JEGS
SELECTION • VALUE • SUPPORT

Racing Log Book

Event: **Date:**

RUN	1	2	3	4	5	6	7	8	9
Time of Day									
Sun/Cloud/Dark									
Lane Time Run/Elimination									
Launch RPM									
Delay									
Reaction Time									
60 ft. E.T.									
330 ft. E.T.									
660 ft. E.T.									
660 ft. MPH									
1000 ft. E.T.									
1320 ft. E.T.									
1320 ft. MPH									
Dial-In Predicted E.T.									
1320 ft. Actual									
Throttle Timer									
Shift Setting									
60-330 ft. E.T.									
330-660 ft. E.T.									
660-1320 ft. E.T.									
Air Temperature									
Humidity									
Vapor Pressure									
Barometric Pressure									
Air Density									
Corrected Altitude									
Correction Factor									
Track Temperature									
Wind Speed Wind Direction									
Tire PSI Front Tire PSI Rear									

Engine # of Runs:

Oil # of Runs:

Engine notes:

Trans # of Runs:

Trans notes:

Tires # of Runs:

Chassis notes:

Notes / Comments

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Engine notes:

Trans # of Runs:

Trans notes:

Tires # of Runs:

Chassis notes:

Notes / Comments

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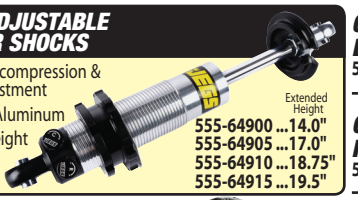

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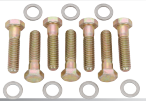

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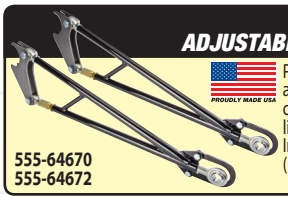

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Dead-On Dial-In Tips

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We designed this section to help you utilize this log book in its entirety. In the past we have shared common ranges of change. In today's arena precision is needed and demanded. Therefore, with decades of experience, we have put together some fine tuned tips!

Working with Ratios

Ratios are crucial to know and follow in today's competitive drag racing environment. Ratios can be established for almost any variable, and should. Such ratios to consider include: Corrected altitude ratio, change in humidity ratio, wind speed ratio, throttle stop/timer ratio and reaction time change. Any ratio can be determined by dividing the "change" into the "known". The following examples can be applied.

Corrected Altitude Ratio

	1ST RUN	2ND RUN	CHANGE
E.T.:	9.92 Seconds	9.87 Seconds	.05 or "5" Seconds
Air:	3200 ft.	1700 ft.	1500 ft.
Calculated Ratio:	1500 ft/5 = 300 ft. Or for every 300 ft. of corrected air change = .01 second or 300:1		

Humidity Change Ratio

E.T.:	8.91 Seconds	8.89 Seconds	.02 Seconds
Humidity:	63%	43%	20%
Humidity Ratio:	20% change equals .02 seconds or 10:1		

Wind Speed Ratio

E.T.:	9.93 Seconds	9.88 Seconds	.05 Seconds
Wind:	0 mph	8 mph direct tail	8 mph
Wind Ratio:	.05/8 = .00625 Seconds change per 1 mph. Remember to calculate head to tail changes or vise versa. A 4 mph head to a 6 mph tail, equals a 10 mph change.		

Throttle Stop/Timer Ratio

E.T.:	8.87 Seconds	8.93 Seconds	.06 or 6 Seconds
Timer:	2.16 Seconds	2.30 Seconds	.14 or 14
Timer Ratio:	14/6 = 2.33 numbers. For example, for every .01 of change necessary you will need to factor .0233 difference in your timer output. You may need to round slightly. For example, the air has changed 900 ft. or .03 seconds. You would compute this as: 3x2.33 = 6.99 or 7		

Reaction Time

The change in reaction time is different for everybody. How we see the "light" changes from sunrise, to noon, to night. Cloudy or overcast days can also affect this also. Standard incandescent bulbs to LED bulbs also change your times. Our suggestion is to use this log book to keep superior records and establish your own ratios in all situations.

Track Temperature

Track Temperature is an important key sometimes overlooked when choosing the correct Dial-In or Throttle Stop Setting. Temperatures between 60° and 105° are found to be the most consistent. When you have very cool track temperatures, it is very difficult for the tire to adhere to the track surface. With high heat temperatures, the rubber build-up on the track surface will tend to tear away. Both situations can create tire spin which can lead to inconsistencies. Be sure to add these factors when choosing the Dial-In or Throttle Stop Setting.

☞ ***Remember.*** *All of the above ratios should be re-checked frequently and consistently. It will become very common to use many of these ratios together for each run. With hard work and great record keeping, you will establish a new-found "respect" with your race car and have the confidence to be "dead-on". Good Luck!*

TECH INSPECTION CHECKLIST

- **COMPETITION LICENSES/ PERMANENT NUMBER**
  _____ Exp. Date _____
- **MEMBERSHIP NUMBER**
  _____ Exp. Date _____
- **CLUTCH** SFI _____
  Manf._____ Exp. Date_____
  Serial #_____
- **FLYWHEEL** SFI _____
  Manf._____ Exp. Date_____
  Serial #_____
- **BELLHOUSING** SFI _____
  Manf._____ Exp. Date_____
  Serial #_____
- **TRANS SHIELD** SFI 4.1 _____
  Manf._____ Exp. Date_____
  Serial #_____
- **FLEXPLATE** SFI 29.1 _____
  Manf._____ Exp. Date_____
  Serial #_____
- **FLEXPLATE SHIELD** SFI 30.1 _____
  Manf._____ Exp. Date_____
  Serial #_____
- **BALANCER** SFI 18.1 _____
  Manf._____ Exp. Date_____
  Serial #_____
- **HARNESS** _____ SFI 16.1_____
  Manf._____ Date Punched _____
- **JACKET/PANTS/SUIT** SFI 3.2A/_____
  Manf._____
- **GLOVES** SFI 3.3/_____
  Manf._____
- **BOOTS/SHOES** SFI 3.3/_____
  Manf._____
- **NECK COLLAR** SFI 3.3 _____
  Manf._____
- **ARM RESTRAINTS** Manf._____
- **HELMET** Serial #_____
  Manf._____ Snell_____
- **WINDOW NET** SFI _____
  Manf._____ Exp. Date_____
- **CHASSIS STICKER**
  Date of Expiration_____
  Serial #_____

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