

## Setting up the Mi3 at Bayside

Setup at Bayside is all about making the car handle the bumps – and preventing those bumps from impacting on corner speed. With the new surface, grip is much better than the old concrete track, but the bumps still remain to give the track its character. When I run at Bayside, I always start with the “Chris Ashton Tarmac Test” setup provided with the Mi3 instruction manual. It’s a nice, safe, neutral setup that works well at most tracks – and Bayside is no exception. The first changes I generally make at Bayside are to remove both sway bars (front and rear). I leave the soft (White) springs on the car, and run 35 weight oil with 3 hole pistons. Sometimes, you can get away with 30 weight oil to free up the car’s suspension and bump-handling capacity even further.

The other useful (and really simple) tuning tool at Bayside is to play with front track. Removing the white spacer from the axle narrows the front of the car by around 2mm. The impact of this change is an increase in initial turn-in. It does make the car a little more nervous though – so if you’re after stable and easy-to-drive, this might not be the option for you.

Finally, the choice of rear toe is very much depending on the class you’re running. In mod, rear toe helps manage the ridiculous horsepower on tap – so we run the setup as per Chris Ashton. If I was running a spec class, I’d be pulling out some of that rear toe (by putting a 0.5mm spacer on the front hinge-pin mounts) to pick up some straight line speed. The new surface generates plenty of traction, while both the front and back straights are nice places to make up some ground with a straight line speed advantage. Its definitely worth a shot!