

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 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.

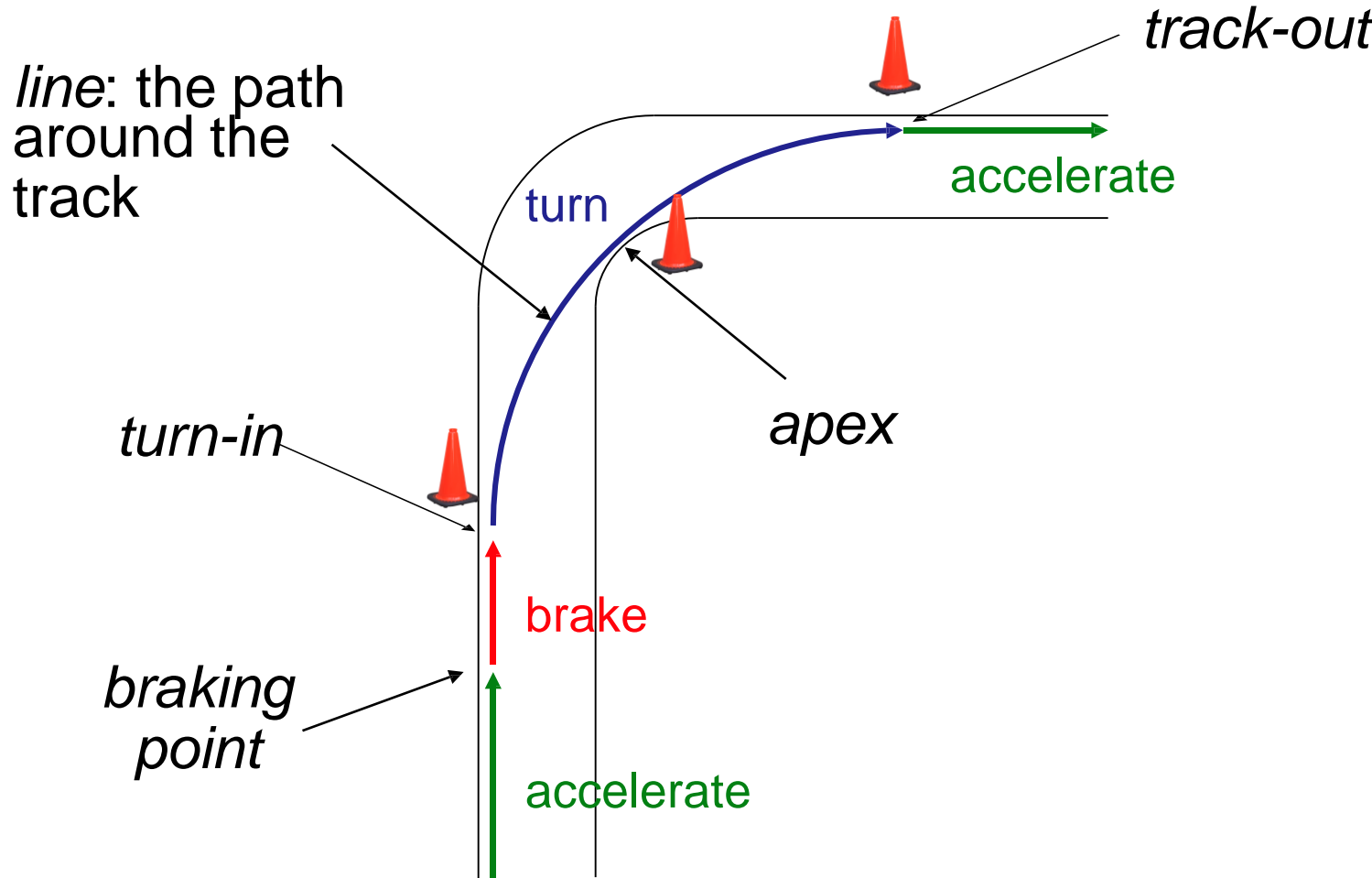
High-performance driving can be very dangerous, carries inherent risks and may result in injury or death. NNJR and PCA make no warranty, guarantee or representations as to the absolute correctness or sufficiency of any representation contained herein. Nor can it be assumed that all acceptable safety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

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

NNJR The Basics of Track Driving



- Use reference points to drive a consistent line



Slide by Chuck Tucker from community.hagerty.com, used under BY

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



NNJR 1. Awareness: Focus & Priority



- 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



NNJR 2. Reference Points (RPs)



- 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 (End of Braking)
 - Where I lift my foot off the brake pedal

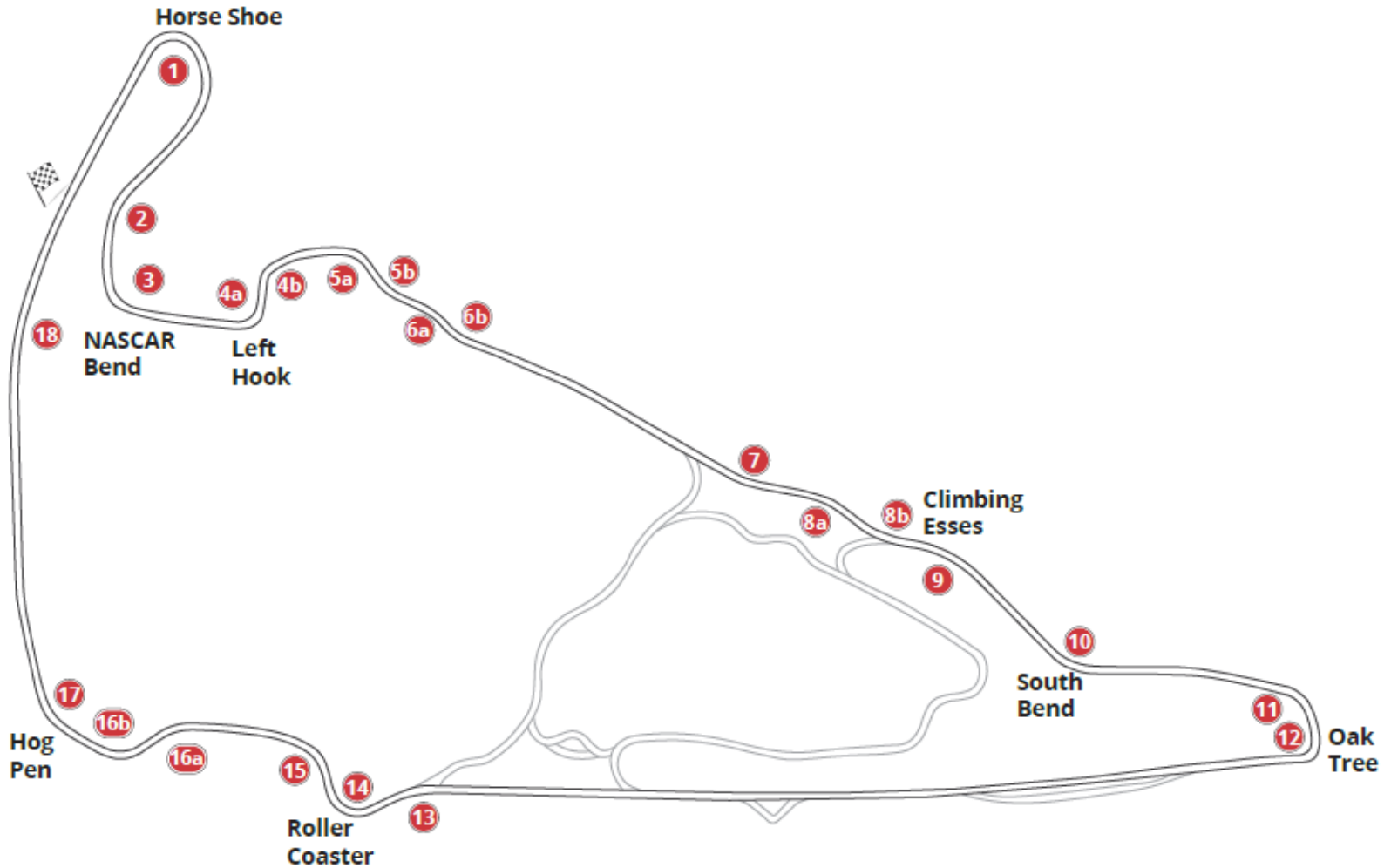
Plus:

- Amount of brake at Turn-In
- Attitude of car at Apex





Write Down Reference Points!



Porsche Club of America

Trackside Classroom Copyright NNJR 2022

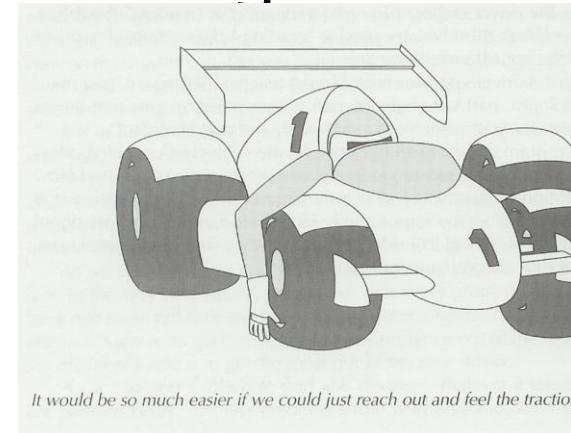


PORSCHE

NNJR 3. Controls



- 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)?



It would be so much easier if we could just reach out and feel the traction



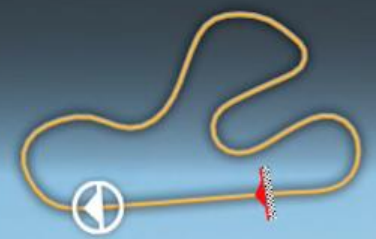
- Basics
 - Always look far ahead
 - Look “around corners”
 - Pick up Reference Points with peripheral vision
 - Look where you want the car to go
 - Scan: don’t fixate (includes mirrors)
- Refinements
 - Try to see something new on each lap
 - How does sun/shadow change what you see?
 - Carefully observe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

NNJR Vision on Track



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

Total Time: 0:08:19.8
Lap Time: 00:08.3



Glance
Mental
Focus
Peripheral



Source: Central Indiana PC





- 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

