

Driver's Education Terminology

The Line: An imaginary line which is the most efficient route through a given corner and includes the entry and exit.

Apex: Hypothetical point on the inside of a corner that a vehicle comes closest to while following the most efficient line through the corner.

Increasing Radius Corner: Corner that becomes more open/less sharp past the centerline of the corner. These are usually considered early apex corners

Decreasing Radius Corner: Corner that becomes sharper/tighter past the centerline of the corner. These are usually considered late apex corners.

Grid: Designated area of pavement leading from the paddock to the track. Cars are held and staged here prior to being released to the track.

Hot Pit Lane: Designated area of pavement that leads back to the starter and back onto the track. Hot Pit Lane may be used to switch drivers and instructors during a track session.

Track off: Designated area to exit the track.

Corner Station: Protected area near a corner on the track from which personnel monitor activity on the track and communicate situations or traffic concerns to drivers and track control officials.

Hand Position: Correct placement of hands on the steering wheel in the classic positions of "10" & "2" O'clock.

Unwinding: Bringing the steering wheel toward a straight-ahead position while exiting a corner.

Shuffle: Actions the hands perform with the steering wheel when negotiating a very tight corner.

Lift: A lift of the gas pedal to reduce speed slightly.

Tap: A quick smooth use of the brakes to reduce speed slightly.

Reference Points: These are visual points of reference, selected to help determine braking points, turn-in points, apexes, and corner exit points. Examples may be; pylons, rocks, distant objects, or patches of asphalt.

Turn In Points: A reference point (usually near the outside edge of the track) where a vehicle initiates a change of direction from a straight line.

Corner Exit Point: The point at the outside edge of the track where a car finishes a corner and is pointed in a straight line.

Braking Point: Reference point near the end of a straight, where a vehicle stops accelerating and begins braking.

Visualization: Prior to a physical activity, mentally picturing that activity in its entirety, including the desired ending.

Oversteer a.k.a. “Loose”: This vehicle dynamic occurs when the rear tires have less adhesion to the road than the front tires, and may be responsible for “spinning out”.

Understeer: a.k.a. “Push”: The front tires have less grip on the road than the rear tires. This can result in the car sliding off the outside of the track nose first.

Off Camber Corner: The road surface on the outside of a corner is lower than the road surface at the apex of the corner.

Banked Corner: The road surface on the outside is higher (relative to horizontal) than the inside edge of the track through a corner.

Heel & Toe: Rolling the outside or heel of the right foot onto the throttle pedal to “blip” the throttle while simultaneously maintaining the pressure on the brake pedal with the main part of the right foot. This “blipping” allows engine RPM to be raised quickly; matching the speeds of the gears in the transmission for smooth downshifting.

Neutral Handling: A dynamic vehicle handling condition where the front and rear tires concurrently have the same amount of adhesion to the road surface in a cornering situation.

Weight Transfer: Increase weight on front tires during deceleration or on rear tires under acceleration. Also, weight transfer to outside wheels under cornering under acceleration.

