



How to Recognize & Correct “Mistakes”

NNJR Track Side Class Room Series





Disclaimer: The techniques shown here have been compiled from experienced sources believed to be reliable and to represent the best current opinions on driving on track. But they are advisory only. Driving at speed at any track requires skill, judgment and experience. These techniques assume the reader has high performance driving knowledge and applies them as applicable to their level of driving experience.

High-performance driving can be very dangerous, carries inherent risks and may result in injury or death. NNJR and PCA make no warranty, guarantee or representations as to the absolute correctness or sufficiency of any representation contained herein. Nor can it be assumed that all acceptable safety measures are contained herein or that other or additional measures may not be required under particular or exceptional conditions or circumstances.

- What is a 'mistake'?
 - Early Identification
 - Situational Awareness
 - Correction C-P-R
 - Mechanical Failures
 - Fatigue
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- Bonus Question:
Who is the driver?



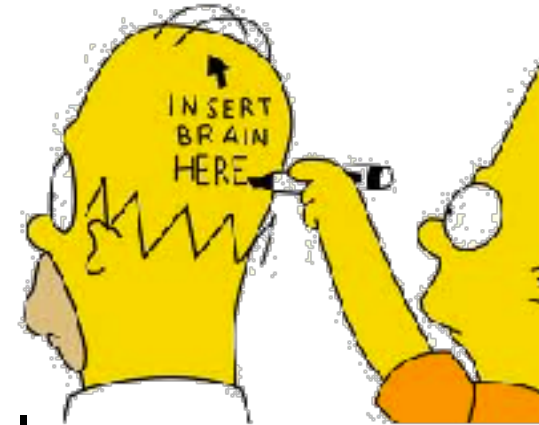
“I never drove a perfect lap”



Stirling Moss

NNJR Common “Mistakes”

- Trying to drive fast (“too fast”) in the first few laps
- Not looking “down the track - following the car in front of you.
- “Holding” the car in on corner exit
- “Jumping” on/off the gas or brake pedal in a turn
- Early apex / late recognition



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- Failure to identify or anticipate track situations
 - Poorly timed passes or passing signals
 - Moving “out of the way” of a approaching car
 - “Brain Fade”

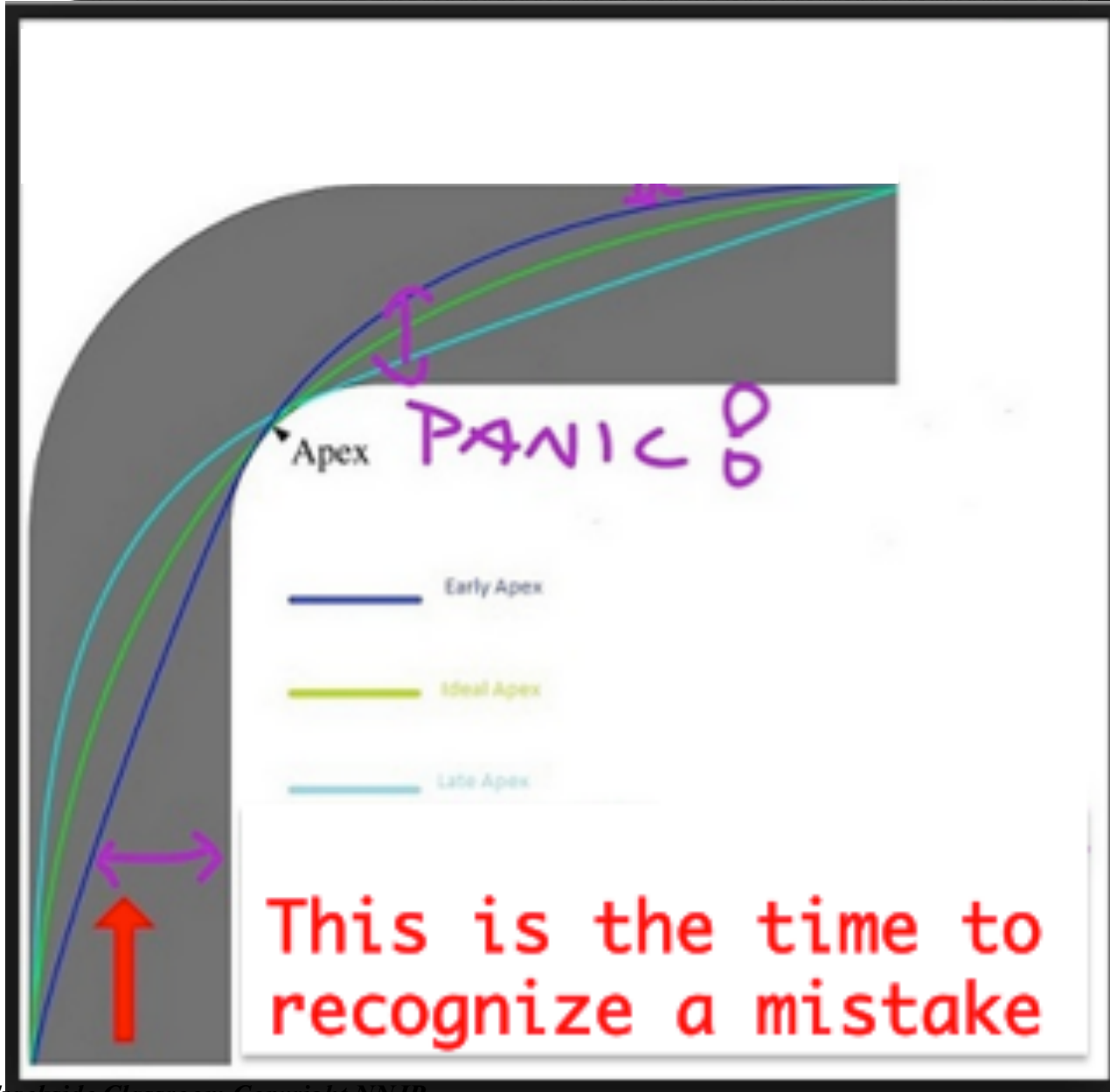
- When? Early. Really Early!!
- In a turn
- In a braking zone
- In a skid

Skip Barber: "If you're any good, the instant you turn your hands into the corner, you know if you've made a mistake."

"If you have to be going backward to know you've made a mistake, you're not very smart."

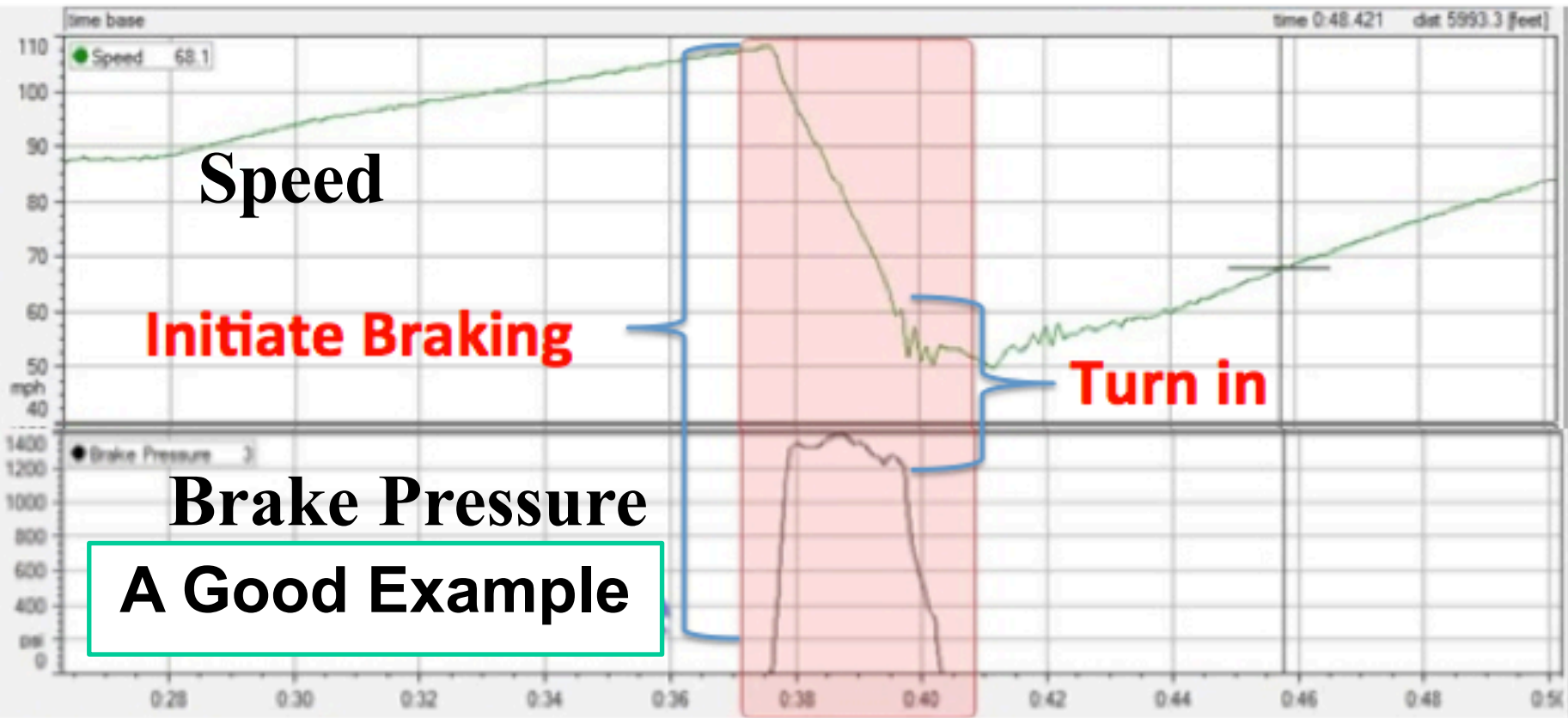


Early Apex





Proper Braking



A Good Example

Pedal Pressure

- 90%
- 95%
- 90%
- 85%
- 60%
- 50%
- 20%

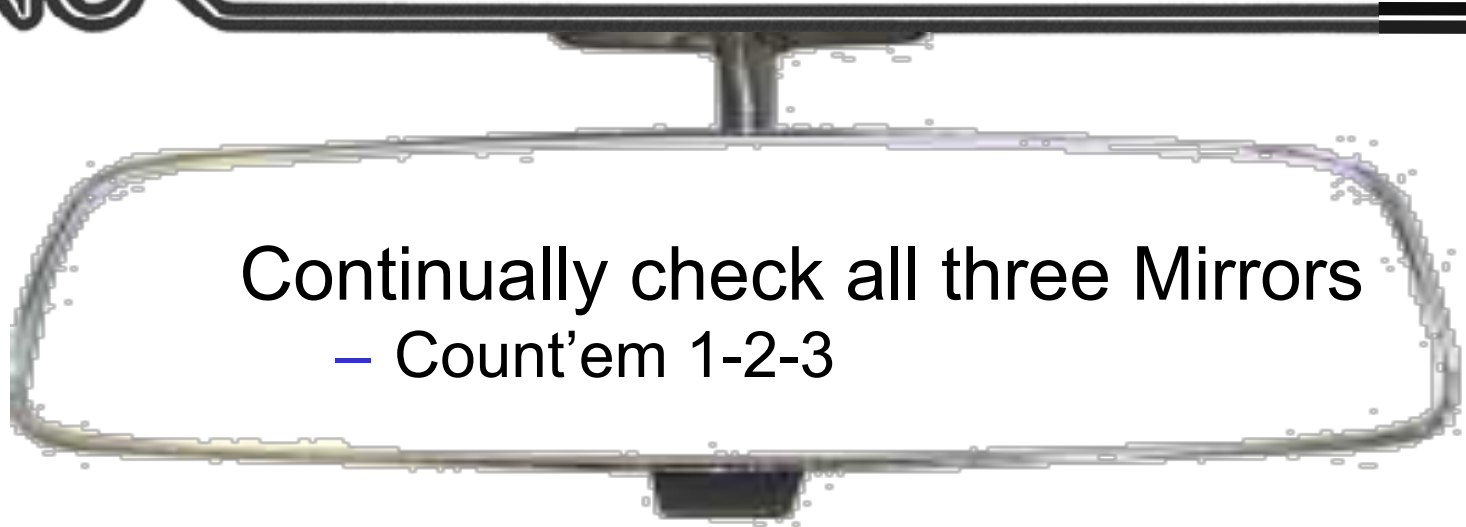


Be Smooth and Consistent

- Proper track braking Firm pedal, but do no “shock” the brakes “jamming” the pedal
- Gently release brake pressure as you turn in to a corner to minimize weight transfer
- Squeeze the throttle on corner exit
- Do not “race” shifts – allow the gear lever to “click” into place - Rev match on downshifts
- Check point:
If you get on and off the throttle during turn entry, it means you didn’t have the correct entry speed



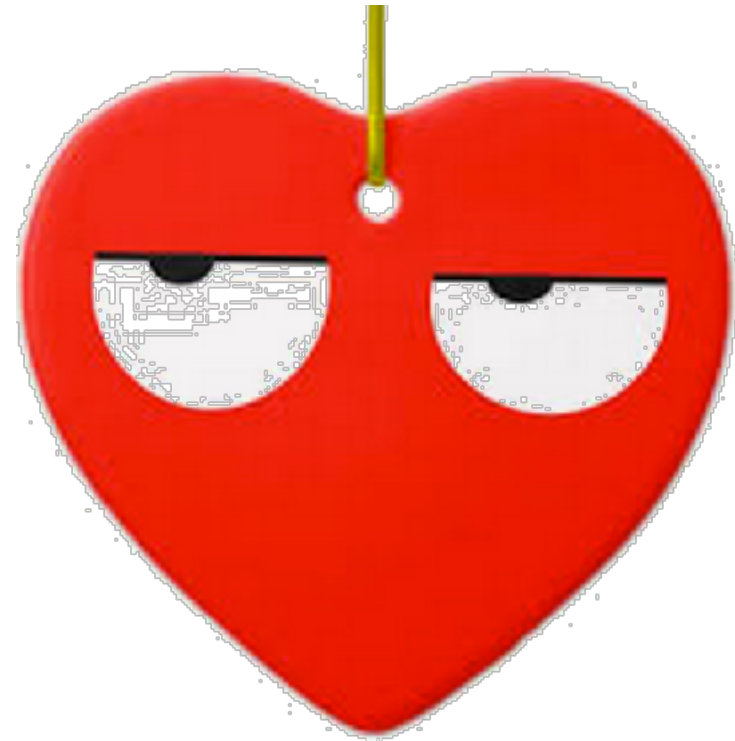
Situational Awareness



Continually check all three Mirrors
– Count'em 1-2-3

- Pick the correct time & place to pass
- Pick the right time & place to be passed
- Do NOT move “off line” when being passed
- Do NOT harass drivers in NO PASSING zones

- **Correct**
Steering input (immediate)
Higher speed = smaller input
Pedal input-adjustment (light)
- **Pause**
 - Allow the car to settle
 - Do not over correct
- **Recover**
 - Bring the car under control
 - Use all the track you need
 - Sacrifice your line if you need more pavement to slow down



- Brakes
- Tires
- Suspension
- Drive Train
- Fire





- Two mistakes in a row
- Three mistakes in 1 lap
- Failure to see upcoming traffic
- Inconsistent lap to lap performance
- Feeling overheated
- Hand cramping
- Loss of attention to “detail” - trance like state.



To Err is Human

- Everyone makes mistakes
 - Good drivers ID them early and continuously add correction
- Focus on consistency - not speed
- Work hard to understand everything that is going on around you-sights, sounds, smells, etc.
- Practice C-P-R at (AutoX & CCC)
- Recognize fatigue

And to Correct is Devine