

DRIVING TERMS AND TOPICS

Some useful terms and definitions:

Understeer	There is traction at the rear wheels, but the front wheels lose traction and, regardless of steering correction, the front of the car slides towards the outside of the turn. Also called "push" or "plow". Understeer increases the radius of the turn.
Oversteer	There is traction at the front wheels, but the rear wheels lose traction and try to pass the front. Also called "loose". Oversteer decreases the radius of the turn.
Trailing-throttle Oversteer	Oversteer induced by lifting off the throttle while cornering. When the throttle is lifted, weight is transferred to the front of the car, which suddenly has better traction than it had before; weight is transferred off the rear of the car, which suddenly has less traction than it had before.
Line	The actual line of motion that a car makes through a given turn.
Turn-in	The point at which you begin turning into a corner. The turn-in point has a direct effect on the apex and track out (exit) of a given line, and can be too early, or too late.
Apex	The area of a corner where the inside front wheel runs closest to the inside of the track. It is directly affected by the turn-in point, and, like the turn point, can be too early, or too late.
Track-out (exit)	The area of the track where the turn is completed . The track-out point will depend entirely on the turn-in and apex, and, depending on the turn-in and apex will either be on the track or off the track. (Hint: proper exit is generally on the track.)
Trail Brake	Braking past the turn-in point (usually about the first third of a corner). Trail braking occurs while turning and after the major braking for the corner has occurred. Braking pressure is only a fraction of full (10 to 20 percent), and is gradually decreased while making the transition to acceleration.
Camber	The angle of the wheel from vertical as viewed from head-on. Negative camber has the top of the wheel leaning towards the center of the car. Cornering pulls the bottom of the outside tires in so that the wheels exhibit positive camber, or less negative camber.
Toe-in	The alignment of the wheels as viewed from above, with the front of each wheel pointing in toward the centerline. Forward motion tends to pull the wheels and tires backward in an arc so that the wheels tend to toe-out (or toe-in less).