

## Self-Coaching for Drivers webinar - July 30, 2018

Hour	Minute	Second	Name	Message
0	8	37	Dan	There are a lot of high-performance driving schools these days. When shopping around for one, what do I need to look for and ask about? The websites are mostly just marketing.
0	9	32	Max	@Dan -- best to find a great local club and see what they offer. PCA for example.
0	10	8	Peter	Always too much to do and not enough time to do it.
0	10	12	Dan	@Max, thanks -- I have done those over the years but I want something more targeted and personalized.
0	10	37	Dan	@Max and that's why I'm looking at either schools or one-on-one coaching.
0	10	41	Dana	Isn't what to work on related to identifying what we need to work on?:
0	10	56	Eldon	@Dan, If you want something personalize, you are most likely going to need a private coach.
0	11	14	Glenn	What's a good tool to follow this, process? Notebook format or tech etc.
0	11	51	Gene	drive with focus please clarify
0	11	58	Peter	@Dan, there are many good professional schools. Lucas Oil, Bertil Roos, Skib Barber, Allen Berg, many....
0	12	26	Paul	how specific should the issue be....braking later in one turn or braking later in all turns?
0	12	33	Max	@Dan I agree with Peter and Eldon (for private coaches there are several databases, Ross did a podcast with one of the guys who runs one)
0	12	47	peter	How do you prioritize among the many "whats"?
0	13	53	Peter	Drive with focus limited to no more than two things...
0	16	44	Dale Rabeneck	I love your debrief form. Have personalized for 15 different tracks!
0	18	59	Peter	Ah, but the memory is often different from reality... ;)
0	19	23	Denis	@Peter - thinking the same - I assume this is followed up with data review
0	20	0	Dana	I think video and data would help when filling out the debrief form.
0	20	14	Michael	Using this form do you look at your worst lap?
0	20	35	Peter	I would look at your best, and second best...
0	20	38	Denis	blame traffic for the worst lap
0	20	58	Miguel	build awareness, love it!
0	21	16	Santiago	Do you think it would be practical to use this in a rally setting, using 1-6 to grade myself on different types of corners?
0	21	23	Santiago	(debrief form)
0	21	35	Peter	@Santiago, absolutely!
0	22	38	Peter	This is the coolest webinar! Hey, Wil.
0	23	59	Peter	Radio=Refocus

0	27	21	Peter	Another great, Ross Brawn, asks questions all the time. So does Jeff Braun.
0	32	9	Peter	Prime versus alternate very-targeted plan?
0	32	42	Dana	These soft tools sound very much like the animated discussions we have at the end of a track day.
0	33	5	Jude Bornstein-Cha	In the "suggestion/experiment" category, when driving on track and focusing on getting the car around the track, how to get "back out" to the mindset of suggestion?
0	33	14	Wes	What are your thoughts about learning from the passenger seat?
0	33	41	Karen R	Q: As a racer, we get 1 - 2 practice/warm up sessions. How should one prioritize what to work on and how does that play out in a race?
0	34	25	Eldon	How do you determine driving a momentum style vs aggressive style? Which is better? Which is faster?
0	34	42	Kurt Ladendorf	Ross the timing is off for this webinar, I needed this info last weekend at Laguna.. now what??
0	34	53	Dan	I'm often hesitant to take unsolicited advice from other people at the track. How do I know they know what they're talking about? Do they know my particular car?
0	36	22	stahly	How to you brake as hard as you can and not brake off too much speed and make a seamless entry apex exit
0	36	41	rob	How about a message board on the dash?
0	36	48	Max	@Dan -- see how well they do driving their own car to start and then see if their car is similar to yours (i.e. a Cayman driver can help a 914 driver with momentum tips, but a Mustang driver maybe not so much)
0	38	26	Eric Heinrich	KarenR, I would start with the section(s) of the track that contribute the most to overall time, that you're having the most difficulty with. So in this line of thnking, rate each of the corners on two ways, 1-10 in terms of how important the corners are to overall lap time, and then secondly rate each corner as to how well you are handling it. Then start working on the highest priority corners (or braking zones) that you are self rating yourself lowest at.
0	40	34	Dan	Good point, @Max. I'm all for open discussion and bouncing ideas off fellow drivers, but I do hear a lot of bad advice given by people who are self-proclaimed experts.
0	41	51	Karen R	Thank you @ Eric Heinrich...makes sense. Need to gather info first--he's doing the "how to" now.
0	42	42	Peter	@Dan, the goal will be to identify the best execution of fundamental skills. Then, make that execution more univaler over a lap and the laps more consistent with each other.
0	43	10	Denis	@Dan - what about seeking out someone that you observed do some section of the track better than you?

0	43	34	rob	When do you separate self evaluation and coaching from the need to tune the car?
0	44	11	Dan	@Denis, yep, I have done that before too. I look for guys in similar vehicles, especially those who looked fast on track, and find out what they did differently. I've even swapped telemetry with them before!
0	45	4	Greg	So would you say if you have a lap time delta on your dash you should disable it so you're not effectively skipping ahead to the Compare stage?
0	45	33	Dan	Good question, @Greg. Curious to hear the answer, as there's different schools of thought here.
0	45	41	Peter	Or, you have an analysis program that will do that for you.
0	47	23	Peter	Lap time delta (plus/minus) is different from lap times as a whole. VERY important and granular, targeted feedback.
0	47	43	John Durscher	With my AIM system I have a page configured to calculate coasting.
0	48	15	Eldon	@Rob, If you try changing your driving style and the car does not respond, then you are typically chasing a car problem. But be careful, some problems with a car is how the driver is driving the car. What you ask is difficult to answer. It takes experience to determine the problem.
0	48	29	Glenn	Samuel from NZ. What series do you race in? I'm in the ERC.
0	48	58	Santiago	Rally America
0	50	3	rob	@Eldon, Thx:)
0	50	31	Denis	for self coaching - how do we honestly and accurately assess our strengths?
0	51	6	Samuel	Hi Glenn, i run with the Rotary Racing Enthusiasts (NZRRE)
0	51	15	Peter	Most drivers are surprised to see how obvious opportunities of improvement are in a careful review.
0	51	20	Randy	@Randy Lot's of video data recorders out there, any better than others?
0	51	57	Eric Heinrich	Randy - SmartyCam is a good start. Peter K Can set you up.
0	51	59	Glenn	@samuel. Cool! I'll keep an eye out for you going faster then :)
0	52	6	Peter	@Randy, video with measures and key performance indicators are the best and most valuable. Video by itself, not so much.
0	52	54	Kevin Ross	note that smartycam has latency between actual inputs and what shows on the video
0	53	3	Randy	@Randy great, names?
0	53	6	Dan	I would start with something simple for video recorder: Harry's Lap Timer (and similar) can give you the basics without breaking the bank. Visual cues are a huge part of analysis.
0	53	16	Peter	Good!
0	53	20	Eldon	@Ross, 86 decades! Are you a God! ;-)

0	53	32	Kevin Ross	I think you can do overlay with GoPro from aim systems now
0	53	56	Samuel	@Glenn haha, yeah, and ill be watching you, i had lost 2.6 sec from listerning to all Ross's Podcasts, what car are you running?
0	54	10	Denis	@Kevin - you can do overlay, but Smartycam allows you to view overlaid video at track
0	54	19	Joe	Three different things, or the same thing in three different places on the track?
0	54	22	Kevin Ross	I've got smartycam
0	55	0	Kevin Ross	I think you just need to merge data/video - a friend said it is simple but it is still a post-process step
0	55	7	Peter	RaceRender allows marrying data from small loggers like AiM and VBOX Sport to GoPro and other raw video, but it takes too much time to be valuable AT an event. The SmartyCam and VBOX Video Lite or HD2 are the simplest, most reliable and easist to use.
0	55	42	Glenn	@samel Awesome! Nice work. '88 Peugeot 205 GTI. Started in the 2KCup.
0	55	55	Kevin Ross	does vbox or hd2 have no latency e.g. press gas - see gas on screen?
0	56	8	Kevin Ross	smartycam has more latency than I'd like
0	57	40	Denis	feel the compression of downhill at Lime Rock
0	57	55	Peter	@Kevin, HD2 more powerful and faster processor and less, if any, latency. The most modern AiM SmartyCam releases are far better than the earlier ones.
0	58	1	Joe	How long is a session? A whole session or X laps of a session?
0	58	23	Joe	i.e. how long soes the session have to be to be valuable?
0	58	39	sara	Does these principles useful in autocrosses?
0	59	1	Eric Heinrich	Sara... YES!!!
0	59	19	Peter	"Car-dancing" LOVE it!
0	59	35	Eric Heinrich	Peter, +1
0	59	58	Peter	Sensory references...
1	2	40	Peter	So, in answer to the length of the session, you go as long as it takes to answer the QUESTION you've crafted before you go out. Ideally, not very long. Otherwise, you're just pounding around and losing focus.
1	3	22	david	the weekend is already over! This seems like too much to do in a typical weekend?
1	4	21	Peter	As Ross always says, "how does one eat an elephant? One bite at a time..." @david
1	4	34	Chris Wojciechowski	David you need to pick one or two per weekend
1	5	0	Chris Wojciechowski	or use a Sim!
1	5	10	Peter	Sims are great tools...
1	5	40	Max	The 3% throttle trick helped me shave ~5 seconds at Streets of Willow a few months ago!

1	5	40	Ralph	How caN i TELL IF I,M APPROACHING TIRE LIMIT?
1	5	53	Peter	Percent full throttle over the lap is one of the best objective measures of improvement (or not).
1	6	5	Denis	I have that as math channel
1	6	43	Santiago	Definitely trying this next weekend
1	7	15	Peter	@Ralph, gSum or Combined G measured is the one of the best ways to measure your total and instantaneous use of the available tractive force (grip).
1	7	54	Denis	less steer angle is a goal I have for next time through inner loop at WGI
1	8	53	Peter	If you have power, coming off the corner with proactive throttle can allow a driver to lessen steering angle from Apex to Track-out...
1	9	14	Peter	Good and safe, because you can fix it.
1	9	56	Dan	I like the 3% throttle idea. With my telemetry/data recorder, it's easier for me to see whether or not it really worked.
1	10	15	Peter	@Dan, absolutely.
1	10	31	Joe	Thanks Peter, but that doesn't answer the question. I wanted to know how long, in HIS experience it takes to complete a V, K or A "Session"
1	11	7	Joe	There is no question rather its a data collection event.
1	11	24	Dan	@Peter @Ralph -- agreed on G-sum. If you can graph the friction circle, even better!
1	11	59	tony machi	Can a visual image work as a refocus cue?
1	12	4	rob	Are there any Specific techniques for Front wheel vs Rear Wheel drive
1	12	51	Dan	@Tony -- yes, I use visual cues on track. That's why I said even a basic video setup with your phone can be very useful.
1	13	21	Dan	Even if you watch the pro drivers narrate laps of famous tracks, they do the same thing, e.g. "look for the access road" or "I start braking when I am even with the tree"
1	15	17	Peter	@Joe, Ross' full explanation on the length of Sensory Input sessions is in Speed Secrets #4: Engineering the Driver, page 61-62. At least ten minutes each, but no more than fifteen minutes in length for each.
1	15	36	Joe	Thanks Peter. Exactly what I was looking for
1	15	36	Bill	Dan, amazing how many pros have no clue with regards to reference points, do it by feel
1	16	15	Peter	THIS is the meat of it, right here!
1	16	35	Jeff M	So true Peter
1	17	45	Denis	@Bill - I wonder if they are doing it primarily through kinesthetics instead of visual cues
1	18	0	Dave	1% percent incremental improvements are like compound interest - soon enough it's significant.

1	18	4	David	Writing down - goals, performance, visual cues has additional benefit. It engages other parts of the mind and helps build mental muscle memory
1	18	14	Jeff M	This is the structure/map that I have been looking for. Awesome!
1	18	28	Lyn	Can you go through an example, let's say T10 at Sonoma
1	18	35	Peter	Bill, not sure that's as common as you think. Most pros are big on visuals, coupled with feel.
1	18	37	Dan	I have been told (and seen in my own telemetry) that I am overslowing the car sometimes. It's a weird habit I've picked up. How would you suggest I go about "breaking this habit"? Is it a symptom of a larger problem?
1	19	11	Denis	@Dan - where do you drive?
1	19	18	Maria	@Dan, that is my biggest problem! braking way too hard and then dont have the exit speed
1	19	31	Javier	How can i identify my strengths and weaknesses?
1	19	56	Peter	Many drivers don't necessarily brake too hard, they brake too long or too soon...
1	20	20	Eldon	@Dan - It is really a trust problem. I had a student I just had to tell him to trust me. Release the brake and let the car go. He was amazed that the car would do what it did.
1	20	24	Maria	true then I could be too long on them
1	20	28	Sam	Brake too soon... is typically why I overbrake
1	20	34	Eric Heinrich	Compress it. Get the same braking done in less time sooner, so you can go back to full throttle sooner..
1	21	4	Max	@Dan - I found Ross's suggestion to compress, or at least move the braking zone really helpful with that. Eldon is right it's usually you not trusting the car enough - a mental block. 3% trick works well too.
1	21	5	Peter	Sweden?!?!? :D
1	21	16	Santiago	Try moving your speed at turn in by 1mph
1	21	16	Jeff M	Dan, Often overbraking is a result of not looking in the right place. you may be focusing on the turn point too long and not further into the corner. .
1	21	20	Joe	Is it best to note that you'd like to brake later and then work on it at three different points, i.e. T4, T7 and T11 at Sears. Or is it best to try braking later at T4, Working on steering angle on T7 and then getting on the throttle earlier coming out of T11 (assuming that those three issues are what you've decided to work on. Make sense?
1	21	26	David	If you are overbraking, you probably are back on the throttle early as well.
1	21	33	Maria	yes we are all going to Sweden LOL
1	22	3	Steve	@Peter yes
1	22	28	John Durscher	Their track walk videos are excellent!
1	22	31	Peter	@David VERY good point, and answers some common "handling problem" questions...

1	22	32	Sam	Shameless plug for Peter K :-)
				@Peter -- When are you going to do virtual track walks for some tracks in Southern California (WSIR, Chuckwalla, Fontana, etc)?
1	22	43	Max	
1	22	44	Peter	It's SO much fun!
				to the over braking question. which i think most of what we all do. Randy Pobst wrote that truning the steering wheel will also slow the car.. the over braking could be the braking and steering that is slowing the car.
1	23	1	Kurt Ladendorf	
1	23	7	Dana	Their virtual track walks are a great resource.
				@Peter - Have you redone your track walk at Road Atlanta since they have redone turn 3?
1	23	20	Eldon	
1	23	29	Peter	@Max working on the next batch of twenty or so. Recording this fall.
				@Eldon, the curbing location was not changed, but the curbing itself was, so the geometry does not change, but the patches are big and we will issue an update with new info.
1	24	24	Peter	
1	24	47	Jack	Use your head!
				I can attest to the greatness of the virtual track walks - fantastic resource. Highly recommended.
1	24	50	Erwan	
1	24	50	Peter	The HOW slide...
1	24	52	Glenn	Stay away from data
1	24	53	Shawn	Defined, repeatable process.
1	24	57	John Durscher	Write it down
1	24	58	tony machi	write it down
1	24	59	Kurt Ladendorf	debrief form per corner.
1	25	0	Maria	question for later - is riding on the kerbs an advantage?
				Biggest takeaway for me was to try and make incremental improvements, such as the 3%r ule.
1	25	4	Dan	
1	25	4	Roger	Strategy, game plan, outline for future self coaching
1	25	4	Gary	An "organized" approach
1	25	6	Jack	50-50
1	25	6	Miguel	10
1	25	7	Chris Wojciechowski	A process and steps 10
1	25	7	Roger	10 out of 10
1	25	7	Denis	sensory input sessions, 10
1	25	7	david	it is alot of work!
1	25	7	Randy	10
1	25	8	Glenn	11
1	25	9	Geoffrey	10
1	25	9	Peter	10
1	25	10	dana	write things down
1	25	11	tony machi	10
1	25	12	Angus	10
1	25	12	Douglas	I liked the debrief form
1	25	12	John Durscher	10 - definitely



1	25	12	Larry	Suggesting a structure to approach my practice sessions
1	25	12	Kurt Ladendorf	very. 9->10
1	25	14	Doug Wille	An organized structure for self coaching.
1	25	14	Larry	10
1	25	15	Gary	10
1	25	15	Gama	10
1	25	17	Doug Wille	11
1	25	18	Dennis	Focus on simplification and drilling down on the issues.
1	25	18	S. Scott	The linear approach to coaching myself.
1	25	18	Willis	organize the sequence
1	25	19	Harry	Be methodical in the learning process.
1	25	20	Andrew	10!
1	25	21	Douglas	10
1	25	22	Porter	Having a process is invaluable!
1	25	23	Lyn	I like the 3% increase in WoT
1	25	23	Matt	12
1	25	23	Wil	10
1	25	24	Karl	10
1	25	24	Sam	Most valuable... thinking about self-coaching as a process, being more disciplined about note taking and self-debriefing
1	25	25	Chris	sensory inputs sessions.....10 for sure
1	25	26	Karl	Process, 9
1	25	26	William	10
1	25	27	Rich	Start with a plan and revise the plan as needed.
1	25	27	Harry	10
1	25	28	Isaac	10
1	25	29	Tony	Main takeaway: Learning to break down the overall lap and analyze.
1	25	29	Michael	Main take away, I'm not that far off in what I do. I will absolutely use what I learned and I will help my friends with this too.
1	25	29	Bob Collins	Very likely to use this information
1	25	29	rob	10
1	25	31	JOHN	A structured look at asking myself about the session. 8
1	25	31	dana	10
1	25	32	Joe Wiederholt	Self coaching takes discipline
1	25	32	David	debrief form great - 8/10 put in use!
1	25	34	Dana	9
1	25	34	Mary	Visualization before the drive. 10/10!
1	25	35	Dale Rabeneck	for me = I'm at a 1-
1	25	35	Shaun	10
1	25	36	Dave	Most Valuable - How to prioritize all the BIG Data, whether digital, analog, or mental !
1	25	36	Bryan	Main takeaway is the process
1	25	40	Vlad	Will use it this upcoming weekend
1	25	42	Gordon	Process Details / 10



1	25	44	S. Scott	10 - I'll try it out at the next AX and then at Road Atlanta in August.
1	25	46	Dale Rabeneck	rephrase 10
1	25	48	Christopher	Some of the best advice I've ever gotten, in an enterprise where everyone has an opinion, but no one seems to have a clue.
1	25	48	Ann	Takeaway: Keep it simple and focused. 10/10, will use!
1	25	49	Eron	My take away is that there is a lot of opportunity to improve my, or someone else's driving with off track preparation and review.
1	25	50	David Pozzi	Better organization of some of the things I was already doing, added a LOT more.
1	25	54	Kei	Stay with the Process. 8 on the scale. Solo Nationals coming up. Two 'practice' races before it.
1	25	54	Bryan	will definitely use, 10
1	25	56	Porter	3% throttle will be tried asap!
1	25	56	Scheides	10/10 will use it all, I wrote it down! Best part was reinforcing exact items from previous webinar: 4 ways to brake, etc.
1	26	1	Bob Ross	On track "Report Cards"
1	26	3	Andrew	learned the importance of debriefing in order
1	26	4	Wes	@Ross always love the 4 ways to brake; will definitely use a lot of the tools (but only 3 at a time)
1	26	7	KAREN	Take away--prob mostly organizing my thought process as i already did many of the steps.
1	26	8	Louis	What I Learned: outline of specific things to focus on and measure
1	26	8	Ricardo	Organized process
1	26	11	Ryan M	This will improve my own debrief. Will use 10/10.
1	26	11	David	Main takeaway...breaking down the driving into the little individual parts that make up the art of driving
1	26	13	Paul	Some of the concepts are obvious, but this organized them; I will use the concepts this coming weekend- 10.
1	26	13	Maria	10 and will use it for sure next time I am out - just wish we had longer track time
1	26	14	Ricardo	10
1	26	16	Dennis	Yes - I will apply to myself and the drivers I coach
1	26	18	Walter	10 - my main thing was= the 3 percent rule
1	26	21	Rick	rigorous, useable, process to analyze performance and improve - 10
1	26	22	Ryan M	How do you balance practicing consistency (to hit your reference points over and over) and playing with experimentation to find new references?
1	26	25	Jeff M	main take aways - structure. I will use this information scale=10
1	26	26	dana	building awareness

1	26	30	Cherie	The generic What? sessions, different things to focus on will be very helpful And the reminder about the 3% rule!
1	26	31	Mike	Main take-away for me is the thought process you recommend that I can apply to self-improvement and others I coach at HPDEs
1	26	31	Karl	This confirms some of the things I have been doing and provides a great structure to fit these in and what gaps I need to fill in what I have been doing.
1	26	33	Chris	3% extra throttle as well
1	26	33	sara	10
1	26	34	Shawn	Ideally, 10... again, if a practice it and use it, then it's defined, repeatable process. And your instructions are clear.
1	26	35	Santiago	10, at Summer Sno*Drift rally this weekend! Review video before event and get a list of what I want to work on. Focus on entry speed into 5s and 6s for the most time, make debrief sheets and make one after each stage.
1	26	35	Eron	10
1	26	37	Porter	I will use for self coach and instructing my DE students
1	26	38	Louis	10/10 want to apply. feel like I have been making same mistakes over and over.
1	26	41	Tony	10/10 will use
1	26	41	Willis	10
1	26	44	Rich	I found the structuring of the coaching process extremely interesting. I will most definitely use this next time out on a practice session.
1	26	44	Oli Thordarson	10 on triggers and writing it down, and the debrief form.
1	26	46	Dennis	"10", most valuable- tips on prioritization are great
1	26	48	Bob Ross	10
1	26	50	Karen R	Make a plan. (prepare/write it down). Make time to debrief and think after the session.
1	26	51	KAREN	10 - will use these ideas
1	26	52	david	self coaching questions most useful 10 re will I use them
1	27	4	Cherie	Very likely to use it myself, and in instructing. 1-10 is a 10
1	27	8	Shawn	Ross, what do you say to drivers that are constantly blaming the car for not being set up right, ie: understeer, oversteer, yet from the outside looking in, we can see they're in too hot, too much slip angle, etc.? Even when we fool ourselves into believing it's the car's fault?
1	27	10	Dave	Great Message Set - "It's not always possible to be the best, but it is always possible to improve your performance." Jackie Stewart.
1	27	11	David Pozzi	Any tricks to "stay in the game" I tend to fade metally after a few laps.
1	27	18	Sam	3% rule, eyes up, less steering angle...
1	27	24	Rob	I need to make notes and write things down - NOT rely on Harry's...

1	27	25	Mark	Most useful to me is a structure around how to think about the self-coaching process. Guarantee I'll be using this so 10 (well, this one goes to 11 ;))
1	27	42	Shawn	Ross, what do you say to drivers that are constantly blaming the car for not being set up right, ie: understeer, oversteer, yet from the outside looking in, we can see they're in too hot, too much slip angle, etc.? Even when we fool ourselves into believing it's the car's fault?
1	27	44	Greg	9, will apply as much as I can but I will probably forget to apply every last bit of it!
1	27	46	Barry	Will definitely use it. Key - written debrief after each session.
1	27	57	Rob	... and what WON'T I use???
1	28	2	Kurt Ladendorf	thanks Ross. I need to run but enjoyed the webinar.. great stuff and I am keen to use it next time out
1	28	3	Peter	@Rob, use Harry's to validate your notes, AFTER you write it down!
1	28	11	Karl	David - exercise, going to the Gyn helped me maintain focus for longer
1	28	11	Rich	9
1	28	18	Christopher	@ Greg Epecially when you work on your own car and have to stop to fix it.
1	28	20	peter	10 - key take away: Failing to plan (actively prepare) is planning to fail
1	28	25	David Pozzi	My race car doesn't brake as well as other cars. Any tricks to help drive around it?
1	28	30	ANDY	Most important: The organization of it all. The approach of the learning process.
1	28	36	Rob	@Peter - YES - I learn by writing - this should have been obvious!
1	28	49	Mike	I am very likely to put the process into use. The spreadsheet was particularly thought provoking and something I have not done with that much thorough precision (ie. all corners)
1	28	57	Kevin	You just mentioned you wish you were at track to help us. Understood that there isn't enough time with all your travel to add even more to it. However have you ever thought about helping us through training with a tool like iRacing? You can coach us while we're driving. I PAY FOR IT!
1	29	16	tony machi	Looking ahead is important. I have been told to point my nose where I want to goYou agree?
1	29	24	sara	How to learn and improve complicated tracks fast at Autocrosses?
1	29	40	Michael	Debrief form, 8-10
1	29	46	rob	@Kevin GREAT Idea!!
1	29	53	Wes	love the debrief form!
1	30	5	Jude Bornstein-Cha	@Kevin I agree! Great request

1	30	17	Joe	MVP - a structure and the 4 ways to brake. Likely to use = 8, not because I think I have a better idea, I just know myself and how much I will try to have some fun and not "work". I'm more likely to work on this on a full, no "session" test day.
1	31	8	Jude Bornstein-Cha	10/10. Definitely Sensory Input Sessions!! And a framework for braking down what to work on.
1	31	18	David	Drive with intention... after clarifying specific steps. Likelihood of implementing: 8.73!
1	31	28	Javier	Trigger, defrief form and 3% throttle - 10!
1	31	39	Jude Bornstein-Cha	I have trouble identifying my strengths. How would you approach THIS part of self-coaching?
1	33	16	Peter	Great answer, Ross, to @Dan's question. Comparisons to other drivers, who are often variables themselves...
1	33	32	rob	How do you differentiate between a Handling problem and driver (my) error?
1	35	1	Chuck	Chuck 10, Very good! Thanks
1	35	7	Mike	ditto
1	39	18	Mary	How do you double check your self feedback to be sure you are being honest?
1	39	43	Ryan M	momentum vs. point&shoot... I've found I can get very close lap times with either but I feel a hell of a lot better at the end of the day and I'm able to absorb and improve much better with a momentum style.
1	41	22	Jude Bornstein-Cha	If you have trouble identifying your strengths as a driver, how would you improve this skill? (not sure if this question came through as I lost the feed briefly)
1	45	37	Jude Bornstein-Cha	RE: The abundance of weaknesses vs strengths, it is called "Negativity Bias" actual neuroscience principle and an evolutionary survival skill. Very interesting to read about especially from the point of view of coaching
1	45	56	Peter	Yes!
1	46	59	Jude Bornstein-Cha	Thanks Ross. Plan to write down some of my strengths right after this webinar!
1	47	1	Dave	Research Decision Analysis to learn more about biases and how to recognize them - it's a fascinating reveal !
1	48	20	Santiago	Regarding audio cues - a rally trick for recce is to add in odd words or numbers to catch your attention and refocus, i.e. 38m instead of 40m before a tricky corner
1	48	37	tony machi	It would seem that you should do any of this during a race?
1	48	49	Santiago	also I plan on having my codriver say some of these phrases in the middle of stages
1	48	57	David	For great read on human biases: Daniel Kahneman "Thinking Fast and Slow"
1	49	2	Mark	Can I use these tips on my commute to work?
1	49	44	Jude Bornstein-Cha	@Mark only if your commute to work is at 10/10's
1	50	6	Denis	@Jude - I drive 11/10ths on my commute

1	50	45	Jude Bornstein-Cha	@Mark joking, but yes I do use my commute to practice certain skills, particularly eyes up, estimating a braking zone, auditory awareness
1	50	53	Mark	10/10ths only on the way home
1	52	11	Bill	ChiTown traffic is great practice
1	52	51	Rich	In the nuclear industry we use a problem defining technique called the "Why Staircase". This is asking why at least three to five times to get to the root of a problem. example: I'm to slow in Turn 3.
1	53	23	Denis	@Rich - we call it 5 whys in my industry - same idea
1	53	27	Santiago	What are the top tools (toolbox) you have used when coaching rally in the past?
1	53	50	Jude Bornstein-Cha	@Denis remind me to drive on different roads ;-)
1	54	34	Rich	Why staircase continued Hit enter by mistake I'm to slow in turn 3. Why am I to slow? I overbrake. Why do I overbrake? - continue till you get to the root of the problem
1	56	12	Jude Bornstein-Cha	@Rich Thank you! I will use that!
1	57	35	Maria	if others drivers (of the same car as mine)dont down shift at certain turns should I not or if I feel I should, should I? sorry jumping between screens at work :-)
2	2	7	Byron	In general, isn't overslowing also a symptom of not looking ahead?
2	2	42	Peter	Thanks so much, Ross! GREAT stuff, great presentation! Thank you, Robin!
2	2	44	Byron	That is, not looking even farther ahead than the end of braking.
2	3	6	Walter	Ross whats your opinion on ApexPro as a tool for self coaching?
2	3	23	Glenn	+1 on the Apex Pro question.
2	4	23	Robin Bentley	Thanks for your help, too, Peter!
2	4	40	Cherie	So, have you thought of doing a drawing once a year from your seminar attendees, for a day with Ross? Great marketing tool!
2	6	29	Peter	I'd be interested in Ross' opinion on the Apex Pro, but it's a fantastic tool for developing and validating sensory input training for some drivers. Also good for honing the critical phase between end of braking and max lateral loading.
2	7	58	Peter	The Apex Pro does have an AI, or "self learning" capability conventional data loggers don't. Just another great "hard" coaching tool!
2	9	33	KAREN	Thank you Ross. I believe this will be beneficial in organizing my procedures in going back to racing after "life" required a break. Also will help me be more organized and complete in instructing during schools.

2	10	16	Luther	Answers to End of Session Questions You Asked: 1) The connection to mental visualization to tie the process together end-to-end was the biggest gain to me. 2) 10 likelihood, we already use debrief forms, data and video and don't look at times until after the debrief. Adding this process steps to our current list will be great for increasing our efficiency. Thanks!
2	10	23	Mary	Apologies if this is a repeat--I don't see the earlier attempt. This has been the most useful webinar (so far!) for me. Thanks!
2	11	1	David	Q: Any recommended way to be deliberate - combine virtual track walk(s) with self-coaching? Where to start?
2	14	34	Ryan M	How do you balance practicing consistency (to hit your reference points over and over) and playing with experimentation to find new references? < -- I think you skipped this earlier :(
2	15	1	rob	@Maria, it could also be a sign of a better exit or entry by yourself or the other driver, always worth assessing
2	16	33	Jude Bornstein-Cha	@Ryan I would like to hear the answer to this as well
2	19	36	David	Best way to learn is to teach