

DRIVER, TRACK & RESULTS

DRIVER	COUNTRY	WEATHER	AIR TEMP	TRACK TEMP	☐ DRY ☐ INTERMEDIATE ☐ WET
TRACK	CONDITION	☐ ASPHALT ☐ CARPET	☐ LOW ☐ MEDIUM ☐ HIGH	☐ BUMPY ☐ SMOOTH	
RACE	DATE	QUALIFICATION	BEST LAP TIME	FINAL	

FRONT DRIVE TRAIN REAR

☐ GEAR DIFF	☐ GEAR DIFF
☐ SPOOL	

HEAVE DAMPER

OIL	OIL
SPRINGS	SPRINGS
SHIM mm	SHIM mm

ROLL DAMPER

OIL	OIL
SPRINGS	SPRINGS
HOLES	HOLES

REAR REACTIVE SYSTEM

☐ RRS LINK	☐ NO RRS LINK
SHIMS mm	

CHASSIS FLEX CONFIGURATION TOP DESK

☐ STANDARD	☐ MAGNESIUM STIFF	☐ STANDARD
☐ ALU 2MM	☐ MAGNESIUM FLEX	☐ VERTICAL

TYRES Controlled ☐

BRAND/TYPE
INSERTS
ADDITIVE
TIME
SURFACE

ELECTRONICS

BATTERY	
MOTOR	TIMING
ESC	RECEIVER
SERVO	RADIO

RATIO CONFIGURATION

PINION	SPUR GEAR	PITCH
FINAL RATIO	ROLLOUT	mm

AERODYNAMIC CONFIGURATION

BODY	WING
BODY POSITION	mm

REMARKS

FRONT REAR

PULLROD LENGTH mm	ROLL CENTER SHIMS mm	PULLROD LENGTH mm
WHEEL HEX mm		WHEEL HEX mm
	DOWNSTOP mm	

FRONT CAMBER	UPPER ARM INSERTS	REAR CAMBER

RIDE HEIGHT mm

FRONT TOE	CASTER mm	SPACERS mm	OUTER POSITION	REAR TOE
ACKERMANN				

WHEEL BASE	0 1 2 3 4	WHEEL BASE	0 1 2 3 4
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SHIMS mm

MID LOW	MID HIGH	HIGH	ROLL CENTER BOTTOM INSERTS	MID LOW	MID HIGH	HIGH
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BATTERY	☐ STD ☐ SHORTY	SERVO LOCATION	☐ LEFT ☐ RIGHT
BATT POSIT.	☐ FR ☐ MID ☐ RR	CAR WEIGHT	Grs

TRACKWIDTH mm		TRACKWIDTH mm
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FLEX CONFIGURATION
CONNECTING SCREWS