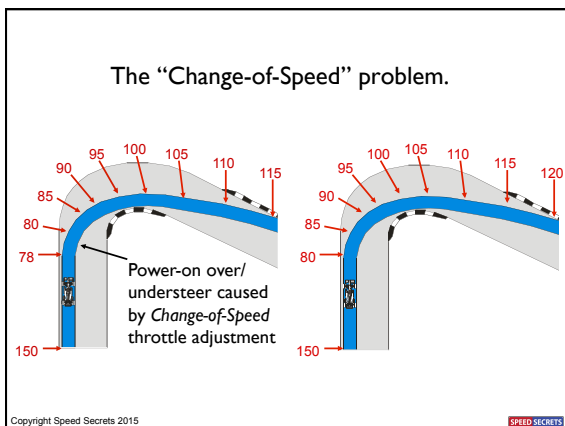
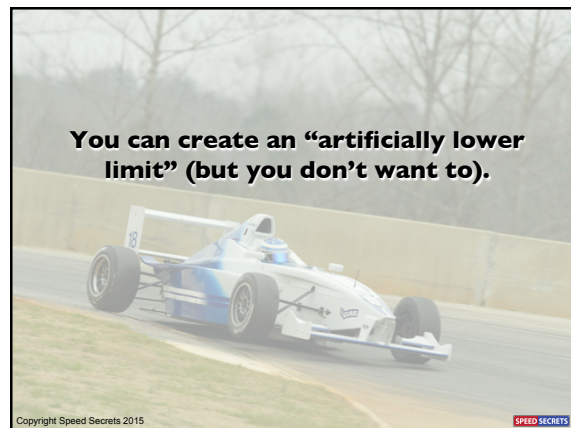
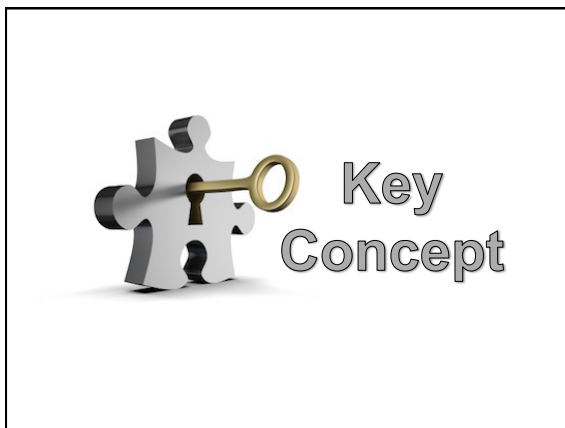
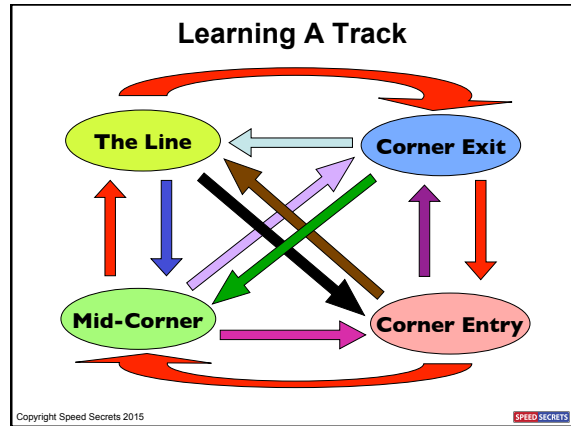


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DRIVE FASTER:
How To Lower Your Lap Times

Part 2

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The less *change in speed* through a corner, the faster you will be.

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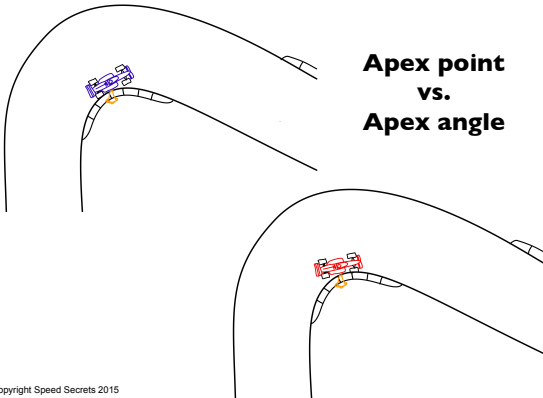
#10

**Fast in – Faster out:
Minimize your Change-of-Speed.**

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**Apex point
vs.
Apex angle**



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#11

Change your apex angle.

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**Key
Concept**



**“The most important corner is the one
leading onto the longest straight.”
Not necessarily....**



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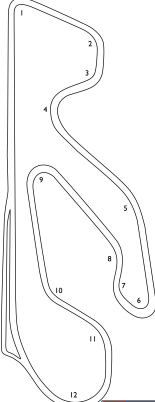
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The most important corner is the
fastest one leading onto a
straightaway.

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Why?

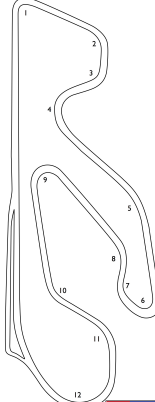
1. The impact of making a mistake in a fast corner is usually greater than in slow corners.
2. You often spend more time in long, fast corners.
3. The fastest corner is usually the most challenging.



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Corner Priorities

1. The fastest corner leading onto a straightaway.
2. Fastest corner at the end of a straightaway.
3. Corner leading onto the longest straightaway.



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#12

**Re-prioritize corners.
Focus on the fastest corner.**

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Driving the perfect line at less than the limit is slower than driving off-line at the limit.

NOTE: This is NOT an excuse for driving off-line!

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Drive the car, not the track.

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#13

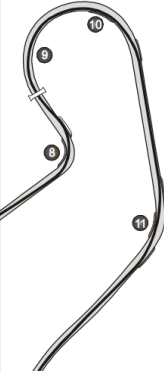
**Focus on sensing your car's traction limits.
Drive your car, not the track.**

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Fast Corners

Speed Adjustment Techniques:

1. Breathe throttle, no brake
2. Brake without lifting throttle
3. Make speed adjustment in turn
4. Make speed adjustment before turn

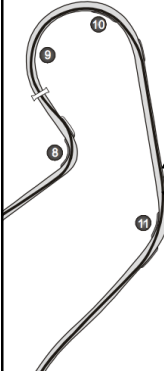


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Fast Corners

Make speed adjustment early, so car is better balanced

Tendency is to make speed adjustment late... causing weight transfer while in the turn



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In fast turns, make necessary speed adjustments early to keep car balanced.

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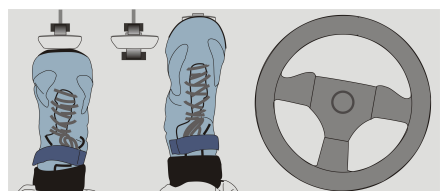
#14

Experiment with different "Fast corner speed adjustment" techniques.

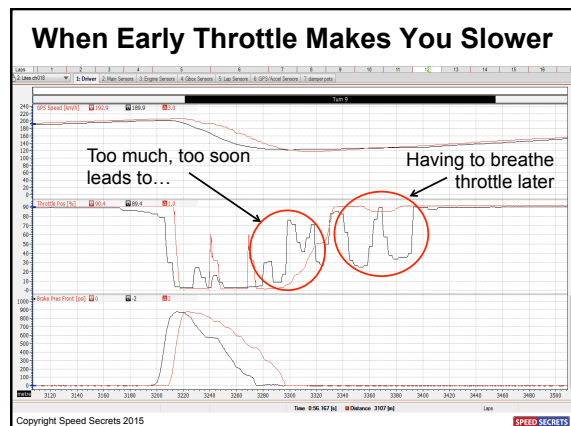
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Throttle Application

- ▶ Early throttle application *can* make you slower.
- ▶ How?



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It's not who begins accelerating first that wins. It's who gets to – and maintains – full throttle first that wins.

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SPEED SECRET

Sometimes it's best to "hesitate" before applying full throttle.

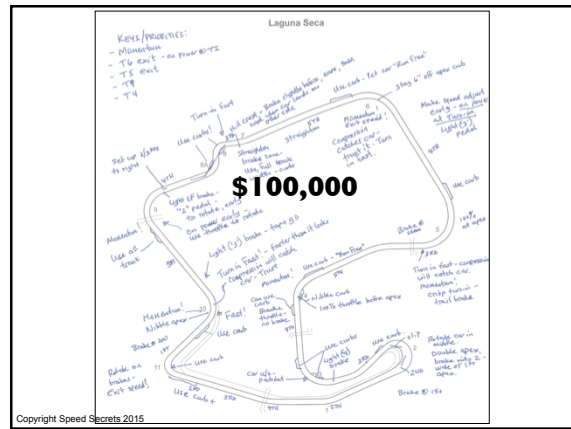
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#15

Experiment with hesitating before applying full throttle.

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#16

Use the \$100,000 track map.

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SPEED SECRETS

Date: _____ Event: _____
 Car: _____ Session: _____ **Sellerås Motorstadion**
 Best Lap: _____
 Misc: _____


Turn	Gear	Braking	Entry	Mid-corner	Exit
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					

Note: _____

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► Debrief Sheet raises your awareness of where there's more...
 ► "On a scale of 1 to 10, how close are the tires to their limit?"

Date: _____ Event: _____
 Car: _____ Session: _____ Sletten Motorstadion
 Best Lap: _____
 Misc.: _____



Turn	Gear	Braking	Entry	Mid-corner	Exit
1	1	9	9	9	9
2	3	7	7	8	9
3	3	n/a	9	9	9
4	4	n/a	7	7	8
5	5	n/a	-	-	-
6	1	9	8	8	9
7	2	n/a	-	-	-
8	3	n/a	-	-	-
9	2	7	8	8	9
10	4	3	7	7	8
11	3	n/a	7	8	9
12	2	n/a	9	9	9
13	3	n/a	-	-	-

Notes:

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► Identify areas where you're not using all of the tires' traction

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Use a Debrief Sheet to raise your awareness of how close you are to the limit.

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Use a Debrief Sheet.

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Key Concept

Identify Specific, Well-Defined Tactics

No more than 3!



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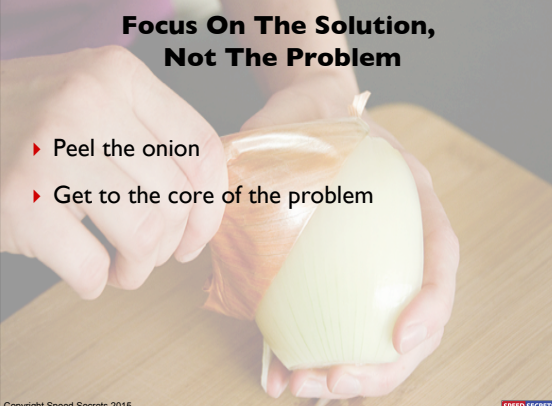


**Practice doesn't make perfect...
 Only perfect practice makes perfect.**

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**Focus On The Solution,
Not The Problem**


- ▶ Peel the onion
- ▶ Get to the core of the problem



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#18

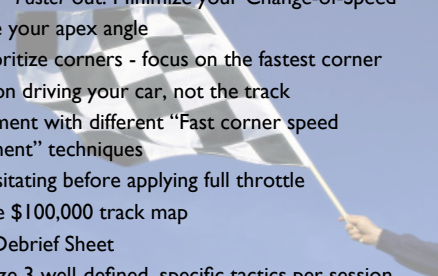
**Prioritize 3 well-defined, specific
tactics per session.**



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Deliberate Practice Tactics

10. Fast in – *Faster* out: Minimize your Change-of-Speed
11. Change your apex angle
12. Re-prioritize corners - focus on the fastest corner
13. Focus on driving your car, not the track
14. Experiment with different “Fast corner speed adjustment” techniques
15. Try hesitating before applying full throttle
16. Use the \$100,000 track map
17. Use a Debrief Sheet
18. Prioritize 3 well-defined, specific tactics per session



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**DRIVE FASTER:
How To Lower Your Lap Times**

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