

# GLOSSARY OF TRACK TERMINOLOGY:

**APEX** ~ The point on the track where the car is closest to the inside edge of the roadway between turn-in and track-out.

**Brake Point** ~ The reference point on the track where the driver begins applying the brakes in order to slow the car enough to negotiate a turn. In racing, drivers want to brake as late as possible so as to "outbrake" competitors and pass them as they are braking.

**Corner Entry** ~ The portion of the driving line through a turn where deceleration takes place and steering input begins. The corner exit begins where there is a transition back to acceleration.

**Exit Speed** ~ At the moment of completion of a turn, as the wheels come straight, the speed of the car is called the exit speed. This is the speed the car carries into the straight. The goal is to achieve the highest exit speed possible in order to travel the straight faster.

**Feather the throttle** ~ A slight lift of the throttle.

**Lift** ~ An abrupt reduction of pressure on the gas pedal (*never lift in a corner*).

**Line** ~ The intended path around the racetrack. "Classic" or "school line" refers to the path that is considered optimal for speed on normal, dry track conditions. "Rain line" refers to any alternative to the school line that offers better traction and better lap times in wet conditions.

**Looking Ahead or Through the Turns** ~ Look far ahead, use your peripheral vision. Do not focus on what is right in front of you.

**Reference Point** ~ Any distinctive feature that the driver uses to position the car or discern where to apply brakes, turn in or track out.

**Steering Input** ~ The degree to which the steering wheel is turned.

**Straight-line Braking** ~ Completing all of the braking with the wheels straight before entering a turn.

**Smoothness** ~ The avoidance of rebound caused by overly abrupt changes in gas, brake, or steering. Smoothness does not equate with slowness. Generally, smoothness is the result of practicing control of quick, decisive movements so that they are only a little slower than the rebound response of the suspension.

**Threshold Braking** ~ The level of brake pedal pressure which if increased would lock one or more of the wheels. With ABS, the level of braking that activates the ABS system.

**Track Out** ~ The exit of the turn where the driver has completed the turn and has positioned the steering wheel to direct the car down the straight or into the next turn.

**Trail Braking** ~ The practice of maintaining pressure on the brake pedal as the driver enters a turn as distinct from straight-line braking.

**Turn In** ~ The point on the track where a turn begins, where the driver turns the steering wheel to execute the turn.