$\because=\mathcal{F}-\int_{\text {Racing Log Book }}$
Event:

| RUN | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time of Day |  |  |  |  |  |  |  |  |  |  |  |
| Sunny/Cloudy/Dark |  |  |  |  |  |  |  |  |  |  |  |
| Time Run/Elimination |  |  |  |  |  |  |  |  |  |  |  |
| Launch RPM |  |  |  |  |  |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |  |  |  |  |  |
| Reaction Time |  |  |  |  |  |  |  |  |  |  |  |
| 60 ft . E.T. |  |  |  |  |  |  |  |  |  |  |  |
| $330 \mathrm{ft}$. E.T. |  |  |  |  |  |  |  |  |  |  |  |
| $660 \mathrm{ft}$. E.T. |  |  |  |  |  |  |  |  |  |  |  |
| $660 \mathrm{ft}$. MPH |  |  |  |  |  |  |  |  |  |  |  |
| 1000 ft . E.T. |  |  |  |  |  |  |  |  |  |  |  |
| 1320 ft. E.T. |  |  |  |  |  |  |  |  |  |  |  |
| 1320 ft. MPH |  |  |  |  |  |  |  |  |  |  |  |
| 60-330 ft. E.T. |  |  |  |  |  |  |  |  |  |  |  |
| 330-660 ft. E.T. |  |  |  |  |  |  |  |  |  |  |  |
| 660-1000 ft. E.T. |  |  |  |  |  |  |  |  |  |  |  |
| 1000-1320 ft. E.T. |  |  |  |  |  |  |  |  |  |  |  |
| $\begin{array}{r} \text { Dial-In } \\ \text { Actual E.T. } \end{array}$ |  |  |  | - |  | - | - | - |  | - | - - |
| Predicted E.T. |  |  |  |  |  |  |  |  |  |  |  |
| Throttle Stop Setting |  |  |  |  |  |  |  |  |  |  |  |
| Shift RPM or Setting |  |  |  |  |  |  |  |  |  |  |  |
| 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 |  | - |  | - | - | - | - | - | - - | - | - - |


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| NOTES | RUN 5 |  |  | RUN 6 |  |  | RUN 7 |  |  | RUN 8 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Engine \# of Runs |  |  |  |  |  |  |  |  |  |  |  |  |
| Oil \# of Runs |  |  |  |  |  |  |  |  |  |  |  |  |
| Valvelash |  |  |  |  |  |  |  |  |  |  |  |  |
| Timing |  |  |  |  |  |  |  |  |  |  |  |  |
| Jetting |  |  |  |  |  |  |  |  |  |  |  |  |
| Trans \# of Runs |  |  |  |  |  |  |  |  |  |  |  |  |
| Shock Settings | Front | Rea |  | Front | Rear |  | Front | Rea |  | Front | Re |  |
| Gear Ratio | Trans | Rear |  | Trans | Rear |  | Trans | Rea |  | Trans |  |  |
| Tires \# of Runs |  |  |  |  |  |  |  |  |  |  |  |  |
| Ballast | Front | Middle | Rear | Front | Middle | Rear | Front | Middle | Rear | Front | Middle | Rear |
| Vehicle Weight |  |  |  |  |  |  |  |  |  |  |  |  |

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| NOTES |  | RUN 9 |  | RUN 10 |  |  | RU |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Engine \# of Runs |  |  |  |  |  |  |  |  |  | NOTES |
| Oil \# of Runs |  |  |  |  |  |  |  |  |  |  |
| Valvelash |  |  |  |  |  |  |  |  |  |  |
| Timing |  |  |  |  |  |  |  |  |  |  |
| Jetting |  |  |  |  |  |  |  |  |  |  |
| Trans \# of Runs |  |  |  |  |  |  |  |  |  |  |
| Shock Settings | Front | Rear |  | Front | Rea |  | Front | Re |  |  |
| Gear Ratio | Trans |  |  | Trans |  |  | Trans |  |  |  |
| Tires \# of Runs |  |  |  |  |  |  |  |  |  |  |
| Ballast | Front | Midale | Rear | Front | Midale | Rear | Front | Middle | Rear |  |
| Vehicle Weight |  |  |  |  |  |  |  |  |  |  |

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.

| 1ST RUN |  |  | 2ND RUN |
| :---: | :---: | :---: | :---: | CHANGE


| Calculated |  |
| :---: | :---: |
| Ratio: | $1500 \mathrm{ft} / 5=300 \mathrm{ft}$. Or for every 300 ft . of <br> 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 |  |  |  |

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 <br> Remember to calculate head to tail changes or vise versa. <br> 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 Secon |
| :---: | :---: | :---: | :---: |
| 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. <br> You may need to round slightly. For example, the air has changed 900 ft . or .03 seconds. You would compute this as: $3 \times 2.33=6.99$ 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 $60^{\circ}$ and $105^{\circ}$ 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 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 $\qquad$

- MEMBERSHIP NUMBER


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