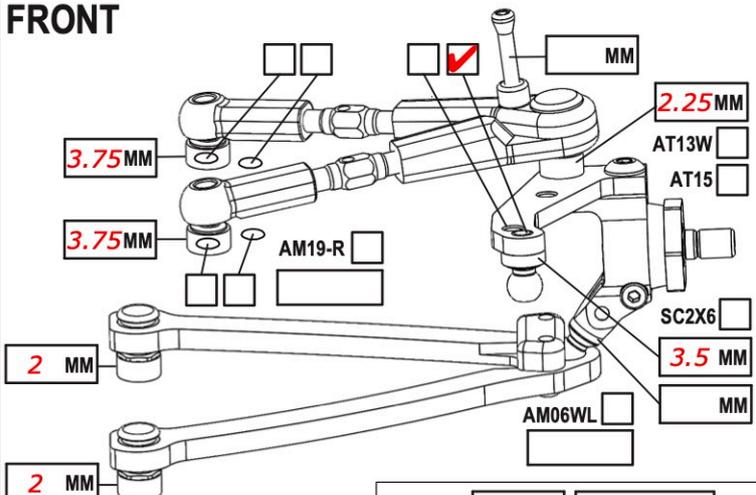


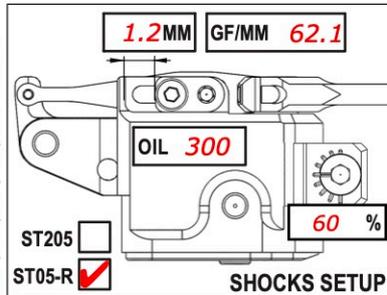
NAME **Ryan Appleberry**
 RACE **Full Throttle Champs**
 TRACK **RCCA**
 COUNTRY **USA** CLASS **21.5T**

DATE **1/18/2026** TEMP. °C AIR / TRACK /
 TRACK SURFACE ASPHALT CARPET
 TRACK LAYOUT TECHNICAL MIXED FAST
 TRACTION LOW MEDIUM HIGH

FRONT

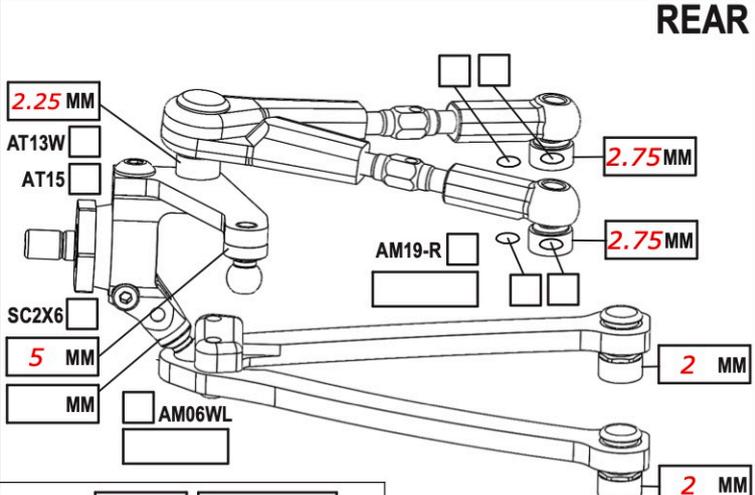


CAMBER ANGLE / ° **2**
 CASTER ANGLE / ° **4.5**
 TOE ANGLE / ° **-1**
 RIDE HEIGHT / MM **5.0**
 DOWNSTOP / MM **6.2**
 UPSTOP / MM **N/A**
 ANTI-ROLL BAR Ø / MM **1.1**
 ARB STIFFENER 1/4 1/2 3/4 1
 LOWER ARM EXTENSION / MM **0**
 STEER. ARM AM14LS
 2ND SPRING SPR-P2 P1
 WHEEL SPACER / MM
 DRIVE SPOOL DIFF
 DRIVE POSITION DOWN UP +1
 DIFF OIL DIFF SHIMS

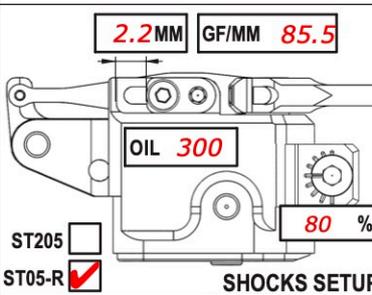


SHOCKS SETUP
 ST205 ST05-R
 DAMPER D4
 ROTOR 2 HOLES
 SPRING STD S
 SRS/RHS ARR. I II
 PSS SETUP 30% 25% 15%
 DAMPING LINEAR P1 P2
 DAMPER SPACER / MM **1.0**
 C45 YES NO

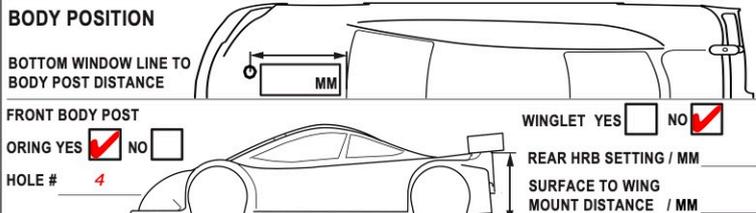
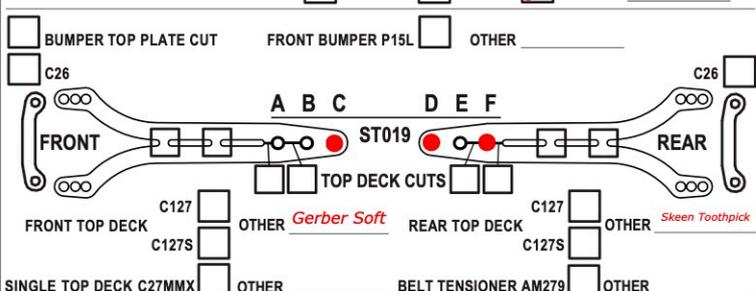
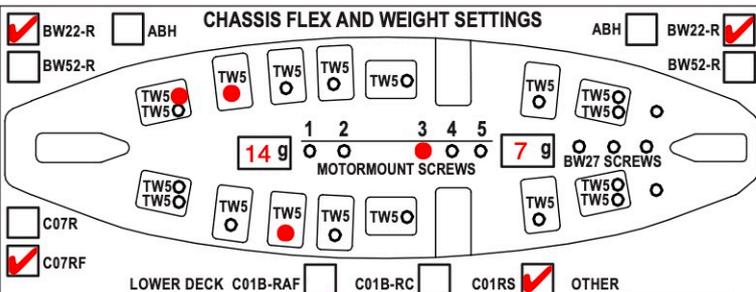
REAR



CAMBER ANGLE / ° **2**
 CASTER ANGLE / ° **2.5**
 TOE ANGLE / ° **2**
 RIDE HEIGHT / MM **5.2**
 DOWNSTOP / MM **5.6**
 UPSTOP / MM **N/A**
 ANTI-ROLL BAR Ø / MM **1.1**
 ARB STIFFENER 1/4 1/2 3/4 1
 LOWER ARM EXTENSION / MM **0**
 STEER. ARM AM23-1
 2ND SPRING SPR-P2 P1
 WHEEL SPACER / MM
 DRIVE DIFF
 DRIVE POSITION DOWN UP +1
 DIFF OIL **6k** DIFF SHIMS **Small**



SHOCKS SETUP
 ST205 ST05-R
 DAMPER D4
 ROTOR 2 HOLES
 SPRING STD S
 SRS/RHS ARR. I II
 PSS SETUP 30% 25% 15%
 DAMPING LINEAR P1 P2
 DAMPER SPACER / MM **1.0**
 C45 YES NO



TIRES **Gravity Gold**
 INSERTS
 SIDE WALLS GLUE Ø / MM F **59** R **56**
 ADDITIVE **SXT** TIME MIN. F **5** R **5**
 TOTAL WEIGHT **1327** WEIGHT DISTRIBUTION % F **51** R **49**

NOTES:
 MOTOR LATERAL SHIFT / MM
 MOTOR **R1 V21.5 SS**
 SPUR **92** PINION **50** RATIO **3.50**
 BODY **Speciale**
 WING **Speciale**
 ESC **Hobbywing**
 BEST LAP TIME **11.298** QUALIF./FINAL POSITION **2 / 2**

COMMENTS:
 Softening the car and allowing the suspension to travel allows the car to handle the waviness of the track. When the car feels good on the left side of the track its likely to flip on the right side when the traction comes up.. Track will play tricks on you thinking you need to reduce cambergain or camber to prevent the car from getting tippy.. This wont do anything.. I went to 1* camber and 5mm front and 4 rear. The car was still tippy. Softening the car is the only way to prevent the car from getting tippy on the right side of the track.