



RACE DAY RECORD SHEET

DATE: ___/___/___ ORGANIZATION: _____

TRACK: _____ # ON BIKE: _____

BIKE 1: _____ BIKE 2: _____ BIKE 3: _____

CLASSES RUN: 1. _____ 2. _____ 3. _____ 4. _____

TOTAL # OF TURNS: _____ LEFT: _____ RIGHT: _____

WEATHER CONDITIONS:

AMBIENT TEMP: _____ ELEVATION: _____ TRACK TEMP: _____

JETTING: _____ FUEL MAP: _____

TIRES:

BRAND: _____ COMPOUND #: FRONT: _____ REAR: _____

PRESSURE (COLD) FRONT: _____ PSI REAR: _____ PSI

PRESSURE (HOT) FRONT: _____ PSI REAR: _____ PSI

WEAR DETAILS GAIN: _____ PSI GAIN: _____ PSI

FRONT: _____

REAR: _____

ADJUSTMENTS:

TIME: ___:___ CHANGES: _____

TIME: ___:___ CHANGES: _____

GEARING:

COUNTERSHAFT: _____ REAR SPROCKET: _____ RATIO: _____

CHAIN: MAKE: _____ TYPE: _____ # OF LINKS: _____

WEAR RECORDS: _____

LAST REPLACED: _____

SUSPENSION: (start of day)

RIDER WEIGHT IN GEAR: _____

SAG FRONT: _____ REAR: _____

FORK SPRING _____ PRELOAD _____ REBOUND _____ COMPRESSION _____

SHOCK SPRING _____ PRELOAD _____ REBOUND _____ COMPRESSION _____

SUSPENSION: (end of day)

RIDER WEIGHT IN GEAR: _____

SAG FRONT: _____ REAR: _____

FORK SPRING _____ PRELOAD _____ REBOUND _____ COMPRESSION _____

SHOCK SPRING _____ PRELOAD _____ REBOUND _____ COMPRESSION _____



RACE DAY RECORD SHEET

LAP TIMES: RACE 1:__:__ RACE 2:__:__ RACE 3:__:__ RACE 4:__:__

HOW TO USE THIS SHEET

The overall purpose is to track information. This will allow the rider to set up their bike or bikes long before leaving for the track, irrespective as to whether this is a track day or race event.

This sheet also assumes that you know how to set SAG. If not, you can download all the specific instructions from www.feelthetrack.com via our "Tuning Guide". Make sure that the chain has the right amount of play in it with the rider sat on the bike (otherwise you cannot accurately measure SAG at the rear of the bike), and that the head bearings are tight!

The upper sections of the form are self explanatory, but it does require that you use one sheet for each bike in order to ensure proper segregation of information.

In the "Tires" section, if this is the first sheet you have completed for the track, you may opt to run the recommended air pressure as a starting point, and **do that first thing in the morning before tire warmers are used** (if you have them). That may differ from racers to vendors, so you need to decide what number to go with. Remember that you are looking for a pressure gain of only **4 to 5 lbs** to ensure proper tire wear. Any more than 7lbs and you have too little tire pressure which causes **HOT TEARING** (the tire is overheating), and any less will cause **COLD TEARING** (the tire cannot get up to normal temperature). Adjustment is a tricky business as there is no mathematical formula for this, so add or remove air and check immediately after the next time you come in. To further compound this, as the ambient temperature increases, so you will need to make subtle changes to the tire pressure. Regular monitoring after each session will ensure that you get proper tire wear, and this can save you \$100's !! The best part is that it only takes a couple of seconds to do!

The gearing section is simple to complete, but also ensures that you buy the right length of chain when you need to and never cut the chain too short (so that you need to add links to get it right). It also ensures that you can have (should you need to) a selection of chains that you use with certain combinations of gearing.

The suspension section is a simple way to record the settings that you start with and that you end up with **AT THE END OF THE DAY**. These recording must be done before you load the bike into the truck/trailer etc so that you have no chance of anything getting changed. Having spent a great deal of time getting the suspension to where you like it must require accurate records so that you can start the next track day or race where you left off. Obviously, as you get more comfortable you will go faster, so therefore you will need to make subtle changes to the suspension to compensate for this.

Lastly lap times will provide you with the goals to aim for the next event at that track!