

Driver: Damian Giddins

Date: 18/6/06

Meeting: Barham STCC, Hot day, Track temp 40-50 deg through the day

Best Time: Qual. 8th A, Best lap 17.38 (best in stock 16.68, R.Copsey)

Schumacher



FRONT SETTINGS

Ride Height 6 mm

Anti-Roll Bar Silver 1.5

Castor ☐ 2° ☒ 4° ☐ 6°

Kick Up mm Anti-Dive mm

Toe-In/Out -0.5 degrees

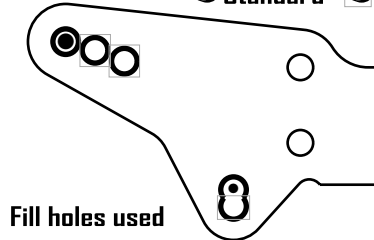
Roll Centre Riser + 1 mm

Camber 1.5 degrees

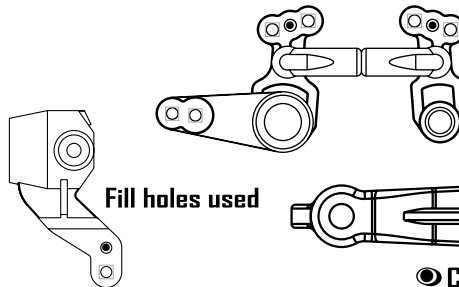
Wishbone ☐ Short ☐ Mid/Short ☒ Mid/Long ☐ Long

Notes: Droop measured with
'Stepped' droop gauge

☒ Standard ☐ Carpet



Fill holes used



Fill holes used

FRONT SHOCKS

Oil 35wt

Spring Sch Green

Piston 2 ✓ 3

Length 61.5 mm

Droop 4 mm

Centre Track
Rod Length 40.8 mm

☒ Carbon ☐ Standard

REAR SETTINGS

Ride Height 6 mm

Anti-Roll Bar Removed

Anti/Pro Squat

Toe-In (In) 2 degrees

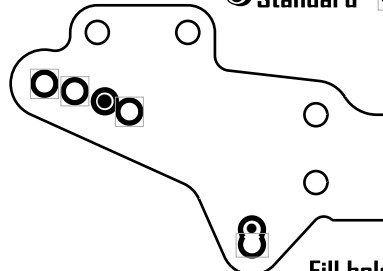
Roll Centre Riser+1 mm

Camber -2 degrees

Wishbone ☒ Short ☐ Mid/Short ☐ Mid/Long ☐ Long

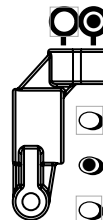
Notes: Droop measured with
'Stepped' droop gauge

☒ Standard ☐ Carpet



Fill holes used

Fill holes used



Spacer mm

☐ Forward
☒ Middle
☐ Rear

REAR SHOCKS

Oil 35wt

Spring Sch White

Piston 2 ✓ 3

Length 62.5 mm

Droop 4 mm

☒ Carbon ☐ Standard

TRACK

WheelBase mm

Width Front std mm Rear std mm

OTHER SETTINGS

Bodyshell Rayspeed Accord

Differential ☐ Standard ☒ Locked ☐ One-Way

Chassis Std EC 2mm

Top Deck Std EC 2mm

E.S.C. Nosram Dominator Power

Cells Nosram VTEC 4200

Servo KO

Receiver Futaba

MOTOR & GEARING

Motor Demon Monster

Brush 4499

Spring Purple + & -

Timing STOCK degrees

Pinion Size 26 tooth

Spur Size 86 (5.95 FDR) tooth

TRACK CONDITIONS

VENUE ☐ Indoor
☒ Outdoor

SURFACE ☐ Carpet
☐ Concrete
☒ Tarmac
☐

TYPE ☐ Tight
☒ Open

GRIP ☐ High
☒ Medium
☐ Low

CONDITION ☒ Smooth
☒ Bumpy

TYRES & WHEELS

Front Tyres Control Corally STCC Slicks

Rear Tyres Control Corally STCC Slicks

Front Inserts Prebuilt

Rear Inserts Prebuilt

Wheel LRP (rear only)

Tyre Additive ☒ Yes ☐ No Type LRP (rear only)

DRIVERS NOTES

Good grip, slight oversteer
as temps increased used
Black front roll bar to help
control increasing
oversteer. Tried a one-way,
didn't improve the car.