

TRACK: **GEELONG**
 DATE: **04/06/2006**

DRIVER: **MATT HAYES**
 KART: **S2 STEALTH 28/30**

SESSION : **FINAL** TIME: **5:00 PM** WEATHER: **DRY** °C: **15 DEG**

FRONT END

WHEELS: **STD/BOLT**
AL/MAG
 HUBS: ~~mm~~
 SPACERS: **20** mm
 TRACK: ~~mm~~
 CASTER: **MIN/STD/MAX**
 TOE: **+0.5** mm
 CAMBER: **+4** mm
 ACKERMAN: **MIN/STD/MAX**
 STEERING RATIO: **MIN/MAX**

REAR AXLE

AXLE: **SS/S/M/H**
30/40/50
 WHEELS: **AL/MAG**
 HUBS: **90** mm
 TRACK: **1385** mm

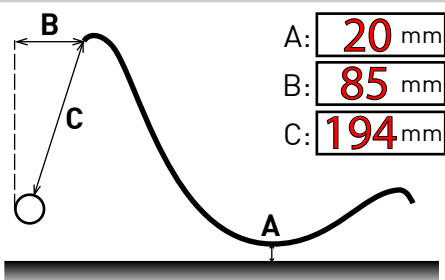
CHASSIS ADJUSTMENTS

FLOOR TRAY: **LOOSE/TIGHT**
 FRONT CRASH BAR: **LOOSE/TIGHT**
 FRONT TORSION BAR: **IN/OUT**
 IF TORSION BLADE: **SOFT/STIFF**
 SIDE POD BARS: **LOOSE/TIGHT**
 THIRD BEARING: **LOOSE/TIGHT**
 SIDE SEAT BRACES: ~~IN/OUT~~
 REAR SEAT BRACES: **IN/OUT**
 SEAT STAYS (PER SIDE): **NONE/ONE/TWO**
 REAR TORSION BAR: ~~IN/OUT~~
 IF TORSION BLADE: ~~SOFT/STIFF~~
 REAR CRASH BAR: **LOOSE/TIGHT**

COMMENTS:

COULD HAVE USED SLIGHTLY MORE MID-CORNER "BITE". EXIT OFF THE SWEEPER WAS GREAT. UNBELIEVABLE UNDER BRAKES.

SEAT POSITION



ENGINE AND DRIVETRAIN

HEADER:
 EXHAUST:
 EXHAUST LENGTH: mm
 GEARING:
 PEAK REVS: rpm

34.024 BEST LAP

TYRE PRESSURES

FRONT LEFT	FRONT RIGHT
13 cold hot	13 cold hot
REAR LEFT	REAR RIGHT
13 cold hot	13 cold hot