

TRACK NAME \_\_\_\_\_ DATE \_\_\_\_\_

TEMPERATURE \_\_\_\_\_ TRACK TEMP \_\_\_\_\_ HUMIDITY \_\_\_\_\_ OTHER \_\_\_\_\_

OVAL TYPE--HIGH BANK  MID BANK  FLAT  SHORT TRACK  TRI-OVAL  CIRCLE  \_\_\_\_\_

SURFACE--CLAY  LOOSE DIRT  HARD PACKED  SMOOTH  ASPHALT  CONCRETE  \_\_\_\_\_

TRACTION—BLUE GROVE  HIGH  MEDIUM  POOR  VERY POOR  \_\_\_\_\_

CLASS WEIGHT MINIMUM \_\_\_\_\_ ACTUAL RACING WEIGHT \_\_\_\_\_

CAR TYPE \_\_\_\_\_ BODY \_\_\_\_\_

FRONT WING SETTING \_\_\_\_\_ REAR WING SETTING \_\_\_\_\_

RIDE HEIGHT FRONT \_\_\_\_\_ RIDE HEIGHT REAR \_\_\_\_\_ SWAY BAR \_\_\_\_\_

RF TIRE \_\_\_\_\_ COMPOUND \_\_\_\_\_ INSERT \_\_\_\_\_ STAGGER \_\_\_\_\_

LF TIRE \_\_\_\_\_ COMPOUND \_\_\_\_\_ INSERT \_\_\_\_\_ STAGGER \_\_\_\_\_

RR TIRE \_\_\_\_\_ COMPOUND \_\_\_\_\_ INSERT \_\_\_\_\_ STAGGER \_\_\_\_\_

LR TIRE \_\_\_\_\_ COMPOUND \_\_\_\_\_ INSERT \_\_\_\_\_ STAGGER \_\_\_\_\_

TIRE ADDITIVE RF \_\_\_\_\_ LF \_\_\_\_\_ RR \_\_\_\_\_ LR \_\_\_\_\_

WHEEL TYPE \_\_\_\_\_ NOTES \_\_\_\_\_

RF CAMBER \_\_\_\_\_ LF CAMBER \_\_\_\_\_ RR CAMBER \_\_\_\_\_ LR CAMBER \_\_\_\_\_

RF CASTER \_\_\_\_\_ LF CASTER \_\_\_\_\_

RR ANTI SQUATE \_\_\_\_\_ LR ANTI SQUATE \_\_\_\_\_ RR TOE IN \_\_\_\_\_ LR TOE IN \_\_\_\_\_

RF OIL \_\_\_\_\_ SPRING RATE \_\_\_\_\_ LIMITERS \_\_\_\_\_ PISTON \_\_\_\_\_ COLLER  
TURNS

LF OIL \_\_\_\_\_ SPRING RATE \_\_\_\_\_ LIMITERS \_\_\_\_\_ PISTON \_\_\_\_\_ COLLER  
TURNS

RR OIL \_\_\_\_\_ SPRING RATE \_\_\_\_\_ LIMITERS \_\_\_\_\_ PISTON \_\_\_\_\_ COLLER  
TURNS

LR OIL \_\_\_\_\_ SPRING RATE \_\_\_\_\_ LIMITERS \_\_\_\_\_ PISTON \_\_\_\_\_ COLLER  
TURNS

STEERING TYPE ACKERMAN  CENTERPOINT  OTHER  TOE IN \_\_\_\_\_ TOE OUT \_\_\_\_\_

PINION \_\_\_\_\_ SPUR \_\_\_\_\_ OVERALL RATIO \_\_\_\_\_ ROLL OUT \_\_\_\_\_

DIFERENTIAL SETTING—LOOSE  TIGHT  GEAR DIFF FLUID/GREASE \_\_\_\_\_

MOTOR \_\_\_\_\_ TIMING \_\_\_\_\_ TEMP \_\_\_\_\_ SPEED CONTROLER SETTINGS \_\_\_\_\_

BATTERY PLACEMENT \_\_\_\_\_ NOTES \_\_\_\_\_

# HEAT 1 \_\_\_\_\_

NUMBER OF CARS IN CLASS \_\_\_\_\_ NUMBER OF CARS IN THIS HEAT \_\_\_\_\_

STARTING POSITION \_\_\_\_\_ FINISH POSITION \_\_\_\_\_

TOTAL LAPS \_\_\_\_\_ TIME \_\_\_\_\_ AVG LAP TIME \_\_\_\_\_ BEST LAP \_\_\_\_\_

MOTOR TEMP \_\_\_\_\_ NOTES \_\_\_\_\_

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# HEAT 2 \_\_\_\_\_

NUMBER OF CARS IN CLASS \_\_\_\_\_ NUMBER OF CARS IN THIS HEAT \_\_\_\_\_

STARTING POSITION \_\_\_\_\_ FINISH POSITION \_\_\_\_\_

TOTAL LAPS \_\_\_\_\_ TIME \_\_\_\_\_ AVG LAP TIME \_\_\_\_\_ BEST LAP \_\_\_\_\_

MOTOR TEMP \_\_\_\_\_ NOTES \_\_\_\_\_

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# HEAT 3 \_\_\_\_\_

NUMBER OF CARS IN CLASS \_\_\_\_\_ NUMBER OF CARS IN THIS HEAT \_\_\_\_\_

STARTING POSITION \_\_\_\_\_ FINISH POSITION \_\_\_\_\_

TOTAL LAPS \_\_\_\_\_ TIME \_\_\_\_\_ AVG LAP TIME \_\_\_\_\_ BEST LAP \_\_\_\_\_

MOTOR TEMP \_\_\_\_\_ NOTES \_\_\_\_\_

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# MAIN \_\_\_\_\_

NUMBER OF CARS IN CLASS \_\_\_\_\_ NUMBER OF CARS IN THIS MAIN \_\_\_\_\_

STARTING POSITION \_\_\_\_\_ FINISH POSITION \_\_\_\_\_

TOTAL LAPS \_\_\_\_\_ TIME \_\_\_\_\_ AVG LAP TIME \_\_\_\_\_ BEST LAP \_\_\_\_\_

MOTOR TEMP \_\_\_\_\_ NOTES \_\_\_\_\_

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- A. LOOSE ON ENTRY
- C. LOOSE ON EXIT
- E. CAR SLOW TO REACT/LAZY
- G. DOES THE CAR TURN CRISPLY ON POWER / OFF POWER
- I. DOES THE CAR PUSH OR OVERSTEER ON POWER
- K. IF YOU LET OFF SOONER LAP TIME BETTER/WORSE
- M. TURN IN EARLIER BETTER/WORSE
- O.
- Q.
- S.
- U.
- W.
- Y.

- B. LOOSE MID CONER
- D. XAR OVERREACTS / TWITCHY
- F. DOES THE CAR FEEL STABLE ON POWER / OFF POWER
- H. IS THE CAR BALLANCED THROUGHOUT THE TURN
- J. DOES THE CAR PUSH OR OVERSTEER OFF POWER
- L. ON THROTTLE LONGER BETTER/WORSE
- N. TURN IN LATER BETTER/WORSE
- P.
- R.
- T.
- V.
- X.
- Z.

ADJUSTMENTS STARTING FROM DEFAULT SETUP

DESCRIPTION OF HANDLING \_\_\_\_\_

ADJUSTMENT MADE \_\_\_\_\_

**RESULTS** \_\_\_\_\_

\_\_\_\_\_

ADJUSTMENTS STARTING FROM DEFAULT SETUP  STACKED WITH ABOVE CHANGE

DESCRIPTION OF HANDLING \_\_\_\_\_

ADJUSTMENT MADE \_\_\_\_\_

**RESULTS** \_\_\_\_\_

\_\_\_\_\_

ADJUSTMENTS STARTING FROM DEFAULT SETUP  STACKED WITH ABOVE CHANGE

DESCRIPTION OF HANDLING \_\_\_\_\_

ADJUSTMENT MADE \_\_\_\_\_

**RESULTS** \_\_\_\_\_

\_\_\_\_\_

ADJUSTMENTS STARTING FROM DEFAULT SETUP  STACKED WITH ABOVE CHANGE

DESCRIPTION OF HANDLING \_\_\_\_\_

ADJUSTMENT MADE \_\_\_\_\_

**RESULTS** \_\_\_\_\_

\_\_\_\_\_

ADJUSTMENTS STARTING FROM DEFAULT SETUP  STACKED WITH ABOVE CHANGE

DESCRIPTION OF HANDLING \_\_\_\_\_

ADJUSTMENT MADE \_\_\_\_\_

**RESULTS** \_\_\_\_\_

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