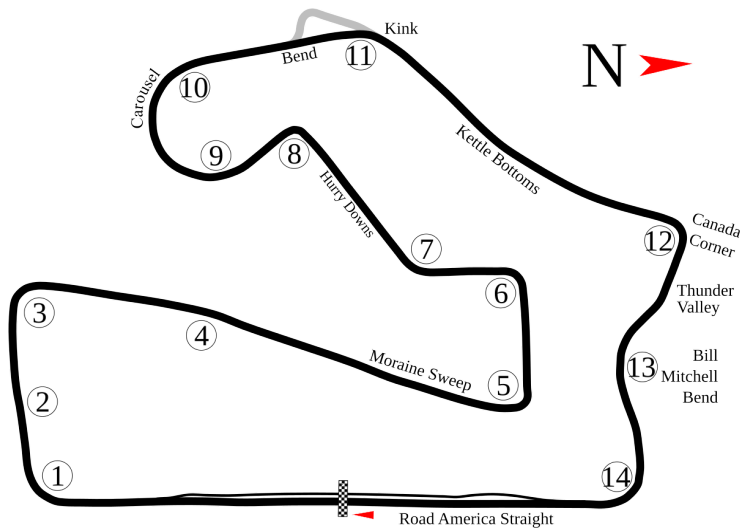


Road America Analysis

Ethan Barker Driver Coaching



[Reference lap](#)

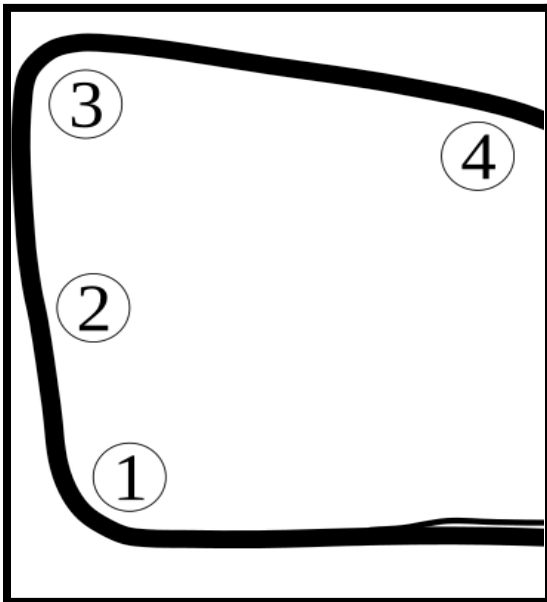
Overall notes:

Your car does seem to be very tight. In the video it seems to have a nasty flat slide with the front tires (shock or ARB adjustment not incredibly familiar with Porsches). The understeer is not directly caused by driving inputs. However I do have a couple tips for you whether the car is in good balance or not.

I noticed you were staying away from the exit curbing? If this was your goal, disregard the tips about using more exit curbing.

Analysis:

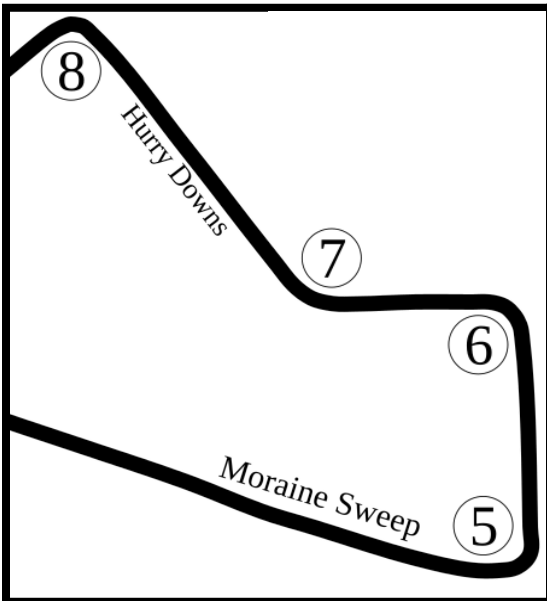
Sector 1



Turn 1 -Very good actually nice braking and maybe roll a tad more speed across the apex, but good corner.

Turn 3 - This one is a tricky corner that catches many drivers out. Turn in sooner and hit your apex on the front side of the curbing and then the rest of the rest of the corner will flow easier.

Sector 2

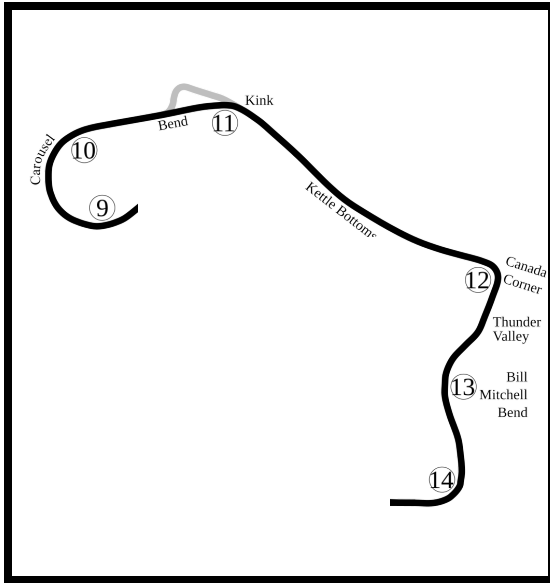


Turn 5 - You can let the car run out to the rumbles a little more but this seems to be a glaring example of you fighting understeer.

Turn 6 - Later and sharper brake spike. Use a short spike at the start of the braking zone while still going uphill then dump off the pedal as you approach your apex to roll more speed. An earlier turn in will also help you hit that apex.

Turn 7 - quite nice, push harder at your discretion minimal time loss

Turn 8- Push braking zone at discretion, let the car roll out to the white line or out to curbing more.



Sector 3

IMPORTANT NOTE: Hurry the car over to the left side of the race track after T8 for the set up to the carousel to arc/widen your entry to the carousel.

Carousel-

Going wide for the whole entry like you did in your lap will give you a better exit shot, which is typically the goal, in this case the straight before the kink is very short. holding the bottom and going the same speed will drastically save you time just off of less distance and well worth the .05-.1 second sacrifice on your exit. Enter wider and get to the bottom smoothly and quickly.

Kink - I wouldn't change too much about the kink.

Canada - Another big example of the understeer balance in your car. I like your braking point just turn in sooner and roll more speed across apex

Turn 13 - Very nice. Attempt a Maintenance throttle pedal (10-20% minimum) throughout the corner but it may not be possible in your car. A maintenance pedal will make platform more stable

Turn 14 - To start each lap: This corner is also tricky like turn 3.

-When you come off of turn 13 get over to the left side of the track faster but do not go all the way to the grass.

-I try to stay a half car width from the grass when I first hit the brakes then meet the grey entry curbing as I'm bleeding off. This will give you a longer and sooner entry and get the car's nose pointed towards the exit and make you have to turn less to get to the same spot. While doing this hold a **long soft brake pedal** to the bottom of the track and be **patient going back to power** to avoid understeer. In my reference lap I did a nice example of this, also take note of where I brake going into the corner (just passed the billboard). The car I was driving could maybe handle better than yours so maybe slightly adjust to fit your car.

(I'd suggest a possible brake bias adjustment to the rear to help it rotate on entry.)

Great lap dude keep on pushing! You easily got that 32 or lower in that race car with the adjustments to your driving but also talk to someone about your cars set up (front or rear ARB/Shock adjustments and moving the bias to the rear by 1% or 2%). The car's set up is very tight mid to exit and should be more neutral.

Ethan Barker