

**How to Learn a Track... Fast!**  
**August 21, 2017**  
**Chat Log**

**Anton van Deth:** Will there be a copy of the presentation made available after?

**Robin Bentley:** Yes, Anton. Ross will send you a link afterwards.

**Matt Romanowski:** That was a great podcast!

**Matt Romanowski:** This Freakonomics podcast goes great with yours as well

<http://freakonomics.com/podcast/peak/>

**Blair Gordon:** Also great to have a track map that includes elevation change

**Peter Krause:** The reason why pro drivers have the course map on their steering wheel or dash. So everyone is talking about the same corners...

**Dana Brussel:** I also try and identify corners/corner combinations that are similar to other corners/corner combinations of tracks I have driven.

**Anton van Deth:** How long should you spend mentally driving around 10 min - 2hrs?

**Eugene K:** Ross, how about video games that contain 99% accurate track visuals?

**James Ray:** loved learning the new Palmer Motorsports Park published track maps and turn numbers, after which track management renumbered them! argh%\$#

**Blair Gordon:** best to find videos that are similar lap times to what you will drive, or time sense to next corner is bugged.

**Peter Krause:** "Rhythm of the track" LOVE it!

**James Ray:** go slower and learn it in a higher gear?

**Blair Gordon:** same comment...frequently best to drive cars that have similar characteristics of what you will be driving.

**Giovanni Tomasi:** Just what we teach to students: you have to go slow and get smooth before you get fast.

**Anton van Deth:** Where do we find your track walks?

**Peter Krause:** "Hot Lap"

**Scott Stirling:** <https://speedsecrets.com/virtual-track-walks/>

**Anton van Deth:** thank you

**Ryan Kristoff:** Lesson Learned: The guy who says he knows the track better than anyone... isn't always right.

**Peter Krause:** Hahaha! True dat...

**Blair Gordon:** i know that corner!!

**Rick Rone:** Sebring

**Peter Krause:** Developing "sight pictures."

**Peter Krause:** Only 6? <grin>

**Matt Romanowski:** I always think of the sight pictures as a sort of "go / no go" gauge.

**Peter Krause:** Part of "go/no-go," for sure.

**Bill Hubiak:** The tree in the distance of turn 3 at blackhawk farms

**Ryan Kristoff:** Mid-O Turn1 Bridge

**Bob Hain:** Sebring 9 big tree

**Sal Molinare:** corkscrew-tree

**Benjamin Anderson:** light pole in the distance at t5 at road atlanta

**Peter Krause:** Telephone pole with transformer, entry of T5 lineup, Road Atlanta

**Giovanni Tomasi:** Rooftop to aim for at Summit point

**Scott Stirling:** Bump at turn in to 2 at Palmer.

**Malcolm Scott Hill:** Bridge before turn one sebring

**Darrell Bandy:** Road Atlanta T12 patch in racing line

**Joe Clayton:** notch in pavement turn 1 Grattan raceway

**Matt Romanowski:** Watkins Glen rain drain into the laces

**Blair Gordon:** The oAK TREE at VIR...sadly gone

**Rick Rone:** tree to sight on at the cork screw

**Dieter Kostron:** Bridge at Mosport - under the "N"

**Anton van Deth:** VIR - Climbing esses left gator, hitting a particular spot to set up line

**Emil Dogaru:** VIR turn 1 turn in point when outside curb starts

**Jim Regan:** bouncing the curbs in the uphill at VIR

**James Wegielewski:** Two trees in distance going up hill at the Ridge from 5--6 - when aimed straight at it is a great braking zone for me

**mahaveer:** zolder turn1 end of the black wall turn in pont

**Giovanni Tomasi:** Seam on pavement on turn 7 at Palmer

**Sal Molinare:** laguna under the M of mazda

**Paul Thompson:** Patch 1/3 though turn 2 at Thunderhill

**John Ewald:** The seam (still there) in T6 at The Ridge

**Blair Gordon:** Those new HURTFUL curbs at Watkins Glen busstop...where your teeth fall out.

**Peter Krause:** Brno?

**James Wegielewski:** @ John Ewald - yes!

**James Ray:** the 3 tall pines left of straight, but are target for lining up as one exits T11 at Thompson heading on straight

**Lloyd Logue:** Air Time about dive down turn 12 at RA

**Mark Doran:** access road on left before pflugplatz

**Linda Stewart:** Indy Turn 7 inside curb

**Blair Gordon:** the NEW ones hurt

**Blair Gordon:** droppng into karoussel

**Chuck Grafton:** Bump in Track coming out of the carousel at Mid Ohio

**Blair Gordon:** How much left curb to take at Eau Rouge to come back and make Radillon.

**Peter Krause:** Depends...

**Mark Doran:** all the curb and some of the concrete lattice/grass area ;)

**Blair Gordon:** Yup

**Peter Krause:** Hahaha!

**Giovanni Tomasi:** Look at "track scars". That's where someone messed up.

**Peter Krause:** Drive the car, not the track... Awesome!

**mahaveer:** in chicanes how should i do now how much to go far in one part and know how much to bring it back for the next turn? some time i compromise too much some times much too much in the first part? how should i know what to do? Thanks

**Robin Bentley:** Hi, Mahaveer! I'll make a note of your question.

**James Ray:** most often I notice when others turn a bit earlier, carry more speed, and track out father, I learn and try to adjust'

**James Wegielewski:** Can you have too much data on a map?

**Robin Bentley:** I'm making a note of your question, James.

**James Ray:** dang it, I hit refresh to have imgaes catch up, and lost audio

**James Ray:** but it back now

**Matt Romanowski:** This is a great time to take screen shots of the data to print out for more references to augment the track map

**Peter Krause:** James Wegielewski, ABSOLUTELY!

**Blair Gordon:** Yea for video & data...mercilessly shows the gaps..

**Peter Krause:** As Matt Romanowski has pointed out, better to have more pages of data with less information on it, than one page with too much information.

**Dana Brussel:** WGI turn 6

**Peter Krause:** LOVE that corner!

**Blair Gordon:** looks steeper in the car, doesn't it.

**Peter Krause:** Even steeper walking!

**Blair Gordon:** ABSOLUTELY

**Matt Romanowski:** I miss the old sealer patch in that corner....

**Ryan Kristoff:** Really good advice here. Love it.

**Blair Gordon:** Tennis ball The Cambermeister"

**James Wegielewski:** What about bicycling the track?

**Dan Clark:** whats a good way to get access to walk the track?

**James Wegielewski:** Seen that a lot on One Lap

**Blair Gordon:** That's just WORK!!

**Peter Krause:** If permitted, biking can show elevation changes better than walking...

**Rick Rone:** I take golf cart

**Benjamin Anderson:** is it really good to look backwards up the track? a way you're never actually going?

**John Ewald:** Good point about biking and elevation changes. Feel.

**Ian Korf:** Let's say you're headed to an endurance race and you've never been to the track before. No time for track walk. Track isn't in any simulator. Going in cold. What's my plan?

**Rick Rone:** great point

**Bjorn Zetterlund:** roller ski if they allow iut

**Blair Gordon:** Did roller blades once...nearly killed myself on the steep pitches!

**Robin Bentley:** I've made a note of your question, Benjamin.

**Peter Krause:** Benjamin, absolutely. You can often see WHY a car gains or loses grip with elevation or camber more easily viewable from downstream looking upstream.

**Peter Krause:** Hahaha!

**Robin Bentley:** I'm making a note of your question, Ian.

**Ian Korf:** Thanks Robin

**Benjamin Anderson:** I see. Thanks Peter!

**Paul Thompson:** Elevation and camber changes often make turns behave very differently than one might expect by looking at an arial view of the track map. Has anyone ever tried to make a map that makes the turns look the way they behave?

**Bill Hubiak:** How do you handle going to a track that is using a new configuration that only 5 people have driven?

**Anton van Deth:** That was great thanks!

**James Ray:** what feels good and the data supports!

**Ryan Kristoff:** I'm second Bill's question^^

**Andrew Nelson:** Great info, thanks!

**Blair Gordon:** Use your corner by corner diagnosis of brake levels and traction levels?

**mahaveer:** thanks

**Paul Thompson:** Keith Code has a theory that if it takes you longer to visualize a lap than actually drive it, then you have too many reference points.

**Malcolm Scott Hill:** How much advantage to learning left foot braking

**Benjamin Anderson:** Makes total sense! Thanks!

**Robin Bentley:** I've made a note of your question, Bill.

**Dennis Tucker:** How valuable is SIM? Must have or just a nice addition to the tool box?

**Robin Bentley:** I've made a note of your question, Malcolm.

**Bill Hubiak:** please say must have so I can show my wife!

**Bill Hubiak:** "But Ross said so!"

**Jim Regan:** in your 3 priorities what is most important, entry speed, exit speed or other?

**Matt Zekauskas:** I like High Plains... but won't be in denver, alas

**Peter Krause:** Bill, Ryan, use best practices. 1) Utilize the FULL width of the track, unless there is a compelling reason not to. 2) Touch EVERY inside curb and 3) work on corner exit progression to wide open throttle first, braking last.

**Ian Korf:** TY

**Robin Bentley:** I've made a note of your question, Dennis.

**Carter Sorenson:** is high plains in denver?

**mahaveer:** is there a standard rules for corners with banking elevations to drive it in a certain way?

**Ryan Kristoff:** Thanks Peter - Helps to have "3" first time notes to try out before we turn many laps.:thumbsup:

**Blair Gordon:** AWESOME Ross, Good Luck.

**Peter Krause:** Sim is SUPER helpful, for some... I use it to host private sessions to stop at each corner and do, a virtual track walk. It helps with the order and severity of the corners.

**Bradley Lau:** Taking your principles to the extreme track learning situation - Autocrossing. What adjusted approach can you apply given very limited time to prepare/ walk course and with only 4 runs for best time?:smile:

**Peter Krause:** Ross, LOVE the kinesthetic approach!

**Bill Hubiak:** I wish!

**Robin Bentley:** I've made a note of your question, Jim.

**Blair Gordon:** I've found Google Maps is more useful if you view on inclined angle so you are doing low flight over the track in the direction you drive it

**Blair Gordon:** Sorry...Google Earth.

**Ian Korf:** I've done this: go to a race where the config is new. Wasn't as great as I thought it would be :(

**Ryan Kristoff:** Ross: Indy!

**Bill Hubiak:** The whole track is new to me, but there is limited data and advice

**Paul Thompson:** Where is the best place to incorporate in-car coaching?

**Peter Krause:** Lots of data for Indy...

**Malcolm Scott Hill:** 10-4 thanks

**Bill Hubiak:** Where can I get some data? Or do I just need to google it and it will

appear?

**Peter Krause:** Depending on the car, there are quite a few folks who've raced Indy in Grand Am in 2013, SVRA 2014, 2015, 2016 and 2017.

**Robin Bentley:** I've made a note of your question, Bradley.

**Emil Dogaru:** Malcolm, get used to left foot brake on your daily driver. I only left foot brake in my work vehicle which made left foot braking on track much easier to learn

**Bill Hubiak:** OK, good point. Too focussed on new config and should be using that which already exists to minimize what I need to learn

**Robin Bentley:** I've made a note of your question, Paul.

**Bill Hubiak:** Thank you, Peter!

**Sal Molinare:** go in for show, come out for dough

**Peter Krause:** Exactly, Bill.

**Dennis Tucker:** Thanks for the sim answer Ross!

**Peter Krause:** Good advice, Emil.

**Linda Stewart:** Indy track walk is excellent

**Malcolm Scott Hill:** In the rain stay on line or experiment to a degree

**Dennis Tucker:** Can anyone recommend a decent affordable sim system?

**Peter Krause:** Learning a track can be the best time to let yourself off the hook, and just get the rhythm down first. Trying too hard, too soon, can really delay progress...

**Bill Hubiak:** I learned that the hard way at

**Bill Hubiak:** Gingerman this year

**Ryan Kristoff:** But we all have an advantage to anyone not in this webinar :smile:

**Rick Rone:** for me...turn 7 at RAtl

**Matt Romanowski:** I think he meant at what stage in learning the track

**Benjamin Anderson:** Dennis, I've had several wheels and pedals from Fanatec and they have always been fantastic products. The CSL line is quality, but if you can spend a little more, the CSW line is amazing!

8/22/2017 01:53 **Paul Thompson:** which stages of your steps are a coach most useful

8/22/2017 01:53 **Dennis Tucker:** Thanks Benjamin!

**Benjamin Anderson:** Dennis, good quality pedals that have load cells are more realistic feeling and more important IMO than a high end wheel

**Benjamin Anderson:** Thrustmaster makes some really good stuff as well that I've used, but IMO they're not on the same level as the higher end Fanatec stuff.

**Peter Krause:** Dennis, iRacing forums are a good resource, but unless you like messing with the sim to optimize it and integrate all the wonderful components, buy something all together. Sim Seats in Richmond VA is inexpensive and good, Mark Lutes in Atlanta, there are a bunch that sell relatively inexpensive, complete systems.

**Ian Korf:** How about some don'ts? What common-ish things do people do that are actually bad ideas when learning a new track?

**Peter Krause:** Brake pedal feel is the MOST important. Steering second most important.

**Ian Korf:** I recently upgraded from Logitech to Thrustmaster. It's a mild upgrade. Logitech is a good place to start.

**Peter Krause:** Thanks, Ross! Fanatec

**Ian Korf:** Fanatec

**Lloyd Logue:** I can say first hand that is what I experienced at Nurburgring with an

instructor. I went through this process before having in car coaching and it made the coaching and process more effective.

**Malcolm Scott Hill:** Prosimu pitch roll yaw for 3k take a look

**Lloyd Logue:** 100

**Peter Krause:** IMSA Lites driver Gary Gibson makes the Perfect Pedal hydraulic load cell module for Logitech pedals. Excellent!

**Kyle Pearson:** If you are looking for something closer to a race car setup, check out ProtoSimTech (I've been using them for a little over a year):

<https://www.protosimtech.com/>

**Blair Gordon:** And having your Nurburgring coach's verbal corner-by-corner description on audio & video is great!

**Darrell Bandy:** Any general advice on when it's appropriate to use curbing. I'm not clear on when it's to may advantage when studying a new track.

**Ian Korf:** I'm still using Logitech pedals because I have the Perfect Pedal mod. It's AMAZING.

**Mark Doran:** best resource I found for Ring was the RSR video where the instructor talks you round a full lap -- wish I could find those for more tracks

**Blair Gordon:** Videos (don't have a sim) gave me sense of left & right but NOTHING about the degree of vertical.

**Blair Gordon:** Agree.

**Kyle Pearson:** If using the curbing makes you take your foot off the throttle, then it's not helping.

**Randy Torbett:** Future seminar that i would pay for is focused on autocross/solo driving

**Blair Gordon:** At Nurburgring.

**Peter Krause:** Throttle opening percentage has a big effect on how much the car is unsettled by the curbs. So learn the track, then use the curbs when more confident.

**Lloyd Logue:** i found mental imagery the most useful for Nurburgring because of its vast size in comparison to other tracks.

**Linda Stewart:** Indy curbs were generally friendly

**Peter Krause:** Thank you, Ross!

**Bill Hubiak:** Thank you so much for this! T minus 30 days...

**Tom Soja:** Thanks very much Ross! Great session!

**Matt Romanowski:** Great session Ross!

**Jim Regan:** Thank you Ross

**Kyle Pearson:** Thank you Ross

**Emil Dogaru:** thank you ross

**James Chartres:** Thank you ross

**Matt Zekauskas:** Thank you - very useful

**Ian Korf:** Thanks Ross, Robin, Peter

**Malcolm Scott Hill:** Great session thanks!!!

**James A Lepetich:** Thanks Ross.

**Jay Miller:** Thanks, learned a good bit

**Rick Rone:** thank you! Extremely informative

**Dennis Tucker:** Great session, thanks Ross and Robin!

**Linda Stewart:** THANKS!

**James Ray:** good job Ross & Peter

**Ryan Kristoff:** Really really good seminar. Thanks Gang. Talk soon

**OREN LEVI:** Thank you Ross!

**Joe Clayton:** Good stuff, Thanks!

**James Wegielewski:** Matt Zekauskas - your brother Peter?

**Benjamin Anderson:** Thank you Ross! and thank you too Peter! You're guys' Virtual Track Walks have been so amazing!

**Darrell Bandy:** Great apply-right-now advice. Thanks, Ross.

**Matt Zekauskas:** yes

**Dana Brussel:** Thanks.

**James Wegielewski:** Thank you Ross