	۲

	T			_	_						
		Racin	g Log	Bool	(E	vent:			Date:		
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 ft. E.T.											
660 ft. E.T.											
660 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.											
Dial-In Actual E.T.											
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		·								i	

۲



En



NOTES		RUN 1	1		RUN	2		RUN :	3		RUN 4	4
Engine # of Runs												
Oil # of Runs												
Valvelash												
Timing												
Jetting												
Trans # of Runs												
Shock Settings	Front	Rear		Front	Rear		Front	Rear		Front	Rear	
Gear Ratio	Trans	Rear End	d	Trans	Rear En	nd	Trans	Rear Er	nd	Trans	Rear Er	d
Tires # of Runs												
Ballast	Front	Middle	Rear	Front	Middle	Rear	Front	Middle	Rear	Front	Middle	Rear
Vehicle Weight												

_

NOTES		RUN :	5		RUN	6		RUN	7		RUN 8	3
Engine # of Runs												
Oil # of Runs												
Valvelash												
Timing												
Jetting												
Trans # of Runs												
Shock Settings	Front	Rear										
Gear Ratio	Trans	Rear En	d									
Tires # of Runs												
Ballast	Front	Middle	Rear									
Vehicle Weight												

NOTES		RUN 9			RUN 1	10		RUN 1	1	
Engine # of Runs										NOTES
Oil # of Runs										
Valvelash										
Timing										
Jetting										
Trans # of Runs										
Shock Settings	Front	Rear		Front	Rear		Front	Rear		
Gear Ratio	Trans	Rear End		Trans	Rear End	1	Trans	Rear Enc	1	
Tires # of Runs										
Ballast	Front	Middle	Rear	Front	Middle	Rear	Front	Middle	Rear	
Vehicle Weight										

Points Earned:	
Total Points:	



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!

۲

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				
Corrected	Altitude Ratio						
E.T.:	9.92 Seconds	9.87 Seconds	.05 or "5" Seconds				
Air:	3200 ft.	1700 ft.	1500 ft.				
Calculated Ratio:	······································						
Humidity Change Ratio							

numurcy	Ununge natio		
E.T.:	8.91 Seconds	8.89 Seconds	.02 Seconds
Humidity:	63%	43%	20%
Humidity R	latio: 20% char	nge equals .02 secon	ds or 10:1

Wind Speed Ratio

 $(\mathbf{\Phi})$

E.T.:	9.93 Seconds	9.88 Seconds	.05 Seconds							
Wind:	0 mph	8 mph direct tail	8 mph							
Wind Ratio:	.05/8 = .00625 Sec	.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:	every .01 of factor .02 You may need has changed 90	2.33 numbers. For ex f change necessary y 33 difference in your I to round slightly. Fo 00 ft. or .03 seconds. Y this as: 3x2.33 = 6.99	ou will need to timer output. r example, the air You would compute

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!

Dead-On Dial-In Tips

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.

- CHASSIS STICKER
 Date of Expiration ______
 Serial #______

These Log Book pages are available to download for use on your PC, or to be printed off for use in a 3-ring binder at jegs.com/logbook