

It's not rocket science to figure out that the secret to improving your lap time, going around a track is to drive faster. Shown here are two plots that confirm that basic belief. Figure 1 is the plot of my slowest lap, which obviously does not include the "warm-up" or "cool-down" laps that bookend each session on the track, compared to my fastest lap. Figure 2 is the comparison between my fastest lap and my second fastest lap; which, not surprisingly, were the last two laps that are included in the analysis of the 50-some laps where I was learning the track. The learning process is well demonstrated by the fact that my lap-times progressively got better through-out the 6 sessions that I participated in.

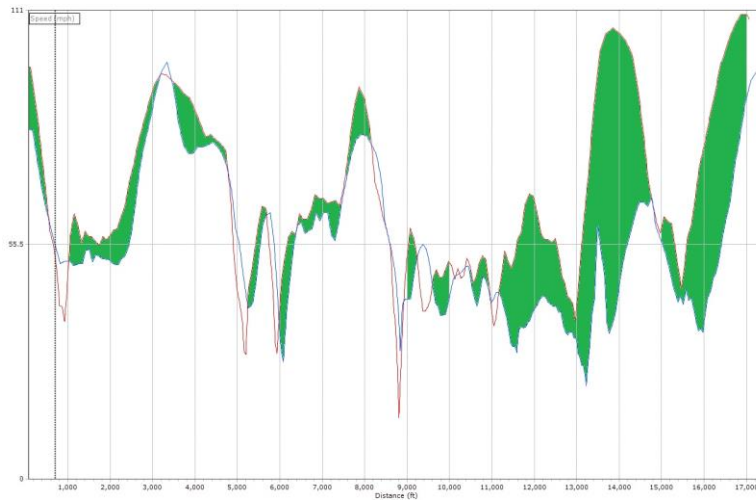


Figure 1 3:48 Compared to 3:09

The big green swatches are the speed differences, where the red line is my faster lap and the blue is my slower lap. Note that there are some places where the slower lap is actually faster than my fastest lap in some places.

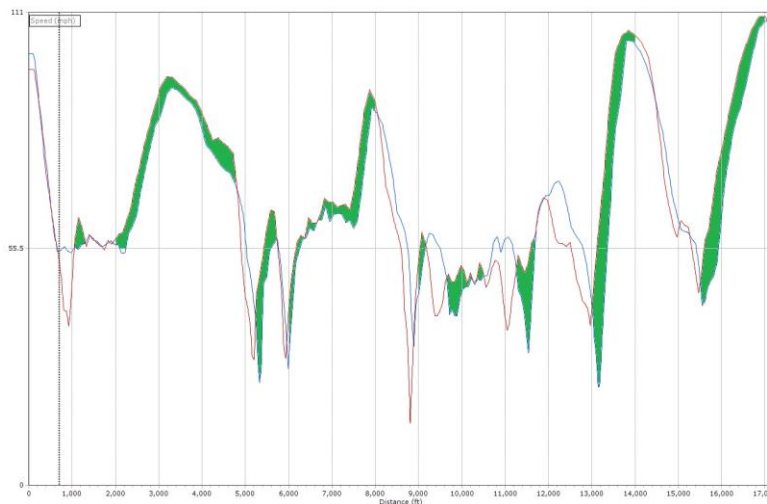


Figure 2 3:12 Compared to 3:09

So the "big secret" revealed in this analysis of my driving is that when @ higher speed; I have to brake less hard. And that is going to take some time to "learn the track"; so that I am less intimidated by the upcoming turn, when I'm above 55MPH; particularly in that section of the track from "Ego Check" to "6 and 7" (2:28 and 4:03 in the YouTube Video). It could be because I was following "a guy"; but I don't think so – he was tough, and hard to catch.

SO two big questions – had I stayed for the 2 final sessions Sunday afternoon, would I have broken through the 3 minute mark? AND should I go again, to break that barrier – in that decision = does it matter?

(Hint = The last 9 laps were all in the "teens" (seconds) with 2/3 seconds of separation. Three improvements of those sized intervals – I might have broken through the threshold late Sunday PM.) And then had to drive the 5 hours home.