

## DRIVER, TRACK AND RESULTS

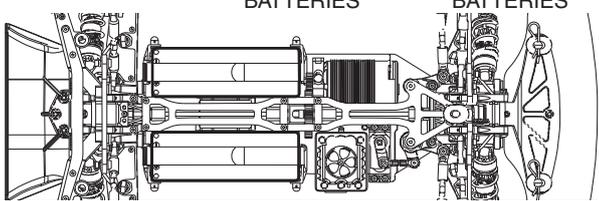
|               |             |                 |   |                      |          |                   |  |
|---------------|-------------|-----------------|---|----------------------|----------|-------------------|--|
| <b>DRIVER</b> | Ross Lalic  | <b>COUNTRY</b>  | Australia   | <b>WEATHER</b>       | AIR TEMP | TRACK TEMP        | <input checked="" type="checkbox"/> DRY <input type="checkbox"/> INTERMEDIATE <input type="checkbox"/> WET |
| <b>TRACK</b>  | Moorebank   | <b>TRACTION</b> | <input checked="" type="checkbox"/> LOW <input type="checkbox"/> MEDIUM <input type="checkbox"/> HIGH | <b>COMMENTS</b>      |          |                   |  |
| <b>RACE</b>   | Worlds 2023 | <b>DATE</b>     |   | <b>QUALY POS.</b>    | 8        | <b>QUALY TIME</b> |  |
|               |             |                 |   | <b>STARTING POS.</b> | 8        | <b>FINAL POS.</b> | 6  |

| FRONT SHOCK ABSORBERS   |             | REAR  |
|---|-------------|---|
| 1k cst  | OIL         | 1k cst  |
| silver  | SPRINGS     | xhard 604   |
| 2 mm  | REBOUND     | 2 mm  |
| N° HOLES 6Ø   | mm          | PISTONS N° HOLES 6Ø mm  |
| <input checked="" type="checkbox"/> FLAT <input type="checkbox"/> CONICAL | PISTON TYPE | <input checked="" type="checkbox"/> FLAT <input type="checkbox"/> CONICAL |

| ANTI-ROLL BARS         |                        |
|------------------------|------------------------|
| FR ANTI-ROLL BAR 2.5mm | RR ANTI-ROLL BAR 2.8mm |

| DIFFERENTIAL OIL AND POSITION   |   |
|---|---|
| FR DIFF 2.5m arrowmax cst   | RR DIFF 50k xceed cst   |
| POSITION <input type="checkbox"/> LOW <input type="checkbox"/> MID LOW <input checked="" type="checkbox"/> HIGH <input type="checkbox"/> MID HIGH | POSITION <input checked="" type="checkbox"/> LOW <input type="checkbox"/> MID LOW <input type="checkbox"/> HIGH <input type="checkbox"/> MID HIGH |

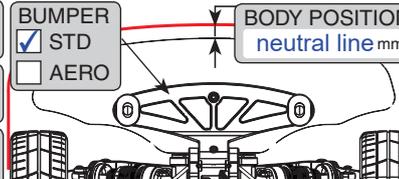
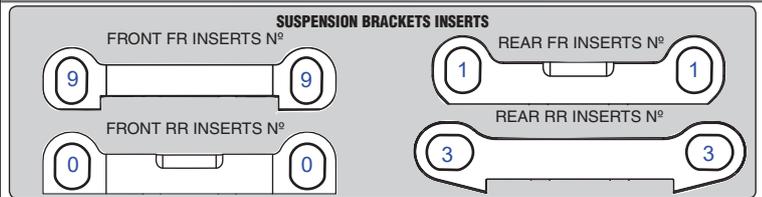
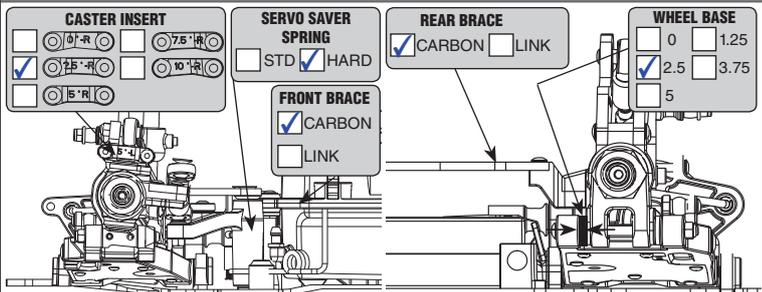
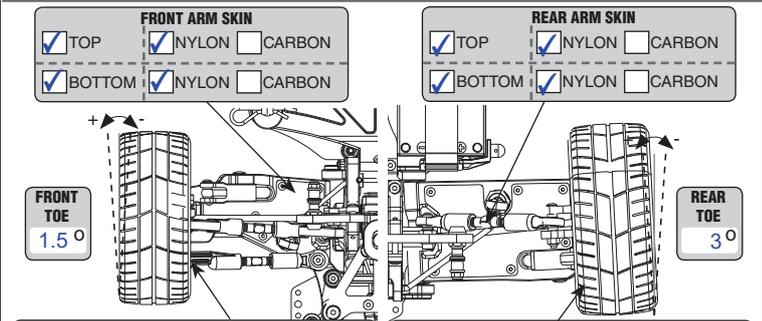
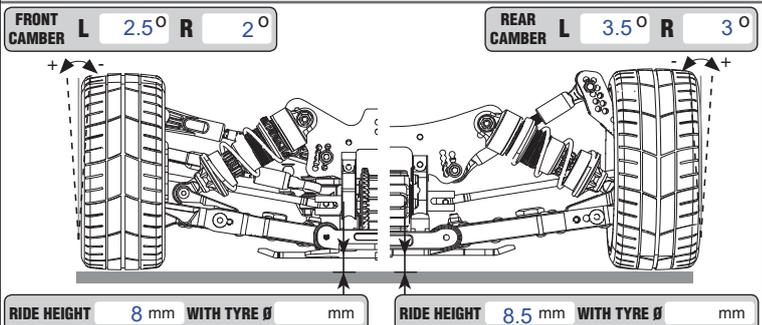
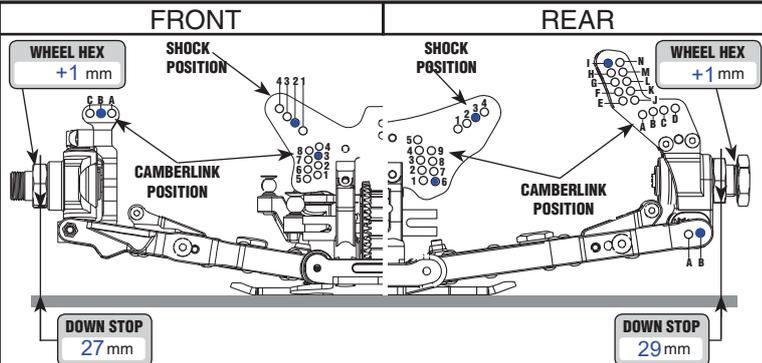
| ELECTRONICS  |   |
|--|---|
| MOTOR  |   |
| BRAND hobbywing  | TYPE 2800 g3  |
| TIMING neutral   |   |
| ESC  |   |
| BRAND hobbywing  | TYPE g3   |
| BATTERY  |   |
| BRAND intellect  | CAPACITY 10,000mAh                                    |
| <input checked="" type="checkbox"/> 2S STICK BATTERIES | <input type="checkbox"/> 2S SHORTY REARWARD BATTERIES |
| <input type="checkbox"/> 2S SHORTY FORWARD BATTERIES   |   |



| RATIO CONFIGURATION |                 |
|---------------------|-----------------|
| SPUR GEAR 44 teeth  | PINION 18 teeth |
| FINAL DRIVE RATIO   | ROLL OUT mm     |

| FRONT TIRES |      | Controlled Tire                     | REAR |
|-------------|------|-------------------------------------|------|
| pmt         | MAKE | <input checked="" type="checkbox"/> | pmt  |
| 3           | TYPE |                                     | 3    |
| INSERTS     |      |                                     |      |
| WHEELS      |      |                                     |      |

| AERODYNAMIC CONFIGURATION   |  |
|---|--|
| BODY BRAND & TYPE bitty 765   | BUMPER <input checked="" type="checkbox"/> STD <input type="checkbox"/> AERO |
| WING BRAND & TYPE bitty 18mm overhang   | BODY POSITION neutral line mm  |
| REAR DIFFUSER <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |  |

## REMARKS

Drop measured to base of wheel hex thread. Ride height measured on hudy GT setup wheels.  
 Tried blitz gt6 and bitty 765. gt6 gave more steer and felt faster. bitty 765 felt slower and less steer but lap times 3 tenths quicker. So i used bitty. side windows removed. rear vertical plane on rear window removed. (ifmar ruled only this tiny section on the 765 rear window can be removed).  
 esc overheating early event. dropped pinion to 18t. no boost. standard brakes. turbo 14°. used dual fans for both esc and motor. motor temps very low.