

Do the Basics Well!

NNJR Track Side Classroom Series VIR 2021



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 VIR, 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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- Do the Basics Well
 - Why does it matter?
 - What are the “basics”?
 - How to improve?
- VIR Turn by Turn

- Ross Bentley: 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.

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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.

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NNJR The Big Idea...



Source: Pixabay, CC0 Public Domain

- ... is there is no single, big idea
 - Progress is the sum of many small improvements
 - Any gain you can repeat—is excellent progress
 - As you get better, you go after smaller gains

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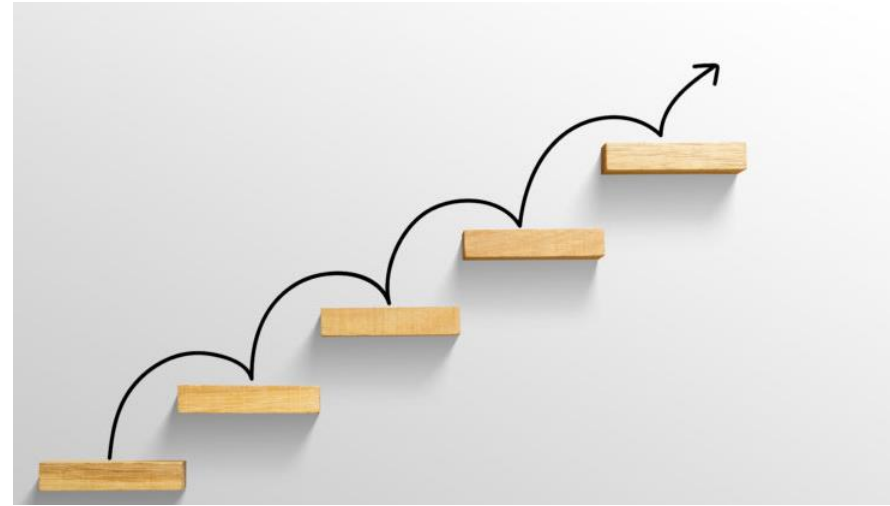
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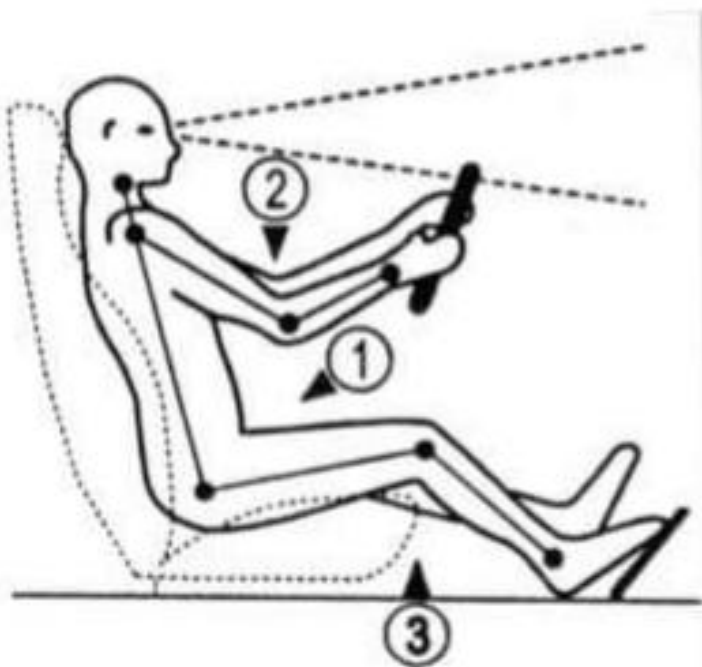


PORSCHE

- Seating Position and Mirrors
- Line
- Use of Controls
- Vision
- Consistency
- Situational Awareness
- Learning focus / self awareness



Preparing to drive on the track:



Proper seating position

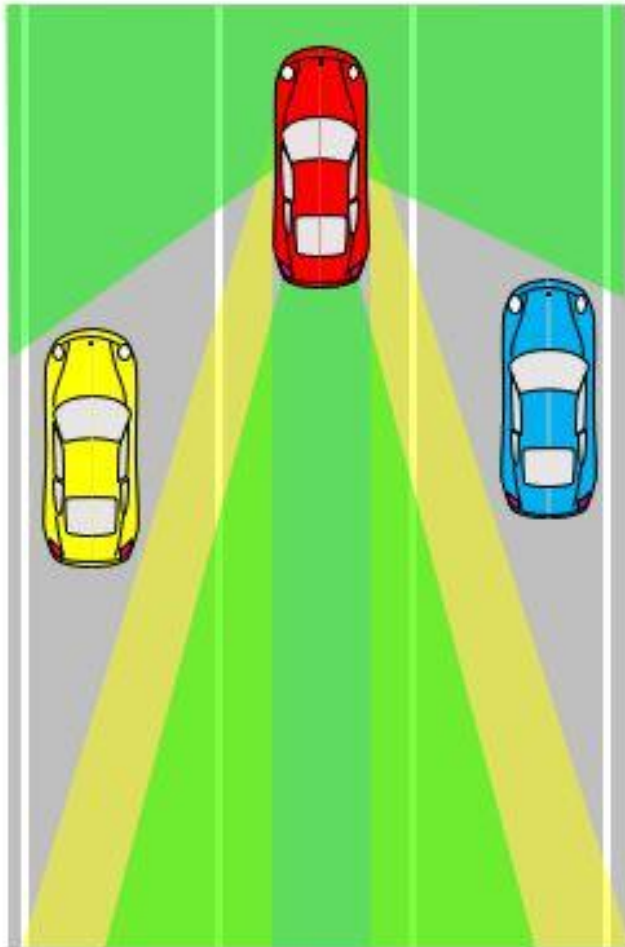


Proper hand placement

- **Start in correct seating position!**
- **Rearview Mirror**
 - Adjust to see entire rear window
- **Left Mirror**
 - Rest head against driver's window
 - Adjust to barely see left rear fender
- **Right Mirror**
 - Lean right so head is under rearview mirror
 - Adjust to barely see right rear fender



Common



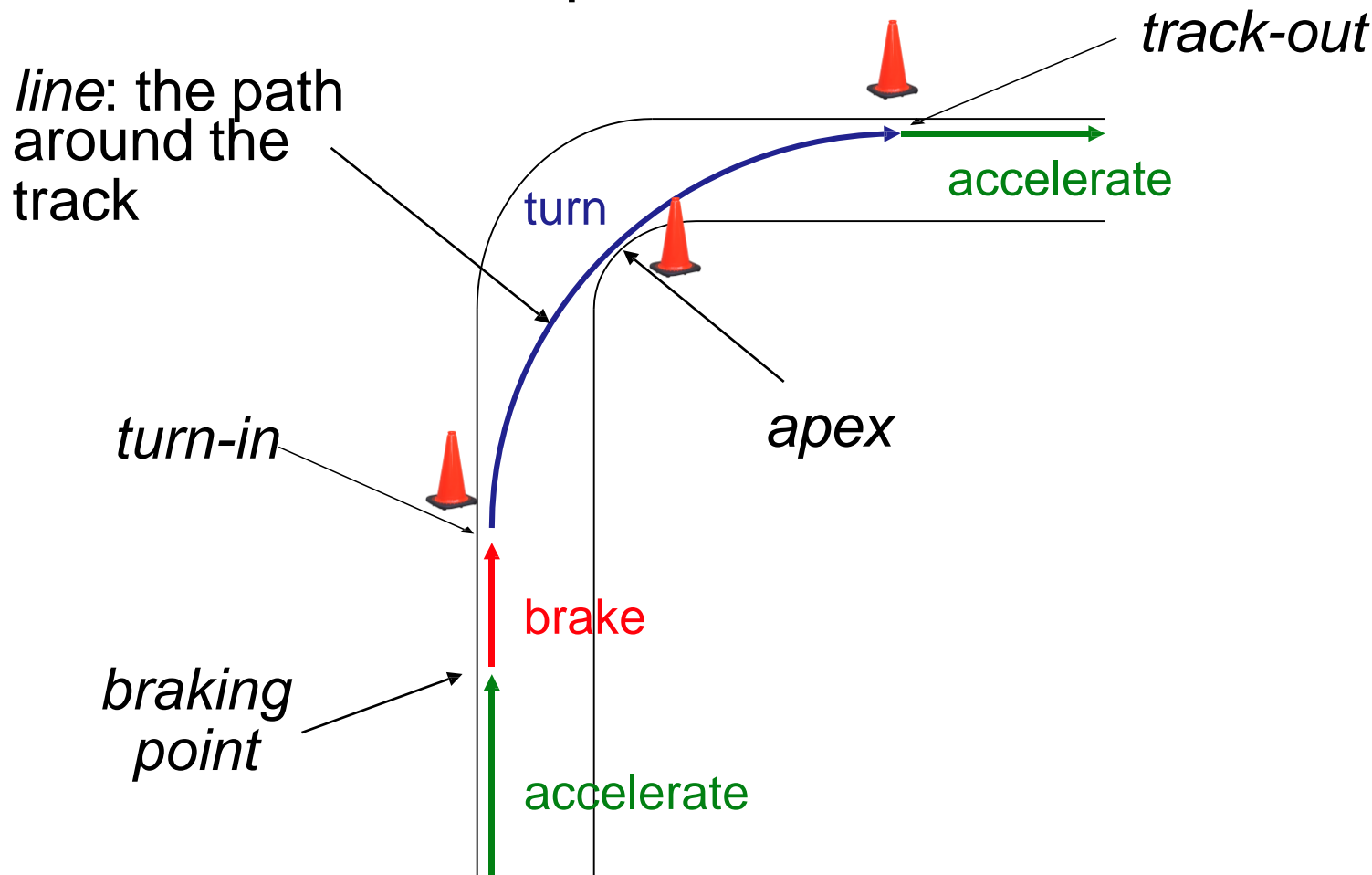
G. Plazer, "The Geometry of Automotive Rearview Mirrors—Why Blind Zones Exist and Strategies to Overcome Them," SAE Tech. Paper 950601 (1995).

- Are you comfortable in the car?
- Can you easily see ahead? Behind? Both sides?
- Good control with your shoes?
- Hands? Gloves?
- etc.

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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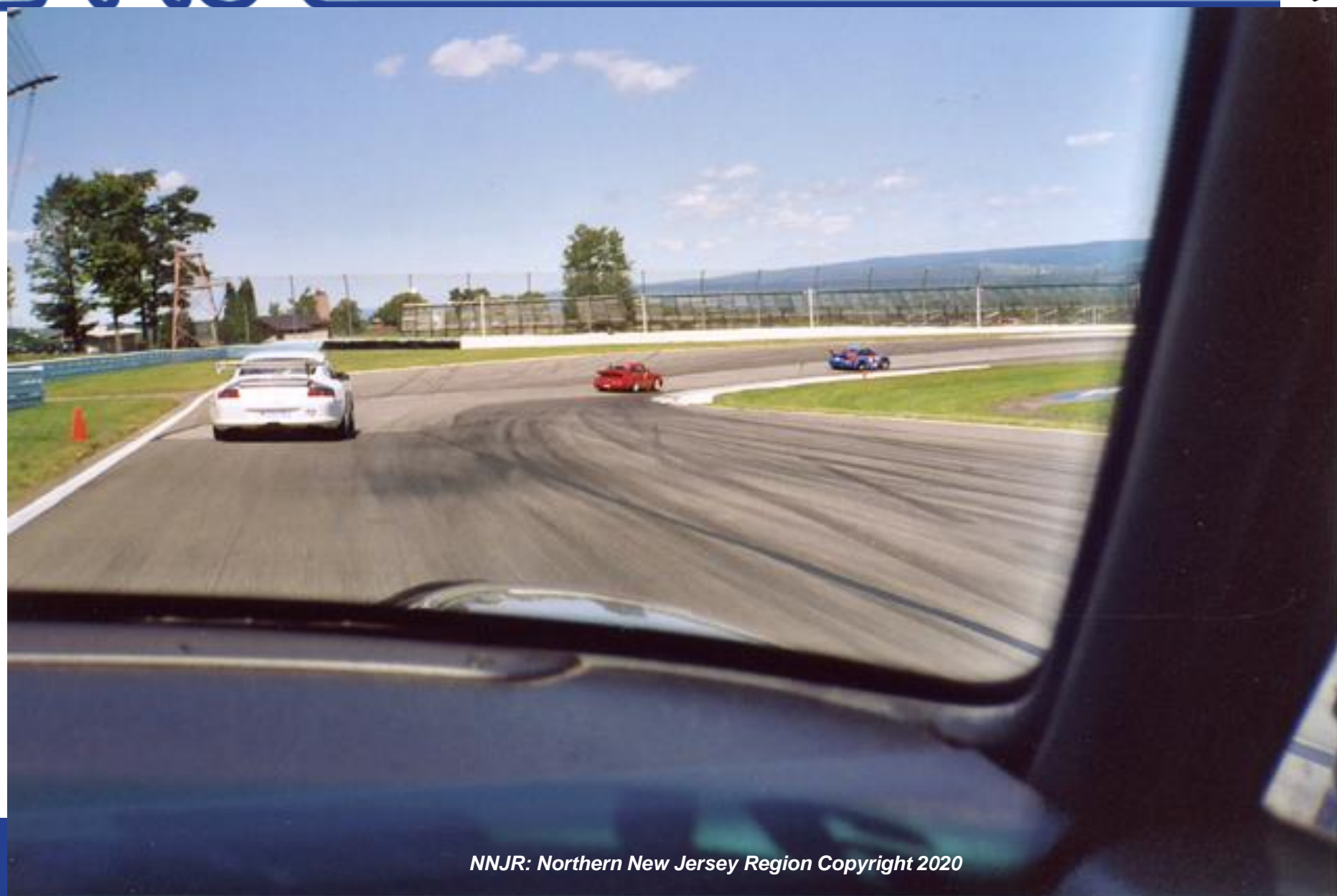
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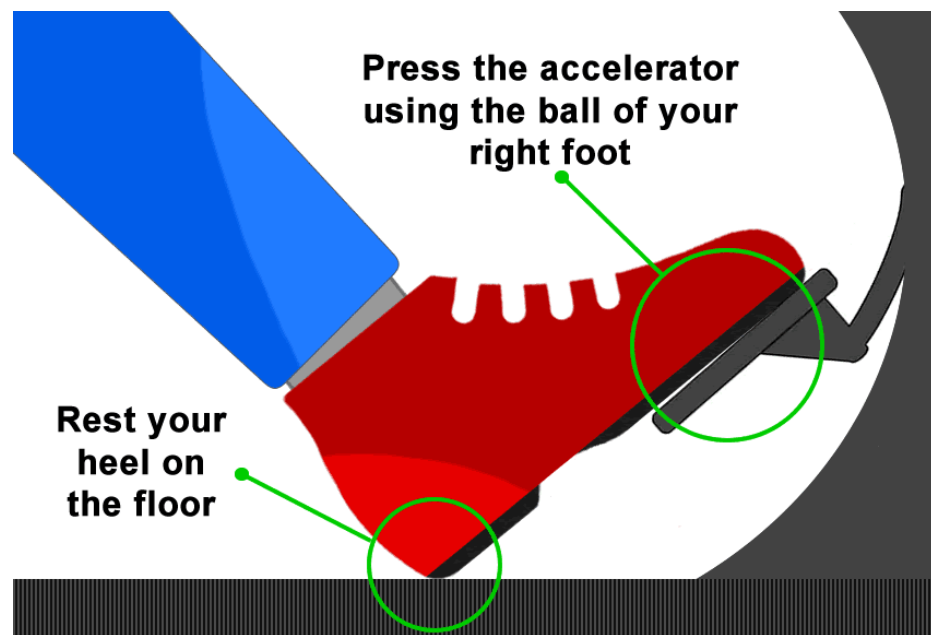


- Which corner is coming up next?
 - Have I memorized the corner numbers/names?
 - Can I describe each one?
- Do I have a clear mental picture of each corner?
 - Can I visualize each corner?
- Do I use the full width of the track?
- Am I consistent in each corner?
 - i.e. Turn In, Apex, Track Out
 - Do I have enough Reference Points?

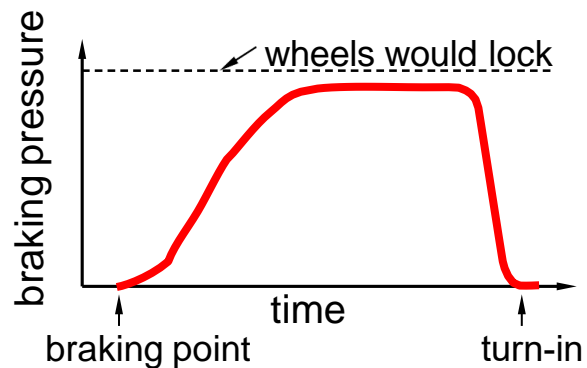
- Steering, Gas, Brakes
 - “”Wind”, “Unwind”, “Squeeze”, “Release”
- Never rush



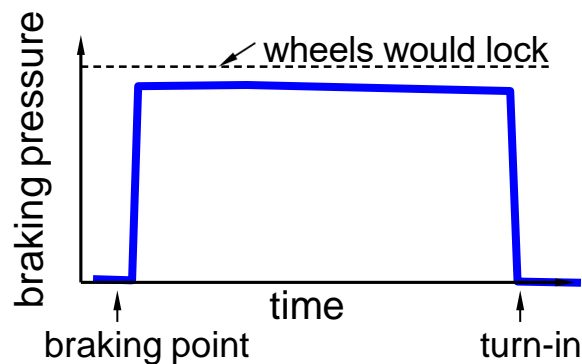
Proper hand placement



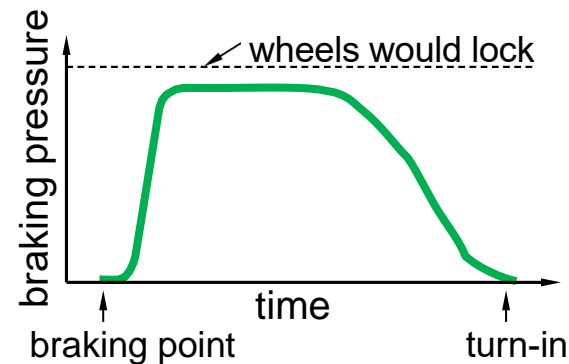
NNJR Hard Braking Zone



smooth on, quick off



full strength, full time



on hard, then ease off

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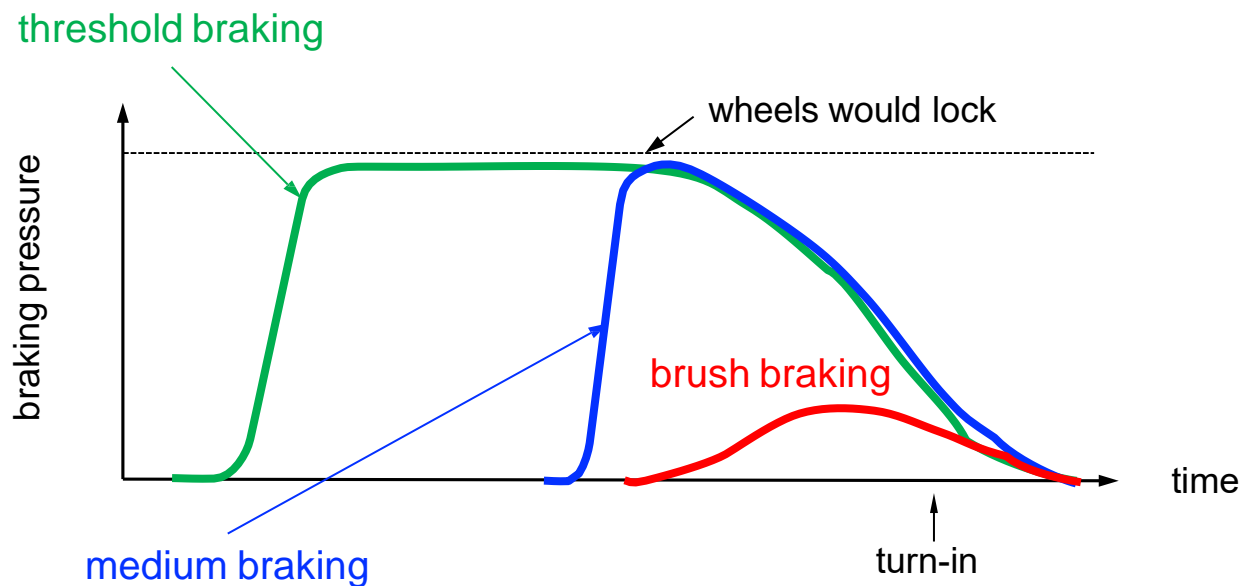


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NNJR Need Less Braking?



- Keep Release Gradual



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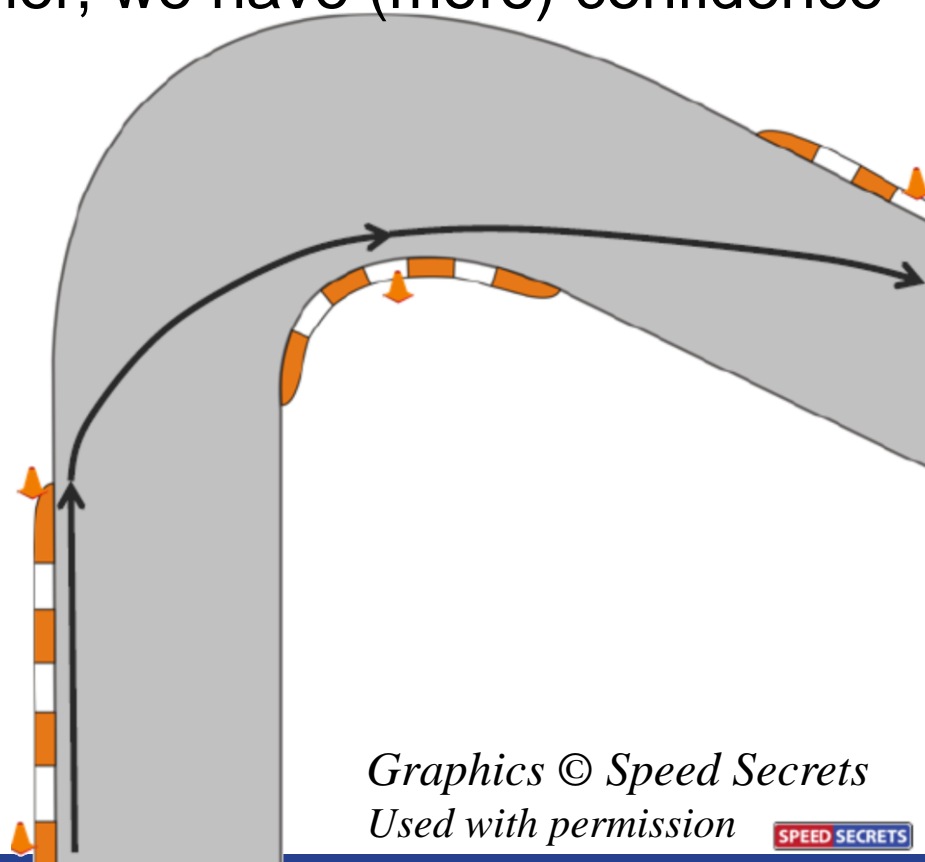
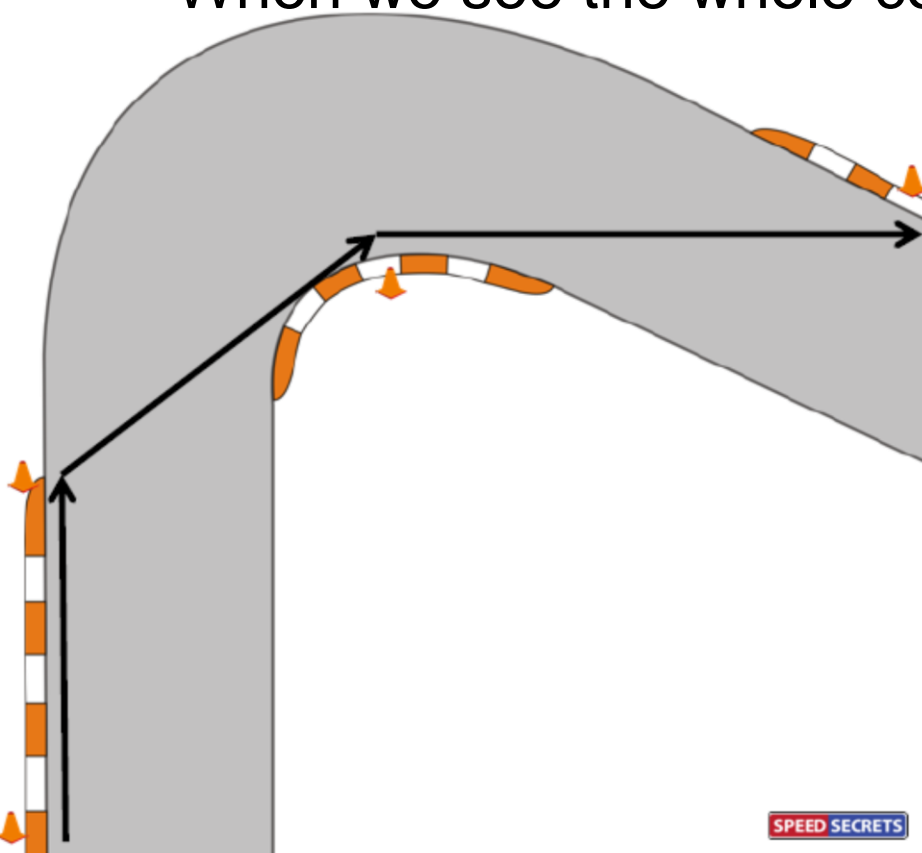
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- Consistent braking force?
 - Use a 1 – 10 scale
- Consistent braking point?
 - Beginning of Braking (BOB)
- Consistent release point?
 - End of Braking (EOB)
- Smooth release?
- Does the car stay balanced?

NNJR How We “See” a Corner



- A curve requires 3 points (basic geometry)
 - Our eyes have to "see" the whole corner
 - When we see the whole corner, we have (more) confidence



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- **Focus**
 - Central vision, 1 second or more
- **Peripheral**
 - Side/surround vision
- **Glance**
 - Central vision, 1/2 second or less
- **Mental**
 - Your “mind’s eye”

Source: Central Indiana PCA

NNJR Example

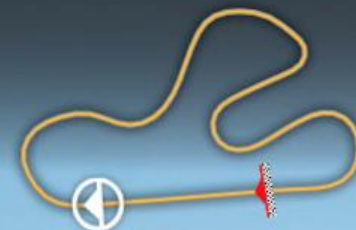


Chuck Tucker, Cayman GT4, 09/10/2017
Putnam Park, Lap 7/15
Sector – Sector 1

Total Time:
Lap Time:

0:08:19.8
00:08.3

Glance
Mental
Focus
Peripheral



Source: Central Indiana PC



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- “Eyes Up”!
- Am I looking far ahead?
- Am I using my peripheral vision?
- Do I have a clear mental picture of each corner?



- Flags!
- Traffic!
- Track conditions
- Car behavior and speed



NNJR Passing!



- Only in designated straights
- Only with a signal
- Both drivers know exactly what to expect

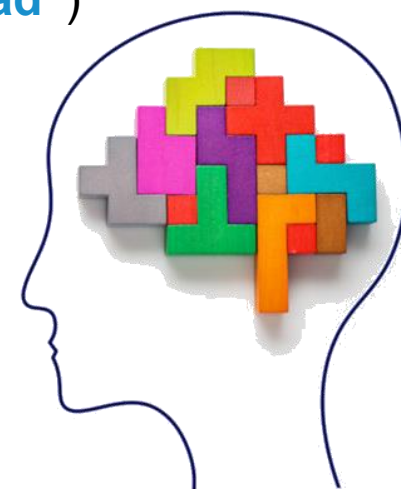




- Am I ever surprised by a car in the mirror?
- Is there a train behind me?
- How soon do I see each flag station?
- Do I check each station? Even in traffic?
- Do I set up passing situations?
- How close to the limit am I? i.e. My limit
 - In each corner
- How soon do I recognize an error?
 - “Go/No-Go”



- Prepare
 - 1 or 2 goals for each session...written down!
- 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
- 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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