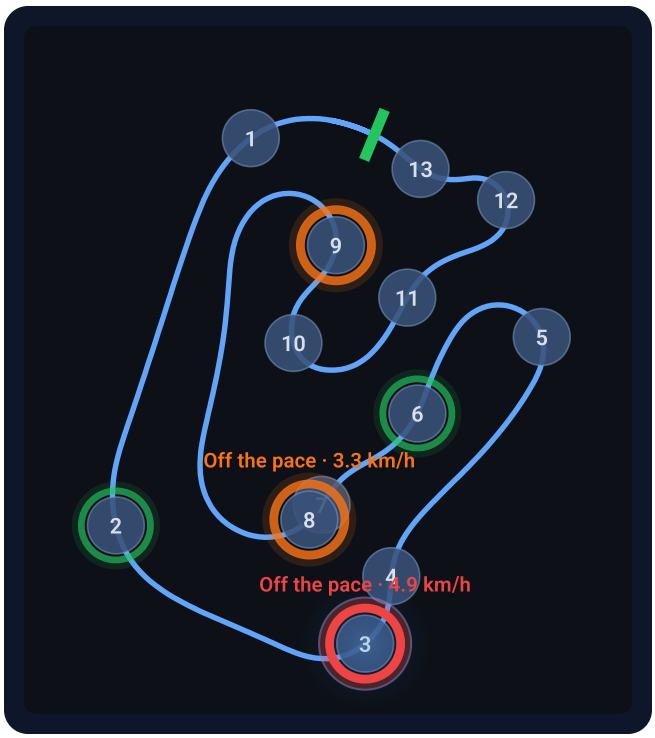
TENTH FINDER · COACHING REPORT

Cameron Speedway

2026-09-06



Corner numbers correspond to the analysis below

Session summary

Track: Cameron Speedway

Kart Type: LO206 (4-stroke)

Theoretical Best

53.057s — 0.37s under your best actual lap (53.428s), combining your fastest time through each of 8 track sectors across 14 laps.

Clutch Engagement

engages ~3700 RPM, locks ~43 km/h

Main Issue

Pace deficit vs reference lap at Turn 3, Turn 8, and Turn 9 — carrying less speed through these corners than your reference lap shows is achievable.

Focus First

Turn 3

53.428s	16	81.2 km/h	0.37s
BEST LAP	TOTAL LAPS	MAX SPEED	POTENTIAL GAIN

ACTION

Focus Priority

If You Fix Only One Thing: Turn 3 — work your line and rotation to raise exit speed toward 50.3 km/h

Expected Gain: not estimated (no deterministic time-loss above the noise floor)

TELEMETRY

Top Losses

- Turn 3 — pace deficit — exit speed below reference even on your best laps (exit gap 4.9 km/h vs reference)
- Turn 8 — pace deficit — apex speed below reference even on your best laps (apex gap 3.3 km/h vs reference)
- Turn 9 — pace deficit — apex speed below reference even on your best laps (apex gap 1.8 km/h vs reference)

STRENGTHS

What You're Doing Well

- Exceptional speed-profile consistency across 14 laps — most corners show spreads of 0.2–0.8 km/h, meaning you are hitting the same speed profile lap after lap. MAD of 189ms confirms very stable lap times.
- Turn 2 and Turn 6 show strong exit acceleration (Turn 2: +10.6 km/h apex→exit at ~0.26g; Turn 6: +15.5 km/h at ~0.29g) with tight speed spreads — these are well-executed corners, maintain them.
- Turn 1 carries the highest entry speed on track (typical 64.8 km/h, best 65.3 km/h) with a very tight spread of 0.4 km/h — you are consistently committing to this fast corner.

COACHING

Priority Fixes

1 Turn 3 | exit gap 4.9 km/h vs reference (own best exit 45.4 km/h; reference 50.3 km/h)

CURRENT	Your typical exit is 44.8 km/h, best exit 45.4 km/h — consistently 4.9 km/h below the reference lap's exit of 50.3 km/h. Apex speed is also inconsistent (typical 50.7 km/h, best 52.3 km/h, spread 1.1 km/h — the only flagged inconsistent apex on track). Entry is consistent at up to 72.6 km/h.
TARGET	Raise exit speed to ~50.3 km/h and apex to ~52.3 km/h — your reference lap shows this is achievable. Stabilise apex spread back below 0.5 km/h.
TECHNIQUE	The speed shed from entry to apex is large (~20.9 km/h). Work your line and rotation so the kart is pointed at the exit sooner — try a touch earlier turn-in on some laps and a touch later on others, keeping whichever raises both apex AND exit speed without the exit tightening or requiring a steering correction. The goal is to carry more minimum speed through the corner, not just arrive faster.
CUE	Feel the kart rotating and pointing straight at the exit before you fully commit to throttle. If the exit tightens or you need a correction, the line change was too aggressive — back off one step. Stop condition: exit speed drops or spread grows.

2 Turn 8 | apex gap 3.3 km/h vs reference (own best apex 56.5 km/h; reference 59.8 km/h)

CURRENT	Typical apex 56.1 km/h, best 56.5 km/h — consistently 3.3 km/h below the reference lap's apex of 59.8 km/h. Entry is consistent (best 63.4 km/h) and exit is solid (best 64.1 km/h), so the deficit is specifically in the apex window.
TARGET	Raise apex speed to ~59.8 km/h while maintaining exit at ~64.1 km/h — the reference lap demonstrates this is achievable.
TECHNIQUE	With entry and exit both healthy, the apex speed gap suggests the kart is losing more speed mid-corner than necessary. Work your line to carry more minimum speed: experiment with turn-in point across a few laps and keep whichever raises apex speed without the exit tightening. The pass/fail is clear — apex up, exit maintained or better, no steering correction growing.
CUE	If the apex feels like the kart is scrubbing speed before you can get back to throttle, the rotation isn't happening early enough. Feel the kart settle and point at the exit while still in the apex window.

3 Turn 9 | apex gap 1.8 km/h vs reference (own best apex 39.3 km/h; reference 41.1 km/h)

CURRENT	Use one repeatable reference and aim to reproduce your demonstrated entry and apex speeds.
TARGET	Raise apex speed to ~41.1 km/h while maintaining exit at ~47.2 km/h.
TECHNIQUE	As with Turn 8, the deficit is in the apex window. Work your line to carry a touch more minimum speed — test turn-in variation across laps and keep whichever raises apex without tightening the exit or growing a steering correction. Stop if exit speed drops below 47.2 km/h.
CUE	Use one repeatable reference and aim to reproduce your demonstrated entry and apex speeds.

CONSISTENCY

Session Overview

Best vs Average

MAD of 189ms indicates very tight lap-to-lap variation — your average lap is within ~0.2s of your best, which is excellent consistency for a 14-lap session.

Lap Trend

stable

Speed Consistency

Outstanding across the board. 11 of 13 corners show apex spreads ≤ 0.8 km/h; Turn 3 apex is the only flagged inconsistent window (1.1 km/h spread). Entry and exit spreads are uniformly tight. You are reproducing the same speed profile almost every lap.

PRACTICE

Next Session Plan

Session 1

Target: Turn 3

Goal: Raise exit speed from 45.4 km/h toward 50.3 km/h and stabilise apex spread below 0.5 km/h (currently 1.1 km/h — the only inconsistent apex on track)

Drill: Dedicate the first 5–6 laps to Turn 3 only. On alternate laps, vary your turn-in point slightly earlier or later. After each lap, note whether apex AND exit speed both rose. Lock in the variation that raises both and produces a consistent feel. Stop condition: exit tightens or spread grows.

Session 2

Target: Turn 8 and Turn 9

Goal: Raise Turn 8 apex from 56.5 km/h toward 59.8 km/h; raise Turn 9 apex from 39.3 km/h toward 41.1 km/h — both while maintaining current exit speeds

Drill: Run 5 laps focused on Turn 8 and Turn 9 in sequence. For each, test a small line variation (earlier/later turn-in) and use the pass/fail: apex up + exit maintained = keep it; exit tightens or correction grows = revert. These are back-to-back corners so find a rhythm that works for both.

Session 3 (optional, integration)

Target: Combine Turn 3, Turn 8, and Turn 9 improvements into full race-pace laps

Goal: Reproduce your demonstrated best apex and exit speeds at all three corners consistently across a 10-lap run — no single corner regressing while fixing another

Mental Cue: "Rotate early, point at the exit, then throttle."

REFERENCE VS BEST LAP

Corner-by-Corner Breakdown

Turn 1 OBSERVATION ONLY

Reference	entry 64.8 km/h | apex 60.5 km/h | exit 57.0 km/h
Best Lap	entry 65.3 km/h | apex 60.7 km/h | exit 57.3 km/h
Delta	entry +0.5 km/h | apex +0.2 km/h | exit +0.3 km/h

Summary: Fast corner, very tight spreads throughout (≤0.4 km/h). Speed increases ~4.3 km/h from entry to apex window, then reduces ~3.5 km/h to exit — consistent with a fast sweeper where the kart carries speed through and the exit window is still in the curve.

Fix: maintain

Turn 2 OBSERVATION ONLY

Reference	entry 59.3 km/h | apex 56.9 km/h | exit 67.5 km/h
Best Lap	entry 59.6 km/h | apex 57.0 km/h | exit 67.9 km/h
Delta	entry +0.3 km/h | apex +0.1 km/h | exit +0.4 km/h

Summary: Medium corner with strong exit acceleration — speed increases ~10.6 km/h from apex to exit at ~0.26g. Spreads are very tight (≤0.4 km/h). Well-executed.

Fix: maintain

Turn 3 PRIORITY — PACE DEFICIT

Reference	entry 71.6 km/h | apex 50.7 km/h | exit 44.8 km/h
Best Lap	entry 72.6 km/h | apex 52.3 km/h | exit 45.4 km/h
Delta	entry +1.0 km/h | apex +1.6 km/h | exit +0.6 km/h

Summary: Large speed reduction entry→apex (~20.9 km/h). Exit of 45.4 km/h is 4.9 km/h below the reference lap's 50.3 km/h. Apex spread of 1.1 km/h is the only inconsistent apex window on track. This is the primary focus corner.

Fix: Work line and rotation to raise apex toward 52.3 km/h and exit toward 50.3 km/h — see Priority Fix 1.

Turn 4 OBSERVATION ONLY

Reference	entry 51.5 km/h | apex 42.8 km/h | exit 53.6 km/h
Best Lap	entry 51.9 km/h | apex 43.4 km/h | exit 54.4 km/h
Delta	entry +0.4 km/h | apex +0.6 km/h | exit +0.8 km/h

Summary: Slow corner with solid exit acceleration (+10.8 km/h apex→exit at ~0.21g). Spreads consistent throughout (≤0.8 km/h). No finding fired.

Fix: maintain

Turn 5 OBSERVATION ONLY

Reference	entry 55.3 km/h | apex 39.4 km/h | exit 51.1 km/h
Best Lap	entry 56.0 km/h | apex 40.6 km/h | exit 51.3 km/h
Delta	entry +0.7 km/h | apex +1.2 km/h | exit +0.2 km/h

Summary: Slow corner with a large speed reduction entry→apex (~15.9 km/h) and a solid exit build (+11.7 km/h at ~0.22g). Spreads consistent (≤0.8 km/h). No finding fired.

Fix: maintain

Turn 6 OBSERVATION ONLY

Reference	entry 45.8 km/h | apex 47.2 km/h | exit 62.7 km/h
Best Lap	entry 46.3 km/h | apex 47.6 km/h | exit 63.1 km/h
Delta	entry +0.5 km/h | apex +0.4 km/h | exit +0.4 km/h

Summary: Speed is approximately constant entry→apex (−1.4 km/h, essentially flat), then builds strongly +15.5 km/h to exit at ~0.29g — the strongest exit drive on track. Very tight spreads (≤0.4 km/h). Excellent execution.

Fix: maintain

Turn 7 OBSERVATION ONLY

Reference	entry 64.9 km/h | apex 56.1 km/h | exit 63.5 km/h
Best Lap	entry 65.3 km/h | apex 56.5 km/h | exit 64.5 km/h
Delta	entry +0.4 km/h | apex +0.4 km/h | exit +1.0 km/h

Summary: Medium corner, speed reduces ~8.8 km/h entry→apex then recovers +7.4 km/h to exit at ~0.18g. Spreads consistent (≤1.0 km/h). No finding fired.

Fix: maintain

Turn 8 PRIORITY — PACE DEFICIT

Reference	entry 62.7 km/h | apex 56.1 km/h | exit 63.3 km/h
Best Lap	entry 63.4 km/h | apex 56.5 km/h | exit 64.1 km/h
Delta	entry +0.7 km/h | apex +0.4 km/h | exit +0.8 km/h

Summary: Apex of 56.5 km/h is 3.3 km/h below the reference lap's 59.8 km/h. Entry and exit are consistent and healthy. The deficit is specifically in the apex window. Exit drive ~0.14g — the lowest on track, which reflects the shorter apex→exit speed gain in this corner's geometry.

Fix: Work line and rotation to raise apex toward 59.8 km/h while maintaining exit at 64.1 km/h — see Priority Fix 2.

Turn 9 PRIORITY — PACE DEFICIT

Reference	entry 54.4 km/h | apex 38.8 km/h | exit 46.6 km/h
Best Lap	entry 55.0 km/h | apex 39.3 km/h | exit 47.2 km/h
Delta	entry +0.6 km/h | apex +0.5 km/h | exit +0.6 km/h

Summary: Slow corner, large speed reduction entry→apex (~15.6 km/h). Apex of 39.3 km/h is 1.8 km/h below the reference lap's 41.1 km/h. Spreads are consistent (≤0.6 km/h). Exit drive ~0.16g.

Fix: Work line and rotation to raise apex toward 41.1 km/h while maintaining exit at 47.2 km/h — see Priority Fix 3.

Turn 10 OBSERVATION ONLY

Reference	entry 47.7 km/h | apex 37.8 km/h | exit 50.8 km/h
Best Lap	entry 48.1 km/h | apex 38.1 km/h | exit 52.3 km/h
Delta	entry +0.4 km/h | apex +0.3 km/h | exit +1.5 km/h

Summary: Slow corner with a strong exit build (+13.0 km/h at ~0.23g). Exit spread of 0.9 km/h is the widest here but still within consistent range. No finding fired.

Fix: maintain

Turn 11 OBSERVATION ONLY

Reference	entry 47.9 km/h | apex 45.8 km/h | exit 60.0 km/h
Best Lap	entry 48.4 km/h | apex 46.6 km/h | exit 60.4 km/h
Delta	entry +0.5 km/h | apex +0.8 km/h | exit +0.4 km/h

Summary: Medium corner, speed approximately constant entry→apex (+2.1 km/h), then strong exit build +14.2 km/h at ~0.24g. Very tight spreads (≤0.5 km/h). Well-executed.

Fix: maintain

Turn 12 OBSERVATION ONLY

Reference	entry 53.1 km/h | apex 32.1 km/h | exit 47.3 km/h
Best Lap	entry 53.9 km/h | apex 32.7 km/h | exit 47.6 km/h
Delta	entry +0.8 km/h | apex +0.6 km/h | exit +0.3 km/h

Summary: Slow corner with the lowest apex on track (32.7 km/h best) and the largest speed reduction entry→apex (~21.0 km/h) — consistent with a tight hairpin. Exit build is strong (+15.2 km/h at ~0.23g). Spreads consistent (≤0.7 km/h). No finding fired.

Fix: maintain

Turn 13 OBSERVATION ONLY

Reference	entry 45.7 km/h | apex 46.7 km/h | exit 50.4 km/h
Best Lap	entry 46.4 km/h | apex 47.3 km/h | exit 50.7 km/h
Delta	entry +0.7 km/h | apex +0.6 km/h | exit +0.3 km/h

Summary: Speed is approximately constant entry→apex (−1.0 km/h, essentially flat), then increases +3.7 km/h to exit at ~0.16g. Very tight spreads (≤0.6 km/h). Consistent execution throughout.

Fix: maintain