

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
Corrected Altitude Ratio			
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 # _____

These Log Book pages are available to be printed off for use in a 3-ring binder.