

Consistency on Track

NNJR Track Side Classroom 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 Watkins Glen, or any other 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.

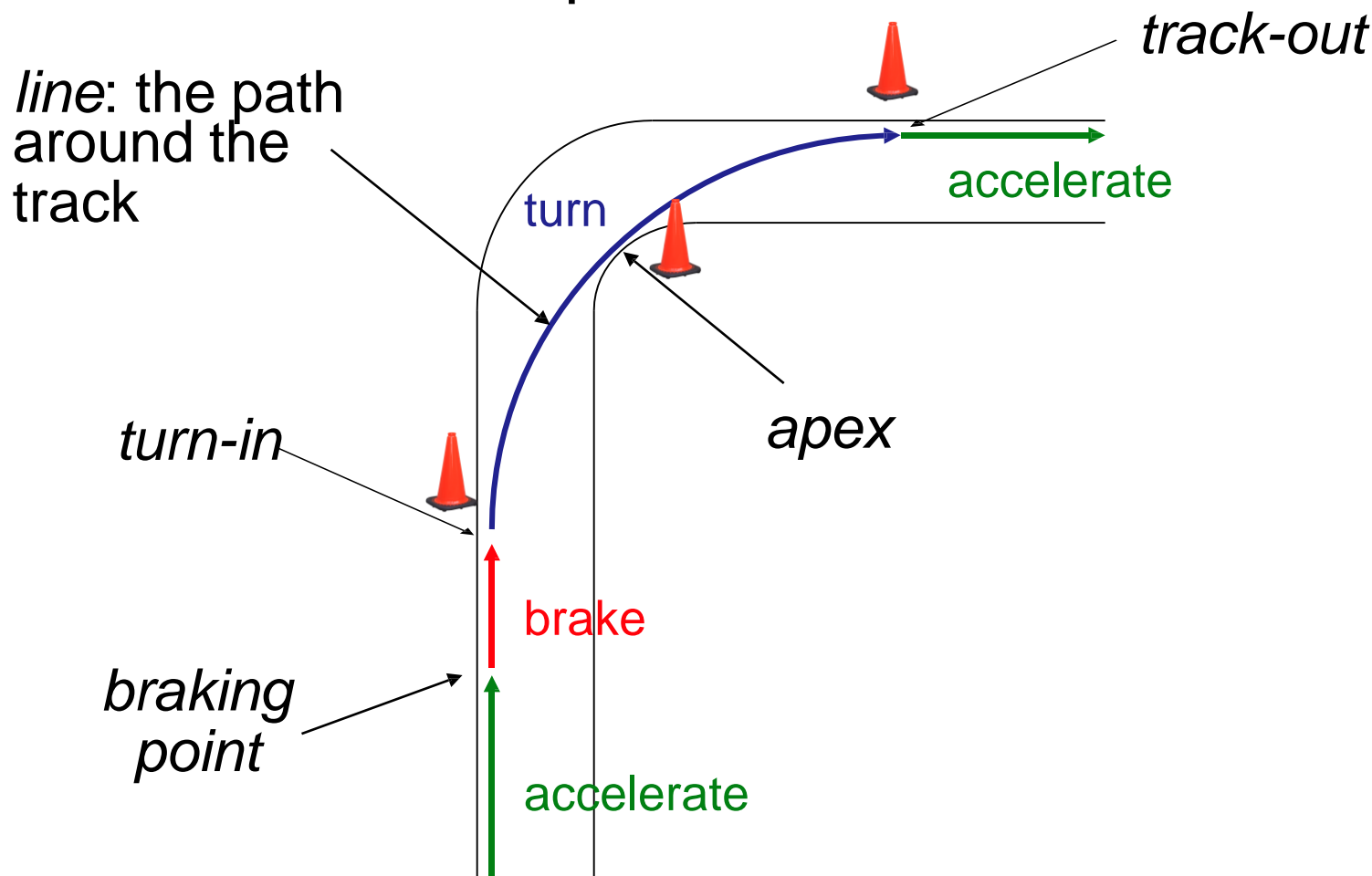
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- A reminder: Basics of Track Driving
- Consistency
 - What is it?
 - Why does it matter?
 - How to achieve?
- Watkins Glen Turn by Turn

NNJR The Basics of Track Driving



- Use reference points to drive a consistent line



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NNJR Basics of Track Driving



Use an ABC rhythm

- **Accelerate** on the straights
- **Brake** while going straight, before the corner
- **Corner (Turn)** relax the brakes and turn
- **Accelerate**
- **Brake**
- **Turn** — — — — — → some corners: just use less gas (lift)
- **Accelerate**
- **Brake**
- **Turn**
- . . .

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NNJR Consistency: What is It?



- Turn in at the same point, lap after lap
 - Plus or minus 1-2 inches
- Turn in at the same speed, lap after lap
 - Plus or minus 1-2 mph
- “If your tires were paintbrushes and after 10 laps, the lines you painted were no wider than the first lap”
 - Dev Clough, Hooked on Driving Coaching Coord



- To be fast and safe, you first need to be consistent!
 - It's all about technique
- Safety
 - How far below my limit am I at each corner?
 - Did something change on the car or the track?
- To improve requires a baseline
 - e.g. if I turn in sooner, did I improve?



NNJR Consistency: How to Improve?



1. Awareness: Focus and Priority
2. Reference Points (RPs)
3. Controls
4. Vision



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- Pay real attention to turn in and other reference points
 - Are they always the same?
- Use indexing to measure pace*
- For each run, pick 1 or 2 areas of focus
 - Specific corner
 - Specific technique: e.g. turn-in point and exact amount of steering...and speed of steering



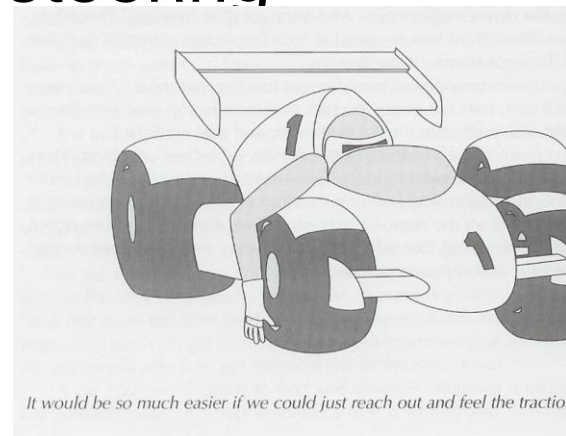
* Index points: note RPM or MPH

- Braking Point
 - Where I come off the gas to begin braking
 - i.e. where I tell myself to come off the gas
- Turn-In
 - Where I begin to turn the wheel
- Brake release
 - Where I lift my foot off the brake pedal

Plus:

- Amount of brake at Turn-In
- Amount of gas & steering at apex

- Brakes
 - How sensitive is my foot?
 - Consistently achieve 9 to 9.5? 2 or 3?
- Steering
 - How smoothly do I wind/unwind?
- “String theory”: are my brakes and steering connected?
- Gas
 - Do I drive with an egg under my foot?
- Cornering
 - What does the car feel like (seat of the pants)?



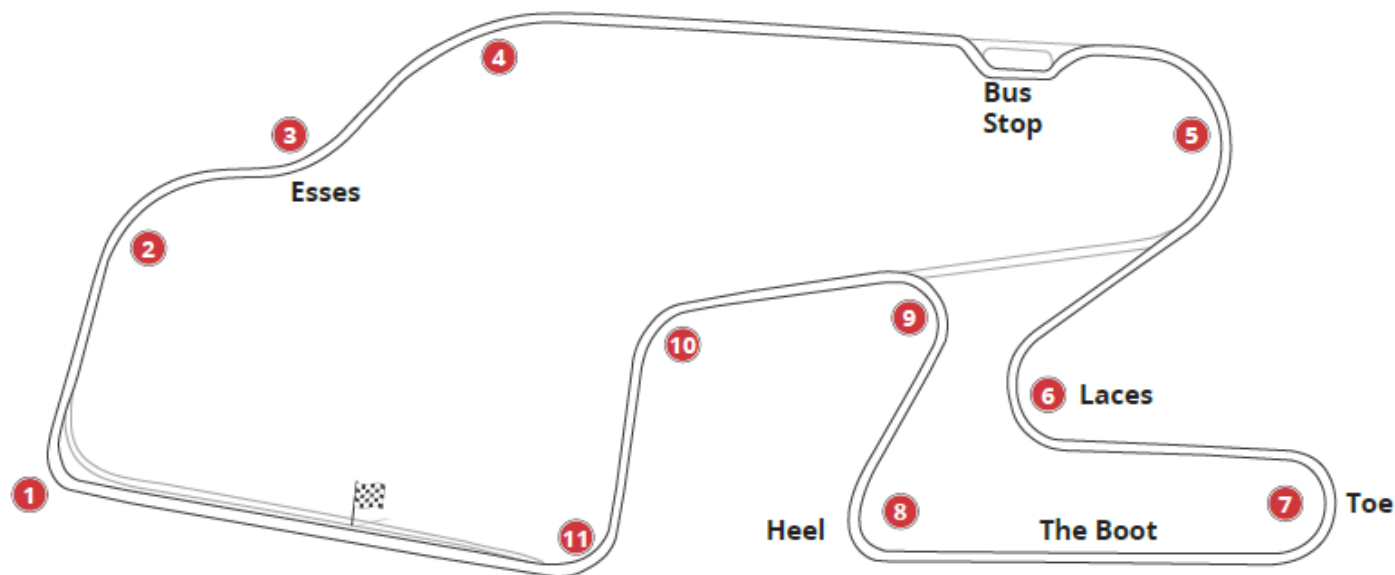
- Basics
 - Always look far ahead
 - Look “around corners”
 - Pick up Reference Points with peripheral vision
 - Look where you want the car to go
 - Scan: don’t fixate (includes mirrors)
- Refinements
 - Try to see something new on each lap
 - How does sun/shadow change what you see?
 - Carefully observe track surface
 - e.g. grainy vs. smooth, on-camber, off-camber, etc.

- Be aware
 - Focus on 1 corner or technique
 - Use indexing
- Be precise with Reference Points
- Be sensitive and smooth with controls
 - Refine “seat of the pants”
- Look ahead, scan, observe



WATKINS GLEN TURN BY TURN

NNJR Print Several Maps for Notes



SPEED SECRETS
SpeedSecrets.com



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Slide 16



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NJR Passing Zones

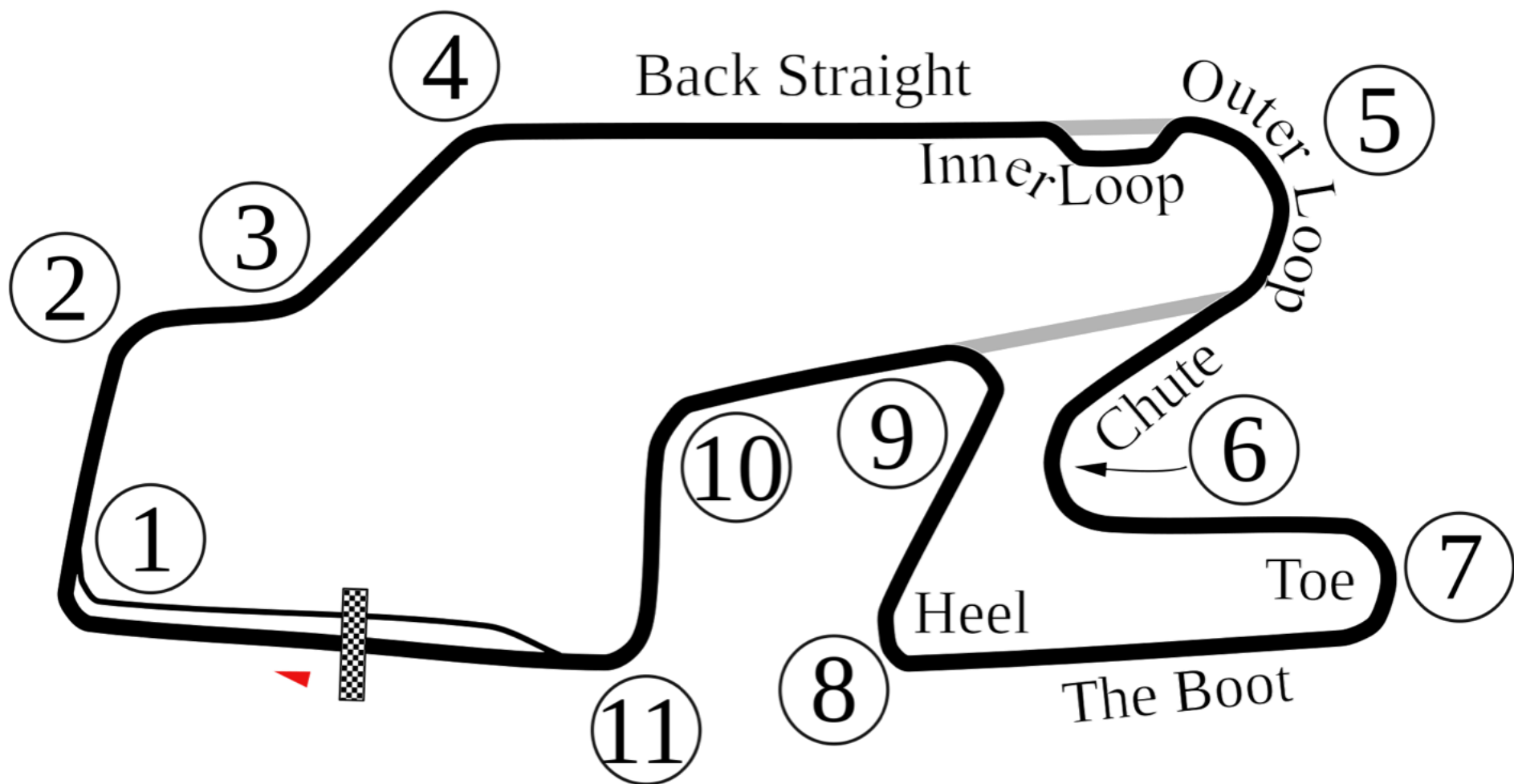


Notes:

1. Mandatory side to pass in most passing zones: All Groups
2. Run groups with Expanded Passing may pass anywhere with a signal except the Esses



NJR Watkins Glen Turns

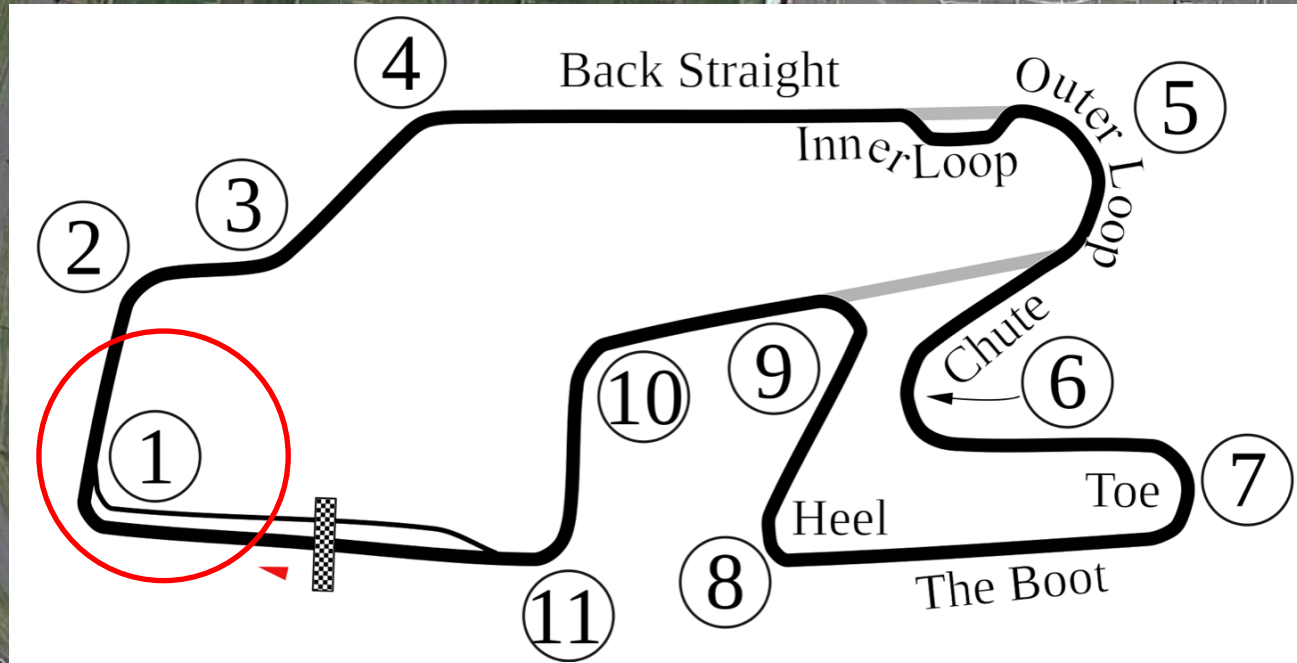
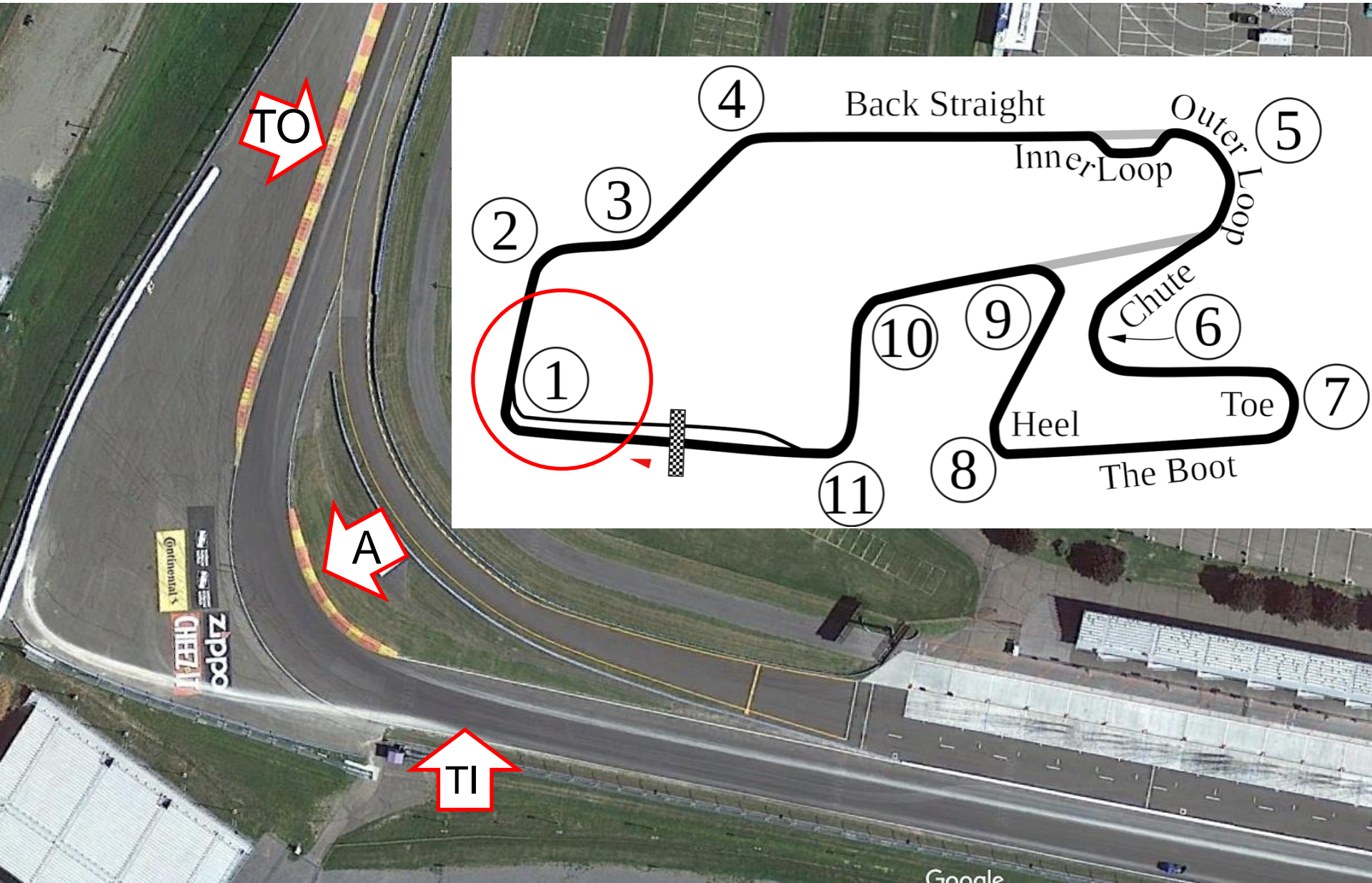


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NJR Turn 1





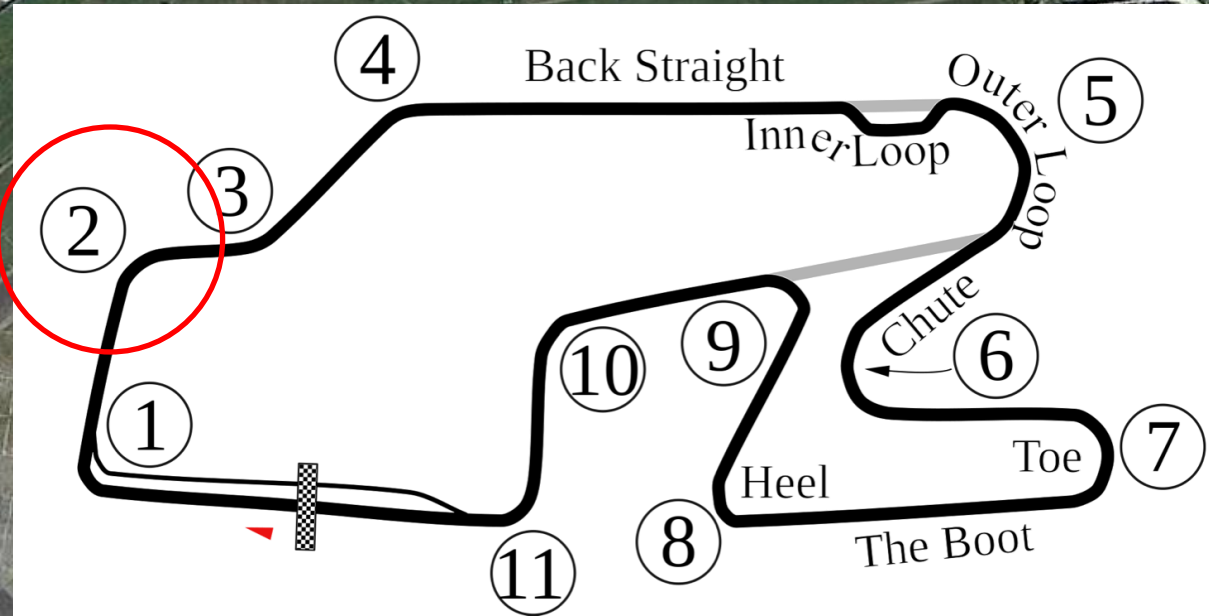
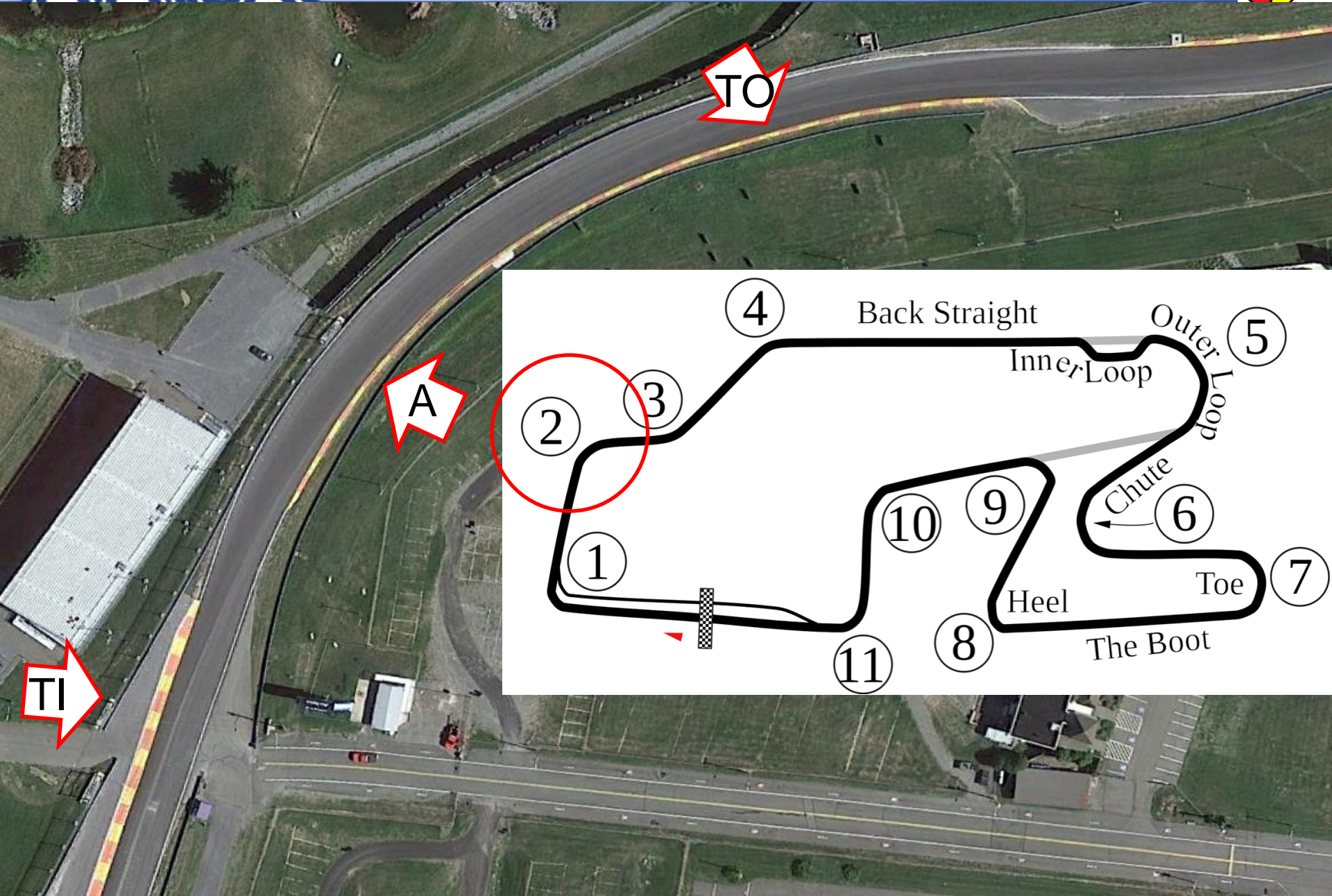








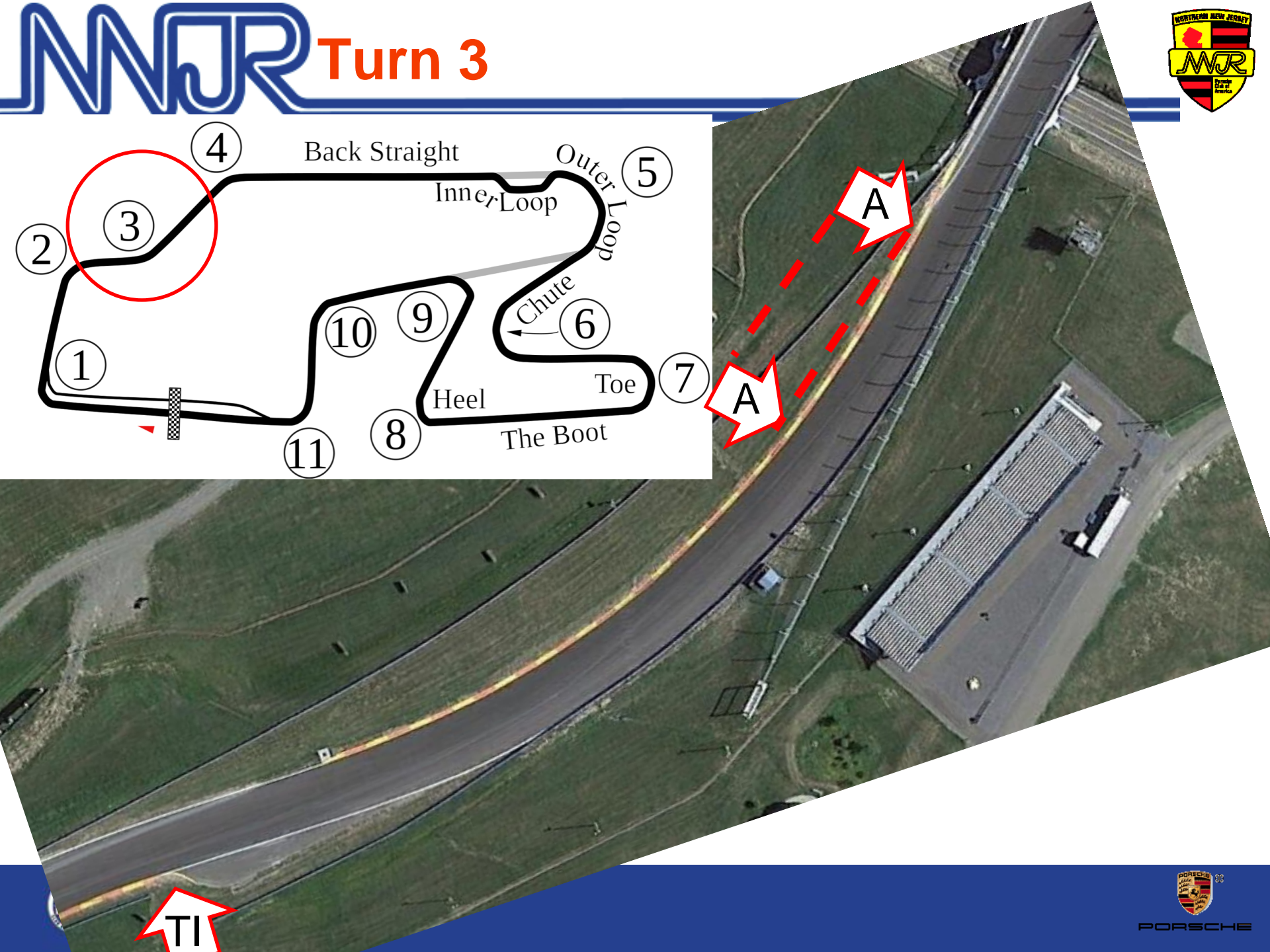
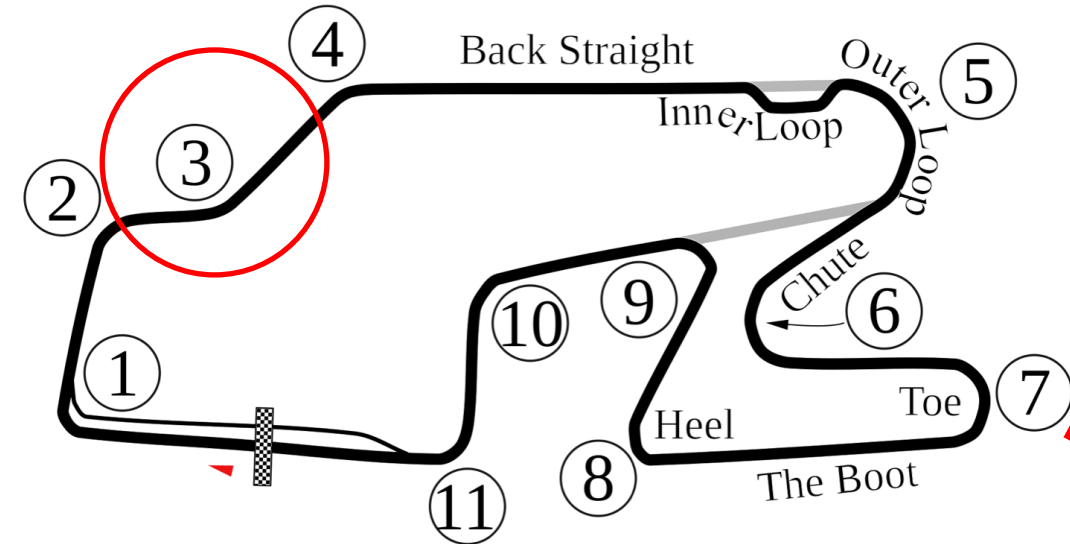
NJR Turn 2







Turn 3



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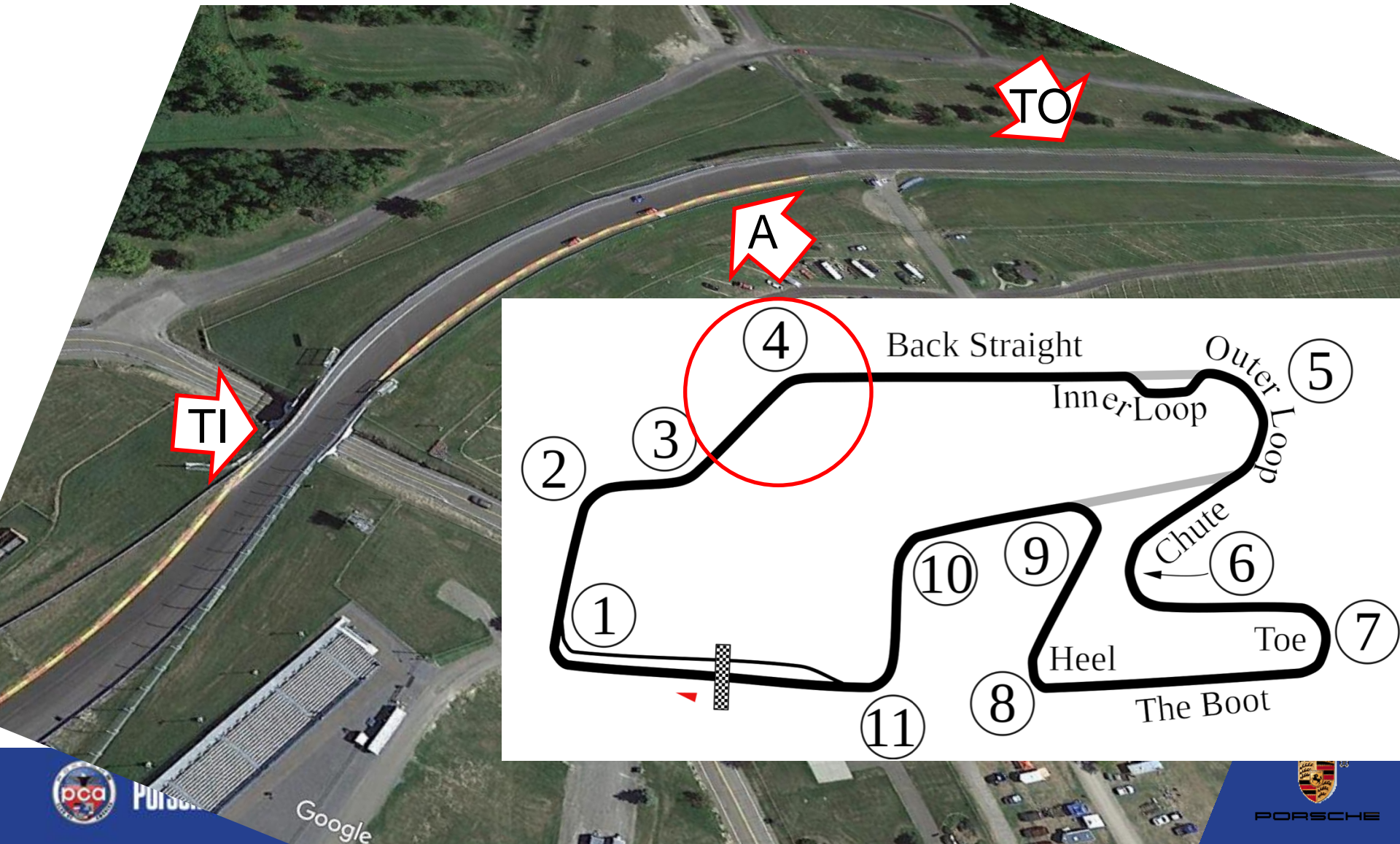
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Turn 4



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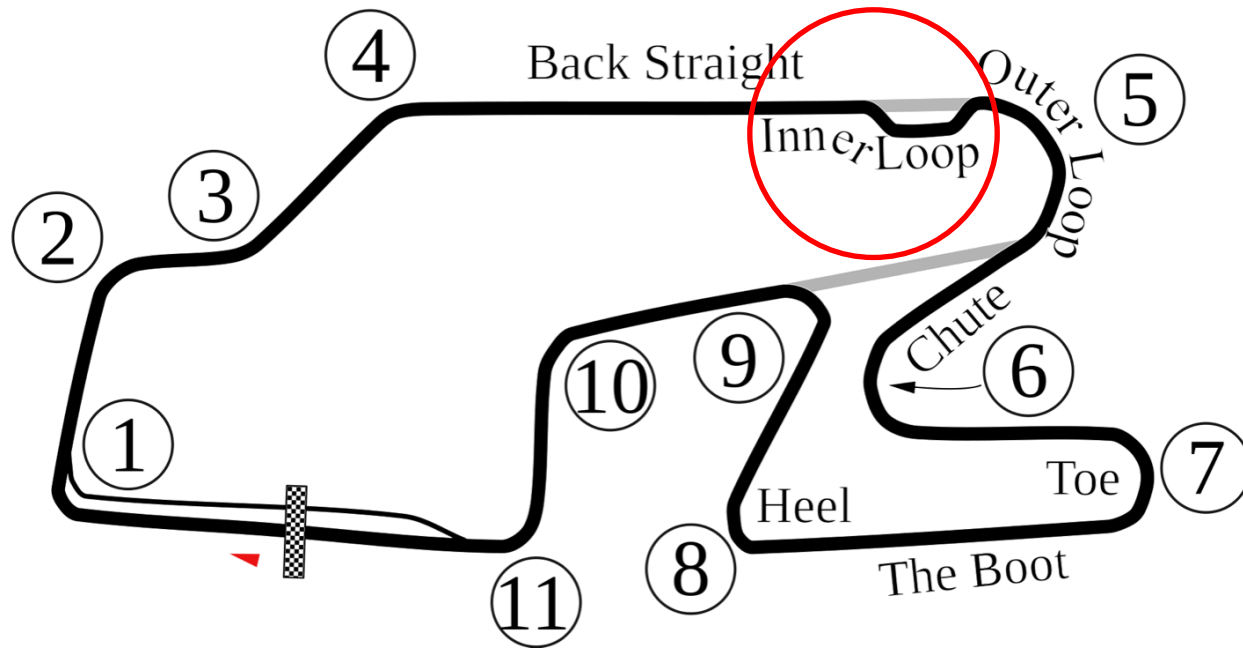
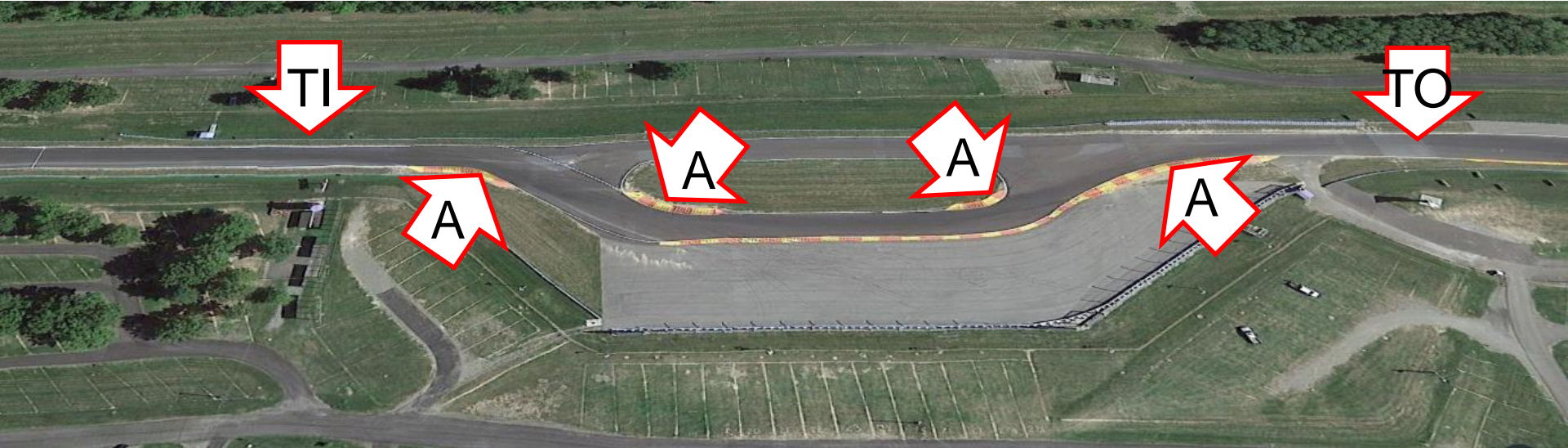


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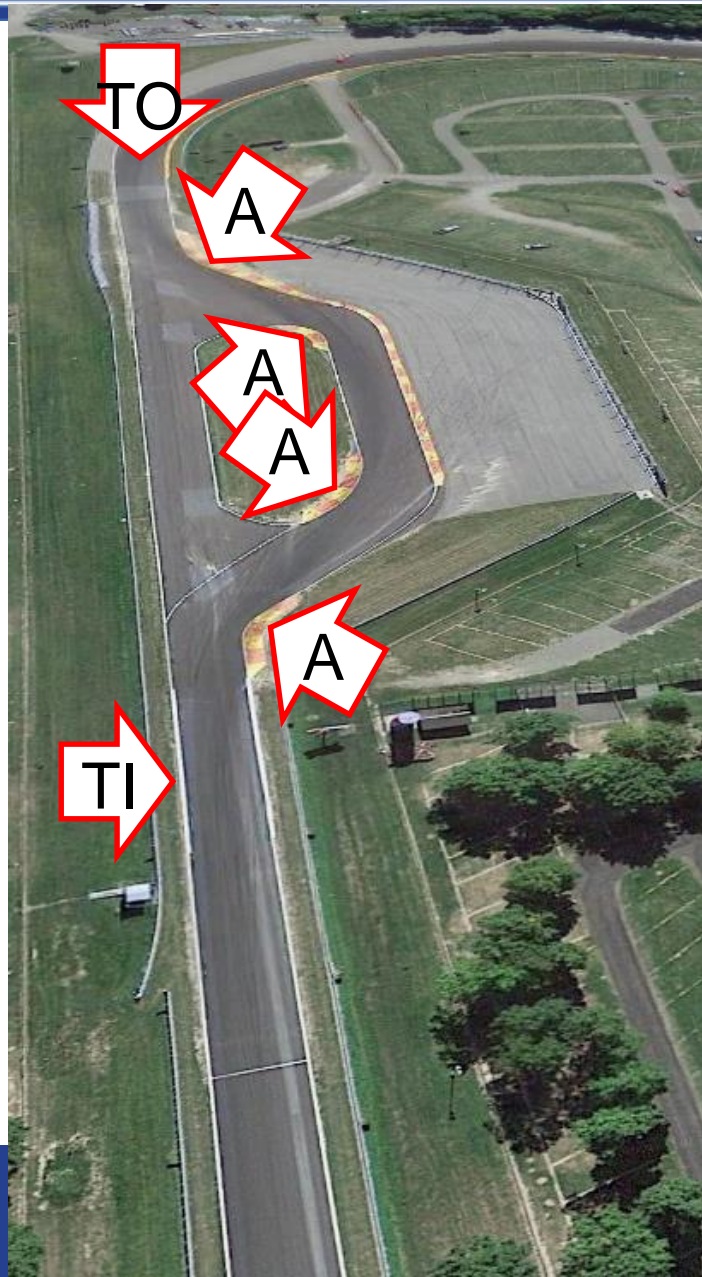
Inner Loop (Bus Stop)



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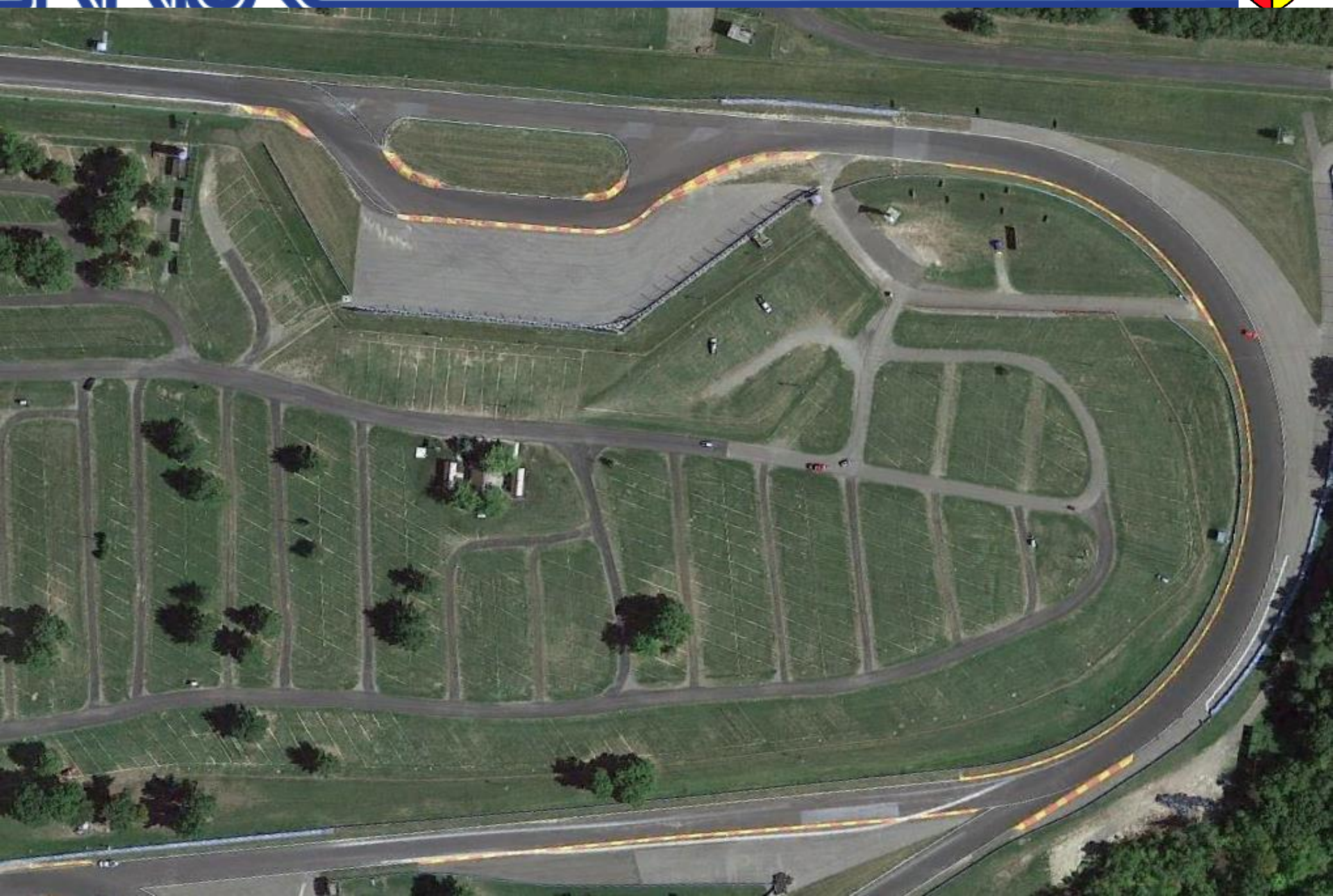


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Bus Stop and Turn 5







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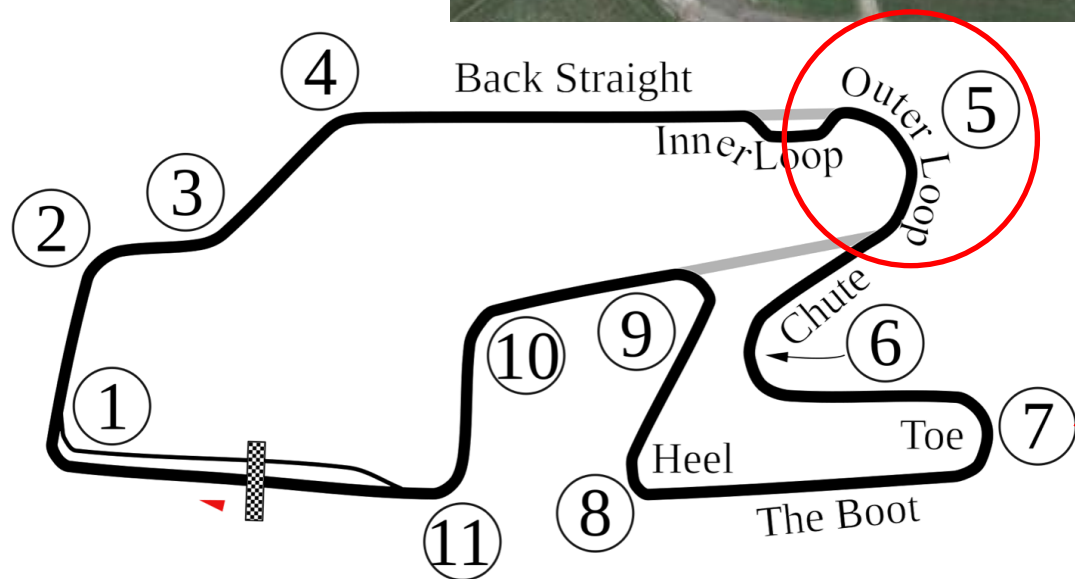
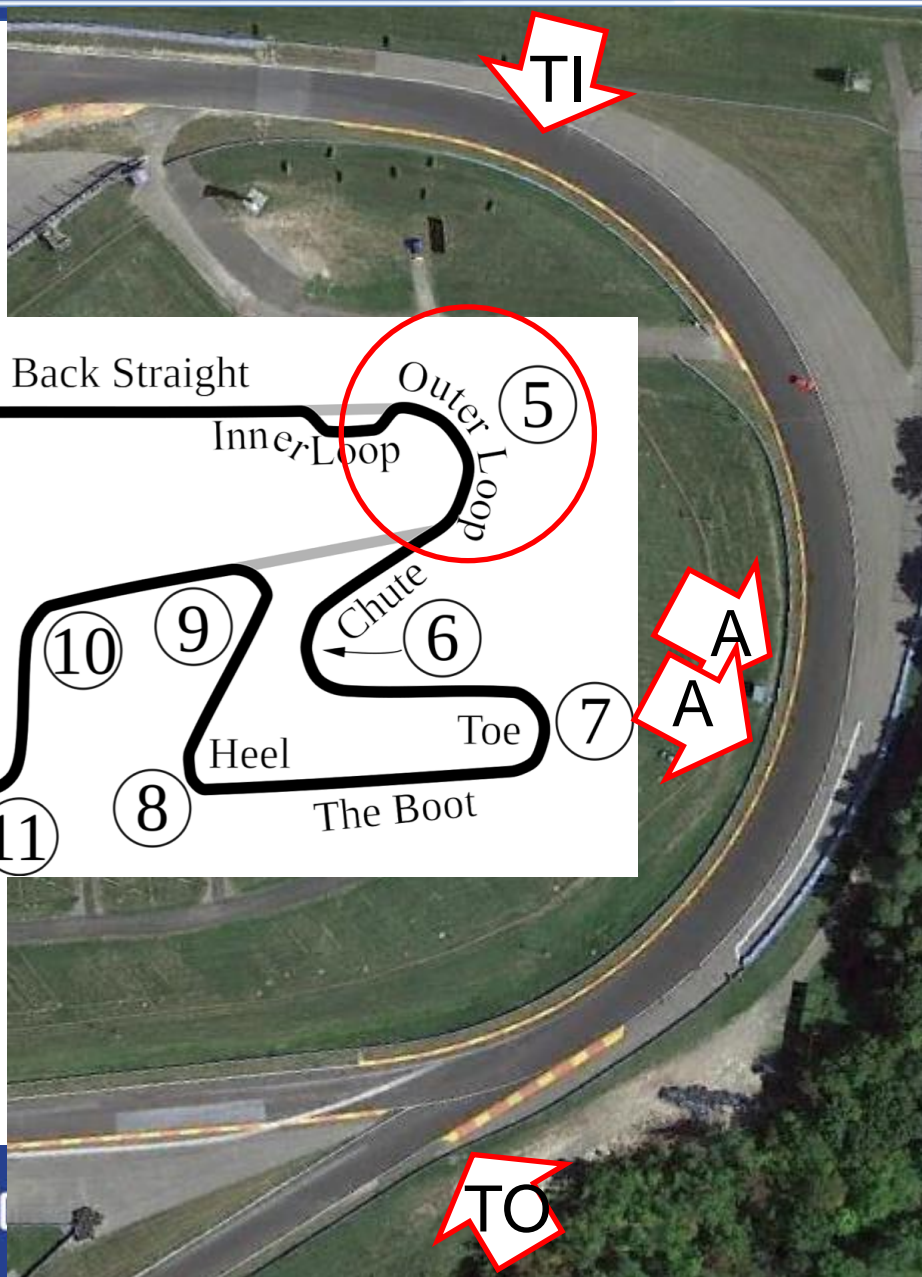
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NJR Turn 5: Carousel



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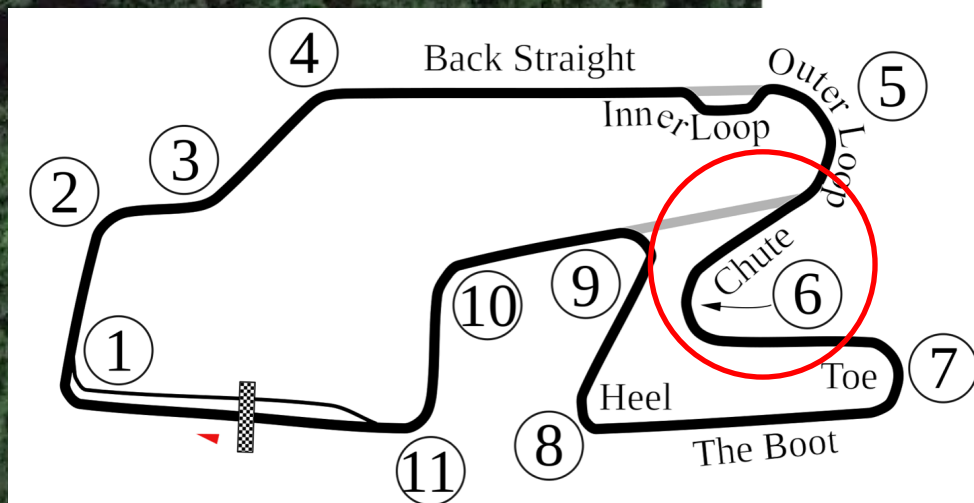
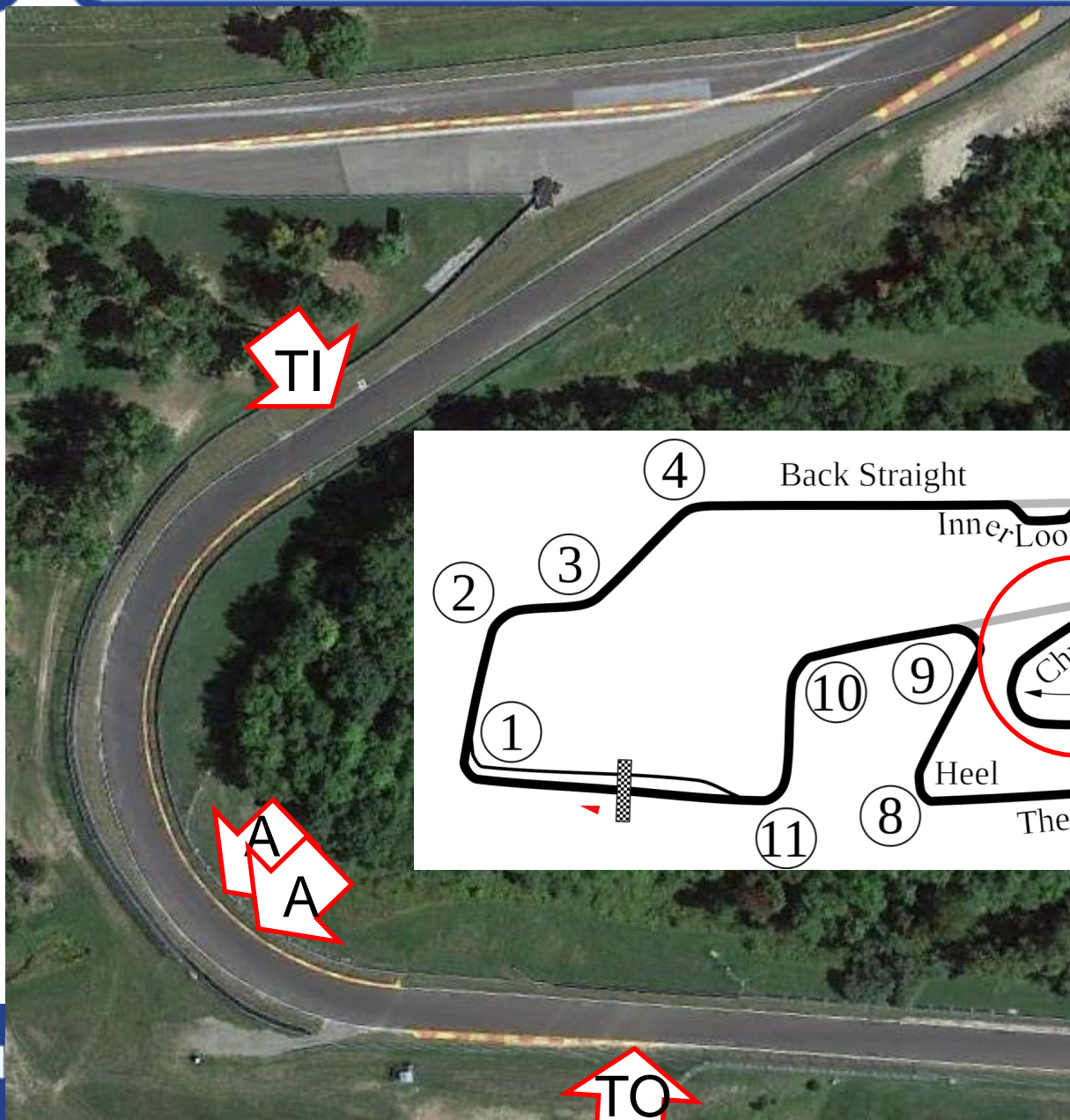
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NNJR Turn 6: Laces



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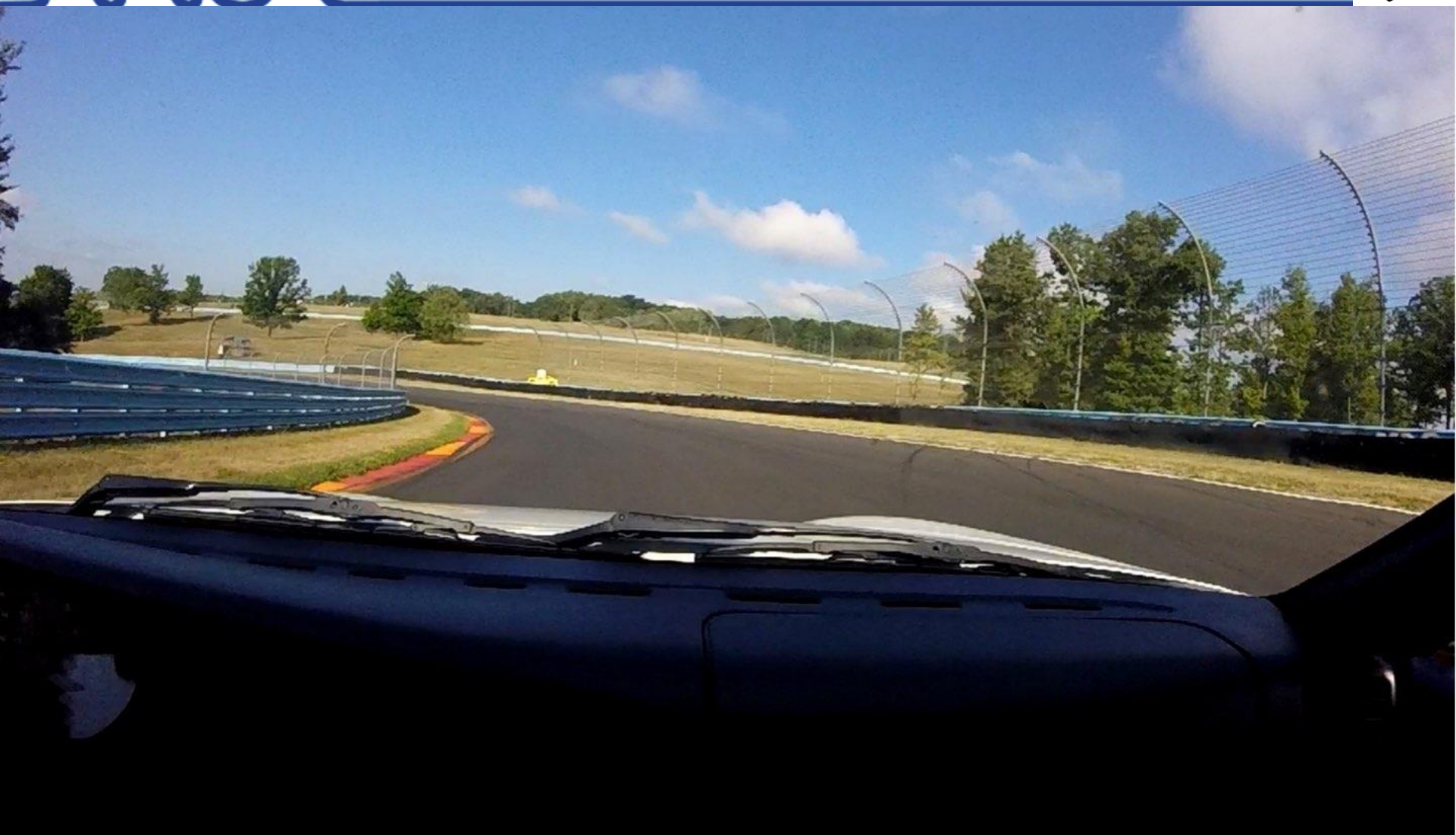


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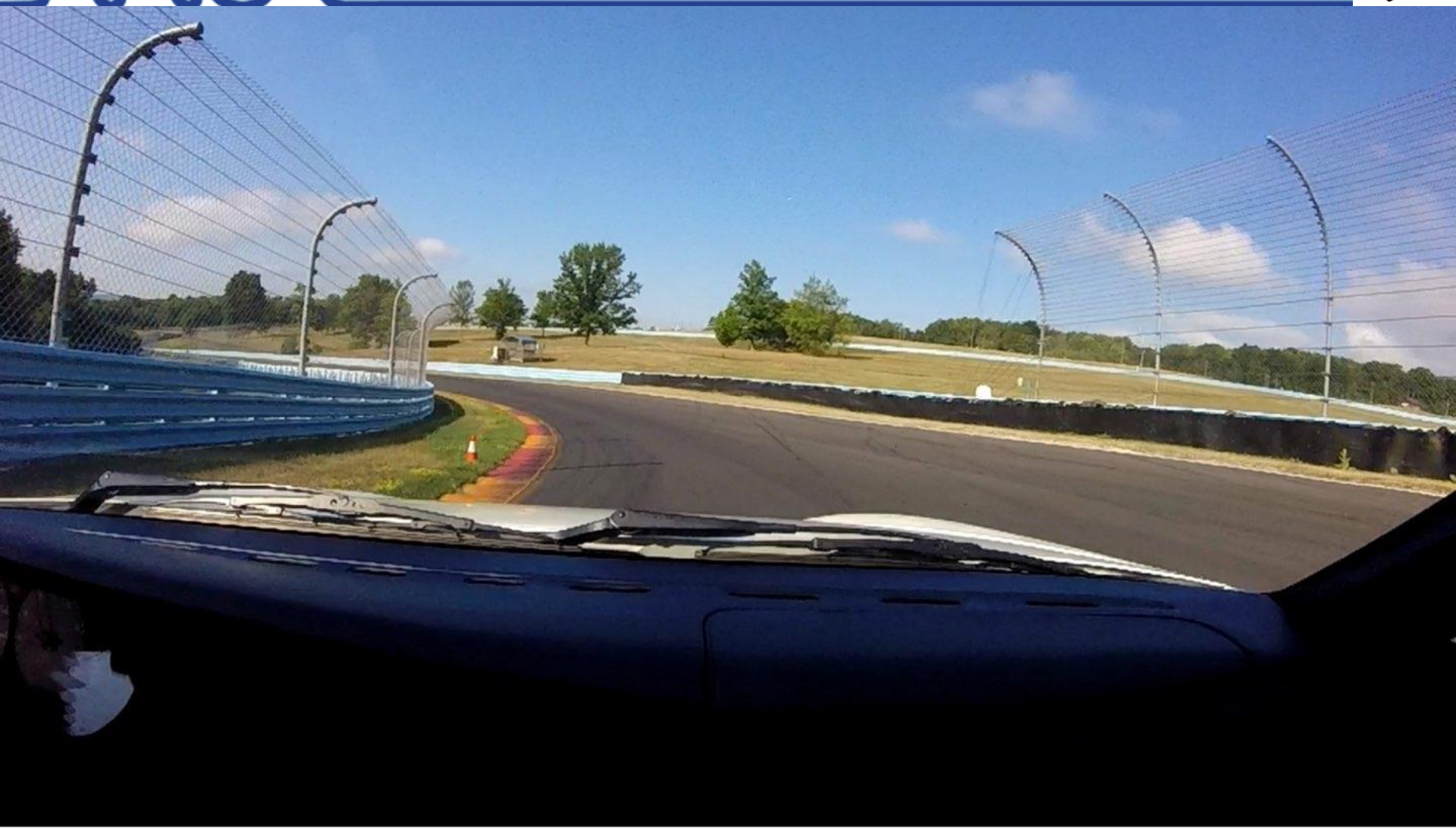


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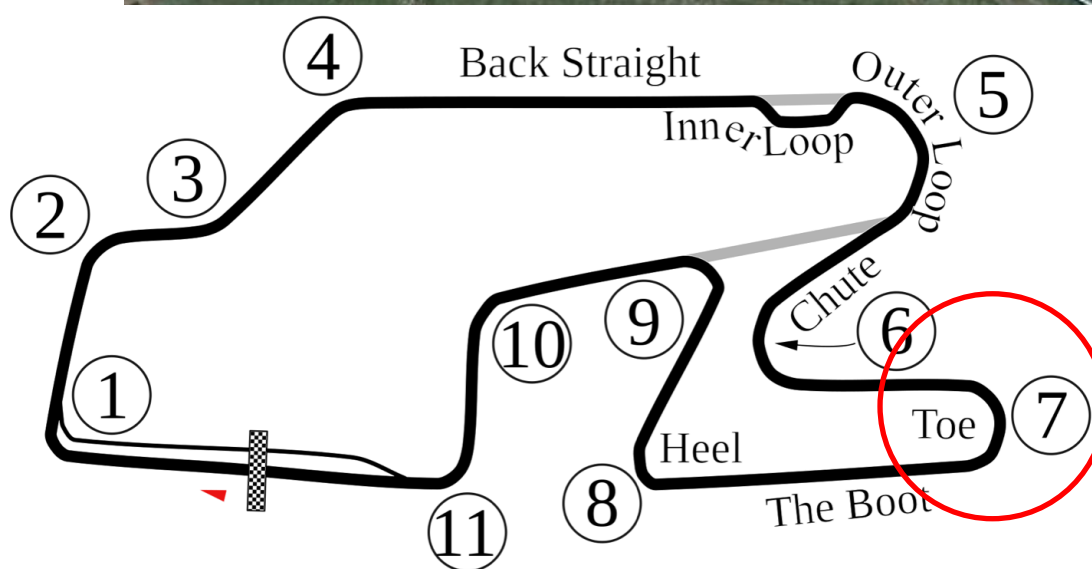
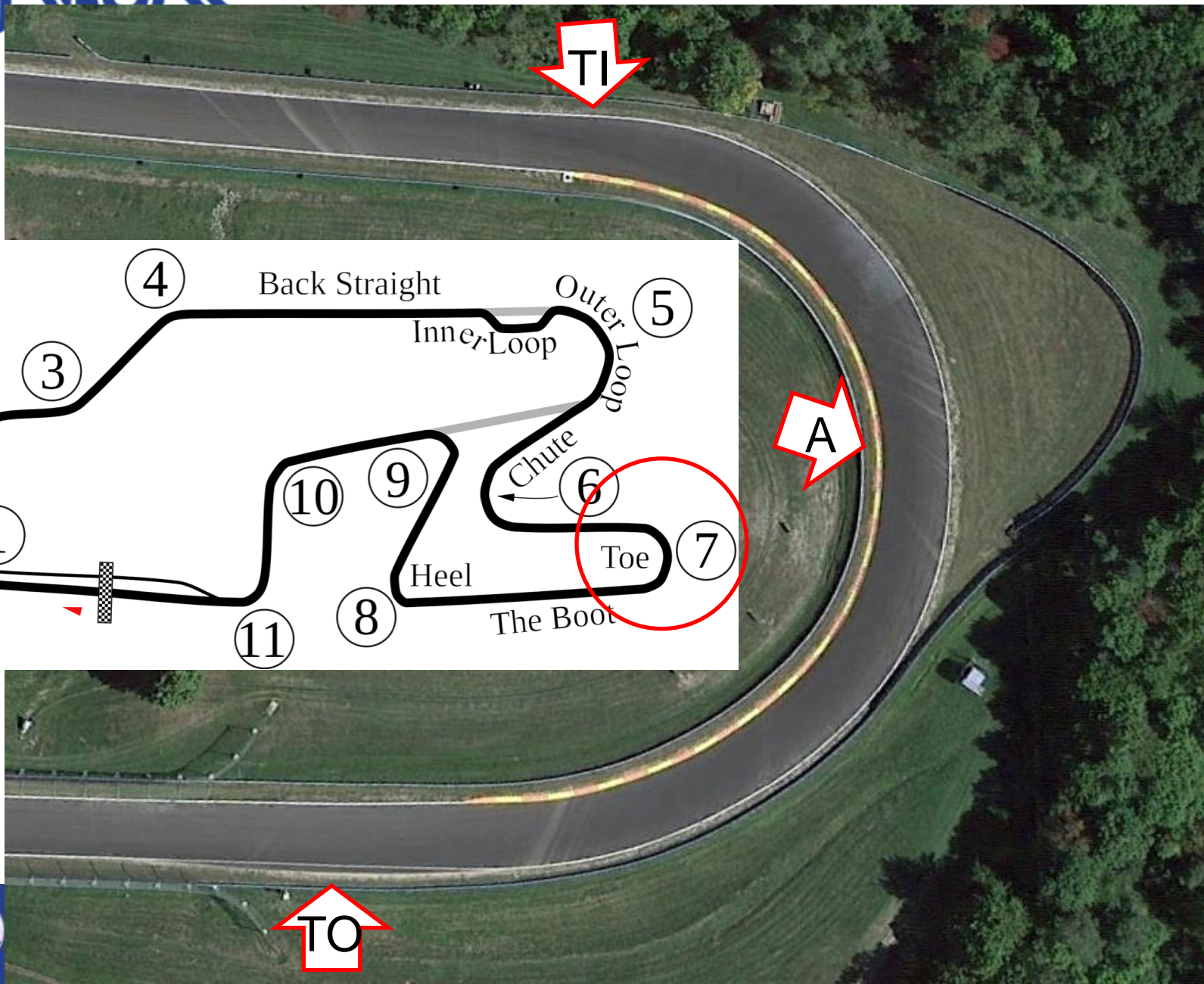


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Turn 7: Toe





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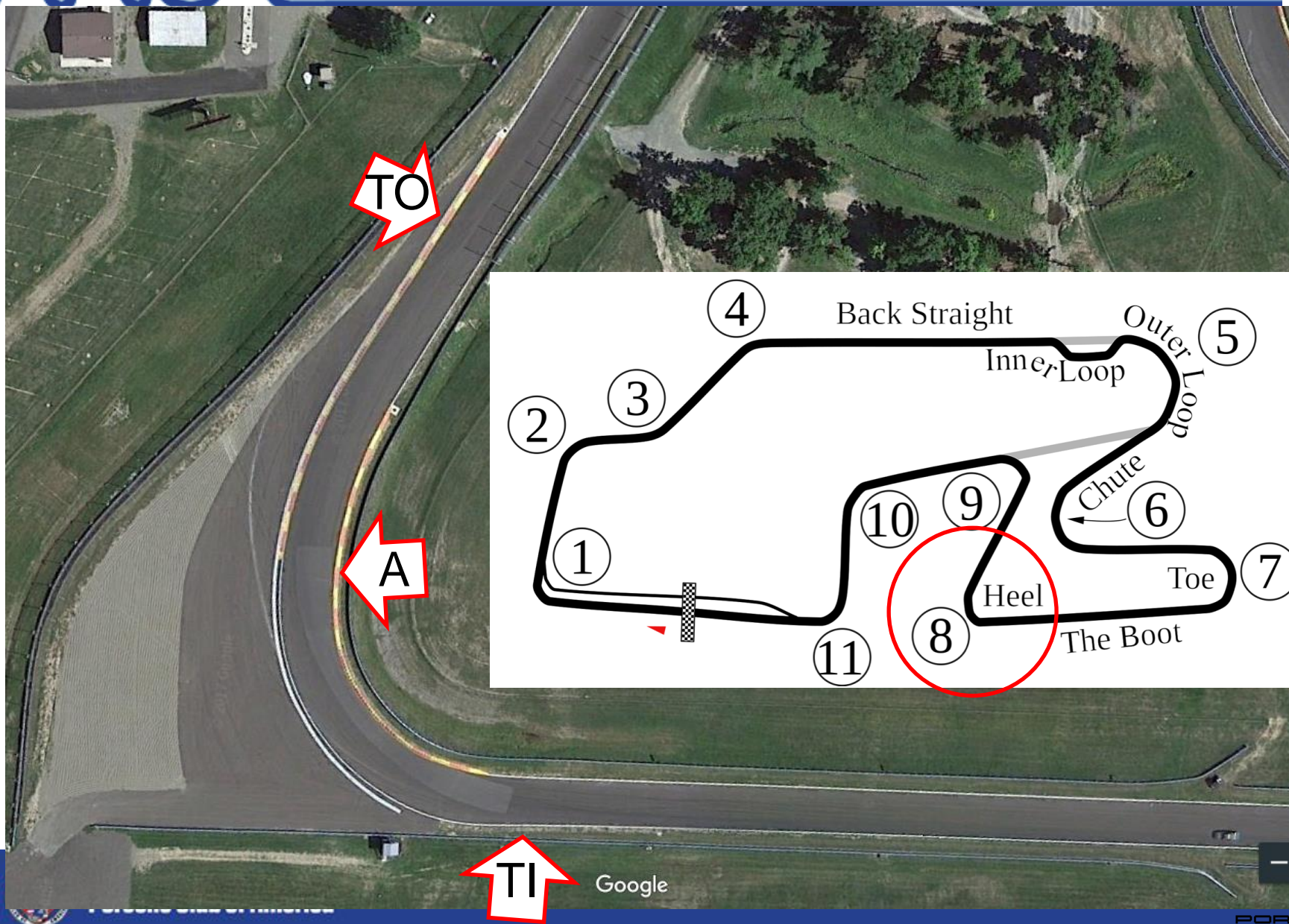


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NJR Turn 8: Heel



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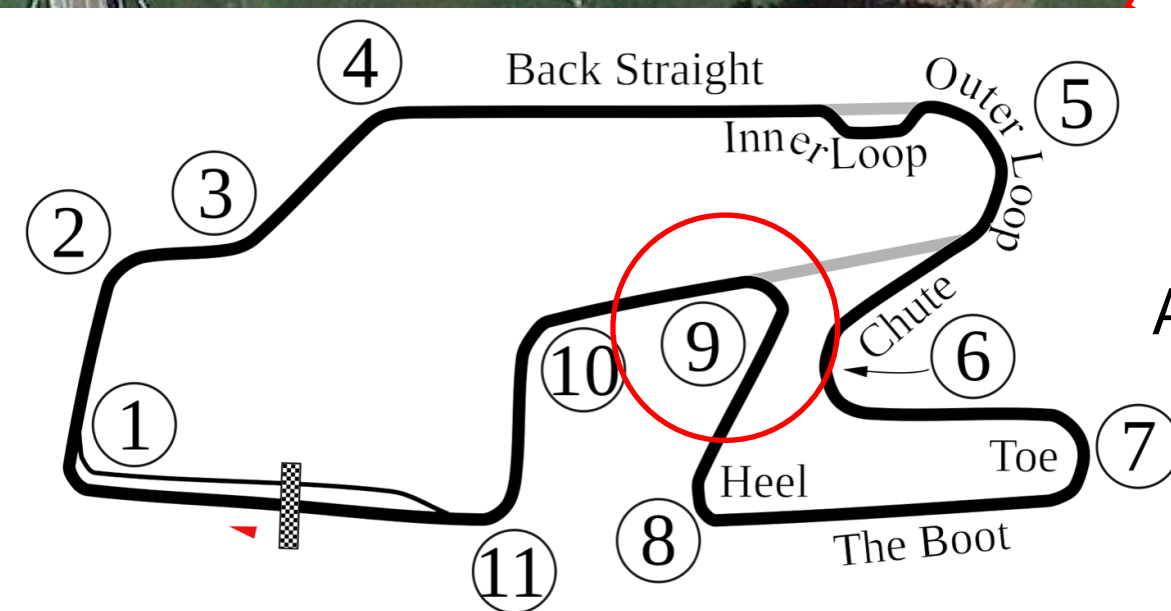
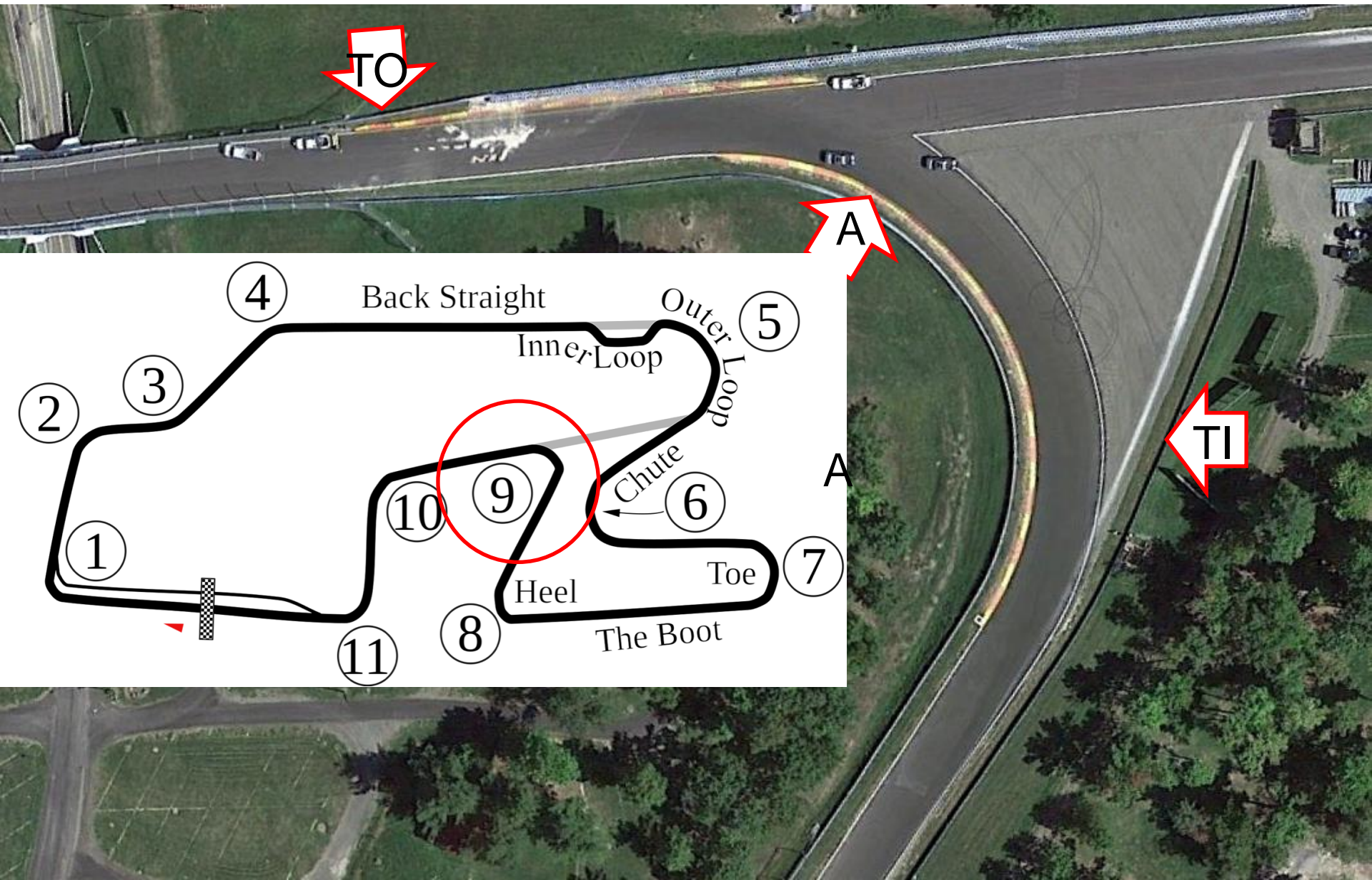


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NJR Turn 9: Off Camber





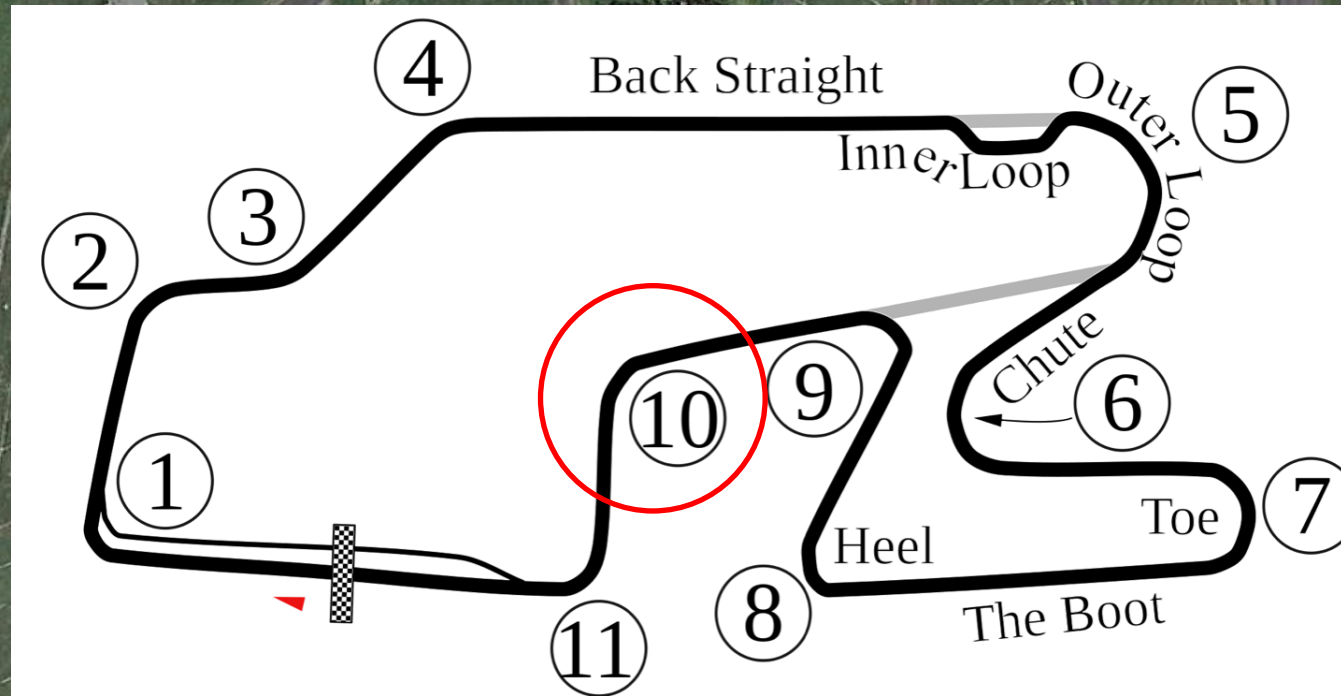






GOPR0251 yellow flag laps no traffic

Turn 10





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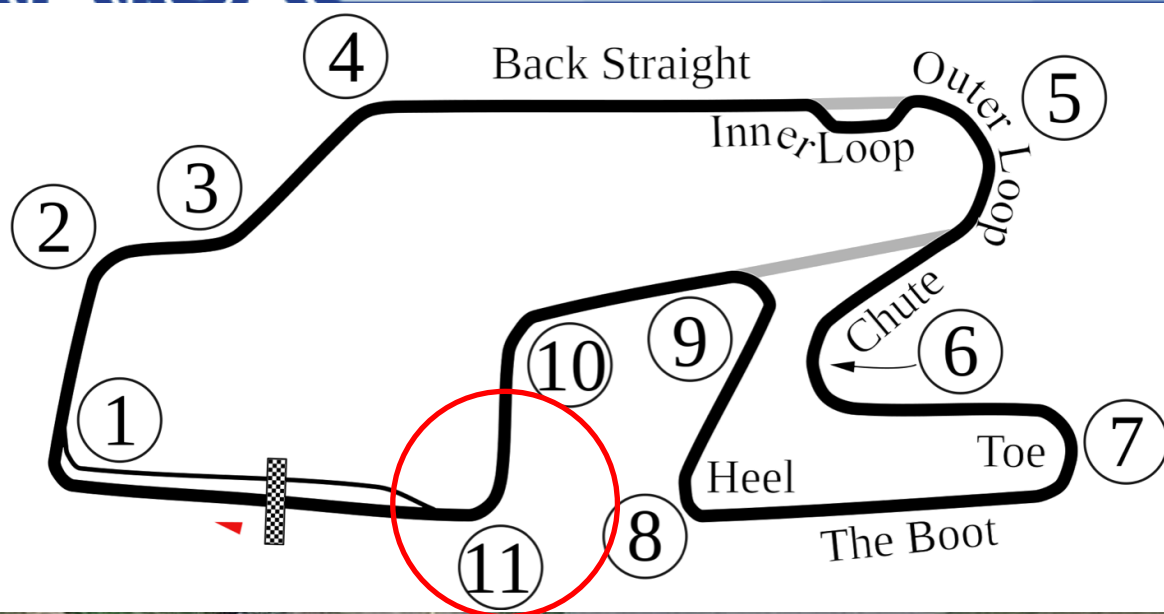
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Turn 11



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