



## Driver's Checklist

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- Stay on a reference point until you have full orientation, not just recognition.
- Release eyes to the next reference only after orientation is complete.
- Be sensitive to "feel" references (load, grip, weight transfer).
- No control input should ever surprise driver or car.
- Hit target BoB
- First 5% of brake application is deliberate and smooth.
- Hit turn-in reference point
- Clean trajectory, requiring zero mid-corner corrections.
- Utilize trailbraking to manage vehicle rotation, where appropriate.
- Last 5% of brake release is deliberate and smooth.
- Hit EOB reference point
- Exit Corners: Slow Point before apex, no throttle before apex.
- Apex: Tight on apex, car at correct angle.
- Entry Corners: Slow Point past the apex.
- Initial throttle application free of on/off moments.
- Rapid ramp from initial throttle to WOT (for most corners; exception is fast corners)
- Hit WOT reference point
- Weight transfer controlled throughout (front-to-rear and rear-to-front) with brake and throttle.
- Hit track out reference point (using all of track)

*Source and Credit: "Know When You've Nailed It" — Ken Hill*



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