

Driver: **Andy**Track: **EWS**Event: **EWS R5 Final**Date: **9/2/26**Qualifying: **3**Final: **3**Best Lap: **13.58**

TRACK TYPE

Grip Level	High ☐	Medium ☒	Low ☐
Type	Tight ☐	Open ☒	Mixed ☒
Condition	Flat ☒	Bumpy ☐	
Surface	Tarmac (Asphalt) ☐	Carpet ☒	
Track Temp	°C		
Weather			

Notes

TYRES

Side Wall Glue Height	Ø 59.5 multi times mm	
Tyres	30cpm rush	
Cleaner	additive always. seems better for ews	
Additive	v5 mr33 for 2 heats. for final applied start of fwd final. ☒ Wet on track ☒	
Additive Time	Front: 12 mins	Rear: 12 mins
Heating Time	Front: mins	Rear: mins
Heating Temp	Front: °C	Rear: °C

-1.2mm steel m10 chassis
-R9 plastic hubs cut inside to improve fit.
-In Practise used additive rear 4 heats and front only 2 heats so less times front to made huge push, but it pushed and didnt slide rear in practise. Tyres used for 4mins at hinkley before.
-shock upper spacer 3mm f, 1mm r
-both shock mounts only attached to bulkheads, not chassis.
-no front bulkhead brace
-y0801 mini sockets for steering toe links
-Ackermann at 0mm with long balls (0.5mm short) felt better.
-Feelings - I accidently went to 60mm glue for q3 and it made the car way safer on curbs but struggle pace at start. Dont change tyre prep, fix car setup next time. It went down to about 59.5 by end and reapplied for final to 59 ish. not all way up.
-Tested more and less lock and 21degrees was much better feeling and still fast enough through the slow chicane. Just made the car easier! Start next time especialy in stock with 20-21 like today. (inside wheel lock)
-Tried a 7k diff 195 in q4 and it was the WORST. No rear grip and just killed feeling and pace. Best change was to run 5k 162-165 made everything better. USE NEXT TIME. SOFTER DIFF is good. No need to go higher at all.
-Used twister std body with 0.5mm twister wing. Felt best like this. No real need for wolvenrte!...

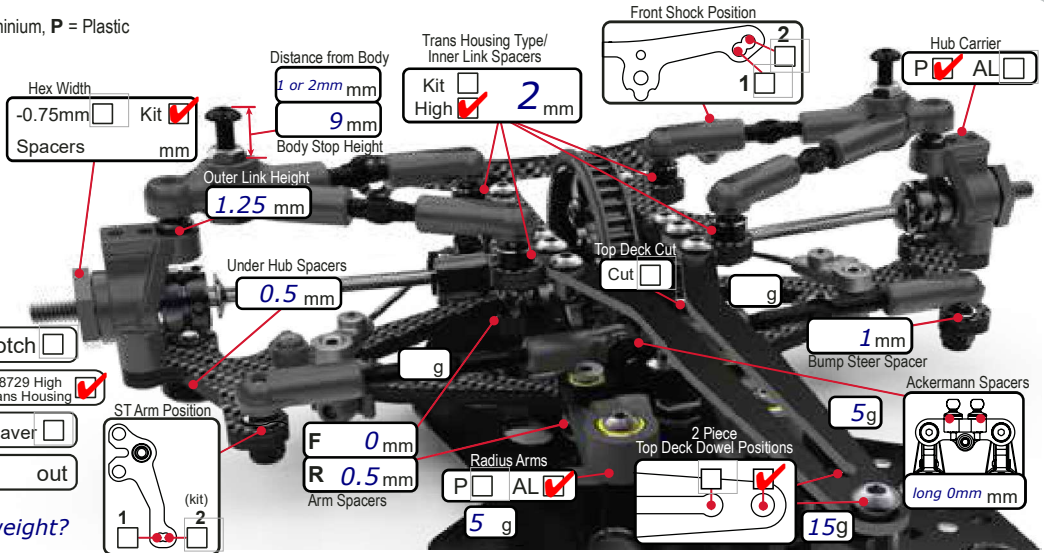
FRONT

KEY: CF = Carbon Fibre, AL = Aluminium, P = Plastic
F = Front, R = Rear

Ride Height	5.0 mm
Camber	1.5 deg
Droop	23.8 mm
Castor	4.1 deg
Toe	-1.25 deg
Anti Roll Bar	1.1 ☐ 1.2 ☐ 1.3 ☒ 1.4 ☐
Upper Link Mount	0 Notch ☒ 1 Notch ☐
Spool Height	↑ ☒ ↓ ☐ U8777 +0.5mm Alloy Eccentric ☐ U8729 High Trans Housing ☒
Servo Horn Height	Aerox btm hole 17mm mm Saver ☐
Steering Travel	21 in out

Notes

car overweight by 12g. Remove 15g weight?



REAR

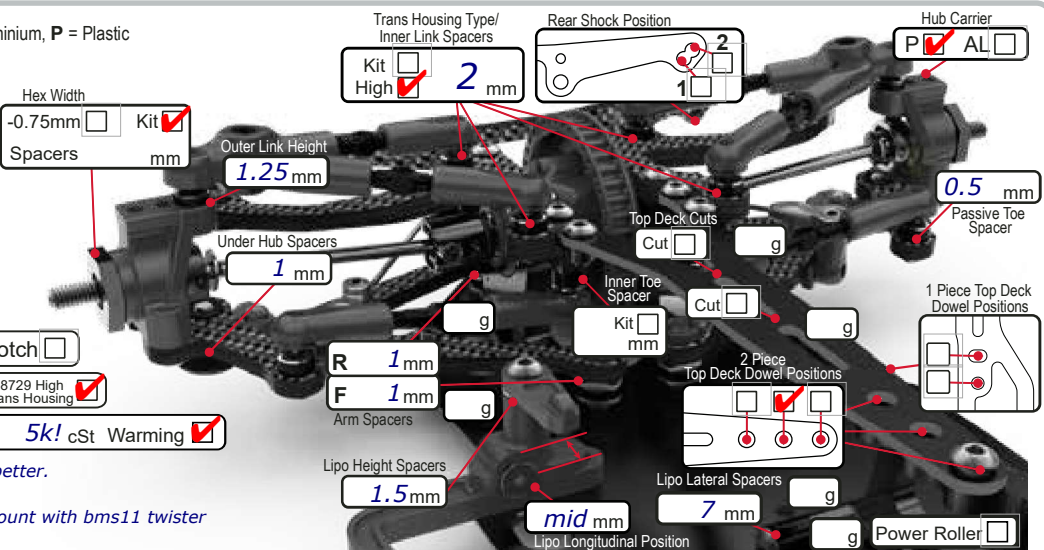
KEY: CF = Carbon Fibre, AL = Aluminium, P = Plastic
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Ride Height	5.2 mm
Camber	1.5 deg
Droop	22.6 mm
Castor	1.5 deg
Toe	2.5 deg
Anti Roll Bar	1.1 ☐ 1.2 ☒ 1.3 ☐ 1.4 ☐
Upper Link Mount	0 Notch ☒ 1 Notch ☐
Diff Height	↑ ☒ ↓ ☐ U8777 +0.5mm Alloy Eccentric ☐ U8729 High Trans Housing ☒
Diff Setting	Diff Checker # 160-165 5k! cSt Warming ☒

Tried this diff versus 195 (7k) and was hugely better.

-Still on ft9 hubs

-Rear upper bulkhead brace used, lower body mount with bms11 twister version used for wing height 115mm



BODYSHELL

Body	Twister Std ULW
Wing	Mr33 Twister type 0.5mm
Wing Height	115 long bms mm
Splitter Height	7 mm
Body Weight	64 g
Body Offset Fwrd	mm
Wing Offset Rwrld	mm
Wing End Plates	☐
Front Post	1dot-2dot-3dot Pin Hole ☐ 123456 ☐
Rear Post	1dot-2dot-3dot Pin Hole ☐ 123456 ☐

no side stiffeners, arb anti tucks

CHASSIS

Chassis	AL ☐ CF ☐
Top Deck Options	CF 1 Piece 2mm ☐
Front 2 Piece	S2 1.6 ☐ S2 1.6 ☐ C/F 1.6 ☐ C/F 1.6 ☐ C/F 2.0 ☒ C/F 2.0 ☒
Rear 2 Piece	S2 1.6 ☐ S2 1.6 ☐ C/F 1.6 ☐ C/F 1.6 ☐ C/F 2.0 ☒ C/F 2.0 ☒
T-Brace	☐
PTFE Tape	☒
Motor Mount Screws	R ☒ F ☒
Total Weight	1312 g
Weight Distribution	Front: : Rear

ELECTRONICS

E.S.C.	G3 STOCK with 2x RVG caps on back + g
Servo	LP2S
Receiver	482 + testlogger + g
Battery	aerox 6000 2x cdc + g
Motor	Hw G4R 40mm fan front Spacers mm
Rotor Dia.	option mm
Timing	48 on can deg
Gear Pitch	48 ☐ 64 ☒
Pinion	35 t
Spur	82 t
Ratio	4.260

SHOCKS

KEY: x = Stroke, e = external

	FRONT	REAR
Spring	red	black
Oil	350 cSt	350 cSt
Piston	1.1	1.1
Length (x)	8 mm	8 mm
Rebound	0 mm	0 mm
Limiters (e)	0 mm	0 mm
Body	Kit ☒ Kashima Coated ☐	

Notes