

## Green Group Classroom Session 1

- Goals for the weekend:
  - Be safe
  - Learn something
  - Have fun
- Familiarization laps: like a regular session (helmets on, instructor in car) except **touring speeds and no passing.**
- Car control basics: hands at 9 & 3 (preferred), eyes well ahead of the car, smooth inputs, 3<sup>rd</sup> gear (or Drive).
- Drive the turns outside-inside-outside, using the full width of the track. Your instructor will tell you which turns are different.
- You have primary responsibility for your own safety. Obey flags and track workers. Listen to your instructor. Drive within your abilities.
- Some flags give **commands** you must obey:
  - Yellow: no passing; reduce speed
  - Red: stop on track
  - Black: exit the track; get info in pits
  - Checker: exit track; session over

### Terms and concepts:

- Line
- Brake point
- Turn-in point
- Apex
- Track-out

## Green Group Familiarization Laps Session Goals

### First-Time Track Drivers

1. Experience a track session
2. Drive with your helmet on
3. See the track: straights & turns, flag stations, curbs, brake markers

### Experienced Drivers

1. Drive a great line
2. Point out every flag station to your instructor
3. Find 3 new reference points

## Green Group Classroom Session 2

- A good mindset lets you learn faster
  - Give yourself time to learn
  - Focus on technique; speed will come
  - Drive within your abilities
  - Take care of your body and your car
- What to do in each part of the track:
  - Straights: accelerate, pass/be passed
  - Braking zones: brake firmly, keep the car straight, look into the turn
  - Turns: turn wheel smoothly, use full width of the track, initially use a little gas to balance the car. Past the apex, unwind the wheel and begin to accelerate.
- Use reference points to drive a consistent line: curbs, brake markers, object in the distance, etc. You'll gradually build a rich set of these.

### Passing:

- **Only pass** between turns 10 and 1, turns 4 and 5, or turns 7 and 8.
- **Only pass on the left.**
- **Only pass** when the car in front moves track right and signals with an arm out the window.
- **Give** a passing signal **whenever there is a car behind you that wasn't there before.**
- Show you want to pass by "presenting" yourself: get within 2 car lengths, and a half-width left (if available)

### Terms and concepts:

- **Early** (turn-in, apex, track-out)
- **Late** (turn-in, apex, track-out)
- **"Drive off straight"** (better than a spin)
- **"Both feet in"** (In a spin, both feet in)

## Green Group, Saturday Track Session 1 Session Goals

1. Get the feel of driving faster
2. Give and take some passes.
3. Wiggle your fingers on the front straight

## **Green Group Classroom Session 3**

### Doing better at passing:

- Check your mirrors at the start of each passing zone.
- Check your mirrors when you aren't busy; know who is behind you.
- Lead car: give prompt, clear signals
- Second car (of 3 or more): present yourself and be ready to pass, **or** signal the car behind you to pass.

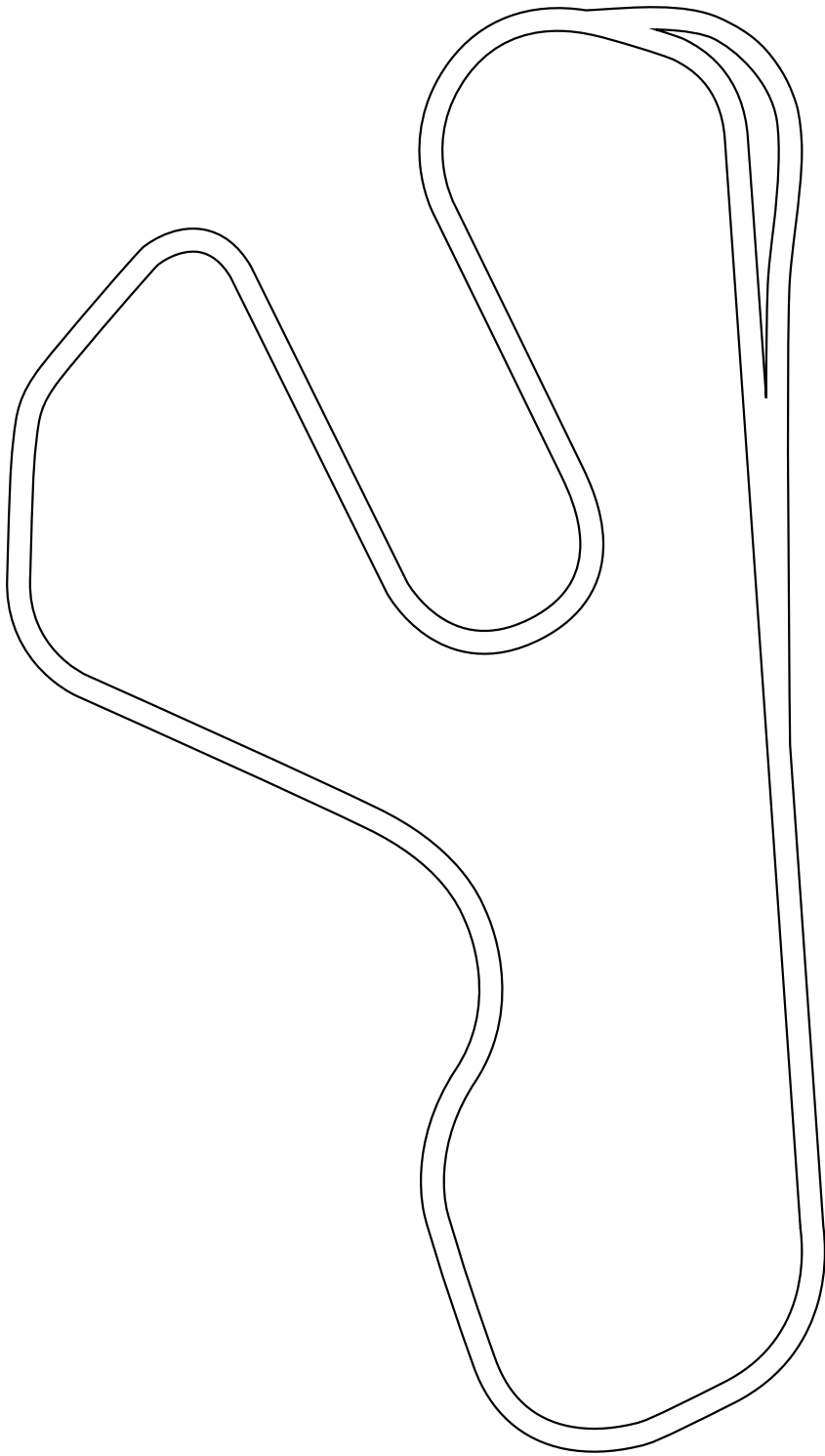
### Creating your own track map:

- Start with corner numbers
- Add flag stations
- Add more reference points and notes throughout the weekend

## **Green Group Saturday Session 2 Session Goals**

1. Give and take passes promptly; keep the traffic moving (a group goal)
  
2. Find turn-in reference points for Turn 10 and two other turns
  
3. Use more of the track's width.

Talk with your instructor about riding with them in a Yellow session today. Other run groups can pass on the left or right; your group only passes on the left.



## Green Group Classroom Session 4

- Shifting gears:
  - Never in a turn
  - Upshift: on the straights, as your car approaches max RPM
  - Downshift: while braking and going straight, when you need a lower gear to exit the next turn

### Fine-tuning your line:

- A (somewhat) late apex line is faster (allows you to accelerate sooner) and safer (if you miss the apex, wait to accelerate).
- Early turn-in:
  - Feels like you “run out of track” at track-out. You can’t unwind the wheel after the apex.
  - Recognize early (eyes up!); reduce speed gradually, or just don’t accelerate until track-out.

### Fine-tuning your line (continued):

- Overly late turn-in:
  - You can’t get to the apex; you don’t need all the track at track-out.
  - Turn in a little earlier next time. May need to brake sooner/harder.
- On the correct line:
  - Turn-in to apex: steering input and throttle nearly constant.
  - Apex to track-out: can gradually accelerate and unwind the wheel.
  - You use all the track at track-out.

### Tips for this afternoon and tonight:

- Get an instructor ride this afternoon
- Take a few “mental laps” before bedtime
- Consider the Sunday am track walk

## Green Group, Saturday Track Sessions 3 and 4 Session Goals

### Session 3

1. Recognize early turn-in and correct the issue
2. Gradually accelerate and unwind the wheel as you exit each turn
3. Add three new reference points to your track map

### Session 4

(write your own goals)

- 1.
- 2.
- 3.

## Green Group Classroom Session 5

- You cannot start where you left off yesterday. Work back into it gradually.
- Improve your anticipation time by looking farther ahead:
  - For each turn scan 1 to 2 points ahead: brake point, turn-in, apex, track-out, down track.
  - Use visual reference points well down the track.
  - Keep your visual focus well ahead of the car; see nearby objects with peripheral vision.
- The domino effect: a turn that was working is not working today.
  - You may be approaching faster, by doing the previous turn better.
  - Solution: move your braking point back, get the entry speed you want.

If you turn in too early, or too fast:

- Keep looking ahead. You'll detect the error sooner, and the car goes where you are looking.
- Small error: delay acceleration
- Medium error: slow down gently, keep the car on track if you can
- Big error: drive off straight (or put two wheels off); much better than a spin

Better braking:

- Initially: build pressure quickly, transfer weight forward, slow the car, . . .
- Then: reduce pressure gradually to balance weight front & rear, improve grip in the turn
- Light "brush braking" will be gradual on/ gradual off (e.g., Turn 3 to 4)

## Green Group Sunday Session 1 Session Goals

1. Gradually work back up to yesterday's rhythm and pace
2. Combine hard initial braking with a gradual release
3. Add three new reference points or driver notes to your track map

## Green Group Classroom Session 6

Before each session, **write three goals.**

These could be:

- Things you'll do (how you'll brake, where you'll turn, . . . )
- Things you'll see (visual reference points, traffic, flags, . . . )
- Things you'll feel (weight transfer, grip, G forces, . . . )
- Ways you'll get yourself ready (mental imagery, physical rehearsal, . . . )
- Ways you'll consolidate your learning (track maps, notes, discussions, . . . )

After the session, look at your goals and make notes on how you did, what you learned.

Driving on the street:

Set a good example for others—  
especially for your children

Skills to work toward in future events:

- Brake and turn close to the car's limits
- Use the throttle to position the car
- Heel & toe downshift
- Drive the line very consistently
- Find and adjust your own line
- Look 8 to 10 seconds ahead
- Think at least 30 seconds ahead
- Provide smooth inputs, even with the car close to its limits (but corrections are always quick)
- Drive comfortably in traffic
- Execute passes quickly and smoothly

Use street driving to practice:

- Good seat and hand position
- Looking far ahead
- Smooth braking and acceleration
- Feeling what the car is doing

### Green Group, Sunday Track Sessions 2 and 3 Session Goals

Session 2

1.

2.

3.

Session 3

1.

2.

3.