

A close look at the Ellis Stafford winning Formula

# win with Ellis

Ellis Stafford won the BRCA Winter Series with his Losi Street Weapon - this, and a not inconsiderate driving talent - was how he did it.

**SET UP-  
REAR**

Yellow Springs-wet and bumpy tracks  
Pink Springs for quicker return  
Red Pistons(No.56)  
Trinity 80wt oil (XRC7680)  
Thickest Roll Bars (Losi-A405 1 /Trinity-XTR3035)  
Rear linkage in No.8 position on tower and position C on hub  
2.5 degrees of toe-in 1 degree if grip is high 2 degrees of anti-squat

**TYRES**

Pit-Shimizu V25 were run in damp or wet conditions at Ashby, Aldershot, West London and Stafford.  
Take-Off HS-A were run at Mendip and Bedworth. Narrows were used on the rear at Bedworth for a bit more grip.

**BODY & WING**

A Parma Honda Accord (10362) was used at all the rounds bar Stafford, where a Parma Nissan Primera (10175) was used. Both bodies were fitted with a Trinity Hi-downforce wing (XRC8032)

**SET UP-  
FRONT**

Yellow Springs  
Red Pistons(No.56)  
Trinity 100wt oil (XRC7100)  
Thickest Roll Bars (Losi-A405 1 /Trinity-XTR3035)  
Longest link  
2 washers(3mm) under outside ballstud  
Higher for more initial turn-in, lower for less Ackerman link in second position

**OPTIONS  
FITTED**

Ball-raced steering kit (XTK3001)  
Blue motor clamp (XTK3012)  
Blue servo mount (XTK3025)  
Blue motor mount heatsink (XTK3027)  
Blue shock bushings (XTR3029)  
Blue screw kit for Street Weapon (XTK3065)  
Bluedrive belts (A3204)  
Stiffer one-way spring(A3215)

**BATTERIES**

Ellis used Trinity Vis-Extra Sanyo 2000 cells

**SPEED  
CONTROLLER**

An LRP V6 speedo was fitted for the last three rounds. A Novak Cyclone had been used in the first three rounds.

**MOTOR**

Ellis used the following Trinity D2 motors. The new D3 was not legal until Mendip and Ellis preferred to stick with what he knew best.

Motor	Track	Gearing
11 Dbl	Mendip	30/78
	Stafford	27/78
12 Dbl	Ashby	29/78
	Aldershot	27/78
	Bedworth	28/78
12x6	West London	28/78

