



## NNJR “Trackside Classroom”



## ***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 Lightning, 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 How to Go Faster...Safely



1. Consistent Baseline
2. Change (improve) one thing
  - Incremental, not dramatic
3. Practice until change becomes baseline
  - Always include Go/No Go
4. Don't forget Situational Awareness
5. Repeat



# NNJR “High Performance Driving Seminar”



## “Best Execution of Fundamental Skills”

- Consistency in speed, car placement, control input speed and amplitude
- Practice deliberately, add speed incrementally
- Balance risk versus reward

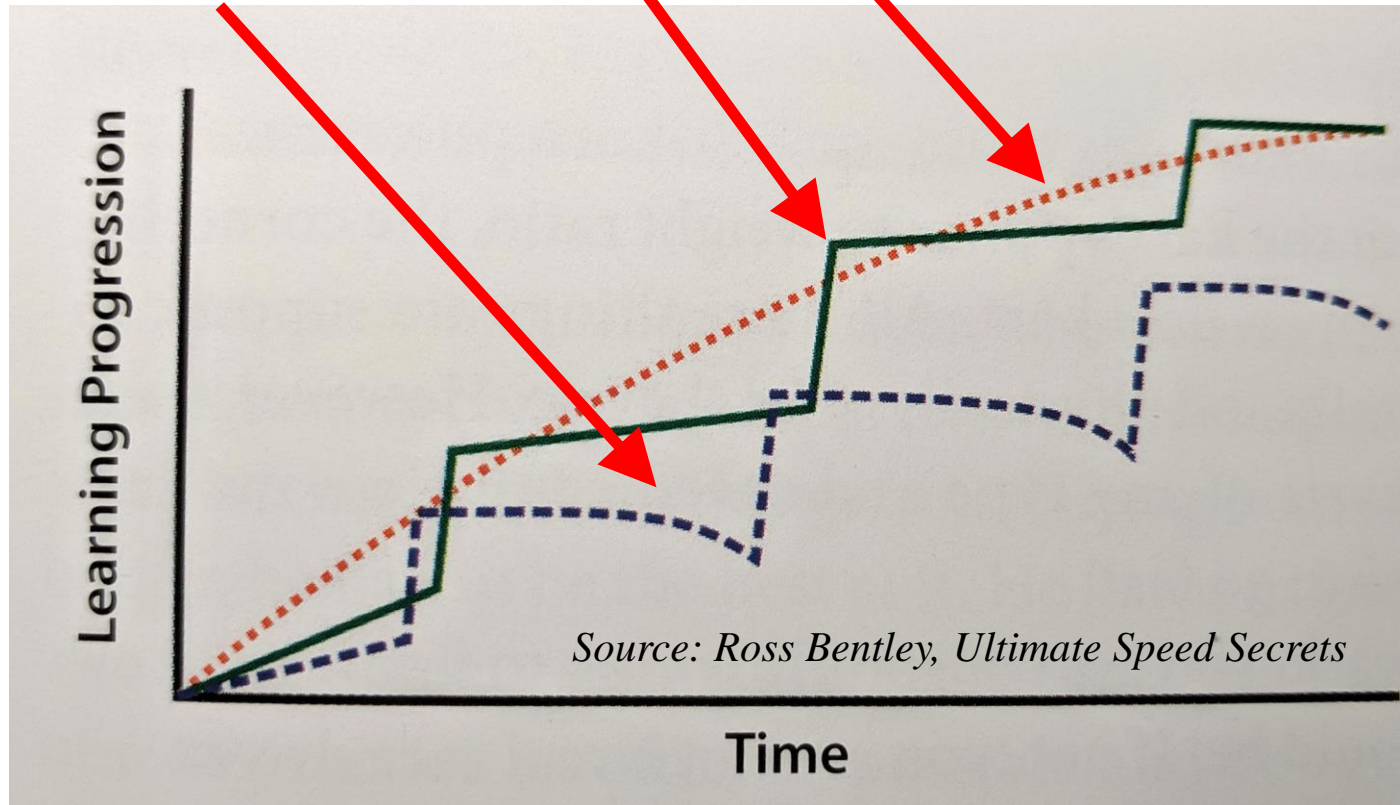


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# NNJR How Do We Improve?



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



- Minimal variance in Reference Points
- Same “sight picture” lap after lap for each corner
- Car feels and behaves the same
  
- How to Measure?
  - ~~Lap time?~~
    - Segment times
  - Video
  - Index each corner



# NNJR What Do I Change?



## Low Hanging Fruit

- Sooner to Wide Open Throttle

## Hardest Part

- Corner Entry Speed

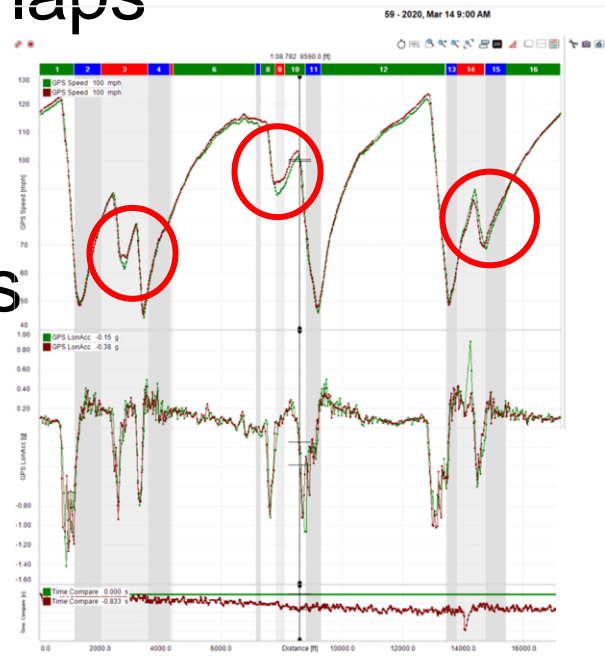
## Priority

1. Line
2. Corner Exit
3. Corner Entry
4. Late Braking



- AIM: Compare 2 or 3 fastest laps
  - Better: compare segments

- Garmin: review Opportunities



- VBOX: create “Ideal Lap” video and review

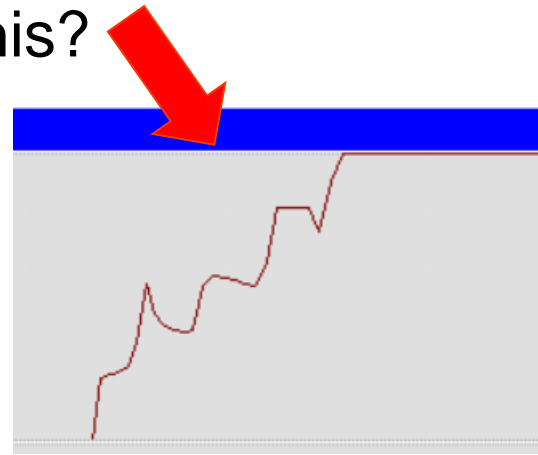
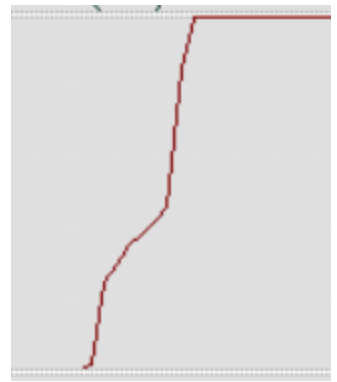


# NNJR Lightning Examples



- Turn 7 Exit

- How soon do I get to the gas? (“TAP”)
- How soon is my foot on the floor? (“WOT”)
  - Can I move it earlier?
  - Consider delaying TAP?
- Does my throttle look like this chart? Not this?
- Risk factor? Low to Medium



- Turn 5 Exit

- How soon do I get to the gas?
- How soon is my foot on the floor?
- Risk factor? Medium to High

# NNJR How to Improve WOT?



- First: be sure apex and track out are correct!
- Experiment with car angle at Apex
  - More steering input just before apex?
  - More or less trail brake?
  - No maintenance throttle?
- Delay gas until car is “pointed”



# NNJR When to Work on Entry Speed?



- Only after WOT is nailed and consistent
- Increase slowly until
  - Miss apex which delays WOT, or
  - Car won't turn at turn-in (understeer)
  - Use EOB reference point to improve consistency



# NNJR Importance of Consistency



- The NUMBER ONE best execution of fundamental skills is driving consistency during on-track sessions
- Lateral car position, braking force, entry speed
- Work on corner exit before corner entry
- Develop a “go/no-go” system
- IF the car is out of position or not on the correct trajectory, “no-go” on the next control input

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“Go/No-Go” is a simple assessment that every driver should develop to prevent incidents

- Big mistakes are the result of lots of little ones accumulating without recognition and mitigation
- “Go/No-Go” works for car path, vehicle speed, approaching traffic and recovering from driver errors
- Constant evaluation to “go” on the next control input or pass, i.e. “no-go” and recover



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# NNJR Situational Awareness



- Do you have an out?
  - Two cars behind but you only see one?
  - Fast car approaching while you chase your friend?
  - Yellow flag pops out when you just pulled out to pass?
- Common Mistakes
  - Failure to identify or anticipate track situations
  - Lack of traffic awareness
  - Poorly timed passes or passing signals
- Needs to be part of Consistency!



# NNJR How to Go Faster...Safely



1. Consistent Baseline
2. Change (improve) one thing
  - Incremental, not dramatic
  - Start with WOT
3. Practice until change becomes baseline
  - Always include Go/No Go
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# NNJR Common Mistakes



Most common opportunities for improvement

- Trying to go too fast in the slow parts
- Inconsistent braking performance
- Throttle on too early, “waiting” to finish the corner
- Sloppy car placement as speed increases



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# NNJR Questions?



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