

## How to Improve? Do the Basics Better!

### NNJR Track Side Classroom Series MidOhio 2021



## ***Disclaimer***

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- People ask me what the main difference is between the best and the rest.
  - 3 things make the difference
    1. They focus on the basics. *The advanced stuff is just doing the basics better.*
    2. They're committed to learning. They make learning an objective. They know the more they know, the better they will get.
    3. They prepare.

*Speed Secrets Weekly 191*

1. When they're working on the basics, they approach practice in a **deliberate** way. A focused way. And that results in them mastering the advanced stuff.
2. The best drivers have a burning desire to learn more. They're learning sponges.
3. Anything you can do to prepare beforehand will make the time you have behind the wheel more productive.

*Speed Secrets Weekly 191*

# NNJR The Big Idea...



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- ... is there is no single, big idea
  - Progress at the advanced level is the sum of many small improvements
  - A gain of a few tenths of a second—a gain you can repeat—is excellent progress
  - As you get better, you go after smaller gains

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Slide 5



PORSCHE

- Drive a consistent line, using the full width of the track?
- Accelerate and unwind the wheel from apex to exit?
- Recognize early/late turn-in, and adjust your speed and line?
- Know when the car is close to its limits, and only ask it to do things it can do?
- Use the throttle to adjust the direction and path of the car?
- Carry enough mid-corner speed that you must apply balance throttle to maintain grip?
- Keep your eyes at least 4 seconds ahead of the car?

If not, **work on these items first.** They will pay off for you.

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# NNJR If You Do All of the Above



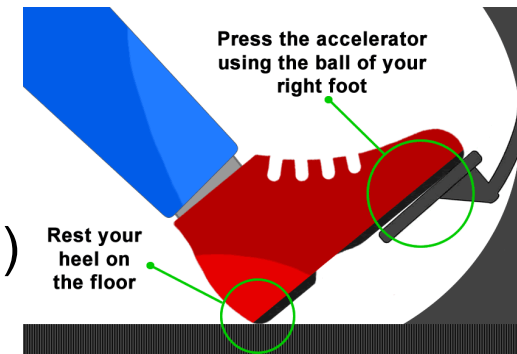
- How to find some gains
  - Spend more time at full throttle
  - Get into the turns faster
  - Make every session count
  - Develop a high-performance brain



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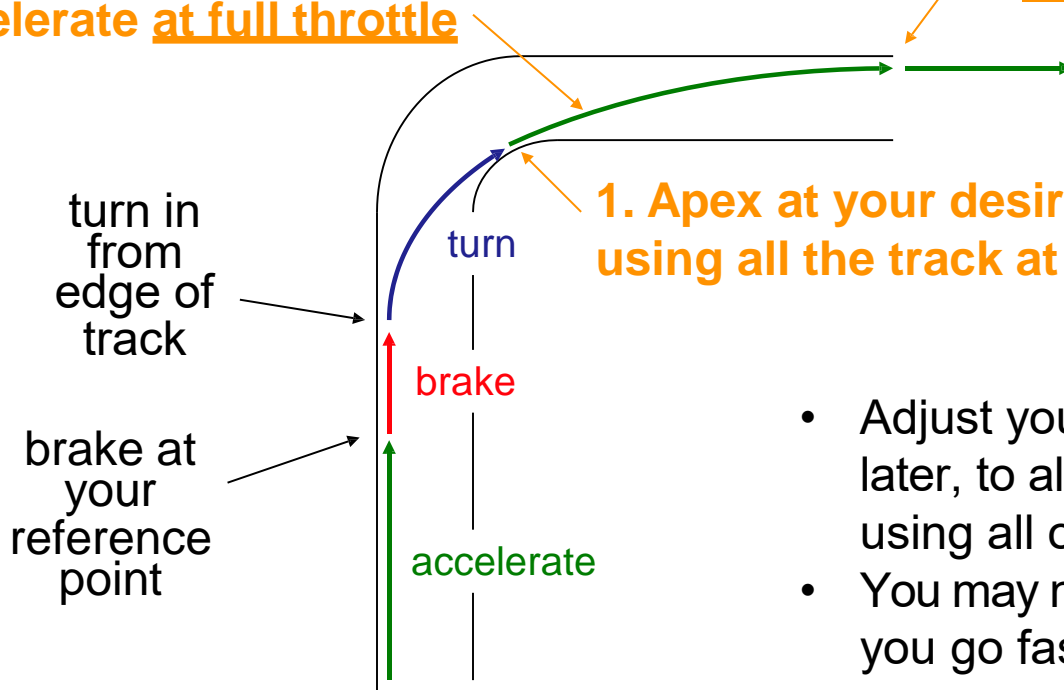
- Go from full throttle to brake as quickly as possible
  - One place you don't need to be smooth
  - But, in some places you may need more gradual brake application to keep the car settled
- Look for places to give a short burst of (full) throttle
  - A second is great; even a half-second is worthwhile
- Get to full throttle sooner
  - At the apex in most turns (except in high-power cars)
  - Once you get there, try to stay there
    - on-off-on means you went to full throttle too soon, or weren't on the right line





2. Can unwind the wheel and accelerate at full throttle

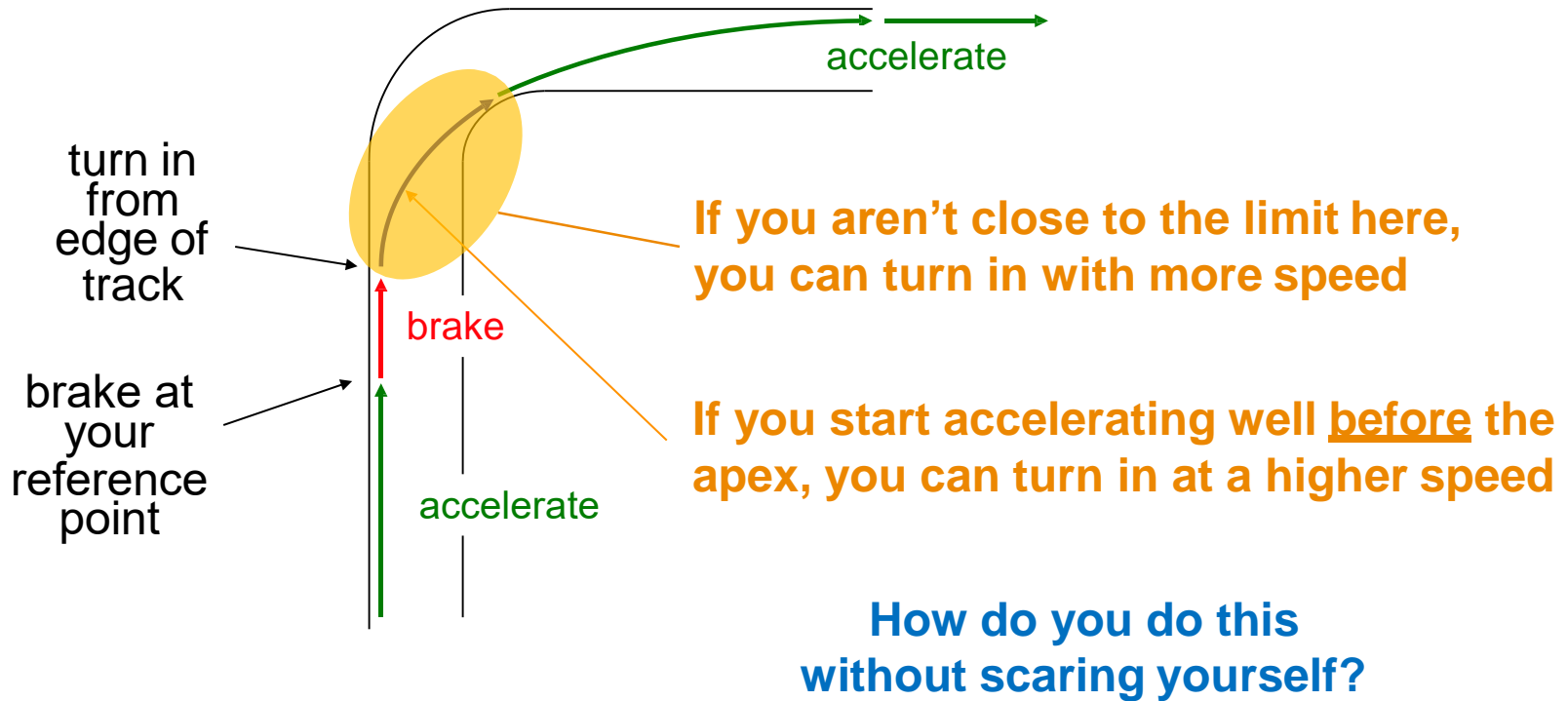
3. Need all the track at the exit



1. Apex at your desired point, using all the track at the inside

- Adjust your apex, earlier or later, to allow early full throttle, using all of the track
- You may need to re-adjust as you go faster

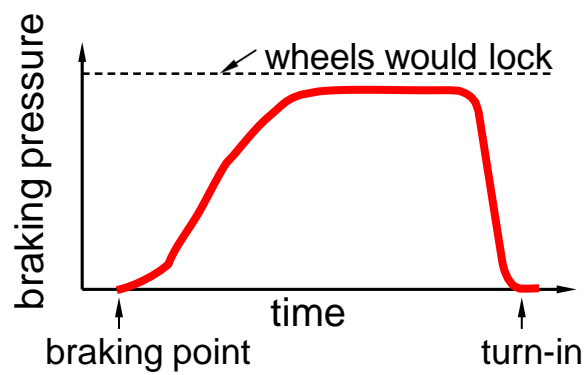
- How are you doing from turn-in to apex?



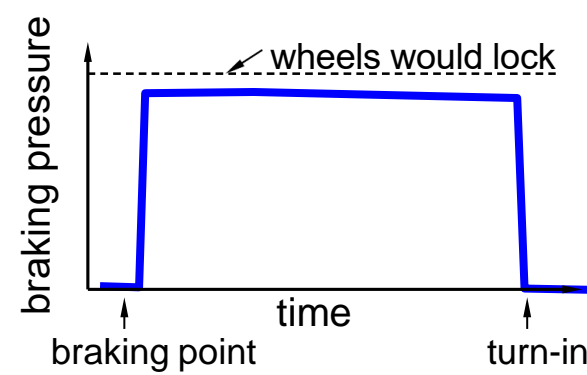
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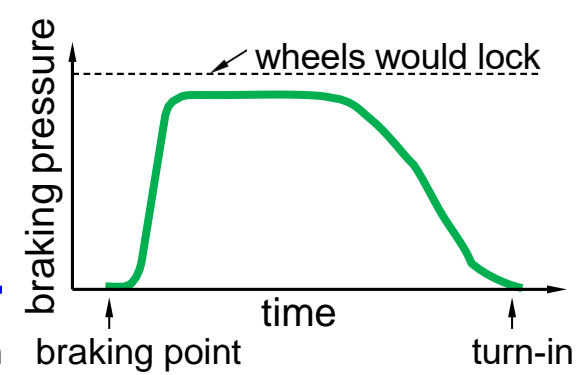
# NNJR Hard Braking Zone



smooth on, quick off



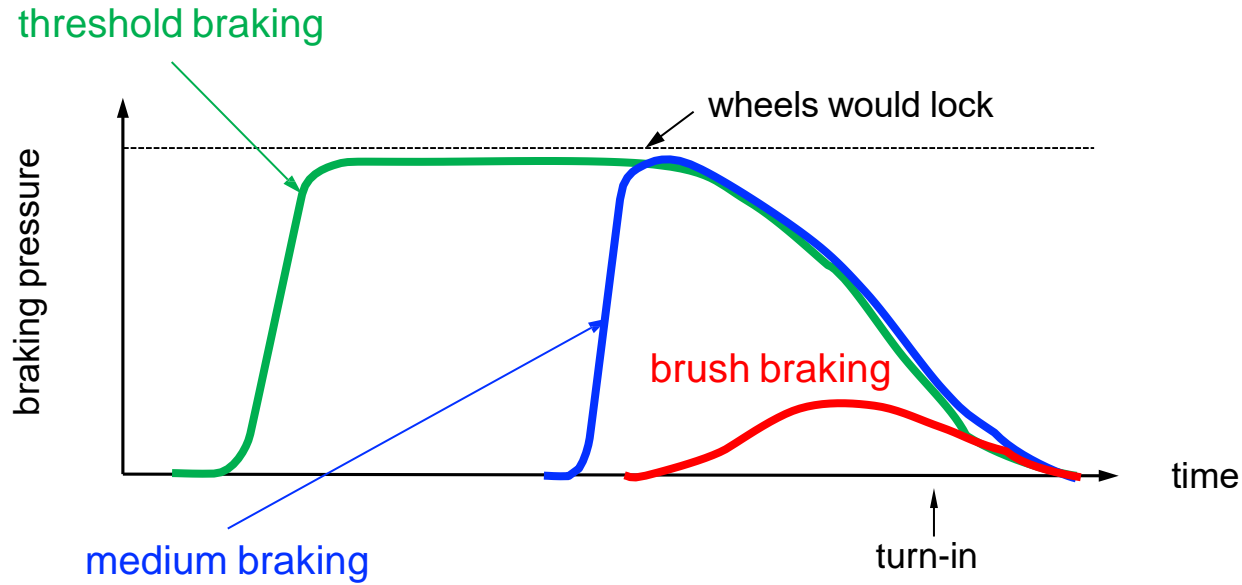
full strength, full time



on hard, then ease off

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- Keep Release Gradual

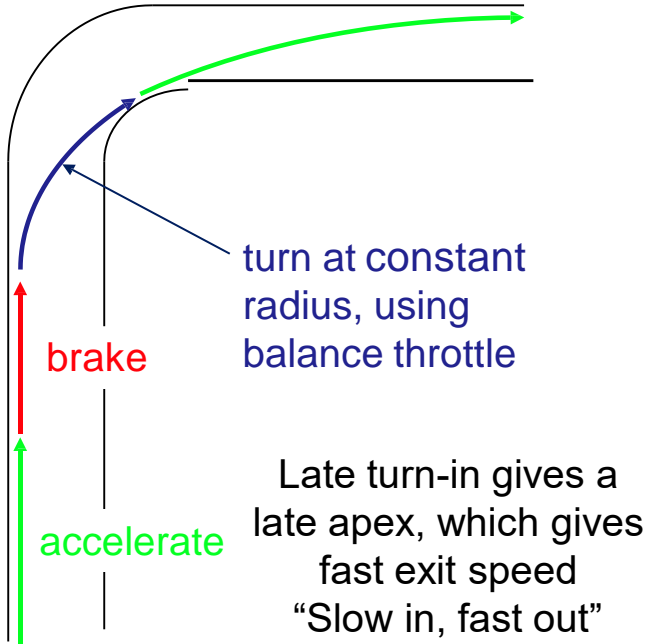


**Balanced car (gradual brake release) + eyes up =  
comfort carrying speed at turn-in**

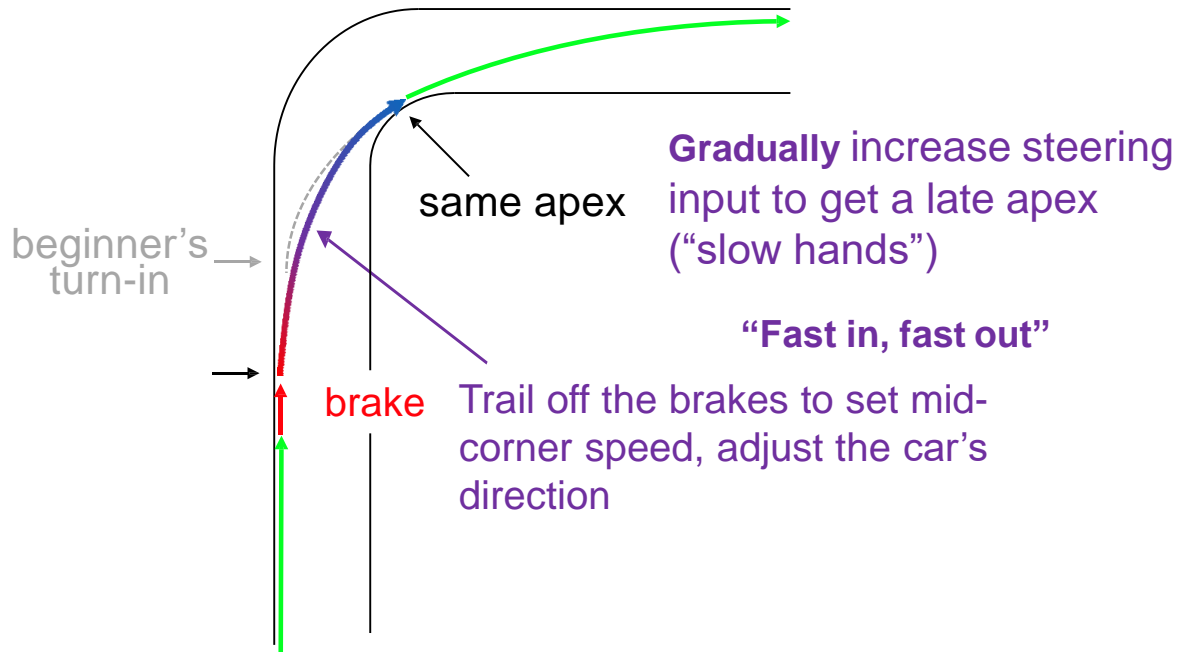
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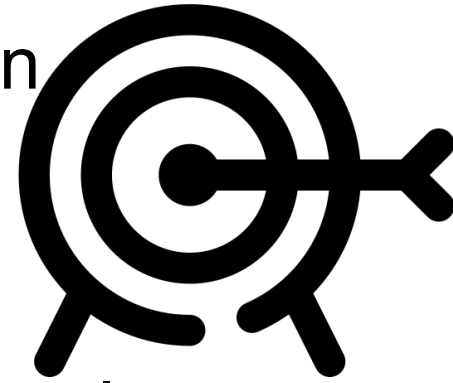
### What we teach beginners



### A faster way



# NNJR Make Every Session Count



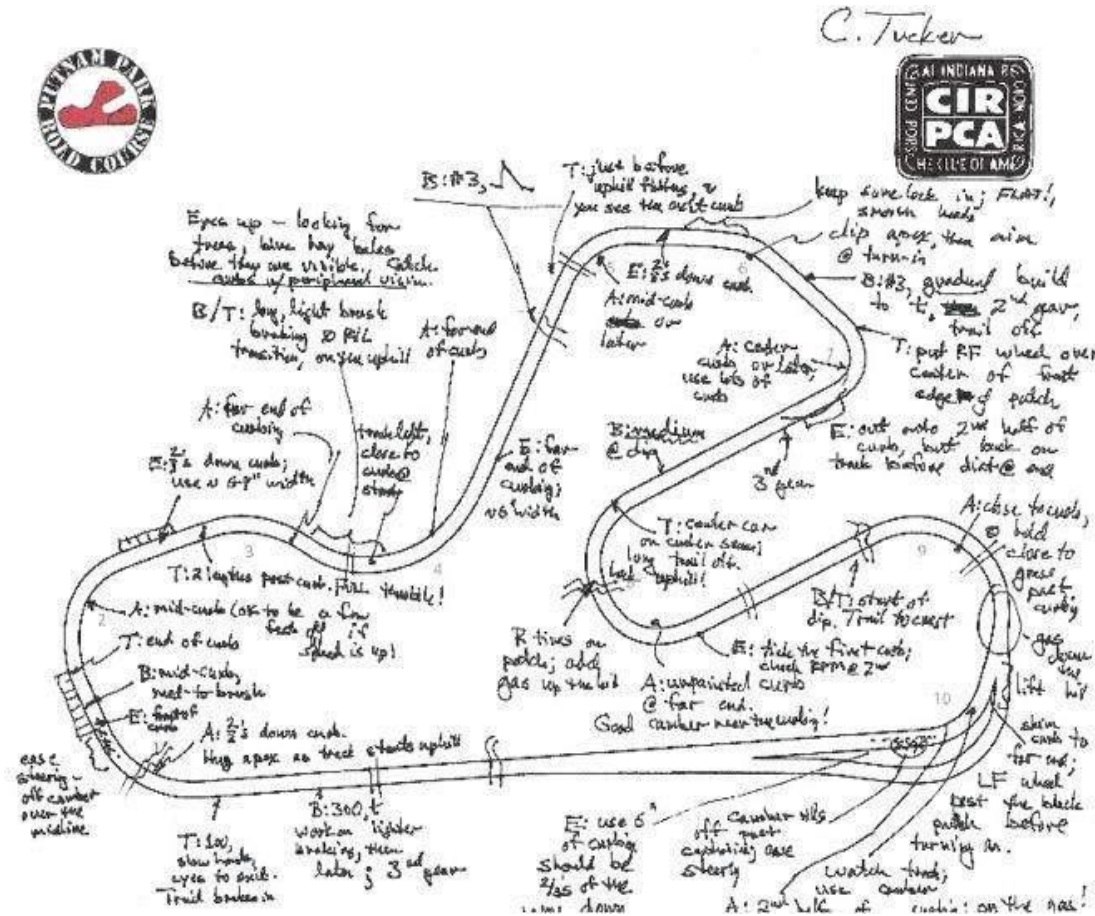
Created by Pikelan  
from Noun Project

- Work on 2 or 3 specific goals each session
  - never more than 3
  - write them down before you go out
- Be willing to compromise other parts of your lap to work on your goals
- After each session, debrief yourself in writing
  - what worked?
  - what didn't work?
  - what should your goals be next time?

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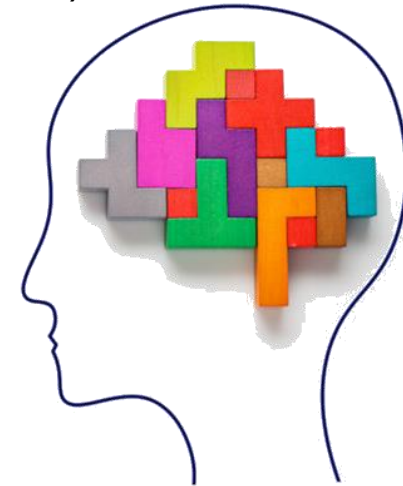
- braking point (B)
- turn-in (T)
- apex (A)
- exit (E)
- curbs
- crests of hills;  
bottoms of dips
- marks on track
- places to look
- flag stations



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- Stay mentally focused in the moment
  - Learn to recognize when you are losing focus or judging yourself
  - Use a key word or phrase to refocus (e.g., “**Eyes up, look ahead**”)
- Accept that you will make mistakes
  - “Mistake” is another word for “learning opportunity”
  - Keep your mistakes small and single
  - **Catch** your mistake, **collect** the car, and **carry on** driving fast
- Convert self-judgments into learning goals
  - Instead of saying “**I’m bad at . . .**” say “**I’m working on . . .**”
  - Then figure out **how** you’ll work on that skill



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### How

- Close your eyes and imagine yourself executing the skill
- Move your hands, feet, head, etc.
- Add as much detail as possible: sights, sounds, g-forces, . .


### Why

- Cheap, and **very** effective



### Use it to

- Keep skills sharp between track events
- Lock in progress from your on-track practice sessions
- Get yourself ready to work on a new skill

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- Have you mastered the fundamentals?
- If so,
  1. Spend more time at full throttle
    - Work towards full throttle at the apex of every turn
    - Move quickly from throttle to brake
    - Add short bursts of full throttle where you can
  2. Get into the turns faster
    - Use a gradual release of the brakes to balance car at turn-in
    - Try turning in earlier, with slower hands
    - Look farther ahead as you turn in

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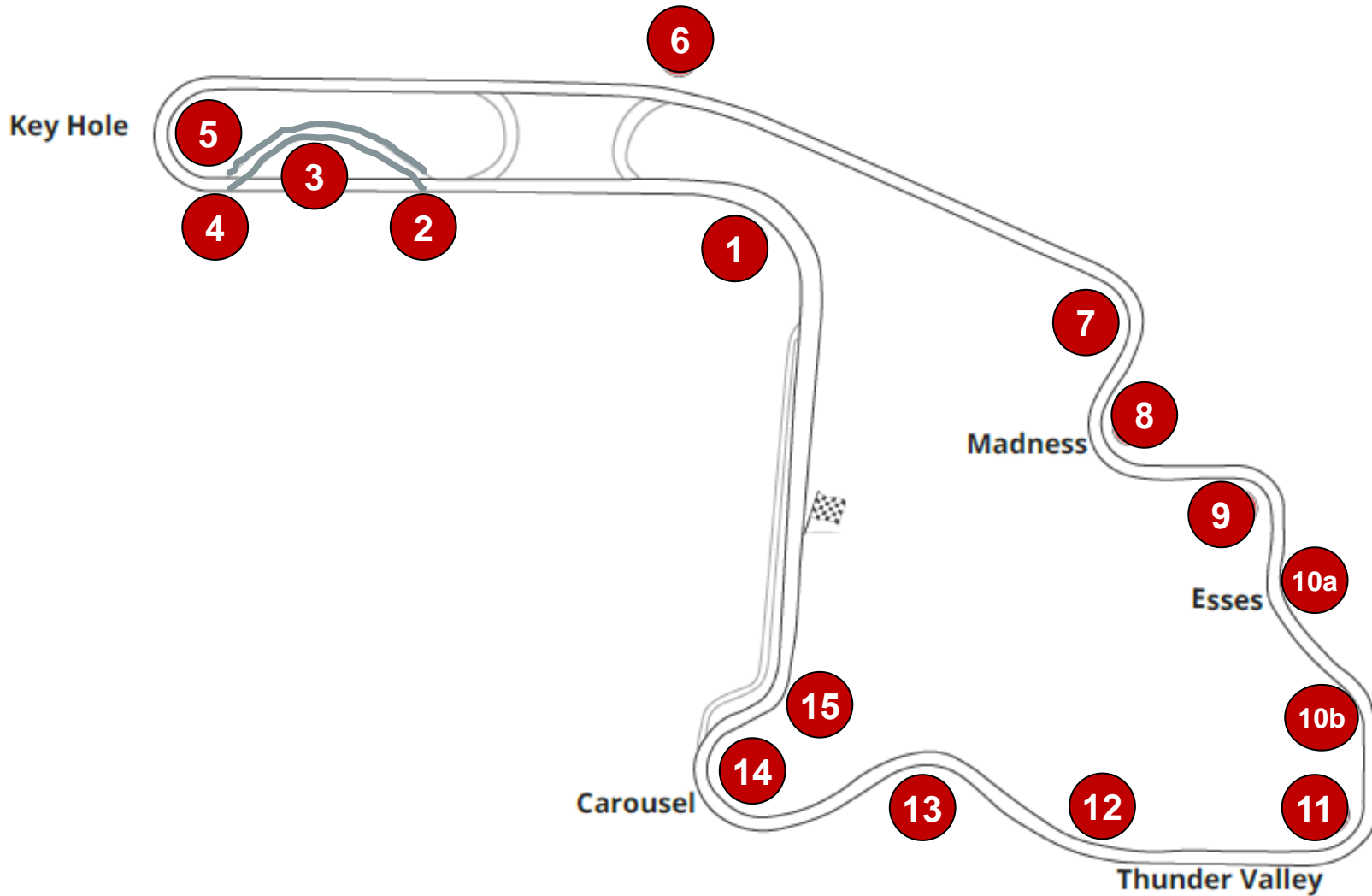
- Have you mastered the fundamentals?
- If so,
  3. Make every practice session count
    - Set 2-3 specific goals for each track session
    - Be willing to compromise other parts of your lap
    - Write down what worked and what didn't
    - Use track maps to save what you learned
  4. Develop a high-performance brain
    - Use a key phrase to regain focus while on track
    - Treat mistakes and weaknesses as learning opportunities
    - Use mental imagery to practice, lock in gains, enable new skills

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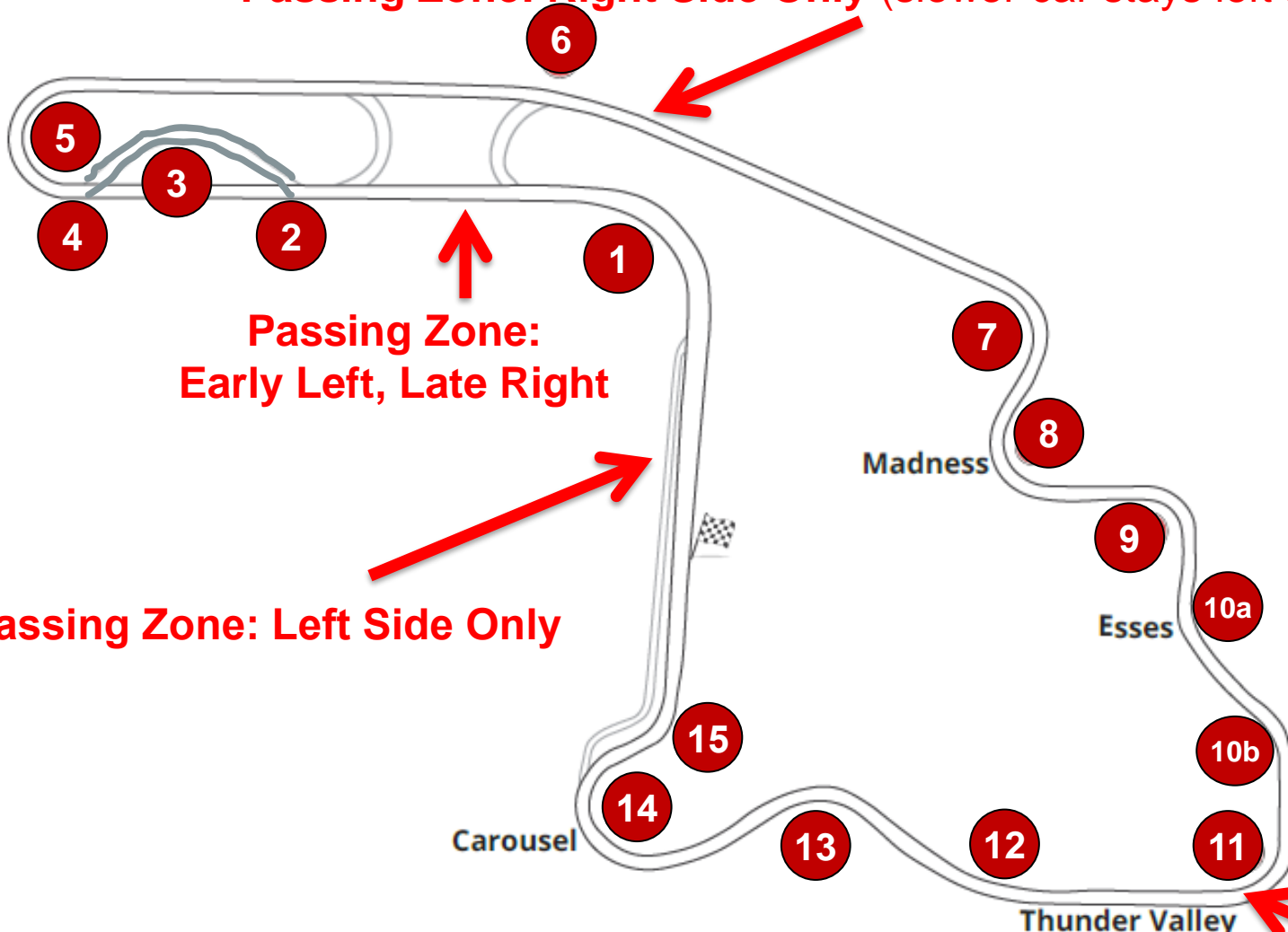
## MID-OHIO TURN BY TURN

# NNJR Mid-Ohio Track Map



**Passing Zone: Right Side Only** (slower car stays left at kink)

Key Hole



**Passing Zone:  
Early Left, Late Right**

**Passing Zone: Left Side Only**

**Passing Zone: Right Side (11 to 12)**



- Turn 1 is Fast: Slow Hands
- Many drivers brake too late for Turn 7
  - China Beach is waiting!
- Turn 11 deserves great respect
- Keyhole and Carousel require patience!
- Track is very low grip (diabolical?) in the wet!

