

RACE		Campionato Italiano A.M.S.C.I					
TRACK		Nettuno					
NAME		Francesco Martini					
CITY / COUNTRY		Nettuno		Italy			
CONTACT							
DATE		07/05/2008		TEMPERATURE / °F or °C	AIR 22	TRACK 43	
QUALIFYING POSITION		BEST LAP TIME / sec		FINAL POSITION		RACE LENGTH / minutes	
3		21,2		3		5 Min	
TRACK CONDITION				☐ CARPET		☐ ASPHALT	
☐ TECHNICAL				☐ MIXED		☐ FAST	
TRACTION				☐ LOW		☒ MEDIUM	☐ HIGH
FRONT				REAR			
TRANSMISSION							
FRONT PULLEY				38T		REAR PULLEY	
☐ LOOSE				☒ MEDIUM		☐ TIGHT	
ONE WAY DIFFERENTIAL				☐ YES			
SOLID ONE WAY DIFF.				☐ YES			
SOLID AXLE				☒ YES			
PINION / T				SPUR GEAR / T			
FINAL DRIVE RATIO				ROLLOUT			
FRONT				REAR			
☒ ALU				☐ PLASTIC		SHOCKS	
☒ ALU				☐ PLASTIC			
XRAY SPRINGS							
#308393		Super Soft		☐ YELLOW	☐ (D=1.4)	14 lb	
#308384				☐ BLUE-GREEN	☐ (D=1.5)	15 lb	
#308394		Soft		☐ WHITE	☐ (D=1.5)	17.5 lb	
#308385				☐ LIGHT-BLUE	☐ (D=1.6)	20 lb	
#308395		Soft Medium		☐ BLUE	☐ (D=1.6)	22.5 lb	
#308386				☐ DARK-BLUE	☐ (D=1.7)	25 lb	
#308396		Medium		☐ VIOLET	☐ (D=1.7)	28 lb	
#308387				☐ LIGHT-PURPLE	☐ (D=1.8)	30 lb	
#308397		Medium Hard		☐ PURPLE	☐ (D=1.8)	33 lb	
#308388				☐ LIGHT-RED	☐ (D=1.9)	35 lb	
#308398		Hard		☐ RED	☐ (D=1.9)	38 lb	
#308373				☐ C 2.2	☐		
#308374				☐ C 2.4	☐		
#308375				☐ C 2.6	☒		
#308376				☒ C 2.8	☐		
#308377				☐ C 3.0	☐		
#308378				☐ C 3.2	☐		
#308379				☐ C 3.4	☐		
OTHER SPRING							
400		OIL / CST			400		
LENGTH / mm							
PRELOAD / mm							
25%		REBOUND %			25%		
☒ YES		☐ NO		FOAM INSERTS			
☒ YES		☐ NO		O-RING ON SHAFT			
☐ OPENED					☐ OPENED		
☒ CLOSED		HOLES IN PISTON			☒ CLOSED		
1,4		ANTI-ROLL BAR			1,2		
THICKNESS / mm		THICKNESS / mm					
Sorex 36 EU		TIRES			Sorex 36 EU		
DIAMETER / mm							
INSERTS							
Tire Tweak		ADDITIVE			Tire Tweak		
FRONT LEFT		FRONT RIGHT			REAR LEFT		
FRONT LEFT		FRONT RIGHT			REAR RIGHT		
TREATED AREA							
WHEELS							
S ☐		M ☐		H ☐		HARDNESS	
S ☐		M ☐		H ☐			
MOTOR		Feigao			ARMATURE		
		+			SPRING -		
		+			BRUSH COMP. -		
ESC		LRP			BATTERIES		
BRUSHLESS		PROGRAM 2			PUNCH 3		
INITIAL BRAKE		AUTO BRAKE			STD		
BODY		Mazda Speed			WING		
		- APPLIED			S - SOFT M - MEDIUM H - HARD		

FRONT

CASTER
0° ☐ 2° ☐ 4° ☒ 6° ☐

WHEELBASE /mm
0 1 1

DIVE
+0.75 ☐ 0.00 ☒ -0.75 ☐

ROLL-CENTER
+0.75 ☐ 0.00 ☒ -0.75 ☐

SHIM
1 /mm

5,2 **RIDE HEIGHT** /mm

5,4 **RIDE HEIGHT** /mm

REAR

CASTER
0° ☐ 2° ☐ 4° ☒ 6° ☐

WHEELBASE /mm
2 1 0

DIVE
+0.75 ☐ 0.00 ☒ -0.75 ☐

ROLL-CENTER
+0.75 ☐ 0.00 ☒ -0.75 ☐

SHIM
2 /mm

5,2 **RIDE HEIGHT** /mm

5,4 **RIDE HEIGHT** /mm

FRONT

C-HUB
M ☒ H ☐ ALU ☐

SHIM
1 /mm

STEERING BLOCK
M ☒ H ☐ ALU ☐

LONG ☐ **SHORT** ☐

OFFSET
STANDARD ☒

QUICK ROLL CENTER POSITION
0 1 2 3 4 5 6

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm

REAR

C-HUB
M ☐ H ☐ ALU ☐

SHIM
2 /mm

STEERING BLOCK
M ☐ H ☐ ALU ☐

LONG ☐ **SHORT** ☐

OFFSET
STANDARD ☒

QUICK ROLL CENTER POSITION
0 1 2 3 4 5 6

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm

FRONT

TOE /deg.
OUT 0,5 IN

SHIM UNDER SHOCK
SHIM /mm

SHIM FRONT
SHIM /mm

SHIM REAR
SHIM /mm

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm

REAR

TOE /deg.
OUT 0,5 IN

SHIM UNDER SHOCK
SHIM /mm

SHIM FRONT/REAR
1.5 mm ☐ NO shim ☐ OTHER ☐

SHIM REAR
SHIM /mm

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm

FRONT

CAMBER /deg.
1,5

CHASSIS MULTI-FLEX SETTING
US TOP DECK ☐ EU TOP DECK ☐

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm

REAR

CAMBER /deg.
1,5

CHASSIS MULTI-FLEX SETTING
US TOP DECK ☐ EU TOP DECK ☐

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm

FRONT

CHASSIS MULTI-FLEX SETTING
CHASSIS ☐ EU ☐

SHIM
1 /mm

SHIM FRONT
SHIM /mm

SHIM REAR
SHIM /mm

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm

REAR

CHASSIS MULTI-FLEX SETTING
CHASSIS ☐ EU ☐

SHIM
2 /mm

SHIM FRONT/REAR
1.5 mm ☐ NO shim ☐ OTHER ☐

SHIM REAR
SHIM /mm

5,2 **DOWNSTOP** /mm

4,8 **DOWNSTOP** /mm