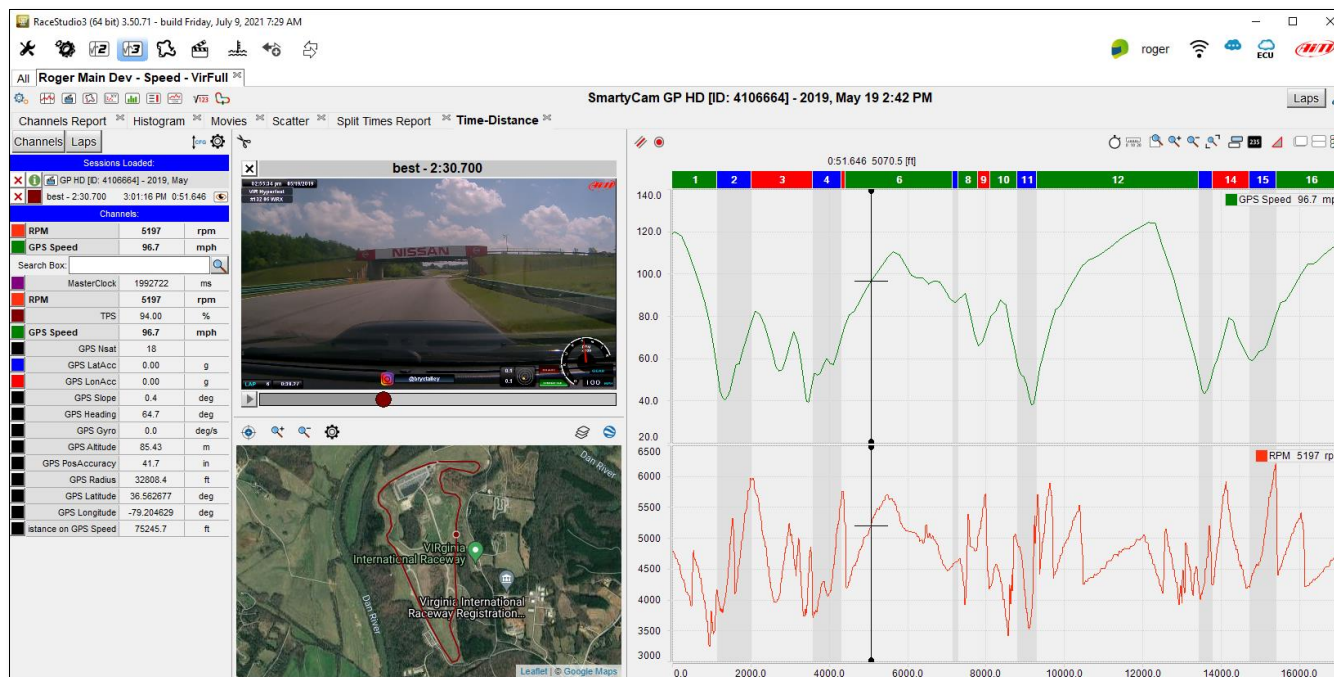




The Hardest Part of Going Faster

Becoming Comfortable Being Slightly Uncomfortable



Host:

Roger Caddell

AiM Sports - National Training Manager

Co-Host:

Peter Krause

www.PeterKrause.net



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Tuesday October 12th, 2021

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Peter Krause

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www.gofasternow.com



SPEED SECRETS
Virtual Track Walk



KRAUSE
& ASSOCIATES
HIGH PERFORMANCE DRIVER DEVELOPMENT

- Krause & Associates LLC at Virginia International Raceway - Premier AiM Dealer Since 2010
- Twenty-four years total, fifteen years exclusively using data and video to help drivers go faster, NOW!
- 8-Time AiM Sports Webinar Co-Host



Peter Krause

Krause & Associates
High Performance Driver Development



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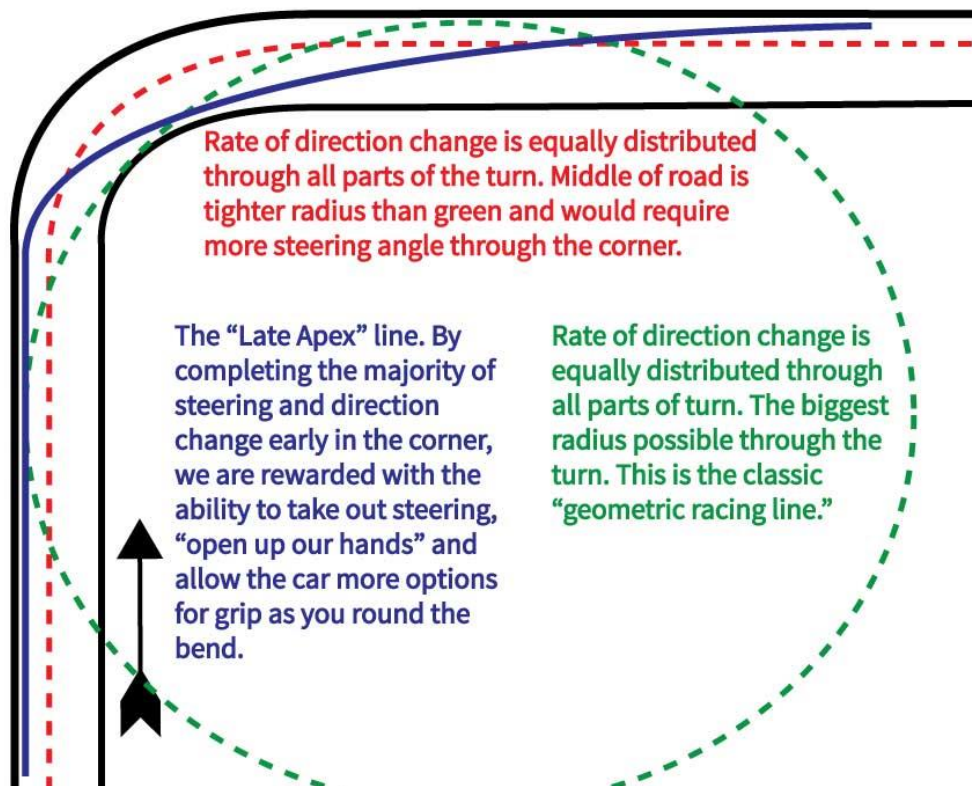
Fun With AiM Data and Video

Video and Data Are KEY to Auditing Your Performance



Start With The Easy

Optimize Corner Exit First - GET the Turning DONE!



Credit: Jonathan Goring Motorsports



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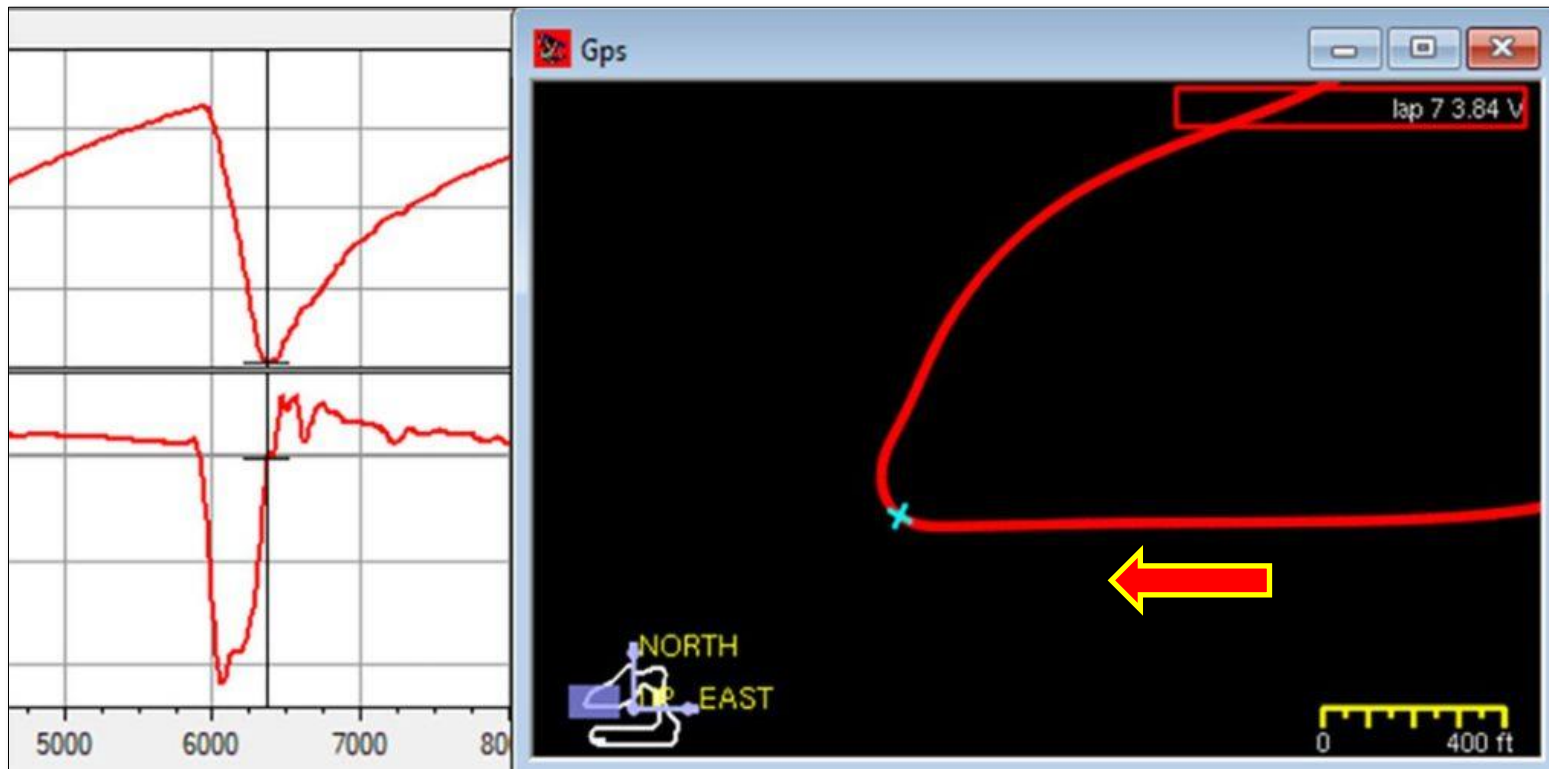
Start With The Easy

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Car Placement at Apex



Then Continuous Progression to WOT



Credit: Jonathan Goring Motorsports



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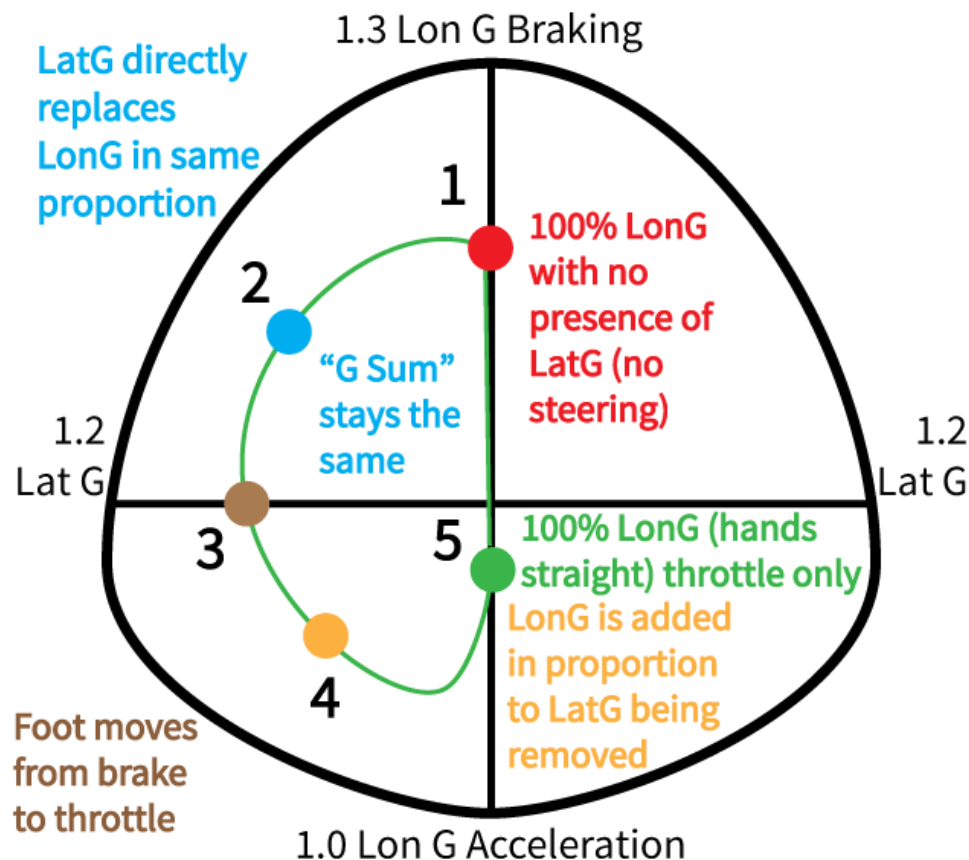
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Car Placement at Apex

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Maximize TOTAL Use of the Tires

Buddy Fey's LatG Benchmark for LongG Capability



Credit: Jonathan Goring Motorsports



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Maximize Total Use of the Tires

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We CAN Measure WITHOUT Sensors



Simply The END RESULT of Forces Acting Due to Control Inputs



Credit: Jonathan Goring Motorsports



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We Can Measure Without Sensors

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Corner Exit Optimization Metrics



Minimal or NO Breathe/Lift After Initiation to WOT



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Apply TPS ONLY When You Can Finish

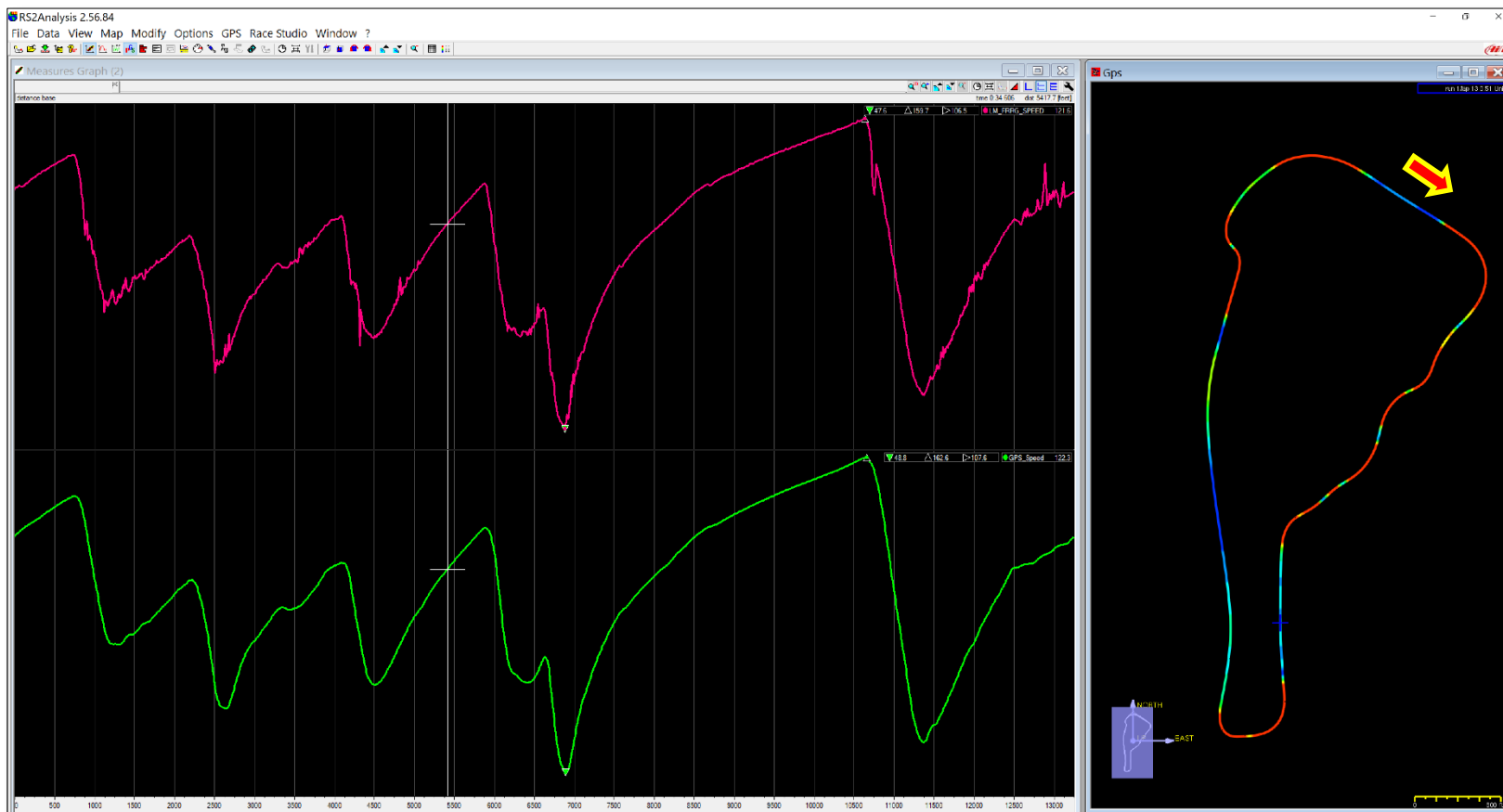
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Corner Exit Optimization Metrics



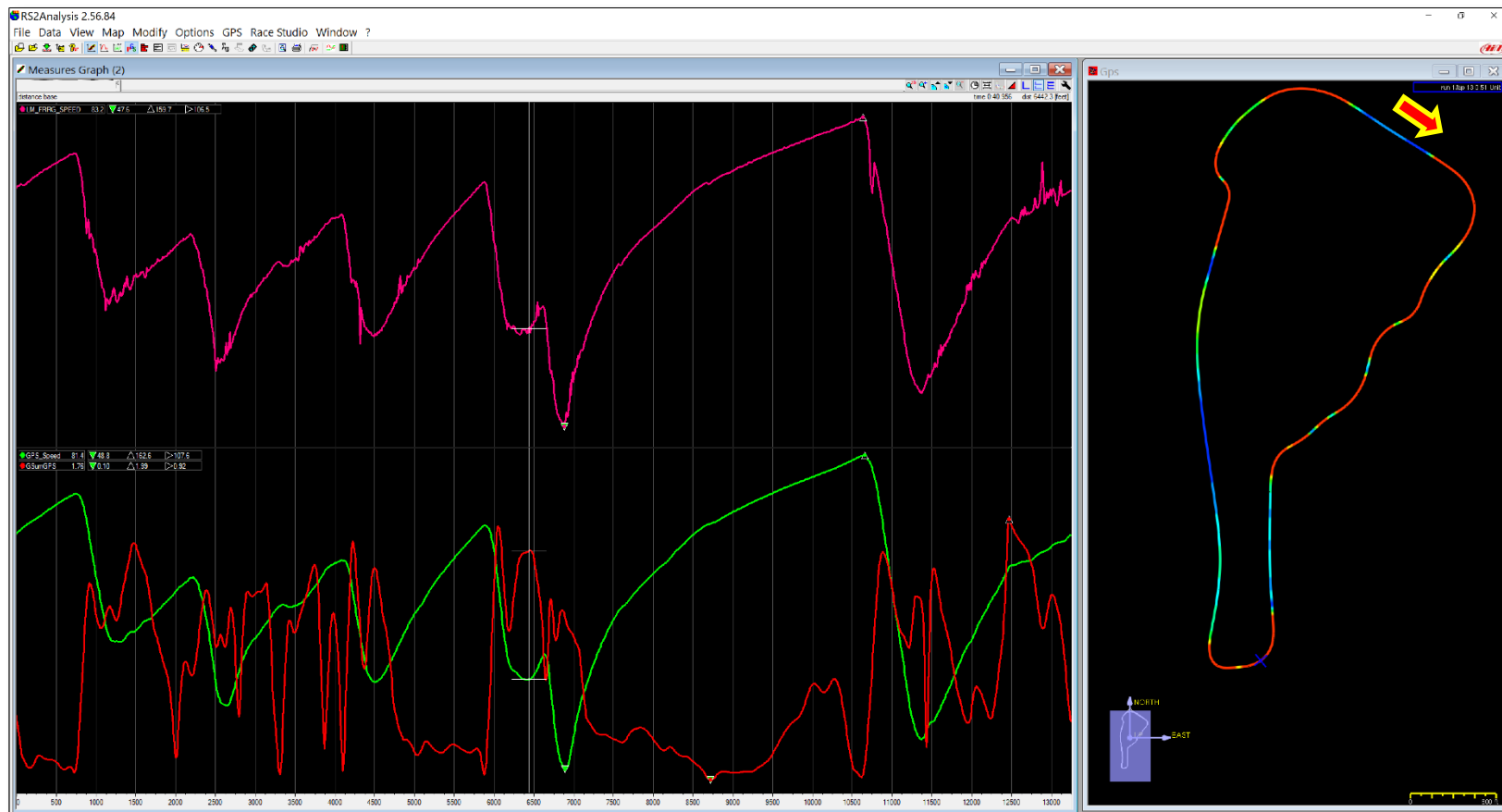
Wheel Speeds May Show Spikes Upward - GOOD!



Corner Exit Optimization Metrics



The Relationship of Measures is Important, Validate with GSum



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Static Limits Shown by Wheel Speed

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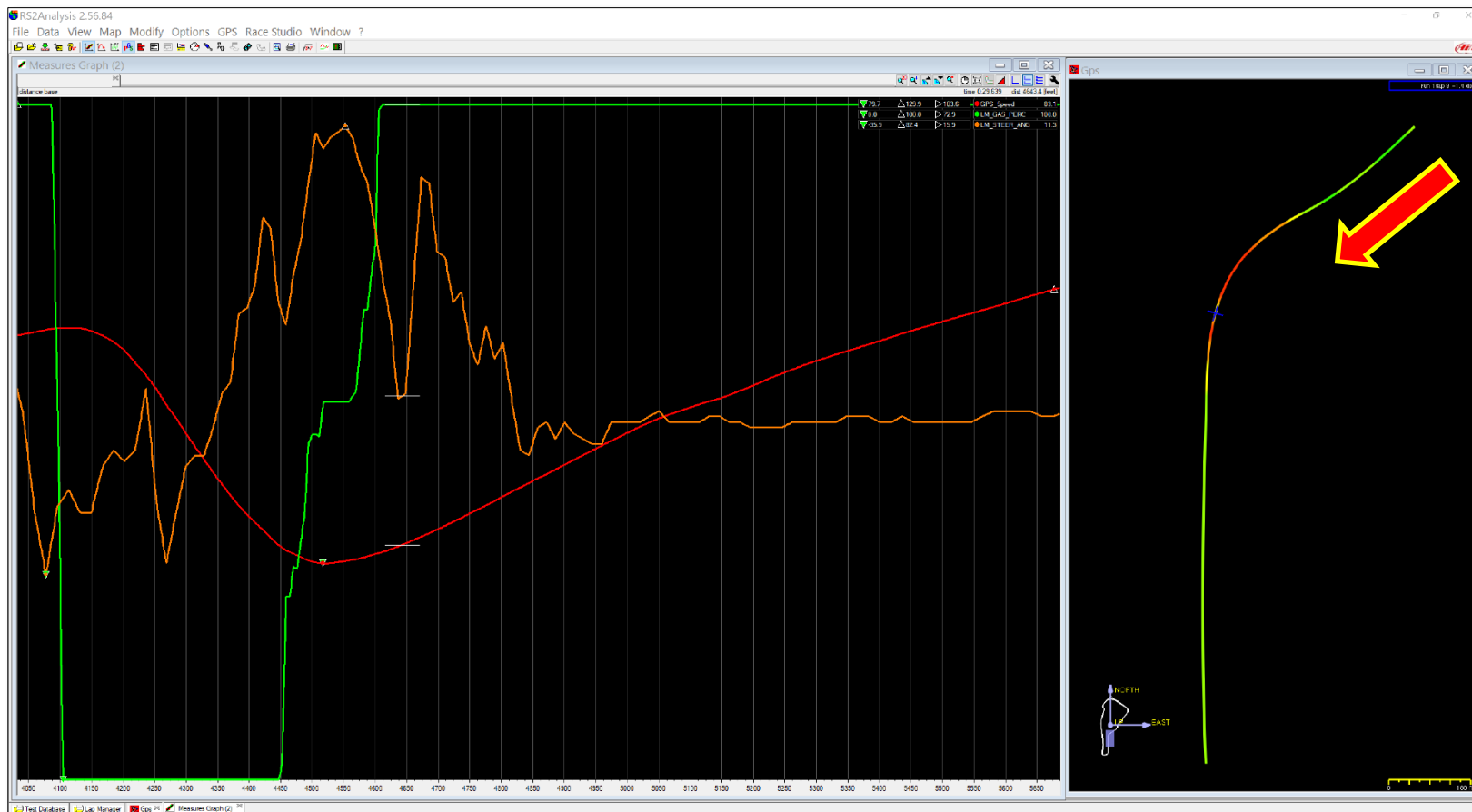


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Corner Exit Optimization Metrics



Steering Angle In Relation to Throttle Opening



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Culmination of String Theory

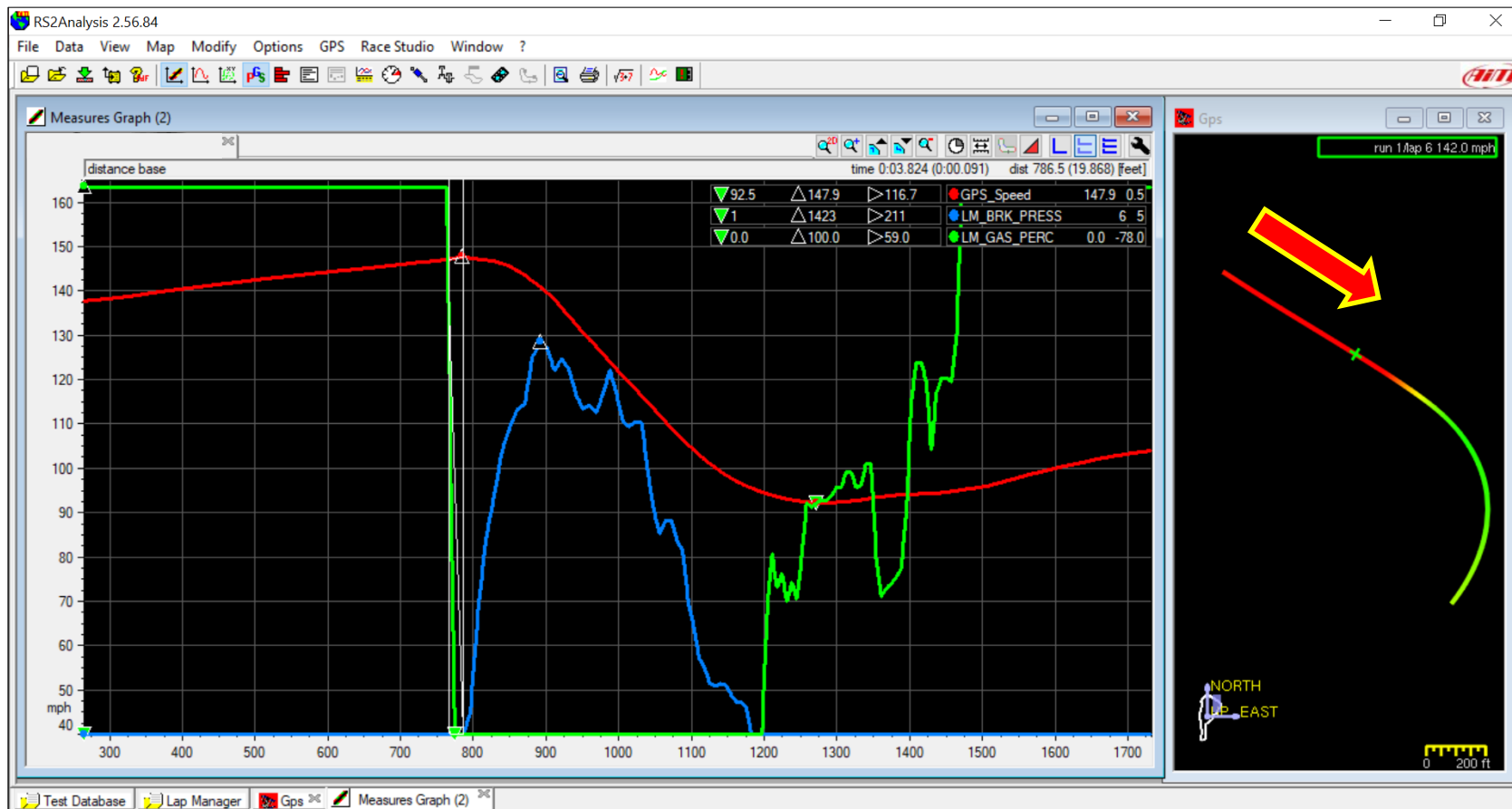
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Clean Throttle - Brake Transitions

Accelerate RIGHT UP to the Braking Point, Then DO It! 19 ft...



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Simple, But Effective Gains

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Brake Application In Three Steps



A) Initial Application B) Brake Aggression C) Sustained Deceleration



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Consistency is Key!

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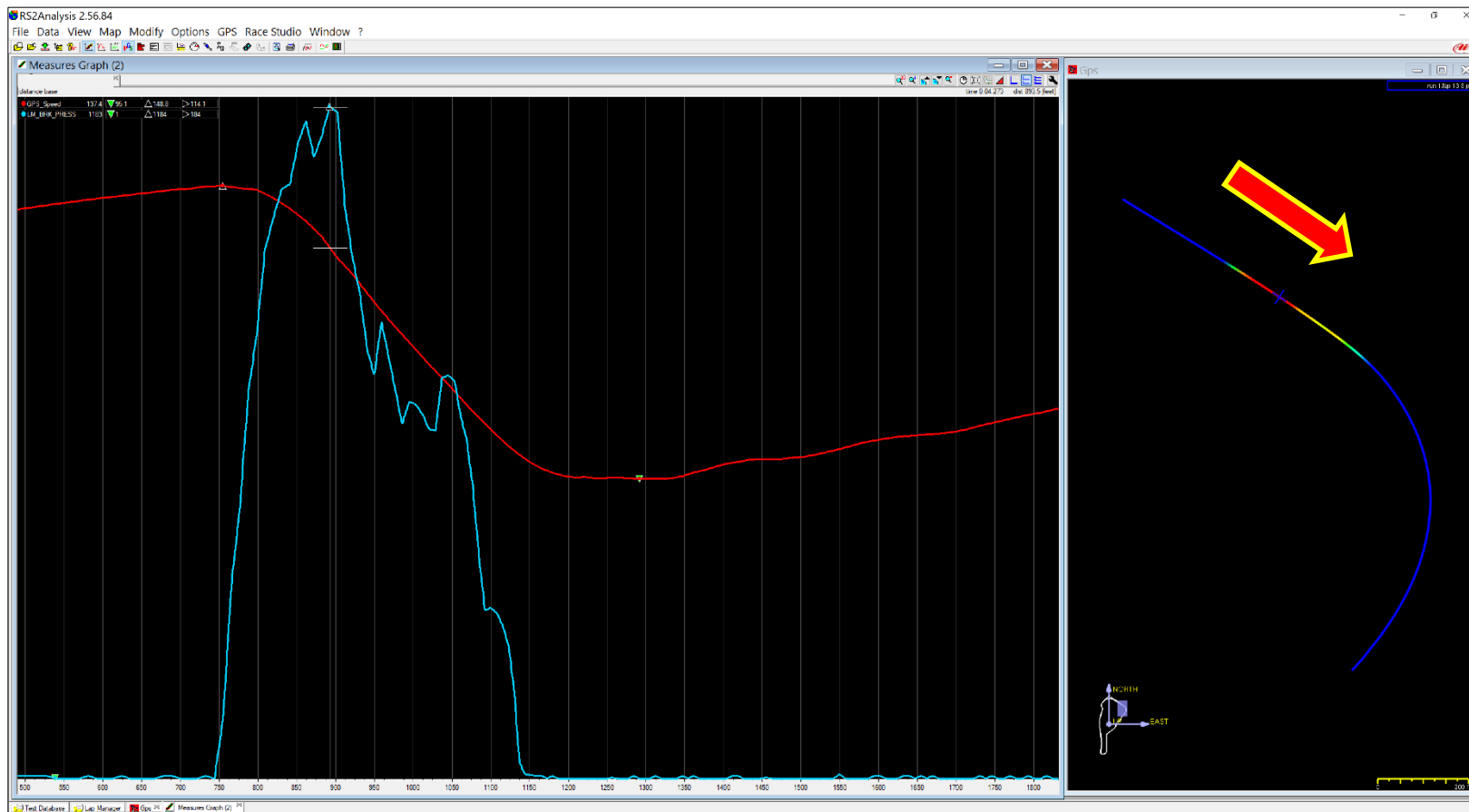


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Brake Metric, Overlap With Speed



Heat Maps Particularly Effective, Spike Here Due to Aero



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Front Loading the Brakes, DON'T Wait!

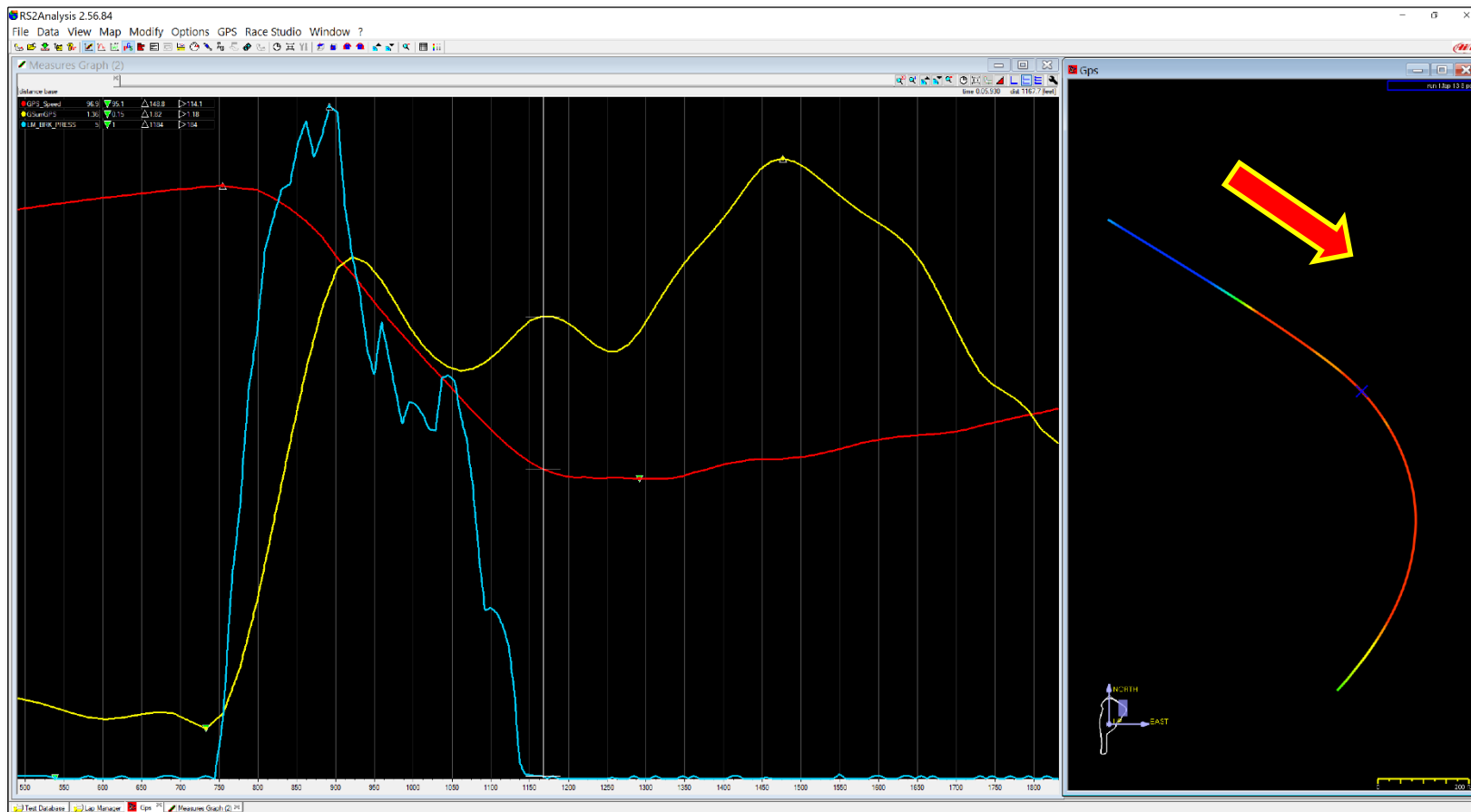
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Brake Application GSum Validation



Using GSum to Validate Demonstrated Capability of the Tire



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BIG Vertical g between 1350 and 1650

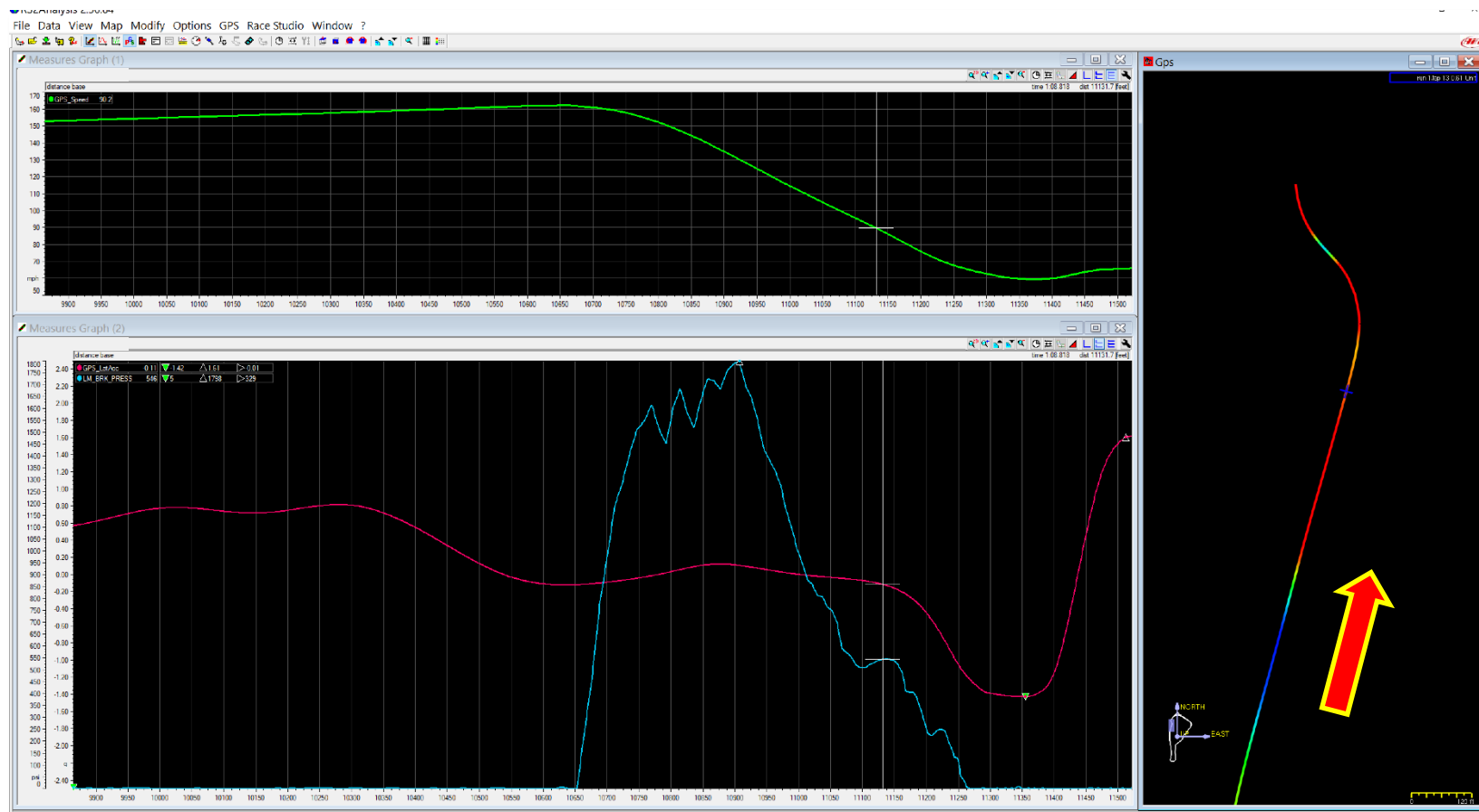


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Brake Release, The First Step

Bleeding Brake Pressure to EoB (End of Braking)



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Slowing Release of the Brake Pedal!

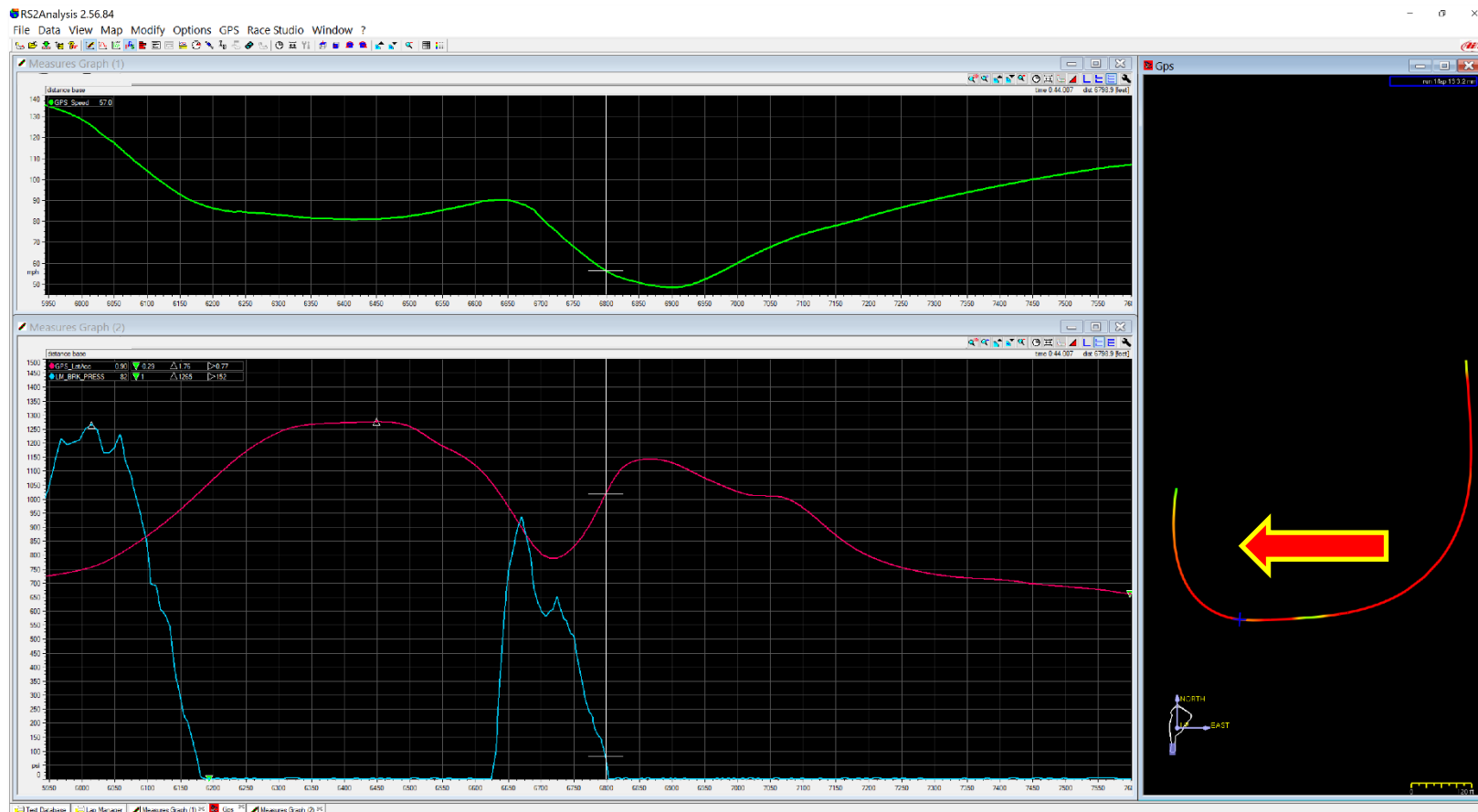
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Brake Release, the Second Step

Blending the End of Braking Into MAX Cornering Force



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Trail Braking into Turn 7 Road Atlanta

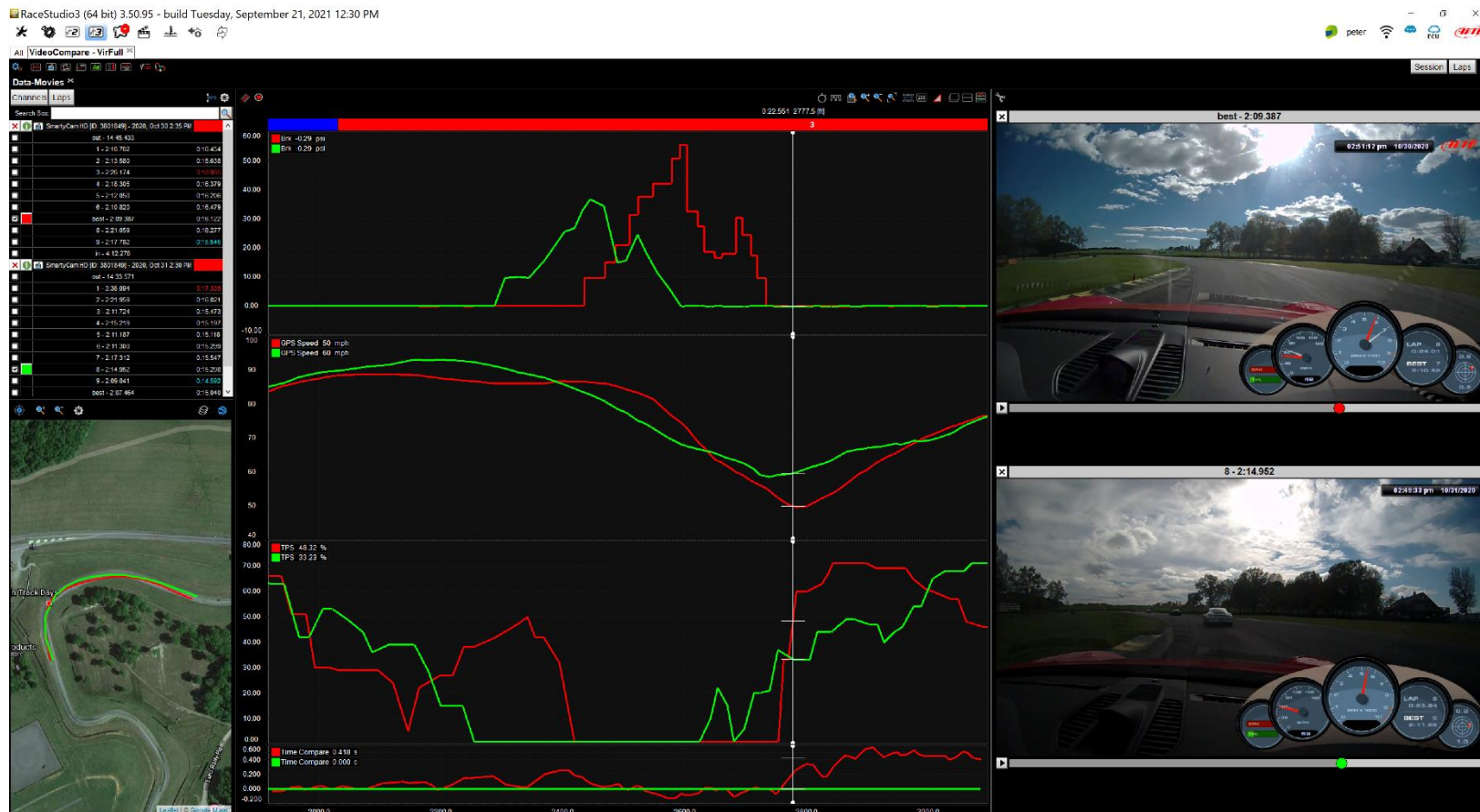
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Corner Entry Speed Estimation

DON'T SCARE the Car, or Your Brain!



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Back Up Braking



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Corner Entry Incremental Increase



Focus On GETTING OFF THE BRAKE, “Rolling Speed” Into Corner



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Smooth Does NOT Mean Slow

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Most Common Corner Entry Error

Sometimes Premature Release Can Hurt More Than Help



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Beware the Double-Pump

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Before/After Turn 1 Road Atlanta



Incremental Improvement Yields Success, Almost Half a Second!



The Hardest Part of Going Faster

Extend the Brake Zone INTO the Corner

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Building a Belief System

Validated by the Data, Augmented by Video



First Priority-Get OUT of the Corner Using Continuous Progression to WOT

- Get the Car TURNED Downstream so You Can FULLY Commit to Throttle
- Accelerate Hard Enough so You HAVE to Open the Steering, if Possible
- Validate Tractive Limits on Acceleration with Wheel Speeds
- Be AGAINST the Apex Area, in the Right Place, EVERY TIME



Building a Belief System

Validated by the Data, Augmented by Video

Second Priority-Harvest Low Hanging Fruit, While Still Going Straight

- Accelerate FULLY Until you Need to SLOW the Car. Validate, if Possible
- Braking is the HARDEST Individual Skill Execution
- Why? Because it's Influenced by Fear and Anxiety, and it's VARIABLE
- Get GOOD and CONSISTENT at Slowing at a High Rate FIRST
- Brake Point (Initiation) is Not the Same as Brake Aggression (How Quick to Max)
- Brake Hard, Early in the Brake Zone and if You Feel Like You Let Off Too Much, Compress the Brake Zone to be CONSISTENT in Deceleration Rates

Building a Belief System

Validated by the Data, Augmented by Video



Third Priority-The Hardest Part of Going Faster is the Area With the Highest Risk

- Corner entry and the management of the transition between the end of braking to max cornering IS what separate GOOD drivers from GREAT drivers
- Practice rolling speed deeper into the braking zone WITHOUT spiking the end
- How you do this is a) lessening brake pressure earlier (taper off) and b) extending the end of braking towards the apex area
- EoB (End of Braking) is around the corner on the slowest, longest corners
- Practice incrementally rolling ONE more mph/TWO more kph into the corner, until the car pushes back



LearnFast™ E-Training Videos



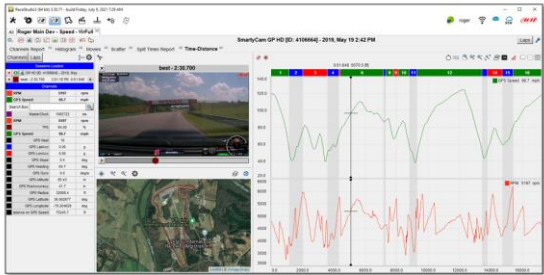
Currently **180** Videos and Growing



YouTube

www.youtube.com/aimdata

The Hardest Part of Going Faster
Becoming Comfortable Being Slightly Uncomfortable



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- All New 2020 - 21 Webinar Videos
 - Software Updates with Race Studio 3
 - Pre-Calculated Gear Position Function
 - Configuring WiFi Communication
 - Customizing AiM Device Logos
 - Race Studio 3 Basic Configuration - Part 1
 - Race Studio 3 Basic Configuration - Part 2
 - **I Have Downloaded my Data, Now What - Part 1*
 - **I Have Downloaded my Data, Now What - Part 2*
 - GPS Lap Insert
 - Data Views
 - Measure Units
 - Sort Channels
 - Test Properties
 - Per Lap Color
 - Export Tests
 - Channel Reports
 - Setting Time
 - Track Mapping
 - Selection Criteria
 - Sensor Calibration
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 - Webinars
- * Most Popular and Recommended*

SW4 - AiM Steering Wheel
One of the Most Versatile Steering Wheels Available!



Host:
Roger Caddell
AiM Sports - National Training Manager

Co-Host:
Robbie Yeoman
AiM Sports - National Training Manager

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Webinar Series
Bringing Data Support and Training to You

Data Download Options
In Race Studio 3

March 31st, 2020

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Additional Materials

LearnFast™ E-Training Videos

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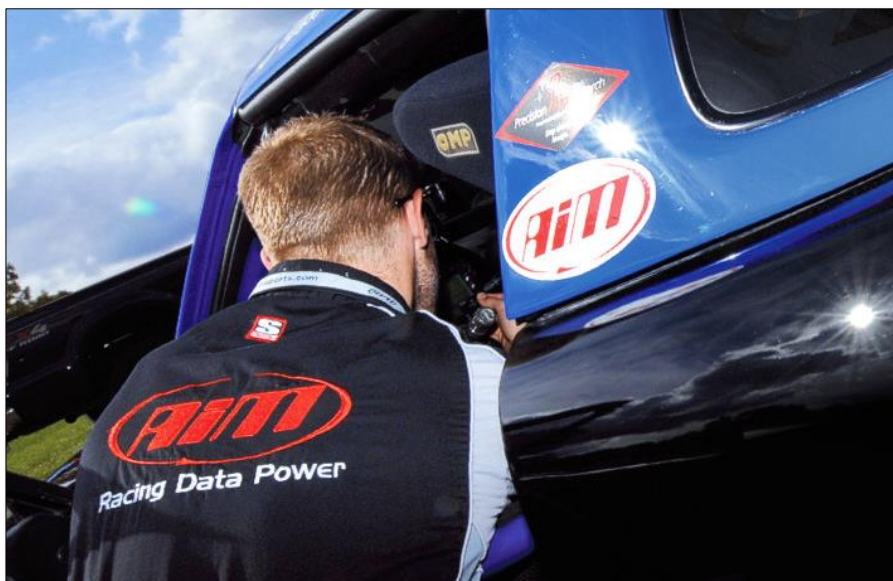
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Customer Support



AiM Sports Technical Support Staff Regularly
Attend Races and Other Events

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Or Call Us At **800.718.9090**



Customer Support

At An Event Near You!

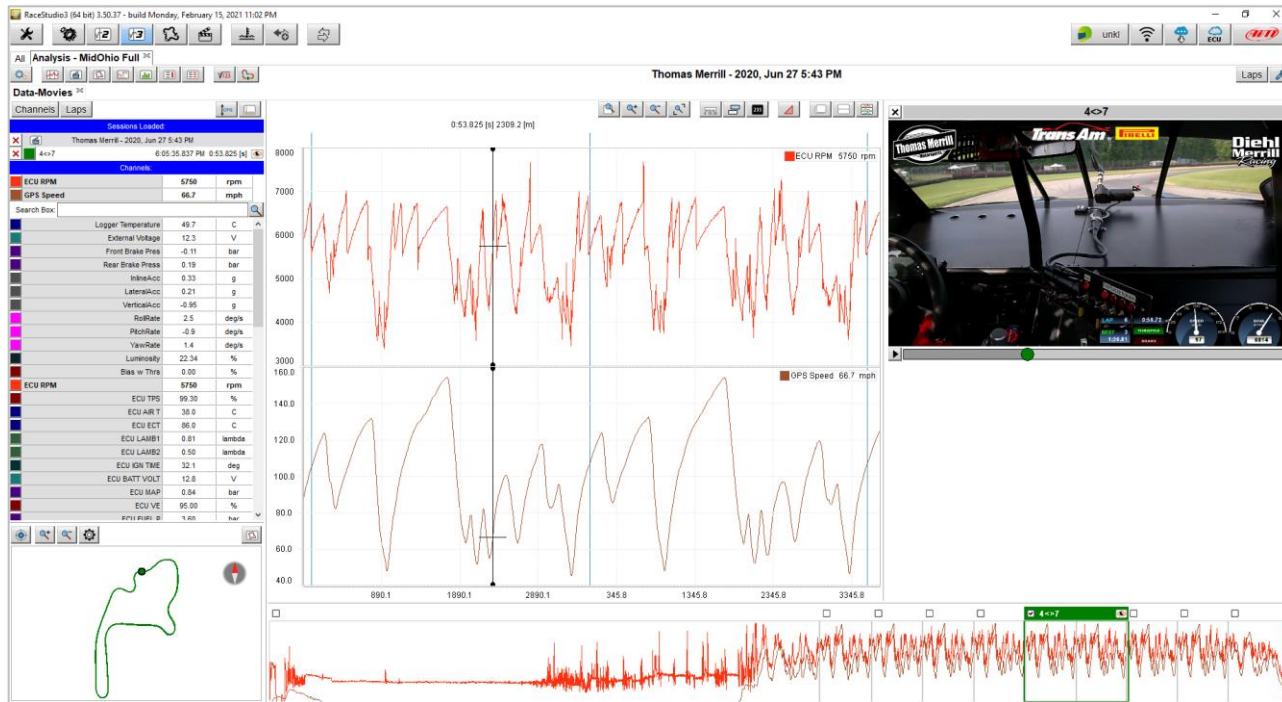
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Data Analysis with David



Host:

Roger Caddell

AiM Sports - National Training Manager

Co-Host:

David Free

DFree Trackside Service

Next Webinar: Tuesday Oct 19th, 2021 - 10:00am Pac/1:00pm East

Next Webinar

Data Analysis with David



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