

NAME **Michael Hanulec**

COUNTRY **USA**

RACE **Practice - starting setup**

TRACK **Washington / SeaTac**

DATE **10 May 2025**

TEMP. °C AIR / TRACK /

TRACK SURFACE

ASPHALT ☒

CARPET ☐

TRACK LAYOUT

TECHNICAL ☐

MIXED ☒

FAST ☐

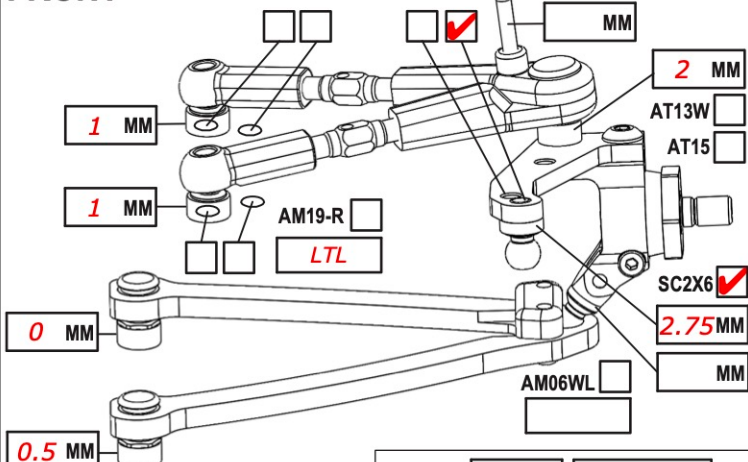
TRACTION

LOW ☒

MEDIUM ☐

HIGH ☐

FRONT



CAMBER ANGLE / ° **2**

CASTER ANGLE / ° **4**

TOE ANGLE / ° **-1**

RIDE HEIGHT / MM **5.3**

DOWNSTOP / MM **5.4**

ANTI-ROLL BAR Ø / MM **1.1**

ARB STIFFENER 1/4 ☐ 1/2 ☐ 3/4 ☐ 1 ☐

LOWER ARM EXTENSION / MM **0**

STEER. ARM AM14LS ☐ **Avid**

2ND SPRING SPR-P2 ☐ P1 ☐

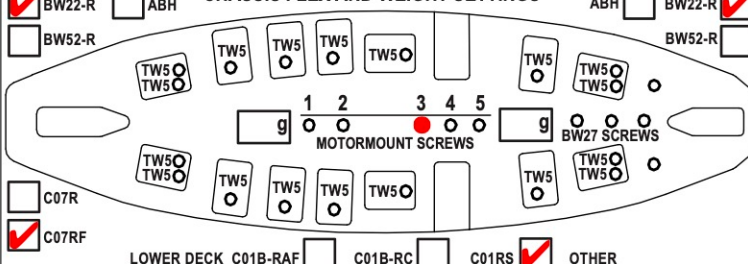
WHEEL SPACER / MM **0**

DRIVE SPOOL ☒ DIFF ☐

DRIVE POSITION DOWN ☒ UP ☐ +1 ☐

DIFF OIL ☐ DIFF SHIMS ☐

CHASSIS FLEX AND WEIGHT SETTINGS



FRONT TOP DECK C127 ☐ OTHER **FD 1M**

REAR TOP DECK C127 ☐ OTHER ☒

SINGLE TOP DECK C27MMX ☐ OTHER ☐

BELT TENSIONER AM279 ☐ OTHER ☐

FRONT TOP DECK C127S ☐ OTHER ☐

REAR TOP DECK C127S ☒ OTHER ☐

SINGLE TOP DECK C27MMX ☐ OTHER ☐

BELT TENSIONER AM279 ☐ OTHER ☐

FRONT TOP DECK C127S ☐ OTHER ☐

REAR TOP DECK C127S ☒ OTHER ☐

SINGLE TOP DECK C27MMX ☐ OTHER ☐

BELT TENSIONER AM279 ☐ OTHER ☐

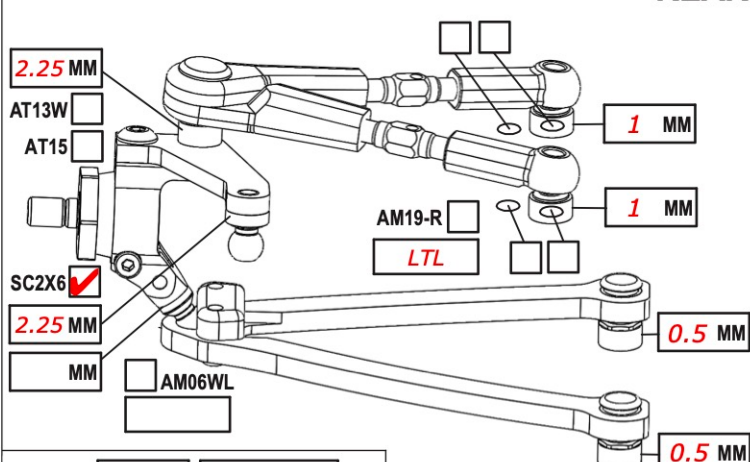
FRONT TOP DECK C127S ☐ OTHER ☐

REAR TOP DECK C127S ☒ OTHER ☐

SINGLE TOP DECK C27MMX ☐ OTHER ☐

BELT TENSIONER AM279 ☐ OTHER ☐

REAR



CAMBER ANGLE / ° **2**

CASTER ANGLE / ° **-4**

TOE ANGLE / ° **3**

RIDE HEIGHT / MM **5.5**

DOWNSTOP / MM **4.8**

ANTI-ROLL BAR Ø / MM **1.2**

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 **0**

DRIVE DIFF ☒

DRIVE POSITION DOWN ☐ UP ☒ +1 ☐

DIFF OIL **12k** DIFF SHIMS **small**

TIRES

INSERTS

SIDE WALLS GLUE Ø / MM F R

ADDITIVE

TIME MIN. F R

TOTAL WEIGHT

WEIGHT DISTRIBUTION % F **50** R **50**

NOTES:

MOTOR LATERAL SHIFT / MM

SERVO

MOTOR

SERVOHORN / HEIGHT

SPUR PINION **1** RATIO **0.00**

STEER TRAVEL IN OUT

BODY

BATTERY

WING

RECEIVER

ESC

RADIO

ESC SETTING

BEST LAPTIME

QUALIF./FINAL POSITION

COMMENTS:

BODY POSITION

BOTTOM WINDOW LINE TO BODY POST DISTANCE

FRONT BODY POST

ORING YES ☐ NO ☐

HOLE # **5**

WINGLET YES ☐ NO ☐

REAR HRB SETTING / MM

SURFACE TO WING MOUNT DISTANCE / MM

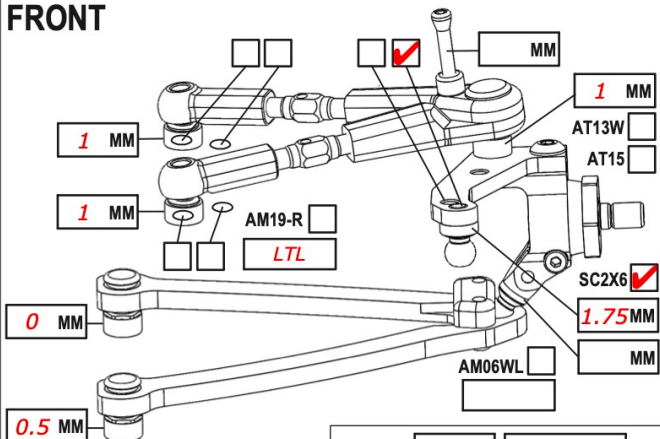
NAME **Michael Hanulec**
 COUNTRY **USA**
 RACE **Practice - final option 1**
 TRACK **Washington / SeaTac**

DATE **10 May 2025**

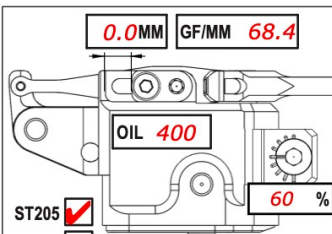
TEMP. °C AIR / TRACK /

TRACK SURFACE ASPHALT ☒ CARPET ☐
 TRACK LAYOUT TECHNICAL ☐ MIXED ☒ FAST ☐
 TRACTION LOW ☒ MEDIUM ☐ HIGH ☐

FRONT

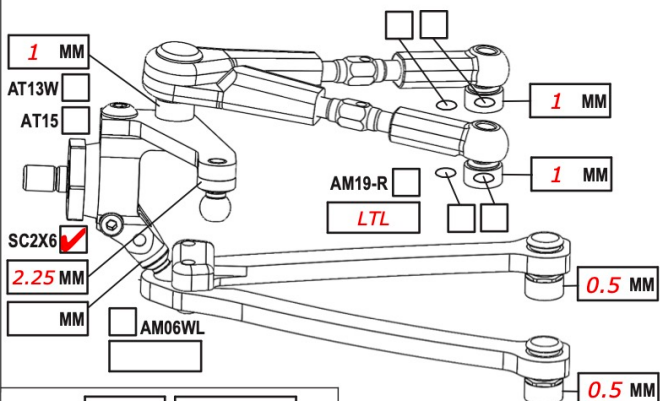


CAMBER ANGLE / ° **2**
 CASTER ANGLE / ° **4**
 TOE ANGLE / ° **-1**
 RIDE HEIGHT / MM **5.3**
 DOWNSTOP / MM **5.4**
 ANTI-ROLL BAR Ø / MM **1.1**
 ARB STIFFENER 1/4 ☐ 1/2 ☐ 3/4 ☐ 1 ☐
 LOWER ARM EXTENSION / MM **0**
 STEER. ARM AM14LS ☐ **Avid**
 2ND SPRING SPR-P2 ☐ P1 ☐
 WHEEL SPACER / MM **0**
 DRIVE SPOOL ☒ DIFF ☐
 DRIVE POSITION DOWN ☒ UP ☐ +1 ☐
 DIFF OIL ☐ DIFF SHIMS ☐

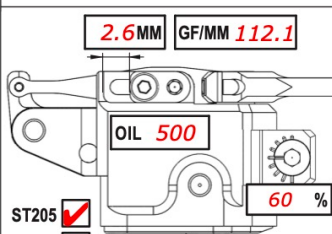


SHOCKS SETUP
 DAMPER D4 ☐ **D3**
 ROTOR 2 HOLES ☒
 SPRING STD ☒ S ☐
 SRS/RHS ARR. I ☒ II ☐
 PSS SETUP 30% ☒ 25% ☐ 15% ☐
 DAMPING LINEAR ☒ P1 ☐ P2 ☐
 DAMPER SPACER / MM **1**
 C45 YES ☐ NO ☒

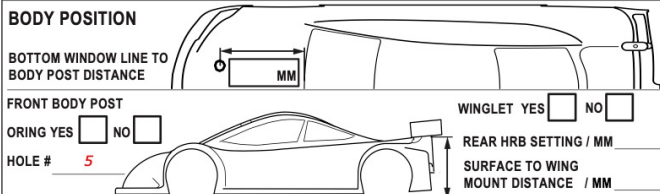
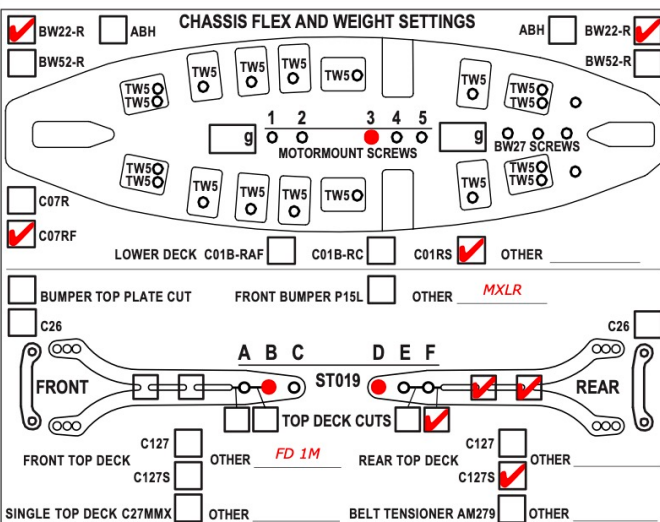
REAR



CAMBER ANGLE / ° **2**
 CASTER ANGLE / ° **-4**
 TOE ANGLE / ° **3.5**
 RIDE HEIGHT / MM **5.5**
 DOWNSTOP / MM **4.8**
 ANTI-ROLL BAR Ø / MM **1.2**
 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 **0**
 DRIVE DIFF ☒
 DRIVE POSITION DOWN ☐ UP ☒ +1 ☐
 DIFF OIL **12k** DIFF SHIMS **small**



SHOCKS SETUP
 DAMPER D4 ☐ **D3**
 ROTOR 2 HOLES ☒
 SPRING STD ☒ S ☐
 SRS/RHS ARR. I ☒ II ☐
 PSS SETUP 30% ☐ 25% ☐ 15% ☐
 DAMPING LINEAR ☒ P1 ☐ P2 ☐
 DAMPER SPACER / MM **1**
 C45 YES ☐ NO ☒



TIRES
 INSERTS
 SIDE WALLS GLUE Ø / MM F R
 ADDITIVE TIME MIN. F R
 TOTAL WEIGHT WEIGHT DISTRIBUTION % F **50** R **50**

NOTES:

MOTOR LATERAL SHIFT / MM
MOTOR
 SPUR PINION **1** RATIO **0.00**
 BODY
 WING
 ESC
ESC SETTING
 BEST LAPTIME QUALIF./FINAL POSITION /

SERVO
 SERVOHORN / HEIGHT
 STEER TRAVEL IN OUT
 BATTERY
 RECEIVER
 RADIO

COMMENTS:

consistent performance - no excessive peak for 1-2 laps then falling off

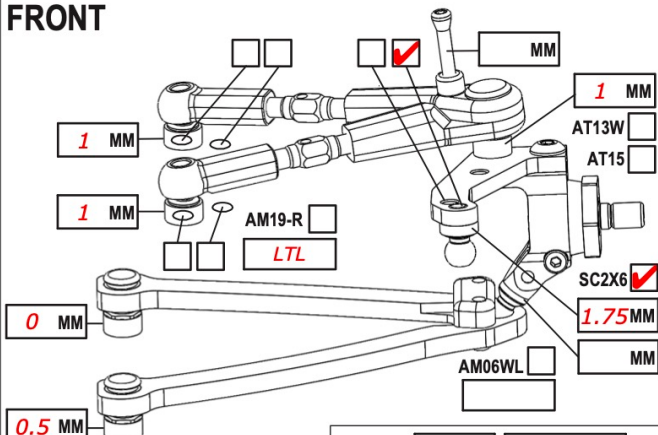
NAME **Michael Hanulec**
 COUNTRY **USA**
 RACE **Practice - final option 2**
 TRACK **Washington / SeaTac**

DATE **10 May 2025**

TEMP. °C AIR / TRACK /

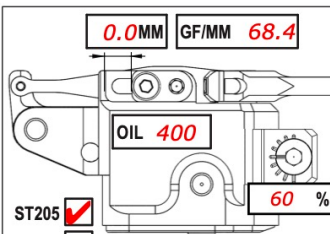
TRACK SURFACE ASPHALT ☒ CARPET ☐
 TRACK LAYOUT TECHNICAL ☐ MIXED ☒ FAST ☐
 TRACTION LOW ☒ MEDIUM ☐ HIGH ☐

FRONT



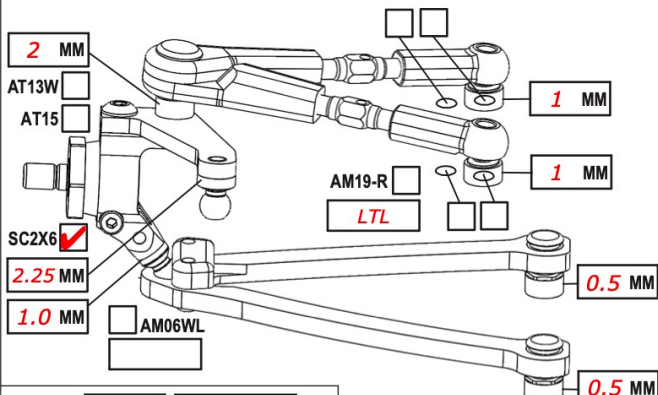
CAMBER ANGLE / ° **2**
 CASTER ANGLE / ° **4**
 TOE ANGLE / ° **-1**
 RIDE HEIGHT / MM **5.3**
 DOWNSTOP / MM **5.4**

ANTI-ROLL BAR Ø / MM **none**
 ARB STIFFENER 1/4 ☐ 1/2 ☐ 3/4 ☐ 1 ☐
 LOWER ARM EXTENSION / MM **0**
 STEER. ARM AM14LS ☐ **Avid**
 2ND SPRING SPR-P2 ☐ P1 ☐
 WHEEL SPACER / MM **0**
 DRIVE SPOOL ☒ DIFF ☐
 DRIVE POSITION DOWN ☒ UP ☐ +1 ☐
 DIFF OIL ☐ DIFF SHIMS ☐



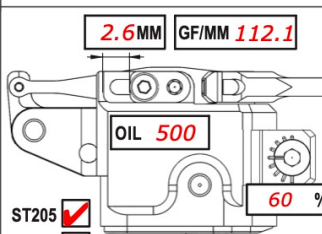
ST205 ☒
 ST05-R ☐
SHOCKS SETUP
 DAMPER D4 ☐ **D3**
 ROTOR 2 HOLES ☒
 SPRING STD ☒ S ☐
 SRS/RHS ARR. I ☒ II ☐
 PSS SETUP 30% ☒ 25% ☐ 15% ☐
 DAMPING LINEAR ☒ P1 ☐ P2 ☐
 DAMPER SPACER / MM **1**
 C45 YES ☐ NO ☒

REAR

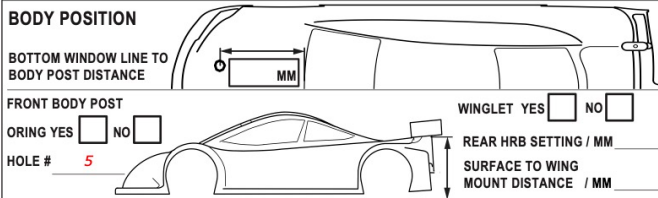
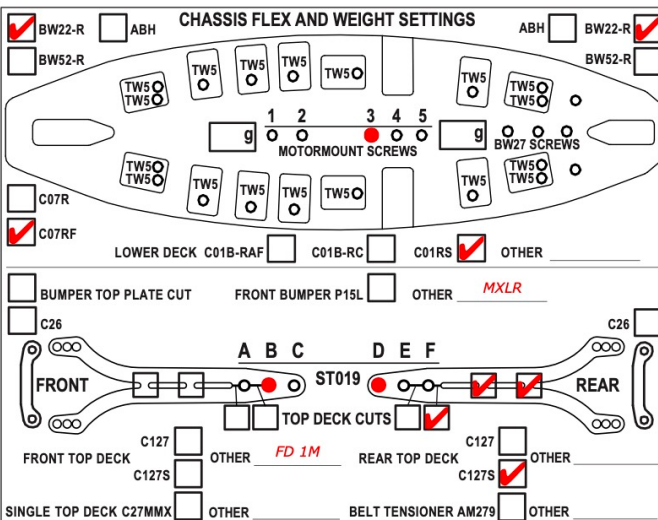


CAMBER ANGLE / ° **2**
 CASTER ANGLE / ° **-4**
 TOE ANGLE / ° **3.5**
 RIDE HEIGHT / MM **5.5**
 DOWNSTOP / MM **4.8**

ANTI-ROLL BAR Ø / MM **none**
 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 **0**
 DRIVE DIFF ☒
 DRIVE POSITION DOWN ☐ UP ☒ +1 ☐
 DIFF OIL **12k** DIFF SHIMS **small**



ST205 ☒
 ST05-R ☐
SHOCKS SETUP
 DAMPER D4 ☐ **D3**
 ROTOR 2 HOLES ☒
 SPRING STD ☒ S ☐
 SRS/RHS ARR. I ☒ II ☐
 PSS SETUP 30% ☐ 25% ☐ 15% ☐
 DAMPING LINEAR ☒ P1 ☐ P2 ☐
 DAMPER SPACER / MM **1**
 C45 YES ☐ NO ☒



TIRES
 INSERTS
 SIDE WALLS GLUE Ø / MM F R
 ADDITIVE TIME MIN. F R
 TOTAL WEIGHT WEIGHT DISTRIBUTION % F **50** R **50**

NOTES:

MOTOR LATERAL SHIFT / MM
 MOTOR
 SPUR PINION **1** RATIO **0.00**
 BODY
 WING
 ESC
 ESC SETTING
 BEST LAPTIME QUALIF./FINAL POSITION /

COMMENTS:

**drove the high speed sweeper better than option 1
 consistent performance - no excessive peak for 1-2
 laps then falling off**