

Drive

FRAASSTer

Welcome To Your New Addiction!

*Judy Faass
Chief Instructor*



FRAASST
Performance Driving School

Drive FAASSTer - Welcome To Your New Addiction!

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CONTENTS

Introduction - Transforming Your Driving Skills	2
The <i>FAASST</i> Driver - Hey! That's YOU!	3
What Characteristics Make the Best Track Drivers? (Do you have what it takes to be <i>FAASST</i>?)	5
The <i>FAASST</i> Vehicle	6
I Know What I Want To Drive At The Track... Now What?	10
How To Become a Track Competitor or Racer (Saving your marriage one lap at a time)	13
So, You Want To Be a Racecar Driver?	15
What Equipment Do I Need?	17
You Might Be a Racecar Driver If (Don't take yourself too seriously)	19
Learning Is A Choice	20
I'm Already Tracking My Car and Want To Improve (What are my next steps?)	22
About the <i>FAASST</i> Performance Driving School	24
<i>FAASST</i> Testimonials	25

Introduction

Transforming Your Driving Skills

Hi everyone! I'm Judy Faass - Owner and Chief Instructor of the *FAASST* Performance Driving School. I'm here to help you find your natural driving talent and get you on top of the podium! Whether you want to win in life or win on the track, I'm here to help you to find that success. And hey, if you just want to have fun with your own street car on the track? I get that too!

I want to take a minute to thank and appreciate all of the *FAASST* students who have joined us since we began in 2005. It's been an awesome experience watching them grow and mature into true winners and champions! As we expand back to a national school schedule, I wanted to let you know that we are also offering live online video coaching! I am hosting this program in an effort to reach as many drivers and potential champions across the country.

Join me for a live 1-on-1 video coaching session or join me for 3 sessions of VIP online coaching! Additionally, I'm also offering 6 GROUP coaching sessions, so round up your track buddies and let's hop online together to make you guys *FAASSTer*! My live online video coaching sessions will help you to enhance your high performance driving or racing experience, even if we are not at the track together. But don't worry, I'll give you plenty of track homework that will transform your driving!

If you are just getting started, this e-book will help you head in the right direction and will hopefully answer some of those burning questions you've been asking yourself. Learning is a choice, and with a school like *FAASST*, you will easily take years off trying to learn this craft on your own. Just read our student testimonials!

So, whether you are new to the sport of racing or high performance driving, or you are a seasoned racer looking for tenths on the track, I'm here to help you transform your driving skills, and get you to the top! If you have any questions, just give me a call, or shoot me an email. I look forward to joining you and working with you to help you Drive *FAASSTer*.

Life is short! Celebrate your wins -

A handwritten signature in blue ink that reads "Judy Faass". The signature is stylized and cursive.

The *FAASST* Driver - Hey! That's YOU!

I believe that 85% of this sport is the driver. The driver is also the number one reason you won't finish (DNF) on the track. You can be driving a GTR on the track and get smoked by a Miata because you don't know how to drive. No offense to you if you own either of those cars, it's just an example.

As a driver, you need to have excellent situational awareness and excellent reactionary skills. Not only will these skills help you avoid or get out of adverse situations on the track, they will also help you to get great starts if you are racing and taking a green flag. If you can pat your head and rub your tummy at the same time, you are off to a great start. If you have a mathematical, scientific, engineering or physics background, or if you are an airplane pilot, then you are in an even better position to be successful in this sport. Additionally, if you are ambidextrous, you will be grateful to have that skill as well while on the track. Ambidexterity will help with your steering inputs and will also help you with left foot braking and trail braking. We all know that we need three feet when coming in quickly to a corner and we need to brake, down shift and continue to trail brake through the corner. Smoothness and on-point precision of your feet and hands are keys to success in this sport.

Let's talk about driver fatigue for a moment. Drivers fatigue on the track when they lack fitness, lack good nutrition, and they don't have any endurance. Track conditions can be extremely hot; add that to the heat of the car you are driving and the driver can become overheated quickly. I don't care what anyone says, you have to be athletic to survive in this sport. You also have to have exceptional focus and brain health. That brings me to a discussion about your driving gear.

I recommend that you purchase a 1-2 layer Nomex race suit and combine that with 1 layer of Nomex underwear. I recommend that you buy multiple pairs of socks; your feet will sweat or even get wet at times, and no one has time for fungus, nasty toes or unhealthy feet. Do not buy black gear or black helmets when you are first getting started. Black absorbs heat and that equipment will bake your brain and your body. Go with white or bright colors instead. I recommend pre-curved Nomex gloves. These gloves are meant for driving on the track and unlike the cheaper gloves, they won't bunch up in your hand, causing pressure points, while you are trying to drive. Put some decent money into your driving shoes as well and don't hike around in the pit with them on. They are driving shoes, NOT hiking shoes. If you don't believe me, get some oil, brake fluid, sand or coolant on the bottom of your driving shoes and let me know how that works for you as your foot slides off the pedal and you lose control of your

car at speed. ONLY wear your driving shoes for driving !! As an extra measure of safety, I recommend you wipe your feet on a towel or something similar before you even get in your car. Have your pit crew wipe down the foot box of your car as well. And don't be stinky! Hang up your driver's suit once you take it off and let it air out. No one needs to smell you coming from miles away because you are growing stinky bacteria in your suit. Same with your helmet. Wear a balaclava to keep sweat from ruining your helmet liner; better yet, buy a helmet that has a removable liner and wash it after every race. The Nomex suits don't wash well over and over again, so it's best to hang them up, inside out, on your pit tent to air out until your next session.

As a track driver, you obviously need to drink plenty of water and get some electrolytes in your system. I don't know if you have ever seen Kevin Harvick take a pit stop while racing with NASCAR, but he has peeled bananas waiting for him in his cooler in the pit. He always eats one during his pit stop. His helmet must smell like bananas; but whatever it takes guys! Stay hydrated and healthy while you are driving! Now, here is my spiel on alcohol. I'm not going to tell you that you can't have a beer or a drink at the corner worker party or after your track day is over, but please consider imbibing in moderation. Getting drunk the night before your event and showing up for morning practice with a hangover just isn't a good look. It's also not showing a winning effort and not conveying that you value yourself or your driving event. If you are a racer, just know that sponsors are always lurking in the pit, so are journalists and reporters. They are always looking for people they can showcase to promote the sport; keep that in mind!

Along similar lines, a great personality and charisma goes a long way with the track officials, fellow racers, and potential sponsors. Don't be an asshole in the pit; no one will like you.... or help you, for that matter. Use your common sense and intelligence while at the track. Heads up situational awareness is a great thing to have so that you don't get yourself run over in the pit or on the track. Enhance your ability to learn and strategize each session you get on the track or each time you visit a new track. Learning is growing! If you find yourself plateauing and needing to learn more advanced driving skills, then get some *FAASST* schooling or join us for some online video coaching, if we are unable to meet up at your local track.

Lastly, understand your purpose and mission while you are at the track and get yourself some family or friend support while you embark on this adventure. Make it a fun, enjoyable and winning experience for all involved and you will be heavily rewarded!

What Characteristics Make the Best Track Drivers?

(Do you have what it takes to be *FAASST*?)

Below are a few characteristics that are known to make the best racecar drivers and track competitors.

Do you see yourself in any of these?

Excellent Reflexes	Situational Awareness	Perseverance
Winning Attitude	Determination	Multitasker
Able To Pat Your Head & Rub Your Tummy	Excellent Eye / Hand Coordination	Able To Remain Calm With A High Heart Rate
Left Brain Thinking	Versatility	Rhythm & Flow
Good Reactionary Skills	Risk Taker	Common Sense
Ambidexterity	Time Management	Courage
Ability To Respect The Track and Not Be Afraid Of It	OK With Pushing In Order To Find Your Limits	Able To Make Calm Corrections At Speed
Mental Toughness	Family Support	Willingness To Learn
Good Diagnostician Of Your Vehicle	Good Biofeedback When Strapped To the Car	Great Communication With Your Pit Crew
Organized & Prepared	Smooth Driving	Mental Clarity
Able To Equally Succeed At Various Tracks	Able To Calmly Recover From An Incident	Technical & Mechanical Know-How
Confidence	Passionate	Healthy & Fit
Patience & Discipline	Planning & Execution	Slow In The Cockpit
Heightened Focus & Concentration	Block Out What Doesn't Serve You	Discernment & Able To Pick Your Battles
Emotional Stability	Teampayer	Good Eyesight
Good Decision Maker	Stable Inner Ear	Business Negotiation
Tenacity	Self Awareness & Control	Controlled Foot Work

The *FAASST* Vehicle

Your track car can be a daily driver, a grocery getter or a designated track car. It all depends on your family support (wife: “oh no you AREN’T taking my Speed3 to the track!”) and the space that you currently have in your garage. Hint: When looking for a place to live, consider a large garage! If your family looks at you sideways, make sure they have all the amenities and comforts of home they desire in the attached dwelling. It can be a great trade off! Personally when I looked at places to live, I checked out the garage first and THEN asked if all the plumbing worked inside the house. As a racer, I spent a LOT of time in my garage, so I made sure it worked for my needs. A racer has to have priorities....

You will see many different types of cars at the track, especially if it is an open lapping day, a high performance driving experience (HPDE) / time trial (TT) type of day, or a sanctioned race day (SCCA / NASA/ IMSA / Vintage etc.). Without overthinking this, you need to start with a track worthy vehicle, a sports car of sorts.... preferably not a van, suv, truck, or anything else with a high vertical center of gravity (CG). Decide whether you want to drive / race an open wheel car (think of an Indy car) or a closed wheel car (like a Mustang, Subaru, BMW, Porsche etc.). Finally, you need to decide if you want to track a rear wheel drive (RWD) vehicle, a front wheel drive (FWD) vehicle, or an all wheel drive (AWD) vehicle. In my opinion, the AWD cars can be very “forgiving” and might be the easiest to get started with if you are a beginner. RWD cars are best if you are able to control a “step out” or back end slide like an oversteer and the FWD cars, I consider to be a little “tighter” in cornering and tend to understeer or “push” through the corner if not driven correctly. All three types of cars require different advanced driving skills, so use discernment when you purchase or build your track car.

At the *FAASST* School, we teach you how to drive any car at any track while we have you in class. That way, if you show up in a RWD Corvette, you will also learn how to drive an AWD Audi the same day. This explains how many of our students, who started out with our High Performance School in a street car, were able to easily move into a full on racing program and podium in their first year of racing in a race prepared car! Impressive!

Contact the track(s) where you plan on taking your car and ask them about their lapping rules for cars. Not all cars (like convertibles) are allowed on track anymore, or at the least they are met with severe roll cage restrictions for your safety. Know the local track rules BEFORE you invest time and money into your track car.

Note: Don't buy last year's "championship car" and expect it to bring you instant podiums. The previous owner had the car set up for THEIR driving style, and you may not be at that same skill level just yet. So either learn to "grow into the car", or dial back some of the car set up so that you can manage it and hang onto it as you learn. Car setups change with track conditions and change as you learn advanced driving skills. Have patience, and partner with your car as you two grow together.

Here is my spiel on modifying and tuning your soon to be "track car". **DON'T MODIFY OR TUNE IT UNTIL YOU HAVE LEARNED TO DRIVE IT!!** I hope that was loud enough for you! I have lost count of the number of "tuned" cars that have shown up for class that are basically undrivable due to the mess a tuner or individual made out of it. Also, many High Performance (HPDE) and Time Trial (TT) events will class your car (via points) regarding the number of modifications or enhancements that it has. If you over do it, you will find yourself "out classed" and finishing last while driving your "modified car" in competition against more experienced drivers, who are driving with more torque and horsepower, while out driving you and wiping away any sense of confidence that you previously had. Just don't do it! Learn to drive the car first, and THEN modify the crap out of it (with someone who knows what they are doing). Just remember that this sport isn't ALL about horsepower! A tight, curvy elevation road course requires a car with a healthy torque band and a longer "flat out" road course requires a car with a healthy horse power band. Know the tracks you are choosing to run, and tune accordingly! Learn to optimize your gearbox potential!

Have someone fit you to your track car. Many drivers bring cars to the track that are not their best fit. What I mean by this, is that the driver's "build" doesn't necessarily match the allowed ergonomics of the car. Its very important that you are fit properly to your track car. Your car needs to fit you like a glove for you two to experience optimum performance. Once you strap in, you basically need to wear the car. It moves, you move. It slides, you go the same direction. An optimum and tight fit is key! We teach this in the *FAASST* School and in our online video coaching. Learn to do this correctly; you won't regret it.

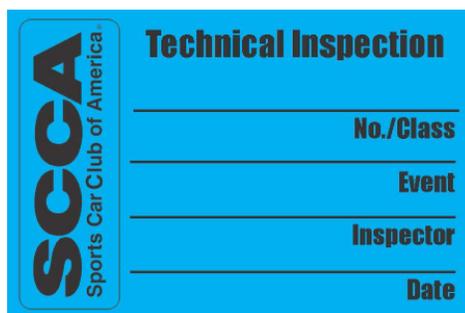
I highly recommend that you get some baseline dyno pulls on your (non modified) track car. Not only will this provide you with a true baseline when you ARE ready to modify and tune, it will give you a very accurate description of your torque / horsepower capability and will definitely let you know what you are working with as you learn to drive it on the track! Unfortunately, this exercise might also show you how much a previous owner has already screwed up your car for you. Ugh... Most tuning shops have a dyno in-house (an AWD dyno is the most versatile) and will charge \$100 - \$150 for 3 baseline

dyno pulls. Great deal! The power information you derive from these pulls may also be utilized by HPDE or TT event operators to determine your class of competition for the day. So this is definitely an important homework assignment for you! For you serious drivers looking to race, I recommend you measure your engine power on an engine dyno before putting it in the car. That information, combined with your vehicle power information will easily teach you how much “unsprung weight” is robbing your engine of power while you are on the track.

Last, but certainly not least, weigh your car so that you can corner balance it. With this knowledge you can further set up your suspension properly and can adjust your brake bias. There is a proper way to weigh your car and collect this data. If you don’t do it correctly, the data will be useless. We teach you how to weigh and corner balance your track car in our *FAASST* School and in our online video coaching sessions. A properly set up car can be a winning car, as long as there is a knowledgeable and educated driver behind the wheel!

On the next page, you will find our ***FAASST* School Tech Inspection** sheet that we use for street cars. As you can see, it's a basic list that outlines important safety and “common sense” items. Pay attention to the health of your car and bring a fully prepared car to the track. Anything else may cause you to be “removed” from the track and you may find your day being shortened by the track manager.

Race prepared cars generally have a log book that transfers to you from the previous owner when you buy the racecar. That log book should have a history of everywhere and everytime the car has been raced, crashed, rebuilt or re-inspected. The log book should also show a history of annual tech inspections, and the car should have an annual tech sticker like the one below somewhere on the roll cage.



Ask to see these items when considering the purchase of a race prepared car, and be cognizant of the last time it was raced or inspected BEFORE you purchase it.



TECH INSPECTION

- All loose objects are removed from the interior of the car and trunk.
- All snap on and detachable bodywork is removed.
- Front / Rear suspension is in good operating condition per testing.
- Front / Rear tire pressure is noted – tread depth measurable. No cords or belts showing.
- Battery is tied down and secured. No bungies. Hot terminal is insulated.
- Positive, quick, and safe throttle return. No fuel leaks. Fuel cap is tight.
- Brake fluid, steering fluid, and coolant levels are optimized and fresh. Belts and hoses are tight.
- Choice of oil is noted and level optimized. (recommend heavier weight oil for a hot track day)
- No excessive fluid leaks are observed with or without the engine running.
- No Fuel leaks observed.
- Driver's restraint (harness) is tight and secure with adequate hardware.
- Driver's restraint (harness) is 3pt, 5pt or 6pt (4pt harnesses are not allowed).
- No excessive play is observable in steering.
- Ball joints are in good condition. No cracks in wheels. All lug nuts are present and torqued.
- No cracks (large or small) in the windshield.
- Good brake pedal pressure. No cracks in brake rotors. Brake pads are less than ½ worn.
- Traction control systems, radios, and other electrical devices are disconnected or turned "off".
- Side mirrors are moveable and adjustable.
- Driver has a DOT or Snell approved helmet that FITS snugly.
- Driver has gloves with leather, or non-slip palms.
- Driver has closed toe shoes that completely cover the foot – No sandals.
- Driver has comfortable and unrestrictive clothing – Long pants required, no shorts.

I Know What I Want To Drive At The Track...

Now What?

Your next step is to find a place to play! At the end of this chapter, you will find a list of race tracks across the U.S. sorted according to “regions” throughout the country. We offer our *FAASST* School at SCCA / NASA approved tracks for your safety and ours; we recommend you drive at the same. These tracks have already been inspected and approved by sanctioned race bodies, therefore we also approve of them for schools and for our students. At the time of this writing, these tracks on our list were open and hosting ‘test-n tunes’, track lapping days, and race events that should be available to you. Just know that tracks often change names, change owners and even close. New tracks are being built all the time, so keep up with what is going on in your local area. If you have any questions about the track specifically, it's best to call or email them directly. Most tracks have very informative websites with a fantastic FAQ section, so you might want to read up before calling them. If you do choose to call, the best time to call them is earlier in the week when they are not hosting end of week or weekend events.

If you desire to travel and experience different tracks, the colored regions in the map will show you which tracks are considered to be within the same region. You can certainly drive or race outside of your region, but if you are competing for a regional or divisional title, this map will help you to concentrate on the tracks where you need to concentrate your efforts.

Now, what kind of competition are you interested in? Do you just want to be a weekend warrior who laps at every track in the country? Do you want to join a car club and play with them? Do you want to join an HPDE group or a race group like SCCA or NASA? Maybe you just want to work at a track first or join an experienced racer on their pit crew!?! All are great ways for you to get started.

When you show up as the “newbie” at a track, every Tom, Dick and Harry will show up in your pit to welcome you and try to “help you”. Just be careful of the “pit talk” and who you talk to. Not everyone is an “expert” and while they are most likely just trying to be friendly and helpful, some people will inadvertently feed you “mis-information” and pull you down an unsafe rabbit hole. Read the track rules before you get there and ALWAYS attend the driver’s meeting that is offered the morning of your event. Some tracks won’t even let you ON the track if you miss the driver’s meeting. I think that is a great rule! We make all of our *FAASST* students attend the driver’s meeting at every track they go to. It’s just good etiquette and it shows the track manager that you are a serious driver, who is willing to play by the rules.

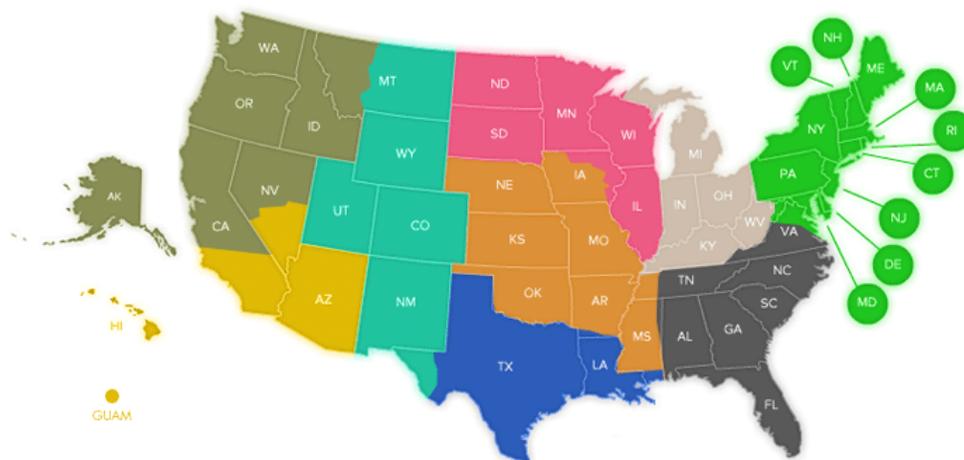
At the *FAASST* School, we also teach you how to read tracks as a driver. So, our students go out there and “own it”! They even win at tracks where we don’t teach them. How cool is that? There is nothing more fun than showing up at a new track, and beating the locals on it. And, don’t apologize for it either! Instead, own it, and raise the bar for others to perform better and perfect their craft!

Figure out your driver style in order to optimize your “fun factor” at the track. Do you like tight tracks where you can outdrive others in the corners? Do you like long fast tracks where you can smoke ‘em with your horsepower? Do you want to learn how to win in wheel to wheel racing? Do you want to compete in Time Trials (TT) where everyone laps and the fastest lap in your class wins? Do you just want to do open lapping days and continuously chase down your personal best (PB)? Determine your driver style and go win with it!

Find a race group or HPDE group or lapping group or car club that you can join, and start raising the bar in this sport! Try learning on your own (the expensive way) or go to a *FAASST* School and / or join us for some online video coaching. Learn to “own” and perfect your craft! Invest in yourself and be a winner!



FAASST APPROVED TRACKS



NORTH PACIFIC	CENTRAL	GREAT LAKES
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Oregon Raceway - OR
Pacific Raceways - WA
Portland Intl Raceway - OR
Ridge Motorsports Park - WA
Sonoma Raceway - CA
Thunderhill - CA
WeatherTech Raceway Laguna Seca - NV

Autobahn Country Club - IL
Blackhawk Farms Raceway - IL
Brainerd Intl Raceway - MN
Milwaukee Mile - WI
Road America - WI

Gingerman Raceway - MI
Grattan Raceway - MI
Michigan Intl Speedway - MI
Mid Ohio - OH
Nelson Ledges - OH
Putnam Park - IN
Road America - WI
Waterford Hills - MI

SOUTH PACIFIC	MIDWEST	NORTHEAST
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Buttonwillow Raceway - CA
Chuckwalla - CA
Inde Motorsports Ranch - AZ
Willow Springs Intl Raceway - CA

Hallet Motor Racing Circuit - OK
Iowa Speedway - IA
Motorsports Park Hastings - NE
Ozarks Intl Raceway - MO
Raceway Park of the Midlands - IA
World Wide Technology Raceway - IL

Lime Rock - CT
NH Motor Speedway - NH
New Jersey Motorsports Park - NJ
Pittsburgh Intl Race Complex - PA
Pocono - PA
Summit Point Motorsports Park - WV
Watkins Glen - NY

ROCKY MOUNTAIN	SOUTHWEST	SOUTHEAST
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High Plains Raceway - CO
La Junta Raceway - CO
Pueblo Motorsports Park - CO
Suika Circuit - NM
Utah Motorsports Campus - UT

Eagles Canyon - TX
Hallett Motor Racing Circuit - OK
Harris Hill Road - TX
MSR Cresson - TX
MSR Houston - TX
No Problem Raceway - LA
NOLA Motorsports Park - LA

Barber Motorsports Park - AL
Carolina Motorsports Park - SC
Homestead Miami Speedway - FL
Road Atlanta - GA
Roebling Road - GA
Sebring Intl Raceway - FL
Virginia Intl Raceway - VA

How To Become a Track Competitor or Racer

(Saving your marriage one lap at a time)

I had to add a bit of humor to this chapter, but on a serious note, we have had a lot of family experiences during our teaching years at *FAASST*! We have put marriages back together, we have reunited families and we have enriched father / son relationships at the track. That was something I wasn't expecting when I started the business, but it happened and those stories are such a blessing to me as a coach and business owner.

This sport isn't for everyone, and some don't have the natural talent to run to the front in their first year. But all hope is not lost! Just because your personal best (PB) may be too slow for competition when you first start, you can still win without natural talent; you just have to work a little harder. Let's talk!

Back to the marriage thing; family support is very important in this sport! If your spouse, significant other, or friends don't understand why you want to do this, they might try to talk you out of it. Many will tell you that you are crazy and that you are going to kill yourself! Don't listen to them, prove them wrong. This is your dream! Don't let anyone derail you. I'm blessed that it was MY family that got me into racing. My grandfather was addicted to the sport at a young age and he got my mom excited about it. I think "Andretti" was my first word (true story). My need for speed grew quickly and it was obvious that I was destined to join the sport. I raced formula cars as a woman and caught all kinds of attention; I learned to race at Road Atlanta. Tough track, but if you can learn to race there, I believe you can race anywhere!. Someone in the pit put a "T" on my last name on my racecar when I wasn't looking and the nickname *FAASST* was born! That turned into a racing school! Who would have thought?

My competitors found out that I liked to wash my helmet in the dishwasher and was building my race engines in my kitchen. I was quite the "catch" haha. Eventually, I was able to run my own racetrack. I say all of this to make a point about how important family and friend support is when you jump into this racing adventure with both feet. It can get very exciting! It's also important that you build a good pit crew for your race team. Choose wisely, your pit crew has to enjoy your adventure with you, but don't wear out your friends! Keep them busy, and appreciate them; be grateful for them and let them share in your wins!

And not to sound like Captain Obvious, but your family and friends are more likely to support your racing effort when you are winning! Not so much, when you are finishing back of the pack or last while being MIA all the time and burning through money.

Speaking of money, I would be remiss if I ignored the flaming elephant in the room. Yes, you will burn through tons of money while competing on the track, but comparatively what sport doesn't take a lot of money when you want to operate at a highly successful and winning level? Buying a track car, something that will drag it to the track, supplies, tools, equipment, spare parts, etc. will drain money from your wallet quicker than a hot knife through butter. However, your driving education and coaching is arguably the **BEST INVESTMENT** and the **MOST AFFORDABLE** part.



Start your kids young, and your family will grow up to be your pit crew! Meanwhile, if you are serious about succeeding in this sport, invest in yourself and transform your driving through education.

Drive *FAASSTer*!

So, You Want To Be a Racecar Driver?

Driving on the track can be a very humbling experience. You watch others do it and tell yourself, “hey, I can do that!” Then you give it a try and not so easy, is it? Back in the day, if you caught the road course racing addiction, you attended a race school, raced on a novice permit for a few races, and then got your regional race license (if you received approval from the sanctioned race body you were planning to race with). If you continued to race clean for a number of races or years, while staying out of trouble, you could apply for a national race license and race at a national level. It took time and a whole lot of money to reach the national level back then. Today, however, you are blessed with the opportunity to take your street car to the track and give this thing a try without actually having to go all-in on a race car, race team and regional competitions.

Several groups now cater to this high performance street car market; affording you lots of practice and seat time without having to go through the schooling, novice driving and licensing procedure. Some tracks will let you lap with little to no experience. I can't agree with that being the safest thing for everyone, but I see it a lot across the country. When I had the opportunity to operate a race track, I offered a Track Safety Orientation Class. You weren't allowed on my track until you had completed this class. This idea was very popular and beneficial. It added a lot of confidence to everyone on the track that everyone lapping on a particular day at least had “some” safety education along with some seat time.

So, with all that said, you can take the HPDE, TT streetcar route on your way to becoming a race car driver, or you can do it the way I did and go through the buy a racecar, go to a school, get licensed, start the racing process. Check out the SCCA, NASA, IMSA, Vintage Race Groups and others in your local area. Go out to the track(s) and observe some of their scheduled events. Another way to observe racing in your local area, is to volunteer as a Corner Worker at your local track(s). Corner Workers make the BEST drivers and racers. They get a front seat to the do's and don'ts, the woo-hoos and the whoopsies! Another way to observe the art of racing, is to hang out with a seasoned race driver; maybe jump on a race team and work as a pit crew member. This also will give you a front seat to observe what goes on at the track during a race event. Is this racecar driving thing for you?

Just know that video games, simulators, and playing Grand Theft Auto will NOT make you a good driver. In fact, it does the exact opposite. If you are serious about competing as a racecar driver, do

yourself a favor and stay away from that type of “training”. Instead consider an established race school such as *FAASST*, or join us for some online video coaching.

In order to be a successful racecar driver, you need to be able to read tracks... several of them. Some tracks have repetitive corners and it's possible for the driver to actually get “lost” on the track, thinking they are on one part of the track when in fact they are actually somewhere else on the track. Racing takes incredible focus, situational awareness and mental clarity. Do you have all of that? Driving the line is one thing, but if you don't know how to negotiate it, you're going to be mid-pack at best. Sometimes it rains; what are you going to do then? Sit that one out? Or, go out there to win? How do you drive and set your car up to drive in the rain, do you know? It can happen, will you be prepared? No, the answer isn't rain tires. Rain tires can dry out and burn out when the track dries in the middle of your race. Know your craft and train to win!

If your personal best (PB) is too slow for competition, how will you make up the lap time and fill your gap? Do you know how to identify and calculate your theoretical best lap time (TBL)? Knowing how to do this is a major educational tool. Learn how to calculate it and use it to your advantage!

If you are serious about racing competition, join a race class that garners a lot of attention and has a large field of cars. Invest in your education and invest in your safety and become a consistent and fast driver. Get to the front, and start winning! Driving like that will attract sponsors. Extra money will certainly help. Improve your car's performance and prove yourself to be a national championship qualifier. It's OK to win your first year, even at a national level, right Cody Powell? (*FAASST* Student)



If you are serious about being a racecar driver - drop your ego, get comfortable being uncomfortable, invest in some driver and car setup education, partner with your car and get after it!

What Equipment Do I Need?

The list of equipment needed in order to be successful at the track can be a bit exhaustive, but below are the “must haves” to get started, most of which you might already have in your home, garage or at your favorite auto shop.. When you buy tools and equipment, don’t cheap out! Get some decent tools, like SnapOn or another high quality brand, and buy extras of the tools that you are going to be using often (in case they break or get “borrowed”). Keep unnecessary fingers out of your tool box, and if your pit crew is unable to put tools back properly after using them, get rid of those people. Nobody has time for that! Work with professionals or do everything yourself (not recommended). A good pit crew is worth its weight in gold. I can’t emphasize that enough. Your pit crew will be some of the best “equipment” you will have on your team. Your pit crew can help you win and they can also kill you. No joke. Choose wisely and be picky!

Here is a “get started” equipment list in no particular order:

Track Vehicle & Trailer	Fuel & Fuel Jugs	Tires (Track or Race)
Driving Gear (high quality)	Cool Suit System	Extra Wheels
Shop Vac	Pyrometer	Rain-X
Tent / EZ UP	Funnels (labeled)	Tie Downs
Engine Oil (straight weight)	Gear Oil	Brake Fluid (high heat)
Umbrella	Quick Jack	Alignment Shop Contact
Torque Wrench	Air Tank	Portable Tool Box
Tools (metric & english)	Zip Ties	Pit Cart or Wagon
Spare Vehicle Parts	Tire Bleed Gauge	Roll Cage (proper spec)
3, 5 or 6 Point Harness	Stop Watch	Graphite Lube
Ear Plugs	Tap & Die Set	Cordless Drill
Notebook / Journal	Shop Towels	Coolant / Water Wetter
Cooler for Water / Food	Pit Bike / Scooter	Corner Balance Scales
Rule Book	Baseline Dyno Pulls	Tow Hooks on Track Vehicle
Generator	Camber Gauge	Pit Radio / Race Com

When you become “over the top” serious, you will need a Race or Competition License. Decide on what group you want to race with or compete with and then attend a school like *FAAST* and get some serious

coaching along with a ton of seat time. Once you are able to showcase your natural talent and winning ways, you will want to find some sponsors to help cover some of your track costs and racing costs. The formula I like to use is 5x your actual track & race expenses. You can even offer packages or levels if you would like. Go after a main sponsor and then entertain a tire sponsor or get a shop sponsor. DO NOT accept “free product” only from a sponsor, that doesn’t show your value and vendors will take advantage of you if you accept that level of sponsorship. If you have something of value for a sponsor, then get paid for it! Sell space on your car and on your trailer. If you are going to compete locally, then approach local suppliers for sponsorship. If you are going to compete on a national level, then approach national suppliers for sponsorship. Prepare a track / race resume and make sure there is plenty of ROI for your sponsors. Invite them out to the track with you as well, especially if they are unaware of how your sport operates. Entertain them! Then, ask them for more money and involvement!

If you are not self employed, then you will also need an understanding employer. Find a job that understands your weekend adventures and addiction. You probably will show up at work on Monday tired, sunburned, broke, maybe mentally wounded and might be mistaken for a crack addict. (funny but not funny) Hopefully your boss is your friend and will even go to the track with you or be an integral member of your pit crew! Maybe he will even be a sponsor!

Better yet, start your OWN business and strive to become a millionaire! Hey look! I just found you your first sponsor.... your own company! (nice “write off” concept, huh?)



“Money and time are man-made constructs. Dreams are forever.” - Judy Faass

You Might Be a Racecar Driver If

(Don't take yourself too seriously)

- Your heart rate increases when you see the brown truck anywhere near your home.
- Your co-workers are thinking about having an “intervention” for you since you keep coming into work on Mondays looking a little disheveled, super tired, smelling like fuel and making “I’m broke” statements. (note: racecar drivers have been compared to crack addicts - no joke)
- You took out a second mortgage on your home, and it wasn't because you wanted to put your kids through college.
- You sometimes put your helmet on, strap yourself to your racecar in the garage, and make “race noises”.
- You know that r-a-c-e-c-a-r spelled backwards is still r-a-c-e-c-a-r.
- You will waste almost an entire practice session, just because you’re trying to get your GoPro to work.
- You have selective hearing and can magically make “that noise” go away since there are only 3 laps left in the race.
- You sometimes use “trail braking” to get text-ers off your tail when driving 80mph on the expressway.
- You can quote lines from the “Talladega Nights” movie and you have a secret fantasy to run out onto the track in your underwear yelling, “I’m on fire! I’m on fire!”
- Every road you drive on is a “racetrack”; even those you drive on going to work or taking the kids to school.
- You mow your yard in the shape of a go-kart track.
- Your mental game is strong and it looks like it “might” rain, so you go down to the grid with a jack, 2 slicks and 2 rains on your car just to mess with and psyche out your competitors. (This actually works and I did it often. I always chose the slicks, btw.)

Learning Is A Choice

**“The capacity to learn is a gift; the ability to learn is a skill;
the willingness to learn is a choice” - Brian Herbert**

If you are still breathing and reading this, you are not done learning. Your life has a lot of years left, and you have plenty of time to learn new processes, new procedures, new ways of living, and new driving techniques.

Many high performance and race drivers often try to learn this craft on their own. Not only do these drivers stop improving when issues get in their way, they also often don't know how to fix them. Other times, they enlist “other drivers” for help, only to experience the “blind leading the blind” phenomenon.

On the other hand, not ALL drivers are on this earth to win. Some are perfectly happy to be average, mediocre, or just have “fun” at the track. There is absolutely nothing wrong with that, and that DOES work for some. It didn't work for me; I wanted to WIN! If you are serious about this sport and you really want to improve and excel at your craft, it's best to learn from someone who has already been there and who might just know a little more than you.

Everyone needs a coach.

At a *FAASST* Performance Driving School, you will learn more in ONE day, than you will ever learn on your own in three years time. And with our Online Video Coaching Program, you will have the opportunity to hone in on your most pressing issues and get help to remedy some of your worst habits that are costing you and keeping you from progressing at a winning pace.

Improve yourself. Be better.... at everything. Invest in yourself! Choose to be a champion!

Are you the best you will ever be? Or, is there room for you to be better while exceeding your wildest dreams when it comes to driving on the track!?!

A rudder can't steer a parked boat. So my advice is to get moving and start learning!

Everyone needs a coach.



Become a *FAASST* student. Be inspired and transform your driving. Learn as much as you can and soar to the top of your craft! There is a saying that “second place is the first loser”. You can believe what you want, but personally I believe that winning is a LOT more fun! Some of you will agree with that and some of you won’t. But there is one thing for sure; I will continue to ‘do me’ and I will continue to lift up my fellow drivers and racers in any way I am able. I AM committed to helping those who want to be helped! I’ll meet you where you are at, and I’ll lift you up to the top; as long as you are willing to put in the hard work to achieve your absolute personal best!

The choice is yours; just know that your results will always reflect your choices and actions that you take, as well as the ones you don’t.

I’ll see some of you in class!



I'm Already Tracking My Car and Want To Improve

(What are my next steps?)

OK, so I see you are addicted. It happens. But truthfully, if you aren't winning, setting track records, or driving at the top of your class, you either have plateaued, don't have the necessary talent it takes, or you need help.

Do you know what you want or need help with? Or, do you not know what you don't know? 85% of beginner or intermediate drivers feel the same way. Most drivers always have room for improvement and it takes a keen eye and instructor / coach to determine what your next steps should be. Call me!

What are your goals? Do you want to win? Do you want to hit the podium for the first time? Do you just not want to finish last anymore?

You probably aren't surprised to hear that I and the *FAASST* School can help you achieve your goals.

With a *FAASST* School or with online video coaching you will:

- Learn proper inputs to the car that will make you faster.
- Learn how to pass correctly on track without losing time.
- Learn strategies for practicing, qualifying, racing and winning.
- Learn strategies to overcome incidents (yours or others) that may occur on track.
- Learn strategies for successful starts and restarts.
- Learn strategies to lower your lap times and learn how to write a 'hot lap'.
- Learn how to negotiate the line rather than just driving it.
- Learn how to read tracks and learn how to drive any car on any track.
- Learn how to set up your car for optimum performance.
- Learn how to address and fix body roll in your car.
- Learn how to optimize your tires and tire wear.
- Learn about throttle control and how to set your brake bias.
- Learn how to set up your suspension and corner balance your car.
- Learn how to left-foot brake and trail brake with confidence.
- Learn how to optimize your gearbox and shift points.
- Learn how to make your TBL work for you.

Since 2005, I have been helping drivers find their inner untapped driving talent. I've been taking drivers to the front of their class and I've been helping families stay together through the process. If *FAASST* is not scheduled at your local track, consider joining us for online video coaching. Our curriculum is proven.

The *FAASST* School or online coaching with track homework, will help you bypass tons of rookie mistakes. With the proper coaching, you will never have to experience these known mistakes, and you will be able to get to the front and succeed much quicker. Save the heartache, time and money and invest in yourself! If you are serious about competitive track driving or racing, the money you spend on coaching will replace itself quickly. Otherwise, you could spend thousands of dollars and never really learn how to drive on a track or compete properly.

Learning is a choice.

**INVEST IN YOURSELF
TO THE POINT
THAT IT MAKES
SOMEONE ELSE
WANT TO
INVEST IN YOU**

About the *FAASST* Performance Driving School

The *FAASST* Mission: “Satisfying individual needs and desires through the recognition and empowerment of natural abilities.”

The *FAASST* Performance Driving School is a subsidiary of *FAASST* Motorsports Inc. The company began in 2005 and is headquartered in the beautiful state of Colorado. *FAASST* offers a valuable and quality service for novice automobile racers and owners of high performance vehicles looking to learn and develop professional driving or racing skills. *FAASST* caters to the amateur car club, driving and racing market. We claim to be the ‘#1 School for Maximum Seat Time’ and a one-stop-shop for driving education and accessories.

We don't want you filling out paperwork, we want you driving, racing..... and winning!

After working with hundreds of students across the U.S. and earning countless rookie podiums and divisional championships, the school continues to teach students how to excel in their first year of the sport! Over the years in business, *FAASST* has proven to be the best affordable option to satisfy the needs of racing rookies and high performance drivers.

About Judy Faass



After graduating with a degree in Chemistry from the University of Georgia, Judy spent 12 years working as a scientist for the Kimberly-Clark Corporation. No stranger to 'horsepower' she competed as an advanced equestrian, training her own horses and leading several to Hunter / Jumper championships. After college, and after graduating from a Jim Russell Racing School, Judy successfully raced Formula Fords at a national level with the SCCA. She later discovered the joy

of teaching in the motorsports industry, when she had the opportunity to work for the Mercedes Benz Club. She founded the *FAASST* Performance Driving School in 2005; and since then, Judy has shared her love of racing and her passion with hundreds of drivers across the country, leading many to rookie podium wins, and regional or divisional championships.

FAASST TESTIMONIALS

We value winning results at *FAASST*!

Take a look at how we have been able to transform these drivers:

<p>The <i>FAASST</i> program took 10 seconds off my lap times in only a few hours' time. It was by far some of the best money I've spent in racing. - Derek Whitis - FL</p>	<p>The <i>FAASST</i> instructors were very good, knowledgeable, thorough and supportive. The <i>FAASST</i> school was by far the best of the driving schools I have attended. - Hank Dudley - NJ</p>
<p>I found the intense and complete instruction provided by <i>FAASST</i> to be exactly what I needed for me to be successful. At the National Run and Gun Event at Gateway I won my class. - Jared Timmerman - IA</p>	<p>The <i>FAASST</i> curriculum provided me with the knowledge and resources needed to succeed in racing: from mental to physical, pre-race to post-race, practice to podium. - Aaron Leichty - KY</p>
<p><i>FAASST</i> was a huge part of my racing program this year. I was a complete auto racing rookie, but <i>FAASST</i> brought me up to speed almost immediately as I finished second in my first race and won my second. - Cody Powell - CO</p>	<p>I came to <i>FAASST</i> as a total beginner. At the end of my first year of SCCA racing I truly felt <i>FAASST</i> had really helped me in making it onto the podium several times in the sealed spec miata class. - Michael Niemann - CA</p>
<p>I started the day with <i>FAASST</i> not realizing how unprepared I really was to drive the race car and walked away at the end of the day not only feeling totally prepared but feeling like I could go out and be competitive at any track. - Bill Gray - KS</p>	<p><i>FAASST</i> has the skills and the knowledge to take you wherever you want your driving to go – from a fun afternoon of driving hard in your own car – all the way to winning races. - Ashley Burt - CO</p>
<p><i>FAASST</i> taught me so much about my car and increased my driving skills to the next level. I will make sure all my racing friends are aware how important the proper training (<i>FAASST</i>) is to enhance their ability and fun. - Greg Zimpel - VA</p>	<p>I am a SRF novice and had the pleasure to work with the <i>FAASST</i> Team in Houston. The same year, I received coaching at a second track, cutting my lap times by about 20 seconds. <i>FAASST</i> is careful, caring, fun to work with, encouraging, and confidence building. - D. Bristow - TX</p>
<p>I would like to take the time to thank <i>FAASST</i> for helping me. I came to the class with only oval asphalt racing experience and had never turned a lap on a road course. After class, I raced in my first two regional events. On day 2 I had the second fastest lap of the race! - Chuck Ferran - NM</p>	<p>A <i>FAASST</i> instructor acted as my personal driving coach for the race(s) following my school! I finished the enduro 7th in my class (SM) and won my class (SM) in a 5 lap sprint race the same day! Before taking the <i>FAASST</i> school, I wasn't even middle of the pack, I was back of the pack. I can't wait to go racing! - Chris Fulton - FL</p>

FAASST

Performance Driving School

719-377-4017

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fmi@Faasst.com



FAASST Offers Affordable Schools & Online Coaching

(Pricing Is Subject To Change)

Half Day High Performance School - \$695

Full Day High Performance School - \$995

Full Day Race School - \$1,195

(Requires a Race Prepared Car)

All Video Coaching Sessions Involve Track Homework

1-on-1 Session - \$297

VIP - 3 Sessions - \$797

6 Group Sessions - \$1,497

(Coaching Sessions Are 1 to 1.5 Hours In Length)
