

HPDS Driving Skills by Run Group

SKILLS TO BE DEMONSTRATED AS A REQUIREMENT TO MOVE TO A HIGHER GROUP

Mar-14

Skill/Concept

D Group

C Group

B Group

A Group

Knows flags, sees flag stations. Follows pit in/out rules. Follows passing rules, maintains space. Listens to learn

Checks flag stations at all times. Is aware of track situations. Anticipates passing needs. Begins exit planning.

High situational awareness. Able to check several stations ahead. Manages passing well. Has exit strategies.

Fully aware of situations, has an exit plan for all events, monitors other cars in group. Masters passing anywhere with point by.

Able to adjust seating and mirrors properly. Keeps hands at 9 and 3 most of the time. Checks mirrors often.

Seating and mirror adjustment become routine. Hands in proper position most of the time. May pre-position or shuffle steer.

Should be consistent and smoother with hands, checks mirrors often. Steering is consistent by corner.

Hand motions should be smooth, direct, and consistent. Checks mirrors often.

Upshifts are timely and smooth. Downshifts may need more work. Understands shifting process, working on timing.

Upshifts are smooth, clutch release is proper. Able to downshift while braking, learning to match revs. May begin to heel/toe downshift.

Able to heel/toe downshift smoothly. Shifts and clutch release are smooth and not harsh. Keeps eyes up while shifting.

Shifting is "automatic". Can heel/toe competently, able to downshift under hard braking, can skip gears. Timing of shifting is proper relative to need.

Has understanding of cornering sequence, knows where turn in/apex is, misses by small amounts, builds some consistency

Turn ins and apex near ideal location, tracks out well, uses all of the track

Consistently hits turn in, apex, and track out. Able to make subtle corrections to reach goal. Able to adjust key points as needed.

Manages all cornering forces, able to adjust to track changes with smooth inputs. Consistently on chosen line.

Steering is timely, but may be too rapid or lacking smoothness. Will make mid course corrections.

Begins to input and unwind properly, may have to make minor corrections, begins to use throttle in process

Smooth and fast steering input, usually a single steering input, unwinds properly. Minimizes minor inputs.

Manages steering and throttle inputs smoothly to achieve desired line, minimizing understeer and utilizing / correcting oversteer

Skill/Concept	D Group	C Group	B Group	A Group
Braking	Can transition from "street braking" to "track braking" understands concepts, execution making progress.	Understands and can manage brake point and amount of input. Occasionally double brakes. Making progress on threshold braking.	Smooth, firm, late braking, has brake points set, learning when and how to trail brake.	Competent at threshold braking and trail braking. understands how/why to change brake points and force input.
Line	Understands concept of "Line". Knows basic course, but may misplace car by several feet	Knows the line, able to place car within a foot of "ideal" most of the time. Understands over and understeer.	Able to drive the line with consistency, but may miss with higher speeds, or distraction. Willing and able to try new options. Can drive "off line".	Consistently able to place car where they want it to be, able to execute variations, and make reasoned choices.
Throttle	Understands where and when to begin throttle inputs. Inputs may be abrupt, but getting better.	Able to power on properly at or near apex. Inputs are becoming smooth and progressive.	Throttle inputs are smooth and deliberate. Understands concept of throttle steering, beginning to use it.	Able to manage weight transfer with throttle. Makes strong but smooth inputs. Understands and can execute throttle steering.
Offline	Learning "the line" only	Understands why "the line" is ideal, but that there are options to be used depending on situation. Can drive off line as coached.	Can drive competently off line when directed. Will choose off line options when needed.	Able to drive at speed anywhere on the track, including two wide. Understands and anticipates required inputs to manage placement on track.
Self Appraisal	Builds understanding of the ideal goals to be achieved. Not frustrated as they work towards these goals.	Able to self appraise when goal is missed. Attention is still diverted by need to focus on basics. Can diagnose issues requiring work.	Able to self diagnose in the moment, and after the session. Understands the causes of the incidents, and potential fixes.	Constantly self diagnosing while driving. Able to recognize issue, and make correction in real time. Can de-brief in detail.
Track Conditions	Understands that track surface is subject to change almost constantly, and how that may affect them	Can make some adjustments to driving as track conditions change. Understands the concepts, recognizes changes.	Can manage to major track condition changes by adjusting line, speed, brake inputs, steering inputs.	Manages to all track conditions, using all the tools. Is aware of specific location or corner conditions.
Vision	Understands the concept of "eyes up" may have difficulty maintaining forward vision. May revert to "Tunnel Vision" Can see corner stations	Maintains forward vision at all times, can see corner stations with conscious effort. Learning to look through and beyond the corner ahead.	Looks through and beyond corner ahead. Moves head as well as eyes to maximize scope and extent of vision.	Consistently uses vision as a primarily tool for safety, car placement, and smoothness.