

Any serious competition effort relies heavily on the knowledge gained and compiled from previous racing events. The best way to organize the many bits of information is to record them in a logbook.

Your logbook can include such information as suspension adjustments, carburetor adjustments, gearing, and tire selection. This detailed information, along with your comments, can prove valuable when you compete at the same track or on similar terrain.

Your logbook can also tell you when maintenance was performed and when it will be necessary again. Your logbook also lets you record any repairs and lets you keep track of the running time on the engine and suspension components.

If you choose to sell your CRF, the accurate maintenance records in your logbook might be the deciding deal-maker for a potential buyer.

Consider using different color pens or pencils to record important information on specific subjects. For example, record results in black, jetting changes in red, suspension/chassis settings in blue, and gearing selections in green. Color codes will help you identify the information you want with a glance.

## **Tuning & Adjustment Records**

Keep track of the settings and adjustments that worked best at a particular location. These items include:

- basic track conditions, altitude, and temperature
- carburetion changes
- suspension settings
- chassis adjustments tested and selected
- gearing
- tire selection
- air pressure

## **Competition Records**

- your placings
- thoughts to improve performance next time: both yours and your CRF
- strategy notes

## **Maintenance Records**

- regular interval maintenance
- repairs
- running time on engine
- running time on suspension components

## **Timekeeping**

This Manual lists maintenance intervals for every-so-many races or every-so-many hours of running.

Because all races are not the same, the most effective way to schedule maintenance is by the hours you have run your CRF.

An official “guesstimate” is close enough for our timekeeping purposes. You may choose to record your time the same way aircraft operators do (but without the benefit of an electrical hourmeter). All running time is broken down into hours and tenths of an hour (each six minutes represents one tenth of an hour).

## **Racing Records**

Information worth recording for this section of your logbook may include:

- Your placing in each moto and overall finishing position.
- Thoughts on what you could do to improve your performance next time.
- Notes on any patterns noted in choice of starting gate positions or in riding portions of the course as the day progressed that may prove helpful in future events.
- Any places on the course where you chose the wrong line and were passed too easily.
- Notes on strategy used by your competition or by riders in another event that are worth remembering.

## **Maintenance Records**

Regular maintenance items you’ll want to record in your logbook should include:

- Dates and results of cylinder, piston and ring examinations
- Patterns for frequency of need for decarbonization with a particular oil
- When you last performed shock linkage and swingarm pivot bearing maintenance
- Engine, transmission, and suspension oil changes
- Chain, sprocket, chain guide and slider replacements
- Coolant changes and related component replacements
- Spark plug, brake pad and control cable replacements

In addition, you should record any irregularities noted in component wear so you’ll remember to keep a close eye on these areas in the future.