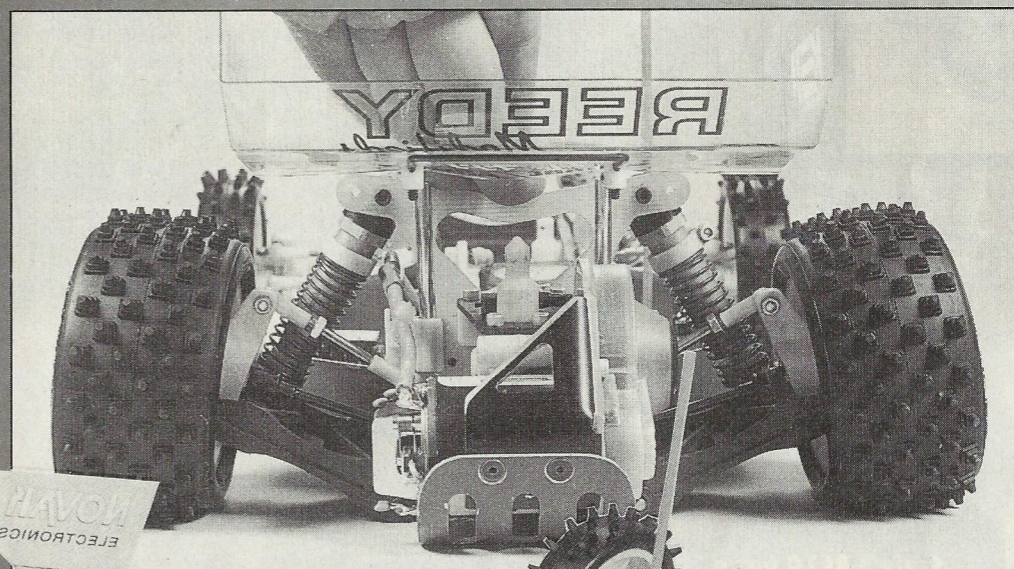
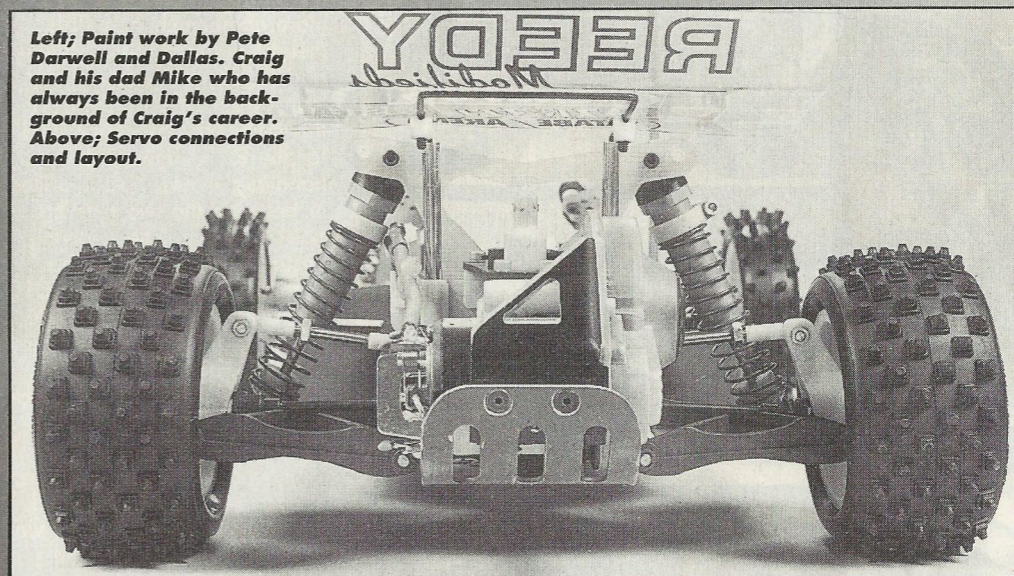
On a European level Craig had a very good week at the Euros in Southend, TQ and wins in each leg of both A finals 2 and 4WD made him double European champion at 16 years old.

At the Worlds held in

DRESCHER'S RC10 & YOKOMO



Left; Paint work by Pete Darwell and Dallas. Craig and his dad Mike who has always been in the background of Craig's career. Above; Servo connections and layout.



Yokomo TR9's and chunky Associated fronts that appeared in the World champs in Detroit. Front shock positions; Rounded rear guard. Camber change is increased. Battery strap made from carbon fibre.

Detroit everything didn't go Craig's way. In 4WD whilst on his first run pushing for an A final time a ball joint came off - round one was his only chance as for many others.

In 2WD eighth place on the grid was not good enough for Craig - in fact if a little more luck had fallen his way TQ was not out of the question.

So success on the race track seems to have found its way to Craig this year, so is it his cars or just Craig?

Craig's cars are always nicely set-up and neatly prepared, and if there are any secrets you're about to find out.

After the final national at Southport both Craig's winning cars were taken straight off the track, and back to the Editors house for a clean-up and thorough inspection.

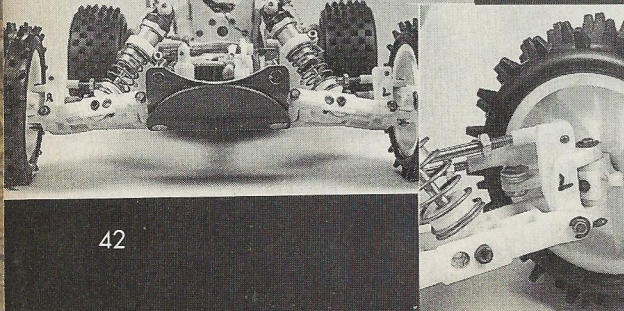
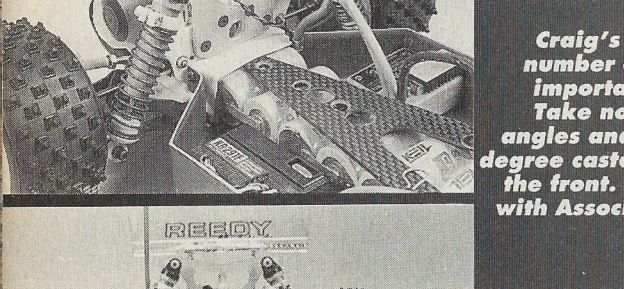
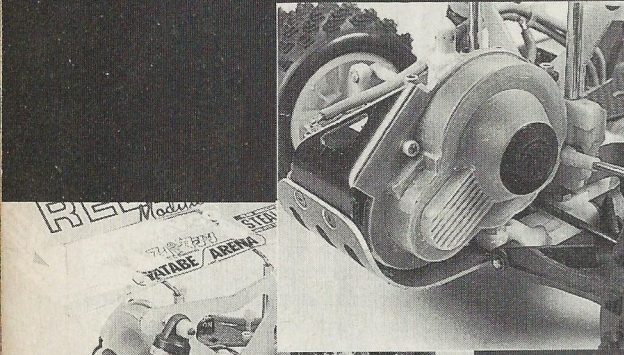
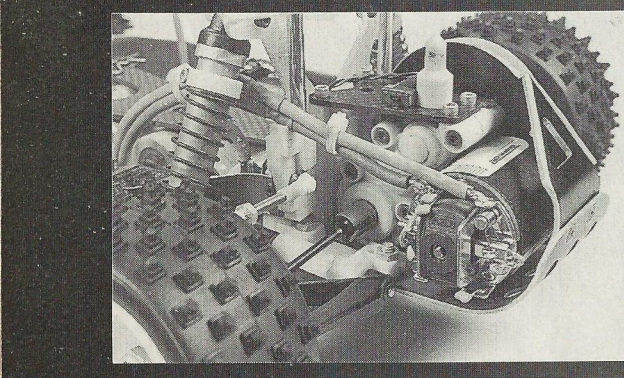
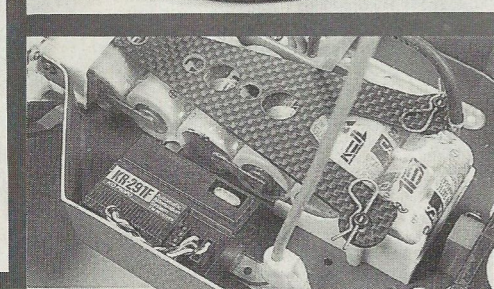
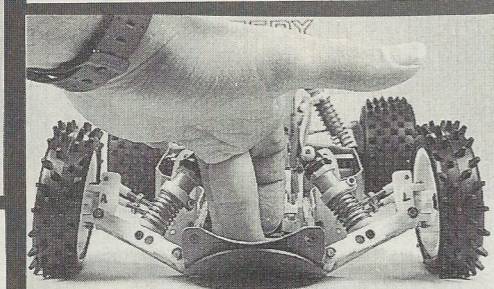
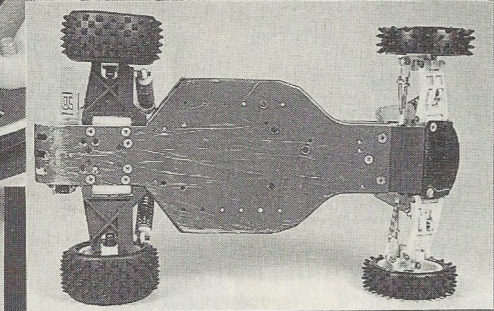
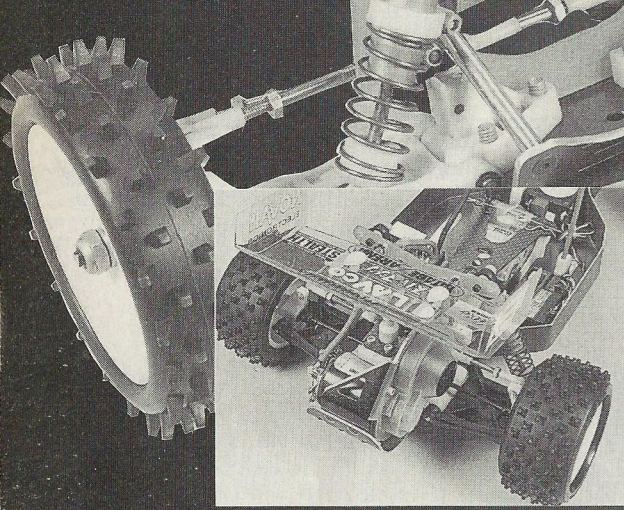
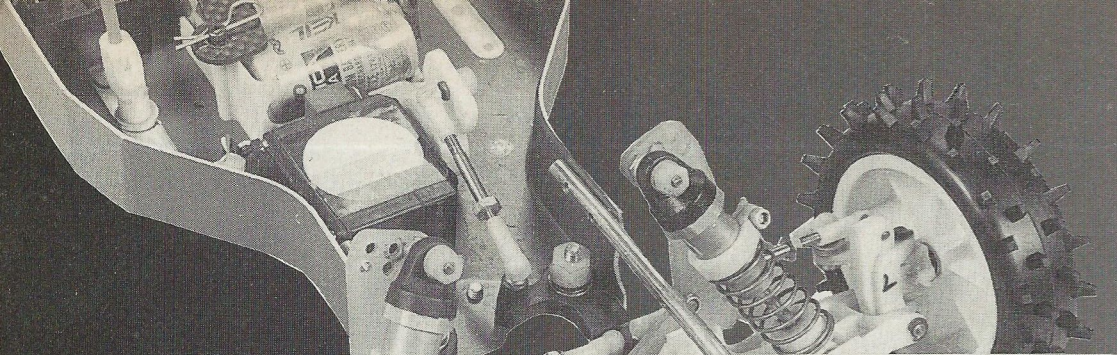
Associated RC 10

In 2WD Craig races an Associated RC10 Stealth. The car looks fairly standard but has a few minor changes and tweaks that make the car that much better. We'll start at the back of the car and work forward.

At the very rear of an RC10 is the flip-up of the chassis, on Craig's car this receives a little attention. The whole chassis is filed a little around the edge to give a smooth finish, any corners are rounded off and the very rear of the chassis is shaped to give very round edges. The front of the chassis also is re-shaped to give a smooth rounded appearance. On the standard chassis all the holes on the bottom are pre-countersunk. Craig also countersinks the rear holes which hold the chassis to the rear motor plate, this makes the back of the car flush if a mega wheelie happens!

The work on the chassis is quick and easy - the only real benefit seems to be less weight and generally a better look to the chassis.

Just a couple of millimetres further forward is the motor plate, this too is given the cut and file treatment to both lighten and improve the ergonomics, the pictures show the shaping of this.



Craig's RC10 has a number of small but important changes. Take note of wheel angles and toe-in. 25 degree castor blocks on the front. Car is fitted with Associated Green springs.

The gearbox on the standard Stealth car is excellent as standard. On Craig's car there are no major changes but the process of assembling the gearbox which can take minutes takes Craig ages as he pays special attention to cleaning the mouldings of the gears and making sure everything is just right. The diff is lubricated with the standard two greases given in the kit and the gears are given a little light oil before the two gearbox casings are put together.

The slipper on the car is standard, and is set to stop the car wheelieing on the grippiest part of the track being raced on.

Rear Suspension

The rear suspension on Craig's car receives a little attention, The black

suspension arms that can be seen in the photographs are the same as standard in shape and geometry but are made from a slightly stiffer material developed for very hot conditions; in the UK they aren't necessary but Craig leaves them on as they look good!

The top link on the suspension is re-positioned on the bulkhead; basically the link is made longer to give more camber change. This means as the suspension is pushed down the camber or lean of the wheel increases, this gives increased grip and for the RC10 improved handling. A new hole is drilled in between the two existing holes in the bulkhead giving around a 8mm longer rod.

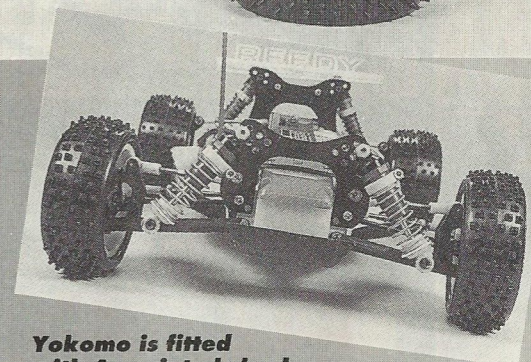
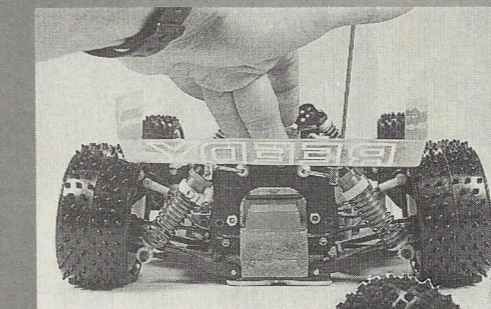
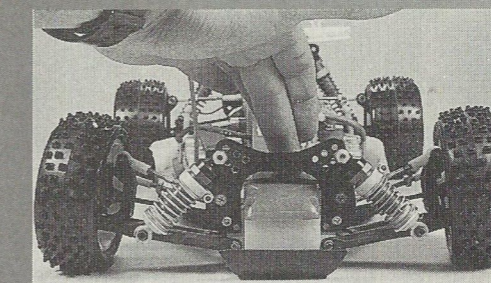
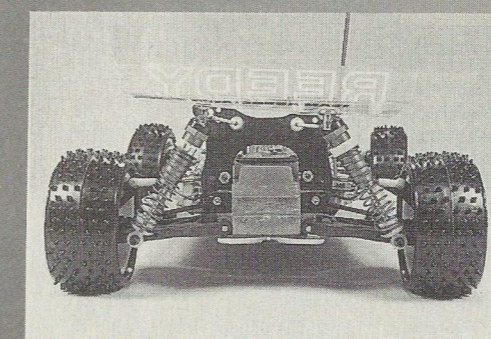
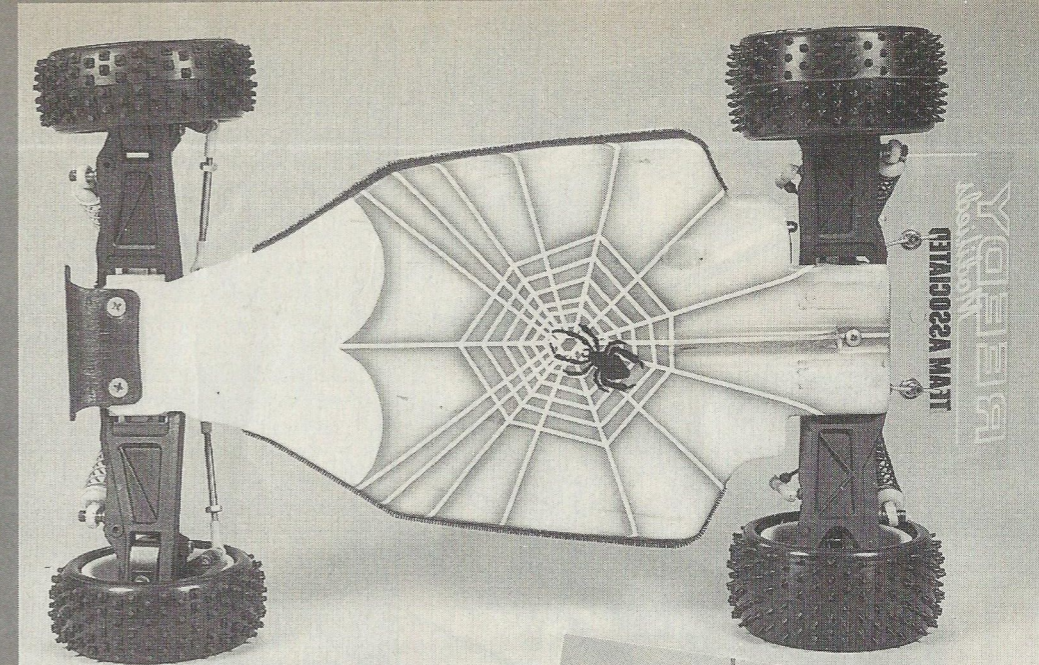
The wheelbase on the RC10 can also be altered, the rule on this is if the track is slippery use the short option as this puts more weight over the rear wheels and more grip. On long fast flowy tracks use the long wheelbase which makes the car better at high speed.

Damping on the rear is via the long rear shocks fitted with either Green or Silver Associated springs, 30wt or 25wt if bumpy is normally used and the collars on the shocks pulled down to make the rear suspension arms sit just lower than level when fully loaded. The shocks are always on the outer hole in the suspension arm and inner on the bracket.

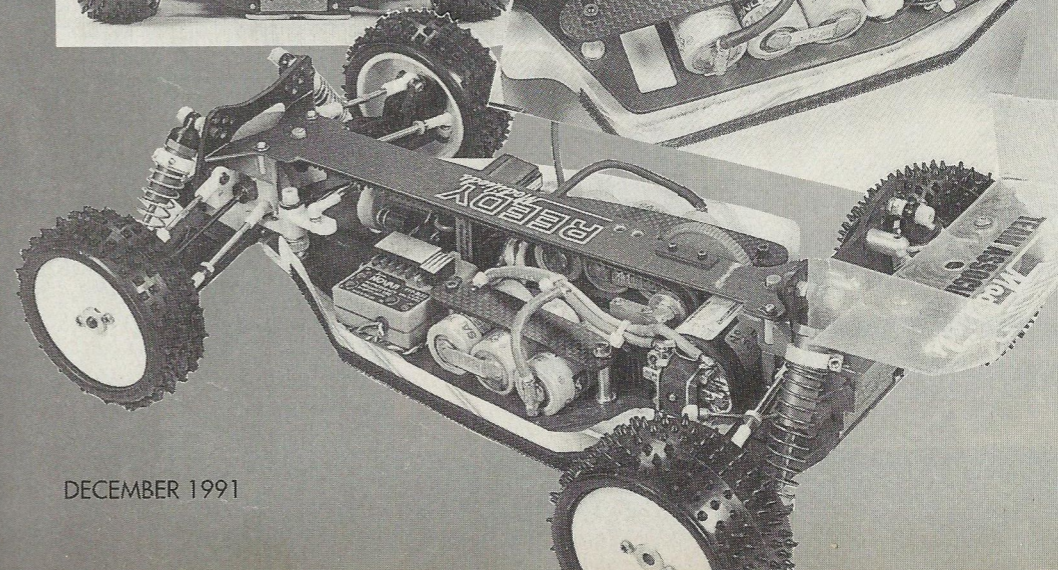
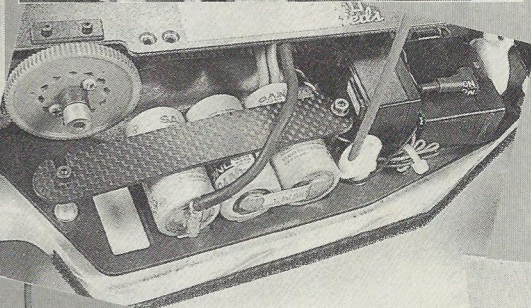
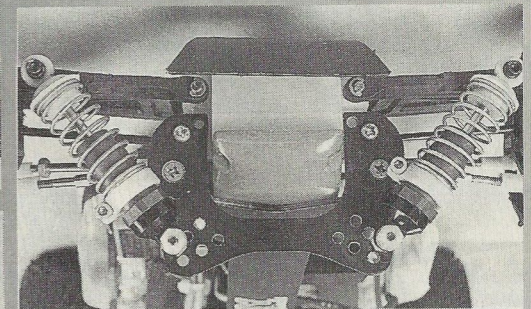
Middle bits!

Within the chassis is the radio gear and electrics, to one side the Novak 410 MIC speedo and the other the KO receiver from Craig's Esprit II system, the connecting wires between these two go under the cells in a milled slot in the chassis - this makes the wiring very neat and tidy. On the steering side a Futaba 131SH is screwed and taped to the chassis fitted with a Kimbrough servo saver. From this the steering goes through the titanium 'RCPS' steering rods via 'Houge' bellcranks, and standard ball joints.

The front suspension is again standard. The shocks are filled with either 25wt or 30wt oil and are fitted with Green springs, they are always fitted to the outside of



Yokomo is fitted with Associated shocks all round. Improved lock is achieved by removing plastic. Batteries are normally used in the forward position. Trusty Reedy motor is always fitted.



the suspension arm and are moved around the three positions on the shock bracket to give the right setting. This normally means the inner hole for more steering and the outer for less. Castor on the car is set with the 25 degree blocks and this is rarely changed.

At the very front of the car a small bumper is fitted to give a smooth finish and the car is topped off with a Darwell painted Turbo Mirage body and clear Associated wing.

Overall Craig sets his car to sit quite low with the rear of the car slightly lower than the front, tyres used include TR9's TR330's and Schumacher mini blues on the rear and various on the front including Schumacher 2 row studs, Losi staggered rib and Proline.

His favourite motor is his Reedy Mr T which is an 11 triple, geared on around 17:86.

Yokomo Works '91

Craig's Works '91 Yokomo also has a number of small mods and clever changes - although nothing too major and hardly anything that can't be bought.

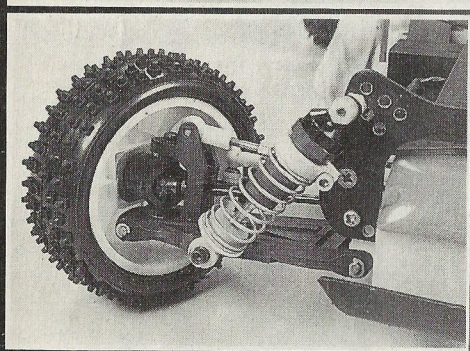
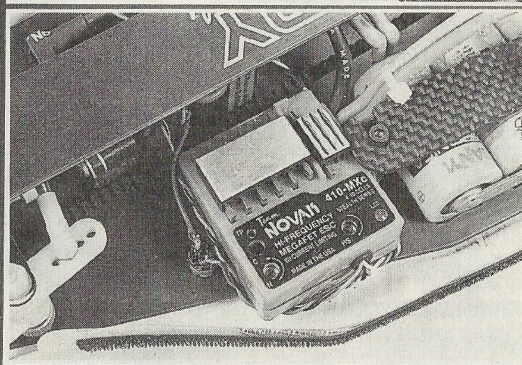
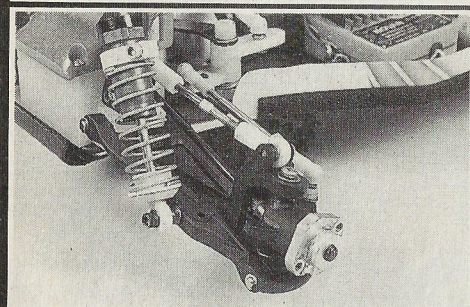
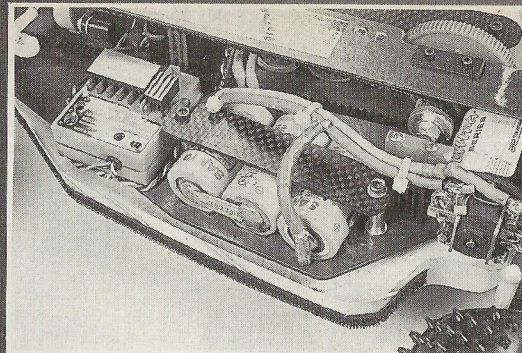
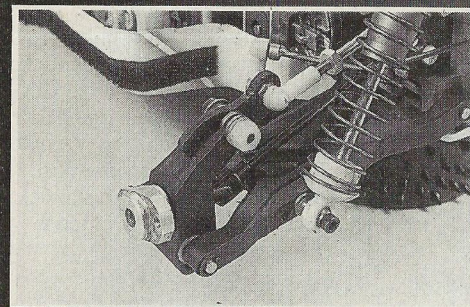
Again from the rear of the car the first item is the shocks, on Craig's car he has fitted Associated shocks from the RC10. He uses short rears and long fronts, these both are fitted with 30wt oil and green Associated springs. The settings of the collars make the car sit quite low with the rear higher than the back.

Shock brackets are standard and positioning of the shocks is best described by the photos.

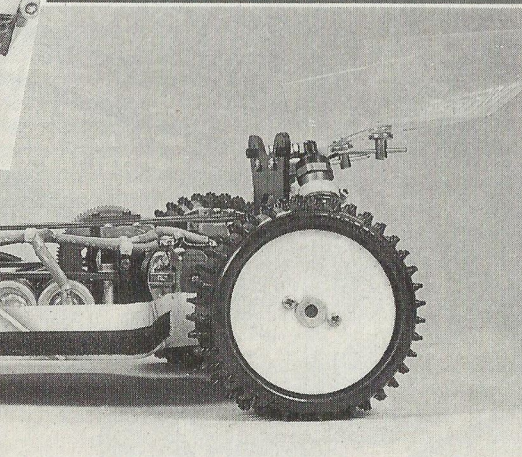
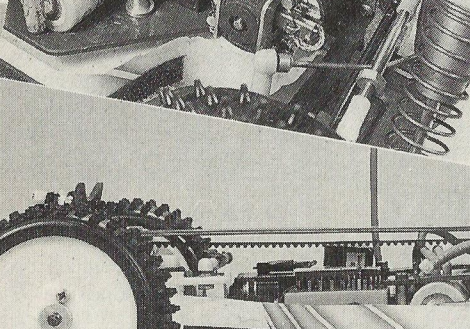
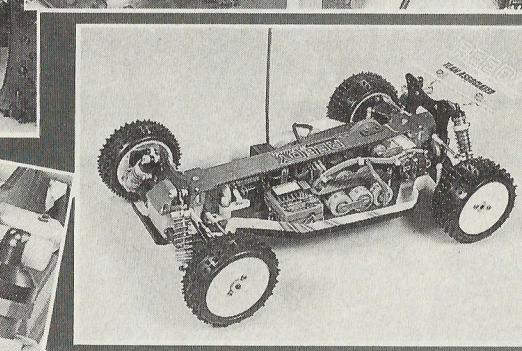
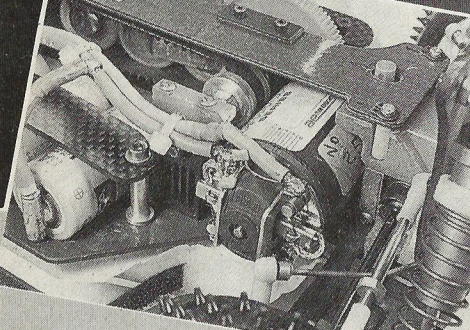
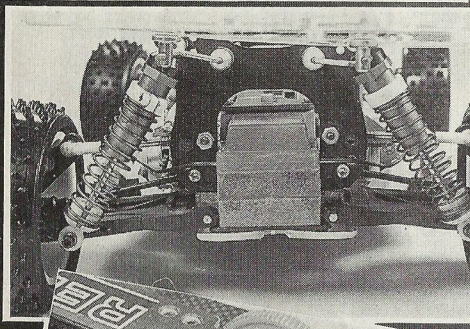
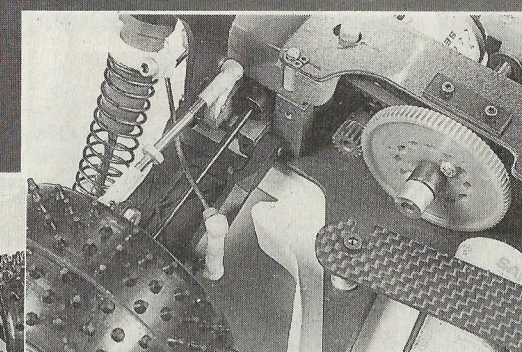
A main change on the rear of the car is an addition to the rear hub which makes the mounting point of the rear top-link higher. This gives greater camber change and again like on the RC10 more grip!

At the rear the diffs in the car have been replaced with the 'Jammin' items which are lighter, smoother and are readily available.

All steering rods and top-links are again RCPS which are tough and light. Next comes an alloy motor mount, this is machined from solid



Top left; The mod to the rear hub is made from carbon fibre - this increases camber change. Jammin toplate helps to keep the front shock bracket stable. Short shocks are used on the rear of the car.



and replaces the cast kit item, neater, lighter and to a better finish are all reasons for the fitment of this.

The chassis on the car is standard but the toplate is a 'Jammin' product; this is lighter and stronger and supports the front shock bracket.

The drive system on the car uses the course drive belts and pulleys and 48 dp gears are used with no slipper clutch. A Novak 410 MXc speedo and KO servo and receiver are installed into the car.

At the front standard bellcranks are used as are standard wishbones and uprights; a MMS nylon front gearbox is fitted for strength and lightness.

The general set-up includes a thin rear roll-bar, cells mounted in the forward position, and increased lock via a bit of plastic removal around the front hubs.

To finish off a standard Yokomo body, Associated wing and a neat home made bumper make the car look low and mean.

Any More Secrets?

So that's what's in his cars - is this what makes him win so often?

When talking to Craig and looking at his cars you realise it is not any one factor that makes him so successful, his cars are well prepared and are always fast with his Keil Cells and Reedy Motors. This though is just the start, Craig feels attitude is important and at race meetings Craig is out to win, he feels confident and drives in a super precis and un-flustered manner - never rushing flat out even when behind. "You can't make it all up in one lap, just keep neat, tight and don't crash" say Craig.

Apart from all these facts and advice there is something that can't be passed on, that is that Craig has enormous skill at driving cars, this year only Jamie Booth winning the 4WD National Championship has stopped Craig being totally dominant in Europe, and this must be put down to something Craig was born with, but with practice and



Standard Yokomo body and Associated wing fitted the 4WD. Note front window on the shell is cut out - mainly for the hot weather.

- Slipper Working Slightly Yokomo
- Front Shocks 25-30wt Green Springs
- Rear Shocks 30wt Green Springs
- Increased lock by Removing Plastic
- More Camber Change at Rear
- Standard One-Way Roller
- Front Tyres Yokomo TR330
- Rear Tyres Yokomo TR32
- Set Car Low - Higher at Rear

Craig uses the RCPS Turbo Mirage body on his RC10 - the body is very popular in the US. Note clever body post mounted through the body on the servo post.



good preparation a higher level can be found.

RCMC want to thank Craig and his dad Mike for being so helpful with revealing information, at his high level Craig has managed to remain professional, level headed and a really nice guy - and all at 16!

Quick Set-up guide

- RC10
- Front Shocks 25-30wt Green Springs
- Rear Shocks 25-30wt Green-Silver Springs
- 25 Degree Castor Blocks
- Front Tyres 2 Row Stud Staggered Rib
- Rear Tyres Mini Blue Schumacher Yokomo TR9
- Long Wheel Base - Fast and Flowing
- Short Wheel Base - Slippery and Tight
- Keep Car Low - Rear Lowest

