

Trackside Classroom

Tips to Learn Faster...Improve Faster



*"The best drivers have a burning desire to learn more.
They're learning sponges."*

--Ross Bentley

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.

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.

NNJR 5 Tips to Improve Faster



1. How soon to WOT?
2. Prepare to learn (i.e. get better)
3. Set on track goal(s)
4. Use Sensory Input Sessions
5. Practice “Deliberately”



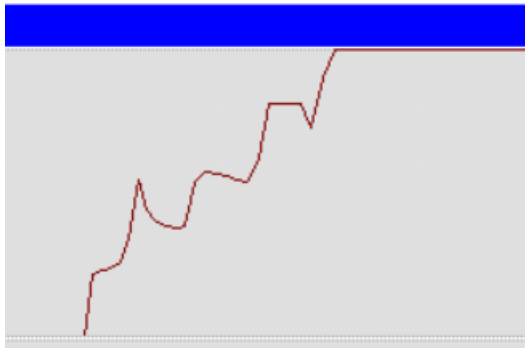
- The top priority in almost every corner
 - How soon to WOT?
 - Secondary: How soon to gas?

- Why?
 - Lap time is determined by
 1. Line
 2. Exit speed (~ = WOT)
 3. Corner Entry speed

Sources: *Carl Lopez: Going Faster!*
Peter Krause

Corollary: Braking late is the last place to look for pace!

- Common Mistakes
 - Late braking postpones WOT
 - Early throttle, late WOT



- At home
 - Review previous notes, track map, good videos
 - Simulator
 - Visualization (mental imagery)
 - Fitness
 - Make sure car is all set
- At the track: before driving
 - Notebook with written goal(s) for each session
 - Visualization
 - Fitness
 - Focus
 - Relax



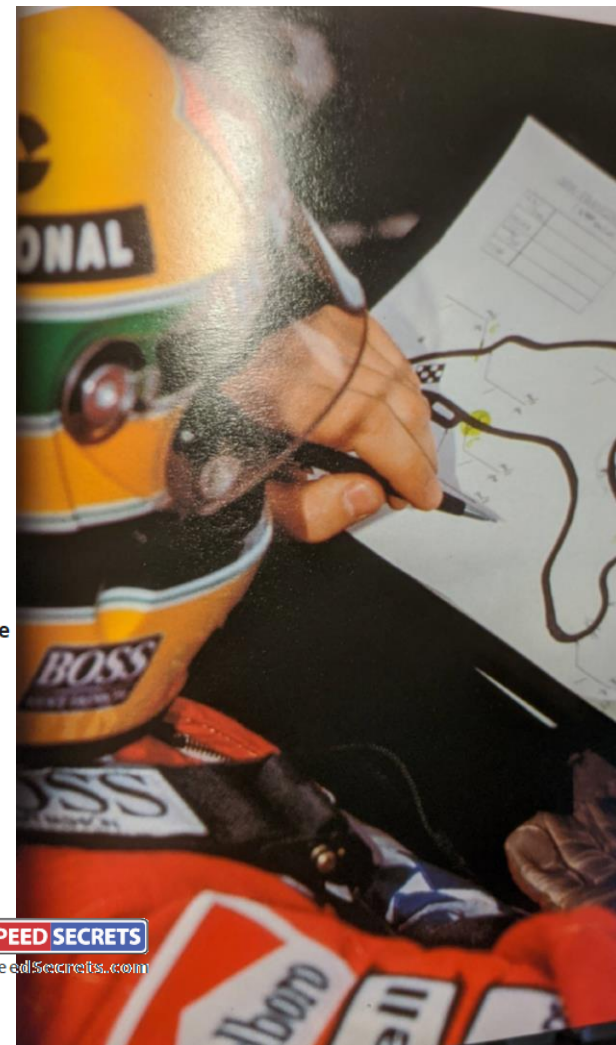
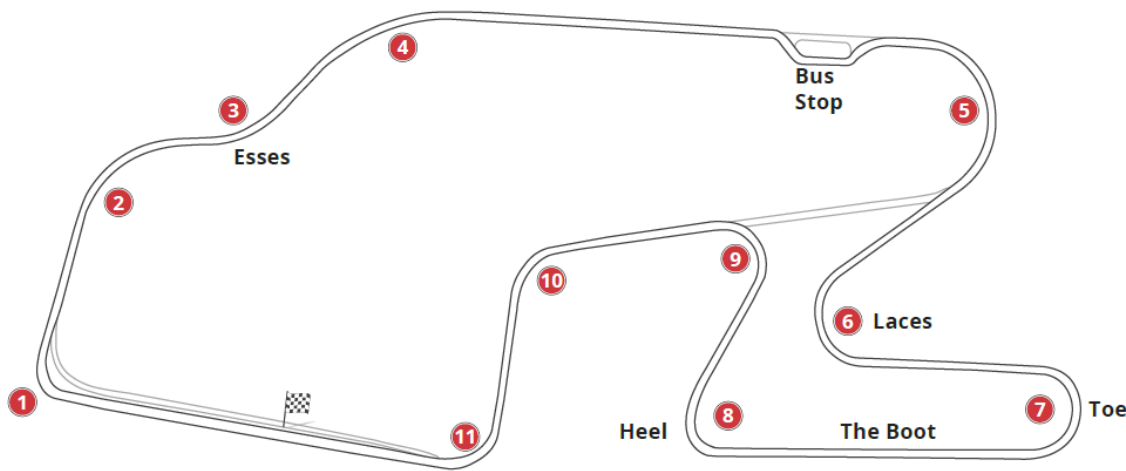
- Focus on:
 - One corner
 - One technique
 - One session at a time
- Attitude/Focus: get better on each run
 - Admit you don't know it all
 - Warm up slowly—and smoothly
- Don't go out with your friend(s) on every run
- Leave the car alone

Tip: Lap time should not be the focus

- A. Capture learning right away (*1st 10 minutes*)
 - Write down what worked, what didn't work
 - What did I do well that session?
 - Rate your performance 1-10; not the result
 - Note as many RP's as possible: "turn in at tire mark"
 - If I could do just three things better next session, what would the priorities be?
 - Do before lap times, data, video, or socializing
- B. Relax, grab food, prep car, socialize
- C. Time permitting, review data and/or video
- D. Mentally prepare for next session
 - Decide 1, 2 or 3 changes
 - Visualize
 - Create a "trigger"

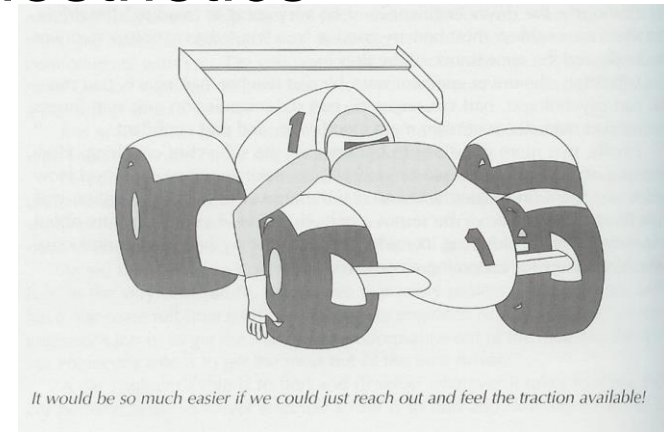
Source: Ross Bentley, Speed Secrets Weekly 309

3. Track Maps Best for Notes



SPEED SECRETS
SpeedSecrets.com

- For one session, focus only on vision
 - See something new each lap
- For one session, focus only on kinesthetics (feel)
 - Seat of the pants
 - Steering wheel (fingers)
 - Vibrations
- For one session, focus only on sound (hearing)
 - Air rushing by
 - Engine notes
 - Etc.



- **How you practice is more important than the *amount* you practice.**
- **Purposeful practice:**
 - Get outside your comfort zone but
 - Do it in a focused way,
 - With clear goals,
 - A plan for reaching those goals, and
 - A way to monitor your progress.



Example - 6,250 rpm at Toe track out by going to WOT 3 feet sooner

*Source: Ross Bentley, Speed Secrets 322
Also, see Talent is Overrated by Geoff Colvin, and Peak. Secrets from the New Science of Expertise by Anders Ericsson and Robert Pool*

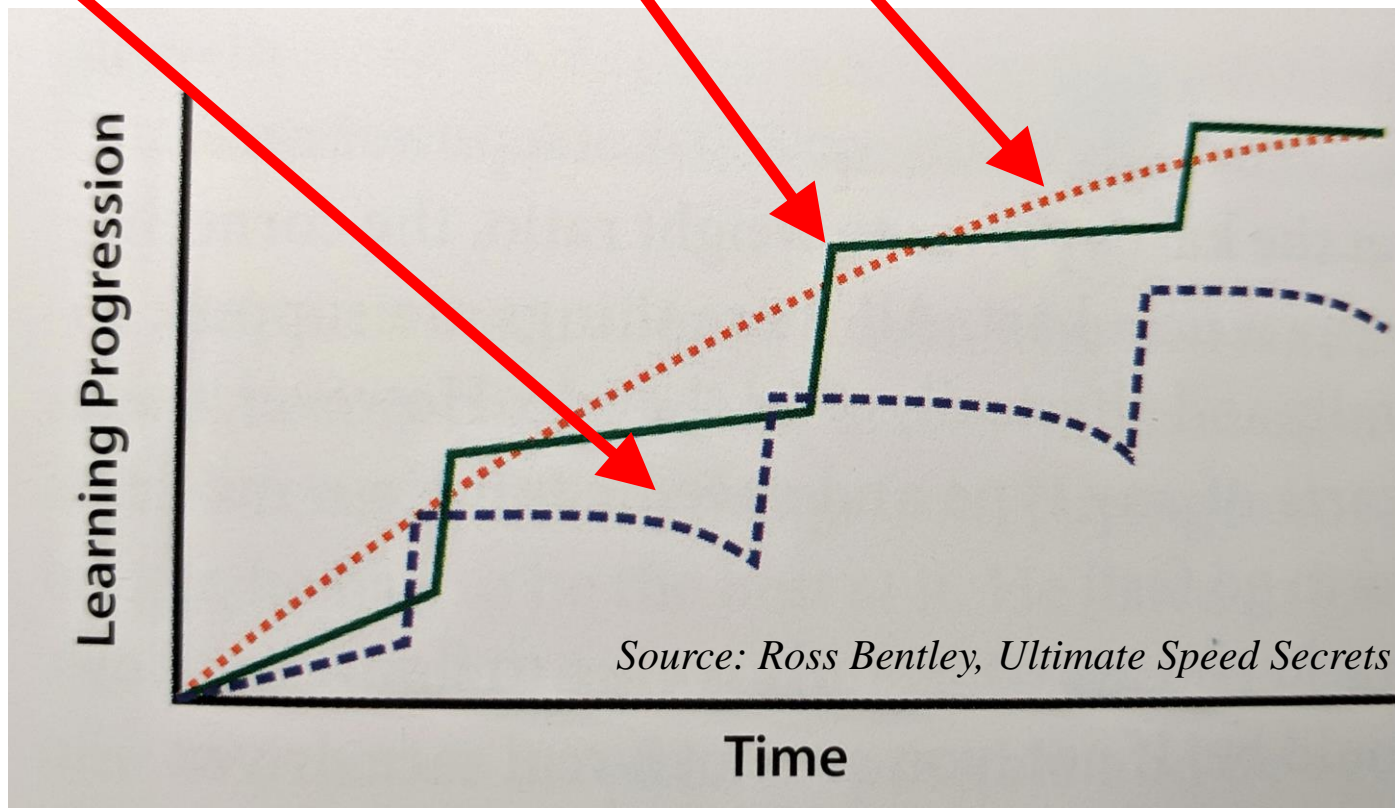


- “Index” your speed at a track marker
 - Check exit speed at, or just after, track out cone or other easy Reference Point
 - Track where you go to full throttle (WOT)
- Index by listening
 - Listen to your throttle position from turn-in to apex
 - “On and off” the throttle means you have over slowed the car
 - If you accelerate at the apex, but need to lift before turn exit, you need a later turn in and later apex



- We all get stuck at times
 - Feel like we're not progressing
- Remember ...

- Theoretical “Learning Curve”
- Typical Learning Pattern
- “Plateau”



NNJR “Plateau” Speed Secret



- If it seems you are not improving, you are about to
- If you feel your driving is on a plateau and you're not improving, rest.
 - Then push yourself, harder than ever before.
 - Make yourself a little uncomfortable, just as you would when pushing to do one more rep when weight lifting.
 - Then, rest again.
 - Do something different, working outside your comfort zone.
 - Rest.
 - Give your mind time to process and turn what you struggled to do into something you do without thinking.



Sources: Ross Bentley, Ultimate Speed Secrets, Speed Secrets Weekly 217

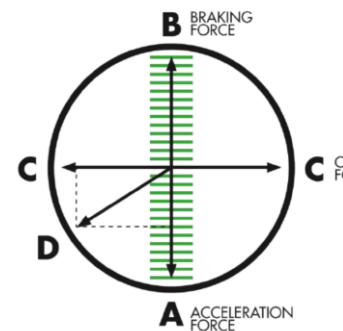


1. They focus on the basics.
 - The advanced stuff is just doing the basics better.
2. They're committed to learning.
 - They make learning an objective.
 - They know the more they know, the better they will get.
3. They prepare.

Source: Ross Bentley, Speed Secrets Weekly 191



- Avoid “coasting”
 - Stay at full throttle until time to brake
 - Begin of Braking = Accelerate to Point
- Make corners smoother
 - Focus on where you release the brake (EOB) vs. where you first go the brake pedal.
- Don’t assume the turn challenging you the most is holding you back
 - Normally not the case.
- Being smart beats being brave
 - And tends to be much less expensive



1. How soon do you get to WOT?
2. Am I prepared to learn?
3. What are my on track goal(s)?
 - Not lap time!
4. Have I tried Sensory Input Sessions?
5. Do I Practice “Deliberately”?
 - Try things...with a plan
 - Challenge myself
- Don't get mentally stuck
- Remember to have fun!



NNJR Questions? Comments?



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- See me at the track!

